

Revised Preliminary Draft

BURBANK 2035

General Plan



November 2011



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BURBANK2035 GENERAL PLAN

REVISED PRELIMINARY DRAFT

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Penny Yokas, Emerson Elementary School

CHAPTER

1 Introduction

A NEW PLAN FOR A NEW CENTURY

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

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

BURBANK2035 VISION

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

Balanced Development

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

Community Image and Character

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

Complete Streets

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

Economic Vitality

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

Environmental Equity

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

Housing Variety

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

Open Space and Conservation

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

Proactive and Responsive Government

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

Quality Neighborhoods and Schools

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

Safety

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

Sustainability

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

PURPOSE OF BURBANK2035

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

BURBANK2035 PLANNING AREA

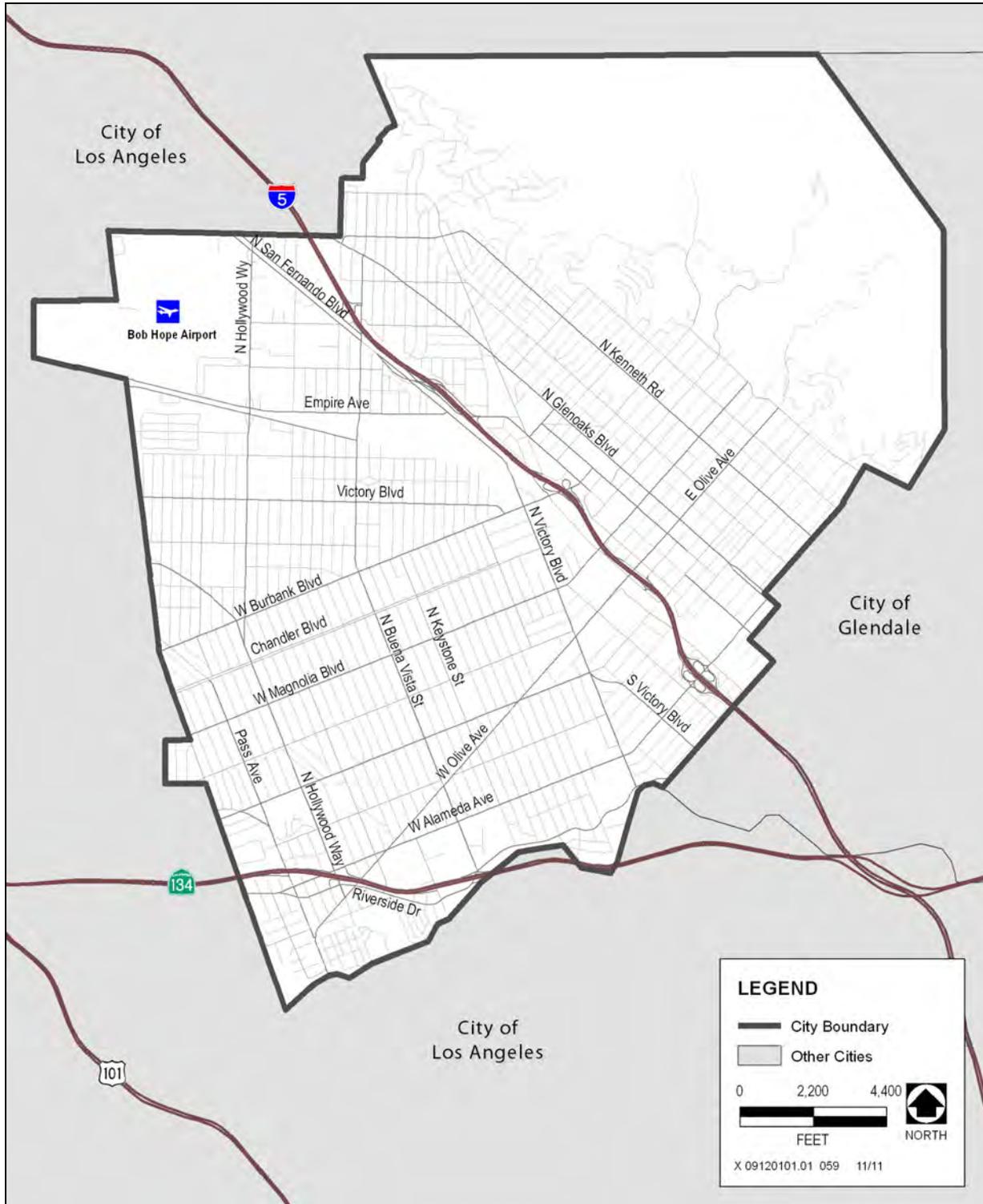
Burbank is located in the central portion of Los Angeles County approximately 12 miles north of downtown Los Angeles. The northeastern part of the city is located along the foothills of the Verdugo Mountains and the western edge of the city is located near the eastern part of the San Fernando Valley.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

BURBANK2035 ELEMENTS

Burbank2035 evaluates many different planning topics, organized into the following chapters, presented in alphabetical order.

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

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



Source: City of Burbank 2010, CASIL 1990

Exhibit I-1: Burbank2035 Planning Area

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

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

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

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

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

These elements address all of the state-mandated topics plus additional topics of local importance. Sections 65350–65590 of the California Government Code establish the requirements for the minimum contents of a general plan.¹ Burbank2035's format combines related topics and adds emphasis to some state-mandated general plan topics, such as air quality and climate change. The result is a concise, easy-to-read, and usable document that describes how the community seeks to continue enhancing Burbank consistent with its core values.

PLAN ORGANIZATION AND USE

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

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

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



Burbank as seen at night

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Drawing by Christi Zargaryan of Emerson Elementary School



CHAPTER

2 Air Quality and Climate Change Element

INTRODUCTION

Clean Air & Climate Smart

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



Air Basin Geography

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



Burbank and nearby areas of the South Coast Air Basin

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

Purpose and Statutory Requirements

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

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

Relationship to Other Elements

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



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

AIR QUALITY AND CLIMATE CHANGE GOALS AND POLICIES

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



Nighttime view of Burbank

GOAL 1 REDUCTION OF AIR POLLUTION

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

- Policy 1.1** *Coordinate air quality planning efforts with local, regional, state, and federal agencies, and evaluate the air quality effects of proposed plans and development projects.*
- Policy 1.2** *Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each criteria air pollutant.*
- Policy 1.3** *Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District’s (SCAQMD’s) Flag Program, SCAQMD’s Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable state and federal air quality and climate change programs.*
- Policy 1.4** *Cooperate with the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the SCAQMD to measure air quality at emission sources (including transportation corridors), and enforce the provisions of the Clean Air Act, as well as state and regional policies and established standards for air quality.*
- Policy 1.5** *Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.*
- Policy 1.6** *Require measures to control air pollutant emissions at construction sites and during soil-disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities.*

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

GOAL 2 SENSITIVE RECEPTORS

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

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

GOAL 3 REDUCTION OF GREENHOUSE GAS EMISSIONS

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

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



Policy 3.3 *Continue to participate in the Cities for Climate Protection program and applicable state and federal climate change programs.*

Policy 3.4 *Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed-use, pedestrian-friendly, and transit-oriented; promoting energy-efficient building design and site planning; and improving the jobs/housing ratio.*

Policy 3.5 *Submit an annual report on implementation of the Greenhouse Gas Reduction Plan, in conjunction with the annual report to the City Council regarding implementation of the General Plan.*

Policy 3.6 *Reduce greenhouse gas emissions by encouraging the retrofit of older, energy inefficient buildings.*

Policy 3.7 *Update Burbank’s communitywide greenhouse gas emissions inventory every 3–5 years.*

Policy 3.8 *Transition all economic sectors, new development, and existing infrastructure and development to low- or zero-carbon energy sources. Encourage implementation and provide incentives for low- or zero-carbon energy sources.*

Policy 3.9 *Continue efforts to diversify Burbank Water and Power’s energy portfolio beyond 2020.*

GOAL 4 CLIMATE CHANGE

Prepare for and adapt to anticipated effects of climate change.

Policy 4.1 *Evaluate the potential effects of climate change on Burbank’s human and natural systems and prepare strategies that allow the City to appropriately respond.*

Policy 4.2 *Consult with state resource and emergency management agencies regarding updates to climate change science and development of adaptation priorities.*

AIR QUALITY AND GREENHOUSE GAS REDUCTION PLAN

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

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

Criteria Air Pollutants

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

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

Ozone

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

Particulate Matter

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

Carbon Monoxide

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

Nitrogen Dioxide

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



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

Sulfur Dioxide

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

Toxic Air Contaminants

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

Inventory and Sources of Criteria Air Pollutant Emissions

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

Stationary Sources

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

Areawide Sources

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

Mobile Sources

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

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

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

Sensitive Land Uses and Receptors

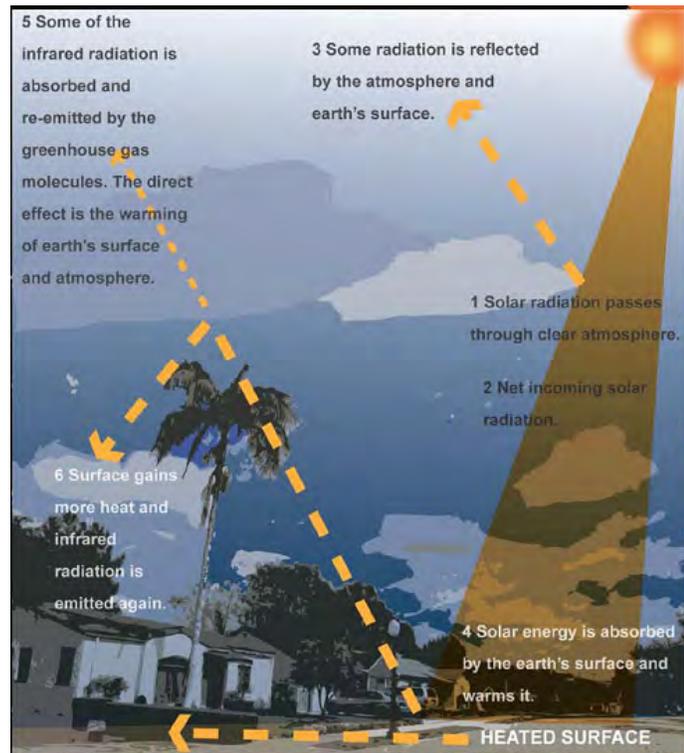
Some members of the population are particularly sensitive to emissions of air pollutants and should be given special consideration when evaluating project-related impacts on air quality. Children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes are all especially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

Odors

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

Climate Change

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



The Greenhouse Effect

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

Greenhouse Gases

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

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

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

Climate Change and Local Planning

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

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



Local Sources of Greenhouse Gas Emissions

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

A communitywide GHG emissions inventory for Burbank was prepared for the year 2007. Communitywide “business-as-usual” emissions projections were also prepared for the years 2020 and 2035, the AB 32 horizon year and the planning horizon for Burbank2035, respectively. This business-as-usual projection assumes future development directed by the Land Use Element without implementation of the GGRP. The inventory and projections address communitywide emissions (i.e., those emissions attributable to all sources in the city), which include emissions directly attributable to City government operations.

The communitywide GHG emissions inventory and projections are divided into the following sectors: residential, commercial, and industrial energy use (electricity and natural gas consumption); transportation (on-road mobile sources and aviation); waste (solid waste and wastewater treatment); and water use (pumping-related emissions from water demand). Table AQCC-1 summarizes the magnitude and relative contribution of communitywide baseline emissions from each sector for each year (2007, 2020, and 2035). All GHG emissions are presented in units of million metric tons of CO₂e emissions per year (MMT CO₂e/yr) or metric tons of CO₂e emissions per year (MT CO₂e/yr), to allow emissions of other GHGs, such as methane and nitrous oxide, to be normalized to a single unit of measure.

Table AQCC-1
Burbank Communitywide Greenhouse Gas Emissions: 2007, 2020, and 2035¹

Community Sector	2007 Inventory Emissions		2020 Inventory Emissions		2035 Inventory Emissions	
	MT CO ₂ e	%	MT CO ₂ e	%	MT CO ₂ e	%
Energy Consumption:						
Electricity	658,154	38%	693,938	38%	737,471	37%
Natural Gas	151,315	9%	159,542	9%	169,551	9%
Transportation:						
Mobile Sources	545,978	32%	564,618	31%	585,888	30%
Aviation (LTO only)	297,276	17%	353,317	19%	417,980	21%
Waste	25,086	1%	26,450	1%	28,109	1%
Wastewater	12,320	1%	12,990	1%	13,805	1%
Water	28,738	2%	30,300	2%	32,201	2%
Total	1,718,866	100%	1,841,155	100%	1,985,006	100%

Notes: CO₂e = carbon dioxide equivalent; MT= metric tons; LTO = landing and takeoff.

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



Communitywide GHG emissions totaled approximately 1.72 MMT CO₂e/yr in 2007. Energy consumption, the largest source, composed 47% of the emissions, followed by 32% from on-road transportation and 17% from aviation (landing and takeoff emissions from Bob Hope Airport). Communitywide GHG emissions are projected to increase to approximately 1.84 MMT CO₂e/yr in 2020, and to approximately 1.99 MMT CO₂e/yr in 2035. Projected communitywide GHG emissions for 2020 and 2035 are similar to 2007 emissions in terms of percentage contributions by sector. Emissions associated with aviation increased by about 4% because of anticipated increases in air traffic.

Greenhouse Gas Reduction Plan

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

Climate Change Adaptation Strategies



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

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

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

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

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

Wildfire Hazards

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

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

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

Flooding

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

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

Water Supply

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

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

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

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





Burbank in 2035
Drawing by Katie Simic of Stevenson Elementary School



CHAPTER

3

Land Use Element

INTRODUCTION

Sustainability through Diversity

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



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

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



Purpose and Statutory Requirements

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

Relationship to Other Elements

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



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

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

CITYWIDE LAND USE GOALS AND POLICIES

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

GOAL 1 QUALITY OF LIFE

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

Policy 1.1 *Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents and businesses and provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and social activity and enable residents to walk to work, shopping, and transit and reduce auto use.*

Policy 1.2 *Within 1/4-mile of transit centers, consider increasing residential densities and non-residential intensities. With discretionary approval, transit-oriented development projects can exceed the density and intensity limits specified in the General Plan.*



- Policy 1.3** *Maintain and protect Burbank’s residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities.*
- Policy 1.4** *With discretionary approval, allow for the density and intensity limits to be exceeded for exceptional projects that advance the core values and implement the goals and policies of the General Plan.*
- Policy 1.5** *Carefully review and consider non-residential uses with the potential to degrade quality of life.*
- Policy 1.6** *Adapt economically underused, obsolete, and dilapidated buildings in a context-sensitive way to support new uses that can be more successful.*
- Policy 1.7** *Ensure that building height and intensity near single-family residential neighborhoods is compatible with that permitted in the neighborhood. Use graduated height limits to allow increased height as distance from single-family properties increases.*
- Policy 1.8** *Build flexibility into specific plans and the Zoning Ordinance where practical to provide options for meeting City development requirements.*
- Policy 1.9** *Ensure that development in Burbank is consistent with the land use designations presented in the Land Use Plan and shown on the Land Use Diagram, including individual policies applicable to each land use designation.*

GOAL 2 SUSTAINABILITY

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

- Policy 2.1** *Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.*
- Policy 2.2** *Preserve the undeveloped areas of the Verdugo Mountains by guiding new development to appropriate infill locations in other parts of the city.*
- Policy 2.3** *Permanently preserve the undeveloped portions of the Verdugo Mountains within the city as open space.*
- Policy 2.4** *Require that new development pay its fair share for infrastructure improvements. Ensure that needed infrastructure and services are available prior to or at project completion.*
- Policy 2.5** *Provide public facilities and services in the most equitable and efficient manner possible.*
- Policy 2.6** *Require sustainable building practices to be used in new construction and substantial remodels of existing buildings. Sustainable features include both structural systems and design features that facilitate pedestrian access, support alternative transportation modes, and further other sustainability objectives.*



Policy 2.7 *Design new buildings to minimize the consumption of energy, water, and other natural resources. Develop incentives to retrofit existing buildings for a net reduction in energy and water consumption.*

Policy 2.8 *Make and enforce land use policy in an equitable fashion to protect all people equally from adverse environmental effects.*

Policy 2.9 *Encourage development projects to provide amenities and services that contribute to a sense of community.*

Policy 2.10 *Support the development of urban agriculture in public and private spaces.*

GOAL 3 COMMUNITY DESIGN AND CHARACTER

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

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



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

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

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

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

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

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

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

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



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

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

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

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

Policy 3.14 *Prohibit gated communities, private streets, private driveways, and other limited-access situations except where unnecessary user conflicts may occur.*

