

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF
BURBANK ADOPTING THE MEDIA DISTRICT SPECIFIC
PLAN UPDATE.

(PROJECT NO. 22-0003509, MEDIA DISTRICT SPECIFIC
PLAN UPDATE)

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. California Government Code Section 65300 *et seq.* requires each city to prepare and adopt a comprehensive, long-term general plan for the physical development of the city with state-mandated elements. The Burbank2035 General Plan, which was adopted by the Burbank City Council (“Council”) in 2013 and thereafter amended in 2014, 2019, 2022 and 2026, is made up of chapters or elements, many of which are required by State law. These elements include – Housing, Air Quality and Climate Change; Land Use; Mobility; Noise; Open Space and Conservation; Safety; and Plan Realization.

B. The 2021-2029 Housing Element of the Burbank2035 General Plan (“Housing Element”) provides policies and housing programs to enable housing development to meet the City’s fair share of housing, identify potential opportunity sites for accommodating future housing growth, accommodate a diversity of housing affordable to all economic segments of the community, and remove regulatory constraints in development of housing by streamlining the residential building permit process.

C. Housing Element Program No. 5 “Housing Opportunity Sites & Rezone Program” describes how the Media District Specific Plan Update is a key component to facilitating the development of housing, and the City initiated the Media District Specific Plan Update, inclusive of a General Plan Amendment, Specific Plan Amendment, Zoning Code Amendment, and Environmental Impact Report (collectively, the “Project”) in 2022 in partial fulfillment of this program.

D. California Government Code Section 65450 authorizes the Council to prepare and adopt specific plans for the systematic implementation of the Burbank2035 General Plan for all or a part of the area covered by the Burbank2035 General Plan. The Project implements the Burbank2035 General Plan within an area covered by the Burbank2035 General Plan known as the Media District.

E. Pursuant to California Government Code Section 65453, specific plans must be prepared, adopted, and amended in the same manner as a general plan with certain exceptions. Accordingly, the Media District Specific Plan Update was prepared and adopted in accordance with applicable provisions of Title 10, Chapter 1, Article 1 of the Burbank Municipal Code (“BMC”), and California Government Code Sections 65350 *et seq.*

F. Following initiation of the Project, the City solicited and received extensive public participation associated with the Project, using a series of both in-person and virtual community meetings, stakeholder meetings including residents, business owners and the Project team, walking tours, one-on-one meetings and Planning Commission and City Council study sessions.

G. On September 28, 2026, the Planning Commission ("Commission") held a duly noticed public hearing to consider the Project. The Commission considered all evidence presented, both written and oral, and at such hearing adopted Resolution No. 3492 recommending that the Council approve the Project.

H. The Commission also recommended certification of the Project Environmental Impact Report ("EIR"), including Responses to Comments, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP") with a Statement of Overriding Considerations with Findings of Fact, all prepared in accordance with the California Environmental Quality Act ("CEQA").

I. The Council at its regular meeting of November 10, 2026, held a duly noticed public hearing on the Project. Said hearing was properly noticed in accordance with applicable law. Public notification was provided in a newspaper of general circulation at least 10 business days prior to the November 10, 2026 City Council public hearing on the Project pursuant to Government Code Sections 65453, 65355, and 65090.

J. At the public hearing, the Council exercised its independent judgment and considered and approved Resolution No. _____, concurrently with but prior in time to this Resolution, certifying a Final Program EIR for the Project, consisting of all comments received during the public review period, responses to all significant environmental points raised during the public review period, and an MMRP with a Statement of Overriding Considerations and Findings of Fact, in accordance with CEQA (Public Resources Code Sections 21000 *et seq.*), and the State CEQA Guidelines (14 California Code of Regulations Sections 15000 *et seq.*). As part of this approval, the Council found that the Sustainable Infrastructure Alternative outlined in the Final Program EIR avoids or substantially lessens several significant environmental effects while continuing to meet all Project objectives, represents the environmentally superior alternative, and therefore should be adopted as the recommended Project

K. At the public hearing, the Council considered and approved Resolution No. _____, concurrently with but prior in time to this Resolution, amending the Burbank2035 General Plan Land Use Element and Land Use Map consistent with the Media District Specific Plan Update, including the Sustainable Infrastructure Alternative analyzed under the Final Program EIR.

L. The Council considered the report and recommendations of the City Planner, the action and recommendations of the Planning Commission, the Final Program EIR, the MMRP and Statement of Overriding Considerations and Findings of Fact, and the evidence and testimony presented at the public hearing.

M. The documents and other materials that constitute the record of proceedings, upon which the decision to recommend approval of the Project, are in the Community Development Department's Planning Division of the City of Burbank and the custodian of the record is the City Planner.

THE COUNCIL OF THE CITY OF BURBANK RESOLVES:

Section 1: General Findings: The findings above are true and correct and are incorporated herein as if restated in their entirety.

Section 2: Burbank Municipal Code Section 10-1-102 Findings. *Pursuant to Government Code Section 65453 and Burbank Municipal Code Section 10-1-102, amendments to a Specific Plan shall be made as often as the City Council shall, in its sole discretion, deem it either necessary or advisable for the best interests of the City of Burbank.*

The Council finds that it is necessary and advisable and in the best interests of the City to amend the Media District Specific Plan to implement the Project, as updated to reflect the Sustainable Infrastructure Alternative analyzed in the Final Program EIR, to accomplish the overarching goals of streamlined housing production, contextual development, and transit-oriented growth as further described in the Media District Specific Plan Update policy document, attached to this Resolution as Exhibit A.

The Project, including the Media District Specific Plan amendments, is consistent with the Burbank2035 General Plan by fulfilling Program LU-3: Specific Plans of the Plan Realization Element, which requires the City to review and revise the Media District Specific Plan through a public process to ensure the vision, goals, and policies remain applicable and appropriate, as well as Housing Program No. 5 (Housing Opportunity Sites & Rezone Program) of the Housing Element, which requires the City to update the Media District Specific Plan to provide necessary zoning, objective development standards, and processing procedures to facilitate housing production.

Further, California Government Code Section 65359 requires that any specific plan that is applicable to the same areas or matters affected by a general plan amendment shall be reviewed and amended as necessary to make the specific or other plan consistent with the general plan. The amendments to the Media District Specific Plan are necessary to update the Media District Specific Plan to make it consistent with the amendments to the Burbank2035 General Plan approved by the Council under Resolution No. _____.

Section 2: Consistency with the Burbank2035 General Plan. *Pursuant to California Government Code Section 65454, no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.*

The Project, including the Media District Specific Plan Update, as updated to reflect the Sustainable Infrastructure Alternative analyzed in the Final Program EIR, is consistent with the Burbank2035 General Plan by fulfilling Program LU-3: Specific Plans of the Plan Realization Element, which requires the City to review and revise the Media District Specific Plan through a public process to ensure the vision, goals, and policies remain applicable and appropriate, as well as Housing Program No. 5 (Housing Opportunity Sites & Rezone Program) of the Housing Element, which requires the City to update the Media District Specific Plan to provide necessary zoning, objective development standards, and processing procedures to facilitate housing production. The Media District Specific Plan Update identifies the Burbank2035 Land Use, Housing, and Mobility Elements as primary guidance for the Update and implements Burbank2035 General Plan goals and policies for the Media District, including Plan Realization Element Program LU-3, which specifically calls for review and revision of the City's existing specific plans.

The Media District Specific Plan Update establishes land use, development, mobility, infrastructure, and implementation provisions that are consistent with and further implement the following Burbank2035 General Plan policies at the more detailed, district-specific level contemplated for a specific plan:

Land Use Goals and Policies

- Goal 1 Quality of Life:
 - o Policy 1.1, Policy 1.2, Policy 1.3, Policy 1.4, Policy 1.7, Policy 1.8
- Goal 3 Community Design and Character:
 - o Policy 3.1, Policy 3.2, Policy 3.3, Policy 3.4, Policy 3.5
- Goal 4 Public Spaces and Complete Streets:
 - o Policy 4.1
- Goal 5 Housing:
 - o Policy 5.1 Policy 5.2, Policy 5.5
- Goal 6 Economic Vitality and Diversity:
 - o Policy 6.3
- Goal 7 Community Participation:
 - o Policy 7.1, Policy 7.2, Policy 7.3, Policy 7.4, Policy 7.5

Mobility Goals and Policies

- Goal 1 Balance:
 - o Policy 1.4
- Goal 2 Sustainability:
 - o Policy 2.1, Policy 2.3
- Goal 4 Transit:
 - o Policy 4.3, Policy 4.8
- Goal 7 Parking:
 - o Policy 7.1
- Goal 8 Transportation Demand Management:
 - o Policy 8.1, Policy 8.3

Section 3: Amendment to the Media District Specific Plan. The Council hereby amends and restates the Media District Specific Plan in its entirety as provided in Exhibit A, attached to this Resolution and incorporated by this reference which reflects the Sustainable Infrastructure Alternative analyzed in the Final Program EIR.

Section 4: Environmental Assessment. The Project, including the amendments to the Media District Specific Plan, has been reviewed for compliance with the California Environmental Quality Act ("CEQA"). The Council certified the Final Program EIR for the Project as being in full compliance with CEQA and adopted an MMRP and Statement of Overriding Considerations with Findings of Fact for the Project under Resolution No. _____. No further analysis under CEQA is required.

PASSED AND ADOPTED this _____ day of _____, 2026.

Tamala Takahashi
Mayor

Attest:

Approved as to Form:
Office of the City Attorney

Kimberley Clark, City Clerk

Lisa Kurihara
Senior Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

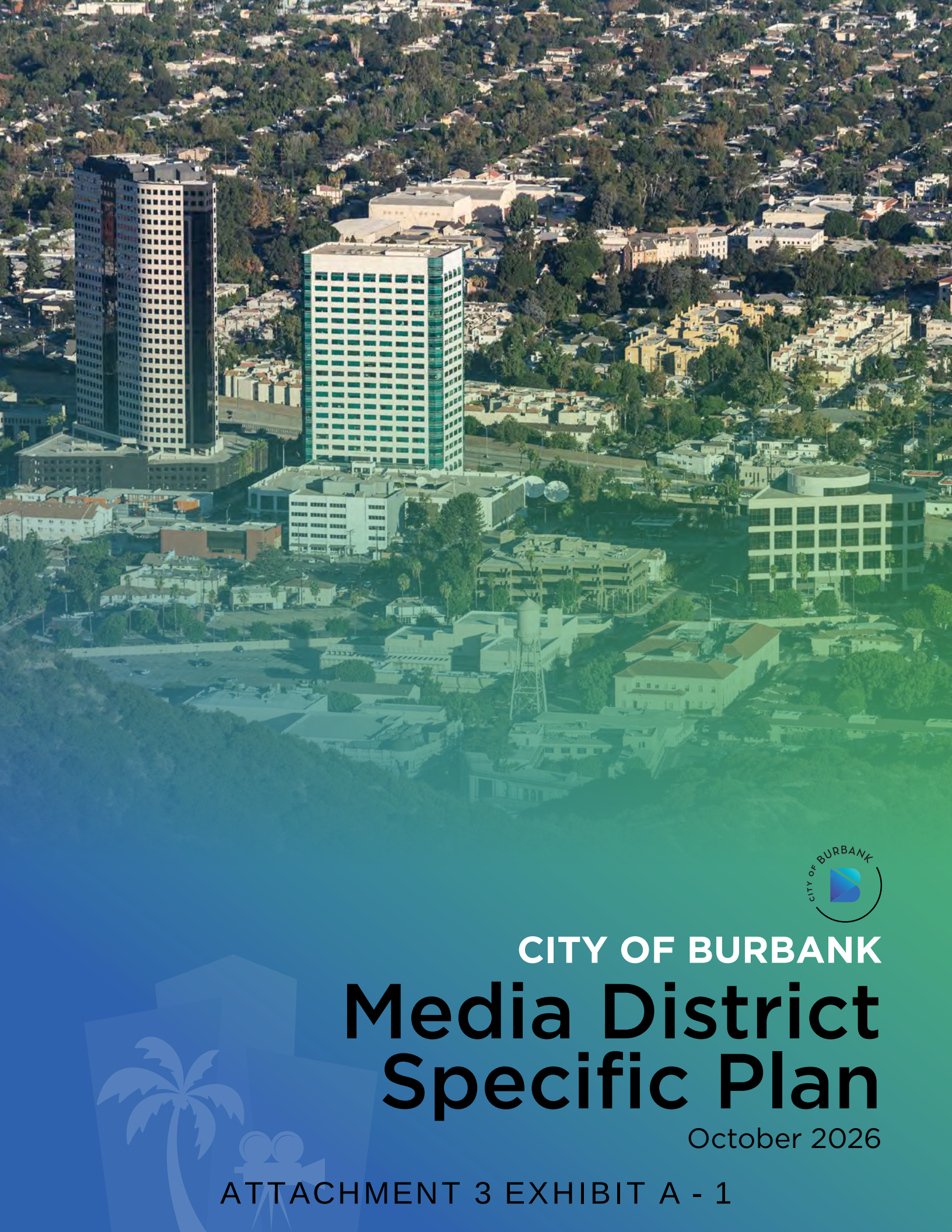
I, Kimberley Clark, City Clerk of the City of Burbank, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the _____ day of _____, 2026, by the following vote:

AYES:

NOES:

ABSENT:

Kimberley Clark, City Clerk



CITY OF BURBANK

Media District Specific Plan

October 2026

ATTACHMENT 3 EXHIBIT A - 1

ACKNOWLEDGEMENTS

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***“Working together for a safe,
beautiful and thriving community”***

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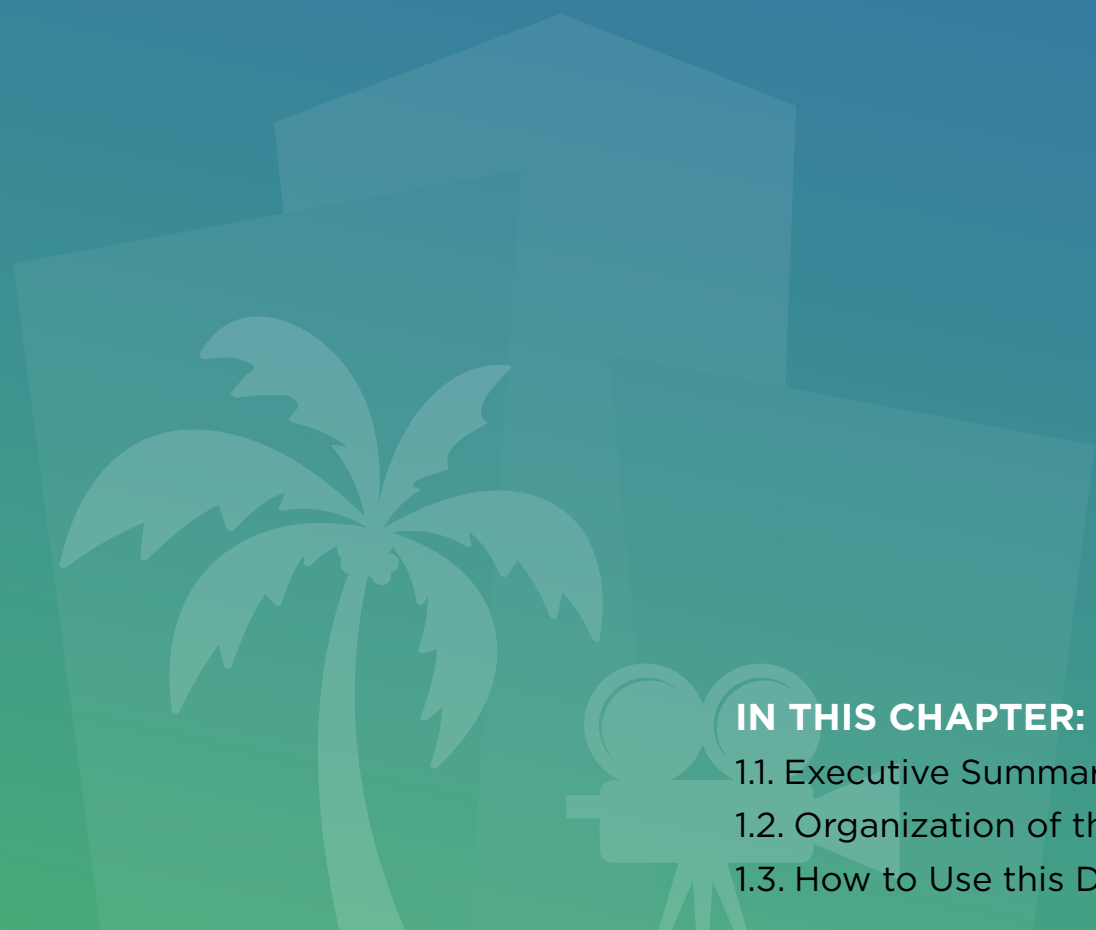
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CHAPTER 1

Executive Summary



IN THIS CHAPTER:

- 1.1. Executive Summary
- 1.2. Organization of this Document
- 1.3. How to Use this Document



1.1. EXECUTIVE SUMMARY

“Working together for a safe, beautiful, and thriving community”

The Media District Specific Plan (MDSP) Update is a policy document for the future land development and public improvements of the 544-acre Media District Specific Plan Area (Media District) located within the southwestern portion of the City of Burbank (City). The MDSP Update covers a comprehensive list of topics and areas including land use, mobility/ streetscape, and infrastructure. It establishes goals and policies for the future of the Media District, keeping in mind the support for contextual development, transit oriented growth, and streamlining housing production. These goals are supported with updated objective development standards. Lastly, the MDSP Update includes an implementation strategy and action items to ensure that the goals and policies of the MDSP Update are carried out in the future. The MDSP Update took a collective outreach and engagement approach as it was developed with the input from community members, businesses, elected officials, and City staff. Public engagement was at the core of the planning effort to develop the MDSP Update. Public engagement activities were held throughout the development of the MDSP Update, which included community workshops, community pop-up events at local businesses, stakeholder meetings, neighborhood walking tours, and City listening sessions. The public engagement activities allowed community members opportunities to engage in the planning process and provide valuable input that guided the development of this MDSP Update.

The Media District Specific Plan was first adopted by the Burbank City Council in 1991. The 1991 MDSP established goals, guidelines, programs, and direction for the growth of the Media District. The 1991 MDSP was primarily developed in response to residential community concerns about the impacts of development from film studios. The 1991 MDSP aimed to preserve the character of single-family residential neighborhoods by minimizing the impact of developments adjacent to these neighborhoods while allowing for sufficient opportunities for media and medical services. This update to the 1991 MDSP aims to update and expand on the strategies of the 1991 MDSP to address contemporary needs and an updated vision of the future of the Media District.

The MDSP Update was prepared in accordance with the California Environmental Quality Act (CEQA) and California Planning Law. The MDSP Update was developed to be consistent with the City’s Burbank2035 General Plan. Specifically, the Burbank2035 Land Use, Housing, and Mobility Elements provided the primary guidance for the MDSP Update. The preparation of the MDSP Update also required various studies to be conducted. This analysis included a market and feasibility study, greenhouse gas emissions study, noise study, parking study, traffic impact analysis, a water supply assessment and associated public infrastructure studies. These analyses and assessments were conducted by technical environmental consultant professionals in coordination with City staff.

1.2. ORGANIZATION OF THIS DOCUMENT

This section describes the organization of the MDSP Update and its content.



CHAPTER 1. EXECUTIVE SUMMARY

The Executive Summary offers an overview of the contents of the MDSP Update and provides direction on how to use this document.



CHAPTER 2. INTRODUCTION

The Introduction describes the purpose of the MDSP Update, provides the authority to prepare the MDSP Update, and describes its relationship with the General Plan and other adopted City plans and policies.



CHAPTER 3. MEDIA DISTRICT PROFILE

This chapter describes the Media District Planning Area in context of the City and Los Angeles County, including existing conditions and demographics.



CHAPTER 4. COMMUNITY OUTREACH & ENGAGEMENT

This chapter describes the purpose and process of community outreach and engagement conducted to create the MDSP Update, and highlights the key goals of the community involvement efforts.



CHAPTER 5. VISION & OVERARCHING GOALS

This chapter summarizes the community's voices, aspirations, and concerns for the Media District into a clear vision, and establishes overarching goals.



CHAPTER 6. LAND USE AND ZONING

This chapter establishes land use and zoning related goals and policies for the Media District, describes existing land uses and establishes proposed General Plan land use designations as well as permitted uses in the Media District.



CHAPTER 7. DEVELOPMENT STANDARDS

This chapter establishes the applicable development standards for property in the Media District.



CHAPTER 8. MOBILITY AND PUBLIC REALM

This chapter establishes mobility related goals and policies for the Media District, describes the relationship to the City's Complete Our Streets Plan, and provides strategies for transit, transportation demand management (TDM), and parking.



CHAPTER 9. INFRASTRUCTURE

This chapter addresses the infrastructure of public facilities, water supply, energy, and sewage systems, and includes an analysis of existing capacity and potential improvements necessary to City infrastructure to meet future demands.



CHAPTER 10. IMPLEMENTATION

This chapter includes steps to implement the MDSP Update, including regulatory actions, programs, and improvement projects. This chapter also identifies funding and financing strategies, provides information about lot consolidation, community benefits, transfer of development rights (TDR), and the entitlement process.



CHAPTER 11. DEFINITIONS

This chapter provides a comprehensive reference list of definitions for relevant terms used throughout the MDSP Update.



APPENDICES

The appendices includes additional relevant documents that contributed to the development of the MDSP Update.

1.3. HOW TO USE THIS DOCUMENT

FIGURE 1-1: How to Use this Document



IF YOU ARE A COMMUNITY MEMBER

For community members who are interested in learning about the Media District and the role of MDSP Update in shaping its future, Chapters 1 through 5 provide that overview as it was shaped by community outreach and engagement. Chapters 6 through 9 provide more detailed information about land uses, developments standards, mobility improvements, and infrastructure improvements that are planned for the Media District. Lastly, Chapter 10 provides information about the implementation of the MDSP Update.



IF YOU ARE A PROPERTY OWNER OR DEVELOPER

Property owners or developers who are interested in developing within the Media District should understand the MDSP Update's overall vision, goals, policies, zoning, and development standards. Chapter 6 describes the land use and zoning goals, policies, designations, and permitted uses. Chapter 7 establishes property development standards that property owners and developers must comply with. Chapter 8 provides relevant guidance on mobility and design standards for the public right-of-way. Chapter 10 details the entitlement process, providing guidance for property owners and developers.



IF YOU WORK FOR THE CITY

It is the responsibility of City staff to assist members of the community, property owners, designers, and developers in their development projects and evaluate applications to ensure consistency with the MDSP Update. Any future improvements in infrastructure, mobility, and the public realm should be consistent with the MDSP Update. The City should continuously monitor the progress and implementation of the MDSP Update.

CHAPTER 2

Introduction

IN THIS CHAPTER:

- 2.1. Purpose
- 2.2. Authority to Prepare
- 2.3. Past Planning Efforts
- 2.4. Relevant City Adopted Plans & Policies
- 2.5. Other Relevant Adopted Plans
- 2.6. Environmental Review

2.1. PURPOSE

The purpose of the Media District Specific Plan (MDSP) Update is to expand on previously established goals, guidelines, policies, programs, and direction to reflect current needs. Additionally, this update ensures a set of objective development standards are in place for projects within the Media District. The MDSP Update looks to preserve the original intent of the 1991 Media District Specific Plan (1991 MDSP) to encourage compatible design with the community's character, while addressing current issues facing the Media District such as housing supply and affordability, non-vehicular transportation infrastructure, and increased safety. The MDSP Update addresses these issues by encouraging contextual transit-oriented development within the center of the Media District and around existing and future transit opportunities. Focusing on facilitating contextually compatible development that is sensitive to the intensity and scale of existing development in these areas of the Media District will also ensure non-vehicular transportation infrastructure is developed for pedestrian, cyclists, and transit-riders to safely provide access to and from destinations.

The MDSP Update would also implement the Burbank2035 General Plan goals and policies for the Media District and accomplish Program LU-3: Specific Plans of the Plan Realization Element. Additionally, the MDSP Update represents implementation of the community vision for future development of the Media District. In conjunction with the City's General Plan and Zoning Code, the MDSP Update provides a framework for existing and proposed development consistent with the vision and policies outlined in this document. The MDSP Update was developed in conjunction with a programmatic Environmental Impact Report (EIR) that evaluated existing conditions and the potential environmental impacts of the MDSP Update. The MDSP Update is intended to guide land use and development decisions but does not replace or augment existing safety codes or other non-planning related codes that apply to the Media District. Future development in the Media District must comply with the objective standards and regulations described in the MDSP Update.



Media District

2.2. AUTHORITY TO PREPARE

Program LU-3 of the Plan Realization Element of the Burbank2035 General Plan requires that the City review and revise its existing specific plans such as the 1991 MDSP. A specific plan is a planning tool that local governments use to implement their general plan and to guide development in a specified area. While the general plan is the primary guide for growth and development in a community, a specific plan can focus on the unique characteristics of a specific area by tailoring the planning process and land use regulations for that area.

Pursuant to State law, specific plans are intended to implement a jurisdiction's general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a city's general plan, State law stipulates that a specific plan may only be adopted or amended if it is consistent with the jurisdiction's adopted general plan.

The MDSP Update is enacted under Sections 65450 through 65457 of the California Government Code, which authorizes local governments with adopted general plans to prepare and adopt specific plans. The MDSP Update and associated General Plan Amendments are adopted by the City Council by resolution. Resulting updates to the City's Zoning Code are codified into the Burbank Municipal Code (BMC) by ordinance. The MDSP Update will guide land use and development decision-making processes for the Burbank Media District. All applications for new construction, substantial modification to existing buildings, and changes in land use shall be reviewed for conformance with the MDSP Update.

2.3. PAST PLANNING EFFORTS

In 1991, the City of Burbank adopted the 1991 MDSP, to serve as a growth-control plan to preserve the character and quality of residential neighborhoods, while allowing sufficient development opportunities and related infrastructure support in the Media District. The 1991 MDSP established goals, guidelines, and programs to preserve residential neighborhood's quality of life by implementing development restrictions; support development opportunities for media and medical uses; ensure infrastructure and public services are provided to accommodate existing and future development; and ensure long-term development opportunities for all property owners.

The 1991 MDSP proved beneficial as it was successful in accomplishing these goals and protecting surrounding residential neighborhoods while also accommodating for growth in the media and medical industries within the Media District.

The 1991 MDSP also tied allowable densities to the anticipated traffic generated by a particular use. Uses that generated greater traffic were confined to lower densities in hopes of minimizing vehicle congestion. Due to the planning and land use practices common at the time, and the economic setting, the 1991 MDSP did not include



Media District

many objective development standards that provided clear expectations for development in the neighborhood, which may have inhibited residential development. The MDSP Update now seeks to expand upon the original goals laid out in the 1991 MDSP as well as provide objective development standards to encourage compatible design and development for the Media District while addressing the issue of housing supply.

2.4. RELEVANT CITY ADOPTED PLANS & POLICIES

The purpose of the MDSP Update is to update existing City goals, policies, and programs that would remove barriers to housing production, streamlining the permitting process and introducing objective development and design standards for new development. These actions will facilitate the advancement of the City Council's goals to build 12,000 dwelling units by 2035 and reduce a 3-to-1 jobs to housing imbalance. The actions further the City's 6th Cycle Housing Element and help meet Citywide greenhouse gas (GHG) reduction strategies, such as reducing vehicle miles traveled (VMT) through transit-oriented projects, increasing access to alternate modes of transportation to the single occupancy vehicle and supporting bike friendly walkable communities. Provided in this Section is a summary of key findings from the Appendix A: Mobility Goals and Policies of Related Plans, an analysis of relevant City adopted plans and policies.

2.4.1. CITY OF BURBANK GENERAL PLAN

The Burbank2035 General Plan is the primary Citywide comprehensive land use policy document that guides future growth. The Burbank2035 General Plan contains goals, policies, and programs that guide decisions and preserve the high quality of life within the City of Burbank. Importantly, one of the implementation measures for the Burbank2035 General Plan is to review the City's specific plans, including the 1991 MDSP, to determine whether its vision, goals, and policies remain applicable and appropriate. The MDSP Update revises the 1991 MDSP to ensure it reflects current desires for the Media District neighborhood, and ultimately implement the Burbank2035 General Plan.

2.4.1.1. Land Use Element

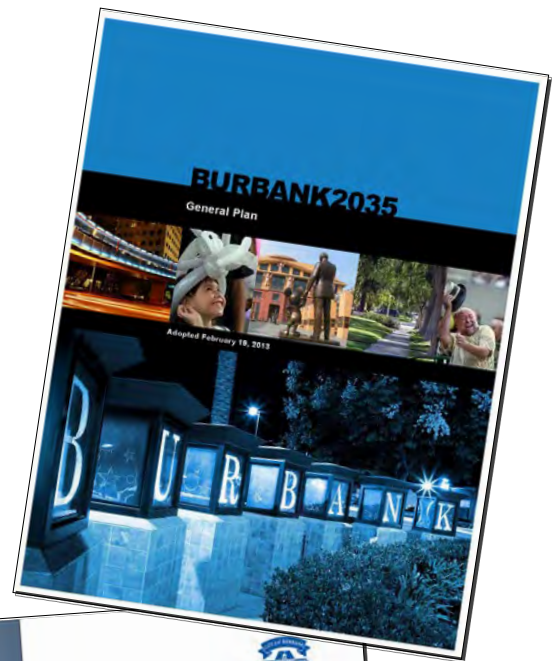
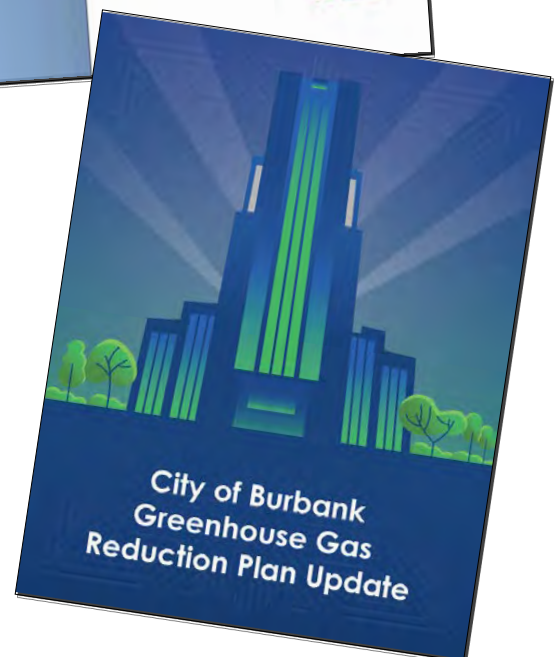
The Burbank2035 General Plan Land Use Element identifies a vision for growth and development in the City that would strengthen the local economy and protect Burbank's neighborhoods and quality of life. To achieve a balance in the community where "small-town character, economic prosperity, and sustainability do not have to come at the expense of one another" is a concept that the Land Use Element supports. The Land Use Element sets Citywide goals and policies to preserve this balance and guide future land use decisions, including the use of specific plans, to achieve this vision. Key policies include maintaining the quality of life by balancing the needs of residents, businesses, and visitors through the accommodation of a mix of uses and sustainable and equitable development. The City also aims to preserve a healthy balance between urban and suburban settings by having well-designed neighborhoods, buildings, streets, and open spaces, among other development patterns to create a cohesive feel while keeping neighborhoods' unique features and characteristics. Additionally, the policies seek to ensure the success of Burbank's regional commercial centers, including the Media District, through enhanced access to transit, improved pedestrian and bicycle circulation, high-quality design and landscaping, and housing.

2.4.1.2. 2021-2029 Housing Element

The Burbank2035 General Plan Housing Element (for the 2021-2029 6th Planning Cycle) establishes the goals, policies and programs that will enable the City to provide opportunities for housing development at a range of densities and housing types to accommodate current and future needs of all economic segments of the community, including those of lower and moderate income and special needs households. The City must accommodate 8,772 housing units in the 6th Cycle planning period. The goals and policies presented in the 6th Cycle Housing Element address Burbank's identified housing needs and are implemented through a series of housing programs. The Housing Element aims to incentivize opportunities for development on identified housing opportunity sites through the activities and programs outlined in the Housing Element's Housing Plan.

2.4.1.3. Mobility Element

The Burbank2035 General Plan Mobility Element defines the transportation network and describes how people move throughout the City, including the streets, railways, transit routes, bike paths, and sidewalks. The goals and policies of this element aim to ensure that the planned transportation system can adequately serve the future land uses and foster live, work, and play communities. The Mobility Element envisions a new transit center in the Media District and advocates for providing connectivity between local transit and major land uses (employment centers, shopping districts, residential uses, etc.). Connection enhancements include nearby communities such as Downtown Los Angeles, Hollywood, West San Fernando Valley, and the Westside. A planned bus rapid transit (BRT) line from North Hollywood to Pasadena aligns with this goal. The Mobility Element also identifies the Media District as a Transportation Management District meant to optimize the transportation system's performance. Mobility Element policies encourage local, regional, and state collaboration to improve air quality and limit GHG emissions.



Following the adoption of the Burbank2035 General Plan and in accordance with SB 743 (2013), the City has made it a priority to reduce vehicle miles traveled (VMT) by implementing the City’s Transportation Study Guidelines. Additionally, the eastern edge of the Media District contains the Rancho Neighborhood Protection Plan, which discourages cut-through traffic.

2.4.1.4. Open Space and Conservation Element

The Burbank2035 General Plan Open Space and Conservation Element describes the conservation, development, and use of natural resources and addresses Burbank’s parks and recreation opportunities. The Element also addresses preservation of renewable and non-renewable natural resources; managed production of resources, such as energy and groundwater; outdoor recreation; and trail-oriented recreation. This Element contains many key policies related to community sustainability and provides recreation opportunities to further enhance community health. The Element’s policies aim to serve its communities by having a minimum of 3 acres of park and recreation facilities per 1,000 persons so that all residents live within a 1/2 mile of a community/neighborhood park. The City looks to identify areas currently underserved for park expansion and open space acquisition and requires new development projects provide public access to adjacent open space through public transit system connections and a comprehensive multi- functional path and trail system. Additionally, the policies advocate for more pedestrian infrastructure by requiring new development or projects to provide land that accommodates active transportation. Only Johnny Carson Park, a 17.62-acre community park, falls within the Media District, but other parks and open spaces are adjacent to the Media District.



FIGURE 2-2: Applicable General Plan Policies

2.4.1.5. Plan Realization Element

The Plan Realization Element outlines the implementation, monitoring, and funding strategies for implementing the core values expressed in Burbank2035 General Plan. The Element serves as a guide for City elected officials, commission and committee members, staff, and the public on how to carry out the vision and goals set out in the Burbank2035 General Plan. The Element details implementation strategies as well as responsible agencies or departments and emphasizes the importance of collaboration between the responsible parties. The Element then sets out monitoring and reporting details to track the effectiveness of the plan and evaluate based on performance indicators, as well as a general timeframe. Lastly, the Element identifies funding mechanisms such as general funds, grants, bonds, and fees.

2.4.2. ZONING REGULATIONS

The City of Burbank Zoning Regulations, codified in Title 10 of the Burbank Municipal Code (BMC), is one of the planning tools that the City uses to implement the goals, policies and programs of the Burbank2035 General Plan and the MDSP Update. The Zoning Code and Zoning Map establish certain zones and control the land uses, the use and design of structures, open spaces, parking, and population density within those zones to ensure public health, safety, and general welfare.

2.4.3. GREENHOUSE GAS REDUCTION PLAN UPDATE

The Greenhouse Gas Reduction Plan (GGRP) Update was adopted by City Council in May 2022. The GGRP is a long-range planning document that builds off the 2013 GGRP and guides the City towards long- term GHG emission reductions and establishes emission reduction targets that align with California’s long-term goals. The GGRP establishes goals, policies, and programs to reduce GHG through the following:

- » Require bike parking where off-street parking is required
- » Allow and manage shared-use mobility devices
- » Require new commercial and multifamily construction to install electric vehicle (EV) charge ports
- » Require street trees and greening parking lots for new developments
- » Expand urban tree canopy and vegetative barriers

Other strategies encourage implementation and integration of policies contained in related documents, such as the Burbank2035 General Plan Mobility Plan Element and the Complete Our Streets Plan. One strategy specific to the Media District includes parking management principles to price all public parking (streets and structures) and update zoning rules to allow flexibility of off-street parking requirements for new developments.

2.4.4. SAFER STREETS BURBANK ACTION PLAN

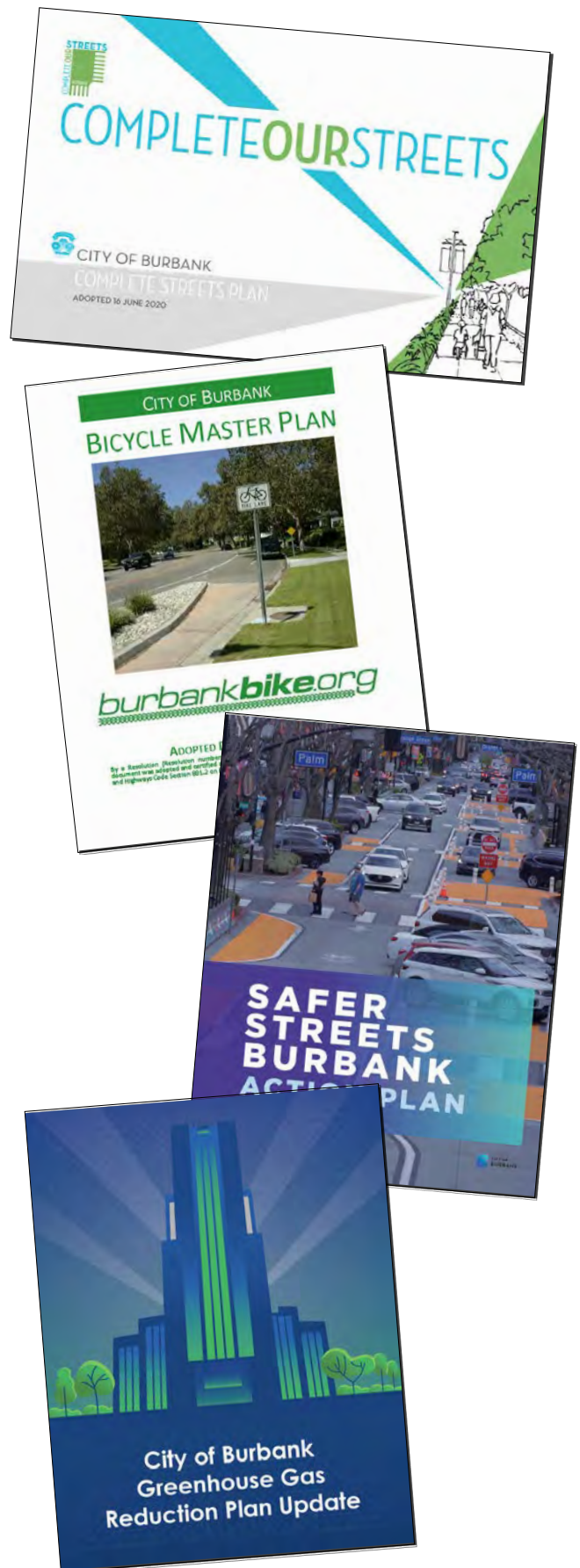
In August 2025, City Council adopted the Safer Streets Burbank Action Plan, pledging to implement its recommended actions and committing to eliminate fatalities and serious injuries on Burbank streets by 2035. The Safer Streets Burbank Action Plan is a comprehensive plan to identify roadway safety issues and prioritize improvements within the City. It outlines key policies and infrastructure projects for the City to implement as it seeks to make the streets more welcoming for all people and modes. These projects will streamline and focus implementation of the existing Complete Streets Plan, address immediate safety concerns with quick-build projects, and provide proof-of-concept for permanent infrastructure.

2.4.5. COMPLETE OUR STREETS PLAN

The Complete Our Streets Plan was adopted by City Council in June 2020. The adopted Plan creates an implementation plan for transportation-related goals and policies in the Burbank 2035 General Plan. It serves as a guidebook for Burbank to ensure that projects in the public right-of-way are consistent with City expectations for urban design, multi-modal mobility, and placemaking. The Plan establishes Priority Streets for pedestrians, transit, bicycles, and motorists, and identifies Focus Areas for prioritizing improvements. The goals of the Plan go beyond providing access to diverse and safe transportation options; improvements to user experience, such as increasing shade and shelter, are also considered. Comprehensive policy recommendations are provided for each of the modes identified in the Priority Streets network, as well as equestrian, and supportive assets including green infrastructure and smart technology. Modal recommendations include goals and guidelines, such as applicability, sample improvement typologies, design elements, and infrastructure opportunities, as well as Focus Areas in which to implement them, to be used during the planning stages of projects. Performance measures and priority projects are also included. The Plan's main focus is non-motorist modes of transportation, and guidelines for motorist improvements center on reducing conflicts and enhancing safety for modes that may interact with motorists, such as pedestrians and bicycles. In this way, the Plan intends to increase the safety and utility of transit and active transportation throughout the City and considers how improvements to other modes may benefit these key modes.

2.4.6. BICYCLE MASTER PLAN

The 2009 Bicycle Master Plan (BMP) seeks to create sustainable transportation alternatives by supporting bicycle infrastructure to reduce traffic congestion and improve safety. The BMP intends to provide connections to transit



centers, employment, retail, and residential areas to develop a comprehensive roadway planning network and make that five percent of all trips are made on bicycles by 2035. Additionally, the BMP incorporates the “Complete Streets” concept to improve walkability and bikeability in the city to ensure the safety of all users regardless of age and abilities. The BMP identifies three existing bicycle facilities within the Media District including, Class II bike lanes along Riverside Drive, and two Class III bike routes along California Street and Keystone Street. In addition, the BMP recommends several new bicycle facilities within the Media District, including two Class II bike lanes along Verdugo Avenue and Riverside Drive, three Class III Bike Routes along Olive Avenue, Alameda Avenue, and Riverside Drive, and three Class III Bicycle Boulevards along California Street, Keystone Street, and Pass Avenue. These recommended bicycle facilities provide continuity from existing bicycle facilities, such as on Riverside Drive, and connection to existing bicycle facilities, such as to Main Street. Other recommendations to further improve bicycle safety are speed reduction, auto traffic reduction, and street signage and markings. The BMP also examines funding opportunities and lists ongoing bikeway projects. Per the BMP, the only bicycle amenities currently found within the Media District are bicycle racks along Olive Avenue and Riverside Drive provided by BurbankBus.

2.4.7. CITY OF BURBANK FIVE YEAR ECONOMIC DEVELOPMENT STRATEGIC PLAN 2024-2028

In 2024, the City of Burbank finalized the City of Burbank Five Year Economic Development Strategic Plan 2024-2028. The main goal of the Strategic Plan is to streamline permitting, with the aim to create a strong job market, bring in new companies, and help small businesses. The Strategic Plan establishes clear goals, objectives, and intended results. When successfully enacted, the goals will deliver the diversification of Burbank’s economy while maintaining high-paying jobs and an entrepreneurial ecosystem. The Strategic Plan also establishes a timeline for implementation inclusive of staffing needs and funding sources to successfully achieve the goals and objectives set forth. The Strategic Plan will function as a guide for the five-year period in the development of the City’s economic priorities.

2.5. OTHER RELEVANT ADOPTED PLANS

2.5.1. CONNECT SOCAL

Every four years, the Southern California Association of Governments (SCAG) updates Connect SoCal, a sustainable Long Range Transportation Plan for the region. Connect SoCal identifies the importance of Transit Priority Areas (TPAs), which are areas located within one-half mile of existing or major transit stops in the region, as a form of Priority Growth Areas (PGAs), which include the Media District. TPAs are where Transit- Oriented Development (TOD) can be realized by allowing higher density development with easy access to a multitude of safe and convenient transportation alternatives. Connect SoCal notes that focusing on regional growth in areas with planned or existing transit stops is key to achieving equity, economic and environmental goals, and ensuring access to high-quality transportation. Several regulations and standards contained in the documents reviewed align with Connect SoCal’s vision of achieving a more sustainable growth pattern, including encouraging the development of diverse housing types in areas that are supported by multiple transportation options and support equitable and adaptable communities.

2.5.2. VISIONING BRT

In November 2020, the Los Angeles County Transportation Authority adopted the Bus Rapid Transit Vision & Principles Study. The purpose of the study is to expand and improve Bus Rapid Transit (BRT) services in Los Angeles County reliably and equitably. The study establishes a cohesive set of guidelines and standards to direct Metro investment in on-street BRT projects. The adoption of new BRT guidelines and standards will ensure a high-quality customer experience for transit riders while clarifying the types of street improvements required to deliver a BRT project. The study further identifies and prioritizes strong BRT candidate corridors based on indicators of service demand, equity and capacity for BRT supportive elements.



2.6. ENVIRONMENTAL REVIEW

Program LU-7 of the Plan Realization Element of the Burbank2035 General Plan requires discretionary projects, including adoption of new planning policies and regulations, to undergo environmental review pursuant to the California Environmental Quality Act (CEQA). The adoption of the MDSP Update requires discretionary approval by City Council and is therefore subject to the environmental review requirements of the California Environmental Quality Act (CEQA).

A Program Environmental Impact Report (PEIR) has been prepared for the MDSP Update pursuant to CEQA Guidelines Section 15168. The PEIR provides for consideration of cumulative impacts and broader policy alternatives and program-wide mitigation measures. The PEIR also provides a framework for the environmental review of subsequent activities undertaken to implement the MDSP Update. The PEIR constitutes the first tier of environmental review for the MDSP Update and provides the foundation for subsequent, project-specific CEQA review. Consistent with Public Resources Code Section 21083.3 and CEQA Guidelines Sections 15152 and 15168, environmental review for future projects that are consistent with the MDSP Update may be streamlined so that subsequent environmental documents can focus on new, site-specific, or otherwise applicable impacts that were not adequately addressed in the PEIR. The City intends to make best use of the advantages of the programmatic approach to environmental analysis and reporting, including avoiding duplicative reconsideration of environmental effects and allowing subsequent CEQA documents to rely on applicable policies, programs, mitigation measures, and analysis contained in the PEIR, to the extent permitted by CEQA. Subsequent projects shall be evaluated in accordance with CEQA to determine the appropriate level of environmental review, including whether the project is within the scope of the PEIR and whether subsequent or supplemental environmental review is required pursuant to applicable provisions of CEQA.

CHAPTER 3

Media District Profile



IN THIS CHAPTER:

- 3.1. Overview
- 3.2. Regional Context
- 3.3. Media District Planning Area
- 3.4. Media District Profile
- 3.5. Demographic Profile
- 3.6. Market Profile

3.1. OVERVIEW

This Chapter covers the topics of existing demographics, land use, and local policies in the Media District that help guide and shape the development of the MDSP Update. In developing the MDSP Update, it is important to understand the context of the Media District to make sure the MDSP Update addresses land use goals and policies for those who live, work, and play in the Media District.

3.2. REGIONAL CONTEXT

The City of Burbank was founded in 1887, incorporated in 1911, and has a total area of 17.3 square miles. As of the 2020 U.S. Census, the City has a population of 107,337. The City is located within the San Fernando Valley in northeast area of Los Angeles County, and it neighbors the City of Los Angeles to the north, south, and west and the City of Glendale to the east, as shown in **Figure 3-1: Burbank Regional Context**. Burbank is home to the Hollywood Burbank Airport, world- renowned movie and television studios, cultural institutions, and nature hiking trails. The City is also adjacent to the Universal Studios Theme Park and Griffith Park - the second largest city park in California.

Burbank has automobile and public transit access through a variety of transportation options, including freeways, buses, and rail service. Interstate 5 crosses the City from north to south and State Route 134 traverses the southern edge of the City. Bus service is available throughout the City via Metro and BurbankBus, providing regional and local routes. Rail service is also available in the City via Metrolink and Amtrak and provides access to Burbank's Downtown and the airport stations. Additionally, the Hollywood Burbank Airport provides domestic and international air travel.

Burbank is almost entirely built-out with a mix of low-, medium- and high-density residential neighborhoods, commercial and industrial districts, and open spaces. The City also hosts major movie and television studios, which are important to the region's economy. Some of the biggest employers in the City include the Walt Disney Company, Warner Bros. Discovery, ABC Television, Nickelodeon and Cartoon Network, Providence Saint Joseph's Medical Center, Hollywood Burbank Airport, the City of Burbank, and the Burbank Unified School District.

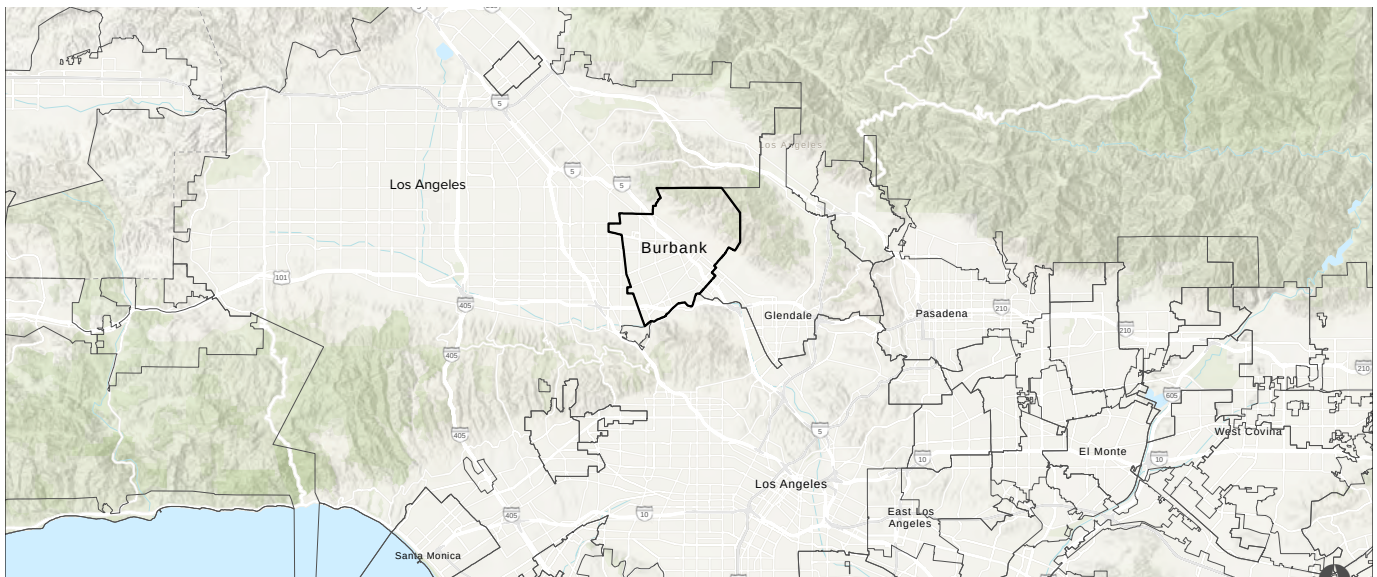


FIGURE 3-1: Burbank Regional Context

3.3. MEDIA DISTRICT PLANNING AREA

The Media District Planning Area (Media District) is defined as the area roughly bounded by Clybourn Avenue, Keystone Street, Oak Street, and the Los Angeles River in the City of Burbank, as shown in **Figure 3-2: Media District Planning Area**. The majority of the district is bisected by two major thoroughfares: SR-134 and Olive Avenue.

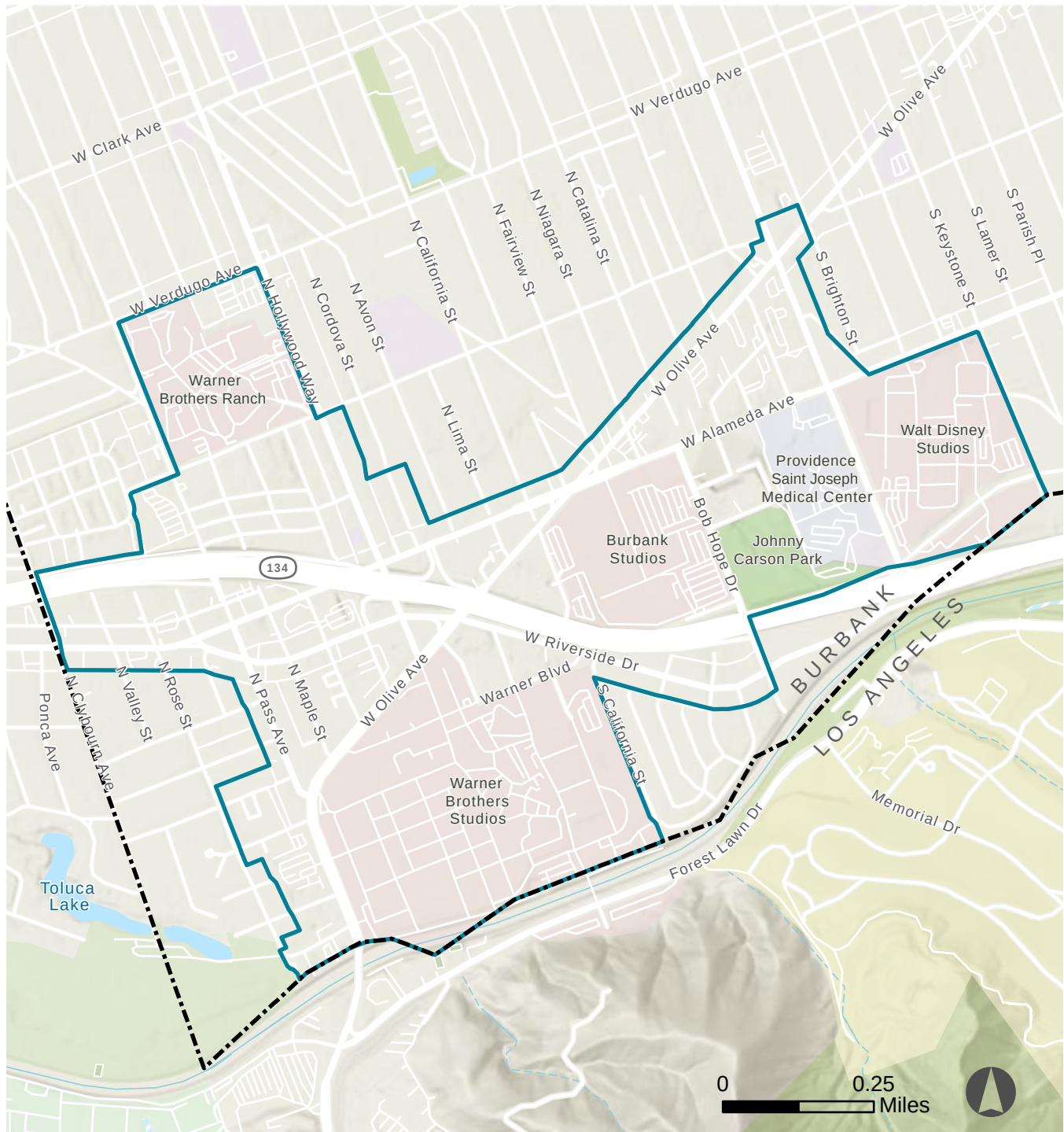


FIGURE 3-2: Media District Planning Area

3.4. MEDIA DISTRICT PROFILE

The Media District is in close proximity to local and regional assets and destinations, such as the Hollywood Burbank Airport, Universal City, Hollywood, and Downtown Los Angeles. It is also accessible by the Ventura Freeway (SR-134), surface streets, and public transit.

The 0.85-square mile Media District is home to numerous media and entertainment companies, including The Walt Disney Company, Warner Bros. Discovery, and the Burbank Studios. The Media District also encompasses a mix of commercial, office, and residential uses, as well as medical, educational, and open space.

The Media District is already developed with existing commercial and residential developments. The Media District consists of pedestrian-friendly areas along Riverside Drive and areas north of Alameda Avenue featuring a walkable street network with shorter blocks, narrower streets lined with trees, and more human-scale buildings. The majority of the residential uses within this district are also located north of Alameda Avenue, between SR-134 and the former Warner Bros. Ranch Facilities. In contrast, most of the parcels located south of Alameda Avenue are dedicated to commercial and office uses. Many neighborhood-serving businesses, such as convenience stores, restaurants, barber shops, and gas stations, among others, are also located along Olive Avenue, the Media District's main commercial corridor. Entertainment companies and offices are also found along this thoroughfare, including some of the tallest buildings within the district. Additionally, Planned Developments adjacent to these commercial areas are currently occupied by large television and film studios campuses. Due to the nature of these uses, most of the large studio campuses are restricted and therefore do not allow access to the public unless part of an authorized studio tour.



Hollywood Burbank Airport



The Burbank Studios



Alameda Avenue

Healthcare, recreation, and educational facilities can also be found within the Media District, which serve the needs of the local community. The Providence Saint Joseph Medical Center, located on the west end of the Media District, provides medical care and support services. As of 2023, the Medical Center has expanded by adding 44 emergency department beds and 23 urgent care beds to ensure adequate continued care for the community. Likewise, Providence High School, located immediately south of the medical center, attracts students and families, increasing business and boosting the local economy. Similarly important is Johnny Carson Park, which provides open space and recreational activities and serves as a gathering place for the area, including adjacent commercial establishments, film studios, medical center, and high school.

There is interest in the Media District from private developers, who have taken note of the Media District as a major employment and transit center with various amenities. The City has processed and approved several planning entitlement applications for large development projects that would potentially offset the State's housing crisis and provide amenities to visitors. One of these projects is a mixed-use development at 3700 Riverside Drive consisting of 49 condominiums, 2,000 sq. ft. of retail space, publicly accessible open space, and parking for residents. Other recently approved projects include a new mixed-use development at 3201 West Olive Avenue, a commercial and residential building expected to add 144 residential rental units. These projects indicate development interest, present opportunities to increase the housing supply, promote a higher mix of uses, advance the image of the area, and increase the appeal of the Media District and Burbank for residents and visitors.



Johnny Carson Park



Burbank Bus Stop



Warner Bros. Studios

3.5. DEMOGRAPHIC PROFILE

An extensive demographic analysis for the City of Burbank and for the Media District was conducted for the preparation of the MDSP Update. The data utilized for the demographic analysis was collected using several sources. This data can be found in the market analysis, located in Appendix B: Real Estate Market Study. The following summary of that demographic analysis plays a vital role in the planning effort for the MDSP Update.

- » The Media District is home to approximately **4,500 residents** or about 4% of Burbank’s total population. The district has approximately 2,500 housing units.
- » The median age for residents in the Media District is **39.5 years old** in comparison to the rest of the City at 41.3 years old.
- » The median household income in the Media District ranges **between \$100,00 and \$149,000** for most age groups.
- » Educational attainment is slightly higher in the Media District than in the rest of the City; approximately 41% of residents in the Media District have a **bachelor’s degree or higher** compared to the City’s 32%.
- » The racial and ethnic makeup can be seen in Table 3-1: Ethnicity and Race (2020), and **more White, Black, and Asian** residents reside in the Media District than in comparison to the rest of the City.
- » The Media District is a large employment area where 31% of all jobs in Burbank are within the Media District. Additionally, 67,000 people commute to the Media District for work. Of these jobs, 80% are in the media sector.

The findings from this analysis was used to inform outreach strategies, and ultimately the goals and policies of the MDSP Update.

	Media District	City of Burbank
ETHNICITY		
Hispanic or Latino	15.7%	24.2%
Not Hispanic or Latino:	84.3%	75.8%
RACE		
Population of one race:	88.5%	71.2%
White alone	65.0%	56.2%
Black or African American alone	5.2%	2.7%
American Indian and Alaska Native alone	0.8%	0.2%
Asian alone	11.6%	11.4%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.1%
Some Other Race alone	5.8%	0.6%
Population of two or more races:	11.2%	4.6%

TABLE 3-1: Ethnicity and Race (2020)
Source: U.S. Census, American Community Survey, 2020; Real Estate Market Analysis, 2024

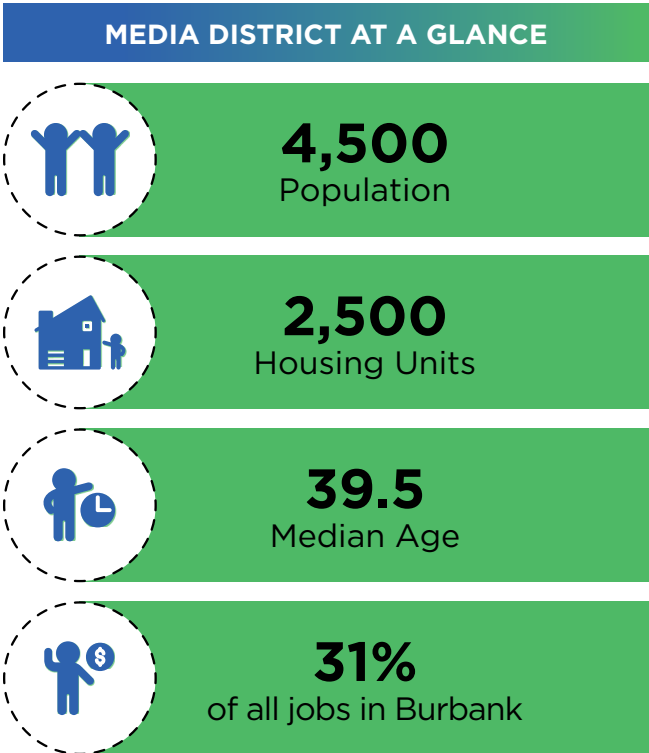


FIGURE 3-3: Media District at a Glance

3.6. MARKET PROFILE

A real estate market analysis was also prepared for multifamily housing, lodging, retail, industrial, and office uses, to understand market conditions and projections within the Media District. The full market analysis is in [Appendix B: Real Estate Market Study](#).

Residential development is expected to be the primary driver in the growth of the Media District. There is a demand for increases in both residential sales and leases. To facilitate significant residential development, smaller lot consolidation or redevelopment of larger properties will be critical to facilitating residential development.

Occupancy rates in the lodging sector were generally strong following the 2008 Great Recession but have yet to fully recover from the 2019 COVID-19 Pandemic as of 2023. The market analysis shows support for additional lodging inventory in the future despite limited site availability for redevelopment.

There are a variety of offerings and choices for consumers within and proximate to the Media District. General retail and neighborhood retail comprise approximately 70% of the retail inventory in the Media District. The market analysis suggests that there is currently sufficient supply of retail inventory, but future growth will bring the need for additional general and neighborhood retail; in particular, convenience-related retail such as food and drug stores.

There is limited industrial use within the Media District, though flex space and studio sound stages may be considered industrial in nature. Given the nature of existing land uses within the Media District, other than sound stage projects, the development of future industrial space is expected to be limited to media support uses or medical laboratory type uses.

Office demand within the Media District is heavily influenced by the movie production studios. Office vacancy rates have risen substantially following the 2019 COVID-19 Pandemic. It is unclear how much office demand may be reduced long term, but reductions in demand are expected due to persistent trends in remote work.



Recent mixed-use project at 3401 W. Olive Ave.



Proposed mixed-use project at 3201 W. Olive Ave.

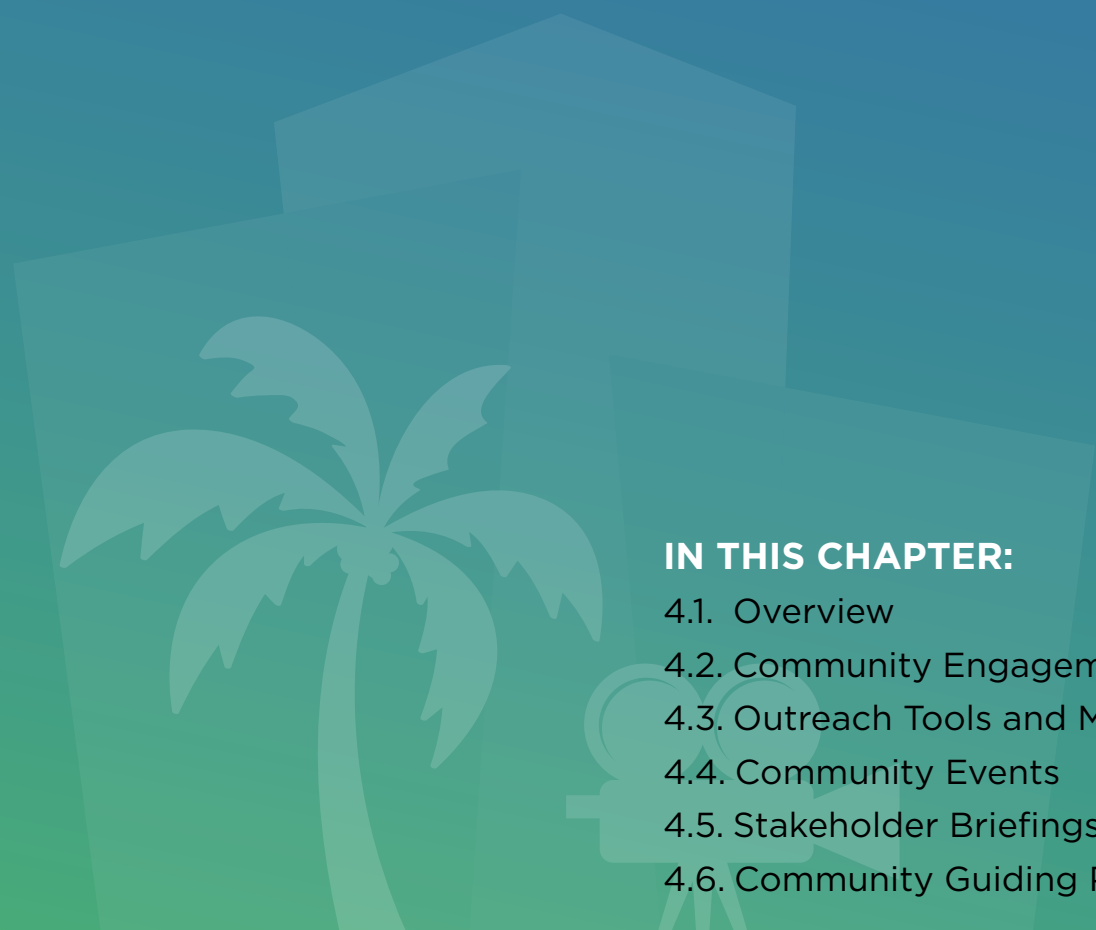


Proposed mixed-use project at 3700 W. Riverside Dr.



CHAPTER 4

Community Engagement



IN THIS CHAPTER:

- 4.1. Overview
- 4.2. Community Engagement Strategies
- 4.3. Outreach Tools and Materials
- 4.4. Community Events
- 4.5. Stakeholder Briefings
- 4.6. Community Guiding Principles

4.1. OVERVIEW

The MDSP Update community engagement process was conducted with a dedication to receiving feedback from community members and stakeholders throughout the entire course of the MDSP Update's development. The initial community engagement rounds were divided into three separate engagement activities to reach specific audiences and discuss the project: (1) meetings with the Planning Commission and City Council and presentations to other City boards/commissions, (2) a public workshop to reach the general public, and (3) a stakeholder briefing to reach key stakeholders. This initial stage was intended to provide information, introduce the project, and receive high-level feedback on visioning and priorities. The entire community engagement process was in alignment with the Burbank2035 General Plan Realization Plan Program LU-5 Public Participation that states the critical need for public involvement in the planning process and calls for organized public outreach that provides the public information and opportunities for meaningful input on planning matters. Continued community contributions were crucial to the identification of existing challenges and barriers, opportunities for future development, improvement of public transportation accessibility, and preservation of the neighborhood's character.

There were eight rounds of community engagement, as shown in **Figure 4-1: MDSP Update Community Engagement Process**. The process included, but was not limited to, the following participants: Burbank residents, City Council, City staff, planning staff from the County and City of Los Angeles, developers, advocacy groups, businesses, and the Southern California Association of Governments (SCAG). The public engagement process also included the following boards and committees: Youth Board, BWP Board, Board of Library Trustees, Parks and Recreation Board, Chamber of Commerce Board, Community Development Goals Committee, Burbank Advisory Council on Disabilities, Senior Board, Heritage Commission, Burbank Cultural Arts Commission, Art in Public Places, Sustainable Burbank Commission, Infrastructure Oversight Board, and Transportation Commission. The City also organized walking tours around the Media District and used digital engagement tools to interact with many stakeholders and to receive more input.



FIGURE 4-1: MDSP Update Community Engagement Process

4.2. COMMUNITY ENGAGEMENT STRATEGIES

The primary community engagement strategies that were utilized for the MDSP Update included:

- » Community workshops
- » Walking tours
- » Stakeholder briefings
- » Study sessions
- » Project webpage and digital engagement tools
- » Direct outreach by request through emails, calls and meetings
- » Multimedia communications

4.3. OUTREACH TOOLS AND MATERIALS

The MDSP Update team, in response to early feedback and experiences with the constituents in and near the Media District, recognized that people engage with information in different ways, and set about developing a robust and varied outreach plan with a variety of modes. The following tools were used to engage the community and stakeholders to allow them to provide meaningful input.

4.3.1. PROJECT WEBSITE AND DIGITAL ENGAGEMENT TOOLS

The project website served as an approach for stakeholders and members of the public to access information and updates on milestones for the MDSP Update as they occur. The website included a general project introduction, listed key milestones, and included presentation materials from each of the rounds of outreach. The website also linked stakeholders to the digital engagement tool Social Pinpoint that provided in-depth detail regarding project information using interactive tools.

Social Pinpoint functioned as the main repository of information throughout the project and was used to collect feedback and help build consensus from the public. Providing an accessible location one-stop shop for participants to understand the project, this tool allowed those interested parties in the project to receive information on public workshops and provide immediate



Social Pinpoint MDSP Update project website

feedback using surveys and interactive tools. The tool was regularly updated and reviewed, especially during feedback gathering phases of the first three rounds of the project. The tool was utilized in order to solicit stakeholder feedback on housing typologies, housing challenges, and safety and mobility challenges and opportunities.

4.3.2. SOCIAL MEDIA

Social media was an essential tool to notify the public regarding the project and opportunities for feedback. This project utilized the following social media platforms for public notification:

- » Facebook, 15,000 followers
- » Instagram, 14,100 followers
- » X (formerly Twitter), 17,500 followers

To provide a more inclusive and representative engagement process, targeted digital notifications were sent in English, Spanish, and Armenian.

4.3.3. PHONE OUTREACH

Targeted calls to key stakeholders and organizations were conducted prior to stakeholder briefings. Calls encouraged meeting participation and attendance. Stakeholders were offered digital outreach toolkits to share information with their audiences (see section 4.3.6 for additional details). Outreach calls were conducted one week prior to stakeholder briefings.

4.3.4. DOOR TO DOOR FLYER

Door-to-door flyers were distributed to approximately 680 residences within and around the Media District.

4.3.5. POSTCARDS

Postcards were created and mailed to Burbank residents with information about the project, including links to the project website, upcoming webinars, and walking tours.



X (formerly Twitter) MDSP Update Workshop #6 post



MDSP Update Postcards



Extended outreach stakeholder kit

4.3.6. EXTENDED OUTREACH STAKEHOLDER TOOLKIT

Toolkits with project information were provided to key stakeholders before the public workshop to share with their constituencies and members. Toolkits give key stakeholders the ability to easily distribute the information to their networks and maintain consistency in the information shared.

4.3.7. BUS SHELTER ADVERTISEMENTS

Bus shelter advertisements were also used to get the word out about the plan and outreach activities. Shelter ads featured a QR code, which linked residents to the project website and details on an upcoming workshop. The posters in the shelters also had general information to encourage community participation in the project. The shelter advertisements were displayed from January 30, 2023, until February 27, 2023, with approximately 4 million impressions based on estimates from the advertising vendor.

Shelter ads were located along key corridors:

- » Magnolia Blvd. & N. Hollywood Way
- » W. Riverside Dr.
- » W. Riverside Dr. & N Rose St.
- » W. Alameda Ave. & W Olive Ave.
- » W. Olive Ave. & Victory Blvd.
- » W. Olive Ave.
- » E. Magnolia Blvd. & N Glenoaks Blvd.
- » E. Olive Ave. & S First St.

4.3.8. BUSINESS OUTREACH DROP OFF

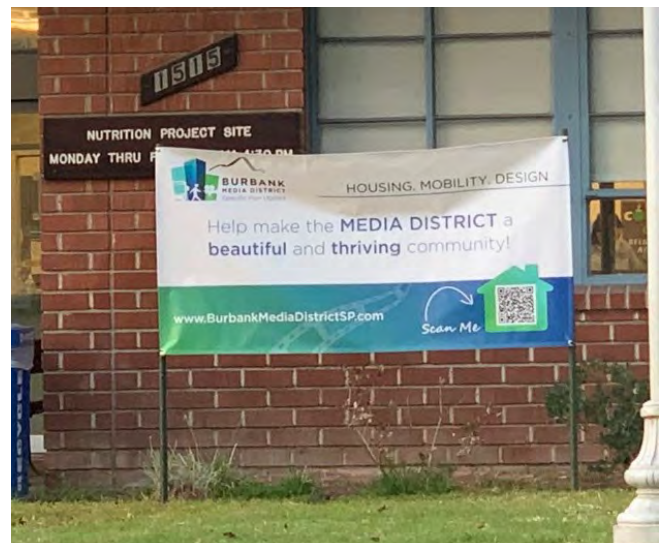
On February 10, 2023, MDSP Update team members conducted collateral drop-offs to 40 businesses in the Media District. The team provided the businesses with a brief overview of the project and distributed ten posters to promote the upcoming workshop and one promotional poster to post in high-traffic locations in their business.



Bus shelter advertisement



Business outreach drop off



Park banner

4.3.9. PARK BANNERS

Project banners were posted in various parks throughout the city to promote the project and upcoming workshops. The banners were up from December 13, 2022, until February 24, 2023, and were located at the following locations:

- » McCambridge Park
- » Johnny Carson Park
- » Lincoln Park
- » George Izay Park
- » Verdugo Park

4.4. COMMUNITY EVENTS

4.4.1. BURBANK FARMER'S MARKET

As an opportunity to connect with residents in person, the MDSP Update team attended the Burbank Farmer's Market on November 12, 2022. The 3rd community workshop was advertised at this time.

4.4.2. WALKING TOURS

In early outreach efforts, the MDSP Update team heard that residents wanted more opportunities to collaborate with staff in identifying issues and opportunities in the neighborhood. To build an agreed upon understanding of the Media District among stakeholders, the MDSP Update team organized three neighborhood walking tours.



Burbank Farmer's Market engagement



Walking tour #2

4.4.2.1. Walking Tour #1

The first neighborhood walking tour was held on November 9, 2022. The tour was an opportunity for community members to meet with the MDSP Update team and study the southwestern portion of the Media District, along Riverside Drive.

4.4.2.2. Walking Tour #2

The second walking tour took place on January 19, 2023. This walking tour involved 10 community members and approximately 20 additional student stakeholders interested in the planning effort. The community stakeholder group was led by David Kim, and Joseph Pangilinan, City of Burbank. The second group of UCLA students was led by Amanda Landry, City of Burbank.

4.4.2.3. Walking Tour #3

The third walking tour took place on April 29, 2023, and involved a comprehensive three-mile journey with three segments. Participants were encouraged to attend the segments that most interested them or stay for the entire duration.

4.4.3. LISTENING SESSION

A virtual listening session was held on the topic of Land Use to engage with community stakeholders and receive their feedback on the project. MDSP Update team members Joseph Pangilinan and David Kim hosted the first listening session on November 9, 2022, and encouraged attendees to provide feedback, opinions, and concerns on the MDSP Update.

4.4.4. NEIGHBORHOOD MEETINGS

At the request of local residents, a neighborhood meeting was held as an informal way to engage with the residents and receive their feedback on the project. MDSP Update team members Amanda Landry, Fred Ramirez, and Scott Plambaeck attended the neighborhood meeting.

4.4.5. COMMUNITY WORKSHOPS

A total of eight community workshops were conducted throughout the planning process. Residents and various stakeholders were engaged in open discussions regarding their vision for the Media District.

To ensure that all in-person and virtual community workshops were accessible to all residents and to maximize participation, translated materials and simultaneous Spanish and Armenian interpretation services were provided.



Community Workshop #1

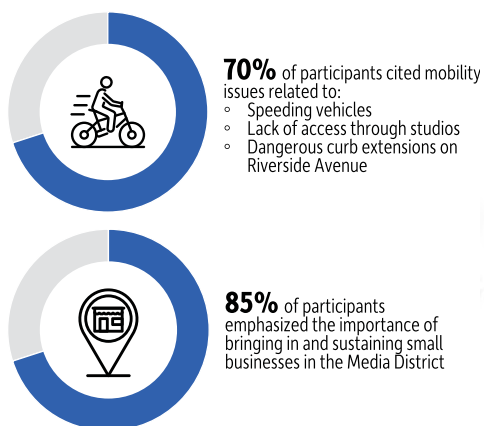
4.4.5.1. Community Workshop #1

The first community workshop was held in person at the Community Services Building on September 28, 2022. The workshop provided attendees with information regarding the MDSP Update process and the Media District itself, including potential opportunities, existing public transportation infrastructure, recreational and natural resources, and asked about what types of businesses and amenities that residents would like to see in the area. Participants were encouraged to visit the information stations to provide feedback through a series of maps and vision boards.

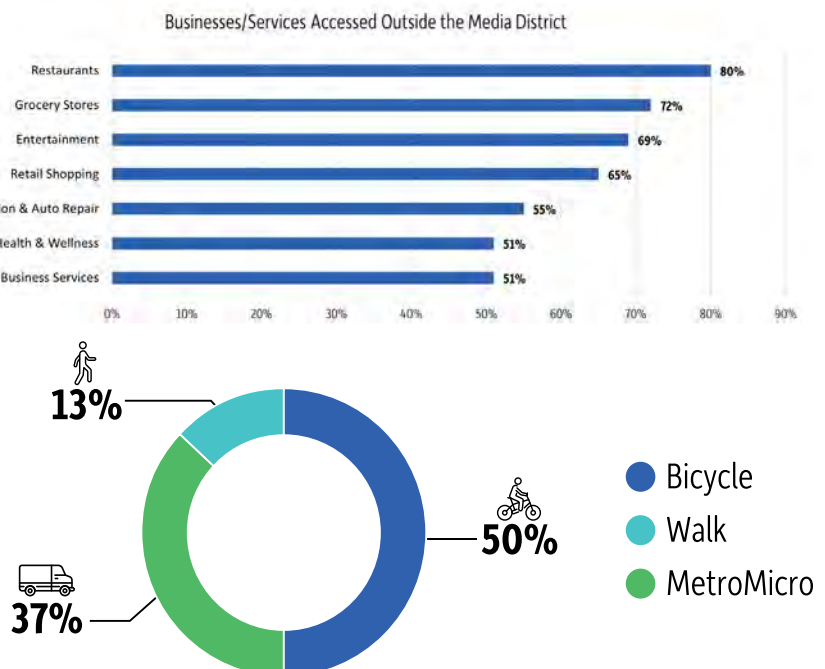
Approximately 50 percent of participants agreed that the potential opportunities within the Media District should aim to protect and preserve the character of the existing neighborhoods within and adjacent to the district, while 20 percent expressed concerns over impact of zoning changes on existing residential neighborhoods. Attendees were also concerned about mobility safety with 70 percent of attendees citing issues related to speeding vehicles, lack of access through studios, and dangerous curb extensions. Regarding future mobility improvements, 30 percent of participants noted that the BRT should be sharing lanes with bicycles. Green space maintenance and the lack of amenities were also noted by the participants with 25 percent calling for large companies to take a more collaborative role with the community, including helping maintain green spaces around their facilities and whenever possible, opening their campuses for community use. Lastly, most participants (85 percent) emphasized the importance of supporting small businesses in the Media District.

4.4.5.2. Community Workshop #2

The second community workshop was held virtually via Zoom on October 19, 2022. A total of 33 attendants were provided with a more in depth overview of the MDSP Update process. The topics discussed included building types and the compatibility of new development with the existing community characteristics. The workshop format included a presentation with interactive polls



What modes of transportation would you utilize more if you felt it were safer, easier, and/or more efficient?



Workshop presentation materials

followed by a question-and-answer session. The stakeholder feedback was received through polls, chat logs, interactive mapping tools, and comments via an online survey.

According to the poll results, 64 percent of participants indicated that the building types analysis was consistent with their understanding of the Media District however, other attendees stated that more specific information was necessary. When asked about specific type of businesses and services regularly accessed outside the Media District, most respondents said that they travel outside the district to go to restaurants (80 percent), grocery stores (72 percent), and entertainment (69 percent). Other services accessed outside the Media District include retail, gas stations, health and wellness, and professional business services. Concerns over the availability of parking were also expressed and there was consensus that Riverside Drive is an example of how the Media District should look and feel.

4.4.5.3. Community Workshop #3

The third community workshop was held on November 16, 2022, virtually via Zoom and there were 15 people in attendance. The workshop focused on multimodal transportation options, including planned bicycle facilities, parking, Metro Micro, and the proposed BRT line along Olive Avenue. The workshop format consisted of a brief presentation with interactive polls using the Mentimeter platform, followed by an open question-and-answer session. Stakeholder input was documented through chat logs and feedback received from the Mentimeter questions.

According to the poll results regarding mobility improvements within the Media District, 44 percent of respondents supported a flexible office parking arrangement to allow public and private parking facilities to be shared to help serve retail and recreational uses, 33 percent wanted “Guaranteed Ride Home” programs, 17 percent wanted secure bicycle parking, and six percent supported the creation of an easy access short-term car rental program. When asked about the modes of transportation that they would use if they were safer, more accessible, and efficient, 50 percent indicated biking, 37 percent mentioned that they would use Metro Micro, and 13 percent stated that they would walk. Additionally, 67 percent of participants indicated that convenient and frequent bus or trolley service would help make them switch to transit.



Community Workshop #3



Community Workshop #4

4.4.5.4. Community Workshop #4

Community Workshop #4 was held in person at the Buena Vista Public Library on February 22, 2023. The purpose of this workshop was to share information and seek public input on potential development standards and regulations that may be included in the MDSP Update. Community members had the opportunity to examine the analysis the team conducted, see how community feedback helped inform potential alternatives and learn

the next steps for the MDSP Update. This in-person workshop format consisted of a brief overview presentation followed by an open house session to allow the community to ask questions and interact with display boards located at six stations. Attendees were able to visit each station, where their feedback was documented on the display boards with post-it notes, flip charts, and comment cards. A total of 42 attendees participated in this workshop and provided valuable feedback on potential development sites, traffic improvements, height and massing, and design standards. Participants also expressed their concern about affordability for residents and employees and underscored the importance of preserving the community's character and protecting existing residential areas from more intense development.



Community Workshop #6 - Virtual

4.4.5.5. Community Workshop #5

Community Workshop #5 was held in person at Buena Vista Public Library on November 15, 2023. The purpose of this workshop was to share updates on proposed development standards and design guidelines and the Build Out Analysis, seek public input, and inform community members on the next steps for the MDSP Update. Community members had the opportunity to examine the Build Out Analysis and an overview of the proposed development standards, informed by the community feedback from previous community engagements. This in-person workshop consisted of a presentation followed by an open house session to allow the community to ask questions to the MDSP Update team and interact with display boards located at six stations. Attendees were able to visit each station and provide feedback on display boards with post-it notes, flip charts, and comment cards. A total of 31 community members participated in this workshop and provided valuable feedback on potential development sites, traffic improvements, height and massing, and design standards. Participants expressed concerns about the height of new development adjacent to neighborhoods and had positive comments on how the proposed standards can enhance the neighborhood while maintaining existing community characteristics.

4.4.5.6. Community Workshop #6

Community workshop #6 was held virtually on March 14, 2024. The purpose of this workshop was to provide information and receive feedback on mobility and Neighborhood Protection Plans (NPP) in the Media District. This virtual workshop consisted of a presentation followed by a Q&A period where a total of 33 participants logged on and staff answered 36 live questions. The mobility discussion covered topics brought in public comments during the outreach process and included pedestrians, cycling, automobile, transit, and parking. The workshop included discussion on potential policies and strategies that could be implemented to address concerns and result in mobility improvements. Background and details on the existing NPPs were presented followed by a discussion on potential strategies to further improve them.

4.4.5.7. Community Workshop #7

Community workshop #7 was held in-person on June 5, 2024, at the Buena Vista Public Library. The purpose of this workshop was to introduce the complete draft MDSP Update to the community and receive their initial feedback. Approximately 30 attendees were present at the meeting. The MDSP Update team presented an overview of the contents and major policy concepts of the MDSP Update to the attendees, after which the team hosted an open house style experience with topic stations, where attendees were able to share their thoughts on more specific topics or policies, and speak with the subject matter experts on the MDSP Update team.

4.4.5.8. Community Workshop #8

Community workshop #8 was held virtually on August 15, 2024. By this time, the community had time to closely review the draft document. This virtual meeting was an opportunity for the community members to share more detailed comments and questions about the draft MDSP Update directly with the MDSP Update team. The MDSP Update team received extensive feedback from the community, primarily regarding concerns that the development standards may be too complex and should be streamlined and simplified. After the meeting, multiple members of the community also reached out to individually meet with staff and share their comments.

4.4.5.9. City Council Meeting #1

A study session City Council meeting was held on January 10, 2023, that included a report on the MDSP Update. The report to City Council consisted of a summary of the MDSP Update, a status update, and next steps. The primary item of the report was the community engagement effort and a summary of the comments received. The summary of input included the three rounds of community engagement to date and provided a preview of the following rounds of community engagement. All City Council members were present as well as the City Manager and City Attorney.

4.4.5.10. City Council Meeting #2

A study session City Council meeting was held on November 7, 2023, and included a report on the MDSP Update, Consideration of the Development Potential, and Associated General Plan Amendment. Two members of the public were in attendance and provided comments on the agenda item. The report consisted of a summary of the MDSP Update, a status update, and next steps. The report included a summary on the buildout analysis and the comparison of three alternative growth scenarios. The comparison of the three alternative growth scenarios included residential units and non-residential square footage estimates, as well as their study for the program environmental review. All City Council members were present as well as the City Manager and City Attorney.

4.4.5.11. City Council Meeting #3

A study session was held on June 4, 2024 with City Council to go over the publicly available draft MDSP Update. A staff presentation was given, and the Council had an opportunity to provide input on the draft plan and discuss policy direction as it relates to the draft plans alignment with the three overarching goals of contextual development, transit-oriented growth, and streamlined housing production. All City Council members were present as well as the City Manager and City Attorney.

4.4.5.12. City Council Meeting #4

A study session was held on November 18, 2025 with City Council to review a revised administrative draft MDSP Update. A staff presentation was given, and the Council had the

opportunity to review and comment on the revised draft learn more about the extensive behind the scenes work that the MDSP Update team had completed in response to various community feedback. The extensive revisions to the development standards chapter of the revised administrative draft were well received by the Council.

4.5. STAKEHOLDER BRIEFINGS

Stakeholder briefings were another component of the community engagement process. A total of three stakeholder briefings were held to provide insights about community input to help inform the content and activities of community workshops. Stakeholders contacted included a variety of businesses, developers, schools, faith-based organizations, production studios, and local non-profits, as well as staff from the cities of Burbank and Los Angeles, Los Angeles County, and SCAG.

4.5.1. STAKEHOLDER BRIEFING #1

The first Stakeholder briefing was held virtually via Zoom on September 21, 2022. In total, there were 26 attendees. Stakeholders emphasized the desire to maintain community character and voiced concerns over the environment. There was interest in seeing the integration of the Greenhouse Gas Reduction Plan's (GGRP) vision. There were also discussions over the inclusion of early childhood care and education within the Burbank Unified School District. As for development, there was a general interest in mixed-use housing, concerns over the building heights for new developments, and understanding how the MDSP Update is coordinated with neighboring community plans.

4.5.2. STAKEHOLDER BRIEFING #2

On October 13, 2022, the second Stakeholder briefing was held via Zoom. There were 22 attendees. Key stakeholders represented were Hollywood Burbank Airport, Burbank Unified School District, NBC Universal, and Warner Bros. Discovery. The main discussions were centered around concerns over the development of large multi-story buildings, locations of mixed-use housing, and parking requirements in relation to development. There was apprehensiveness over how long-term residents and renters may be displaced by new developments. Meanwhile, there was support for affordable and workforce housing and to seek other opportunities for development along Olive Avenue and Ventura Freeway SR-134. Requests included a workshop on preserving neighborhood characteristics and more research on the location of density within the Media District.

4.5.3. STAKEHOLDER BRIEFING #3

The third Stakeholder briefing was held on November 9, 2022, with 15 attendees present, virtually via Zoom. The key stakeholders represented were the Hollywood Burbank Airport, two developer groups Cusumano Real Estate Group and Toledo Homes, Walt Disney Studios, NBC Universal, and two residents. Other agencies in attendance included planning staff from the County of Los Angeles, the City of Los Angeles and SCAG. The key themes surrounding mobility were in the limitation of destinations and connectivity of public transportation to the greater Los Angeles vicinity. There were concerns over project impacts on residents. Stakeholders requested a website with current state housing legislation to provide context for relevant laws impacting the Media District. Poll questions included identifying destinations within the Media District, how many days these stakeholders require for their employees to work in the office, and what type of improvements can be made to encourage others to walk or bike to restaurants during lunchtime.

4.6. COMMUNITY GUIDING PRINCIPLES

The MDSP Update was developed as part of a collaborative public engagement process that included using the input collected through workshops, listening sessions, briefings, study sessions, and digital engagement tools described in this Chapter. The community's efforts throughout the process and their contributing opinions, knowledge, and expertise have been essential in the development of the plan. Through the wide spectrum of ideas and interests that the community identified, the following topics most frequently stood out as top priorities. These guiding principles were then used to inform the MDSP Update's goals, policies, and regulations.

FIGURE 4-2: Community Guiding Principles



Media District Character

Enhance the Media District's community characteristics.



Context Sensitive Development

Scale new buildings to be of appropriate height and massing, especially near existing residential neighborhoods.



Housing

Support additional housing, especially affordable and workforce housing, as well as mixed-use developments.



Small Businesses

Support existing and new small businesses in the Media District.



Mobility

Ensure the safety, comfort, and accessibility of all modes through pedestrian and traffic improvements.



CHAPTER 5

Vision & Overarching Goals



IN THIS CHAPTER:

5.1. Vision Statement

5.2. Overarching Goals

5.1. VISION STATEMENT

A clear vision sets the tone and direction for any plan. The MDSP Update vision statement is informed by the Burbank2035 General Plan, community engagement, and feedback from the City of Burbank gathered during the MDSP Update process. The vision statement represents the long-term direction for the Media District and serves as a touchstone to guide every section of the MDSP Update.

“Working together for a safe, beautiful, and thriving community”

While the 1991 MDSP served as a growth-control plan intended to preserve and protect the Media District’s surrounding residential and medium-density lower-scaled neighborhoods, the MDSP Update aims to continue to preserve and protect those surrounding neighborhoods, while providing sufficient opportunities to integrate updated land use and mobility strategies to facilitate the long-term sustainability and growth of businesses, bolster the employment base, and create new opportunity for affordable and workforce housing for all economic segments of the community.

As a long-established regional employment center, the Media District will continue to be a significant and thriving jobs center for the City of Burbank by supporting its primary employment sectors of media and medical uses, while enabling enhanced opportunities for additional job sectors. The Media District will continue to evolve into a vibrant mix of residential and commercial buildings with neighborhood-serving retail and higher density developments focused on opportunity sites near the center of the Media District, primarily along Alameda Avenue and Olive Avenue, close to existing and future transit stations and mobility centers. The streetscape will gradually evolve to be more pedestrian-oriented, helping foster a safe and healthy community for all users in the Media District.



5.2. OVERARCHING GOALS

The MDSP Update provides direction for implementing the vision for the Media District. While goals, policies, and strategies specific to the topics of land use, mobility, the public realm, and infrastructure are provided in subsequent chapters, this Section establishes three primary overarching goals that guide the MDSP Update.

STREAMLINED HOUSING PRODUCTION

- » Facilitate the City Council’s goal of accommodating up to 12,000 dwelling units by 2035 and enable the City’s to meet its obligation to facilitate the 6th Cycle Housing Element (2021-2029) Regional Housing Needs Allocation (RHNA) of 8,772 units.
- » Establish practical and objective design standards based on community feedback and best practices to ensure neighborhood compatibility and contextual sensitivity.
- » Maintain high standards of public utility infrastructure reliability by completing studies to aid in the establishment of clear development impact fees and prioritize infrastructure improvements that are in alignment with City Council and state-mandated housing production goals.

CONTEXTUAL DEVELOPMENT

- » Encourage higher development intensity in the center of the Media District and transition as it approaches existing low-scale residential areas.
- » Encourage high-quality and contextually compatible development.
- » Develop people-focused streetscapes.
- » Encourage more pedestrian, bicycle, and transit use through added infrastructure.
- » Improve safety through targeted improvements focused on the most vulnerable populations.
- » Provide for diverse and balanced development opportunities for a variety of non-residential uses, including media, medical, and other neighborhood serving uses within the Media District.

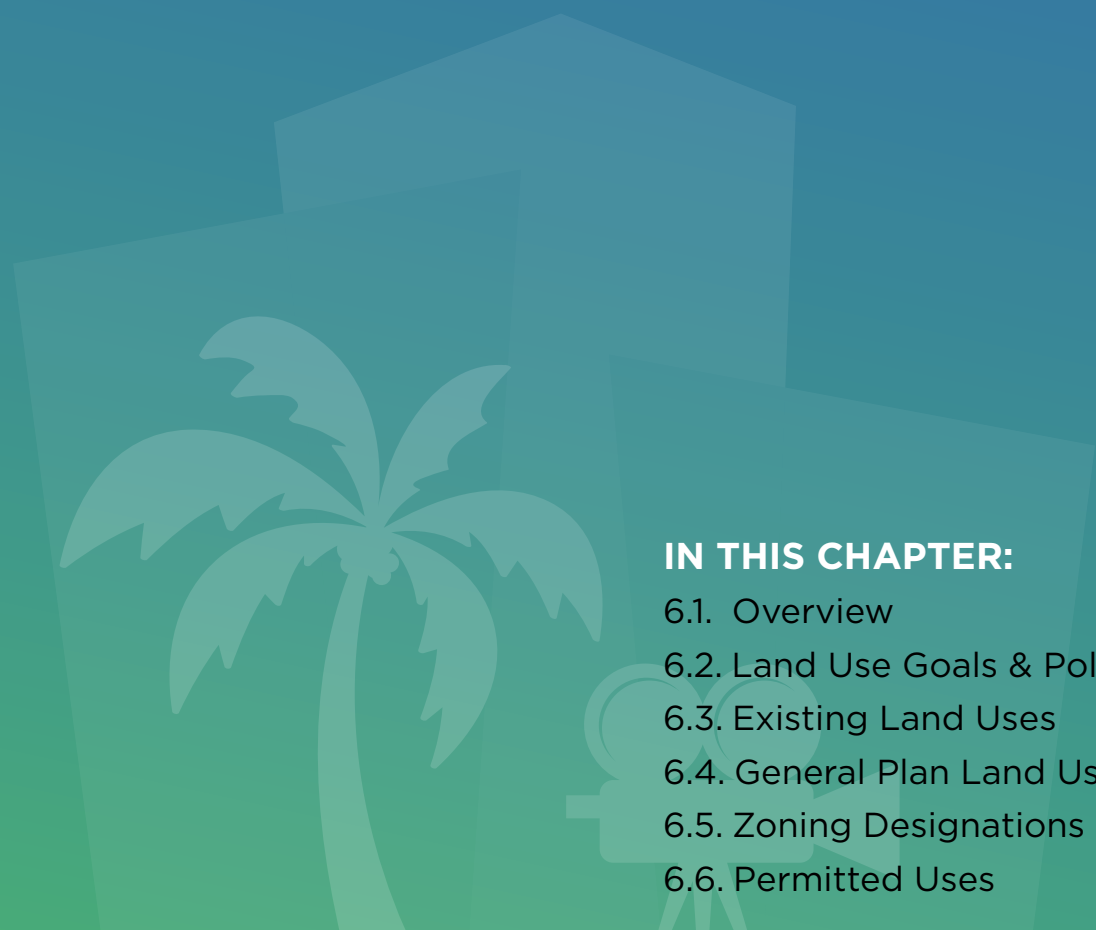
TRANSIT ORIENTED GROWTH

- » Align and encourage residential and non-residential growth near major transit stops, including future bus rapid transit stops.
- » Ensure that adequate non-vehicular infrastructure and public service improvements are provided to accommodate the needs of all existing and future development.



CHAPTER 6

Land Use & Zoning



IN THIS CHAPTER:

- 6.1. Overview
- 6.2. Land Use Goals & Policies
- 6.3. Existing Land Uses
- 6.4. General Plan Land Use Designations
- 6.5. Zoning Designations
- 6.6. Permitted Uses

6.1. OVERVIEW

This Chapter serves as a guide to future development in the Media District, and establishes land uses, zoning designations, and permitted uses for the Media District. The MDSP Update permits a mix of uses to allow people to live near work, transit, businesses, and entertainment, school, and health facilities located within the district. The intent is to have land use policies that supports future transit-oriented growth and protects the integrity of the surrounding residential neighborhoods.

6.2. LAND USE GOALS & POLICIES

The MDSP Update is consistent with the goals and policies of the Burbank2035 General Plan. Specifically, the MDSP Update would build upon and highlight seven Citywide land use goals and policies of the Burbank2035 General Plan that are consistent with the Media District's vision. With these goals and policies, the Media District can continue to be a thriving jobs center and evolve into a vibrant mixed-use district with residential and commercial transit-oriented development.

These goals and policies would also align with the MDSP Update's three overarching goals of contextual development, transit-oriented growth, and streamlined housing production, as described further in [Chapter 5. Vision & Overarching Goals](#).

MDSP UPDATE OVERARCHING GOALS



BURBANK2035 GENERAL PLAN LAND USE ELEMENT GOALS & POLICIES:

LAND USE 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 1.3.** Maintain and protect Burbank's residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities.
- » **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.

LAND USE 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 2.7.** *Make and enforce land use policy in an equitable fashion to protect all people equally from adverse environmental effects.*

LAND USE 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.*

LAND USE 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.*

LAND USE 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 5.5.** *Provide options for more people to live near work and public transit by facilitating higher residential densities and increased affordable housing development opportunities in employment centers such as Downtown Burbank, the Media District, and the Golden State area.*

LAND USE 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 6.3.** *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.*

LAND USE 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.*

Continued on following page.

- » **Policy 7.2.** Provide clear, easily understandable, and accessible information to promote community involvement in the planning process. Outreach efforts should involve all residents and businesses, including disadvantaged communities that have not historically been engaged in City decision making.
- » **Policy 7.3.** Consistently seek direct public involvement in the planning process for new projects and plans, as well as for everyday planning matters. Engagement efforts should involve all residents and businesses, including disadvantaged communities that have not historically been engaged in City decision making.
- » **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, including in disadvantaged communities, 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 of disadvantaged communities, such as providing planning information in multiple languages such as Spanish and Armenian.

6.3. EXISTING LAND USES

The 544-acre Media District is home to media and entertainment company studios. These studios are located on parcels zoned as Planned Development and comprise 50.5% of the land area in the Media District, not including public rights-of-way. The City added the Planned Development process to the Zoning Code in 1985 to allow flexibility in zoning regulations. The Planned Developments process requires a Development Agreement with the City that guarantees the terms, conditions, and regulations of the development including allowable uses, provisions for dedication and improvement of public lands and community benefits, and regulations governing property development standards and public improvement standards.

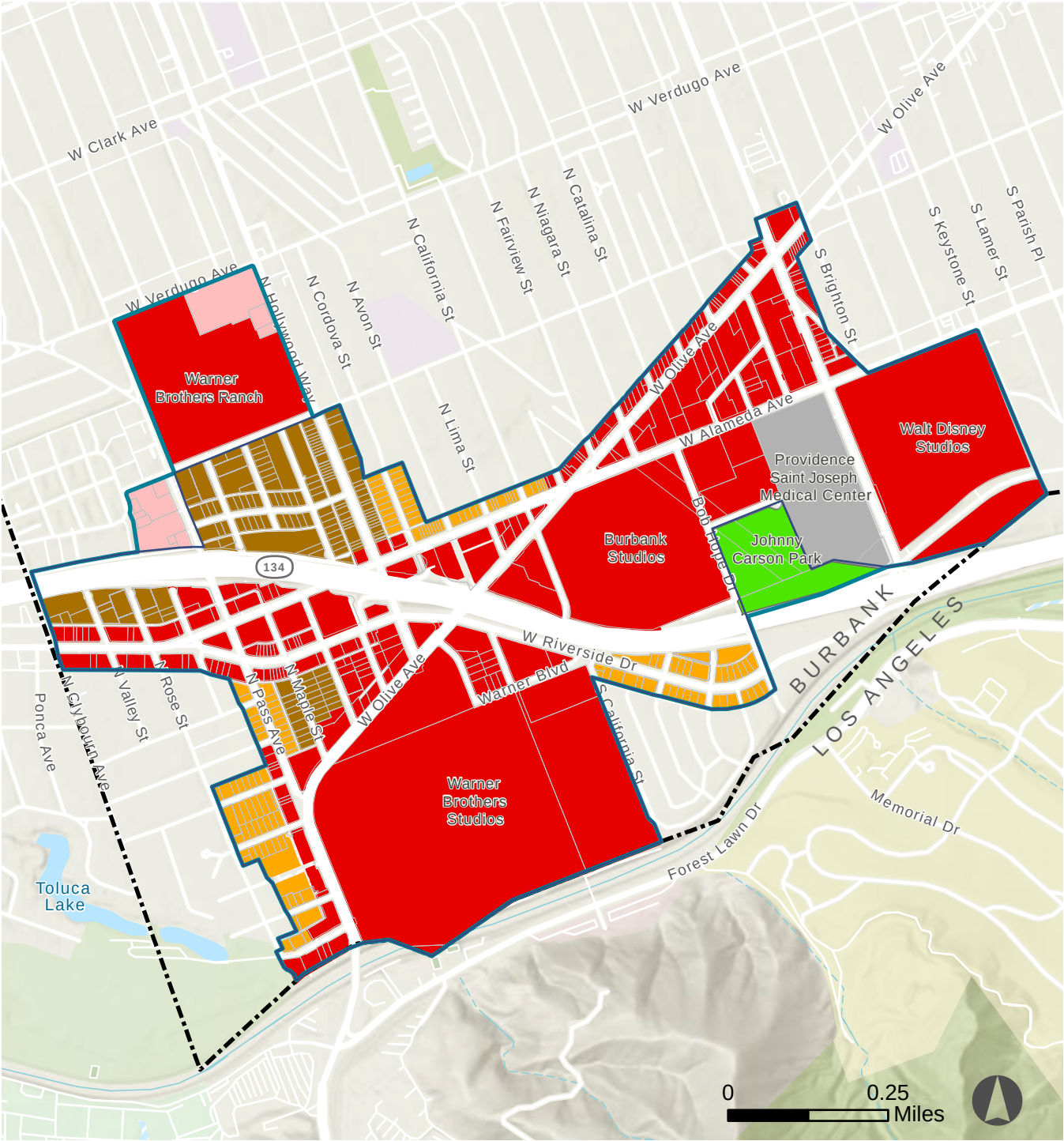
Providence High School and the Providence Saint Joseph Medical Center buildings are on Institutional land that makes up 7.6% of the Media District’s land area. The remaining 41.9% of land area in the Media District is composed mainly of multifamily, office, retail and parking uses. Additionally, a few vacant parcels can be found in the Media District, and these parcels provide potential opportunities for future development due to their proximity to existing offices, retail, and surrounding residential areas in the Media District.

LAND USE	BUILDING AREA	LAND AREA
Single Family	0.5%	1.3%
Condo	3.1%	1.9%
Multifamily	15.5%	12.5%
Office	43.1%	11.3%
Retail	3.4%	6.1%
Hotel	1.2%	0.5%
Studio	17.6%	50.5%
Institutional	6.4%	7.6%
Flex	0.7%	0.8%
Parking	8.4%	5.2%
Vacant Land	0.0%	2.2%

TABLE 6-1: Land Use Area
Source: LA County Assessor, Kosmont (2023)

6.4. GENERAL PLAN LAND USE DESIGNATIONS

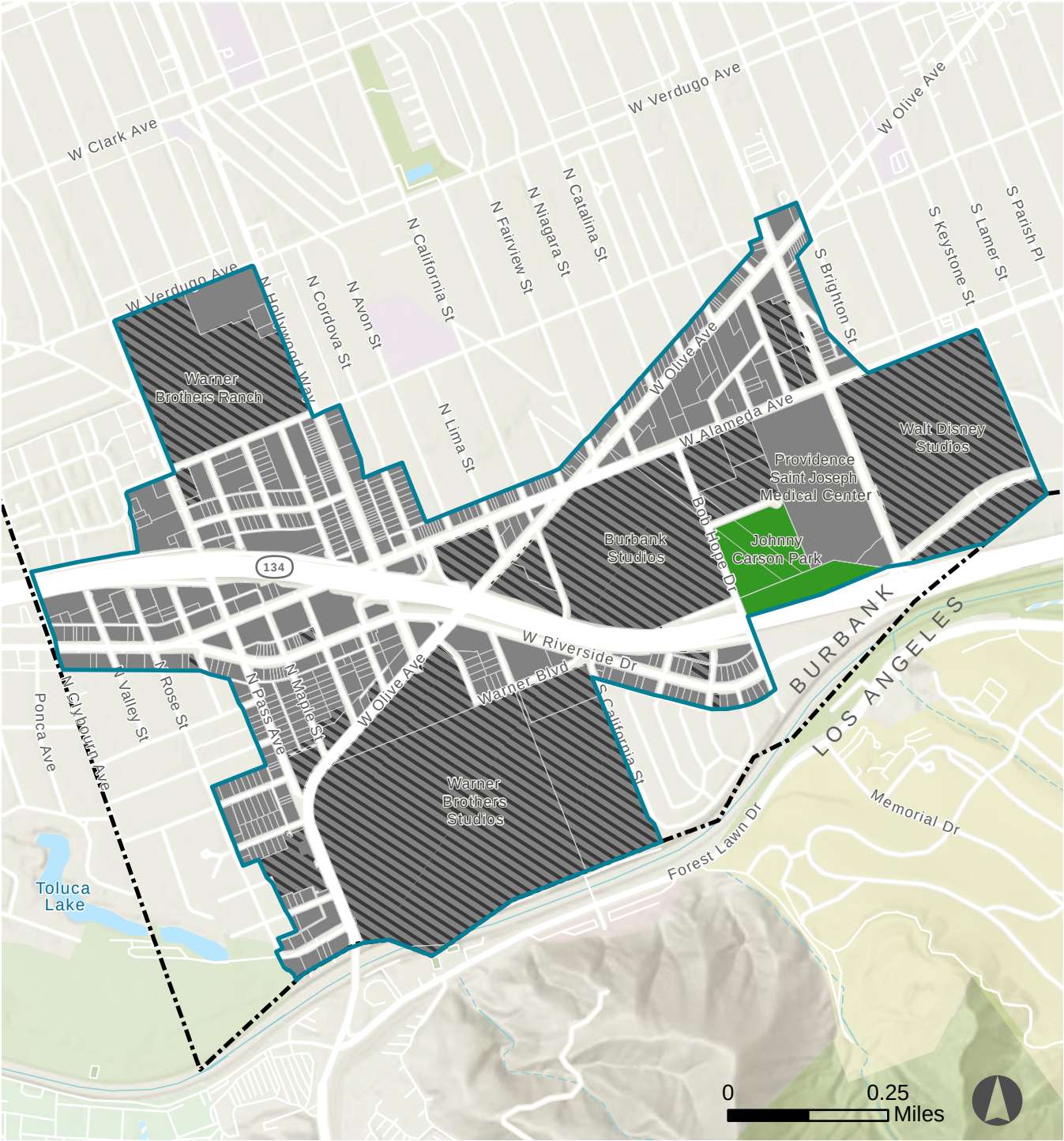
The Burbank2035 General Plan land use designations identify the planned distribution of land uses citywide. Prior to the MDSP Update, there were four land use designations for the Media District, as shown in **Figure 6-1: Existing Media District General Plan Land Use Designation Map**. These were Medium Density Residential, High Density Residential, Media District Commercial, and Institutional.



Existing Media District General Plan Land Use Designation

- | | |
|----------------------------|--|
| Regional Commercial | Open Space |
| Corridor Commercial | Existing Burbank Media District Boundary |
| High Density Residential | Proposed Burbank Media District Boundary |
| Institutional | City Boundary |
| Medium Density Residential | |

FIGURE 6-1: Existing Media District General Plan Land Use Designation Map



Media District General Plan Land Use Designation

- Media District Specific Plan
- Open Space
- Media District Specific Plan Boundary
- City Boundary
- (PD) Planned Development*

**Existing PD Zoned properties retain the Density and Intensity as vested by the Burbank2035 General Plan Update."*

FIGURE 6-2: Media District General Plan Land Use Designation Map

Of these designations, three are also broadly applicable across the City and are non-specific to the Media District. To reflect the Media District as a distinct and unified community with a clear vision, and to emphasize the MDSP Update's three overarching goals of streamlined housing production, transit-oriented growth, and contextual development, the Burbank2035 General Plan Land Use Map is amended to reflect just one land use designation for the Media District (with the exception of Johnny Carson Park which remains designated as Open Space), as shown in Figure 6-2: Media District General Plan Land Use Designation Map.

6.5. ZONING DESIGNATIONS

The 1991 MDSP established Burbank Municipal Code (BMC) Article 21: Media District Overlay Zone within the City's Zoning Code. The MDSP Update amends the article to retain the names of these zones and the overall intent for the limited purpose of identifying the permitted land uses within each zone. The following zoning designations apply to the Media District, as shown in Figure 6-3: Media District Zoning Map.

MDSP ZONING DESIGNATIONS:

6.5.3.1. Media District Limited Commercial (MDC-2)

The MDC-2 zone is intended to serve the retail and service needs of the Media District business community and the adjacent residential neighborhoods.

6.5.3.2. Media District General Business (MDC-3)

The MDC-3 zone is intended for general business establishments and other commercial uses.

6.5.3.3. Media District Commercial/Media Production (MDC-4)

The MDC-4 zone is intended for general business establishments, other commercial uses, and certain restricted media production activities.

6.5.3.4. Media District Industrial (MDM-1)

The MDM-1 zone is intended for motion picture, television, recording production, other media-related activities, hospitals and medical-related uses and other restricted commercial/industrial uses compatible with these uses.

6.5.3.5. Media District Medium Residential Density (MDR-3)

The MDR-3 zone is intended for medium density multifamily development, including rental and ownership options. This zone can act to buffer single family residential neighborhoods from higher density multifamily development. With limited exceptions as allowed through the Conditional Use Permit process, non-residential uses are generally not appropriate in the MDR-3 Zone.

6.5.3.6. Media District High Residential Density (MDR-4)

The MDR- 4 zone is intended for higher density multifamily development, including rental and ownership options. The zone is intended to accommodate a higher intensity of multifamily development. With limited exceptions as allowed through the Conditional Use Permit process, non-residential uses are generally not appropriate in the MDR-4 zone.

Continued on following page.



Media District Zoning

- (MDC-2) Media District Limited Commercial
- (MDC-3) Media District General Business
- (MDC-4) Media District Commercial/Media Production
- (MDM-1) Media District Industrial
- (MDR-3) Media District Residential Multiple Low Density
- (MDR-4) Media District Residential Multiple Med Density

- (OS) Open Space
- (PD) Planned Development*
- City Boundary
- Burbank Media District Boundary

**Existing PD Zoned properties retain the Density and Intensity as vested by the Burbank2035 General Plan Update.*

FIGURE 6-3: Media District Zoning Map

6.5.3.7. Open Space (OS)

The OS Zone is intended to preserve land for public open space, to provide a variety of outdoor recreational opportunities throughout the City, and to conserve the natural amenities of the Verdugo Mountains. The Open Space Zone is to provide for land conservation, watershed areas, and recreational activities. The provision for additional open space for outdoor recreational opportunities through the dual use of existing facilities, such as land fill areas, water supply facilities, reservoirs, and utility easements, is also an open space land use objective. In addition, the Open Space Zone is to provide for the public health and safety by limiting the use of lands subject to flooding, slides, or other hazards, to open space uses.

6.5.3.8. Planned Development (PD)

Each PD zone in the Media District is subject to the development standards established via the PD/Zone Map Amendment process and associated Development Agreement for the specific PD zone. All newly proposed PDs in the Media District will be subject to the requirements and review process as codified in BMC Division 9 (Development Agreements) and Division 10 (Planned Development) of Article 19 (Zoning Procedures and Amendments) of Title 10 (Zoning Regulations) and as amended. The expiration of a Development Agreement for an existing PD zone will not trigger an automatic re-zoning or reversion to the prior zone unless specified in the enabling ordinance or Development Agreement for the specific PD zone. Upon expiration of a Development Agreement, the PD zoning designation still remains, and the development standards and permitted uses associated with the approved PD remain, as does the Land Use Designation that was in place at the time of the original zone change to PD or subsequent PD and/or Development Agreement amendments. The voluntary dissolution of a PD zone will require a Zone Map Amendment to assign a new zoning designation as well as an amendment to the MDSP Update to assign appropriate Density and Intensity allowances.

6.6. PERMITTED USES

6.6.1. NONRESIDENTIAL ZONES — USES

Uses in all Media District zones are only allowed as described in Table 6-2: Permitted Uses, unless authorized pursuant to BMC 10-1-502 as may be amended, BMC 10-1-503 as may be amended, or per state or federal law. Lawfully established nonconforming uses may continue subject to BMC Article 18 (Nonconforming Land, Use and Structures) of Chapter 1 of Title 10 where applicable. All projects and uses in the Media District shall be subject to the procedural requirements of BMC Article 19 (Zoning Procedures and Amendments) of Chapter 1 of Title 10. In addition, all allowable uses authorized below shall be subject to Development Review (DR) under Article 19 of Chapter 1 of Title 10, unless exempted from DR pursuant to BMC Section 10-1-1914, or otherwise preempted by state and/or federal law and regulations.

