Draft Report

Burbank Development Impact Fee Nexus Study

Prepared for:

City of Burbank

Prepared by:

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With support from:

Fehr & Peers Transportation Consultants

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1. INTRODUCTION AND OVERVIEW

This Nexus Study is designed to provide the City of Burbank with the necessary technical documentation to support an update of its comprehensive Development Impact Fee (DIF) program. It has been prepared by Economic & Planning Systems, Inc. (EPS), with technical support from Fehr & Peers Transportation Consultants for transportation fees, as well as input from City of Burbank staff.

Impact fees are one-time charges on new development collected and used by jurisdictions (e.g., a City or County) to cover the cost of capital facilities and infrastructure needed to serve new residential and non-residential growth. Impact fees are generally collected upon issuance of a building permit, although some jurisdictions collect them at certificate of occupancy or other points in the development process. The City of Burbank currently has a comprehensive DIF program that generates funding to support a range of capital improvements necessitated by new growth in the City. The City's existing fee categories include capital facilities, which covers capital improvement needs for the police, fire, library, and parks departments; and transportation facilities. As part of its updated program, the City will maintain its existing fee categories, while adding information technology capital improvement needs to the capital facilities category.

The Fee Program described in this Report is designed to be consistent with the most recent relevant case law and the principles of Government Code Section 66000 et seq. (subsequently referred to as AB 1600) and subsequent related legislation. The Report provides the nexus argument and associated fee calculations for the maximum fees the City can charge for the facilities indicated pursuant to AB 1600.

Consistent with the existing practice, the fees calculated herein are proposed to be collected on a City-wide basis given the broad scope of capital improvements included in this study.

Purpose and Use of AB 1600 Fees

New development in the City of Burbank will increase the demand for certain public facilities and infrastructure. The DIF revenues would be collected and expended to fund the portion of these new infrastructure and facility improvements needed to accommodate growth and maintain public service standards. Specifically, the DIF revenues calculated in this study will be used to fund:

- **Fire Facilities** – this fee will fund fire department capital facilities and equipment (e.g. vehicles) necessary to accommodate growth.
- **Police Facilities** – this fee will fund police department capital facilities and equipment (e.g. vehicles) necessary to accommodate growth.
- **Parks Facilities –** this fee will fund park and recreation facility improvements necessary to accommodate growth. This fee as calculated will not fund parkland acquisition. In addition to its existing parks impact fee, the City currently levies a separate Park Facility Development Fee of $150 per bedroom on residential development that is used for "acquisition, improvement, expansion, renovation, and replacement of public park, playground and/or

recreation facilities, machinery, and other capital-type improvements and for administration, inspection, and engineering costs of the City directly related thereto."[1]

- **Library Facilities –** this fee will fund library capital facilities and improvements necessary to accommodate growth.
- **Information Technology** – this fee will fund citywide information technology infrastructure and systems necessary to accommodate growth.
- **Transportation Improvements** – this fee will fund needed additions and improvements to the City's transportation infrastructure to accommodate future traffic volumes projected as a result of new development. These improvements will include infrastructure that supports vehicle, transit, pedestrian, and bicycle modes.

DIF Legal Context

This Report is designed to provide the necessary technical analysis supporting a schedule of fees to be established by an update to the City's Impact Fee Ordinance and Resolution. The City will need to approve an updated DIF Ordinance that enables the collection of fees for capital facilities, pursuant to AB 1600. As noted, AB 1600 is codified California Government Section 66000 et seq., which sets forth procedural requirements for establishing and collecting development impact fees. These procedures require that a reasonable relationship, or nexus, must exist between a governmental exaction and the purpose of the condition.

The guiding principles that determine the structure, scope, and amount of the proposed DIF Program are as follows:

- **Collected for Capital Facility and Infrastructure Improvements Only**. Development impact fee revenue will be collected and used to cover the cost of capital facilities and infrastructure that are required to serve new development in the City. Impact fee revenue will not be used to cover the operation and maintenance costs of these or any other facilities and infrastructure.
- **Used to Fund Facility Needs Created by New Development Rather than Existing Deficiencies**. Impact fee revenues will only be used to pay for new or expanded capital facilities needed to accommodate growth. Impact fee revenue will not be collected or used to cover the cost of existing deficiencies in the City's capital facilities or infrastructure. In other words, the cost of capital projects or facilities that are designed to meet the needs of the City's existing population must be funded through other sources.
- **Fee Amount is Based on a Rational Nexus**. The impact fee amount is based on a reasonable nexus, or connection, between new development and the needs and corresponding costs of the capital facilities and improvements needed to accommodate it. The costs associated with improvements that serve the needs of both new development and the existing population and employment are split on a "fair share" basis according to the proportion attributable to each.

[1] Burbank Municipal Code, Section 9-4-1-1103: Park Facility Development Fee

In September 2021, the State of California adopted Assembly Bill (AB) 602, which includes several new requirements related to the development and implementation of impact fee programs. The key provisions related to the calculations documented in this Nexus Report are summarized below.

- **Capital Improvement Plan**: AB 602 requires that impact fees be based on an approved capital improvement plan. This adoption can occur at the same time as the fee ordinance adoption. Accordingly, this Nexus Report relies on a City of Burbank Development Impact Fee Capital Improvement Plan to be approved by the City Council in conjunction with the update to the City's DIF Program. The CIP, presented in **Appendix B** of this Nexus Report, is derived from the capital improvements needs identified by the City (and included in this report), and is based on existing or target levels of municipal service.
- **Explanation of Level of Service and Fee Increase**: AB 602 requires that the nexus study provide explanations if the fee calculation is based on a change in existing levels of service. Except where otherwise noted in the report, the fee calculations contained within this Nexus Report are based on the City's existing service standards.

Summary of Maximum Allowable Fees

Table 1 summarizes the City's maximum allowable development impact fee schedule for facility and equipment needs as evaluated in this Nexus Study, separated into capital facilities and transportation infrastructure. The City can adopt fees below these maximum nexus-supported levels based on policy considerations.

Table 1 Summary of Maximum Allowable Fees

Fee Category	Residential (/unit)		Non-Residential (/sq. ft. or room)				
	SF	MF	Retail	Office/ Institutional	Production Studio / R&D Flex	Warehouse / Industrial	Lodging[2]
Fire	$502	$394	$0.28	$0.46	$0.31	$0.28	$53
Police	$384	$302	$0.27	$0.45	$0.30	$0.27	$52
Parks & Recreation	$2,786	$2,189	$1.99	$3.28	$2.18	$1.99	$374
Library	$1,888	$1,483	$0.81	$1.34	$0.89	$0.81	$153
Information Technology[1]	$454	$356	$0.32	$0.53	$0.35	$0.32	$61
Total Capital Facilities Fee	**$6,014**	**$4,724**	**$3.67**	**$6.06**	**$4.03**	**$3.67**	**$693**
Transportation Fee	**$10,514**	**$4,362**	**$26.62**	**$16.11**	**$9.62**	**$3.80**	**$6,599**
TOTAL IMPACT FEES	**$16,528**	**$9,086**	**$30.29**	**$22.17**	**$13.65**	**$7.47**	**$7,292**

Note: Fees include a five percent administration fee.
(1) Proposed new fee.
(2) New fee category; fee is on a per room basis.

Source: Fehr & Peers; EPS

These development impact fees apply to new residential and nonresidential development based on a "fair share" allocation of specified facility and equipment costs. The maximum fee estimates include a 5 percent fee program administration fee.[2]

Estimated DIF Revenues Through Build-out

Table 2 provides an estimate of the total capital facility and transportation funding generated by the maximum allowable DIF program through buildout. These revenue projections are based on buildout assumptions described in **Chapter 2** of this Report. As shown, the proposed DIF program would generate revenue to cover about 30 percent of the total capital facilities and transportation improvements identified in the fee program. The City must find other sources of revenue to cover the remaining costs.

Table 2 Revenue Projections and Need for Outside Funding

Fee Category	Total Cost of Improvements	Amount Allocation to DIF Program By Buildout			Additional Funding Needs	
		Amount	Cost Allocation	% of Total Cost	Amount	Cost Allocation
Fire	$12,486,164	$3,644,637	29.2%	2.7%	$8,841,526	70.8%
Police	$4,925,327	$3,064,497	62.2%	2.3%	$1,860,831	37.8%
Parks & Recreation	$105,652,468	$22,226,392	21.0%	16.4%	$83,426,076	79.0%
Library	$13,099,741	$12,575,519	96.0%	9.3%	$524,222	4.0%
Information Technology	$27,746,043	$3,619,544	13.0%	2.7%	$24,126,499	87.0%
Total Capital Facilities Fee	**$163,909,742**	**$45,130,587**	**27.5%**	**33.3%**	**$118,779,155**	**72.5%**
Transportation Fee	**$303,476,044**	**$90,391,994**	**29.8%**	**66.7%**	**$213,084,050**	**70.2%**
Total Impact Fees	**$467,385,786**	**$135,522,581**	**29.0%**	**100%**	**$331,863,205**	**71.0%**

Sources: City of Burbank; Fehr & Peers; EPS

[2] The administration fee is designed to cover expenses for preparation of the development impact fee and subsequent updates as well as the required reporting, auditing, collection and other annual administrative costs involved in overseeing the program. The City includes a 5 percent administration fee in its current impact fees.

2. SUMMARY OF METHODOLOGY AND KEY ASSUMPTIONS

This section provides a brief overview of the nexus methodology, the key assumptions, and the approach for allocating future capital facility needs between new and existing development and by land use category. It also summarizes the demographic and land use projections underlying the fee. Subsequent chapters provide more detailed calculations for each DIF category.

Summary of Methodology

While the nexus methodology employed in this study varies by fee category as appropriate given the range of capital facilities and improvements covered, there are a number of basic steps common to all. Specifically, for each fee category, EPS has applied the following general steps to calculate the nexus-supported fee amounts:

1. EPS established an estimate of existing and future population and employment in Burbank through buildout of the current General Plan in 2035 using a variety of sources, as described in the subsequent section.

2. The EPS consultant team identified the universe of new infrastructure and capital facility improvements needed to serve both existing and future residents and employees, based on interviews with City staff and analysis of existing city facility capacity and service standards.

3. EPS consultant team developed cost estimates for the capital facility estimates described in step 2 above. These cost estimates were developed based on information provided by City departmental staff as well as additional research and industry standards. The cost estimates utilized in this report were originally developed in 2019. To account for cost inflation in the intervening years, the EPS consultant team escalated the cost estimates by 16.6 percent, based on the change in the California Construction Cost Index from December 2019 to December 2021.[3]

4. EPS allocated the capital facility costs identified in step 3 above between existing and new development to determine the share included in the DIF program. These allocation shares were determined in a variety of ways, dependent on the given improvement, available data, and City guidance. In some cases where the facility or improvement is entirely triggered by new development, the costs are allocated 100 percent to the DIF program. In cases where the improvement is expected to service both the existing population and the future population equally, the share of costs attributable to new development are based on the City's current versus future service population. These cost allocation assumptions are documented in subsequent sections.

[3] The California Construction Cost index is developed based upon the Building Cost Index (BCI) cost indices average for San Francisco and Los Angeles ONLY as produced by Engineering News Record (ENR) and reported in the second issue each month. The index is maintained by the California Department of General Services (DGS) at the following website: https://www.dgs.ca.gov/RESD/Resources/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI.

5. Once costs have been allocated between new and existing development, they are further distributed among residential and non-residential uses. This process is dependent on facility or improvement type and the associated service population. For many improvements, costs are distributed based on ratios of residents to employees at General Plan buildout (as described further below). Some categories utilize alternative methodologies, such as Transportation, where costs are allocated based on trip rates, or Fire, where costs are allocated based on distribution of calls for service among land uses.

6. Once costs are allocated to residential and non-residential uses, each cost category is divided by the total residential or employment population to arrive at a "cost per resident" or "cost per employee". The cost per user is multiplied by the people per household or trip rate factor for each residential fee category or by the employment density or trip rate factor for each non-residential fee category.

7. A 5 percent charge is added to the fee to cover the cost of administering the fee program. The fee plus the 5 percent administration charge determines the maximum fee amount by land use. The administration charge is factored into the maximum allowable fee summary in **Table 1**, but is not calculated in the department-specific fee calculation tables found in the report sections below.

Demographic and Land Use Assumptions

This section describes the demographic and land use assumptions utilized in this study for both existing and future General Plan buildout conditions (i.e., in 2035). The estimates are used for the following primary purposes in the fee calculation:

- Estimates of existing population and employment levels are used to formulate service standards for specific capital improvement categories as well as to ascertain existing needs relative to existing standards.

- Estimates of future population and employment growth in the City are the basis for determining the future need for some of the capital facilities which can be appropriately funded by the fee.

- Estimates related to population and employment density (e.g., persons per household, square feet per employee, or employees per room) are used to allocate costs between land use categories.

Service Population Factor

The DIF is largely predicated on calculations that translate the population and employment projections (provided in the following section) into estimates of existing and future "service populations." The "service population," in turn, is derived from assumptions that compare residents and employees based on the relative service demands or typical service profiles of each, as further described in the following chapters.