GOAL 4 PUBLIC SPACES AND COMPLETE STREETS

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

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

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

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

Policy 4.4 *Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects where feasible and subject to available funding.*

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

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

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

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

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



Policy 4.10 *Require new development projects to provide adequate low-water landscaping, including mature trees and plantings.*

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

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

GOAL 5 HOUSING

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

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

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

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

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

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

GOAL 6 ECONOMIC VITALITY AND DIVERSITY

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

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

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

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

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



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

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

GOAL 7 COMMUNITY PARTICIPATION

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

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

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

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

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

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

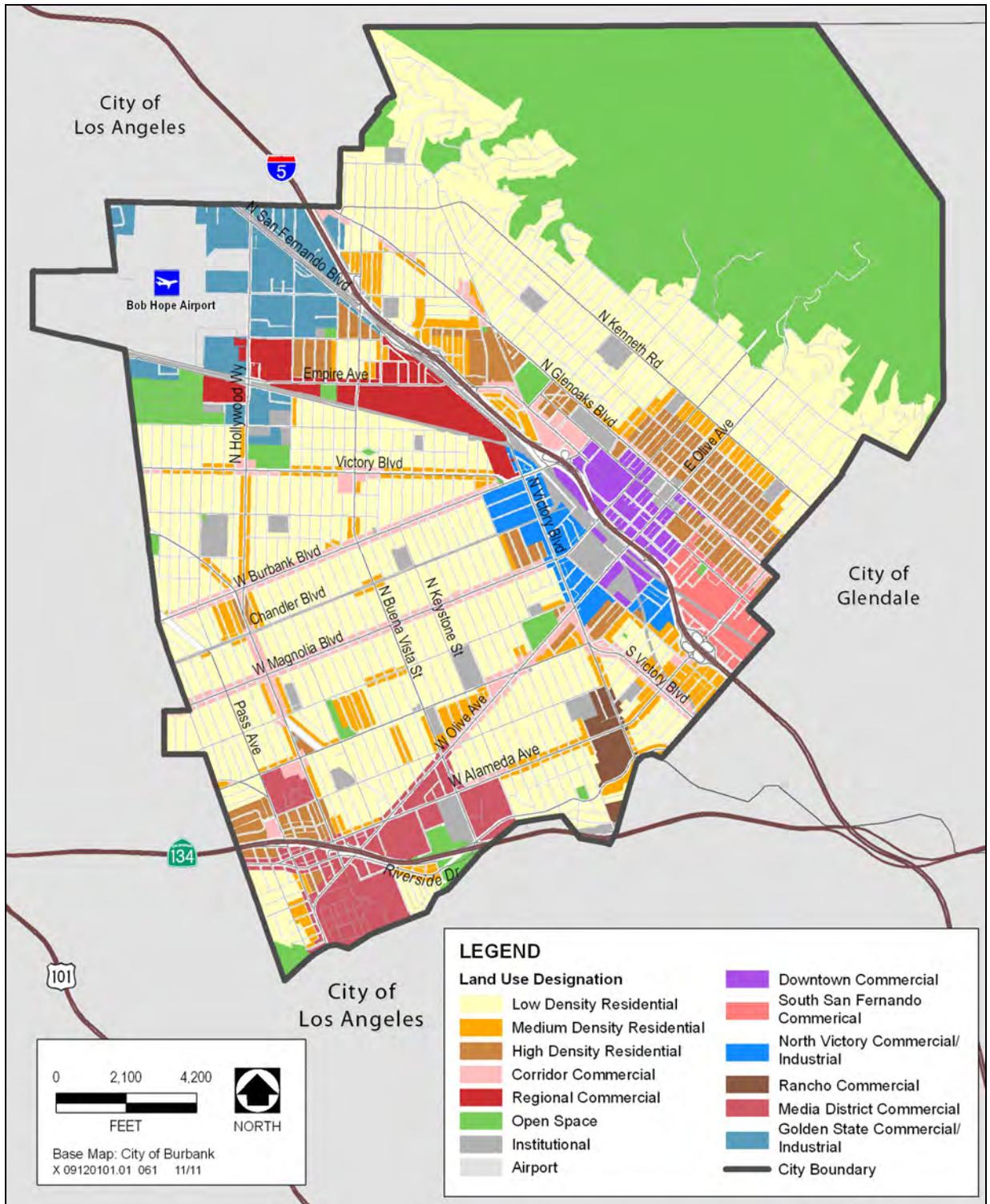
LAND USE PLAN

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

Land Use Diagram

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

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



Source: City of Burbank 2011

Exhibit LU-1. Land Use Diagram



Residential Land Uses

Land Use Density

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

Density is measured in dwelling units per acre—the maximum number of units that could be placed on 1 acre of land (i.e., five dwelling units per acre, 25 dwelling units per acre). This can also be stated as one unit per a certain square footage of land area (i.e., one dwelling unit per 5,000 square foot parcel). The three residential land use categories in this General Plan each have a maximum density assigned in number of units per acre. The Low Density Residential designation has two maximum densities assigned, which correspond to the two different zones that regulate development within that land use designation. Maximum densities are also assigned to several non-residential land use designations. These densities would apply to residential or mixed residential and commercial projects that are approved through a discretionary process to locate in a traditionally non-residential area, consistent with Land Use Element policies.

Residential Land Use Designations

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

Low Density Residential (0–14 units per acre)



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

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

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

Low Density Residential land uses in the Rancho neighborhood retain their own unique character, which stems from the equestrian nature of the area. The Rancho area is one of a few neighborhoods in



the urbanized areas of Los Angeles County where homeowners may keep horses on their residential properties. These areas are included within the Rancho Master Plan area. The vision and policies applicable to this neighborhood are discussed in the Rancho Master Plan document.

GOAL 8 LOW DENSITY RESIDENTIAL LAND USE

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

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

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

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

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

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

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





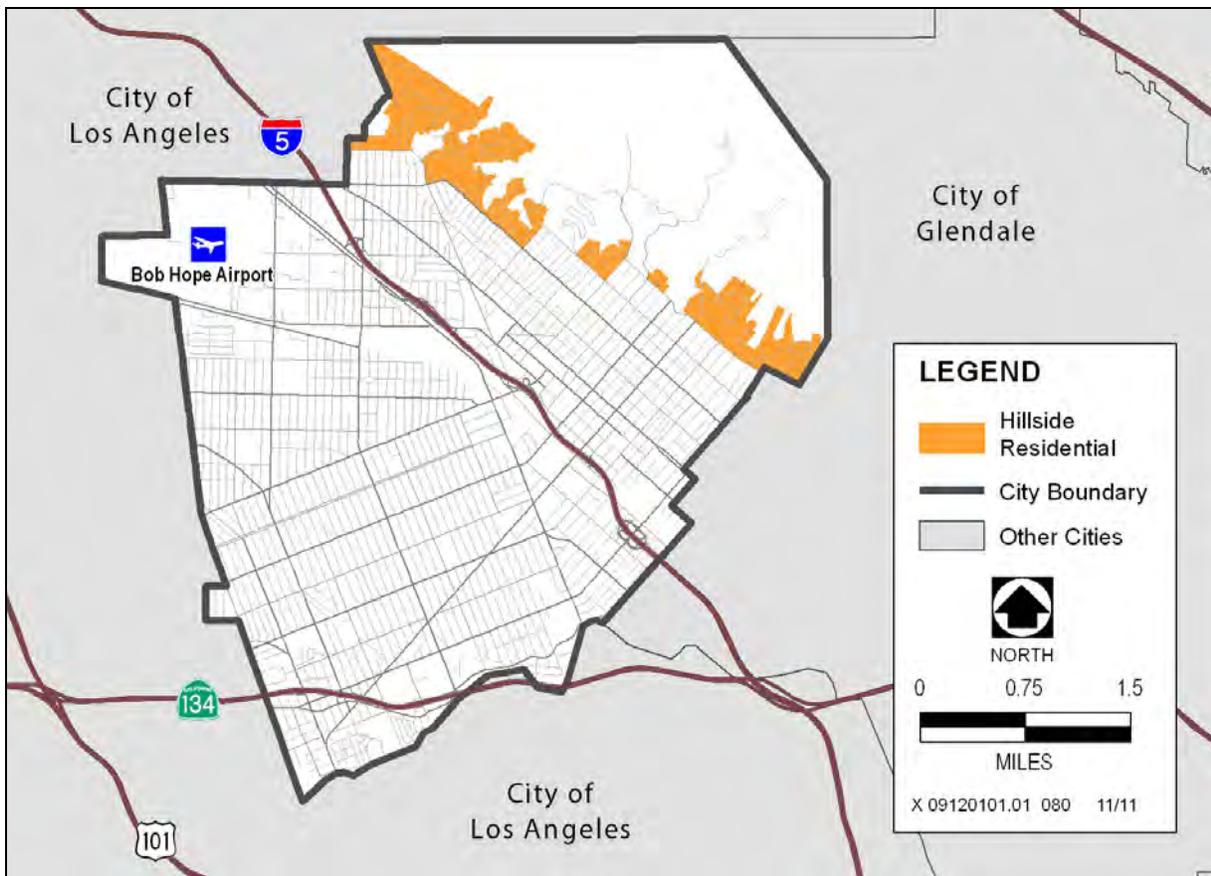
The hillside is an area with unique circumstances and challenges not faced by other residential neighborhoods because of the location and topography of the area. In addition to the policies for the Low Density Residential designation, the following additional policies apply to properties in the hillside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

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

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

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

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



Burbank's Hillside Residential Areas



**Medium Density Residential
(14–29 units per acre)**

**High Density Residential
(29–43 units per acre)**

The Medium Density Residential land use designation is appropriate for development close to single-family neighborhoods and in areas where maintaining the existing neighborhood character of lower intensity development is desired. The Medium Density Residential designation provides for neighborhoods offering multi-family rental and ownership opportunities free from encroachment by land uses that are incompatible with the residential environment. In addition to apartments and condominiums, housing types include townhouses; row houses; live-work units; and other alternative development types. Medium Density Residential neighborhoods are scattered throughout Burbank and may abut single-family residential neighborhoods.



Medium Density multi-family residential homes.



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

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

GOAL 9 MEDIUM AND HIGH DENSITY LAND USES

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

Policy 9.1 *Provide opportunities to create “complete” neighborhoods with easy walking access to daily needs. Allow for small non-residential uses that provide service and convenience for neighborhood residents.*

Policy 9.2 *Allow offices and other low-impact home businesses so long as they do not change the character of the residential neighborhood.*

Policy 9.3 *Allow child day care facilities and group living facilities consistent with state and federal laws. Prevent unintended effects on surrounding neighborhood and distribute such uses throughout the community.*

Policy 9.4 *Provide incentives to maintain older buildings that reflect neighborhood character.*



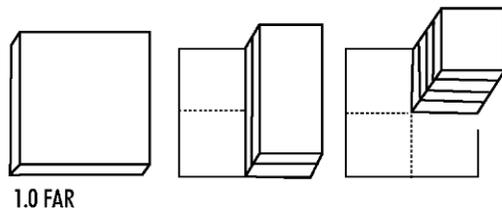
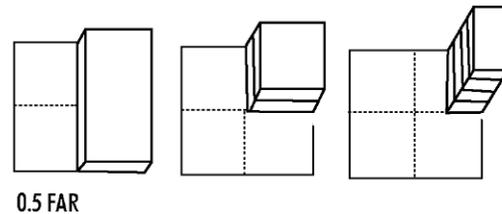
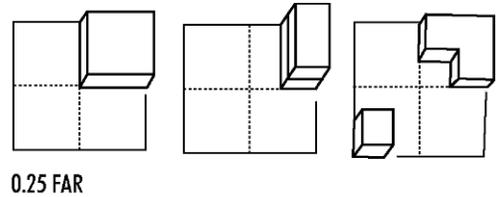
Policy 9.5 *Ensure that buildings are of high architectural quality and respect existing neighborhood character, or strive toward a desired neighborhood character, as appropriate.*

Policy 9.6 *Use tiered densities such that maximum densities are achievable only when multiple lots are assembled into a single project site.*

Non-Residential Land Uses

Land Use Intensity

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



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

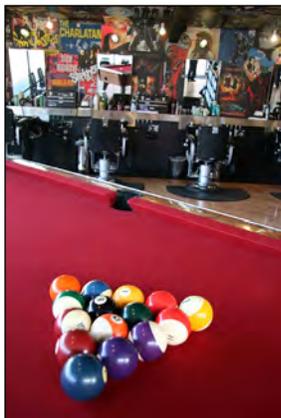
Floor Area Ratio.

Non-Residential Land Use Designations

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

CORRIDOR COMMERCIAL

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



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



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

GOAL 10 CORRIDOR COMMERCIAL LAND USE

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

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

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

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

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

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

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

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

Policy 10.8 *Future development projects with housing shall be subject to a discretionary review process to ensure compatibility with nearby neighborhoods.*



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



REGIONAL COMMERCIAL

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

The Regional Commercial land use designation provides for regional employment and shopping destinations that play an important role in the City’s economy by serving both Burbank residents and residents of surrounding cities. These regional centers provide a variety of employment opportunities and services that address regional needs for retail, service, dining, entertainment, and conventions. The centers also play a key role in supporting the media



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

industry and other sectors of the local economy. The large size and scale of buildings in regional commercial areas make them important, character-defining features in Burbank’s landscape.

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

GOAL 11 REGIONAL COMMERCIAL LAND USE

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

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

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

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

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

Policy 11.5 *Projects with housing shall be subject to a discretionary review process to ensure that the property is being put to its highest and best use and in a manner compatible with citywide objectives for economic development.*

DOWNTOWN COMMERCIAL

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

Downtown Burbank is the civic, shopping, dining, and entertainment center of the city and is also a major employment center. The area has direct and convenient access to public transit including buses and trains, and the compact nature of the street grid facilitates walking and easy pedestrian access. As a community center with transit access, it is appropriate for Downtown to have a higher allowable intensity of development than other areas of the community. The area is well buffered from



residential neighborhoods, so any potential effects of higher intensity development on these neighborhoods are minimized. Supplemental land use goals and policies for this area are provided in the Burbank Center Plan.

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

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

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



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

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

RANCHO COMMERCIAL
(Maximum 0.60 FAR, 27 units per acre with discretionary approval)

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



MEDIA DISTRICT COMMERCIAL

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



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

GOLDEN STATE COMMERCIAL/INDUSTRIAL

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

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

GOAL 12 GOLDEN STATE COMMERCIAL/INDUSTRIAL LAND USE

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

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

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

Policy 12.3 Ensure that commercial and other non-industrial uses only when they do not interfere with the ability of the area to support industrial uses.

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

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

INSTITUTIONAL

(Maximum floor area determined by zoning)

The Institutional land use designation provides for City facilities, public schools, flood control channels, railroad tracks, and other public and private institutions. The Institutional land use designation ensures



that adequate land is available in Burbank so that necessary facilities can be constructed to serve the community in the most efficient and equitable way possible. Public facilities should be designed, built, and operated to be good neighbors and to not adversely affect the quality of life of nearby residents.