P = Permitted**CUP = Conditional Use Permit required****AUP = Administrative Use Permit required****(blank) = prohibited****[CUP] = CUP required if residentially adjacent as defined BMC in 10-1-203****[AUP] = AUP required if residentially adjacent as defined in BMC 10-1-203****[PRH] = prohibited if residentially adjacent as defined in BMC 10-1-203****S = Permitted when required by state preemption law****TABLE 6-2:** Permitted Uses

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Residential and Lodging				
Accessory dwelling unit (ADU) and junior accessory dwelling unit (JADU)	S	S	S	S
Convalescent home		CUP	CUP	CUP
Emergency shelter ¹⁰				
Hotel - including incidental commercial uses	CUP	CUP	CUP	CUP
Motel		CUP	CUP	CUP
Multifamily residential with nonresidential use	S	P	P	P
Multifamily residential-only	S	P/S	P/S	P/S
Single room occupancy hotel (SRO)				
Sober living facility				
Supportive housing ^{13, 14}		P/CUP	P/CUP	P/CUP
Transitional housing ¹⁴		CUP	CUP	CUP
Public and Semi-Public Facilities^{17, 18}				
Cemetery and related uses, structures, buildings, including on-site business signs				
Fire station	P [CUP]	P [CUP]	P [CUP]	P [CUP]
Library - municipal		P	P	P
Park & recreational facility - municipal	P	P	P	P
Police station – private or municipal, including dispatch/administration		P [AUP]	P [AUP]	P [AUP]
Post office		P	P	P
Public facility				
Public utility facility				
Temporary aid center ¹¹		CUP	CUP	CUP
Wildlife preserve and sanctuaries				
Recreation, Education, and Assembly^{17, 18}				
Amusement enterprise		CUP	P [CUP]	P [CUP]

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Amusement enterprise - in c.e.b. (completely enclosed building)		P	P	P
Arcade ³				
Archery range			CUP	CUP
Archery range - in c.e.b.		AUP	AUP	AUP
Art gallery		P	P	P
Auditorium, labor union meeting hall, lodge hall		P [CUP]	P [CUP]	P [CUP]
Automobile maneuvering event - auto & cycle racing				
Batting cages				
Billiard parlor ⁵		AUP	AUP	AUP
Bowling alley			AUP	AUP
Boxing arena - in c.e.b.				
Carnival or circus				
Church / place of worship		P	P	P
Club - nonprofit		P	P	P
Dance hall - in c.e.b.		CUP	CUP	CUP
Equestrian show				
Golf course/driving range				
Golf course - miniature				
Gymnasium - c.e.b.		P	P	P
Library		P	P	P
Museum		P	P	P
Nightclub ⁴		CUP	CUP	CUP
Personal or physical arts studios	P	P	P	P
Recreation related commercial				
Riding academy				
School - trade / vocational		P[AUP]	P[AUP]	P[AUP]
School - public or private		P[AUP]	P[AUP]	P[AUP]
School - public or private (existing before Jan. 1, 1991)	P			
Shooting gallery/range				
Shooting gallery/range - c.e.b.				
Skating rink - ice or roller		CUP	CUP	CUP
Skating rink - ice or roller - in c.e.b.		AUP	AUP	AUP
Sports arena/athletic field				
Sports court		AUP	AUP	AUP

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Sports court c.e.b.		P	P	P
Swimming pool - commercial		CUP	CUP	CUP
Theater - drive-in				
Theater - not drive-in		AUP	P	P
Theater, outdoor		CUP	CUP	CUP
Retail Sales and Dining ^{9, 17, 18}				
Adult business ⁸				
Alcoholic beverages - sale and consumption on or off premises ⁴	AUP	AUP	AUP	AUP
Antique shop		P	P	P
Appliance store		P	P	P
Bakery		P	P	P
Bakery - wholesale				
Boat dealer				
Building material sales				
Building material sales - in c.e.b.				
Butcher shop - no slaughtering		P	P	P
Cocktail lounge / bar ⁴		CUP	CUP	CUP
Commercial kitchen / ghost kitchen		CUP	CUP	CUP
Department store		P	P	P
Drugstore		P	P	P
Feed store				
Firearm and ammunition retailer ⁷				
Fish market - wholesale				
Food specialty store		P	P	P
Hardware store		P	P	P
Home center				
Ice machine		CUP	P	P
Market, convenience		P	P	P
Market, neighborhood		P	P	P
Market, super		P	P	P
Newsstand		P [CUP]	P [CUP]	P [CUP]
Newsstand in c.e.b.		P	P	P
Nursery - plant				
Pet shop - including grooming		P	P	P
Pet shop - sales only				

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Pawn shop			CUP	CUP
Pharmacy	P	P	P	P
Picture frame store		P	P	P
Playlot, outdoor - in conjunction with eating establishment				
Recycling center - drop-off	AUP	AUP	AUP	AUP
Restaurant, full service	P	P	P	P
Restaurant, fast service	P	P	P	P
Restaurant, take-out ¹⁵	P	P	P	P
Restaurant, Downtown pursuant to Section 10-1-1407.1				
Restaurant / drinking establishment ⁴		CUP	CUP	CUP
Restaurant with incidental alcohol ⁴	P [AUP]	P [AUP]	P [AUP]	P [AUP]
Restaurant - market or food hall				
Restaurant – microbrewery, brewpub, micro-distillery			CUP	CUP
Restaurant with drive-through ¹²		CUP [PRH]	CUP [PRH]	CUP [PRH]
Retail store/sales		P	P	P
Secondhand store		P	P	P
Shopping center		P	P	P
Smoking lounge - cigar, tobacco, hookah				
Thrift store		P	P	P
Wholesale business - no warehousing				
Wholesale business - incidental to retail sales		P	P	P
Professional Offices and Services ^{17, 18}				
Adult day care facility		AUP	AUP	AUP
Animal grooming		P	P	P
Animal hospital			P [AUP]	P [AUP]
Animal hospital - overnight care, no boarding			P [AUP]	P [AUP]
Appliance repair - incidental sales		P	P	P
Auction - in c.e.b.				
Automated teller machine (freestanding)	P [AUP]	P [AUP]	P [AUP]	P [AUP]
Bail bond broker				
Bank		P	P	P

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Barber shop / beauty salon / aesthetic services		P	P	P
Blacksmith shop				
Blacksmith - horse shoeing only				
Blueprinting		AUP	P	P
Bookbinding		AUP	AUP	AUP
Catering services		P [AUP]	P [AUP]	P
Catering services – incidental to restaurant	P	P	P	P
Child day care facility	AUP	AUP	AUP	AUP
Computer service center		P	P	P
Dressmaking shop		P	P	P
Dry cleaning agency - no on-site dry cleaning				
Dry cleaners		P [CUP]	P [CUP]	P [CUP]
Dry cleaning plant			CUP	CUP
Electric or electronic equipment or appliances repair - incidental sales		P	P	P
Employment agency		P	P	P
Engraver		CUP	P	P
Equipment rental - light, no trucks - in c.e.b.				
Fix-it shop		CUP	P	P
Fortune telling				
Frozen food locker rental				
Funeral home				
Heating, ventilation and air conditioning equipment sales or service				
Janitorial service		P [AUP]	P	P
Kennel				
Laboratory - experimental or research			CUP	CUP
Laboratory - film			CUP	P [CUP]
Laboratory - testing, physical or chemical			CUP	P [CUP]
Laundromat		AUP	AUP	AUP
Laundry			CUP	CUP
Laundry agency - no washing		P	P	P

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Massage parlor				
Messenger service		P [CUP]	P [CUP]	P [CUP]
Offices - business, professional	P	P	P	P
Parcel delivery service		CUP	CUP	CUP
Payroll check cashing service		AUP	AUP	AUP
Pest control				
Photocopy service, with incidental printing		P	P	P
Photographer		P	P	P
Plumbing service		P	P	P
Print shop				
Print shop except newspaper printing		P [AUP]	P [AUP]	P [AUP]
Refrigeration installation & service - incidental sales				
Sexual encounter establishment				
Shoe repair shop		P	P	P
Shoe shine shop		AUP	AUP	AUP
Sign painting shop - in c.e.b.		AUP	AUP	AUP
Stable, commercial - including housing for caretakers on premises				
Tattoo parlor and body piercing		CUP	CUP	CUP
Taxidermist				
Ticket agency - incidental use only				
Upholstery shop				
Wedding chapel		P	P	P
Welding service - c.e.b.				
Media Services^{17, 18}				
Media support facility – indoor		P [AUP] ¹ [CUP] ²	P [AUP] ¹ [CUP] ²	P [AUP] ¹ [CUP] ²
Motion picture studio	P			
Motion picture studio - no outdoor sets		CUP	P	P
Sound stage		CUP [PRH]	CUP [PRH]	CUP [PRH]
Studio - rehearsal - no recording equipment		CUP [PRH]	CUP [PRH]	CUP [PRH]

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Medical and Care^{17, 18}				
Ambulance service		CUP	P [CUP]	P [CUP]
Clinic - community	P	P	P	P
Clinic - dental / medical	P	P	P	P
Health facilities for inpatients & outpatients - psychiatric care treatment	CUP	CUP	CUP	CUP
Hospital (in existence before Jan. 1, 1991)	P			
Hospital - except animal; with incidental interior commercial uses	CUP	CUP	CUP	CUP
Laboratory - dental or medical	P	P	P	P
Laboratory - x-ray, treatment, or clinic	P	P	P	
Office - dental / medical	P	P	P	P
Urgent care	P [AUP]	P [AUP]	P [AUP]	P [AUP]
Industrial and Manufacturing^{17, 18}				
Aircraft fabrication, testing, servicing				
Aircraft factory - incl. missile or related manufacturing				
Animal processing				
Custom manufacturing				
Electronic home detention program/facility				
Hazardous waste facility - eligible off or on site				
Heavy equipment rental				
Heavy industrial manufacturing				
Junkyard				
Light industrial manufacturing				
Moving van & storage yard				
Newspaper printing			CUP	CUP
Paint spray booth - in c.e.b.				
Research & development	P	P	P	P
Storage facility (public)				
Warehousing & storage				
Wholesale business				
Transportation and Communication^{17, 18}				
Advertising signs & structures - billboards				
Aircraft landing fields, for aircraft, helicopters, runways, control towers, etc.				

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Air passenger facilities				
Transit facility		AUP	AUP	AUP
Bus terminal				
Freight terminal or yard				
Helistop	CUP [PRH]	CUP [PRH]	CUP [PRH]	CUP [PRH]
Railroad uses including freight yards, depot, control towers				
Trucking yard or terminal				
Wireless telecommunications facilities ⁶	6	6	6	6
Vehicle Related^{17, 18}				
Automobile body or fender repair - in c.e.b.				
Automobile dealer - new and used				
Automobile dealer - new car sales only (used car sales, automobile repair, retail, & restaurants serving dealership only - incidental thereto)				
Automobile detailing				
Automobile detailing - in c.e.b.				
Automobile painting - in c.e.b.				
Automobile parts and accessories - in c.e.b. (incl. audio/ alarm systems installation)				
Automobile rental		CUP	CUP	P [CUP]
Automobile repair garage - in c.e.b.				
Automobile storage yard				
Automobile top shop/upholstery - in c.e.b.				
Automobile towing				
Automobile wrecking yard				
Automobile service station		CUP	CUP	CUP
Car wash			CUP	CUP
Drive-through establishments, in conjunction with a permitted land use ¹²		CUP	CUP	CUP
Electric vehicle charging station	P/S	P/S	P/S	P/S
Hydrogen fueling station	AUP/S	AUP/S	AUP/S	AUP/S
Mobile home dealer - new and used				
Moped or motor scooter dealer - including service, repair & testing in c.e.b.				
Motorcycle dealer - including repair or testing				

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

LAND USE	MDM-1	MDC-2	MDC-3	MDC-4
Off-street parking lot or structure ¹⁶		AUP	AUP	AUP
Recreational vehicle dealer - new and used				
Trailer sales				
Truck dealer - new				
Truck dealer - used				
Truck rental - except tractor and trailer				
Truck rental - including tractor and trailer				
Cannabis Uses				
Cannabis delivery				
Commercial cannabis activities				
Cultivation				
Retailer				

Table 6-2 Notes

¹ AUP required if within 150 feet of residentially zoned property and less than 2 parking spaces per 1,000 square feet of adjusted gross floor area

² CUP required if a "place of assembly" as defined in Chapter 11 is included

³ Refer to BMC Section 10-1-1115

⁴ Refer to BMC Section 10-1-1116

⁵ Refer to BMC Section 10-1-1117

⁶ Refer to BMC Section 10-1-1118

⁷ Refer to BMC Section 10-1-1119

⁸ Refer to BMC Section 10-1-1120

⁹ Refer to BMC Section 10-1-1121

¹⁰ Refer to BMC Section 10-1-1122

¹¹ Refer to BMC Section 10-1-1123

¹² Refer to BMC Section 10-1-1608

¹³ Supportive housing that meet specific criteria specified in Article 11 (commencing with Section 65650), within Chapter 3 of Division 1 of Title 7 of the Government Code are allowed by right. All other supportive housing not meeting the criteria specified in Government Code Article 11 Section 65650 are subject to a CUP.

¹⁴ Supportive housing and transitional housing shall be subject to those restrictions that apply to other residential dwellings of the same type in the same zone. For example, such housing structured as upper floor residential would require a CUP in the zones where residential use is permitted above commercial use with an approval of a CUP.

Table 6-2 continued on the next page.

TABLE 6-2: Permitted Uses (Cont.)

- ¹⁵ *AUP required for sitting / standing room for on-site consumption (limited to 10 percent of adjusted gross floor area)*
- ¹⁶ *Allowed as standalone use or as an additional use during alternate hours of operation of principal business tenant.*
- ¹⁷ *Residentially adjacent business operating during late night hours, as defined in BMC Section 10-1-203, shall be subject to the requirements for late night business pursuant to BMC Section 10-1-1151.*
- ¹⁸ *Residentially adjacent business operating during late night hours, as defined in BMC Section 10-1-203, shall be subject to the requirements for late night operations pursuant to BMC Section 10-1-1152.*

6.6.2. RESIDENTIAL ZONES — USES

The Media District has two residential zones – the MDR-3 and MDR- 4 zones. The permitted uses for these zones are the same as the multi-family use list specified in BMC Section 10-1-627 (Uses in the Multi-family Residential Zones). Uses in the R-3 zone correspond to the MDR-3 zone and uses in the R-4 zone correspond to the MDR-4 zone. Projects in the MDR-3 and MDR-4 zones of the Media District are required to comply with development standards provided in the MDSP Update.



CHAPTER 7

Development Standards



IN THIS CHAPTER:

7.1. Overview

7.2. Development Standards

7.1. OVERVIEW

This Chapter establishes objective development standards for property development in the Media District to adequately direct the form and shape of buildings and places consistent with MDSP Update goals and policies. Figures are used in this Chapter to illustrate example compliance with select standards. Photographs are also used to illustrate examples of real-world built or proposed projects and how design features may or may not comply with select standards.

7.2. DEVELOPMENT STANDARDS

7.2.1. PURPOSE AND INTENT

This Chapter establishes the regulations for the design and development of projects in the Media District that are consistent with the goals and policies of the MDSP Update. The regulations herein are provided as objective standards required for projects proposed in the Media District. The purpose of these standards is to be clear, concise, and unambiguous in their intent to facilitate well-designed buildings and open spaces. Standards are provided across five design concepts as listed below and discussed further in detail in this Chapter:

- » **Building Form** - to regulate the density, scale, and massing of buildings.
- » **Building Design** - to regulate the ground floor and facade as they relates to the public realm.
- » **Site Design** - to regulate exterior building elements as they relate to the building and the site.
- » **Open Space** - to regulate private, common, and publicly accessible open space.
- » **Parking and Loading** - to regulate parking and loading facilities.

7.2.2. APPLICABILITY

The standards in this Chapter apply to all properties in the Media District, including new construction, and alterations and additions to existing buildings. These standards shall not apply to properties zoned Planned Development (PD), or when otherwise expressly stated in this Chapter, or when specifically exempted by separate City ordinance, or when otherwise preempted by state or federal law.

7.2.2.1. Relationship to the Burbank Municipal Code

In addition to this Chapter, other provisions of the Burbank Municipal Code (BMC) may also apply to properties in the Media District. Whenever this Chapter conflicts with the provisions of the BMC or other adopted development standards, this Chapter shall prevail. When a condition occurs for which no standard is provided in this Chapter, the Director shall determine and apply the most appropriate regulation from the BMC in accordance with Article 4 (Administration and Enforcement) of Chapter 1 of Title 10 of the BMC.

7.2.2.2. Relationship to State and Federal Law

To the extent that any provision in this Chapter conflicts with state or federal laws that preempt local development regulations for an applicable project, state or federal law shall prevail, unless the City has adopted an ordinance or resolution that complies with the specific state or federal law. In such event, the remainder of this Chapter that is not in conflict with state or federal law will apply to the project.

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7.2.3. BUILDING FORM

7.2.3.1. Purpose and Intent

This Section establishes the standards for building form, including the density, scale, and massing of buildings, which are intended to achieve the following objectives:

- » Implement the Burbank2035 General Plan goals and policies regarding development density and intensity;
- » Provide sufficient building envelope to make new construction feasible;
- » Scale buildings to their immediate context through appropriate transitions;
- » Modulate the massing of large buildings to result in human-scaled design; and
- » Allow flexibility and creativity in architecture and design.

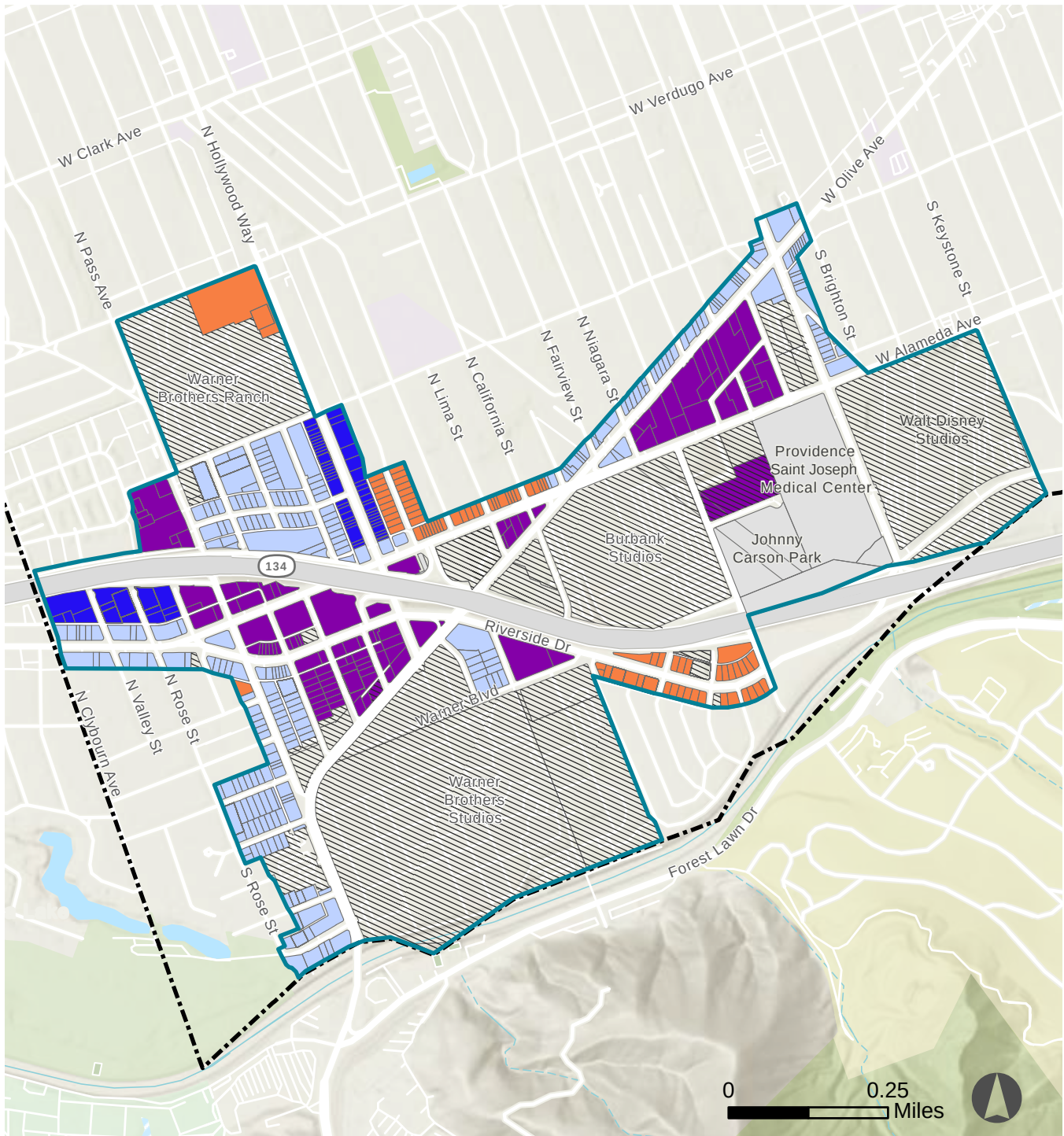
7.2.3.2. Residential Density

A. Measurement

Residential density shall be measured in dwelling units per acre (where one acre is equal to 43,560 square feet), which equates to the maximum number of dwelling units that may be developed on one acre of land. Maximum density is determined by the area of the lot, where the area of the lot shall exclude any land previously dedicated for a public street easement or right-of-way, or alley easement or right-of-way.

B. Maximum Residential Density

The maximum allowable density of residential buildings on a lot is established in Figure 7-1: Maximum Allowable Residential Density.



Maximum Allowable Residential Density

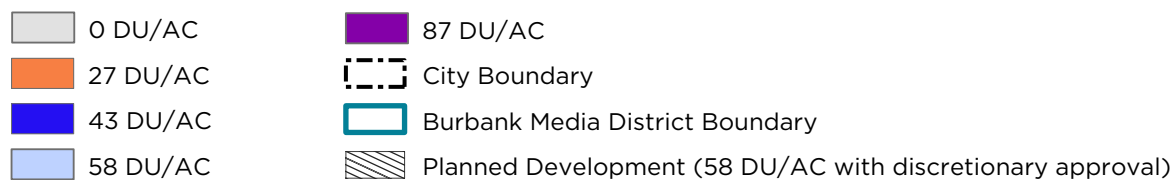


FIGURE 7-1: Maximum Allowable Residential Density

7.2.3.3. Non-Residential Intensity

A. Measurement

Non-Residential Intensity by Floor Area Ratio (FAR) means the ratio of the total non-residential floor area of the buildings on a lot to the total area of the lot, where the area of the lot shall exclude any land previously dedicated for a public street easement or right-of-way, or alley easement or right-of-way. Non-residential floor area shall be used to determine non-residential FAR and required parking. Gross non-residential floor area shall not be used to calculate non-residential FAR and required parking. In the Media District, non-residential floor area and gross non-residential floor area are defined as the following:

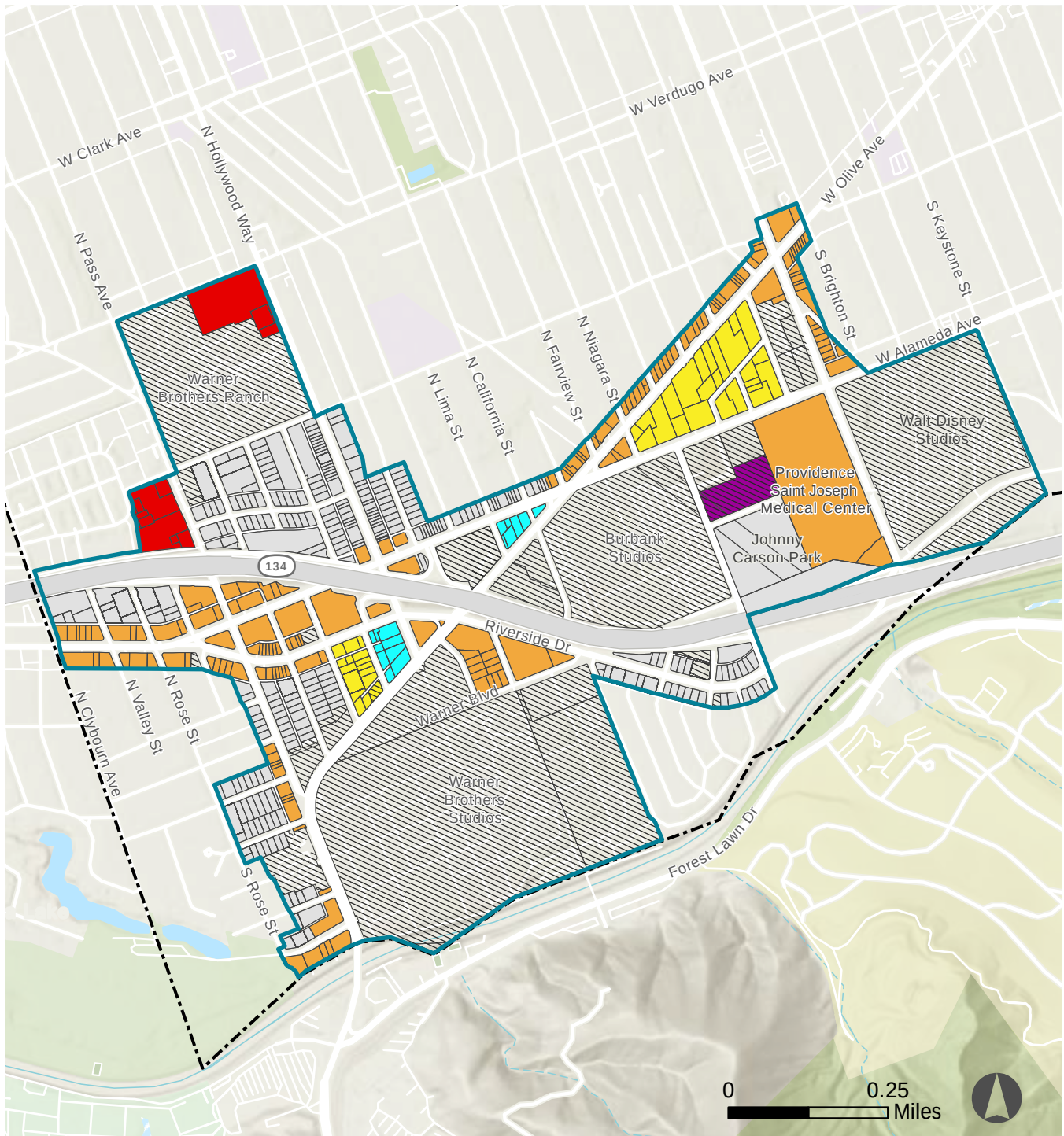
Non-Residential Floor Area means the total horizontal usable floor area of all the floors beneath the roof above it. The following areas shall be exempted from usable floor area:

- » Uncovered areas within the building footprint (such as courtyards open to the sky) or detached uncovered areas
- » Covered patio/canopy areas used exclusively for parking, circulation and/or shade cover for common open spaces
- » Overhangs or eaves and other architectural features
- » Detached trash enclosure or ancillary equipment enclosure areas, whether covered or uncovered
- » Temporary structures, storage pods, or trailers used for ancillary storage only
- » Unmanned mechanical equipment rooms and duct shafts that serve the building as a whole
- » The depth of exterior walls and permanent interior walls and columns of building or structure
- » Open and additional floor areas above the lowest level of a stairwell
- » Areas above the lowest floor level of an elevator shaft
- » Covered or uncovered areas for vehicle parking for the principal use on the lot, inclusive of required parking dimensions, backup areas, and aisle widths. Such areas are exempt whether they are provided in a separate structure on the same lot or within the building
- » In buildings that include residential uses as part of mixed-use development, all areas associated with the residential use exclusively

Gross Non-Residential Floor Area means the total horizontal floor area between the floor and roof above it, as measured from the exterior walls to the exterior walls. The total gross floor area of all enclosed non-residential structures on the property, including but not limited to the main structure(s), accessory structure(s), enclosed patio, and sheds is included in the gross non-residential floor area.

B. Maximum Non-Residential Intensity

The maximum allowable FAR of non-residential buildings on a lot is established in Figure 7-2: Maximum Allowable Non-Residential Intensity.



Maximum Allowable Non-Residential Intensity

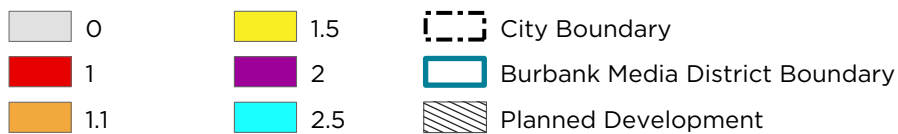


FIGURE 7-2: Maximum Allowable Non-Residential Intensity

7.2.3.4. Setbacks

A. Measurement

A setback is the perpendicular distance between a property's lot line and a building or structure. Setbacks shall be measured at a right angle (90-degree angle) from the lot line to the nearest point of the building or structure.

B. Minimum and Maximum Street-Facing Setbacks

Minimum and maximum allowable setbacks along street-facing lot lines are established in [Figure 7-4: Minimum and Maximum Street-Facing Setbacks](#) and are illustrated in [Figure 7-3: Min. and Max. Street-Facing Setbacks](#). Minimum setbacks along street-facing lot lines shall apply to all portions of a building or structure. Maximum setbacks along street-facing lot lines shall apply to the ground floor only for a minimum of 50 percent of the street-facing ground floor frontage.

C. Rear and Side Lot Lines

No setbacks are required along non-street-facing rear and side lot lines.

D. Corner Cutoff

All buildings, structures, landscaping, including walls, fences, and hedges shall comply with the corner cutoff provisions of BMC Section 10-1-1303 as may be amended.

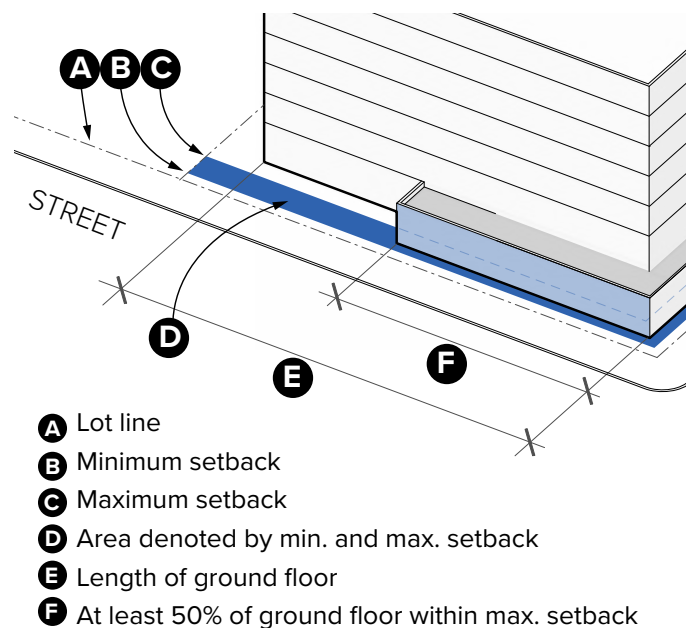
E. Landscaping

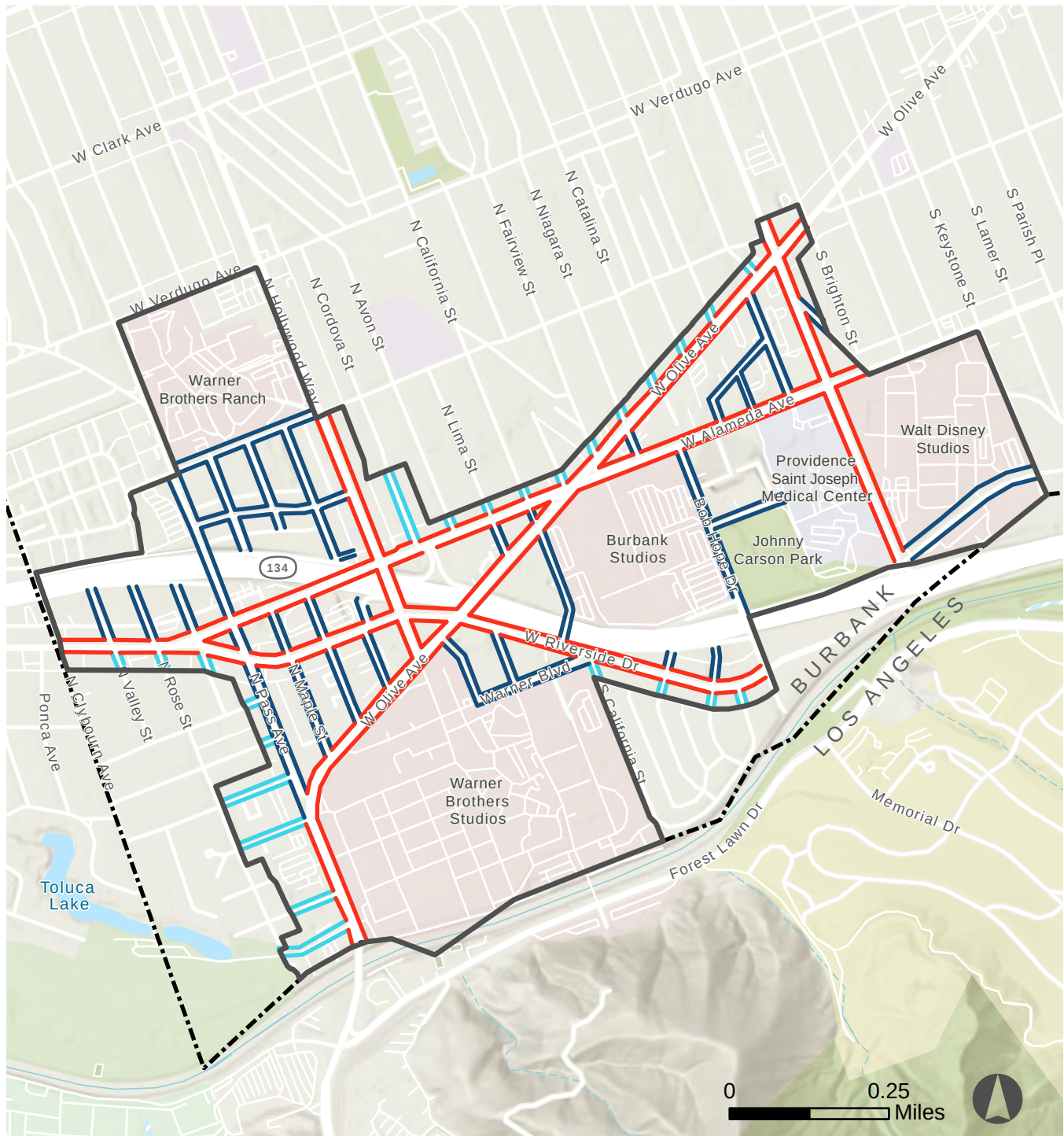
Setback areas shall be landscaped in compliance with [Section 7.2.5. Site Design](#).

F. Exceptions to Required Setbacks

- 1. Adjacency to Residential Zones.** When abutting or adjacent to a single-family or multiple-family residential zone, development shall comply with Step-Backs and Buffer Area requirements of BMC Section 10-1-920(B)(4) as may be amended.
- 2. Reversed Corner Lots.** Reversed corner lots, as defined by BMC 10-1-203 (Definitions) is a corner lot where the rear lot line abuts upon the side lot line of an abutting neighboring lot. These corner lots shall comply with Yard Setbacks, Reversed Corner Lot requirements of BMC Section 10-1-920(B)(5)(b)(i)((h)) as may be amended.
- 3. Ground Floor Residential Units.** Ground floor residential units shall have a setback of a minimum of 5 feet along any lot line. Where ground floor residential units are elevated between 4 and 6 feet above the elevation of the sidewalk, a minimum setback of 8 feet shall be required.

FIGURE 7-3: Min. and Max. Street-Facing Setbacks





Minimum and Maximum Allowable Street Facing Setbacks

-  8 ft. min.; 15 ft. max.  Burbank Media District Boundary
 5 ft. min.; 10 ft. max. City Boundary
 5 ft. min.; no max.

FIGURE 7-4: Minimum and Maximum Street-Facing Setbacks

- 4. Publicly Accessible Open Spaces.** The ground floor of a building or structure may be located beyond the maximum setback only when a required publicly accessible open space in compliance with Section 7.2.6. Open Space is provided between the street-facing lot line and the ground floor use.
- 5. Encroachments into Required Setbacks.** Encroachments into required setbacks shall comply with the Setback Encroachments requirements of BMC Section 10-1-920(B)(5)(d) as may be amended.

7.2.3.5. Building and Structure Height

A. Measurement

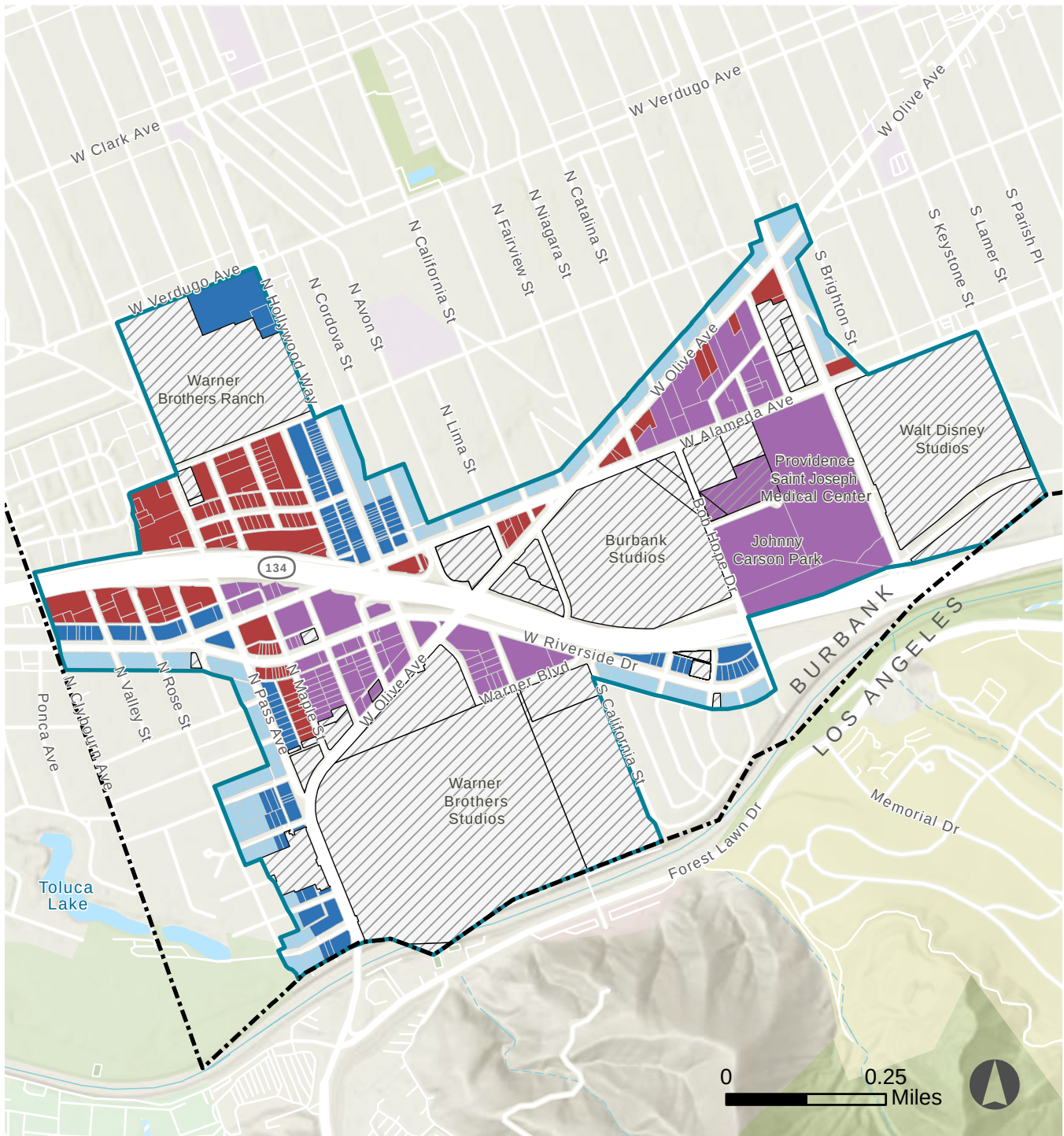
As defined by BMC Section 10-1-203 (Definitions), structure height means Building Height, or the vertical distance measured from the grade to the highest elevation of the structure.

B. Maximum Heights

Maximum allowable heights of building or structures are established in Figure 7-5: Maximum Allowable Building and Structure Heights.

C. Exceptions to Maximum Heights

- 1. Rooftop Elements.** Rooftop elements may exceed the maximum height requirement in accordance with the Height of Roof and Architectural Features requirements of BMC Section 10-1-624(D)(2) as may be amended. Except when used as enclosure of rooftop open space areas, parapets shall not exceed 6 feet in height above the intersection of the roof surface and the parapet wall.
- 2. Subterranean Uses.** Subterranean structures are not counted towards the building height. For the purpose of this Section, subterranean means below the average grade.
- 3. Adjacency to Residential Zones.** When abutting or adjacent to a single-family or multiple-family residential zone, development shall comply with Step-Backs and Buffer Area requirements of BMC Section 10-1-920(B)(4) as may be amended.



Maximum Allowable Building and Structure Heights

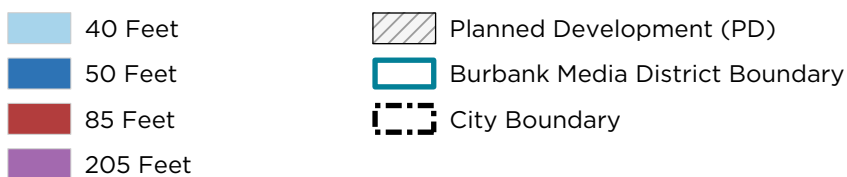


FIGURE 7-5: Maximum Allowable Building and Structure Heights

7.2.3.6. Facade Length

A. Measurement

Facade length shall be measured as the horizontal distance across a continuous building facade, including covered but open areas along the building. A facade break is a projection or recess in the entirety of the facade for all upper-level floors not inclusive of the ground floor, where the depth of the facade break shall be measured perpendicular to the facade and the length of the facade break is measured parallel to the facade.

B. Maximum Facade Length

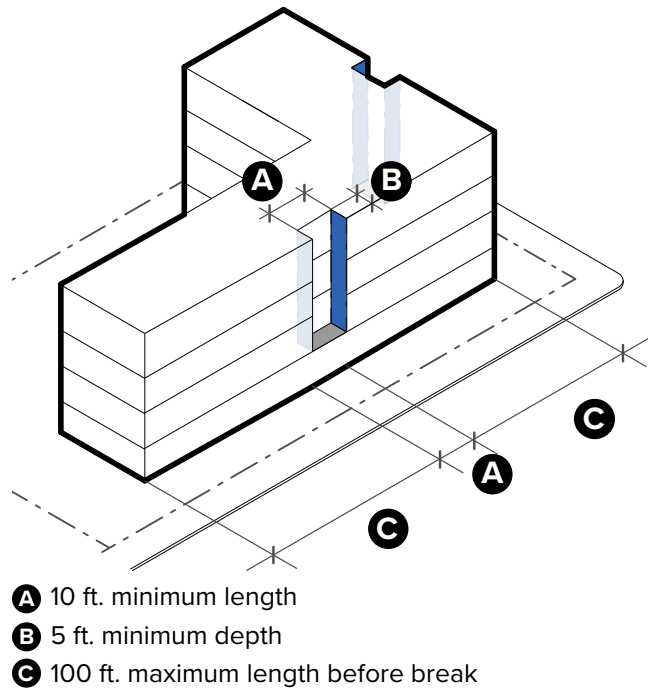
Street-facing facades shall provide at least one facade break such that no facade exceeds a continuous length of 100 feet, where the facade break measures at least 5 feet deep by 10 feet long, as illustrated in [Figure 7-6: Max. Facade Length](#).

C. Exceptions to Facade Length

Maximum facade length shall not apply to the following conditions:

1. Ground floors
2. Above-grade parking structures (non- subterranean level structures)

FIGURE 7-6: Max. Facade Length



7.2.3.7. Facade Modulation

A. Measurement

Facade modulation means the variation of a street-facing building facade by projecting and/or recessing the facade by a minimum of 2 feet and a maximum of 12 feet in depth. Facade modulation shall be measured as the percentage of facade area that is projected or recessed relative to the total area of that facade. Facades separated by a facade break as required by [Section 7.2.3.6. Facade Length](#) shall be considered separate facades. Facade modulation is not required to be continuous or open to the sky.

B. Minimum Facade Modulation

Minimum required facade modulation is established in [Table 7-1: Min. Facade Modulation](#) and illustrated in [Figure 7-7: Min. Facade Modulation](#). Street-facing facades shall provide facade modulation for at least the minimum percentages established in [Table 7-1](#).

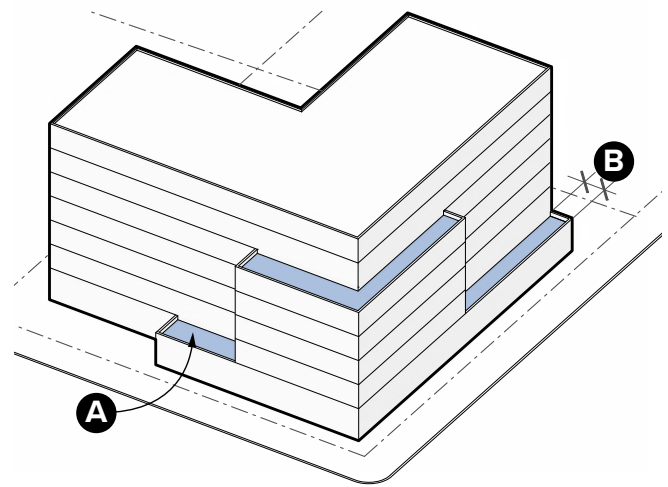
TABLE 7-1: Min. Facade Modulation

BUILDING TYPE	MINIMUM PERCENTAGE OF FACADE MODULATION
Multi-family residential buildings, including mixed-use	25 percent
Non-residential buildings	15 percent
Above-grade parking structures	N/A

C. Exceptions to Facade Modulation

1. **Building Elements.** The following building elements shall not qualify as required facade modulation:
 - A. Facade breaks as required by Section 7.2.3.6. Facade Length.
 - B. Balconies, stairs, and elevators not integrated into the building facade by means of walls and roofs.
 - C. Building equipment, such as mechanical, plumbing, or electrical equipment.
2. **Ground Floor.** Facade modulation requirements shall not apply to a building's ground floor.

FIGURE 7-7: Min. Facade Modulation



- A Facade area projected or recessed
- B Minimum 2 ft. to maximum 12 ft. depth

7.2.3.8. Building Separation

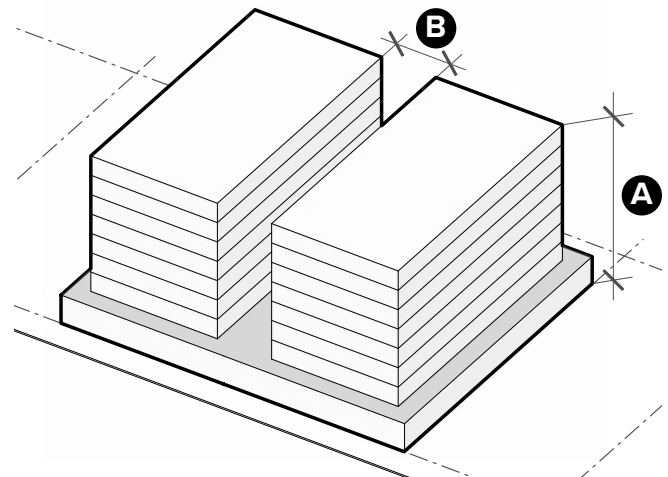
A. Measurement

Building separation means the straight horizontal line between two buildings measured between the nearest point on each exterior wall.

B. Minimum Building Separation

Buildings and structures that are located within the same development project and that exceed 85 feet in height shall be separated a minimum distance of 30 feet as illustrated in Figure 7-8: Min. Building Separation.

FIGURE 7-8: Min. Building Separation



- A 85 ft. or taller
- B 30 ft. minimum distance

7.2.4. BUILDING DESIGN

7.2.4.1. Purpose and Intent

This Section establishes the standards for the design of the building facade and ground-floor in relation to the public realm, which are intended to achieve the following objectives:

- » Foster a vibrant, pedestrian-oriented, and human-scaled street environment;
- » Facilitate well-designed buildings;
- » Activate the building where it connects to the street to maximize visibility, access, and activity through appropriate building designs and details along street frontages; and
- » Allow flexibility and creativity in architecture and design.

7.2.4.2. Ground Floor Frontage Design

A. Measurement

Street-facing ground floor frontage means the portions of a street-facing ground floor within 35 feet of the street lot line or sidewalk if there is no lot line.

B. Ground Floor Height

The minimum height of the street-facing ground floor shall be 15 feet for non-residential uses and common residential spaces and 12 feet for residential units, measured from sidewalk grade that is closest to the primary entrance of the building to the second story floor (floor to floor), or roof if part of a one-story building.

C. Ground Floor Depth

The minimum depth of the street-facing ground floor use shall be 20 feet, measured from the interior of the street-facing wall to interior wall.

D. Ground Floor Elevation

The elevation of the street-facing ground floor shall be between 2 feet below and 6 feet above the sidewalk elevation for residential units, and a maximum of 12 inches above the sidewalk elevation for non-residential uses and common residential spaces.

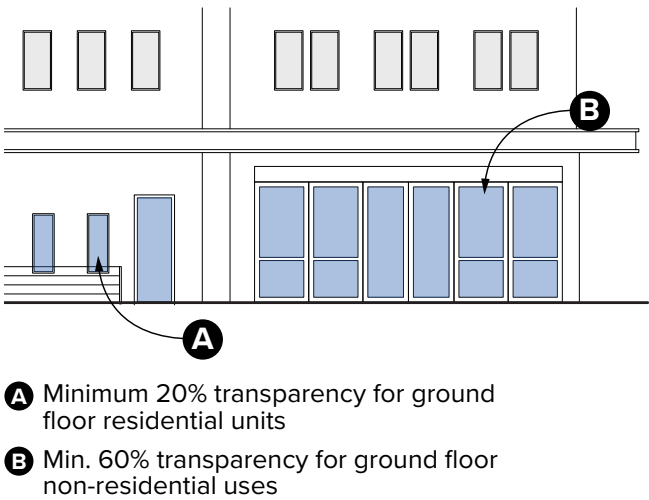
E. Ground Floor Transparency

- 1. Minimum Transparency.** Minimum ground floor transparency is established in [Table 7-2: Min. Ground Floor Transparency](#) and illustrated in [Figure 7-9: Min. Ground Floor](#)

TABLE 7-2: Min. Ground Floor Transparency

GROUND FLOOR USE	MINIMUM PERCENTAGE OF GROUND FLOOR TRANSPARENCY
Ground floor residential units	20 percent
Non-residential uses and common residential spaces	60 percent
Above-grade parking structures	35 percent

FIGURE 7-9: Min. Ground Floor Transparency



Transparency. Street-facing ground floor frontages shall provide transparent openings in the facade, such as windows, doors, and other facade openings, for at least the minimum percentages established in Table 7-2. Minimum ground floor transparency is measured as the percentage of facade area that consists of transparent openings relative to the total area of the ground floor facade.

2. Obscured Transparency

- A. The use of color-tinted, mirrored, or reflective glass is prohibited.
- B. The use of interior security bars, grilles, and gates shall be concealed from street view during business hours using systems such as ceiling cavities or side pockets. The use of exterior security bars, grilles, and gates shall be prohibited.
- C. For non-residential uses, elements that obscure more than 25 percent of visibility into required transparent openings shall not be used, such as blinds, drapes, curtains, signs, product displays, or similar elements. Medical uses are exempt from this requirement.

F. Ground Floor Entries

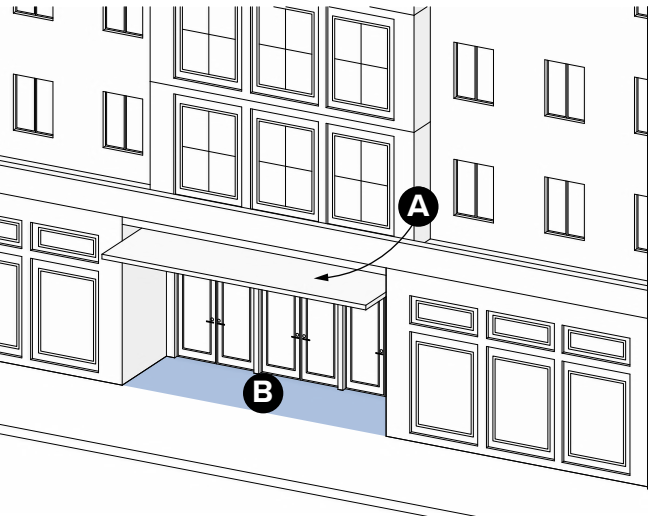
- 1. **Number of Entrances.** A minimum of one primary entrance shall be provided for each street-facing ground floor frontage and shall be visible from the street, be oriented towards the street, and provide a pedestrian walkway to the street.
- 2. **Non-Residential Uses and Common Residential Spaces.** With the exception of back-of-house entries, building entries for non-residential uses and common residential spaces shall incorporate at least two of the following design features, as illustrated in Figure 7-10: Ground Floor Non-Residential Entries:
 - A. A roofed element over the entrance that protrudes at least 2 feet from the building facade, such as an awning, canopy, trellis, or overhang.
 - B. An increase in total height equal to at least half the height of the entrance, such as a double height entry or tower entry that protrudes in height from the ground floor.
 - C. A projected or recessed entry area of at least 25 square feet in floor area, such as a terrace or forecourt.
- 3. **Ground Floor Residential Units.** Ground floor residential units shall provide a transitional space between the primary entrance into the residential unit and the street. The transitional space shall provide an area of at least 25 square feet in floor area in the form of a porch, terrace, stoop, dooryard, or similar entry feature, as illustrated in Figure 7-11: Ground Floor Residential Entries.

G. Ground Floor Residential Units

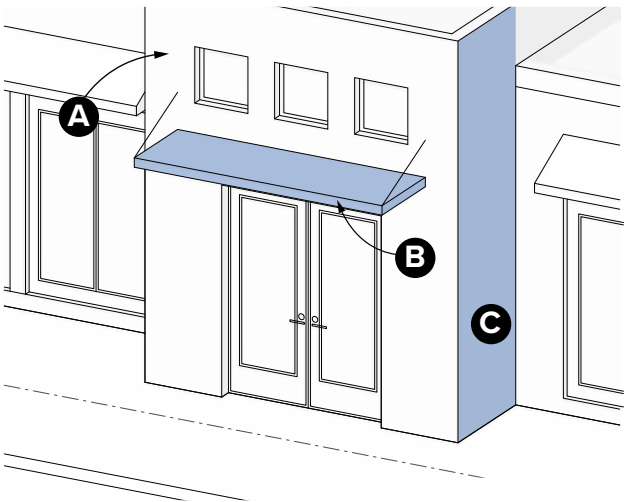
Ground floor residential units shall be prohibited within the street-facing ground floor frontage along the following public streets:

- 1. Olive Avenue
- 2. Riverside Drive between Clybourn Avenue and Olive Avenue
- 3. Hollywood Way
- 4. Alameda Avenue between Olive Avenue and Brighton Street
- 5. Buena Vista Street

FIGURE 7-10: Ground Floor Non-Residential Entries

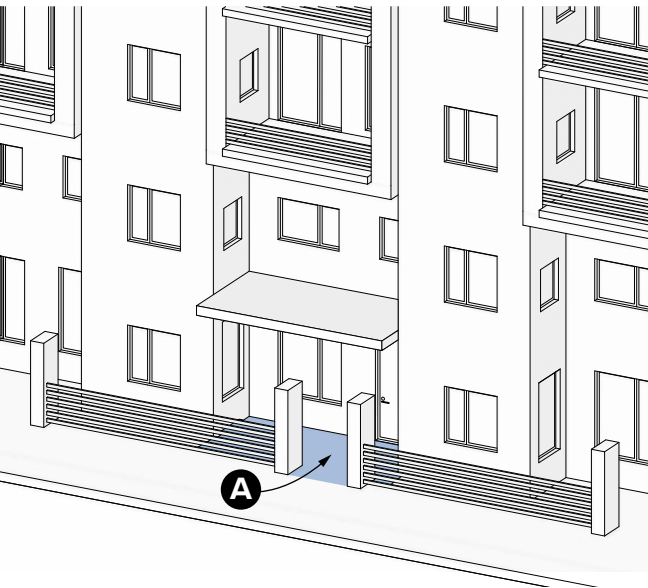


- A** Awning or canopy
- B** Recessed area

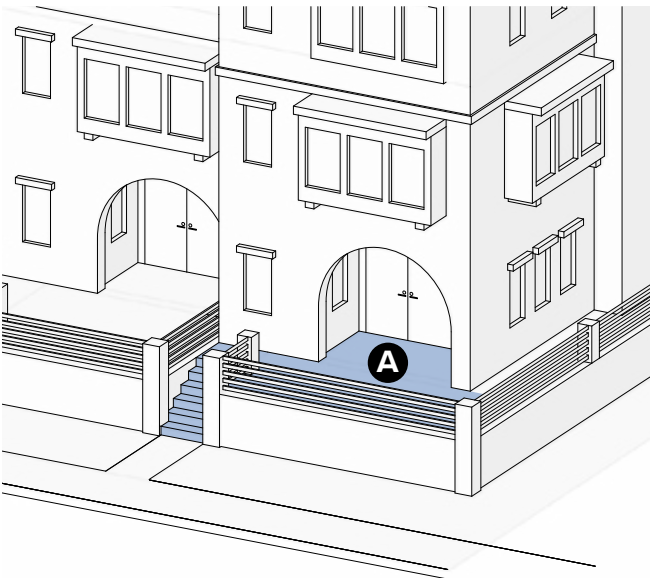


- A** Entry tower
- B** Awning or canopy
- C** Projected element

FIGURE 7-11: Ground Floor Residential Entries



- A** Transitional entry space



- A** Transitional entry space

Residential lobbies, common residential spaces, and similar uses shall be permitted along these public streets in compliance with Section 6.6. Permitted Uses.

H. Ground Floor Treatment

All ground floor street-facing facades shall provide anti-graffiti treatments, such as anti-graffiti coatings, finishes, materials, or landscaping to prevent the vandalism of the facade.

7.2.4.3. Facade Design

A. Measurement

A building facade is considered the exterior portion of building wall and its architectural design including any covered and opened areas of the building.

B. Facade Articulation

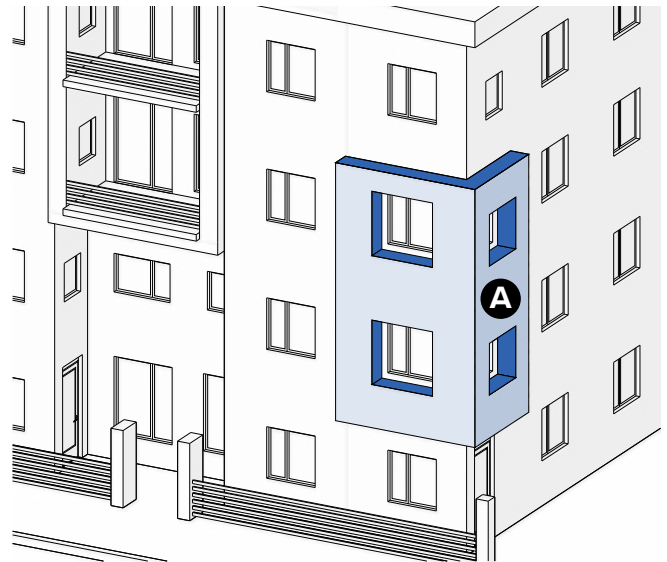
All facades of a building shall use the same theme of architectural detailing and articulation. A minimum of two exterior materials and colors shall be used in a project. When proposed, facade accent materials and colors shall wrap all exterior corners of a building by a minimum of 2 feet in length, as illustrated in Figure 7-12: Facade Articulation.

C. Facade Hierarchy

Buildings of three or more stories in height shall incorporate at least one of the following design features to distinctly articulate and differentiate the "base, middle, and top" of buildings as illustrated in Figure 7-13: Facade Hierarchy.

1. A change in facade material and color between the ground floor and the upper floors, where the ground floor facade is distinguished through the application of brick, stone, concrete, wood, or similar materials and colors, and the upper floors vary from the ground floor.
2. Recess or projection of the upper floors from the ground floor for a minimum of 2 feet in depth.
3. Use of horizontal reveals, projections, bands (e.g., cornice, frieze, fascia, etc.), parapets, or similar treatments.

FIGURE 7-12: Facade Articulation



A Facade accent wrapped at exterior corner

FIGURE 7-13: Facade Hierarchy



- A** Horizontal reveal, projection, or band
- B** Change in facade material or color
- C** Recess or project in facade

D. Blank Walls

1.

Measurement. A blank wall shall mean a portion of a building facade without a window, door, or other facade opening. A blank wall is measured in length horizontally along the facade at each story of the building.
2.

Maximum Length of Blank Walls. The maximum lengths of blank walls are established in [Table 7-3: Max. Length of Blank Walls](#) and illustrated in [Figure 7-14: Max. Length of Blank Walls](#). Blank walls shall not exceed the lengths established in [Table 7-3](#).
3.

Exceptions to Blank Walls. A blank wall may exceed the maximum length up to 50 percent established in [Table 7-3](#) if it provides one or more of the following elements for more than 50 percent of the blank wall area:

A.

A facade projection or recess by at least 2 feet in depth, measured perpendicular to the facade

B.

Landscaping, such as espalier, green or living walls, or similar facade landscaping treatment.

C.

Lattices, louvers, or similar decorative facade treatment.

D.

Public art in compliance with BMC Section 10-1-1114.

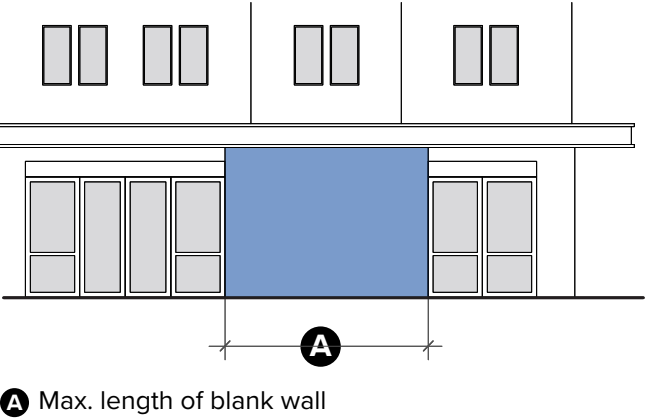
E.

Advertising signs and structures in compliance with BMC Article 10 of Chapter 1 of Title 10.

TABLE 7-3: Max. Length of Blank Walls

USE	MAXIMUM LENGTH OF BLANK WALLS
Residential uses	10 feet
Non-residential uses	20 feet

FIGURE 7-14: Max. Length of Blank Walls



7.2.5. SITE DESIGN

7.2.5.1. Purpose and Intent

This Section establishes the standards for the design of the entire site of a project as it relates to building and space interaction, which are intended to achieve the following objectives:

- » Foster a vibrant, pedestrian-oriented, and human-scaled street environment;
- » Facilitate the thoughtful arrangement of site elements to enhance a site's function and appeal;
- » Enhance site amenities by incorporating context-appropriate and sustainable landscaping; and
- » Minimize the visual impacts of building equipment and utilities on the public.

7.2.5.2. Landscaping

A. Definition

Landscaping includes the planting and maintenance of trees, shrubs, vines, ground covers, flowers, or lawns. Natural features such as rock and stone; permeable pavers; and decorative

structural features such as arbors, pergolas, fountains, reflecting pools, art works, screens, walls, fences, and benches can be a part of the overall landscape design.

B. Minimum Landscaping

Street-facing required setbacks, except for required impervious surfaces including, but not limited to, walkways, curb cuts, driveways, and drive aisles, shall be landscaped in accordance with this Section.

1. **Ground Floor Non-Residential Uses.** A minimum of 50 percent of street-facing setbacks along non-residential uses shall be landscaped. For lots with less than 100 feet of frontage along a street, a minimum of 20 percent of the street-facing setback along non-residential uses shall be landscaped.
2. **Ground Floor Residential Units.** A minimum of 50 percent of street-facing setbacks along ground floor residential units shall be landscaped.
3. **Parking Lots, Parking Structures, and Studio Uses.** The entirety of street-facing setbacks along parking lots, parking structures, and studio uses shall be landscaped. A minimum of one 36-inch box tree shall be planted in the setback for at least every 40 feet on center, measured parallel to the street-facing lot line.



Landscaping in street-facing setback of ground floor residential units



Landscaping in street-facing setback of parking lot

C. Minimum Dimensions

All landscaped areas shall provide the following minimum dimensions:

1. 3 feet in width or length of inner planting wall area.
2. 12 inches in soil depth for areas planted with ground cover.
3. 18 inches in soil depth for planters and areas planted with shrubs and similar vegetation.
4. 3 feet in soil depth for planters or landscaped areas planted with trees.

D. Species and Maturity

Plantings shall consist of California native, non-invasive, and/or low-water use species. At maturity, plantings shall comprise a minimum of 75 percent of the total required landscaped area. All landscaped areas that is not occupied by ground cover shall be covered with mulch.

E. Artificial Ground Cover

Artificial lawn, turf, and synthetic ground cover shall be prohibited in required landscaped areas.

F. Planters

Planters shall be constructed of permanent masonry or concrete construction and shall provide drainage directly into a drainage system.

G. Irrigation

All landscaped areas shall include a permanent fully automatic irrigation system and shall comply with the City of Burbank Water and Power Rules and Regulations Governing Utility Services. Irrigation systems shall utilize water conservation design concepts including but not limited to low-flow sprinkler heads and bubblers, drip systems, zone separation, microclimate considerations, and moisture sensors. When recycled water becomes available in the area directly adjoining the site, the use of recycled water will be required for all irrigation needs. Pending recycled water availability, a backflow device will be required to protect the potable water system.

H. Corner Cutoff

All buildings, structures, landscaping, including walls, fences, and hedges, in setbacks shall comply with the corner cutoff provisions of BMC Section 10-1-1303.

I. Landscape Plans

Landscaping plans demonstrating compliance with the landscaping requirements shall be prepared by a registered landscape architect.

7.2.5.3. Lighting**A. General Requirements**

- 1. Height.** Free-standing outdoor lighting fixtures shall be no taller than 8 feet as measured from the abutting ground surface or floor level.
- 2. Direction.** Outdoor lighting fixtures shall be positioned, directed, and shielded so as not to shine or cause glare onto adjacent properties or public rights-of-ways.
- 3. Locations.** Outdoor lighting shall be provided in all outdoor common areas including, but not limited to parking areas, common areas, and pedestrian access ways.
- 4. Photometric Study.** The amount and direction of lighting shall be determined through a photometric study that demonstrates adequate lighting has been provided for safety. Such study shall be provided by the applicant.

7.2.5.4. Walls, Fences, and Hedges

A. General Requirements

1. **Measurement.** The height of a wall, fence, or hedge is measured from the highest abutting finished ground surface of the property upon which the fence, wall, or hedge is located. On sloped surfaces, portions of a fence, wall, or hedge may exceed the maximum height for the purpose of providing a stair-step design, but each stair-step section, as measured from the horizontal midpoint, may not exceed the maximum height.
2. **Height**
 - A. Along street-facing frontages, walls, fences, and hedges shall have a maximum height of 4 feet. For wall and fences taller than 30 inches, the entire wall or fence shall be a minimum of 50 percent transparent and set back a minimum of 18 inches from the sidewalk line, separated by a planted area. In this Section, transparent is defined as the area of the wall or fence that is open/clear to see through the other side of the wall or fence. Walls and fences 30 inches or less in height shall be exempt from the transparency and setback requirement.
 - B. Walls, fences, and hedges in side and rear setback areas shall be a maximum of 6 feet in height for residential uses and 8 feet in height for non-residential uses.
 - C. Retaining walls located within front setback areas are limited to a maximum height of 4 feet per wall and shall be set back 18 inches from the sidewalk line. Additional retaining walls shall be set back a distance equivalent to the height of the retaining wall below as measured from the face of the retaining wall below (the portion of the retaining wall that is visible above grade).
 - D. Walls and fences that are placed on top of a retaining wall within street-facing setback shall be limited to a maximum height of 4 feet from the abutting finished ground surface.
 - E. Ornamentation on top of walls and fences in the front street-facing setback may exceed the maximum allowed height up to 18 inches above the maximum allowable height. All ornamentation features shall be spaced a minimum of 4 feet apart, as measured on center.
3. **Materials.** Fences, walls, and hedges may not be composed, in whole or part, of dangerous wire types including, but not limited to razor wire, barbed wire, electric wire, or any other similar wire type that may pose serious risk of injury. Chain link fences shall be prohibited. Concrete block (e.g., concrete masonry units) shall be prohibited.
 - » Allowable wall materials include stucco, cobble stone, brick, and slump stone.
 - » Allowable fence materials include wood, wood composite, wrought-iron style, or tube steel.



Walls along street-facing frontage of a ground floor residential unit

B. Exceptions to General Requirements

1. **Parking Structures.** For above-grade parking structures, walls and fences shall be prohibited within a street-facing setback.
2. **Studio Uses.** For studio media production uses, walls and fences within street-facing setbacks shall not exceed 7 feet in height and shall be used in conjunction with evergreen hedges that, at maturity, measure at least 65 percent of the height of the fence or wall. Landscaped areas shall be provided in front of the wall in street-facing setback areas (except for any required impervious surface areas like walkways and driveways) with a width dimension equal to a maximum length of the proposed wall/fence along the setback. Hedges shall be maintained at a height not less than 65 and not more than 100 percent of the height of the fence or wall. Fences shall be of wrought-iron style or tube steel materials.
3. **Arbors, Pergolas, and Similar Structures.** Arbors, pergolas, and similar structures are limited to a maximum height of 9 feet, a maximum width of 6 feet, and a maximum interior length of 3 feet as measured from the highest abutting finished ground surface.

7.2.5.5. Building Equipment

A. General Requirements

All ground- and roof-mounted building equipment shall comply with the following requirements:

1. **Exhaust Vents.** For all uses, exhaust vents shall be directed to the roof. If physically impossible to be directed to the roof, vents shall be routed through the wall and screened with a decorative vent cap. For non-residential uses, exhaust vents shall be prohibited within 15 feet of an open space, public sidewalk, or other pedestrian pathway.
2. **Gutters and Downspouts.** Gutters and downspouts shall be integrated into the building design so that it is not visible from an adjacent property or street.
3. **Ground-Mounted Equipment.** Mechanical, electrical, plumbing, and fire department connection equipment shall be prohibited in a street-facing setback, unless if fully underground. If unable to be underground, the equipment shall be incorporated within the design of the building or, when located in a setback, the equipment shall be adequately screened using techniques such as walls, fences, or hedges with a height equal to the equipment being screened and in accordance with the City's requirements for access and maintenance.
4. **Roof-Mounted Equipment.** Roof-mounted equipment shall be screened using techniques such as roof mansards and parapets of the same material, color, and finish as the building and that continue around the entirety of the building perimeter so that it is not visible from an adjacent property or street.



Roof-mounted equipment screened by parapet

5. Transformers and Utility Meters

- A.** Above-ground utility meters, valves, and backflow prevention devices shall not be located within 30 feet of the intersection of two lot lines. When located in a required setback, such devices shall be located at least 5 feet from the lot line measured perpendicular to the lot line of the lot. If infeasible, an approval for adequate placement from Burbank Water and Power (BWP) is required.
- B.** Transformers and transformer pads shall be located behind the minimum setback and be screened with landscape materials or screening materials at least 6 feet in height and at least 30 feet from the intersection of two lot lines. If infeasible, an approval for adequate placement from Burbank Water and Power (BWP) is required.
- C.** Transformers and utility meters shall be screened from view using architectural screening using materials that are consistent with materials, colors, and finishes that are used elsewhere on the building and site, unless determined technically infeasible or in conflict with BWP Rules and Regulations.

7.2.5.6. Trash, Recycling, and Organics Areas

A. General Requirements

All development shall provide designated, accessible, and convenient areas for depositing, storing, and hauling trash, recycling, and organics materials (herein referred to as "trash areas"). All development shall provide individual and/or shared trash areas.

B. Location and Access

Trash areas shall be located within buildings or enclosed within recessed areas exterior to the building. Trash areas may be located in rear or side setback areas, but shall be prohibited within any required parking and landscaped areas. Trash areas shall not obstruct building entries, walkways, sidewalks, driveways, streets, alleys, and other required means of access. Where the property or lot abuts an alley, trash areas shall be directly accessible from the alley or as determined by the Public Works Director.

C. Minimum Area

- 1. Mixed-Uses.** The nonresidential and residential components of a development project shall maintain separate trash areas. Each area shall be clearly marked for the respective use.
- 2. Residential Uses.** Multifamily residential developments shall provide a designated shared trash area with minimum area of 7 feet by 8 feet, unless approved by the Public Works Director.
- 3. Non-Residential Uses.** Non-residential developments shall provide a minimum trash area as determined by the Public Works Director.



Shared trash area for multifamily residential uses

D. Enclosures

Shared trash areas shall be located either interior to a building, such as in a garage or basement, or exterior to the building on site. Shared trash areas shall be enclosed and screened from view consistent with the following.

- 1. Enclosures shall be located within 150 feet of the building’s access point that serves the enclosures.
- 2. Enclosures shall be constructed to match and/or complement the architectural style, color, material, or finish of the buildings that they serve.
- 3. Enclosures shall be constructed on all sides by masonry walls of a minimum height of 6 feet and solid metal doors to prevent theft of materials. When located exterior to the building, enclosures shall include a roof structure to protect against adverse environmental conditions, such as rain and wind.

7.2.6. OPEN SPACE

7.2.6.1. Purpose and Intent

This Section establishes the standards for private, common, and publicly accessible open space, which are intended to achieve the following objectives:

- » Provide opportunities to create new open spaces for the benefit of residents, businesses, and general public;
- » Utilize building and site design to create a variety of open space types that provide visual relief, pedestrian orientation, social interaction, the promotion of outdoor activities, and an active public experience.
- » Create viably sized open spaces that can adequately serve residents and the community of new development projects; and
- » Enhance quality of life by providing and improving access to clean and open space areas.

7.2.6.2. Residential Open Space

A. Measurement

Residential open space consists of both private and common residential open space and shall be calculated separately. Required residential open space shall not count towards publicly accessible open space, and vice versa. Areas designated for parking, loading, storage, or trash shall not count towards any minimum open space requirements.

B. Minimum Residential Open Space

Minimum required residential open space is established in [Table 7-4: Min. Residential Open Space](#). Projects containing more than four dwelling units shall provide a total minimum area of residential open space equivalent to the minimum area established in [Table 7-4](#).

TABLE 7-4: Min. Residential Open Space

DWELLING UNIT TYPE BY NUMBER OF BEDROOMS	MINIMUM AREA OF RESIDENTIAL OPEN SPACE PER DWELLING UNIT
Less than two bedrooms	125 square feet
Two or more bedrooms	150 square feet

C. Private Residential Open Space Design

1. **Definition.** Private residential open space means outdoor open space that is for the exclusive use of an individual dwelling unit, and which may include, but is not limited to, balconies, decks, terraces, patios, and other similar open spaces, and may be within a required setback or on a rooftop area.
2. **Area.** A maximum of 40 percent of the total required area for residential open space shall be designated as private residential open space.
3. **Dimensions.** Required private residential open spaces shall have a minimum area of 40 square feet and a minimum dimension of 5 feet in any direction.
4. **Slope.** Required private residential open spaces shall have a maximum slope of five percent but may be provided on multiple levels.
5. **Location.** Required private residential open spaces shall be outdoors and contiguous to the dwelling unit it serves allowing direct access from the dwelling unit.
6. **Landscaping.** When provided at the ground level, private residential open space shall be landscaped in compliance with Section 7.2.5.2. Landscaping.



Private residential open space



Private residential open space



Common residential open space

D. Common Residential Open Space Design

1. **Definition.** Common residential open space means an indoor or outdoor open space that provides shared amenities for residents in a development project, and which may include, but is not limited to, decks, terraces, patios, gyms, recreational rooms, sports courts, game areas, playgrounds, shared kitchens,

shared living rooms, business centers, libraries, and other similar common open spaces. These areas are not accessible to the general public.

2. **Area.** A minimum of 60 percent of the total required area for residential open space shall be designated as common residential open space.
3. **Dimensions.** Required common residential open spaces shall have a minimum area of 400 square feet and a minimum dimension of 15 feet in any direction.
4. **Location.** Common residential open spaces may be located indoors or outdoors, where a minimum of 60 percent of the required common residential open space shall be outdoors, and a maximum of 40 percent shall be indoors.
5. **Access.** Common residential open spaces shall be conveniently located and accessible to all residents of the dwelling units in a development project.
6. **Hardscape.** A maximum of 25 percent of the required common residential open space shall be paved in standard concrete.
7. **Landscape.** A minimum of 25 percent of the required common residential open space shall be planted area with a minimum dimension of 30 inches in any direction.
8. **Trees.** A minimum of one 36-inch box tree per development project or one for every 1,500 square feet of required common residential open space, whichever is greater, shall be planted within common residential open space. For development projects with two or more required trees, a minimum of 50 percent of required trees shall be shade trees.



Common residential open space



Common residential open space



Publicly accessible open space

9. **Water Features.** Up to a maximum of five percent of the required common residential open space shall consist of decorative water features, which may include, but are not limited to, fountains, reflecting pools, or other decorative water feature. Swimming pools shall not be considered decorative water features.

E. Exceptions to Residential Open Space

1. Within a 100-foot radius of the nearest freeway right-of-way, required residential open space in the form of balconies, outdoor decks, terraces, and patios, and other similar outdoor structures shall be prohibited, but shall be provided elsewhere as required.

7.2.6.3. Publicly Accessible Open Space

A. General Requirement

Publicly accessible open space shall be provided in addition to private and common residential open space. Areas designated for parking, loading, or trash shall not count towards minimum publicly accessible open space requirements.

B. Minimum Area of Publicly Accessible Open Space

Projects with a total adjusted gross floor area greater than 50,000 square feet shall provide a total minimum area of publicly accessible open space equivalent to two percent of the total adjusted gross floor area.

C. Publicly Accessible Open Space Design

1. **Definition.** Publicly accessible open space means portions of outdoor open space that are usable and accessible to the general public, and which may include, but are not limited to, parks, plazas, courtyards, paseos, or similar outdoor open spaces that allow for public leisure, recreation, and/or gathering.
2. **Dimensions.** Required publicly accessible open spaces shall have a minimum area of 400 square feet and a minimum dimension of 20 feet in any direction.
3. **Location.** Publicly accessible open space shall be outdoors with a minimum of 75 percent open to the sky.
4. **Elevation.** A minimum of 1,000 square feet of required publicly accessible open space shall be located at the grade of the adjoining public sidewalk.
5. **Access.** Publicly accessible open space shall provide direct access to a public sidewalk and shall be open and accessible to the general public, at a minimum, from 8am to 8pm. The open space may be enclosed by fences and gates but shall be open and unlocked during the time that it is open to the public as noted on posted signs.



Publicly accessible open space

- 6. Maintenance.** Publicly accessible open space shall be privately owned and operated.
- 7. Hardscape.** A maximum of 25 percent of the required publicly accessible open space shall be paved.
- 8. Landscape.** A minimum of 25 percent of the required publicly accessible open space shall be planted area with a minimum dimension of 30 inches in any direction.
- 9. Trees.** A minimum of one 36-inch box tree per development project or one for every 750 square feet of required publicly accessible open space, whichever is greater, shall be planted within publicly accessible open space.
- 10. Water Features.** Up to a maximum of five percent of the required publicly accessible open space shall consist of decorative water features, which may include, but are not limited to, fountains, reflecting pools, or other decorative water feature. Swimming pools shall not be considered decorative water features.
- 11. Seating.** A minimum of one seat per 150 square feet of required publicly accessible open space shall be provided, where seating is calculated as 1 seat per 30 linear inches and may be permanent or movable and may be in the form of chairs, benches, ledges, low walls, seat walls, seating steps, or similar usable seating elements.

7.2.7. PARKING AND LOADING

7.2.7.1. Purpose and Intent

This Section establishes the standards for vehicular and bicycle parking and loading facilities, which are intended to achieve the following objectives:

- » Reduce the visual impacts of parking and loading areas on the property through screening, landscaping, and the placement of buildings;
- » Facilitate multi-modal and pedestrian-oriented activities; and
- » Utilize, where possible, parking strategies such as parking reductions, shared and unbundling parking to increase the public parking supply in the Media District.

7.2.7.2. Applicability

A. General Off-Street Parking, Loading, and Access Standards

Articles 14 to 16 of Chapter 1 of Title 10 of the BMC shall apply, unless superseded by this MDSP Update.

7.2.7.3. Minimum Vehicular Parking

The minimum required off-street vehicular parking for uses within the Media District shall be those set forth in Table 7-5: Minimum Vehicular Parking, with the additional requirements and exceptions provided in this Section, except when specifically exempted by separate City ordinance or otherwise preempted by state or federal law

7.2.7.4. Minimum Bicycle Parking

Off-street bicycle parking for uses within the Media District shall comply with the City of Burbank Complete Streets Objective Development Standards as may be amended.

TABLE 7-5: Minimum Vehicular Parking

USE		MINIMUM VEHICULAR PARKING SPACES ^{1, 2}
Residential and Lodging		
Residential		
• Studio		1 space
• 1 Bedroom Units		1 space
• 2 or more Bedroom Units		1.5 spaces
Convalescent homes		5 spaces for every 12 beds or fraction thereof
Hotels and motels		0.8 space for each room/suite
Public and Semi-Public Facilities		
Any public and semi-public facilities listed in <u>Section 6.6. Permitted Uses</u> and not listed below:		2 spaces for each 1,000 sq. ft. of adjusted gross floor area
• Any City owned and operated non-public facing facility		Exempt from the minimum parking spaces required
• Park & recreational facility - municipal		2 spaces for each 1,000 sq. ft. of adjusted gross floor area; no spaces required for open space under 2 acres; 1 space per half-acre of open space between 2-15 acres; and 1 space per acre of open space in excess of 15 acres
Temporary aid center		1.5 spaces for each 1,000 sq. ft. of adjusted gross floor area
Recreation, Education, and Assembly		
Any recreational and educational use listed in <u>Section 6.6. Permitted Uses</u> and not listed below. Assembly uses are subject to the minimum parking for Assembly Uses per Footnote 1 to this table.		2 spaces for each 1,000 sq. ft. of adjusted gross floor area. For outdoor recreational areas: 1 space for each 500 sq. ft. of outdoor area(s) under 5,000 sq. ft.; 1 space for each 1,000 sq. ft. of outdoor area(s) of 5,000-20,000 sq. ft.; and 1 space for each 2,000 sq. ft. of outdoor area(s) of over 20,000 sq. ft.
Arcades/billboard parlors		5 spaces for each 1000 sq. ft. of adjusted gross floor area; additional bicycle parking spaces are required pursuant to BMC Section 10-1-1405.5
Bowling alleys		4 spaces for each bowling lane
Gymnasiums		5 spaces for each 1,000 sq. ft. of adjusted gross floor area
Museum		1 space for each 1,000 sq. ft. of adjusted gross floor area
Personal studio, physical arts studio, health studios, and rehearsal studio as listed below:		
• Less than 1,500 square feet		2 spaces per each 1,000 sq. ft. of adjusted gross floor area
• 1,500 square feet and greater		3 spaces per each 1,000 sq. ft. of adjusted gross floor area
Schools - Private (K-12)		The parking requirement for this use shall be determined under the applicable discretionary review

Table 7-5 continued on the next page.

TABLE 7-5: Minimum Vehicular Parking (Cont.)

USE	MINIMUM VEHICULAR PARKING SPACES ^{1,2}
Schools - Adult/Vocational/Trade School	1 space per student. Reductions to this parking rate may be granted, subject to the CUP process as specified in BMC Section 10- 1-1934 et. seq. or the applicable discretionary review application required for the use. The applicant shall provide a parking study prepared by a qualified professional to justify the reduced parking rate. Updates to previously approved parking reductions may be granted under a CUP/ AUP Minor Modification, subject to the consideration of a parking study prepared by a qualified professional to justify the reduced parking rate.
Retail Sales and Dining	
Any retail sales and dining uses listed in <u>Section 6.6. Permitted Uses</u> and not listed below:	2 spaces per each 1,000 sq. ft. of adjusted gross floor area
<ul style="list-style-type: none"> • Restaurant uses (expect take-out) and cocktail lounge/bar greater than 1,500 square feet of adjusted gross floor area in size 	3 spaces per each 1,000 sq. ft. of adjusted gross floor area
<ul style="list-style-type: none"> • Restaurant with drive-through 	The parking requirement for this use shall be determined under the applicable discretionary review
<ul style="list-style-type: none"> • Commercial kitchen/ghost kitchen 	The parking requirement for this use shall be determined under the applicable discretionary review
Professional Offices and Services	
Any professional office or service use listed in <u>Section 6.6. Permitted Uses</u> and not listed below:	2 spaces per each 1,000 sq. ft. of adjusted gross floor area.
<ul style="list-style-type: none"> • Day care facilities (adult or children's) 	The parking requirement for this use shall be determined under the applicable discretionary review.
Media Services	
Any Media Service use listed in <u>Section 6.6. Permitted Uses</u>	2 spaces per each 1,000 sq. ft. of adjusted gross floor area.
Medical and Care	
Any medical or care use listed in <u>Section 6.6. Permitted Uses</u> and not listed below:	2 spaces per each 1,000 sq. ft. of adjusted gross floor area.
<ul style="list-style-type: none"> • Hospitals 	The parking requirement for this use shall be determined under the applicable discretionary review.

Table 7-5 continued on the next page.

TABLE 7-5: Minimum Vehicular Parking (Cont.)

USE	MINIMUM VEHICULAR PARKING SPACES ^{1, 2}
Industrial and Manufacturing	
Any industrial use listed in <u>Section 6.6. Permitted Uses</u>	1 space per each 1,000 sq. ft. of adjusted gross floor area.
Transportation and Communication	
Any transportation and communication use listed in <u>Section 6.6. Permitted Uses</u> and not listed below:	2 spaces per each 1,000 sq. ft. of adjusted gross floor area.
<ul style="list-style-type: none"> Transit facility 	The parking requirement for this use shall be determined under the applicable discretionary review application for the use.
Vehicle Related	
Any vehicle related use listed in <u>Section 6.6. Permitted Uses</u> and not listed below:	2 spaces per each 1,000 sq. ft. of adjusted gross floor area.
<ul style="list-style-type: none"> Automotive repair shops 	2 spaces for 1,000 sq. ft. of adjusted gross floor area (including any office retail space, and service bays areas) with a minimum 1 parking space. Service bays shall not be counted as a parking space.
<ul style="list-style-type: none"> Auto rental 	2 spaces for each 1,000 sq. ft. of adjusted gross floor area of office space with a minimum of 1 space for the use and 1 space for each 2,000 sq. ft. of outdoor display area with a minimum of one parking space
<ul style="list-style-type: none"> Carwash 	The parking requirement for this use shall be determined under the applicable discretionary review.
<ul style="list-style-type: none"> Drive-through establishments 	The parking requirement for this use shall be determined under the applicable discretionary review.
<ul style="list-style-type: none"> Automobile service station 	2 spaces per each 1,000 sq. ft. of adjusted gross floor area. Parking shall not be required for service bays or fueling dispensing areas.

Table 7-5 Notes

¹ Public Assembly uses and portions of uses utilized as Places of Public Assembly, as defined in this Media District Specific Plan, shall have the parking rate of 1 space for every 5 fixed seats and 1 space for each 28 square feet of indoor or outdoor area available for assembly without fixed seats, and 1 space for every 5 employees. To be exempt from an assembly use for the purposes of parking requirements, the proposed business must receive a determination from the Building Official (or Designee) provide confirmation, accordance with building/fire codes that the area of assembly does not constitute an assembly building occupancy type.

² New multi-tenant and mixed-use developments, other than office buildings, shall provide a parking rate of 3 spaces for each 1,000 square feet of adjusted gross floor area. This requirement shall also apply to mini-malls and shopping centers as defined in BMC Section 10-1-203.

7.2.7.5. Additional Requirements and Exceptions to Minimum Parking

A. General Off-Street Parking, Loading, and Access Standards

Articles 14 to 16 of Chapter 1 of Title 10 of the BMC shall apply, unless superseded by this MDSP Update.

B. Calculation

1. **Rounding.** Calculations are subject to normal rounding where a fraction of 0.5 or greater counts as an additional space.
2. **Unlisted Uses.** The off-street parking requirement for unlisted uses shall be determined through the discretionary review application process pursuant to BMC Section 10-1-503.
3. **Commercial and Industrial Uses — Principal Uses.** Unless otherwise stated in the MDSP Update, the minimum off-street parking requirements for commercial and industrial uses shall be based on the principal use of the tenant space, as identified on the Business Tax/ Business License registration form for the subject commercial/industrial establishment.
4. **Commercial and Industrial Uses — Vesting.** Proposed commercial and industrial uses that do not meet the minimum parking requirements listed herein may be established within tenant spaces along the City's Major and Secondary Arterial Streets (identified in the Roadway Circulation Diagram of the General Plan) so long as the required parking rate for the new use meets at least one of the following conditions:
 - A. Does not exceed 2 spaces per 1,000 s.q ft. of adjusted gross floor area; or
 - B. Does not exceed the required minimum parking established herein for the most recently approved use within that tenant space; or
 - C. Does not exceed the parking requirement established by an existing Planning Entitlement.
5. **Multi-Tenant and Mixed-Use Developments.** The parking requirement of each tenant space within an existing multi-tenant or a mixed-use development such as a mini-mall, shopping center, residential/commercial mixed-use development or other type of multi-tenant building shall be calculated individually.



Bicycle parking



Vehicular parking

- 6. Additions.** When adding new floor area to an existing building, the minimum required parking shall be provided for the new floor area only.
- 7. Change of Use.** When a change of use occurs for existing non-residential uses, only the net amount of additional minimum required parking shall be provided, regardless of the existing parking supply. The amount of additional minimum required parking is the difference between what would have been required for the previous use and what is required for the new use.
- 8. Restaurants — Outdoor Seating.** A restaurant's outdoor seating on private property shall not count toward the minimum required parking provided that the floor area is no greater than 25 percent of the restaurant's total adjusted gross floor area. Floor area beyond the 25 percent limit is counted toward the minimum required parking. Outdoor seating in the public right of way shall not count toward the minimum required parking regardless of area.
- 9. Valet Parking.** Requests for valet parking operation for nonresidential use shall be subject to the AUP process as specified in BMC Section 10-1-1954 et. seq. or the applicable discretionary review application required for the primary use. Upon consideration of such requests and in addition to the required findings for the applicable discretionary permit, the Director shall also find that the valet parking operation will not detrimentally impact the surrounding area. Any tandem parking arrangement approved as part of a valet parking operation may utilize mechanical parking systems.

C. Reductions

- 1. Reductions.** Reductions to the minimum required parking shall be subject to the AUP process as specified in BMC Section 10-1-1954 et. seq. or the applicable discretionary review application required for the use. The applicant shall provide a parking study prepared by a qualified professional to justify the reduced parking rate. Upon consideration of such requests and in addition to the required findings for the applicable discretionary permit, the Director shall also find that the reduced minimum required parking will not detrimentally impact the surrounding area.



Mechanical parking system



Mechanical parking system

D. Unbundled Parking**1. Residential Parking**

- A.** Qualifying residential properties shall unbundle parking from the price of rent consistent with California Civil Code Section 1947.1. Definition of "unbundled parking" and "qualifying residential property" shall mean the same as described in this Civil Code Section, as amended.

2. Non-residential Parking

- A.** On-site parking lots or structures for non-residential uses may be used for public parking available to the general public during specific days and hours, subject to the permit requirements for "off-street parking lot or structure" in a given zone per Section 6.6. Permitted Uses.
- B.** Businesses are eligible to offer up their required parking for public parking during days when businesses are closed or during non-business hours. Eligible businesses include but are not limited to general office, professional office, churches/places of worship, banks, and retail stores.
- C.** A parking plan and business application review must first be reviewed and approved by the Director. An affidavit, in a form satisfactory to the Director, shall be signed and submitted by the property owner.
- D.** Any overnight parking facilities operating between the hours of midnight and 6:00 am shall be subject to the requirements of BMC Section 10-1-1151.

7.2.7.6. Minimum Vehicular Loading**A. Minimum Vehicular Loading.**

Minimum loading for vehicles is established in Table 7-6: Min. Vehicular Loading. Uses in a development project shall provide the minimum number of required vehicular loading spaces established in Table 7-6: Min. Vehicular Loading.

B. Minimum Dimensions.

Loading spaces shall have a minimum dimension of 12 feet by 30 feet.

C. Location.

Where loading spaces are not accessed by an alley, long-term loading spaces shall be placed within the building and provisions for access shall be made.

D. Shared-Use.

Required loading spaces may be located in parking areas serving the same use with the approval of the Director.

TABLE 7-6: Min. Vehicular Loading

USE	MINIMUM NUMBER OF REQUIRED LOADING SPACES
Developments with 10 or more dwelling units	1 space
Developments with 5,000 square feet or more of non-residential use	1 space

TABLE 7-7: Max. Number of Curb Cuts

LENGTH OF STREET FRONTAGE	MAXIMUM NUMBER OF CURB CUTS ALONG THE STREET FRONTAGE
< 200 feet	One 2-lane curb cut
> 200 feet	Two 2-lane curb cuts

7.2.7.7. Design of Vehicular Areas

A. Placement

- 1. Parking Lots.** Vehicular surface parking lots shall be screened by permitted buildings, structures, walls, fences, hedges, or other landscaping to a depth greater than or equal to the required minimum setback along street frontages, except for required driveways and pedestrian access, as illustrated in [Figure 7-15: Placement of Parking Lots](#). Walls, fences, hedges, and other landscaping shall comply with [Section 7.2.5.4. Walls, Fences, and Hedges](#), and [Section 7.2.5.2. Landscaping](#).
- 2. Parking Structures.** Above-grade vehicular parking structures shall not exceed a length of 130 feet along street-facing lot lines, exclusive of alley-facing lot lines, as illustrated in [Figure 7-16: Placement of Parking Structures](#), unless if ground-floor residential or commercial uses are located in front of or "wrap" the parking structure, such that the parking structure is screened from public view. Additionally, parking structures shall not be placed at the intersection of two streets.

B. Access

- 1. Street Access.** In order of priority and as approved by the Director, vehicular access shall be provided from (a) an alley or rear street, if present, (b) a side street, (c) an existing or relocated curb cut on the primary street, and (d) a new curb cut on the primary street.
- 2. Curb Cuts.** The maximum number of curb cuts to provide vehicular access from a public street are established in [Table 7-7: Max. Number of Curb Cuts](#).
- 3. Driveways.** Driveways shall be a minimum of 10 feet wide and a maximum of 22 feet wide, or as needed to provide access subject to required safety standards. For the first 15 to 20 feet of driveway area adjacent to the sidewalk, the driveway material shall consist of decorative material such as stones or pavers.

FIGURE 7-15: Placement of Parking Lots

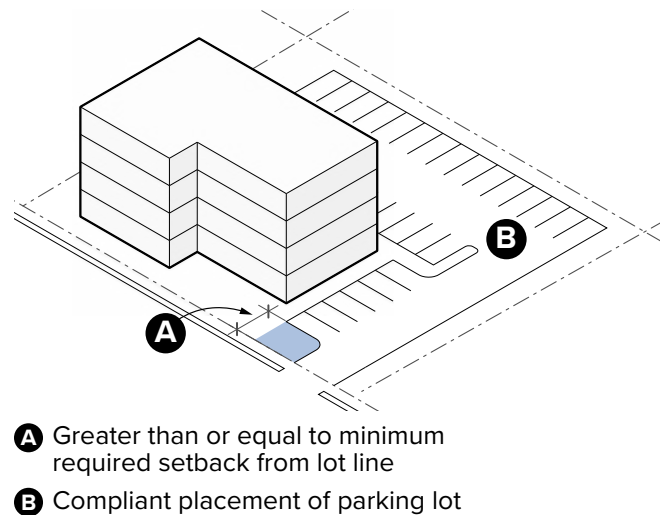
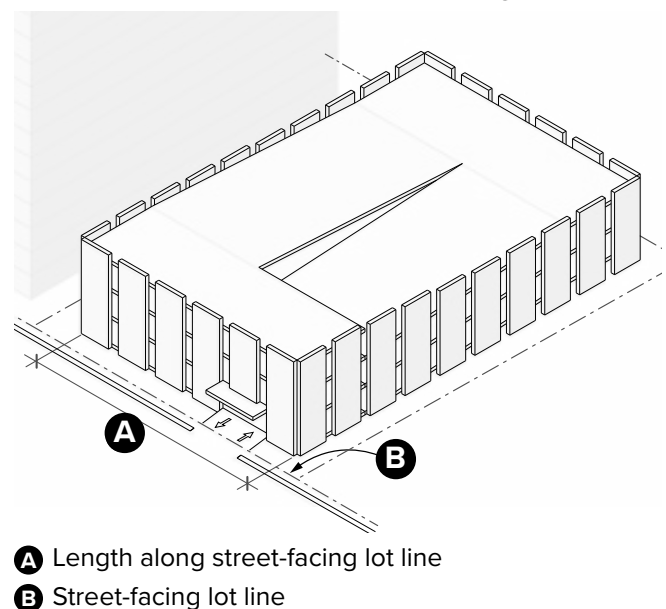


FIGURE 7-16: Placement of Parking Structures



- 4. Drop-Offs.** When provided, vehicular drop-offs shall be located on-site and visibly screened from the street. Drop-offs associated with a hospital use shall be exempt from this screening requirement.
- 5. Curb-Cut Distance.** The minimum distance in between curb-cuts shall be 20 feet, measured from edge of apron, whether the curb-cuts are located all on the subject lot or adjacent lots.

C. Landscaping

- 1.** Setbacks along parking and loading areas shall be landscaped in compliance with Section 7.2.5. Site Design.

D. Parking Structure Facades

All facades of above-grade parking structures that are visible from a public right-of-way of shall be screened from public view, either by utilizing decorative screening treatments including, but not limited to, landscaping/ green walls, screens, and/or panels, or by locating ground-floor residential or commercial uses in front of the parking structure or "wrapping" the parking structure, such that the parking structure is screened from public view.



Screened parking structure facade



Landscaped parking structure facade

CHAPTER 8

Mobility & Public Realm

IN THIS CHAPTER:

- 8.1. Overview
- 8.2. Mobility Goals and Policies
- 8.3. Relationship to Citywide Complete Our Streets Plan
- 8.4. Street Classifications
- 8.5. Pedestrian Infrastructure
- 8.6. Bicycle Infrastructure
- 8.7. Transit Infrastructure
- 8.8. Motor Vehicle Infrastructure
- 8.9. Green Infrastructure
- 8.10. Transportation Demand Management
- 8.11. Parking

8.1. OVERVIEW

This Chapter establishes the City’s mobility vision, goals, and strategies to support the Media District. It identifies improvements that address deficiencies in the mobility network and provides a pathway for a more multimodal, safe, and connected Media District. The MDSP Update acknowledges the important role of multimodal mobility in transforming the Media District into an active and engaging place with a human-oriented public realm for those who live, work, and play in the Media District. New mixed-use, transit-oriented development in the Media District will help to expand access to alternate modes of transportation and reduce the reliance on personal vehicles by making walking, biking, and taking transit more accessible, comfortable, safe, and convenient. The proposed pedestrian, bicycle, transit, and motor vehicle network improvements described in this Chapter work together to create these comprehensive improvements. Other mobility topics addressed in this Chapter include improving transit accessibility, vehicular congestion, bicycle connectivity, and curb and parking management strategies.

8.2. MOBILITY GOALS AND POLICIES

As identified in Chapter 5. Vision & Overarching Goals, one of the three overarching goals for the MDSP Update is to support transit-oriented growth. This Chapter establishes specific mobility goals, policies, and strategies that are aligned with the City’s Burbank2035 General Plan Land Use and Mobility Elements, Citywide Complete

Our Streets Plan, Bicycle Master Plan, Greenhouse Gas Reduction Plan Update, as well as community input. A complete list of these goals and policies can be found in Appendix A: Goals and Policies of Relevant Plans. The MDSP Update recognizes the importance of these goals and policies, as listed below, as they serve as the foundation for mobility improvements in the Media District.

MDSP UPDATE OVERARCHING GOALS



MEDIA DISTRICT SPECIFIC PLAN MOBILITY GOALS:

MOBILITY GOAL 1. PUBLIC REALM

Create a multimodal, active, engaged, human- oriented streetscape network, where the private automobile is not viewed as the only mode of travel.

MOBILITY GOAL 2. ACCESSIBILITY

Support future development that creates greater access to alternate modes of transportation and therefore reduce reliance on personal vehicles by making walking, biking, and public transit more accessible, comfortable, safe, and convenient.

MOBILITY GOAL 3. SAFETY

Improve safety for all modes of transportation with an emphasis on the most vulnerable modes.

MOBILITY GOAL 4. PARKING MANAGEMENT

Ensure efficient parking management in the Media District by implementing policies to regulate curb space effectively, protect on-street parking in residential neighborhoods, and explore strategies to maximize under utilized off-street parking.

8.3. RELATIONSHIP TO CITYWIDE COMPLETE OUR STREETS PLAN

The Citywide Complete Our Streets Plan is an implementation document for transportation-related goals and policies of the Burbank2035 General Plan. It serves as a guidebook to the City to ensure that projects in the public right-of-way are consistent with City expectations for urban design, multi-modal mobility, and placemaking. The MDSP Update implements the Citywide Complete Our Streets Plan by adapting key priority projects, priority streets for alternative transportation modes, and roadway safety improvements, as well as ensuring private development projects are consistent with the Complete Streets Objective Development Standards (CSODS).

MEDIA DISTRICT SPECIFIC PLAN COMPLETE OUR STREETS OBJECTIVES:

OBJECTIVE 1. A PLACE FOR PEOPLE

- » *Emphasize planning for people, not just cars, with a focus on providing efficient non-vehicular access to key destinations within the Media District.*

OBJECTIVE 2. SUSTAINABLE MOBILITY

- » *Support local and regional air quality, sustainability, and GHG emission reduction goals by reducing vehicle-centric transportation and making a variety of active mobility options safe and attractive to users.*

OBJECTIVE 3. CITYWIDE NETWORK

- » *Integrate the Media District's multimodal network into Citywide transit, pedestrian, and bicycle networks, supported by related amenities such as bicycle parking, mobility hubs, shared public bicycles, and wayfinding.*

OBJECTIVE 4. REGIONAL ROUTES

- » *Maintain automobile access on major regional routes by seeking operational improvements that balance all roadway users' needs.*

OBJECTIVE 5. MULTIMODAL DESIGN

- » *Where feasible, reallocate roadway space to other modes of transportation while maintaining safety and adequate space dedicated solely for automobile use*

OBJECTIVE 6. OBJECTIVE DEVELOPMENT STANDARDS

- » *Incorporate the Citywide Complete Streets Objective Development Standards into the MDSP Update for applicable public improvements and private development.*

8.4. STREET CLASSIFICATIONS

The Media District's mobility network provides vital access to jobs, services, housing, and other important destinations. The existing circulation network in the Media District is consistent with the Burbank2035 General Plan Mobility Element and comprises the five primary functional street classifications listed below. Street classifications provide the right-of-way required for streets to accommodate traffic movement, including pedestrians, cyclists, transit, and vehicles. A street's design guidance, requirements, and priorities are determined based on its classification.

STREET CLASSIFICATIONS:

- » **Freeway & Ramp:** A freeway is an expressway with fully controlled access. Ramps provide controlled access onto and off of a freeway. These provide interconnectivity between the Media District and the broader region.
- » **Major Arterials:** Regional transportation corridors bounded by commercial and multi-family development that provide access to all transit modes with a focus on regional transit and auto traffic. They accommodate the highest traffic volumes in the City, serve as regional commuter corridors, and provide access to the regional freeway network. In general, these are high-speed and high-volume streets that provide access to major destinations.
- » **Secondary Arterials:** Streets that serve local cross-town traffic, may serve regional traffic, and provide access to local transit. Secondary arterials provide pedestrian connections designed to encourage multi-purpose trips.
- » **Neighborhood Collectors:** Residential streets that provide access between local streets and arterials, or that provide arterial street crossings for bicycles, pedestrians, and equestrians.
- » **Local Streets:** Residential or commercial streets that provide direct access to abutting land uses. These are low-speed, low-volume streets that provide final access to residential uses.

Streets in the Media District, as well as their locations and classifications, are shown in Figure 8-1: Street Classifications. Arterial and collector streets pass through the Media District and are not interrupted by State Route 134, which bisects the Media District from north to south. Local streets primarily service residential neighborhoods, businesses, and studios, where many end in cul-de-sacs near the highway and busier streets, such as Olive Avenue and Pass Avenue.

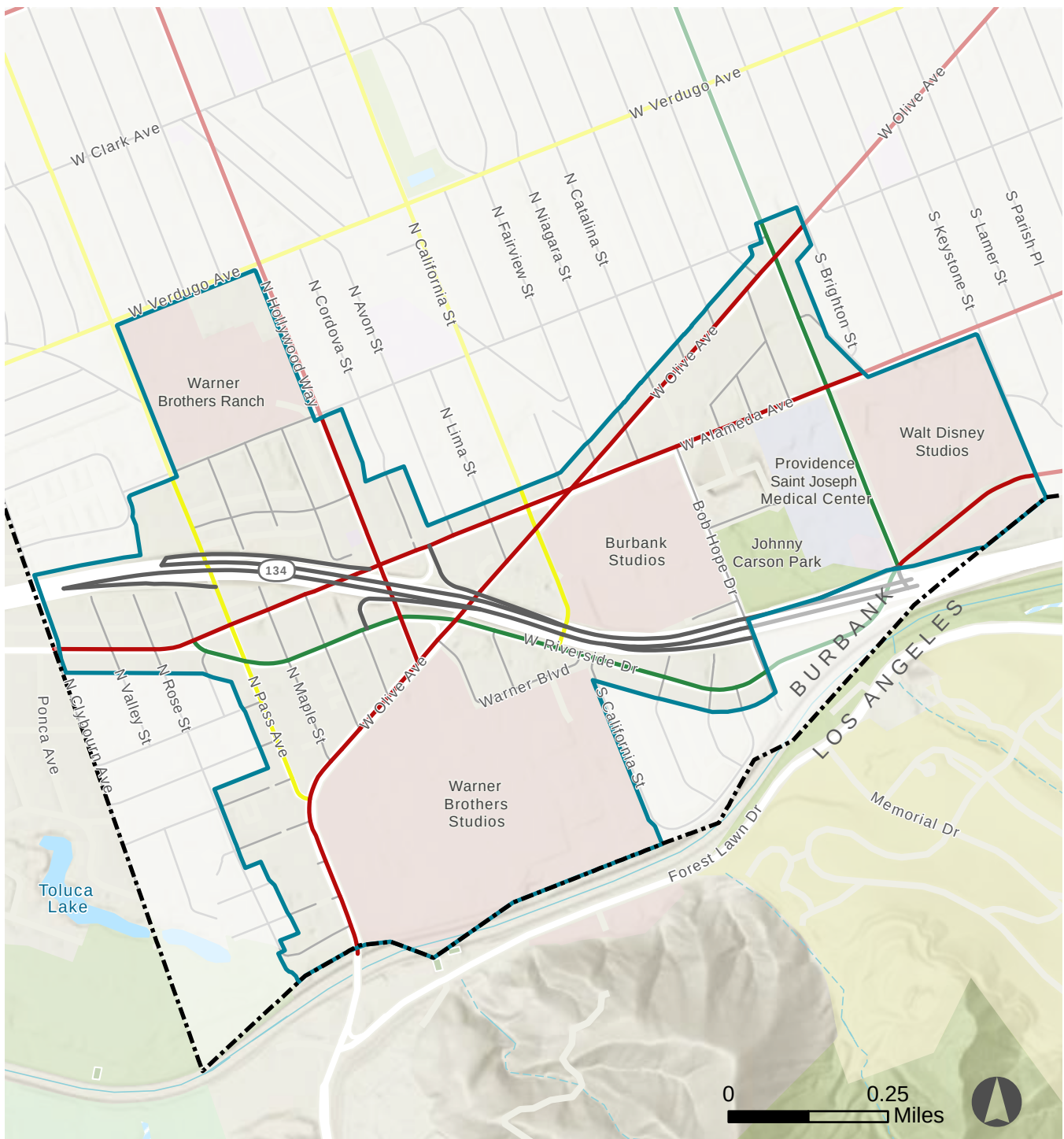
8.5. PEDESTRIAN INFRASTRUCTURE

8.5.1. EXISTING PEDESTRIAN INFRASTRUCTURE

Walking should be enjoyable for all in the Media District. Walkability (the ability to safely walk to services and amenities within a reasonable distance) within the Media District is influenced by a street pattern of primarily large blocks containing Planned Developments interspersed with pockets of other land uses that include residential and commercial. Most of the Media District's other land uses are focused west of Olive Avenue and north of Alameda Avenue and feature a more traditional grid of streets with sidewalks and shorter blocks enabling safe and convenient access for pedestrians.

Other existing walkable areas of the Media District include Riverside Drive from the Burbank City border to Olive Avenue, Pass Avenue between Olive Avenue and the 134 Freeway, and Bob Hope Drive between Alameda Avenue and Riverside Drive. These segments demonstrate examples of pedestrian-friendly streets, and also have the potential to be more walkable given the opportunity to street level retail and landscaping.

Conversely, the large blocks located in the southern and eastern areas of the Media District are inconvenient for pedestrian accessibility and are not conducive to an inviting and vibrant experience. The lack of safe mid-block or intersection crossings between controlled intersections and the lack of shade trees along many streets in the Media District impedes walkability. Additionally, there are existing Planned Developments with television and film media studios that restrict public access, impeding pedestrian circulation in some parts of the Media District.



Street Classifications

- Freeway & Ramp
- Major Arterial
- Collector
- Secondary Arterial
- Local
- Burbank Media District Boundary
- City Boundary

FIGURE 8-1: Street Classifications

8.5.2. PROPOSED PEDESTRIAN INFRASTRUCTURE

To implement the mobility goals of the MDSP Update, the following pedestrian infrastructure policies are established for the Media District:

- » **Pedestrian Infrastructure Policy 1.0** - *Increase access for people walking in the neighborhood.*
- » **Pedestrian Infrastructure Policy 2.0** - *Provide attractive and comfortable infrastructure for people walking in the neighborhood.*
- » **Pedestrian Infrastructure Policy 3.0** - *Maximize pedestrian safety while ensuring safe interaction between all modes of transportation.*

The following strategies are recommended to improve the Media District.

- » **Intersections.** Ensure high visibility crosswalks are marked and re-apply thermoplastic striping when needed. Identify opportunities for installing curb extensions (i.e., bulb-outs) that reduce crossing distances and make pedestrians more visible to motorists. Intersections shall be designed consistent with Citywide Complete Our Streets Plan.
- » **Curb Ramps.** Assess the City's inventory of curb ramps within the Media District to ensure they are up-to-date with current ADA standards and install updated ramps where needed.
- » **Signage.** Consider additional signage such as "Pedestrian Crossing Signs" to increase the awareness of pedestrians by other roadway users. Consider signage for neurodivergent populations. Consider signage for scooters and other micromobility users to emphasize that pedestrians are given the priority on sidewalks. Additionally, Rectangular Rapid Flashing Beacons (RRFBs) should be utilized where possible.
- » **Overpass Bridges.** Bridges across the 134 Freeway are often used by pedestrians to access Johnny Carson Park and have been identified as unsafe for pedestrians. Consider implementing additional safety measures, like upgrading guard railing, widening sidewalks where feasible, and improving pedestrian-level lighting to ensure overpass bridges are more pedestrian-friendly.
- » **Lighting.** Consider installing lighting that is pedestrian- oriented and pedestrian-scaled along blocks with high pedestrian activity like around transit stops.
- » **Sidewalks.** Improve sidewalks consistent with sidewalk zone width standards established in the Mobility Element and the Citywide Complete Our Streets Plan to provide distinct zones for pedestrian activity and street furnishings, such as street trees, landscaping, utilities, and street furniture, while creating a sense of place.



Rectangular Rapid Flashing Beacon (FHA)



ADA-compliant curb ramps

PEDESTRIAN INTERSECTION IMPROVEMENTS

OLIVE AVENUE & RIVERSIDE DRIVE

The intersection of Olive Avenue and Riverside Drive is a transit node with close proximity to existing and future housing sites and employment centers. These improvements are key to addressing First-Last-Mile gaps better transform the Media District into a regional transit hub. The proposed changes to the intersection of Olive Avenue and Riverside Drive illustrate some of the interventions that can also be made elsewhere in the Media District and the City to improve pedestrian safety at intersections. Updating crosswalks, curb ramps, and pedestrian signals not only improves safety, but also accessibility.



Olive Avenue and Hollywood Way

PROPOSED PEDESTRIAN IMPROVEMENTS

-  BRT Station
-  High Visibility Crosswalk
-  Traffic Signal Pedestrian Accommodations
-  ADA-Compliant Curb Ramp
-  Pedestrian Lighting
-  Landscaping and Shading
-  Curb Extensions

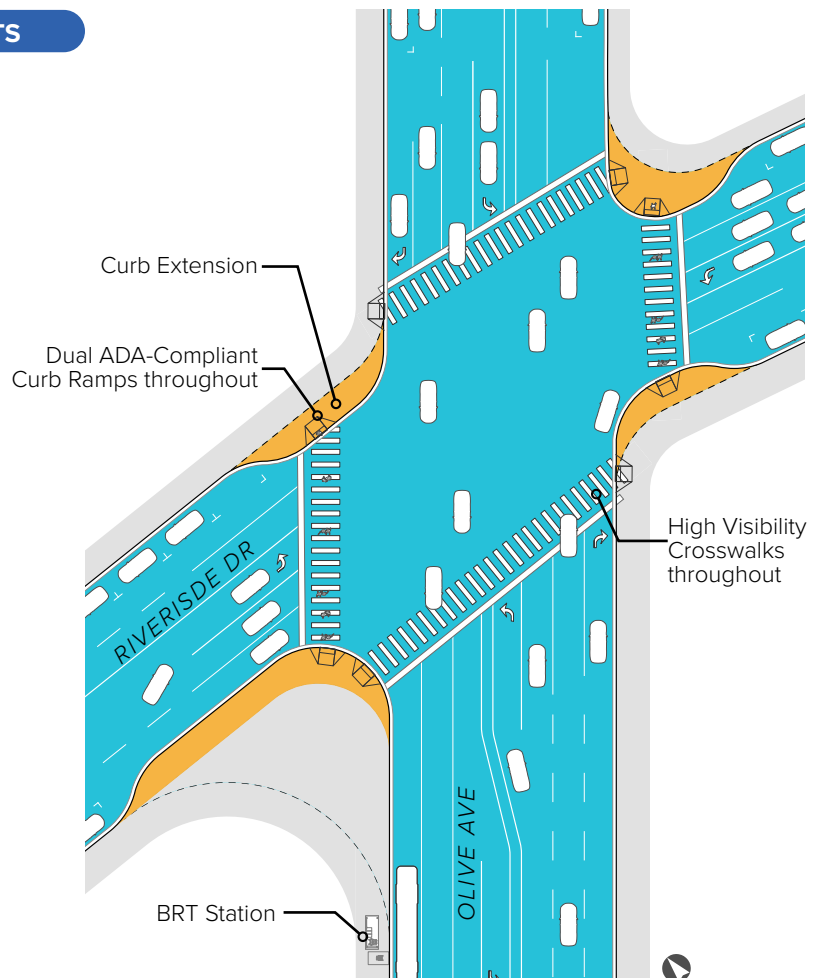


FIGURE 8-2: Olive Avenue and Riverside Drive Pedestrian Improvements

PEDESTRIAN INTERSECTION IMPROVEMENTS

ALAMEDA AVENUE & BUENA VISTA STREET

Like Olive Avenue and Riverside Drive, the proposed changes to the intersection of Alameda Avenue and Buena Vista Street illustrate some of the interventions that can also be made elsewhere in the Media District and the City to improve pedestrian safety. Surrounding this intersection are Saint Joseph Medical Center, medical buildings, offices, and Disney Studios. Curb extensions and reducing curb radii helps reduce crossing distances for pedestrians, slows turning vehicles, and improves drivers' visibility of pedestrians crossing the roadway. Pedestrian-oriented lighting, landscaping, and shade improves the experience and comfort for pedestrians.



Alameda Avenue and Buena Vista Street

PROPOSED PEDESTRIAN IMPROVEMENTS

-  BRT Station
-  High Visibility Crosswalk
-  Traffic Signal Pedestrian Accommodations
-  ADA-Compliant Curb Ramp
-  Pedestrian Lighting
-  Landscaping and Shading
-  Curb Extensions

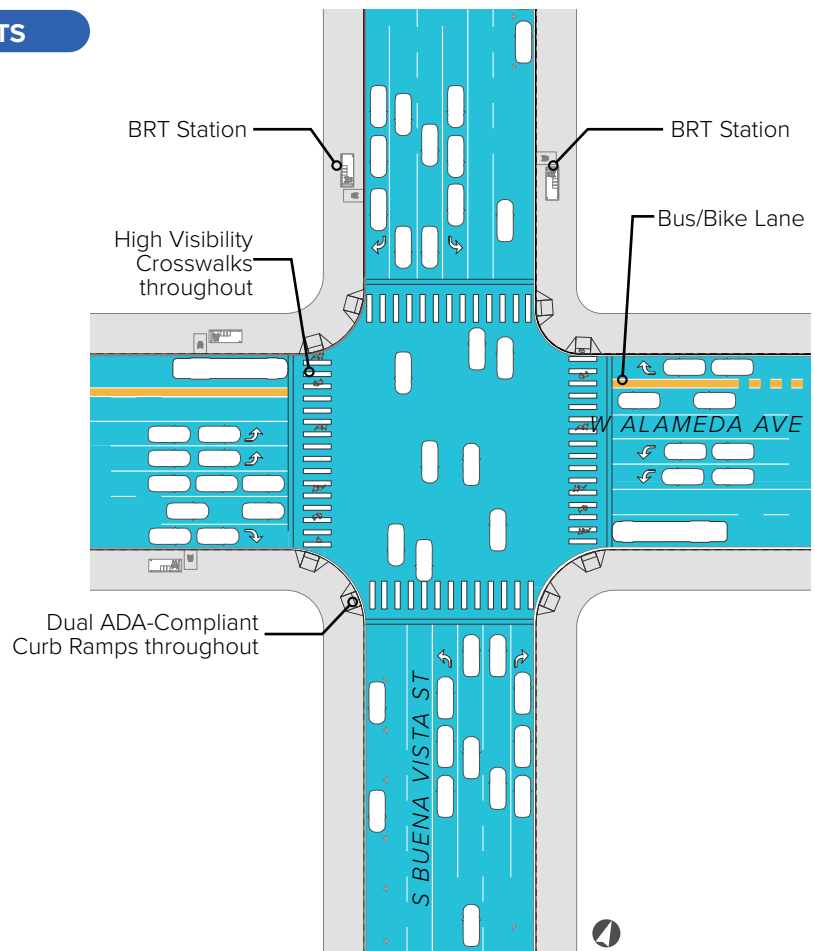


FIGURE 8-3: Alameda Avenue and Buena Vista Street Pedestrian Improvements

8.6. BICYCLE INFRASTRUCTURE

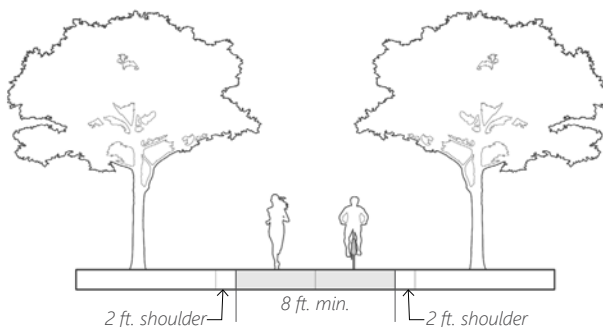
8.6.1. EXISTING BICYCLE INFRASTRUCTURE

The existing bicycle network in the Media District consists of bikeways that run along the periphery of the Media District with few connections to the rest of the City. The Media District's 0.85 miles of existing bikeways are shown in [Figure 8-4: Existing Bicycle Network](#).

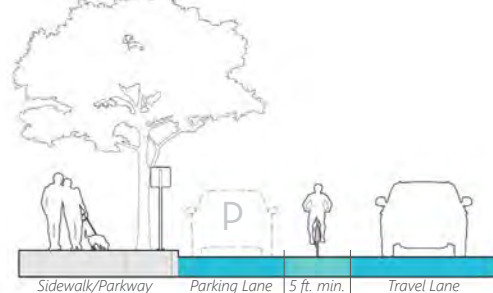
The Citywide Complete Our Streets Plan is consistent with the California Department of Transportation (Caltrans) in categorizing bikeways into four main classes - Class I through IV - based on their level of separation from motor vehicle traffic as listed below.