While the service population characterization can differ by infrastructure category, in cases where detailed estimates are not available, EPS has relied upon a default service population calculation. This calculation is based on the City's existing "daytime population" as derived using the number of existing residents and employees in the City, and commute patterns for each

group, to estimate their relative time spent within the City. This approach is used to derive an *employee to resident equivalency factor* that can be used to allocate costs between existing and new growth and between residential and non-residential development. For Burbank, the equivalency factor calculation suggests that the service demands of one employee are roughly equivalent to 26 percent of the demands of one resident, as calculated in **Table 3**.

Table 3 Service Population Factors

Service Population Category	Labor Force & Commute Patterns[1]		Resident to Employee Equivalencies		
	Number	Distribution	Weight[2]	Weighted Average	Normalized to 100%
		a	*b*	*= a * b*	
Burbank Residents					
Employed in Burbank	12,509	14%	77%	11%	
Employed outside of Burbank	36,773	43%	77%	33%	
All Other Residents	37,205	43%	100%	43%	
Total Residents	86,487	100%		87%	**100%**
Employees in Burbank					
Live in Burbank	12,509	7%	23%	2%	
Live outside of Burbank	162,179	93%	23%	21%	
Total Jobs	174,688	100%		23%	**26%**

[1] Commute patterns data from U.S. Census Bureau and LEHD On The Map Application

[2] Weighting based on percent of annual number of hours [8,760 or 24 hours * 365 days] relative to time at job [2,000 or 40 hours * 50 weeks].

Source: U.S. Census LEHD; ACS 2016-2020; EPS

Population and Employment Growth Projections

This fee study relies on estimates of projected growth in the resident and employee population likely to occur by buildout in 2035. Estimates of existing residential units and nonresidential square feet by land use type, and projected buildout of those spaces, were provided by the City of Burbank based on the 2035 General Plan. The base year utilized for these estimates is 2020.

Estimates of persons per household, based on data from the American Community Survey, were applied to the number of estimated new residential units to estimate residential population growth. Estimates of employment growth are based on dividing the existing square feet of non-residential space by the existing number of employees in Burbank (based on data from the Longitudinal Employer-Household Dynamics (LEHD) program) and applying the square-foot-per-employee factor to the projected growth in non-residential space. These estimates are detailed in **Table 4**.

Table 4 Growth Projections for Burbank By Land Use

Use Type	2020	2035	Growth
Residential			
Residential Units[1]	44,978	50,219	5,241
Avg. Persons Per Household[2]	2.5	2.5	
Total Residents	112,044	125,100	13,056
Nonresidential			
Nonresidential Square Feet[3]	43,177,184	52,001,675	8,824,491
Avg. Square Feet Per Employee[4]	247	247	
Total Jobs	174,688	210,390	35,702

(1) Current residential units as of 1/1/2020 per CA DOF, Table E-5 . Projected residential units from Burbank 2035 General Plan

(2) Estimates of residential density are derived from 2016-2020 ACS data.

(3) Current and projected nonresidential uses from City of Burbank.

(4) Estimates of employment density for non-residential development derived from dividing 2020 City of Burbank nonresidential square footage numbers by LEHD 2019 total employment number.

Sources: City of Burbank; CA Department of Finance; LEHD; EPS

As summarized in **Table 4**, this approach results in a total residential population of 125,100 and total employment of 210,390 at buildout. This equates to an increase of 13,056 residents and 35,702 jobs, representing an 11.7 percent and 20.4 percent increase over existing conditions, respectively.

Applying the resident equivalency factor calculated in **Table 3**, the City's existing population, employment, and commute patterns suggest a total service population of 157,463, shown in **Table 5**. At buildout, the service population is projected to grow by 22,339 to 179,802, with this new growth accounting for about 12.4 percent of the total future service population. New residents are estimated to account for approximately 58 percent of the growth in service population, while new employees account for the remaining 42 percent. These proportions are used to allocate costs between residential and non-residential land uses for many of the facilities included in the DIF, unless otherwise indicated.

Table 5 Summary of Existing and Projected Population and Employment

Item	Amount	Percent
Population		
Existing	112,044	90%
New	13,056	10%
Buildout	125,100	100%
Employment		
Existing	174,688	83%
New	35,702	17%
Buildout	210,390	100%
Service Population[1]		
Existing	157,463	87.6%
Residential	*112,044*	
Employment	*45,419*	
New	22,339	**12.4%**
Residential	*13,056*	
Employment	*9,283*	
Buildout	179,802	100%
Service Population Share		
Total New Service Population	22,339	
Residential	*13,056*	58%
Employment	*9,283*	42%

(1) Service population is calculated by applying the resident equivalency factor to employees, as calculated in Table 3.

Sources: City of Burbank; EPS

This study is based on population and development patterns projected through 2035 in documents adopted by the City. It does not analyze specific projects "in the pipeline" at the local level, as such projects are, at this point, largely speculative and do not cover all years in the planning horizon.

Land Use Density Assumptions

In addition to the demographic calculations described above, the DIF also utilizes assumptions related to population and employment densities by land use type. Specifically, DIF improvement cost estimates per capita or per job are converted to fee rates per unit or square foot based on average persons per household and square foot per employee factors. These assumptions are summarized in **Table 6** and rely on a data from the U.S. Census and the 2035 General Plan Update.

Table 6 Land Use Density Assumptions

Item	Amount
Persons per Household (1)	2.5
Single Family	2.8
Multifamily	2.2
Square Feet Per Employee (2)	
Retail/Service Commercial	500
Office	303
Studio/R&D Flex	457
Industrial	500
Employees Per Room (3)	
Lodging	0.4

(1) Based on ACS 2016-2020 data.

(2) Employment density by use provided by City of Burbank.

(3) Based on 2019 lodging employment density in Burbank of 1 employee per 585 sq. ft., and a room size of 220 sq. ft.

Sources: U.S. Census Bureau ACS; City of Burbank; EPS

3. FIRE FACILITIES

This Chapter describes the technical methodology for calculating fees for Fire Facilities. It is assumed that both residential and non-residential development will pay the Fire fees.

Capital Needs and Costs

The City's Fire Department provided information on the capital facility needs and costs required to serve both existing and future residents. The costs generally fall into two categories:

1. Vehicle purchase and life-cycle costs; and
2. New apparatus floor costs.

The Fire Department has provided cost estimates for all of its vehicle types, as well as for apparatus floors. The cost estimates for the vehicles and floors are summarized in **Table 7.** It is assumed that the need for new apparatus floors will increase the same proportion as the need for new vehicles. As described in **Chapter 2**, the cost estimates were provided in 2019, and increased by 16.6 percent to account for cost inflation in the intervening years.

Table 7 Fire Department Capital Facility Needs and Costs

Type of Improvement	Formula	Cost Per Unit	Units	Total Cost[4]
Percent growth in service population[1]	a			12.4%
EXISTING APPARATUS[2]				
Vehicles				
Fire Engines		$874,350	6	$5,246,101
Fire Trucks		$1,282,380	2	$2,564,760
Rescue Ambulances		$349,740	3	$1,049,220
Hazardous Materials Trucks		$582,900	1	$582,900
Battalion 1 Command Vehicle		$116,580	1	$116,580
Station Alerting System		$314,766	1	$314,766
Fire Prevention Bureau Staff Cars		$46,632	9	$419,688
Total/Weighted Average	b	**$447,566**	**23**	**$10,294,015**
New Vehicles Attributable to New Growth	c = b*a		2.9	$1,278,934
Avg. useful life / vehicle[3]	d			15
Number of Replacements in 15-Year Cycle	e = 15/d			1.00
Total New Vehicle Cost Attributable to Growth	f = c*e			**$1,278,934**
Apparatus Floors (Sq. Ft.)				
Station 11		$699	5,319	
Station 12		$699	3,312	
Station 13		$699	4,828	
Station 14		$699	2,633	
Station 15		$699	7,663	
Station 16		$699	1,470	
Total	g		**25,225**	
Additional New Floor Cost Attributable to Growth	h = g*a	**$699**	**3,134**	**$2,192,149**
TOTAL NEW COST ATTRIBUTABLE TO GROWTH	**f + h**			**$3,471,083**

(1) This figure is derived in Table 5.

(2) Costs and inventory provided by Burbank Fire Department staff.

(3) Useful life includes ten years in front line and five years in reserve.

(4) Cost estimates were originally developed in 2019 and escalated by 16.6 percent to account for cost inflation through end of 2021, per CA DGS.

Sources: City of Burbank Fire Department; CA DGS; EPS

Cost Allocations and Fee Calculations

The total estimate of approximately $3.5 million for fire improvements is allocated to new development based on maintaining the same level of service for new development as is currently provided to existing residents. The portion of fire capital costs allocated to new development is based on the growth in the City's service population relative to the total City service population at buildout, as described in **Chapter 2**.

The allocation of the $3.5 million in Fire Department improvements between residents and employees is based on the proportion of calls for service that the Fire Department responded to at residential versus non-residential locations in FY 2017-2018. **Table 8** shows the total number of calls for service received, divided into residential and non-residential property uses, as coded by the Fire Department. The numbers exclude calls made to roads, airports, vacant lots or buildings, or locations not coded by the Fire Department. The distribution shows that

approximately 64 percent of calls were made to residential locations, while 36 percent were made to non-residential locations.

Table 8 Fire Department Calls for Service by Property Use Type (FY 17-18)

Category[1]	Count	% of Total
Residential	6,184	64%
Non-Residential	3,444	36%
Institutional	820	
Office	728	
Retail	1,464	
Studio/R&D Flex	61	
Warehouse/Industrial	133	
Lodging	238	
TOTAL[2]	**9,628**	

(1) Categories were assigned by EPS, based on property codes provided by Burbank Fire Department. See Appendix A for full list of calls.

(2) Total calls do not include calls made to roads, airports, vacant lots or buildings, or locations not coded by the Fire Department

Source: City of Burbank Fire Department; EPS

Table 9 allocates the $3.5 million between new residents and employees based on the relative share of calls for service. The fees are then calculated based on assumptions related to persons per household for residential and employees per square foot for non-residential land uses, as detailed in **Table 6**.

Table 9 Maximum Fire Facilities Fee Calculations

Item	Factor / Input	Cost Allocation and Fee Calculation	
Future Residential/ Non-Residential Allocation		**Residential**	**Non-Residential**
% Allocation[1]	100%	64%	36%
Fire Facilities Cost	$3,471,083	$2,229,453	$1,241,630
Net Future Growth in Service Population[2]		13,056	9,283
Cost per Resident or Employee		$171	$134

Land Use	Building Density	Maximum Fees
Single Family (per unit)	2.80 persons/unit	$478 per unit
Multi-family (per unit)	2.20 persons/unit	$376 per unit
Retail / Svc. Commerical (per sq. ft.)	500 sq. ft./employee	$0.27 per sq. ft.
Office (per sq. ft.)	303 sq. ft./employee	$0.44 per sq. ft.
Production Studio / R&D Flex (per sq. ft.)	457 sq. ft./employee	$0.29 per sq. ft.
Warehouse / Industrial (per sq. ft.)	500 sq. ft./employee	$0.27 per sq. ft.
Lodging (per room)	0.4 employees/room	$50 per room

(1) Based on calls for service, calculated in Table 8.
(2) Calculated in Table 5.

4. POLICE FACILITIES

This Chapter describes the technical methodology for calculating fees for Police Facilities. It is assumed that both residential and non-residential development will pay the Police fees.

Capital Needs and Costs

The costs associated with police activities fall into two categories: recurring facilities and one-time need facilities. The City's Police Department provided estimated costs for specific upgrades and additions needed to help the police department serve new growth in the City. These include:

- A range training center
- Public safety security camera system

Since these new facilities will serve both the existing and new service population, the total cost for the facilities is allocated in a fair share proportion to both the existing and new service population, as calculated in **Table 5**.

The Police Department will also require the addition of new vehicles and other equipment (such as body-worn and in-car cameras) to maintain its current level of service to new population, as well as the replacement of these vehicles and equipment as typical wear and tear occur. The total cost of police vehicles is based on the replacement schedule of existing police vehicles as provided by the Police Department. These costs are allocated 100 percent to new development, as they are triggered directly by growth.

The cost estimates for the above items are summarized in **Table 10** and sum to $2.9 million. As described in **Chapter 2**, the cost estimates for all items except the body-worn and in-car camera systems and security camera system were provided in 2019, and increased by 16.6 percent to account for cost inflation in the intervening years. The estimates for the camera systems were provided in 2022.

Table 10 Police Department Capital Needs and Cost Summary

Equipment/ Facility Type	Existing Number/Size	Total Needed by 2035	# of New Units Needed	Lifespan (years)	# of New Units Needed by 2035	Unit Cost[2]	% Attributable to New Growth[3]	Total Cost Attributable to New Growth
	a	b= a*(1+12.4%)[1]	c = b-a	d	e = (15yrs /d)*c	f	g	h = e*f*g
Recurring Facilities								
Unmarked Vehicles	38	43	5	5	14	$43,135	100%	$610,934
Marked Vehicles	43	48	5	3	27	$46,631	100%	$1,245,590
Motorcycles	20	22	2	6	6	$34,771	100%	$215,999
Parking Control Vehicles	13	15	2	9	3	$36,594	100%	$98,508
Body Worn Camera System	181	203	22	5	67	$6,300	100%	$425,015
In-Car Camera System	29	33	4	5	11	$3,500	100%	$37,831
One-Time Need Facilities								
Range Training Center	N/A	N/A	N/A	N/A	N/A	$291,450	12.4%	$36,210
Security Camera System	N/A	N/A	N/A	N/A	N/A	$2,000,000	12.4%	$248,481
Total								**$2,918,568**

(1) Based on projected growth in service population of 12.4% as derived in Table 5.