GOAL 13 INSTITUTIONAL LAND USE

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

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

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



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

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

OPEN SPACE

(Maximum floor area determined by zoning)

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

GOAL 14 OPEN SPACE LAND USE

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

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

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

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

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



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

AIRPORT

(Maximum floor area determined by zoning)

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

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

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

Undesignated Public Right-of-Way

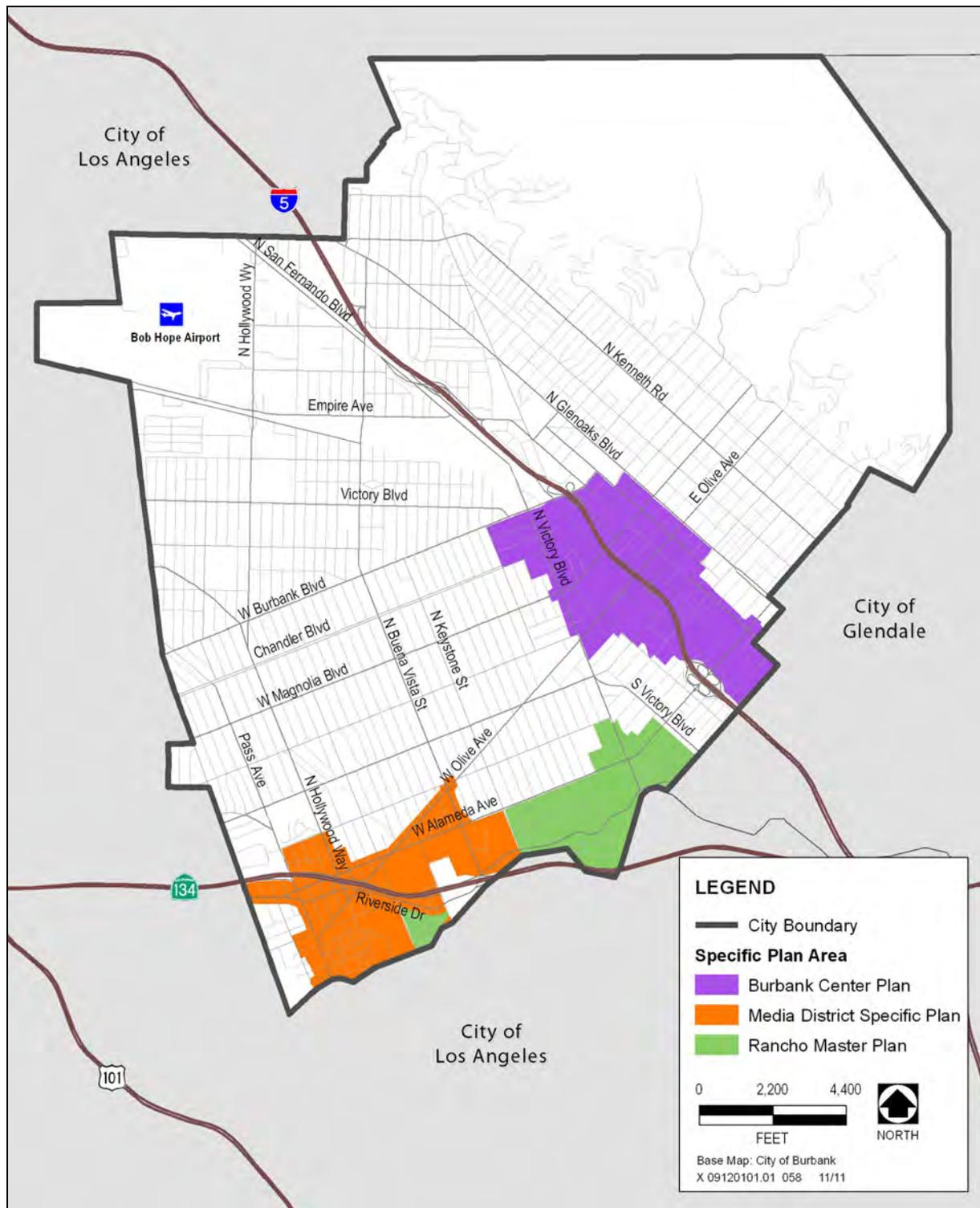
Public right-of-way areas are not parcels, but include the areas surrounding the parcels that underlie streets, freeways, and some public utilities, such as high-voltage power lines. Because these areas are typically not available for development, they are not assigned a land use designation by this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

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

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

Specific Plans

A specific plan is a planning tool authorized by California law that implements the General Plan by establishing detailed development goals and policies for a specific geographic area. In Burbank, the term “specific plan” has been applied generally to any planning document that focuses on a particular area of the city. Burbank’s specific plans include the Media District Specific Plan (1991), Rancho Master Plan (1993), and Burbank Center Plan (1997). Exhibit LU-2 shows each of these plan areas. All of these plans were adopted as part of the Land Use Element and provide more detailed goals and policies for the area covered by the General Plan than what is found in the rest of the element.



Source: City of Burbank 2010

Exhibit LU-2. Specific Plan Areas



Burbank Center Plan

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

Media District Specific Plan

The Media District Specific Plan was adopted in 1991 in response to the development of several high rise office buildings in the 1980s and because of concern about the effects on surrounding residential neighborhoods that could result.



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

Rancho Master Plan

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

Redevelopment and Housing

Redevelopment is an important tool for achieving General Plan goals. The Burbank Redevelopment Agency has two major focuses: to assist in revitalizing areas of the city that have become economically or physically blighted and to assist in producing affordable housing.

Redevelopment is a tool created by California law that allows cities to orchestrate and finance the reuse of property in blighted areas for more economically viable uses. These areas are designated as Redevelopment Project Areas. The Redevelopment Agency oversees four Redevelopment Project Areas (Exhibit LU-3):

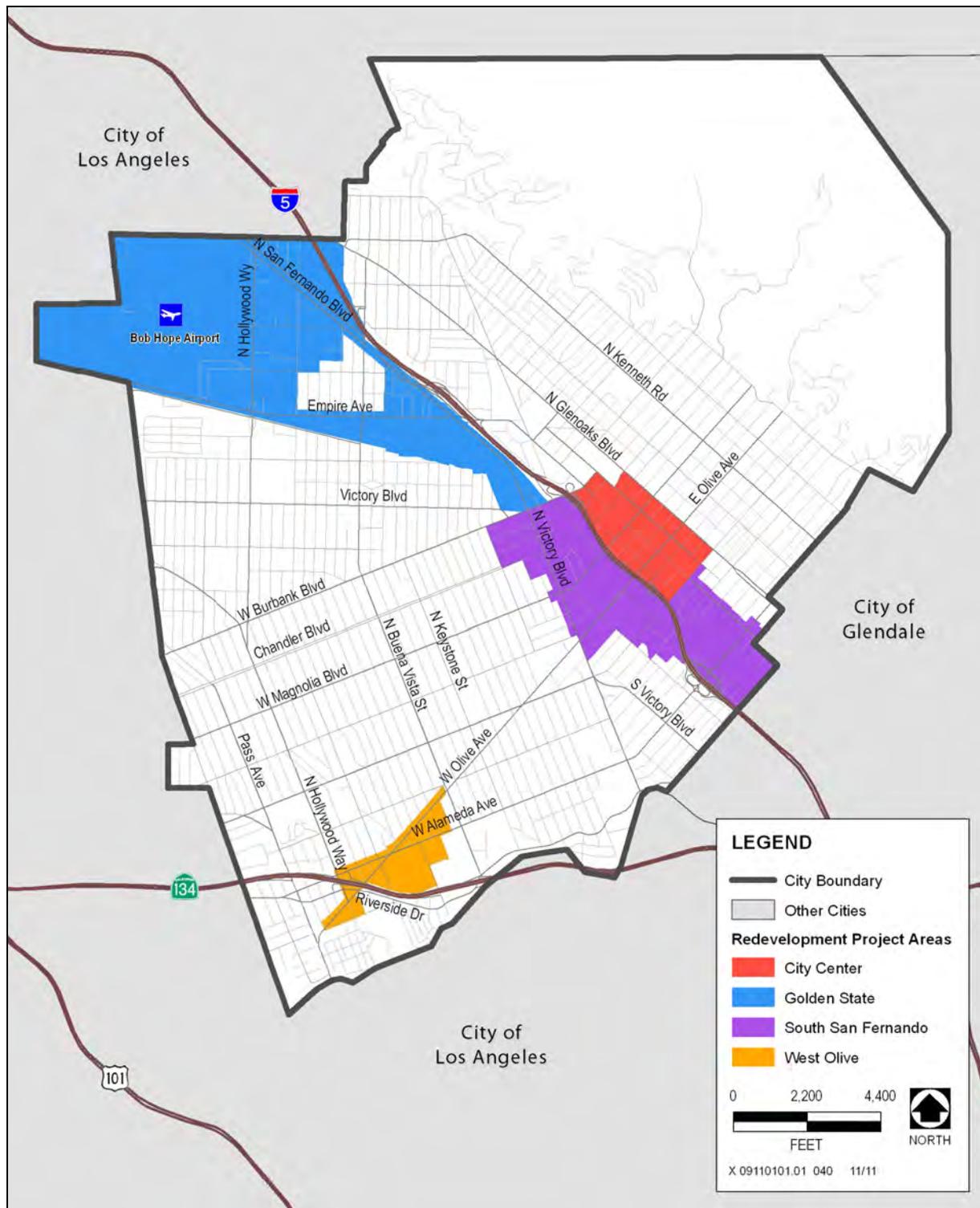
- Golden State (adopted 1970),
- City Centre (adopted 1971),
- West Olive (adopted 1976), and
- South San Fernando (adopted 1997).

Further information about each of the project areas is available in the adopted project area documents.



This eight unit Habitat for Humanity development is one of many affordable housing projects funded by the Burbank Redevelopment Agency.

An important component of the redevelopment activity in Burbank is the creation of affordable housing. Starting in 1986, the California Health and Safety Code required all California redevelopment agencies to set aside 20% of tax increment revenues for the sole purpose of assisting in the development of low- and moderate-income housing—both to rehabilitate existing units and construct new affordable housing units. At the time of the preparation of this General Plan, the 20% set-aside requirement was still in place, although changes in redevelopment laws and requirements in California are ongoing at this time.



Source: City of Burbank 2011

Exhibit LU-3. Redevelopment Project Areas



Utilities and Community Facilities

Wastewater Collection and Treatment

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

Solid Waste Facilities

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

Drainage

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

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

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

Waterways

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

Water System

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



Potable Water System

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

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

Recycled Water System

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

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

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

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

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



Power System

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



Fiber Optic Communication System

The City of Burbank operates two fiber optic communication systems with coverage throughout the City. BWP operates a fiber optic network that connects its major electrical facilities and is located along existing overhead and underground electrical transmission lines. The primary purpose of this network is to ensure reliable communications between electrical facilities and to allow for monitoring of electric generation and loads at the City's facilities. This system has been constructed with excess capacity to also provide communications services to private service providers as well as the major entertainment studios and post-production companies.

The main fiber loop links the Ralph Foy Park area, the Media District, and the Downtown area in a loop configuration. Various direct customer stations are also installed in various locations, and a number of "dark fiber," or direct, point-to-point links are installed between various private customers. The City is currently updating the fiber system's business plan, which will provide guidance for future fiber optic expansion and new service offerings.

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

GENERAL PLAN DEVELOPMENT CAPACITY

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



Table LU-1
Land Use Density and Intensity Applicability Table

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

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

Table LU-2
2035 General Plan Development Capacity

Land Use Designation	Acres (Approximate)	Total Estimated Dwelling Units (2035)	Population (2035)	Non-Residential Square Feet (2035)
Low Density Residential	3,175	18,476	42,867	210,483
Medium Density Residential	426	13,997	32,475	
High Density Residential	370	13,754	31,911	
Corridor Commercial	262	300	696	5,625,193
Regional Commercial	206	0	0	4,643,665
Downtown	126	2,091	4,851	5,929,956
South San Fernando	106	566	1,313	3,246,131
North Victory	135	483	1,121	3,549,567
Media District	301	552	1,281	17,270,265
Rancho Commercial	58	0	0	1,046,450
Golden State	334	0	0	7,530,222
Open Space	2,677	0	0	246,500
Institutional	382	0	0	3,556,417
Airport	436	0	0	217,000
Undesignated Right-of-Way	1,972	0	0	0
Total (2035)	10,966	50,219	116,516	53,071,850
Existing (2010) Totals	10,966	44,309	103,340	40,919,004
Change, 2010-2035	0	5,910	13,176	12,152,846

Notes:

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

Residential Unit Capacity and Population

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



expected number of residential units that Burbank will have when all of the parcels that are reasonably expected to redevelop have already redeveloped.

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

Measure One Consistency

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

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

Table LU-3
Residential Unit Capacity and Measure One Consistency

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

Note: *Assumes that 30% of all commercial land area citywide would develop at an average density of 43 units per acre.

Non-Residential Capacity

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



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



CHAPTER

4

Mobility Element

INTRODUCTION

Moving People Forward

Burbank’s transportation network connects people to jobs, services, and recreation opportunities. Like most transportation systems in America today, Burbank relies heavily on solo vehicle travel. In a new era of higher gasoline costs, limited fossil fuel resources, increasing greenhouse gas emissions, and worsening air quality, Burbank should not be overly dependent on a single mode of travel. Access to mobility should be equally available to all members of the community, whether you are taking



Downtown Burbank streetscape.

the train or bus to work, running errands in your car, riding your bike to meet friends for lunch, or walking home from school. Burbank should prepare its mobility system to adapt to new challenges while maintaining its high quality of life, secure economic position, and equal access to opportunity.

Purpose and Statutory Requirements

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

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

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



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

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

Relationship to Other Elements

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

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

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

CITYWIDE MOBILITY GOALS AND POLICIES

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

GOAL 1 BALANCE

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

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

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

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

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



- Policy 1.5** *Design transportation improvements to be compatible with the scale and design of existing infrastructure.*
- Policy 1.6** *Use technology and intelligent transportation systems to increase street system capacity and efficiency as an alternative to street widening, where possible.*
- Policy 1.7** *Ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community.*

GOAL 2 SUSTAINABILITY

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

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

GOAL 3 COMPLETE STREETS

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

- Policy 3.1** *Use multi-modal transportation standards to assess the performance of the City street system.*
- Policy 3.2** *Complete city streets by providing facilities for all transportation modes.*
- Policy 3.3** *Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.*
- Policy 3.4** *Consider street widening as a method of last resort to meet roadway performance standards.*
- Policy 3.5** *Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.*

GOAL 4 TRANSIT

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

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



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

GOAL 5 BICYCLE AND PEDESTRIAN MOBILITY

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

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

GOAL 6 NEIGHBORHOOD PROTECTION

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



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

GOAL 7 PARKING

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

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

GOAL 8 TRANSPORTATION DEMAND MANAGEMENT

Burbank manages transportation resources to minimize congestion.

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

GOAL 9 SAFETY, ACCESSIBILITY, EQUITY

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

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



MOBILITY PLAN

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

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

Land Use Plan and Forecasts

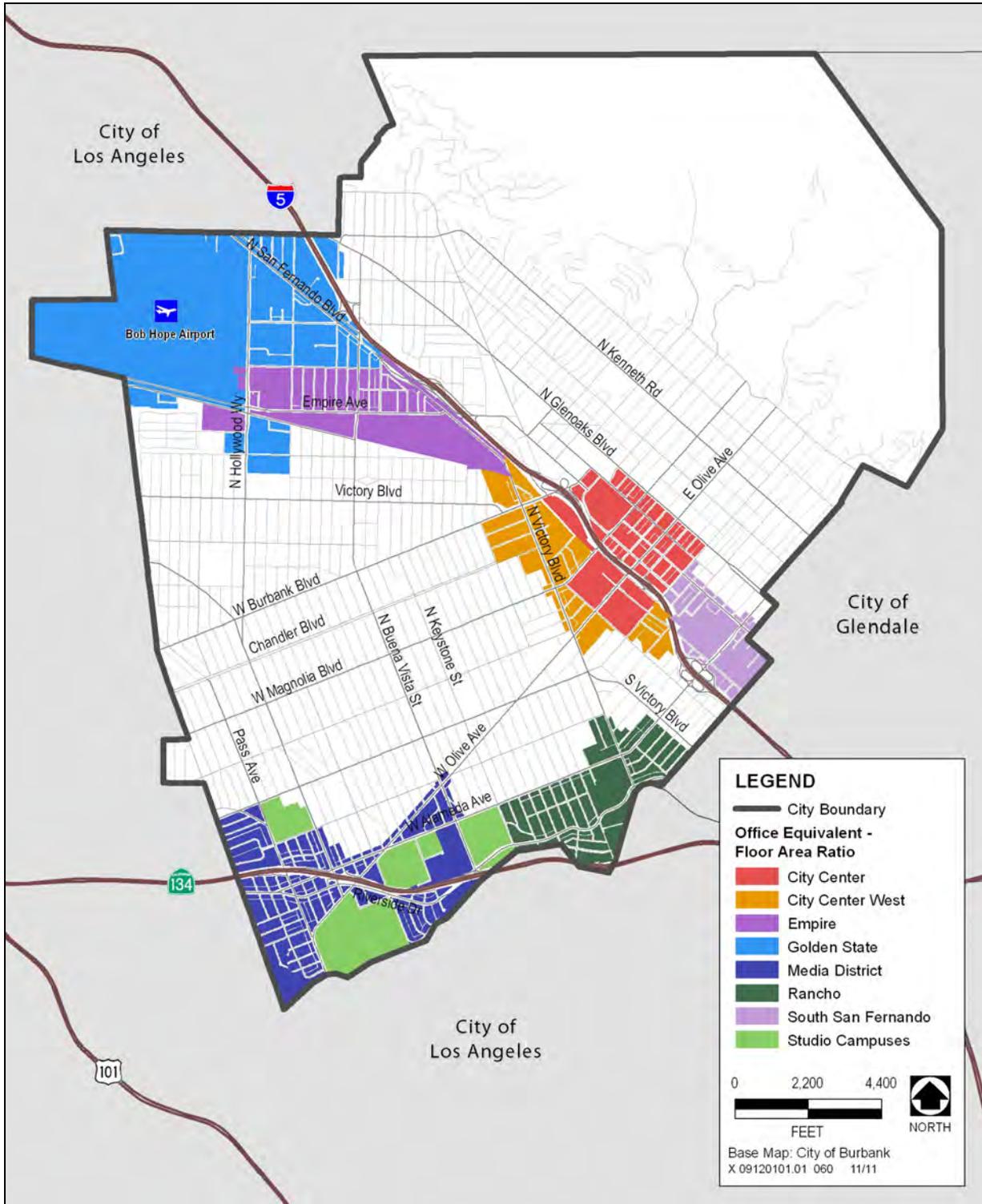
The Mobility Plan is designed to meet transportation needs based on assumptions about the intensity and location of development from the Land Use Plan. In turn, the Land Use Plan was developed through an iterative process with the Mobility Plan to ensure that the transportation network can meet the needs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

Future drafts will include a summary of 2035 general plan development capacity and resulting trip generation.