- » **Class I Bikeways (Bicycle Paths or Shared-Use Paths).** Provide a completely separated and off-street right-of-way designated for the exclusive use of bicycles (and pedestrians).
- » **Class II Bikeways (Bicycle Lanes).** Provide a restricted right-of-way designated for the exclusive or semi-exclusive in-street use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but cross-flows may be allowed. Class II Bikeways typically run alongside the parking lane or curb between parked vehicles and the adjacent travel lane.
- » **Class III Bikeways (Bicycle Routes).** Designate shared travel of bicycles and motor vehicles denoted by signs and/or pavement markings, such as shared-lane markings ("sharrows").
- » **Class IV Bikeways (Cycle Tracks or Protected Bikeways).** Provide a right-of-way designated exclusively for bicycle travel separated from pedestrians and vehicles. Class IV Bikeways are protected and separated using grade separation, on-street parking, and/or physical barriers.

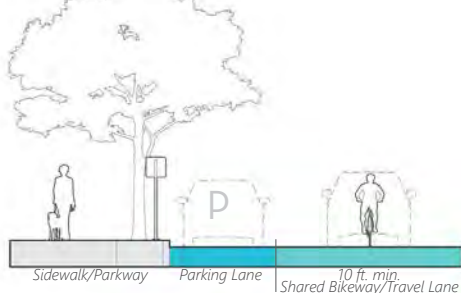
CLASS I BIKEWAY



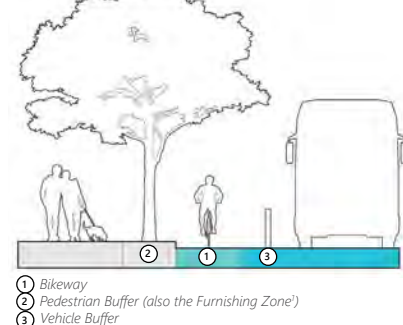
CLASS II BIKEWAY



CLASS III BIKEWAY



CLASS IV BIKEWAY



Citywide Complete Our Streets Plan - Typical Class I, II, III, and IV Bikeways

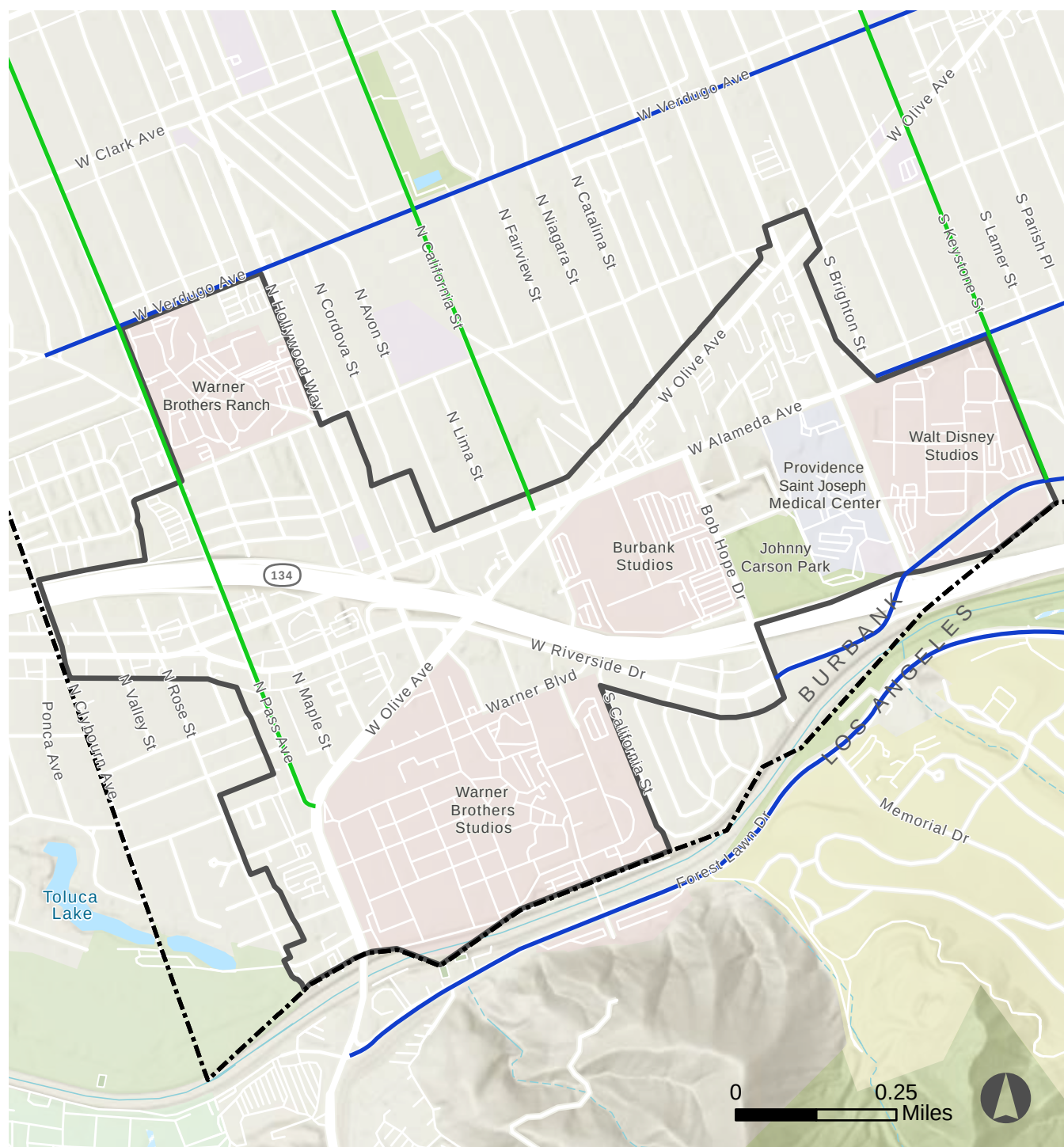


FIGURE 8-4: Existing Bicycle Network

The few bikeways that run along the edge of the Media District include the 0.27 miles of Class II Bikeway (Bicycle Lane) along Riverside Drive between Buena Vista Street and Keystone Street and a 0.55-mile Class III Bikeway (Bicycle Route) along Keystone Street. Existing Class III Bikeways provide north-south mobility along Pass Avenue, California Street, and Keystone Street that connect the Media District to Magnolia Park and beyond. These bikeways are typically found residential areas and are often marked with “sharrow” pavement markers and signs to denote that the roadway is shared with bicyclists. Class III Bikeways can help close gaps in the bicycle network when the context is appropriate - streets with low speed limits and vehicle volumes, and at signalized intersections - to facilitate traversing arterial streets and provide a more comfortable environment for all cyclists.

However, Class III Bikeways provide the lowest level of protection and comfort for riders, especially in areas with higher speed limits and vehicular volumes. Recent state law (SB 1216) precludes cities from installing new Class III Bikeways in streets with a posted speed limit above 30 miles per hour. Therefore, the proposed bicycle network in the Media District prioritizes bikeways that offer greater separation (such as Class II or Class IV) and considers Class III only in cases where characteristics, such as speed limit, vehicular volumes, and surrounding land uses, are appropriate.



Existing Class II Bikeway along Riverside Drive



Existing Class III Bikeway along Pass Avenue



Existing Class III Bikeway along Keystone Street

8.6.2. PROPOSED BICYCLE INFRASTRUCTURE

To implement the mobility goals of the MDSP Update, the following bicycle infrastructure policies are established for the Media District:

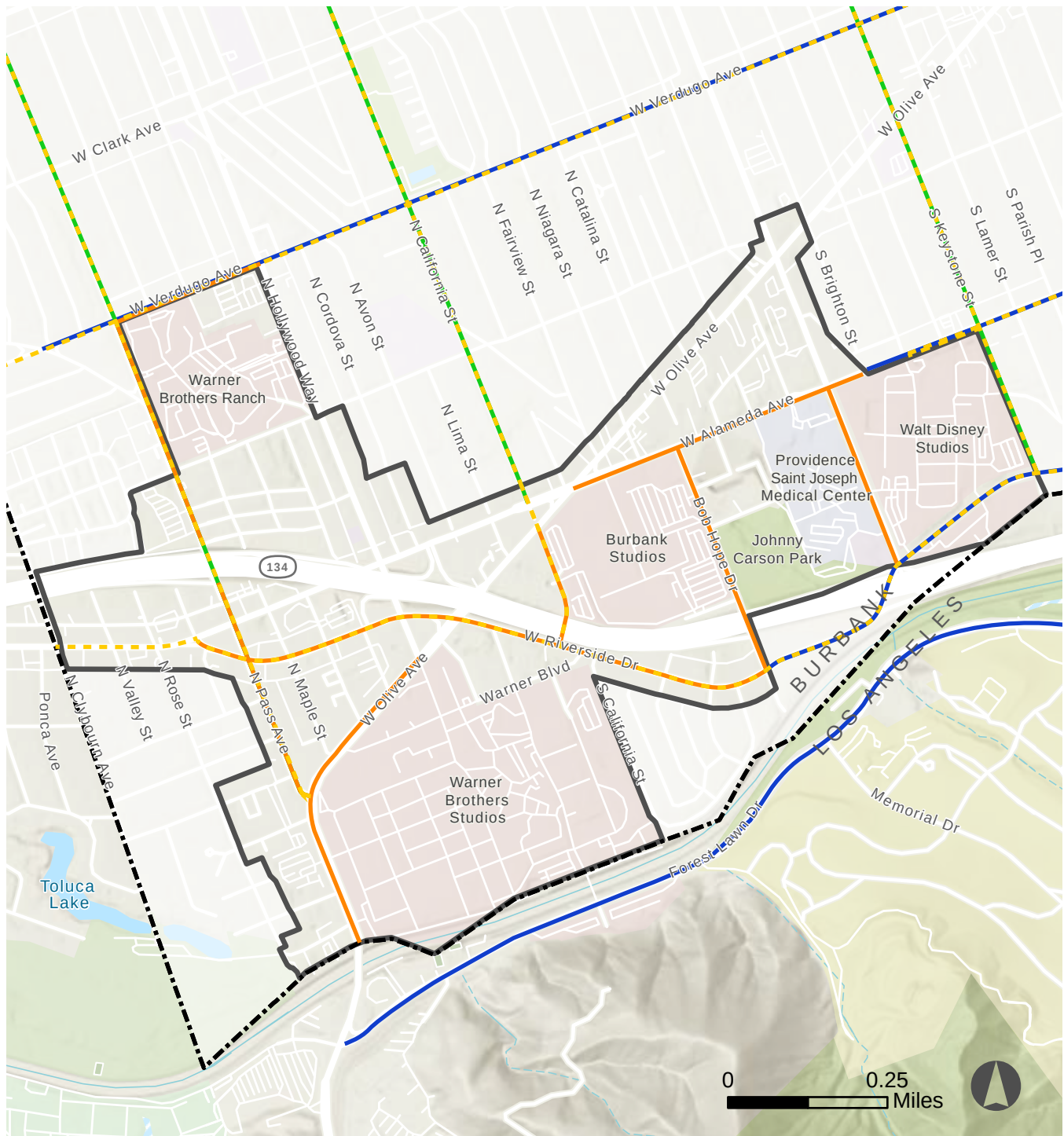
- » **Bicycle Infrastructure Policy 1.0** - Provide a bicycle network that connects major destinations including commercial areas, employment centers, and residential neighborhoods.
- » **Bicycle Infrastructure Policy 2.0** - Eliminate first-mile/last-mile mobility gaps and barriers.
- » **Bicycle Infrastructure Policy 3.0** - Maximize bicycle safety including providing separation between bicyclists and motorists whenever feasible.

The proposed bicycle network in the Media District includes multiple new bikeways, as listed in [Table 8-1: Proposed Bikeways](#), and shown in [Figure 8-5: Proposed Bicycle Network](#). Expanding the bicycle network within the Media District will improve cyclist comfort, connectivity, and accessibility to key destinations, including job centers, retail hubs, and other opportunity areas within the Media District, while reducing traffic congestion. The proposed bicycle network will also serve as the blueprint for the comprehensive update of streets throughout the Media District by considering bicycle together with pedestrian and vehicle improvements. Example cross sections of existing and proposed bikeways are shown in [Figure 8-6](#) through [Figure 8-10](#), while a complete set of cross sections is provided in [Appendix E: Bicycle Infrastructure Plans](#).

TABLE 8-1: Proposed Bikeways

Street	Extent	Extent	Bikeway Type	Phase	Term	Length
Riverside Dr.	Alameda Ave.	Bob Hope Dr.	In-Street Class IV	Phase 1	Medium	0.94 mi.
Riverside Dr.	Alameda Ave.	Bob Hope Dr.	Raised Class IV	Phase 2	Long	
Pass Ave.	Olive Ave.	134 Freeway	In-Street Class IV	Phase 1	Medium	0.37 mi.
Pass Ave.	Olive Ave.	134 Freeway	Raised Class IV	Phase 2	Long	
Pass Ave.	Heffron Dr.	Toluca Park Dr.	In-Street Class IV	Phase 1	Medium	0.24 mi.
Pass Ave.	Heffron Dr.	Toluca Park Dr.	Raised Class IV	Phase 2	Long	
Pass Ave.	Toluca Park Dr.	Verdugo Ave.	In-Street Class IV	Phase 1	Medium	0.14 mi.
Pass Ave.	Toluca Park Dr.	Verdugo Ave.	Raised Class IV	Phase 2	Long	
Verdugo Ave.	Pass Ave.	N. Hollywood Way	Raised Class IV	Phase 2	Long	0.25 mi.
California St.	Riverside Dr.	Olive Ave.	In-Street Class IV	Phase 1	Medium	0.20 mi.
California St.	Riverside Dr.	Olive Ave.	Raised Class IV	Phase 2	Long	
Olive Ave.	Los Angeles River	N. Hollywood Way	In-Street Class IV	Phase 1	Medium	0.53 mi.
Olive Ave.	Los Angeles River	N. Hollywood Way	Raised Class IV	Phase 2	Long	
Alameda Ave.	Olive Ave.	Brighton St.	Class II (westbound), Bus/Bike Shared (eastbound)	Phase 1	Short	0.49 mi.
Alameda Ave.	Olive Ave.	Brighton St.	In-Street Class IV (westbound), Bus/Bike Shared (eastbound)	Phase 2	Long	
Bob Hope Dr.	Alameda Ave.	Riverside Dr.	Class III	Phase 1	Medium	0.38 mi.
Bob Hope Dr.	Alameda Ave.	Riverside Dr.	Raised Class IV	Phase 2	Long	
Buena Vista St.	Alameda Ave.	Riverside Dr.	Class IV	Phase 1	Medium	0.30 mi.
Buena Vista St.	Alameda Ave.	Riverside Dr.	Raised Class IV	Phase 2	Long	

Note that Metro's proposed North Hollywood to Pasadena Bus Rapid Transit (BRT) that will traverse the Media District offers another opportunity to expand the bicycle network. Sections of the proposed BRT route will run along dedicated bus lanes that will permit and prioritize bicycles through signage and striping.



Proposed Bicycle Network

- Proposed Improvements
- - - Bicycle Priority Streets
- Existing Class II: Bicycle Lane
- Existing Class III: Bicycle Boulevard
- Burbank Media District Boundary
- City Boundary

FIGURE 8-5: Proposed Bicycle Network

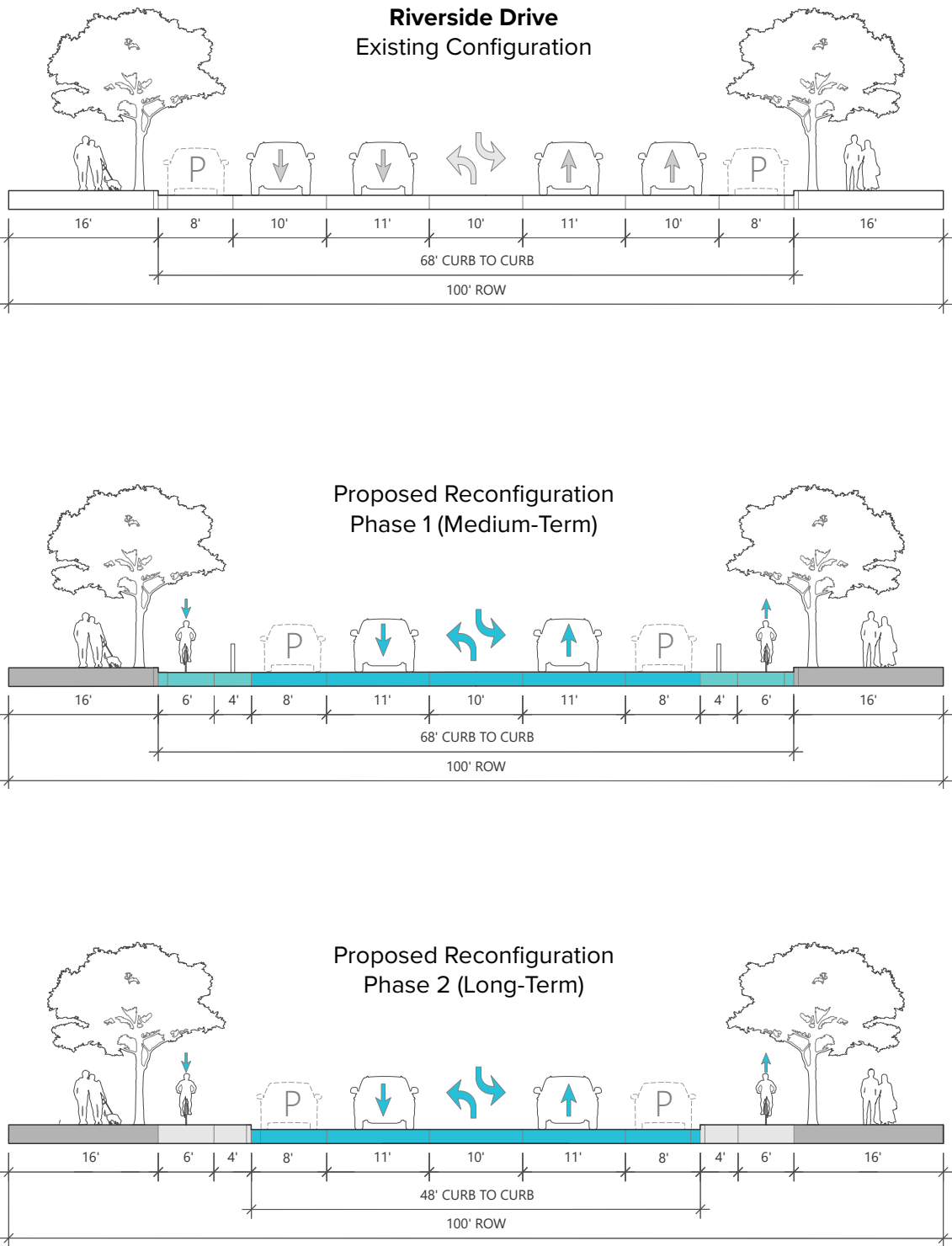


FIGURE 8-6: Cross Section of Riverside Drive from Alameda Avenue to Bob Hope Drive

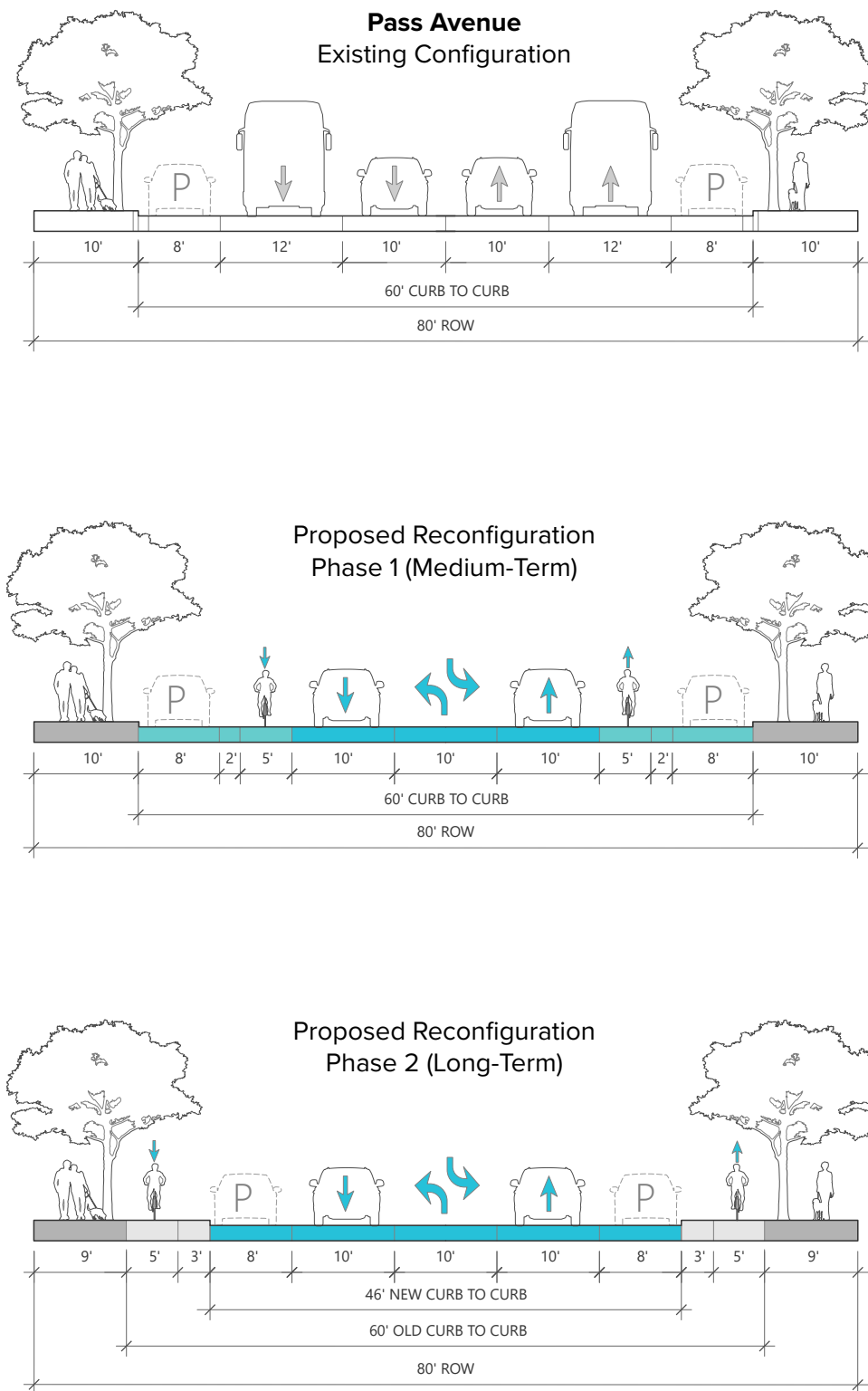


FIGURE 8-7: Cross Section on Pass Avenue from Olive Avenue to 134 Freeway

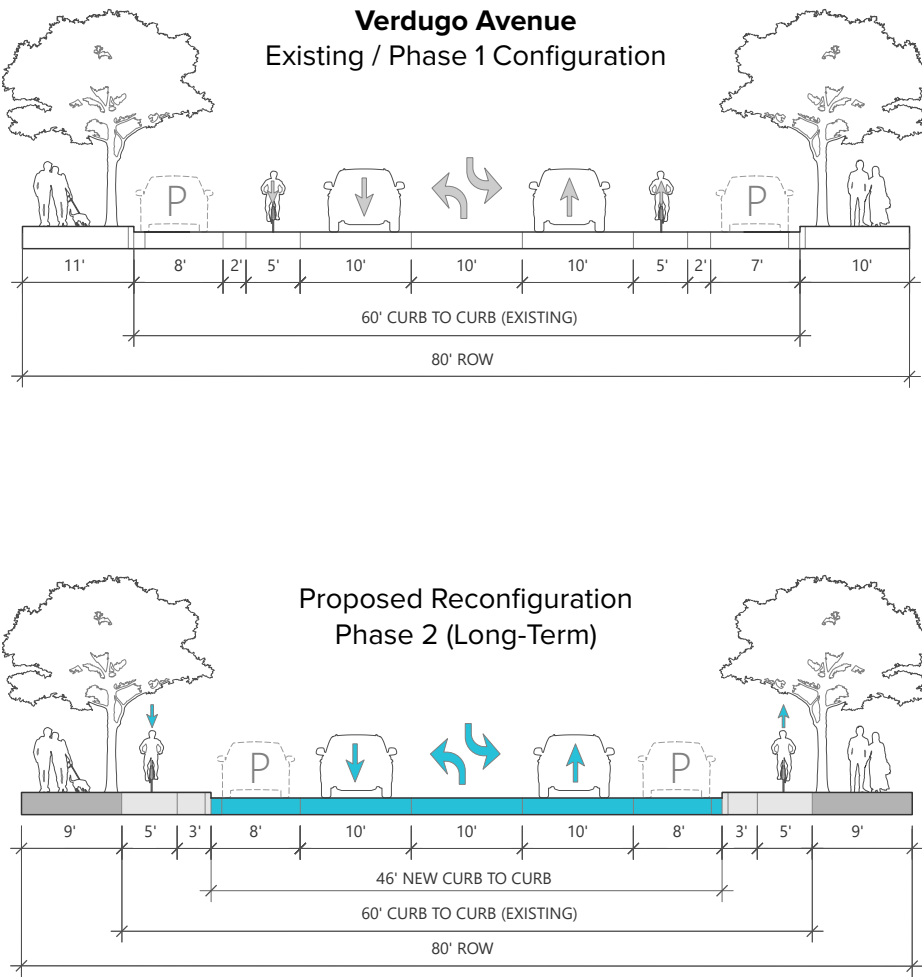


FIGURE 8-8: Cross Section on Verdugo Avenue from Pass Avenue to N Hollywood Way

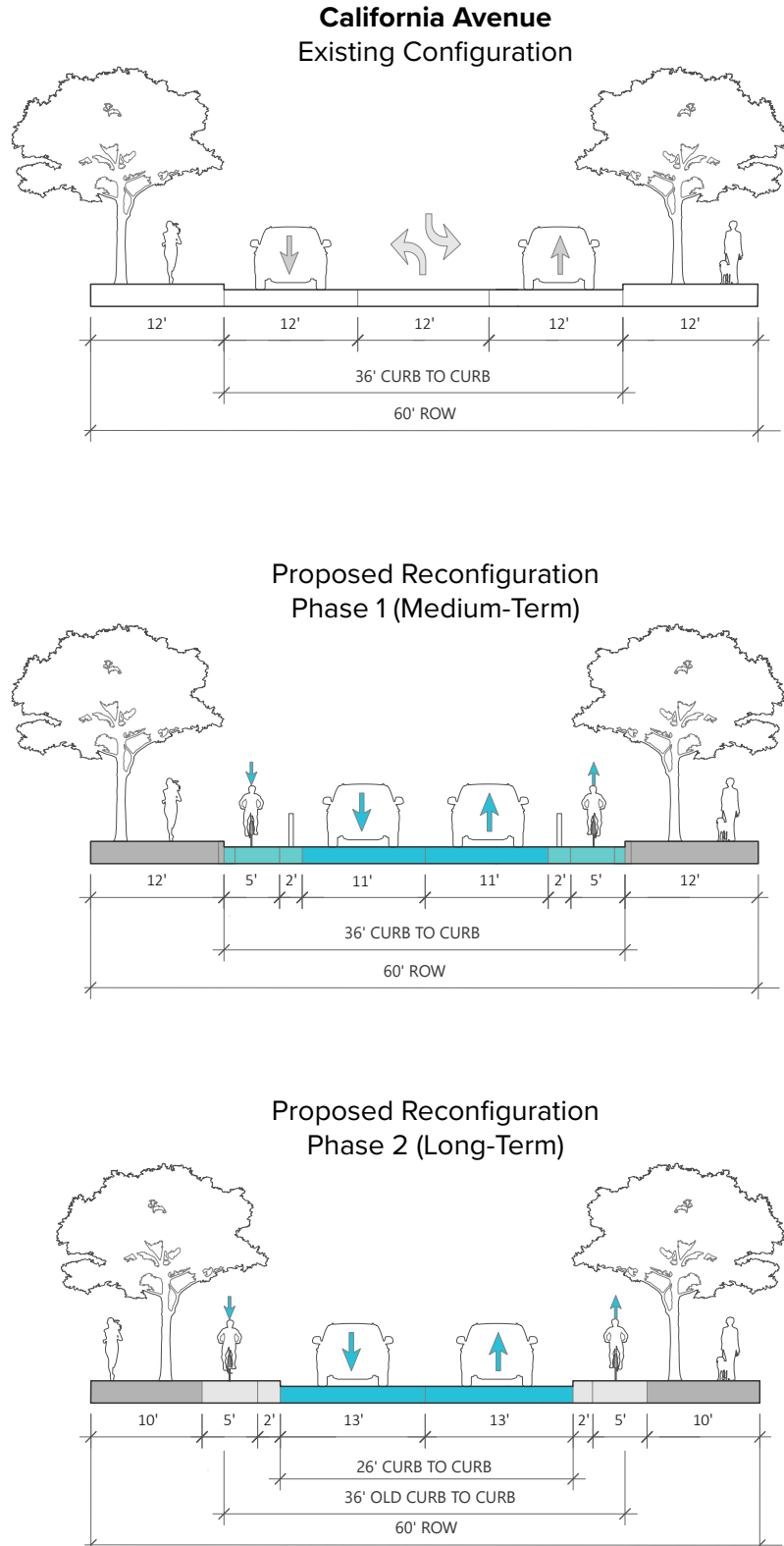


FIGURE 8-9: Cross Section on California Street from Riverside Drive to Olive Avenue

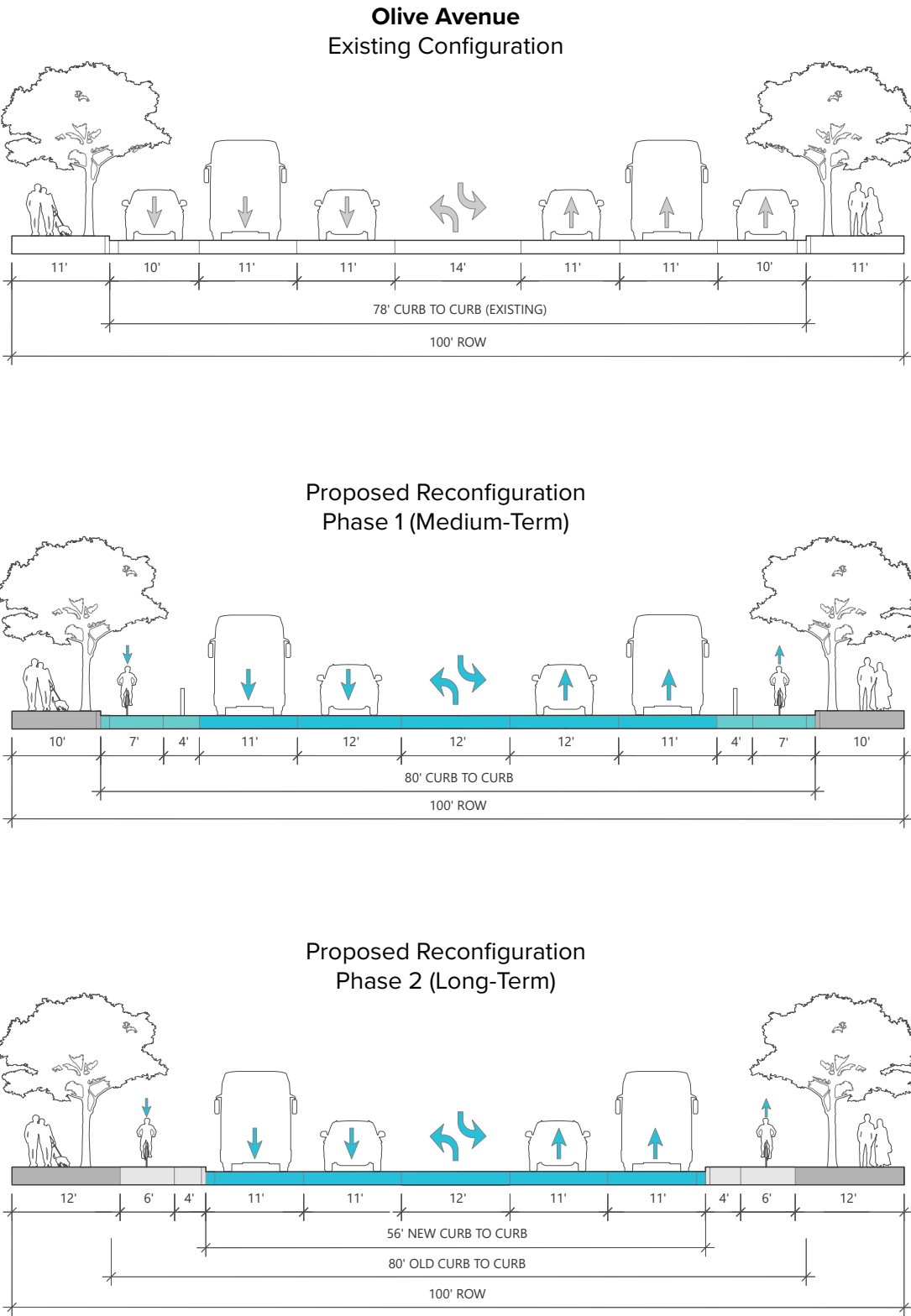


FIGURE 8-10: Cross Section on Olive Avenue from Los Angeles River to North Hollywood Way

CHOOSING BIKEWAY TYPES

Implementing the MDSP Update's bicycle infrastructure policies means providing the right bikeway for the right condition. Bikeways should meet volume needs and user safety expectations to ensure that bicycles are effectively integrated into the multimodal mobility network and complement, rather than conflict with, other modes. A street segment's land use context, roadway characteristics, and anticipated bicycle user types influence which types of bikeways will best suit it. In addition to installing the appropriate bikeway type, incorporating design choices specifically tailored to the segment's context, characteristics, and users are essential for ensuring bikeways are meaningful elements of the streetscape. Bikeways should be wide enough for their intended use, adequately striped or otherwise separated from adjacent uses, located along a street segment that aligns with their intended use and streetscape context, and should interface well with driveways, alleys, intersections, bus stops, and parking to maximize safety and encourage ridership. In order to maximize safety and encourage ridership, bikeways shall be installed consistent with the Citywide Complete Our Streets Plan for choosing bikeway types based on certain characteristics.



Burbank Chandler Bikeway



Class II Bikeway with buffer

CHOOSING A BIKEWAY TYPE BASED ON ROADWAY CHARACTERISTICS				
POSTED SPEED LIMIT	AVERAGE DAILY TRAFFIC (ADT)	NUMBER OF TRAVEL LANES	OTHER CONSIDERATIONS	PREFERRED BIKEWAY TYPE
N/A			Corridors along or near parks, along waterways, or as repurposed utility or rail corridors	Class I Bikeway (Shared-Use Path)
≤25 mph	≤3,000 ADT	≤2 travel lanes (single travel lane in each direction with or without on-street parking)	Streets that are residential or low-intensity use	Class III Bikeway (Bicycle Route) or Bicycle Boulevard
25-30 mph	3,000 - 6,000 ADT	2-5 travel lanes (one to two travel lanes in each direction with or without center turn lane or on-street parking)	Streets with low curbside activity or low vehicle congestion	Class II (Bicycle Lane) or Class IV Bikeway (Cycle Track or Protected Bikeway)
≥30 mph	≥6,000 ADT	≥5 travel lanes (two or more travel lanes in each direction with or without center turn lane and with or without on-street parking)	Streets with high curbside activity, such as frequent bus or vehicle loading, on-street parking turnover, vehicle congestion, or vehicle turning conflicts.	Class IV Bikeway (Cycle Track or Protected Bikeway)
Any				

Citywide Complete Our Streets Plan - Key Considerations for Choosing Bikeway Types

8.7. TRANSIT INFRASTRUCTURE

8.7.1. EXISTING TRANSIT INFRASTRUCTURE

The Media District is currently served by a variety of existing local and regional transit systems. The provision of adequate transit service is a key component to creating the desirable pedestrian and urban environment envisioned for the Media District. Opportunities for leveraging land use and public transportation alternatives have been identified in the Burbank2035 General Plan, Mobility Policy 4.3, which calls for improving and expand transit centers, especially by creating a new transit center in the Media District, as well as the 1991 MDSP which emphasized public transportation strategies to minimize traffic congestion. These strategies include various modes of transportation such as express buses and shuttle services connecting the Media District with commuter rail stops and Burbank's other major commercial centers.

Transit service in the Media District is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and BurbankBus. There are a total of four bus routes within the Media District, as shown in Figure 8-11: Existing and Planned Transit Routes and Stops. These bus services include regional and local routes that connect the Media District with the rest of Burbank and the wider region, including the cities of Los Angeles, Glendale, and Pasadena. Metro provides bus service within the Media District through Routes 155, 222, and 501. Routes 155 and 222 provide service along Buena Vista Street, Alameda Avenue, Olive Avenue, and Riverside Drive. Route 501 provides service along Buena Vista Street, Alameda Avenue, Riverside Drive, and State Route 134. The Media District is also served by the BurbankBus Pink Route, which provides a vital west-east link between the Media District, the City's Downtown Metrolink station, and the North Hollywood and Universal/Studio City Metro stations.

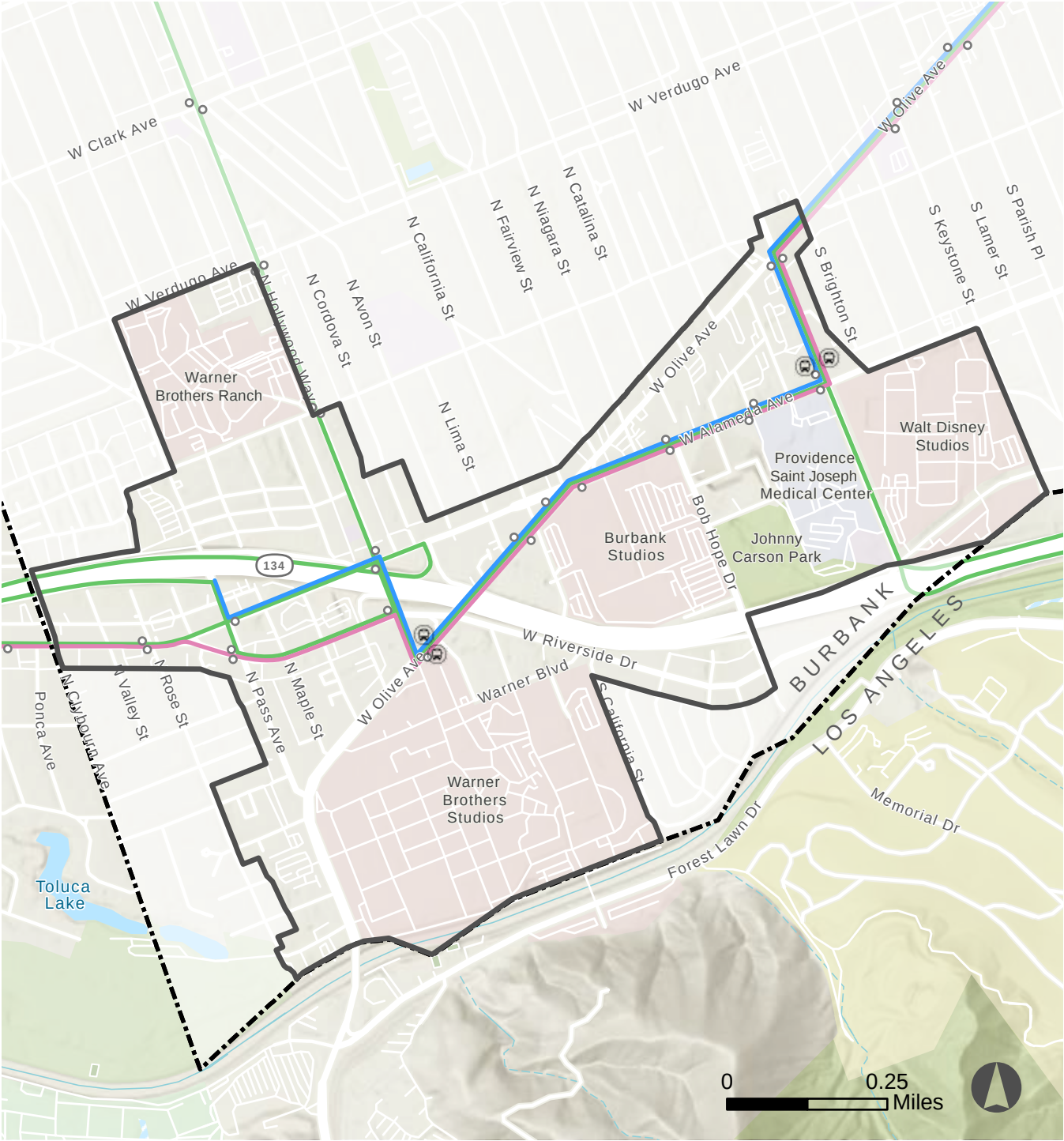
8.7.2. PROPOSED TRANSIT INFRASTRUCTURE

To implement the mobility goals of the MDSP Update, the following transit infrastructure policies are established for the Media District:

- » **Transit Infrastructure Policy 1.0** - Enhance safety, accessibility, cleanliness at transit stops and routes.
- » **Transit Infrastructure Policy 2.0** - Improve transit connections to local and regional destinations.
- » **Transit Infrastructure Policy 3.0** - Ensure transit is reliable and provides high quality service to destinations.
- » **Transit Infrastructure Policy 4.0** - The introduction of Bus Rapid Transit in the Media District will serve as the vehicle for creating the transit center cited in the Burbank2035 General Plan Mobility Element Policy 4.3: "Improve and expand transit centers; create a new transit center in the Media District."

The following strategies are recommended to improve transit infrastructure in the Media District.

- » **Bus Rapid Transit (BRT).** BRT is a bus service that runs on variety of roadway configurations such as along mixed-flow traffic, on full-time or part-time dedicated travel lanes, sometimes on separated right-of-way, or designated with striping, bollards, curbs, or other similar infrastructure. BRT systems also offer many of the benefits of light rail services but at lower construction and operating costs. Some of these benefits may include defined stations, traffic signal prioritization, more frequent service, all-door boarding, and fare collection systems that promote efficiency and reduce delay. Within the Media District, the North Hollywood to Pasadena BRT system is proposed to run on a combination of mixed-flow traffic and fully dedicated bus lanes using striping and signage. The proposed east-west route will run from State Route 134, Pass Avenue,



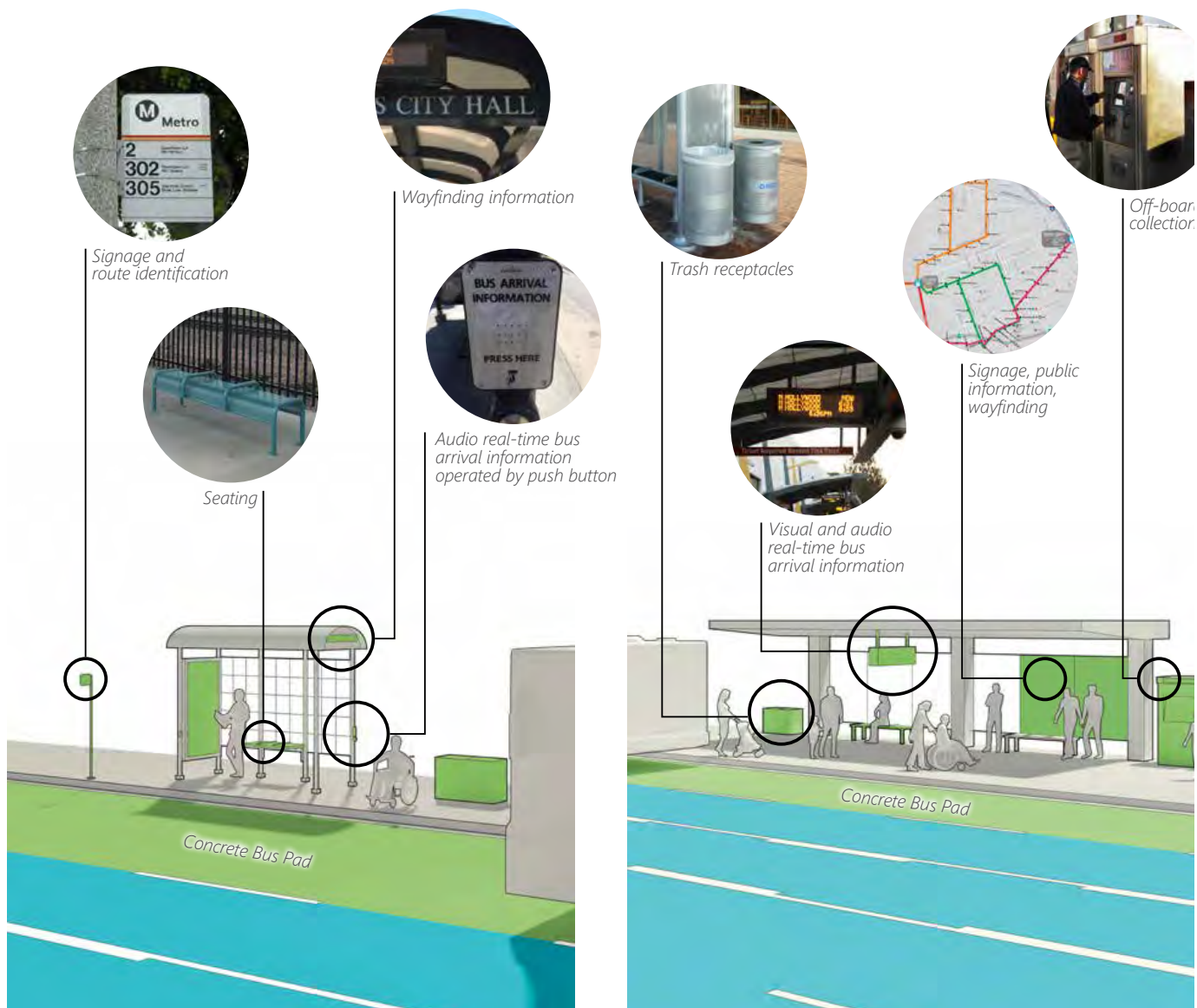
Existing and Planned Transit Routes and Stops

- Metro Bus Routes
- BurbankBus Routes
- Proposed BRT Line
- Proposed BRT Stop
- Bus Stop
- Burbank Media District Boundary
- City Boundary

FIGURE 8-11: Existing and Planned Transit Routes and Stops

Alameda Avenue, North Hollywood Way, Olive Avenue, Alameda Avenue, and Buena Vista Street, before turning back onto Olive Avenue. There are two proposed BRT stops in the Media District at North Hollywood Way and Olive Avenue, and at Buena Vista Street and Alameda Avenue. The two new stops introduce transit and pedestrian improvements, like curb extensions, visible crosswalks, and better bus stop infrastructure to provide a better quality of transit ridership and more efficient service, that will help realize the City's vision for a regional transit hub in the Media District while enhancing intercity and regional connectivity. Local transit routes may require modifications to minimize overlapping while improving overall service.

- » **Circulator.** A circulator is a short-distance, fixed-route transit mode that takes riders around a specific area with major destinations. With future housing developments allowing people to live, work, and play all within the Media District, there will be an increased number of trips that both originate and end within the Media District. Community feedback received during the development process of this MDSP Update underscored that since traditional bus routes often prioritize corridor-wide and inter- area travel, a local transit service like a transit circulator



Citywide Complete Our Streets Plan - Bus Stop Shelter Elements and Amenities

that travels along a set loop route or an on-demand transit service basis could offer a more convenient and flexible way for current and future residents and visitors to travel between the Media District and other key locations in the Media District, like the various studios, commercial areas, and other transit services, and beyond to the City's Downtown or the Magnolia Park neighborhood. A transit circulator will not only improve connectivity and direct access to key destinations throughout the Media District and the rest of the City, but would provide a convenient alternative mode of travel that will decrease the use private automobiles. Implementation of a circulator in the Media District could be achieved by rerouting existing transit services that would otherwise overlap the proposed BRT route, like the Pink Route or a local serving Metro bus line. Another implementation option could involve exploring a service funded through Transportation Demand Management Program fees and revenues managed by the Burbank Transportation Management Organization. Private shuttle services, such as those run by studios within the Media District to transport employees from job sites to important destinations elsewhere in Burbank and other areas have been popular options for commuters and critical to help decrease single vehicle occupancy rates.



BurbankBus



Bus stop in Burbank

- » **Transit Stop Amenities.** Public transit in the Media District is primarily offered through bus services. Therefore, bus stop elements and amenities are key factors in creating an effective and accessible streetscape for transit users. Careful consideration should be given to bus stop placement, type of amenities provided, spacing, accessibility, and public information as well as the loading area necessary for different types of buses that may serve the stop, so that bus stops effectively meet mobility needs. Thoughtful consideration of the design of bus stop shelters, seating, and lighting help make them pleasant places for the public to use. BRT facilities and new transit stops provide the opportunity to incorporate improved transit stop design elements that support high ridership volume while maintaining effective use of the sidewalk for other users. In addition to transit-related sidewalk design, the way that buses move on roadways are important aspects of multi-modal streetscape design. Roadways should be designed to accommodate a variety of bus lengths and types. Elements such as locating bus stops on the far side of an intersection, bus-only lane striping, and proximity to on-street bikeways can facilitate the efficient and safe movement of buses while providing co-benefits to other modes.

8.8. MOTOR VEHICLE INFRASTRUCTURE

8.8.1. EXISTING MOTOR VEHICLE INFRASTRUCTURE

Motor vehicle transportation currently dominates the Media District. State Route 134 traverses the Media District with exits onto Pass Avenue, Alameda Avenue, and Bob Hope Drive and entrances onto Alameda Avenue, Riverside Drive, and Buena Vista Street. Hollywood Way, Alameda Avenue, and Olive Avenue are the Media District's three Major Arterials and range in roadway width between 5-7 lanes. Riverside Drive and Buena Vista Street are the only Secondary Arterials in the Media District. The balance of streets in the Media District include numerous Collectors and Local Streets that mostly serve the residential areas.

8.8.2. PROPOSED MOTOR VEHICLE INFRASTRUCTURE

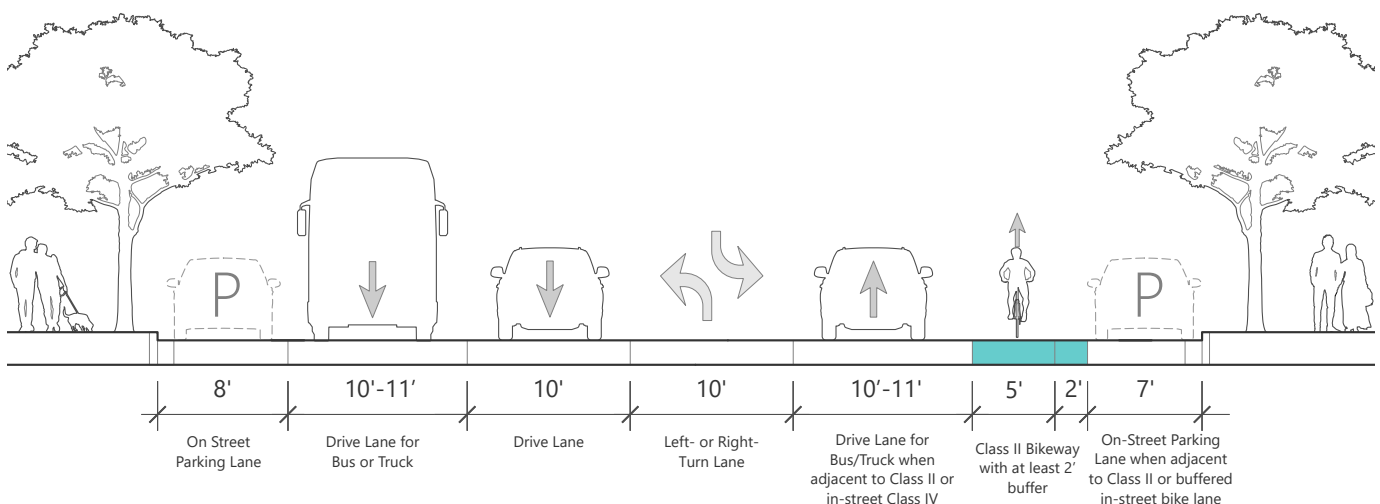
To implement the mobility goals of the MDSP Update, the following motor vehicle infrastructure policies are established for the Media District:

- » **Motor Vehicle Infrastructure Policy 1.0.** *Focus improvements within the City's existing rights-of-way.*
- » **Motor Vehicle Infrastructure Policy 2.0.** *Ensure safe interaction between all modes of travel.*
- » **Motor Vehicle Infrastructure Policy 3.0.** *Enhance access to destinations and availability of curb space and avoid diverting traffic to adjacent neighborhoods.*

The following are recommended to improve motor vehicle infrastructure in the Media District:

- » **Vehicle Travel Lane Design.** Future roadway improvements should be consistent with minimum travel lane widths of the Citywide Complete Our Streets Plan, and where context requires, employ flexible lane width standards that not only accommodate motorist needs and roadway use but provides facilities for all modes of transportation. Figure 8-12: Minimum Roadway Travel Lane Widths illustrates a few appropriate roadway lane widths.
- » **Roadway Design.** Roadway design that meets the needs of all roadway users creates a safe and efficient mobility network. Design considerations that allow motorists to effectively share facilities with other users can help improve everyone's mobility experiences. In addition to reconfigured lane widths, street improvements such as curb radii that allow vehicles to interact safely with

FIGURE 8-12: Minimum Roadway Travel Lane Widths



other intersection users, driveway and alley corner cutoffs, and 90-degree intersections can calm traffic and enhance safety for all. Signs, signals, and pavement markings should be clear, appropriately placed, and channel motorists through the roadway.

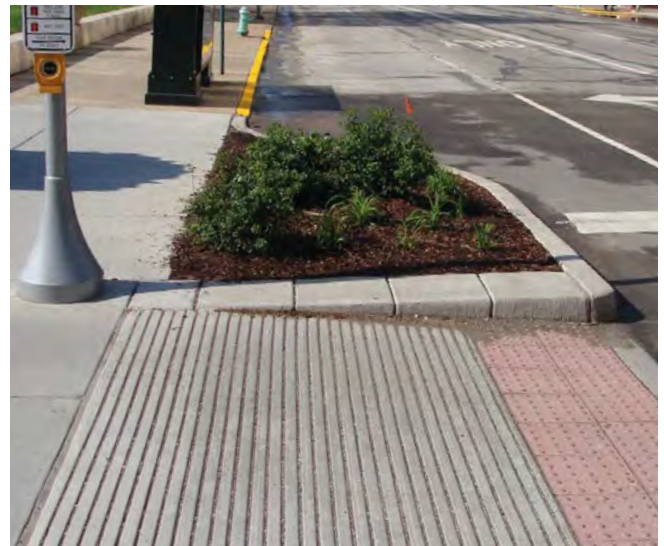
» **Neighborhood Protection Plan.**

Neighborhood Protection Plans (NPPs) are a key strategy identified in the Burbank2035 General Plan that has been implemented in various parts of the City to protect local residential streets from cut-through traffic. The 1991 MDSP established NPPs for the Rancho, Alameda North, and Toluca Lake. These NPPs have been updated since their establishment, and should be evaluated for further updates based on the additional allowable growth set in this MDSP Update to continue ensuring the protection of residential neighborhoods from cut-through traffic. Therefore, future updates to NPPs should consider community feedback received and target redrawing boundaries of existing plans to include adjacent or near residential areas that may be otherwise impacted but excluded. Where appropriate, create new NPPs for specific residential neighborhoods based on identified impacts and needs, and explore new traffic calming treatments to meet the ever-changing impacts posed to residential areas. Some of the measures used in existing NPPs are:

- » Speed Humps
 - » Temporary or Permanent Street Closures
 - » Landscaped Medians
 - » Decorative or Improved Visibility Crosswalks
 - » Two-Way and All-Way Stops
 - » Curb Extensions
 - » Permit Parking Programs
- » **Curb Space Management.** The curb space in many locations within the Media District is an essential asset for residents, visitors,



Speed hump (NACTO)



Curb extension (NACTO)



High visibility crosswalk (NACTO)

and businesses. While parking strategies are discussed in more detail later in this Chapter, curb spaces are also used for passenger pick-up/drop-off and loading, and other uses that may be identified in the near future. The City could consider implementing a pilot project within a high-impact area of the Media District to analyze curb space demand and use through data collection and stakeholder outreach and implement actions such as changes in curb space designations, pricing, technology, and enforcement to improve efficiency and better meet the needs of stakeholders.



Riverside Drive at Clybourn Avenue

- » **Riverside Drive** One key corridor within the Media District with strong opportunity for multimodal connectivity is Riverside Drive. As the City of Los Angeles, in collaboration with the Toluca Lake Beautification Partners, has planned a streetscape design project for the portion of this corridor within its boundary, the City of Burbank should seek opportunities to maintain continuity on the street by installing similar elements on the portion within its own boundary starting at Clybourn Avenue. Riverside Drive is a diverse and walkable street, and as it advances towards the Rancho, it will need to better accommodate other modes of transportation, including equestrian design and needs. These improvements should pave the way for multi-modal mobility and should not compromise the proposed future bikeway. Further review is needed as a next step to ensure safe and seamless connectivity throughout the planning process.

8.8.3. TRAFFIC SIGNALS

The City of Burbank Traffic Signal Network consists of approximately 200 signalized traffic signals and approximately 600 close circuit television cameras. The system manages multiple modes of mobility (auto, pedestrian, bicycle, transit, and equestrian) throughout the City and helps manage the dynamic daily population of commuters, businesses, and residents. The backbone of the traffic signal network are the signal controllers and supporting systems. Signal controllers, cabinets, and battery back-up systems will need to be installed or upgrade, where applicable, to the current City specifications to meet future mobility demands.

The system also includes a 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 (Metro) and federal sources.

Recent technological developments present strong opportunities to enhance the streetscape and improve user safety, comfort, and utility. Examples of information communications technology infrastructure that can improve how we use our streetscapes and dynamically respond to changing situations include traffic cameras and sensors, multi-space parking meters, and digital display or status information boards. Recognizing that the curb is just as much a part of the streetscape as the street itself and need not only have one use is the foundation of curbside management strategies that aim to optimize use of the curb. Curbs may be used for mobility needs, passenger loading, on-street parking, commerce, landscaping, and placemaking. These uses can be applied dynamically and should aim to serve many different user types.

8.8.4. LEGACY MITIGATION IMPROVEMENT MEASURES

The 1991 MDSP, along with several Studio Master Plans and Planned Developments, identified intersection widening projects that would be triggered upon reaching specific development thresholds. These mitigations were intended to improve intersection operations and mitigate traffic impacts associated with large-scale development, using Level of Service (LOS) as the primary metric for evaluating transportation impacts under the California Environmental Quality Act (CEQA) at the time those plans were adopted. LOS is a qualitative measure that characterizes traffic congestion on a scale of A to F, with LOS A representing free-flow conditions and LOS F representing extreme congestion. Since their adoption, both City mobility policy and CEQA methodologies have evolved. The Burbank2035 General Plan established three key Mobility Goals to guide roadway design:

- » **Goal 1 – Balance:** Ensures economic vitality while preserving neighborhood character.
- » **Goal 2 – Sustainability:** Adapts to changing mobility needs without sacrificing community values.
- » **Goal 3 – Complete Streets:** Meets all travel needs and improves community health.

Additionally, CEQA replaced LOS with Vehicle Miles Traveled (VMT) as the primary impact metric. This shifted focus away from capacity-based roadway improvements toward reducing car trips, as older capacity-expanding mitigations can actually increase VMT. Because untriggered legacy widenings prioritize vehicle throughput at the expense of other travel modes, they conflict with current Burbank2035 General Plan goals, Specific Plan policies, and CEQA guidelines. While the General Plan sets LOS D as the lowest acceptable peak-hour standard, it allows exceptions when physical widening conflicts with broader Mobility Element goals. An exception to LOS D is granted if widening conflicts with Right-of-Way constraints, or if it conflicts with two or more of the following:

- » **Right-of-Way:** Requires impacting private or public property.
- » **Scale and Design:** Incompatible with existing infrastructure or complete streets goals.
- » **Complete Streets:** Fails to meet the needs of non-auto travel modes.
- » **Pedestrian Opportunities:** Fails to maintain minimum sidewalk widths.

Using this screening framework, the MDSP Update evaluated eight untriggered legacy intersection mitigations. Because these widenings conflict with right-of-way constraints or multiple General Plan policies, they will no longer be built and are removed from the City's long-range plans. A complete analysis of these legacy intersection improvements is provided in [Appendix C: Traffic Study Report](#).

8.9. GREEN INFRASTRUCTURE

8.9.1. GREEN STREETS POLICY

The City of Burbank adopted a Green Streets policy that promotes green infrastructure. Green Streets is defined by the City as, “Improvements within the public and private transportation corridors that provide source control of storm water, limit its transport and pollutant conveyance to the collection system, restore pre-development hydrology to the extent possible, and provide environmentally enhanced streets by incorporating a wide variety of design elements including but not limited to, street trees, sustainable pavements, bioretention, and swales, and are designed to reduce greenhouse gases (GHG), energy consumption during construction, and promote recycling of natural resources.” (BMC Section 7-3-102). The Green Streets Policy shall apply to new streets and street construction of 10,000 square feet or more of impervious surface area, and street redevelopment that results in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site.



Bioswale curb extension

8.10. TRANSPORTATION DEMAND MANAGEMENT

A significant number of the work trips projected in the Media District will be accommodated not by increasing the capacity of the street system, but by reducing the demand for additional street capacity through Transportation Demand Management (TDM). TDM is defined as “measures designed to reduce peak-hour vehicle trips, including ridesharing, carpooling, compressed work weeks, non-vehicular commuting, work hour changes, and use of public transportation.” The purposes of TDM efforts is to reduce employee dependency on single occupancy automobile transit and the related impacts. Effective TDM programs:

- » Minimize private vehicle peak-hour commute trips from new and existing employer development
- » Reduce the traffic impacts within the community and region with a reduction in the number of vehicles and total vehicle miles traveled
- » Decrease the governmental economic costs of transportation improvements.
- » Maximize the use of commuter modes other than single occupancy vehicle through TDM, transportation systems management, and new and existing transportation facilities.
- » Assist employers in meeting the requirements of Rule 2202 of the Air Quality Management District (AQMD) and any subsequent federal, state or regional requirements, which mandate a diversion of employee automobile dependency.

Average vehicle ridership (AVR) is the essential criteria by which TDM efforts will be evaluated. It is a measure of how many passengers are in a given vehicle. A low AVR (close to one) indicates that

most trips are single occupancy vehicles, while a high AVR (over 1.5) can indicate a combination of or high preponderance of carpooling, transit use, telecommuting, or active transportation trips.

The Burbank Transportation Management Organization (BTMO) was established for the City of Burbank in 1991 upon adoption of the 1991 MDSP. Currently all businesses in the Media District that employ 25 or more employees must join the TMO and participate in programs to reduce single occupancy vehicle commute trips. Implementing the TDM strategies in the MDSP Update will require continued support and expansion of the Burbank TMO. The following strategies will be executed to help implement the goals and policies of the MDSP Update.

8.10.1. BURBANK TRANSPORTATION MANAGEMENT ORGANIZATION

» *Continue to administer TDM strategies and programs through the Burbank Transportation Management Organization (BTMO).*

TDM programs are largely implemented through the combined effort of members in an area wide non-profit transportation management organization, a proactive organization formed so that employers, building owners, local government representatives, and others can work together and collectively establish policies, programs, and services to address local transportation problems. All developments and employers subject to the trip reduction requirements of the MDSP Update shall be members of the TMO. The TMO governing Burbank employers at the time of adoption of the MDSP Update is the Burbank Transportation Management Organization (BTMO). The BTMO provides:

- » Promotion of transit and shuttle services
- » Metrolink and Metro Bus ticket and pass sales
- » Computerized rideshare matching services
- » Vanpool coordination
- » Guaranteed ride home program
- » Rule 2202 compliance assistance
- » Active transportation and transit promotional events

The BTMO is expected to continue to work with its membership to achieve the average vehicle ridership (AVR) goals of the MDSP Update. The BTMO shall report to the Community Development Director at least annually on the status of the programs and strategies of the BTMO and its membership, and on p.m. peak hour AVR for all employees and developments subject to the BTMO goals of the MDSP Update,



BTMO promotion (BTMO)

all to the satisfaction of the Director of Community Development. In addition to reporting the results of the trip reduction efforts of individual employers, the BTMO shall report cumulative p.m. peak-hour AVR for all employers and development subject to the TDM requirements of the MDSP Update to the satisfaction of the Director of Community Development.

Multifamily residential dwelling unit owners shall not be included in the BTMO, unless units are contained within a mixed-use commercial residential project, in which the commercial development is subject to the TDM requirements of the MDSP Update.

8.10.2. EXPAND THE BTMO

» ***Expand the BTMO to cover 60% of employees by 2030 and 90% by 2045.***

The City's Greenhouse Gas Reduction Plan includes a goal of having 60% of the City's employees covered by the BTMO in 2030, and 90% covered by the BTMO in 2045. Employers in the Media District are already subject to the TDM ordinance in support of this goal, but the City and the TMO shall consider the following to expand the reach of TDM programs:

- 1. New BTMO Membership Criteria.** Current City policy requires businesses with 25 or more employees in the Media District and the Burbank Center Plan to join the BTMO. A new evaluation of which businesses are subject to BTMO requirements will be needed to widen the reach of the BTMO under the new TDM ordinance.
- 2. Enhanced Outreach and Programmatic Activities.** In addition to the services offered by the BTMO described above, the BTMO will need to expand their reach by augmenting their member services. Examples of additional services and programs may include but are not limited to, the requirement of emission reduction plans or employee marketing services.

8.10.3. UPDATE THE TDM

» ***Update the TDM ordinance to implement the MDSP Update and Greenhouse Gas Reduction Plan Goals and Policies***

- 1. Update the City's TDM Goal to be 1.61 AVR.** The Current TDM Ordinance in the Media District establishes a trip reduction goal that focuses on commute trips only. However, new transportation patterns, TDM best practices, and regional benchmarks measure Average Vehicle Ridership (AVR) instead. The Greenhouse Gas Reduction Plan aims to require 30% of TMO businesses achieve a 1.61 AVR target by 2030, and 60% by 2045.
- 2. Administer the BTMO and collect TDM fees through the City.** While the obligation for businesses to join and participate in the BTMO is established in the Municipal Code, the current BTMO functions and fees are set and collected by the BTMO itself. This sets up a conflict whereby the City can enforce BTMO participation, but cannot enforce fee collection and has no say in setting the fee. The Burbank Municipal Code should be updated so that fees are established by the City Council through the City fee schedule, so that BTMO participation, fee collection, and BTMO administration is managed by the City rather than the BTMO. This will also have the effect of increasing BTMO participation, as City code enforcement or administrative penalties can be levied for non-compliant employers. The BTMO Board of Directors would continue to serve as an advisory body to oversee the BTMO, its programs, fees, and other activities.

3. **Impose a tiered TDM fee based on compliance with the AVR Goal.** The new fee schedule should include a set of tiered TDM fees, such that employers that meet the AVR goal pay a lower fee, and those that do not meet the goal pay a higher fee.

8.10.4. TDM FEES

» *Fund transit and active transportation efforts with TDM fees.*

The TDM fees should first offset the cost of running the BTMO. Additional fee revenue should be expended directly on transit and active transportation projects that both promote and provide alternatives to single use occupancy vehicle transportation, such as transit, bicycle, and pedestrian improvement projects.

8.10.5. OTHER TDM STRATEGIES

The City's TDM program should consider the following TDM strategies for reducing peak-hour commute trips and the subsequent number of required parking spaces:

1. **Flex Time and Modified Work**

Schedules. Employers in the City may set up programs to modify work schedules that require commuter travel between 7-9 a.m. and 4-6 p.m. An analysis of office requirements should be undertaken to determine what staff functions are best served before 8:00 a.m. and those that are needed after 5:00 p.m. to handle deliveries, late mailouts, contact with the public, etc. Employers may also set up compressed work week schedules. Instead of a typical 40-hour work week spread over five eight hour workdays, employers could schedule four ten hour work days in a week, or create a 9/80 schedule, where employees work 80 hours in nine days, with one day off every other week.

2. **Vanpool Programs.** Employers located within the City, with possible assistance from the BTMO, can implement vanpool programs. Van procurement, vanpool matching, and vanpool fare subsidies are all examples of incentives and services employers could offer employees in their vanpool programs.

3. **Carpools.** Employers may actively foster and monitor carpooling. To encourage



Metro Vanpool (BTMO)



Metro On-Demand Rideshare (BTMO)

carpooling among its employees, the employer could provide matching information, free parking or preferential parking locations and other incentives to its employees who carpool. The BTMO can also assist employers in this effort. All employers who operate a carpool program shall report program results to the BTMO for its annual report to the City.

- 4. Transit Ridership and Bus Operations.** Employers and/or the BTMO may choose to promote programs to increase public transportation ridership. Such programs can include: transit route and schedule information, individual route planning and on-site transit pass sales. Employers may also provide transit shelters or actual shuttle connections to various public transportation centers to make commuting by public transportation more convenient.
- 5. Satellite Parking.** Employers and/or the BTMO may choose to provide required parking at satellite locations linked by a reliable shuttle service. The Community Development Director will process applications for satellite parking according to procedures prepared by the Director. The Director's decision shall be appealable according to the provisions of the development review section of the Burbank Municipal Code. The land costs to create satellite parking lots and structures could pose a significant hurdle to the use of this option. Consequently, a portion of the transportation fees charged to future development may assist in the funding of land acquisitions at transit centers elsewhere in Burbank in order to assist those employers who can assign their employees to park at these locations and take the shuttle to their employer's locations.
- 6. Non-Vehicular Commuting.** Employers may encourage their employees to walk or bicycle to work by providing secure bike storage facilities, showers, lockers and offering monetary and other incentives for those non-vehicular means of commuting. Such other incentives include bicycle safety seminars, bicycle maintenance supplies, and free bicycle maintenance checks.
- 7. Parking Management.** TDM programs should support the parking management goals and policies of the MDSP Update. Parking management strategies are used to incentivize ridesharing and transit, and to discourage commuting alone. For instance, carpools and vanpools can be provided with more convenient and cheaper parking spaces at employment



BTMO Bike & Walk To Work Program (BTMO)



BTMO Free Bicycle Rack Program (BTMO)

sites. Other parking management strategies could discourage driving alone by imposing parking fees at the most congested or popular parking areas. Other TDM parking strategies include offering a cash incentive if employees use another form of commuting, such as carpooling, vanpooling or public transportation. Reductions in the amount of on-site parking required by Code may be permitted through the conditional use permit process, with the applicant demonstrating sufficient vehicle trip reduction measures incorporated into the project to justify a decrease in required on-site parking including the use of satellite parking as discussed above.

- 8. Merchant Transit Incentives.** Burbank merchants can offer merchandise discounts, parking validation, transit coupons, valet parking for ridesharers, secure bike parking or other incentives to customers who arrive by public transportation, in carpools, vanpools, or by non-vehicular modes.
- 9. Telecommuting.** Burbank employers can institute telecommuting programs which allow certain employees to work at home or from off-site work centers at least one or two days a week. The Southern California Air Quality Management Plan proposes that telecommuting even one or two days a week could account for significant work trip reductions in the near future.
- 10. Transportation Network Companies (TNCs) Partnership Programs.** TNCs include app-based private transportation companies like Uber, Lyft, and Waymo. Some of these companies offer partnership programs with businesses and organizations to facilitate subsidizing trips for employees using these ride hailing services as a means to offer a backup transportation option for regular transit users and carpoolers. Both Uber and Lyft host an online platform for commute managers to control which employees are eligible for subsidies, set spending limits and geographic zones, and streamline expense reporting. Since these programs are relatively new and little data is publicly available, their effectiveness in reducing vehicle trips and parking demand is not currently known. The BTMO or large employers in the Media District may consider piloting this type of program as a means to support regular trip reduction efforts, and to monitor whether TNC subsidies increase or decrease single occupant driving demand.

It is projected that the next frontier of TNCs will take advantage of autonomous vehicle (AV) technology. Many companies are testing the technology and elements of AVs are being incorporated into new vehicle models by most major automakers. It is speculative to predict when this will occur; however, many experts theorize that driverless AVs could start to penetrate the market in as little as 10 years. If this technology develops as planned, this option must be pursued in tandem with effective curbside management. Also, driverless AVs will still impose similar environmental and congestion costs if they mostly capture single occupancy trips; therefore other TDM policies will still need to be implemented to achieve the goals and policies of the MDSP Update.

- 11. Micro-Mobility Services.** Micro-Mobility services are shared transportation networks utilizing smaller (mostly two-wheeled) vehicles, such as electric bicycles (e-bikes) and scooters. This includes services provided by companies like Bird and Lime. People are generally willing to travel longer distances along less convenient routes on a bicycle or scooter than they would on foot, allowing for more opportunities for people to travel without driving.

E-scooters and bike shares are not currently permitted in Burbank, and the City did not opt to implement regulations for shared Micro-Mobility services when it considered them in 2019. Nonetheless, these devices can be used to help close the first-last mile transportation gap when adequate infrastructure is provided and if the effective management of these devices is assured. The City should reconsider allowing shared Micro-Mobility Devices, specifically electric bicycles, and if approved should include standards to manage storage (or “parking”) of equipment. Corrals or parking boxes may be appropriate, especially at transit within the downtown commercial core and at the Downtown Burbank Metrolink station. These amenities should be added at regular intervals to encourage more people to bike and ride with these services.

Spaces around existing bike racks can be designated for micro-mobility parking through painted markings (ideally using high-visibility thermoplastic) or signage. Proper siting of micro-mobility parking must ensure the path for pedestrians is not obstructed. If there is not adequate space in the furniture zone of the sidewalk, micro-mobility parking may be best suited on the street in the vehicle parking area. Adequate micro-mobility parking will likely only require the removal of one vehicle parking space on any given block where micro-mobility access is desired. Existing or new curb extensions may be used as micro-mobility and/or bike rack parking areas to enhance the safety and quality of these parking facilities. To incentivize the use of these services, the City should consider updating the Municipal Code to allow businesses/residences to reduce the amount of required parking if they provide bicycle racks or scooter parking on-site or contribute to a fund to establish and maintain a public bicycle/scooter station within a certain distance of the development sites.



Autonomous vehicle technology (NACTO)



Shared micromobility (NACTO)

8.11. PARKING

This Section outlines the MDSP Update's strategy for accommodating and managing parking supply and demand within the Media District, by proposing strategies aimed at achieving sufficient parking for residents, employees, and visitors. It also outlines parking management methods intended to maintain adequate parking supply, thereby minimizing the need for new parking facilities and preventing parking overflow into surrounding residential neighborhoods.

8.11.1. EXISTING PARKING CONDITIONS

The Media District features a mix of on-street and off-street parking options. There are approximately 2,000 standard on-street parking spaces, defined as 20 feet of curb space available for parking. This count excludes red curbs, no-parking zones, driveways, and required clearances near driveways and intersections. Within the Media District, on-street parking is managed through "No Parking Except by Permit" and "Time Limited Except by Permit" zones. These strategies, implemented through NPPs, have proven effective in discouraging cut-through traffic and parking of non-local traffic. The Media District also includes several off-street parking facilities via private or public parking lots or garages.

8.11.2. PARKING OBJECTIVES

As the Media District continues to evolve into a vibrant district with a mix of residential and commercial buildings and neighborhood-serving retail, existing parking programs and strategies need to evolve as well to serve this growing neighborhood. The parking strategies outlined in the following section are based in the following parking objectives:

- » Optimize and manage the current parking inventory and resources.
- » Implement new parking strategies and adapt existing ones to promote a pedestrian-friendly environment while maintaining consistency with existing NPP's in and adjacent to the Media District.
- » Ensure parking in the Media District is accessible and easy to find.
- » Protect neighboring residential areas by preventing the overflow of parking into these areas.
- » Maximize efficiency of curb space in commercial areas.

These objectives build off existing City documents and the parking goals and strategies included. Burbank2035 Mobility Element includes a parking goal and related policies:

BURBANK2035 GENERAL PLAN MOBILITY GOALS & POLICIES:

MOBILITY GOAL 7. PARKING

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

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

8.11.3. PARKING STRATEGIES

The Media District is a thriving economic center in Burbank where many people work, live, and visit. While other modes of transportation should be prioritized, such as walking, cycling, and public transit, adequate parking supply should be available for those who need to park in the Media District. It is crucial to provide enough parking without reaching an oversupply, as parking lots and garages use valuable space and create an unfriendly pedestrian environment. The Media District already employs a number of parking strategies to help achieve its parking goals such as time limit parking and permit- parking on residential streets. This section will detail parking programs and strategies to help the Media District meet its parking objectives.



Parking pay station

The parking strategies presented in this section are based on and supported by the Citywide Parking Management Principles that were adopted by the Burbank City Council in 2019.

- » **Protect Single Family Parking.** Protect existing single family and mixed single and multi-family residential neighborhoods by reserving residential street parking for residents and visitors of those neighborhoods, especially if parking spaces are needed to support new Accessory Dwelling Unit housing.
- » **Increase Parking Availability.** Increase parking availability through regulation to ensure efficient turnover, spread parking demand away from core areas, simplify enforcement, and improve driver information. Reduce congestion from drivers hunting for parking through parking regulation.
- » **Leverage Underused Private Parking.** Leverage underused private parking by loosening private parking regulations to allow flexible shared parking among property owners and to offer surplus parking as general public parking where on-street public parking is at capacity. Require unbundled parking for residential and commercial property leases, as well as residential sales, to reduce the cost of development and lower rents for residents who do not drive.
- » **Regulate Street Parking and Public Lots with Pricing.** Achieve efficient parking utilization by regulating parking with pricing to ensure turnover in high-demand areas. Set pricing to always achieve 80 percent occupancy so that one or two parking spaces per block are always available. Use pricing to encourage drivers to shift trips to other modes of travel, and to encourage underutilized private parking owners to offer parking for public use.
- » **Reinvest Parking Revenue.** Direct any revenue from parking management back into the public parking system to fund additional enforcement and to maintain parking assets and consider investing some parking revenues back into the neighborhoods subject to the pricing.
- » **Tailor Implementation to Neighborhoods.** Manage parking in a way that is tailored to individual neighborhoods and manage parking at the neighborhood or district level as part of a neighborhood protection plan to avoid piecemeal implementation.

8.11.3.1. On-Street Parking Programs

1) Permit Parking

Parking on certain residential streets in Burbank is restricted to ensure that parking is available to the residents of those streets. For residential streets with parking restrictions, residents may obtain parking permits that allow vehicles registered to their home address to park on the street beyond the posted restrictions. Permits are available on a yearly basis and are renewed on an annual cycle. In addition, permits for visitors and for Large Non-Commercial Vehicles (LNCV's) are also available.

Further analysis of supply and demand for on-street parking on local streets within the Media District will be conducted. Currently, the Media District utilizes both “No Parking Except by Permit” streets as well as “Time Limited Except by Permit” streets. However, these are not utilized on all local street within the Media District. It will be important to comprehensively analyze parking needs and permit requirements on these streets to prepare for future growth in the area.

2) Priced Parking and Paid Parking Program

Priced parking, for example metered parking, like that recently implemented in Downtown Burbank can be used to maximize utilization of existing parking supply and increase parking availability by decreasing the likelihood that drivers prolong their parking for extended periods of time. In addition to physical parking meters, Technological advances have changed the way in which paid parking can be managed beyond physical parking meters. For example, street parking can be paid for in a variety of ways including pay stations, via phone, or through smart phone app options. Additionally, technology can be implemented to monitor parking levels and adjust pricing based on demand.

The City will conduct a utilization assessment to determine where parking demand exceeds supply in the Media District. The City will further analyze utilization and turnover of street parking and add/adjust time limits and pricing that ensures maintaining occupancy no higher than 80 percent at all times. Specifically, this assessment should be conducted in the areas with the highest allowable densities, identified in **Figure 7-1: Maximum Allowable Residential Density**. Streets segments that should be assessed include but are not limited to:

- » West Alameda Ave. between Pass Ave. and Buena Vista St. (where street parking is permitted).
- » West Olive Ave. between Riverside Dr. and Buena Vista St. (where street parking is permitted).
- » Riverside Dr. between Clybourn Ave. and Warner Blvd. (where street parking is permitted).

The goal of a paid parking program is not only to effectively manage an area's parking supply and demand through priced parking so that parking is consistently available and convenient to access, but also so that revenue generated from parking pricing return to the same area improves community support by creating a tangible connection between parking payments and local public improvements within



Permit parking in Burbank

the local community. In March 2025, the City Council approved a Paid Parking Program for the City's Downtown. The City of Burbank should evaluate expanding paid parking to commercial areas in the Media District with the highest demand for on-street parking, extra enforcement resources, and improved curb management. Potential reinvestments that can be financed through paid parking programs include:

- » Additional parking enforcement.
- » Maintenance and improvement of parking facilities.
- » Provision of new parking.
- » Transit, pedestrian, and bicycle infrastructure and amenities.



Parking enforcement in Burbank

8.11.3.2. Off-Street Parking Programs

1) Unbundled Parking:

Unbundled parking programs or policies involve separating the cost of parking from the cost of housing or commercial space. Instead of including parking in the overall price of a property or lease, it is offered as an optional add-on, typically at an additional cost. This approach aims to give individuals more choice and flexibility in whether or not they need parking, encouraging alternatives like public transit, cycling, or walking, while also potentially reducing the overall environmental impact of car usage. AB 1317 (California Civil Code Section 1947.1) is a recently passed State law pilot program that requires that parking be separately leased to tenants in ten counties, including Los Angeles County. Residential rental properties with 16 or more units for which a Certificate of Occupancy was issued after January 1, 2025, and are in one of ten specified counties must “unbundle” parking from rent. Unbundling parking means that the parking will be leased under a separate contract (e.g., rental agreement addendum or separate rental agreement), and the cost of parking will not be included in the price of rent. Tenants have the right of first refusal for parking spaces and spaces that are not claimed by the tenants can be leased to other on-site users or off-site residential uses on a month to-month basis. Benefits of unbundled parking include:

- » Increases flexibility for individuals based on their needs and lifestyle.
- » Encourages other forms of transportation.
- » Optimizes land use, potentially reducing the amount of space dedicated to parking.
- » Saves costs for individual who do not own a car or who use other means of transportation.

This MDSP Update requires that qualifying residential projects unbundle parking (see [Chapter 7](#)).

2) Shared Parking:

Shared parking typically allows 20-40% more users than individually assigned spaces. Parking users are usually not all present at the same time, so spaces can be maximized when business or uses with different peak hours share parking spaces. Even greater reductions are possible with

mixed land uses because various activities have different peak demand times. Shared parking can significantly improve the economics of constructing new parking by providing greater turnover in the facility — rather than one user per day, a facility may service multiple users. Shared parking also minimizes new development impacts on existing on-street parking availability and supports infill development in dense urban areas with constrained space. Allowing for shared parking arrangements significantly reduces the amount of land devoted to parking. Shared parking is most impactful when it reduces the systemic oversupply of parking spaces. AB 894 (California Government Code Section 65863.1) is a recently passed State law that requires cities to allow shared parking plans in certain cases, for example when 20% of a development's parking spaces are not occupied during the period in which shared parking is proposed. The benefits of shared parking include:

- » Unlocks underutilized parking assets.
- » Increases access to parking supply without building costly parking facilities.
- » Reduces barriers to infill development, change-of-use projects, and other economic development that can be challenged by parking requirements.
- » Improves walkable design of large projects.

In order to most effectively implement shared parking, a number of steps should be taken. The first step is to identify land uses that have different peak hours and can benefit the most from shared parking. Next, determine the maximum distance that a shared parking facility can be located away from a given building. Parking facilities should either be located on-site or within an acceptable walking distance of each use (industry standard of 2,000 feet). Finally, set standards for the contents of a shared parking agreement and the review procedure. Key features of a shared parking agreements between property owners should include:

- » Detailed information about responsible parties.
- » Map of the parking facility.
- » Dedicated shared parking spaces.
- » Explicit information about pricing and management.
- » Contract/agreement terms and duration of terms.
- » Specific liability language.
- » Provision of agreement renewals.
- » Maintenance plan.
- » Non-competing parking demand peak hours between the uses. Institutional uses such as banks, schools, offices, medical clinics have weekday peaks whereas retail and entertainment uses such as auditoriums, bars, restaurants and theaters have evening and weekend peaks.

The existing parking structures that would benefit the most from a shared parking agreement are those that currently service office building uses and are located near residential. This is because the peak hours will be different for the different uses - during the daytime the garage will mainly serve people who have commuted to work in the office building. In the evening and overnight the garage will serve people who live nearby and need to park their car overnight, or are visiting nearby restaurants, shops, gyms, etcetera. Additionally, shared parking would be the most beneficial in the places that will experience the most growth. Furthermore, any new development

and/or redevelopment of existing parcels into mixed-use development projects should utilize shared parking.

The City should consider updating its shared parking ordinance (BMC 10-1-1415) to provide additional clarity and objectivity in requirements and review, and to bring it into compliance with new State laws. The ordinance should include the following provisions:

- » **Use Requirements:** When at least 20 percent of a development's parking spaces are not occupied during the period in which shared parking is proposed, the owner may propose entering into a shared parking agreement to satisfy the parking requirements on another site.
- » **Location Requirements:** Parcels sharing the parking are on the same, or contiguous parcels, separated by no more than 2,000 feet of travel by the shortest walking route; or if there is a plan for shuttles or other means to move people between the parking lot and the serviced site.
- » **Shared Parking Study Requirements:** The study shall demonstrate that adequate off-street parking will be provided for the proposed use. The study shall demonstrate that significant environmental impacts will not be caused by the parking reduction. The study shall demonstrate that traffic safety and pedestrian safety will be enhanced by the reduction of parking.
- » **Sign Requirements:** Shared parking facilities shall provide signs on the premises indicating the availability of the facility for patrons of the participating uses.

CHAPTER 9

Infrastructure



IN THIS CHAPTER:

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- 9.2. Infrastructure Goals & Policies
- 9.3. Water
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- 9.7. Energy
- 9.8. Telecommunications
- 9.9. Solid Waste Field Services

9.1. OVERVIEW

This Chapter and the MDSP Update EIR describe the Media District's existing and proposed infrastructure for sewage, water, drainage, solid waste disposal, energy, and other essential facilities (transportation related infrastructure is addressed in Chapter 8: Mobility & Public Realm). Pursuant to California Government Code Section 65451, a specific plan shall include details about the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the specific plan and needed to support the land uses described in the specific plan.

9.2. INFRASTRUCTURE GOALS & POLICIES

As listed below, this Chapter establishes specific infrastructure goals, policies, and strategies that are aligned with the Burbank2025 General Plan and related City documents.

MEDIA DISTRICT SPECIFIC PLAN INFRASTRUCTURE GOALS & POLICIES:

INFRASTRUCTURE GOAL 1. INFRASTRUCTURE & GROWTH

Burbank provides high-quality infrastructure capable of accommodating the growth allowed by the MDSP Update.

- » **Policy 1.1.** *Ensure that any new development in the Media District has adequate water, sewer, and drainage, in accordance with Burbank Water and Power and the City's Public Works Department.*
- » **Policy 1.2.** *Incorporate sustainable stormwater management features in new development and public improvements, including bioswales, permeable pavers, rainwater collection systems, and other features to manage stormwater runoff.*
- » **Policy 1.3.** *Ensure that new development utilizes recycled water for landscaping.*
- » **Policy 1.4.** *Require new development to coordinate with the appropriate agency to provide electric and gas service to the proposed site consistent with local regulations and plants.*

9.3. WATER

9.3.1. POTABLE WATER SYSTEM

Burbank's potable water is supplied by the Metropolitan Water District of Southern California (MWD) from a combination of water from the State Water Project and the Colorado River. Untreated water from the State Water Project is spread on the ground at Lopez and Pacoima Spreading Grounds where it enters the ground water basin. The groundwater is pumped from the ground from eight wells and is treated at a treatment plant to remove volatile organic chemicals. The Burbank water system consists of pipelines ranging from 1-½ 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, one to three days, in the water supply.

Burbank's potable water system includes approximately 286 miles of pipelines ranging in size from 30 inches to four inches in diameter, 35 booster pumps, 21 tanks and reservoirs, eight wells, five

MWD connections, and over 26,000 service connections. The water distribution system consists of three major pressure zones and eight smaller hillside zones. The three largest pressure zones are Zones 1, 2, and 3. Zone 1 encompasses approximately 90% of the total City land area and represents 88% of the total City demand. The ground surface elevations in Zone 1 range from 480 feet above mean sea level (MSL) at the southerly boundary at Chavez Street and Linden Avenue, to 830 feet MSL on Bel Aire Drive at Orange Grove Avenue. The reservoirs that serve Zone 1 have a hydraulic elevation of 904 feet MSL. The Media District is entirely located within pressure Zone 1.

The potable system's tanks and reservoirs range in capacity from 13,500 gallons to 25 million gallons (MG). The combined storage capability of all the reservoirs is approximately 60 MG. The storage capacity of Zone 1 is approximately 50 MG, 83% of the total system storage.

Water demands by individual customers are subject to wide daily and seasonal fluctuations. Burbank's system has been designed to accommodate variability of water demands. The system includes large storage reservoirs to accommodate hourly flow and demand variations throughout the distribution system. The storage capacity is large enough to allow for short interruptions (one to three days at average flow) in the water supply.

Burbank Water and Power's (BWP) Water Division engaged Carollo Engineers to conduct a hydraulic modeling analysis to evaluate the potential impacts of increased water demand associated with three specific plans. These plans are scheduled for concurrent implementation and include:

- » Media District Specific Plan (MDSP)
- » Golden State Specific Plan (GSSP)
- » Downtown Transit-Oriented Development Specific Plan (DTODSP)

The study established a baseline by assessing the existing distribution system against the City's hydraulic design criteria, which govern capacity for water supply, storage, transmission, and distribution infrastructure. These criteria are deemed satisfied when system capacity exceeds demand. Projected demand increases from the specific plans were incorporated into the existing demand to model a future demand scenario. The system's future performance was then compared to the baseline to identify and quantify potential hydraulic impacts. Where deficiencies were identified, developers may be required to implement system improvements to meet design criteria.

Table 9-1: Deficiencies in Water Pipelines summarizes the identified hydraulic deficiencies in water pipelines, along with an estimated cost for their replacement.

The City of Burbank's water infrastructure in the Media District is capable of meeting projected demand through continued, systematic investment in renewal and replacement programs. A key funding mechanism for water pipeline improvements is the Water Main Replacement Fee (WMRF), which is assessed on multi-family residential and commercial developments in accordance with BWP's Rules and Regulations. The current WMRF is applied as follows:

- » **Multi-Family Residential Projects:** \$155 per linear foot of parcel frontage adjacent to an existing water main less than 8 inches in diameter.
- » **Commercial Projects:** \$220 per linear foot of parcel frontage adjacent to an existing water main less than 12 inches in diameter.

To ensure cost recovery and alignment with market conditions, the WMRF will be adjusted annually in accordance with BWP's installed pipeline construction costs.

TABLE 9-1: Deficiencies in Water Pipelines

Street	From	To	Length (ft.)	Existing	Proposed	Cost	Criteria	Standard
Be Aire	Santa Anita	Orange Grove	2,200	10" CI	12" DI	\$1.1M	Pressure, ADD, MDD	>40, >25 psi
Kenneth	Cypress	Walnut	1,500	24" CI	30" DI	\$3M	Pressure, ADD, MDD	>40, >25 psi
Tujunga	Glenoaks	6th	1,100	6" CI	8" DI	\$500,000	Velocity, ADD	< 5 ft/sec
Palm	7th St.	Kenneth	550	18" CI	24" DI	\$750,000	Velocity, ADD	< 5 ft/sec
Hollywood Way	S/O BOU		700	20" CI	24" DI	\$850,000	Velocity, ADD	< 5 ft/sec
Hollywood Way	N/O BOU		1500	24" CI	30" DI	\$3M	Velocity, ADD	< 5 ft/sec
Palm Ave.	7th	Kenneth	550	18" CI	24" DI	\$1.1M	Head Loss	<10 ft/1,000 feet
Alley N/O Magnolia	6th	Kenneth	1,100	6" CI	8" DI	\$500,000	Head Loss	<10 ft/1,000 feet
Alley N/O Cypress	6th	Kenneth	1,100	6" CI	8" DI	\$500,000	Head Loss	<10 ft/1,000 feet
6th	Harvard	Walnut	1,100	6" CI	8" DI	\$500,000	Head Loss	<10 ft/1,000 feet
3rd	Delaware	Amherst	1,100	6" CI	8" DI	\$500,000	Head Loss	<10 ft/1,000 feet
San Fernando	Burbank	Amherst	2,100	6" CI	12" DI	\$1.25M	Head Loss	<10 ft/1,000 feet
Walnut	Scott	San Fernando	1,000	10" CI	12" DI	\$600,000	Head Loss	<10 ft/1,000 feet
Victory	Chandler	Chestnut	500	8" CI	12" DI	\$300,000	Head Loss	<10 ft/1,000 feet
Chandler	Cordova	Maple	1,350	6" CI	8" DI	\$700,000	Head Loss	<10 ft/1,000 feet
Chandler	Ontario	Niagara	700	6" CI	8" DI	\$350,000	Head Loss	<10 ft/1,000 feet
Chandler	Buena Vista	Frederic	350	6" CI	8" DI	\$175,000	Head Loss	<10 ft/1,000 feet
Magnolia	Hollywood Way	Kenwood	675	8" CI	12" DI	\$500,000	Head Loss	<10 ft/1,000 feet
Hollywood Way	Verdugo	Oak	1,350	12" CI	16" DI	\$1.3M	Head Loss	<10 ft/1,000 feet
Total						\$17.525M		

9.3.1.1. Water Loss Reduction Technologies

BWP's integrated asset management effort is based on the principles of predictive/prognostic maintenance. The reactive maintenance approach (fixing after failure occurs) is costly and detrimental to service reliability. Proactive maintenance approach (fixing before failure) is also costly since assets are being replaced while they still have remaining useful life. Asset condition assessment and real-time monitoring technologies are the cornerstones of predictive maintenance, reducing both water losses and asset lifecycle costs. BWP has deployed, and plans to continue expanding, the following predictive maintenance and asset management strategies to improve system reliability, reduce water loss, identify deteriorating infrastructure, and guide the infrastructure maintenance and upgrades needed to accommodate the land uses described in this MDSP Update.

- » **Automated and Remote Leak Detection:** Leak detection helps identify sources of real water loss and also provides valuable information regarding pipeline performance and condition. If left undetected or unrepaired, leaks can contribute to further deterioration by causing soil erosion, loss of pipe bedding support, external corrosion, and increased structural stresses that may ultimately result in pipe failure. Detecting and repairing leaks early allows BWP to address these issues proactively rather than responding after a major water main break occurs. BWP uses Echologics leak detection devices that can be installed on fire hydrant outlets. Each monitoring

node includes an acoustic leak sensor, data logger, and cellular communication module. The devices continuously monitor the distribution system and can detect leaks as small as approximately 1 gallon per minute (GPM). By identifying leaks before they develop into larger failures, BWP can reduce real water losses, minimize property damage, and improve system reliability. BWP has purchased and deployed 75 units, primarily in areas where pipeline failures could have significant consequences. BWP plans to purchase an additional 10 units in FY 2027/28 in anticipation of the infrastructure maintenance and upgrades needed to support the land uses described in this MDSP Update.

- » **Pipeline Non-Destructive Testing & Leak Detection:** BWP also uses non-invasive acoustic velocity (AV) technology to assess pipeline condition without removing the pipeline from service. The technology evaluates the velocity of an acoustic wave traveling through a pipe to estimate its average remaining wall thickness over a defined pipeline segment. As metallic pipelines deteriorate and lose wall thickness, their structural stiffness decreases, which affects the velocity at which an acoustic wave travels through the pipe. During testing, an acoustic signal is introduced through the pipe or an attached appurtenance, such as a hydrant or valve, and sensors positioned along the pipeline measure the wave velocity. The measured acoustic velocity is then used to estimate the average wall thickness of the evaluated pipe segment. A significant advantage of AV condition assessment is that testing can be performed while the water main remains fully operational, without interrupting customer service or disturbing sediment within the pipeline. This allows BWP to obtain valuable information regarding the physical condition of aging pipelines and use that information, together with break history, risk analysis, and other engineering criteria, to prioritize pipeline replacement. BWP has already evaluated approximately 6 miles of aging water pipelines using this technology and plans to continue condition assessment testing in anticipation of the infrastructure maintenance and upgrades needed to support the land uses described in this MDSP Update.
- » **Pipeline Pressure and Temperature Monitoring:** Pressure transients, commonly referred to as water hammer, can impose significant stresses on water pipelines and may contribute to failures, particularly in aging or deteriorated infrastructure. To better identify and investigate these hydraulic events, BWP uses the iHydrant monitoring system, which is installed directly on fire hydrants. The iHydrant system continuously monitors system pressure and temperature and records both routine pressure data and short-duration transient events. The system can also transmit notifications by email or text message when abnormal pressure conditions, such as significant pressure drops or spikes, are detected. Continuous pressure monitoring allows BWP to identify when and where hydraulic events occur and investigate their potential causes, including operational changes, pump or valve activity, and localized system conditions. Correlating pressure events with water main failures and other system data can also help BWP identify areas that may warrant additional investigation or corrective action. BWP has purchased and deployed 15 iHydrant units in areas with a higher potential for pressure fluctuations. BWP plans to purchase an additional three units in FY 2027/28 in anticipation of the infrastructure maintenance and upgrades needed to support the land uses described in this MDSP Update.
- » **Artificial Intelligence Pipeline Risk Analysis:** BWP has implemented VODA's artificial intelligence (AI)-based pipeline risk analysis to improve the prioritization of water main replacement projects. The model evaluates individual pipeline segments using the established asset-management concepts of likelihood of failure and consequence of failure and combines these factors to quantify overall pipeline risk. The analysis considers available pipeline characteristics, historical failure information, and other system data to identify and rank pipeline

segments according to their relative risk. This systemwide assessment provides BWP with an additional analytical tool for determining where limited capital resources can provide the greatest reduction in system risk. More than half of Burbank's approximately 276-mile water distribution system is over 70 years old, with a substantial portion consisting of aging cast iron pipe. VODA's risk model assists BWP in evaluating this large inventory and identifying pipeline segments that warrant further investigation, condition assessment, or replacement. Rather than prioritizing pipelines based on age alone, BWP can combine AI-based risk analysis with actual pipe condition, break history, leak detection data, hydraulic performance, and engineering judgment to make more informed replacement decisions. By directing capital investment toward pipelines with the greatest likelihood and consequences of failure, BWP can reduce the potential for disruptive water main breaks, minimize water loss, and improve the long-term reliability of the water distribution system. The systemwide risk analysis is updated annually to incorporate new pipeline and failure data and to support the infrastructure maintenance and upgrades needed to accommodate the land uses described in this MDSP Update.

9.4. 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 Burbank Water Reclamation Plant (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 million gallons of sewage per day (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 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 uses 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.

Additionally, the Burbank Operable Unit (BOU) Remediation System Upgrades project has been

proposed. This proposed project includes the construction and operation of one new extraction well, two replacement extraction wells, and conveyance pipelines connecting the new and replacement extraction wells to the existing BOU Treatment Plant, piezometers associated with the new and replacement extraction wells, an intertie pipeline connecting the Burbank Water and Power potable water distribution system and the Los Angeles Department of Water and Power New River Supply Conduit, installation of additional treatment units in the existing BOU Treatment Plant, and minor modifications and upgrades to eight existing BOU remediation system extract.

BWP is currently undertaking a comprehensive planning study to evaluate the feasibility of a potable reuse project. It is anticipated that the initial phase would produce 2 million gallons per day (MGD) of purified water, with scalability to accommodate future expansion as additional wastewater becomes available. BWP is also investigating a desalination project with six other local agencies that could bring 6 MGD through an exchange of water using MWD's aqueduct system.

9.5. SEWER

9.5.1. 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 229 miles of underground pipelines. The majority of the wastewater that flows within the City ends up at the 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. Flow that exceeds what is current permitted is sent downstream to the Hyperion Treatment Plant (HTP), which is owned and operated by the City of Los Angeles. Although the City has not experienced sewage spills associated with hydraulic capacity deficiencies, a Sanitary Sewer Management Plan (SSMP) was prepared and updated in July 2020 as an assessment of the reliability and system conditions and includes a Sanitary Sewer Overflow Emergency Plan. As necessary and proportional to impact, individual developers may need to pay development fees and/or implement improvements to local wastewater conveyance infrastructure.

9.5.1.1. Description of Burbank Sewer System

The City of Burbank owns and operates a single sewer collection system, the service area of which includes nearly all of Burbank and a small portion of the City of Los Angeles. Figure 9-1: Burbank Sewer Collection System Flow

Paths shows the geographical service area and the collection system. The City of Burbank is located at the northern edge of the Los Angeles County Metropolitan Area. The City of Los Angeles borders Burbank to the north, west and south; the City of Glendale borders Burbank to the east. The collection system is made up of sanitary sewer pipelines, and two pump stations that include the Mariposa Pump Station and

TABLE 9-2: Summary of Sewer Collection System Assets

Items	Value
Population (count)	107,000
Total Mains (miles)	229
Gravity Mains (miles)	226
Force Mains (miles)	3
Pump Stations	2
Siphons (count of locations)	3
Wastewater Conveyed (MGD)	8.5
Treatment Facility	Burbank Water Reclamation Plant

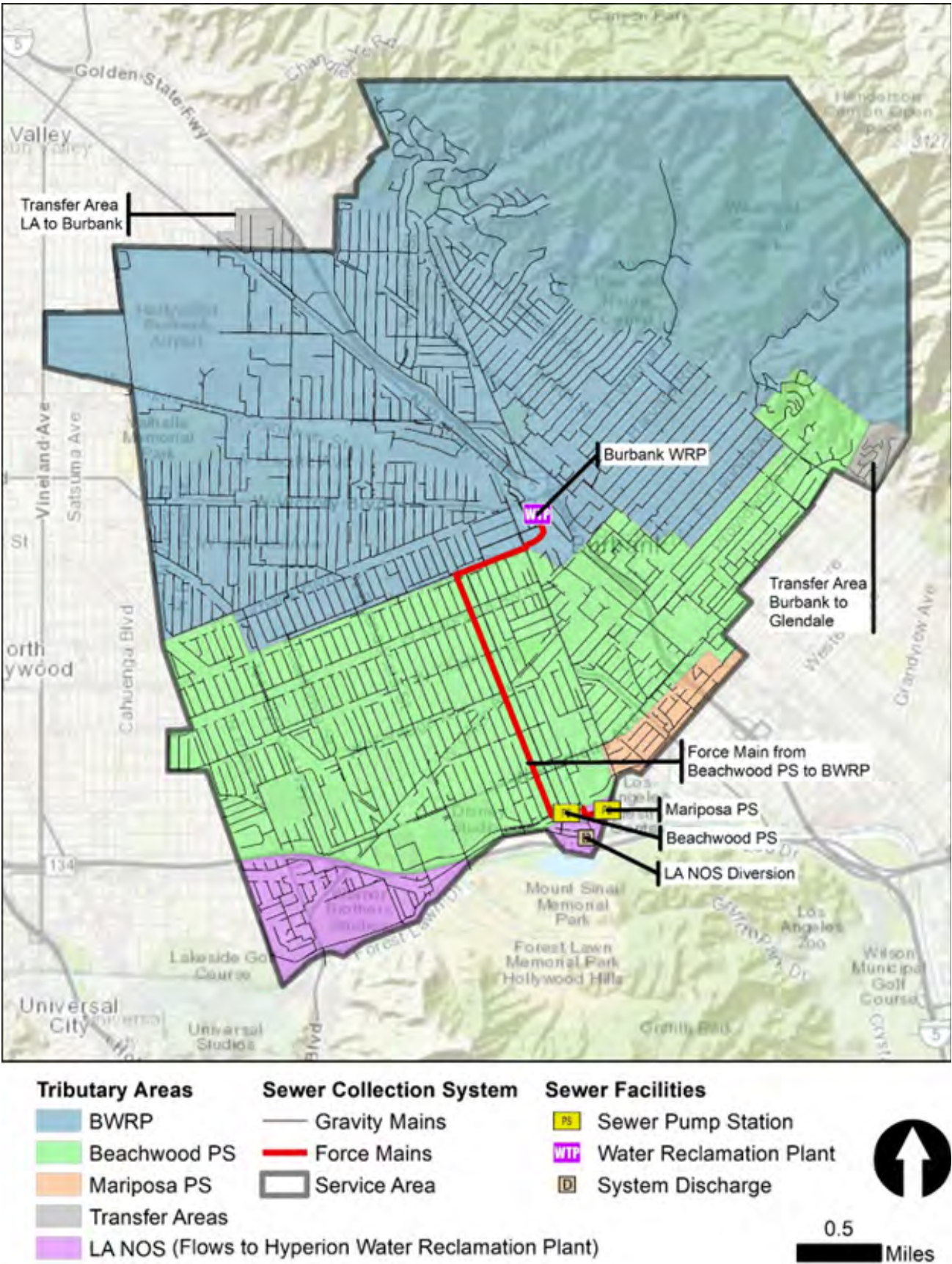


FIGURE 9-1: Burbank Sewer Collection System Flow Paths

the Beachwood Pump Station. The Mariposa Pump Station conveys flow to the Beachwood Pump Station, which then conveys sewage to the BWRP for treatment and conversion to recycled water for reuse throughout the City. Table 9-2: Summary of Sewer Collection System Assets provides a summary of the collection system assets.

The City of Burbank has contractually authorized flow into the City of Los Angeles' North Outfall Sewer (LA NOS), which is a pipeline passing through the southern edge of the City. Burbank can divert flows to the LA NOS at locations near the pumping stations and at and in the vicinity of the BWRP. Additionally, the southern portion of Burbank's sewer service area, which includes the area south of the 134 Freeway, flows by gravity directly to the LA NOS.

9.5.1.2. Wastewater Collection System Pipelines

The existing wastewater collection system within the City of Burbank contains approximately 229 miles of underground pipelines, including about three miles of force mains and about 226 miles of gravity mains. Gravity mains convey flows either directly to the LA NOS or to other Burbank facilities including pump stations or the BWRP. Flows that reach the LA NOS are conveyed by gravity out of the City of Burbank, while flows that reach one of the pump stations are lifted to the BWRP, at which point the water is treated and reused/discharged, with sludge being discharged to the City of Los Angeles' Hyperion Sewer System via the LA NOS.

Burbank owned pipelines range from eight inches to 36 inches in diameter, and the predominant material of these pipelines is vitrified clay pipe (VCP). The City's collection system consists predominantly of 8-inch diameter pipe, which constitutes over 80 percent of the sewer system. The predominant material of these pipelines is vitrified clay pipe (VCP), with about 98 percent of the City's sewer pipelines being constructed of VCP. VCP is considered inert even under the harsh chemical conditions associated with wastewater, and as a result, it is expected that the City's wastewater collection system will maintain a high level of performance for decades to come.

9.5.1.3. Wastewater Pump Stations

The City of Burbank owns two wastewater pump stations: the Beachwood Pump Station and the Mariposa Pump Station. Both pump stations are located in the southeastern section of the City. Under normal operating conditions, wastewater from the southeastern section of the City flows into the Mariposa Pump Station, from which it is pumped a short distance, and then gravity flows into the Beachwood Pump Station. From there, the sewage flows are finally pumped north into the Burbank Water Reclamation Plant via a two-mile force main. The discharge from the Mariposa Pump Station can also be directed to a gravity sewer main in Mariposa Street where it flows down to Valleyheart Drive, and then connects with the LA NOS. The location of these wastewater pump stations as well as the connectivity to the BWRP are shown in Figure 9-2: Burbank Sewer Collection System and Facilities and described further below.

» **Mariposa Pump Station.** The City of Burbank owns, operates, and maintains the Mariposa Pump Station, which is located near the end of the cul-de-sac of Dincara Road. This facility is a permanent installation that lifts wastewater from a low point in the southeastern corner of the City up to the Beachwood Pump Station, from which the water is lifted to the BWRP for treatment. The Mariposa Pump Station consists of separate wet and dry wells that sit side-by-side. The wet well is a rectangular structure, with approximate dimensions of 12 ft. by 8 ft. The adjacent dry well consists of two stories, each of which has approximately nine feet between ceiling and floor. The Mariposa Pump Station is equipped with two WEMCO wastewater pumps (30-horsepower),



FIGURE 9-2: Burbank Sewer Collection System and Facilities

and one smaller sump pump. The suction side of each wastewater pump is connected to the wet well through an eight-inch gate valve. From the discharge side of each pump, a pipe lifts wastewater to the force main that leaves the facility. The electrical supply to the entire facility is three-phase, 480-volt power, provided through onsite transformers, and the pump station's back-up power supply is provided by a 130 kV diesel generator.

- » **Beachwood Pump Station.** The City of Burbank owns the Beachwood Pump Station, and the operation and maintenance of the station are handled by the contract operator of the BWRP, Inframark. The Beachwood Pump Station can be found at the corner of Beachwood Drive and Riverside Drive, in the southeastern portion of the City. The pump station generally receives wastewater from the central and southeastern portions of the City, as well as flow that is pumped from the Mariposa Pump Station. The pump station is a permanent facility with separate wet and dry wells, as well as a station control room on the same property. The facility is equipped with three Hidrostral wastewater pumps, in addition to dual sump pumps. The wastewater pumps are driven by motors that operate on three-phase power at a maximum of 480-volts, and that produce a maximum of 135 hp. These numbers are listed as maximums because the motors are connected to a variable frequency drive (VFD) system that modulates the electrical power to the motors, thereby controlling the pumping power produced at any given time. The pump station dry well is set below grade, and above-ground vents pull air into the dry well. The pump station utilizes two Calgon Corp carbon canisters for odor control.

The City of Burbank owns the BWRP, and the operation and maintenance of the plant are handled by the City's contract operator, Inframark. The entrance to the BWRP can be found at the corner of North Lake Street and Chestnut Street, which is located generally in the center of the City. The BWRP receives wastewater from the gravity sewer pipelines in the northern half of the City, as well as flow that is pumped from the Beachwood Pump Station. The BWRP has a permitted design flow of up to 12.5 million gallons per day (MGD), and it is currently operating at an average flow of approximately 7 to 8 MGD. The treatment process generally includes the following:

- » 2 mechanically cleaned bar screens
- » 3 primary clarifiers
- » 2 equalization basins
- » 4 aeration basins with nitrification/denitrification process
- » 6 rectangular and two circular secondary clarifiers
- » 7 deep-bed, single-media, gravity sand filters
- » 3 chlorine contact tanks
- » Chemical treatment consisting of chlorination with sodium hypochlorite, and de-chlorination with sodium bisulfite

The sewer capacity analysis as reflected in the Recirculated Draft Environmental Impact Report for the MDSP Update indicates collection system and treatment plant improvements required to accommodate projected 2021-2029 Housing Element buildout (HEA) and MDSP Update Sustainable Infrastructure Analysis (SIA), could reasonably be accomplished within a 10-year timeframe. BWRP capital improvements are currently being planned to meet the projected flows from the HEA, with additional improvements to accommodate projected flows from the SIA, which are feasible within 10 years. Additionally, pumping station upgrades would need to coincide with BWRP capacity improvements to maintain continuity in the sewer conveyance and treatment process. Like treatment plant improvements, pumping station upgrades must be made on a

relatively large scale to justify the capital and operational costs of additional capacity. Near-term Beachwood PS improvements increasing capacity to convey HEA and SIA scenario flows could reasonably be completed within a 10-year planning window. Gravity main upgrades required for the SIA scenario include a total of 7.4 miles of collection system improvements, with 2 miles specifically associated with the MDSP Update, which can be incorporated into capital improvement planning over the near-term 10-year period.

9.6. STORMWATER

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.

9.7. ENERGY

Burbank Water and Power (BWP) is a municipally owned utility that provides electrical service to approximately 53,000 residential and commercial customers in the City of Burbank. BWP's electrical system includes high-voltage sub-transmission lines, electrical substations, distribution circuits, transformers, and revenue meters. BWP produces some of its energy within the City of Burbank through the Lake One Generating Unit (Lake One) as well as its share of the Magnolia Power Project (MPP). BWP also owns two generating units on the BWP campus, Olive 1 and Olive 2. Additionally, BWP relies heavily on importing electricity through its system interconnection with the Los Angeles Department of Water and Power (LADWP). BWP continually plans for long term growth by addressing forecasted infrastructure impacts and power resource needs through both the BWP Electric Distribution Master Plan as well as the BWP Integrated Resource Plan. Any necessary infrastructure upgrades and power procurement needs are identified and budgeted for in the Capital Improvement Program (CIP) each year. BWP requires developments to pay their share of on-site improvements, related off-site improvements, and substation capacity per the BWP Rules and Regulations as well as the Burbank Municipal Code.

BWP operates two 12kV distribution substations (Hollywood Way and Keystone Distributing Stations) and two customer substations (NBC and Warner) to serve the Media District area of Burbank. While BWP has sufficient distribution substation capacity to meet its current needs, BW is in the process of building a new 12kV substation (Willow Substation) in the Media District in the next 4-5 years. This additional 12kV substation capacity will help serve short-term electrical demand due to housing, transportation electrification, and other developments in the area. In addition, BWP must also consider another distribution substation in the Media District to address its long-term growth to ensure sufficient reliability and resiliency in the area. Land acquisition will be necessary to build a new substation. Developers will be responsible for contributing their share towards new substation capacity based on the electrical demand for the project. A new substation typically takes between 4-5 years to complete, including land acquisition and substation construction. In addition to distribution substations, sub-transmission and distribution facilities must be installed to and from the distribution substations including overhead infrastructure (i.e., poles, wires, etc.) and underground infrastructure (i.e., conduits, cables, manholes, pull boxes, padmount transformers, padmount switches, et cetera). Construction of both sub-transmission and distribution infrastructure typically involves trench work in the public right-of-way and can take between 1-2 years to complete. Typically, this work will take place concurrently with the construction of a new substation. New developments will be required to pay their fair share of electrical on-site improvements, related off-site improvements, and substation capacity per the BWP Rules and Regulations and the Burbank Municipal Code.

Considering BWP's all-time peak of 322 MW and additional forecasted load growth BWP is forecasting a new system peak of 421 MW. This leaves about 69 MW of capacity left to serve developments and any anticipated ambient growth during the period between 2025 and 2035 before additional interconnection capacity is necessary. BWP could utilize the remaining 69 MW of additional capacity in a balanced approach as shown in the Sustainable Infrastructure Alternative development scenario. This project alternative is feasible without the expansion of system capacity housed inside of two newly constructed CMU enclosures. The proposed Project is located in the Media District at 228 S Naomi Street.

Another important service BWP provides is public electric vehicle charging stations. As electric vehicles become more popular, the City must adapt to meet the needs of residents, visitors, and workers. The City currently has 73 public EV charging ports at 17 sites, with plans to install more throughout the City. As noted previously, the City has the electrical capacity to accommodate EV charging ports under the Sustainable Infrastructure Alternative.

9.8. TELECOMMUNICATIONS

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 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 (Metro) and federal sources. The City's existing telecommunications program as written will be able to accommodate anticipated growth and potential demand for such services within the Media District.

9.9. SOLID WASTE FIELD SERVICES

Burbank's Streets and Waste Management Division of the Public Works Department is responsible for the collection of solid waste, organics, and recyclables and transporting them to the City's Landfill and Recycle Center. The Division is also responsible for the mandated reporting Burbank's diversion data from the City and private haulers per Agenda Bill (AB) 939, AB 341, and AB 1826, among others, as well as greenhouse gas reduction reporting per Senate Bill (SB) 1383.

Solid waste received and processed at Burbank's Landfill comes from 100 percent of the City's single-family residential, and approximately 50 percent of multi-family and 10 percent of commercial properties. Organics are transported to the Landfill and then transferred onto semi-trucks for transportation to a composting site in California's central valley. Recyclables are sorted at the Burbank Recycle Center and sold on the commodities market. The MDSP Update calls for densification that may increase the generation of solid waste impacting private haulers as well as City operations. Such impacts for both may cause the addition of routes (trip generation) and cart and bin inventories as well as a decrease in regional solid waste landfill capacity, including a reduction to the City Landfill's lifespan.

The northern Los Angeles County region Sunshine Canyon Landfill was expected to close in 2037; however, since January 2023, South Coast Air Quality Management District (AQMD) has received over 4,000 odor complaints from nearby residents and an elementary school. South Coast AQMD has issued more than 150 notices of violation against the landfill. With increased public and political

pressure this landfill may close sooner than planned. Scholl Canyon landfill was expected to close in December of 2025, but is now expected to close in mid-to-late 2027. The delay is due to loss of revenue from lower waste tonnage as haulers seek capacity at other landfills. These landfills are the largest in close proximity to Burbank. Los Angeles County is facing a dwindling landfill capacity issue, with the second-largest active landfill, Chiquita Canyon, closed to waste disposal and the other two closing soon.

Any impact to the Solid Waste routes due to development and cart inventory may subsequently impact refuse operations. The main concentration of routes created by the MDSP Update will be commercial front loader which is primarily serviced by private haulers. Although there is current local capacity to meet the needs of the MDSP Update, Burbank's Landfill's lifespan could be reduced between 10 and 15 percent upon full realization of the MDSP Update. The Public Works Department conducts periodic assessment of the City's available capacity as development occurs to ensure the City is adequately serviced.