(2) Cost estimates for all items except body-worn and in-car cameras and security camera system were originally developed in 2019 and escalated by 16.6 percent to account for cost inflation through end of 2021, per CA DGS.

(3) 'Recurring Facilities' are calculated to only account for facilities attributable directly to new growth; thus, these are assigned a 100% figure in this column. 'One-Time Need Facilities' are calculated as a total cost that is needed to serve the entire community, including the population not attributable to new growth; thus, the 12.4% figure is used to derive the total cost attributable solely to new growth.

Source: City of Burbank Police Department; CA DGS; EPS

Cost Allocations and Fee Calculations

Table 11 allocates the $2.9 million in future police facility costs based on the relative share of service population growth attributable to new residents and employees respectively, based on the calculations shown in **Table 5**. The fee is then calculated based on assumptions related to persons per household for residential and employees per square foot for non-residential land uses, as detailed in **Table 6**.

Table 11 Maximum Police Facilities Fee Calculation

Item	Factor / Input	Cost Allocation and Fee Calculation	
Future Residential/ Non-Residential Allocation		**Residential**	**Non-Residential**
% Allocation	100%	58%	42%
Police Facilities Cost	$2,918,568	$1,705,780	$1,212,788
Net Future Growth in Service Population[1]		13,056	9,283
Cost per Resident or Employee		$131	$131

Land Use	Building Density	Maximum Fees
Single Family (per unit)	2.80 persons/unit	$366 per unit
Multi-family (per unit)	2.20 persons/unit	$287 per unit
Retail / Svc. Commerical (per sq. ft.)	500 sq. ft./employee	$0.26 per sq. ft.
Office (per sq. ft.)	303 sq. ft./employee	$0.43 per sq. ft.
Production Studio / R&D Flex (per sq. ft.)	457 sq. ft./employee	$0.29 per sq. ft.
Warehouse / Industrial (per sq. ft.)	500 sq. ft./employee	$0.26 per sq. ft.
Lodging (per room)	0.4 employees/room	$49 per room

(1) Calculated in Table 5.

5. PARKS FACILITIES

This Chapter describes the technical methodology for the Parks and Recreation Facilities fees, which includes parks and recreation facilities. It is assumed that both residential and non-residential development will pay parks facilities fees.

Capital Needs and Costs

The amount of new park land and facilities needed to serve future development is based on the City's existing service level. **Table 12** shows the inventory of existing parks and recreation facilities based on information provided by Parks and Recreation Department staff. It also calculates the department's existing level of service, presented as acres per 1,000 people in the service population. This service level is used to calculate the maximum number of new park acres needed to maintain the service level for the projected new service population.

While the total acreage of developed parks in the City is 845.24 acres, Parks Department staff indicated that no expansion of regional parks is anticipated, and that improvements to the City's golf facilities are to be funded by revenue sources other than the DIF program. Therefore, the service level excludes those parks categories and is based on a total of 128.28 acres of parkland, yielding a service level of 1.14 acres per 1,000 people. This level is applied to the projected growth in service population, demonstrating that an additional 25.48 acres of parkland would be required to maintain the City's existing parks service level at buildout.

Table 12 Burbank Existing Park Inventory and Level of Service

Facility / Park	Existing Inventory Amount	Unit type	Existing Level of Service (1)
Regional Parks			
Stough Park	103.57	Acres	
Wildwood Canyon Park	500.00	Acres	
Subtotal	603.57		3.82 acres/1,000 daytime pop
Community Parks			
Brace Canyon Park	20.05	Acres	
Izay Park/Olive Rec. Center	15.36	Acres	
Johnny Carson Park	17.62	Acres	
McCambridge Park	17.80	Acres	
Subtotal	70.83		0.45 acres/1,000 daytime pop
Neighborhood Parks			
Lincoln Park	2.50	Acres	
Bel Aire Ballfield	1.75	Acres	
Miller Park	1.60	Acres	
Mt. View Park	2.48	Acres	
Pacific Park (Larry Maxam)	5.29	Acres	
Ralph Foy Park	10.00	Acres	
Palm Ballfield	1.50	Acres	
Valley Park	4.44	Acres	
Verdugo Park	8.00	Acres	
Robert E. Gross Park	4.85	Acres	
Robert E. Lundigan Park	1.32	Acres	
Robert R. Ovrom Park	1.40	Acres	
Vickroy Park	1.40	Acres	
Whitnall Highway Park North	4.50	Acres	
Whitnall Highway Park South	4.40	Acres	
Subtotal	55.43	Acres	0.49 acres/1,000 daytime pop
Pocket Parks			
Compass Tree Park	0.25	Acres	
EarthWalk Park	0.53	Acres	
Maple Street Playground	0.40	Acres	
Santa Anita Playlot	0.34	Acres	
Five Points Plaza	0.50	Acres	
Subtotal	2.02		0.02 acres/1,000 daytime pop
Other Facilities			
DeBell Golf Course	113.39	Acres	0.72 acres/1,000 daytime pop
Total Developed Parks	**845.24**	**Acres**	**7.52 acres/1,000 daytime pop**
Total Developed Parks Covered by Fee (2) (Excludes Regional Parks and Golf Facilities)	**128.28**	**Acres**	**1.14 acres/1,000 daytime pop**
New Service Population	**22,339**	**People**	
New Parkland Supported by Growth	**25.48**	**Acres**	

(1) Based on population and employment estimates shown in Table 5.
(2) Parks Department does not anticipate expansion of regional parks, and City golf facilities are being funded through other means.

Source: City of Burbank Parks Department; EPS

While the parks fee can be based on the cost to acquire and improve an additional 25.48 acres of parkland, the Parks Department provided a detailed list of capital improvements and associated

costs that the Department anticipates undertaking to serve new population. **Table 13** details these new facilities and their costs. Since the total acreage for these projects, at 23.45 acres, is below the maximum new acreage needed to maintain the level of service for new development, the costs of these projects—approximately $9.2 million—can be allocated 100 percent to new development. These costs include only improvements, not land acquisition, as it is anticipated that the new parks will be developed on land already owned by the City.

The parks development impact fee category also includes consideration of renovation needs for existing parks and recreation facilities. **Table 13** provides the total estimated capital costs for these anticipated facility improvements, based on cost information provided by the Parks Department. Unlike new parks development, the renovation projects are needed to serve both City's existing and future service population. Consequently, the costs for these improvements allocated to new development are based on the growth in service population as a percentage of the total service population at buildout, as calculated in **Table 5**. Total improvement costs attributable to growth sum to about $12 million. As described in **Chapter 2**, all cost estimates were provided in 2019, and increased by 16.6 percent to account for cost inflation in the intervening years.

Table 13 Parks Facility Capital Needs and Cost Estimates

Park Type	Formula	# of Acres	Cost Per Acre	Total Cost[3]
NEW FACILITIES				
New Facilities Needs Identified By City Staff[1]				
Dog Park		1.5	$544,040	$816,060
Community Garden		0.3	$582,900	$174,870
Soccer Fields		2.25	$1,067,509	$2,401,894
New Park and Parking Lot over BWP Reservoir #1		19.00	$282,246	$5,362,681
Pocket Park		0.40	$1,067,509	$427,003
Total/Weighted Average	**a**	**23.45**	**$392,000**	**$9,182,508**
EXISTING FACILITIES				
Renovation Needs[1]				
Hillside Trail Network and Mountain Bike Course Expansion				$5,246,101
Artificial Turf at Brace and Palm Ballfield				$2,331,600
Starlight Bowl Renovation				$20,984,402
Recreation Centers (MCC, ORC, VRC) Renovation				$52,461,005
Joslyn Adult Center Modernization				$1,165,800
Stough Canyon Nature Center Renovation				$291,450
McCambridge Pool Replacement				$13,989,601
Subtotal	**b**			**$96,469,960**
Percent Supportable by Growth[2]	c			12.4%
Renovation Costs Supportable by Growth	**d = b*c**			**$11,985,484**
TOTAL COST SUPPORTABLE BY GROWTH	**e = d+a**			**$21,167,992**

(1) Needs and costs identified by Parks Department staff
(2) Calculated in Table 5.
(3) Cost estimates were originally developed in 2019 and escalated by 16.6 percent to account for cost inflation through end of 2021, per CA

Sources: City of Burbank Parks Department; CA DGS; EPS

Cost Allocation and Fee Calculation

Table 14 allocates the $21.1 million in future park facility costs attributable to growth between residential and non-residential development, based on the relative share of service population growth attributable to new residents and employees respectively, as shown in **Table 5**. The fee is then calculated based on assumptions related to persons per household for residential and employees per square foot for non-residential land uses, as detailed in **Table 6**.

Table 14 Maximum Parks Facilities Fee Calculation

Item	Factor / Input	Cost Allocation and Fee Calculation	
Future Residential/ Non-Residential Allocation		**Residential**	**Non-Residential**
% Allocation	100%	58%	42%
Parks Facilities Cost	$21,167,992	$12,371,802	$8,796,190
Net Future Growth in Service Population[1]		13,056	9,283
Cost per Resident or Employee		$948	$948

Land Use	**Building Density**	**Maximum Fees**
Single Family (per unit)	2.80 persons/unit	$2,653 per unit
Multi-family (per unit)	2.20 persons/unit	$2,085 per unit
Retail / Svc. Commerical (per sq. ft.)	500 sq. ft./employee	$1.90 per sq. ft.
Office (per sq. ft.)	303 sq. ft./employee	$3.13 per sq. ft.
Production Studio / R&D Flex (per sq. ft.)	457 sq. ft./employee	$2.08 per sq. ft.
Warehouse / Industrial (per sq. ft.)	500 sq. ft./employee	$1.90 per sq. ft.
Lodging (per room)	0.4 employees/room	$356 per room

(1) Calculated in Table 5.

6. LIBRARY FACILITIES

This Chapter describes the technical methodology for calculating fees for Library Facilities. It is assumed that both residential and non-residential development will pay the Library fees.

Capital Needs and Costs

The costs associated with library activities fall into two categories: existing facilities and new planned facilities. For existing facilities, the fee is calculated to account for the cost of growth in the City's library system resources needed to accommodate new resident and employee growth. **Table 15** illustrates the library system's existing service level, divided by resident and employee uses and broken out by facility type (i.e. books, AV materials, and public computers). A "use," which is the standard unit used by libraries to determine service level, is defined as a unique visit to a library. Therefore, there are more "uses" than actual residents or employees, accounting for multiple visits annually to the library by single individuals. Library Department staff indicated that approximately 70 percent of its uses are by City residents and 30 percent are by workers in the City.

Table 15 Library Service Standard

Category	Formula	Total Amount
Existing Service Level		
Total Existing Sq. Ft.	a	77,500
Existing Uses Per Sq. Ft.	b	10.49
Total Uses	c = a*b	812,975
Resident Uses[1]	d = c * 0.7	569,083
Total Existing Residents	e	112,445
Uses per Resident	f = d/e	5.06
Employee Uses[1]	g = c * 0.3	243,893
Total Existing Employees	h	174,688
Uses Per Employee	i = g/h	1.40
Total Books	j	348,656
Books Per Use	k = j/c	0.43
Total AV Materials[2]	l	25,866
AV Materials Per 1,000 Uses	m = l/(c/1000)	31.82
Total Public Computers	n	89
Computers Per 1,000 Uses	o = n/(c/1000)	0.11
New Service Standard		
New Uses Per Sq. Ft. Service Standard[3]	u	6.81
New Residents	p	13,097
New Resident Uses	q = p * f	66,282
New Employees	r	17,800
New Employee Uses	s = r * i	24,852
Total New Uses	**t = q+s**	**91,133**

[1] Library staff indicated that approximately 70% of uses are by residents and 30% are by employees

[2] Includes DVDs, audiobooks, and CDs

[3] Average for market library systems, including Glendale, Pasadena, Santa Monica, Thousand Oaks, and Torrance

Sources: City of Burbank Library Department; EPS

While the City's current level of service for library facilities is 10.49 uses per square feet, Library Department staff indicated that this level of service is well below the average for other library systems in its market area, which include Glendale, Pasadena, Santa Monica, Thousand Oaks, and Torrance. The average service standard for this market area is 6.81 uses per square foot.

Given this shortfall, it was determined that library facility needs to accommodate future growth would be based on the market area service standard, rather than the existing level of service. The bottom of **Table 15** calculates the number of new library uses at buildout based on the market area service standard, divided by residents and employees. **Table 16** details the costs associated with needed library facility growth to accommodate the updated service standard for new residents and employees.

The Library Department also provided estimated costs for new planned facilities, which include:

- A radio-frequency identification (RFID) system
- A makerspace

The new facilities projects are needed to serve both City's existing and future service population. Consequently, the costs allocated to new facilities are based on the growth in service population as a percentage of the total service population at buildout, as calculated in **Table 5**.

The cost estimates for the above items are summarized in **Table 16** and sum to approximately $12 million. As described in **Chapter 2**, all cost estimates were provided in 2019, and increased by 16.6 percent to account for cost inflation in the intervening years.