Transportation Management Districts

The City has established Transportation Management Districts (TMDs) to optimize performance of the transportation system. Non-residential land uses must conform to both the Floor Area Ratios (FARs) and height limits established by their land use designation for aesthetic purposes and must not exceed the Office-Equivalent Floor Area Ratios (OE-FAR) for their TMD for mobility purposes. The City will use OE-FAR as a cumulative threshold for future projects subject to traffic analysis pursuant to the California Environmental Quality Act (CEQA). The OE-FAR values apply to office development and are used to determine trip generation associated with any individual property or proposed use. To determine the equivalent square footage for land uses other than office, a conversion factor must be used. Each TMD is identified below, and illustrated in Exhibit M-1.

- City Center (Maximum 2.0 OE-FAR)
- City Center West (Maximum 1.0 OE-FAR)
- South San Fernando (Maximum 1.0 OE-FAR)
- Media District (Maximum 1.1 OE-FAR)
- Golden State (Maximum 0.75 OE-FAR)
- Empire (Maximum 1.25 OE-FAR)
- Rancho (Maximum 0.45 OE-FAR)
- Studio Campuses (Maximum intensity varies; determined by studio master plans)
- Other Areas (Maximum 1.0 OE-FAR)



Source: City of Burbank 2011

Exhibit M-1. Transportation Management Districts



Complete Streets

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

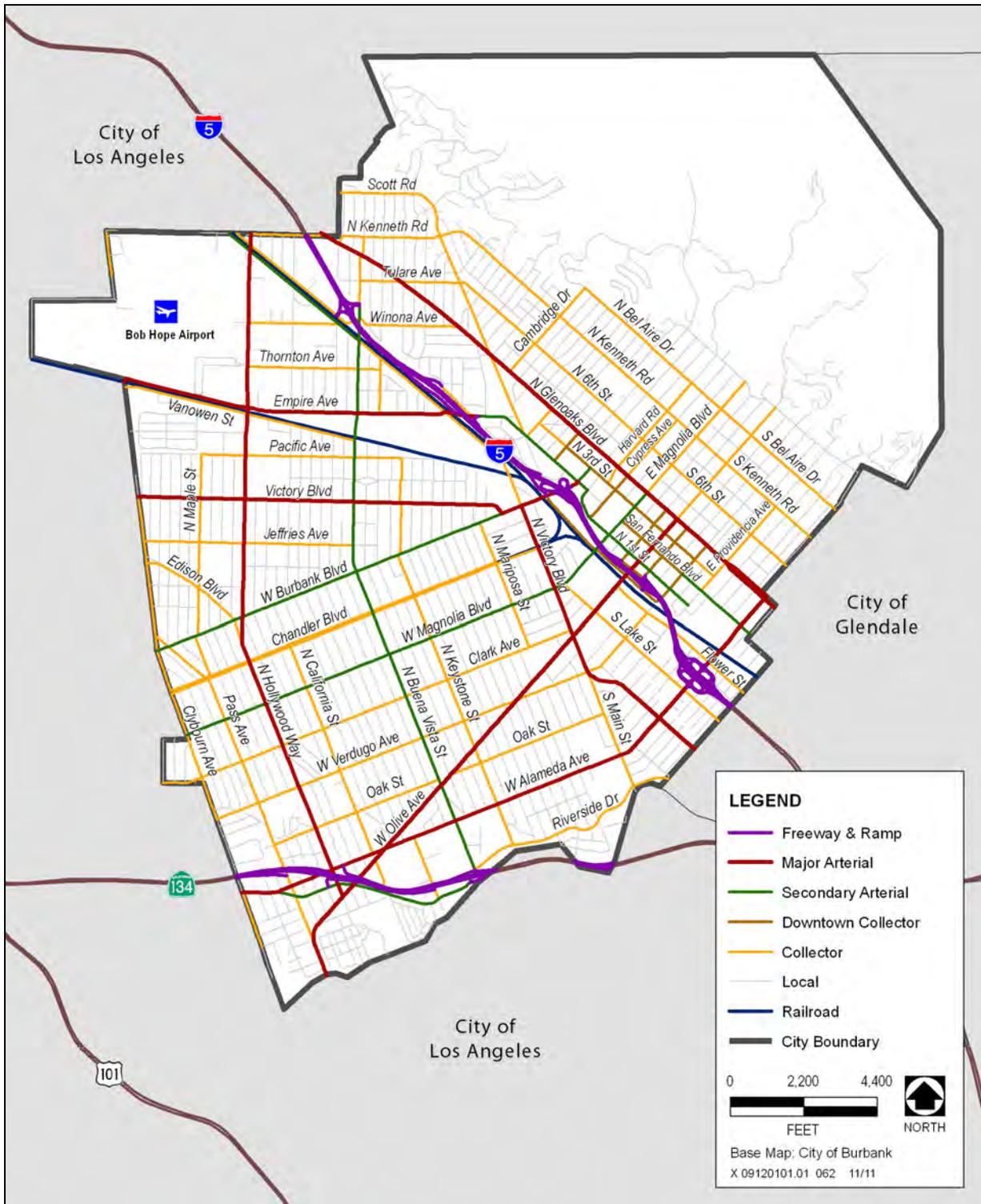
- Complete streets provide safe travel choices and give people the option to avoid traffic jams while increasing the overall capacity of the transportation network.
- Complete streets encourage healthy physical activity. Public health experts promote walking and bicycling to combat obesity, especially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

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

Street Classifications

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

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



Source: City of Burbank 2010

Exhibit M-2. Roadway Circulation Diagram



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

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

Major Arterials

Regional transportation corridors bounded by commercial and multi-family development. Provides access to all transit modes, with the focus on local and regional transit and regional auto traffic. Pedestrian connections are supported to accommodate adjoining land uses and support transit connections.

Examples: Hollywood Way, Olive Avenue

<p>Design</p>	<p>Travel Lanes: 4 lanes, 6 lanes in limited segments. Parking: Provided except at intersections where transit stops or vehicle turn lanes are needed. May be removed in certain areas for future transit use. Roadway: 68' to 80', depending on configuration. Sidewalks: 15' standard, 12' minimum in pedestrian-enhanced areas. Bicycles: Allowed. Emphasis on parallel roadway access unless bicycle lanes are provided or to provide access across barrier. Bicycle crossing improvements prioritized. Abundant bicycle parking for adjoining commercial uses. Transit: Highest quality stop improvements, signal prioritization, consideration of future bus lanes or queue jumps. Median: Continuous two-way turn lane, fixed median where desired to restrict turn movements. Driveways: Minimize direct driveways. Restrict driveways when alley or side-street access is available. Speeds: Encourage good transit and automobile progression to minimize cut-through traffic. Maximize signal prioritization. Loading: From alley or side street.</p>
<p>Priorities and Requirements</p>	<ol style="list-style-type: none"> 1. Where transit needs conflict with cars, design streets to maximize person throughput versus vehicle throughput. 2. On-street parking may be removed to accommodate transit stops or turn lanes. Maximize traffic signal coordination, consider transit signal priority. 3. Property dedications may be required to maximize sidewalk widths or to provide intersection capacity enhancements.



Secondary Arterials	
<p>Streets that serve local cross-town traffic, may serve regional traffic. Provides access to local transit traffic. More community-oriented land uses. Pedestrian connections are supported to accommodate adjoining land uses. <i>Examples: Magnolia Boulevard, Riverside Drive in the Media District, San Fernando Boulevard</i></p>	
Design	<p>Travel Lanes: 4 lanes. Parking: Provided except at intersections where transit stops or vehicle turn lanes are needed. Roadway: 66' to 76'. Sidewalks: 15' standard, 12' minimum in pedestrian-enhanced areas. Bicycles: Allowed. Bicycle lanes provided if available. Crossing improvements considered. Abundant bicycle parking for adjoining commercial uses. Transit: Bus stop amenities, signal prioritization. Median: Continuous two-way turn lane. Driveways: Allowed, but restricted if alley access or side streets are available. Speeds: Slower than Major Arterials to facilitate pedestrian crossings and bicycle travel. Loading: From alley or side street.</p>
Priorities and Requirements	<ol style="list-style-type: none"> 1. Consider lower design speeds (25 or 30 mph) in areas like Magnolia Park to encourage pedestrian crossings and bicycle travel and to improve neighborhood character. 2. Maximize sidewalk widths to foster outdoor dining, accommodate street furniture, and promote fuller use of the street. 3. Consider minimum lane widths to slow vehicle traffic, provide bicycle lanes, or improve sidewalks. 4. Parked cars, landscape, or other traffic calming design measures should be considered to buffer pedestrians from vehicle traffic.

Downtown Collectors	
<p>Collector streets in the Downtown and other areas that distribute cars, pedestrians, and bicycles evenly between arterials and Downtown land uses. <i>Examples: East Verdugo Avenue, Third Street, Angeleno Avenue</i></p>	
Design	<p>Travel Lanes: 2 lanes. Parking: Provided and encouraged. Roadway: 36' to 60'. Sidewalks: 15' standard, 12' minimum. Reclaiming unnecessary street width to provide additional sidewalk width is encouraged. Bicycles: Encouraged. Lanes provided unless speed is managed such that bikes and cars can share lanes. Transit: Amenities for local or neighborhood transit. Strong pedestrian connection to adjoining regional transit stops. Median: Two-way turn lane to accommodate driveways. Driveways: Allowed but consolidated to minimize conflicts with pedestrians. Forbidden if alleys present. Speeds: Slow speeds to encourage pedestrian crossings and bicycle use. Use of mid-block crossings encouraged to integrate and reinforce street grid. Loading: Street loading allowed.</p>
Priorities and Requirements	<ol style="list-style-type: none"> 1. Prioritize pedestrian environment over all other modes (except Third Street). 2. On-street parking is very important and should only be removed to improve pedestrian quality. 3. Use of bulb-outs, outdoor dining, and space for merchant displays is encouraged. 4. Speed management should encourage vehicle speeds at 25 mph. 5. Abundant bicycle parking should be provided. 6. Walkability should be encouraged with low enforcement of pedestrian and bicycle laws.



Neighborhood Collectors

Residential streets that provide access between local streets and arterials, or that provide arterial street crossings for bicycles, pedestrians, and equestrians.

Examples: Clark Avenue, Kenneth Road, California Street

Design	<p>Travel Lanes: 2 lanes.</p> <p>Parking: Provided and encouraged. Roadway: 36' to 48'.</p> <p>Sidewalks: 12' standard, 10' minimum.</p> <p>Bicycles: Encouraged. Signed as Bicycle Route if street provides alternative to arterial or provides multiple arterial crossings.</p> <p>Transit: Senior and youth shuttles.</p> <p>Median: None.</p> <p>Driveways: Discouraged if alleys present, allowed otherwise.</p> <p>Speeds: Slow speeds to accommodate pedestrians and bicycles. Use of speed-limiting devices and traffic-calming techniques to protect neighborhoods.</p> <p>Loading: Street loading allowed.</p>
Priorities and Requirements	<ol style="list-style-type: none"> 1. Prioritize residential uses on the street, with allowances given to bicycle and pedestrian connections. 2. Non-local auto traffic is discouraged; use traffic-calming techniques to protect neighborhoods. 3. Encourage use of appropriate neighborhood collectors as bicycle routes. Use traffic calming techniques that cater to bicycles and pedestrians.

Local Streets

Residential or commercial streets that provide direct access to adjacent land uses.

Examples: Lima Street, Maple Street

Design	<p>Travel Lanes: 2 lanes.</p> <p>Parking: Provided and encouraged. Roadway: 36'.</p> <p>Sidewalks: 5' clear plus 5' landscaped buffer.</p> <p>Bicycles: Encouraged.</p> <p>Transit: None.</p> <p>Median: None.</p> <p>Driveways: Allowed.</p> <p>Speeds: Very slow speeds to accommodate pedestrians, bicycles, and recreational use of the street. Comprehensive traffic calming used if neighborhood threatened by cut-through traffic.</p> <p>Loading: Street loading allowed.</p>
Priorities and Requirements	<ol style="list-style-type: none"> 1. Design so vehicles travel less than 25 mph so that bicycles and pedestrians can use the street at any location. 2. Discourage cut-through traffic from using these streets.



Freeways	
<p>Limited-access regional and interstate roadways managed by the California Department of Transportation (Caltrans). <i>Examples: Golden State Freeway.</i></p>	
Design	Set by Caltrans.
Priorities and Requirements	<ol style="list-style-type: none"> 1. Pursue new freeway connection at Empire Avenue and reconstructed connection at Burbank Boulevard. Ensure bicycle and pedestrian access at these locations. 2. Freeway connections with city streets should ensure passage by bicycle, pedestrian, and transit modes to the extent feasible. 3. Efforts should be made to connect land uses separated by freeways to improve connectivity (e.g., train station to Downtown Burbank).

Bikeways	
<p>Bicycle Boulevards and streets with Class II or III bicycle routes identified on the Bicycle Master Plan. <i>Examples: Riverside Drive, Verdugo Street, California Street</i></p>	
Design	Subject to Caltrans Highway Design Manual, Chapter 1000, and Caltrans design guidelines for bicycle facilities. Streets should be designed so that bicycles and cars can mix safely.
Priorities and Requirements	<ol style="list-style-type: none"> 1. Bicycle lanes should be developed where rights-of-way exist. Bicycle Boulevards or “sharrows” should be considered where inadequate rights-of-way exists for bicycle lanes. 2. Stop signs should prioritize bicycle path of travel. 3. Intersection treatments and protection for bicycles should be implemented at intersections with Major Arterials and Secondary Arterials.

Performance Criteria

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

LOS is a qualitative measure that characterizes traffic congestion on a scale of A to F, with LOS A representing a free-flow condition and LOS F representing extreme congestion. LOS standards can apply to either intersections or links (a section of street between two intersections). Generally, LOS represents the ability of a roadway or an intersection to accommodate traffic.

The LOS definition for intersections is based on a volume-to-capacity (V/C) ratio and provides a quantitative description of traffic operating conditions. Table M-1 defines LOS based on traffic volumes and the design capacity of intersections.

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



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

Table M-1
Level of Service Definitions for Intersections

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

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

Public Transportation

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

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

Burbank will rely on a number of regional public transit networks to provide transit services within the city. Because of this dependence on outside agencies, regional cooperation is crucial to ensure that the transit network operates effectively. Providing seamless transfers between different transit agencies requires cooperation and is a critical step necessary to provide a viable transit alternative. Also, collaboration is needed to ensure the needed construction and expansion of regional rail, bus, and



light rail systems. Operating within the greater Los Angeles region, Burbank will actively seek partnerships with regional agencies to offer transit that serves the city and the region.