CHAPTER 10

Implementation



IN THIS CHAPTER:

- 10.1. Overview
- 10.2. Plan Administration
- 10.3. Lot Consolidation Incentives
- 10.4. Community Benefits
- 10.5. Transfer of Development Rights
- 10.6. Implementation Actions and Programs
- 10.7. Funding and Financing Sources and Mechanisms

10.1. OVERVIEW

This Chapter addresses the actions and information necessary to effectively implement the vision, goals, and policies established in the MDSP Update, including facilitating streamlined housing production and contextual, transit-oriented development through a permit process allowing by-right developments. This Chapter also includes an Implementation Plan which provides a summary of major programs, projects, responsible parties, and possible funding mechanisms that will effectively assist in the implementation of the MDSP Update. In this way, the community benefits accruing from changes to the Media District will be institutionalized as a part of the ongoing operation of the City.

10.2. PLAN ADMINISTRATION

The overarching goals of the MDSP Update align with the Burbank 2035 Housing Element's goal to remove constraints and facilitate the maintenance, improvement, and development of housing, including affordable and workforce housing. The MDSP Update aims to create greater certainty for development and streamline the development review and permitting approval process. Projects proposed

MDSP UPDATE OVERARCHING GOALS



on opportunity sites in the Media District and other areas in the Media District that have been included in the City's analysis of potential net growth of new dwelling units and commercial area for inclusion in the associated EIR for the MDSP Update can be reviewed through a streamlined ministerial development review to confirm conformance with the Burbank Municipal Code and adopted objective development standards prior to building permit review.

CRITERIA FOR MINISTERIAL REVIEW & APPROVAL

If a development project is in compliance with the MDSP Update and if it meets certain eligibility criteria, it shall be reviewed for approval through a ministerial development review. The exact eligibility criteria will be established through a subsequent regulatory action but will generally consist of:

- » A housing development project, as defined in California Gov. Code Section 65589.5, located on an opportunity site as identified in the MDSP Update and associated EIR.
- » A housing development project, as defined in California Gov. Code Section 65589.5, containing no more than 150 units, and located on a property within the area of the Media District designated for a maximum density of 87 dwelling units per acre.
- » A commercial project of no more than 10,000 square feet in adjusted gross floor area intended to facilitate a commercial use that is listed as a Permitted Use ("P") in the zone which it is located.

Following a Municipal Code conformance review and approval by the Planning Division, Ministerial Development Review projects shall proceed to the appropriate Building and Safety Division application process. All other development projects shall be considered as discretionary projects. A discretionary project must undergo the Discretionary Development Review process as identified in the Zoning Regulations of the BMC.

10.3. LOT CONSOLIDATION INCENTIVES

The City should pursue the development of a Lot Consolidation Program that will encourage the assemblage of existing smaller lots into larger lots by providing a selection of incentives. Owner initiated lot mergers will be ministerial upon adoption of local regulations. Incentives should be developed following analysis and outreach to property owners and stakeholders and may include:

- » Increase in allowed base FAR and residential density.
- » Flexible development standards, including setbacks, lot coverage, heights, parking, and landscaped open space.
- » Streamlined permit processing through administrative staff review.

10.4. COMMUNITY BENEFITS

The City will be adopting a Community Benefits Program via an ordinance concurrently with an update to the City's existing density bonus ordinance. The purpose of the Community Benefits Program is to incentivize housing production in exchange for providing community benefits for the Burbank community. One area of focus of the program is to facilitate housing including affordable and workforce housing in the three specific plan areas (i.e., Downtown TOD, GSSP and MDSP). The Community Benefits Program will also establish what constitutes an "Exceptional Project."

10.5. TRANSFER OF DEVELOPMENT RIGHTS

Transfer of development rights (TDR) means the ability of a property owner to transfer development rights from a donor site parcel within an identified area to receiving site parcel within the identified area. The 1991 MDSP allowed for TD through the discretionary CUP process.

The City will continue to make TDR available by retaining the enabling language in the BMC and encourage its use by developing a more robust TDR program subject to the following guidelines:

- » Landowners may sell development rights to interested parties who can then use them to increase the density and intensity of development at other designated locations.
- » Landowners adjacent to R-1 zoned properties may only sell their development rights, and may not receive them.
- » Other TDR sites will be established per 10.5.1. TDR Sites.
- » Landowners of vacant parcels that sell all development rights shall be required to transfer the undevelopable parcel to the City of Burbank
- » TDR findings: During the TDR application process, the City will seek to determine whether the development will promote the goals of the MDSP Update, and will be at a scale which is consistent with the land use/urban design goals of the plan and compatible with surrounding land uses.
- » The City must ensure that the project proposed at the receiving site is appropriate, but also that the transfer is not detrimental to the sending site before approving a TDR.
- » Any development opportunity transferred will be deducted from the donor parcel's development opportunity, which will be officially recorded with the deed to the property and noted on appropriate City and County records.

10.5.1. TDR SITES

Parcels within the Media District will be identified as suitable sending, receiving, or sending/receiving sites to minimize impacts on the adjacent residential neighborhoods referencing underlying land use and zoning designations, allowable uses, potential for development, and surrounding uses. A property owner may transfer development rights from one identified parcel (sending site) under its ownership to any other identified parcel (receiving site) in the Media District with the City's approval through the CUP process.

- » **Sending site:** A site that has been designated as one from which it is appropriate to transfer development rights. Any development opportunity transferred will be deducted from the sending parcel's development opportunity; this reduction will be officially recorded with the deed to the property and noted on appropriate City and County records.
- » **Receiving site:** A site that has been designated as one on which the transferred development rights are applied, allowing it to be developed beyond its base density and intensity.
- » **Sending/receiving site:** A site that has been identified as having the potential to send or receive development rights to and from other identified sites within the Media District.

10.5.2. TDR RATES

Transfer of development rights within the Media District will be subject to the following provisions:

- » **For residential projects,** TDR allows for the transfer of density at a rate of one dwelling unit from the donor site to the receiving site, creating a new allowable base density at the receiving site. The transfer of the one to one dwelling unit is before the application of any density bonus calculation. Any subsequent density bonus calculation would be applied to the new base density/allowable units of the receiving site.
- » **For nonresidential projects,** TDR allows for the transfer at a rate of 1 square foot of adjusted gross floor area from the donor site to the receiving site, creating a new allowable maximum floor area allowance.
- » **For all eligible projects,** the donor parcel will then have a base density/maximum floor area that is lower by the number of units and/or nonresidential square footage donated. Any development rights transferred will be deducted from the donor parcel's development potential. This reduction will be officially recorded with the deed to the property and noted on appropriate City and County records.

10.5.3. TDR FEES

Upon approval of a TDR by the City, a TDR mitigation fee will be charged on a per-square-foot basis (as established by a fee resolution) to cover any necessary additional mitigation needed as a result of increased development density and/or intensity on the receiving site. The City, as part of the CUP process, will determine how the fee should be applied and may include infrastructure or amenities improvements, such as public art, streetscape treatments, landscaping, or other public improvements which are not funded by impact fees. This fee shall not be deducted from the fees and improvements that would otherwise be required of the project without a TDR. The value of the fee shall be updated periodically, along with the impact fees, by a City Council fee resolution.

10.6. IMPLEMENTATION ACTIONS AND PROGRAMS

Table 10-1: Implementation Plan identifies the actions proposed to be taken to achieve the program or project, the length of time to complete the actions, the responsible department, and potential funding sources associated with the program. A more detailed description of the potential funding sources is provided in **Section 10.7. Funding and Financing Sources and Mechanisms**. The actions, timing, responsibility, and funding sources are identified for evaluation and comparative purposes. Some projects, such as bikeways, are anticipated to occur in stages.

City departments use specific plans to review projects, seek funding, and understand plan area vision, goals, and policies to guide improvements and programming. Implementing specific plans requires collaboration across City departments and coordination with other City plans, programs, and regulations. The following implementation actions are intended to guide the City in implementing the MDSP Update over time with generalized timeframes as follows:

- » **Ongoing:** Periodic or on a continuing basis
- » **Immediate:** Upon adoption of the MDPS
- » **Short-Term:** 1-3 years
- » **Medium-Term:** 4-6 years
- » **Long-Term:** 6 or more years

As changes in City priorities, economic conditions, and market trends occur over time, the City may need to revisit and reprioritize the plan actions. The following sections outline implementation actions, including description, timeframe, and responsible parties. The information included for each action will help guide the City to take the next steps, including added planning, coordination, community input, and public processes.

TABLE 10-1: Implementation Plan

ACTION	RESPONSIBILITY	TIMEFRAME	FUNDING SOURCE
PLAN ADMINISTRATION			
Development of Review and Monitoring Program: Ensure MDSP Update regulations and guidelines are carried out pursuant to City procedures. Monitor and track the quantity of new development in the Media District to verify that target densities specified in the MDSP Update are maintained and deviations are evaluated and approved.	Community Development	Ongoing	General Fund, Applicant Fees
Ongoing implementation of the MDSP Update including amendment to the General Plan and the BMC to incorporate by reference the new zoning, development standards, and streetscape design of the MDSP Update.	Community Development Department: Planning Division / City Attorney	Short	SCAG and General Fund
REGULATORY ACTIONS			
Update City Objective Design Standards via ordinance or resolution to include the MDSP Update.	Community Development: Planning Division	Short	General Fund

Table 10-1 continued on the next page.

TABLE 10-1: Implementation Plan (Continued)

ACTION	RESPONSIBILITY	TIMEFRAME	FUNDING SOURCE
Update the Development Impact Fee program to reflect changes made by this MDSP Update.	Community Development: Planning Division	Short	Applicant Fees
Develop a Media District Community Benefits Program (CBP) as a voluntary program that provides additional residential development density in exchange for community benefits. This program will also define a “TOD Project” and “Exceptional Project.”	Community Development: Planning Division	Short	General Fund
Transfer of Development Rights (TDR) Program: Clarify the process for the current TDR program. TDR is a voluntary program currently allowed in the MDSP Update although lacking the necessary details for clear understanding by the public and implementation by City staff. Additionally, City staff should consider an assessment of a citywide or Specific Plan TDR program as opposed to limiting the program to the Media District.	Community Development: Planning Division	Medium	Application Fees
Create a Lot Consolidation Program or ordinance that will encourage the assemblage of smaller existing lots into larger lots by providing a selection of incentives and a ministerial process for owner initiated lot mergers. These incentives should be developed following analysis and outreach to property owners and other stakeholders.	Community Development: Planning Division	Medium	General Fund
Complete updates to the Inclusionary Housing and Density Bonus Ordinances	Community Development: Planning Division	Short	General Fund
Update the Development Review regulations to reflect the intent for streamlined housing development as noted in this MDSP Update	Community Development: Planning Division	Short	General Fund
INFRASTRUCTURE PROGRAMS			
Ensure that any new development in the Media District has adequate water, sewer, drainage, electrical, and refuse services in accordance with Burbank Water and Power and the City’s Public Works Department by developing clear thresholds for major infrastructure improvements and updating applicable development impact fees and any other associated fees to ensure they are roughly proportional to the development being proposed	Community Development/ BWP, Public Works	Short, Ongoing	Applicant Fees, General Fund
Incorporate sustainable stormwater management features in new development and public improvements, including bio- swales, permeable pavers, rainwater collection systems, and other features to manage stormwater runoff.	Community Development/ Public Works	Ongoing	Applicant Fees, General Fund
Ensure that new development utilizes recycled water for landscaping.	Community Development/ BWP, Public Works	Ongoing	Applicant Fees, General Fund

Table 10-1 continued on the next page.

TABLE 10-1: Implementation Plan (Continued)

ACTION	RESPONSIBILITY	TIMEFRAME	FUNDING SOURCE
Require new development to coordinate with the appropriate agency to provide electric and gas service to the proposed site consistent with local regulations and plants.	Community Development/ BWP, SoCalGas, Public Works	Ongoing	Applicant Fees, General Fund
Complete the following mitigation measures identified in the Mitigation Monitoring and Reporting Program for the Final Program Environmental Impact Report for this MDSP Update to ensure adequate sewer facilities are provided to support the land uses and development permitted under this MDSP Update: UTIL-1(a); UTIL-1(b); UTIL-1(c); UTIL-1(d); UTIL-1(e); UTIL-3(a); UTIL-3(b). Staff to provide an annual report to City Council on the annual progress review of the CIP to ensure consistency with the General Plan.	Community Development/ Public Works	Ongoing	General Fund, Enterprise Fund, Applicant Fees, Grant Programs
SUSTAINABILITY PROGRAMS			
The Green Streets Policy shall apply to new streets and road construction of 10,000 square feet or more of impervious surface area, and street and road redevelopment that results in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site.	Community Development/ Public Works	Ongoing	General Fund / Grant Programs
TRANSPORTATION DEMAND MANAGEMENT PROGRAMS			
Transportation Demand Management (TDM): Adopt an ordinance in the BMC to transition existing TDM programs, including all duties, programs, and funding currently overseen by the Burbank Transportation Management Organization (BTMO) to a new City entity that can set fees and requirements. The BTMO shall continue to participate as an advisory body to TDM programs. Within the Media District, this program will be mandatory.	Community Development: Transportation Planning	Medium	General Fund / Grant Programs
Transportation Management Organization (TMO): The City should consider transforming the existing private sector, non-profit TMO into an in-house, Citywide TMO where the city could manage it, set its fees and requirements, and compel employers to participate.	Community Development: Transportation Planning	Short	General Fund / Grant Programs
ECONOMIC DEVELOPMENT PROGRAMS			
The Monument and Wayfinding Signage Program: Design and install monument signage for dedicated entry points located on public and private property within the Media District. Create wayfinding signage that visually provides navigation for motorists and pedestrians, enhancing tourism, and promoting Burbank as a destination. Both tourists and locals will feel a pride of place as this effort highlights city landmarks and adds culture and beauty to its designated locations.	Community Development: Economic Development/ Burbank Hospitality Association	Short	General Fund / Grant Programs

Table 10-1 continued on the next page.

TABLE 10-1: Implementation Plan (Continued)

ACTION	RESPONSIBILITY	TIMEFRAME	FUNDING SOURCE
NEIGHBORHOOD COMPATIBILITY AND QUALITY OF LIFE PROGRAMS			
<p>The Neighborhood Protection Plans (NPP) established in Burbank are intended to protect local residential streets from non-residential traffic through certain measures. The NPPs associated with the 1991 MDSP are the Rancho, Alameda North, Toluca Lake, and Magnolia Park NPPs. These NPPs have gone through updates since their establishment, and should be evaluated on a regular basis for further updates based on the additional allowable growth set in this MDSP Update. Some of the measures used in the NPPs are:</p> <ul style="list-style-type: none"> » Permit Parking Programs » Speed Humps » Temporary Closures » Landscaped Medians » Decorative Crosswalks » Two-Way and All-Way Stops 	Community Development: Transportation Planning and Public Works	Ongoing	General Fund / Grant Program
Streetscape Plans. In coordination with planning for future mobility improvements in the street ROW, create streetscape plans and implement improvements such as street trees, parkways, bus shelters, street lights, and street furniture. As a first step, create a district-wide lighting and furniture plan.	Community Development/ Public Works	Medium- to Long-Term	General Fund/Grant Programs/ Special Assessment Districts
PARKING MANAGEMENT PROGRAMS			
Permit Parking: Conduct analysis of supply and demand for on-street parking on local streets within the Media District.	Community Development: Transportation Planning	Short	General Fund / Grant Programs / Special Assessment District
Priced Parking: Conduct a utilization assessment to determine where parking demand exceeds supply in the Media District. The City will further analyze use and turnover of street parking and add/adjust time limits and pricing to reach the agreed upon utilization rate of 85 percent for each block during defined periods, such as 8 a.m. to 6 p.m. Monday to Saturday.	Community Development: Transportation Planning	Short	General Fund / Grant Programs / Special Assessment District
Parking Study: Conduct parking study of the Media District to develop a parking management program that crafts and introduces further tailored policies and strategies for on- and off-street parking, including Regulation of Street Parking and Public Parking Lots with Pricing, Increase Parking Availability, Leverages Underused Private Parking, Reinvestment of Parking Revenue, and Protection of Residential Parking Areas. This parking study should also evaluate off-street parking inventory, availability, and demand to produce recommendations, policies, and strategies for the City to develop a shared-parking program.	Community Development: Transportation Planning	Short	General Fund / Grant Programs / Special Assessment District

Table 10-1 continued on the next page.

TABLE 10-1: Implementation Plan (Continued)

ACTION	RESPONSIBILITY	TIMEFRAME	FUNDING SOURCE
Establish a paid parking program in the Media District based on findings from the parking study.	Community Development: Transportation Planning	Medium	General Fund / Grant Programs / Special Assessment District
Curb Space Management: The City should consider a pilot project within a high-impact area of the Media District to analyze curb space demand and use through data collection and stakeholder outreach and implement actions such as changes in curb space designations, pricing, technology, and enforcement to improve efficiency and better meet the needs of stakeholders.	Community Development: Transportation Planning	Medium	General Fund / Grant Programs
Shared Parking: The City should consider updating its shared parking ordinance to provide additional clarity and objectivity in requirements and review, and to bring it into compliance with new State laws.	Community Development: Transportation Planning	Short	General Fund / Grant Programs
TRANSIT PROGRAMS			
Transit Stop Amenities: Careful consideration should be given to bus stop placement, type, spacing, accessibility, and public information as well as the loading area necessary for different types of buses that may serve the stop, so that bus stops effectively meet mobility needs. Design considerations of bus stop shelters, seating, and lighting help make them pleasant places for the public to use. BRT facilities provide the opportunity to incorporate specific, targeted design elements that support high ridership volume while maintaining effective use of the sidewalk for other users.	Community Development/ Public Works	Ongoing	General Fund / Grant Programs / Special Assessment District
Circulator: Analyze the implementation of a local circulator service that travels along a set loop route or on demand transit service-basis that could offer a more convenient and flexible way for residents and visitors to travel between the Media District and other key locations in the Media District by realigning existing BurbankBus services or leverage TDM resources to introduce a similar service	Community Development: Transportation Planning	Long	General Fund / Grant Programs / Special Assessment District
MOBILITY INFRASTRUCTURE IMPROVEMENT PROJECTS			
Analyze intersection improvement opportunities throughout the Media District for upgrading crosswalks using high visibility striping, installing curb extensions/bulb-outs that reduce crossing distances and make pedestrians more visible to motorists by leveraging the City's Complete Streets Objective Development Standards, Complete Our Streets Plan, Safer Streets Burbank Plan, NPPs, and future City Mobility Planning efforts.	Community Development: Transportation Planning, Public Works	Ongoing	General Fund / Grant Programs / Special Assessment District

Table 10-1 continued on the next page.

TABLE 10-1: Implementation Plan (Continued)

ACTION	RESPONSIBILITY	TIMEFRAME	FUNDING SOURCE
Implement MDSP Update mobility cross-sections and mobility improvements as part of capital projects, development projects, or Complete Streets projects to ensure improvements are aligned with plan's mobility goals and policies.	Community Development: Transportation Planning / Public Works	Ongoing	General Fund / Grant Programs / Special Assessment District
Curb Ramps: Assess the District's inventory of curb ramps and ensure they are updated to current ADA standards as part of the City's routine sidewalk and pavement improvement programs.	Community Development: Transportation Planning, Public Works	Ongoing	General Fund / Grant Programs / Special Assessment District
Lighting: Consider installing pedestrian-oriented lighting along blocks with high pedestrian activity and at transit stops as part of new development, streetscape improvements, and other capital projects.	Community Development: Transportation Planning, Public Works; Burbank Water and Power	Ongoing	General Fund / Grant Programs / Special Assessment District
Bridges: Coordinate with State agencies to discuss joint efforts to implement additional improvements on bridges crossing 134 Freeway to ensure these bridges are more pedestrian-friendly.	Community Development: Transportation Planning, Public Works	Ongoing	General Fund / Grant Programs / Special Assessment District
Bicycle Infrastructure Phase 1: Install an in-street Class IV bicycle facility on Riverside Avenue from Alameda Avenue to Bob Hope Drive.	Community Development: Transportation Planning, Public Works	Medium	General Fund / Grant Programs / Special Assessment District
Phase 2: Install a Class IV protected and raised bicycle facility on Riverside Avenue from Alameda Avenue to Bob Hope Drive	Community Development: Transportation Planning, Public Works	Long	General Fund / Grant Programs / Special Assessment District
Phase 1: Install an in-street Class IV bicycle facility on Pass Avenue from Olive Avenue to 134 Freeway	Community Development: Transportation Planning, Public Works	Medium	General Fund / Grant Programs / Special Assessment District
Phase 2: Install a Class IV protected and raised bicycle facility on Pass Avenue from Olive Avenue to 134 Freeway	Community Development: Transportation Planning, Public Works	Long	General Fund / Grant Programs / Special Assessment District
Phase 1: Install an in-street Class IV bicycle facility on Pass Avenue from Heffron Drive to Toluca Park Drive	Community Development: Transportation Planning, Public Works	Medium	General Fund / Grant Programs / Special Assessment District

Table 10-1 continued on the next page.

TABLE 10-1: Implementation Plan (Continued)

ACTION	RESPONSIBILITY	TIMEFRAME	FUNDING SOURCE
Phase 2: Install a Class IV protected and raised bicycle facility on Pass Avenue from Heffron Drive to Toluca Park Drive	Community Development: Transportation Planning, Public Works	Long	General Fund / Grant Programs / Special Assessment District
Phase 1: Install an in-street Class IV bicycle facility on Pass Avenue from Toluca Park Drive to Verdugo Avenue	Community Development: Transportation Planning, Public Works	Medium	General Fund / Grant Programs / Special Assessment District
Phase 2: Install a Class IV protected and raised bicycle facility on Pass Avenue from Toluca Park Drive to Verdugo Avenue	Community Development: Transportation Planning, Public Works	Long	General Fund / Grant Programs / Special Assessment District
Phase 2: Install a Class IV protected and raised bicycle facility on Verdugo Avenue from Pass Avenue to North Hollywood Way	Community Development: Transportation Planning, Public Works	Long	General Fund / Grant Programs / Special Assessment District
Phase 1: Install an in-street Class IV bicycle facility on California Street from Riverside Drive to Olive Avenue	Community Development: Transportation Planning, Public Works	Medium	General Fund / Grant Programs / Special Assessment District
Phase 2: Install a Class IV protected and raised bicycle facility on California Street from Riverside Drive to Olive Avenue	Community Development: Transportation Planning, Public Works	Long	General Fund / Grant Programs / Special Assessment District
Phase 1: Install an in-street Class IV bicycle facility on Olive Avenue from the Los Angeles River to North Hollywood Way	Community Development: Transportation Planning, Public Works	Medium	General Fund / Grant Programs / Special Assessment District
Phase 2: Install a Class IV protected and raised bicycle facility on Olive Avenue from the Los Angeles River to North Hollywood Way	Community Development: Transportation Planning, Public Works	Long	General Fund / Grant Programs / Special Assessment District

Table 10-1 continued on the next page.

10.7. FUNDING AND FINANCING SOURCES AND MECHANISMS

This Section identifies potential funding mechanisms and financing strategies to be considered for implementation of the MDSP Update. It should be noted that this list of funding opportunities should not be considered exhaustive and may be subject to change over time.

10.7.1. GRANT PROGRAMS

Local, regional, state, and federal grant funding sources can be utilized to support improvements in the Media District. Grants that could potentially be applicable include the following:

- » **State of California Infill Infrastructure Grant Program** provides funding of public infrastructure (water, sewer, traffic, parks, site clean-up, etc.) that supports higher-density affordable and mixed-income housing in infill locations. Eligible activities include parks and open space, utility service improvements, streets, parking structures, transit linkages, traffic mitigation features, and sidewalk and streetscape improvements.
- » **Metro Affordable Transit Connected Housing (MATCH) Program** provides loans for development projects within 1/2 mile of high frequency transit nodes. Eligible activities include new construction, substantial rehabilitation, land purchase, and acquisition of existing housing. Varying loans are available:
 - » Pre-development loans for affordable housing projects providing 100 percent of units at or below 60 percent of the Area Median Income (AMI) with a minimum 49-unit project size.
 - » Loans for 20 or more unit apartments with market rents affordable to low-income households with capacity to be redeveloped with at least double the existing units.
- » **Low-income Housing Tax Credit (LIHTC)** provides tax credits to enable developers of low-income rental housing to raise project equity through the sale of tax benefits to investors. Both 4 percent and 9 percent credits are available, where 4 percent credits are often coupled with tax-exempt bonds. Eligible activities include new construction, acquisition, and rehabilitation.
- » **CalHFA Residential Development Loan Program** provides loans to cities for affordable infill, owner occupied housing developments. Eligible activities include site acquisitions and pre-development costs.
- » **Workforce Housing Program.** In the Workforce Housing Program government bonds are issued to cities to acquire market-rate apartments and conversion to affordable for moderate/middle income households, generally households earning 80 percent to 120 percent of AMI.
- » **Golden State Acquisition Fund (GSAF)** provides short term loans up to 5 years for acquisition or preservation of affordable housing. Eligible activities include preservation and site acquisition.
- » **Affordable Housing and Sustainable Communities (AHSC) Program** provides grants and loans to projects that achieve greenhouse gas reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations. Eligible activities include new construction, acquisition, rehabilitation, preservation of affordable housing, and conversion of non-residential to rental.
- » **CalHome** provides grants to cities and non-profit developers to assist individual homeowners with home-buyer assistance and rehabilitation and ADU/JADU assistance (construction, repair,

reconstruction, or rehabilitation). The program includes loans to developers for homeownership projects. Eligible developer assistance activities include site acquisition and development.

- » **Local Housing Trust Fund (LHTF) Program** provides matching grants (dollar for dollar) to local housing trust funds that are funded on an ongoing basis from both private and public contributions or public sources.
- » **Multifamily Housing Program (MHP)** provides deferred payment loans with 55-year term for cities, for-profit and nonprofit corporations, limited equity housing cooperatives and individuals, and limited partnerships. Three percent simple interest on unpaid principal balance is included. Eligible activities include new construction, rehabilitation, and acquisition of permanent or transitional rental housing.
- » **National Housing Trust Fund Program** provides deferred payment and forgivable loans for non-profit and for-profit developers and local public entities to support development of new constructions housing for extremely low-income households.
- » **Predevelopment Loan Program** provides predevelopment short term loans to cities and non-profit developers to finance the start of lower income housing projects.
- » **Supportive Housing Multi-Family Housing Program (SHMHP)** deferred payment loans to local governments, non-profit and for-profit developers for new construction, rehabilitation and preservation of permanent affordable rental housing that contains a minimum 35% supportive housing units.
- » **Transit-Oriented Development (TOD) Housing Program** provides Low-interest loans to developers as gap financing for rental housing developments near transit that include affordable units. Grants are also available to cities for infrastructure improvements necessary for the development of specified housing developments. Eligible activities include rental housing development and infrastructure necessary to support specified housing development, or to facilitate connection between development and transit stations.
- » **Veterans Housing and Homeless Prevention Program (VHHP)** loans for development of multi-family rental housing with minimum 55 years affordability restrictions. Projects must include permanent supportive housing units and affordable units for Veterans and their families.
- » **Caltrans Active Transportation Program (ATP)** is designed to encourage increased use of active modes of transportation, including walking and biking, as well as the safety and mobility of non-motorized users. Eligible projects along the corridors could include developing new bike and walkways, implementing “safe routes to school”, as well as adding new landscaping, traffic control devices, and enhanced street lighting.
- » **Transformative Climate Communities (TCC) Program** is a competitive grant that funds community-led development and infrastructure projects that achieve environmental, health, and economic benefits in the state’s disadvantaged communities.

10.7.2. DEVELOPMENT IMPACT FEES

Development impact fees are another potential funding source that could pay for improvements for the Media District. These fees, paid by new residential and commercial development projects, must only be used to pay for public facility improvements that can be demonstrated to serve the new residents and businesses connected to that project and that are necessary to offset the impact from that project to the public facilities. A nexus study, which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment

of growth, and allocates the fee among the new development projects by land use, is required by State law. The City's latest Development Impact Fee program was unanimously adopted by City Council on June 21, 2022. Future updates to the Development Impact Fee program will be informed by the changes brought forward by this and other specific plan(s), including associated environmental assessments.

10.7.3. SPECIAL ASSESSMENT DISTRICTS

An Assessment District (also called a Special Assessment District, a Local Improvement District, or a Benefit Assessment District), is an additional assessment charged to a property within a district. The additional assessment can be constant or can vary over time. In order for Assessment District bonds to be issued, a majority of owners within the district must agree to a self-assessment. Property owners may be willing to do this since the resulting upgrades (e.g., improved infrastructure) can increase property values and spur additional development. Assessment Districts can only finance certain types of "special benefits," which are laid out in the enabling legislation. These improvements can include streets, sidewalks, curbs and gutters, water, sewer, gas, electric, lighting, drainage or flood control facilities. An overview of special assessment districts that may be considered for the Media District are provided below.

- » **Infrastructure Financing Districts (IFD) and Enhanced Infrastructure Financing Districts (EIFD)** are other infrastructure related options. IFDs and EIFDs are tax-increment style vehicles where the growth (increment) in property tax and sometimes other revenue streams in a defined area is captured and directed to repay bonds or fund improvements. EIFDs (created by SB 628) are the more flexible, frequently used version today. Used by cities/counties to finance regional public works, housing, transit, etc. An EIFD allows local agencies to generate revenue through tax-increment financing (TIF). EIFDs fund community-wide improvements, including infrastructure, public facilities, affordable housing, and more. Governed by a Public Finance Authority (PFA), EIFDs require an Infrastructure Financing Plan to identify funded facilities. They can issue TIF-based bonds with 45-year time horizons and can be layered with CFDs so operating and capital costs can be covered.
- » **Community Facilities Districts (CFDs) / Mello-Roos** is another common assessment district. CFDs impose special taxes on properties within a district to pay for infrastructure (streets, sewers, parks) and often involve long-term payment streams pledged to bonds. Though not a "revenue rebate" to a developer, they are a place-based revenue stream that cities use to fund infrastructure tied to new development. Mello-Roos financing is a discretionary financing mechanism that applies to real property owners within a community facilities district (CFD). A special tax, separate from property taxes, is imposed on real property that benefits from the improvements. The amount is determined by property owners and is usually less than one percent of the home value at the time the home value was assessed for CFD funding. The district then seeks public financing through the sale of tax-exempt bonds that are serviced using the special taxes paid by homeowners over the bond's term (typically 20 to 30 years). A project developer or property owner can access capital to build infrastructure and public improvements at below- market rates
- » **Business Improvement District (BID)** is a common type of Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other public services or improvements. If such a district were to be formed in the Media District, funding could be used to improve the streetscape and pedestrian experience. By law, assessments

in these districts are not taxes for the general benefit of the City, but rather an assessment for improvements, services, and programs that will directly benefit the assessed facilities within the district. A district can be established, and an advisory board appointed, as long as it is not protested by a majority of property owners. A BID is formed through assessments of businesses and a PBID is formed through assessments of properties within a district. Both are public/ private partnerships created to support the revitalization of commercial neighborhoods. Establishing a BID/PBID is voluntary and subject to a majority vote of the area businesses or property owners. BIDs are limited in their ability to leverage funding and typically provide a narrow scope of services to fund improvements and services in the district.

- » **Parking Benefit District (PBD)** is a geographic area where revenue generated from on- and off-street parking facilities within the district is returned to a district organization to finance local improvements. Implementation of a PBD is therefore dependent on a city pricing its parking assets, for example with metered parking. Returning revenue generated from parking pricing to the same area improves community support by creating a tangible connection between parking payments and public improvements.
- » **Parking Management District (PMD)** is a geographic area where revenue generated from on- and off-street parking facilities within the district is returned to a district organization to finance local improvements. Implementation of a PMD is therefore dependent on a city pricing its parking assets, for example with metered parking. Returning revenue generated from parking pricing to the same area improves community support by creating a tangible connection between parking payments and public improvements.

10.7.4. REVENUE SHARING AGREEMENTS

Local governments may establish a variety of revenue sharing agreements, which allow businesses to receive a portion of the local sales tax they generate in exchange for bringing jobs, investment, or economic activity to the communities. Examples of such programs include:

- » **Sales-tax (Bradley-Burns) revenue-sharing / sales-tax rebate or location-based tax sharing.** Cities sometimes offer a portion of local sales tax receipts to a retailer or another local government (rebates, relocation incentives, or “sales tax sharing” agreements) to attract or retain big sales generators. These are typically direct contracts between a city and a business or between two local agencies.
- » **Other revenue sharing / development agreements (e.g., hotel TOT sharing, property tax agreements, PILOTs, concession revenue sharing, public-land lease revenue-sharing).** Cities sometimes split or pledge portions of transient occupancy tax (hotel tax), parking/concession revenues, or lease rents with developers/operators under negotiated development agreements or ground-lease deals to fund adjacent public infrastructure or operations. Specific forms and reporting vary by jurisdiction. Cities post agreements or disclosures on their finance/economic development pages. With regards to PILOTs, since local governments do not receive their share of property taxes from exempt properties, certain local governments have entered into agreements with low-income housing developers to compensate them for their lost revenues. These agreements, known as “payment in lieu of taxes” (PILOT) agreements, often provide for payments that closely resemble property tax payments.

10.7.5. OTHER FUNDING AND FINANCING MECHANISMS

- » **Utility Users Tax (UUT)** is a voter-approved general or special tax on utility bills (electricity, gas, water, telecommunications, video, etc.). Utility bonds are a type of municipal bond issued by public power authorities to finance new energy infrastructure. Some utility bonds can also be a type of surety bond, where a business posts a bond to guarantee payment to a utility company. A future financing/economic development program of the MDSP Update will include the study of the use of possible UUT revenues into an EIFD/IFD or a CFD to help secure bonds for public improvements. A UUT may be explicitly used for capital projects such as public safety and technology infrastructure, or it may be used to stabilize general funds, freeing up other revenues for capital improvements. The City will also study directing possible UUT revenues directly to UUT bonds and subsequent repayment to fund public safety and infrastructure projects.
- » **Community Revitalization and Investment Authorities (CRIA)** are another tax-increment tool (statutory alternative to redevelopment) that allow diversion of tax increment to public improvements in blighted or targeted areas. They function similarly to EIFDs/IFDs but with different statutory rules.
- » **Enterprise Revenue Bonds** (sometimes called “utility revenue bonds”) can be used to finance water, sewer, power, and broadband infrastructure. Unlike general obligation bonds, these are backed by revenues from the utility system (rates, fees, or utility users taxes in some cases).

CHAPTER 11

Definitions

IN THIS CHAPTER:

11.1. Overview

11.1. Definitions

11.1. OVERVIEW

The following terms are used throughout the MDSP Update. As used in the MDSP Update and consistent with the Burbank Municipal Code (BMC), the following definitions and those established in BMC 10-1-203 apply. Whenever this Chapter conflicts with the provisions of the BMC, this Chapter shall prevail, except otherwise expressly stated in this Chapter, and except when specifically exempted by separate City ordinance or otherwise preempted by state or federal law. When a condition occurs for which no definition is provided for a term used in the MDSP Update, the Director shall determine and apply the most appropriate definition from the BMC consistent with Article 4 (Administration and Enforcement) of Chapter 1 of Title 10 of the BMC or other regulations.

11.1. DEFINITIONS

A

ADULT DAY CARE FACILITY: An establishment that provides onsite medical and nonmedical care services for adults with disabilities and elderly individuals on a less than 24-hour basis.

AMUSEMENT ENTERPRISE: A indoor or outdoor commercial establishment that is maintained or operated for public amusement, entertainment, and recreation services. Examples of amusement enterprises may include, but are not limited to, air hockey, axe throwing, children's play area, darts, driving range, escape room, go-cart racing, karaoke, laser tag, miniature golf, rock climbing, and shuffleboard. The uses listed in BMC Section 10-1-502, such as arcade, archery range, bowling alley, billiard parlor, batting cages, driving range, golf course-miniature, and shooting gallery/range may qualify as amusement enterprises when proposed as part of larger operation, but not when proposed as a standalone use.

B

BARBER SHOP / BEAUTY SALON / AESTHETIC SERVICES: An establishment providing non-medical aesthetic services to individuals as a primary use. Examples of these uses include the following: barber shops; beauty shops; eyelash/brows services; microblading; day/health spa (not including massage); hair salons; nail salons; and tanning salons. This includes membership club providing facilities devoted especially to health, beauty, and relaxation that deals with the cosmetic, therapeutic, and/or holistic treatments, where people visit for professionally administered personal care treatments. A medical spa or a business providing aesthetic enhancing services that must be administered by a medical professional shall not be included in this definition and shall be classified as a Medical Office land use. A medical professional for the purposes of this definition means someone with a state-issued medical license and/or certification. This use does not include massage parlors.

BLANK WALL: A blank wall shall mean a portion of a building facade without a window, door, or other facade opening. A blank wall is measured in length horizontally along the facade at each story of the building.

BUILDING SEPARATION: Building separation means the straight horizontal line between two buildings measured between the nearest point on each exterior wall.

C

CATERING SERVICES: A commercial cooking facility operated by a single business used primarily for the preparation and delivery of food and beverages for offsite consumption. Service includes pickup and delivery of the prepared food and beverages via commercial vehicles of the catering business.

CHURCH / PLACE OF WORSHIP: A permanent, fully enclosed building designed and used for religious worship, and associated uses related to the mission or operation of the place of worship.

CLINIC – COMMUNITY: A clinic licensed pursuant to Section 1204 of the California Health and Safety Code that provides reproductive health services as defined in subdivision (f) of Section 423.1 of the Penal Code.

CLINIC – MEDICAL / DENTAL: A facility operated by one or more physicians, dentists, chiropractors or other licensed practitioners, solely on an outpatient basis, including minor surgical procedures that may include aesthetic enhancements.

COMMERCIAL KITCHEN / GHOST KITCHEN: A commercial cooking facility operated by two or more businesses used primarily for the preparation of food and delivery for offsite consumption. Food may be delivered by commercial vehicles such as food trucks, noncommercial private passenger vehicles or ordered for pickup. There is no seating or food consumption on-site. Ghost Kitchens provide services for individual orders, while Commercial Kitchen are tailored for larger groups and events. Any loading and unloading of commercial vehicles related to the Commercial Kitchen / Ghost Kitchen operations occurs entirely onsite.

D

DENSITY, RESIDENTIAL: Residential density shall be measured in dwelling units per acre (where one acre is equal to 43,560 square feet), which equates to the maximum number of dwelling units that may be developed on one acre of land.

DEPARTMENT STORE: A business which is conducted under a single store wherein a variety of unrelated merchandise and services are displayed and sold directly to the customer for whom the goods and services are furnished.

F

FACADE BREAK: A facade break is a projection or recess in the entirety of the facade for all upper-level floors not inclusive of the ground floor, where the depth of the facade break shall be measured perpendicular to the facade and the length of the facade break is measured parallel to the facade.

FACADE LENGTH: Façade length means the horizontal distance across a continuous building facade, including covered but open areas along the building.

FACADE MODULATION: Façade modulation means the variation of a building facade by projecting and/or recessing the facade. Facade modulation shall be measured as the percentage of facade area that is projected or recessed relative to the total area of that facade.

FLOOR AREA, NON-RESIDENTIAL: Non-Residential Floor Area means the total horizontal usable floor area of all the floors beneath the roof above it. The following areas shall be exempted from usable floor area:

- » Uncovered areas within the building footprint (such as courtyards open to the sky) or detached uncovered areas
- » Covered patio/canopy areas used exclusively for parking, circulation and/or shade cover for common open spaces
- » Overhangs or eaves and other architectural features
- » Detached trash enclosure or ancillary equipment enclosure areas, whether covered or uncovered
- » Temporary structures, storage pods, or trailers used for ancillary storage only
- » Unmanned mechanical equipment rooms and duct shafts that serve the building as a whole

- » The depth of exterior walls and permanent interior walls and columns of building or structure
- » Open and additional floor areas above the lowest level of a stairwell
- » Areas above the lowest floor level of an elevator shaft
- » Covered or uncovered areas for vehicle parking for the principal use on the lot, inclusive of required parking dimensions, backup areas, and aisle widths. Such areas are exempt whether they are provided in a separate structure on the same lot or within the building
- » In buildings that include residential uses as part of mixed-use development, all areas associated with the residential use exclusively

FLOOR AREA, NON-RESIDENTIAL (GROSS): Gross Non-Residential Floor Area means the total horizontal floor area between the floor and roof above it, as measured from the exterior walls to the exterior walls. The total gross floor area of all enclosed non-residential structures on the property, including but not limited to the main structure(s), accessory structure(s), enclosed patio, and sheds is included in the gross non-residential floor area.

G

GROUND FLOOR FRONTAGE: Ground floor frontage means the portions of a street-facing ground floor within 35 feet of the street lot line or sidewalk if there is no lot line.

H

HARDWARE STORE: An establishment primarily specializing in the sale of various basic hardware lines, such as tools, builders' hardware, plumbing and electrical supplies, paint and glass, housewares and household appliances, furniture, garden supplies, and cutlery.

HEIGHT: Height means Building Height, or the vertical distance measured from the grade to the highest elevation of the building or structure.

I

INTENSITY, NON-RESIDENTIAL: Non-residential intensity is measured by Floor Area Ratio (FAR), which means the ratio of the total non-residential floor area of the buildings on a lot to the total area of the lot, where the area of the lot shall exclude any land previously dedicated for a public street easement or right-of-way, or alley easement or right-of-way. Non-residential floor area shall be used to determine non-residential FAR and required parking. Gross non-residential floor area shall not be used to calculate non-residential FAR and required parking.

L

LABORATORY: An establishment that provides analytical or testing services in support of a non-medical primary use in an office setting. This use includes any laboratory use called out in BMC Section 10-1-502 under "Professional Offices and Services" subheader. Testing and/or experiments with animals are prohibited.

LABORATORY (MEDICAL): An establishment that provides services in support of a medical / dental office or clinic. Services can include any analytical, photographic, or testing for the support of a primary medical use. Testing and/or experiments with animals are prohibited.

M

MEDIA DISTRICT: The Media District Specific Plan Planning Area defined as the area roughly bounded by Clybourn Avenue, Keystone Street, Oak Street, and the Los Angeles River in the City of Burbank.

MEDIA DISTRICT SPECIFIC PLAN (MDSP): The regulatory document that establishes the long-term vision and development framework for the Media District. Informed by community input, the MDSP provides goals, policies, regulations, and implementation measures to implement the community's vision, including design and development standards for private property, public realm improvements, and funding and financing strategies.

MEDIA SUPPORT FACILITY (INDOOR): A media service facility that provides both administrative and technical media-related production support, including administrative and production offices, small-scale broadcasting and recording suited to an office environment, post-production facilities (editing and sound recording studios, foley stages, or similar), special effects and optical effects units, media duplication and storage, media equipment/sets storage and other similar media-related services. No outdoor sets allowed. Media Support Facility can be ancillary with a primary media production use such as a motion picture studio.

Media Support Facilities shall include, but are not limited to the following:

- » Editing and Duplication – Film or Sound: A media post-production service providing film and/or sound editing and/or duplication.
- » Film Storage / Vault – Audio or Video: a media use that specializes in providing film storage and vault services.
- » Foley Stage / Sound Effects Studio: A technical media-related production support service, where sounds are re-created for the purpose of adding it the media effect in films, videos, and other media content.
- » Sound Mixing (Film/TV): A media post-production service providing sound mixing for film and TV related content. This service is provided indoors.
- » Studio – Art and Graphic Arts: A media use that provides primarily the creation of art and graphic arts media content, including any post-editing of the created art. This service is provided in-door.
- » Studio – Broadcasting or Recording: A media use that provides primarily the live recording of video and/or sound content. A broadcasting studio may have a live audience component as needed to produce media content. A recording studio includes music recording studios.

MOTION PICTURE STUDIO: A media production studio where video/film or similar types of media are primarily created onsite. This use includes digital media studios. The media use primarily occurs indoors and may occur outdoors, where permitted, with ancillary studio tours and employee/visitor rideshare services allowed.

MUSEUM: A repository for a collection or collections of historical, natural, scientific, or literary objects of interest. Ancillary sales and the holding of meetings and special/social events are permitted.

O

OFFICE – MEDICAL/DENTAL: A facility primarily engaged in furnishing outpatient medical and other personal health services. Such facilities include medical, dental, and psychiatric offices (counseling services by other than medical doctors or psychiatrists are included under “Offices”); non-surgical, out-patient care facilities; consultation for medical procedures; aesthetic services that must be administered or supervised by a medical professional; chiropractic offices; alternative health care services (e.g., acupuncture, etc.); and allied health services. Associations or groups primarily engaged in providing medical or other health services to members are included.

OPEN SPACE, RESIDENTIAL: Residential open space consists of both private and common residential open space and shall be calculated separately. Required residential open space shall not count towards publicly accessible open space, and vice versa. Areas designated for parking, loading, storage, or refuse shall not count towards any minimum open space requirements.

OPEN SPACE, COMMON RESIDENTIAL: Common residential open space means an indoor or outdoor open space that provides shared amenities for residents in a development project, and which may include, but is not limited to, decks, terraces, patios, gyms, recreational rooms, sports courts, game areas, playgrounds, shared kitchens, shared living rooms, business centers, libraries, and other similar common open spaces. These areas are not accessible to the general public.

OPEN SPACE, PRIVATE RESIDENTIAL: Private residential open space means outdoor open space that is for the exclusive use of an individual dwelling unit, and which may include, but is not limited to, balconies, decks, terraces, patios, and other similar open spaces, and may be within a required setback or on a rooftop area.

OPEN SPACE, PUBLICLY ACCESSIBLE: Publicly accessible open space means portions of outdoor open space that are usable and accessible to the general public, and which may include, but are not limited to, parks, plazas, courtyards, paseos, or similar outdoor open spaces that allow for public leisure, recreation, and/or gathering.

P

PARCEL DELIVERY: Establishment primarily providing delivery services of packages consisting of physical item(s) or product(s) from an individual sender to a recipient transaction. This use does not include distribution/fulfillment centers. Such establishments are open to the general public, and may offer incidental services such as technical support, packaging services, communications technology, billing, and printing services.

PET SHOP: A retail sales establishment primarily involved in the sale of domestic animals, such as fish, birds, and reptiles, excluding dogs, cats, exotic animals and farm animals such as horses, goats, sheep, and poultry; may include the sale of pet supplies and adoption of cats and dogs. Pet shops shall not include the Humane Society, animal shelters, animal research facilities, zoos, veterinarians duly licensed under the law, breeders, and commercial breeding kennels.

PHARMACY: An establishment where prescription drugs are prepared and dispensed. Pharmacies can be a standalone retail use or an incidental use to a retail drug store.

PUBLIC SERVICE: Essential public services provided to the community at large including municipal operations of the City of Burbank, such as departmental offices, social service facilities, and public works facilities; county, state, and federal operations such as courthouses, post offices, and social service facilities; public safety services, such as police and firefighting headquarters and substations; civic spaces; and their substantial equivalents.

PLACE OF PUBLIC ASSEMBLY: A building or a portion of a building open to the public with a minimum capacity of fifty or more persons, used primarily for gathering purposes or regularly scheduled programs or events. Places of public assembly may include, but are not limited to, special events centers and associated support facilities, religious institutions, lecture halls, media uses involving live audiences, banquet halls, nightclubs, conference halls and rooms, exhibition halls, sports arenas, concert halls, theaters, and outdoor amphitheaters.

R

RECYCLING CENTER – DROP OFF: A structure or enclosed area used for the collection and temporary storage of recyclable materials prior to delivery to a permanent processing or disposal site. No processing or sorting of recyclable materials occurs onsite. Drop-off recycling centers shall be incidental to principally permitted uses such as supermarkets or hardware stores.

RESEARCH AND DEVELOPMENT: Facilities that are used for research and development as standalone operations or in support of larger institutions. This use can include the design, development, assembling, prototyping and testing of, but not limited to, biological, chemical, electrical, magnetic, mechanical, and/or optical components or processes in advance of product manufacturing. This use may include fabrication and manufacturing for research and development purposes. This use does not involve the fabrication, manufacturing, or processing of products for mass distribution. This does not include medical laboratories, which are considered medical and dental laboratories. Any testing and/or experiments with animals are prohibited.

RESTAURANT – TAKE OUT: An establishment where food is prepared for off-site consumption only. Orders are placed on the premise, by telephone or online and are picked up or delivered. No onsite seating or standing area is provided on the premise for consumption purposes.

RETAIL: The sales of merchandise not specifically listed under another use. These uses include, but are not limited to art galleries (for profit); antique shops, art shop, artists' supplies; awning shops; beauty supplies; bicycle shops; bookstores; burglar alarm sales; cameras and photographic supply stores; clothing and accessory stores; collectibles stores (cards, coins, comics, stamps, etc.); discount stores; dry goods; drapery shop; fabrics and sewing supplies; florists and houseplant stores (indoor sales only—outdoor sales are "plant nurseries"); home furnishings and equipment; gift and souvenir shops; hardware; hobby materials; jewelry; luggage and leather goods; musical instruments, accessories; orthopedic supplies; paint sales; religious goods; small wares; specialty shops; sporting goods and equipment; Stationery; thrift and secondhand store; toys and games; variety stores; video rental and sales. This use may include the sale of products through mail or internet orders as an ancillary use.

S

SCHOOL – PUBLIC OR PRIVATE: An establishment or facility used as an institution of learning for minors, whether public or private, which offers instruction in those courses of study required by the State Education Code or which is maintained pursuant to standards set by the State Board of Education. This definition includes a kindergarten, elementary school, junior high school, senior high school or any special institution of learning under the jurisdiction of the State Department of Education. This definition also includes child day care facilities utilized at a school location which are licensed by the State Department of Social Services and the City of Burbank.

SCHOOL – VOCATIONAL / TRADE: An establishment or facility used as an institution of learning for adults that provides specialized training and education in various trades and technical fields. These schools focus on practical, hands-on skills that prepare students for specific careers, such as plumbing, electrical work, automotive repair, culinary arts, healthcare, and more.

SETBACK: A setback is the perpendicular distance between a property's lot line and a building or structure. Setbacks shall be measured at a right angle (90-degree angle) from the lot line to the nearest point of the building or structure.

SECONDHAND STORE: A retail store and related donation facilities engaged primarily in the sale of secondhand clothing, shoes, apparel, toys, and standard household goods, including furniture, fixtures, and small household appliances, and the collection of those goods for resale.

SOUND STAGE: A media use that provides primarily the recording services of live sounds in films, television, and other media content. This service shall be provided in-door.

SPORTS COURT: An outdoor and/or indoor recreational sport facility with one or more sports courts available for individual or group-based use. The sport activities including but not limited to pickleball, racquetball, tennis, handball, soccer, basketball, and similar sports. The facility may include occasional but limited tournament style play with reservation and ancillary food services and retail.

STUDIO – REHEARSAL: A media use that provides primarily a facility for the purpose of practicing and rehearsing live performances related to media content. This use includes dance rehearsal studio for musicals, plays and concerts. This service is provided in-door and does not include any recording of the rehearsal and no live audience.

T

TATTOO PARLOR OR BODY PIERCING: An establishment where professional tattooing and body piercing takes place. An establishment whose principal business activity, either in terms of operation or as held out to the public, is the practice of one or more of the following: (1) placing of designs, letters, figures, symbols, or other marks upon or under the skin of any person, using ink or other substances that result in the permanent coloration of the skin by means of the use of needles or other instruments designed to contact or puncture the skin; (2) creation of an opening in the body of a person for the purpose of inserting jewelry or other decoration. This business does not include make up/beauty tattoos incidental to beauty salon or body piercing as incidental to jewelry sales.

THRIFT STORE: An organization, for profit or nonprofit, that engages in or specializes in the sale or resale of previously owned or used goods and merchandise, donated or principally donated, for the benefit of the organization. Does not include the sale of large household appliances such as refrigerators or stoves and does not include the sale of cars or anything automotive-related.

TRANSFER OF DEVELOPMENT RIGHTS (TDR): Means the ability of a property owner to transfer development rights from a donor site parcel within an identified area to receiving site parcel within the identified area.

- » For residential projects, TDR allows for the transfer of density at a rate of one dwelling unit from the donor site to the receiving site, creating a new allowable base density at the receiving site. Note that the transfer of the one to one dwelling unit is before the application of any density bonus calculation. Any subsequent density bonus calculation would applied to the new base density/allowable units of the receiving site.
- » For nonresidential projects, TDR allows for the transfer at a rate of 1 square foot of adjusted gross floor area from the donor site to the receiving site, creating a new allowable maximum floor area allowance.
- » The donor parcel would have a base density/maximum floor area that is lower by the number of units and/or nonresidential square footage donated. Any development rights transferred will be deducted from the donor parcel's development potential. This reduction will be officially recorded with the deed to the property and noted on appropriate City and County records.

TRANSIT FACILITY: A facility that operates to provide public or private transit services to passengers and may include transit offices and on-site retail amenities for the passengers. This transit facility includes support services such as on-site minor bus repairs and storage.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Means measures designed to reduce peak-hour vehicular trip including ridesharing, carpooling, work hour changes, and use of public transportation.

TRASH AREA: A designated, accessible, and convenient area for depositing, storing, and hauling trash, recycling, and organics materials.

U

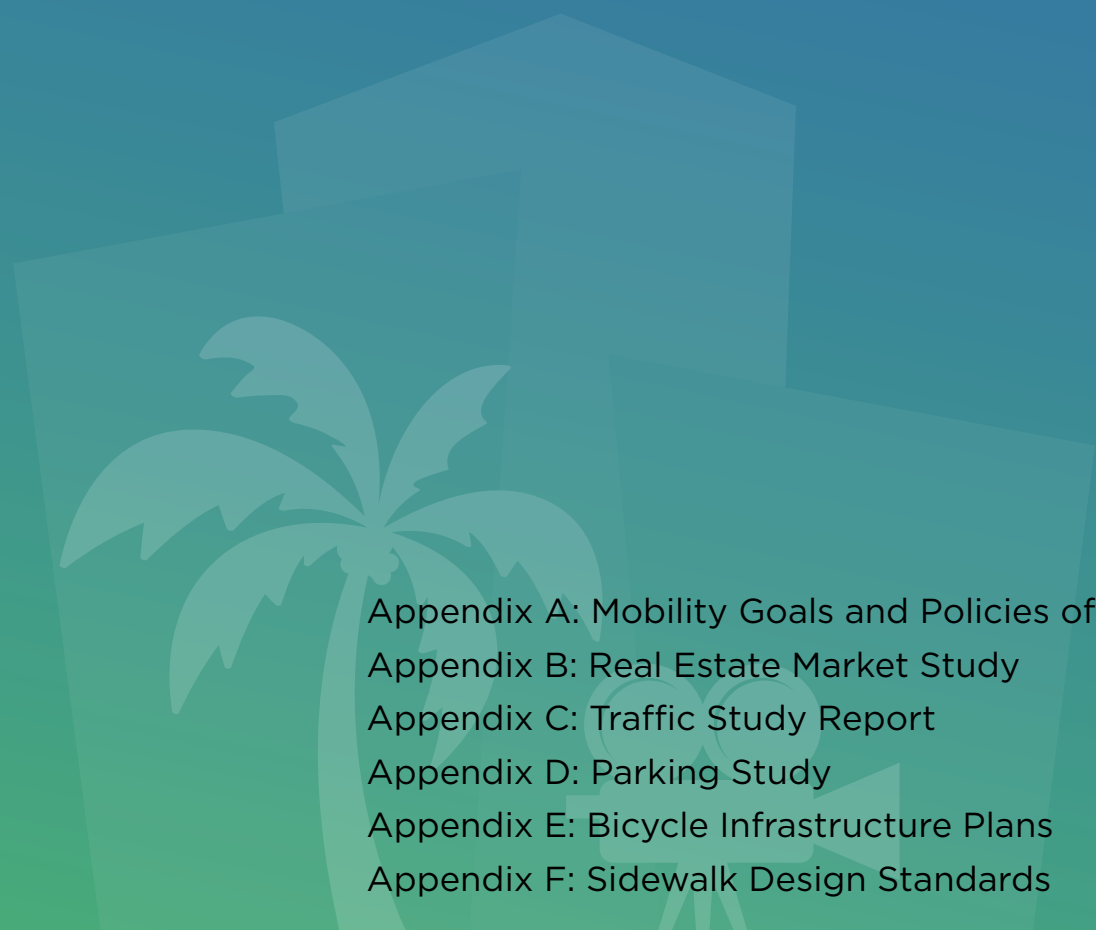
URGENT CARE: A walk-in clinic focused on providing medical care for minor illnesses and injuries in an ambulatory medical facility outside of a traditional hospital-based emergency room.

W

WHOLESALE BUSINESS: An establishment or place of business primarily engaged in selling and/or distributing merchandise to retailers; to industrial, commercial, institutional, or professional business users, or to other wholesalers; or acting as agents or brokers and buying merchandise for, or selling merchandise to, such individuals or companies. These businesses have an ancillary administrative office component where orders are primarily processed via online or telephone. Wholesale business is not open to the public.



Appendices



Appendix A: Mobility Goals and Policies of Related Plans
Appendix B: Real Estate Market Study
Appendix C: Traffic Study Report
Appendix D: Parking Study
Appendix E: Bicycle Infrastructure Plans
Appendix F: Sidewalk Design Standards

APPENDIX A: MOBILITY GOALS AND POLICIES OF RELATED PLANS

Appendix A: Mobility Goals and Policies of Related Plans

BURBANK 2035 GENERAL PLAN

Mobility Element

Goal 1: Balance

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

- Policy 1.1 Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank's needs.
- Policy 1.2: Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.
- Policy 1.3: Maintain and enhance the city's traditional street and alleyway grid network.
- Policy 1.4: Ensure that future land uses can be adequately served by the planned transportation system.
- Policy 1.5: Design transportation improvements to be compatible with the scale and design of existing infrastructure.
- Policy 1.6: Use technology and intelligent transportation systems to increase street system capacity and efficiency as an alternative to street widening.
- Policy 1.7: Ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community.

Goal 2: Sustainability

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

- Policy 2.1: Improve Burbank's alternative transportation access to local and regional destination through land use decisions that support multimodal transportation.
- Policy 2.2: Weigh the benefits of transportation improvements, policies, and programs against the likely external costs.
- Policy 2.3: Prioritize investments in transportation projects and programs that support viable alternatives to automobile use.
- Policy 2.4: Require new projects to contribute to the city's transit and/or non-motorized transportation network in proportion to its expected traffic generation.
- Policy 2.5: Consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions from transportation and goods movement.

Goal 3: Complete Streets

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

- Policy 3.1: Use multi-modal transportation standards to assess the performance of the City street system.
- Policy 3.2: Complete city streets by providing facilities for all transportation modes.
- Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.
- Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.
- Policy 3.5: Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.

Goal 4: Transit

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

- Policy 4.1: Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas.
- Policy 4.2: Use best-available transit technology to better link local destinations and improve rider convenience and safety, including specialized services for youth and the elderly.
- Policy 4.3: Improve and expand transit centers; create a new transit center in the Media District.
- Policy 4.4: Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank's employment and residential centers to the rest of the region.
- Policy 4.5: Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.
- Policy 4.6: Proactively plan for transit deficiencies should Los Angeles County Metropolitan Transportation Authority (MTA) make cutbacks to local service.
- Policy 4.7: Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.
- Policy 4.8: Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.
- Policy 4.10: Actively promote public-private partnerships for transit-oriented development opportunities.

Goal 5: Bicycle and Pedestrian Mobility

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

Goal 6: Neighborhood Protection

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

- Policy 6.1: Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.
- Policy 6.2: Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic.

- Policy 6.3: Pursue comprehensive neighborhood protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods.

Goal 7: Parking

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

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

Goal 8: Transportation Demand Management

Burbank manages transportation resources to minimize congestion.

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

Goal 9: Safety, Accessibility, Equity

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

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

COMPLETE OUR STREETS PLAN

Goal 1: Complete networks for all modes of travel

- Fill gaps and eliminate first-mile/last-mile mobility barriers to connect all people seamlessly between neighborhoods and adjacent communities.

Goal 2: Separate the fast and heavy from the slow and vulnerable

- Explore approaches to calm traffic on neighborhood streets while enhancing safety for motorists on arterial streets.
- Increase physical separation between people driving from people walking and bicycling.

Goal 3: Build better neighborhoods

- Calm traffic on residential streets.

Goal 4: Bridge across infrastructure barriers

- Connect across freeways, underpasses, and rail corridors that divide Burbank's neighborhoods.

Goal 5: Foster a healthier Burbank

- Increase public health benefits by prioritizing walkability in Burbank.
- Enable the joy of street strolling by ensuring that sidewalks are not encroached upon by other modes.
- Design, construct, organize, and manage better sidewalks by implementing streetscape zones.
- Program sidewalks for multiple uses, including as a recreational amenity.

Goal 6: Balance competing needs

- The public right-of-way is a finite and contested resource in a built-out-city like Burbank. Prioritize competing needs in a transparent, data-driven, and value-driven process to consider benefits and trade-offs.
- Ensure that the needs of the most vulnerable street users are prioritized.
- In assigning priorities, recognize also the realities of hard data, analysis, community aspirations, financial cost, feasibility, and trade-offs of increasing safety versus convenience.

Goal 7: Make Burbank a more inclusive City

- Burbank should strive to plan for universal design for the young, elderly, and differently-abled.
- Facilitate purposeful aging in-place by designing street infrastructure that is friendly, safe, and welcoming to all ages, abilities, and disabilities.

Goal 8: Help people to be and feel safe on Burbank's streets

- Improve mobility for all people so that people feel safe moving throughout the community.
- Enhance mobility networks so that people can safely access destinations on all modes of travel. » Improve safe access to parks, schools, and community centers for all users, ages, and abilities.
- Strive to accommodate and welcome the mobility- and visually-impaired.

Goal 9: Spread shade and shelter

- Expand the idea of “Complete Streets” to include “Green Streets.”
- Expand tree cover and other shade structures Citywide.
- Expand bus shelters for shade and rest areas at transit stops.

Goal 10: Be proactive

- Promote active transportation options to help lower greenhouse gas emissions.
- Introduce green infrastructure to reduce the burden on the capacity of existing stormwater infrastructure.
- Urban mobility technology is constantly evolving. Proactively plan to accommodate and manage new technology to balance competing priorities.

Pedestrian Policy Goals

- Provide uninterrupted, visible, and safe paths of pedestrian access throughout the City.
- Encourage walkability for positive public health and environmental benefits.
- Improve or provide street infrastructure to allow safe and convenient access for people of all ages, abilities, and disabilities.
- Promote access and use of transit, such as bus and rail, by prioritizing walkability to transit stops.
- Calm traffic to ensure that all people are able to walk safely and conveniently.
- Provide safe and equitable access to schools, parks and libraries for all ages, abilities, and disabilities.
- Plan streets to be welcoming to the elderly so that people may enjoy Burbank even in their later years.

Transit Policy Goals

- Promote transit use by people of all ages, abilities, and disabilities.
- Promote convenience and clarity through stop amenities and wayfinding signage.
- Enhance safety, accessibility, and cleanliness at transit stops and on routes.

Bicyclists Policy Goals

- Encourage bicycle use throughout the City as an attractive, safe, comfortable, healthy, reliable, and environmentally sustainable recreational and transportation alternative.
- Provide bicycle infrastructure that is easily navigable, accessible, and maintainable to all ages, abilities, and disabilities.
- Connect destinations, including transit centers, job centers, commercial areas, schools, parks, libraries, and residential neighborhoods.
- Close gaps and eliminate barriers in the bicycle network, especially across freeways, rail corridors, and along first-mile/last-mile connections to transit.
- Provide separation between people bicycling and people driving, where feasible.

Motorists Policy Goals

- Where feasible, provide separation between people driving, bicycling, and walking.

- Where feasible, install traffic calming treatments to enhance safety and visibility for all people.
- Redesign and reconfigure streets and intersections to improve sightlines and visibility. Green Infrastructure Policy Goals
- Integrate traffic calming measures.
- Fulfill the City's existing Green Street Policy

Smart Technology Policy Goals

- Address new trends related to the changing and increasing competition of curb space and the public right-of-way.
- Address new information communications technology (ICT) infrastructures that can be employed within the public right-of-way to collect, monitor, store, analyze, and evaluate data for the use of multiple City departments.
- Develop a curbside management plan to inventory, assess, enhance, and prioritize curb space to balance the needs of multi-modal users.
- Promote private electric vehicle use by expanding electric vehicle charging infrastructure citywide.

BICYCLE MASTER PLAN

Overall Goal

- Burbank is an urban environment that fosters bicycle travel as a healthy, environmentally sustainable transportation alternative that reduces traffic congestion and improves the character of the community.

Policy 1

- Make bicycle travel an integral part of daily life in Burbank, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, making bicycling safer, and engaging the public in bicycling related issues and decisions.

Policy 2

- Provide bicycle-friendly connections to transit centers, major employment centers, retail districts, and residential areas to make the overall road network more hospitable to bicycle travel.

Policy 3

- Ensure that new commercial and residential development integrates with the city's bicycle network by requiring contributions to the city's non-motorized transportation system in proportion to its expected vehicle trip-generation.

Policy 4

- Encourage a livable street environment through comprehensive roadway planning that considers the interaction between the street, sidewalk, and adjacent land-uses.

Policy 5

- Encourage all roadways and intersections to incorporate the "complete-streets" concept that users of all ages and abilities, pursuing all activities, shall be able to move safely throughout the street network.

Policy 6

- Pursue roadway design that will minimize cut through and spillover traffic in residential neighborhoods and maintain the neighborhoods' character and quality of life.

GREENHOUSE GAS REDUCTION PLAN UPDATE

Goal T-2: Transportation Demand Management

- Policy T-2.1 Continue Transportation Management Organization (TMO) Expansion, reaching 60% of employers by 2030 and 90% by 2045.
 - Action T-2.1 Update the TMO program and ordinance to increase compliance with the City's 1.61 Average Vehicle Ridership (AVR) Goal to reduce employees commuting to Burbank via single occupancy vehicle. Require that 30% of TMO businesses achieve the 1.61 AVR target by 2030, and 60% by 2045.
 - Action T-2.1c Update the Burbank Center Plan and the Media District Specific Plan, adopt the proposed Golden State Specific Plan, and update the Plan Transportation Management Organization requirements to reflect TDM best practices. Collectively, these updates should evaluate which businesses are subject to TMO requirements, membership requirements and fees, TDM strategies offered by the TMO, reporting requirements and performance measures, and funding requirements. Utilize lessons learned from COVID-19 on transportation habits, impacts on transit, and potential hurdles and opportunities connected to these changes.

Goal T-4: Parking

- Policy T-4.1 Implement Parking Management as identified in the Burbank 2035 General Plan Mobility Element and the City Council's Six Parking Management Principles.
 - Action T-4.1c By 2030, implement the City's 6 Parking Management Principles in the Golden State Specific Plan area and Media District Specific Plan area. This would include:
 - Pricing all public parking (streets and structures) so that at least 20 percent of parking supply (one or two spaces per block) is available at any time of day
 - Updating BMC Zoning rules to improve flexibility of off-street parking requirements for new development
 - Action T-4.1d By 2040, implement the City's 6 Parking Management Principles citywide. This would include:
 - Pricing all public parking (streets and structures) so that at least 20 percent of parking supply (one or two spaces per block) is available at any time of day
 - Updating BMC Zoning rules to improve flexibility of off-street parking requirements for new development

APPENDIX B: REAL ESTATE MARKET STUDY

Appendix B: Real Estate Market Study

City of Burbank Media District Specific Plan Real Estate Market Analysis

April 2024



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Manhattan Beach, CA 90266
TEL: 424-297-1070 | www.kosmont.com

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro forma and tax analyses are projections only. Actual results may differ materially from those expressed in this analysis.

OUTLINE

- **Introduction**
- Specific Plan Area & Comparison Geographies
- Demographic Profile
- Workforce & Employment
- Submarket Real Estate Segment Performance
- Specific Plan Area Land Use, Building Profile, Sales Data
- Specific Plan Area Visitors
- Net Fiscal Impact & Economic Benefit Analysis

INTRODUCTION

- This analysis was prepared by Kosmont Companies (“Kosmont”) in support of the update to the City of Burbank’s (“City”) Media District Specific Plan
- This analysis presents and summarizes key demographic data and real estate market information pertinent to the evaluation and programming of the future development in the Media District Specific Plan area (“Specific Plan Area”)
- Figures herein are compiled from a variety of data sources and represent estimates / approximations
- In some instances similar metrics / data are provided from multiple / different sources. These different sources may employ different techniques in preparing estimates, and as a result, estimates from different sources may vary
- In this analysis LA County Assessor data was the most closely evaluated / verified and is considered the most reliable of the data sets reviewed

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DEMOGRAPHIC STUDY AREAS

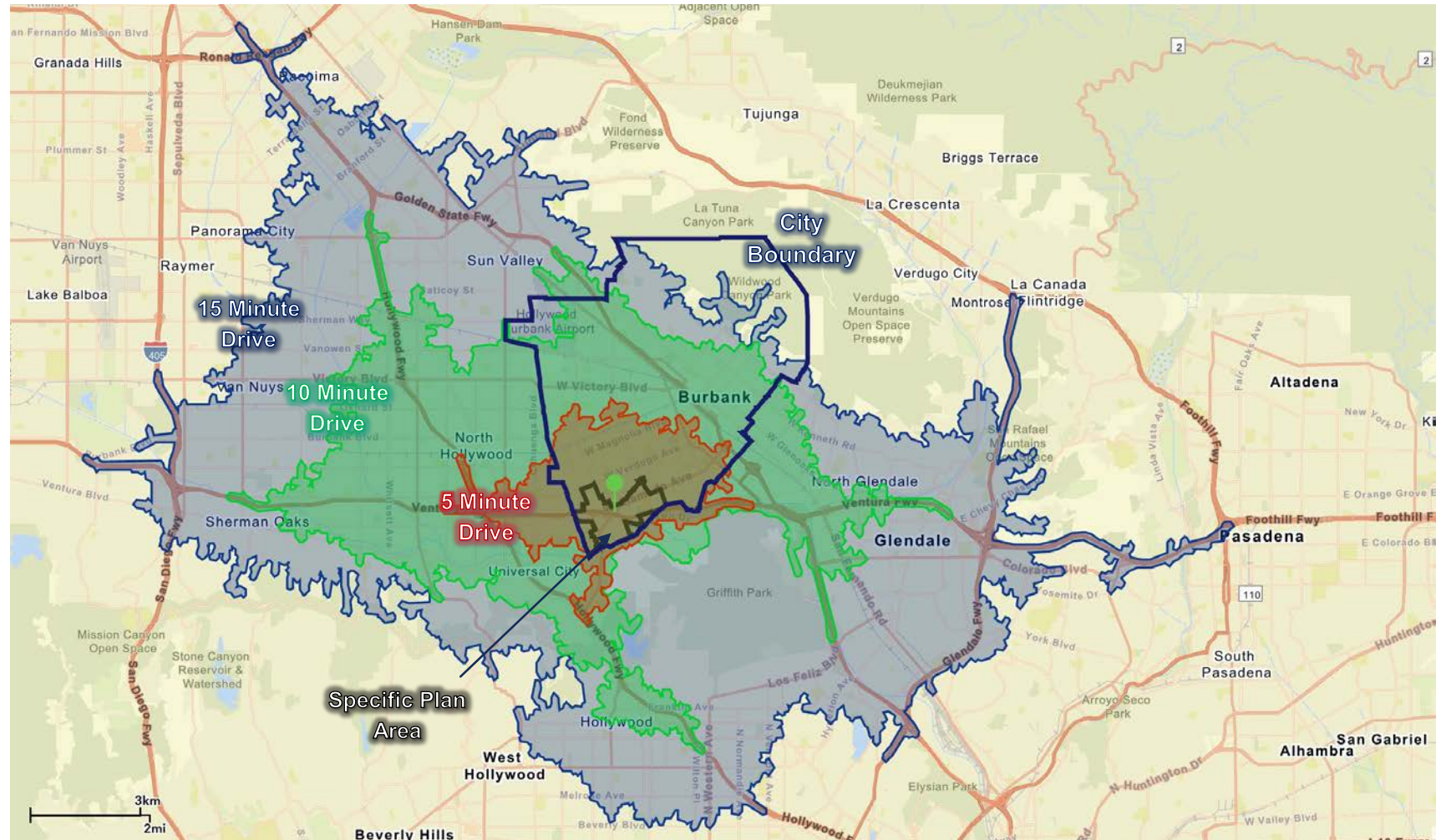
- Demographics evaluated for a variety of geographic areas:
 - Media District Specific Plan Area / the Specific Plan Area
 - City / Municipal Boundary
 - Area within a 5, 10, and 15-minute walk of the center of the Specific Plan Area
 - Area within a 5, 10, and 15-minute drive of the center of the Specific Plan Area
- Maps of these geographic areas and summary demographics for the same follow
- Figures herein are compiled from a variety of data sources and represent estimates / approximations

This map illustrates the Toluca Lake, CA area, highlighting the City Boundary, the Specific Plan Area, and the 5, 10, and 15 Minute Walk zones. The map shows the city's layout, including major roads like W Verdugo Ave, W Alameda Ave, and W Riverside Dr, and landmarks such as Toluca Lake, Warner Brothers Ranch, and the Warner Brothers Studios. The 5 Minute Walk zone is shown in red, the 10 Minute Walk zone in green, and the 15 Minute Walk zone in black. The City Boundary is marked with a blue line, and the Specific Plan Area is outlined in black. A scale bar indicates distances of 0.4km and 0.3mi.

- The Burbank Media District Specific Plan Area has one of the highest concentrations of entertainment companies in the world
- The studio segment dominates the economic activity and direction of the Specific Plan Area
- The Specific Plan Area is located within the southwestern most corner of the City

AREA WITHIN 5, 10, & 15-MINUTE DRIVE OF SPECIFIC PLAN AREA

- Area within 5, 10, & 15-minute drive of the Specific Plan Area also evaluated
- Evaluating these regional geographies allows for a comparison of conditions within the Specific Plan Area relative to the greater region



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AREA DEMOGRAPHICS

- Census data suggests Specific Plan Area is home to 4,500 residents in 2,500 households
- Specific Plan Area represents ~4% of overall City population
- New housing is expected to be adequately absorbed and drive population increases
- As illustrated in subsequent slides, the incomes of residents in the Specific Plan Area are greater than the balance of the City

Population	2010	2020	2023	2028	CAGR		
					'10-20	'20-23	'23-28
Specific Plan Area	3,940	4,350	4,450	4,570	1.0%	0.8%	0.5%
City of Burbank	103,300	107,300	106,900	110,400	0.4%	-0.1%	0.6%
5 Min Walk	500	630	720	810	2.2%	4.9%	2.3%
10 Min Walk	3,940	4,440	4,770	5,080	1.2%	2.4%	1.3%
15 Min Walk	8,320	8,980	9,210	9,450	0.8%	0.9%	0.5%
5 Min Drive	49,700	53,100	53,200	53,200	0.7%	0.0%	0.0%
10 Min Drive	324,900	343,300	343,300	349,800	0.6%	0.0%	0.4%
15 Min Drive	914,800	936,500	936,000	944,200	0.2%	0.0%	0.2%

Households	2010	2020	2023	2028	CAGR		
					'10-20	'20-23	'23-28
Specific Plan Area	2,290	2,420	2,480	2,560	0.5%	0.9%	0.6%
City of Burbank	41,900	43,600	43,600	45,200	0.4%	-0.1%	0.8%
5 Min Walk	260	310	350	400	1.7%	4.4%	2.4%
10 Min Walk	2,100	2,230	2,350	2,510	0.6%	1.8%	1.3%
15 Min Walk	4,200	4,370	4,480	4,610	0.4%	0.8%	0.6%
5 Min Drive	22,900	24,300	24,400	24,600	0.6%	0.1%	0.2%
10 Min Drive	138,900	150,200	150,900	154,700	0.8%	0.2%	0.5%
15 Min Drive	360,700	383,800	386,500	393,400	0.6%	0.2%	0.4%

AREA DEMOGRAPHICS (CONT'D)

					CAGR							
Median Age	2010	2020	2023	2028	'10-20	'20-23	'23-28	Median HH Income	2023	2028	CAGR	
Specific Plan Area	37.8	38.3	39.5	39.6	0.1%	1.0%	0.1%	Specific Plan Area	\$ 92,600	\$ 112,300	3.9%	
City of Burbank	38.8	40.4	41.3	42.3	0.4%	0.7%	0.5%	City of Burbank	88,000	103,600	3.3%	
5 Min Walk	40.3	40.8	42.5	42.5	0.1%	1.4%	0.0%	5 Min Walk	\$ 120,400	\$ 153,900	5.0%	
10 Min Walk	38.5	39.0	40.6	40.9	0.1%	1.3%	0.1%	10 Min Walk	93,900	116,700	4.5%	
15 Min Walk	38.1	39.1	40.2	40.5	0.3%	0.9%	0.1%	15 Min Walk	93,800	112,300	3.7%	
5 Min Drive	39.0	39.9	41.4	42.1	0.2%	1.2%	0.3%	5 Min Drive	\$ 95,500	\$ 110,300	2.9%	
10 Min Drive	36.9	38.2	39.3	40.2	0.3%	1.0%	0.5%	10 Min Drive	79,900	94,300	3.4%	
15 Min Drive	36.6	38.3	38.8	39.8	0.5%	0.4%	0.5%	15 Min Drive	77,000	90,800	3.4%	
					CAGR							
Avg HH Size	2010	2020	2023	2028	'10-20	'20-23	'23-28	Average HH Income	2023	2028	CAGR	
Specific Plan Area	1.72	1.79	1.78	1.78	0.4%	-0.2%	0.0%	Specific Plan Area	\$ 130,200	\$ 157,900	3.9%	
City of Burbank	2.45	2.44	2.44	2.42	0.0%	0.0%	-0.2%	City of Burbank	125,400	145,300	3.0%	
5 Min Walk	1.90	1.98	2.01	2.01	0.4%	0.5%	0.0%	5 Min Walk	\$ 165,600	\$ 191,800	3.0%	
10 Min Walk	1.87	1.96	1.99	1.90	0.5%	0.5%	-0.9%	10 Min Walk	135,700	162,700	3.7%	
15 Min Walk	1.98	2.04	2.04	2.03	0.3%	0.0%	-0.1%	15 Min Walk	134,400	161,000	3.7%	
5 Min Drive	2.15	2.16	2.16	2.15	0.0%	0.0%	-0.1%	5 Min Drive	\$ 138,700	\$ 163,200	3.3%	
10 Min Drive	2.32	2.26	2.25	2.23	-0.3%	-0.1%	-0.2%	10 Min Drive	119,300	139,600	3.2%	
15 Min Drive	2.51	2.40	2.38	2.36	-0.4%	-0.3%	-0.2%	15 Min Drive	116,200	136,200	3.2%	

SPECIFIC PLAN AREA HOUSEHOLD INCOME DISTRIBUTION (2022)

- Household income within the Specific Plan Area clusters in the \$100,000 to \$149,000 range
- Incomes in or near this \$100,000 to \$149,000 band are prevalent across most age groups; senior age groups cluster at lower income brackets
- 47% of all households have annual income greater than \$100,000 per year, and 25% have income greater than \$150,000 per year
- 20% of heads of households are 25-34 years old, 22% are 35-44 years old

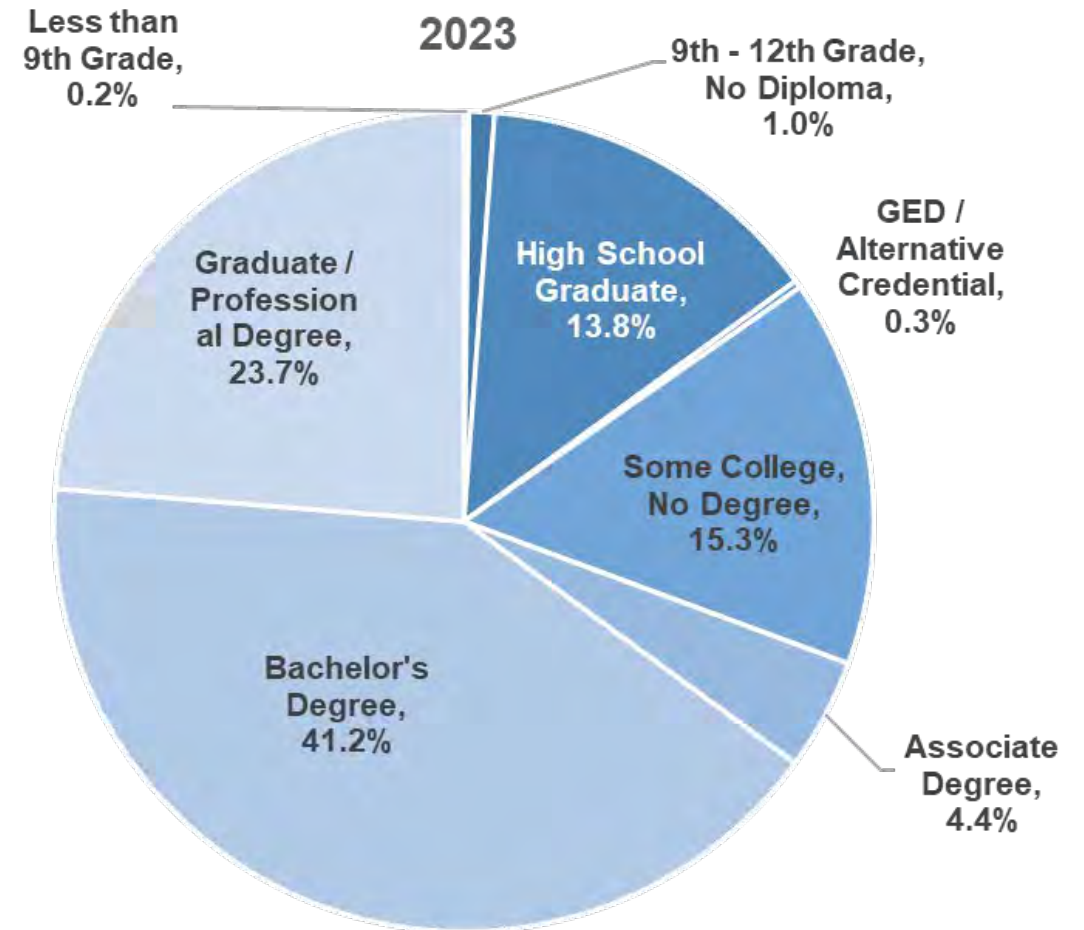
Household Income	Household Income Distribution by Age Group		Age of Head of Household						
			<25	25-34	35-44	45-54	55-64	65-74	75+
	\$ -	\$ 15,000	21.7%	5.1%	5.6%	6.3%	9.4%	15.9%	29.1%
	15,000	24,999	3.3%	2.0%	1.5%	2.3%	3.5%	8.1%	11.3%
	25,000	34,999	11.7%	3.7%	3.3%	2.0%	3.3%	6.9%	6.4%
	35,000	49,999	6.7%	6.7%	6.1%	5.4%	6.3%	8.1%	10.3%
	50,000	74,999	13.3%	10.0%	10.2%	10.2%	11.9%	14.2%	18.2%
	75,000	99,999	26.7%	21.1%	17.1%	13.8%	16.2%	12.2%	7.9%
	100,000	149,999	10.8%	27.8%	24.0%	24.4%	22.8%	17.9%	6.9%
	150,000	199,999	4.2%	11.6%	14.6%	15.2%	8.6%	6.9%	3.4%
	200,000	+	1.7%	12.0%	17.7%	20.4%	18.0%	9.8%	6.4%

Household Income	Household Income Distribution by Population		Age of Head of Household						
			<25	25-34	35-44	45-54	55-64	65-74	75+
	\$ -	\$ 15,000	1.1%	1.0%	1.2%	1.2%	1.5%	1.6%	2.4%
	15,000	24,999	0.2%	0.4%	0.3%	0.4%	0.6%	0.8%	1.0%
	25,000	34,999	0.6%	0.7%	0.7%	0.4%	0.5%	0.7%	0.5%
	35,000	49,999	0.3%	1.4%	1.3%	1.0%	1.0%	0.8%	0.9%
	50,000	74,999	0.7%	2.0%	2.2%	1.9%	1.9%	1.4%	1.5%
	75,000	99,999	1.3%	4.3%	3.7%	2.5%	2.6%	1.2%	0.7%
	100,000	149,999	0.5%	5.7%	5.2%	4.5%	3.7%	1.8%	0.6%
	150,000	199,999	0.2%	2.4%	3.1%	2.8%	1.4%	0.7%	0.3%
	200,000	+	0.1%	2.4%	3.8%	3.7%	2.9%	1.0%	0.5%
			5.0%	20.3%	21.5%	18.3%	16.3%	10.2%	8.4%

Median	\$ 60,400	\$ 101,500	\$ 108,900	\$ 115,100	\$ 98,700	\$ 67,700	\$ 38,800
Average	70,100	128,300	145,100	152,600	134,800	98,700	68,000

SPECIFIC PLAN AREA RESIDENTS – EDUCATIONAL ATTAINMENT

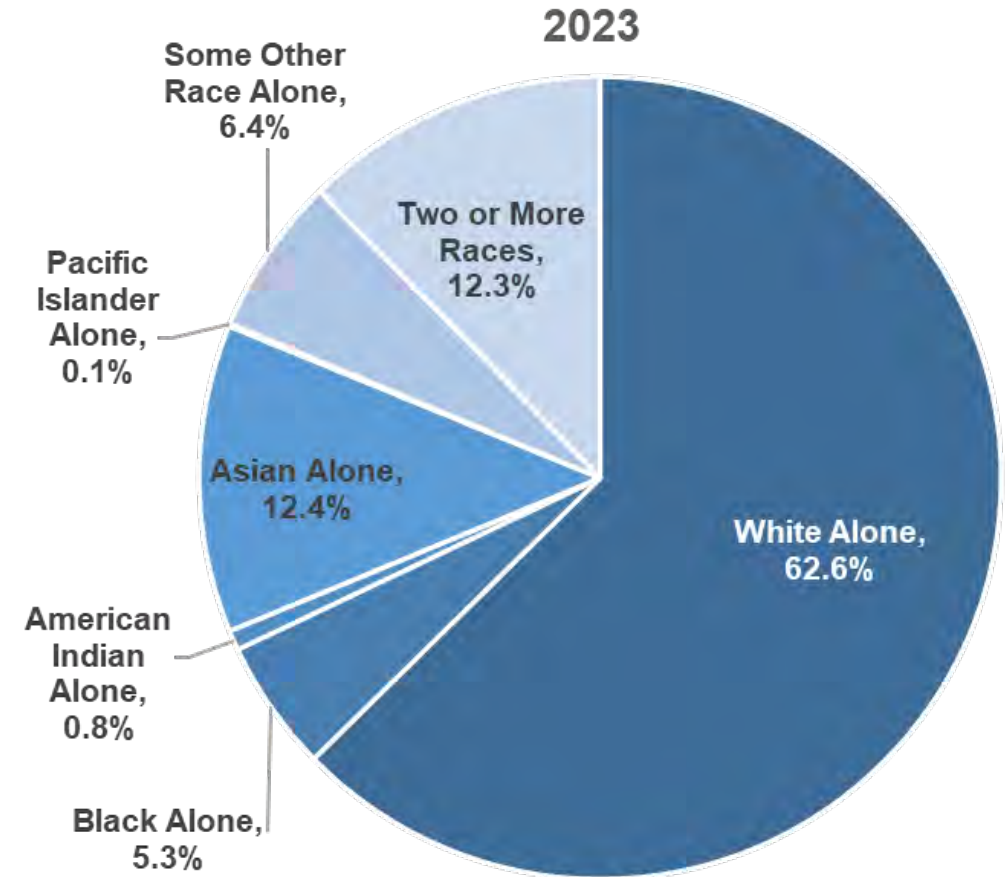
	Specific Plan Area	City
Less than 9th Grade	0.2%	2.6%
9th - 12th Grade, No Diploma	1.0%	3.3%
High School Graduate	13.8%	14.8%
GED / Alternative Credential	0.3%	1.6%
Some College, No Degree	15.3%	20.0%
Associate Degree	4.4%	10.9%
Bachelor's Degree	41.2%	32.4%
Graduate / Professional Degree	23.7%	14.5%



- Residents of the Specific Plan Area are generally well educated, and have higher educational attainment than the City as a whole
- 1% of residents do not have a high school diploma or equivalent
- 65% of residents have a four-year college degree
- 24% of residents have a graduate / professional degree

SPECIFIC PLAN AREA RESIDENTS - ETHNICITY

	Specific Plan Area				City
	2010	2020	2023	2028	2023
White Alone	75.0%	65.0%	62.6%	59.1%	58.3%
Black Alone	4.9%	5.2%	5.3%	5.5%	3.0%
American Indian Alone	0.4%	0.8%	0.8%	0.9%	0.8%
Asian Alone	9.7%	11.6%	12.4%	13.5%	12.6%
Pacific Islander Alone	0.1%	0.1%	0.1%	0.1%	0.1%
Some Other Race Alone	6.0%	5.8%	6.4%	7.4%	10.9%
Two or More Races	3.8%	11.5%	12.3%	13.4%	14.4%
Hispanic Origin	16.3%	15.7%	17.3%	19.5%	26.0%



- A decreasing majority of Specific Plan Area residents are white
- 20% of residents are of Hispanic origin
- An increasing share of residents are Asian “alone”, or two or more races

SPECIFIC PLAN AREA RESIDENTS - TAPESTRY

Tapestry Segment	Specific Plan Area	City
TRENDSETTERS - Young, well educated, single, live alone or with roommates, more than 75% rent in upscale multifamily buildings, well paid, image and style are important, they shop around for deals, travel often, many do not own a vehicle, attentive to good health and nutrition.	55%	12%
METRO RENTERS - Well educated consumers, many currently enrolled in college, strive to be sophisticated, willing to work long hours to excel, prefer environmentally safe products, socializing and status important, enjoy wine at bars and restaurants, partial to organic foods, participate in leisure activities, typically live in multifamily housing, 80% rent, the balance own.	30%	4%
CITY LIGHTS - Above average incomes, but lag in net worth, roughly half own and half rent, tend to live in older single family homes or townhomes, households include families, couples, and singles, price savvy, but pay for desired brands, believe in equal opportunity, purchase natural products when possible	11%	31%
URBAN CHIC - Well educated, tend to be married couples, tend to live in homes they own, usually own two vehicles, employed in white collar jobs, environmentally aware, busy, tech savvy, use technology for shopping, banking and news, almost 40% earn income from investments.	3%	7%
OTHER SEGMENTS		46%

HOUSING INVENTORY & OCCUPANCY (CENSUS DATA)

	2000	2010	2020	2023	2028
Housing Units	2,407	2,446	2,689	2,788	2,820
Annual Change		3.9	24.3	33.0	6.4
CAGR		0.2%	1.0%	1.2%	0.2%
Owner Occupied	27%	26%	22%	18%	19%
Renter Occupied	68%	68%	67%	72%	72%
Vacant	5%	6%	10%	11%	9%

- Based on census estimates, there are ~2,700 dwelling units in the Specific Plan Area in 2020 growing to ~2,800 in 2023
- Assessor data (presented subsequently) suggests there are currently ~2,600 dwelling units and no net new dwelling units constructed in the last few years
- Census data suggests ~20% of units are owner occupied; assessor data suggests ~16% of units

HOUSING PROFILE / INVENTORY & BUILD YEAR (ASSESSOR DATA)

	1921	1931	1941	1951	1961	1971	1981	1991	2001	2011	
	Build Year										
	1921-1930	1931-1940	1941-1950	1951-1960	1961-1970	1971-1980	1981-1990	1991-2000	2001-2010	2011-2020	Total (or Average)
Properties	3	24	162	83	10	5	23	4	9	4	327
Dwelling Units	6	83	570	503	107	206	789	40	59	268	2,631
Bedrooms	9	93	843	535	159	217	949	60	125	462	3,452
Building Area (SF)	6,315	59,606	450,963	334,125	94,830	228,283	774,552	49,293	75,269	417,754	2,490,990
Average Unit Size (SF)	1,053	718	791	664	886	1,108	982	1,232	1,276	1,559	947
Average Bedrooms / Unit	1.5	1.1	1.5	1.1	1.5	1.1	1.2	1.5	2.1	1.7	1.3
Land Area (Ac)	0.5	4.0	23.5	11.6	2.3	3.2	13.0	1.1	1.9	4.6	65.7
Density	13	21	24	43	47	64	61	35	30	58	40
FAR	0.31	0.35	0.44	0.66	0.95	1.62	1.37	0.99	0.89	2.07	0.87
Single Family	2	6	31	7	-	-	1	-	3	1	51 2%
Multifamily	4	77	536	495	68	110	627	13	18	265	2,213 84%
Condo	-	-	-	-	39	96	161	24	38	2	360 14%
Shopkeeper	-	-	3	1	-	-	-	3	-	-	7 0.3%
Total Dwelling Units	6	83	570	503	107	206	789	40	59	268	2,631
<i>% of Total Units</i>	<i>0.2%</i>	<i>3%</i>	<i>22%</i>	<i>19%</i>	<i>4%</i>	<i>8%</i>	<i>30%</i>	<i>2%</i>	<i>2%</i>	<i>10%</i>	

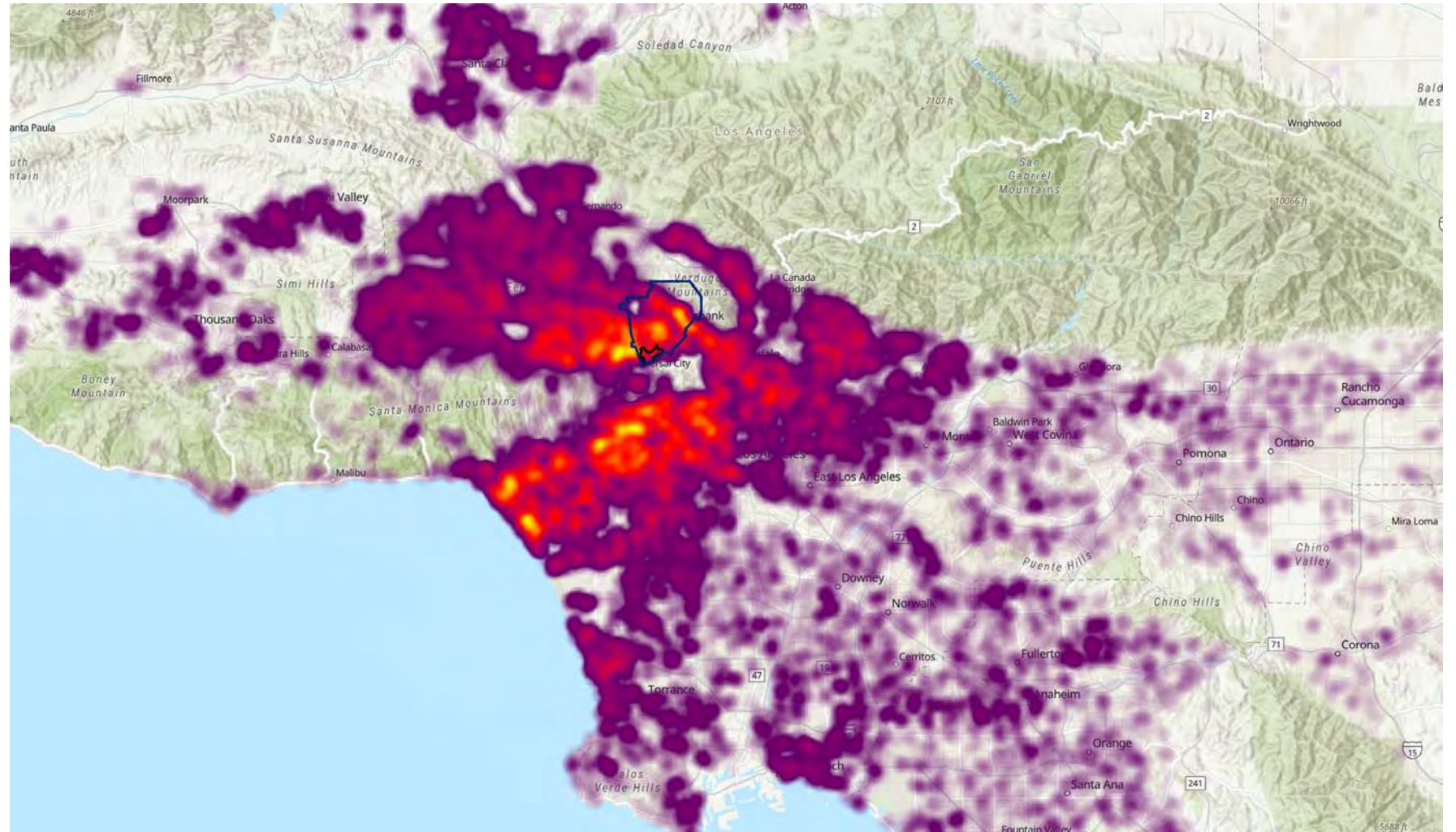
Note: Dwelling unit counts exclude senior / assisted living (114 DU), hotel units (231 "DU"), and other shopkeeper style units/spaces that could not be verified as residential (29 DU)

OUTLINE

- Introduction
- Specific Plan Area & Comparison Geographies
- Demographic Profile
- **Workforce & Employment**
- Submarket Real Estate Segment Performance
- Specific Plan Area Land Use, Building Profile, Sales Data
- Specific Plan Area Visitors
- Net Fiscal Impact & Economic Benefit Analysis

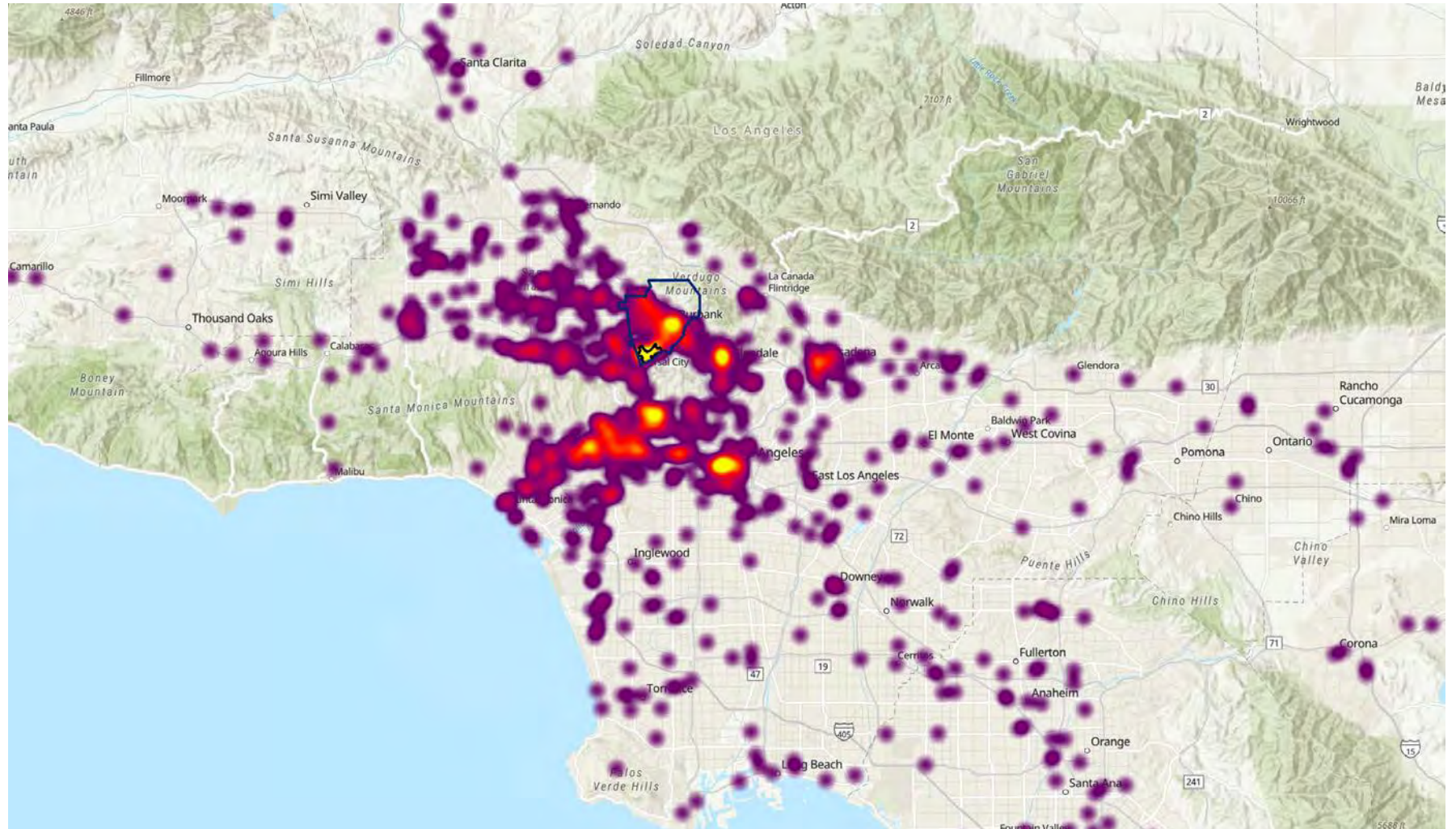
WHERE PEOPLE WHO WORK IN THE SPECIFIC PLAN AREA LIVE (2020)

- There are ~67,400 jobs within the Specific Plan Area
- 31% of all jobs in the City are within the Specific Plan Area
- 6% of Specific Plan Area workers live within the City



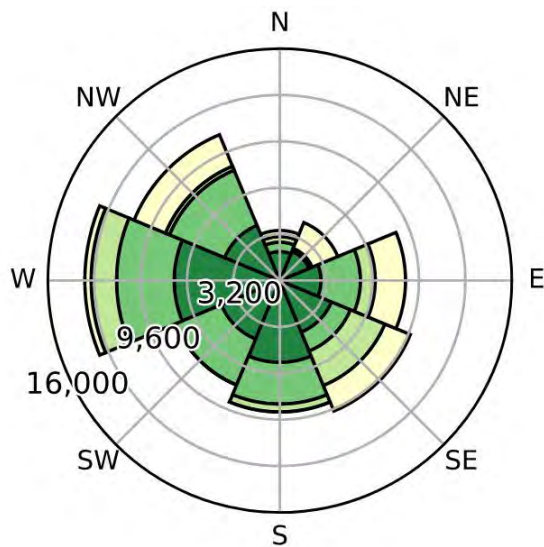
WHERE PEOPLE WHO LIVE IN THE SPECIFIC PLAN AREA WORK (2020)

- ~2,700 workers reside in the Specific Plan Area
- ~400 workers reside and work in the Specific Plan Area
- 32% of employed Specific Plan Area residents work in the City

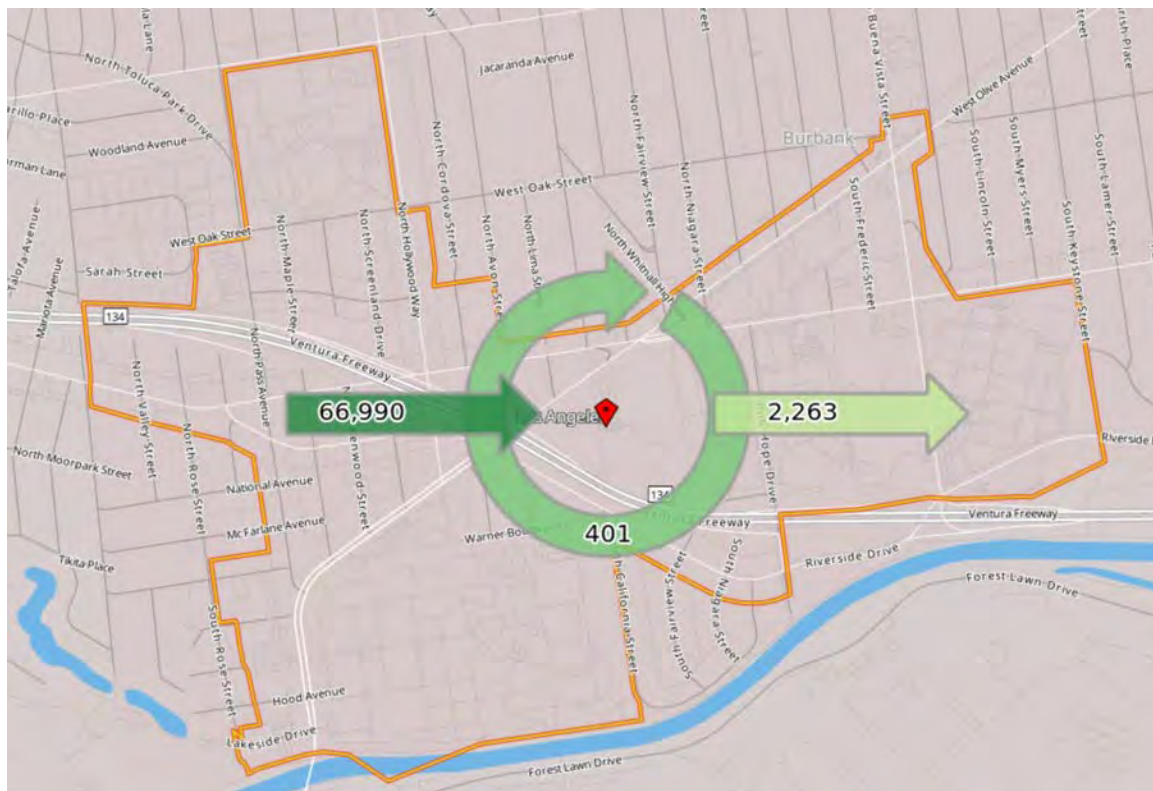


SPECIFIC PLAN AREA – COMMUTING PATTERNS

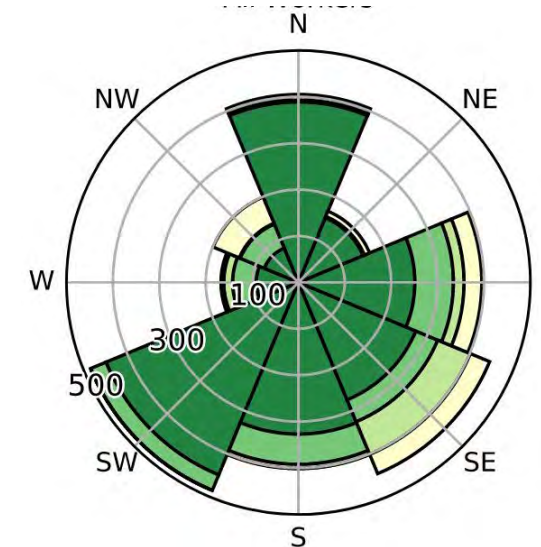
Commute Distance	Work in Specific Plan Area	%
< 10 Miles	32,305	48%
10 - 24 Miles	19,201	28%
25 - 50 Miles	6,784	10%
> 50 Miles	9,101	14%
	67,391	



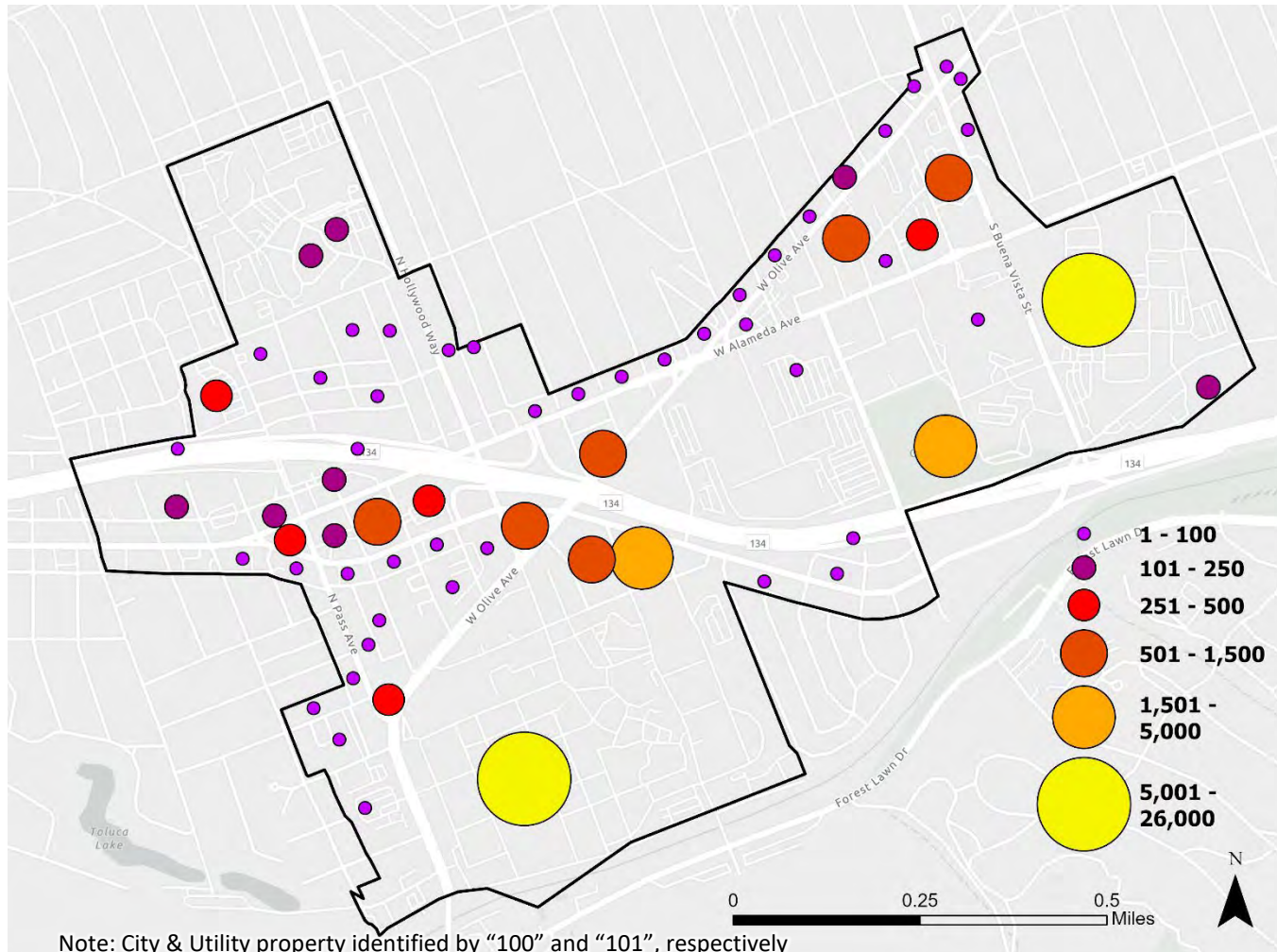
- ~67,000 commute to the Specific Plan Area to work
- ~2,300 commute out of the Specific Plan Area to work



Commute Distance	Live in Specific Plan Area	%
< 10 Miles	2,012	76%
10 - 24 Miles	346	13%
25 - 50 Miles	140	5%
> 50 Miles	166	6%
	2,664	



MAJOR EMPLOYMENT CENTERS / LOCATIONS



- The largest employment centers within the Specific Plan Area are estimated to be:
 - Warner Bros. Studios site with ~26,000 employees
 - Walt Disney Studios site with ~24,000 employees
- Balance of major employment clusters linked primarily to major office buildings
- Smaller employment drivers tend to follow corridor based development

SPECIFIC PLAN AREA & RESIDENT EMPLOYMENT SECTOR (2019)

- Four of the top five segments overlap between jobs in the Specific Plan Area, and industries in which Specific Plan Area residents work
- Vast majority of employment within the Specific Plan Area is in Information sector (e.g., media)
- Jobs / housing ratio for the Specific Plan Area is 27.8 / there are 27.8 jobs for every household in the Specific Plan Area

"Jobs in the Study Area"

Sector	Jobs	Share
Information	54,309	80.6%
Health Care & Social Assistance	3,744	5.6%
Professional, Scientific, & Technical Srvc	2,846	4.2%
Arts, Entertainment, & Recreation	2,132	3.2%
Accommodation & Food Services	900	1.3%
Finance & Insurance	891	1.3%
Retail Trade	521	0.8%
Admin & Support, Waste Management	442	0.7%
Other Services (excluding Public Admin)	429	0.6%
Construction	266	0.4%
Manufacturing	261	0.4%
Real Estate & Rental & Leasing	208	0.3%
Management of Companies & Enterprises	198	0.3%
Educational Services	173	0.3%
Wholesale Trade	37	0.1%
Transportation & Warehousing	26	0.0%
Public Administration	8	0.0%
Agriculture, Forestry, Fishing & Hunting	0	0.0%
Mining, Quarrying, & Oil & Gas Extraction	0	0.0%
Utilities	0	0.0%
Total	67,391	

Industries in which Study Area Residents Work

Sector	Jobs	Share
Information	1,040	39.0%
Health Care & Social Assistance	301	11.3%
Professional, Scientific, & Technical Srvc	252	9.5%
Educational Services	138	5.2%
Accommodation & Food Services	126	4.7%
Retail Trade	118	4.4%
Admin & Support, Waste Management	103	3.9%
Arts, Entertainment, & Recreation	94	3.5%
Finance & Insurance	76	2.9%
Manufacturing	74	2.8%
Other Services (excluding Public Admin)	57	2.1%
Wholesale Trade	55	2.1%
Public Administration	53	2.0%
Transportation & Warehousing	43	1.6%
Construction	42	1.6%
Real Estate & Rental & Leasing	42	1.6%
Management of Companies & Enterprises	30	1.1%
Utilities	12	0.5%
Agriculture, Forestry, Fishing & Hunting	7	0.3%
Mining, Quarrying, & Oil & Gas Extraction	1	0.0%
Total	2,664	

OUTLINE

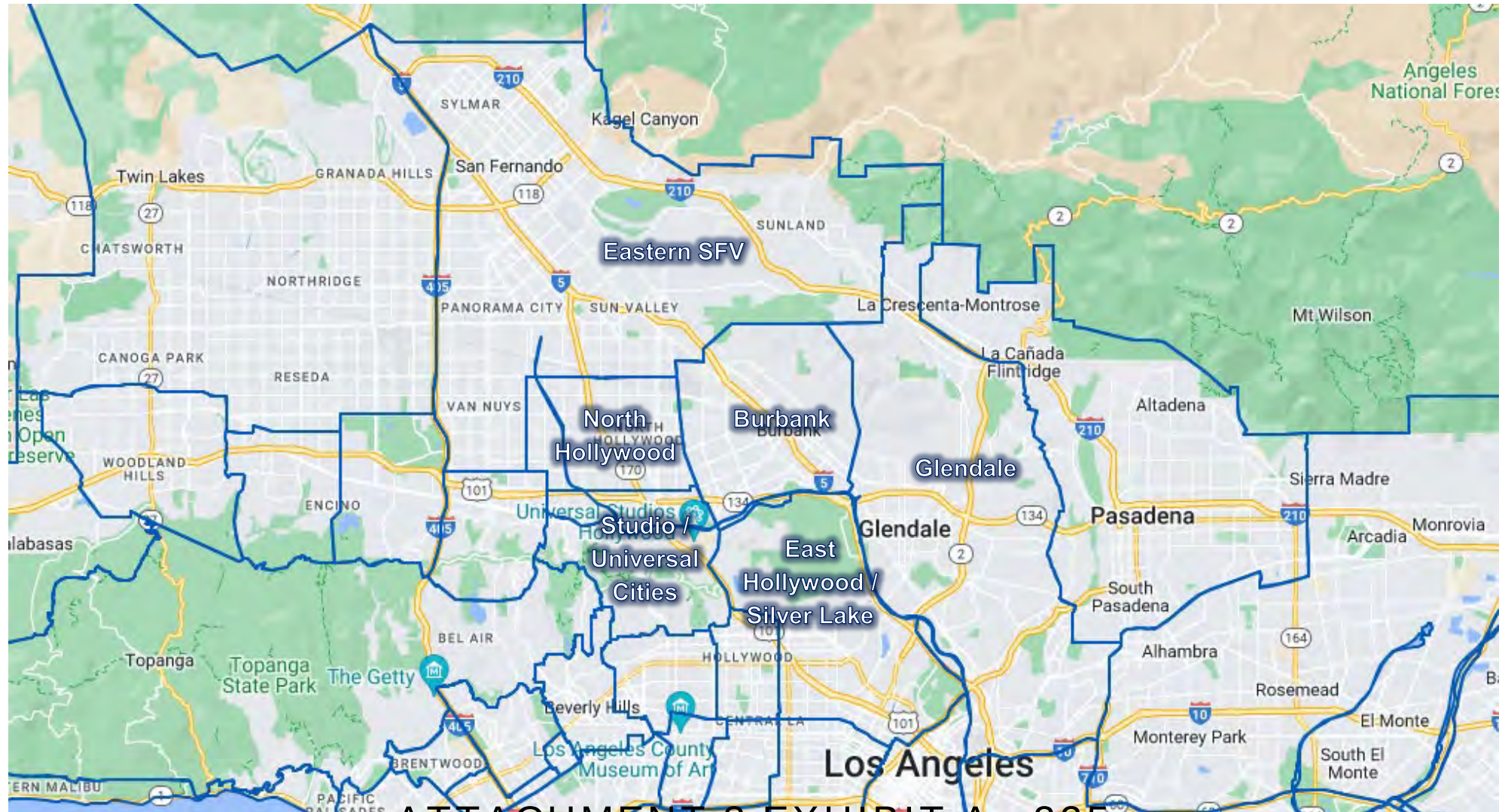
- Introduction
- Specific Plan Area & Comparison Geographies
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- **Submarket Real Estate Segment Performance**
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SUBMARKET REAL ESTATE SEGMENT PERFORMANCE

- The performance of multifamily, retail, office, and industrial market segments in the Burbank submarket were reviewed
- Understanding the market fundamentals for these alternative land uses provides insight on the potential health of these land uses within the Specific Plan Area
- Further, a healthy mix of land uses is fundamental to the long-term appeal and success of the balance of land uses within the Specific Plan Area
- Summaries of core metrics for retail, office, industrial, multifamily, and hospitality segments follow

Retail Segment

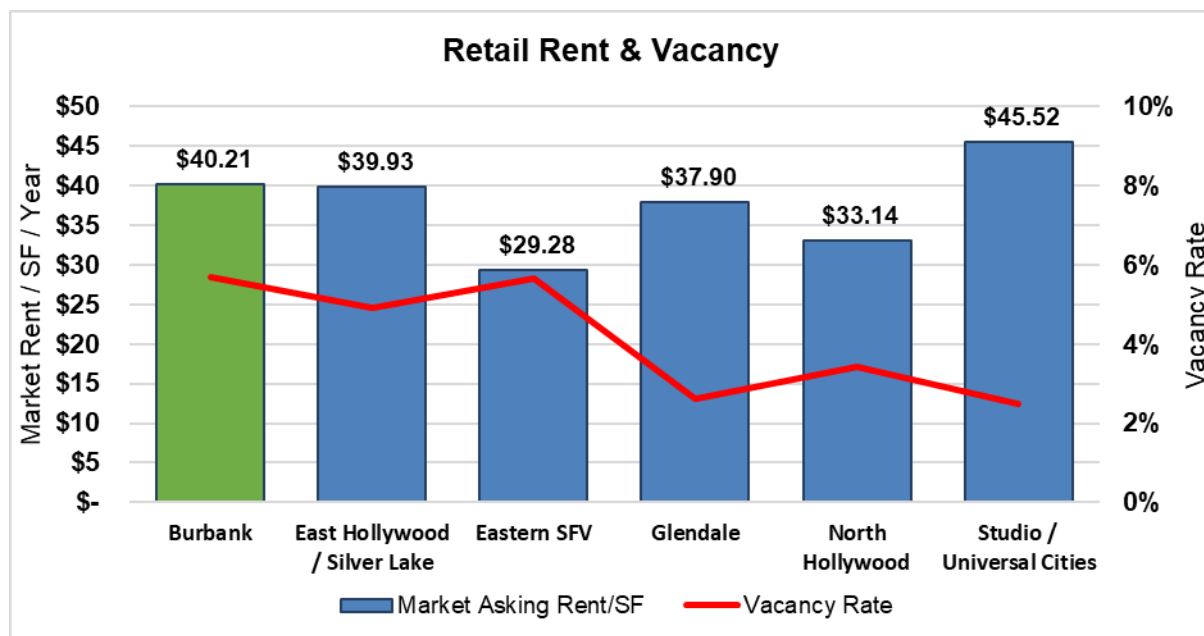
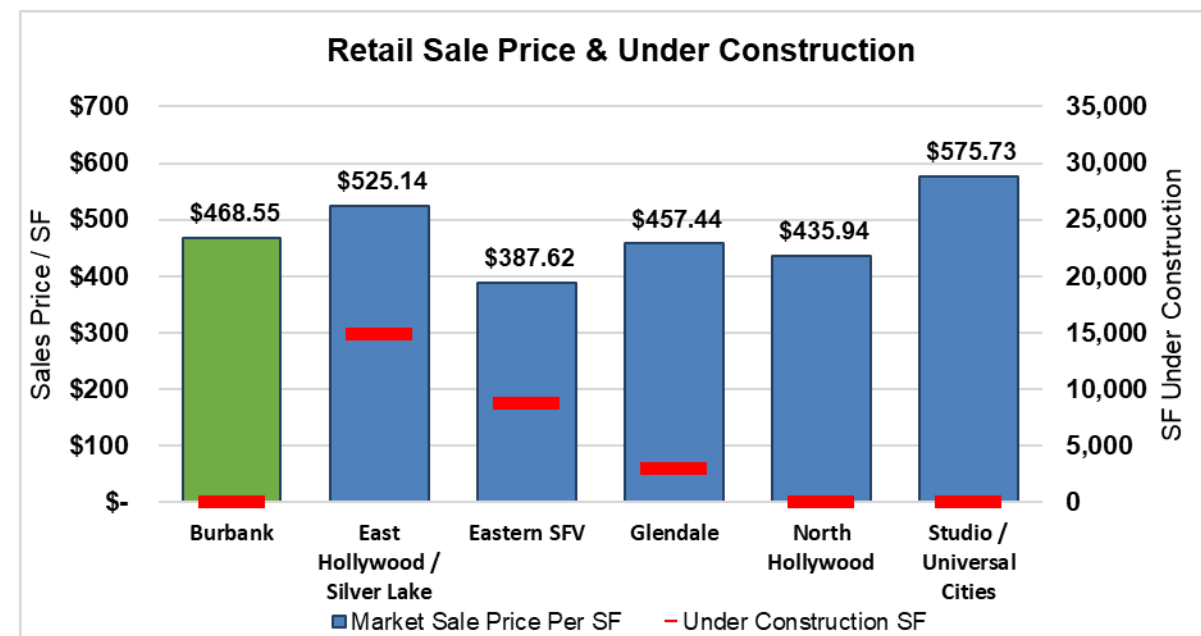
RETAIL – SUBMARKET MAP



ATTACHMENT 3 EXHIBIT A - 225

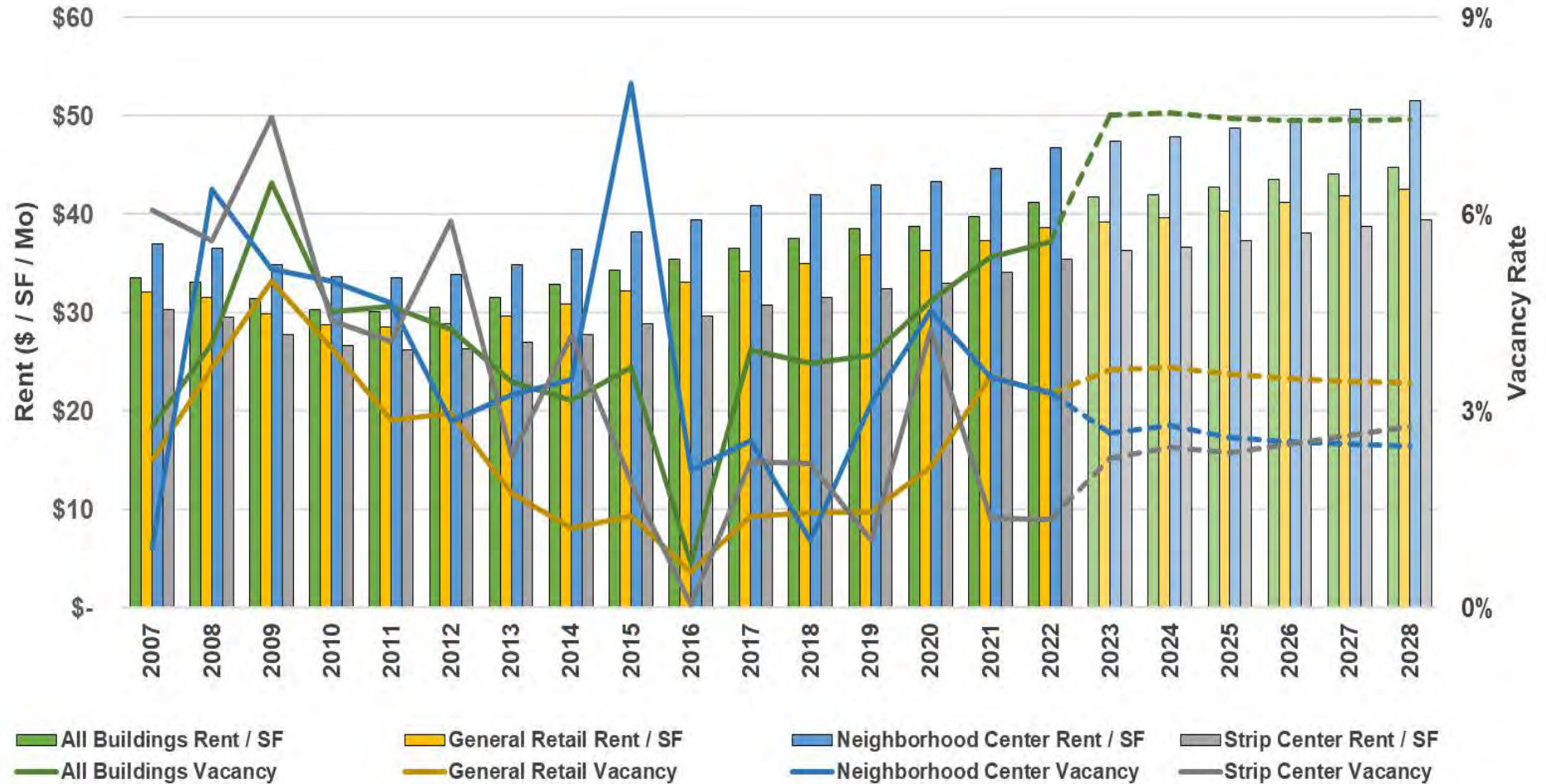
RETAIL - SUMMARY METRICS FOR AREA SUBMARKETS

- Burbank Submarket commanding second-highest rent per square foot (“SF”) than other area submarkets
- Burbank retail vacancy among the highest of other submarkets
- Burbank submarket sales values are strong, but surpassed by the Studio / Universal Cities and East Hollywood / Silver Lake submarkets
- No new retail inventory currently under construction in Burbank submarket, with some activity in other nearby submarkets.