Table 16 Library Capital Needs and Cost Estimates Based on Service Standard

Category	Formula	Total Amount	Per Unit Cost	Total Cost[5]
EXISTING FACILITIES				
Total New Uses	a	91,133		
New Uses Per Sq. Ft. Service Standard[1]	b	6.81		
New Sq. Ft. Attributed to Growth	c = a/b	13,382	$807	10,795,949
New Books Attributed to Growth[2]		39,084	$23	$911,280
New AV Materials Attributed to Growth[2]		2,900	$35	$101,409
New Computers Attributed to Growth[2]		10	$874	$8,723
Service Standard Costs Attributable to Growth	**d**			**$11,817,361**
NEW FACILITIES				
New Planned Facilities/Systems[3]				
RFID System				$582,900
Makerspace				$699,480
Total Cost	**e**			**$1,282,380**
Percent Supportable by Growth[4]	f	**12.4%**		
New Facilities Cost Attributable to Growth	**g = e*f**			**$159,324**
TOTAL COSTS ATTRIBUTABLE TO GROWTH	**h = g+d**			**$11,976,684**

[1] Average for market library systems, including Glendale, Pasadena, Santa Monica, Thousand Oaks, and Torrance
[2] Based on new service standard as calculated in Table 15
[3] Capital improvements planned by Library Department
[4] Calculated in Table 5
[5] Cost estimates were originally developed in 2019 and escalated by 16.6 percent to account for cost inflation through end of 2021, per CA DGS.

Sources: City of Burbank Library Department; CA DGS; EPS

Cost Allocations and Fee Calculations

Table 17 allocates the $12 million in future library facility costs between new residents and employees based on the distribution of library uses provided by the Library Department—70 percent to residential development and 30 percent to non-residential development. The fee is then calculated based on assumptions related to persons per household for residential and employees per square foot for non-residential land uses, as detailed in **Table 6**.

Table 17 Maximum Library Facilities Fee Calculation

Item	Factor / Input	Cost Allocation and Fee Calculation	
Future Residential/ Non-Residential Allocation		**Residential**	**Non-Residential**
% Allocation[1]	100%	70%	30%
Library Facilities Cost	$11,976,684	$8,383,679	$3,593,005
Net Future Growth in Service Population[2]		13,056	9,283
Cost per Resident or Employee		$642	$387

Land Use	Building Density	Maximum Fees
Single Family (per unit)	2.80 persons/unit	$1,798 per unit
Multi-family (per unit)	2.20 persons/unit	$1,413 per unit
Retail / Svc. Commerical (per sq. ft.)	500 sq. ft./employee	$0.77 per sq. ft.
Office (per sq. ft.)	303 sq. ft./employee	$1.28 per sq. ft.
Production Studio / R&D Flex (per sq. ft.)	457 sq. ft./employee	$0.85 per sq. ft.
Warehouse / Industrial (per sq. ft.)	500 sq. ft./employee	$0.77 per sq. ft.
Lodging (per room)	0.4 employees/room	$146 per room

(1) Service allocation is based on input from Library staff regarding library usage by residents and non-residents
(2) Calculated in Table 5

7. INFORMATION TECHNOLOGY

The Information Technology portion of the DIF covers facility needs associated with the City's technology systems and infrastructure. Since these facilities will serve the needs of both residents and businesses, it is assumed that both residential and non-residential development will pay the Information Technology fee.

Capital Needs and Costs

City staff provided information on the Information Technology capital facility needs and costs required to serve both existing and future residents. Specifically, cost estimates were developed for new Smart City Edge technology infrastructure and for control and management systems. **Table 18** below shows the capital costs associated with each element of these systems. Since the new facilities are needed to serve both City's existing and future service population, the costs of the facilities allocated to new growth are based on the growth in service population as a percentage of the total service population at buildout, as calculated in **Table 5**. The total cost allocated to new growth is approximately $3.4 million. As described in **Chapter 2**, all cost estimates were provided in 2019, and increased by 16.6 percent to account for cost inflation in the intervening years.

Table 18 Information Technology Capital Cost Summary

Category	Formula	Amount[3]
NEW FACILITIES[1]		
Smart City Edge Technology Infrastructure		
Video Cameras		$886,008
Environmental Sensor		$2,215,020
Sound Sensor		$2,215,020
WiFi Access Point		$3,544,032
Fiber Connectivity		$6,645,061
Traffic & Parking Sensor		$8,860,081
Casing		$2,215,020
Control and Management Systems		
Video System		$349,740
Traffic & Parking Management System		$582,900
Sensor Management System		$233,160
Total Costs	**a**	**$27,746,043**
Percent Supportable by Growth[2]	b	12.4%
Costs Supportable by Growth	**c = a * b**	**$3,447,184**

(1) Needs and costs for new facilities provided by IT Department staff.

(2) Calculated in Table 5

(3) Cost estimates were originally developed in 2019 and escalated by 16.6 percent to account for cost inflation through end of 2021, per CA DGS.

Sources: City of Burbank; CA DGS; EPS

Cost Allocations and Technical Analysis

Table 19 allocates the $3.4 million in Information Technology facilities between residential and non-residential land uses based on the relative share of service population growth attributable to new residents and employees respectively, as calculated in **Table 5**. The fees are then calculated based on assumptions related to persons per household for residential and employees per square foot for non-residential land uses, as detailed in **Table 6**.

Table 19 Maximum Information Technology Fee Calculations

Item	Factor / Input	Cost Allocation and Fee Calculation	
Future Residential/ Non-Residential Allocation		**Residential**	**Non-Residential**
% Allocation	100%	58%	42%
IT Facilities Cost	$3,447,184	$2,014,734	$1,432,450
Net Future Growth in Service Population[1]		13,056	9,283
Cost per Resident or Employee		$154	$154

Land Use	Building Density	Maximum Fees
Single Family (per unit)	2.80 persons/unit	$432 per unit
Multi-family (per unit)	2.20 persons/unit	$339 per unit
Retail / Svc. Commerical (per sq. ft.)	500 sq. ft./employee	$0.31 per sq. ft.
Office (per sq. ft.)	303 sq. ft./employee	$0.51 per sq. ft.
Production Studio / R&D Flex (per sq. ft.)	457 sq. ft./employee	$0.34 per sq. ft.
Warehouse / Industrial (per sq. ft.)	500 sq. ft./employee	$0.31 per sq. ft.
Lodging (per room)	0.4 employees/room	$58 per room

(1) Calculated in Table 5

8. TRANSPORTATION

The Transportation portion of the DIF covers improvement needs associated with the City's transportation infrastructure. Since these facilities will serve the needs of both residents and businesses, it is assumed that both residential and non-residential development will pay the Transportation fee. The following chapter provides a summary of the improvement needs, cost allocations, and fee levels for the Transportation Fee. A detailed technical memorandum on the methodology used to calculate the Transportation Fee is included in **Appendix A**.

Improvement Needs and Costs

Fehr & Peers worked with City staff to identify the transportation improvement needs and costs required to serve both existing and future residents. The needs were divided into four categories: roadway improvements, transit improvements, bikeway improvements, and pedestrian improvements. **Table 20** below shows the costs associated with each category of transportation improvement. As described in **Chapter 2**, all cost estimates were provided in 2019, and increased by 16.6 percent to account for cost inflation in the intervening years.

Table 20 Transportation Improvement Program Cost Summary

Transportation Improvement Program	Total Cost
Roadway Improvements	$89,485,894
Transit Improvements	$87,129,350
Bikeway Improvements	$66,380,380
Pedestrian Improvements	$60,480,420
Total	**$303,476,044**

Cost Allocations and Technical Analysis

The allocation of transportation improvement costs to new growth is based on vehicle trips generated. **Table 21** shows the projected change in vehicle trips generated by new growth in the City.

Table 21 Change in Vehicle Trips, 2020-2035

City of Burbank Vehicle-Trips PM Peak Hour	
2020	62,375
2035	70,861
New Trips	8,486
% New Trips	11.98%

Fehr & Peers conducted a PM Peak Hour select link analysis for each roadway and intersection improvement project to determine the number of new trips generated by growth in the City. A select link analysis tracks the origin and destination of trips on a specified roadway segment so that trips generated by City (trips that begin and/or end in the City) can be separated from other regional trips (External Trips). Select link results report the number of Internal (II), Internal to External (IX), External to Internal (XI), and External to External (XX).

The cost allocation for roadway and intersection projects is calculated by removing all External (XX) trips, since City development can't pay for regional travel growth (e.g., if XX trips account for 10% of 2035 trips, then max fee is 90%). The cost allocation for all other types of projects is calculated by applying the percent growth (11.98%) to project cost.

Table 22 shows the fair-share to be contributed by new development and the transportation fee per PM peak hour trip.

Table 22 Allocation of Transportation Project Costs to New Development

Project Type	Total Cost	New Development Fair Share	% of Total Cost
Roadway Improvements	$89,485,894	$57,931,542	65%
Transit Improvements	$87,129,350	$13,216,767	15%
Bikeway Improvements	$66,380,380	$10,069,329	15%
Pedestrian Improvements	$60,480,420	$9,174,356	15%
Total	**$303,476,044**	**$90,391,994**	**30%**
PM Peak Hour New Growth Trips		8,486	
Average Cost per PM Peak Hour Trip		**$10,652**	

Table 23 details the allocation of fees among land uses of the $90.4 million in transportation improvement costs attributable to new growth. **Appendix A** provides further detail on the methodology used to make this allocation.

Table 23 Maximum Transportation Fees By Land Use

Fee per PM Peak Hour Trip	$7,212				
Land Use Category	**Unit[1]**	**ITE Code[2]**	**PM Trip Rate[2]**	**% New Trips[3]**	**City TIA Fee per Unit**
Single Family Residential	**DU**	210	0.94	100%	**$10,013**
Multi-Family Residential	**DU**	221	0.39	100%	**$4,154**
Lodging	**Room**	310	0.59	100%	**$6,285**
Retail/Service Commercial	**sq.ft.**	820	3.4	70%	**$25.35**
Office/Institutional	**sq.ft.**	710	1.44	100%	**$15.34**
Warehouse/Industrial	**sq.ft.**	130	0.34	100%	**$3.62**
Production Studio/R&D Flex	**OE-GSF**	--[4]	0.86	100%	**$9.16**

Notes:

1) Units = Dwelling Units (DU), Hotel Rooms (Rooms), Square Feet (sq.ft.), and Office Equivalent-Gross Square Feet (OE-GSF).
2) ITE Trip Generation, 11th Edition. PM peak hour trip rate per DU, Room, or KSF (1,000 sq. ft.).
3) Pass-by Trips are accounted for retail uses.
4) Trip Rate based on media office factor of 1.33 per the Media District Specific Plan.

Special Generators: If City determines that a proposed use cannot be classified under the land use categories listed in the TIA Fee table, then City will have the discretion to determine the appropriate data for input to the TIA Fee calculation. This will likely require a study to determine the trip rate for the proposed use.

APPENDIX A:

Fehr & Peers Technical Memorandum - Burbank Development Impact Fees for Transportation

MEMORANDUM

Date: April 15, 2022

To: Beverly Ibarra and David Kriske, City of Burbank
Julie Cooper and Jason Moody, EPS

From: Sarah Brandenberg and John Muggridge, Fehr & Peers

Subject: ***Burbank Development Impact Fees for Transportation - Nexus Study***

Ref: LA14-2721.01

This memorandum provides the nexus analysis conducted for the transportation component of Burbank's Development Impact Fee (DIF) program. The transportation fees will fund needed improvements to the City's transportation infrastructure to accommodate future traffic volumes projected as a result of new development. The fees will fund infrastructure that supports vehicle, transit, pedestrian, and bicycle travel modes in the City. The transportation project list that reflects the City's planned improvements and the nexus methodology and analysis completed for the DIF program update are provided below.

OVERVIEW

For transportation improvements needed to accommodate future growth, the purpose of a DIF program is to collect funding from new development to build the infrastructure needed. Funds collected are often used to augment other funding sources that can be secured by the City, such as the County's sales tax for transportation improvements (Measures R and M) or State and local grant opportunities. The State of California Mitigation Act (AB 1600) (Government Code, sections, 66000, et seq.) establishes a requirement for "nexus" in the establishment of a development fee for transportation. The nexus requirements are as follows:

- A development fee is directly related to the impacts of the development.
- The nature of the fee is roughly proportional to the impacts of the project.

The development of the transportation component of the DIF program consists of producing a list of transportation improvements to be funded, in part, by the impact fees collected from new development and then calculating the fair share portion of the funding that is the responsibility of new development. The City's transportation project list and the analysis completed to determine new developments fair-share is described in the following sections.