Local Transportation Services

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



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

Regional Transportation Services

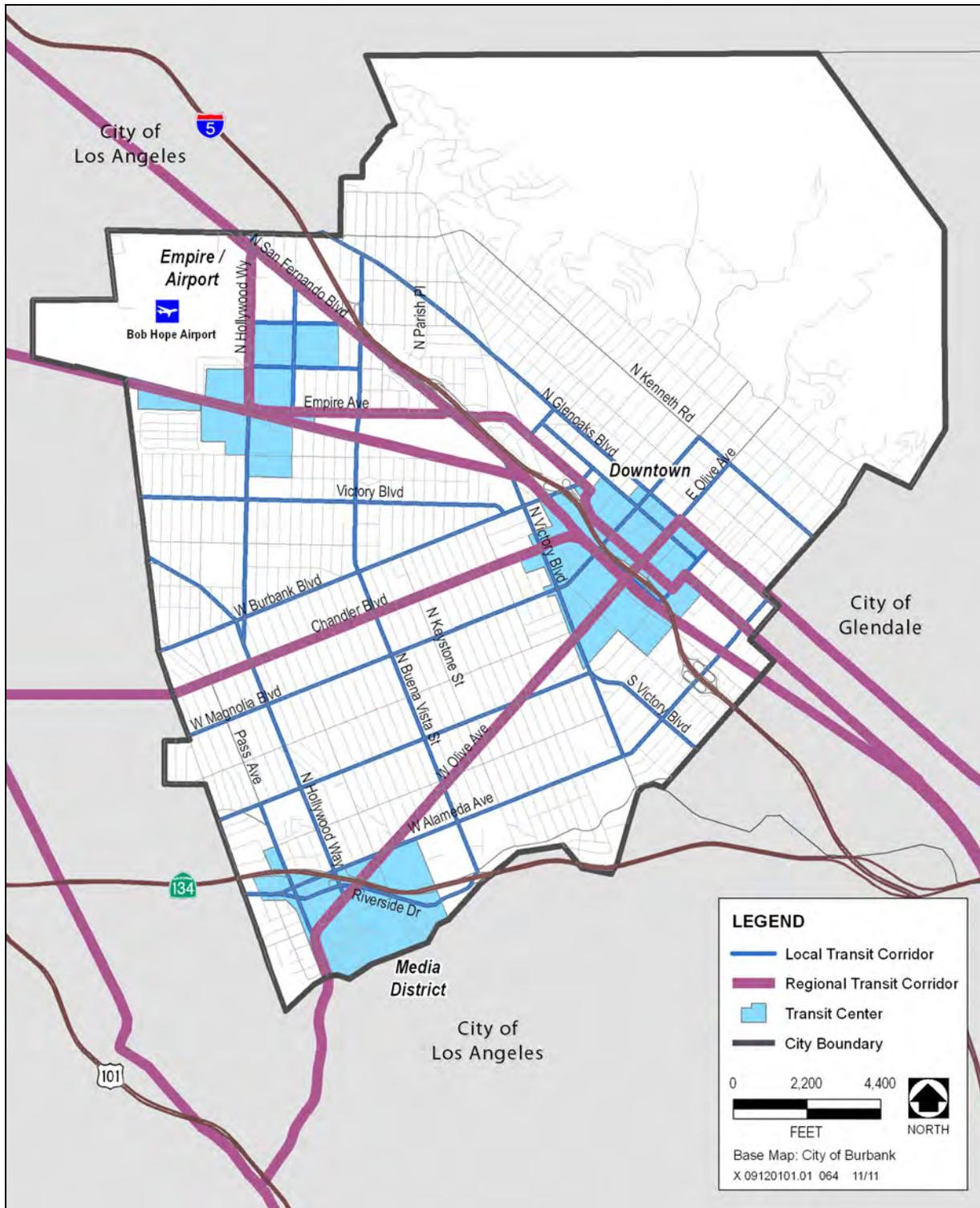
The regional transit network operating within the city connects Burbank to other population and employment centers in Southern California. The network consists of bus, rail, and air service and is operated by agencies outside of the city. MTA operates bus service, which provides local service within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



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

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

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



City of Burbank 2010 & 2011

Exhibit M-3. Transit Corridors and Centers



Planned Improvements to Regional Transit

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

Transit Centers

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

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

High-Speed Transit Corridors

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

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

Air Transportation

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



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



Bicycle Transportation

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



Cyclists enjoy the Chandler Bikeway.

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



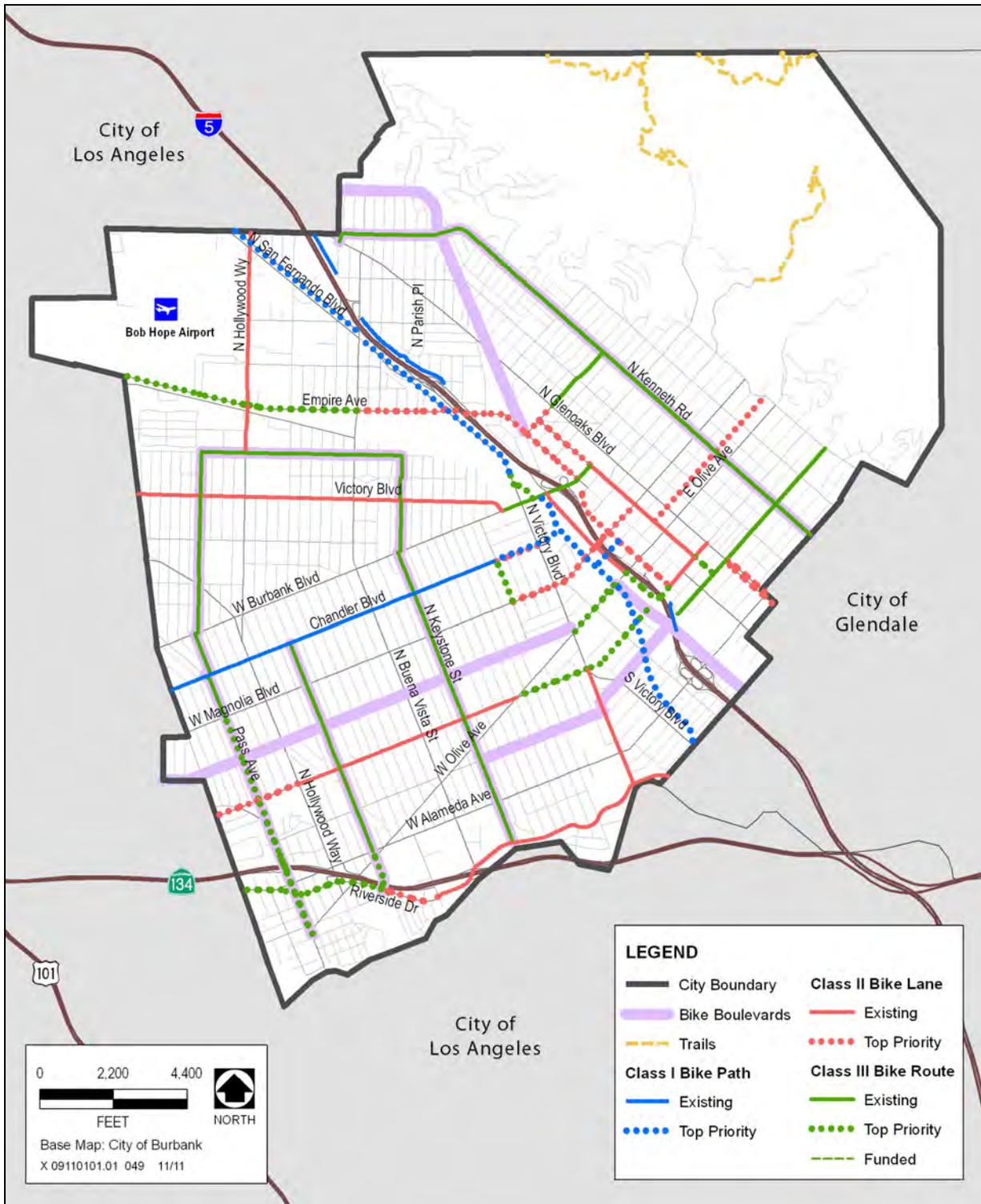
Bicycle Facilities

Burbank’s bikeways are classified into four types:

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

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

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



Source: City of Burbank 2010

Exhibit M-4. Bicycle Routes



Pedestrian Transportation

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



Different types of sidewalks are appropriate in different neighborhoods.

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

Table M-2
Sidewalk Standards

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

Notes:
 N/A = not applicable
 * Dependent on surrounding land uses



Neighborhood Protection Programs

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

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

Parking

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

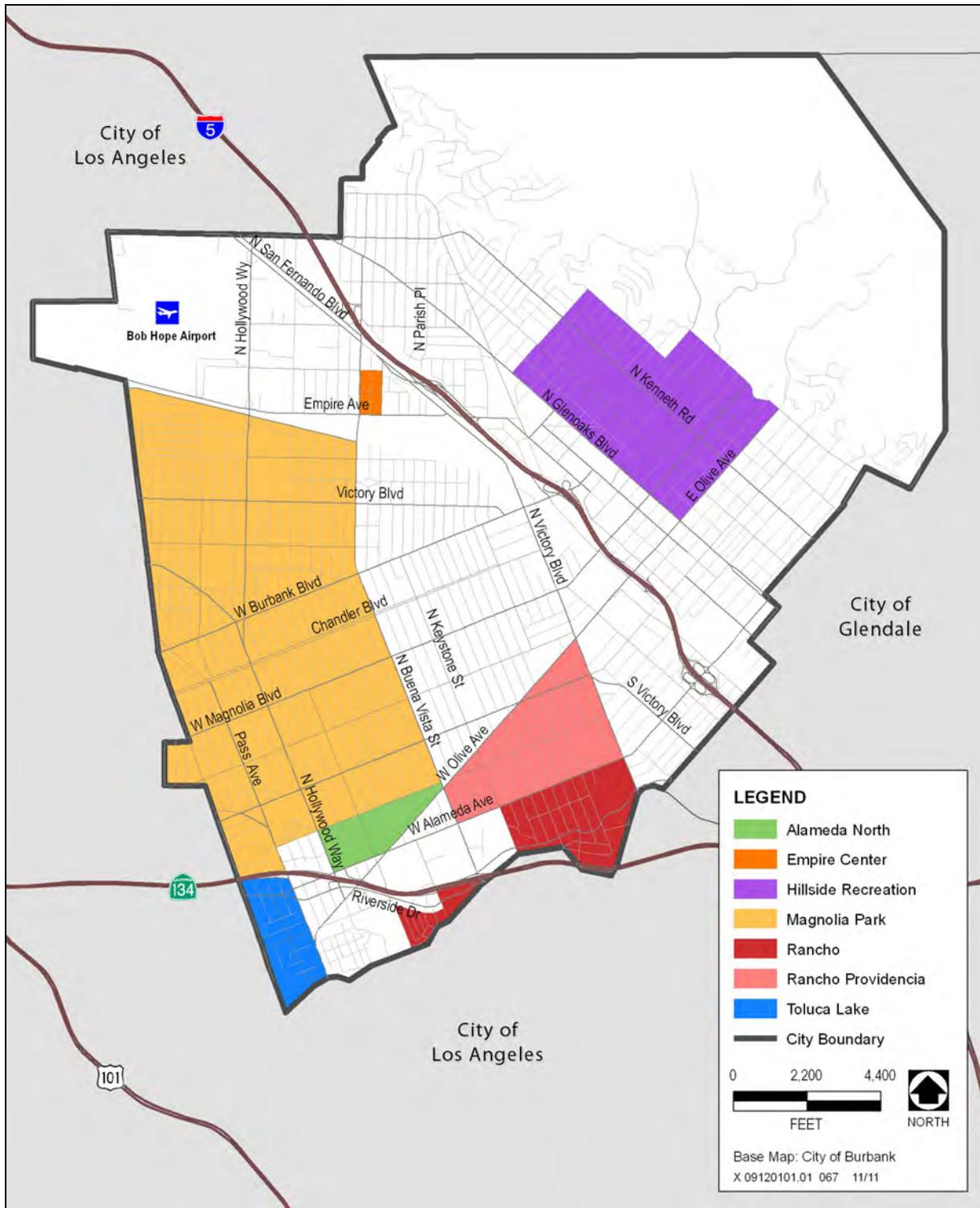
The city’s parking supply is made up of a combination of on-street curb parking, off-street public parking lots and structures, private off-street parking, and shared public/private structures. New development is generally required to supply parking to satisfy its highest expected demand, but many existing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

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

Transportation Demand Management

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

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



Source: City of Burbank 2010

Exhibit M-5. Neighborhood Protection Programs



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



CHAPTER

5 Noise Element

INTRODUCTION

Putting Noise in its Place

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



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

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



community rises. The Noise Element describes the means to reduce the negative effects of noise in Burbank.

Relationship to Other Elements

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

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

NOISE GOALS AND POLICIES

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

GOAL 1 NOISE COMPATIBLE LAND USES

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

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

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

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

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

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

Policy 1.6 *Consult with movie studios and residences affected by filming activities to maintain a livable environment.*

Policy 1.7 *Use the development review process to ensure that General Plan noise policies and city noise standards and regulations are applied to future project proposals.*



GOAL 2 NOISE IN MIXED-USE DEVELOPMENT

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

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



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

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

Policy 2.3 *Notify residents in mixed-use projects located adjacent to commercial or retail land uses that they could be affected by noise from adjacent uses.*

GOAL 3 VEHICULAR TRAFFIC NOISE

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

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

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

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

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

Policy 3.5 *Analyze the effects of traffic noise exposure throughout Burbank to reduce traffic noise in residential neighborhoods to determine when noise levels are exceeded.*

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

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

GOAL 4 TRAIN NOISE

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

Policy 4.1 *Support noise-compatible land uses along rail corridors.*



Policy 4.2 *Require noise-reducing design features as part of transit-oriented, mixed-use development located near rail corridors.*

Policy 4.3 *Promote the use of design features, such as directional warning horns or strobe lights, at railroad crossings that reduce noise from train warnings.*

GOAL 5 AIRCRAFT NOISE

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

Policy 5.1 *Prohibit incompatible land uses within the airport noise impact area.*

Policy 5.2 *Work with regional, state, and federal agencies, including officials at Bob Hope Airport, to implement noise reduction measures and to monitor and reduce noise associated with aircraft.*

Policy 5.3 *Coordinate with the Federal Aviation Administration and Caltrans Division of Aeronautics regarding the siting and operation of heliports and helistops to minimize excessive helicopter noise.*

GOAL 6 INDUSTRIAL NOISE

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

Policy 6.1 *Minimize excessive noise from industrial land uses through incorporation of site and building design features.*

Policy 6.2 *Require industrial land uses to locate vehicular traffic and operations away from adjacent residential areas.*

GOAL 7 CONSTRUCTION, MAINTENANCE, AND NUISANCE NOISE

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

Policy 7.1 *Avoid scheduling city maintenance and construction projects during evening, nighttime, and early morning hours.*

Policy 7.2 *Require project applicants and contractors to minimize noise in construction activities and maintenance operations.*

Policy 7.3 *Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.*

Policy 7.4 *Limit the allowable hours of operation for and deliveries to commercial, mixed-use, and industrial uses located adjacent to residential areas.*

NOISE PLAN

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



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

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

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

Measuring Noise

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

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

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

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

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

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



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

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

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

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

- **L_{eq} (Equivalent Noise Level):** L_{eq} represents an average of the sound energy occurring over a specified period of time. Effectively, the varying sound level over a specified period of time contains the same acoustical energy as a steady-state sound level in that same period.
- **L_{dn} (Day-Night Noise Level):** The 24-hour L_{eq} with a 10-dB “penalty” applied during nighttime noise-sensitive hours, 10 p.m. through 7 a.m. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.
- **CNEL (Community Noise Equivalent Level):** Similar to the L_{dn} described above, but with an additional 5-dB “penalty” for the noise-sensitive hours between 7 p.m. to 10 p.m., which are typically reserved for relaxation, conversation, reading, and watching television. If the same 24-hour noise data are used, the CNEL is typically 0.5 dB higher than the L_{dn}.



- **L_{max} (Maximum Noise Level):** The highest noise level occurring during a specific period of time.



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

Assigning the proper noise descriptor when evaluating a noise source is essential to determining a potential environmental impact on the community. Stationary-source noise (e.g., leaf blowers; heating, ventilation, and air conditioning; and loading docks) are generally analyzed using an hourly standard (L_{eq}). Transportation noise sources (e.g., vehicular traffic, aircraft overflights, and train passbys)

occur as variable, individual events throughout the day. Hourly descriptors are not effective at describing transportation noise because it occurs at all hours. Instead, a 24-hour descriptor (L_{dn} or CNEL) is used to analyze transportation noise sources because the evening and nighttime penalties are applied to reflect increased sensitivity to noise during the evening and nighttime hours.

Noise Standards and Land Use Compatibility

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

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

The City’s land use compatibility standards are based on the existing or intended future use of the property. The standards are purposefully general, and not every specific land use is identified. Application of the noise standards will vary on a case-by-case basis according to location, development type, and associated noise sources. When stationary noise is the primary noise source, and to ensure that noise producers do not adversely affect noise-sensitive land uses, the City applies a second set of standards. These hourly daytime and nighttime performance standards (expressed in L_{eq}) for stationary noise sources are designed to protect noise-sensitive land uses adjacent to stationary sources from excessive noise. Table N-4 summarizes stationary-source noise standards for various land use types, which represent acceptable noise levels at exterior spaces of the sensitive receptor.