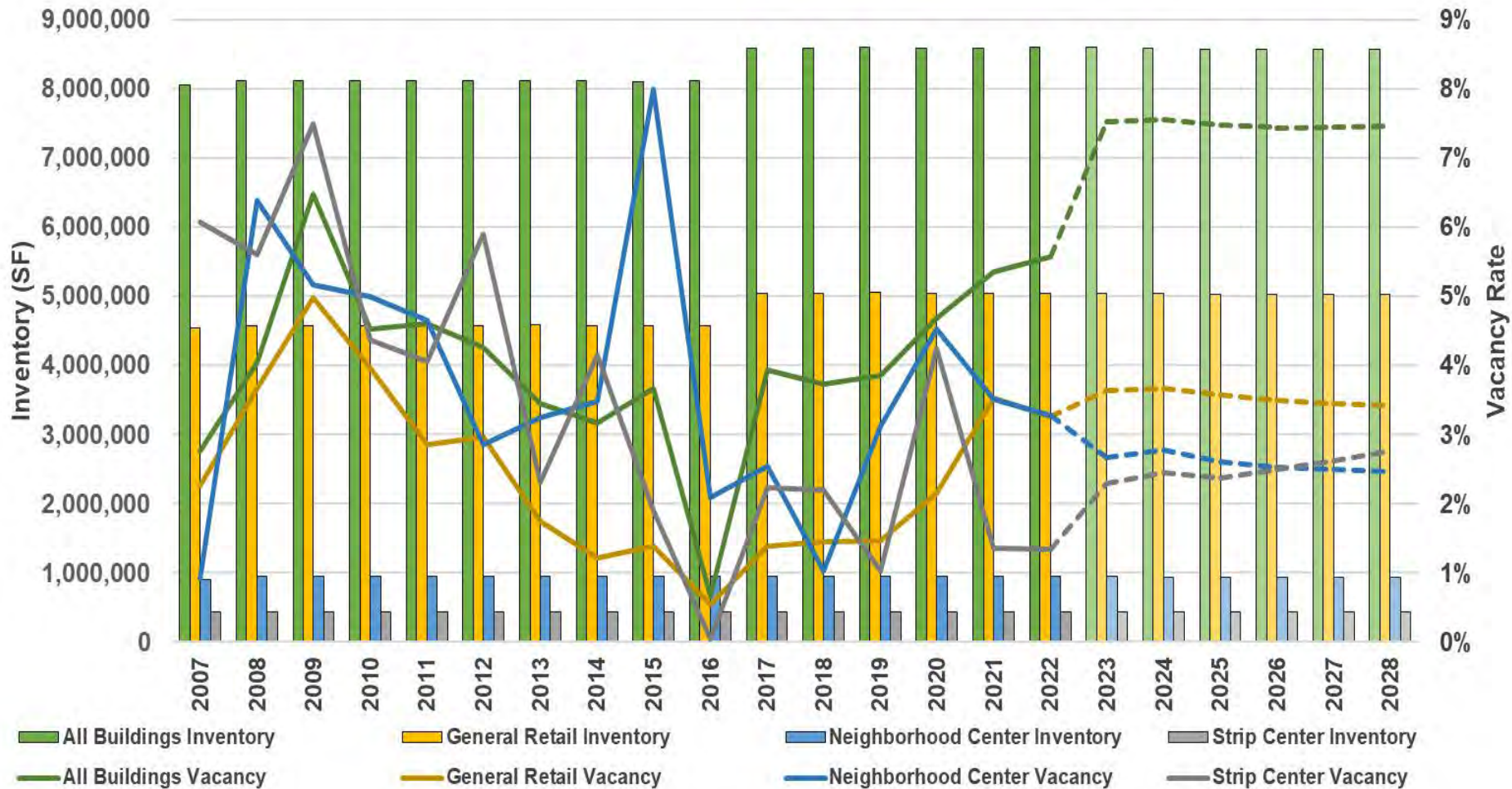


SUBMARKET RETAIL RENT & VACANCY

- Retail rents have risen steadily over the past 10 years, growing ~23% over the 2007 peak.
- Vacancy rate of ~7.5% overall; strip centers have lowest vacancy, though general retail and neighborhood centers also seeing low vacancy rates.



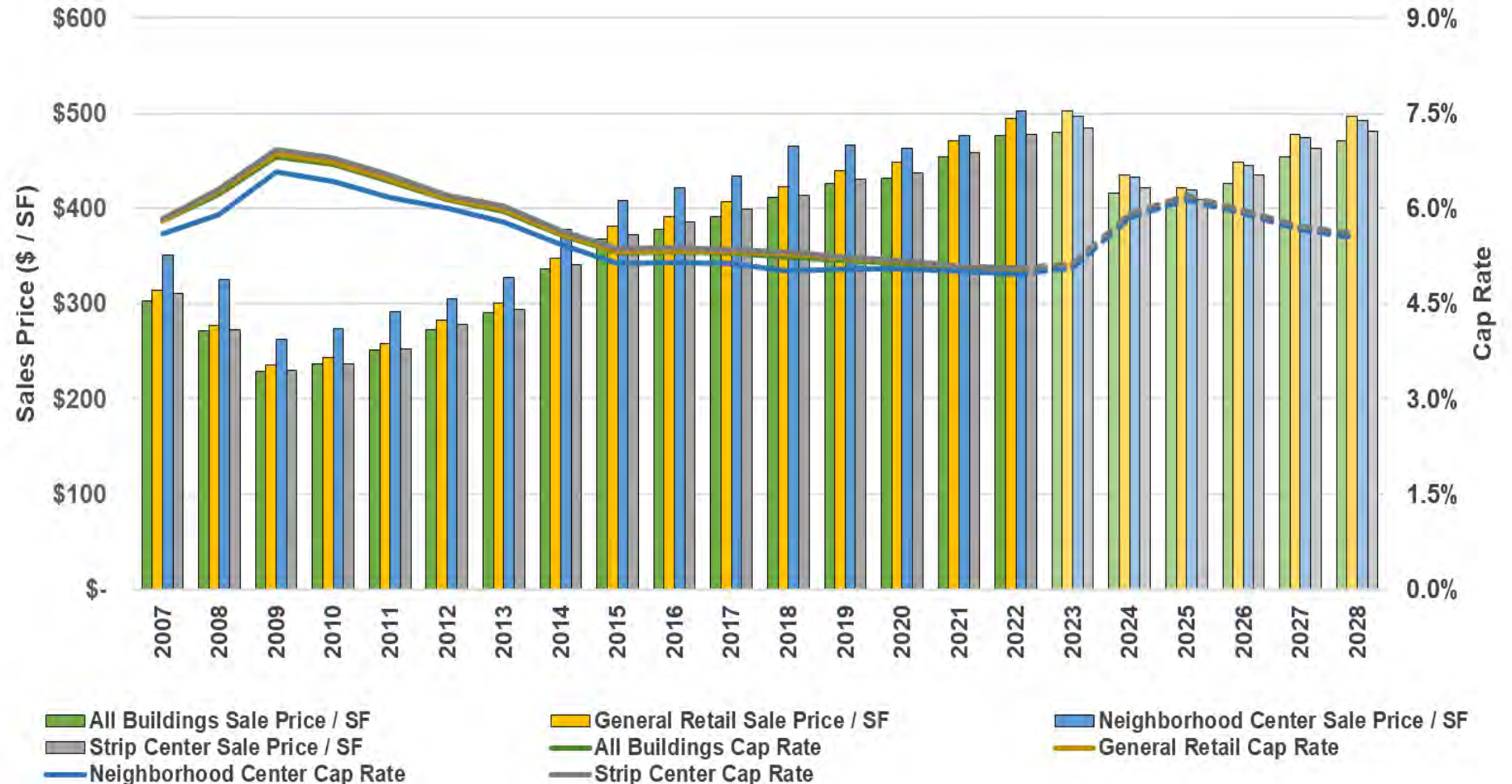
SUBMARKET RETAIL INVENTORY & VACANCY



- Inventory has been and is projected to be generally stable across asset classes
- General Retail and Neighborhood Retail comprise ~70% of the retail inventory
- Vacancy generally increased in 2023, to be determined where it stabilizes

SUBMARKET RETAIL SALES PRICE & CAP RATE

- Retail capitalization rates decreased steadily post recovery from the Great Recession
- Until recently, pricing has experienced consistent growth since 2009
- 2023 seeing increases in capitalization rates driving decreases in valuations



RETAIL SALES

1. 2420 W Olive Ave
Dec 2023 / 2,936 SF / 3-Star / Built 1998
\$2.79MM / \$950 PSF / 5.7% Cap Rate
2. 3025 W Olive
Jul 2023 / 871 SF / 2-Star / Built 1977
\$680k / \$781 PSF / Unknown Cap Rate
3. 2406 W Olive
Oct 2022 / 1,500 SF / 2-Star / Built 1964
\$1.09MM / \$723 PSF / Unknown Cap Rate
4. 3203 W Alameda Ave
Sep 2022 / 1,248 SF / 3-Star / Built 1969
\$1.88MM / \$1,502 PSF / Unknown Cap Rate
5. 2701-2705 W Olive Ave (1 of 2 Property Sale)
Jul 2022 / 5,063 SF / 2-Star / Built 1947
\$902k / \$356 PSF / 4.0% Cap Rate
6. 2711-2713 W Olive Ave (2 of 2 Property Sale)
Jul 2022 / 4,615 SF / 2-Star / Built 1953
\$823k / \$356 PSF / 4.0% Cap Rate



RETAIL SALES

- 7. 4201 W Olive Ave
Feb 2022 / 3,467 SF / 2-Star / Built 1936
\$2.70MM / \$779 PSF / Unknown Cap Rate
- 8. 4004 W Riverside Dr
Dec 2021 / 2,961 SF / 2-Star / Built 1954
\$1.80MM / \$608 PSF / Unknown Cap Rate
- 9. 113 N Buena Vista St
Jan 2021 / 2,090 SF / 2-Star / Built 1951
\$810k / \$388 PSF / Unknown Cap Rate



RETAIL - SAMPLE LEASES AVAILABLE

1. 301 N Pass Ave / Lakeside Shopping Center
Built 1962 / 3-Star / 2k SF Available
0% Vacant / \$51.00 PSF NNN
2. 4100 W Riverside Dr / Burbank Plaza
Built 1989 / 3-Star / 8k SF Available
56% Vacant / \$48.00 PSF Modified Gross
3. 4001 W Riverside Dr
Built 1948 & 1968 / 2-Star / 2k SF Available
71% Vacant / \$75.00 PSF NNN
4. 3900 W Alameda Ave / The Tower
Built 1989 & 2015 / 3-Star / 9K SF Available
27% Vacant / \$58.20 PSF Full Service Gross
5. 2900 W Alameda Ave / The Pointe - Phase I
Built 2008 / 3-Star / 2k SF Available
13% Vacant / \$61.80 PSF Full Service Gross
6. 2600 W Olive
Built 1986 & 2021 / 4-Star / 5k SF Available
20% Vacant / \$54.00 PSF Full Service Gross



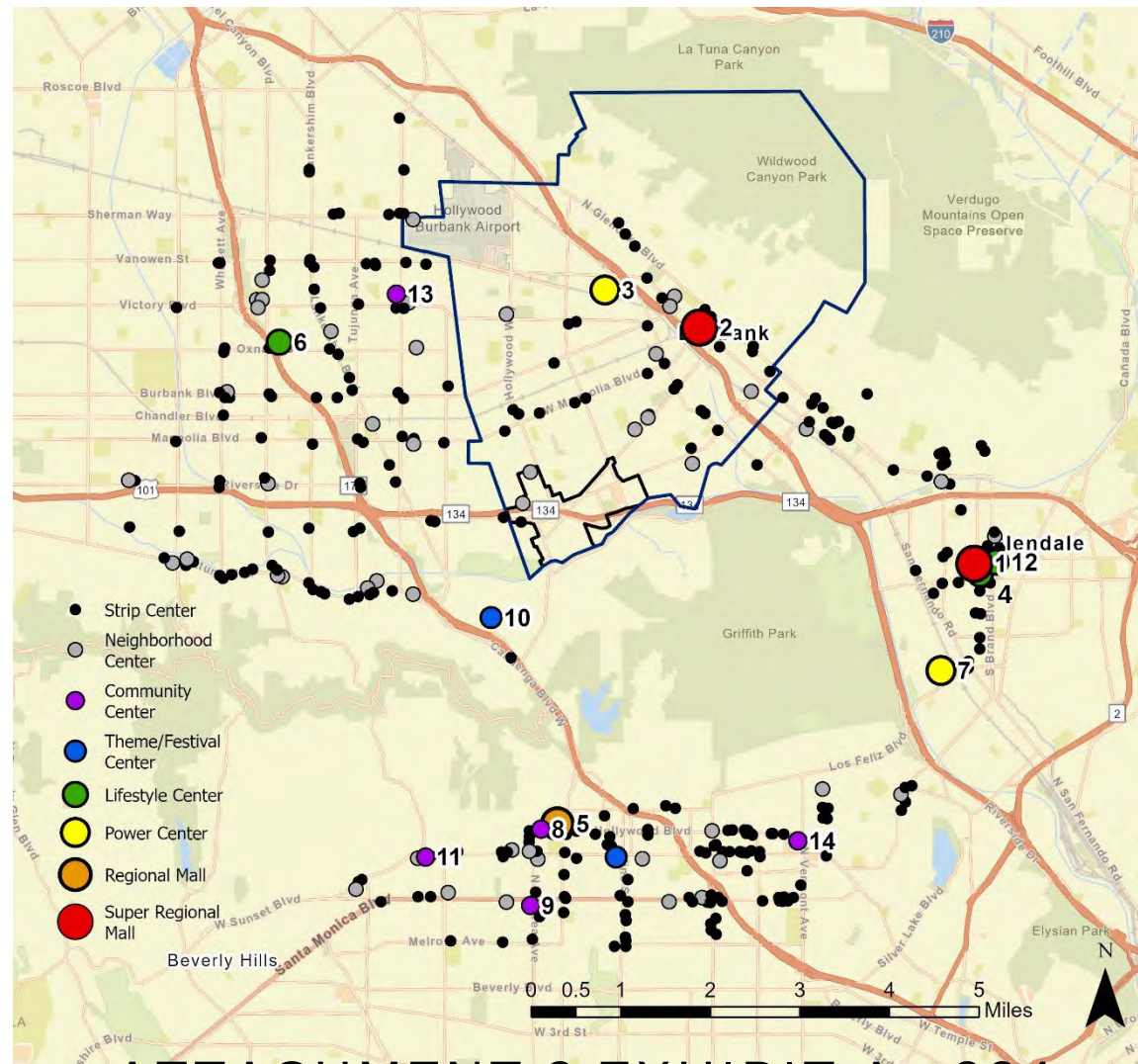
RETAIL SPENDING / CAPTURE

	Surplus / (Leakage)	
	Specific Plan Area	City
Auto & Fuel	(\$35,300,000)	\$1,164,100,000
Home Furnishings, Hardware, Garden	(14,800,000)	342,800,000
Food and Drugs	24,000,000	537,200,000
E-Commerce	27,400,000	(144,700,000)
Consumer Goods	78,900,000	1,291,700,000
Restaurants	6,700,000	359,800,000
Other	900,000	147,500,000
Total	\$87,800,000	\$3,698,400,000

- Purchasing data suggests that while there may be leakage of Auto & Fuel and Home Furnishings, Hardware, Garden sales, overall the Specific Plan Area is capturing a surplus of sales activity relative to expected demand
- Similarly, the City is capturing a surplus of sales activity relative to expected demand, and further, may capture some of the leakage from the Specific Plan Area
- Data suggests that there is currently a sufficient supply of retail inventory

LARGEST RETAIL CENTERS & DRIVING DISTANCE

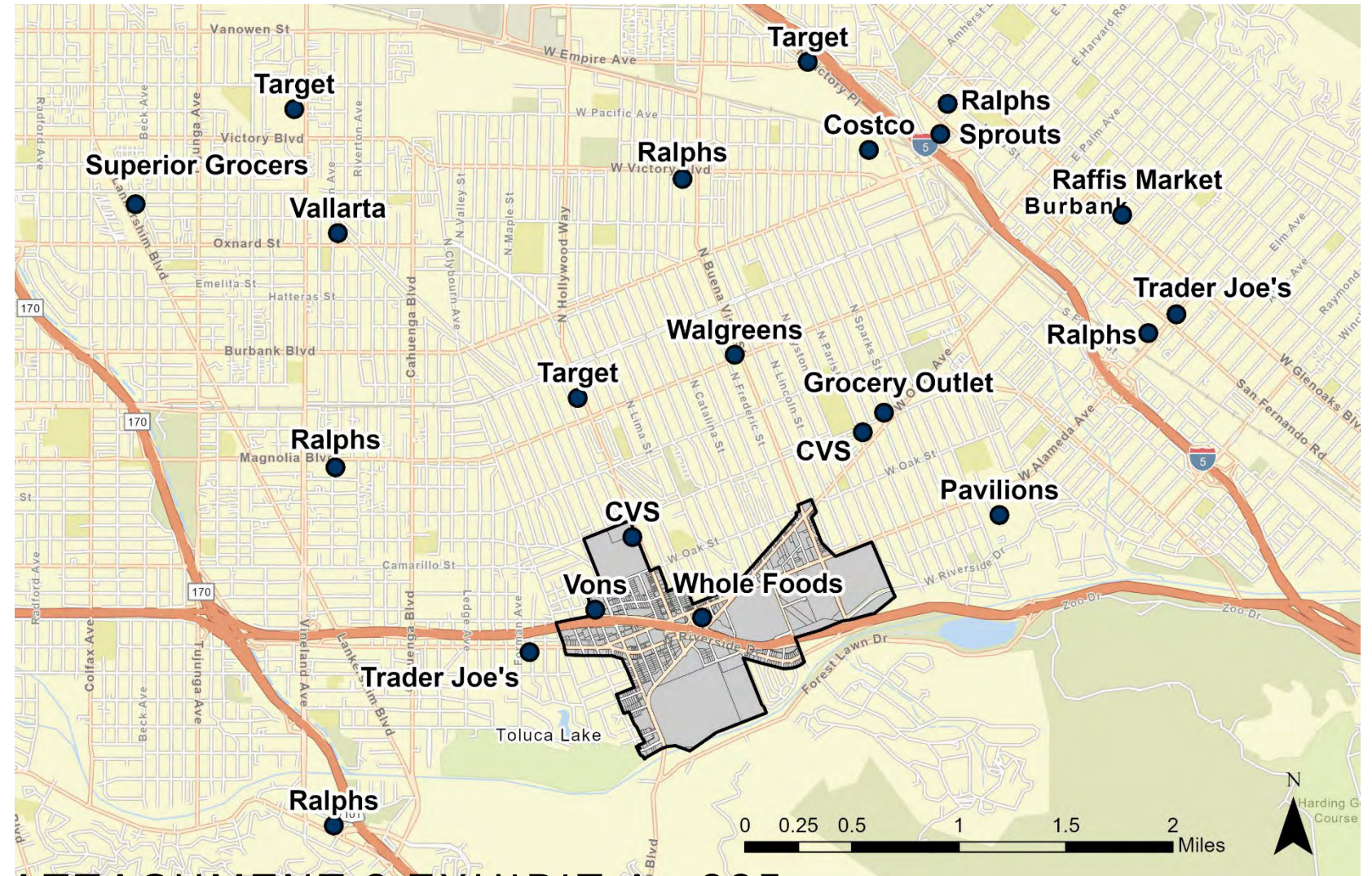
1. Glendale Galleria
1.48MM SF / 8.2 Miles
2. Burbank Town Center
1.24MM SF / 3.2 Miles
3. Burbank Empire Center
921k SF / 4.0 Miles
4. The Americana at Brand
779k SF / 5.6 Miles
5. OVATION Hollywood
600k SF / 5.5 Miles
6. NOHO West
346k SF / 5.9 Miles
7. Franciscan Metro Center
281k SF / 6.2 Miles



8. Hollywood Boulevard
281k SF / 5.6 Miles
9. West Hollywood Gateway
252k SF / 7.2 Miles
10. Universal Citywalk
203k SF / 4.2 Miles
11. 8000 Sunset Strip
171k SF / 7.3 Miles
12. Glendale Marketplace
154k SF / 5.6 Miles
13. Target / Center
146k SF / 5.0 Miles
14. Barnsdall Square
123k SF / 8.1 Miles

FOOD & DRUG RETAIL

- There are a variety of food and drug retail offerings and amenities within / in close proximity to Specific Plan Area
- May be support for additional convenience retail, drug stores in the future especially as residential supply increases



ATTACHMENT 3 EXHIBIT A - 235

RETAIL SWOT

Strengths

- Existing variety of authentic retail in the Specific Plan Area creates appealing district
- Existing properties are able to command strong rents despite older nature / lower quality of inventory

Weaknesses

- Limited properties available for redevelopment
- Retail use alone likely unable to support redevelopment

Opportunities

- Increases in daytime and nighttime population through buildout will only add to existing purchasing power
- Real support for ground floor retail as part of mixed-use development

Threats

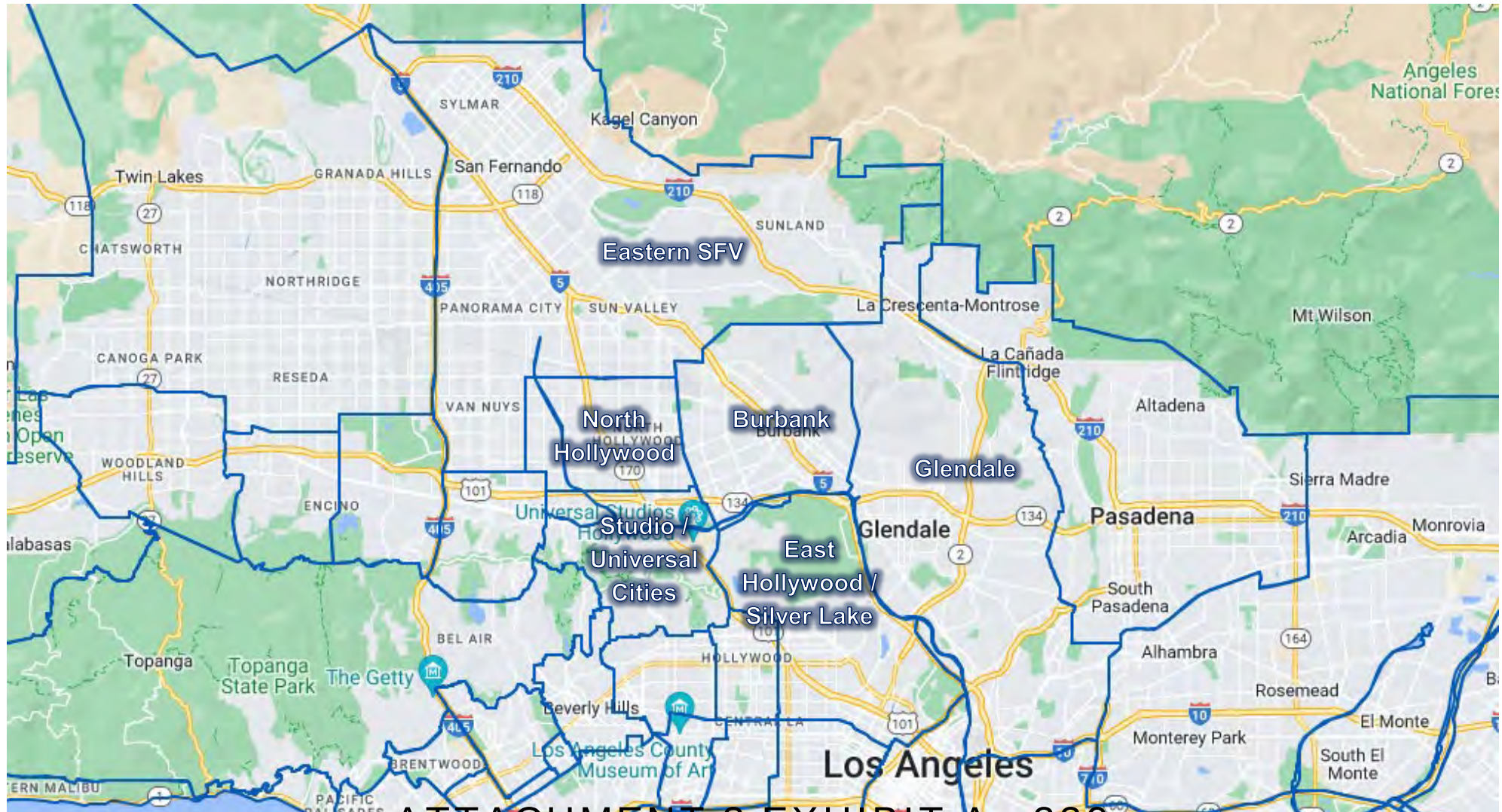
- Financing market and construction cost fundamentals present barrier to development in the near term
- E-commerce will continue to penetrate market / demand for retail that is not experience based

RETAIL SUMMARY

- Retail supply within the submarket is considered sufficient relative to demand
- There are a variety of offerings and choices for consumers within and proximate to the Specific Plan Area
- There is a variety of authentic retail along major corridors that enhances the Specific Plan Area
- There is likely opportunity for additional convenience retail in the near future as residential uses in the Specific Plan Area intensify
- Future retail growth is expected to be incorporated as mixed-use improvements as the Specific Plan Area is built out
- The buildout program assumes 50,000 square feet of additional retail and 50,000 of restaurant space; this is generally expected to occur over time in incremental development as part of / ancillary to other uses

Office Segment

OFFICE – SUBMARKET MAP



Source: CoStar, Kosmont (2023)

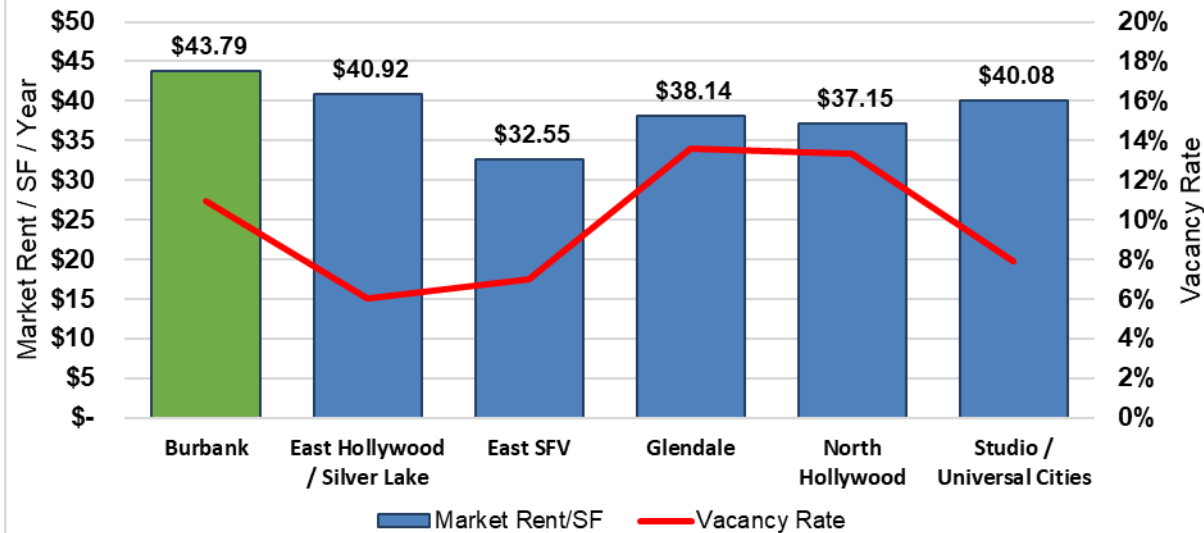
ATTACHMENT 3 EXHIBIT A - 239

OFFICE - SUMMARY METRICS FOR AREA SUBMARKETS

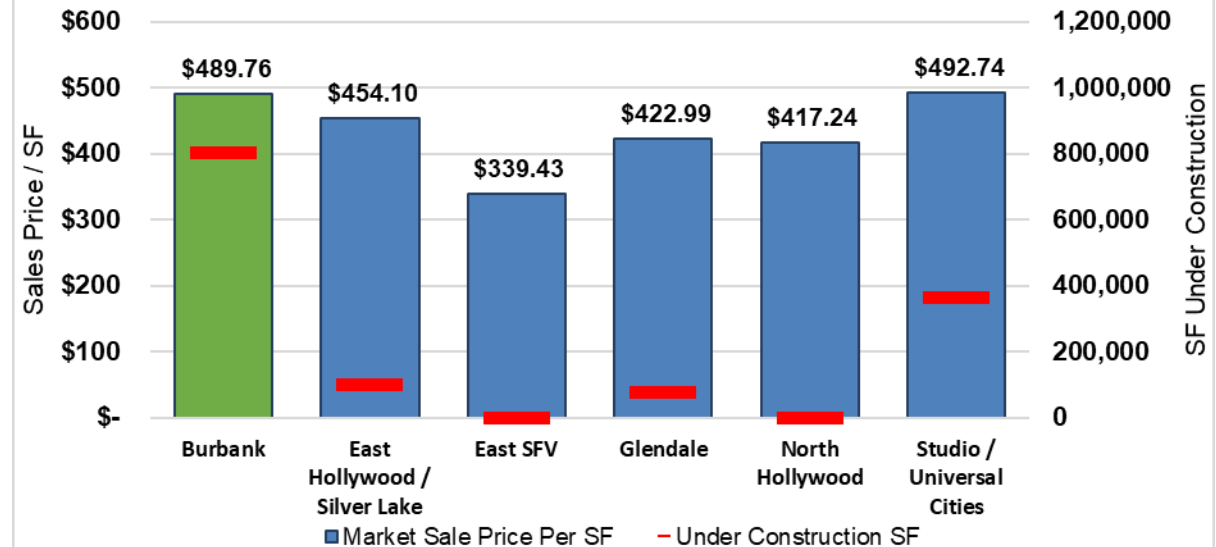
- Burbank submarket achieving fairly strong rents compared to other nearby submarkets.
- Burbank submarket experiencing higher vacancy that other submarkets, but still moderate levels of vacancy (and lower than neighboring Glendale and North Hollywood submarkets)

- Burbank submarkets achieving high sales prices, only trailing Studio / Universal Cities.
- Highest amount of new office product projected in Burbank submarket, with some space under construction in Studio / Universal Cities submarket as well.

Office Rent & Vacancy

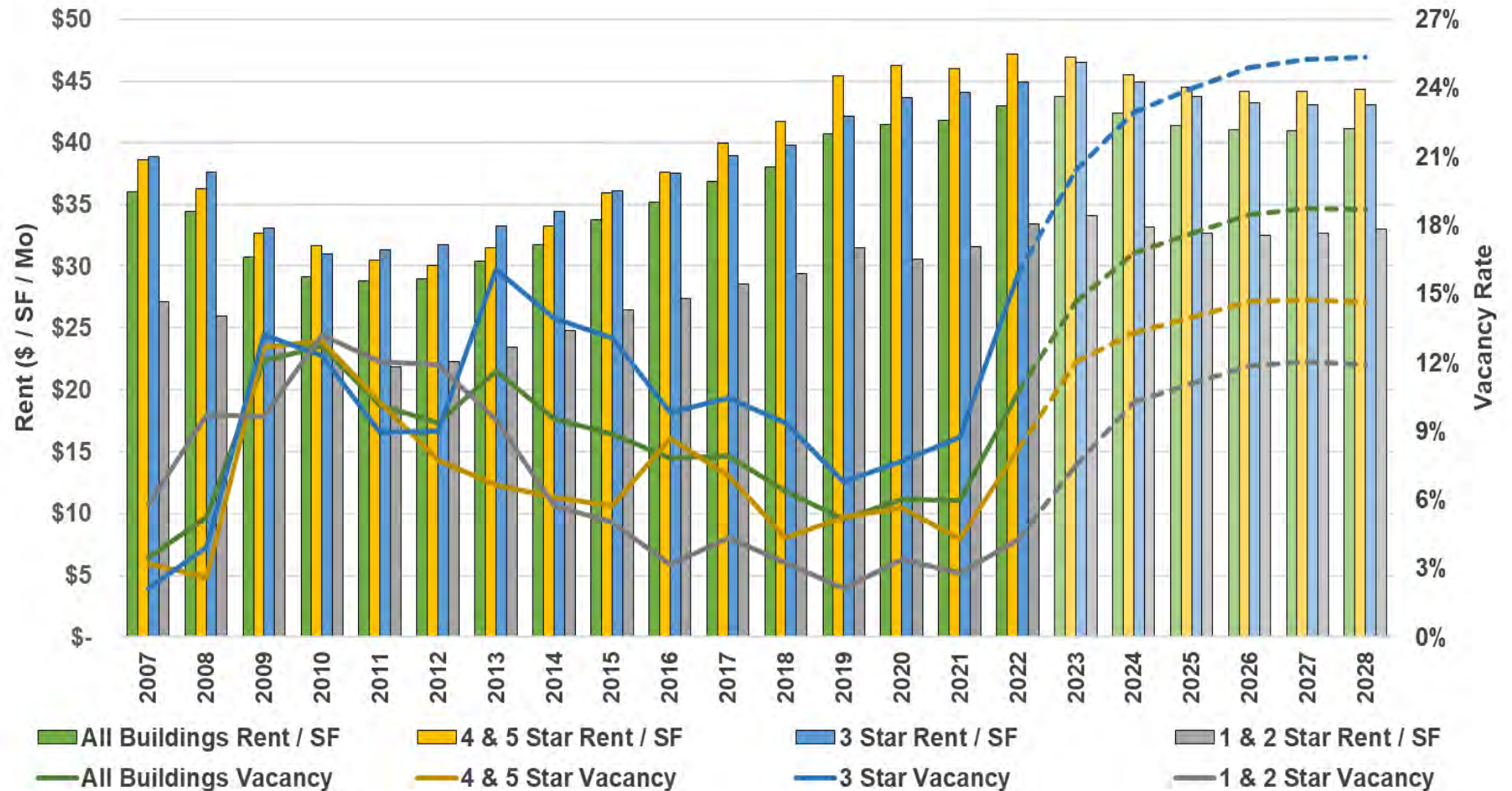


Office Sale Price & Under Construction

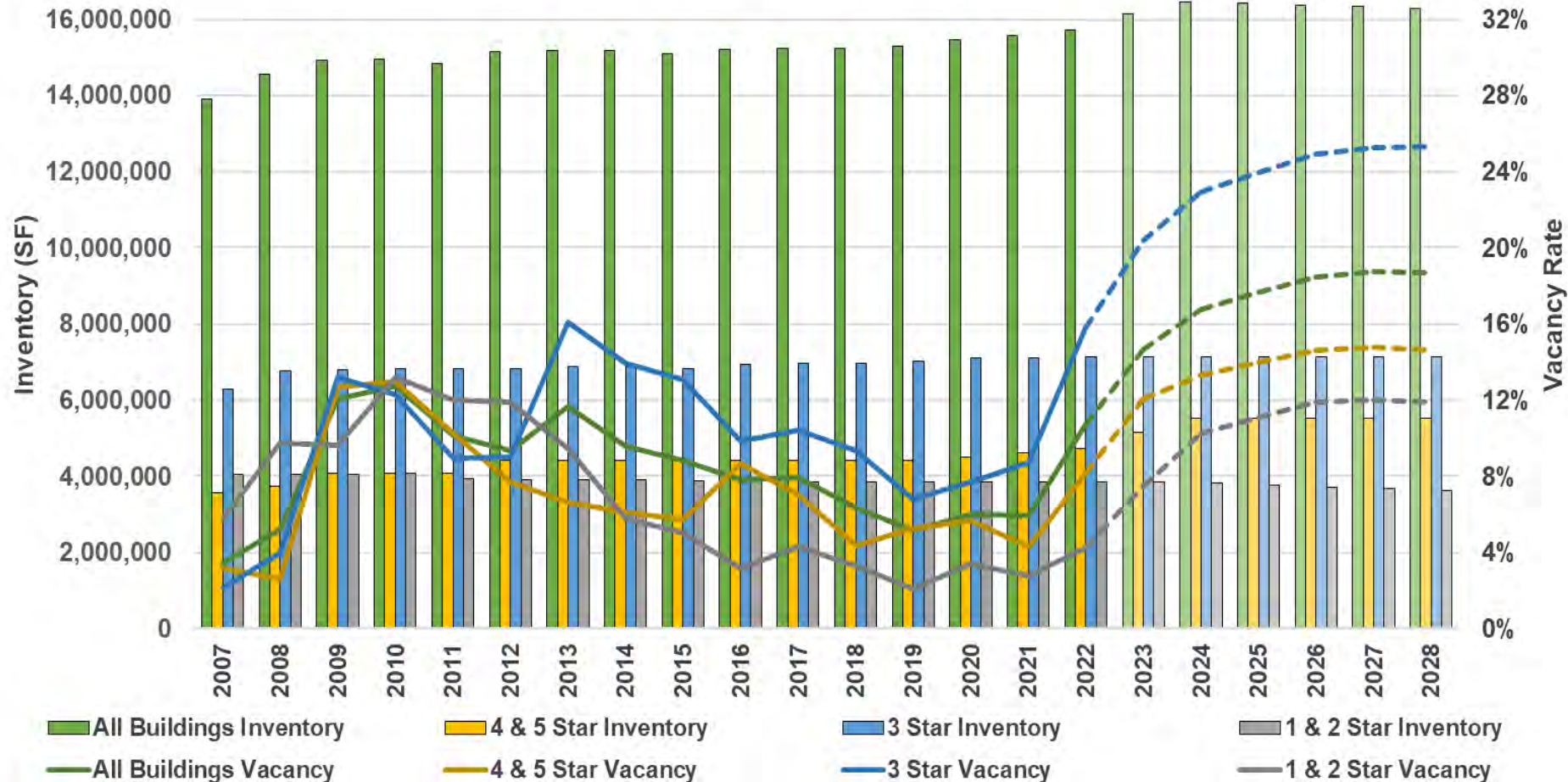


SUBMARKET OFFICE RENT & VACANCY

- Office rent has grown ~3.5% annually over the past 10 years
- Vacancy rates have risen substantially post COVID
- Subleasing pressure being reported wherein master tenants are paying more than subs



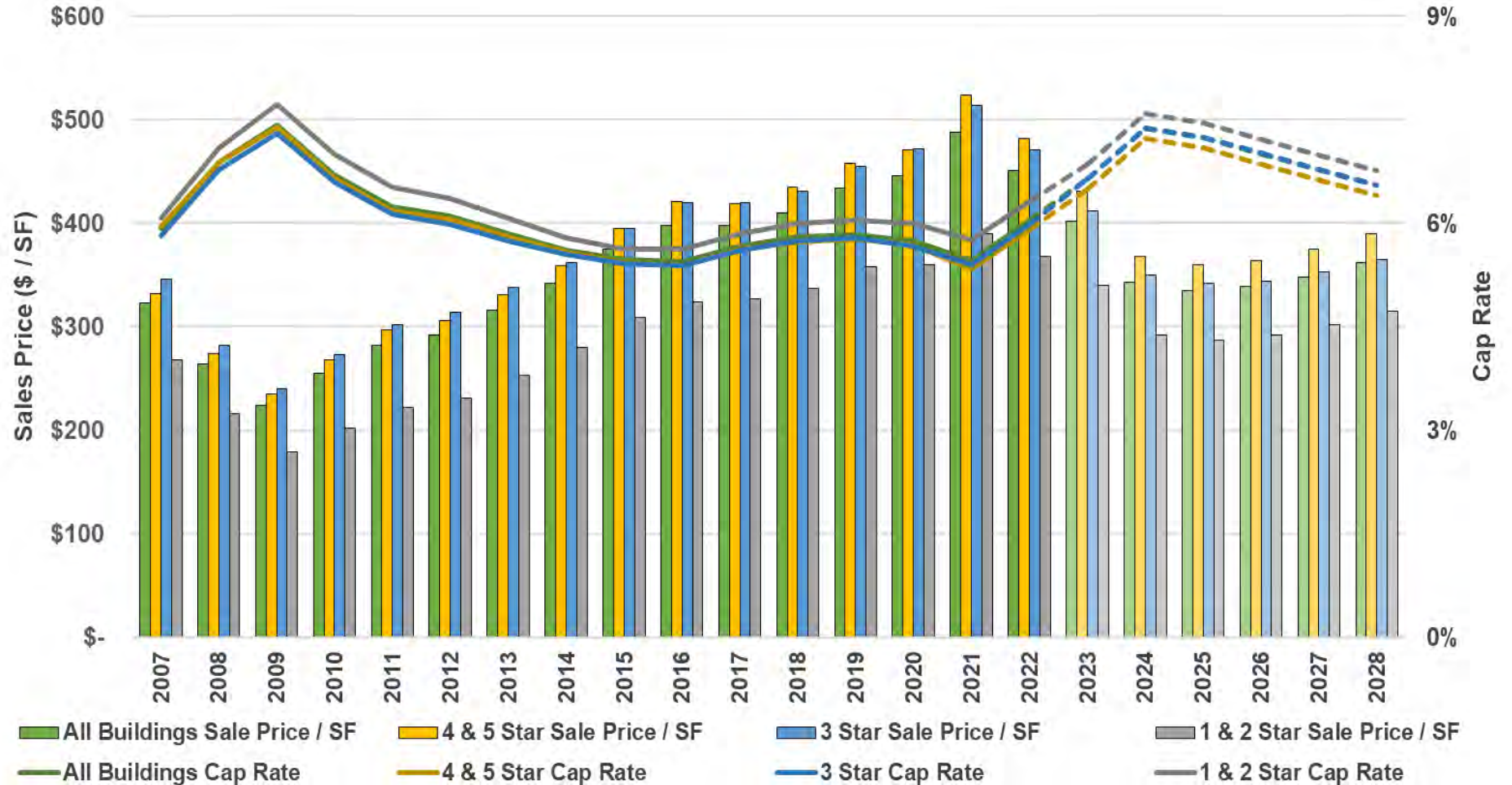
SUBMARKET OFFICE INVENTORY & VACANCY



- Inventory has been relatively stable over the past 10 years, with some decline in lower-quality inventory and expected 4-5 star inventory to be added in near future.
- Vacancy projections reflect a portion of potential reduction in office demand due to work from home trends

SUBMARKET OFFICE SALES PRICE & CAP RATE

- Historic growth in sales price may have been heavily driven by rent growth and vacancy rate decreases
- Capitalization rates increasing and projected to continue to rise before longer term reductions
- Office market being hit by increasing vacancy, lower rents, and higher cap rates



OFFICE SALES

1. Warner Bros. / Second Century Building I
Aug 2023 / 445,000 SF / 4-Star / Built 2023
Appears to be part of build to suit agreement
2. Warner Bros. / The Hope Building
Aug 2023 / 114,943 SF / 3-Star / Built 1956
Appears to be part of build to suit agreement
3. 2813 W Alameda
Mar 2022 / 22,395 SF / 2-Star / Built 1960
\$750k / \$33 PSF / Subject to many easements
4. 2600 W Olive
Nov 2021 / 152,834 SF / 4-Star / Built 1986
\$90.50MM / \$529 PSF / 4.9% Cap Rate
5. 2701 W Alameda
Sep 2021 / 50,986 SF / 4-Star / Built 1968
\$23.88MM / \$468 PSF / 5.25% Cap Rate
6. 4404 Riverside Ave
Aug 2021 / 7,153 SF / 2-Star / Built 1959
\$3.58MM / \$500 PSF



OFFICE SALES (CONT'D)

7. 2901 W Alameda Ave
May 2021 / 203,175 SF / 4-Star / Built 1981
\$61.50MM / \$303 PSF / 4.7% Cap Rate
8. 4425 W Riverside Dr
Apr 2021 / 8,412 SF / 2-Star / Built 1970
\$4.35MM / \$517 PSF
9. 4001 W Olive Ave (1 of 3 Property Sale)
Dec 2019 / 152,616 SF / 3-Star / Built 1994
\$76.66MM / \$502 PSF
10. 3903 W Olive Ave (2 of 3 Property Sale)
Dec 2019 / 128,110 SF / 4-Star / Built 1979
\$45.92MM / \$358 PSF
11. 111 N Hollywood Way (3 of 3 Property Sale)
Dec 2019 / 58,959 SF / 2-Star / Built 1981
\$25.26MM / \$428 PSF



OFFICE – SAMPLE LEASES AVAILABLE

1. 3900 W Alameda Ave / The Tower
Built 1989 & 2015 / 3-Star / 187k SF Available
27% Vacant / \$58.20 PSF Full Service Gross
2. 3601 W Olive Ave / Business Arts Plaza
Built 1985 / 4-Star / 44k SF Available
25% Vacant / \$55.20 PSF Full Service Gross
3. 3500 W Olive Ave / Central Park at Toluca Lake
Built 1985 / 3-Star / 134k SF Available
50% Vacant / \$58.20 PSF Full Service Gross
4. 2900 W Alameda Ave / The Pointe – Phase I
Built 2008 / 3-Star / 62k SF Available
13% Vacant / \$61.80 PSF Full Service Gross
5. 2727 W Alameda Ave (Medical)
Built 1968 & 2006 / 3-Star / 10k SF Available
30% Vacant / \$33.00 PSF Full Service Gross
6. 2600 W Olive Ave
Built 1986 & 2021 / 4-Star / 33k SF Available
20% Vacant / \$54.00 PSF Full Service Gross



OFFICE SWOT

Strengths

- Existing properties able to command strong rents
- Vacancy rates vary, but generally stronger than other markets, reasonably healthy given circumstances

Weaknesses

- Portions of inventory starting to show age
- Potential for post COVID-19 resistance from occupants towards high rise inventory in Specific Plan Area versus lower rise alternatives

Opportunities

- Warner Bros. Studios & Ranch expansion / redevelopment may help increase overall demand over the long term
- Proposed development FAR / height limits provide opportunity to support higher quality product

Threats

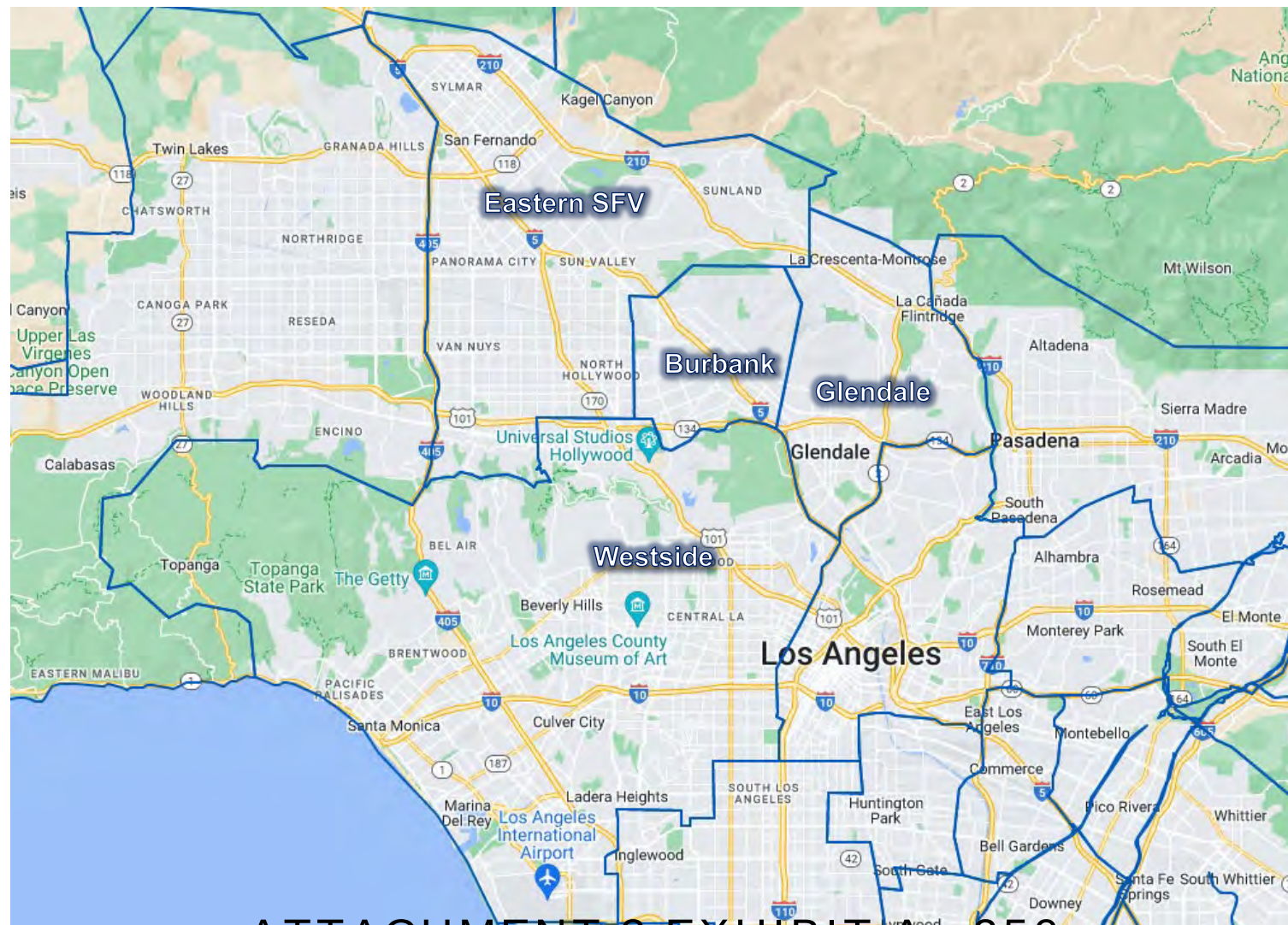
- Financing market and construction cost fundamentals present barrier to development in the near term
- Impact of opening of new Warner Bros. towers (800k SF) on existing properties to be determined
- Long term increases in remote work may decrease overall demand for office

OFFICE SUMMARY

- Office demand within the Specific Plan area is heavily influenced by studio use
- In general, the office segment in the US has been disrupted by demand shifts due to remote work trends following the COVID-19 pandemic. It is unclear how much demand may ultimately be reduced over the long term, but reductions in demand are expected
- Additionally, recent increases in interest rates and refinance rates in conjunction with uncertainty of future demand has dramatically impacted office building valuations
- Ultimately, office demand within the Specific Plan Area is expected to be driven by owner / user profiles that desire employees be proximate to each other
- The buildout program assumes the addition of 160,000 square feet of office use; this will likely be realized through the redevelopment of the former Warner Bros. Ranch site

Industrial Segment

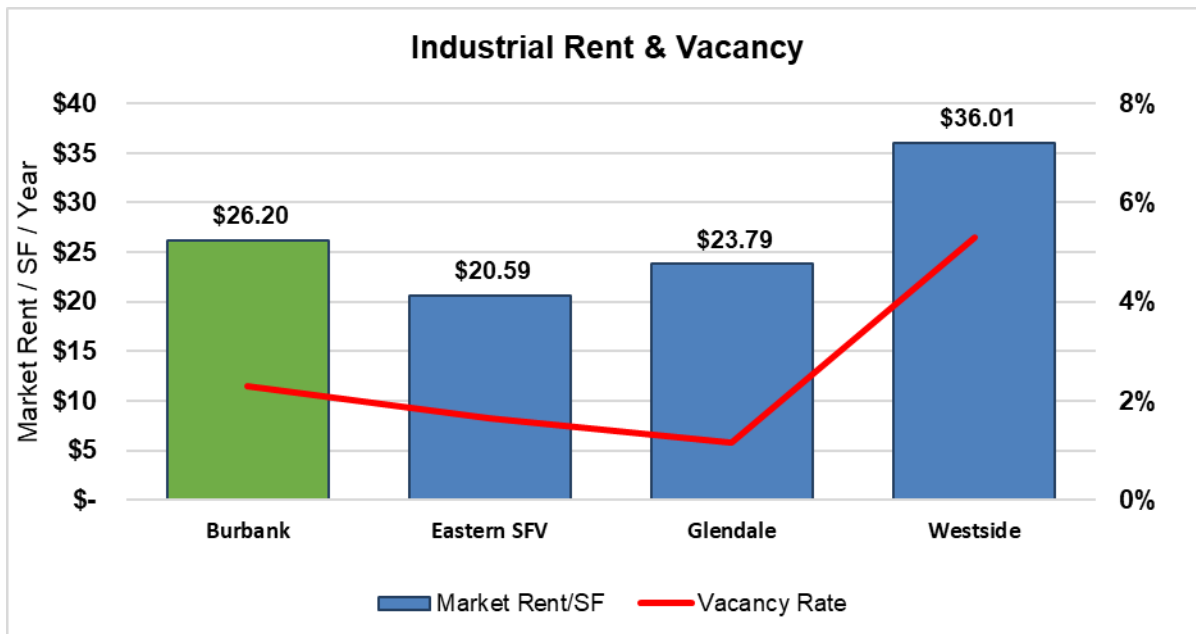
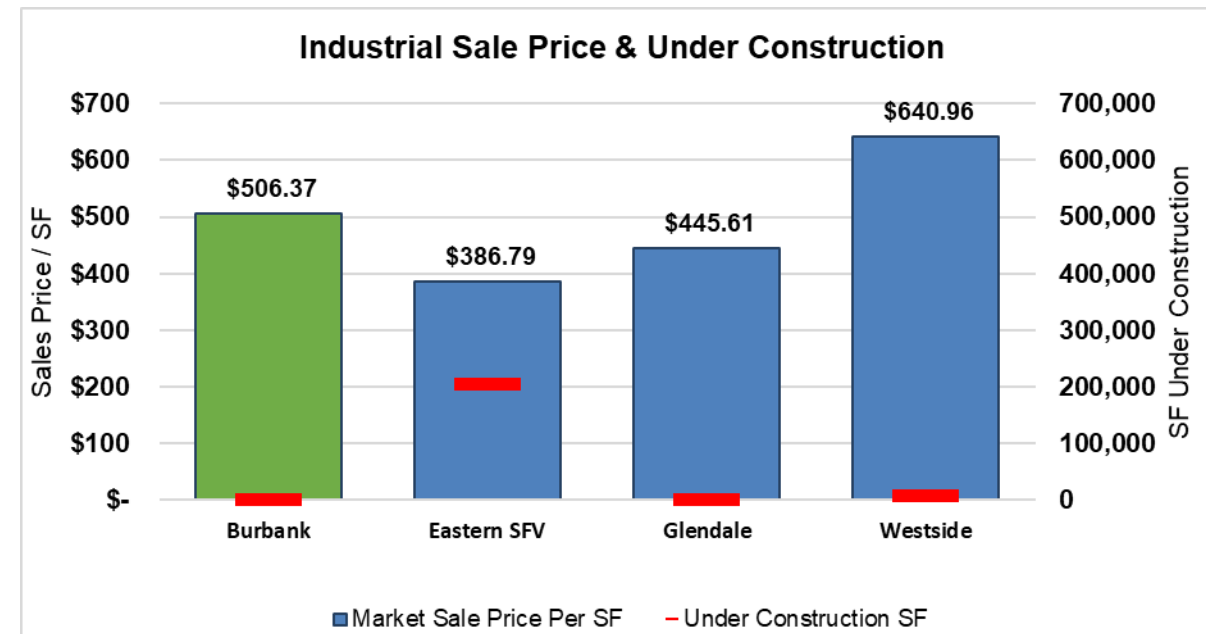
INDUSTRIAL – SUBMARKET MAP



ATTACHMENT 3 EXHIBIT A-250

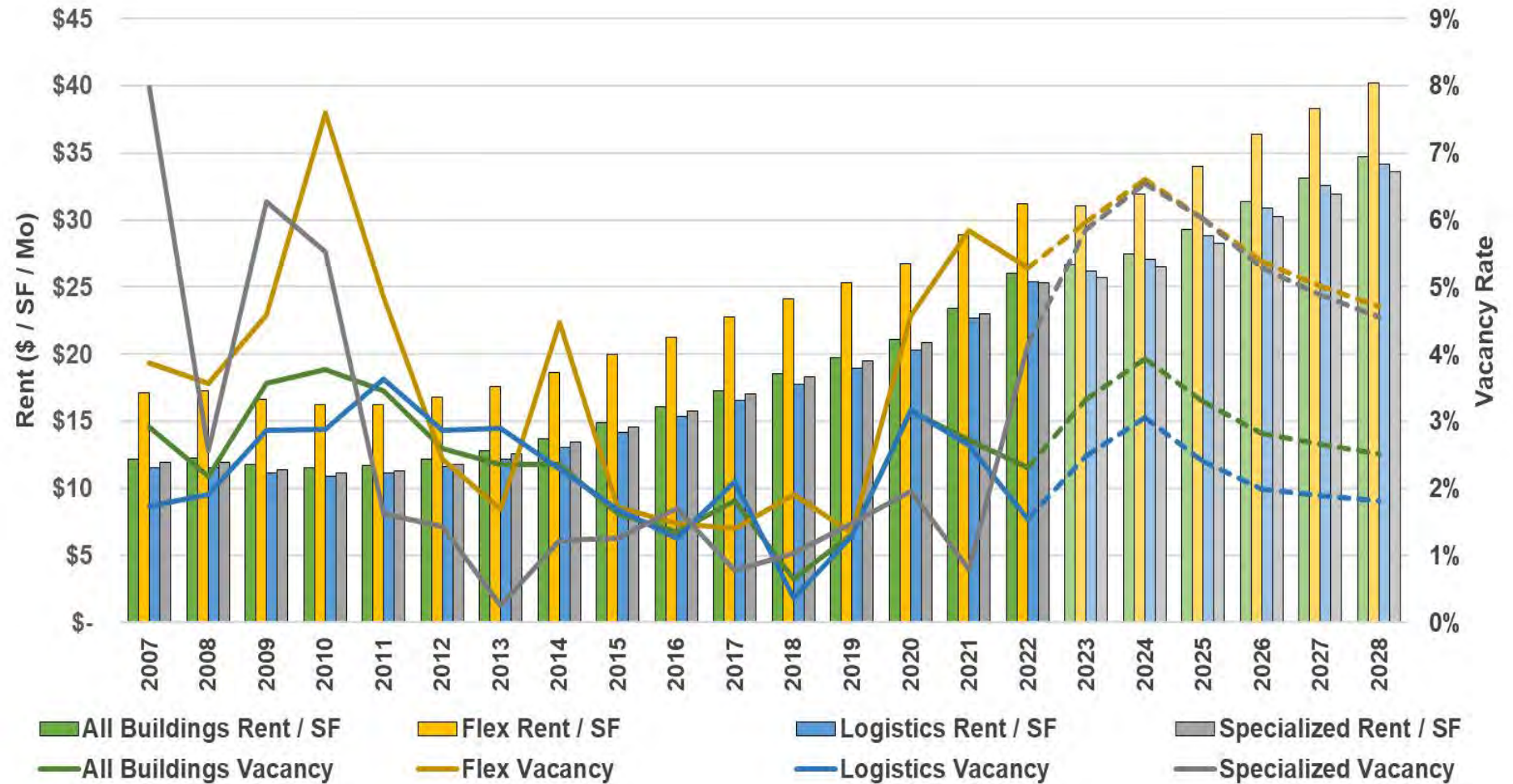
INDUSTRIAL - SUMMARY METRICS FOR AREA SUBMARKETS

- Burbank submarket achieving fairly strong rents compared to other nearby submarkets, but trailing Westside submarket.
- Burbank submarket experiencing lower vacancy than Westside submarket, but higher than Eastern SFV and Glendale submarkets.
- Burbank submarkets achieving high sales prices, only trailing Westside submarket.
- Only new industrial product under construction is in Eastern SFV submarket.

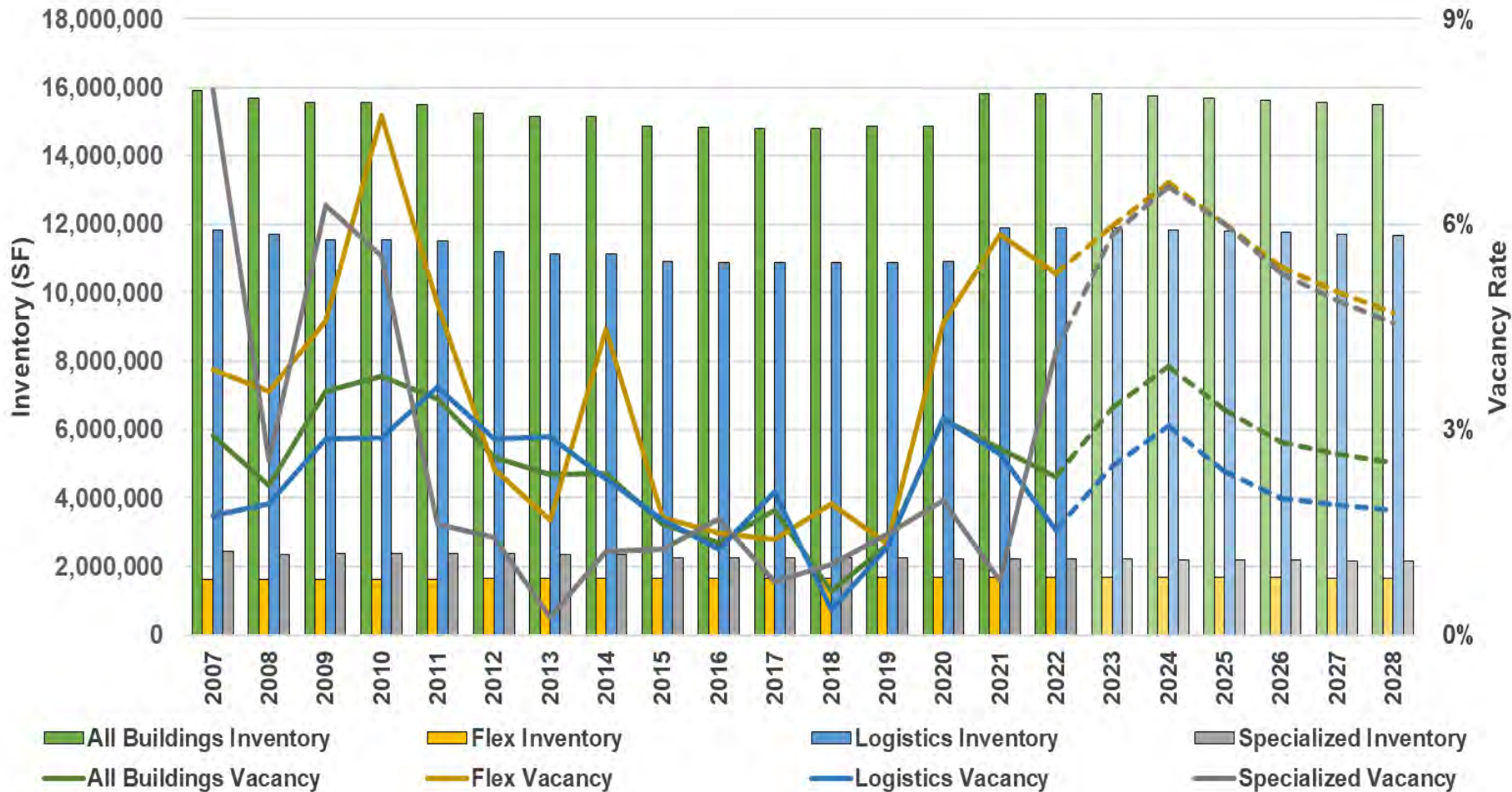


SUBMARKET INDUSTRIAL RENT & VACANCY

- Industrial has been the darling segment in the region over the last several years due primarily to growth in logistics demand
- Industrial demand is slowing slightly but remains strong
- Rent growth has been strong, and vacancy rates are generally low



SUBMARKET INDUSTRIAL INVENTORY & VACANCY



- Some signs of creeping saturation, but absorption of big product remains good
- The vast majority (~75%) of inventory is in the logistics segment

SUBMARKET INDUSTRIAL SALES PRICE & CAP RATE

- Industrial pricing has almost tripled over the last 10 years
- Industrial capitalization rates have compressed substantially since 2009
- Cap rates increasing, and projected to continue to increase in the near term



INDUSTRIAL SWOT

Strengths

- Flex & studio space continues to be in demand
- Studios constructing additional sound stages driven by owner / user activity

Weaknesses

- Site aggregation to facilitate larger redevelopment projects difficult

Opportunities

- Companies that support studio activity ripe for flex space
- Increasing demand for smaller / local last mile delivery hubs
- New multistory industrial formats can change development fundamentals

Threats

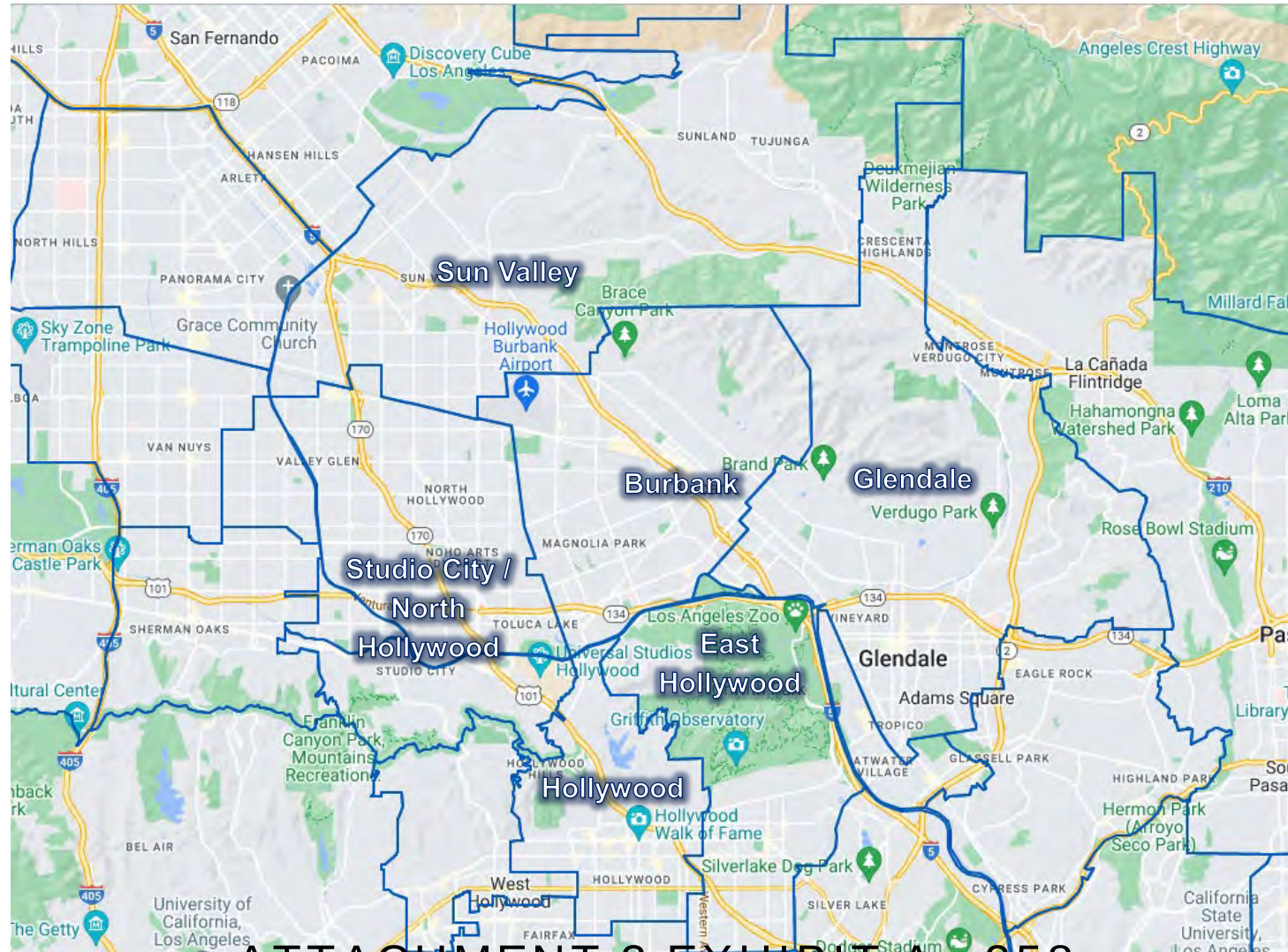
- Alternative land uses tend to support higher redevelopment values given lower development intensity of flex product

INDUSTRIAL SUMMARY

- There is limited “industrial” use within the Specific Plan Area. Though flex space and studio sound stages may generally be considered industrial in nature
- Industrial space has commanded high land values of late within Southern California
- However, given the nature of existing uses within the Specific Plan Area, the development of future industrial space is expected to be limited (other than sound stage development)
- Multistory industrial developments are being tested in other markets and could potentially be feasible within the Specific Plan Area, though other uses are expected to be of higher economic utility (off studio properties)
- The buildout program assumes the development of 350k square feet of studio use; this will likely be realized through the redevelopment of the Warner Bros. Ranch site

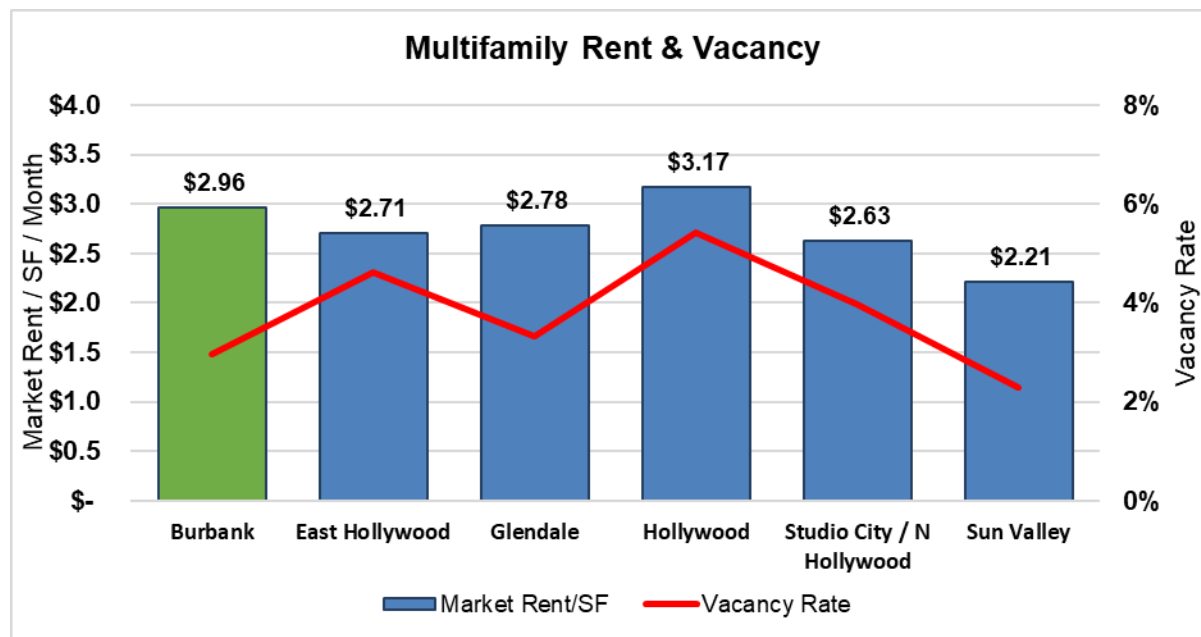
Multifamily Segment

MULTIFAMILY – SUBMARKET MAP

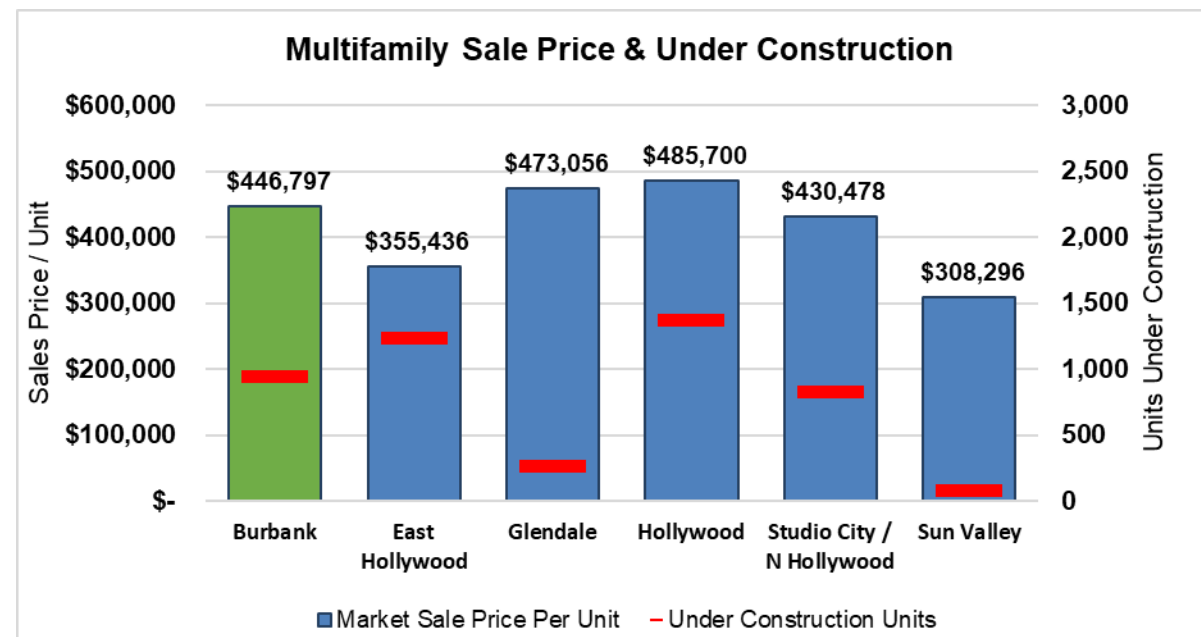


MULTIFAMILY - SUMMARY METRICS FOR AREA SUBMARKETS

- Burbank submarket achieving fairly strong rents compared to other nearby submarkets, trailing only the Hollywood submarket.
- Burbank submarket experiencing lower vacancy compared to other nearby submarkets.

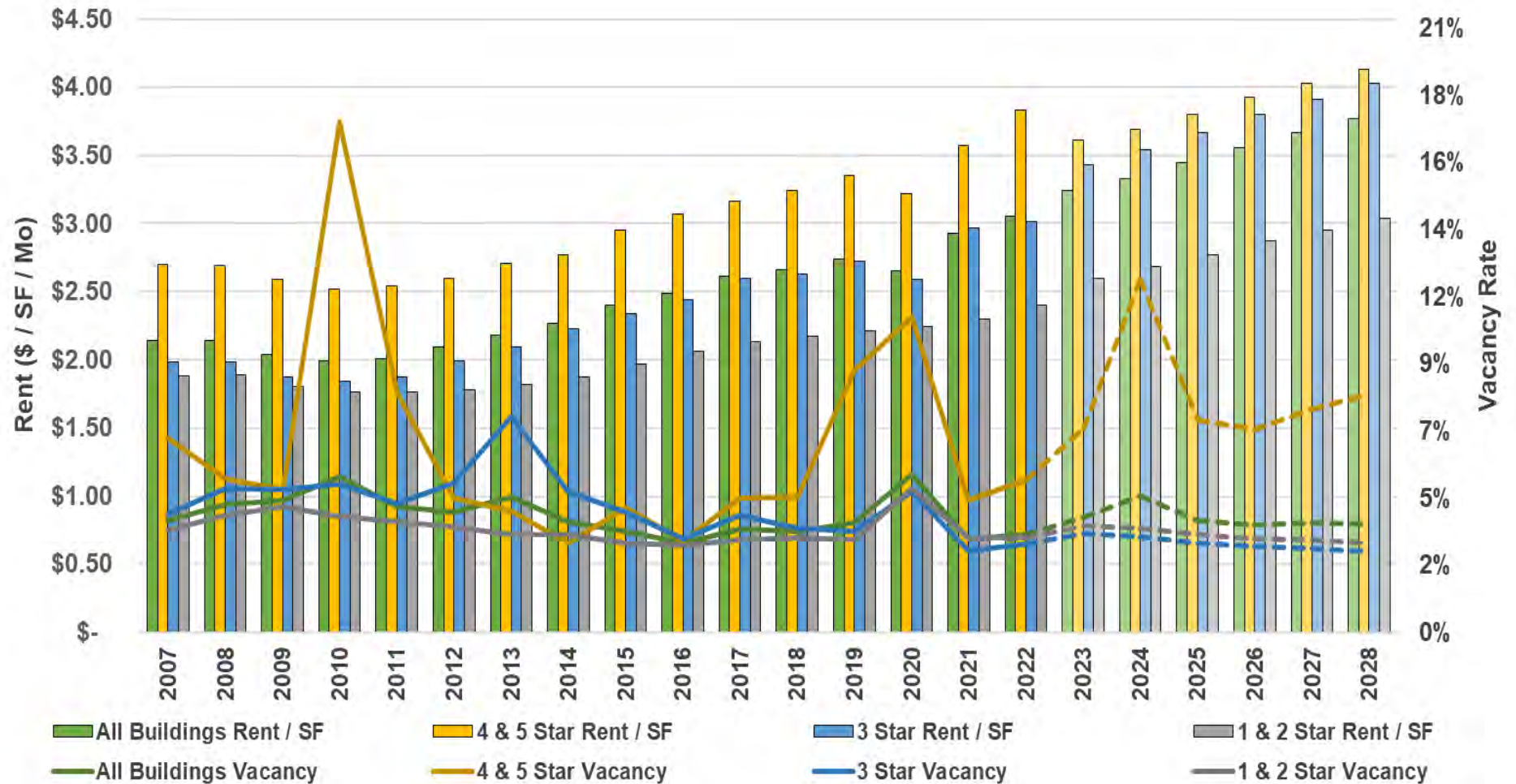


- Burbank submarkets achieving high sales prices, only trailing Hollywood and Glendale submarkets.
- Relatively higher amount of new multifamily units product under construction in Burbank submarket, with East Hollywood, Hollywood, and Studio City / N Hollywood submarkets also seeing construction activity.

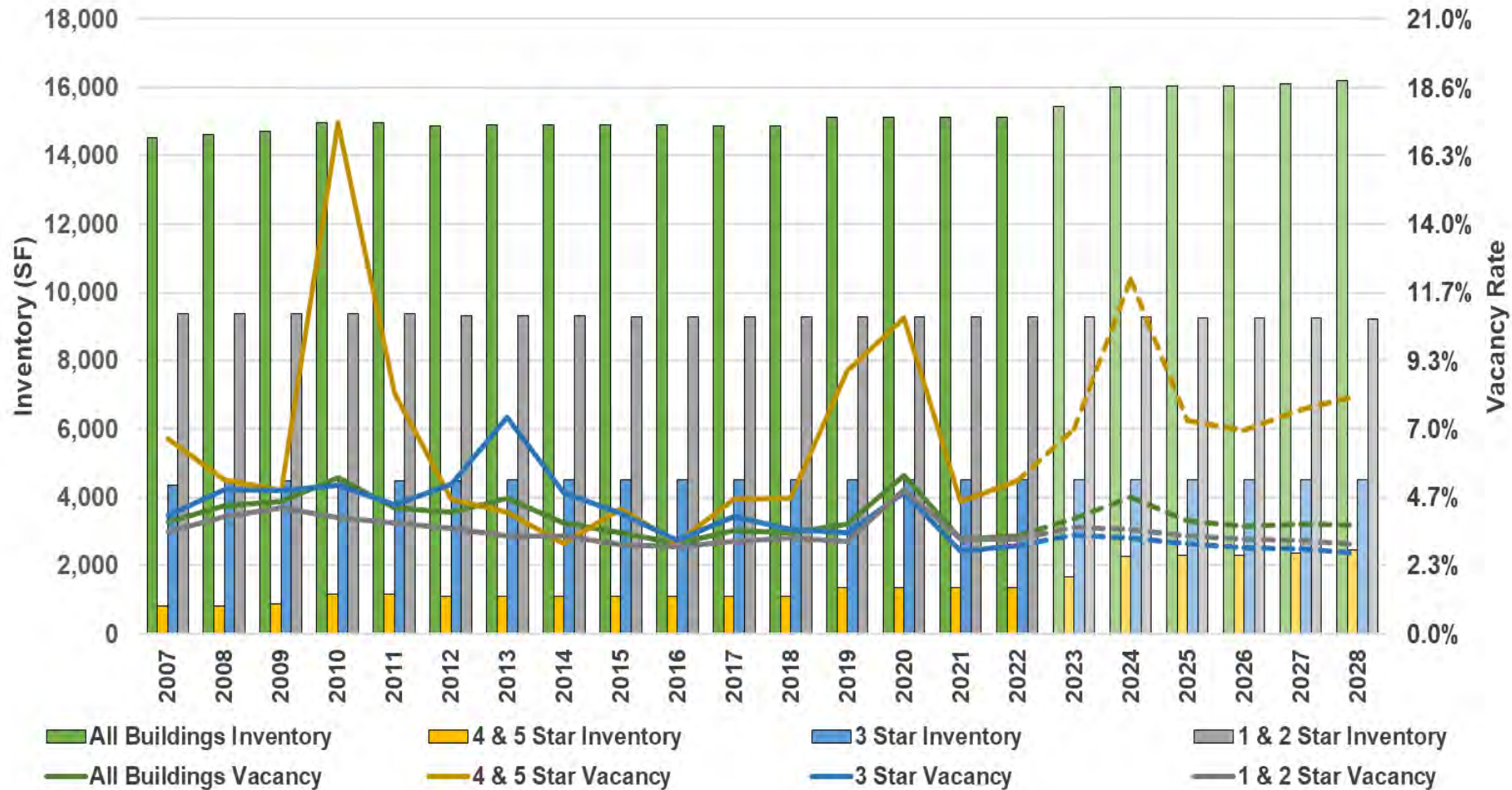


SUBMARKET MULTIFAMILY RENT & VACANCY

- 4&5 Star product enjoys a modest premium in pricing
- Vacancy rates for lower tier product has been, and is projected to remain extremely low
- All segment classes projected to see fairly consistent rent growth



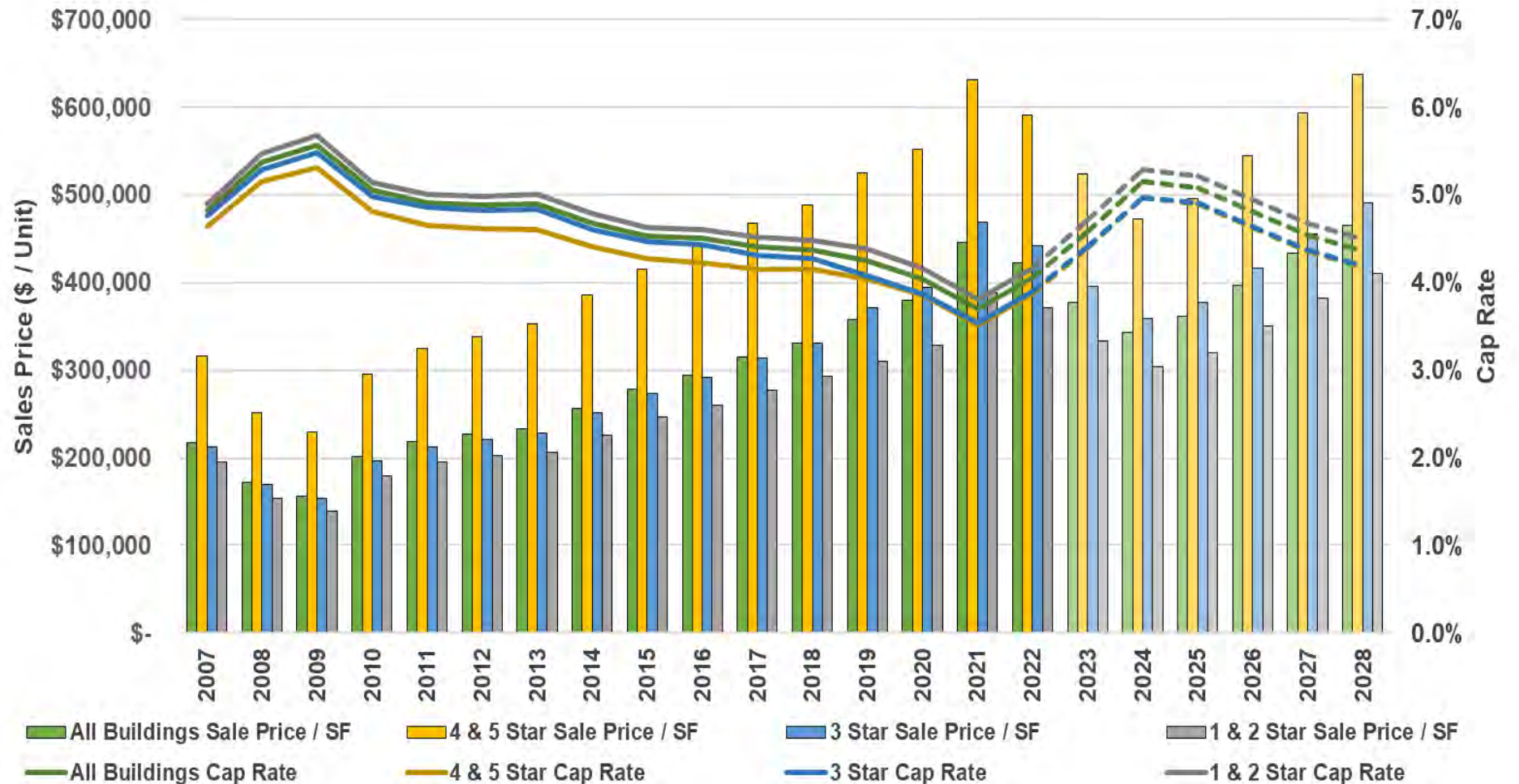
SUBMARKET MULTIFAMILY INVENTORY & VACANCY



- The submarket is dominated by lower quality product
- Higher quality product represents a small share of the market
- New 4&5 Star deliveries are projected to be absorbed moderately efficiently
- Newest product took ~two years to fully stabilize (during COVID-19 Pandemic)

SUBMARKET MULTIFAMILY SALES PRICE & CAP RATE

- Higher quality product is achieving a notable value premium and a slight capitalization rate premium over lesser quality product
- Pricing for all product almost doubled over the past 10 years, but is facing valuation pressure due to increases in cap rates



MULTIFAMILY SALES

1. 4135 Warner Blvd / 10 DU
Jul 2023 / 6,429 SF / 3-Star / Built 1950
\$3.20MM / \$499 PSF / \$321k DU / 4.6% Cap
2. 4114 Warner Blvd / 8 DU
Jun 2023 / 6,752 SF / 2-Star / Built 1947
\$3.40MM / \$504 PSF / \$425k DU / 4.7% Cap
3. 4109 Warner Blvd / 6 DU
Mar 2023 / 5,636 SF / 2-Star / Built 1946
\$2.45MM / \$434 PSF / \$408k DU / 1.6% Cap
4. 4100 W McFarlane Ave / 12 DU
Nov 2022 / 8,908 SF / 3-Star / Built 1955
\$4.73MM / \$530 PSF / \$394k DU / 4.2% Cap
5. 3916 W Oak St / 6 DU
Sep 2022 / 6,012 SF / 2-Star / Built 1953
\$2.58MM / \$428 SF / \$429k DU / 4.9% Cap
6. 4101 Warner Blvd / 16 DU
Mar 2022 / 10,500 SF / 2-Star / Built 1956
\$5.48MM / \$521 SF / \$342k DU / 4.1% Cap



MULTIFAMILY SALES (CONT'D)

7. 232 N Hollywood Way / 4 DU
Oct 2023 / 2,734 SF / 2-Star / Built 1948
\$1.40MM / \$512 PSF / \$350k DU
8. 124 N Pass Ave / 5 DU
Mar 2021 / 4,197 SF / 2-Star / Built 1941
\$1.65MM / \$393 PSF / \$330k DU
9. 123 N Maple St / 9 DU
Dec 2020 / 6,518 SF / 2-Star / Built 1944
\$3.19MM / \$489 PSF / \$354k DU / 4.3% Cap
10. 109 N Screenland Dr / 12 DU
Aug 2020 / 7,356 SF / 2-Star / Built 1948
\$4.50MM / \$612 PSF / \$375k DU
11. 234 N Cordova St / 4 DU
Jan 2019 / 3,558 SF / 2-Star / Built 1930
\$1.48MM / \$416 PSF / \$370k DU



RESIDENTIAL – SAMPLE LEASES AVAILABLE

1. 3425 W Olive Ave / Talaria
244 DU / 1,150 SF Avg / Built 2019
4-Star / \$3.90 – 5.05 PSF / 2.9% Vacancy
2. 230 N Kenwood St / Kenwood Mews
141 DU / 950 SF Avg / Built 1991
3-Star / \$2.85 – 3.30 PSF / 1.8% Vacancy
3. 2611 W Olive Ave / Furnished Apartments
39 DU / 400 SF Avg / Built 1959
2-Star / \$5.05 – 5.40 PSF / 3.4% Vacancy
4. 4100 W Hood Ave / Villa Largo
24 DU / 1,200 SF Avg / Built 2013
3-Star / ~\$3.20 PSF / 3.4% Vacancy
5. 200 Block N Avon St
Single Family Home / 1,700 SF / Built 1947
Refreshed 3-4 Star / ~\$3.40 PSF
6. 4101 Warner Blvd
16 DU / 650 SF Avg / Built 1956
Refreshed 2-Star / ~\$4.20 PSF

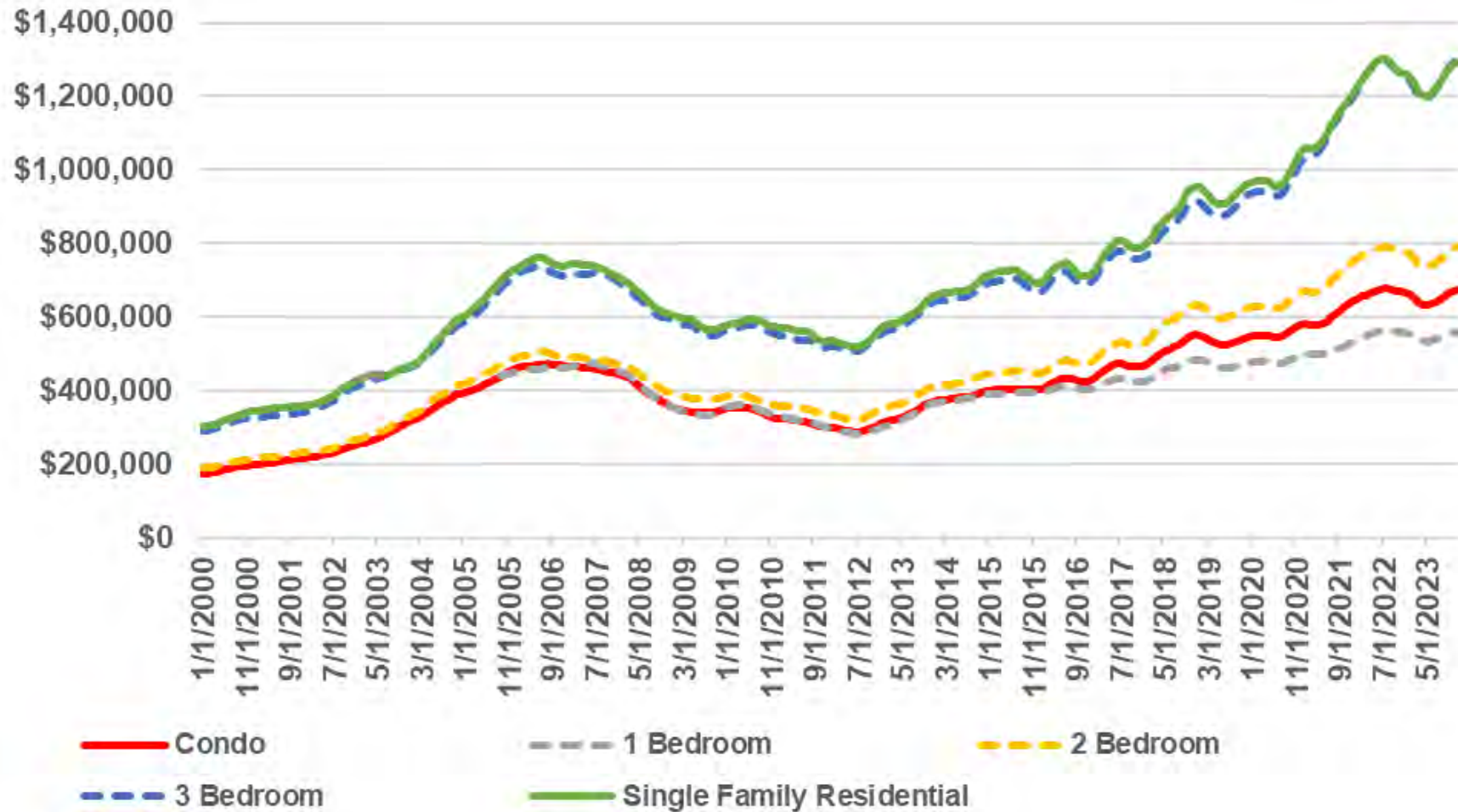


RESIDENTIAL – SAMPLE SFR & CONDO SALES

1. 128 N Kenwood St / Townhouse / Condo
Dec 2023 / 1,748 SF / Built 1978 / Refreshed
\$985k / \$564 PSF / 3 Bed & 2 Bath
2. 4140 Warner Blvd / Condo
May 2023 / 760 SF / Built 1964
\$585k / \$770 PSF / 1 Bed & 1 Bath
3. 3200 W Riverside Dr / Condo
Mar 2023 / 1,462 SF / Built 1984 / Refreshed
\$700k / \$479 PSF / 2 Bed & 3 Bath
4. 222 N Rose St / Condo
Nov 2023 / 1,018 SF / Built 1980 / Refreshed
\$689k / \$677 PSF / 1 Bed & 2 Bath
5. 355 N Maple St / Condo
Nov 2023 / 770 SF / Built 1985
\$559k / \$726 PSF / 1 Bed & 1 Bath
6. 316 N Kenwood St / Duplex
Sep 2023 / 1,401 SF / Built 1949 / Refreshed
\$1.40MM / \$999 PSF / 3 Bed & 2 Bath



SINGLE FAMILY & CONDOS (MEDIA DISTRICT NEIGHBORHOOD)



- Single family home values average ~\$1.3 million as of 12/2023
- Condo values average ~\$675k as of 12/2023
- Single family homes have seen annual growth of ~8% per year over the last 10 years, and ~4% per year over the last 20 years
- Condos have seen annual growth of ~7% per year over the last 10 years, and ~2% per year over the last 20 years

INCLUSIONARY HOUSING

- The City has an inclusionary housing program that *generally* requires new developments with five or more residential units to either include income restricted units within the development or pay an in lieu fee.
- To be exempt from the in lieu fee:
 - For lease projects must restrict at least 5% of units for Very Low Income households (50% Area Median Income / “AMI”) and 10% of units for Low Income households
 - If Very Low Income units are provided in-lieu of the required Low Income units, the project will receive a credit of 1.25 units for every Very Low Income unit provided
 - For sale projects must restrict at least 15% of units for Low Income households or Moderate Income households (120% AMI)
 - If Low Income units are provided in lieu of the required Moderate Income Units, the project will receive a credit of two units for every Low Income unit provided
- The in lieu fee for multifamily / for lease projects is currently \$5.75 for 5-9 unit projects, \$8.42 for 10-13 unit projects, and \$10.27 for projects with 14 or more units
- The in lieu fee for owner occupied / for sale projects is currently \$11.24 for 5-9 unit projects, \$16.46 for 10-13 unit projects, and \$20.07 for projects with 14 or more units

INCLUSIONARY HOUSING (CONT'D)

- Kosmont evaluated multiple scenarios and completed sensitivity testing of the inclusionary housing fee in conjunction with and exclusive of the provisions of California State Density Bonus Law
- Pro forma scenarios that utilized recent enhancements to State Density Bonus law under AB1287 achieved the best financial results / near parity to project returns not utilizing Density Bonus provisions
- Ultimately, delivery of affordable units and/or utilization of Density Bonus benefits is expected to be driven by desire for concessions and/or enhancements to building program such as critical mass in unit counts / program size, increases in height, decreases in setbacks, parking, etc.
- The cost of / the payment of the in lieu fee is not considered to be a noteworthy impediment to development projects at this time

RESIDENTIAL SWOT

Strengths

- Existing properties able to command strong rents and values
- Proven demand for new, high quality product
- Attractive and accessible location for additional product

Weaknesses

- Majority of inventory is older product
- Site aggregation to facilitate larger redevelopment projects difficult

Opportunities

- Proposed development FAR / height limits provide opportunity to support higher quality product
- Warner Bros. Ranch redevelopment and recent office building delivery expanding employment in area

Threats

- Financing market and construction cost fundamentals present barrier to development in the near term

RESIDENTIAL SUMMARY

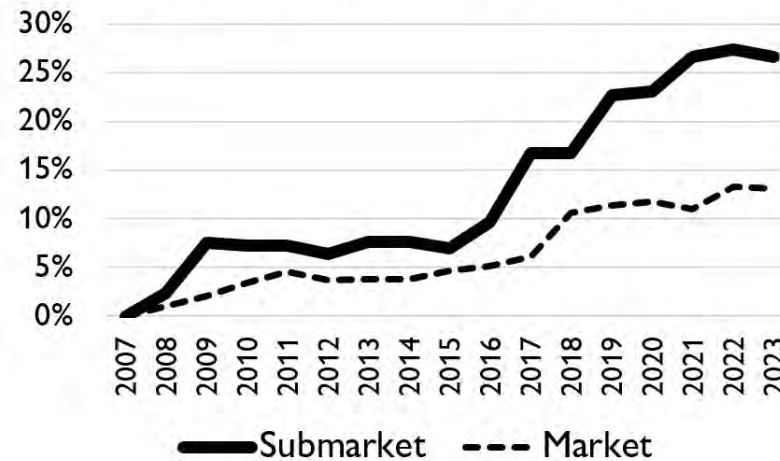
- Residential development is expected to be the primary market driven expansion within the Specific Plan Area
- There is likely a demand for substantial increases in both for sale and for lease product
- While market fundamentals are currently in transition, it is expected that fundamentals will stabilize and residential development will be pursued imminently
- Small lot sizes and high economic utility of existing properties present a barrier to redevelopment to meet potential housing demand
- Existing units tend to be smaller than current market demand
- The buildout program assumes the development of ~8,200 dwelling units; this can be achieved, but would require aggressive and/or patient site aggregation efforts, or the redevelopment / reuse of larger properties

Hospitality Segment

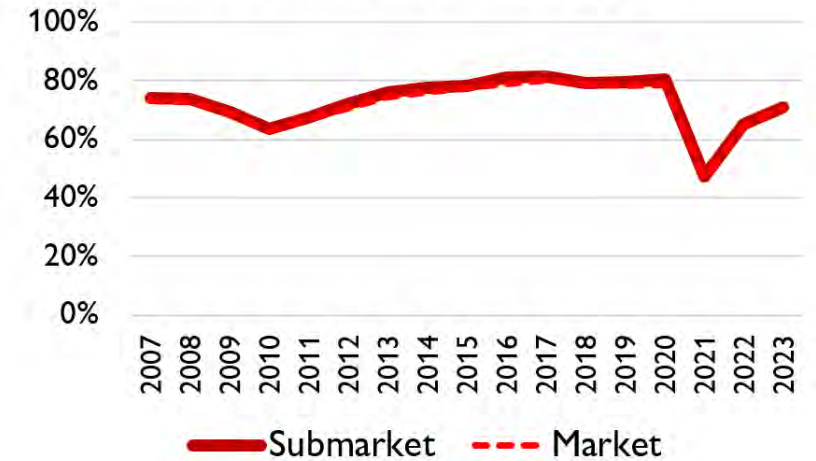
SUBMARKET DATA - HOSPITALITY

- ~27% growth in room inventory since 2007
- Similar Occupancy, Average Daily Rate (“ADR”; generally the nightly rate paid by a guest) and Revenue Per Available Room (“RevPAR”; = $ADR \times \text{Occupancy}$) than LA market average
- ADR back to pre-COVID levels, with some lag in occupancy rates and RevPAR

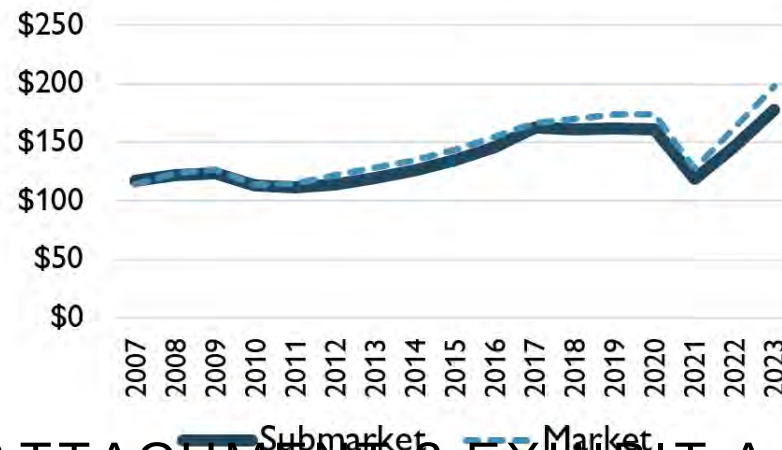
Room Inventory Growth



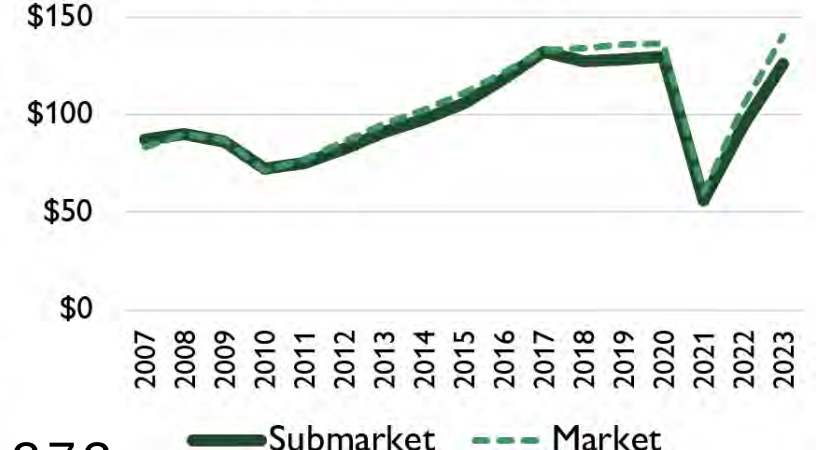
12-Month Occupancy



12-Month ADR

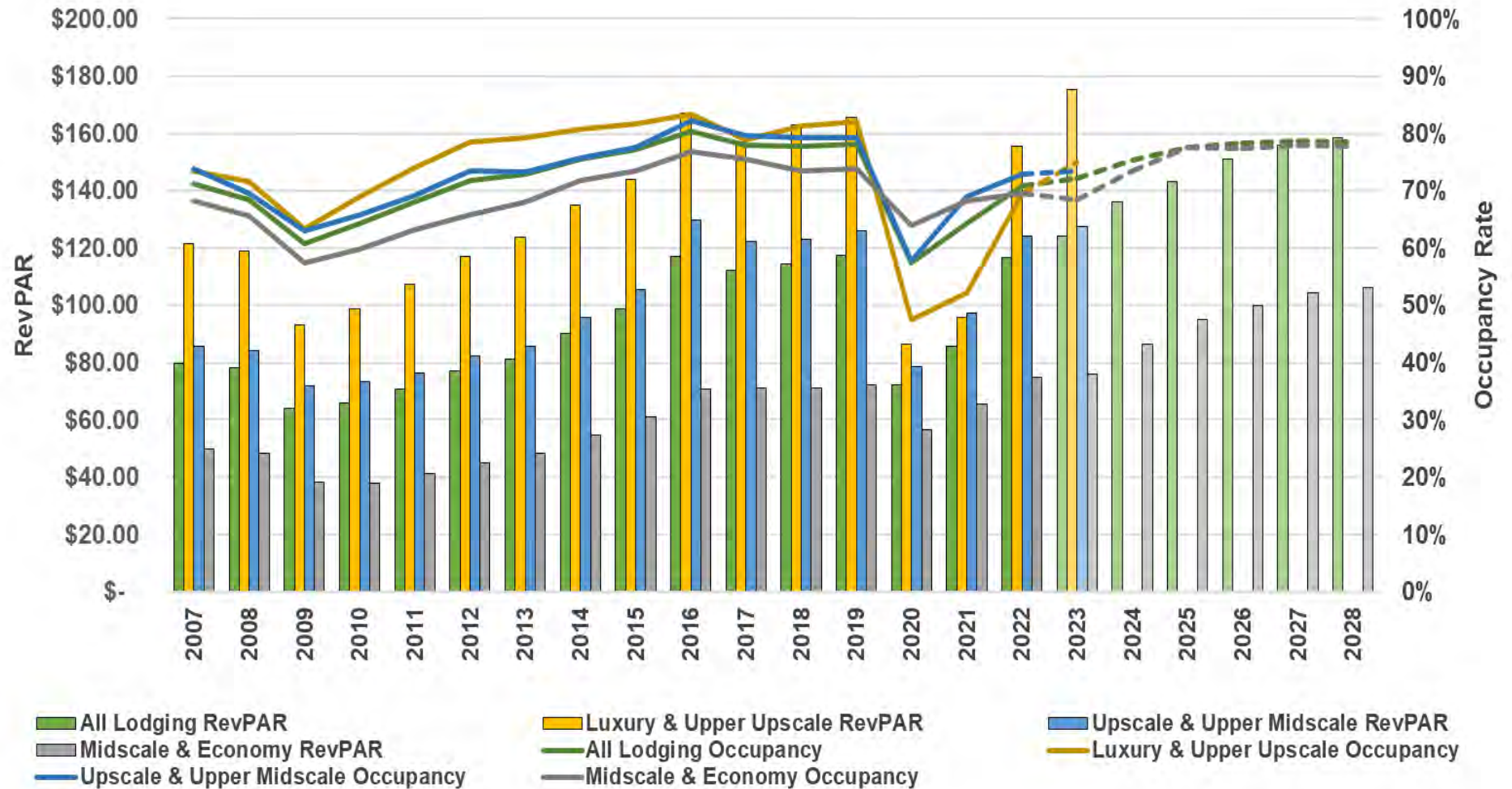


12-Month RevPAR



SUBMARKET LODGING REVPAR & OCCUPANCY

- Historically, classes within the segment have moved fairly consistently
- Occupancy rates generally strong post Great Recession, though yet to recover from COVID
- All classes seeing recover of RevPAR despite occupancy, pressure, indicative of higher Average Daily Rates / ADR

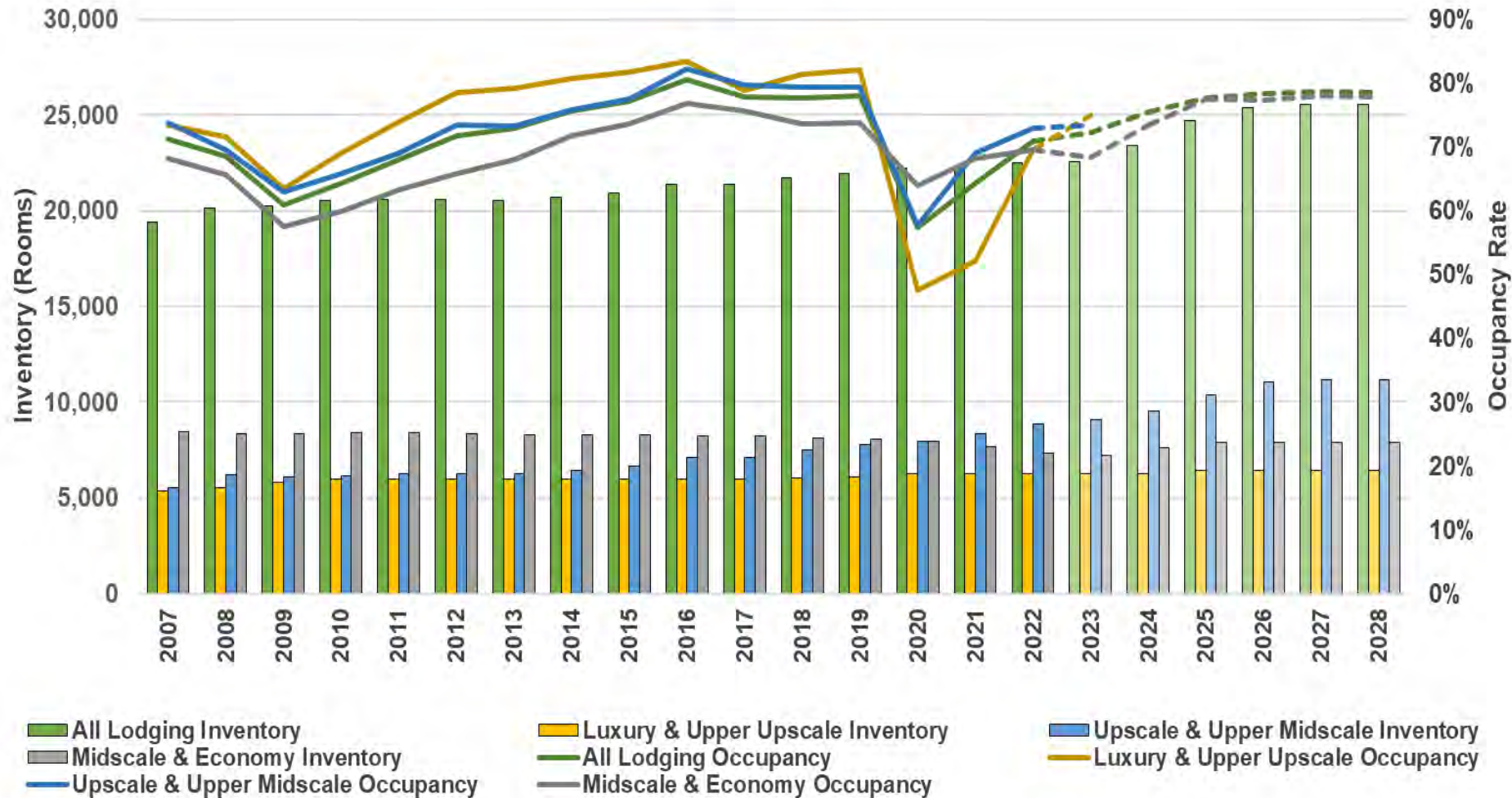


Note: RevPAR and occupancy projections for the Luxury & Upper Upscale and Upscale & Upper Midscale segments were not available