TRANSPORTATION PROJECTS

The transportation projects to be funded (in part) through the City's DIF program consist of improvements that have been identified in previous City planning efforts needed to accommodate planned growth. The transportation improvement projects included in *Infrastructure Blueprint for*

the 21st Century (March 9, 1993) were reviewed to determine if they were still applicable for the City's DIF program. To determine applicability, these projects were compared to the transportation goals, policies, and infrastructure needs identified in the Burbank2035 General Plan. Transportation projects that were still required to accommodate future growth and consistent with Burbank2035 were included in the transportation improvement project list and infrastructure projects identified Burbank2035 were also added to the list. In addition, projects identified in other planning studies, such as the City's Bicycle Master Plan, Safe Routes to School Plan or Citywide Complete Streets Plan, were included in the transportation project list. The following types of projects are contained in the transportation project list:

1. ***Roadway Capacity Improvement Projects***: These improvements include roadway widenings, grade separations, and bridge enhancements that will increase vehicular capacity and improve safety at specific locations in the City.
2. ***Intersection Capacity Improvement Projects***: These improvements include widening or restriping to provide additional turn lanes or through lanes and traffic signal upgrades at specific intersections in the City that will increase vehicular capacity and better accommodate all modes of travel through intersections.
3. ***Transportation System Management Projects***: These improvements include data collection, monitoring, systemwide signal upgrades, and parking management that can be applied Citywide to effectively manage the transportation network through design and technology solutions.
4. ***Transit Improvement Projects***: These improvements include additional service and facility upgrades for Metrolink, BurbankBus and Metro buses within the City, bus rapid transit improvements to provide additional regional travel opportunities by transit for those living and working in Burbank, and quiet zone treatments to mitigate the noise impacts of rail transit.
5. ***Path and Protected Bikeway Improvement Projects and On-Street Bicycle Improvement Projects***: These improvements include new path and separated bicycle facilities in the City and the improvements identified in the Bicycle Master Plan to improve accessibility for bicycle travel Citywide and fulfill the City's goals of providing a complete streets network.
6. ***Pedestrian Improvement Projects***: These improvements include sidewalk and pedestrian safety projects with many improvements focused on areas in the City where pedestrian travel is most concentrated, such as downtown and adjacent to schools.

Table 1 presents the transportation project list for the DIF program. As shown, the projects are organized by the type of improvement and mode of travel as described in the six categories above.

Table 1: Transportation Project List		
Type	**Project Location**	**Description**
Roadway Capacity Improvement Projects	Hollywood Way: Avon to Thornton	Widen to 6 lanes with Class IV protected bike lanes
	Olive Way: Six lanes – Barham to Lincoln	Restripe and peak period parking removal
	Empire Ave / Vanowen St	Construct railroad grade separation
	Buena Vista St / Vanowen St	Construct railroad grade separation
	Victory Pl Rail Undercrossing	Widen rail bridge for a second northbound lane and Class I Bikeway
	Interstate 5 / Buena Vista Interchange and Winona Rail Tunnel	Improve I-5 Ramps, Construct Winona Rail undercrossing to connect Winona across rail tracks
	Widen Olive Bridge	Widen bridge to provide turn lanes at First Street, standard width lanes, shoulders/bike lanes, ped improvements, seismic upgrades
	Widen Magnolia Bridge	Widen bridge to provide turn lanes at First Street, standard width lanes, shoulders/bike lanes, ped improvements, seismic upgrades
	North San Fernando Master Plan Improvements	Construct improvements identified in the North San Fernando Master Plan
Intersection Capacity Improvement Projects	Media District – Olive Ave, Alameda Ave, and Riverside Dr	Signal enhancements: adaptive timing, signal synchronization, advanced detection
	Victory Blvd Corridor	Signal enhancements: adaptive timing, signal synchronization, advanced detection
	Olive Ave / Verdugo Ave	Realign Verdugo, Modify Olive, Modify Traffic Signal, Pedestrian Crossing Treatments
	Buena Vista St / NB I-5 Ramps	Widen intersection approaches, upgrade signal
	Hollywood Way / Verdugo Ave	Widen intersection approaches, upgrade signal
	Victory Blvd / Olive Ave	Widen intersection approaches, upgrade signal
	Buena Vista St / Olive Ave	Widen intersection approaches, upgrade signal
	Hollywood Way / Thornton Ave	Widen intersection approaches, upgrade signal
	Pass Ave / Olive Ave	Widen intersection approaches, upgrade signal
	Hollywood Way / Alameda Ave	Widen intersection approaches, upgrade signal
	Buena Vista St / San Fernando Blvd	Widen intersection approaches, upgrade signal
	Lake St / Alameda Ave	Restripe intersection approaches, upgrade signal
	Hollywood Way / Riverside Dr	Restripe intersection approaches, upgrade signal
	Hollywood Way / Olive Ave	Restripe intersection approaches to covert parking to peak period travel lane

Table 1: Transportation Project List (continued)		
Type	**Project Location**	**Description**
Transportation System Management Projects	Monitoring Program	Data collection and monitoring needed to maintain transportation system performance and update City Traffic Model
	Neighborhood Protection	Citywide Neighborhood Protection Program (NPP)
	Citywide Parking Management	Manage all public parking throughout the City, including commercial street parking, City parking lots, structures, and the Downtown Burbank Metrolink Station
	CSCS Full Adaptive Control	Infrastructure hardware and communication upgrades
	CSCS Synchronization	Signal phasing, detection, and hardware upgrades
Transit Improvement Projects	BurbankBus Transit Capital and Electrification	Ongoing 17 vehicle fleet replacement 2019-2035, 12-year lifespan, electrification after 2023
	BurbankBus Transit Expanded Operations	Service expansion on existing routes and new service
	BurbankBus Maintenance, Storage, and Operations Facility	New bus maintenance facility
	Media District Transit Center	Bus transit facility with layover facilities
	BRT Extension to Burbank Airport	Extend Orange Line to Airport as street-running BRT
	Downtown Metrolink Pedestrian Rail Crossing Improvements	Construct Safety Gates and Rail Signal Modifications at the Downtown Metrolink Station Ped Crossings
	Citywide Railroad Quiet Zones	Construct Quiet Zone Improvements at Airport
	Quiet Zone/Grade Separation - Vanowen/Clybourn	Clybourn rail grade crossing to improve safety and access to Airport; initially a quiet zone improvement and ultimately a grade separation
	Pasadena to North Hollywood BRT	Local contribution towards Metro North Hollywood to Pasadena Corridor BRT Project
Path and Protected Bikeway Improvement Projects	Chandler Bikeway Extension	Class I: Mariposa St to Downtown Metrolink Station
	San Fernando Bikeway	Class I: City limit to Downtown Metrolink Station
	Los Angeles River Bridge	Class I: Bob Hope Dr to Forest Lawn Dr
	Palm Avenue Bridge	Class I: Downtown Metrolink Station to Palm Ave/First St
	Pacific Park - Vanowen Path	Class I: Vanowen St to Pacific Ave
	First Street Class IV	Class IV: San Fernando Boulevard to Verdugo Avenue
	Third Street Class IV	Class IV: Amherst Drive to Verdugo Avenue
	Glenoaks-Verdugo-Front Class IV	Class IV: Glenoaks, Alameda, Verdugo, Front, Burbank
	Magnolia Boulevard Class II/IV	Class II/IV: First Street to Glenoaks Blvd
	Angeleno Avenue Class IV	Class IV: Glenoaks Blvd to First Street

Table 1: Transportation Project List (continued)		
Type	**Project Location**	**Description**
On-Street Bicycle Improvement Projects	Top Priority Bike Master Plan Projects On-Street Class II and Class III Facilities (see description for specific locations)	Clark Avenue Bicycle Boulevard, Class III: Clybourn Ave to Victory Ave
		Citywide Bicycle Boulevard Network
		Verdugo Ave, Class III: Victory to Flower St
		Empire Ave, San Fernando Blvd, Class II/III: Clybourn Ave to Burbank Blvd
		Olive Ave, Pass Ave, California St, Front St, Class III
		Amherst Dr, Third St, Third St, Glenoaks Blvd, Class II/III
		Riverside Dr, Class II/III: Clybourn Ave to California St, California St to Bob Hope Dr
		Orange Grove Ave, Class II: Third St to Sunset Canyon
	Other Priority Bike Master Plan Projects; On-Street Class II and Class III Facilities (see description for specific locations)	Vanowen St, Class II: Clybourn Ave to Buena Vista St
		Ontario St, Class II: San Fernando Blvd to Empire Ave
		Fairview St and Ontario St, Class III: Vanowen St to Chandler Path
		Mariposa St, Palm Ave, Lake St, Class III
		Stough Canyon Ave, Walnut Ave, Walnut Ave, Class II/III
		Tulare Ave, 6th St, Class II/III
		Lincoln St, Class II: San Fernando Blvd to Empire Ave
		Cohasset St, Cohasset St, Avon St, Class II/III
		Sunset Canyon, Class III: Walnut Ave to City limit
		Harvard Rd, Class II: Wildwood Canyon to Sunset Canyon
		Alameda Ave, Class II: Glenoaks Blvd to Lincoln Street, SR-134 to Riverside
		Coast Mainline Path, Pacific Ave, Class I/III
		Eton Dr, Class II/III: Glenoaks Blvd to Kenneth Rd
		Glenoaks Blvd, Class III: L.A. City limit to Providencia Ave
		Clybourn Ave, Class II: Victory Blvd to Chandler Path
		Jeffries Ave, Class III: Clybourn Ave to Lincoln St
		Olive Ave, Class III: L.A. City limit to Sunset Canyon Dr

Table 1: Transportation Project List (continued)		
Type	**Project Location**	**Description**
Pedestrian Improvement Projects	Sidewalk Improvements to General Plan Standards	Construct sidewalks to standard widths as identified in Burbank2035
	Pedestrian Safety Improvements	Construct curb extensions, crosswalks, traffic signal modifications at 100 arterial and collector intersections
	Citywide Safe Routes to School	Construct Safety Improvements per Safe Routes to School Program
	Pedestrian Safety Assessment Projects	Construct improvements identified in the Pedestrian Safety Assessment
	Downtown Sidewalk and Pedestrian Safety Projects	Replace deteriorating brick/concrete sidewalk and improve ped safety at intersections in Downtown
	Subregional Equity Projects	Subregional Equity Projects selected for implementation in City

NEXUS ANALYSIS

The purpose of a nexus study is to establish the relationship, referred to as the "nexus," between new development expected to occur and the need for new and expanded major public facilities. After establishing the nexus, the transportation fees to be levied for various land use types are calculated based on the proportionate share of the total facility use. The nexus analysis is comprised of the following steps:

- Growth anticipated under Burbank2035 was input into the City's travel demand forecasting model, and then the model was used to track vehicle-trip growth on each of the roadway infrastructure improvements contained in the project list and determine the number of new PM peak hour vehicle trips generated by overall growth in the City.
- New development's fair-share contribution to each of the improvements contained in the transportation project list was calculated based on the model output and local cost contribution for each of the planned improvements.
- The number of trips generated by various land use types were used to calculate the transportation fees as part of the DIF program update.

Each of these steps is explained in further detail below.

Growth Forecasts

The Burbank travel demand model was used to generate traffic growth forecasts for use in the nexus analysis. The City's model was previously used to determine the traffic impacts resulting from the future land uses envisioned under Burank2035. As part of that analysis, a detailed level of service (LOS) analysis was performed on key citywide intersections and roadways using the traffic volume forecasts, and the results were then used to identify the infrastructure improvements needed to accommodate the planned growth as reflected in the transportation project list.

For the nexus analysis, the model was updated to reflect a more current baseline (Year 2016) and the final land use plan adopted in Burbank2035. The model was compiled with these updated land uses to determine overall travel demand growth anticipated by Year 2035. For the purposes of this study, the data was interpolated to obtain year 2020 trips. **Table 2** summarizes the growth in PM peak hour vehicle trips for land uses in the City.

Table 2:
City of Burbank Vehicle-Trips

Year	PM Peak Hour Trips
2020	62,375
2035	70,861
New Trips	**8,486**
% New Trips	**11.98%**

Fair-Share Contribution

To determine the fair-share contribution for new development in the City, the Burbank travel demand model was used to conduct a select link analysis for each roadway and intersection improvement contained in the transportation project list. A select link analysis tracks the origin and destination of trips on a specified roadway segment so that trips generated by City of Burbank land uses (trips that begin and/or end in the City) can be separated from other regional trips (external trips that travel through the City but do not begin or end in the City). Since the DIF program only pertains to land use growth in the City, the fee program cannot include regional traffic growth generated by external trips. Therefore, the City's model was used to track the number of Internal (II) trips, Internal to External (IX) trips, External to Internal (XI) trips, and External to External (XX) trips, and all external trips were removed from new developments fair-share contribution.

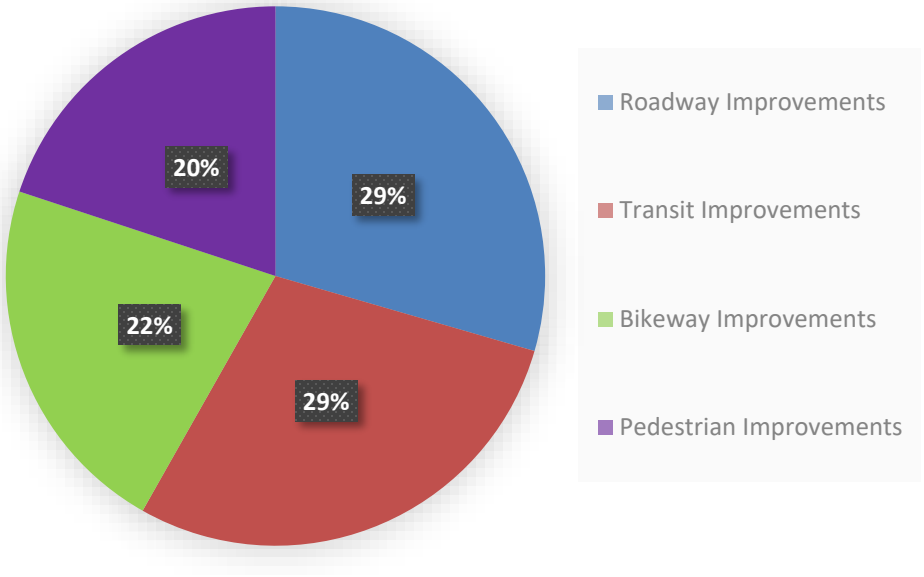
In addition to removing regional travel growth from the fair-share analysis, the City refined the transportation project list cost estimates for the DIF program to only reflect the portion of funding expected from local sources, including Federal, State and grant funding provided to the City for infrastructure needs. For the larger infrastructure projects that are considered regional in nature, such as the railroad grade separations, freeway interchange improvements, bridge widenings, and regional bus rapid transit projects, a minor local funding contribution (3% or less) was included in the DIF program. **Table 3** shows the costs for the improvements in the transportation project list

(see Attachment A for detailed cost estimates). The total cost of the transportation project list is approximately $303 million.