Table N-3
Maximum Allowable Noise Exposure—Transportation Sources

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

Notes:

- ¹ Normally acceptable means that land uses may be established in areas with the stated ambient noise level, absent any unique noise circumstances.
- ² Possibly acceptable means that land uses should be established in areas with the stated ambient noise level only when exterior areas are omitted from the project or noise levels in exterior areas can be mitigated to the normally acceptable level.
- ³ Normally unacceptable means that land uses should generally not be established in areas with the stated ambient noise level. If the benefits of the project in addressing other Burbank2035 goals and policies outweigh concerns about noise, the use should be established only where exterior areas are omitted from the project or where exterior areas are located and shielded from noise sources to mitigate noise to the maximum extent feasible.
- ⁴ Interior acceptable means that the building must be constructed so that interior noise levels do not exceed the stated maximum, regardless of the exterior noise level. Stated maximums are as determined for a typical worst-case hour during periods of use.
- ⁵ dBA L_{eq} is as determine for a typical worst-case hour during periods of use.



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

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

Notes:

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

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

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

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

Noise Contours and Impact Areas

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

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

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

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



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

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

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

Identification of Noise Problem Areas

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

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

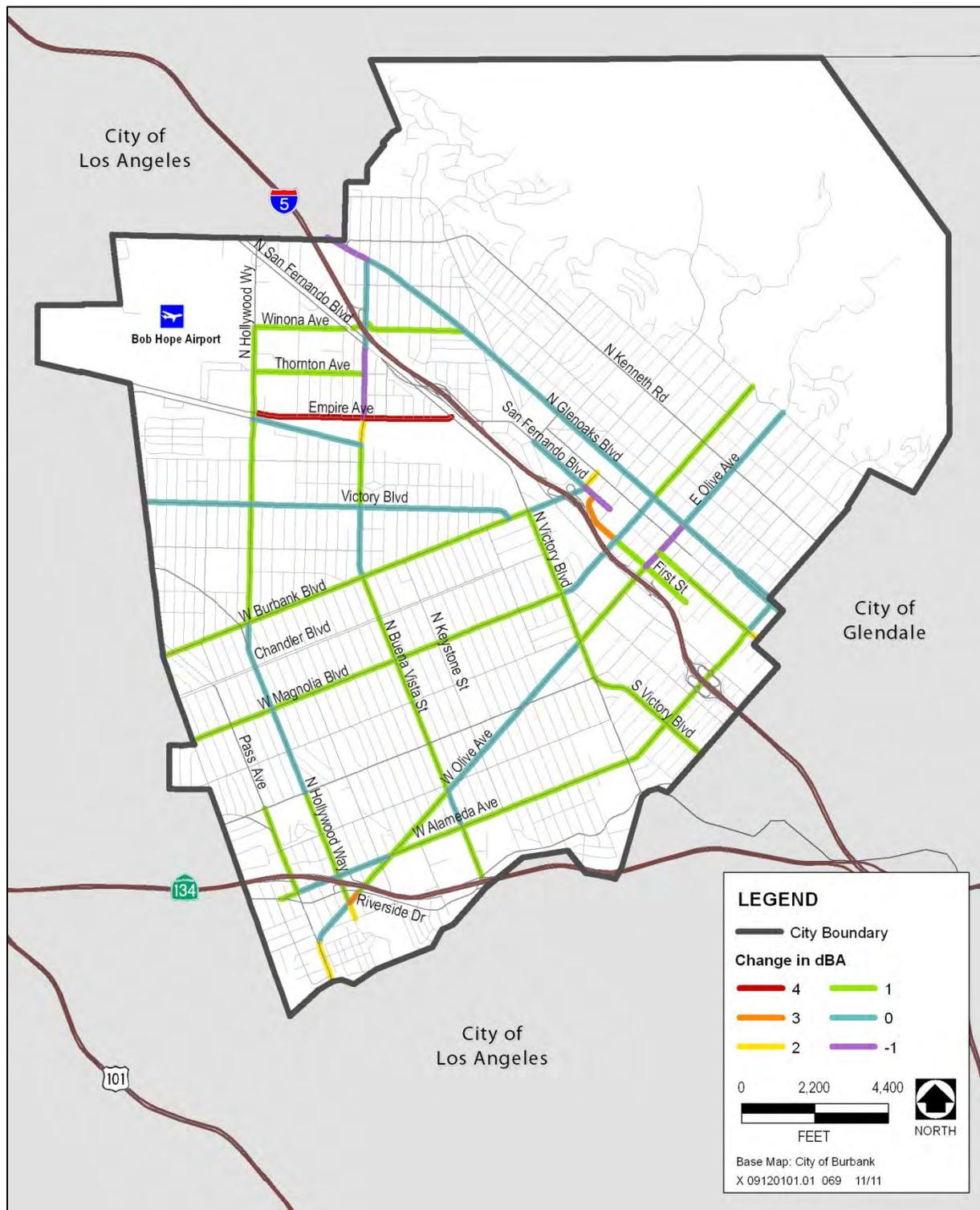
Noise Control Techniques

City Noise Control Ordinance

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

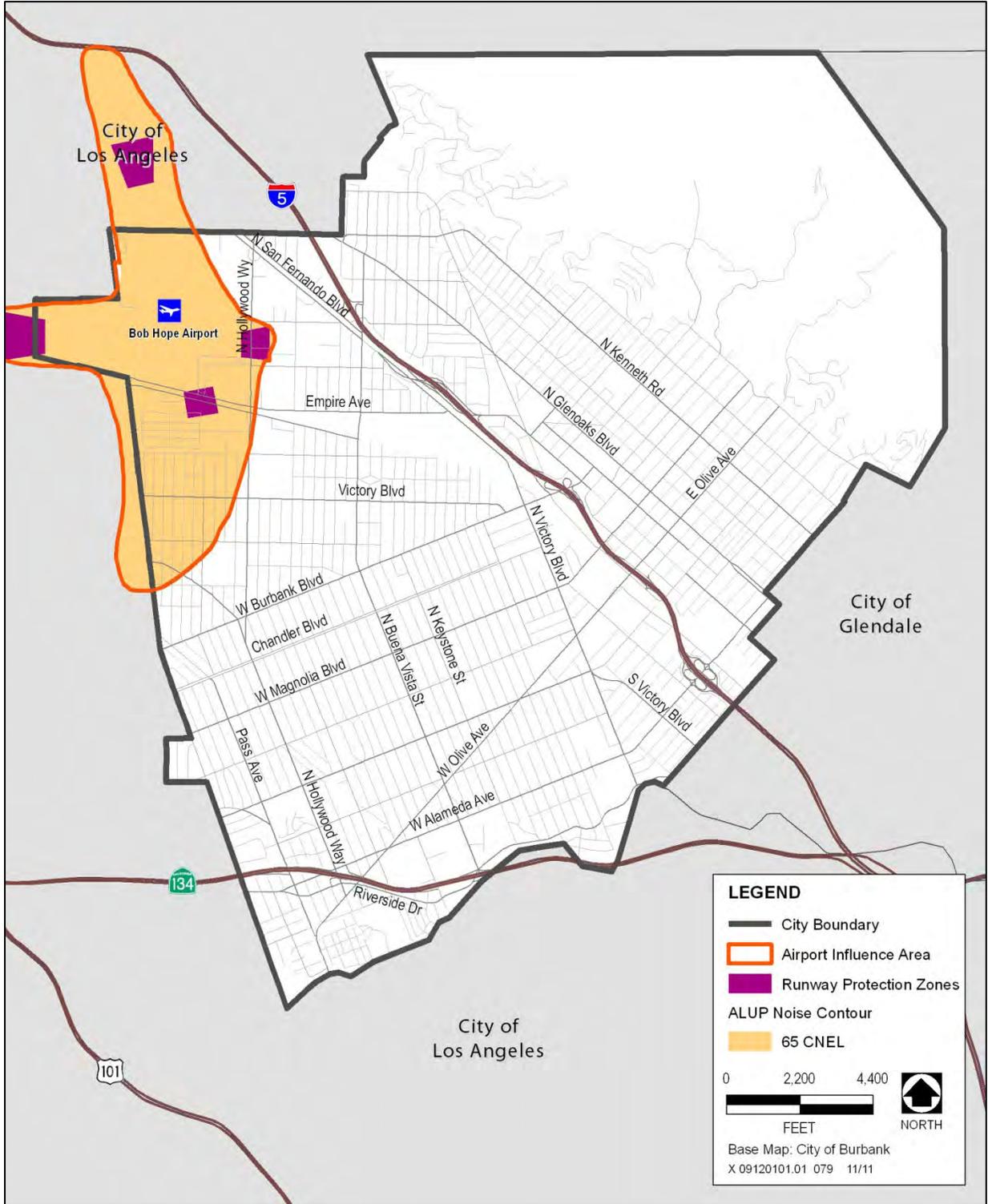
State Noise Standards

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



Source: Data compiled by AECOM in 2010

Exhibit N-2. Change in Traffic Future Noise Levels



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

Exhibit N-3. Airport Influence Area



Road Traffic Noise

The dominant noise source in Burbank, traffic noise originates from major roads such as Olive Avenue, Hollywood Way, Glenoaks Boulevard, Burbank Boulevard, and Magnolia Boulevard, and from freeway traffic on I-5 and SR 134. The most efficient and effective means of controlling noise is to reduce noise at the source. However, the City has no direct control over noise produced by trucks, cars, and trains because federal and state noise regulations preempt local laws. Because the City cannot control transportation noise at the source, noise programs and standards use noise reduction methods that interrupt the path of the noise or shield the receiver to reduce transportation noise along freeways, arterial roadways, and rail corridors. Such reduction methods may include building orientation, spatial buffers, landscaping, and noise barriers. Such noise reduction methods should be emphasized during site planning and design.

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

Truck Routes

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

Stationary-Source Noise

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

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



**Table N-5
Sample Measures for Controlling Interior Noise**

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

Notes:

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

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

Sound Walls along Arterials and Secondary Roadways

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



structures, noise barriers on each side of the highway) that could reduce the acoustical performance of individual barriers or result in unintended effects on other parts of the community.

Land Use Policy and Design of Residential Projects

To mitigate non-transportation-related noise, the City will require adjustments to site plans, higher insulation performance, spatial buffers, and other mitigation measures to absorb and block sound as needed. Design features incorporated into residential projects can be used to shield residents from excessive noise. For example, bedrooms, balconies, and open space areas can be located away from streets and focused toward the interior of a project. The City will develop guidelines to assist developers in designing structures that respond to noise concerns.

Rail Traffic Noise

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

Air Traffic Noise

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



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

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

Movie and Television Studios

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

Noise sources associated with operations of movie and television studios include explosions, vehicle operations, loudspeakers, and mechanical equipment. Burbank’s studios are located in the southwest portion of the city and share boundaries with adjacent residential areas, which are considered

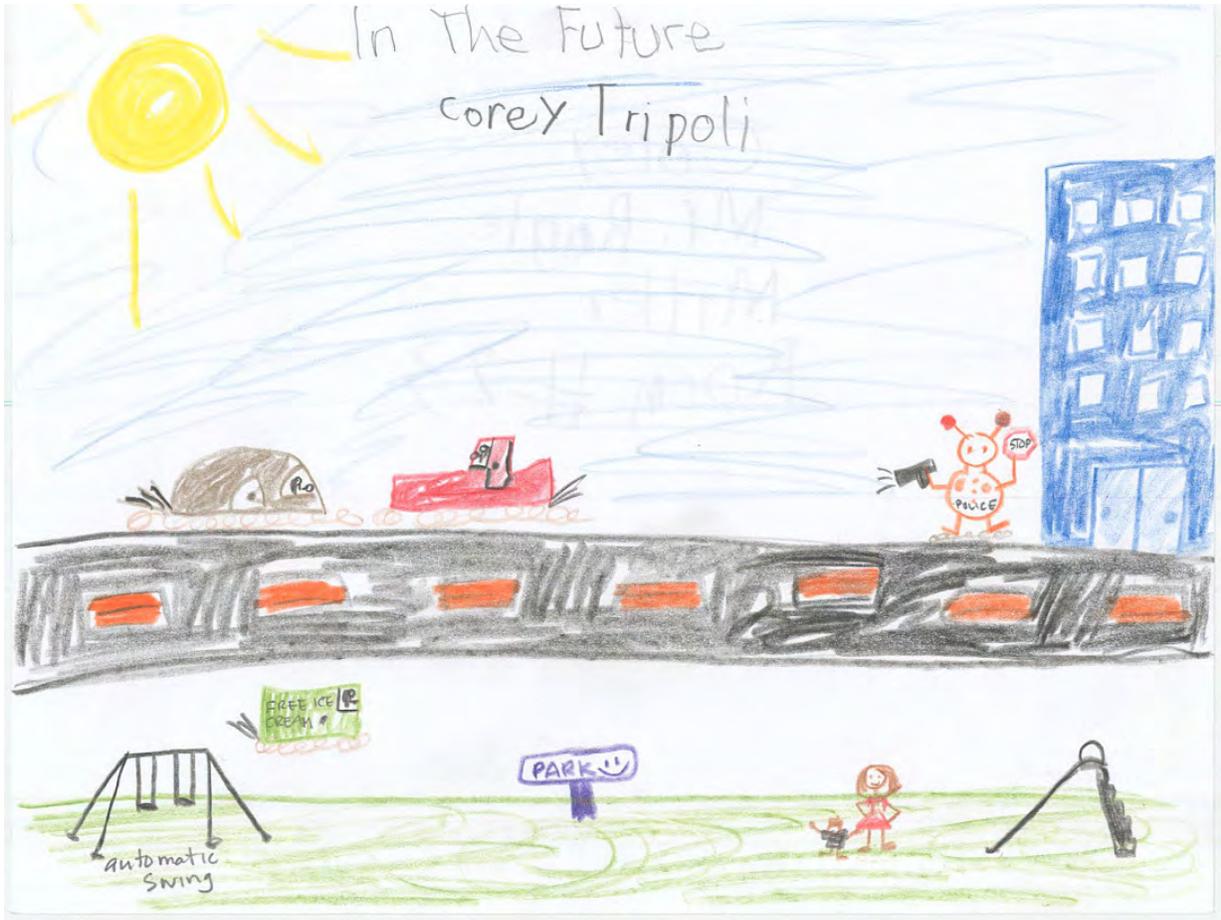


sensitive receptors. As an example, the eastern boundary of the Warner Bros. studio lot abuts residences to the east. However, these areas also experience high ambient noise levels from traffic along SR 134, West Olive Avenue, and West Alameda Avenue. The City will continue to consult with movie studios and residents affected by noise from filming activity to maintain a livable environment.

Construction Noise

Construction is a necessary part of community development. Construction noise typically occurs intermittently; the amount of noise depends on the nature or phase of construction (e.g., demolition/land clearing, grading and excavation, erecting structures). Activities such as site preparation, hauling of materials by trucks, pouring of concrete, and use of power tools can temporarily generate noise. Construction equipment, such as earthmovers, material handlers, and portable generators, also creates noise that reaches high levels for brief periods.

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



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



CHAPTER

6 Open Space and Conservation Element

INTRODUCTION

Greenprint for a Healthy Community

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



Parks and recreation facilities are vital resources for Burbank.

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

Purpose and Statutory Requirements

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



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

Relationship to Other Elements

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

OPEN SPACE AND CONSERVATION GOALS AND POLICIES

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

GOAL 1 RESOURCE MANAGEMENT

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

- Policy 1.1 Encourage citizen interest and participation in open space management and development.***
- Policy 1.2 Involve community groups in the identification, acquisition, and management of natural resource areas, recreation facilities, historical and cultural sites, and aesthetic and beautification programs.***
- Policy 1.3 Coordinate the City's open space program with regional plans.***
- Policy 1.4 Facilitate a continuing program of environmental resource presentations, surveys, and workshops to educate and inform the public.***

GOAL 2 PARKS, OPEN SPACE, AND RECREATION FACILITIES

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

- Policy 2.1 Identify areas of the city that are currently underserved and focus park expansion and open space acquisition in these areas.***
- Policy 2.2 Provide a community or neighborhood park within 1/2 mile of all Burbank residences.***
- Policy 2.3 Provide park and recreation facilities at a minimum level of 3 acres per 1,000 persons, with the goal of 5 acres per 1,000 persons.***



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

GOAL 3 PARKS AND RECREATION FACILITIES MAINTENANCE

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

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

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

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

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

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

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

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

GOAL 4 RECREATION PROGRAMS

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

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



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

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

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

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

GOAL 5 CREATION OF A COMPREHENSIVE TRAILS NETWORK

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

Policy 5.1 *Promote the integration of a comprehensive trails network to provide links to parks and open spaces within and outside the city.*

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



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

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

Policy 5.5 *Link trails with the bikeways and pedestrian routes identified in the Mobility Element.*

GOAL 6 OPEN SPACE RESOURCES

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

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

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

Policy 6.3 *Provide buffers between open spaces and developed areas.*

Policy 6.4 *Prohibit incompatible recreation activities that may damage open spaces or expose people to hazards.*

Policy 6.5 *Promote the acquisition, conservation, and preservation of land in the Verdugo Mountains.*

GOAL 7 VISUAL AND AESTHETIC RESOURCES

Prominent ridgelines and slopes are protected as visual resources.