Source: CoStar, Kosmont (2023)

ATTACHMENT 3 EXHIBIT A - 274

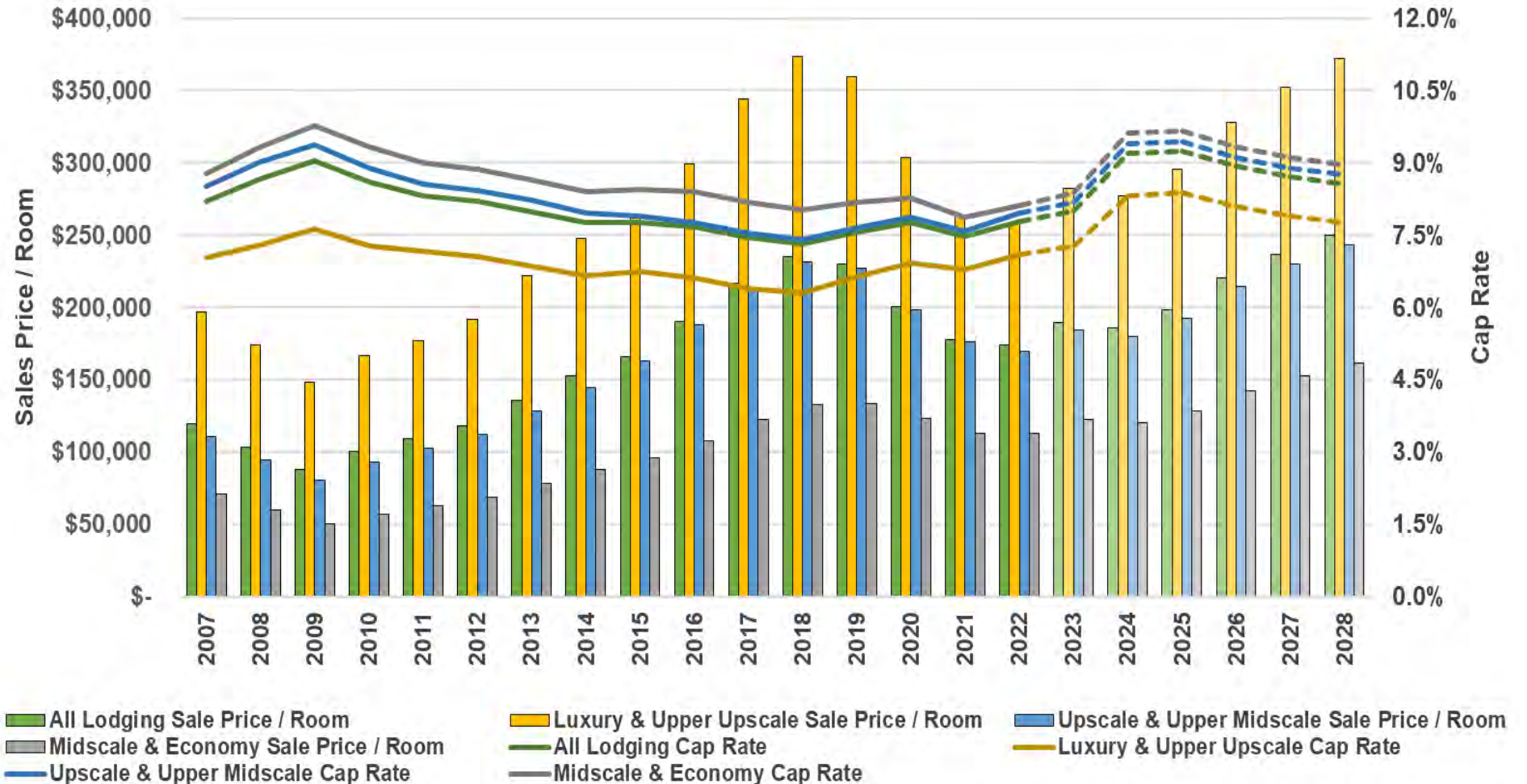
SUBMARKET LODGING INVENTORY & VACANCY



- Growth projected to be in Upscale & Upper Midscale Segments
- Occupancy rates appear to track greater economic conditions
- Luxury & Upper Upscale classes bouncing back from COVID hit to occupancy

SUBMARKET LODGING SALES PRICE & CAP RATE

- Price per room peaked in 2018, one year ahead of COVID
- Current pricing generally set back six years
- Growth in RevPAR likely offering some protection to pricing against increases in cap rates



HOTELS WITHIN THREE-MILES OF CENTER OF SPECIFIC PLAN AREA

Property Name	Distance	Chain Scale	Market Class	Address	City	Rooms	Opened
1 Best Western Plus Media Center Inn & Suites	0.3	Upper Midscale	Upper Midscale	3910 W Riverside Dr	Burbank	68	Jun-04
2 Tangerine Hotel	0.3	Independent	Midscale	3901 W Riverside Dr	Burbank	28	Jun-56
3 Hotel Amarano Burbank	0.5	Independent	Luxury	322 N Pass Ave	Burbank	132	Mar-02
4 2021 Olive	1.0	Independent	Economy	2021 W Olive Ave	Burbank	78	May-04
5 Coast Anabelle Hotel	1.1	Upscale	Upscale	2011 W Olive Ave	Burbank	45	Jan-80
6 Safari Inn, a Coast Hotel	1.1	Upscale	Upscale	1911 W Olive Ave	Burbank	55	Jun-79
7 Travelodge by Wyndham Burbak-Glendale	1.3	Economy	Economy	1112 N Hollywood Way	Burbank	29	Jun-20
8 Hilton Los Angeles / Universal City	1.7	Upper Upscale	Upper Upscale	555 Universal Hollywood Dr	Universal City	495	Jun-84
9 Sheraton Hotel Universal City	1.7	Upper Upscale	Upper Upscale	333 Universal Hollywood Dr	Universal City	466	Jun-69
10 Econo Inn	1.8	Independent	Economy	10750 Magnolia Blvd	North Hollywood	23	Unknown
11 Portofino Inn	1.8	Independent	Midscale	924 W Olive Ave	Burbank	70	Jun-76
12 Tilt Hotel Universal/Hollywood, Ascend Hotel Collection	1.8	Upscale	Upscale	3241 Cahuenga Blvd W	Los Angeles	44	Dec-01
13 Colony Inn	1.9	Independent	Midscale	11002 Huston St	North Hollywood	31	Nov-96
14 Nite Inn	1.9	Independent	Economy	10612 Ventura Blvd	Studio City	24	Jun-86
15 The BLVD Hotel & Spa	1.9	Independent	Upper Upscale	10730 W Ventura Blvd	Studio City	70	Feb-11
16 The Garland	1.9	Independent	Luxury	4222 Vineland Ave	North Hollywood	257	Jun-72
17 El Royale Hotel	2.1	Independent	Upper Upscale	11117 Ventura Blvd	Studio City	12	Jan-40
18 5057 Lankershim Hotel	2.1	Independent	Economy	5057 Lankershim Blvd	North Hollywood	125	Final Planning
19 Burbank Inn & Suites	2.2	Independent	Midscale	180 W Alameda Ave	Burbank	34	Jun-94
20 Griffith Park Motel	2.2	Independent	Economy	1634 Victory Blvd	Glendale	12	Jan-40
21 Showtime Motel	2.2	Independent	Economy	11122 Ventura Blvd	Studio City	12	Jan-39
22 Victory Motel Inn	2.2	Independent	Economy	1722 Victory Blvd	Glendale	11	Unknown
23 La Terra Select Hotel	2.4	Independent	Midscale	777 N Front St	Burbank	307	Under Construction
24 Providencia Motels	2.4	Independent	Economy	108-116 E Providencia Ave	Burbank	22	Jan-47
25 Residence Inn Burbank Downtown	2.4	Upscale	Upscale	321 Ikea Way	Burbank	166	Oct-07
26 Extended Stay America Los Angeles - Burbank Airport	2.5	Midscale	Midscale	2200 W Empire Ave	Burbank	140	Dec-01
27 Hilton Garden Inn Burbank Downtown	2.5	Upscale	Upscale	401 S San Fernando Blvd	Burbank	209	Sep-16

Note: Bold text denotes hotels in competitive set

HOTELS WITHIN THREE-MILES OF CENTER OF SPECIFIC PLAN AREA (CONT'D)

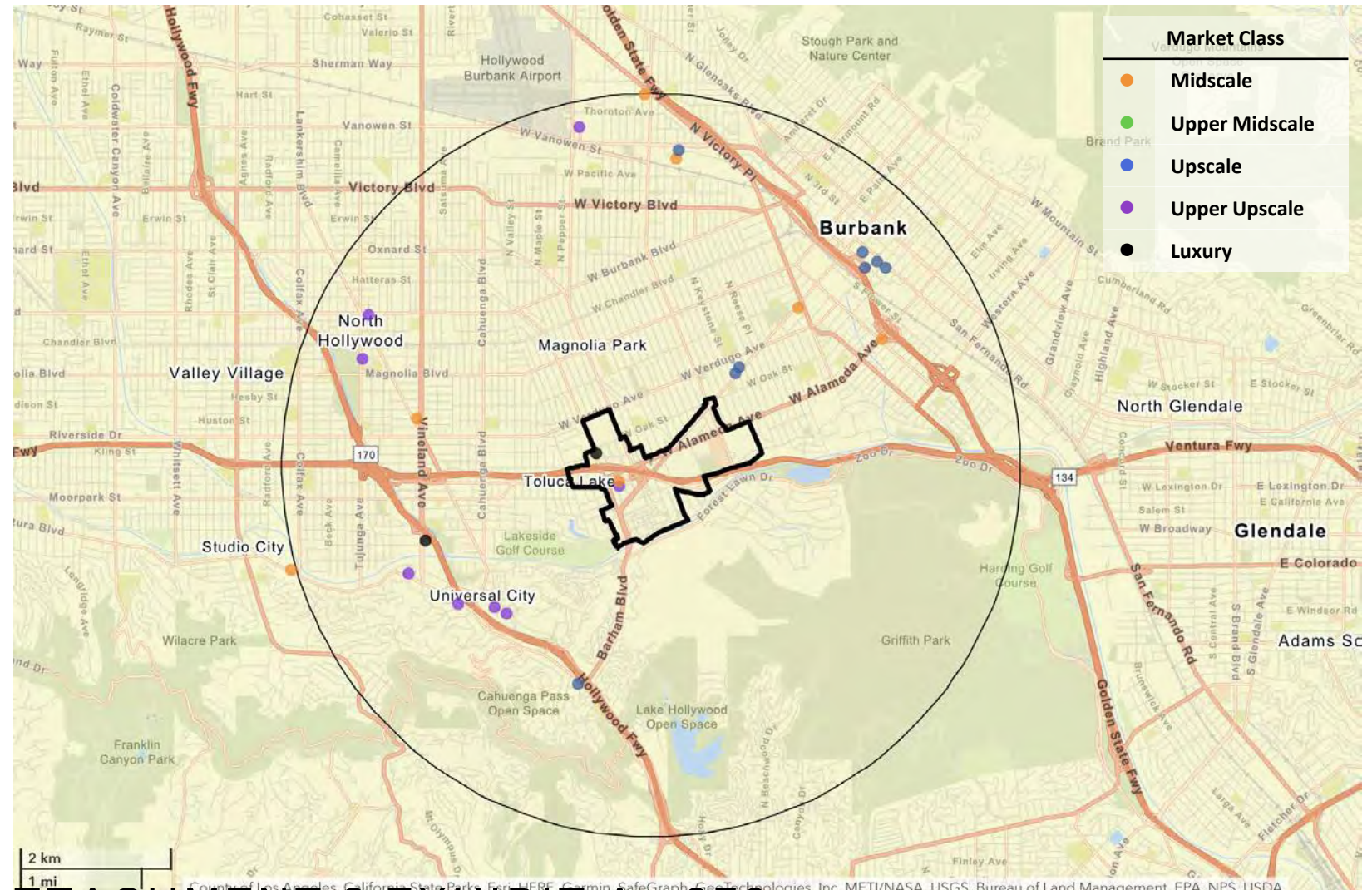
Property Name	Distance	Chain Scale	Market Class	Address	City	Rooms	Opened
28 Hotel Burbank	2.5	Independent	Upscale	150 E Angeleno Ave	Burbank	484	Jul-81
29 Lexen Hotel North Hollywood	2.5	Independent	Upper Upscale	5268 Tujunga Ave	North Hollywood	41	Feb-18
30 SpringHill Suites Los Angeles Burbank Downtown	2.5	Upscale	Upscale	549 S San Fernando Blvd	Burbank	170	Jul-15
31 Home2 Suites by Hilton Burbank Downtown	2.5	Upper Midscale	Upper Midscale	129 E Providencia Ave	Burbank	84	Proposed
32 Courtyard Los Angeles Burbank Airport	2.6	Upscale	Upscale	2100 Empire Ave	Burbank	190	Oct-02
33 Holiday Inn Express North Hollywood - Burbank Area	2.6	Upper Midscale	Upper Midscale	11342 Burbank Blvd	North Hollywood	79	Dec-13
34 AC Hotels by Marriott Los Angeles Burbank	2.7	Upscale	Upscale	550 N 3rd St	Burbank	196	Final Planning
35 El Patio Inn Studio City	2.7	Independent	Economy	11466 Ventura Blvd	Studio City	24	Jun-46
36 Scott Motel	2.7	Independent	Economy	1635 N San Fernando Blvd	Burbank	12	Unknown
37 Glen Capri Inn & Suites	2.8	Independent	Economy	6700 San Fernando Rd	Glendale	50	Jun-65
38 Marriott Los Angeles Burbank Airport	2.8	Upper Upscale	Upper Upscale	2500 N Hollywood Way	Burbank	488	Aug-82
39 Aloft Los Angeles Burbank Airport	2.8	Upscale	Upscale	SEQ of N Hollywood Way	Burbank	203	Final Planning
40 Jewel City Inn	2.9	Independent	Economy	1012 Winchester Ave	Glendale	20	Jan-47
41 Residence Inn by Marriott Los Angeles Burbank Airport	2.9	Upscale	Upscale	N Hollywood Way & Thornton Ave	Burbank	217	Proposed
42 Pepper Tree Motel	3.0	Independent	Economy	5909 Lankershim Blvd	North Hollywood	24	Unknown
43 Quality Inn Burbank Airport	3.0	Midscale	Midscale	2255 N Buena Vista St	Burbank	59	Jun-88
44 Studio City Inn	3.0	Independent	Midscale	11733 Ventura Blvd	Studio City	14	Unknown

Economy	466
Midscale	683
Upper Midscale	231
Upscale	1,979
Upper Upscale	1,572
Luxury	389
Total	5,320

EXISTING HOTELS – MIDSCALE & BETTER

- Three hotels within Specific Plan Area
- 38 hotels within a three-mile radius of center of Specific Plan Area
- 30 of the 38 hotels are Midscale or better
- Total Room Inventory

Economy	466
Midscale	683
Upper Midscale	231
Upscale	1,979
Upper Upscale	1,572
Luxury	389
Total	5,320

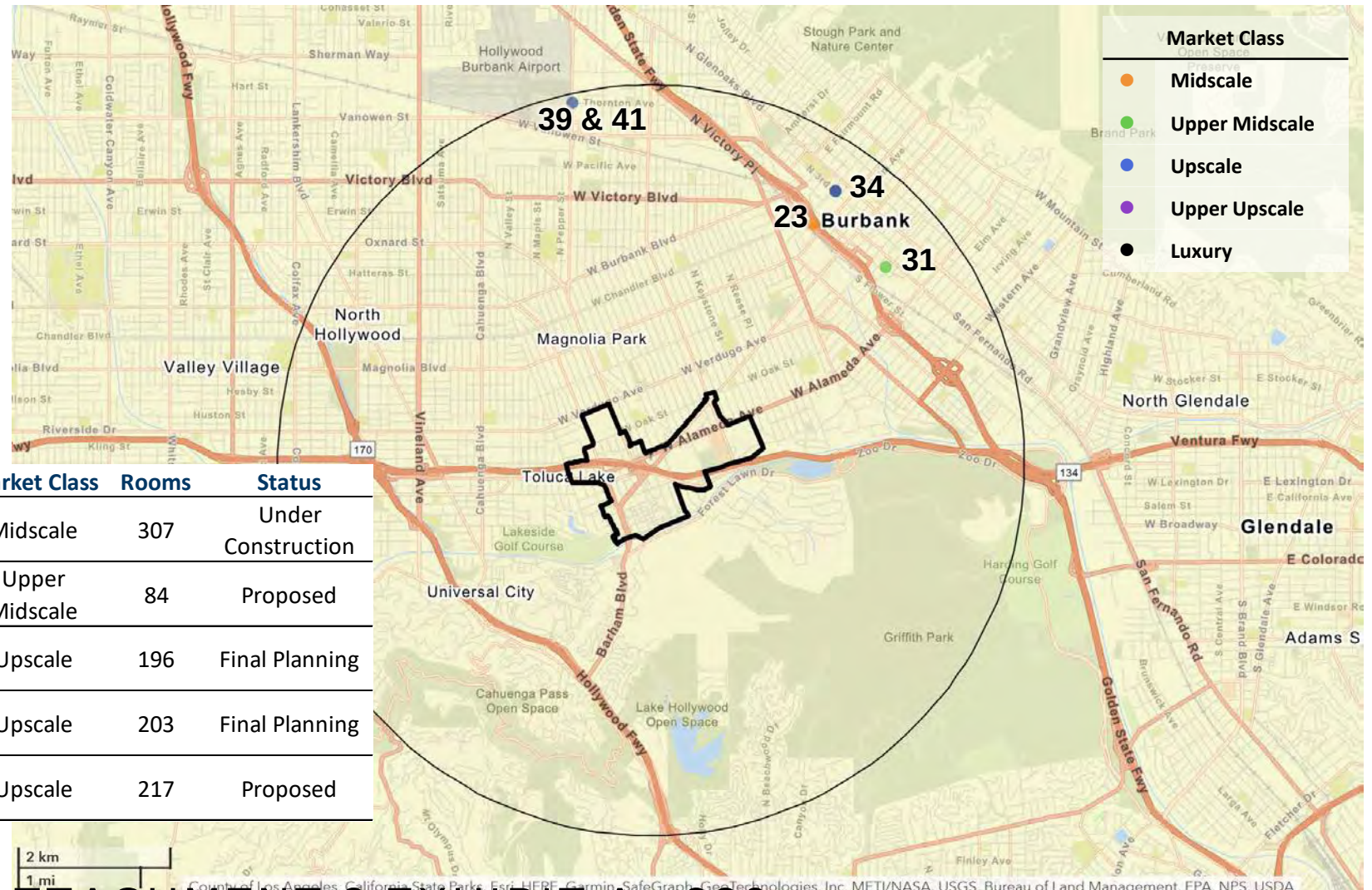


ATTACHMENT 3 EXHIBIT A - 279

UNDER CONSTRUCTION, PLANNED & PROPOSED

- One hotel under construction (307 Midscale Rooms)
- Two hotels in final planning (399 Upscale Rooms)
- Two Hotels proposed (84 Upper Midscale & 217 Upscale Rooms)

	Property Name	Distance	Chain Scale	Market Class	Rooms	Status
23	La Terra Select Hotel	2.4	Independent	Midscale	307	Under Construction
31	Home2 Suites by Hilton Burbank Downtown	2.5	Upper Midscale	Upper Midscale	84	Proposed
34	AC Hotels by Marriott Los Angeles Burbank	2.7	Upscale	Upscale	196	Final Planning
39	Aloft Los Angeles Burbank Airport	2.8	Upscale	Upscale	203	Final Planning
41	Residence Inn by Marriott Los Angeles Burbank Airport	2.9	Upscale	Upscale	217	Proposed

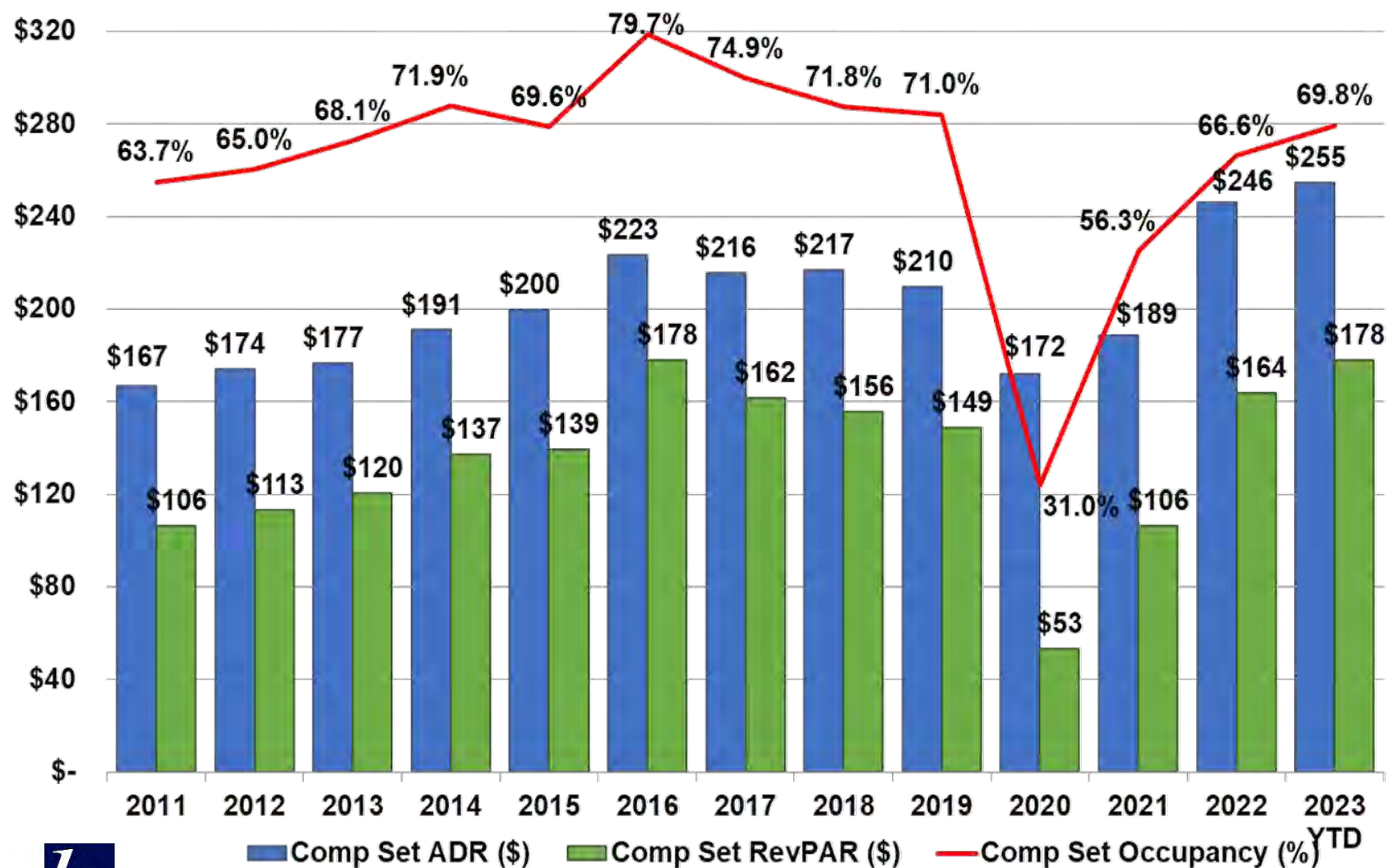


SPECIFIC PLAN AREA - HOTELS IN COMPETITIVE SET OF POTENTIAL NEW HOTEL

- A competitive set was reviewed to evaluate the potential performance of a new hotel in the Specific Plan Area.
- The Following hotels are in the competitive set:
 - 1. Best Western Plus Upper Midscale, 68 Keys
 - 3. Hotel Amarano Luxury, 132 Keys
 - 5. Coast Anabelle Upscale, 45 Keys
 - 12. Tilt Hotel Upscale, 44 Keys



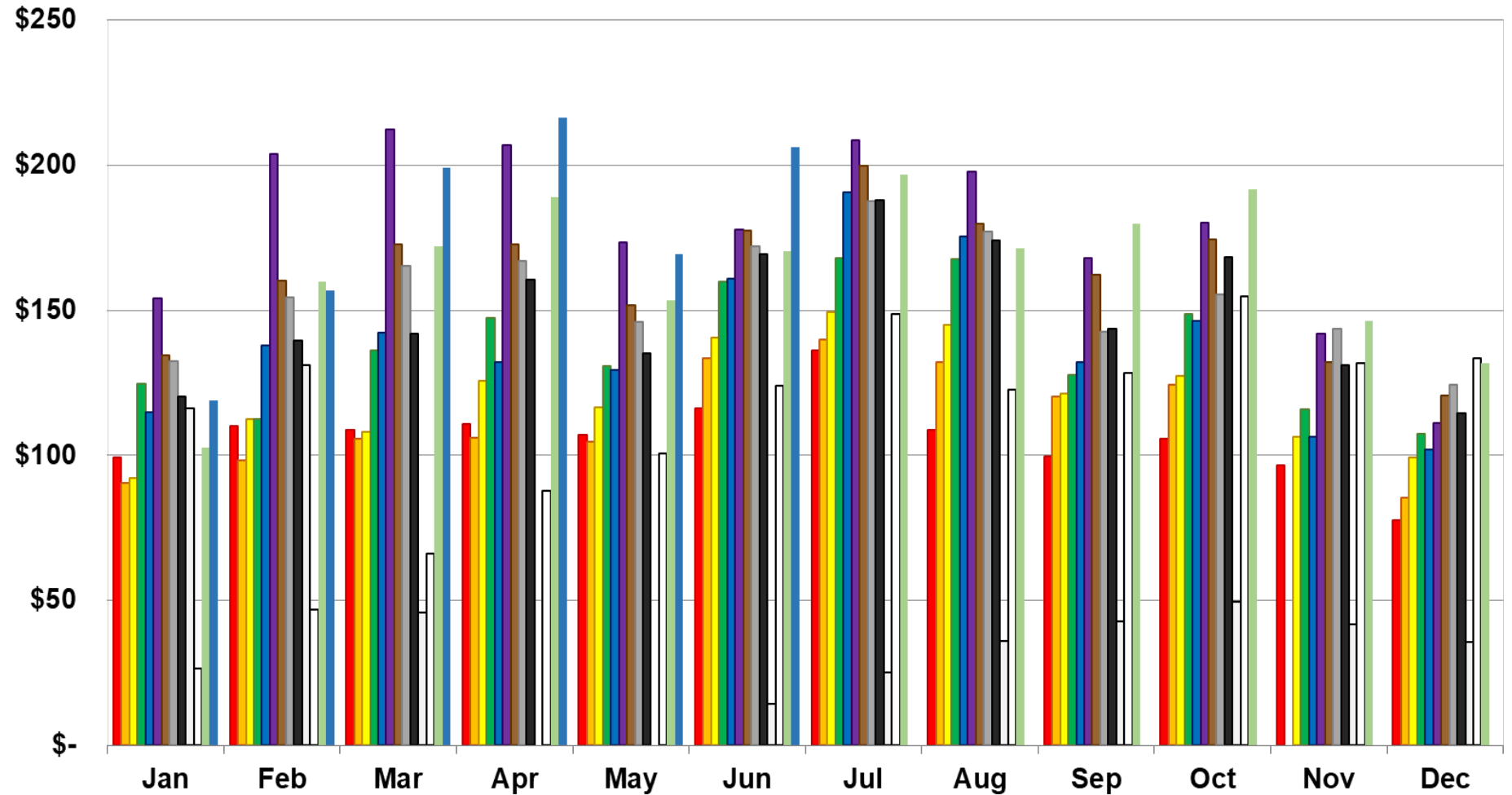
COMPETITIVE SET ADR, REVPAR, & OCCUPANCY



- Competitive set has achieved lower occupancy levels than typically desirable
- Despite lower occupancy, RevPAR (actual revenue per available room) is reasonable
- The competitive set experienced good growth post Great Recession
- 2016 was an exceptional year, followed by multiple years of declines
- RevPAR finally caught up to 2016 performance in 2023

REVPAR BY MONTH (COMPETITIVE SET)

- Summer months typically see healthy increases in RevPAR
- 2016 was an aberration with atypically high revenues during the late winter
- Competitive set is setting new performance benchmarks in 2023 versus the 2016 aberration and post COVID-19 pandemic lows



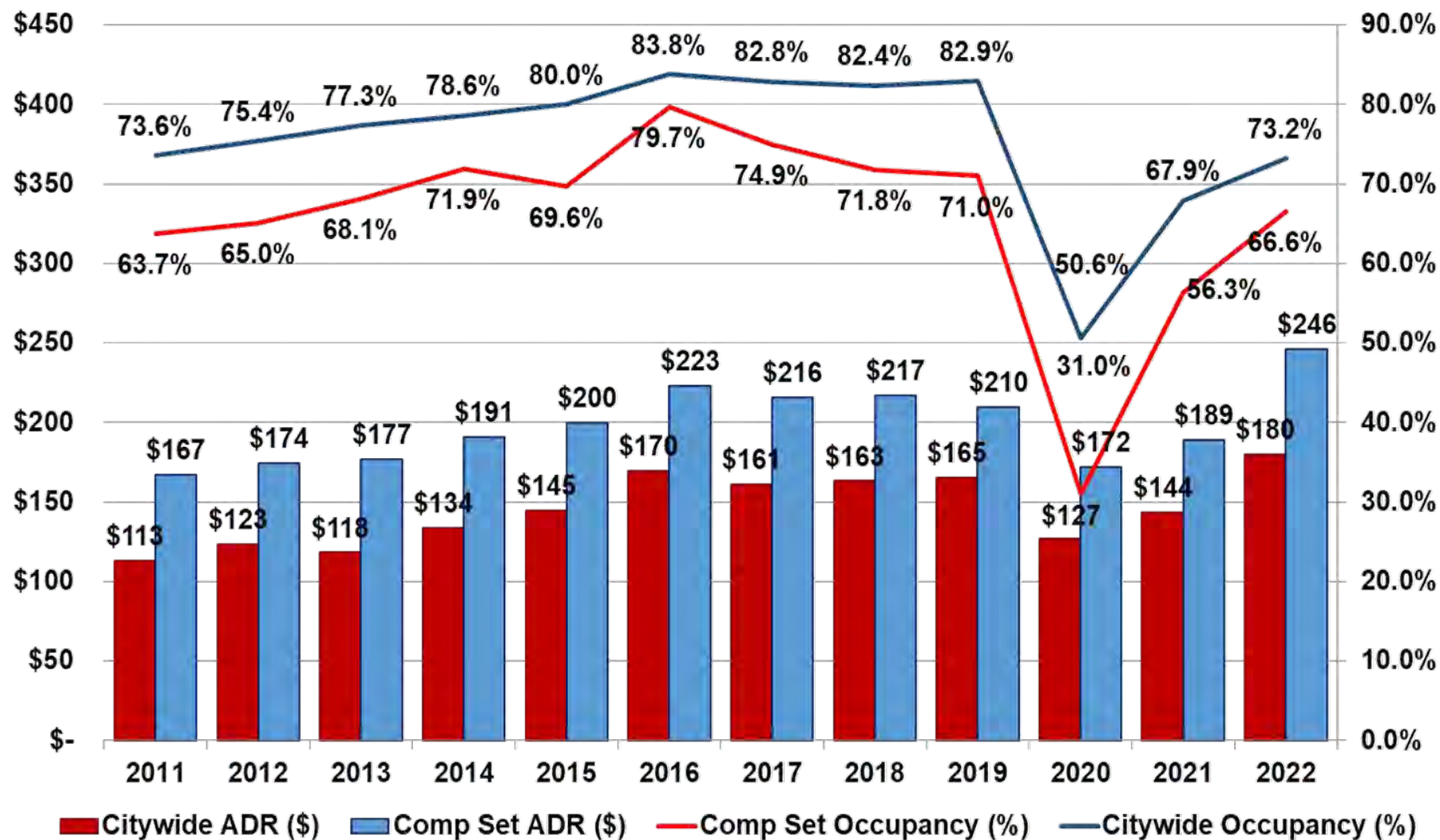
MONTHLY REVPAR DATA (COMPETITIVE SET)

- Summer months typically see healthy increases in RevPAR
- 2016 was an exceptional year and set multiyear performance benchmarks from January through October.
- Performance in late 2022 and mid 2023 started to exceed 2016 highs, and demonstrated potential for healthy segment performance growth for possible future increases in inventory
- Peak periods are highlighted in the table below

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2011	99.15	110.21	108.58	110.79	107.01	116.13	136.11	108.65	99.43	105.82	96.39	77.58
2012	90.38	98.32	105.79	106.16	104.72	133.56	139.89	131.94	120.12	124.17		85.36
2013	92.12	112.43	108.01	125.60	116.66	140.42	149.47	144.87	121.15	127.48	106.39	99.37
2014	124.68	112.46	136.23	147.41	130.79	159.71	167.98	167.64	127.54	148.72	115.86	107.41
2015	114.91	137.96	142.08	132.17	129.20	160.80	190.59	175.25	131.91	146.26	106.41	102.03
2016	154.13	203.76	212.26	206.88	173.47	177.72	208.57	197.67	167.78	180.28	141.92	111.11
2017	134.53	160.30	172.52	172.53	151.63	177.51	199.82	179.69	162.22	174.36	132.12	120.64
2018	132.26	154.43	165.25	166.82	146.06	172.11	187.66	176.95	142.48	155.42	143.68	124.32
2019	120.34	139.62	141.96	160.34	135.19	169.38	187.97	173.92	143.72	168.23	130.91	114.46
2020	116.25	131.10	45.84			14.39	25.20	36.09	42.76	49.46	41.78	35.49
2021	26.45	46.86	66.15	87.70	100.66	123.84	148.62	122.48	128.42	154.88	131.79	133.54
2022	102.69	159.98	172.13	188.98	153.34	170.24	196.73	171.42	179.79	191.79	146.13	131.69
2023	118.89	156.88	199.06	216.51	169.19	206.32						
Avg	109.98	133.11	137.08	152.19	135.07	148.11	161.75	149.22	130.89	144.24	117.79	103.81

COMPETITIVE SET VS. CITY ADR & OCCUPANCY

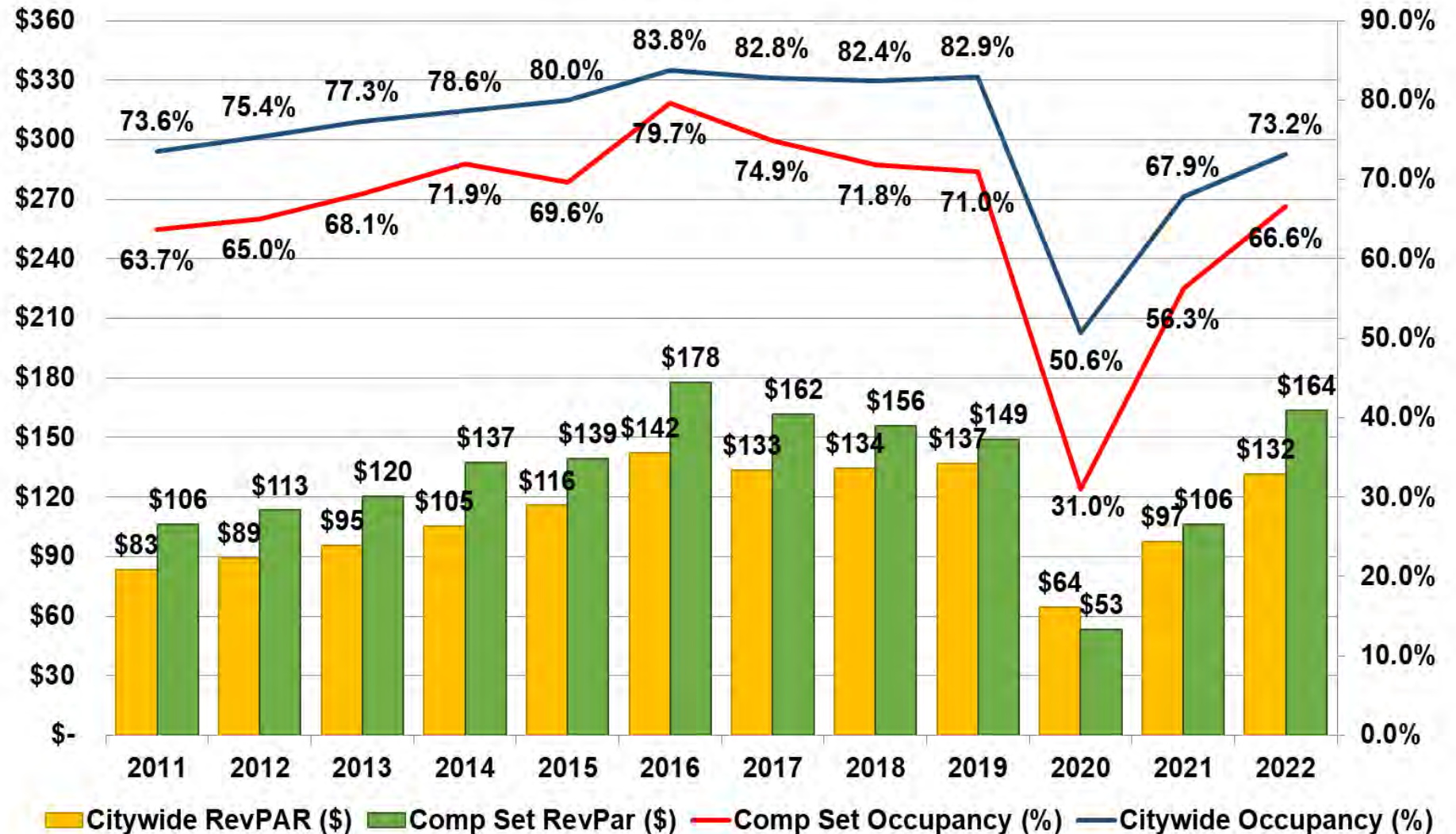
- Citywide occupancy healthy and superior to occupancy of the competitive set reviewed
- Citywide occupancy generally saw consistent growth from 2011 – 2019; 2016 appears to be driven by a Media District aberration
- Competitive set Average Daily Rate / ADR superior to Citywide performance



ATTACHMENT 3 EXHIBIT A - 285

COMPETITIVE SET VS. CITY REVPAR & OCCUPANCY

- Competitive set (generally upscale) consistently outperformed overall Citywide hotel inventory
- Citywide RevPAR more stable and saw more consistent growth than competitive set
- Citywide hotels fared better during COVID-19 pandemic than competitive set, though competitive set quickly recovered



ATTACHMENT 3 EXHIBIT A - 286

HOSPITALITY – SALES & PROPERTIES

Sale:

1. Hotel Amarano / 132 Keys
Independent Chain / Luxury Class
Jul 2019 / 60,900 SF / Opened 2002
\$72.9MM / \$1,198 PSF / \$552k Key / 5.3% Cap

Other Properties in Specific Plan Area:

2. Best Western Plus / 68 Keys
Upper Midscale Chain / Upper Midscale Class
45,800 SF / Opened 2004
3. The Tangerine / 28 Keys
Independent Chain / Midscale Class
10,300 SF / Opened 1956



HOSPITALITY SWOT

Strengths

- Area properties and competitive set evaluated appear to be recovering well post COVID-19 Pandemic
- Market appears to support unique properties even with limited amenities

Weaknesses

- Limited sites available for redevelopment

Opportunities

- Warner Bros. Ranch redevelopment and recent office building delivery expanding activity in area
- Proposed development FAR / height limits provide opportunity to support higher quality product
- Market interest in developing a hotel within the Specific Plan Area

Threats

- Financing market and construction cost fundamentals present barrier to development in the near term
- Multiple proposed projects in the area may dilute market demand
- Developers may prefer alternative proximate locations for new product

HOSPITALITY SUMMARY

- Market continues to recover from effects of COVID-19 pandemic; 2023 RevPAR just caught up with 2016 peak
- Competitive set in the Specific Plan Area appears to peak in spring and summer
- Set faced headwinds in 2019 versus prior years in advance of pandemic
- Significant number of keys / rooms proposed elsewhere in City, however distance to studios, etc. may be sufficient to limit impact to hotels in the Specific Plan Area
- Market showing capacity to support additional room inventory in future
- Current economic environment may subdue new hotel development, potentially yielding a sheltered opportunity for revenue growth for existing inventory

Studio Segment

WARNER BROS. SECOND CENTURY DEVELOPMENT

- Joint venture / Stockbridge and Worthe Real Estate Group to develop mid rise office towers for Warner Bros.
- 445,000 and 355,000 square foot office buildings delivered in 2023 and 2024
- Warner Bros. is consolidating operations / eliminating other office building leases
- Understood to be part of overall development agreement that also includes the Warner Bros. Ranch Property



WARNER BROS. RANCH REDEVELOPMENT

- Warner Bros. sold its “Ranch” property to Stockbridge and Worthe Real Estate Group for \$175 million in August 2023
- 30.11 acres / \$133 PSF / \$5.8MM per acre
- Property to be redeveloped with:
 - 16 sound stages
 - 320,000 square foot office complex
 - Parking, commissary, mill space
 - Total of 926,000 square fee of improvements
- \$500MM in improvements to be completed (2021 estimates)
- Completed project will be leased back to Warner Bros.



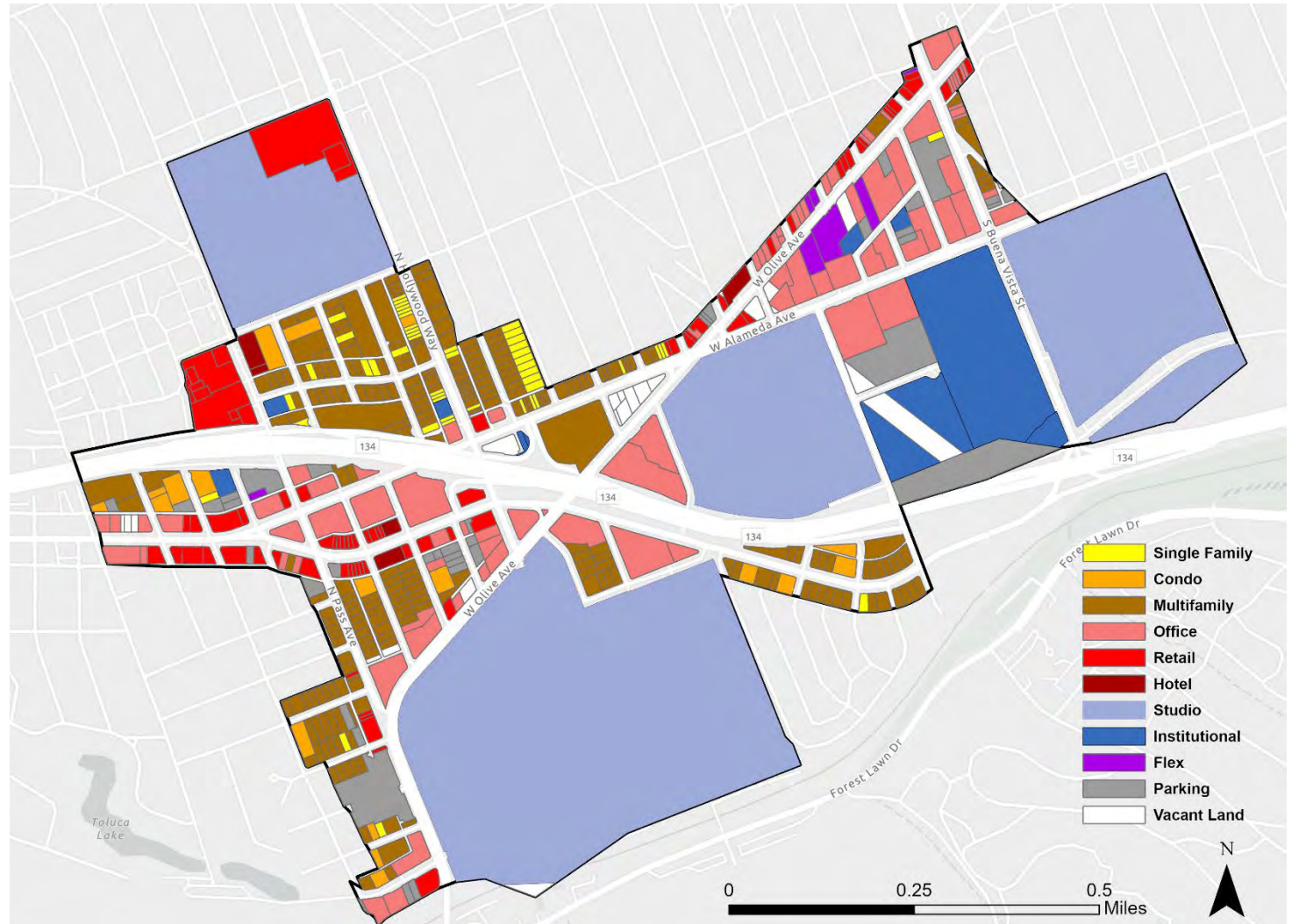
OUTLINE

- Introduction
- Specific Plan Area & Comparison Geographies
- Demographic Profile
- Workforce & Employment
- Submarket Real Estate Segment Performance
- **Specific Plan Area Land Use, Building Profile, Sales Data**
- Specific Plan Area Visitors
- Net Fiscal Impact & Economic Benefit Analysis

SPECIFIC PLAN AREA LAND USE (ASSESSOR DATA)

Land Use	Parcels	Building Area (SF)	Land Area (Ac.)	FAR
Single Family	51	64,791	5.4	0.27
Condo	360	405,044	7.8	1.20
Multifamily	253	2,012,343	52.1	0.89
Office	84	5,594,345	47.0	2.73
Retail	79	446,216	25.6	0.40
Hotel	5	155,793	2.3	1.58
Studio	7	2,289,410	210.8	0.25
Institutional	10	828,993	31.8	0.60
Flex	7	87,091	3.3	0.60
Parking	40	1,089,176	21.7	1.15
Vacant Land	25	-	9.3	-
Total	921	12,973,202	417.1	0.71

Land Use	Parcels	Building Area	Land Area
Single Family	5.5%	0.5%	1.3%
Condo	39.1%	3.1%	1.9%
Multifamily	27.5%	15.5%	12.5%
Office	9.1%	43.1%	11.3%
Retail	8.6%	3.4%	6.1%
Hotel	0.5%	1.2%	0.5%
Studio	0.8%	17.6%	50.5%
Institutional	1.1%	6.4%	7.6%
Flex	0.8%	0.7%	0.8%
Parking	4.3%	8.4%	5.2%
Vacant Land	2.7%	0.0%	2.2%



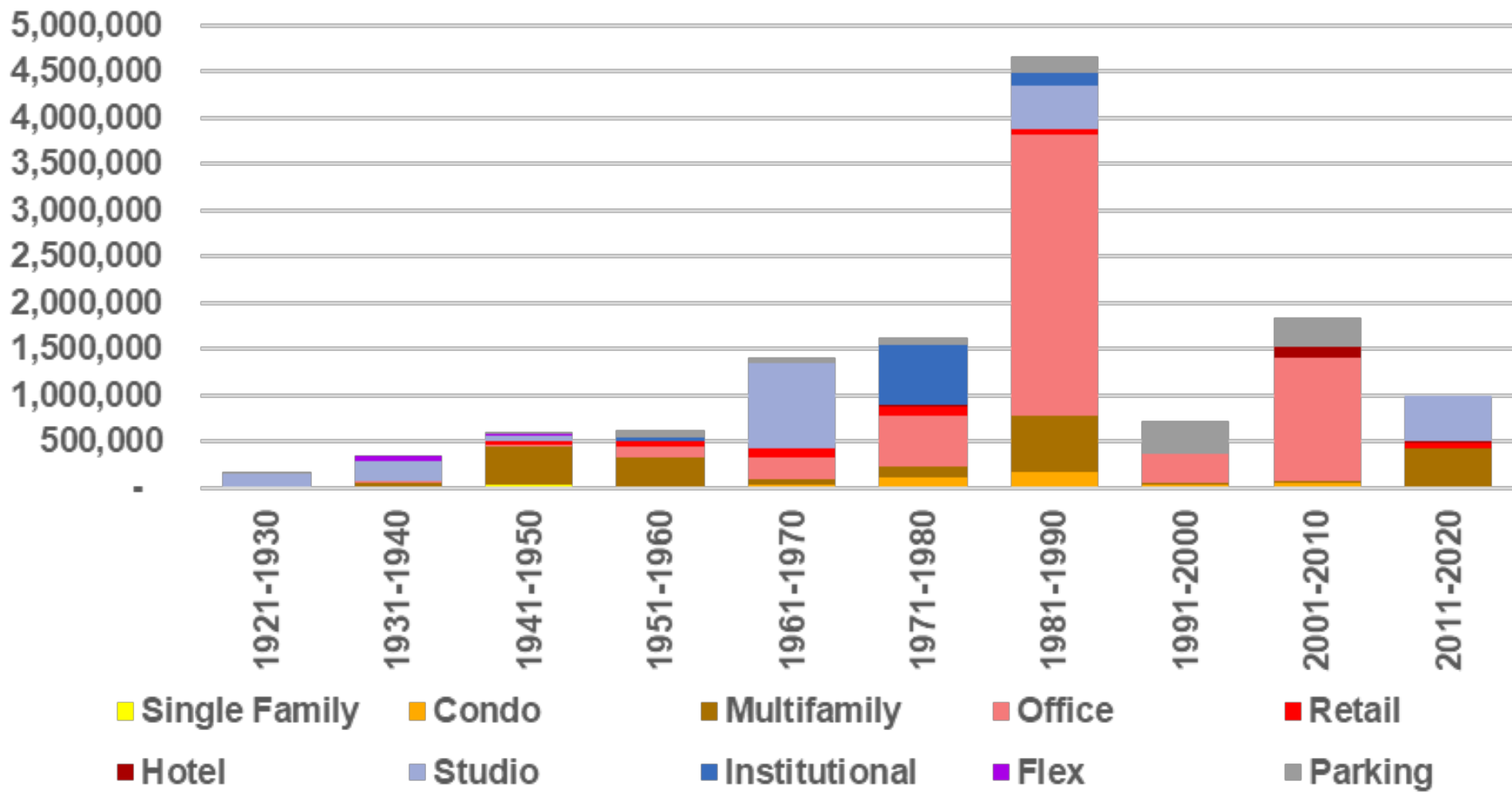
LAND USE / BUILDING INVENTORY (ASSESSOR DATA)

Land Use	Parcels	Building Area (SF)	Land Area (Ac.)	FAR	Parcels	Building Area	Land Area
Single Family	51	64,791	5.4	0.27	5.5%	0.5%	1.3%
Condo	360	405,044	7.8	1.20	39.1%	3.1%	1.9%
Multifamily	253	2,012,343	52.1	0.89	27.5%	15.5%	12.5%
Office	84	5,594,345	47.0	2.73	9.1%	43.1%	11.3%
Retail	79	446,216	25.6	0.40	8.6%	3.4%	6.1%
Hotel	5	155,793	2.3	1.58	0.5%	1.2%	0.5%
Studio	7	2,289,410	210.8	0.25	0.8%	17.6%	50.5%
Institutional	10	828,993	31.8	0.60	1.1%	6.4%	7.6%
Flex	7	87,091	3.3	0.60	0.8%	0.7%	0.8%
Parking	40	1,089,176	21.7	1.15	4.3%	8.4%	5.2%
Vacant Land	25	-	9.3	-	2.7%	0.0%	2.2%
Total	921	12,973,202	417.1	0.71			

BUILDOUT HISTORY (ASSESSOR DATA)

Land Use	Unknown	Build Year										Total
		1921-1930	1931-1940	1941-1950	1951-1960	1961-1970	1971-1980	1981-1990	1991-2000	2001-2010	2011-2020	
Single Family	-	2,757	7,832	35,250	5,945	-	-	3,697	-	5,473	3,837	64,791
Condo	-	-	-	-	-	37,920	117,717	159,977	32,978	51,472	4,980	405,044
Multifamily	-	3,558	51,774	411,077	327,036	56,910	110,566	610,878	13,283	18,324	408,937	2,012,343
Office	-	-	8,796	11,857	104,312	224,261	555,471	3,038,521	313,959	1,331,128	6,040	5,594,345
Retail	-	-	9,114	54,621	57,805	102,206	89,364	61,509	5,968	4,275	61,354	446,216
Hotel	-	-	-	-	-	10,298	21,279	-	-	106,620	17,596	155,793
Studio	-	152,217	207,766	43,558	-	921,778	-	475,433	-	-	488,658	2,289,410
Institutional	-	-	-	2,200	42,316	-	654,163	130,314	-	-	-	828,993
Flex	-	-	53,570	24,225	2,090	2,484	-	-	4,722	-	-	87,091
Parking	4,535	9,000	-	24,397	75,263	55,958	68,700	182,749	351,984	316,590	-	1,089,176
Total		167,532	338,852	607,185	614,767	1,411,815	1,617,260	4,663,078	722,894	1,833,882	991,402	12,973,202
<i>% of Total</i>		<i>1.3%</i>	<i>2.6%</i>	<i>4.7%</i>	<i>4.7%</i>	<i>10.9%</i>	<i>12.5%</i>	<i>35.9%</i>	<i>5.6%</i>	<i>14.1%</i>	<i>7.6%</i>	
Single Family	-	4.3%	12.1%	54.4%	9.2%	-	-	5.7%	-	8.4%	5.9%	
Condo	-	-	-	-	-	9.4%	29.1%	39.5%	8.1%	12.7%	1.2%	
Multifamily	-	0.2%	2.6%	20.4%	16.3%	2.8%	5.5%	30.4%	0.7%	0.9%	20.3%	
Office	-	-	0.2%	0.2%	1.9%	4.0%	9.9%	54.3%	5.6%	23.8%	0.1%	
Retail	-	-	2.0%	12.2%	13.0%	22.9%	20.0%	13.8%	1.3%	1.0%	13.7%	
Hotel	-	-	-	-	-	6.6%	13.7%	-	-	68.4%	11.3%	
Studio	-	6.6%	9.1%	1.9%	-	40.3%	-	20.8%	-	-	21.3%	
Institutional	-	-	-	0.3%	5.1%	-	78.9%	15.7%	-	-	-	
Flex	-	-	61.5%	27.8%	2.4%	2.9%	-	-	5.4%	-	-	
Parking	0.4%	0.8%	-	2.2%	6.9%	5.1%	6.3%	16.8%	32.3%	29.1%	-	

BUILD DATE OF IMPROVEMENTS WITHIN SPECIFIC PLAN AREA (ASSESSOR DATA)



ASSESSED VALUATION BY LAND USE / BUILDING INVENTORY (ASSESSOR DATA)

Land Use	Total A/V	% of Total A/V	Bldg. A/V PSF Bldg.	Land A/V PSF Land	Parcels	Building Area	Land Area
Single Family	\$ 29,440,950	0.5%	\$ 128	\$ 89	5.5%	0.5%	1.3%
Condo	166,311,879	2.7%	161	299	39.1%	3.1%	1.9%
Multifamily	556,736,881	9.0%	189	78	27.5%	15.5%	12.5%
Office	2,072,472,989	33.7%	313	158	9.1%	43.1%	11.3%
Retail	188,251,253	3.1%	207	86	8.6%	3.4%	6.1%
Hotel	92,197,672	1.5%	476	183	0.5%	1.2%	0.5%
Studio	2,539,383,418	41.3%	734	94	0.8%	17.6%	50.5%
Institutional	336,284,561	5.5%	390	9	1.1%	6.4%	7.6%
Flex	15,718,785	0.3%	62	72	0.8%	0.7%	0.8%
Parking	135,476,781	2.2%	55	80	4.3%	8.4%	5.2%
Vacant Land	19,892,293	0.3%	-	49	2.7%	0.0%	2.2%
Total	\$ 6,152,167,462		\$ 342	\$ 94			

TOP 10 PROPERTY TAX PAYERS*

Owner	Assessed Valuation	Land Use	Building Area (SF)	Land Area (Ac.)	% of Total A/V	% of Total Bldg. Area	% of Total Land Area
WARNER BROS ENTERTAINMENT INC	\$ 1,375,125,955	Studio	1,685,559	137	22.4%	6.7%	32.9%
CATALINA MEDIA DEVELOPMENT II LLC	712,560,782	Studio	735,900	35	11.6%	2.9%	8.4%
DISNEY,WALT PRODUCTIONS INC	496,629,782	Studio	207,766	43	8.1%	0.8%	10.3%
PROVIDENCE HEALTH SYSTEM*	334,735,697	Institutional	715,676	21	5.4%	2.8%	5.1%
PI PINNACLE OWNER LLC	256,547,716	Office	397,477	3	4.2%	1.6%	0.7%
CATALINA MEDIA DEVELOPMENT LLC	214,571,939	Office	489,466	5	3.5%	1.9%	1.2%
3800 ALAMEDA OWNER LLC	192,427,037	Office	696,128	2	3.1%	2.8%	0.6%
P2 HUDSON MC PARTNERS LLC	156,946,833	Office	219,607	2	2.6%	0.9%	0.4%
BURBANK MEDIA VILLAGE LLC	152,173,122	Multifamily	380,017	4	2.5%	1.5%	0.9%
DOUGLAS EMMETT STUDIO PLAZA LLC	137,810,851	Office	440,774	2	2.2%	1.7%	0.5%
Top Ten Total	\$ 4,029,529,714		5,968,370	254	65.5%	23.6%	60.9%
Specific Plan Area Total / Remainder	\$ 6,152,167,462		25,245,394	417	34.5%	76.4%	39.1%

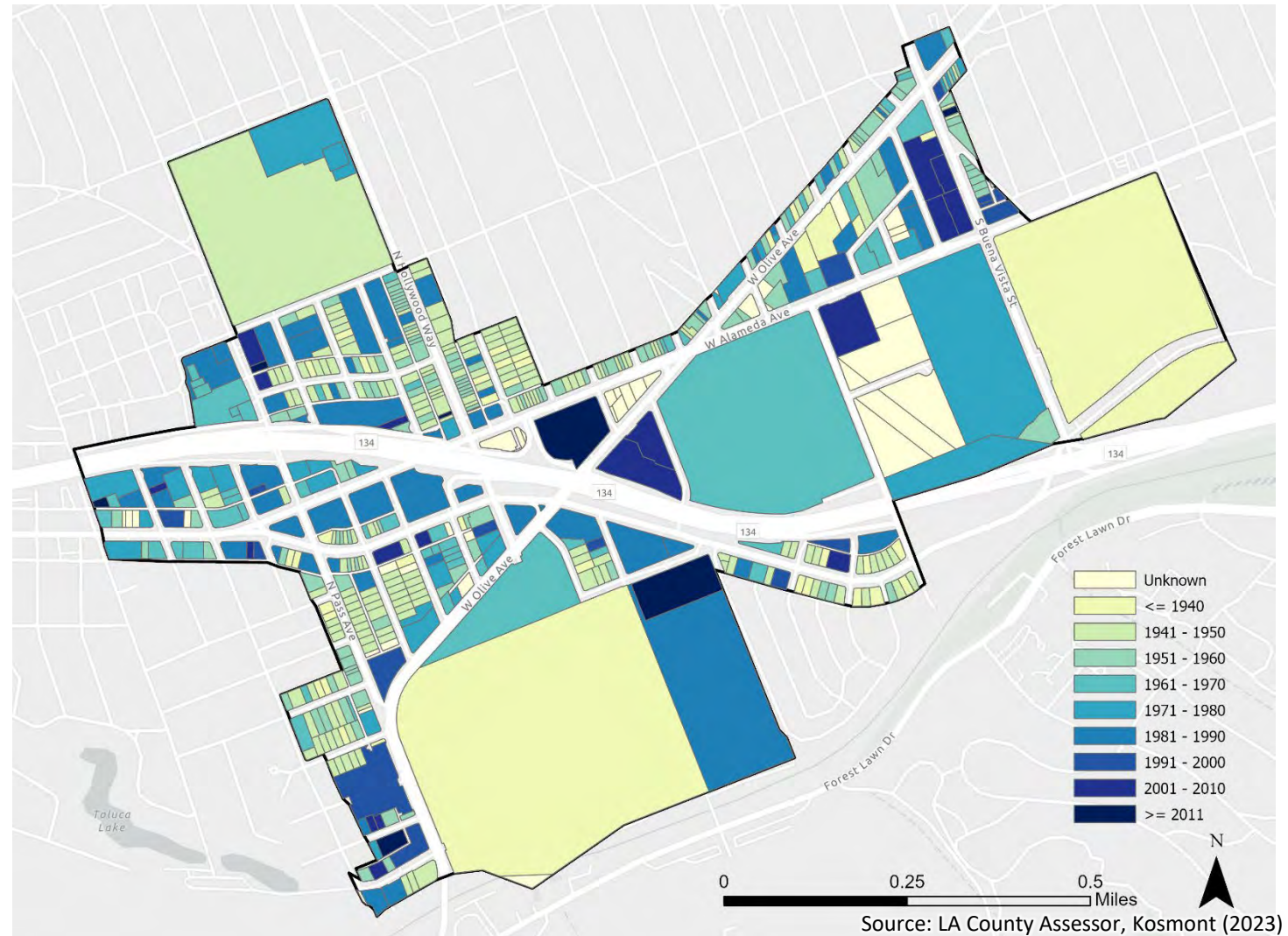
- The Assessed Value within the Specific Plan Area is ~\$6.2 billion (2023 Roll)
- Given California property tax law / Prop 13, A/V is heavily a function of purchase date
- The Top 10 Property Taxpayers make up ~65% of the secured assessed value and 33% of the total area of the Specific Plan Area

*Providence Health System is exempt from property tax

ATTACHMENT 3 EXHIBIT A - 299

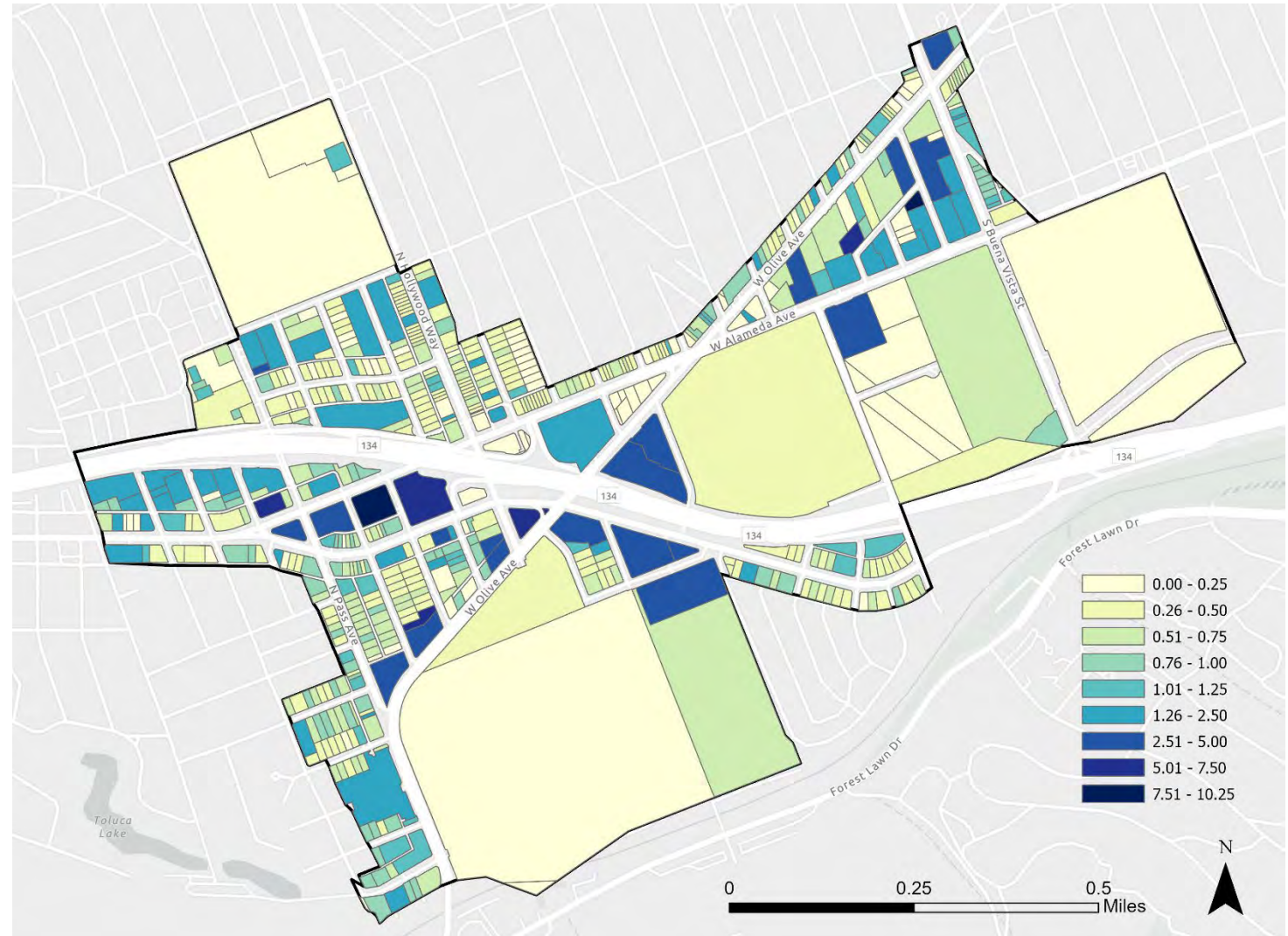
BUILD DATE OF IMPROVEMENTS WITHIN SPECIFIC PLAN AREA

- Graphic depicts the average build date on a given property based on assessor records
- Average build date is weighted based on improvement square footage



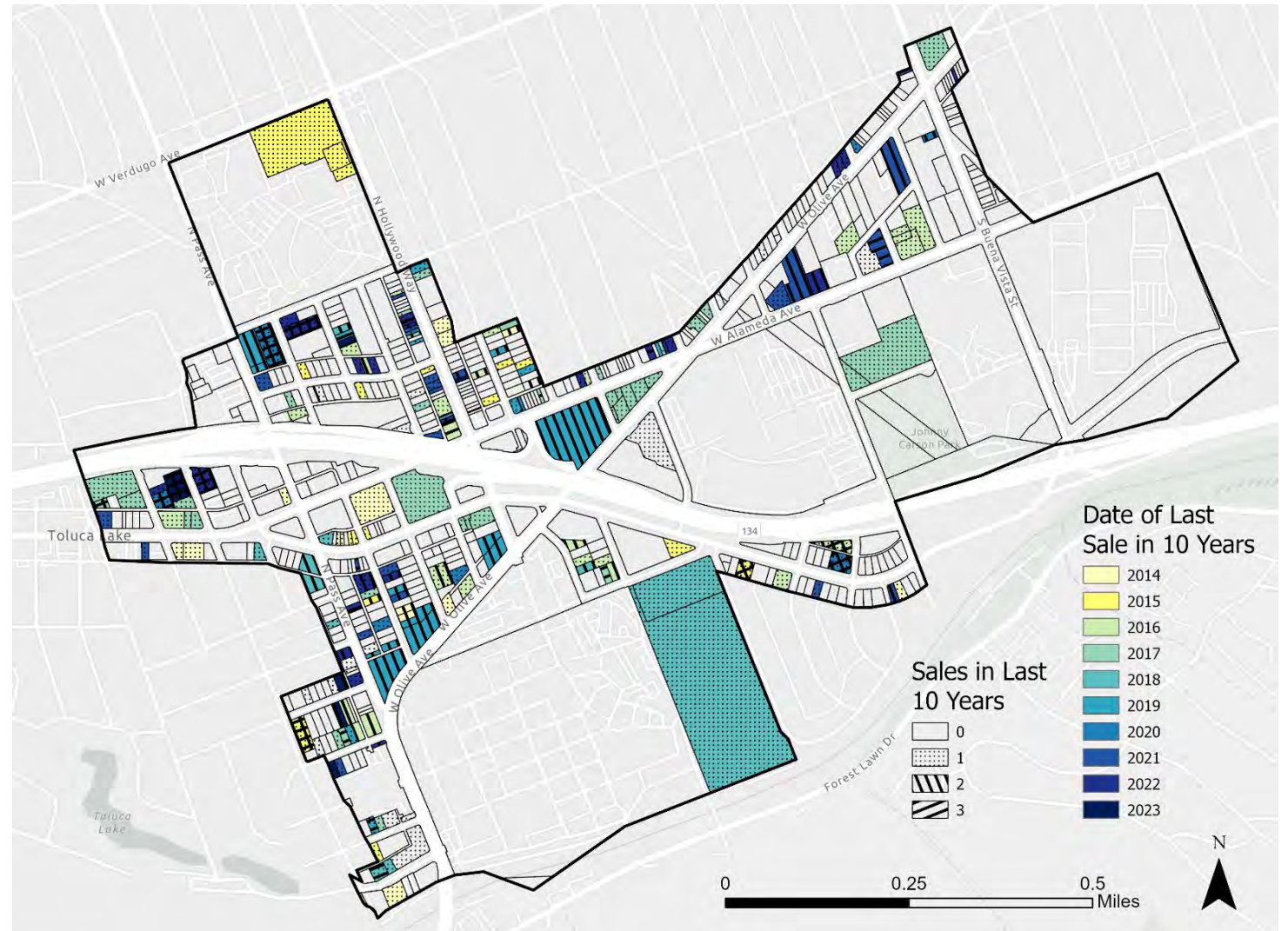
FAR MAP

- FAR generally moderate across the Specific Plan Area
- Higher intensity / FAR sites generally associated with office tower projects
- New projects expected to require increases in FAR to support redevelopment of existing uses
- Highest FAR is associated with:
 - 3900 W Alameda / 7.7 FAR / 32 Stories
 - 3800 W Alameda / 6.6 FAR / 21 Stories



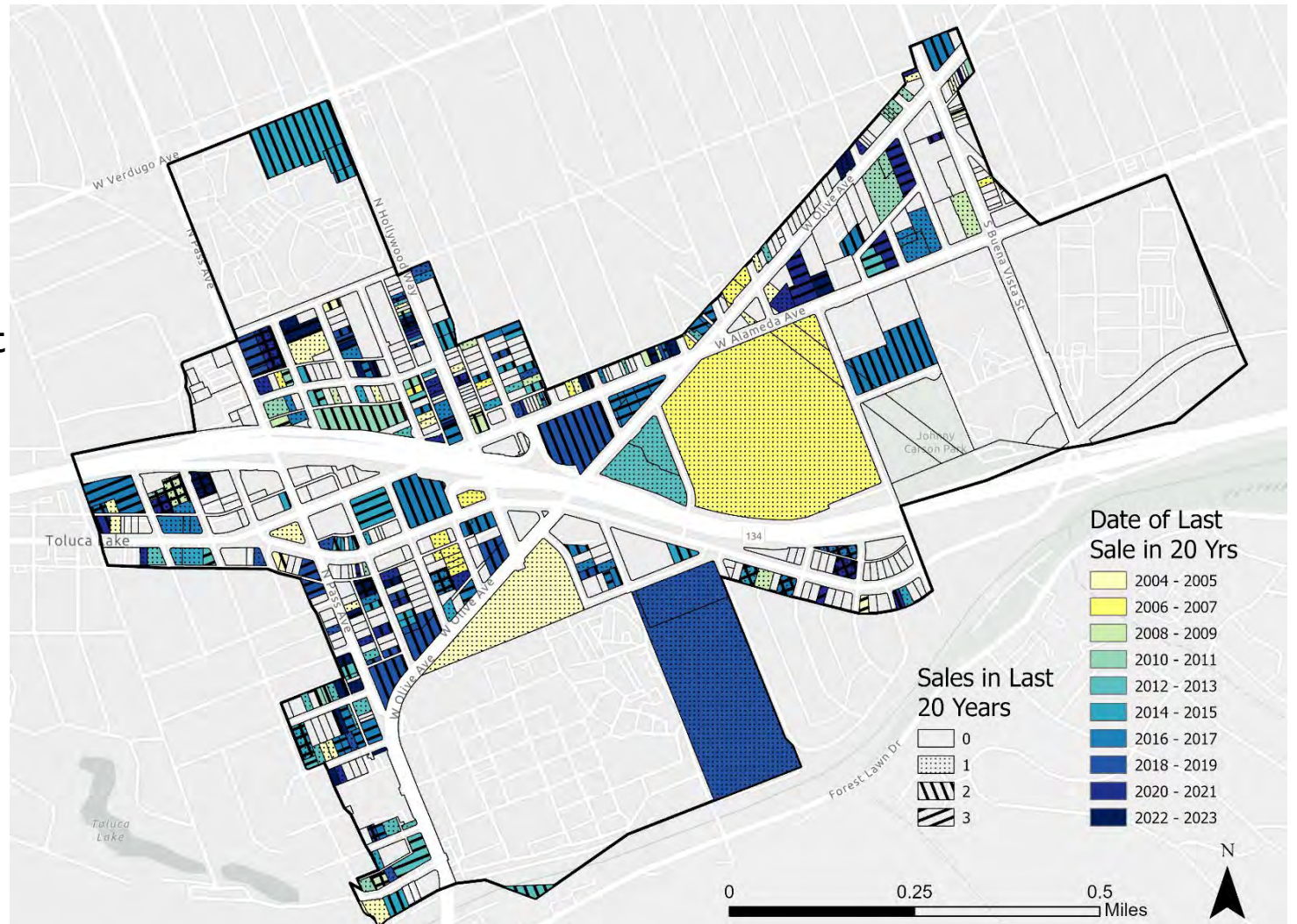
SALES VELOCITY – LAST 10 YEARS

- Graphic depicts date of the last sale if within the last 10 years, and if the property (or portion thereof) has sold multiple times in the last 10 years
- A number of contiguous parcels have not sold within the last 10 years
- A review against common ownership suggests a consistent acquisition effort by some entities
- 40% of unique parcels sold within the last 10 years



SALES VELOCITY – LAST 20 YEARS

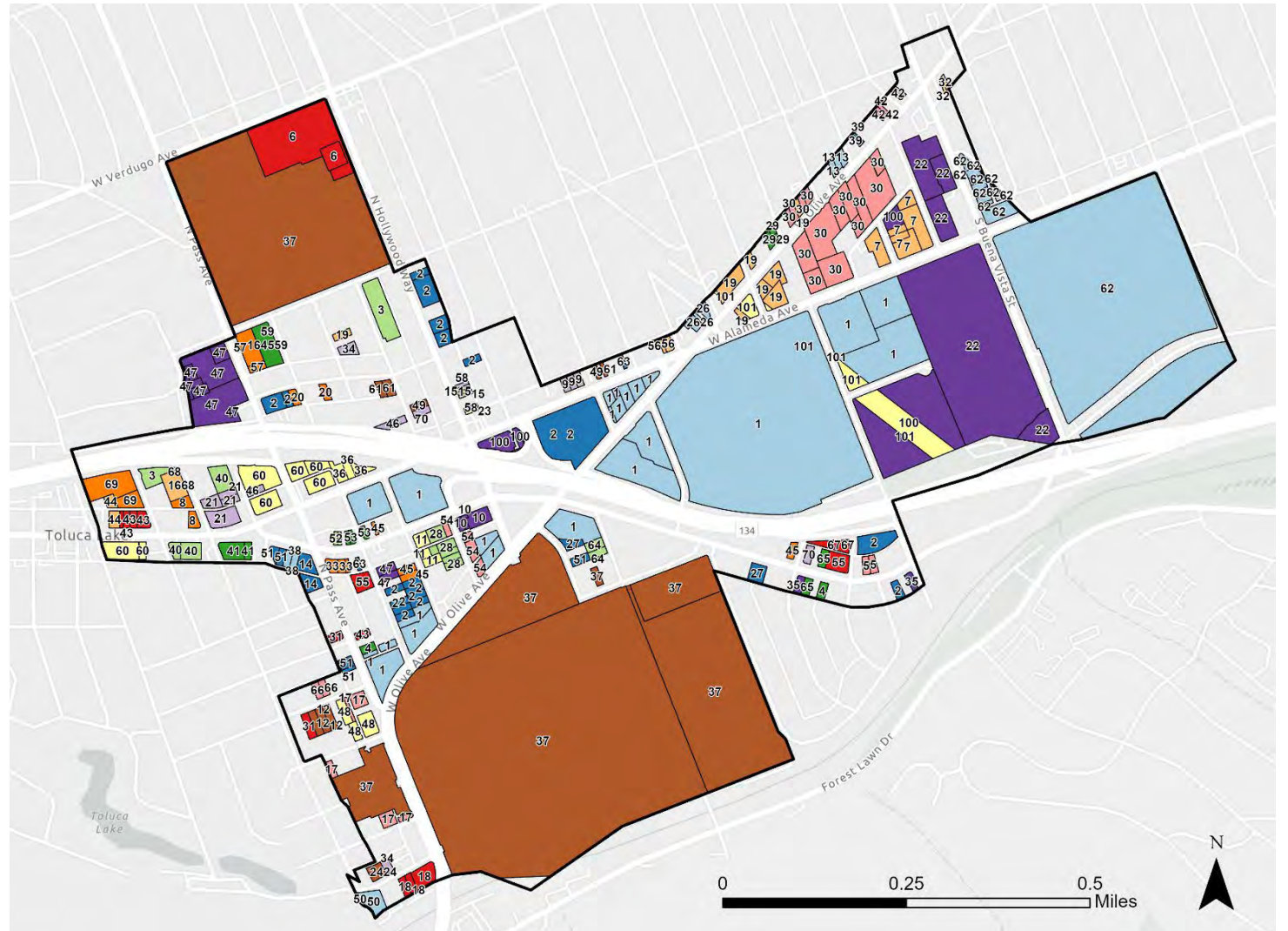
- Graphic depicts date of the last sale if sold within the last 20 years, and if the property (or portion thereof) has sold multiple times in the last 20 years
- 59% of unique parcels sold within the last 20 year
- Properties with condominiums will show a sale for each condominium on the property
- A void perspective / review of properties not sold recently and/or multiple times can illustrate stabilizing properties



COMMON PROPERTY OWNERSHIP

- Common property ownership evaluated based on entity names and responsible parties; not a perfect analysis, but typically indicative of potential common ownership
- A few connected entities hold fairly substantial shares of ownership within the Specific Plan Area
- A number of entities hold large enough contiguous parcels to support redevelopment potential

Note: City & Utility property identified by “100” and “101”, respectively



COST PER SQUARE FOOT OF LAND (SALES WITHIN LAST FIVE YEARS)

- Property sales within the last five years were evaluated on a cost per square foot of land
- The total sales price of a property (including any building improvements) per square foot of land ranged from under \$100 per square foot to ~\$2,775 per square foot
- Generally, in a fair to good economic environment, it is expected that redevelopment of properties could occur at values starting at roughly \$150 – 175 per square foot of land
- Generally, in a superior economic environment, it is expected that redevelopment of properties could occur at values starting at roughly \$225+ per square foot of land



COST PER SQUARE FOOT OF BUILDING (SALES WITHIN LAST FIVE YEARS)

- Evaluating property sales on a building area basis provides information on the potential economic utility of a given property
- Properties with low values per building square foot are potential indicators for redevelopment opportunities
- What constitutes a low value per square foot varies based on market conditions and land use, but generally, if replacement costs per square foot are below value per building square foot may generate economic interest
- Properties with high values per building square foot are potential indicators for properties with high economic utility and are likely not ripe for redevelopment



SPECIFIC PLAN AREA COMMERCIAL BUILDING INVENTORY (COSTAR DATA)

- Total of ~12.5 million square feet of commercial building area within Specific Plan Area (excluding non-commercial property such as single-family homes)
- Dominant land uses by building area are office, movie / TV studio, and multifamily residential
- Healthcare and retail uses round out the top five
- Additional secondary land use / greater detail is provided in the following slides

Land Use	Properties	Building SF	Properties	Building SF
Office	82	5,569,256	30%	43%
Studio	18	3,718,534	7%	29%
Multi-Family	94	2,241,447	35%	17%
Health Care	3	799,068	1%	6%
Retail	64	336,860	24%	3%
Specialty	4	125,893	1%	1%
Hospitality	3	109,420	1%	1%
Industrial / Flex	4	76,614	1%	1%
Total	272	12,977,092	100%	100%

SPECIFIC PLAN AREA COMMERCIAL BUILDING INVENTORY (COSTAR DATA)

Land Use	Properties	Building SF	Properties	Building SF
Office / No Secondary Type	66	4,449,610	24.3%	34.3%
Specialty / Movie/Radio/TV Studio	13	2,775,526	4.8%	21.4%
Multi-Family / Apartments	92	2,227,821	33.8%	17.2%
Office / Studio	6	1,388,008	2.2%	10.7%
Health Care / Hospital	1	616,662	0.4%	4.8%
Office / Medical	7	374,394	2.6%	2.9%
Office / Office Live/Work Unit	4	209,617	1.5%	1.6%
Health Care / Assisted Living	1	124,906	0.4%	1.0%
Hospitality / Hotel	3	109,420	1.1%	0.8%
Specialty / Parking Garage	1	108,524	0.4%	0.8%
Retail / No Secondary Type	8	89,908	2.9%	0.7%
Industrial / Flex / Warehouse	3	71,911	1.1%	0.6%
Office / Loft/ Creative Space	2	69,355	0.7%	0.5%
Health Care / No Secondary Type	1	57,500	0.4%	0.4%
Retail / Storefront Retail/Office	8	40,775	2.9%	0.3%
Retail / Restaurant	9	38,813	3.3%	0.3%
Retail / Supermarket	1	37,049	0.4%	0.3%

SPECIFIC PLAN AREA COMMERCIAL BUILDING INVENTORY (COSTAR DATA)

Land Use	Properties	Building SF	Properties	Building SF
Retail / Freestanding	7	30,553	2.6%	0.2%
Retail / Storefront	12	29,050	4.4%	0.2%
Retail / Drug Store	1	25,500	0.4%	0.2%
Office / Office Building	1	14,470	0.4%	0.1%
Multi-Family / No Secondary Type	2	13,626	0.7%	0.1%
Retail / Bank	1	12,912	0.4%	0.1%
Retail / Fast Food	7	12,392	2.6%	0.1%
Specialty / Car Wash	1	9,761	0.4%	0.1%
Retail / Auto Repair	3	8,237	1.1%	0.1%
Office / Office/Residential	1	6,810	0.4%	0.1%
Specialty / Religious Facility	1	5,408	0.4%	0.0%
Retail / Service Station	4	4,963	1.5%	0.0%
Industrial / Flex / No Secondary Type	1	4,703	0.4%	0.0%
Retail / Veterinarian/Kennel	1	3,128	0.4%	0.0%
Retail / Auto Dealership	1	2,436	0.4%	0.0%
Specialty / Schools	1	2,200	0.4%	0.0%
Retail / Storefront Retail/Residential	1	1,144	0.4%	0.0%
Total	272	12,977,092	100%	100%

OUTLINE

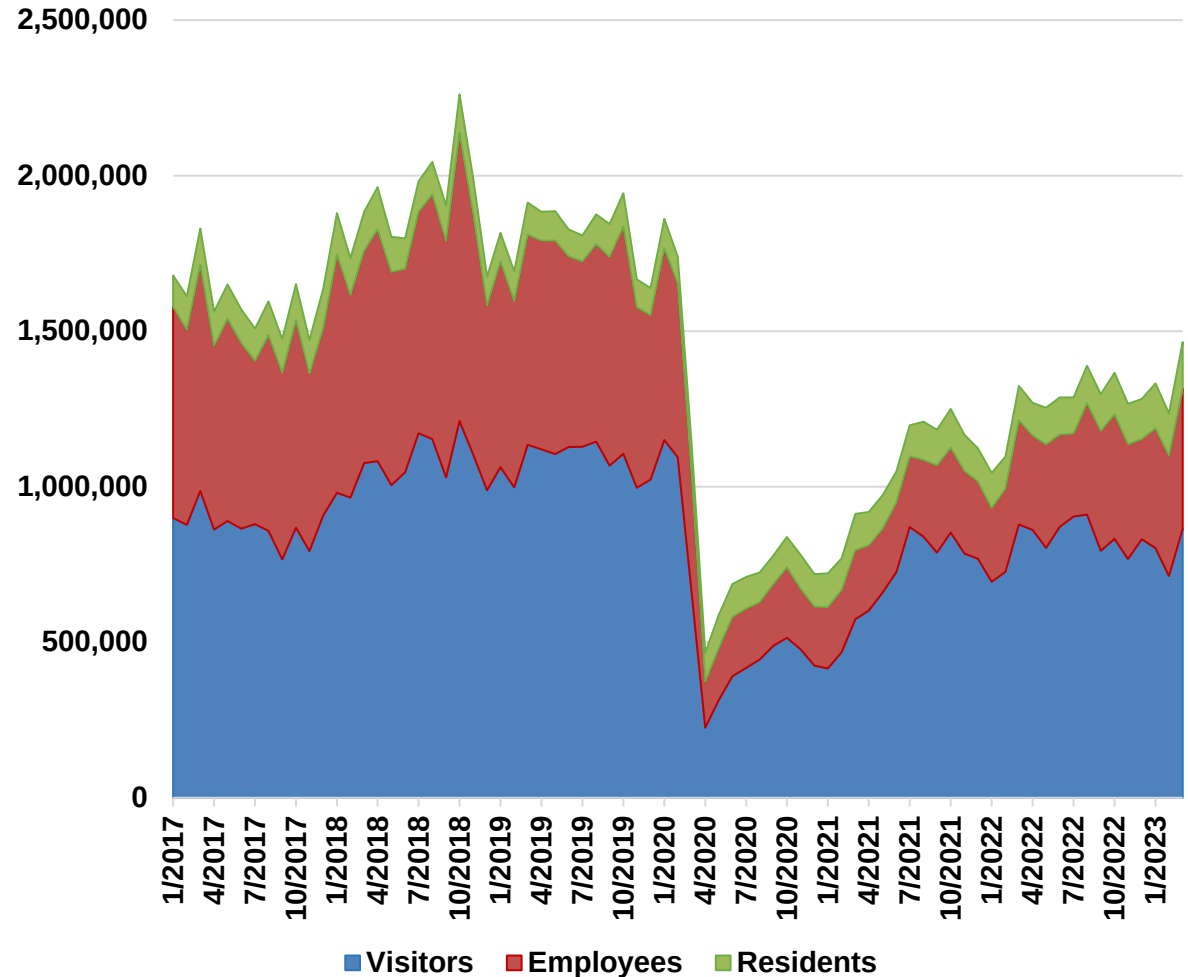
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SPECIFIC PLAN AREA VISITORS

- According to mobile data analytics platform Placer.ai, the Burbank Media District Specific Plan area saw ~15.2 million visits in 2022, with ~65% from visitors who live outside of the area, ~26% from employees in the area, and the remainder from residents of the area.
- Visits from visitors and employees remain below pre-COVID levels.

	Visits from Visitors	Visits from Employees	Visits from Residents	Total Visits
2017	10,500,000	7,500,000	1,300,000	19,200,000
2018	12,800,000	8,700,000	1,400,000	22,900,000
2019	13,000,000	7,600,000	1,100,000	21,800,000
2020	6,600,000	3,200,000	1,200,000	11,000,000
2021	8,300,000	2,800,000	1,300,000	12,500,000
2022	9,900,000	3,900,000	1,400,000	15,200,000
2023	2,400,000	1,200,000	400,000	4,000,000

Monthly Visits to Media District Specific Plan Area



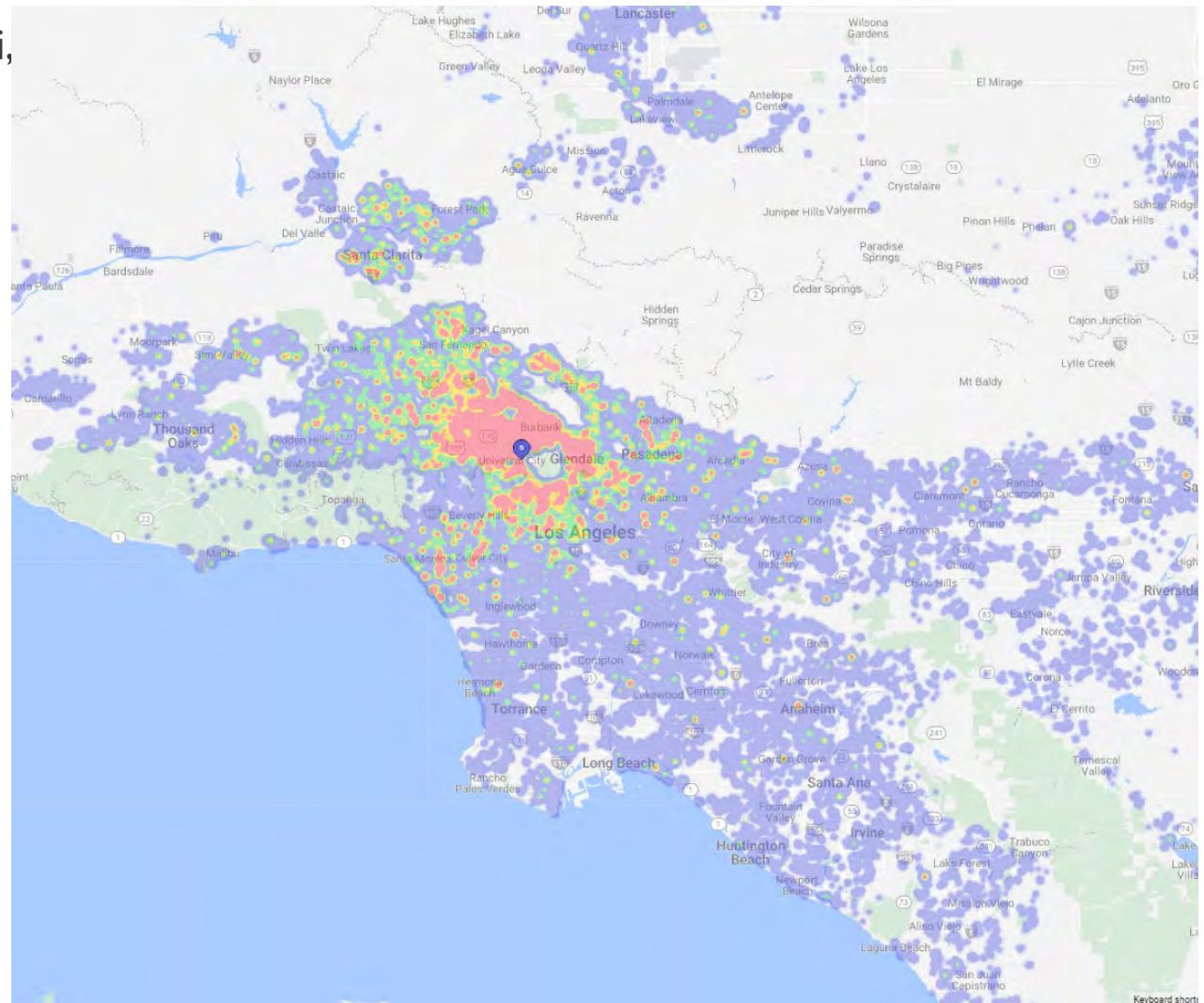
SPECIFIC PLAN AREA VISITORS – HOME LOCATIONS

- According to mobile data analytics platform Placer.ai, visitors and employees who came to the Burbank Media District Specific Plan area over the past 12 months come from home locations across the Los Angeles region.

- Approx. 92% of visitor/employee home locations are in California, with out-of-state visitors coming from the following popular locations:

- New York: ~1%
- Texas: ~0.6%
- Florida: ~0.5%
- Arizona: ~0.4%
- Georgia: ~0.4%

City	% of Visits
Los Angeles	16.0
Burbank	14.9
North Hollywood	10.1
Glendale	4.6
Van Nuys	2.9
Sun Valley	2.1
Sherman Oaks	1.9
Studio City	1.9
Valley Village	1.7
Pasadena	1.6
Pacoima	1.4
Sylmar	1.4



SPECIFIC PLAN AREA VISITORS – POPULAR LOCATIONS (IN & OUT OF AREA)

- According to mobile data analytics platform Placer.ai, visitors and employees who came to the Specific Plan Area over the past 12 months come from home locations with average household incomes of ~\$109,000.
- Popular visit locations in select categories – both within and outside of the Specific Plan Area – are provided in the table at right.

Location	City	% of Visitors
Shopping Centers		
Universal City Walk Hollywood	Universal City	24.80%
Hollywood & Highland	Los Angeles	19.40%
Village at Topanga	Woodland Hills	19.30%
The Grove	Los Angeles	17.40%
Burbank Entertainment Village	Burbank	14.30%
Groceries		
Whole Foods Market	Burbank	6%
VONS	Burbank	5.10%
Ralphs	Burbank	4.50%
Trader Joe's	North Hollywood	4.40%
Ralphs	Burbank	3.90%
Restaurants		
Bob's Big Boy	Burbank	12.70%
The Cheesecake Factory	Glendale	8.60%
La Piazza	Los Angeles	7.10%
Smokehouse	Burbank	6.90%
Finney's Crafthouse & Kitchen	Burbank	4.60%

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Net Fiscal Impact & Economic Benefit Analysis

FISCAL SUMMARY

- The analysis herein evaluates the net fiscal impact to the City's General Fund of the buildout of a hypothetical program ("Program") within the Specific Plan Area
- This Program contemplates the addition of approximately 8,200 residential dwelling units, 50,000 SF of retail / service, 50,000 SF of restaurant, 160,000 SF of office, 350,000 SF of studio, and a 200 room hotel
- As summarized herein the Program is estimated to initially generate net revenues to the City's General Fund of approximately \$13.8 million per year
- Over the next 30 years, this represents a present value of approximately \$243.6 million

	Annual	Est. Annual Growth	30-Yr Total (Nominal)	30-Yr Total (Present Value)
Primary Fiscal Revenues				
Property Tax	\$ 13,586,200	2.0%	\$ 551,166,000	\$ 247,098,500
Property Tax In-Lieu of VLF	3,427,500	2.0%	139,047,100	62,337,500
Property Transfer Tax	6,315,300	3.0%	300,453,000	129,586,000
Sales & Use Tax (On-Site / Direct)	1,415,800	3.0%	67,357,300	29,051,300
Sales & Use Tax (Off-Site / Indirect)	2,554,200	3.0%	121,517,100	52,410,600
Transient Occupancy Tax	1,405,300	3.0%	66,857,700	28,835,900
Business Tax	21,200	3.0%	1,008,600	435,000
Utility User Tax	2,034,200	3.0%	96,777,900	41,740,500
Parks & Recreation	1,224,600	3.0%	58,260,900	25,128,000
In-lieu - BWP	1,125,400	3.0%	53,541,400	23,092,500
Transient Parking Tax	11,100	3.0%	528,100	227,800
Licenses & Permits	98,400	3.0%	4,681,400	2,019,100
Business Tax	315,500	3.0%	15,010,000	6,473,900
Parking / Traffic / Other Fines	221,100	3.0%	10,518,900	4,536,800
Franchise Fees	197,400	3.0%	9,391,400	4,050,500
Total Estimated Revenues	\$ 33,953,200		\$ 1,496,116,800	\$ 657,023,900
Primary Fiscal Expenditures				
General Government	631,200	3.0%	30,029,600	12,951,800
Community Development	170,000	3.0%	8,087,800	3,488,300
Financial Services	341,800	3.0%	16,261,300	7,013,500
Fire	4,271,500	3.0%	203,218,400	87,648,500
Library Services	1,195,800	3.0%	56,890,700	24,537,100
Management Services	332,600	3.0%	15,823,600	6,824,700
Parks & Recreation	3,985,900	3.0%	189,630,800	81,788,200
Police	6,472,100	3.0%	307,912,800	132,803,400
Public Works	1,696,600	3.0%	80,716,500	34,813,200
Non-Departmental	1,049,300	3.0%	49,920,900	21,531,000
Total Estimated Expenditures	\$ 20,146,800		\$ 958,492,400	\$ 413,399,700
Net Estimated Revenues	\$ 13,806,400		\$ 537,624,400	\$ 243,624,200

FISCAL BENEFITS & IMPACTS – PROGRAM & PROPERTY VALUE

- The hypothetical buildout Program contemplates the addition of approximately:
 - 8,200 residential dwelling units
 - 50,000 SF of retail / service space
 - 50,000 SF of restaurant space
 - 160,000 SF of office space
 - 350,000 SF of studio space
 - 200 room hotel

Program Element	Dwelling Units		# SF	Total
	/ SF / Keys	\$ PSF		
Residential	8,200 DU	\$750	8,923,529 SF	\$6,692,647,059
Retail / Service	50,000 SF	800	50,000 SF	\$40,000,000
Restaurant	50,000 SF	800	50,000 SF	\$40,000,000
Office	160,000 SF	600	160,000 SF	\$96,000,000
Studio	350,000 SF	600	350,000 SF	\$210,000,000
Hotel	200 Keys	\$300,000 / Key	140,000 SF	\$60,000,000
Total Estimated Assessed Value				\$7,138,647,100

FISCAL BENEFITS & IMPACTS - PROPERTY TAX

- Secured property tax revenues are estimated based on the anticipated assessed value of the Program upon full build-out and the applicable property tax rate for the City
- The portions of the Specific Plan Area within the City are located in County tax rate area(s) (“TRA”) 2530, 2532, 2537, 2538, and 2542
- On a blended basis, the City’s General Fund receives approximately 18.5% of the annual 1.0% secured property tax general levy placed by the County on the assessed value of property (\$0.184776 of each \$1.00 of secured property tax revenue) within this TRA

Estimated Assessed Valuation (Secured)		\$7,138,647,100
General Levy - Secured	1.00%	\$71,386,471
<u>City Distributions (TRA #2530, 2532, 2537, 2538, 2542)</u>		
City - Burbank	18.48%	\$13,190,480
Total City Distributions - Secured Property Tax		\$13,190,480
Unsecured Property as Percent of Secured	3.00%	
<u>Estimated Assessed Valuation (Unsecured)</u>		\$214,159,413
Total City Distributions - Unsecured Property Tax		395,714
Total Property Tax to City (Secured + Unsecured)		\$13,586,200

FISCAL BENEFITS & IMPACTS - VLF

Estimated Assessed Valuation	\$7,352,806,513
Total Taxable Assessed Value within City (2022)	26,752,156,000
Percent Share / Increase in Assessed Value	27.4849%
Estimated Property Tax In-Lieu of VLF (FY 2021-22 Actual)	\$12,470,452
Incremental Project Tax In-Lieu of VLF	\$3,427,500

- Prior to 2004, a percentage of State motor VLF was distributed to cities and counties
- In 2005, the State of California instituted a revenue swap, guaranteeing that municipalities and counties within California receive a distribution equal to the VLF collected the prior year, plus a percentage equal to the annual increase in assessed value
- Property Tax In-Lieu of VLF resulting from the Program is estimated based on the incremental amount of assessed value the development will add to the City, thereby increasing the City's apportionment

FISCAL BENEFITS & IMPACTS - PROPERTY TRANSFER TAX

- Property transfer tax revenue is based on the estimated development value of the Program, the City's property transfer tax schedule, and an expected turnover rate for a given property type
- The expected turnover rates range from 5-10% per year, or once every ten- to 20-years

Program Element	Estimated Assessed Valuation	Property Turnover Rate (per year)	Avg. Annual Property Transferred	Est. Effective Property Transfer Tax Rate	Annual Revenue
Residential	\$6,692,647,059	8.3%	\$557,720,588	1.10%	\$6,134,926
Retail / Service	40,000,000	5.0%	2,000,000	1.10%	22,000
Restaurant	40,000,000	5.0%	2,000,000	1.10%	22,000
Office	96,000,000	6.7%	6,400,000	1.10%	70,400
Hotel	60,000,000	10.0%	6,000,000	1.10%	66,000
Total Annual Property Turnover			\$574,120,588		
City Property Transfer Tax Revenue					\$6,315,300

FISCAL BENEFITS & IMPACTS - ON SITE SALES TAX

Program Element	Building Area	Taxable Sales / SF	Taxable Sales
Retail / Service	50,000 SF	\$ 500.00	\$25,000,000
Restaurant	50,000 SF	800.00	40,000,000
Office	160,000 SF	25.00	4,000,000
Studio	350,000 SF	5.00	1,750,000
Hotel	140,000 SF	20.00	2,800,000
Annual Taxable Sales			\$73,550,000
Annual Sales Tax to City		1.75%	\$1,287,125
Annual Use Tax as % of Sales Tax		10.0%	\$128,713
Net Annual Sales & Use Tax to City (On-Site)			\$1,415,800

- On-site / direct sales tax revenue projections are estimated based on the taxable sales generated on-site within the sales-generating components of the program and the City's total sales tax apportionment of 1.75%
- The commercial components of the Program are projected to generate taxable sales based on estimated square-footages and sales-per-square-foot assumptions

FISCAL BENEFITS & IMPACTS – TRANSIENT OCCUPANCY TAX (HOTEL TAX)

- Transient occupancy tax (“TOT”) revenues are estimated based on the current City TOT rate, and the estimated performance of the hypothetical hospitality component of the Program

Hotel	
Rooms	200
Average Daily Rate	\$275
Occupancy Rate	70%
Total Room Revenues	\$14,052,500
Transient Occupancy Tax Rate	10.0%
Annual Transient Occupancy Tax	\$1,405,300

FISCAL BENEFITS & IMPACTS - RESIDENTS & JOBS

- Project resident counts are estimated based on 2.5 residents per dwelling unit
- Estimated employee counts are based on standard industry employment densities for the various product types, and IMPLAN factors

		Average Household		Total
Residents	Dwelling Units	Size	Residents	
Residential	8,200	2.5		20,500
Total Estimated Residents				20,500
Residents				20,500
Employees	Square Feet	SF / Employee	Total Jobs	
Retail / Service	50,000 SF	200 SF / emp	250	
Restaurant	50,000 SF	200 SF / emp	250	
Office	160,000 SF	333 SF / emp	480	
Studio	350,000 SF	750 SF / emp	467	
Hotel	140,000 SF	1,228 SF / emp	114	
MF Residential	8,200 DU	50 units / emp	164	
Total Estimated Employees			1,725	
Employee / Resident Weighting Factor			0.5	
Employee / Resident Equivalents			863	
Guests	Rooms	Guest / Room	Occupancy Rate	Equivalent Residents
Hotel	200	1.50	70%	210
Total Guests				210
Guest / Resident Weighting Factor			0.5	
Guest / Resident Equivalents			105	
Equivalent Residents (Includes Residents & Employees)			21,468	

FISCAL BENEFITS & IMPACTS – RESIDENT & EMPLOYEE SPENDING

- Resident spending is based on U.S. Bureau of Labor Statistics (“BLS”) Consumer Expenditure Survey and ESRI data, which provide spending habits of consumers based on household income, as well as resident consumption patterns and retail sales patterns within the City.
- Capture rates for spending by residents and employees within the City are approximated by Kosmont based on an evaluation of retail amenities within the local trade area and analysis of the City’s taxable retail sales performance.

Blended Resident					
Est. Average Income (pre-tax):			\$130,000		
Annual Expenditures	% of Salary	Total \$	% in City	% Taxable	Amount
Food at Home	7.4%	\$ 9,620	70%	30%	\$ 2,020
Food Away from Home	4.2%	5,460	50%	100%	2,730
Alcoholic Beverages	0.8%	1,040	70%	100%	728
Housekeeping Supplies	0.9%	1,170	50%	100%	585
Household Furn & Equip	3.2%	4,160	50%	100%	2,080
Apparel & Services	2.5%	3,250	35%	100%	1,138
Transportation	10.0%	13,000	25%	85%	2,763
Entertainment	4.0%	5,200	30%	90%	1,404
Personal Care Products & Services	1.1%	1,430	70%	100%	1,001
Tobacco Related	0.4%	520	70%	100%	364
Total Taxable Spending in City					\$14,800
Total Taxable & Non-Taxable in City					\$20,200

FISCAL BENEFITS & IMPACTS – RESIDENT & EMPLOYEE SPENDING

Multifamily Employee

Est. Average Income (pre-tax):		\$45,000			
Annual Expenditures	% of Salary	Total \$	% in City	% Taxable	Amount
Food at Home	7.6%	\$ 3,420	25%	30%	\$ 257
Food Away from Home	4.1%	1,845	20%	100%	369
Alcoholic Beverages	0.8%	360	25%	100%	90
Housekeeping Supplies	1.0%	450	20%	100%	90
Household Furn & Equip	3.1%	1,395	20%	100%	279
Apparel & Services	2.5%	1,125	15%	100%	169
Transportation	10.3%	4,635	25%	85%	985
Entertainment	3.9%	1,755	10%	90%	158
Personal Care Products & Services	1.1%	495	20%	100%	99
Tobacco Related	0.4%	180	25%	100%	45
Total Taxable Spending in City					\$2,500
Total Taxable & Non-Taxable in City					\$3,300

Retail / Service Employee

Est. Average Income (pre-tax):		\$35,000			
Annual Expenditures	% of Salary	Total \$	% in City	% Taxable	Amount
Food at Home	8.5%	\$ 2,975	25%	30%	\$ 223
Food Away from Home	4.3%	1,505	20%	100%	301
Alcoholic Beverages	0.7%	245	25%	100%	61
Housekeeping Supplies	1.0%	350	20%	100%	70
Household Furn & Equip	3.0%	1,050	20%	100%	210
Apparel & Services	3.0%	1,050	15%	100%	158
Transportation	10.2%	3,570	25%	85%	759
Entertainment	3.7%	1,295	10%	90%	117
Personal Care Products & Services	1.0%	350	20%	100%	70
Tobacco Related	0.5%	175	25%	100%	44
Total Taxable Spending in City					\$2,000
Total Taxable & Non-Taxable in City					\$2,700

FISCAL BENEFITS & IMPACTS – RESIDENT & EMPLOYEE SPENDING (CONT'D)

Restaurant Employee

Est. Average Income (pre-tax):		\$30,000			
Annual Expenditures	% of Salary	Total \$	% in City	% Taxable	Amount
Food at Home	8.0%	\$ 2,394	25%	30%	\$ 180
Food Away from Home	4.2%	1,248	20%	100%	250
Alcoholic Beverages	0.7%	219	25%	100%	55
Housekeeping Supplies	1.0%	291	20%	100%	58
Household Furn & Equip	3.1%	918	20%	100%	184
Apparel & Services	2.6%	780	15%	100%	117
Transportation	10.7%	3,207	25%	85%	681
Entertainment	3.8%	1,149	10%	90%	103
Personal Care Products & Services	1.1%	330	20%	100%	66
Tobacco Related	0.5%	162	25%	100%	41
Total Taxable Spending in City					\$1,700
Total Taxable & Non-Taxable in City					\$2,300

Office Employee

Est. Average Income (pre-tax):		\$100,000			
Annual Expenditures	% of Salary	Total \$	% in City	% Taxable	Amount
Food at Home	7.4%	\$ 7,400	25%	30%	\$ 555
Food Away from Home	4.2%	4,200	20%	100%	840
Alcoholic Beverages	0.8%	800	25%	100%	200
Housekeeping Supplies	0.9%	900	20%	100%	180
Household Furn & Equip	3.2%	3,200	20%	100%	640
Apparel & Services	2.5%	2,500	15%	100%	375
Transportation	10.0%	10,000	25%	85%	2,125
Entertainment	4.0%	4,000	10%	90%	360
Personal Care Products & Services	1.1%	1,100	20%	100%	220
Tobacco Related	0.4%	400	25%	100%	100
Total Taxable Spending in City					\$5,600
Total Taxable & Non-Taxable in City					\$7,300

FISCAL BENEFITS & IMPACTS – RESIDENT & EMPLOYEE SPENDING (CONT'D)

Studio Employee

Est. Average Income (pre-tax):		\$105,000			
Annual Expenditures	% of Salary	Total \$	% in City	% Taxable	Amount
Food at Home	7.4%	\$ 7,770	25%	30%	\$ 583
Food Away from Home	4.2%	4,410	20%	100%	882
Alcoholic Beverages	0.8%	840	25%	100%	210
Housekeeping Supplies	0.9%	945	20%	100%	189
Household Furn & Equip	3.2%	3,360	20%	100%	672
Apparel & Services	2.5%	2,625	15%	100%	394
Transportation	10.0%	10,500	25%	85%	2,231
Entertainment	4.0%	4,200	10%	90%	378
Personal Care Products & Services	1.1%	1,155	20%	100%	231
Tobacco Related	0.4%	420	25%	100%	105
Total Taxable Spending in City					\$5,900
Total Taxable & Non-Taxable in City					\$7,700

Hotel Employee

Est. Average Income (pre-tax):		\$50,000			
Annual Expenditures	% of Salary	Total \$	% in City	% Taxable	Amount
Food at Home	7.8%	\$ 3,900	25%	30%	\$ 293
Food Away from Home	4.2%	2,100	20%	100%	420
Alcoholic Beverages	0.8%	400	25%	100%	100
Housekeeping Supplies	1.0%	500	20%	100%	100
Household Furn & Equip	3.1%	1,550	20%	100%	310
Apparel & Services	2.6%	1,300	15%	100%	195
Transportation	10.5%	5,250	25%	85%	1,116
Entertainment	3.9%	1,950	10%	90%	176
Personal Care Products & Services	1.1%	550	20%	100%	110
Tobacco Related	0.4%	200	25%	100%	50
Total Taxable Spending in City					\$2,900
Total Taxable & Non-Taxable in City					\$3,800

FISCAL BENEFITS & IMPACTS – OFF SITE SALES TAX

- This table summarizes the various elements of the estimate of off site sales tax revenue.

Residents (Households)		
Total Households	8,200	
Taxable Resident Spending in City	\$14,800	
Total Taxable Resident Spending	\$121,360,000	
Hotel Guests		
Total Guests	210	
Taxable Guest Spending in City (Per Day)	\$55	
Total Taxable Resident Spending	\$4,215,750	
Employees		
Total Employees (Retail)	250	
Taxable Employee Spending in City	\$2,000	
Taxable Employee Spending	\$500,000	
Total Employees (Restaurant)	250	
Taxable Employee Spending in City	\$1,700	
Taxable Employee Spending	\$425,000	
Total Employees (Office)	480	
Taxable Employee Spending in City	\$5,600	
Taxable Employee Spending	\$2,690,691	
Total Employees (Studio)	467	
Taxable Employee Spending in City	\$5,900	
Taxable Employee Spending	\$2,753,333	
Total Employees (Hotel)	114	
Taxable Employee Spending in City	\$2,900	
Taxable Employee Spending	\$330,600	
Total Employees (MF Res)	164	
Taxable Employee Spending in City	\$2,500	
Taxable Employee Spending	\$410,000	
Total Taxable Employee & Resident Spending	\$132,685,374	
Projected Use Tax as % of Sales	10.0%	\$13,268,537
Total Off-Site / Indirect Taxable Sales		\$145,953,911
Annual Sales Tax to City	1.75%	\$2,554,193
Annual Sales & Use Tax to City (Off-Site)		\$2,554,200

Source: California Board of Equalization, Bureau of Labor Statistics, California Department of Finance, ESRI, IMPLAN, Kosmont (2023)

FISCAL BENEFITS & IMPACTS – BUSINESS LICENSE TAX

- Business license tax revenue projections are estimated based on the number and type of businesses in the various components of the Program

Program Element	Est SF / Units	Est SF / Business	Est. Business Count	Est. Employees	Business Class	Tax (per employee)	Tax (per Location)	Total
Residential	8,200						\$11.30	\$92,660
Retail / Service	50,000	10,000	5.0	250	A	6.75	112.85	2,252
Restaurant	50,000	4,000	13.0	250	A	6.75	112.85	3,155
Office	160,000	15,000	11.0	480	C	13.70	112.85	7,824
Studio	350,000	50,000	7.0	467	B	10.55	112.85	5,713
Hotel	200			114			22.60	4,520
Annual Business License Tax								\$21,200

FISCAL BENEFITS & IMPACTS – UTILITY USER TAX

	SF	Electricity	Gas	Telecom
Residential	8,923,529 SF	\$1.00	\$0.50	\$1.50
Retail / Service	50,000 SF	2.00	0.25	1.25
Restaurant	50,000 SF	2.00	1.00	1.25
Office	160,000 SF	1.50	0.25	1.50
Studio	350,000 SF	1.50	0.25	1.00
Hotel	140,000 SF	1.25	0.25	1.50
Total Utility Expenditure		\$10,063,529	\$4,686,765	\$14,310,294
<i>Burbank Rate</i>		7.0%	7.0%	7.0%
Utility User Tax		\$704,447	\$328,074	\$1,001,721
Total Utility User Tax Revenue				\$2,034,200

- Utility user tax revenue projections are estimated based on the expected on-site utility consumption by the various components of the Program and the applicable tax rate for each utility, including electricity (7.0%), natural gas (7.0%), and cable / internet / telephone (7.0%)

FISCAL BENEFITS & IMPACTS – POPULATION & MULTIPLIER REVENUES

- In addition to the specific revenues identified above, a number of other City revenues are identified and evaluated generally based on a per resident or per equivalent resident metric. The calculation of equivalent residents within the City weights each employee within the City as 50% (0.5) of one City resident
- Multiplier based revenue sources include service charges, and are estimated based on historic revenue metrics applied to the residents or equivalent residents attributed to the Program

City Population (2023)	104,535
City Daytime Employee Population (2017)	114,631
Employee / Resident Weighting Factor	0.50
Effective Daytime Employee Population	57,316
Total Effective City Population	161,851

Budget Category	Allocation Basis	Count	Per Capita Factor	Total
Parks & Recreation	Equiv. Residents	21,468	\$ 57.05	\$ 1,224,600
In-lieu - BWP	Equiv. Residents	21,468	52.42	1,125,400
Transient Parking Tax	Employee Population	1,725	6.44	11,100
Licenses & Permits	Equiv. Residents	21,468	4.58	98,400
Business Tax	Equiv. Residents	21,468	14.70	315,500
Parking / Traffic / Other Fines	Equiv. Residents	21,468	10.30	221,100
Franchise Fees	Equiv. Residents	21,468	9.19	197,400
Total Multiplier Revenues to City				\$ 3,193,500

FISCAL BENEFITS & IMPACTS – MULTIPLIER EXPENSES

Budget Category	Allocation Basis	Count	Per Capita Factor	Total
General Government	Equiv. Residents	21,468	\$ 29.40	\$ 631,200
Community Development	Equiv. Residents	21,468	7.92	170,000
Financial Services	Equiv. Residents	21,468	15.92	341,800
Fire	Equiv. Residents	21,468	198.97	4,271,500
Library Services	Resident Population	20,500	58.33	1,195,800
Management Services	Equiv. Residents	21,468	15.49	332,600
Parks & Recreation	Resident Population	20,500	194.44	3,985,900
Police	Equiv. Residents	21,468	301.48	6,472,100
Public Works	Equiv. Residents	21,468	79.03	1,696,600
Non-Departmental	Equiv. Residents	21,468	48.88	1,049,300
Total Multiplier Expenses to City				\$ 20,146,800

- To estimate City fiscal expenditures related to the Program, historic costs for providing services such as fire and police services, public works (e.g., engineering / maintenance) and general municipal services are identified and evaluated generally on a per resident or equivalent resident metric
- Total expenses related to the Program are then estimated based on the number of residents or equivalent residents attributed to each

SUMMARY OF CONSTRUCTION & ONGOING ECONOMIC EFFECTS

- Construction of the Program is expected to generate significant spending, create jobs, and fuel the local economy
- Construction of the Program is estimated to generate approximately:
 - 37,200 construction-related jobs,
 - \$2.8 billion in labor income
 - \$5.8 billion in economic output

Employment (Jobs)	
Estimated Capture	Total
City	5,579
Remainder of County	24,174
County Total	29,753
Remainder of State	7,438
State Total	37,191

Labor Income (in \$ millions)	
Estimated Capture	Total
City	\$ 427.0
Remainder of County	1,850.3
County Total	\$2,277.2
Remainder of State	\$ 569.3
	\$2,846.5

Economic Output (in \$ millions)	
Estimated Capture	Total
City	\$ 872.3
Remainder of County	3,780.1
County Total	\$4,652.5
Remainder of State	\$1,163.1
State Total	\$5,815.6

SUMMARY OF CONSTRUCTION & ONGOING ECONOMIC EFFECTS

- Ongoing operation of the Program is expected to generate spending, create jobs, and support the local and regional economy on an ongoing basis
- Upon build-out and stabilization, the Program, is estimated to annually support approximately:
 - 3,250 jobs
 - \$280 million in labor income
 - \$760 million in economic output

Employment (Jobs)	
Estimated Capture	Total
City	2,183
Remainder of County	764
County Total	2,948
Remainder of State	306
State Total	3,253

Labor Income (in \$ millions)	
Estimated Capture	Total
City	\$ 198.5
Remainder of County	60.9
County Total	\$ 259.4
Remainder of State	\$ 24.4
	\$ 283.7

Economic Output (in \$ millions)	
Estimated Capture	Total
City	\$ 511.8
Remainder of County	178.8
County Total	\$ 690.6
Remainder of State	\$ 71.5
State Total	\$ 762.1

FISCAL BENEFITS & IMPACTS – CONSTRUCTION & ONGOING EFFECTS

Construction

Employment (Jobs)

Estimated Capture	Direct	Indirect	Induced	Total
City	3,794	552	1,233	5,579
Remainder of County	16,442	2,391	5,341	24,174
County Total	20,237	2,943	6,574	29,753
Remainder of State	5,059	736	1,643	7,438
State Total	25,296	3,678	8,217	37,191

Labor Income (in \$ millions)

Estimated Capture	Direct	Indirect	Induced	Total
City	\$ 300.4	\$ 43.6	\$ 82.9	\$ 427.0
Remainder of County	1,301.8	189.0	359.4	1,850.3
County Total	\$1,602.2	\$ 232.7	\$ 442.3	\$2,277.2
Remainder of State	\$ 400.6	\$ 58.2	\$ 110.6	\$ 569.3
State Total	\$2,002.8	\$ 290.8	\$ 552.9	\$2,846.5

Economic Output (in \$ millions)

Estimated Capture	Direct	Indirect	Induced	Total
City	\$ 507.2	\$ 121.6	\$ 243.6	\$ 872.3
Remainder of County	2,197.8	526.8	1,055.5	3,780.1
County Total	\$2,705.0	\$ 648.4	\$1,299.1	\$4,652.5
Remainder of State	\$ 676.2	\$ 162.1	\$ 324.8	\$1,163.1
State Total	\$3,381.2	\$ 810.5	\$1,623.9	\$5,815.6

Employment (Jobs)

Estimated Capture	Direct	Indirect	Induced	Total
City	1,725	219	240	2,183
Remainder of County	0	365	400	764
County Total	1,725	583	640	2,948
Remainder of State	0	146	160	306
State Total	1,725	729	800	3,253

Labor Income (in \$ millions)

Estimated Capture	Direct	Indirect	Induced	Total
City	\$ 161.9	\$ 20.4	\$ 16.2	\$ 198.5
Remainder of County	-	33.9	27.0	60.9
County Total	\$ 161.9	\$ 54.3	\$ 43.2	\$ 259.4
Remainder of State	\$ -	\$ 13.6	\$ 10.8	\$ 24.4
State Total	\$ 161.9	\$ 67.9	\$ 53.9	\$ 283.7

Economic Output (in \$ millions)

Estimated Capture	Direct	Indirect	Induced	Total
City	\$ 404.5	\$ 59.7	\$ 47.6	\$ 511.8
Remainder of County	-	99.5	79.3	178.8
County Total	\$ 404.5	\$ 159.2	\$ 126.9	\$ 690.6
Remainder of State	\$ -	\$ 39.8	\$ 31.7	\$ 71.5
State Total	\$ 404.5	\$ 199.0	\$ 158.6	\$ 762.1

Operation

FISCAL BENEFITS & IMPACTS – NET ANNUAL IMPACT BY PRODUCT TYPE

- As part of the preparation of the Net Fiscal Benefit & Economic Impact Analysis, a sensitivity analysis of the individual impact of discrete land uses was also evaluated
- The impact of each individual land use, in isolation, is provided below.
- In example, it is estimated that the development of 100 residential dwelling units would generate approximately \$119,900 in net revenues to the City's General Fund

Land Use	Per / Unit	Net Annual Fiscal Benefit
Residential	100 DU	\$119,900
Retail / Service	10,000 SF	110,700
Restaurant	10,000 SF	169,300
Office	10,000 SF	21,700
Studio	10,000 SF	15,300
Hotel	100 Keys	850,700

APPENDIX C: TRAFFIC STUDY REPORT

Media District Specific Plan Update

Traffic Study Report

Prepared For



Prepared By



April 30, 2024

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1 Introduction

The Media District Specific Plan Update (hereafter referred to as “Project” or “Specific Plan”) will provide the policy framework for the future land use development and public improvements for the 544-acre media district within the City of Burbank (City). The Specific Plan has been developed from the input of community members, stakeholders, elected officials, and City staff, and is in accordance with the California Environmental Quality Act (CEQA), California Planning Law, and the City of Burbank planning studies. The Specific Plan provides a comprehensive land use, mobility/streetscape, and infrastructure chapters along with objective development standards that support the goals and policies. In addition, the Project includes a strategy for its implementation to ensure that development will be coordinated and will meet the intent of the Specific Plan.