Table 3: Transportation Project List Cost Estimates	
Project Type	**Cost**
Roadway Improvement Projects	**$89,485,894**
- *Roadway Capacity Improvement Projects*	*$23,053,044*
- *Intersection Capacity Improvement Projects*	*$26,351,600*
- *Transportation System Management Projects*	*$40,081,250*
Transit Improvement Projects	**$87,129,350**
Bikeway Improvement Projects (Pathway, Protected Lanes, and On-Street)	**$66,380,380**
Pedestrian Improvement Projects	**$60,480,420**
Total	**$303,476,044**

Figure 1 shows the cost distribution by primary mode of travel. Roadway and transit improvement costs each comprise just under 30% of the fee program and bikeway and pedestrian improvement costs are each approximately 20% of the fee program.

Figure 1: Transportation Funding Distribution by Mode



The new development funding contribution was calculated for each project by multiplying the fair-share growth and the DIF program project cost to obtain the portion of the project cost attributable

to new growth. For the roadway and intersection capacity improvements, the City's model was used to calculate the fair-share growth contribution for each project individually. For the other project types, the overall PM peak hour traffic growth resulting from new development in the City (11.98%, see Table 2) was used to calculate the fair-share funding contribution. **Table 4** shows the portion of the DIF program that can be funded by new development for each project type.

Table 4:
Fair-Share Contribution to DIF Program for Transportation Improvements

Project Type	Total Cost	New Development Fair Share	% of Total Cost
Roadway Improvements	$89,485,894	$57,931,542	65%
Transit Improvements	$87,129,350	$13,216,767	15%
Bikeway Improvements	$66,380,380	$10,069,329	15%
Pedestrian Improvements	$60,480,420	$9,174,356	15%
Total	**$303,476,044**	**$90,391,994**	**30%**

As shown, new development would fund up to 30% of the transportation project list. This funding level represents the maximum funding that can be assessed to new development based on the results of the nexus study.

Fair-Share Cost by Land Use Type

New development's fair-share funding contribution towards the transportation project list was compared to the PM peak hour trip growth in the City to determine the average cost per new trip. As shown in **Table 5** below, the average cost per new PM peak hour trip is $10,652.

Table 5:
Average Cost per PM Peak Hour Trip

New Development Fair-Share Funding	$90,391,994
PM Peak Hour New Growth Trips	8,486
Average Cost per PM Peak Hour Trip	**$10,652**

The average cost per trip was then used to generate the transportation fee by land use based on the PM peak hour trip generation rate for each land use type. The seven land use categories for the DIF program are listed in **Table 6** below. Using the average trip generation rates for each of these land use types, the DIF fee was calculated on a per unit basis. As discussed previously, the fees shown represent the maximum fee for transportation that can be attributed to new development based on the nexus study.

Table 6:
DIF Program Fees for Transportation

Land Use Category	Unit[1]	ITE Code[2]	PM Trip Rate[2]	% New Trips[3]	City TIA Fee per Unit
Single Family Residential	**DU**	210	0.94	100%	**$10,013**
Multi-Family Residential	**DU**	221	0.39	100%	**$4,154**
Lodging	**Room**	310	0.59	100%	**$6,285**
Retail/Service Commercial	**SF**	820	3.4	70%	**$25.35**
Office/Institutional	**SF**	710	1.44	100%	**$15.34**
Warehouse/Industrial	**SF**	130	0.34	100%	**$3.62**
Production Studio/ R&D Flex/Media Office	**OE-GSF**	--[4]	0.86	100%	**$9.16**

Notes:

1) Units = Dwelling Units (DU), Hotel (Rooms), Square Feet (SF), and Office Equivalent-Gross Square Feet (OE-GSF).

2) Trip Generation, 11th Edition, Institute of Transportation Engineers. PM peak hour trip rate per DU, Room, or KSF.

3) Pass-by Trips are accounted for retail uses.

4) Trip Rate based on media office factor of 1.33 per the Media District Specific Plan.

Special Generators: If City determines that a proposed use cannot be classified under the land use categories listed in the TIA Fee table, then City will have the discretion to determine the appropriate data for input to the TIA Fee calculation. This will likely require a study to determine the trip rate for the proposed use.

Attachment A

Cost Estimates for DIF Program Transportation Project List

Project Location	Description	DIF Cost	Cost Reference
Roadway Capacity Improvement Projects			
Hollywood Way: Avon to Thornton	Widen to 6 lanes with Class IV protected bike lanes	$1,749,000	Per mile cost assumptions applied for widening and Class IV bicycle facility improvements
Olive Way: Six lanes – Barham to Lincoln	Restripe and peak period parking removal	$2,915,000	Per mile cost assumptions assuming 300 feet east of Riverside to LA River Remove peak period parking to provide 3 lanes each direction plus center turn lane
Empire Ave / Vanowen St	Construct railroad grade separation	$1,923,900	Regional project with total estimate of $50 million based on Grade Separation Study 3% local contribution
Buena Vista St / Vanowen St	Construct railroad grade separation	$1,749,000	Regional project with total estimate of $50 million based on Grade Separation Study 3% local contribution
Victory Pl Rail Undercrossing	Widen rail bridge for a second northbound lane and Class I Bikeway	$1,749,000	Regional project with total estimate of $50 million based on Grade Separation Study 3% local contribution
Interstate 5 / Buena Vista Interchange and Winona Rail Tunnel	Improve I-5 Ramps, Construct Winona Rail undercrossing to connect Winona across rail tracks	$1,749,000	Regional project with total estimate of $50 million based on Grade Separation Study 3% local contribution
Widen Olive Bridge	Widen bridge to provide turn lanes at First Street, standard width lanes, shoulders/bike lanes, ped improvements, seismic upgrades	$707,750	Regional project with total estimate of $20.2 million based on Bridge Feasibility Study 3% local contribution
Widen Magnolia Bridge	Widen bridge to provide turn lanes at First Street, standard width lanes, shoulders/bike lanes, ped improvements, seismic upgrades	$482,794	Regional project with total estimate of $20.2 million based on Bridge Feasibility Study 3% local contribution
North San Fernando Master Plan Improvements	Construct improvements identified in the North San Fernando Master Plan	$10,027,600	Estimate from North San Fernando Blvd Specific Plan Improvement Plan
	Sub-total Roadway Capacity Improvement Projects	**$23,053,044**	
Intersection Capacity Improvement Projects			
Media District – Olive Ave, Alameda Ave, and Riverside Dr	Signal enhancements: adaptive timing, signal synchronization, advanced detection	$9,328,000	Assumes $400,000 per signal for new poles, conduit, detection, controllers, fiber connection to CSCS system, programming, implementation
Victory Blvd Corridor (ASTAC)	Signal enhancements: adaptive timing, signal synchronization, advanced detection	$9,328,000	Assumes $400,000 per signal for new poles, conduit, detection, controllers, fiber connection to CSCS system, programming, implementation
Olive Ave / Verdugo Ave	Realign Verdugo, Modify Olive, Modify Traffic Signal, Pedestrian Crossing Treatments	$4,197,600	Estimate based on Alternatives Selection
Buena Vista St / NB I-5 Ramps	Widen intersection approaches and upgrade traffic signal	$466,400	Per mile cost assumptions for southbound approach widening, relocate curb, gutter, catch basin, streetlights
Hollywood Way / Verdugo Ave	Widen intersection approaches and upgrade traffic signal	$466,400	Estimate from Burbank2035 Technical Studies/EIR
Victory Blvd / Olive Ave	Widen intersection approaches and upgrade traffic signal	$466,400	Estimate from Burbank2035 Technical Studies/EIR
Buena Vista St / Olive Ave	Widen intersection approaches and upgrade traffic signal	$349,800	Estimate from Burbank2035 Technical Studies/EIR
Hollywood Way / Thornton Ave	Widen intersection approaches and upgrade traffic signal	$291,500	Estimate from Burbank2035 Technical Studies/EIR

Project Location	Description	DIF Cost	Cost Reference
Pass Ave / Olive Ave	Widen intersection approaches and upgrade traffic signal	$291,500	Estimate from Burbank2035 Technical Studies/EIR
Hollywood Way / Alameda Ave	Widen intersection approaches and upgrade traffic signal	$233,200	Per mile cost estimate to restripe south leg of intersection for 300 feet. Modify traffic signal to install protected phasing.
Buena Vista St / San Fernando Blvd	Widen intersection approaches and upgrade traffic signal	$233,200	Estimate from Burbank2035 Technical Studies/EIR
Lake St / Alameda Ave	Restripe intersection approaches and upgrade traffic signal	$233,200	Estimate from Burbank2035 Technical Studies/EIR
Hollywood Way / Riverside Dr	Restripe intersection approaches and upgrade traffic signal	$233,200	Per mile cost estimate for intersection striping and signal upgrade
Hollywood Way / Olive Ave	Restripe intersection approaches to covert parking to peak period travel lane	$233,200	Per mile cost estimate for intersection striping and signal upgrade
	Sub-total Intersection Capacity Improvement Projects	**$26,351,600**	
Transportation System Management Projects			
Monitoring Program	Data collection and monitoring needed to maintain transportation system performance and update City Traffic Model	$1,749,000	Assume one travel demand model update every 5 years for (2019-2035) at $350,000. Assume annual data collection for transportation system performance monitoring at $50,000 per year. Assume one General Plan Mobility Element Update for the life of the plan (2019-2035).
Neighborhood Protection	Citywide Neighborhood Protection Program (NPP)	$5,538,500	Assume 5 new neighborhood protection plans to be implemented Assume 950,000 per plan per Alameda North NPP completed in July 2019
Citywide Parking Management	Manage all public parking throughout the City, including commercial street parking, City parking lots, structures, and the Downtown Burbank Metrolink Station	$17,490,000	Cost estimate to implement parking management plan
CSCS Full Adaptive Control	225 signals, Vehicle 2 Infrastructure hardware and communication upgrades	$6,558,750	Per signal cost estimate
CSCS Synchronization	50 signals, signal phasing, detection, and hardware upgrades	$8,745,000	Per signal cost estimate
	Sub-total Transportation System Management Projects	**$40,081,250**	
	Total Roadway Projects	**$89,485,894**	
Transit Improvement Projects			
BurbankBus Transit Capital and Electrification	Ongoing 17 vehicle fleet replacement 2019-2035, 12-year lifespan, electrification after 2023	$17,490,000	Assume ongoing BurbankBus fleet replacement (12-year vehicle life) during life of plan 2019-2035 Assume replacement cost at $550k per bus, $625k after 2023 for electrification
BurbankBus Transit Expanded Operations	Includes all-day service on existing routes and new service	$31,307,100	Assume two new 35-foot electric buses, 1.6 million per year operations costs above current operations
BurbankBus Maintenance, Storage, and Operations Facility	Construct new bus maintenance facility for BurbankBus	$11,660,000	Cost estimate to construct new bus facility