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

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

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

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

GOAL 8 BIOLOGICAL RESOURCES

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

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

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

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

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

Policy 8.5 *Encourage landscaping that incorporates native plant species.*



GOAL 9 WATER RESOURCES

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

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

Policy 9.2 *Provide public information regarding the importance of water conservation and avoiding wasteful water habits.*

Policy 9.3 *Offer incentives for water conservation and explore other water conservation programs.*

Policy 9.4 *Pursue infrastructure improvements that would expand communitywide use of recycled water.*

Policy 9.5 *Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.*

GOAL 10 ENERGY RESOURCES

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

Policy 10.1 *Incorporate energy conservation strategies in City projects.*

Policy 10.2 *Promote energy-efficient design features to reduce fuel consumption for heating and cooling.*

Policy 10.3 *Continue to purchase alternative fuel vehicles like hybrid, natural gas, electric, or hydrogen-powered vehicles when adding to the City's vehicle fleet.*

Policy 10.4 *Encourage residents and businesses to reduce vehicle use or to purchase alternative fuel vehicles.*

Policy 10.5 *Promote technologies that reduce use of non-renewable energy resources.*

Policy 10.6 *Support private sources of sustainable, environmentally friendly energy supplies.*

Policy 10.7 *Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy.*

OPEN SPACE AND CONSERVATION PLAN

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

Open Space Resources

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



Burbank contains nearly 2,700 acres of designated open space, including approximately 700 acres of improved parkland. Wildwood Canyon Park and Stough Canyon Park are the two largest parks in the city, at 500 acres and approximately 100 acres, respectively. These regional parks are located in the Verdugo Mountains and are less developed than other parks in the city, particularly those located in the flat developed portions of Burbank.

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

Parks, Recreation, and Community Services

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

Parks Inventory and Acreage Standards

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

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

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

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



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

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



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

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

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

Site Selection Standards for New Parks

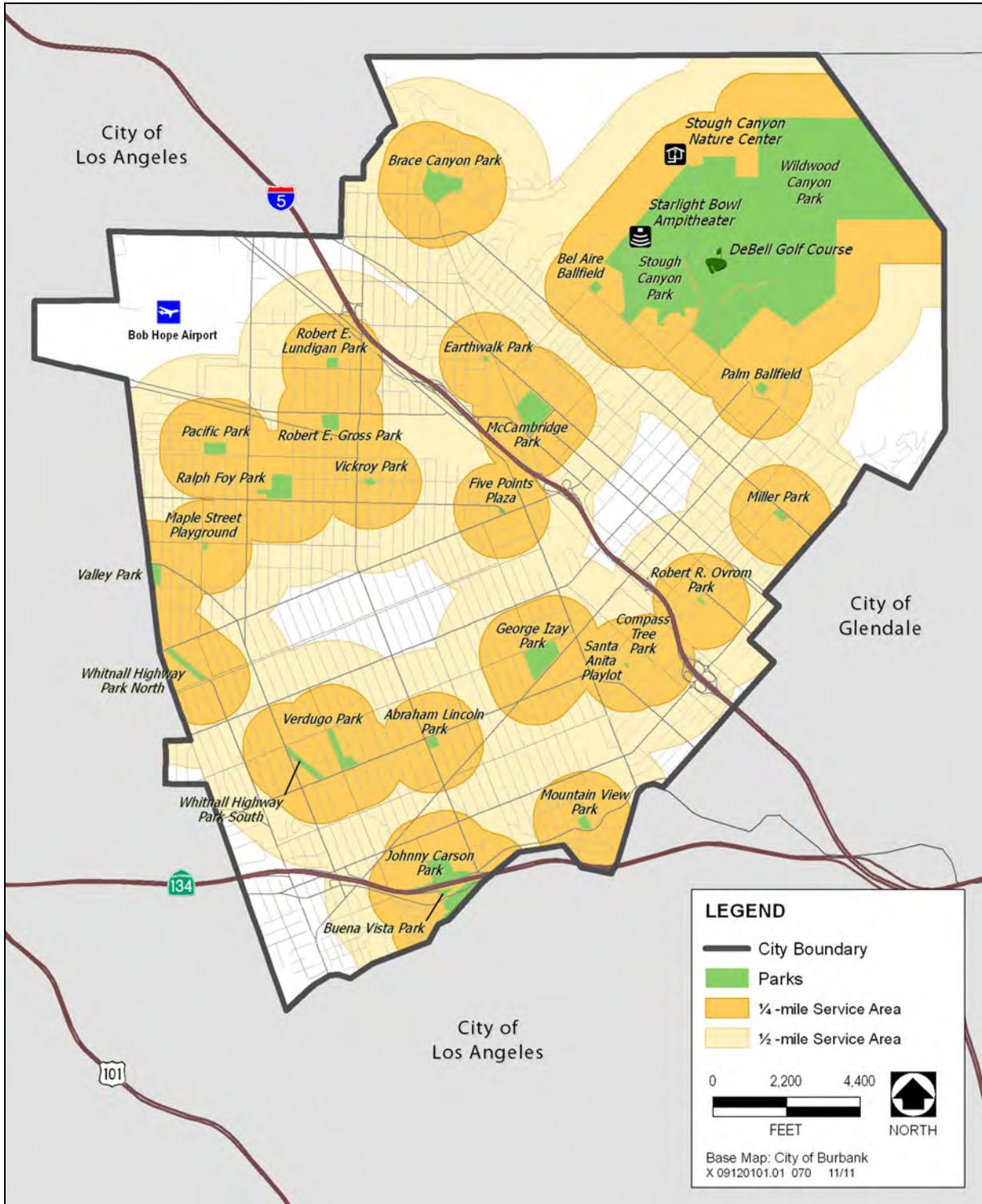
Because Burbank residents will benefit from additional parkland and recreation programming, Burbank will work actively to acquire, build, and maintain additional parkland and facilities. Because Burbank is largely a built-out city, locating new parks will be difficult. The City will prioritize developing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

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



Table OSC-2
Burbank Parks Inventory

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



LEGEND

- City Boundary
- Parks
- 1/4-mile Service Area
- 1/2-mile Service Area

0 2,200 4,400
FEET

NORTH

Base Map: City of Burbank
X 09120101.01 070 11/11

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

Exhibit OSC-1. Parkland Distribution



- The service area should not be divided by natural or human-made barriers such as arterial highways, railroads, freeways, and commercial or industrial areas that would render the site inaccessible or undesirable as a park.
- Neighborhood parks should be located adjacent to elementary schools whenever possible. The primary consideration should be whether the existing school has adequate play space to serve both its educational needs and the needs of the neighborhood for playground space.
- The site for a community park should be of sufficient size to include a recreation building unless adjacent school facilities can be designated to serve public uses when school is not in session.
- Neighborhood parks should have street frontage. If a park is located where adjacent streets are insufficient for parking, the site should have a parking lot. Community park sites should be readily accessible from pedestrian and bicycle routes.
- All neighborhood and community park sites should be accessible by foot or by bicycle.

Conservation

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

Water Resources

Water Supplies



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

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

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

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



Water Quality

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

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

Groundwater Quality and Supplies

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

Urban Runoff

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

National Pollutant Discharge Elimination System

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

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



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

Energy Resources

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

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

Green Building

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

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

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



Ecological, Biological, and Mineral Resources

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



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

Ecological and Biological Resources

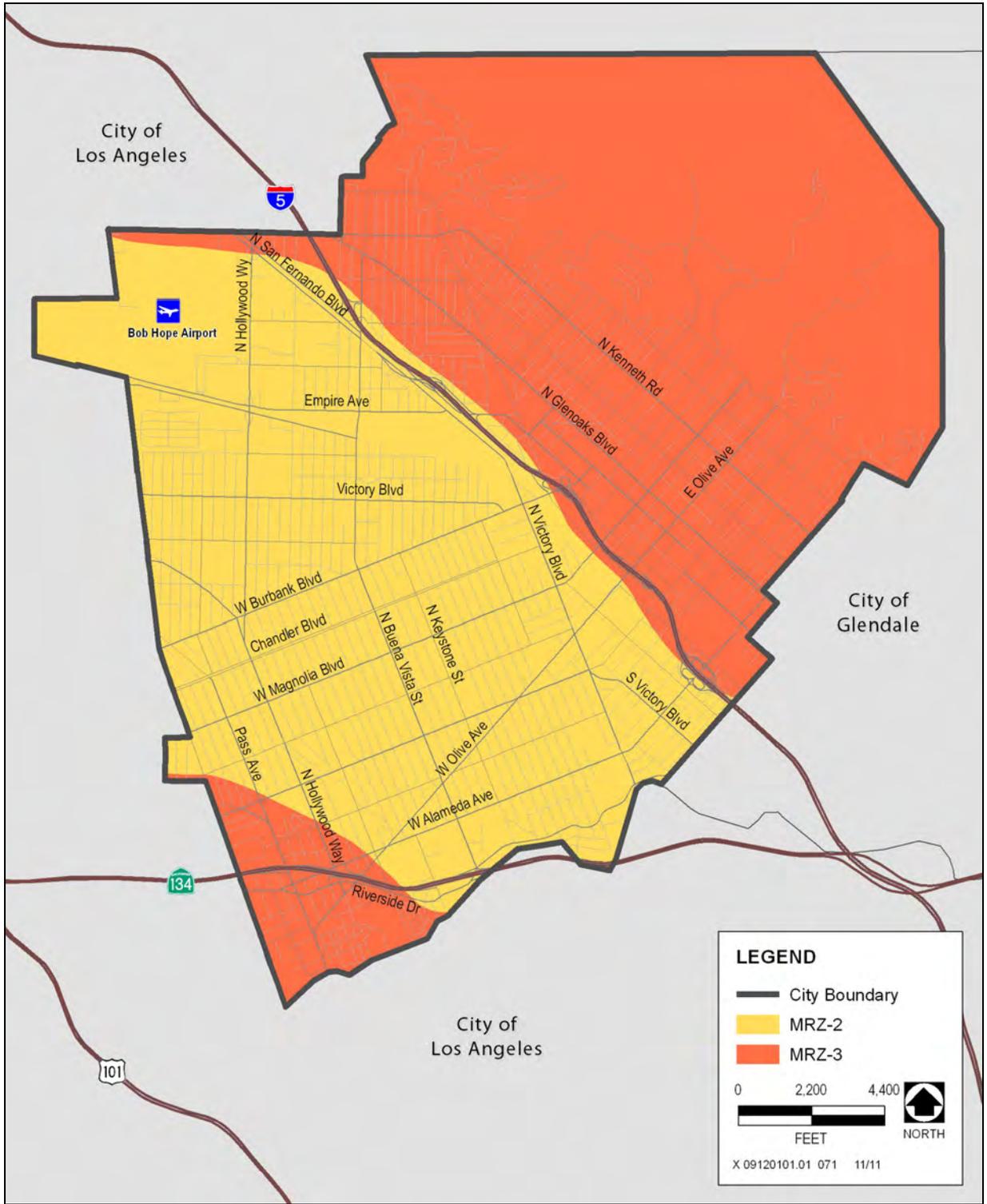
Although much of Burbank is urbanized and has low habitat value for wildlife, more than 2,700 acres of open space are located within the city limits, most in the Verdugo Mountains. These areas provide valuable habitat for plants and wildlife. The Verdugo Mountains are characterized by steep terrain,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

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

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

Mineral Resources

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



Sources: City of Burbank 2010, CASIL 1990

Exhibit OSC-2. Mineral Resource Zones

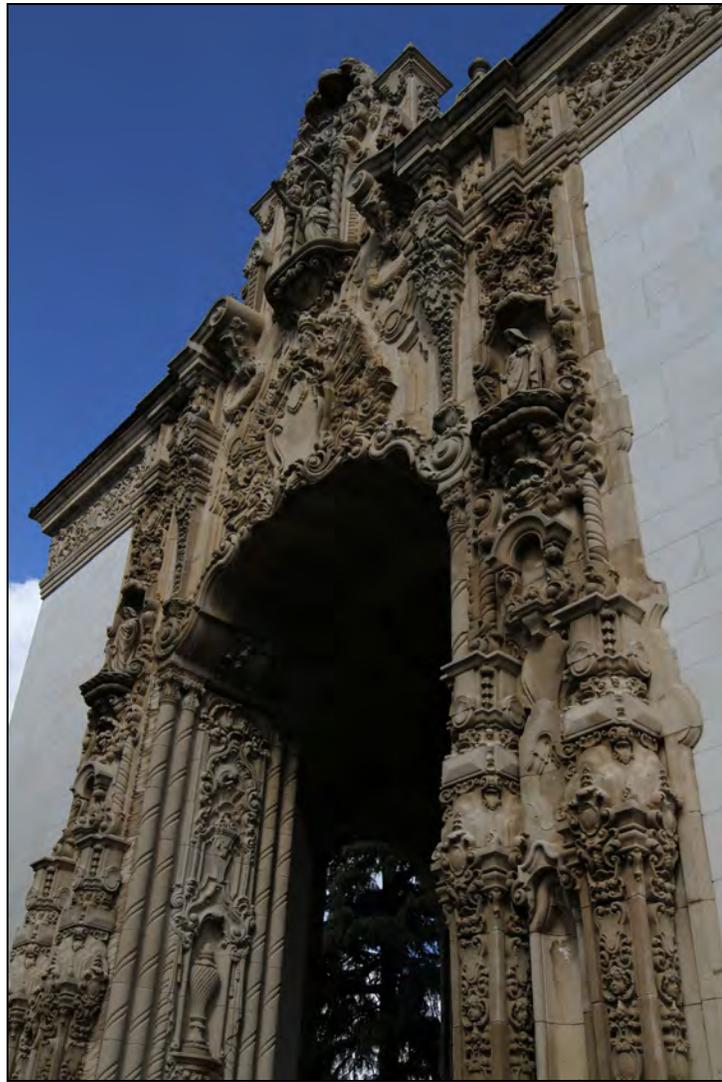


Visual and Aesthetic Resources

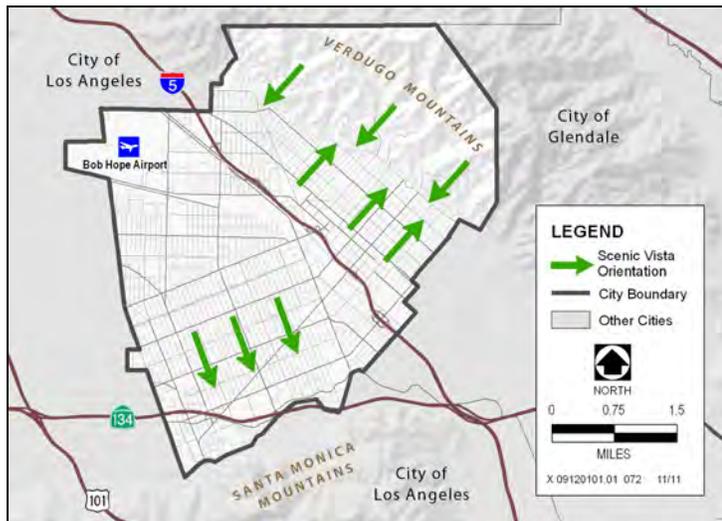
Given Burbank’s location adjacent to the Verdugo Mountains and the eastern Santa Monica Mountains, along with some notable examples of unique architecture and community character, the city has several important scenic vistas and scenic resources.

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

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



Portal of the Folded Wings Shrine to Aviation



Scenic Vistas



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



CHAPTER

7

Safety Element

INTRODUCTION

Protecting What Matters

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



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

Purpose and Statutory Requirements

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

Relationship to Other Elements

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



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

SAFETY GOALS AND POLICIES

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

GOAL 1 EMERGENCY RESPONSE AND PREPARATION

Burbank is prepared to respond to emergency situations.