This Project updates the original Media District Specific Plan (MDSP), adopted by City ordinance in 1991, which established goals, guidelines, and programs for the growth of the Media District. The existing Media District Specific Plan was primarily developed in response to concerns regarding the impact of future commercial development in residential neighborhoods. The original plan aimed to preserve the character of single-family residential neighborhoods by minimizing the impact of developments adjacent to these neighborhoods while allowing for sufficient opportunities for media and medical services. This Specific Plan aims to update and expand on the strategies of the original Media District Specific Plan.

This Specific Plan was developed to be consistent and in accordance with the Burbank2035 General Plan's Land Use, Housing, and Mobility Elements, and provide the primary guidance for this Plan's goals and policies. As part of the assessment of existing conditions for the MDSP, numerous studies were conducted including a market and feasibility study, greenhouse gas emissions study, noise study, parking study, traffic impact analysis, a water supply assessment and associated public infrastructure studies. These analyses and assessments were conducted by technical professionals in coordination with City staff.

Consistent with the Burbank2035 Plan Realization, Program LU-5, public participation and engagement was at the core at the planning effort to develop the Specific Plan. Public engagement activities were held throughout the development of the Specific Plan which included community workshops, stakeholder meetings, neighborhood walking tours, and city listening sessions. The public engagement activities allowed community members opportunities to engage with the planning process and provide valuable input that has guided the development of this significant planning effort.

The Mobility chapter of the Specific Plan provides a summary of the City's transportation vision and goals to support the Media District Specific Plan area. It addresses the need for a safe and interconnected multimodal transportation network that accommodates all modes of travel and addresses the topics of improving transit accessibility, vehicular congestion, and bicycle connectivity for all residents, workers, and visitors in the Media District.

One of the goals of the Specific Plan is the production of new housing. To achieve this goal, this Specific Plan seeks to build upon the existing mobility network that has played a crucial role in making the Media District as one of the largest employment centers in the region and a thriving community for residents

and visitors alike, by goals, policies, and strategies that are aligned with the Land Use and Mobility Element of Burbank2035, that includes consistency with other City Plans such as Complete our Streets Plan and Bicycle Master Plan as well as addressing public comments received during the updated Specific Plan's formulation.

The Specific Plan also emphasizes the importance of multimodal mobility to transform the planning area into a portion of the city with an active and engaged human-oriented streetscape, where the private automobile is not viewed as the only mode of travel for people who live, work, shop, and play here, while supporting future development that incorporates mixed-use, transit oriented development and increased residential densities to create greater access to alternate modes of transportation and therefore reduce reliance on personal vehicles by making walking or rolling, biking, and public transit more accessible, comfortable, safe, and convenient.

1.1 Purpose

CEQA Guidelines (Section 15064.3) were updated in December 2018, following the implementation of Senate Bill (SB) 743, which changed the way transportation impacts are evaluated under California Environmental Quality Act (CEQA), moving from level of service (LOS) to Vehicle Miles Traveled (VMT) metrics. The City of Burbank has adopted the CEQA Guidelines and determines the transportation impacts of a proposed project if the project's VMT exceeds certain thresholds of significance. As part of the Specific Plan's development process and to support its mobility vision, goals, and policies, a traffic study was conducted to measure existing and forecasted traffic conditions in the Media District. The purpose of this Traffic Study Report is to document the methodology, assumptions, and results of the traffic data collection, forecasting, and analysis conducted for the Media District Specific Plan Update. This report also provides a summary of the VMT analysis conducted to evaluate the potential transportation impacts of the Project under the new CEQA Guidelines.

2 Project Location

The Project area is located on the southwestern edge of the City and features several major employment centers. For the purposes of the Specific Plan, the Burbank Media District is defined as an area roughly bounded by Clybourn Avenue, Pass Avenue, and Rose Street on the west; Buena Vista Street and Keystone Street on the east; Olive Avenue and Oak Street on the north; and the Los Angeles River on the south. **Figure 1** illustrates the location of the Media District Specific Plan Update area. Most of the District is bisected by Olive Avenue, Hollywood Way, Alameda Avenue, and the State Route 134 (SR 134) freeway.

The District is home to numerous media and entertainment companies, including the Walt Disney Company, Warner Bros. Discovery, and the Burbank Studios. The Media District also encompasses a mix of commercial, office, and residential uses, as well as medical, educational, and open space. The Media District is accessible by the Ventura Freeway (SR 134), surface streets, and public transit.

Figure 1: Project Location Map



3 Non-CEQA Local Transportation Assessment

3.1 Study Area

The study area for the traffic analysis is generally contained within the Specific Plan area. Traffic operations were evaluated at 35 intersections within the study limits. The study locations were selected in coordination with the City and are summarized in **Table 1**. The locations of the study intersections and ramps are illustrated in **Figure 2**.

Table 1: Study Intersections

No	Study Intersection	Control Type
1	Hollywood Way & Alameda Ave	Signal
2	Riverside Dr & Alameda Ave & Evergreen St	Signal
3	Pass Ave & SR 134 EB Off-Ramp	Signal
4	Pass Ave & Alameda Ave	Signal
5	Pass Ave & Riverside Dr	Signal
6	Pass Ave & Olive Ave	Signal
7	Barham Blvd & Forest Lawn Dr	Signal
8	Screenland Dr/SR 134 EB On-ramp & Riverside Dr	SSSC
9	Hollywood Way & Riverside Dr	Signal
10	Hollywood Way and Olive Ave	Signal
11	SR 134 WB Ramps/Cordova St & Alameda Ave	Signal
12	Olive Ave & Riverside Dr	Signal
13	Lima St & Alameda Ave	Signal
14	Lima St & Olive Ave	Signal
15	Sparks St & Olive Ave & Verdugo Ave	Signal
16	California St & Riverside Dr	Signal
17	Olive Ave & Alameda Ave	Signal
18	Bob Hope Dr & Riverside Dr	Signal
19	Buena Vista St & Olive Ave	Signal
20	Buena Vista St & Alameda Ave	Signal
21	Buena Vista St & Riverside Dr	Signal
22	California St & Olive Ave	Signal
23	Hollywood Way & Magnolia Blvd	Signal
24	Clybourn Ave & Verdugo Ave	SSSC
25	Pass Ave & Verdugo Ave	Signal
26	Hollywood Way & Verdugo Ave	Signal
27	Pass Ave & Oak Street	Signal
28	Hollywood Way & Oak Street	Signal
29	Clybourn Ave & Riverside Dr	SSSC
30	Bob Hope Dr & Parkside Ave	SSSC
31	Olive Ave & Lakeside Dr	Signal
32	Buena Vista St & Verdugo Ave	Signal
33	Buena Vista St & Magnolia Blvd	Signal

No	Study Intersection	Control Type
34	Bob Hope Dr & Alameda Ave	Signal
35	Bob Hope Dr & SR 134 EB Off-ramp	Signal

Signal – Traffic Signal; SSSC – Side street stop controlled intersection

This traffic study evaluated the intersection traffic operations in the AM and PM peak hours for the following scenarios:

- Existing (2019/2023) Conditions – current traffic operating conditions at the study intersections.
- Horizon Year (2035) No Build Conditions – future cumulative traffic operating conditions at the study intersections without the proposed Project.
- Horizon Year (2035) Build Conditions – cumulative traffic operating conditions at the study intersections with the proposed Project.

Figure 2: Study Locations



3.2 Methodology

This section describes the methodologies of data collection, traffic forecasting, and analysis of intersection level of service.

3.2.1 Existing Traffic Data Collection

This section provides a description of the types of data collected for this Project and their sources. This section also describes the method of developing the existing traffic volumes on the study area intersections.

The number of vehicles making either a left-turn or a right-turn or a through movement at an intersection is called a turning movement count. Turning movement counts for several intersections in the study area were obtained from the City of Burbank. The data provided by the City were collected in April 2019 on mid-weekdays (Tuesday/Wednesday/Thursday) and on Saturday. New AM peak period (7:00 AM – 10:00 AM) and PM peak period (4:30 PM – 7:30 PM) turning movement counts, including vehicle classification counts, were collected at the remainder of the study intersections on a mid-weekday and on a Saturday in the week of March 1, 2023. The existing traffic volumes used in the traffic analysis were from 2019 and 2023. The peak hour volume used in the analysis was the highest single-hour of weekday traffic during each of the peak periods. Heavy vehicle (truck) percentages were calculated for each intersection during both AM and PM peak hours based on the count data. The peak hour factor (PHF) for each intersection was also obtained from the count data. Raw intersection turning movement count data is included in **Appendix A**. The AM and PM peak hour turning movement volumes at the study intersections are illustrated in **Figure 3**.

The latest signal timing data sheets at the signalized study intersections were obtained from the City. Signal timing data was used in the analysis of signalized intersection operations.

Figure 3:
Existing AM and PM Peak Hour Intersection Traffic Volumes

Legend

Turn Lane

XX (YY) AM (PM) Peak Hour Traffic Volumes

1

Study Intersection

Traffic Signal

Stop Sign

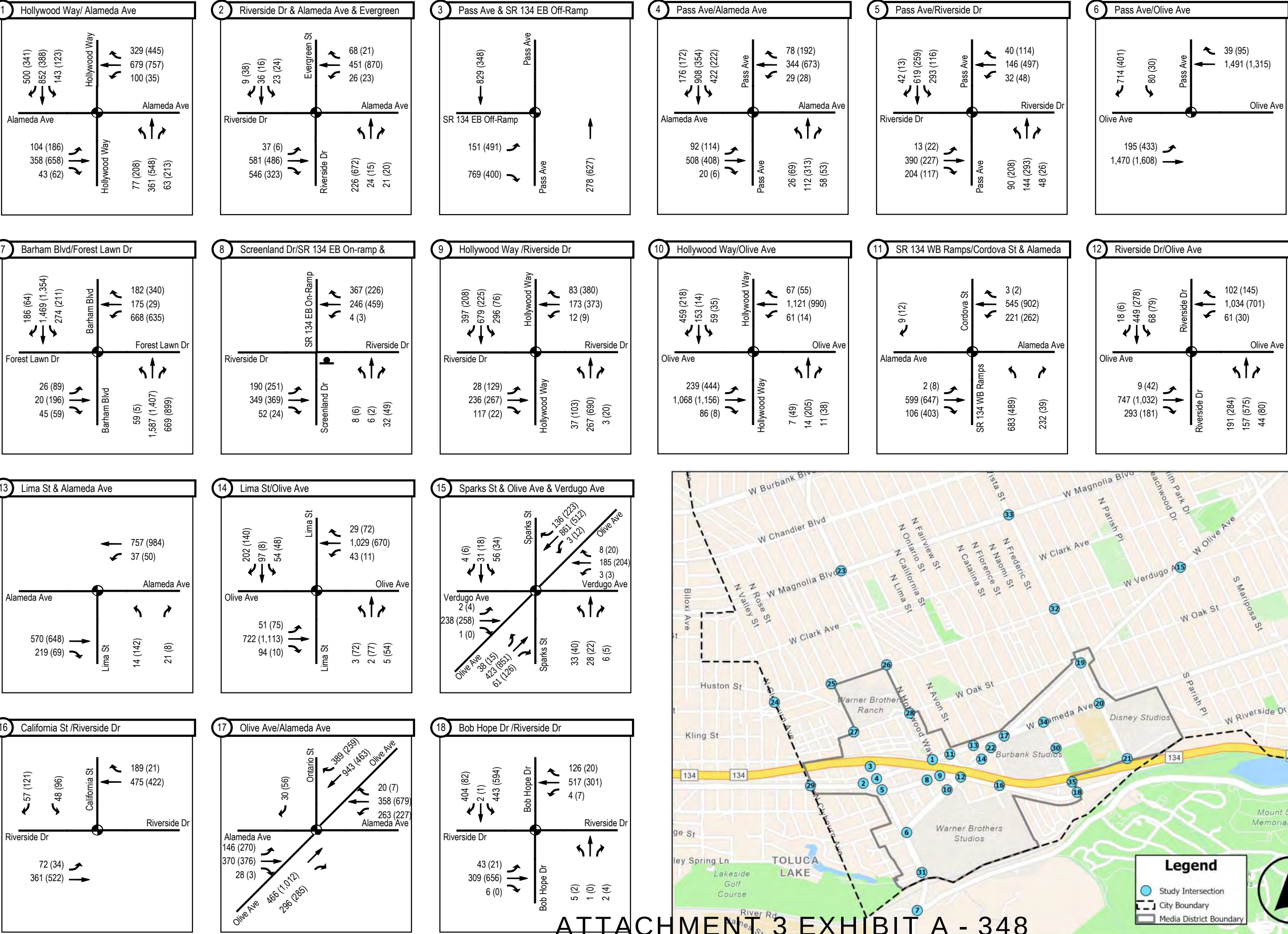
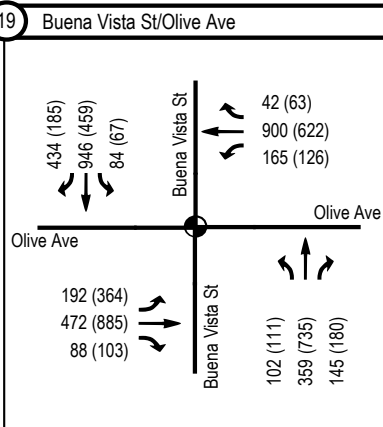
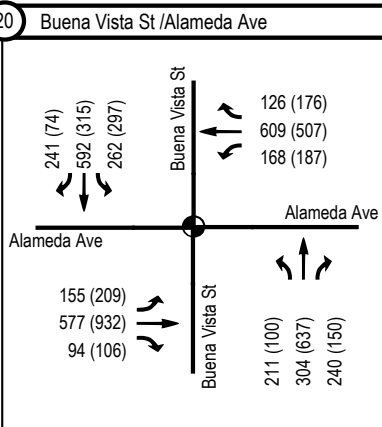
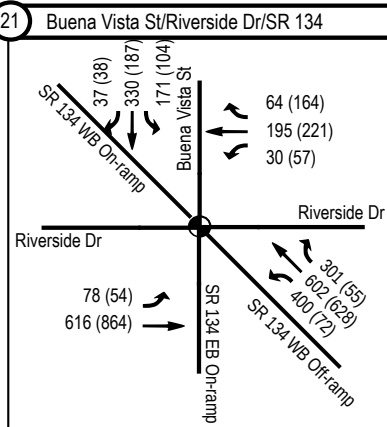
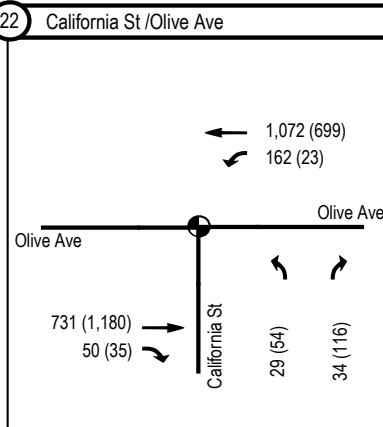
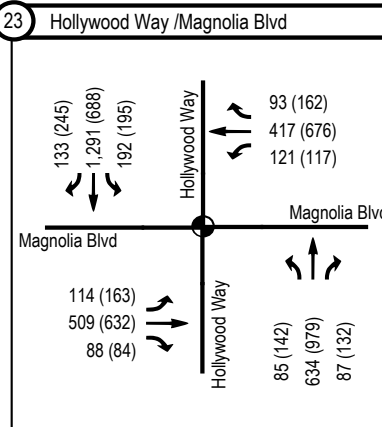
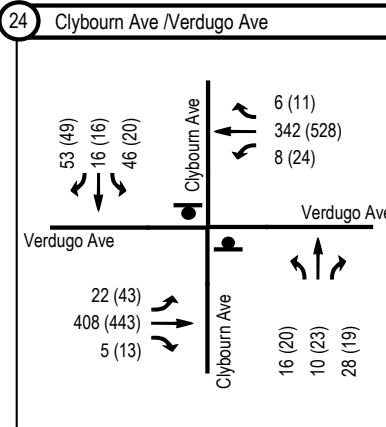
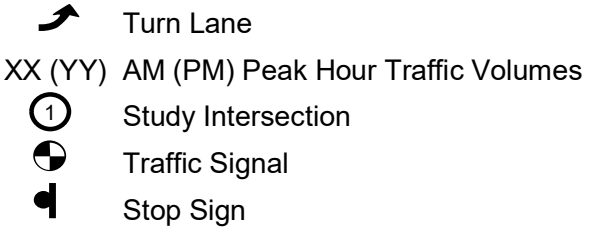
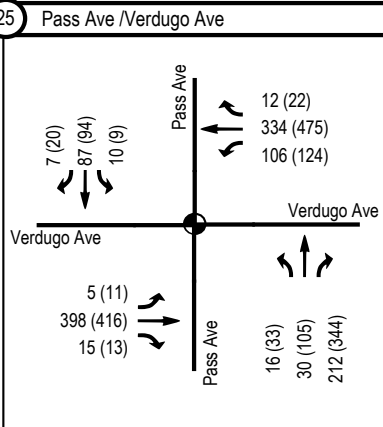
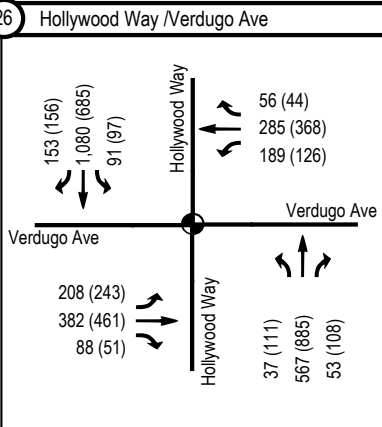
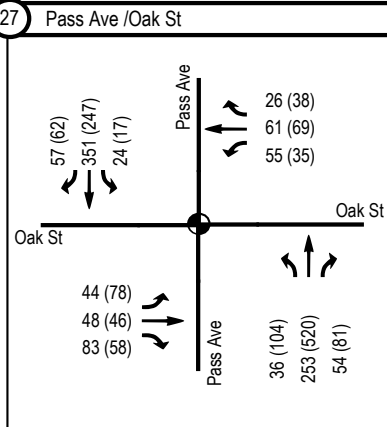
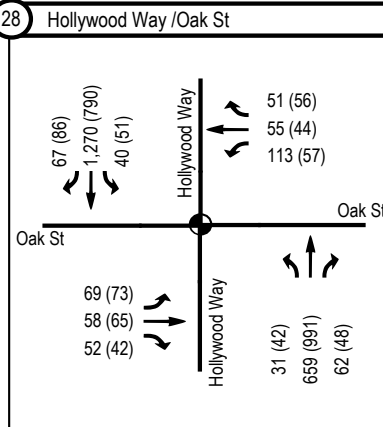
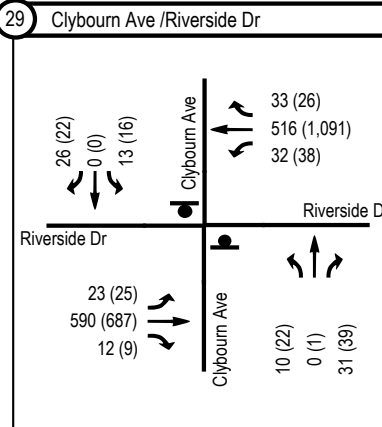
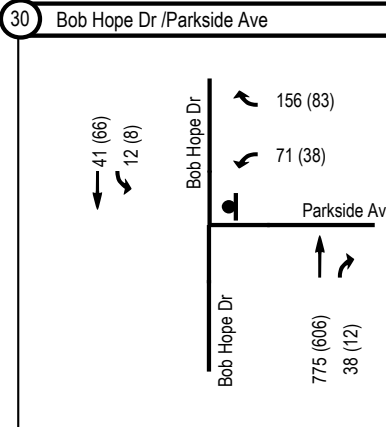
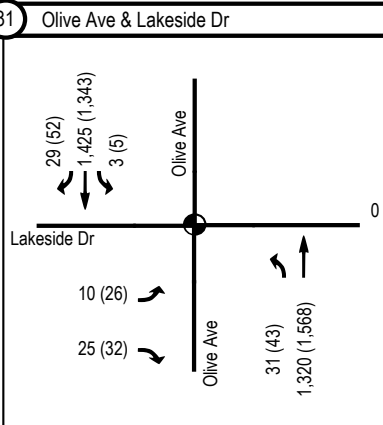
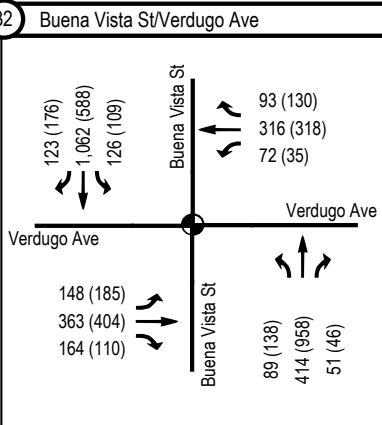
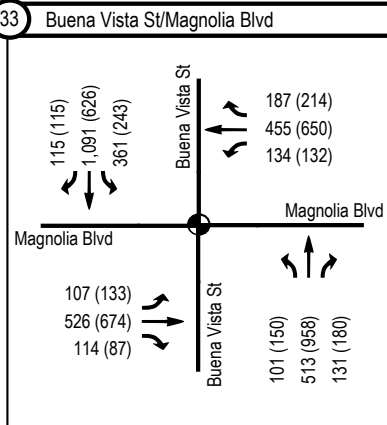
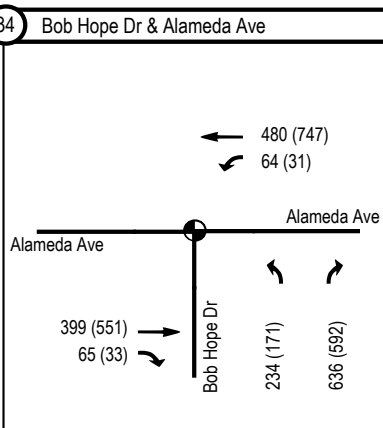
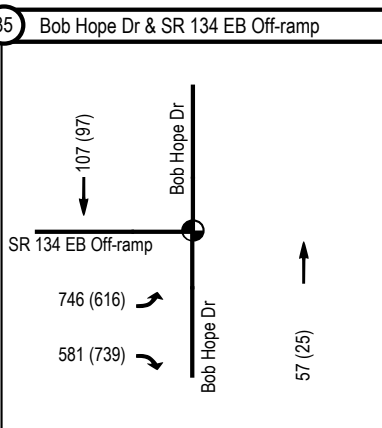
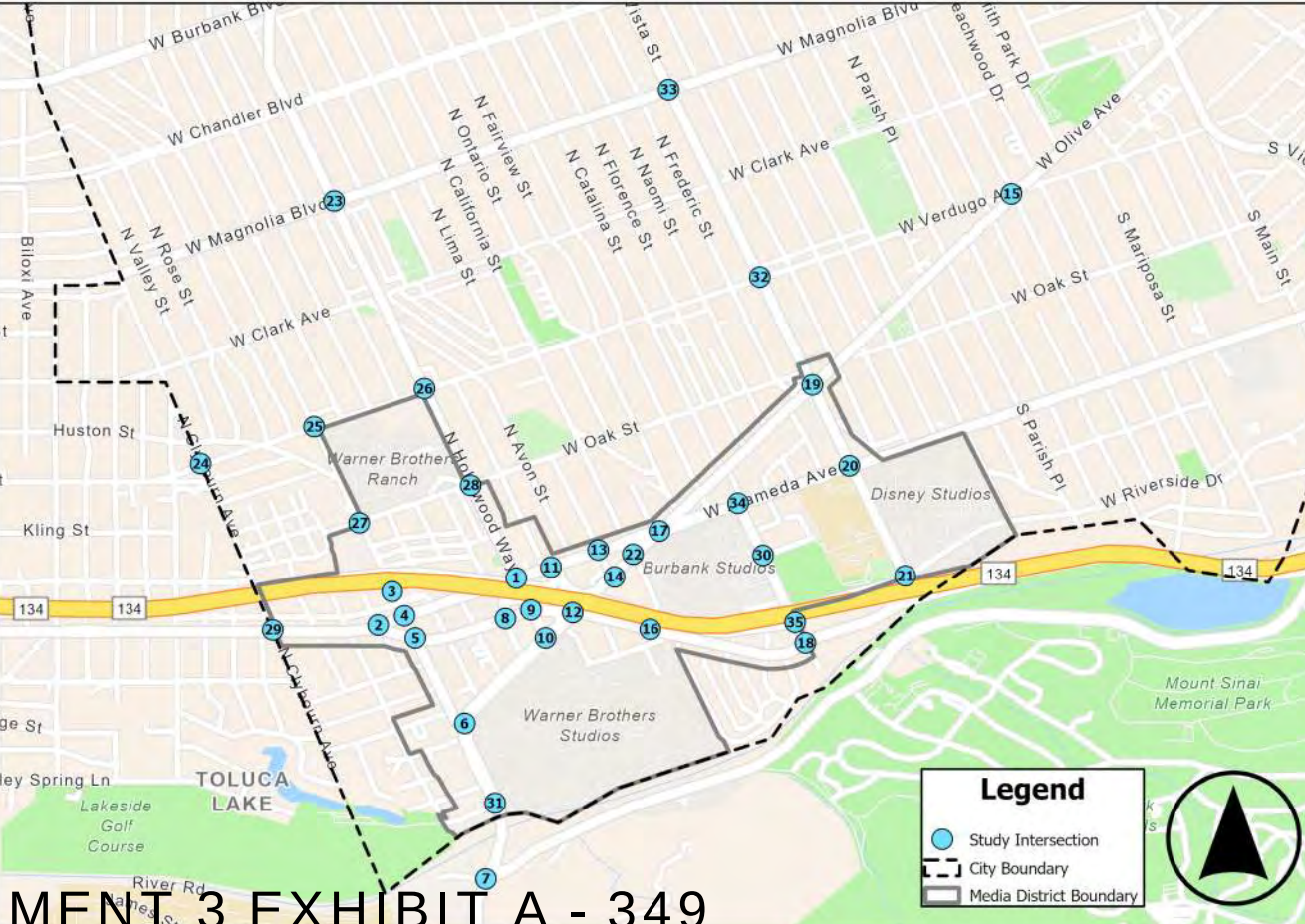


Figure 3 (Continued):
Existing AM and PM Peak Hour Intersection Traffic Volumes



3.2.2 Traffic Forecasting

Traffic forecasts for the Project were developed using the City of Burbank Travel Demand Forecasting (TDF) model. The City's model includes all the steps in a traditional four-step model.

3.2.2.1 *Description of the Model*

The simplified structure of the City of Burbank's TDF model is described below.

- **Trip Generation:** The trip generation step generates estimates of vehicle trip ends using land use quantities and trip generation rates. The production and attraction trip vectors are balanced for each of the seven trip purposes to ensure that each production trip end can be matched with an attraction trip end. This step determines how many trips are generated in the model. The trip purposes in the latest Burbank model are home-based work (HBW), home-based other (HBO), non-home-based (NHB), home-based school (SCH), Airport home-based work (AHW), Airport home-based other (AHO) and high-speed-rail (HSR).
- **Trip Distribution:** The trip distribution step uses estimates of travel time between traffic analysis zones and a gravity model equation to generate trip matrices from the balanced production and attraction vectors by trip purpose. This step determines the two trip ends for every trip generated in the model.
- **Mode Split:** The mode split step calculates origin-destination trip matrices by assignment period from the daily production-attraction matrices using estimates departure and returning percentages by trip purpose. This step also estimates the travel demand for single occupancy vehicles and high occupancy vehicles from the total vehicular demand. This step determines the origin and destination location of each trip, the time of the day when each trip occurs, and the mode of each trip.
- **Traffic Assignment:** The traffic assignment step uses an iterative assignment procedure to determine the traffic flows on each roadway in the model during each of the six assignment periods. The solution to the assignment procedure minimizes delay across the entire network by assigning trips to quickest paths, taking into account congestion caused by other trips. This step determines the route that each trip uses to complete its trip from origin to destination.
- **Feedback Loop:** The model also includes a feedback loop which uses the congested travel speeds from the traffic assignment step as new inputs into the trip distribution step. The mode split and traffic assignment steps are then rerun with the new outputs from the trip distribution step. The required number of feedback loops to ensure that the entire model process converges to a stable solution is determined during the calibration process.

The model encompasses the city of Burbank as well as broad areas of the neighboring cities of Glendale and Los Angeles to properly route trips onto Burbank's street network. The entire model area is divided into five area types (City of Burbank, Studios, Hollywood Burbank Airport, Buffer Area, and Universal

Studios), enabling the assignment of varying trip generation and internalization rates based on specific development patterns, land use characteristics, and trip-making patterns.

The base year of the model is 2019 and the horizon year is 2035. The land use and demographic inputs for the 2019 scenario are based on data provided by the City of Burbank and from the Southern California Associated Governments (SCAG) Regional Transportation Plan (RTP) model for the year 2020. The City area land use quantities for the 2035 future year scenario are based on the data provided by the City of Burbank related to recent completed projects, pipeline (approved) projects, opportunity sites, and ongoing planning efforts for the Downtown Transit Oriented District (TOD) Specific Plan and Golden State Specific Plan. The 2019 base year scenario for the City area includes approximately 45,000 households and 97,000 commercial and industrial employees, while the 2035 scenario for the City area includes approximately 69,000 households and 132,000 commercial and industrial employees. The Burbank model runs in TransCAD 8.0 (build 22355, 64-bit), and the model version is 20231115.

3.2.2.2 MDSP Model Development

The forecasts for the Project used the model version described above with the changes to land use and socio-economic data and travel networks discussed below.

3.2.2.2.1 Land Use

The land use inputs to the MDSP Build model runs used the latest land use information supplied by the City of Burbank which included the Downtown TOD Specific Plan, Golden State Specific Plan, and the proposed Media District Specific Plan. The No Build model run reverted the land use within the MDSP back to the currently adopted general plan and specific plan. A comparison of the No Build and Build land use scenarios are shown in **Table 2** with summarized totals for each land use category.

Table 2: Comparison of 2035 MDSP Land Use – No Build and Build Scenarios

Land Use Category	Description	Units	2035 No Build	2035 Build	Difference
SF_01VEH	Single Family	DU	118	119	1
SF_2VEH	Single Family	DU	96	96	-
SF_3VEH	Single Family	DU	40	40	-
MF_01VEH	Multi-Family	DU	2,285	7,427	5,142
MF_2VEH	Multi-Family	DU	1,237	4,056	2,819
MF_3VEH	Multi-Family	DU	248	1,206	958
RETAIL	Retail	KSF	685	3,269	2,584
OFFICE	Office	KSF	3,875	6,446	2,571
INDUST	Industrial	KSF	397	397	-
HOSPITAL	Hospital	KSF	1,278	1,278	-
SCHOOL	School	KSF	115	139	25
RELIGIOUS	Place of Worship	KSF	5	5	-
LODGING	Hotel	Rooms	261	861	600
PARKS	Parks	Acres	9	9	-
WB_MAIN	Warner Bros. Studio	KSF	1,733	3,667	1,935
WB_RANCH	Warner Bros. Ranch	KSF	104	842	739
DISNEY	Disney Studio	KSF	1,213	1,895	681
BURBANK_STU	Burbank Studio	KSF	497	1,681	1,184

Notes:

_01VEH – Single or Multi-family with zero or one vehicle ownership

_2VEH – Single or Multi-family with two vehicle ownership

_3VEH – Single or Multi-family with three or more vehicle ownership

DU – Dwelling Units

KSF – Thousand Square Feet

MAP – Million Annual Passengers

Emp - Employees

3.2.2.2.2 Networks

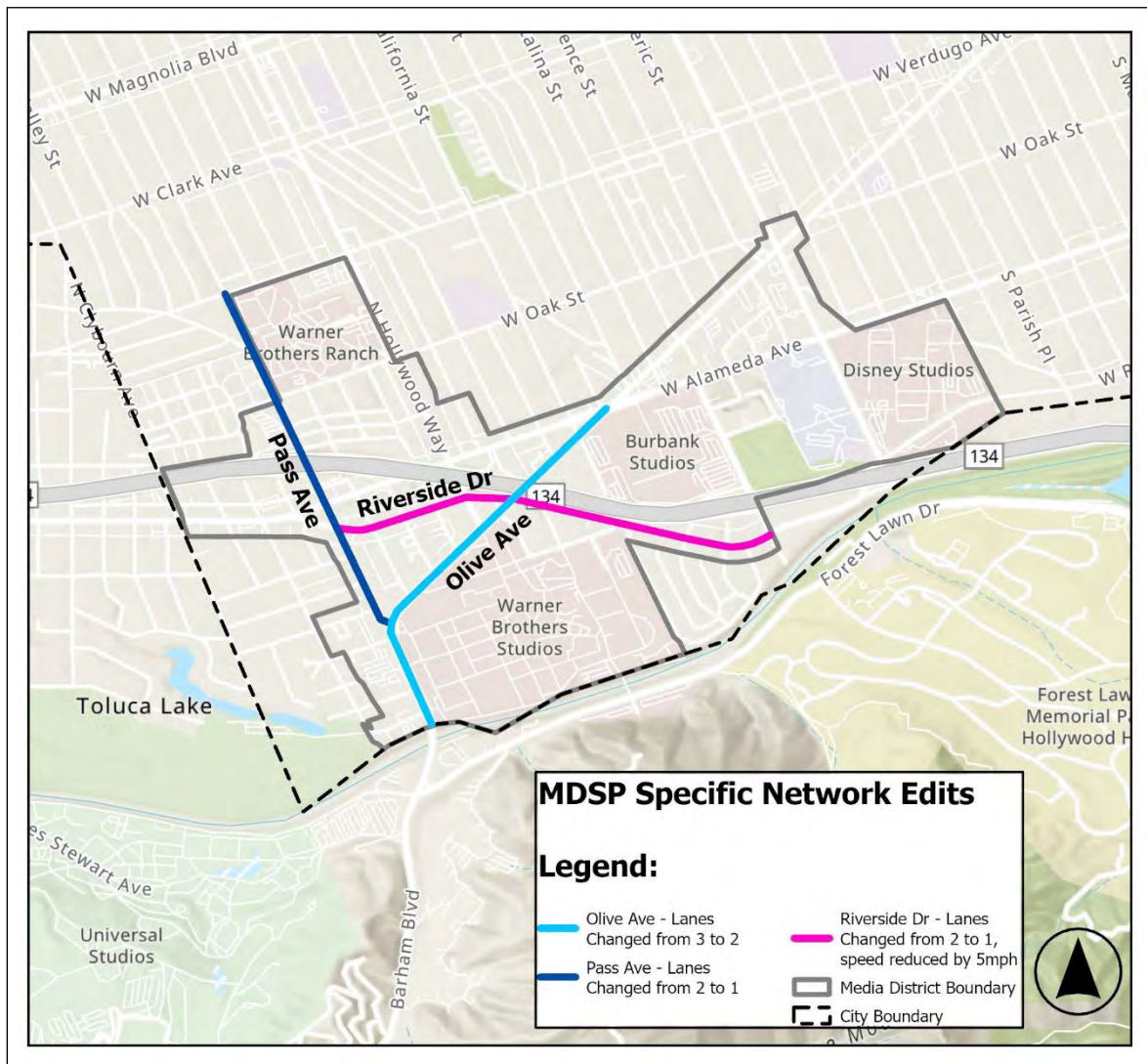
Roadway networks for the model were supplied by the City of Burbank as part of the mode and were reviewed within the MDSP for accuracy. A few modifications to the number of lanes were made to create the base network for Project analysis.

In addition, the following network modifications were made in the model that were specific to the MDSP Project to represent proposed roadway changes included as part of the MDSP update:

- Riverside Drive (between Bob Hope Drive – Pass Avenue): Number of travel lanes in each direction changed from 2 to 1; speed reduced by 5 mph.
- Pass Avenue (between Olive Avenue – Verdugo Avenue): Number of travel lanes in each direction changed from 2 to 1.
- Olive Avenue (from City boundary to Alameda Avenue): Number of travel lanes in each direction changed from 3 to 2.

Figure 4 illustrates the network modifications specific to the MDSP Project.

Figure 4: Project Specific Roadway Network Modifications



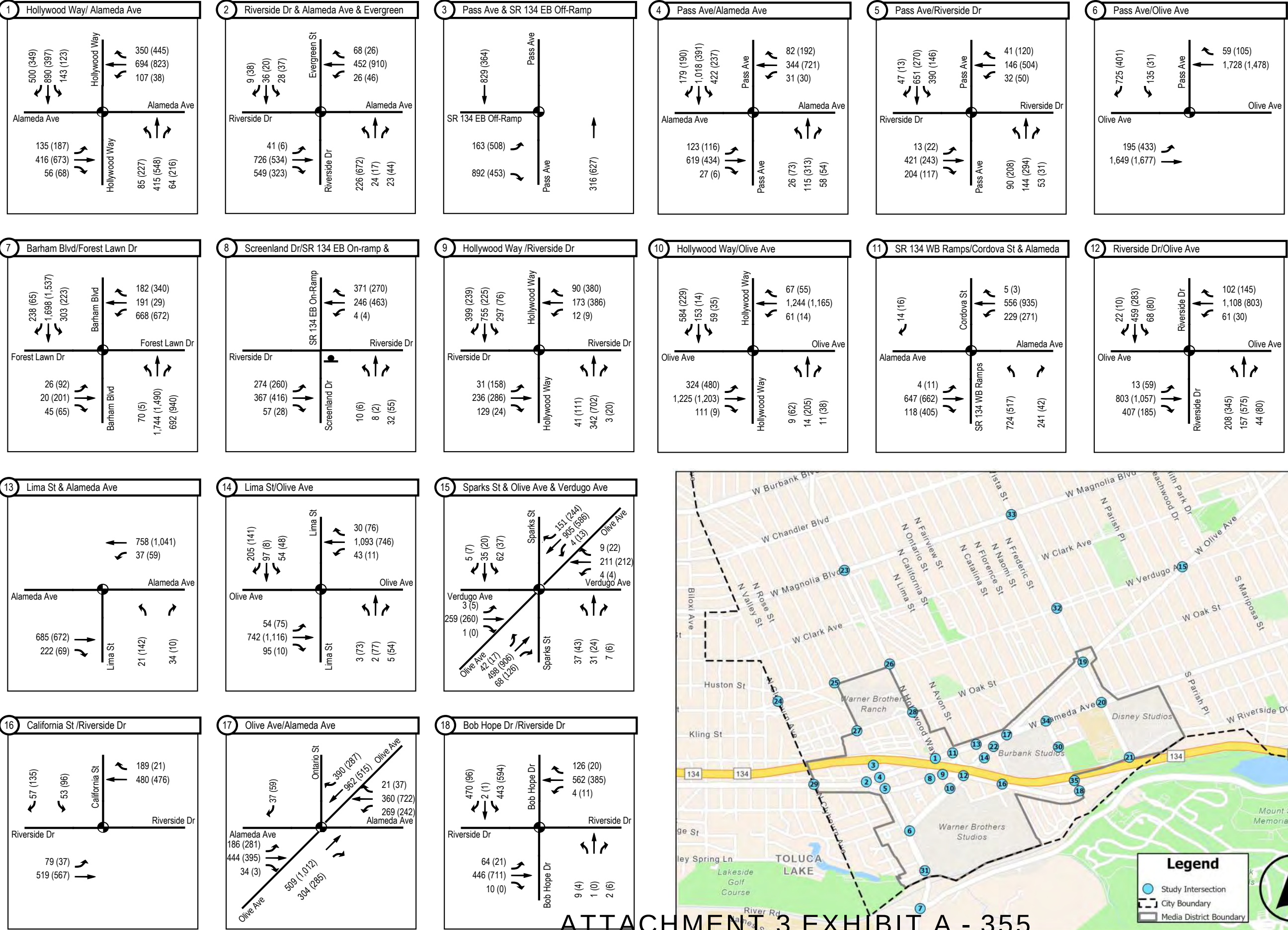
3.2.2.2.3 Forecasting

As mentioned previously, the base year of the model is 2019 and the horizon year is 2035. Separate model runs were conducted to reflect the future No Build and Build scenarios. AM and PM peak hour link volumes were extracted from the model for both 2019 and 2035 scenarios. The raw model output volumes were then post-processed to calculate the year 2035 No Build and Build traffic volumes at the study intersections using the methodology described in the National Cooperative Highway Research Program (NCHRP) Report 765. The post-processing methodology is described below:

- The difference in traffic volumes in the study area between the base year (2019) and future year (2035) of the model were calculated. This represented the 16 years of growth in traffic volumes between 2019 and 2035 model outputs.
- The 16 years of growth were adjusted to represent 12 years of growth, to be applied to 2023 existing intersection link volumes, by applying a factor of 0.75.
- The 16 years of growth were added to existing (2019) intersection link volumes and the adjusted 12 years of growth were added to existing (2023) intersection link volumes to determine year 2035 forecast link volumes at the study intersections.
- Future turning movement volumes at the study intersections were developed from the existing turning movement volumes and the post-processed future approach and departure volumes using the TurnsW32 tool. TurnsW32 tool is a matrix-based software tool that converts directional link volumes into turning movements at intersections. The program applies an iterative process to automate the turning movement calculation process specified in the NCHRP Report 765.

The Horizon Year No Build peak hour intersection volumes are illustrated in **Figure 5** and the horizon year (2035) Build peak hour intersection volumes are illustrated in **Figure 6**. The volume development worksheets for the existing and future scenarios are included in **Appendix B**.

Figure 5:
Horizon Year (2035) No Build Peak Hour Intersection Volumes



Legend

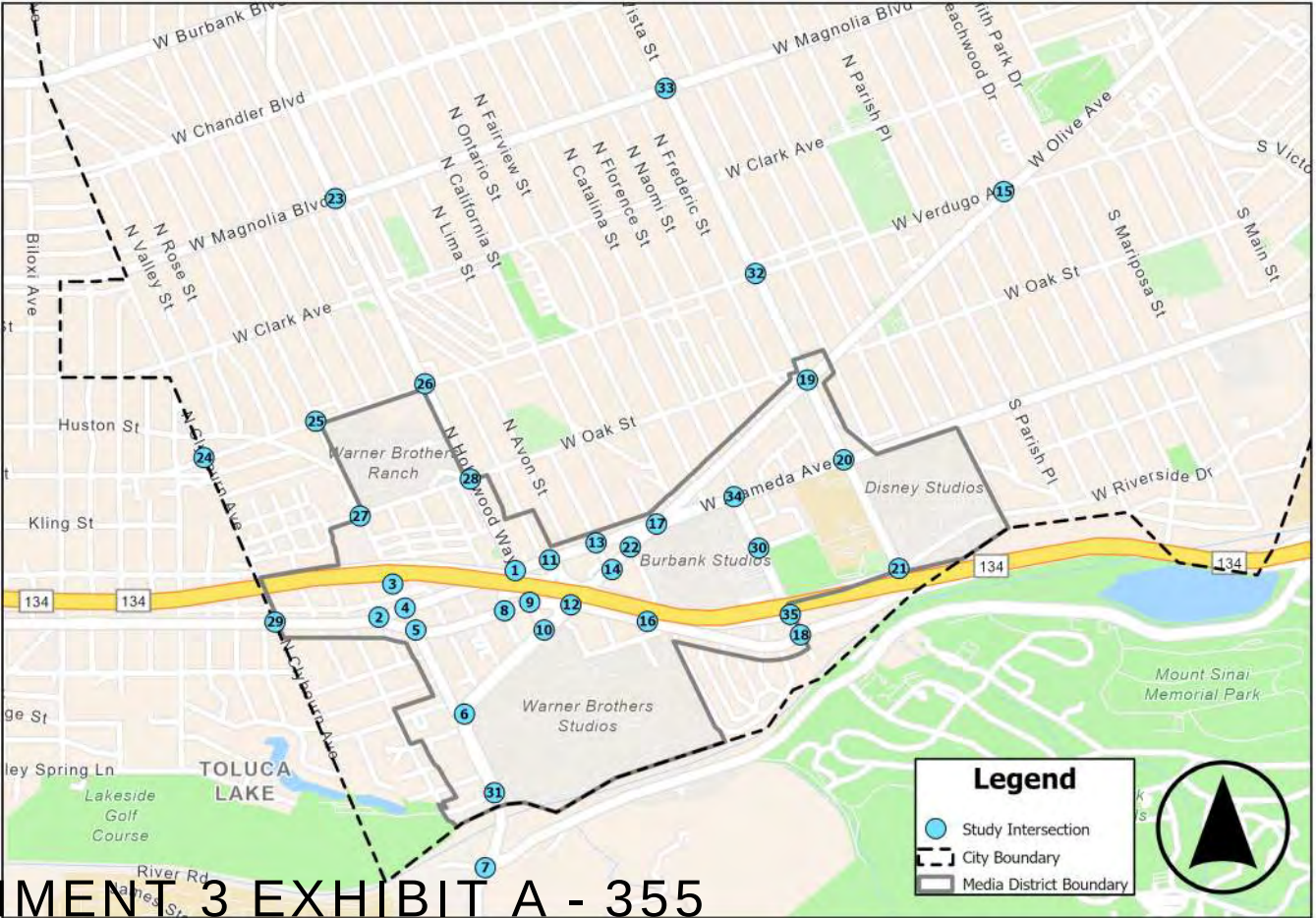
Turn Lane

XX (YY) AM (PM) Peak Hour Traffic Volumes

Study Intersection

Traffic Signal

Stop Sign



Horizon Year (2035) No Build Peak Hour Intersection Volumes

 Turn Lane

① Study Intersection

d Stop Sign

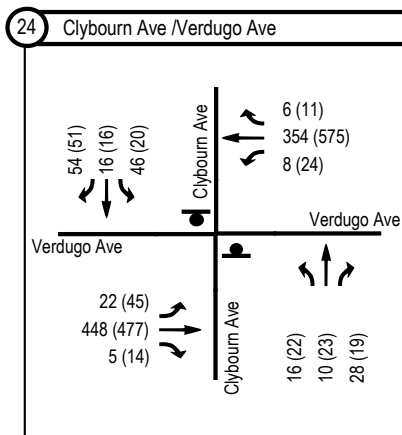
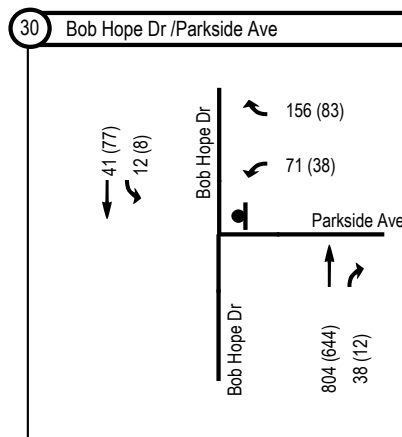
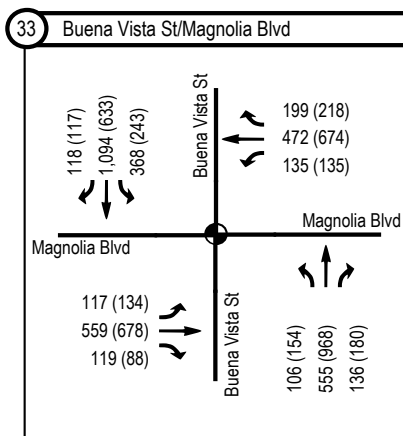
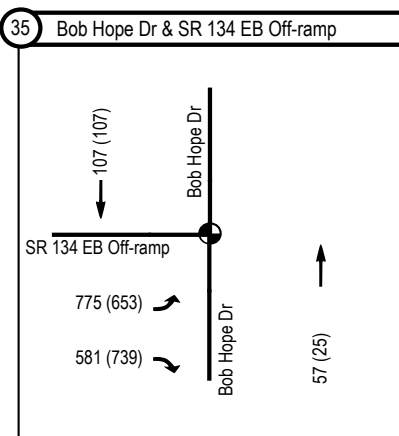
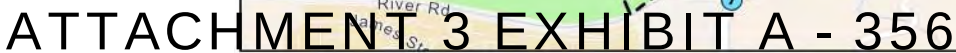


Figure 6:
Horizon Year (2035) Build Peak Hour Intersection Volumes

Legend

Turn Lane

XX (YY) AM (PM) Peak Hour Traffic Volumes

1

Study Intersection

Traffic Signal

Stop Sign

1

Hollywood Way/Alameda Ave

Alameda Ave

Hollywood Way

Hollywood Way

Alameda Ave

597 (457)

1,037 (657)

143 (123)

241 (263)

521 (725)

91 (127)

385 (447)

717 (872)

107 (50)

93 (300)

489 (690)

63 (213)

2

Riverside Dr & Alameda Ave & Evergreen

Riverside Dr

Alameda Ave

Evergreen St

Riverside Dr

9 (40)

36 (16)

32 (28)

37 (7)

819 (638)

546 (324)

71 (24)

451 (1,027)

39 (23)

319 (672)

37 (15)

68 (21)

3

Pass Ave & SR 134 EB Off-Ramp

SR 134 EB Off-Ramp

Pass Ave

Pass Ave

829 (349)

247 (667)

990 (573)

558 (627)

4

Pass Ave/Alameda Ave

Alameda Ave

Pass Ave

Alameda Ave

Pass Ave

180 (172)

908 (441)

517 (232)

195 (114)

698 (562)

22 (9)

141 (192)

344 (825)

29 (45)

28 (86)

223 (314)

75 (73)

5

Pass Ave/Riverside Dr

Riverside Dr

Pass Ave

Riverside Dr

Pass Ave

84 (48)

761 (310)

334 (149)

33 (53)

390 (227)

206 (117)

87 (114)

203 (533)

32 (48)

97 (236)

244 (302)

48 (26)

6

Pass Ave/Olive Ave

Olive Ave

Pass Ave

Olive Ave

834 (565)

123 (39)

270 (553)

1,505 (1,633)

75 (112)

1,621 (1,315)

7

Barham Blvd/Forest Lawn Dr

Forest Lawn Dr

Barham Blvd

Forest Lawn Dr

219 (65)

1,594 (1,610)

334 (270)

32 (89)

20 (208)

45 (59)

291 (382)

216 (29)

761 (716)

59 (5)

1,909 (1,484)

669 (1,025)

8

Screenland Dr/SR 134 EB On-ramp &

Riverside Dr

SR 134 EB On-Ramp

Screenland Dr

Riverside Dr

490 (391)

246 (460)

5 (5)

192 (256)

349 (369)

55 (26)

8 (6)

7 (2)

36 (55)

9

Hollywood Way /Riverside Dr

Riverside Dr

Hollywood Way

Riverside Dr

397 (285)

1,005 (576)

310 (112)

28 (156)

236 (267)

150 (32)

83 (455)

187 (373)

20 (13)

100 (105)

483 (1,071)

8 (22)

10

Hollywood Way/Olive Ave

Olive Ave

Hollywood Way

Olive Ave

604 (298)

401 (58)

168 (203)

239 (476)

1,086 (1,156)

86 (8)

158 (241)

1,249 (990)

135 (40)

9 (49)

41 (408)

33 (69)

11

SR 134 WB Ramps/Cordova St & Alameda

Alameda Ave

SR 134 WB Ramps

Cordova St

14 (17)

5 (4)

545 (952)

290 (437)

4 (10)

699 (671)

176 (448)

854 (609)

289 (71)

12

Riverside Dr/Olive Ave

Olive Ave

Riverside Dr

Olive Ave

47 (9)

449 (278)

68 (79)

20 (70)

780 (1,183)

347 (220)

102 (145)

1,244 (750)

61 (30)

284 (328)

162 (575)

44 (80)

13

Lima St & Alameda Ave

Alameda Ave

Lima St

Alameda Ave

764 (1,050)

229 (247)

654 (755)

265 (69)

14 (271)

127 (122)

14

Lima St/Olive Ave

Olive Ave

Lima St

Olive Ave

384 (203)

128 (11)

87 (89)

77 (165)

722 (1,149)

94 (10)

38 (193)

1,035 (670)

43 (11)

3 (72)

2 (121)

5 (54)

15

Sparks St & Olive Ave & Verdugo Ave

Verdugo Ave

Sparks St

Olive Ave

Verdugo Ave

5 (7)

37 (21)

66 (40)

268 (273)

1 (0)

45 (18)

514 (892)

70 (129)

173 (203)

95 (622)

4 (14)

10 (24)

225 (229)

4 (4)

39 (47)

33 (26)

8 (6)

16

California St/Riverside Dr

Riverside Dr

California St

Riverside Dr

153 (121)

224 (307)

72 (80)

368 (522)

294 (236)

475 (451)

17

Olive Ave/Alameda Ave

Alameda Ave

Olive Ave

Alameda Ave

417 (370)

1,104 (575)

20 (35)

398 (836)

318 (242)

527 (1,229)

296 (355)

37 (68)

18

Bob Hope Dr /Riverside Dr

Riverside Dr

Bob Hope Dr

Riverside Dr

404 (82)

2 (1)

584 (700)

56 (31)

354 (667)

7 (0)

237 (43)

623 (341)

6 (11)

7 (3)

2 (0)

3 (7)

Map

Legend

Study Intersection

City Boundary

Media District Boundary

North Arrow

ATTACHMENT 3 EXHIBIT A - 357

Figure 6 (Continued):
Horizon Year (2035) Build Peak Hour Intersection Volumes

Legend

Turn Lane

XX (YY)

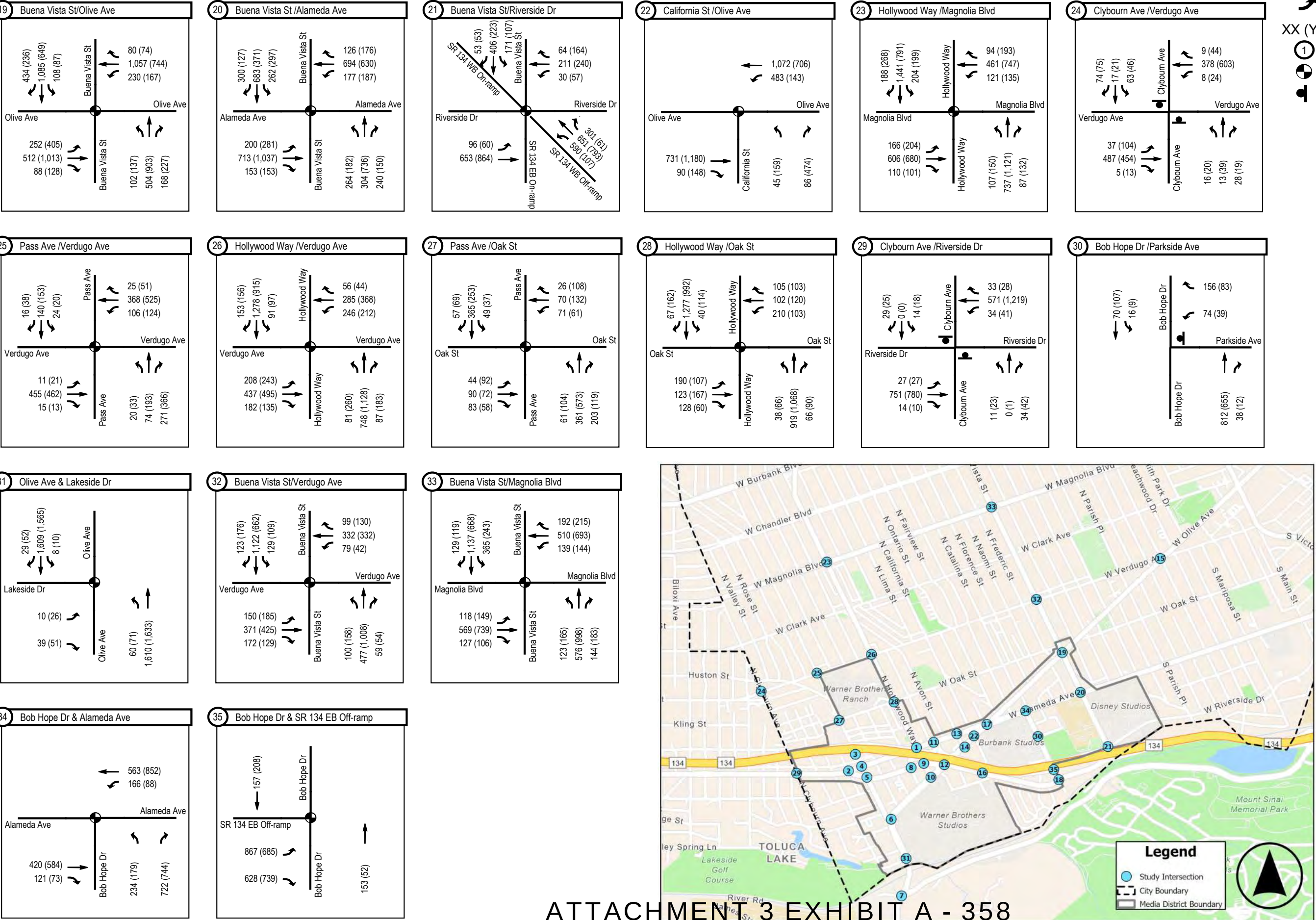
AM (PM) Peak Hour Traffic Volumes

1

Study Intersection

Traffic Signal

Stop Sign



3.2.3 Traffic Analysis Methodology

Traffic analysis for this Project followed the procedures established in the City of Burbank Transportation Study Guidelines (updated 12/1/2020)¹. Per the City's guidelines, peak hour intersection traffic operations were analyzed using the Highway Capacity Manual (HCM) 6th Edition operations methodology utilizing Synchro (v11) software. According to the HCM methodology, intersection Level of Service (LOS) thresholds are based on the average delay incurred by vehicles traveling through the intersection. This methodology determines the capacity of each lane group approaching the intersection. The LOS criteria for intersections controlled by traffic signals are stated in terms of the average control delay per vehicle (expressed in seconds). For unsignalized (side street stop controlled) intersections, LOS is based on the worst approach delay at the intersection. LOS ranges from LOS A, which indicates free flow or excellent driving conditions with short delays (less than 10 seconds per vehicle), to LOS F, which indicates congested or overloaded conditions with prolonged delays (over 80 seconds per vehicle at signalized intersections). **Table 3** summarizes the LOS ranges for signalized and unsignalized intersections.

Table 3: Intersection Level of Service Thresholds

Level of Service	Signalized Intersection Control Delay (seconds)	Unsignalized Intersection Control Delay (seconds)
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Source: Highway Capacity Manual, 6th Edition

The Burbank 2035 General Plan has a goal of maintaining LOS D at the City's intersections to ensure that there is adequate transportation operational efficiency on the City's roadway network, as long as any improvements needed to maintain this standard do not conflict with other Burbank 2035 Mobility Element Goals and Policies. Further, the City recognizes that the LOS D performance measure does not necessarily measure the number of people using transit or alternative travel modes.

3.2.4 Queuing Analysis Methodology

The methodology for evaluating queuing on freeway off-ramps considers the length of vehicles queued as a result of the controlling ramp terminal intersection. 95th percentile queue lengths (queue length that has 95 percent probability of not exceeding during the analysis time period) at the off-ramp intersections were determined based on the HCM methodology using the results of the intersection LOS analysis. The 95th percentile queues were then compared to the available storage to determine if there is sufficient queuing space on the off-ramps.

¹ <https://www.burbankca.gov/documents/173607/240347/20220622-BurbankTransportationStudyGuidelines-001.pdf/5c4e5ef0-7ea4-607b-11e8-54f83daa78cd?t=1655937648324&download=true#:~:text=STUDY%20PERIODS,a%20count%20of%20roadway%20traffic.>

3.3 Existing Conditions

This section provides a summary of the results of the intersection level of service and off-ramp queuing analysis conducted for the existing (2019/2023) conditions.

3.3.1 Intersection Traffic Operations

Traffic volumes for the existing (2019/2023) conditions were developed using the methodology described in detail under the **Existing Traffic Data Collection** section. AM and PM peak hour intersection turning movement volumes for existing conditions are illustrated in **Figure 3**. Existing lane configuration at the study intersections are illustrated in **Figure 7**. A level of service analysis was conducted to evaluate the intersection traffic operating conditions in the study area during AM and PM peak hours. The results of the analysis are summarized in **Table 4**. Detailed LOS calculation worksheets are included in **Appendix C**. As shown in the table, all intersections are currently operating at LOS D or better during both AM and PM peak hours, except for the following two locations:

- #24. Clybourn Avenue & Verdugo Avenue – LOS E (PM peak hour)
- #29. Clybourn Avenue & Riverside Drive – LOS F (PM peak hour)

Table 4: Existing (2019/2023) Intersection Levels of Service

No	Study Intersection	Control Type	Count Year	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Hollywood Way & Alameda Ave	Signal	2023	29.3	C	29.6	C
2	Riverside Dr & Alameda Ave & Evergreen St	Signal	2019	12.3	B	17.9	B
3	Pass Ave & SR 134 EB Off-Ramp	Signal	2019	15.3	B	12.1	B
4	Pass Ave & Alameda Ave	Signal	2019	24.0	C	24.9	C
5	Pass Ave & Riverside Dr	Signal	2019	17.4	B	16.5	B
6	Pass Ave & Olive Ave	Signal	2019	17.6	B	16.7	B
7	Barham Blvd & Forest Lawn Dr	Signal	2019	46.1	D	51.4	D
8	Screenland Dr/SR 134 EB On-ramp & Riverside Dr	SSSC	2019	12.9	B	13.7	B
9	Hollywood Way & Riverside Dr	Signal	2019	17.6	B	28.5	C
10	Hollywood Way and Olive Ave	Signal	2019	15.8	B	15.5	B
11	SR 134 WB Ramps/Cordova St & Alameda Ave	Signal	2019	20.2	C	16.3	B
12	Olive Ave & Riverside Dr	Signal	2019	23.4	C	26.5	C
13	Lima St & Alameda Ave	Signal	2019	4.4	A	8.5	A
14	Lima St & Olive Ave	Signal	2019	10.1	B	29.2	C
15	Sparks St & Olive Ave & Verdugo Ave	Signal	2019	45.5	D	45.1	D
16	California St & Riverside Dr	Signal	2019	9.5	A	9.0	A
17	Olive Ave & Alameda Ave	Signal	2019	26.4	C	32.3	C
18	Bob Hope Dr & Riverside Dr	Signal	2019	14.6	B	18.9	B
19	Buena Vista St & Olive Ave	Signal	2019	35.5	D	30.8	C
20	Buena Vista St & Alameda Ave	Signal	2019	25.2	C	33.7	C
21	Buena Vista St & Riverside Dr	Signal	2019	44.1	D	36.9	D
22	California St & Olive Ave	Signal	2019	5.1	A	6.7	A

No	Study Intersection	Control Type	Count Year	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
23	Hollywood Way & Magnolia Blvd	Signal	2019	28.4	C	29.5	C
24	Clybourn Ave & Verdugo Ave	SSSC	2023	26.1	D	42.7	E
25	Pass Ave & Verdugo Ave	Signal	2023	12.3	B	15.2	B
26	Hollywood Way & Verdugo Ave	Signal	2023	33.6	C	29.9	C
27	Pass Ave & Oak Street	Signal	2023	5.8	A	5.9	A
28	Hollywood Way & Oak Street	Signal	2023	8.0	A	7.1	A
29	Clybourn Ave & Riverside Dr	SSSC	2023	29.9	D	88.2	F
30	Bob Hope Dr & Parkside Ave	SSSC	2023	65.9	D	17.6	C
31	Olive Ave & Lakeside Dr	Signal	2023	7.1	A	8.6	A
32	Buena Vista St & Verdugo Ave	Signal	2023	39.7	D	31.4	C
33	Buena Vista St & Magnolia Blvd	Signal	2023	32.9	C	29.7	C
34	Bob Hope Dr & Alameda Ave	Signal	2023	16.2	B	14.7	B
35	Bob Hope Dr & SR 134 EB Off-ramp	Signal	2023	10.2	B	9.4	A

Signal – Traffic Signal; SSSC – Side street stop controlled intersection; Delay – Average delay (seconds per vehicle)

BOLD font indicates LOS E or worse

3.3.2 Off-Ramp Queuing Analysis

A queuing analysis was conducted to evaluate the 95th percentile queues at the off-ramp intersections during AM and PM peak hours, using the methodology described in the **Queuing Analysis Methodology** section. **Table 5** summarizes the queuing analysis results at the study area off-ramp intersections. As shown in the table, the available storage at the off-ramps is sufficient to accommodate the existing 95th percentile queues. Queuing analysis worksheets are included in **Appendix D**.

Table 5: Existing Off-Ramp Intersection Queuing Summary

No	Ramp Intersection	Movement	Storage (ft)	Queue Length (ft)	
				AM Peak	PM Peak
3	Pass Ave & SR 134 EB Off-Ramp	EBL	465	318	282
		EBR	970	341	67
11	SR 134 WB Ramps/Cordova St & Alameda Ave	NBL	1050	248	97
		NBR	185	51	0
21	SR 134 Ramps & Buena Vista St & Riverside Dr	NBL	300*	504	124
		NBT/R	885	506	383
35	Bob Hope Dr & SR 134 EB Off-ramp	EBL/R	895	165	124

Note: 95th percentile queue length reported

*Although the striped storage space for the left-turn lane is 300 ft, there is additional space on the off-ramp to accommodate the queues.

Figure 7 (Continued):
Existing Intersection Lane Configuration

Legend

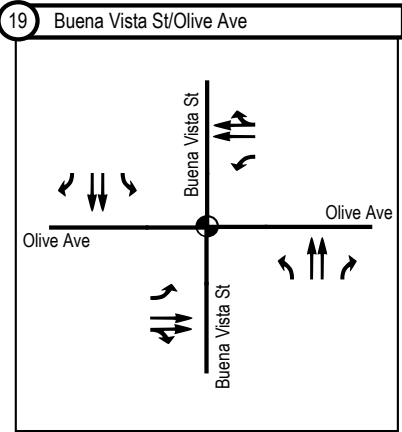
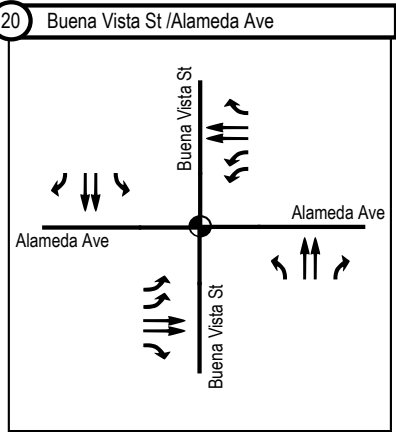
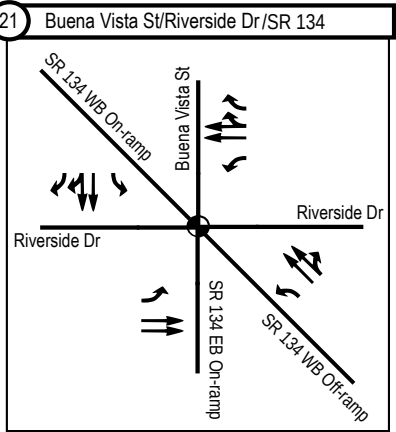
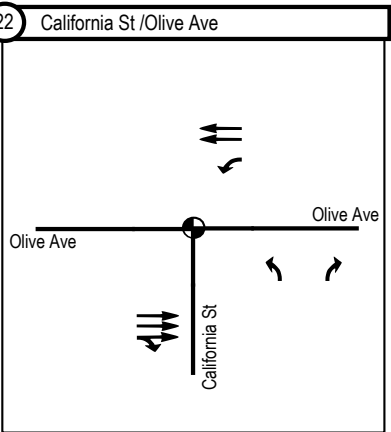
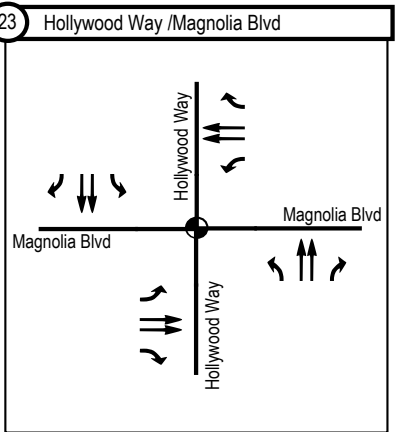
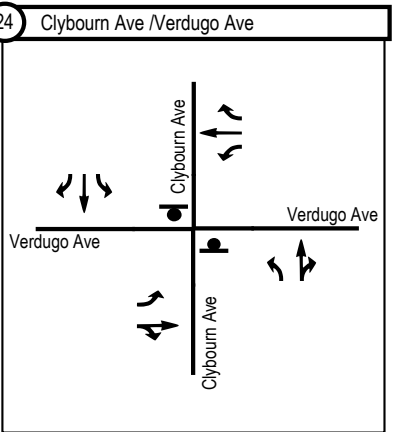
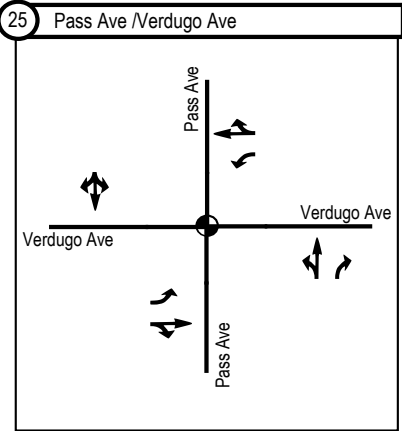
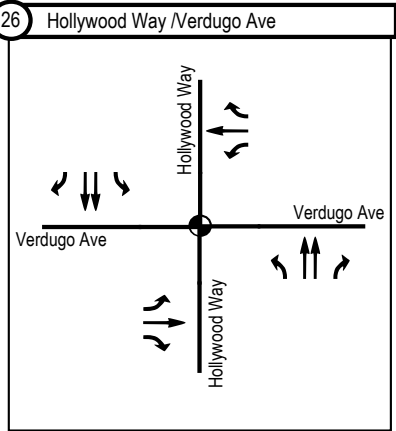
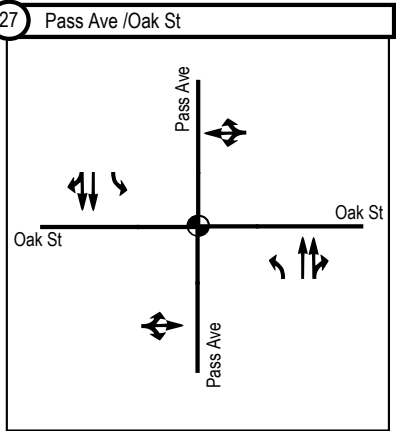
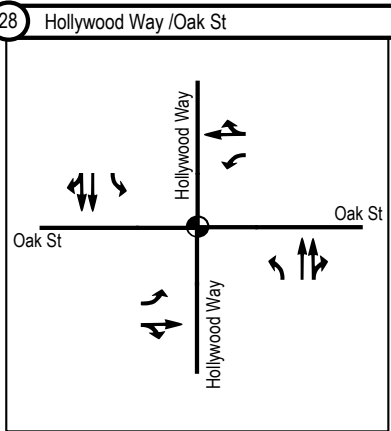
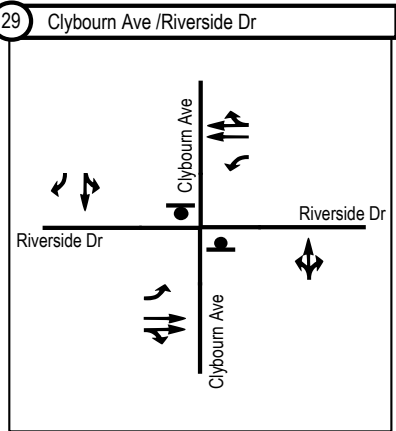
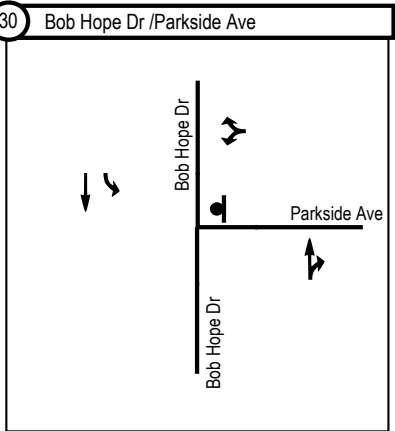
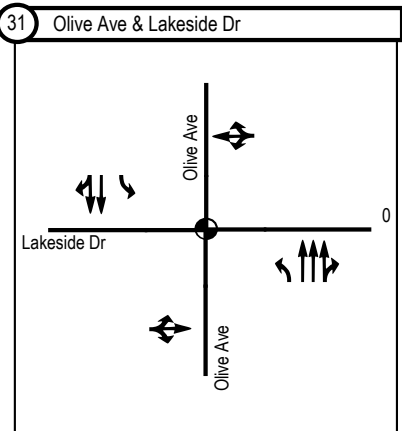
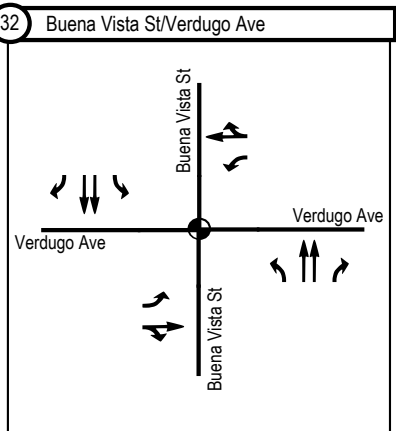
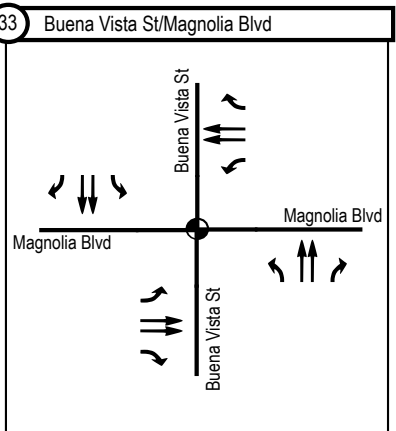
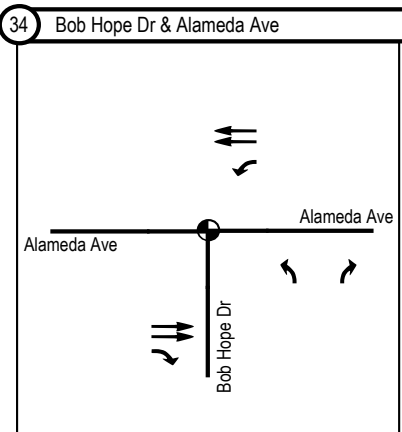
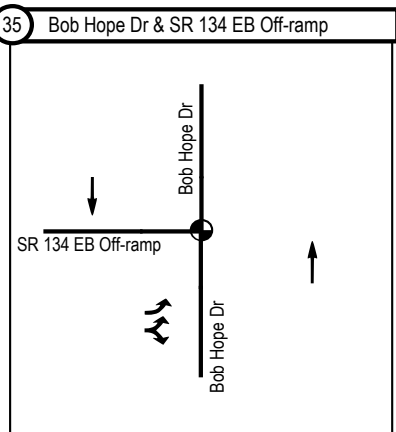
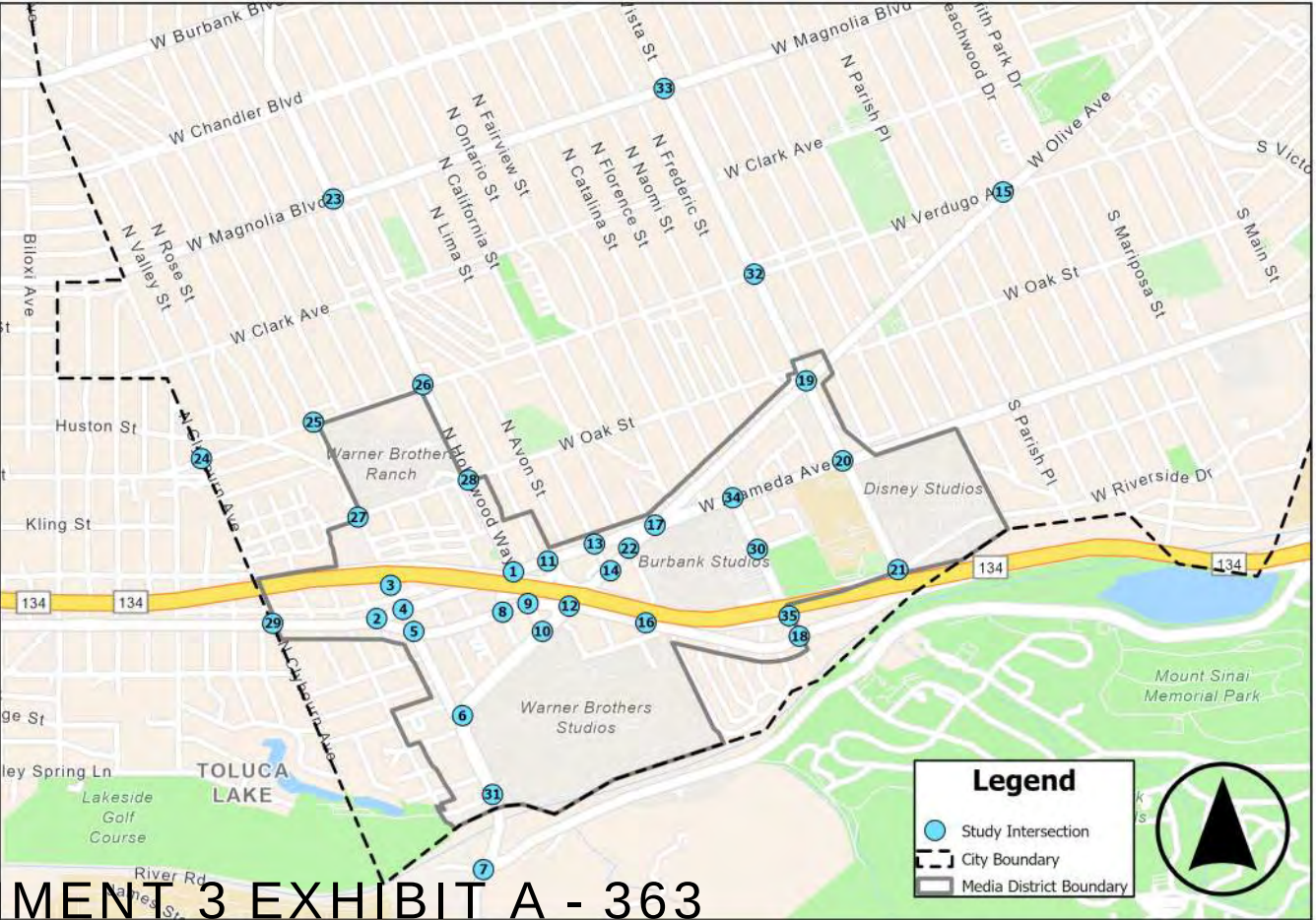
Turn Lane

1

Study Intersection

Traffic Signal

Stop Sign



3.4 Horizon Year No Build Conditions

This section provides a summary of the results of the intersection level of service and off-ramp queuing analysis conducted for the Horizon Year (2035) No Build conditions.

3.4.1 Intersection Traffic Operations

Traffic volumes for the Horizon Year (2035) No Build conditions were developed using the methodology described in detail under the **Forecasting** section. AM and PM peak hour intersection turning movement volumes for 2035 No Build conditions are illustrated in **Figure 5**. The lane configurations in the future No Build conditions would be identical to the existing conditions at all study intersections. The Bob Hope Drive & Parkside Avenue intersection is planned to be signalized in the future. Therefore, the analysis of future No Build and Build conditions assumes signalized operations at this intersection. A level of service analysis was conducted to evaluate the Horizon Year (2035) No Build intersection traffic operations in the study area during AM and PM peak hours. The results of the analysis are summarized in **Table 6**. Detailed LOS calculation worksheets are included in **Appendix C**. As shown in the table, all intersections are projected to operate at LOS D or better during both AM and PM peak hours, except for the following locations:

- #7. Barham Boulevard & Forest Lawn Drive – LOS E (AM and PM peak hours)
- #24. Clybourn Avenue & Verdugo Avenue – LOS E (PM peak hour)
- #29. Clybourn Avenue & Riverside Drive – LOS F (PM peak hour)

Table 6: Horizon Year (2035) No Build Intersection Levels of Service

No	Study Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Hollywood Way & Alameda Ave	Signal	32.4	C	30.3	C
2	Riverside Dr & Alameda Ave & Evergreen St	Signal	12.6	B	19.3	B
3	Pass Ave & SR 134 EB Off-Ramp	Signal	16.7	B	12.6	B
4	Pass Ave & Alameda Ave	Signal	28.5	C	25.8	C
5	Pass Ave & Riverside Dr	Signal	17.9	B	16.7	B
6	Pass Ave & Olive Ave	Signal	19.1	B	18.5	B
7	Barham Blvd & Forest Lawn Dr	Signal	62.3	E	60.6	E
8	Screenland Dr/SR 134 EB On-ramp & Riverside Dr	SSSC	16.6	C	13.6	B
9	Hollywood Way & Riverside Dr	Signal	18.1	B	27.7	C
10	Hollywood Way and Olive Ave	Signal	18.4	B	16.8	B
11	SR 134 WB Ramps/Cordova St & Alameda Ave	Signal	21.3	C	16.6	B
12	Olive Ave & Riverside Dr	Signal	26.7	C	31.6	C
13	Lima St & Alameda Ave	Signal	5.6	A	8.6	A
14	Lima St & Olive Ave	Signal	10.3	B	26.6	C
15	Sparks St & Olive Ave & Verdugo Ave	Signal	44.4	D	47.1	D
16	California St & Riverside Dr	Signal	9.0	A	9.2	A
17	Olive Ave & Alameda Ave	Signal	28.1	C	33.2	C

No	Study Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
18	Bob Hope Dr & Riverside Dr	Signal	15.1	B	19.5	B
19	Buena Vista St & Olive Ave	Signal	46.5	D	41.9	D
20	Buena Vista St & Alameda Ave	Signal	26.9	C	37.0	D
21	Buena Vista St & Riverside Dr	Signal	46.3	D	37.9	D
22	California St & Olive Ave	Signal	5.3	A	6.8	A
23	Hollywood Way & Magnolia Blvd	Signal	30.7	C	32.4	C
24	Clybourn Ave & Verdugo Ave	SSSC	25.3	D	47.2	E
25	Pass Ave & Verdugo Ave	Signal	12.7	B	15.6	B
26	Hollywood Way & Verdugo Ave	Signal	32.4	C	31.1	C
27	Pass Ave & Oak Street	Signal	5.9	A	6.2	A
28	Hollywood Way & Oak Street	Signal	9.1	A	7.9	A
29	Clybourn Ave & Riverside Dr	SSSC	27.9	D	103.6	F
30	Bob Hope Dr & Parkside Ave	Signal	10.9	B	6.4	C
31	Olive Ave & Lakeside Dr	Signal	7.4	A	9.1	A
32	Buena Vista St & Verdugo Ave	Signal	37.4	D	33.5	C
33	Buena Vista St & Magnolia Blvd	Signal	28.5	C	30.4	C
34	Bob Hope Dr & Alameda Ave	Signal	16.0	B	15.8	B
35	Bob Hope Dr & SR 134 EB Off-ramp	Signal	9.8	A	9.4	A

Signal – Traffic Signal; SSSC – Side street stop controlled intersection; Delay – Average delay (seconds per vehicle); **BOLD** font indicates LOS E or worse

3.4.2 Off-Ramp Queuing Analysis

A queuing analysis was conducted to evaluate the 95th percentile queues at the off-ramp intersections during AM and PM peak hours, using the methodology described in the **Queuing Analysis Methodology** section. **Table 7** summarizes the 2035 No Build queuing analysis results at the study area off-ramp intersections. As shown in the table, the available striped storage space of 300 feet at the SR 134 Ramps & Buena Vista Street & Riverside Drive intersection would not be sufficient to accommodate the anticipated 95th percentile queue of 523 feet in the Horizon Year (2035) No Build conditions. However, there is additional space on the off-ramp in general to store the remaining queue length of 223 feet without spilling back on to the freeway. Queuing analysis worksheets are included in **Appendix D**.

Table 7: Horizon Year (2035) No Build Off-Ramp Intersection Queuing Summary

No	Ramp Intersection	Movement	Storage (ft)	Queue Length (ft)	
				AM Peak	PM Peak
3	Pass Ave & SR 134 EB Off-Ramp	EBL	465*	403	299
		EBR	970	428	106
11	SR 134 WB Ramps/Cordova St & Alameda Ave	NBL	1050	275	193
		NBR	185	53	0
21	SR 134 Ramps & Buena Vista St & Riverside Dr	NBL	300*	523	148
		NBT/R	885	547	388
35	Bob Hope Dr & SR 134 EB Off-ramp	EBL/R	895	159	131

Note: 95th percentile queue length reported; **BOLD** font indicates queues exceeding available storage

*Although the striped storage space for the turn lanes is shown, there is additional space in general on the off-ramps to accommodate the queues.

3.5 Horizon Year (2035) Build Conditions

This section provides a summary of the results of the intersection level of service and off-ramp queuing analysis conducted for the Horizon Year (2035) Build conditions.

3.5.1 Intersection Traffic Operations

Traffic volumes for the Horizon Year (2035) Build conditions were developed using the methodology described in detail under the **Forecasting** section. AM and PM peak hour intersection turning movement volumes for 2035 Build conditions are illustrated in **Figure 6**. As described previously, the MDSP Project proposes to modify the following roadway segments to accommodate the planned complete streets improvement projects:

- Riverside Drive between Bob Hope Drive and Pass Avenue – reduce number of lanes in each direction from 2 to 1, and reduce speed by 5 mph.
- Pass Avenue between Olive Avenue and Verdugo Avenue – reduce number of lanes in each direction from 2 to 1.
- Olive Avenue between City boundary and Alameda Avenue – reduce number of lanes in each direction from 3 to 2.

The lane configurations at the study intersections along these roadway segments were modified to reflect the reduced cross sections. The proposed lane configurations at the study intersections under 2035 Build conditions are illustrated in **Figure 8**. A level of service analysis was conducted to evaluate the Horizon Year (2035) Build intersection traffic operations in the study area during AM and PM peak hours. The results of the analysis are summarized in **Table 8**. Detailed LOS calculation worksheets are included in **Appendix C**. As shown in the table, all intersections are projected to operate at LOS D or better during both AM and PM peak hours, except for the following locations:

- #7. Barham Boulevard & Forest Lawn Drive – LOS F (AM peak hour)

- #12. Olive Avenue & Riverside Drive – LOS E (AM peak hour)
- #24. Clybourn Avenue & Verdugo Avenue – LOS F (PM peak hour)
- #29. Clybourn Avenue & Riverside Drive – LOS F (PM peak hour)

These are the locations where the LOS would deteriorate from LOS D (or better) to LOS E/LOS F because of the proposed Project or the Project would contribute to an increase in delay where the intersection was already projected to operate at LOS E or worse in the No Build conditions.

Table 8: Horizon Year (2035) Build Intersection Levels of Service

No	Study Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Hollywood Way & Alameda Ave	Signal	47.8	D	51.4	D
2	Riverside Dr & Alameda Ave & Evergreen St	Signal	15.3	B	19.6	B
3	Pass Ave & SR 134 EB Off-Ramp	Signal	46.4	D	22.7	C
4	Pass Ave & Alameda Ave	Signal	33.5	C	30.0	C
5	Pass Ave & Riverside Dr	Signal	35.0	C	21.7	C
6	Pass Ave & Olive Ave	Signal	39.9	D	33.3	C
7	Barham Blvd & Forest Lawn Dr	Signal	82.2	F	46.2	D
8	Screenland Dr/SR 134 EB On-ramp & Riverside Dr	SSSC	15.7	C	17.0	C
9	Hollywood Way & Riverside Dr	Signal	20.6	C	42.7	D
10	Hollywood Way and Olive Ave	Signal	25.6	C	45.0	D
11	SR 134 WB Ramps/Cordova St & Alameda Ave	Signal	24.9	C	21.5	C
12	Olive Ave & Riverside Dr	Signal	55.5	E	39.5	D
13	Lima St & Alameda Ave	Signal	8.5	A	10.4	B
14	Lima St & Olive Ave	Signal	39.2	D	33.7	C
15	Sparks St & Olive Ave & Verdugo Ave	Signal	48.2	D	52.8	D
16	California St & Riverside Dr	Signal	13.1	B	13.8	B
17	Olive Ave & Alameda Ave	Signal	33.6	C	38.1	D
18	Bob Hope Dr & Riverside Dr	Signal	27.3	C	37.9	D
19	Buena Vista St & Olive Ave	Signal	45.2	D	40.6	D
20	Buena Vista St & Alameda Ave	Signal	29.4	C	42.6	D
21	Buena Vista St & Riverside Dr	Signal	53.6	D	40.8	D
22	California St & Olive Ave	Signal	19.9	B	17.7	B
23	Hollywood Way & Magnolia Blvd	Signal	33.9	C	36.4	D
24	Clybourn Ave & Verdugo Ave	SSSC	34.5	D	124.7	F
25	Pass Ave & Verdugo Ave	Signal	15.7	B	25.0	C
26	Hollywood Way & Verdugo Ave	Signal	45.5	D	46.4	D
27	Pass Ave & Oak Street	Signal	6.6	A	8.2	A
28	Hollywood Way & Oak Street	Signal	14.8	B	11.8	B
29	Clybourn Ave & Riverside Dr	SSSC	34.7	D	163.8	F
30	Bob Hope Dr & Parkside Ave	SSSC	17.1	B	6.4	A
31	Olive Ave & Lakeside Dr	Signal	10.1	B	11.3	B

No	Study Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
32	Buena Vista St & Verdugo Ave	Signal	40.0	D	36.6	D
33	Buena Vista St & Magnolia Blvd	Signal	30.1	C	32.8	C
34	Bob Hope Dr & Alameda Ave	Signal	23.5	C	23.4	C
35	Bob Hope Dr & SR 134 EB Off-ramp	Signal	11.4	B	11.1	B

Signal – Traffic Signal; SSSC – Side street stop controlled intersection; Delay – Average delay (seconds per vehicle); **BOLD** font indicates LOS E or worse

3.5.2 Off-Ramp Queuing Analysis

A queuing analysis was conducted to evaluate the 95th percentile queues at the off-ramp intersections during AM and PM peak hours, using the methodology described in the **Queuing Analysis Methodology** section. **Table 9** summarizes the 2035 Build queuing analysis results at the study area off-ramp intersections. As shown in the table, the available storage space of 465 feet (EBL) at the Pass Avenue & SR 134 EB Off-Ramp intersection would not be sufficient to accommodate the anticipated 95th percentile queue of 712 feet. The storage space of 300 feet (NBL) at the SR 134 Ramps & Buena Vista Street & Riverside Drive intersection would not be sufficient to accommodate the anticipated 95th percentile queue of 819 feet in the Horizon Year (2035) Build conditions. However, there is additional space on both off-ramps in general to store the remaining queue length without spilling back on to the freeway. Queuing analysis worksheets are included in **Appendix D**.

Table 9: Horizon Year (2035) Build Off-Ramp Intersection Queuing Summary

No	Ramp Intersection	Movement	Storage (ft)	Queue Length (ft)	
				AM Peak	PM Peak
3	Pass Ave & SR 134 EB Off-Ramp	EBL	465*	712	746
		EBR	970	703	186
11	SR 134 WB Ramps/Cordova St & Alameda Ave	NBL	1050	338	257
		NBR	185	56	0
21	SR 134 Ramps & Buena Vista St & Riverside Dr	NBL	300*	819	173
		NBT/R	885	508	493
35	Bob Hope Dr & SR 134 EB Off-ramp	EBL/R	895	226	240

Note: 95th percentile queue length reported; **BOLD** font indicates queues exceeding available storage

*Although the striped storage space for the turn lanes is shown, there is additional space in general on the off-ramps to accommodate the queues.

Figure 8:
Horizon Year (2035) Build Intersection Lane Configuration

- Legend
- Turn Lane
 - Study Intersection
 - Traffic Signal
 - Stop Sign
 - Shared Bus Lane/Right-turn Lane

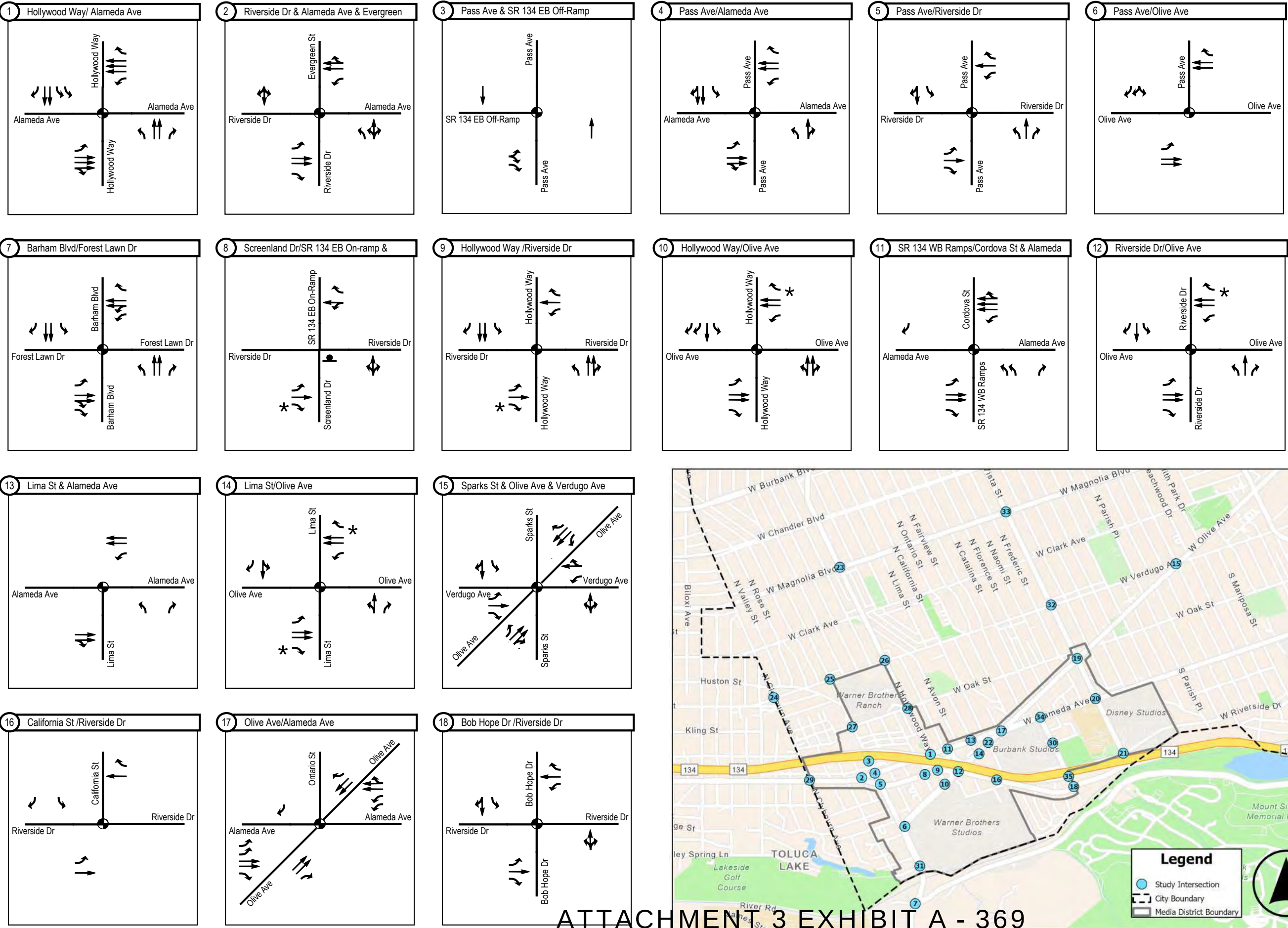
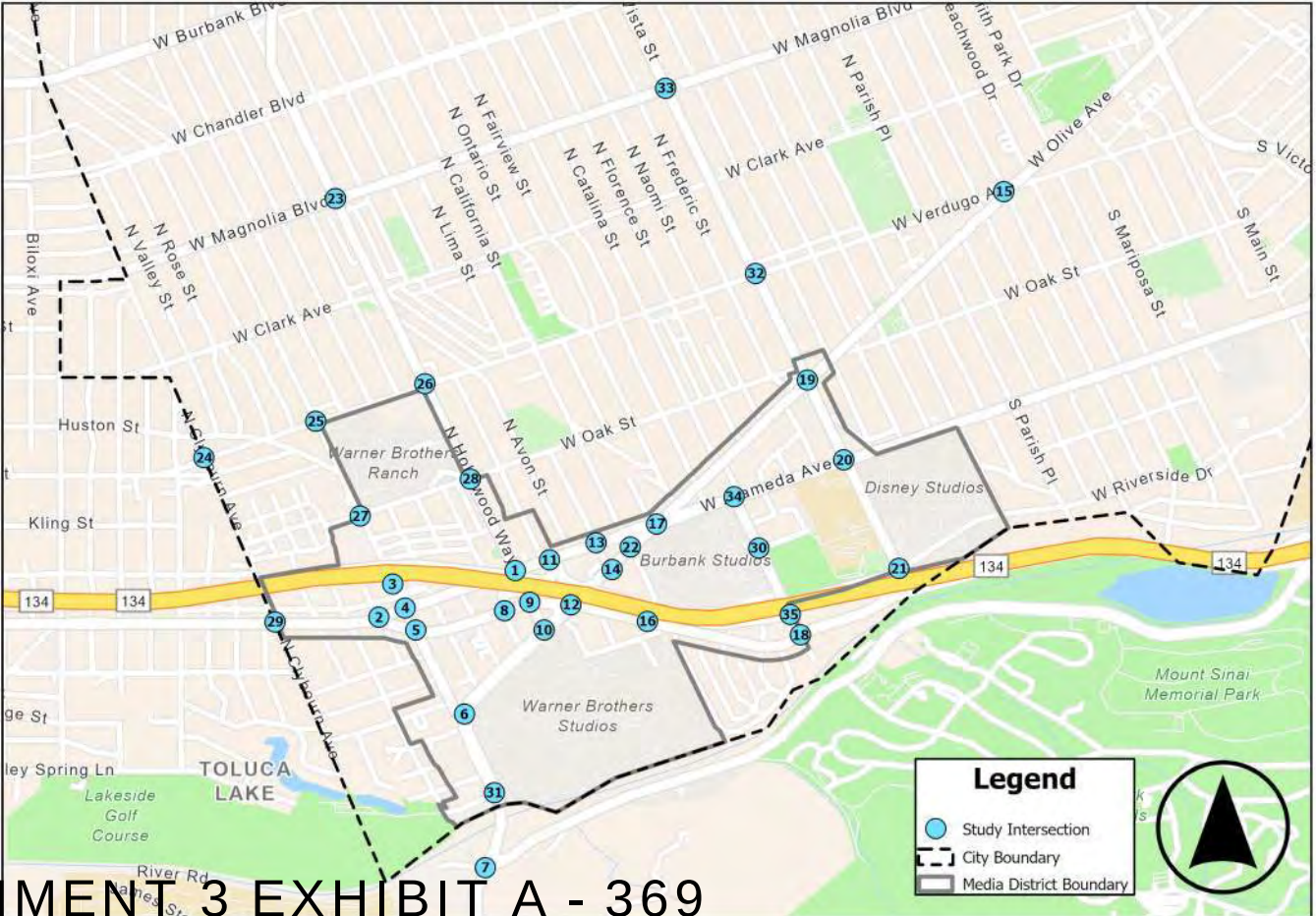
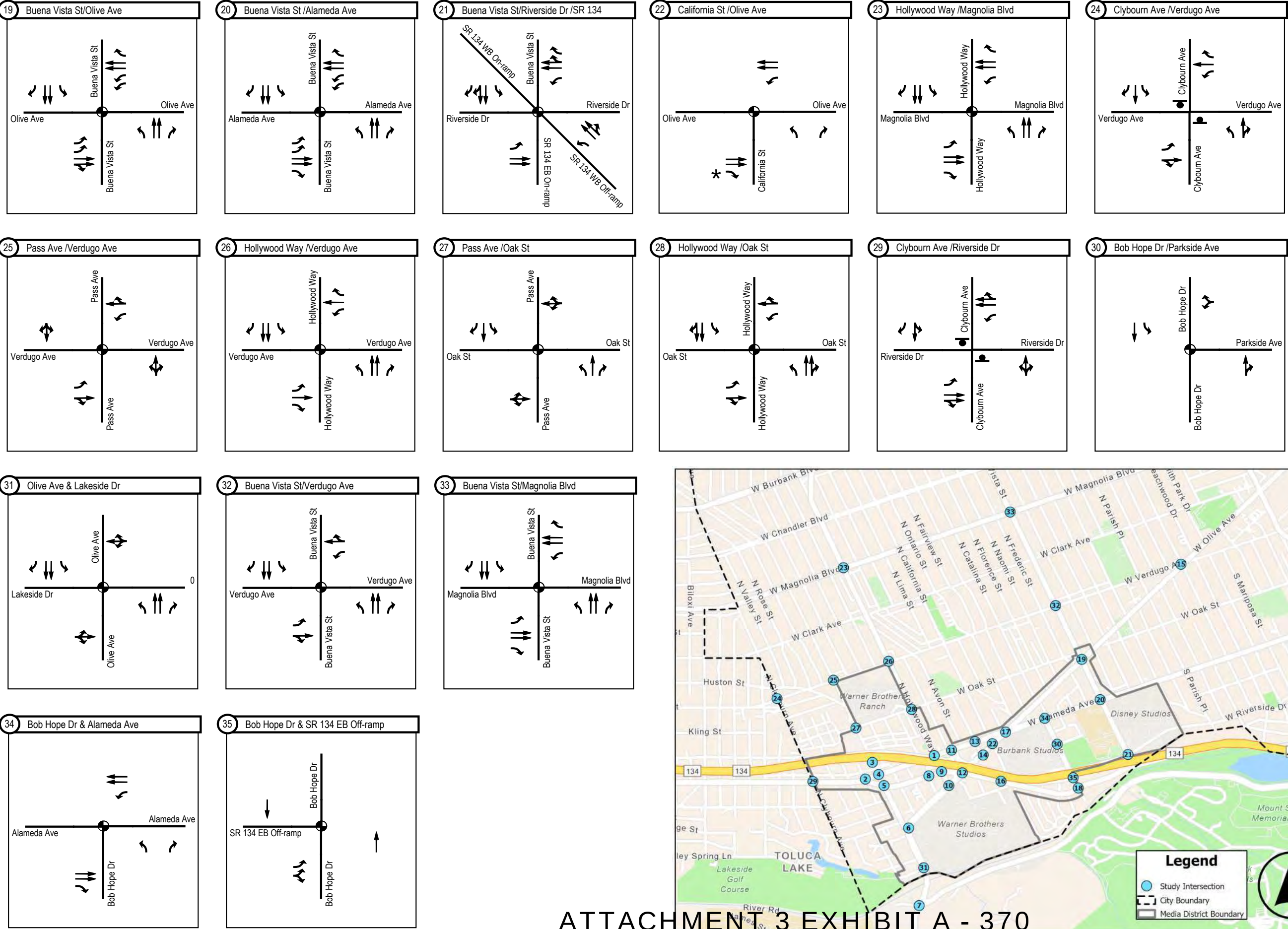
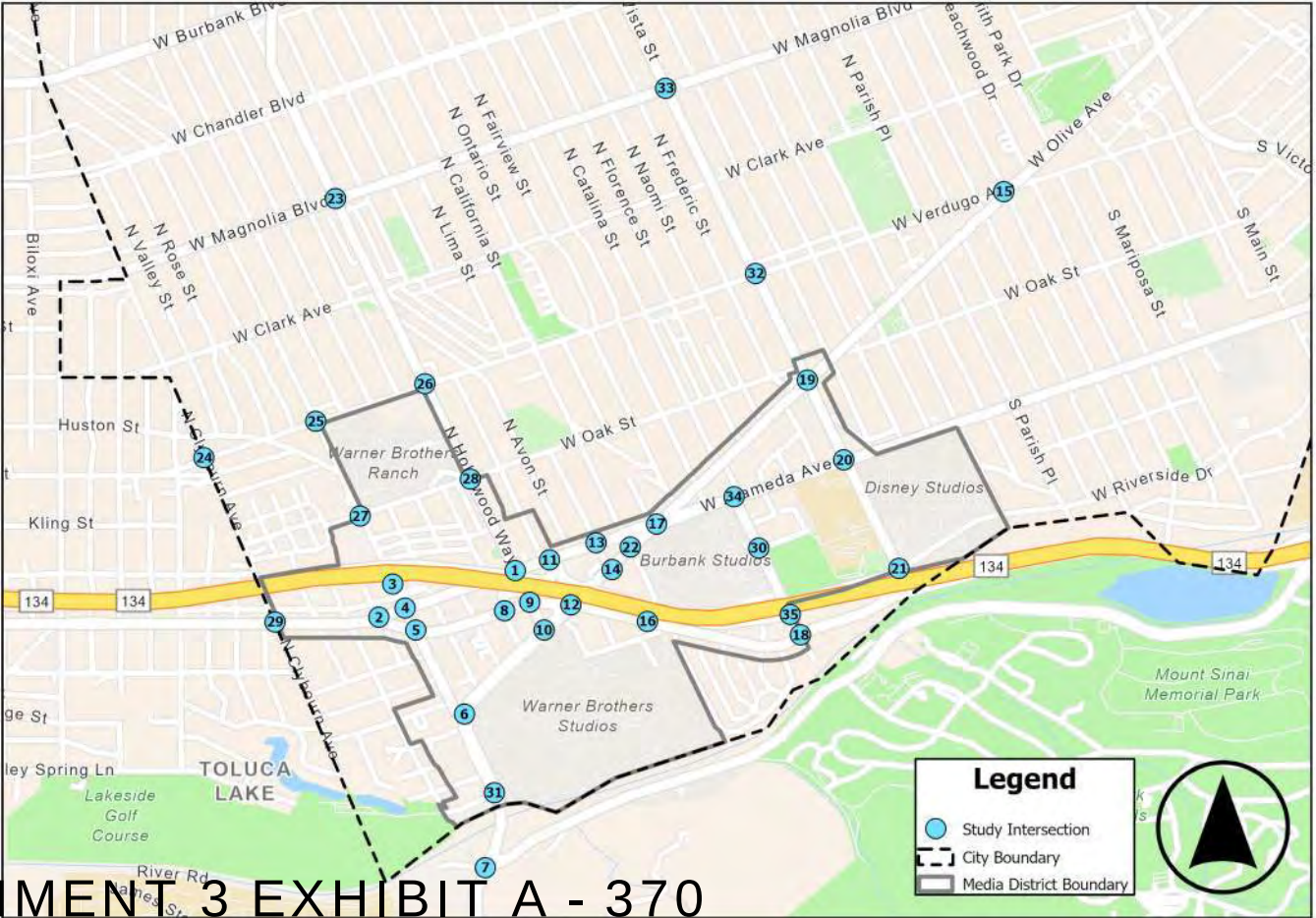


Figure 8 (Continued):
Horizon Year (2035) Build Intersection Lane Configuration

- Legend
- Turn Lane
 - Study Intersection
 - Traffic Signal
 - Stop Sign
 - Shared Bus Lane/Right-turn Lane



3.5.3 Operational Improvements

As mentioned previously, the City of Burbank Transportation Study Guidelines require identifying improvements for locations that exceed LOS D under future Build conditions, and the project contributes to the increase in delay. The intersection level of service analysis conducted for the future Build scenario resulted in LOS E or worse conditions at five intersections, as shown below:

- #7. Barham Boulevard & Forest Lawn Drive – LOS F (AM peak hour)
- #12. Olive Avenue & Riverside Drive – LOS E (AM peak hour)
- #24. Clybourn Avenue & Verdugo Avenue – LOS F (PM peak hour)
- #29. Clybourn Avenue & Riverside Drive – LOS F (PM peak hour)

Several operational improvement options were investigated at these locations to reduce the delay and bring the level of service to an acceptable LOS D. The proposed improvements at two of the intersections are summarized below:

- #7. Barham Boulevard & Forest Lawn Drive: Widen Barham Boulevard to add third northbound through lane. This improvement would require widening in the southbound departure of the intersection to accommodate the third through lane and would likely require right of way. This improvement is also located in the City of Los Angeles and implementation would therefore be contingent on City of Los Angeles approval. As such, this improvement was deemed to be infeasible.
- #12. Olive Avenue & Riverside Drive: This intersection is expected to operate below LOS D because the MDSP Plan update proposes to remove two vehicle travel lanes on Riverside Drive between Keystone Street and Riverside Drive in order to implement protected bicycle lanes in accordance with the City's Complete our Streets Plan. No other improvement was identified that would offset the increased delay caused by the implementation of the protected bicycle lanes.
- #24. Clybourn Avenue & Verdugo Avenue: This is an unsignalized intersection with side street stop control. Signalizing this intersection could improve operations. Therefore, a peak hour signal warrant analysis was conducted to assess if the traffic volumes at this location would satisfy the warrant. Under 2035 Build conditions, traffic volumes in the AM peak hour would not satisfy the peak hour warrant. The PM peak hour volumes would barely satisfy the warrant. Therefore, a potential future improvement to signalize the intersection would improve congestion but would require more thorough warrant evaluation and engineering analysis to install a traffic signal at this location.
- #29. Clybourn Avenue & Riverside Drive: This is an unsignalized intersection with side street stop control. Signalizing this intersection could improve operations. Therefore, a peak hour signal warrant analysis was conducted to assess if the traffic volumes at this location would satisfy the warrant. Under 2035 Build conditions, traffic volumes in the AM and PM peak hours would not

satisfy the peak hour warrant at this location. Therefore, there is no improvement identified at this location that would improve LOS.

Table 10 summarizes the intersection LOS at the two intersections with the proposed improvements. The 95th percentile queues on the SR 134 EB Off-Ramp would also improve with the proposed improvements, and the available storage on the off-ramp would be able to accommodate the expected queues. Peak hour warrant analysis sheets and LOS calculation worksheets with the proposed improvements are included in **Appendix C**.

Table 10: Horizon Year (2035) Build with Proposed Improvements Intersection LOS

No	Study Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
7	Barham Blvd & Forest Lawn Dr	Signal	46.0	D	39.9	D
12	Olive Ave & Riverside Dr	Signal	No feasible improvement			
24	Clybourn Ave & Verdugo Ave	SSSC	Peak-hour warrant barely meets			
29	Clybourn Ave & Riverside Dr	SSSC	Peak-hour warrant not satisfied			

3.6 Previous Operational Improvement Mitigation Measures Identified in Burbank2035 General Plan and Planned Developments

After the adoption of the current MDSP, the City of Burbank approved several planned developments in the Media District that included transportation operational improvement intersection mitigation measures to address increased traffic congestion caused by these planned developments. Some of these mitigations have already been implemented, but others are still planned because they are only triggered if certain square footage thresholds are met for each of the various planned developments.

The adoption of the Burbank2035 General Plan in 2013 and the development of this Media District Specific Plan update have introduced new land use and mobility goals and policies for development of the transportation system in the Media District. These new goals and policies are contracted in the implementation of many of these older transportation mitigation measures. **Appendix D** includes an analysis of whether these older mitigation measures conflict with the goals and policies of the General Plan and Media District Specific Plan and identify if these mitigation measures should no longer be pursued, or replaced with other improvements that are compatible with the General Plan and Media District Specific Plan goals and policies.

In addition to the General Plan Policy analysis, due the adoption of California Senate Bill 743 in 2013, and its implementation in 2020, congestion is no longer considered an impact under the California Environmental Quality Act. Because of this, the Media District Specific Plan Environmental Impact Report is not analyzing vehicle congestion as a transportation impact, nor does it assume implementation of these mitigation measures in its analysis of transportation impacts due to Vehicle Miles Traveled. The environmental impact of congestion that was previously addressed by these mitigation measures no

longer applies, and therefore implementation of these improvements as mitigation measures is similarly no longer required.

Based on the policy analysis, the following intersection mitigation measures from previous planned developments shall be removed as mitigation measures from the applicable planned development mitigation monitoring and reporting program.

- #1. Hollywood Way and Alameda Avenue – For PD94-7 and -8 (Warner Brothers), the northbound and southbound approaches shall be restriped to provide dual left-turn lanes, one through lane, one through/right optional lane, and one right-turn-only lane on each approach. The signal shall be modified to provide a westbound right-turn overlap phase concurrent with the southbound left-turn phase.
- #6. Pass Avenue and Olive Avenue – For PD94-7 and -8 (Warner Brothers), the eastbound approach shall be widened to provide two left turn lanes and three through lanes, and the southbound approach shall be widened to provide one left turn lane and three right turn lanes. A southbound right turn overlap signal phase shall also be installed.
- #10. Hollywood Way and Olive Avenue - For PD94-7 and -8 (Warner Brothers), the eastbound approach shall be restriped to provide dual left turn lanes, one through lane, and one through/right optional lane, and the westbound approach shall be restriped to provide one left-turn only lane, one through lane, and one-through/right optional lane.
- #20. Buena Vista Street and Alameda Avenue – For PD 1991-13 (Walt Disney Company), all approaches shall be reconfigured for 2 left turn lanes, 2 through lanes, and 1 right turn lane.