Project Location	Description	DIF Cost	Cost Reference
Media District Transit Center	Construct bus transit facility with layover facilities for BurbankBus and Metro	$11,660,000	Cost estimate for transit center located on north side of Riverside Drive between Olive and Hollywood Way in City and Caltrans right of way, potentially as part of freeway cap between Alameda and California
BRT Extension to Burbank Airport	Extend Orange Line to Bob Hope Airport as street-running BRT	$559,680	Estimate from MGAPS Study
Downtown Metrolink Pedestrian Rail Crossing Improvements	Construct Safety Gates and Rail Signal Modifications at the Downtown Metrolink Station Ped Crossings	$874,500	Estimate for quiet zone ready pedestrian safety gates, lights, updated fencing, ped channelization at both at-grade ped rail crossings at Downtown Burbank Metrolink Station. Update track circuitry to separate ped crossings to allow each crossing to operate independently.
Citywide Railroad Quiet Zones	Construct Quiet Zone Improvements at Burbank Airport South Station	$1,457,500	Estimate for quiet zone ready pedestrian safety gates, lights, updated fencing, ped channelization at both at-grade ped rail crossings at the Burbank Airport South Metrolink Station, install quiet-zone ready grade crossing safety improvements at the Clybourn/Vanowen grade crossing.
Quiet Zone/Grade Separation - Vanowen/Clybourn	Clybourn rail grade crossing to improve safety and access to Burbank Airport; initially a quiet zone improvement and ultimately a grade separation	$9,007,350	Estimate for quiet zone and partial funding for grade separation improvements.
Pasadena to North Hollywood BRT	Local contribution towards Metro North Hollywood to Pasadena Corridor BRT Project	$3,113,220	Regional project with estimate of $267 million total project cost 1% local funding for expanded station amenities, first-last mile improvements, capital for local transit connections
	Sub-total Transit Improvement Projects	**$87,129,350**	
Path and Protected Bikeway Improvement Projects & On-Street Bicycle Improvements			
Chandler Bikeway Extension	Class I: Mariposa St to Downtown Burbank Metrolink Station	$4,430,800	Cost Estimate from Call for Projects Grant Application
San Fernando Bikeway	Class I: L.A. City limit to Downtown Burbank Metrolink Station	$10,260,800	Cost Estimate from Call for Projects Grant Application
Los Angeles River Bridge	Class I: Bob Hope Dr to Forest Lawn Dr	$1,982,200	Cost Estimate derived from Burbank Channel Bikeway Costs and pre-fab bridge cost estimates
Palm Avenue Bridge	Class I: Downtown Burbank Metrolink Station to Palm Ave/First St	$12,359,600	Cost Estimate from Bike Master Plan
Pacific Park - Vanowen Path	Class I: Vanowen St to Pacific Ave	$3,498,000	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
First Street Class IV	Class IV: San Fernando Boulevard to Verdugo Avenue	$4,664,000	Assume Class IV at 5,000,000 per mile to relocate curb and gutter, streetlights, catch basins, traffic signals, trees
Third Street Class IV	Class IV: Amherst Drive to Verdugo Avenue	$6,996,000	Assume Class IV at 5,000,000 per mile to relocate curb and gutter, streetlights, catch basins, traffic signals, trees
Glenoaks-Verdugo-Front Class IV	Class IV: Glenoaks; Alameda to Verdugo; Verdugo, Glenoaks to Front; Front, Verdugo to Burbank	$6,413,000	Assume Class IV at 5,000,000 per mile to relocate curb and gutter, streetlights, catch basins, traffic signals, trees
Magnolia Boulevard Class II/IV	Class II/IV: First Street to Glenoaks Blvd	$1,749,000	Assume Class IV at 5,000,000 per mile to relocate curb and gutter, streetlights, catch basins, traffic signals, trees
Angeleno Avenue Class IV	Class IV: Glenoaks Blvd to First Street	$1,749,000	Assume Class IV at 5,000,000 per mile to relocate curb and gutter, streetlights, catch basins, traffic signals, trees
Top Priority Bike Master Plan Projects On-Street Class II and Class III Facilities	Clark Avenue Bicycle Boulevard, Class III: Clybourn Ave to Victory Ave	$396,440	Bike Master Plan Cost Estimate
	Citywide Bicycle Boulevard Network	$3,159,860	Bike Master Plan Cost Estimate
	Verdugo Ave, Class III: Victory to Flower St	$139,920	Bike Master Plan Cost Estimate

Project Location	Description	DIF Cost	Cost Reference
	Empire Ave, San Fernando Blvd, Class II/III: Clybourn Ave to Burbank Blvd	$163,240	Bike Master Plan Cost Estimate
	Olive Ave, Pass Ave, California St, Front St, Class III	$93,280	Bike Master Plan Cost Estimate
Top Priority Bike Master Plan Projects On-Street Class II and Class III Facilities	Amherst Dr, Third St, Third St, Glenoaks Blvd, Class II/III	$69,960	Bike Master Plan Cost Estimate
	Riverside Dr, Class II/iii: Clybourn Ave to California St, California St to Bob Hope Dr	$69,960	Bike Master Plan Cost Estimate
	Orange Grove Ave, Class II: Third St to Sunset Canyon Dr	$180,730	Bike Master Plan Cost Estimate
Other Priority Bike Master Plan Projects On-Street Class II and Class III Facilities	Vanowen St, Class II: Clybourn Ave to Buena Vista St	$378,950	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Ontario St,Class II: San Fernando Blvd to Empire Ave	$204,050	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Fairview St and Ontario St, Class III: Vanowen St to Chandler Path	$75,790	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Mariposa St, Palm Ave, Lake St, Class III	$104,940	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Stough Canyon Ave, Walnut Ave, Walnut Ave, Class II/III	$227,370	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Tulare Ave, 6th St, Class II/III	$355,630	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Lincoln St, Class II: San Fernando Blvd to Empire Ave	$87,450	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Cohasset St, Cohasset St, Avon St, Class II/III	$75,790	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Sunset Canyon Dr, Class III: Walnut Ave to Glendale City limit	$75,790	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Harvard Rd, Class II: Wildwood Canyon Rd to Sunset Canyon Dr	$174,900	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Alameda Ave, Class II: Glenoaks Blvd to Lincoln Street, SR-134 to Riverside	$670,450	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Coast Mainline Path, Pacific Ave, Class I/III	$4,675,660	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Eton Dr, Class II/III: Glenoaks Blvd to Kenneth Rd	$69,960	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Glenoaks Blvd, Class III: L.A. City limit to Providencia Ave	$174,900	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Clybourn Ave, Class II: Victory Blvd to Chandler Path	$320,650	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Jeffries Ave, Class III: Clybourn Ave to Lincoln St	$75,790	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)

Project Location	Description	DIF Cost	Cost Reference
	Olive Ave, Class III: L.A. City limit to Sunset Canyon Dr	$256,520	Per mile cost estimate for bikeway projects ($10,000,000 per mile Class I; $5,000,000 per mile Class IV; $250,000 per mile Class II; $50,000 per mile Class III)
	Sub-total Bicycle Improvement Projects	**$66,380,380**	
Pedestrian Improvement Projects			
Sidewalk Improvements to General Plan Standards	Construct sidewalks to standard widths as identified in Burbank2035	$8,162,000	Assume 5 percent of Burbank's 280 miles of streets will receive funding for sidewalk improvements
Pedestrian Safety Improvements	Construct curb extensions, crosswalks, traffic signal modifications at 100 arterial and collector intersections	$29,150,000	Per intersection estimate of $250,000
Citywide Safe Routes to School	Construct Safety Improvements per Safe Routes to School Program	$11,018,700	Assume triple SR2S Cycle 10 Short Term improvements applied to all schools ($525,000 per school). Improvements include curb extensions, ped ramps, signage, street narrowing, and other traffic calming elements.
Pedestrian Safety Assessment Projects	Construct improvements identified in the Pedestrian Safety Assessment	$489,720	Estimate from Pedestrian Safety Assessment costs
Downtown Sidewalk and Ped Safety Project	Replace deteriorating brick/concrete sidewalk and improve ped safety at intersections in Downtown Burbank	$5,830,000	Per intersection cost estimate
Subregional Equity Projects: 2018-2058	Subregional Equity Projects selected for implementation in City	$5,830,000	Assume 1/2 percent local contribution to Measure M Subregional Equity Projects 2018-2058
	Sub-total Pedestrian Improvement Projects	**$60,480,420**	
	Total Transportation Project List	**$303,476,044**	

APPENDIX B:

City of Burbank Development Impact Fee Capital Improvement Plan

Burbank DIF Capital Improvement List

Improvement/Project[1]	Approximate Location	Time of Availability	Size/Quantity	Cost Per Unit	Total Cost[2]	Source for Cost	Appropriating Funds
FIRE DEPARTMENT FACILITIES							
Vehicles	Citywide	2022-2035	3	$447,566	$1,278,934.38	City Staff	DIF and Other Sources
Apparatus Floors (Sq. Ft.)	Citywide	2022-2035	3,134	$699	$2,192,148.57	City Staff	DIF and Other Sources
Subtotal Fire Department					***$3,471,082.96***		
POLICE DEPARTMENT FACILITIES							
Recurring Facilities							
Unmarked Vehicles	Citywide	2022-2035	14	$43,135	$610,933.78	City Staff	DIF and Other Sources
Marked Vehicles	Citywide	2022-2035	27	$46,631	$1,245,590.12	City Staff	DIF and Other Sources
Motorcycles	Citywide	2022-2035	6	$34,771	$215,999.42	City Staff	DIF and Other Sources
Parking Control Vehicles	Citywide	2022-2035	3	$36,594	$98,507.88	City Staff	DIF and Other Sources
Body Worn Camera System	Citywide	2022-2035	67	$6,300	$425,014.60	City Staff	DIF and Other Sources
In-Car Camera System	Citywide	2022-2035	11	$3,500	$37,831.26	City Staff	DIF and Other Sources
One Time Facilities							
Range Training Center	Hillside	2022-2035	1	$291,450	$291,450.03	City Staff	DIF and Other Sources
Security Camera System	Citywide	2022-2035	1	$2,000,000	$2,000,000.00	City Staff	DIF and Other Sources
Subtotal Police Department					***$4,925,327.07***		
PARKS FACILITIES							
Renovation Needs							
Hillside Trail Network and Mountain Bike Course Expansion	See project name	2022-2035	1	$5,246,101	$5,246,100.52	City Staff	DIF and Other Sources
Artificial Turf at Brace and Palm Ballfield	See project name	2022-2035	1	$2,331,600	$2,331,600.23	City Staff	DIF and Other Sources
Starlight Bowl Renovation	See project name	2022-2035	1	$20,984,402	$20,984,402.08	City Staff	DIF and Other Sources
Recreation Centers (MCC, ORC, VRC) Renovation	See project name	2022-2035	1	$52,461,005	$52,461,005.20	City Staff	DIF and Other Sources
Joslyn Adult Center Modernization	See project name	2022-2035	1	$1,165,800	$1,165,800.12	City Staff	DIF and Other Sources
Stough Canyon Nature Center Renovation	See project name	2022-2035	1	$291,450	$291,450.03	City Staff	DIF and Other Sources
McCambridge Pool Replacement	See project name	2022-2035	1	$13,989,601	$13,989,601.39	City Staff	DIF and Other Sources
New Facilities (Acres)							
Dog Park	2701 Riverside Drive	2022-2035	1.5	$544,040	$816,060.08	City Staff	DIF and Other Sources
Community Garden	Citywide	2022-2035	0.3	$582,900	$174,870.02	City Staff	DIF and Other Sources
Soccer Fields	Citywide	2022-2035	2.3	$1,067,509	$2,401,894.33	City Staff	DIF and Other Sources
New Park and Parking Lot over BWP Reservoir #1	See project name	2022-2035	19.0	$282,246	$5,362,680.53	City Staff	DIF and Other Sources
Pocket Park	Citywide	2022-2035	0.4	$1,067,509	$427,003.44	City Staff	DIF and Other Sources
Subtotal Parks Department					***$105,652,467.96***		
LIBRARY FACILITIES							
Expansion of Existing Facilities							
New Square Feet	Citywide	2022-2035	13,382	$807	$10,795,948.91	City Staff	DIF and Other Sources
New Books	Citywide	2022-2035	39,084	$23	$911,279.89	City Staff	DIF and Other Sources
New AV Materials	Citywide	2022-2035	2,900	$35	$101,408.69	City Staff	DIF and Other Sources
New Computers	Citywide	2022-2035	10	$874	$8,723.20	City Staff	DIF and Other Sources
New Facilities							
RFID System	Citywide	2022-2035	1	$582,900	$582,900.06	City Staff	DIF and Other Sources
Makerspace	Central Library	2022-2035	1	$699,480	$699,480.07	City Staff	DIF and Other Sources
Subtotal Library Department					***$13,099,740.81***		
IT FACILITIES							
Smart City Edge Technology Infrastructure							
Video Cameras	Citywide	2022-2035	1	$886,008	$886,008.09	City Staff	DIF and Other Sources
Environmental Sensor	Citywide	2022-2035	1	$2,215,020	$2,215,020.22	City Staff	DIF and Other Sources
Sound Sensor	Citywide	2022-2035	1	$2,215,020	$2,215,020.22	City Staff	DIF and Other Sources
WiFi Access Point	Citywide	2022-2035	1	$3,544,032	$3,544,032.35	City Staff	DIF and Other Sources
Fiber Connectivity	Citywide	2022-2035	1	$6,645,061	$6,645,060.66	City Staff	DIF and Other Sources
Traffic & Parking Sensor	Citywide	2022-2035	1	$8,860,081	$8,860,080.88	City Staff	DIF and Other Sources
Casing	Citywide	2022-2035	1	$2,215,020	$2,215,020.22	City Staff	DIF and Other Sources
Control and Management Systems							
Video System	Citywide	2022-2035	1	$349,740	$349,740.03	City Staff	DIF and Other Sources
Traffic & Parking Management System	Citywide	2022-2035	1	$582,900	$582,900.06	City Staff	DIF and Other Sources
Sensor Management System	Citywide	2022-2035	1	$233,160	$233,160.02	City Staff	DIF and Other Sources
Subtotal IT Department					***$27,746,042.75***		
TRANSPORTATION FACILITIES							
Roadway Capacity Improvement Projects							
Hollywood Way: Avon to Thornton	See project name	2022-2035	1	$1,749,000	$1,749,000	City Staff/Fehr & Peers	DIF and Other Sources
Olive Way: Six lanes – Barham to Lincoln	See project name	2022-2035	1	$2,915,000	$2,915,000	City Staff/Fehr & Peers	DIF and Other Sources
Empire Ave / Vanowen St	See project name	2022-2035	1	$1,923,900	$1,923,900	City Staff/Fehr & Peers	DIF and Other Sources
Buena Vista St / Vanowen St	See project name	2022-2035	1	$1,749,000	$1,749,000	City Staff/Fehr & Peers	DIF and Other Sources