For PD 1994-7 and -8 (Warner Brothers), the eastbound and westbound approaches shall be reconfigured to provide two left turn lanes, two through lanes, and one shared through/right lane. The northbound and southbound approaches shall be reconfigured to provide 2 left turn lanes, 2 through lanes, and 1 right turn lane.

- #21. Buena Vista Street and Riverside Drive – For PD 1991-13 (Walt Disney Company), a second left turn lane from eastbound Riverside Drive to northbound Buena Vista shall be installed. This improvement would conflict with the complete streets and pedestrian opportunities set forth in the Burbank2035 General Plan. The improvement could be implemented within the existing right of way but would narrow sidewalks below the minimums specified in the General Plan and would disturb existing Class II and planned Class IV bicycle lanes at this intersection.
- #26. Hollywood Way and Verdugo Avenue – For the Burbank2035 General Plan, the southbound approach shall be widened to provide two exclusive left turn lanes, two through lanes, and one exclusive right turn lane and the signal phasing shall be modified on the southbound approach from permitted to protected.

4 Transportation Impact Analysis

This section describes the VMT analysis conducted to evaluate the potential transportation impacts caused by the proposed Project under CEQA. VMT analysis was conducted for the build alternative (Preferred Alternative) and the resulting VMT metrics were compared to the baseline (2019) conditions. VMT was also extracted for a new Build Alternative, called the Increased Growth Alternative, and was compared to the baseline VMT for impact determination. **Table 11** summarizes the difference in land uses within the MDSP area between the Preferred Alternative and Increased Growth Alternative.

Table 11: Comparison of 2035 MDSP Build Land Use – Preferred and Increased Growth Scenarios

Land Use Category	Description	Units	2035 Preferred	2035 Increased Growth	Difference
SF_01VEH	Single Family	DU	119	119	-
SF_2VEH	Single Family	DU	96	96	-
SF_3VEH	Single Family	DU	40	40	-
MF_01VEH	Multi-Family	DU	7,427	8,541	1,114
MF_2VEH	Multi-Family	DU	4,056	4,666	610
MF_3VEH	Multi-Family	DU	1,206	1,387	181
RETAIL	Retail	KSF	3,269	6,799	3,530
OFFICE	Office	KSF	6,446	13,407	6,961
INDUST	Industrial	KSF	397	397	-
HOSPITAL	Hospital	KSF	1,278	1,278	-
SCHOOL	School	KSF	139	139	21
RELIGIOUS	Place of Worship	KSF	5	5	-
LODGING	Hotel	Rooms	861	861	-
PARKS	Parks	Acres	9	9	-
WB_MAIN	Warner Bros. Studio	KSF	3,667	7,628	3,961
WB_RANCH	Warner Bros. Ranch	KSF	842	1,752	910
DISNEY	Disney Studio	KSF	1,895	3,941	2,046
BURBANK_STU	Burbank Studio	KSF	1,681	3,496	1,815

Notes:

_01VEH – Single or Multi-family with zero or one vehicle ownership
 _2VEH – Single or Multi-family with two vehicle ownership
 _3VEH – Single or Multi-family with three or more vehicle ownership
 DU – Dwelling Units
 KSF – Thousand Square Feet
 MAP – Million Annual Passengers
 Emp - Employees

4.1 VMT Thresholds of Significance

The City has established transportation impact thresholds based on the guidance provided by the California Governor’s Office of Planning and Research (OPR). **Table 12** summarizes the City’s significant traffic impact thresholds.

Table 12: City of Burbank VMT Impact Thresholds

VMT Metric	Threshold of Significance
VMT per Capita	Project VMT exceeds a level of 15 percent below the baseline regional average VMT per capita.
VMT per Employee	Project VMT exceeds a level of 15 percent below the baseline regional VMT per employee.
Total VMT per Service Population*	Project total VMT exceeds a level of 15 percent below the baseline regional VMT per service population.

*Service population is defined as the combined total of resident population and employees in a defined area.

A project is considered to have a significant transportation impact if any of the VMT metrics shown in the table exceeds the thresholds of significance.

4.2 VMT Analysis

Regional average VMT for the baseline conditions (2019) and future Build conditions were calculated using the City of Burbank travel demand forecasting model. VMT for each model run used the VMT script provided as part of the Burbank model version 20231115. The VMT script calculates VMT based on the Production-Attraction (PA) vehicle trip table and highway distances from zone to zone. VMT is generated for all trip purposes and time periods.

The VMT script uses an hourly table to split the departure (DP) and return (RT) trips from the final PA matrix summarized to the modal level. Productions trips are defined as the origin ends of departure trips plus destination ends of return trips. Attraction trips are the destination ends of departure trips plus origin ends of return trips.

The three VMT performance metrics used within this study are calculated using the formulas below:

Home-Based VMT Produced = DPVMTD + RTVMTD for the modes HBW, HBO, SCH, AHW, AHO, and HSR

Home-Based Work VMT Attracted = DPVMTD + RTVMTD for the modes HBW & AHW

Total (OD) VMT = All origins & destinations for all modes, including external to external trips

where:

DP = Departure

RT = Return

O = Origin

D = Destination

HBW = Home-Based Work

HBO = Home-Based Other

SCH = Home-Based School

AHW = Airport Home-Based Work

AHO = Airport Home-Based Other

HSR = High-Speed Rail

Table 13 summarizes the results of the VMT model runs conducted for the baseline (2019) and two future Build (2035) scenarios. The VMT results for the 2035 No Build scenario are also included for comparison. As summarized in the table, the model showed that in 2019, the City's 112,116 population produced 203,269 daily trips with an average trip length of 8.5 miles. The City's 96,886 employees generated 131,375 daily commute trips with an average trip length of 10.2 miles. The total service population of 209,002 generated 843,914 total daily trips with an average trip length of 8.3 miles. These resulted in the regional average daily VMT per capita of 15.5, average daily VMT per employee of 13.9, and total VMT per service population of 33.5 for baseline (2019) conditions.

As shown in the table, under the 2035 Preferred Alternative, the City's population is projected to increase to 192,763 and the number of employees are expected to increase to 167,082, resulting in a total service population of 359,845. The City's residents are projected to generate 274,320 daily trips with an average trip length of 8.8 miles, and employees are projected to generate 190,508 daily commute trips with an average trip length of 11.1 miles. The total service population is estimated to produce 1,115,945 daily trips with an average trip length of 8.6 miles. The Preferred Alternative resulted in average daily VMT per capita of 12.5, average daily VMT per employee of 12.6, and total VMT per service population of 26.7.

Under the 2035 Increased Growth Alternative, the City's population is projected to increase to 197,484 and the number of employees are projected to increase to 236,933, resulting in a total service population of 434,417. The City's residents are expected to generate 279,683 daily trips with an average trip length of 8.7 miles, and employees are projected to generate 274,774 daily commute trips with an average trip length of 11.7 miles. The total service population is estimated to produce 1,305,267 daily trips with an average trip length of 8.7 miles. The Increased Growth Alternative resulted in average daily VMT per capita of 12.3, average daily VMT per employee of 12.2, and total VMT per service population of 26.3.

Table 13: VMT Analysis Results

VMT Metrics		2019 Existing	2035 No Build	2035 Preferred	2035 Increased Growth
Socio-Economic Data (SED)	Population	112,116	170,641	192,763	197,484
	Employment	96,886	131,866	167,082	236,933
	Service Population	209,002	302,507	359,845	434,417
Vehicle Trips (VT)	Total Vehicle Trips	843,914	973,042	1,115,945	1,305,267
	Home-Based Vehicle Trips (Production)	203,269	249,188	274,320	279,683
	Home-Based Work Vehicle Trips (Attraction)	131,375	158,959	190,508	247,774
	Total Vehicle Trips per Service Population	4.0	3.2	3.1	3.0
	Home-Based Vehicle Trips per Capita	1.8	1.5	1.4	1.4
	Home-Based Work Vehicle Trips per Employee	1.4	1.2	1.1	1.0
Average Trip Length (miles)	Average Trip Length (Total Trip)	8.3	8.6	8.6	8.7
	Average Trip Length (Home-Based Trip Production)	8.5	8.8	8.8	8.7
	Average Trip Length (Home-Based Work Trip Attraction)	10.2	10.8	11.1	11.7
Vehicle Miles Traveled (VMT)	Total VMT	7,004,204	8,363,916	9,618,596	11,419,029
	Home-Based VMT (Production)	1,736,718	2,190,314	2,400,843	2,438,264
	Home-Based Work VMT (Attraction)	1,345,700	1,723,599	2,112,369	2,897,052
	Total VMT per Service Population	33.5	27.6	26.7	26.3
	Home-Based VMT per Capita	15.5	12.8	12.5	12.3
	Home-Based Work VMT per Employee	13.9	13.1	12.6	12.2

Source: Burbank Travel Demand Forecasting Model

Table 14 provides a comparison of the Project VMT metrics against the City's thresholds. As shown in the table, in the Preferred Alternative, the Project's daily VMT per capita of 12.5 and total VMT per service population of 26.7 would not exceed the City's VMT significance thresholds of 13.2 and 28.5, respectively. However, the Project's daily VMT per employee value of 12.6 is estimated to exceed the City's threshold of 11.8 by a margin of 0.8 VMT per employee. Therefore, the Project would have a significant transportation impact under the Preferred Alternative.

Similarly, in the Increased Growth Alternative, the Project's daily VMT per capita of 12.3 and total VMT per service population of 26.3 would not exceed the City's VMT thresholds of 13.2 and 28.5, respectively. The Project's daily VMT per employee of 12.2 is projected to exceed the City's threshold of 11.8 by a margin of 0.4 VMT per employee. Therefore, the Project would have a significant transportation impact under the Increased Growth Alternative.

Table 14: Project VMT Impact Determination

VMT Metrics	Regional Baseline VMT	VMT Threshold (85% of Baseline)	Project VMT	Impact?
Preferred Alternative				
Total VMT per Service Population	33.5	28.5	26.7	No
Home-Based VMT per Capita	15.5	13.2	12.5	No
Home-Based Work VMT per Employee	13.9	11.8	12.6	Yes
Increased Growth Alternative				
Total VMT per Service Population	33.5	28.5	26.3	No
Home-Based VMT per Capita	15.5	13.2	12.3	No
Home-Based Work VMT per Employee	13.9	11.8	12.2	Yes

4.3 VMT Mitigation Measures

The Project is estimated to have a significant VMT impact because the Project's daily VMT per employee is projected to exceed the City's threshold by a factor of 0.8 and 0.4 for both the Preferred Alternative and the Increased Growth Alternative, respectively. That would equate to an excess VMT of 139,785 and an equivalent 12,607 employee trips under the Preferred Alternative. Similarly, there would be an excess VMT of 99,800 and an equivalent 8,536 employee commute trips under the Increased Growth Alternative. These excess VMT and employee trips would need to be mitigated.

A potential mitigation to reduce the VMT per employee would be to implement Transportation Demand Management (TDM) measures. The City has defined goals and policies that have been adopted through its General Plan. Through this Specific Plan, the City could modify how its TDM goals and policies are implemented. The City could establish Transportation Management Organization (TMO) fees through the City's fee schedule, implement a tiered fee structure tied to achieving a specific Average Vehicle Ridership (AVR) target, and adjust fees based on number of employers meeting the AVR target.

The MDSP Project proposes to reduce the number of through lanes on several roadway segments to accommodate the planned bicycle infrastructure projects. Improving pedestrian or bicycle infrastructure and providing improved transit services would be considered effective VMT mitigating measures. Other potential mitigation measures may include providing ride-sharing programs at employer locations and providing transit passes to employees to encourage more transit use, and thereby reducing automobile trips by employees.

5 Conclusion

A transportation study was conducted to evaluate the potential impacts of the proposed Media District Specific Plan Update in the City of Burbank under CEQA. A non-CEQA local transportation assessment was also conducted at study intersections for existing and horizon year (2035) conditions with and without the proposed Specific Plan update, as part of the transportation study. The results of the transportation analysis are summarized below.

The VMT analysis conducted for the Project showed that the Project's daily VMT per capita and daily total VMT per service population would not exceed the VMT thresholds set forth by the City. However, the Project's daily VMT per employee would exceed the City's threshold under both the Preferred Alternative and the Increased Growth Alternative. The Project would have a significant impact on transportation under CEQA. The City would implement TDM policies through this Project as a measure of potentially reducing vehicular trips by employees in the Specific Plan area. In addition, the Project proposes to improve bicycle infrastructure in the City by reducing the number of through lanes, which would also help encourage more active transportation use in the Media District.

The results of the traffic analysis conducted for the non-CEQA local transportation assessment showed that, under existing (2019/2023) conditions, all study intersections are currently operating at LOS D or better, except for two intersections in the PM peak hour. Under 2035 No Build conditions, all but three intersections are projected to operate at LOS D or better. Under 2035 Build conditions, with the implementation of the proposed Project, four intersections are anticipated to operate at LOS E or worse. Several operational improvement measures were investigated at these four intersections to reduce intersection delay. With the proposed improvements, the Barham Boulevard & Forest Lawn Drive intersection would operate at LOS D or better. A signal warrant analysis was conducted at two unsignalized intersections of Clybourn Avenue & Verdugo Avenue and Clybourn Avenue & Riverside Drive, but the traffic volumes at these intersections would not satisfy the peak hour warrant. It is recommended that further engineering analysis be conducted, and other warrants be evaluated at these two locations. No feasible operational improvements were found at the Olive Avenue & Riverside Drive intersection.

APPENDIX D: PARKING STUDY

Appendix D: Parking Study Memo

City of Burbank

Media District Specific Plan Update

Parking Study

To: City of Burbank

From: WSP

Date: April 23, 2024

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BACKGROUND

EXISTING CONDITIONS

Burbank Media District Parking Inventory

Inventory of on-street parking

There are approximately 2,000 standard on-street parking spaces in the Plan Area and approximately 30 commercial spaces (yellow curbs) in the Plan Area. A standard on-street parking space is defined as 20 feet of curb space available for parking. This excludes any red curbs, no parking zones, driveways, and clearances for driveways and corners.

The Plan Area encompasses Parking Zones A and B, as shown in the Burbank Parking Zones Map, Appendix B. These zones include both “No Parking Except by Permit” streets as well as “Time Limited Except by Permit” streets. On-street permit parking is intended to protect residential neighborhoods from external parking demands. On-street time-limited parking is also intended to do this, while allowing for limited parking for nearby shops, restaurants, and other attractions. Both permit strategies have been effective in reducing single-occupant vehicle use and increasing transit ridership as they reduce non-local traffic. The streets that include these restrictions and permit exceptions are local streets that predominately serve residential uses.

Inventory of off-street parking

There is information available on 12 off-street parking sites in the Plan Area shown in Figure 1: Parking Garages and Lots Map. Further details of these parking garages can be found in Appendix C. Totaled together, these parking garage and lots provide approximately 9,500 parking spaces within the Plan Area.

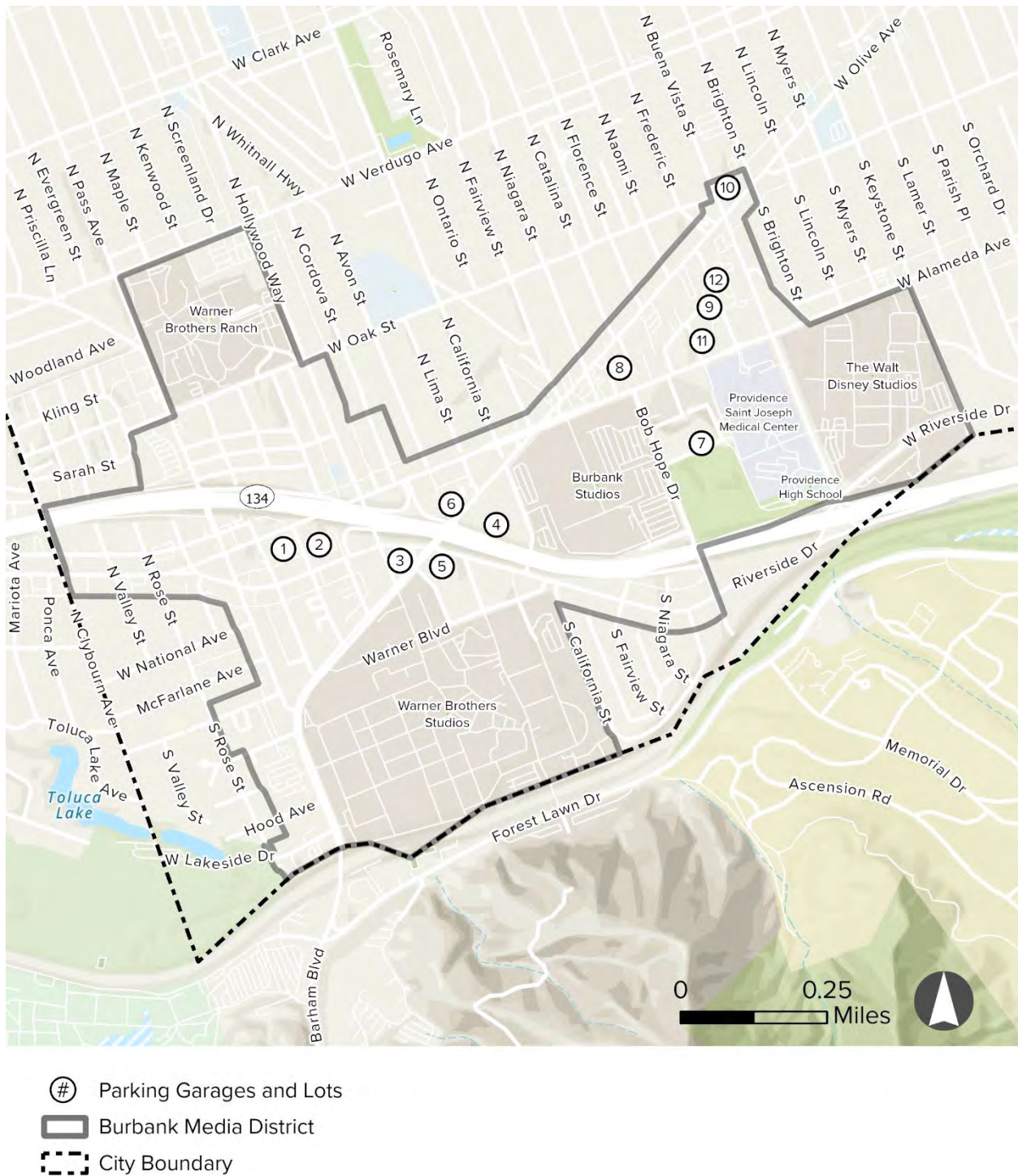


Figure 1: Parking Garages and Lots Map

The 12 parking structures are in Media District Commercial zoned properties. Nine of the 12 parking structures are located within Burbank Media District Opportunity Sites as identified in the Specific Plan (parking structures 1, 2, 3, 5, 6, 8, 9, 11, and 12). Additionally, nine of the parking garages are located within office building structures (parking structures 1, 2, 3, 4, 5, 7, 8, 9, 10), one parking garage is located within an apartment building (parking structure 6), one parking garage is located within a medical facility (parking structure 11), and one parking garage is a standalone structure (parking structure 12). One of the 12 parking structures has public access (parking structure 7) while the remaining 11 are private.

Burbank Media District Parking Demand

The City of Burbank Media District Specific Plan Real Estate Market Analysis completed in April 2024 found that the Media District has approximately 4,500 residents within 2,500 housing units and 67,000 workers. The main driver of peak parking demand in the Media District is the employment base. Appendix A details the peak parking demand based on NAICS codes of the Media District's existing businesses. This was generated using the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition. There is an average peak demand for over 50,000 parking spaces between 9 a.m.- 5 p.m. on weekdays. Because the majority of the properties in the Media District are non-residential the majority of these parking spaces may sit empty outside of regular business hours.

Existing City Parking Policies and Ordinances

Current Burbank Media District Specific Plan (MDSP)

The current Media District Specific Plan (adopted in 1991) states that a specific plan is needed for this area in-part to address the impact of traffic and parking on the surrounding residential neighborhoods. The 1991 Media District Specific Plan addresses this impact through transportation improvements, control of on-street parking in residential neighborhoods and methods of reducing traffic on single-family residential streets. Below are key policies from this plan that relate to parking.

1. The main commuter-generating uses in this neighborhood are studios (that are zoned as Planned Developments) and the hospital. These buildings and all others are required to provide sufficient off-street parking per parking minimum table shown below.
2. Protection of on street parking using permits in surrounding single family residential area.
3. A Transportation Demand Management (TDM) Program that promotes Transit.

Figure 2 details the minimum parking requirements for commercial and industrial zones in the 1991 Media District Specific Plan.

MINIMUM PARKING REQUIREMENTS FOR COMMERCIAL AND INDUSTRIAL ZONES	
Uses	Off-Street Parking Spaces Required
Banks and Savings & Loan Institutions	4 spaces per 1,000 sf of adjusted gross floor area
Bowling Alley	4 spaces per lane
Convalescent Homes	5 spaces per beds
Mini shopping Centers	10 spaces per 1,000 sf of adjusted gross floor area (or less by CUP)

Gymnasiums and Health Studios	5 spaces per 1,000 sf of adjusted gross floor area
Hospital	Conditional Use Permit
Hotels/Motels	1 space per guest room
Medical Office	5 spaces per 1,000 sf of adjusted gross floor area
Mortuaries/Funeral Homes	1 space per 3 fixed seats and 1 space per 21 sf of adjusted gross floor area available for assembly where there are no fixed seats
Museum	1 space per 300 sf of exhibit area and 1 space per 5 seats, depending on exact nature of museum
Offices, General and Professional	3 spaces per 1,000 sf of adjusted gross floor area
Places of Public Assembly, Banquet Facilities, Churches, Exhibition Halls, Theaters and Convention Halls	1 space per 5 fixed seats and 28.6 spaces per 1,000 sf of adjusted gross floor area available for assembly where there are no fixed seats
Restaurants, Cafes, Bars, Cocktail Lounges	10 spaces per 1,000 sf of adjusted gross floor area
Retail Stores and Personal Services	3.3 spaces per 1,000 sf of adjusted gross floor area
Shopping Center	5 spaces per 1,000 sf of adjusted gross floor area
Warehouse	1 space per 1,000 sf of adjusted gross floor area
Uses not specified	To be determined by the Director of Community Development based upon comparable requirements for the specified uses
Multi-Family Residential Requirements	As required in the Burbank Municipal Code

Figure 2: Minimum Parking Requirements for Commercial and Industrial Zone (Source: The Burbank Media District Specific Plan 1991)

Residential zones permitted in the Media District are MDR-3 and MDR-4, which correlate to R-3 and R-4 in the municipal code. The parking requirements for both R-3 and R-4 are as follows:

- 1.25 spaces per efficiency unit (studio unit that is 500 square feet or less)
- 1.75 spaces per 1-bedroom unit or studio unit greater than 500 square feet
- 2 spaces per unit with 2 or more bedrooms

Burbank Municipal Code

The following Burbank Municipal Code Sections regulate options for on-street and off-street parking strategies throughout Burbank:

Authority to Establish Stopping, Standing and Parking Restrictions and Prohibitions

- 6-1-1002: "A. Whenever the City, the Parking Authority, or the Redevelopment Agency owns, operates, or otherwise has a property interest in any street, parking lot, or parking structure, after study and recommendation by the Public Works Director, or recommendations by the City Manager, the Council determines that because of proximity to a business district or center of employment, or because of unusual concentration of population, or because of any other factor or condition the unrestricted parking of vehicles has caused, or would cause, traffic congestion or hazard, or has deprived the public of the economical distribution of the use of available parking space, the Council is authorized to establish by resolution such stopping, standing or parking restrictions and/or prohibitions as may be necessary. The Public

Works Director shall install, at such street, parking lot, or parking structure, appropriate signs or markings giving effect to such stopping, standing or parking restrictions and/or prohibitions.”

Time Limit Parking

- 6-1-1002: “B: Whenever the Public Works Director determines after study, that because of proximity to a business district or center of employment, or because of unusual concentration of population, or because of any other factor or condition the unrestricted parking of vehicles has caused, or would cause, traffic congestion or hazard, or has deprived the public of the economical distribution of the use of available parking space, the Public Works Director is authorized to impose such time limit parking restrictions as may be necessary by placing appropriate signs or markings giving adequate notice thereof.”

Permit Parking on Residential Streets

- 6-1-1003: “B: Unrestricted parking by non-local vehicles creates a situation in which the streets cannot be used for parking by the residents or their guests and that such unrestricted parking substantially, unreasonably and regularly interferes with the use of a majority of the available public street parking, is the source of unreasonable noise, traffic hazards, environmental pollution or other interference with the residential environment, and detrimentally affects the public welfare.”
 - Residents may submit an application for a proposed permit parking zone and a petition in a form provided by PW Department. The parking permit restrictions must meet the criteria in section 6-1-1003 of the Municipal Code.

Shared Parking Agreement – On or Off-Site

- 10-1-1415: “A. DIRECTOR’S DETERMINATION. The Director may approve the shared use of parking for two (2) or more uses occupying one (1) or more structures on a single or adjacent parcel. Shared parking may be counted towards code required off-street parking upon compliance with this section.
- B. BURDEN ON APPLICANT.
 1. Eligible Project. The applicant must demonstrate that the project is eligible for shared parking by submitting the following to the Director:
 - a. Detailed parking studies prepared by a licensed traffic engineer to justify shared parking;
 - b. Evidence of compliance with Section 10-1-1412;
 - c. Evidence that parking spaces marked as “reserved” or “leased” are not counted toward shared parking.
 2. Suitable Location. The applicant must demonstrate that the proposed location of the shared parking is suitable by submitting the following to the Director:
 - a. If shared parking will be located on a lot other than the lot on which the structure or use to be served is located, the shared parking lot must be available for the actual lifetime of the structure or use to be served, or a minimum of five (5) years in accordance with Subsection (3) below. Such availability shall be assured either by common ownership of both the lot containing the structure or use to be served and the lot containing the parking space or by a lease or other instrument providing for the availability of the parking space for not less than

the actual lifetime of the structure or use to be served, or less in accordance with Subsection (3) below. Evidence of such availability must consist of either proof of ownership of both the lot containing the shared parking spaces by at least one common owner or by a lease or other instrument providing for the availability of the parking space for not less than the actual lifetime of the structure or use to be served, or less if Subsection (3) is utilized.

b. An attested copy of any instrument referred to in (a) above shall be filed with the Department of Community Development.

c. All parties to a shared parking arrangement granted under this section, shall enter into a covenant with the City which shall be recorded in the Office of the County Recorder. This document shall serve as a notice of the restrictions under this code applying both to the lot containing the structure or use to be served and to the lot containing the shared parking space by virtue of the arrangement for provision of required on-site parking.

3. Alternative term for Shared Parking Agreement. Due to the inability of certain uses to provide on-site parking coupled with the inability to obtain shared parking which is available for the actual lifetime of the structure or use to be served as required in (2) herein, it is the intent of this section to enable owners and tenants to provide shared parking for limited leasehold terms. Required parking may be provided as shared parking for a limited term if an agreement is executed among the parties, including the property owner and tenant of the property with inadequate on-site parking, which agreement shall:

- i) provide the term of the shared parking agreement which shall be the shortest leasehold interest, but not less than five (5) years (adequate proof of the leasehold terms shall be provided to the Director in accordance with 2 (b) above);
- ii) provide for the property owner and, if applicable, the tenant, of the property with inadequate on-site parking to revert, within a reasonable time, the use to a use for which code-required parking can be provided at the end of the agreed term, or earlier if the shared parking rights cease, and no replacement parking is obtained. Alternatively, the property owner may be allowed to revert the use, within a reasonable time, back to the last acceptable use, which shall specifically be identified in the agreement. This provision shall be reflected in all rental agreements between the property owner and tenant(s) at the property with the inadequate on-site parking;
- iii) be recorded in the office of the County Recorder designating the shared parking and the use it is to serve, with legal descriptions of the sites involved, and certifying compliance with this subsection;
- iv) provide for in the agreement that during the term of the agreement neither party will change any uses that share the parking nor change the use's hours of operation;
- v) signed by the Director on behalf of the City. The agreement shall provide that no changes may be made to the document without the prior written consent of the Director, and that the agreement runs with the property of each site;
- vi) that the owner and tenant will annually provide an affidavit certifying and confirming that the aforementioned leases are still valid and in effect. Each agreement shall designate the date for the annual certification. Should the certification of the off-site spaces authorized herein not be provided to the City on the designated date, then the City shall provide notice to the parties of a business permit revocation hearing due to parking

violations. [Amended by Ord. No. 3482, eff. 5/9/98; Formerly numbered Section 31-171.5; 3058, 3109.]”

Unbundled Parking

- 10-1-624: I Parking and Driveways
 - 12. “a. For any building with new residential units, automobile parking spaces shall be leased or sold separately from the rental or purchase fees, such that renters or buyers have the option of renting or buying the unit at a lower price than if the parking was included.
 - b. Renters or buyers have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease or purchase parking built for their unit.”

Burbank General Plan

Burbank2035 General Plan Mobility Element includes a parking goal with corresponding policies as well as a program on parking management, as described below:

Goal 7: Parking

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

Policy 7.1 Effectively manage citywide parking to improve convenience while maximizing use at all times of the day.

Policy 7.2 Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.

Policy 7.3 Reconfigure or remove underutilized street parking when needed to accommodate safer bicycle travel, increase walkability, improve transit operation, or improve vehicle safety.

Program M-9: Parking Management

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

- *Agency/Department: Community Development Department*
- *Related to Mobility Element: Goal 7*
- *Funding Source: General fund; parking fees, if implemented*
- *Time Frame: Ongoing*

City of Burbank Citywide Parking Management Principles

Adopted by City Council in 2019.

1. Protect single family parking
2. Increase parking availability

3. Leverage underused private parking
4. Regulate street and public parking with pricing
5. Reinvest parking revenue
6. Tailor implementation to neighborhoods

City of Burbank Greenhouse Gas Reduction Plan Update

The Burbank Greenhouse Gas Reduction Plan (GGRP) Update, adopted in 2022, includes a parking strategy to reduce greenhouse gas (GHG) emissions. This strategy, T-4: Parking, calls for implementing parking management as described in Burbank2035 General Plan and the City Council’s Six Parking Management Principles. These parking management principles include priced parking and flexibility of off-street parking requirements for new development.

According to the GGRP, these strategies have the potential to reduce GHG emissions by 968 metric tons of carbon dioxide equivalent by 2030 and 7,334 metric tons of carbon dioxide equivalent by 2045.

Existing State Parking Policies

AB 2097 (2022): Parking Exemptions

- AB 2097 prohibits a public agency from imposing or enforcing minimum parking requirements on development projects located within a ½ mile of a major transit stop.
- Major transit stops are defined as existing rapid transit stations, ferry terminals served by bus or rail, the intersection of two or more major bus routes with a frequency service of 15 minutes or less during peak commute times, and transit stops that are included in applicable regional transportation plans.
- Electric Vehicle (EV) parking and accessible parking requirements remain in place.
- Based on the AB 2097 guidelines and definition of a major transit stop, a large majority of the Media District is affected by AB 2097. This is shown in Figure 3: AB 2097 Half Mile Radius Map.
 - Any proposed transit stop included in a regional transportation plan is defined as a major transit stop. The two proposed Bus Rapid Transit (BRT) stops in the Media District trigger AB 2097 ½ mile radius, as they are included in the Connect SoCal 2024 SCAG RTP.
- This means that developments have the option to not include parking. The City cannot impose or enforce minimum parking requirements, except as exempted by the State law.
- There are exceptions to AB 2097. A City may submit written findings that include a “preponderance of evidence” that demonstrate that not imposing a parking minimum will have a substantial negative impact on the following:
 - The City’s ability to meet the regional housing needs for low and very low-income households;
 - The City’s ability to meet any special housing needs for the elderly or persons with disabilities; and
 - Existing residential or commercial parking within ½ mile of the housing development project.

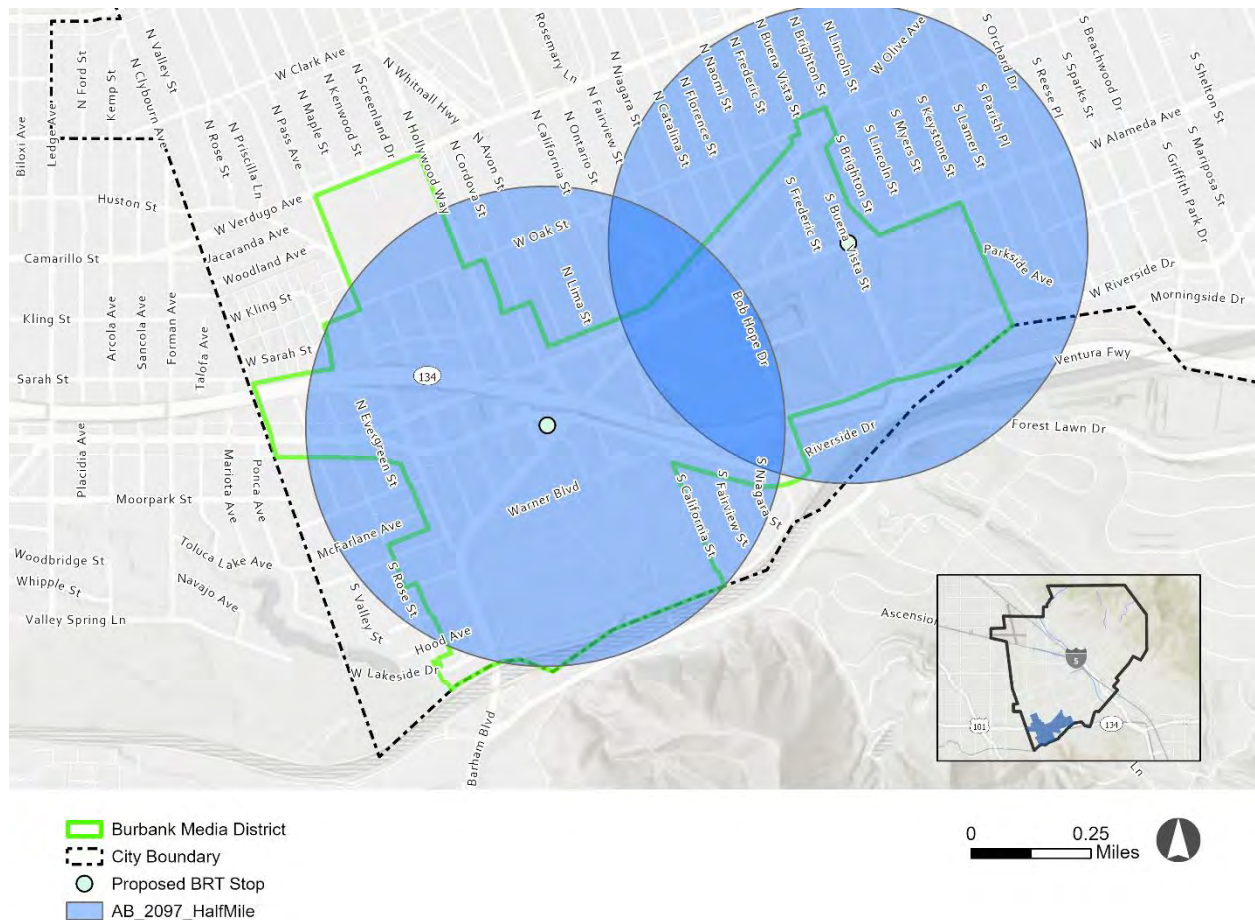


Figure 3: AB 2097 Half Mile Radius Map (February 2024)

SB 290 (2022): Density Bonus

- SB 290 prohibits a public agency from imposing a vehicular parking ratio that exceeds 0.5 spaces per unit, if the development meets both requirements:
 - At least 20% low-income units or at least 11% very low-income units or at least 40% moderate income units.
 - Located within ½ mile of a major transit stop and the residents of the development have unobstructed access to the major transit stop from the development.

AB 894 (2023): Shared Parking

- AB 894 requires local agencies to allow shared parking plans for an underused parking lot to satisfy parking requirements on a different site based on certain criteria:
 - When at least 20 percent of a development's parking spaces are not occupied during the period in which shared parking is proposed, the owner may propose entering into a shared parking agreement to satisfy the parking requirements on another site, if the parcels sharing the parking are on the same, or contiguous parcels, separated by no more than 2,000 feet of travel by the shortest walking route, or if there is a plan for shuttles or other means to move people between the parking lot and the serviced site.

- A locality can adopt a shared parking agreement ordinance. Adopting this ordinance allows the public agency to avoid the noticing and hearing requirements under the statute and would allow the public agency to require that shared parking agreements be recorded against the parcels that are a part of the agreement. Local agencies should also adopt requirements for recording the agreements and may wish to include requirements for the content of the agreements.
- Burbank currently does have Shared Parking Agreement regulations, as described in Section 10-1-1415 of the Municipal Code. It states that the Director may approve the shared use of parking for two (2) or more uses occupying one (1) or more structures on a single or adjacent parcel and that shared parking may be counted towards the code-required off-street parking for eligible projects that meet the specific criteria.
- Shared parking agreements must be approved by the City if they include a parking analysis based on peer-reviewed methodologies and ensure long-term parking. Shared parking agreements that do not include this analysis may be subject to a discretionary review. The City may not condition approval of the plan based on the remedying of existing parking deficits nor withhold approval because the shared plan will reduce the parking included in the originally proposed use. This bill does not apply to parking spaces required to meet accessibility and electric vehicle requirements.

AB 1317 (2023): Unbundled Parking

- AB 1317 requires that parking be separately leased to tenants in ten counties, including Los Angeles County, starting January 1, 2025.
- Residential rental properties with 16 or more units for which a Certificate of Occupancy was issued after January 1, 2025, and are in one of ten specified counties must “unbundle” parking from rent. Unbundling parking means that the parking will be leased under a separate contract (e.g., rental agreement addendum or separate rental agreement), and the cost of parking will not be included in the price of rent. Tenants have the right of first refusal for parking spaces; spaces that are not claimed by the tenants can be leased to other on-site users or off-site residential uses on a month-to-month basis.

AB 1308 (2023): Parking for Single-Family Home Remodels

- AB 1308 provides that if an owner of a single-family home seeks to remodel, renovate, or add to the single-family home and the single-family home will not exceed any maximum size limitations (e.g., height, lot coverage, floor-to-area ratio) imposed by local zoning regulations, then the public agency cannot increase the minimum parking requirement as a condition of approval.

PARKING POLICY RECOMMENDATIONS

The recommended actions for each parking strategy described below align with the plans, policies, principles, and laws laid out in the Existing Conditions: Burbank2035 Mobility Element, Parking Management Principles, Burbank Municipal Code, and recent State Legislation.

Permit Parking

Parking on certain residential streets in Burbank is restricted to support the availability of on-street parking for residents. The Burbank Parking Zones Map in Appendix B shows the street segments that are permit only parking and those that are time-limited except by permit. For residential streets with parking restrictions, residents may obtain parking permits that allow vehicles registered to their home address to

park on the street beyond the posted time restrictions. Permits are valid for one year and may be renewed annually. Any vehicle registered to the home address may obtain parking permits. In addition, parking permits for visitors and for Large Non-Commercial Vehicles (LNCV's) are also available.

Recommended Actions

WSP recommends that the City of Burbank further analyze the supply and demand of on-street parking on local streets within the Media District as part of Neighborhood Protection Plan implementation and expansion consistent with the Burbank2035 General Plan. As described above, and shown in Appendix B, the Media District utilizes both "No Parking Except by Permit" streets as well as "Time Limited Except by Permit" streets. However, these are not utilized on all local street within the Media District. It will be important to analyze parking permit requirements on these streets to mitigate the impacts of potential future growth in the Plan Area.

Priced Parking

Priced parking is used to maximize use of existing parking supply and increase parking availability by decreasing the likelihood that drivers prolong their parking for extended periods of time. One example of priced parking is metered parking. In addition to physical parking meters, technology has changed the way in which paid parking can be managed. Street parking can be paid for in a variety of ways including electronically or by telephone. Additionally, technology can be implemented to monitor parking levels and adjust pricing based on demand.

Recommended Actions

WSP recommends that the City of Burbank conduct a utilization assessment to determine where parking demand exceeds supply in the Media District. This will require collaboration with the studios, which are the major employers in the Media District, to fully understand their current and forecasted parking utilization. The City should further analyze utilization and turnover of street parking and add/adjust time limits and pricing that ensures maintaining occupancy no higher than 80 to 90 percent at all times. Specifically, this assessment should be conducted in the Opportunity Sites identified in Figure 4 and in areas with the highest proposed densities, identified in Figure 5. Street segments that should be assessed include:

- West Alameda Avenue between Pass Avenue and Buena Vista Street (where street parking is permitted).
- West Olive Avenue between Pass Avenue and Buena Vista Street (where street parking is permitted).
- Riverside Drive between Pass Avenue and Warner Boulevard (where street parking is permitted).

Parking Benefit District

A Parking Benefit District (PBD) is a geographic area where revenue generated from on- and off-street parking facilities within the district is returned to a district organization to finance local improvements. Implementation of a PBD is therefore dependent on a city pricing its parking assets, for example with metered parking as described above. The goal of a PBD is to effectively manage an area's parking supply and demand so that parking is consistently available and convenient to access. Returning revenue generated from parking pricing to the same area improves community support by creating a tangible connection between parking payments and the implementation and maintenance of and public improvements.

Recommended Actions

WSP recommends the City of Burbank consider adoption of an ordinance creating a PBD, including the establishment of an “enterprise” fund into which all parking revenue generated within the PBD must be captured, and from which only appropriate district improvements may be funded. Additionally, an oversight body should be created to develop an approved program of revenue expenditures. It is important that residents and business owners are consulted to determine eligible expenditures. Potential expenditures that can be financed through PBD programs include:

- Construction of new parking;
- Transit, pedestrian, and bicycle infrastructure and amenities;
- Purchase and installation costs of parking meters;
- Additional parking enforcement; and,
- Streetscape improvements and landscaping.

The establishment of a Parking Benefit District will be most beneficial in the Media District where a new parking fee or policy is being added (for example, where new metered parking is added, as recommended above). Additionally, a PBD will be most beneficial in the Opportunity Sites, identified in Figure 4, and in areas with proposed higher densities, identified in Figure 5.

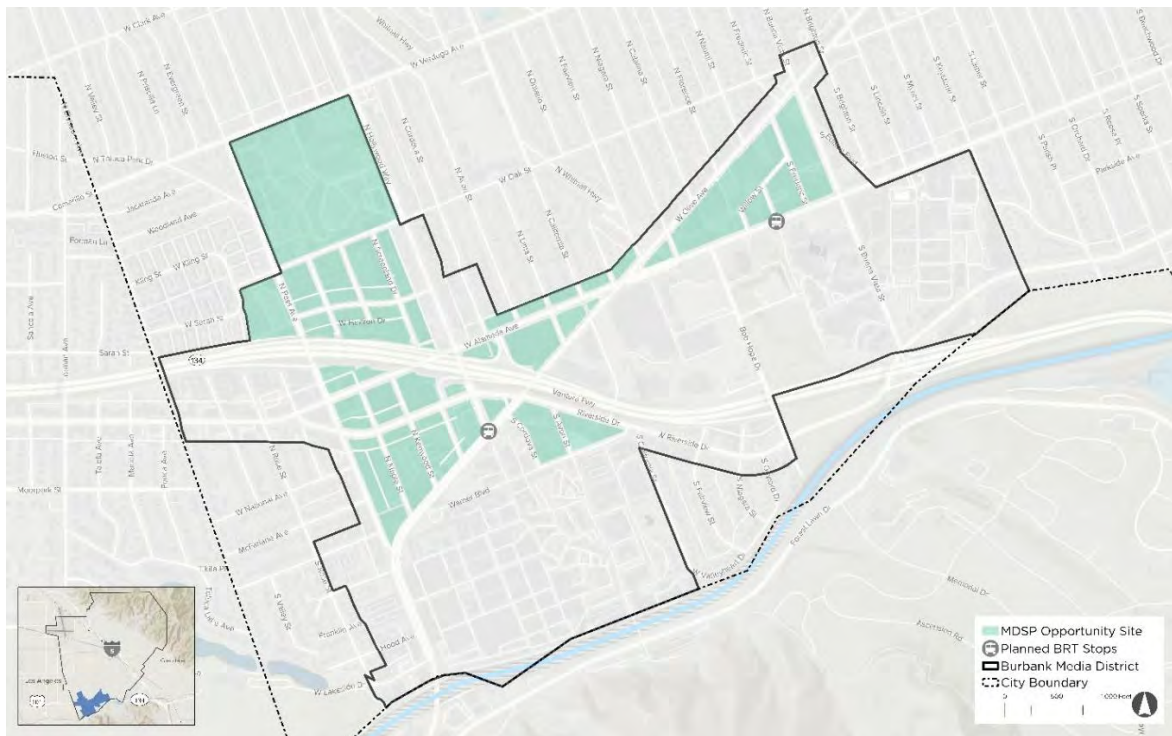


Figure 4: Opportunity Sites

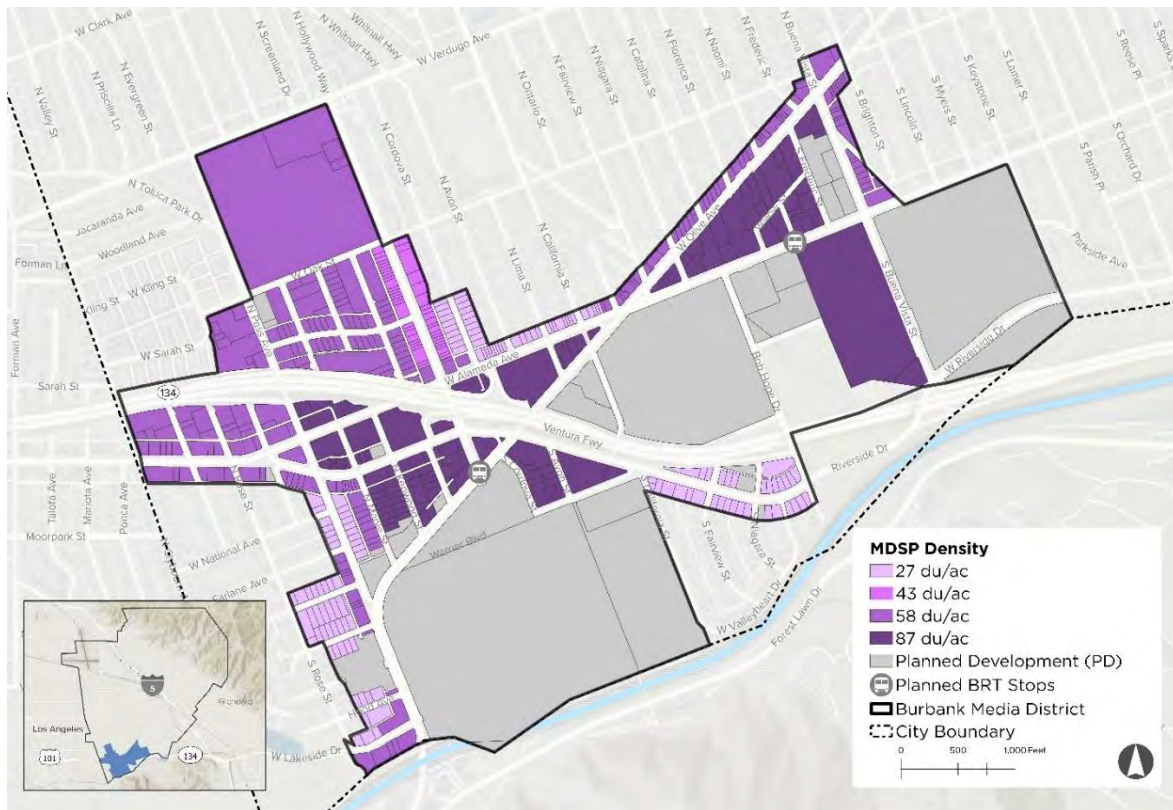


Figure 5: Proposed Densities

Unbundled Parking

Unbundled parking programs or policies involve separating the cost of parking from the cost of housing or commercial space. Instead of including parking in the overall price of a property or lease, it is offered as an optional add-on, typically at an additional cost. This approach aims to give individuals more choice and flexibility in whether or not they need parking, encouraging alternatives like public transit, cycling, or walking, while also potentially reducing the overall environmental impact of car usage. AB 1317 (CA Govt Code Section 1947.1) is a recently passed State law pilot program that requires that parking be separately leased to tenants in ten counties, including Los Angeles County. Residential rental properties that have 16 or more units for which a Certificate of Occupancy was issued after January 1, 2025, and are in one of ten specified counties must “unbundle” parking from rent. Unbundling parking means that the parking will be leased under a separate contract (e.g., rental agreement addendum or separate rental agreement), and the cost of parking will not be included in the price of rent. Tenants have the right of first refusal for parking spaces and spaces that are not claimed by the tenants can be leased to other on-site users or off-site residential uses on a month to-month basis.

Benefits of Unbundled Parking:

- Increases flexibility for individuals based on their needs and lifestyle.
- Encourages other forms of transportation.
- Optimizes land use, potentially reducing the amount of space dedicated to parking.
- Saves costs for individual who do not own a car or who use other means of transportation.

Recommended Actions

The City of Burbank currently does have an unbundled parking ordinance (BMC 10-1-624) that includes the provisions described above for “new residential units”. WSP recommends that the City update the ordinance by January 1, 2025 to include any residential rental property with 16 or more units.

SHARED PARKING ANALYSIS AND POLICY RECOMMENDATIONS

Shared Parking Overview

Shared parking typically allows 20-40% more users than individually assigned spaces. Parking users for different uses (office and commercial for example) are typically not all present at the same time, so spaces can be maximized when business or uses with different peak hours share parking spaces. Even greater reductions are possible with mixed land uses because various activities have different peak demand times. Shared parking can significantly improve the economics of constructing new parking by providing greater turnover in the facility — rather than one user per day, a facility may service multiple users. Shared parking also minimizes new development impacts on existing on-street parking availability and supports infill development in dense urban areas with constrained space. Allowing for shared parking arrangements significantly reduces the amount of land devoted to parking. Shared parking is most impactful when it reduces the systemic oversupply of parking spaces. As previously mentioned in this memo, AB 894 was recently adopted as State Law and requires cities to allow shared parking plans in certain cases, for example, when 20% of a development’s parking spaces are not occupied during the period in which shared parking is proposed.

Benefits of Shared Parking:

- Unlocks underutilized parking assets;
- Increases access to parking supply without building costly parking facilities.;
- Reduces barriers to infill development, change-of-use projects, and other economic development that can be challenged by parking requirements; and,
- Improves walkable design of large projects.

In order to most effectively implement shared parking, a number of steps should be taken. The first step is to identify land uses that have different peak hours and can benefit the most from shared parking. Next, determine the maximum distance that a shared parking facility can be located away from a given building. Parking facilities should either be located on-site or within an acceptable walking distance, in accordance with State Law, of each use (2,000 feet). Finally, set standards for the contents of a shared parking agreement and the review procedure.

Key features of a shared parking agreements between property owners should include:

- Detailed information about responsible parties;
- Map of the parking facility;
- Dedicated shared parking spaces;
- Explicit information about pricing and management;
- Contract/agreement terms and duration of terms;
- Specific liability language;
- Provision of agreement renewals;

- Maintenance plan; and,
- Non-competing parking demand peak hours between the uses. Institutional uses such as banks, schools, offices, and medical clinics have weekday peaks whereas retail and entertainment uses such as auditoriums, bars, restaurants and theaters have evening peaks.

Shared Parking Best Practices

The City of Clovis allows shared parking arrangements for mixed-use developments, commercial districts, and other compatible land uses that have different peak parking demand patterns. The City provides a formula to calculate the minimum number of parking spaces required for shared parking, based on the type and size of the uses and the time of day, day of week, and season of the year. [The City also requires a shared parking agreement between the property owners and/or tenants, and a site plan showing the location and availability of the shared parking spaces.](#)

The City of El Cajon encourages shared parking as a strategy to reduce vehicle miles traveled and parking spaces per capita, in accordance with the state and regional goals. The City allows shared parking for uses that have different operating hours or different peak parking periods. The City also allows shared parking for uses that are located within 300 feet of each other, or within 1,000 feet if a shuttle service is provided. [The City requires a shared parking analysis to demonstrate the feasibility and adequacy of the shared parking proposal, and a shared parking agreement to ensure the long-term availability and maintenance of the shared parking spaces.](#)

The City of San Diego promotes shared parking as a way to optimize the use of existing parking facilities, reduce the need for new parking construction, and support transit-oriented development and alternative modes of transportation. The City allows shared parking for uses that are located within the same building, the same block, or within 600 feet of each other. The City also allows shared parking for uses that have complementary parking demand characteristics, such as office, retail, restaurant, residential, and entertainment uses. [The City requires a shared parking study to determine the appropriate number of parking spaces for the shared parking arrangement, and a shared parking agreement to ensure the continued operation and management of the shared parking facilities.](#)

The City of Walnut Creek has been encouraging shared parking since 2002, when it was mentioned in the North Main Street/San Ygnacio Road Specific Plan. Along with other specific plans like the West Valley Specific Plan and Locust St/Mt. Diablo Blvd Specific Plan that also prescribed shared parking, it is a concept well grasped by both new developers and existing businesses in Walnut Creek. Shared parking is an effective tool to manage overbuilding parking by providing greater turnover in parking facilities, and in return, creates more opportunities for mixed use, creative site planning for housing, retail, and office uses. [To obtain shared parking, developers must receive a minor conditional use permit approval from the Walnut Creek City Council.](#) Maximum parking reduction is up to 20% of the total number of spaces required for each use. The developer must prove that all users of shared parking do not have competing peak hour, have sufficient quantity, will not adversely affect other properties parking supply, will not be unsafe to the neighborhood, and will be within reasonable distance from it.

Burbank Media District Shared Parking Analysis

A market study completed by consultants in February 2024 shows that there are 2,500 housing units and 67,000 jobs in the Plan Area. A shared parking program in the Media District will help contribute to parking supply by allowing approximately 20-40% more users than non-shared parking.

The existing parking structures that would benefit the most from a shared parking agreement are those that currently service office uses and are located near residential (parking structures 1, 2, 3, 4, 5, 7, 8, 9, 10). This is because the peak hours will be different for the either use: during the daytime the garage will serve people who have commuted in to work in the office building and in the evening and overnight the garage will serve people who live nearby and need to park their car overnight, or use amenities nearby such as restaurants, shops, gyms, etc. Additionally, shared parking would be the most beneficial in the identified Media District Opportunity Sites, Figure 4, as these are the places that are anticipated to experience the most growth (parking structures 1, 2, 3, 5, 6, 8, 9, 11, and 12).

Shared Parking Policy Recommended Actions

WSP recommends that the City consider an update to its shared parking policy in the Burbank Media District which will benefit the entire Plan Area. Based on the above analysis and map, WSP recommends that existing parking structures 1, 2, 3, 5, 8, and 9 be considered for future shared parking opportunities. Added together, these parking structures have a total of 4,402 parking spaces. At least 20% of these parking spaces could be utilized for shared parking, based on the State's shared parking policy. 20% of 4,402 is 880 parking spaces.

Furthermore, any new development and/or redevelopment of existing parcels into mixed-use development projects should utilize shared parking.

The existing Burbank shared parking ordinance is described in the existing conditions section above (BMC 10-1-1415). Based on our analysis and taking new State laws into account (AB 894), WSP recommends that the City update its shared parking ordinance to provide additional clarity and objectivity in requirements and review, and to bring it into compliance with new State laws. The ordinance should include the following provisions:

- Use Requirements:
 - When at least 20 percent of a development's parking spaces are not occupied during the period in which shared parking is proposed, the owner may propose entering into a shared parking agreement to satisfy the parking requirements on another site.
- Location Requirements:
 - The parcels sharing the parking are on the same, or contiguous parcels, separated by no more than 2,000 feet of travel by the shortest walking route; or
 - If there is a plan for shuttles or other means to move people between the parking lot and the serviced site.
- Parking Study Requirements:
 - The study shall demonstrate that adequate off-street parking will be provided for the proposed use;
 - The study shall demonstrate that significant environmental impacts will not be caused by the parking reduction; and
 - The study shall demonstrate that traffic safety and pedestrian safety will be enhanced by the reduction of parking.
- Sign Requirements:
 - Shared parking facilities shall provide signs on the premises indicating the availability of the facility for patrons of the participating uses.

Additionally, to promote the use of shared parking agreements within the Media District, the City should create resources that enable developers to better understand and utilize shared parking agreements. These resources should include an easy-to-understand fact sheet and a shared parking agreement template.

CONCLUSIONS

Future development in the Burbank Media District Plan Area will require new parking solutions and policies that address anticipated parking demand. While other modes of transportation should be prioritized, such as walking, cycling, and public transit, adequate parking supply should be available for those who need to park in the Media District. This study has outlined existing parking policies, both at the City and State level, as well as existing on- and off-street parking supply.

Recommended actions were provided for both on- and off-street parking policies, including parking permits, priced parking, Parking Benefit Districts, and shared parking agreements. These policies should be explored further to accommodate for anticipated development within the Burbank Media District.

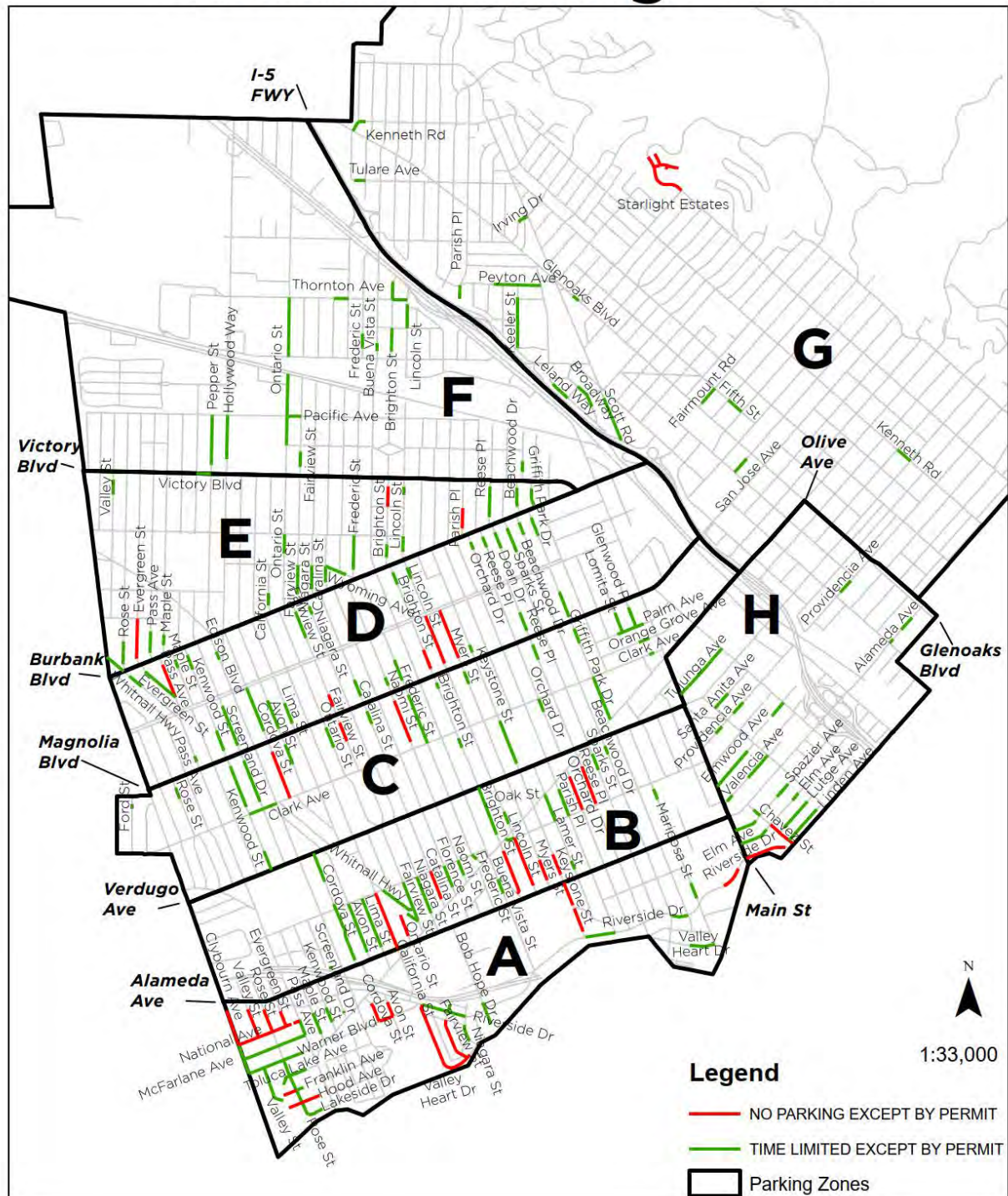
Appendix A: Parking Demand

Institute of Transportation Engineers Parking Generation Manual, 6th Edition

#	Land Use	# of workers	ITE Code	ITE Code Title	Peak Period Parking Demand vs	On	Location	Number of studies	Average Rate	Parking Using Average	Peak Period of Parking Demand	Range Rates	Fitted Curve	R^2	Parking Using Fitted Curve
9	Construction	266	110	General Light Industrial	Employees	Weekday (Mon-Fri)	General Urban/Suburban	38	0.55	146	9am-3pm	0.23-3	$(0.44 * X) + 7.57$	0.85	125
10	Manufacturing	261	140	Manufacturing	Employees	Weekday (Mon-Fri)	General Urban/Suburban	20	0.81	211	10am-3pm	0.28-1.27	$(0.81 * X) + 0.12$	0.92	212
4	Arts, Entertainment, & Recreation	2,132	444	Movie Theater - Non December	1000 Sq Ft GFA	Friday (7am-9P)	General Urban/Suburban	1	7.45		7am-9pm	7.45-7.45	Na	Na	Na
2	Health Care & Social Assistance	3,744	610	Hospital	Employees	Weekday (Mon-Fri)	Center City Core	1	0.54	2022	9am-4pm	0.54-0.54	Na	Na	Na
3	Professional, Scientific, & Technical Service	2,846	710	General Office Building	Employees	Weekday (Mon-Fri)	General Urban/Suburban	33	0.84	2391	9am-3pm	0.50-3.0	$(0.85 * X) - 1.89$	0.98	2417
6	Finance & Insurance	891	710	General Office Building	Employees	Weekday (Mon-Fri)	General Urban/Suburban	33	0.84	748	9am-3pm	0.50-3.0	$(0.85 * X) - 1.89$	0.98	755
8	Admin & Support, Waste Management	442	710	General Office Building	Employees	Weekday (Mon-Fri)	General Urban/Suburban	33	0.84	371	9am-3pm	0.50-3.0	$(0.85 * X) - 1.89$	0.98	374
11	Real Estate & Rental & Leasing	208	712	Small Office Building	Employees	Weekday (Mon-Fri)	General Urban/Suburban	14	1.33	277	10am-5pm	1.0-2.0	$(1.0 * X) + 1.34$	0.91	209
1	Information (tv/movie studios)	54,309	715	Single Tenant Office Building	Employees	Weekday (Mon-Fri)	General Urban/Suburban	10	0.78	42361	10am-4pm	0.55-1.35	$(0.78 * X) - 2.11$	0.99	42359
7	Retail Trade	521	850	Supermarket	Employees	Weekday (Mon-Thru)	General Urban/Suburban	2	2.6	1355	12-6pm	0.91-4.84	Na	Na	Na
5a	Accommodation & Food Services	450	932	High-turnover (Sit Down) Restaurant - Family	Employees	Weekday (Mon-Thru)	General Urban/Suburban	23	2.55	1148	12-1Pm & 6-8PM	0.68-6.78	$\ln(P) = 0.76 \ln(X) + 1.54$	0.58	
5b	Accommodation & Food Services	450	934	Fast-Food Restaurant with Drive-Through Window	1000 Sq Ft GFA	Weekday (Mon-Thru)	General Urban/Suburban	39	8.66		12-1Pm	3.23-23.26	Na	Na	Na

Appendix B: Burbank Parking Zones Map

Burbank Parking Zones



Appendix C: Parking Garages and Lots in the Plan Area

1. The Tower Burbank
3900 W Alameda Ave, Burbank, CA 91505
1,372 spaces (based on approved plans submitted in August 1987 – latest plans on record with parking counts)
2. Parking for 3800 West Alameda Avenue
Burbank, CA 91505
1,081 spaces (based on approved plans submitted in October 1985 – latest plans on record with parking counts)
3. SP+ Parking
3601 W Olive Ave, Burbank, CA 91505
440 spaces (based on approved plans submitted in January 1985 – latest plans on record with parking counts)
4. The Pinnacle I & II Garage
3400 W Olive Ave, Burbank, CA 91505
1,224 spaces (based on approved plans submitted in January 2003 – latest plans on record with parking counts)
5. Central Park
3500 W Olive Ave #300, Burbank, CA 91505
705 spaces (based on approved plans submitted in October 1983 – latest plans on record with parking counts)
6. Talaria Parking
Burbank, CA 91505
760 spaces (based on approved plans submitted in August 2014 – latest plans on record with parking counts)
7. Pointe Parking
2775 Parkside Ave, Burbank, CA 91505
1,391 spaces (surface and subterranean parking, based on submittal package for Planned Development extension submitted in March 2023)
8. The Link Parking – Lot #9
2901 W Alameda Ave, Burbank, CA 91505
307 spaces (based on Certificate of Occupancy for parking structure issued in November 1981)
9. LAZ Parking
2600-2698 W Willow St, Burbank, CA 91505
Parking Structure for 2600 W Olive Ave

497 spaces (based on Certificate of Occupancy for parking structure issued in October 1987).

10. Buena Vista Plaza – Parking Garage

2411 W Olive Ave, Burbank, CA 91505

307 spaces (based on Certificate of Occupancy for parking structure issued in September 1992)

11. Golden State Medical Plaza

238 S Naomi St, Burbank, CA 91505

465 spaces (based on Certificate of Occupancy for parking structure issued in February 1988).

12. 171 S Buena Vista St Garage

150 S Frederic St, Burbank, CA 91505

997 spaces (based on Certificate of Occupancy for parking structure issued in April 2008).

APPENDIX E: PROPOSED BICYCLE FACILITIES CROSS SECTIONS

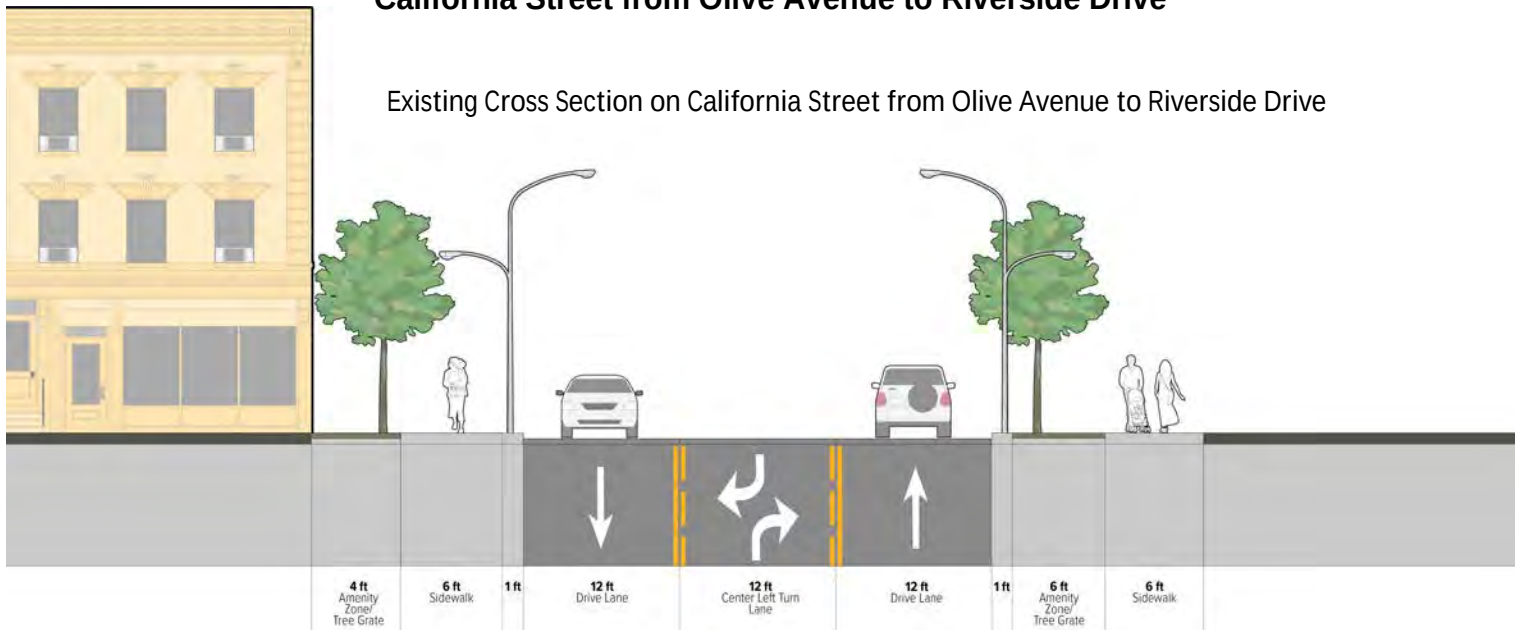
Appendix E: Proposed Bicycle Facilities Cross Sections

Included are the existing and proposed cross sections for specified street segments. They are displayed by proposed phases.

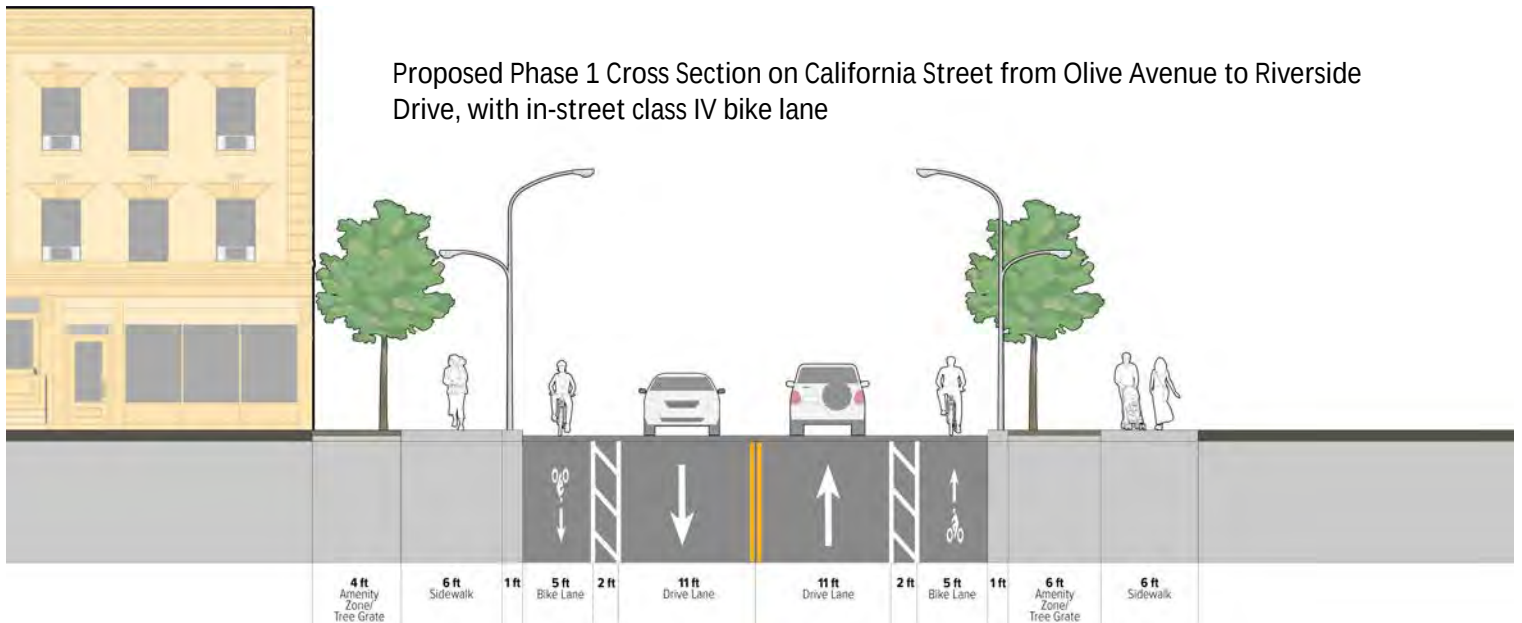
Dimensions provided for the proposed phases are for conceptual purposes and meet Caltrans DIB-90 standards. However, these dimensions are subject to change based on future engineering and environmental analyses.

California Street from Olive Avenue to Riverside Drive

Existing Cross Section on California Street from Olive Avenue to Riverside Drive



Proposed Phase 1 Cross Section on California Street from Olive Avenue to Riverside Drive, with in-street class IV bike lane

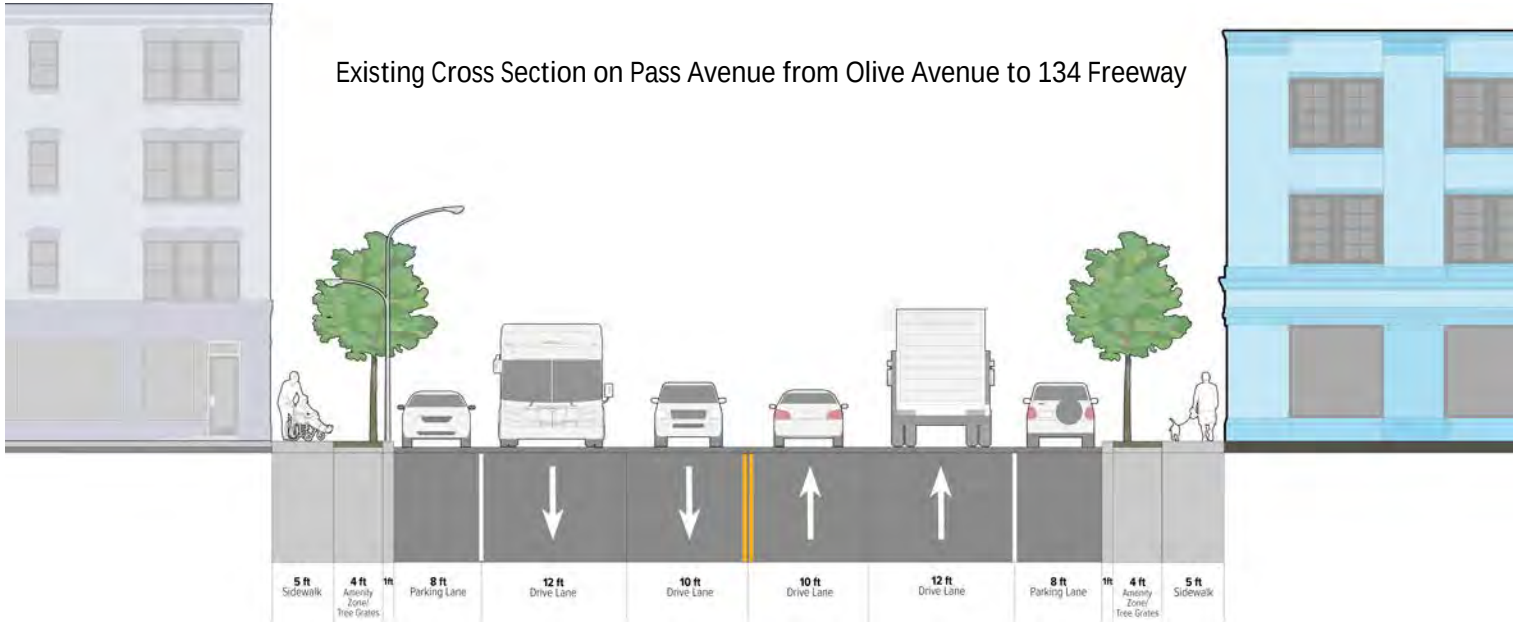


Proposed Phase 2 Cross Section on California Street from Olive Avenue to Riverside Drive, with raised, sidewalk level class IV bike lane

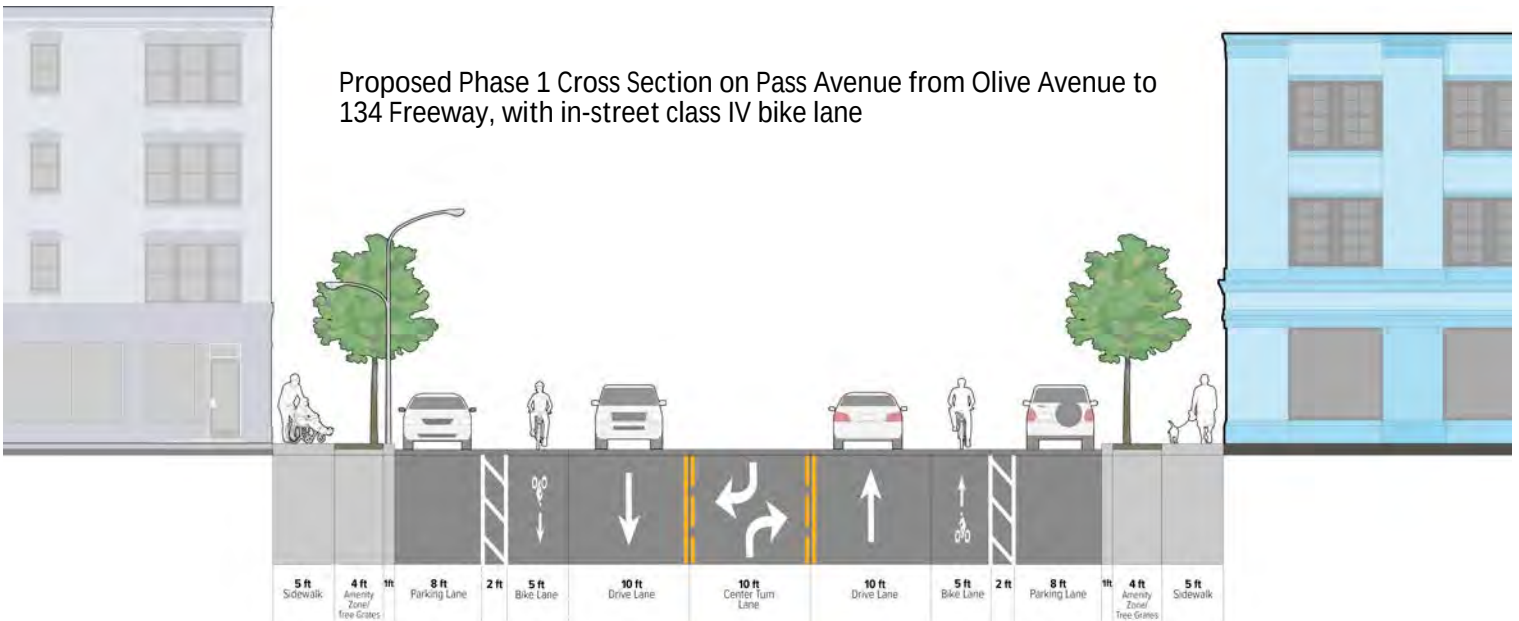


Pass Avenue from Olive Avenue to 134 Freeway

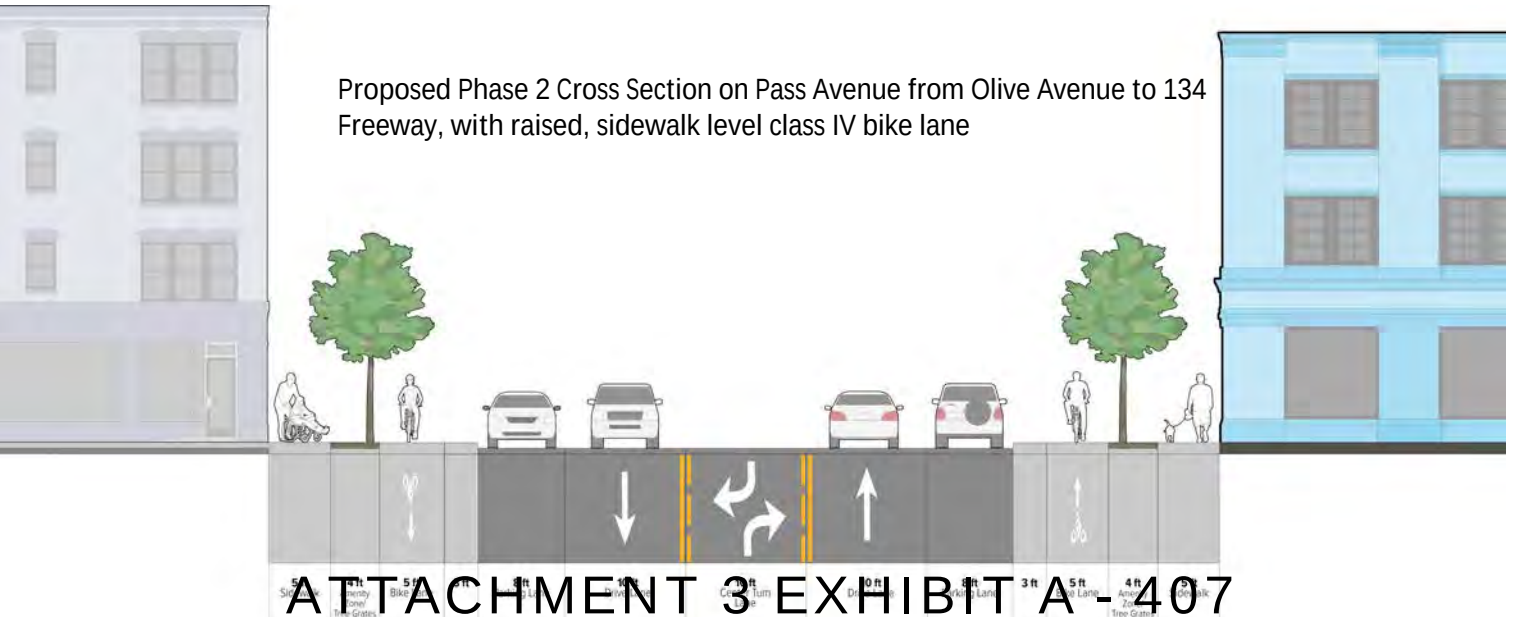
Existing Cross Section on Pass Avenue from Olive Avenue to 134 Freeway



Proposed Phase 1 Cross Section on Pass Avenue from Olive Avenue to 134 Freeway, with in-street class IV bike lane

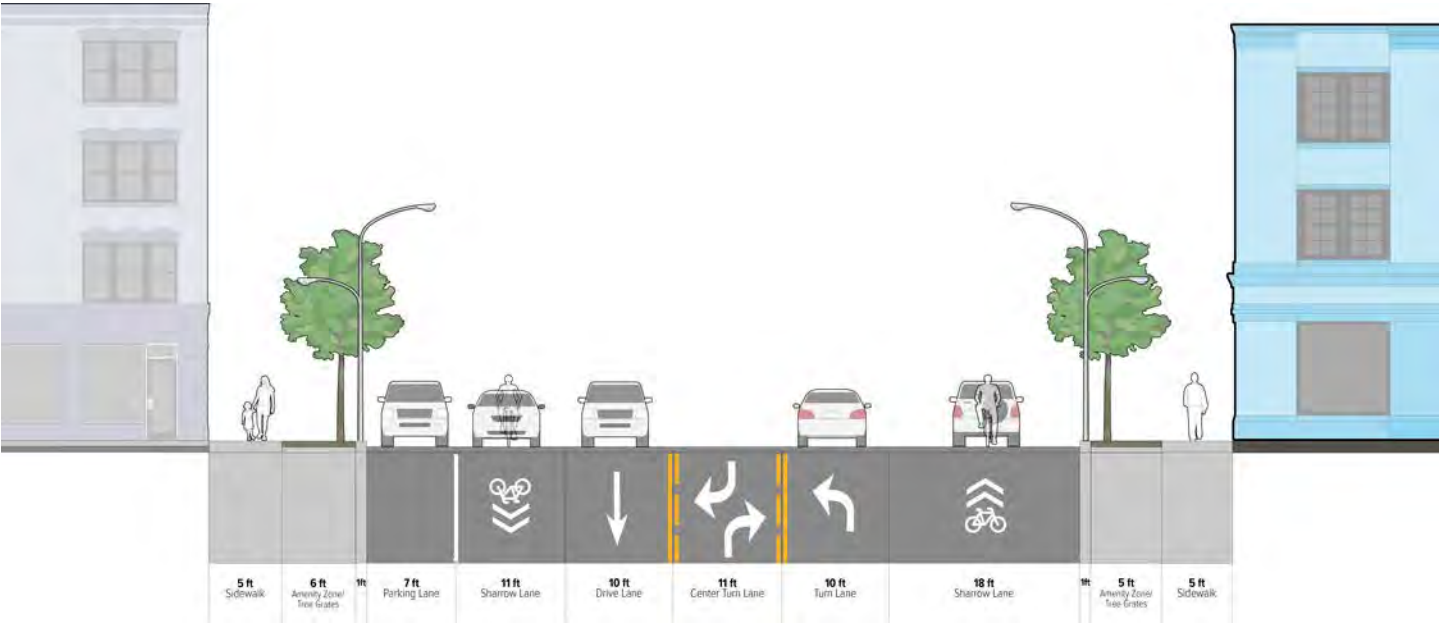


Proposed Phase 2 Cross Section on Pass Avenue from Olive Avenue to 134 Freeway, with raised, sidewalk level class IV bike lane

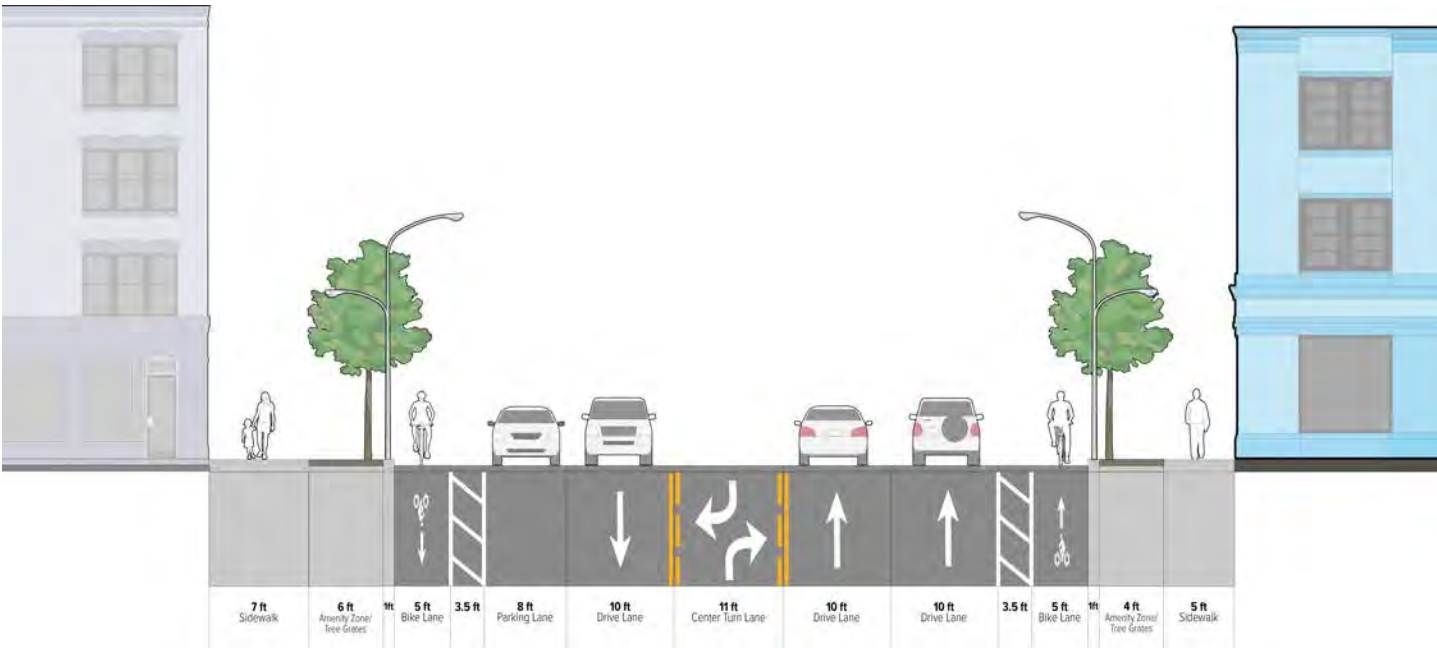


Pass Avenue from Heffron Drive to Toluca Park Drive

Existing Cross Section on Pass Avenue from Heffron Drive to Toluca Park Drive

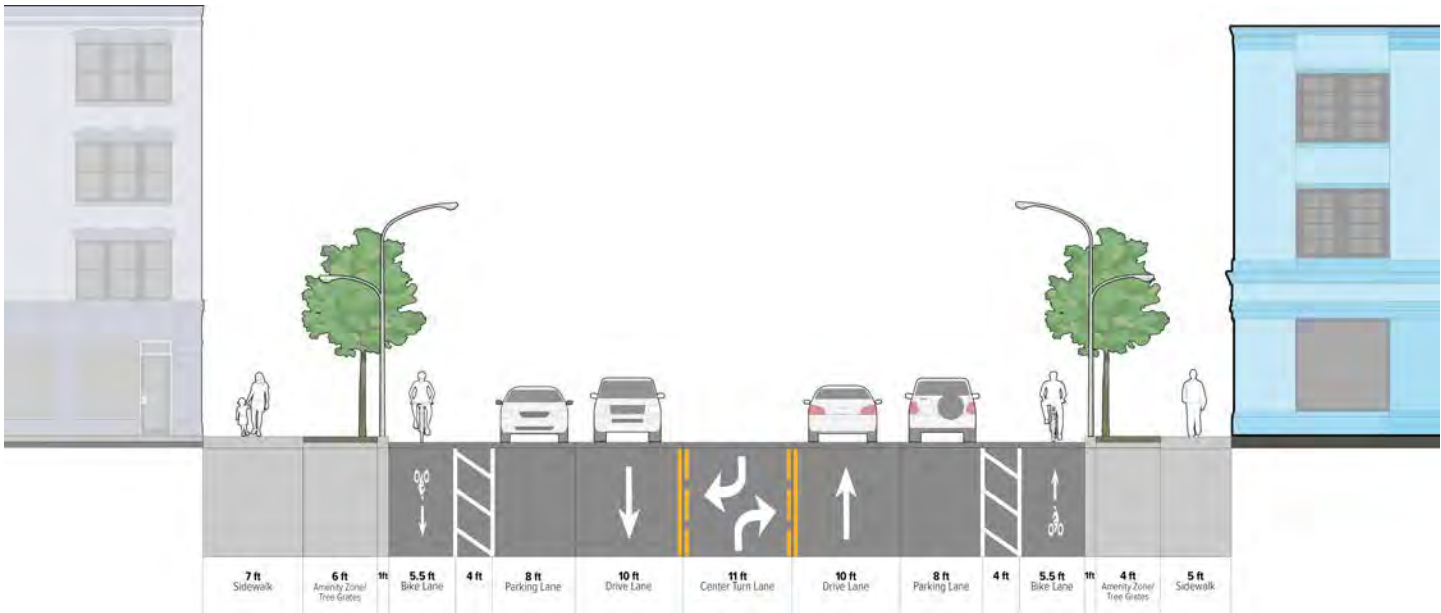


Proposed Phase 1A Cross Section on Pass Avenue from Heffron Drive to Toluca Park Drive, with in-street class IV bike lane

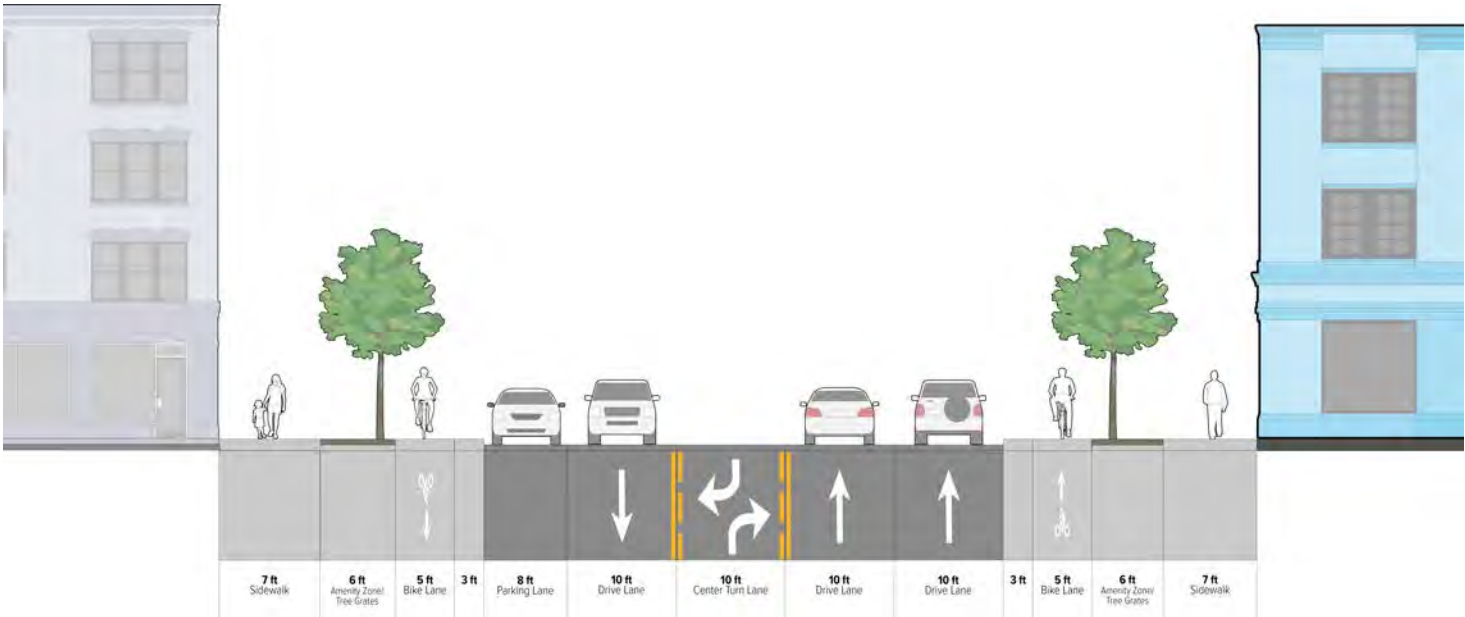


Pass Avenue from Heffron Drive to Toluca Park Drive cont.

Proposed Phase 1B Cross Section on Pass Avenue from Heffron Drive to Toluca Park Drive, with in-street class IV bike lane



Proposed Phase 2 Cross Section on Pass Avenue from Heffron Drive to Toluca Park Drive, with raised, sidewalk level class IV bike lane

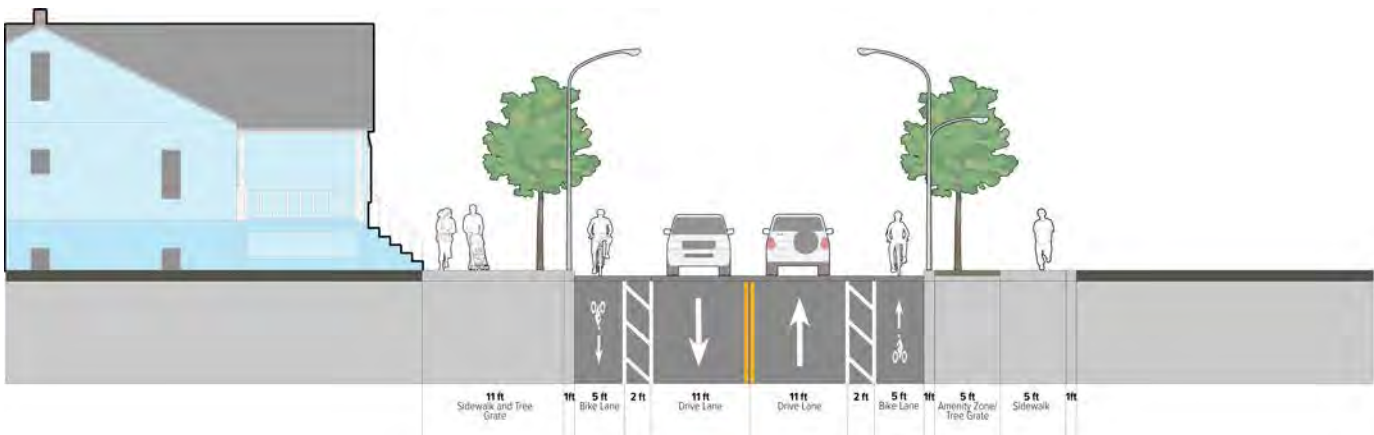


Pass Avenue from Toluca Park Drive to Verdugo Avenue

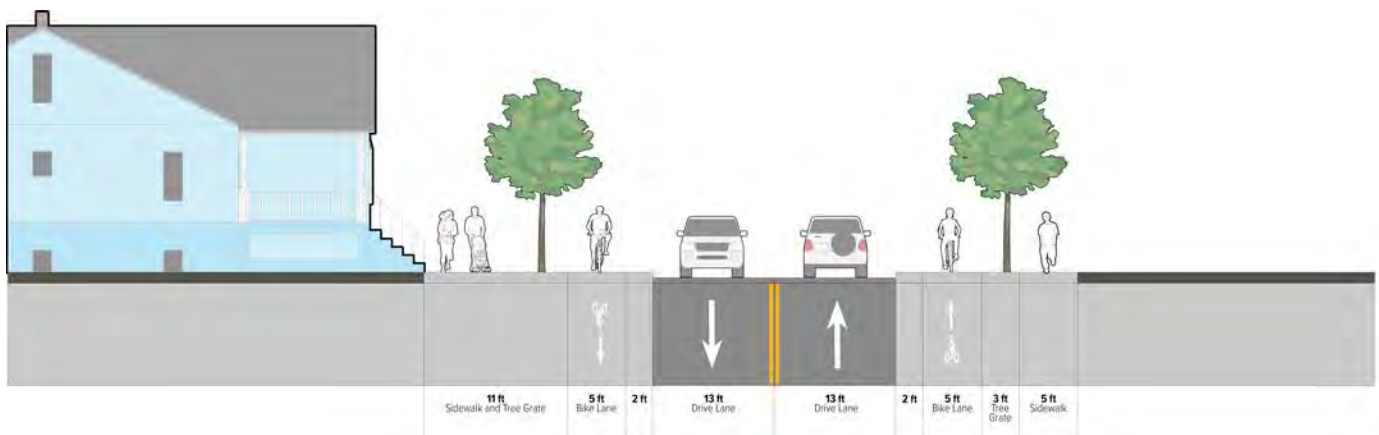
Existing Cross Section on Pass Avenue from Toluca Park Drive to Verdugo Avenue



Proposed Phase 1 Cross Section on Pass Avenue from Toluca Park Drive to Verdugo Avenue, with in-street class IV bike lane

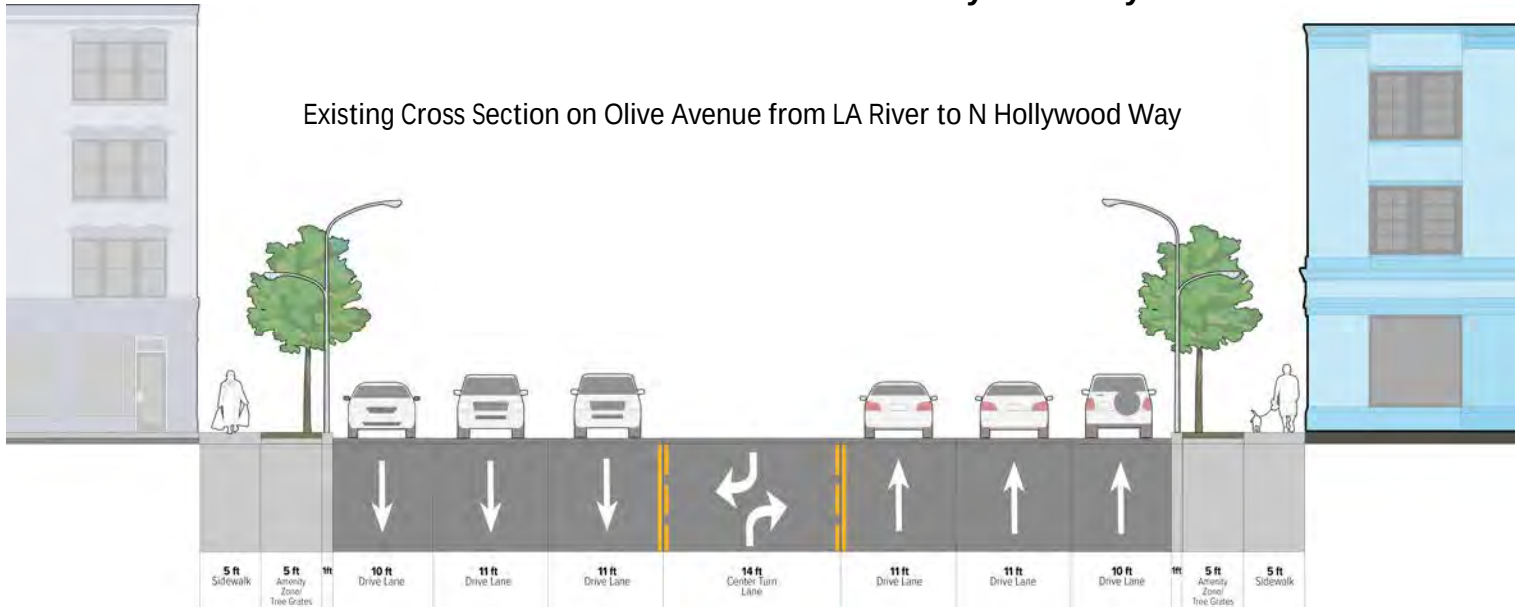


Proposed Phase 2 Cross Section on Pass Avenue from Toluca Park Drive to Verdugo Avenue, with raised, sidewalk level class IV bike lane

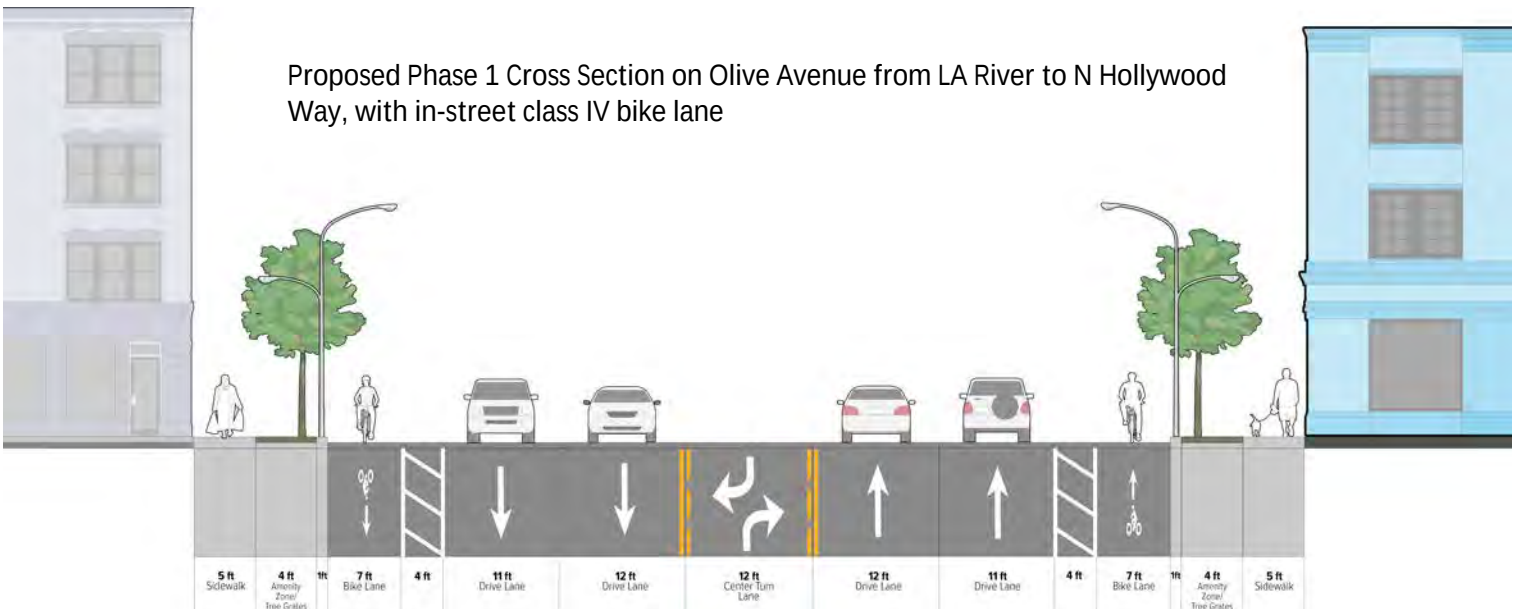


Olive Avenue from LA River to N Hollywood Way

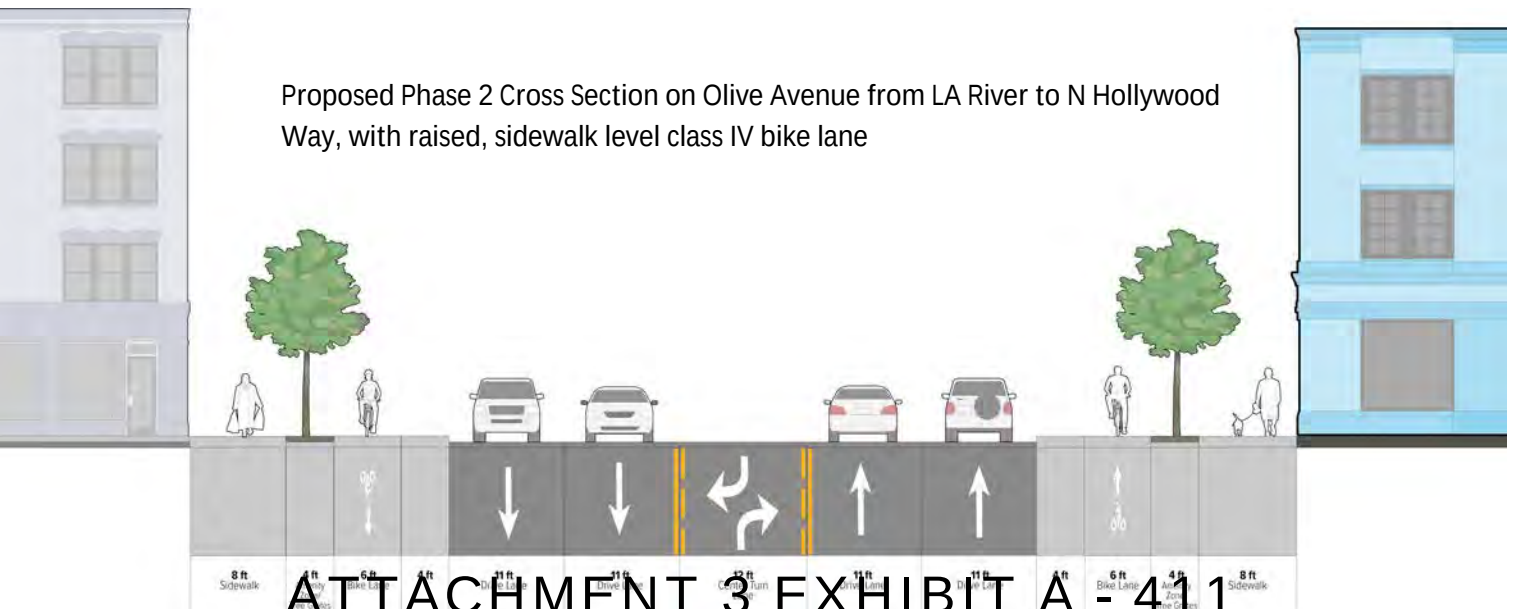
Existing Cross Section on Olive Avenue from LA River to N Hollywood Way



Proposed Phase 1 Cross Section on Olive Avenue from LA River to N Hollywood Way, with in-street class IV bike lane

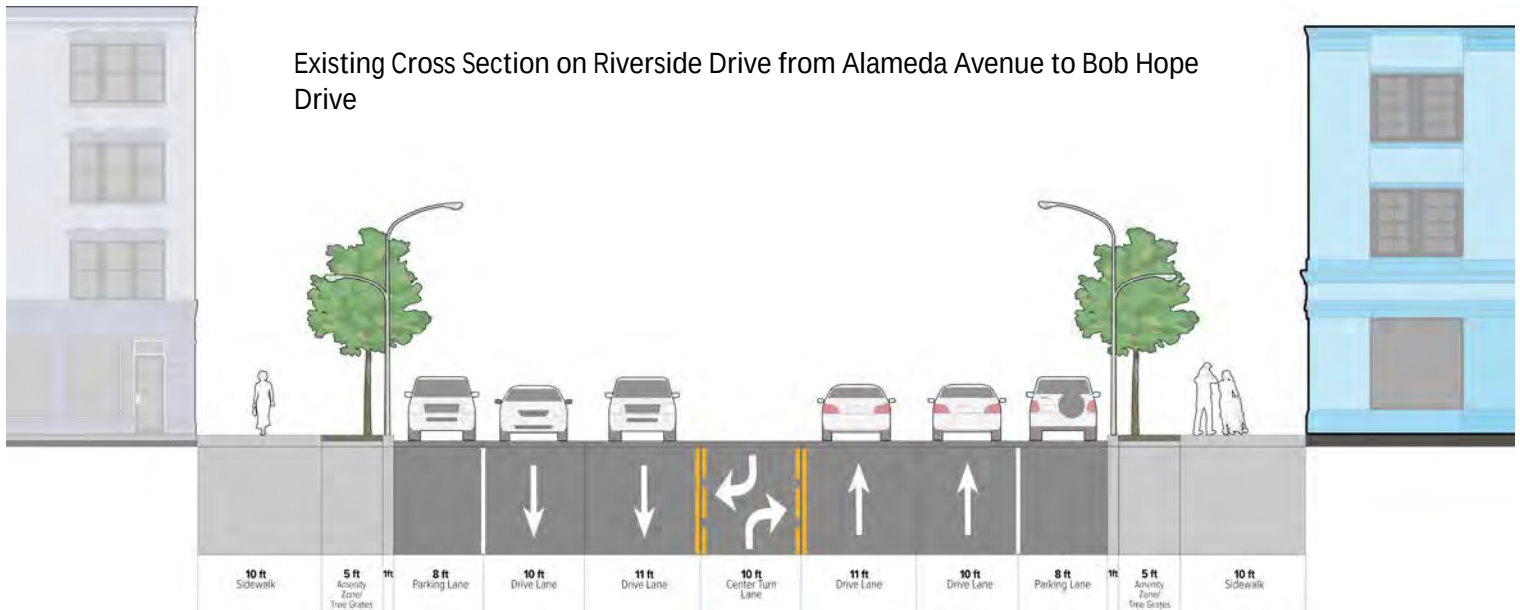


Proposed Phase 2 Cross Section on Olive Avenue from LA River to N Hollywood Way, with raised, sidewalk level class IV bike lane

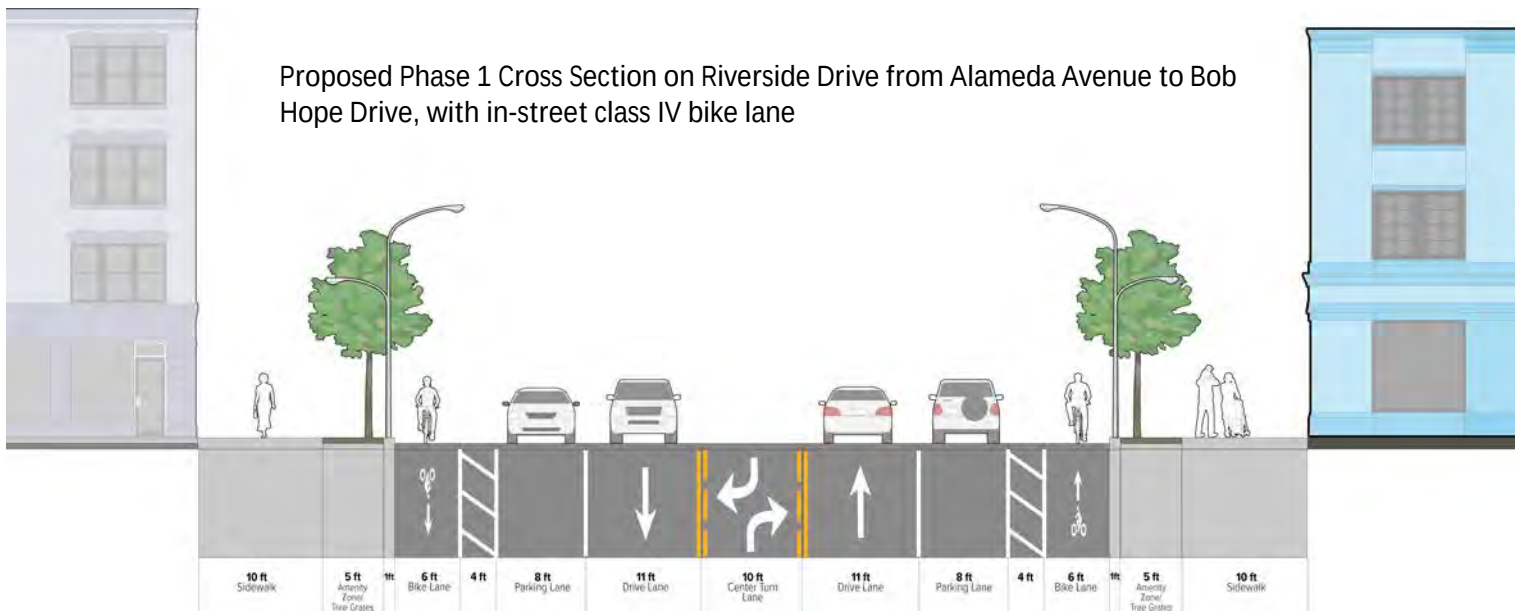


Riverside Drive from Alameda Avenue to Bob Hope Drive

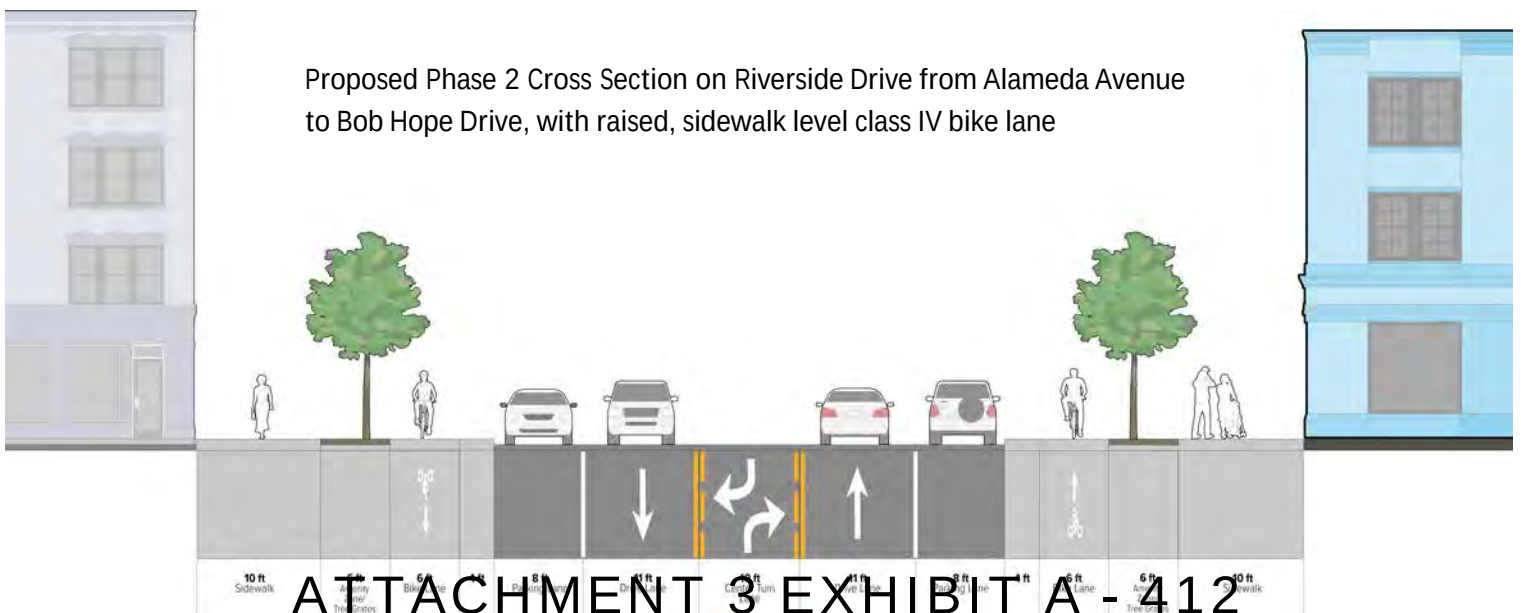
Existing Cross Section on Riverside Drive from Alameda Avenue to Bob Hope Drive



Proposed Phase 1 Cross Section on Riverside Drive from Alameda Avenue to Bob Hope Drive, with in-street class IV bike lane



Proposed Phase 2 Cross Section on Riverside Drive from Alameda Avenue to Bob Hope Drive, with raised, sidewalk level class IV bike lane



APPENDIX F: SIDEWALK DESIGN STANDARDS

Appendix F: Sidewalk Design Standards

Table M-2
Sidewalk Standards

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

Notes:

N/A = not applicable

* Dependent on surrounding land uses

Source: Burbank2035 Mobility Element