Improvement/Project[1]	Approximate Location	Time of Availability	Size/Quantity	Cost Per Unit	Total Cost[2]	Source for Cost	Appropriating Funds
Victory Pl Rail Undercrossing	See project name	2022-2035	1	$1,749,000	$1,749,000	City Staff/Fehr & Peers	DIF and Other Sources
Interstate 5 / Buena Vista Interchange and Winona Rail Tunnel	See project name	2022-2035	1	$1,749,000	$1,749,000	City Staff/Fehr & Peers	DIF and Other Sources
Widen Olive Bridge	See project name	2022-2035	1	$707,750	$707,750	City Staff/Fehr & Peers	DIF and Other Sources
Widen Magnolia Bridge	See project name	2022-2035	1	$482,794	$482,794	City Staff/Fehr & Peers	DIF and Other Sources
North San Fernando Master Plan Improvements	See project name	2022-2035	1	$10,027,600	$10,027,600	City Staff/Fehr & Peers	DIF and Other Sources
Intersection Capacity Improvement Projects							
Media District – Olive Ave, Alameda Ave, and Riverside Dr	See project name	2022-2035	1	$9,328,000	$9,328,000	City Staff/Fehr & Peers	DIF and Other Sources
Victory Blvd Corridor (ASTAC)	See project name	2022-2035	1	$9,328,000	$9,328,000	City Staff/Fehr & Peers	DIF and Other Sources
Olive Ave / Verdugo Ave	See project name	2022-2035	1	$4,197,600	$4,197,600	City Staff/Fehr & Peers	DIF and Other Sources
Buena Vista St / NB I-5 Ramps	See project name	2022-2035	1	$466,400	$466,400	City Staff/Fehr & Peers	DIF and Other Sources
Hollywood Way / Verdugo Ave	See project name	2022-2035	1	$466,400	$466,400	Burbank2035 Technical Studies/EIR	DIF and Other Sources
Victory Blvd / Olive Ave	See project name	2022-2035	1	$466,400	$466,400	Burbank2035 Technical Studies/EIR	DIF and Other Sources
Buena Vista St / Olive Ave	See project name	2022-2035	1	$349,800	$349,800	Burbank2035 Technical Studies/EIR	DIF and Other Sources
Hollywood Way / Thornton Ave	See project name	2022-2035	1	$291,500	$291,500	Burbank2035 Technical Studies/EIR	DIF and Other Sources
Pass Ave / Olive Ave	See project name	2022-2035	1	$291,500	$291,500	Burbank2035 Technical Studies/EIR	DIF and Other Sources
Hollywood Way / Alameda Ave	See project name	2022-2035	1	$233,200	$233,200	City Staff/Fehr & Peers	DIF and Other Sources
Buena Vista St / San Fernando Blvd	See project name	2022-2035	1	$233,200	$233,200	Burbank2035 Technical Studies/EIR	DIF and Other Sources
Lake St / Alameda Ave	See project name	2022-2035	1	$233,200	$233,200	Burbank2035 Technical Studies/EIR	DIF and Other Sources
Hollywood Way / Riverside Dr	See project name	2022-2035	1	$233,200	$233,200	City Staff/Fehr & Peers	DIF and Other Sources
Hollywood Way / Olive Ave	See project name	2022-2035	1	$233,200	$233,200	City Staff/Fehr & Peers	DIF and Other Sources
Transportation System Management Projects			1				
Monitoring Program	Citywide	2022-2035	1	$1,749,000	$1,749,000	City Staff/Fehr & Peers	DIF and Other Sources
Neighborhood Protection	Citywide	2022-2035	1	$5,538,500	$5,538,500	City Staff/Fehr & Peers	DIF and Other Sources
Citywide Parking Management	Citywide	2022-2035	1	$17,490,000	$17,490,000	City Staff/Fehr & Peers	DIF and Other Sources
CSCS Full Adaptive Control	Citywide	2022-2035	1	$6,558,750	$6,558,750	City Staff/Fehr & Peers	DIF and Other Sources
CSCS Synchronization	Citywide	2022-2035	1	$8,745,000	$8,745,000	City Staff/Fehr & Peers	DIF and Other Sources
Transit Improvement Projects							
BurbankBus Transit Capital and Electrification	Citywide	2022-2035	1	$17,490,000	$17,490,000	City Staff/Fehr & Peers	DIF and Other Sources
BurbankBus Transit Expanded Operations	Citywide	2022-2035	1	$31,307,100	$31,307,100	City Staff/Fehr & Peers	DIF and Other Sources
BurbankBus Maintenance, Storage, and Operations Facility	See project name	2022-2035	1	$11,660,000	$11,660,000	City Staff/Fehr & Peers	DIF and Other Sources
Media District Transit Center	See project name	2022-2035	1	$11,660,000	$11,660,000	City Staff/Fehr & Peers	DIF and Other Sources
BRT Extension to Burbank Airport	See project name	2022-2035	1	$559,680	$559,680	MGAPS Study	DIF and Other Sources
Downtown Metrolink Pedestrian Rail Crossing Improvements	See project name	2022-2035	1	$874,500	$874,500	City Staff/Fehr & Peers	DIF and Other Sources
Citywide Railroad Quiet Zones	See project name	2022-2035	1	$1,457,500	$1,457,500	City Staff/Fehr & Peers	DIF and Other Sources
Quiet Zone/Grade Separation - Vanowen/Clybourn	See project name	2022-2035	1	$9,007,350	$9,007,350	City Staff/Fehr & Peers	DIF and Other Sources
Pasadena to North Hollywood BRT	See project name	2022-2035	1	$3,113,220	$3,113,220	City Staff/Fehr & Peers	DIF and Other Sources
		2022-2035	1				
Path and Protected Bikeway Improvement Projects & On-Street Bicycle Improvements							
Chandler Bikeway Extension	See project name	2022-2035	1	$4,430,800	$4,430,800	Projects Grant Application	DIF and Other Sources
San Fernando Bikeway	See project name	2022-2035	1	$10,260,800	$10,260,800	Projects Grant Application	DIF and Other Sources
Los Angeles River Bridge	See project name	2022-2035	1	$1,982,200	$1,982,200	City Staff/Fehr & Peers	DIF and Other Sources
Palm Avenue Bridge	See project name	2022-2035	1	$12,359,600	$12,359,600	Bike Master Plan	DIF and Other Sources
Pacific Park - Vanowen Path	See project name	2022-2035	1	$3,498,000	$3,498,000	City Staff/Fehr & Peers	DIF and Other Sources
First Street Class IV	See project name	2022-2035	1	$4,664,000	$4,664,000	City Staff/Fehr & Peers	DIF and Other Sources
Third Street Class IV	See project name	2022-2035	1	$6,996,000	$6,996,000	City Staff/Fehr & Peers	DIF and Other Sources
Glenoaks-Verdugo-Front Class IV	See project name	2022-2035	1	$6,413,000	$6,413,000	City Staff/Fehr & Peers	DIF and Other Sources
Magnolia Boulevard Class II/IV	See project name	2022-2035	1	$1,749,000	$1,749,000	City Staff/Fehr & Peers	DIF and Other Sources
Angeleno Avenue Class IV	See project name	2022-2035	1	$1,749,000	$1,749,000	City Staff/Fehr & Peers	DIF and Other Sources
Clark Avenue Bicycle Boulevard, Class III: Clybourn Ave to Victory Ave	See project name	2022-2035	1	$396,440	$396,440	Bike Master Plan	DIF and Other Sources
Citywide Bicycle Boulevard Network	See project name	2022-2035	1	$3,159,860	$3,159,860	Bike Master Plan	DIF and Other Sources
Verdugo Ave, Class III: Victory to Flower St	See project name	2022-2035	1	$139,920	$139,920	Bike Master Plan	DIF and Other Sources
Empire Ave, San Fernando Blvd, Class II/III: Clybourn Ave to Burbank Blvd	See project name	2022-2035	1	$163,240	$163,240	Bike Master Plan	DIF and Other Sources
Olive Ave, Pass Ave, California St, Front St, Class III	See project name	2022-2035	1	$93,280	$93,280	Bike Master Plan	DIF and Other Sources
Amherst Dr, Third St, Third St, Glenoaks Blvd, Class II/III	See project name	2022-2035	1	$69,960	$69,960	Bike Master Plan	DIF and Other Sources
Riverside Dr, Class II/iii: Clybourn Ave to California St, California St to Bob Hope Dr	See project name	2022-2035	1	$69,960	$69,960	Bike Master Plan	DIF and Other Sources
Orange Grove Ave, Class II: Third St to Sunset Canyon Dr	See project name	2022-2035	1	$180,730	$180,730	Bike Master Plan	DIF and Other Sources
Vanowen St, Class II: Clybourn Ave to Buena Vista St	See project name	2022-2035	1	$378,950	$378,950	City Staff/Fehr & Peers	DIF and Other Sources
Ontario St,Class II: San Fernando Blvd to Empire Ave	See project name	2022-2035	1	$204,050	$204,050	City Staff/Fehr & Peers	DIF and Other Sources
Fairview St and Ontario St, Class III: Vanowen St to Chandler Path	See project name	2022-2035	1	$75,790	$75,790	City Staff/Fehr & Peers	DIF and Other Sources
Mariposa St, Palm Ave, Lake St, Class III	See project name	2022-2035	1	$104,940	$104,940	City Staff/Fehr & Peers	DIF and Other Sources
Stough Canyon Ave, Walnut Ave, Walnut Ave, Class II/III	See project name	2022-2035	1	$227,370	$227,370	City Staff/Fehr & Peers	DIF and Other Sources
Tulare Ave, 6th St, Class II/III	See project name	2022-2035	1	$355,630	$355,630	City Staff/Fehr & Peers	DIF and Other Sources
Lincoln St, Class II: San Fernando Blvd to Empire Ave	See project name	2022-2035	1	$87,450	$87,450	City Staff/Fehr & Peers	DIF and Other Sources
Cohasset St, Cohasset St, Avon St, Class II/III	See project name	2022-2035	1	$75,790	$75,790	City Staff/Fehr & Peers	DIF and Other Sources
Sunset Canyon Dr, Class III: Walnut Ave to Glendale City limit	See project name	2022-2035	1	$75,790	$75,790	City Staff/Fehr & Peers	DIF and Other Sources
Harvard Rd, Class II: Wildwood Canyon Rd to Sunset Canyon Dr	See project name	2022-2035	1	$174,900	$174,900	City Staff/Fehr & Peers	DIF and Other Sources
Alameda Ave, Class II: Glenoaks Blvd to Lincoln Street, SR-134 to Riverside	See project name	2022-2035	1	$670,450	$670,450	City Staff/Fehr & Peers	DIF and Other Sources
Coast Mainline Path, Pacific Ave, Class I/III	See project name	2022-2035	1	$4,675,660	$4,675,660	City Staff/Fehr & Peers	DIF and Other Sources
Eton Dr, Class II/III: Glenoaks Blvd to Kenneth Rd	See project name	2022-2035	1	$69,960	$69,960	City Staff/Fehr & Peers	DIF and Other Sources
Glenoaks Blvd, Class III: L.A. City limit to Providencia Ave	See project name	2022-2035	1	$174,900	$174,900	City Staff/Fehr & Peers	DIF and Other Sources

Improvement/Project[1]	Approximate Location	Time of Availability	Size/Quantity	Cost Per Unit	Total Cost[2]	Source for Cost	Appropriating Funds
Clybourn Ave, Class II: Victory Blvd to Chandler Path	See project name	2022-2035	1	$320,650	$320,650	City Staff/Fehr & Peers	DIF and Other Sources
Jeffries Ave, Class III: Clybourn Ave to Lincoln St	See project name	2022-2035	1	$75,790	$75,790	City Staff/Fehr & Peers	DIF and Other Sources
Olive Ave, Class III: L.A. City limit to Sunset Canyon Dr	See project name	2022-2035	1	$256,520	$256,520	City Staff/Fehr & Peers	DIF and Other Sources
Pedestrian Improvement Projects							
Sidewalk Improvements to General Plan Standards	Citywide	2022-2035	1	$8,162,000	$8,162,000	City Staff/Fehr & Peers	DIF and Other Sources
Pedestrian Safety Improvements	Citywide	2022-2035	1	$29,150,000	$29,150,000	City Staff/Fehr & Peers	DIF and Other Sources
Citywide Safe Routes to School	Citywide	2022-2035	1	$11,018,700	$11,018,700	City Staff/Fehr & Peers	DIF and Other Sources
Pedestrian Safety Assessment Projects	Citywide	2022-2035	1	$489,720	$489,720	Pedestrian Safety Assessment	DIF and Other Sources
Downtown Sidewalk and Ped Safety Project	See project name	2022-2035	1	$5,830,000	$5,830,000	City Staff/Fehr & Peers	DIF and Other Sources
Subregional Equity Projects: 2018-2058	Citywide	2022-2035	1	$5,830,000	$5,830,000	City Staff/Fehr & Peers	DIF and Other Sources
Subtotal Transportation Improvements					***$303,476,044.00***		

(1) For more detail on improvements, see City of Burbank Development Impact Fee Nexus Study, April 29, 2022.

(2) Cost estimates were originally developed in 2019 and escalated by 16.6 percent to account for cost inflation through end of 2021, per CA DGS.