- Policy 1.1** Regularly update all disaster preparedness and emergency response plans.*
- Policy 1.2** Coordinate disaster preparedness and emergency response with appropriate agencies, including the Burbank Police Department, Burbank Fire Department, and Burbank-Glendale-Pasadena Airport Authority.*
- Policy 1.3** Sponsor and support public education programs for emergency preparedness and disaster response.*
- Policy 1.4** Promote the development of community or neighborhood disaster relief groups and workplace self-help groups to improve the effectiveness of local emergency response teams.*
- Policy 1.5** Establish designated emergency response and evacuation routes throughout the city.*

GOAL 2 POLICE PROTECTION

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

- Policy 2.1** Maintain an average police response time of less than 4 minutes to emergency calls for service.*
- Policy 2.2** Ensure adequate staffing, equipment, technology, and funding for the Burbank Police Department to meet existing and projected service demands and response times.*
- Policy 2.3** Provide and use up-to-date technology to improve crime prevention.*
- Policy 2.4** Develop and support crime prevention programs throughout the city, including the Crime Prevention Through Environmental Design (CPTED) and Neighborhood Watch programs.*
- Policy 2.5** Provide public education for neighborhood safety programs to encourage active participation by Burbank residents and businesses.*

GOAL 3 CRIME PREVENTION

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

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



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

GOAL 4 FIRE PROTECTION

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

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

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

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

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

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

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

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

GOAL 5 SEISMIC SAFETY

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

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

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

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

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

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



GOAL 6 FLOOD SAFETY

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

- Policy 6.1 Inform applicants of flood risks and development requirements within the 100-year, 200-year, or 500-year floodplains or in other high-risk inundation areas. Recommend hazard mitigation where possible.***
- Policy 6.2 Continue to participate in the National Flood Insurance Program to ensure that flood insurance will be available to individuals in the community. Publicize the availability of flood insurance to Burbank residents and business owners.***
- Policy 6.3 Continue to maintain and upgrade the City-operated flood control system to ensure the system is capable of protecting existing and planned development.***
- Policy 6.4 Consult with Los Angeles County and other agencies to maintain and improve capacity of local and regional flood control systems.***
- Policy 6.5 Enforce regulations prohibiting the draining of rainwater into the sewer system.***
- Policy 6.6 Use public education to promote awareness of flood and storm danger.***
- Policy 6.7 Prepare and update a storm drain master plan to ensure proper maintenance and improvements to storm drainage facilities.***
- Policy 6.8 Protect critical public and private facilities located within areas subject to flooding.***
- Policy 6.9 Employ strategies and design features to reduce the area of impervious surface in new development projects.***

GOAL 7 AIRPORT HAZARDS

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

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

GOAL 8 HAZARDOUS MATERIALS

Hazardous materials threats to public health and safety are reduced.

- Policy 8.1 Review proposed projects involving the use or storage of hazardous materials.***
- Policy 8.2 Encourage businesses and organizations that store and use hazardous materials to improve planning and management procedures.***
- Policy 8.3 Distribute information and use incentives and disincentives to reduce or eliminate the use of hazardous materials where feasible.***



Policy 8.4 *Maintain a hazardous materials response capability that will adequately handle Burbank's hazardous materials safety needs.*

Policy 8.5 *Consult with appropriate agencies regarding hazardous materials regulations.*

Policy 8.6 *Provide the residents of Burbank with information on the proper storage and disposal of hazardous materials and e-waste and encourage the use of City disposal facilities.*

Policy 8.7 *Include information on soil contamination and storage of hazardous materials in the City's Geographic Information System.*

Policy 8.8 *Advocate the continued review and mitigation of the effects of operation of natural gas and petroleum pipelines, and other pipelines used to transport hazardous substances.*

SAFETY PLAN

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

Emergency Services and Safety

Achieving ideal response levels from law enforcement and emergency service providers requires coordination between the City and the community. The Burbank Police and Fire Departments work with the community to identify the levels of service desired and continually assess services, facilities, equipment, and personnel to determine their ability to meet current and future demands. The Police and Fire Departments will continue to use public outreach and education to increase community awareness regarding hazards, emergency response, and homeland security in Burbank. In addition, the City will support programs that address crime and fire prevention activities. The Burbank Police and Fire Departments will continue proactive training and planning programs, and will use state-of-the-art technology to improve response and increase public safety.

Police Services

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

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

The Burbank Police Department maintains mutual aid agreements with the police departments for the Cities of Los Angeles, San Fernando, Glendale, and Pasadena, and shares resources and receives assistance from those departments, if needed. In addition, as part of the State Emergency Aid System, the Police Department will provide a specified number of officers and equipment to other jurisdictions



in the event of an incident. The department can also request aid from the Los Angeles County Sheriff's Department or the California Emergency Management Agency.

Crime Prevention through Environmental Design

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

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

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

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

Activity Support: Supporting activities on the street attracts people and encourages natural surveillance. Encouraging legitimate activity in public spaces helps discourage crime. Improvements such as a basketball court in a public park and community activities such as a clean-up day, block party, or civic or cultural event bring people out, get them involved, and help discourage vagrancy and potential illegal acts. Providing a mix of land uses, types of residential development, and public or quasi-public spaces encourages diverse households and patterns of activity. The resulting round-the-clock activity and increase in eyes on the street raises the level of security.

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

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

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



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

Fire Services

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

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

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



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

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

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

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

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



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



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

Fire Hazards

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

Wildland Fires

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

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

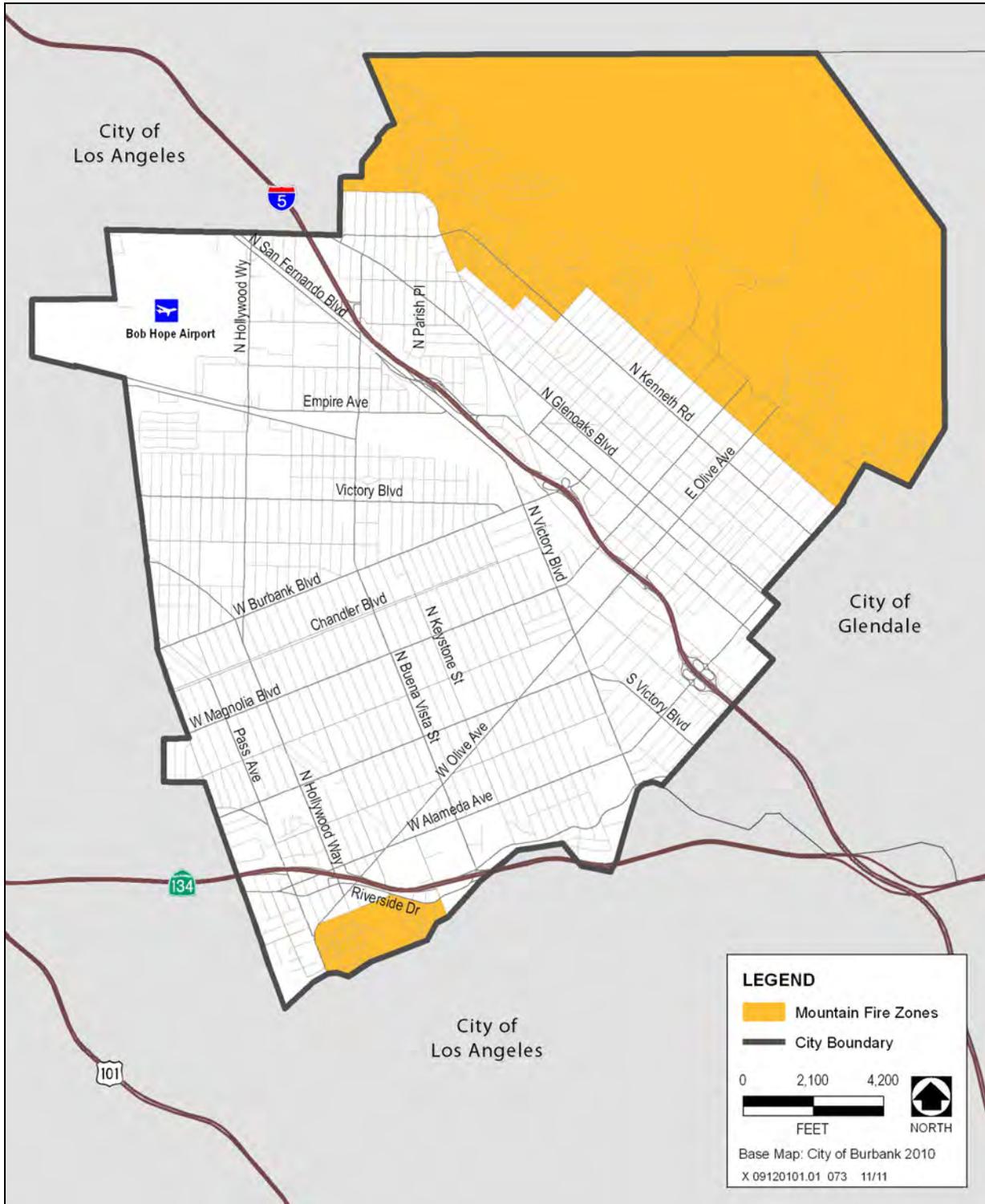
Urban Fires

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

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

Disaster and Emergency Preparedness

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



Source: City of Burbank 2010, CASIL 1990

Exhibit S-1: Fire Zones



All-Hazard Mitigation Plan and Multi-Hazard Functional Plan

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

Emergency Operations

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

Emergency Access and Evacuation

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

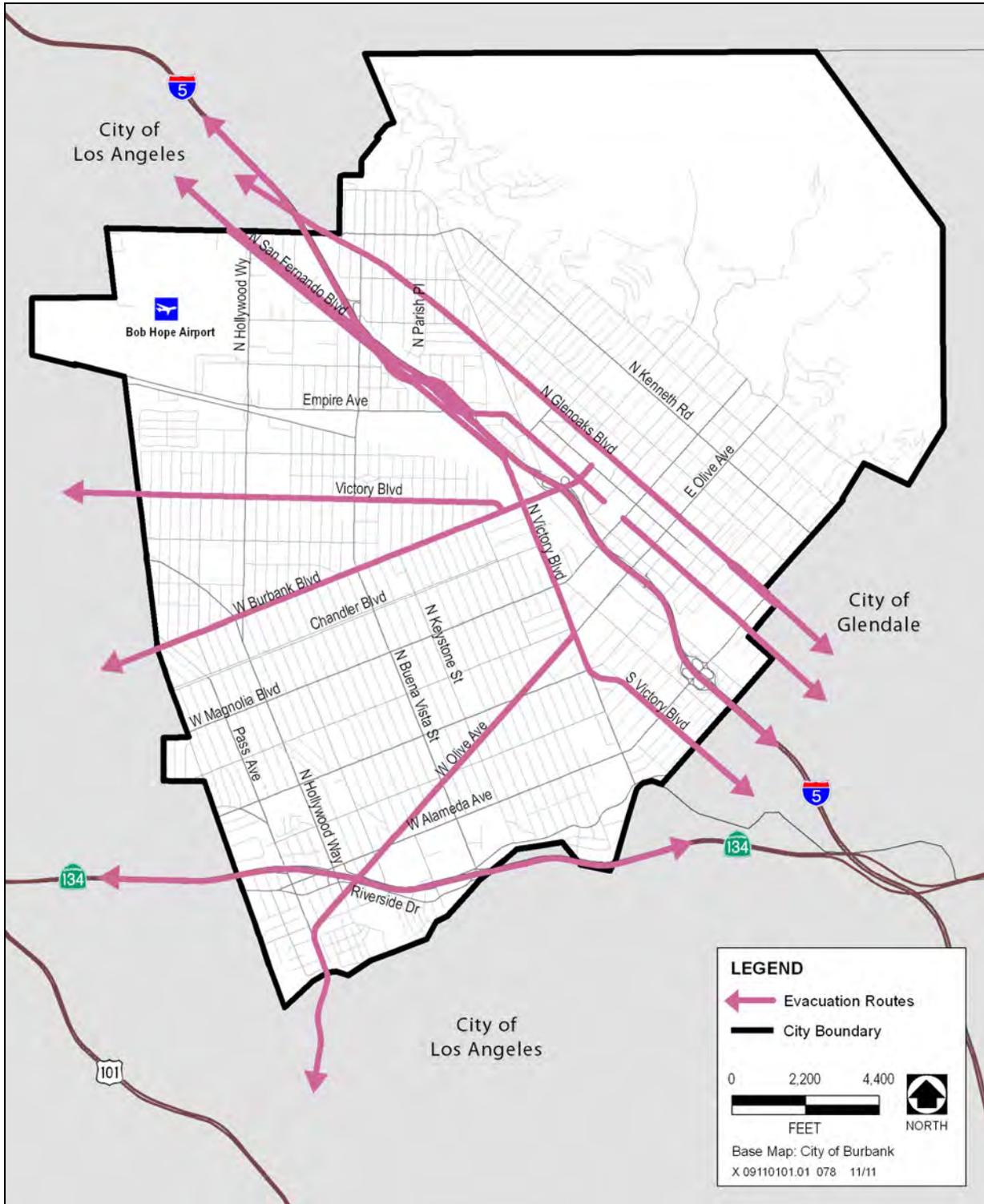
The City promotes the use and maintenance of back-up power generators in critical facilities such as group care homes, day care centers, hospitals, and other health care facilities, and in emergency and high-risk facilities such as Bob Hope Airport, schools, and other sites that are likely to be used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

Geologic and Seismic Hazards

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

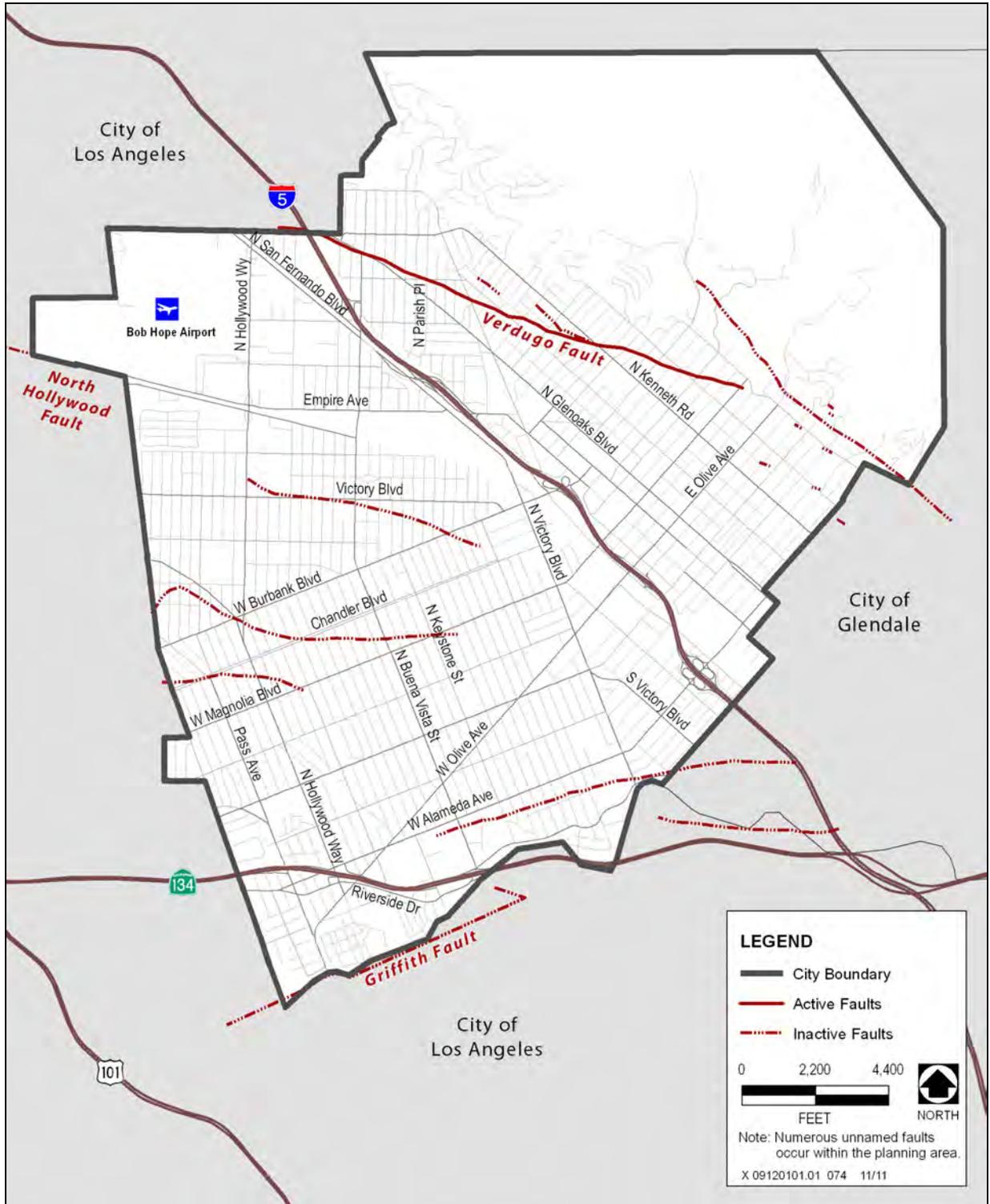
Earthquakes

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



Source: City of Burbank 2010

Exhibit S-2: Evacuation Routes



Source: City of Burbank 2010, CASIL 1990

Exhibit S-3: Fault Locations



Surface Fault Rupture

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

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

Ground Shaking

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

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

Liquefaction

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



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

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



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

Landslides and Mudslides

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

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

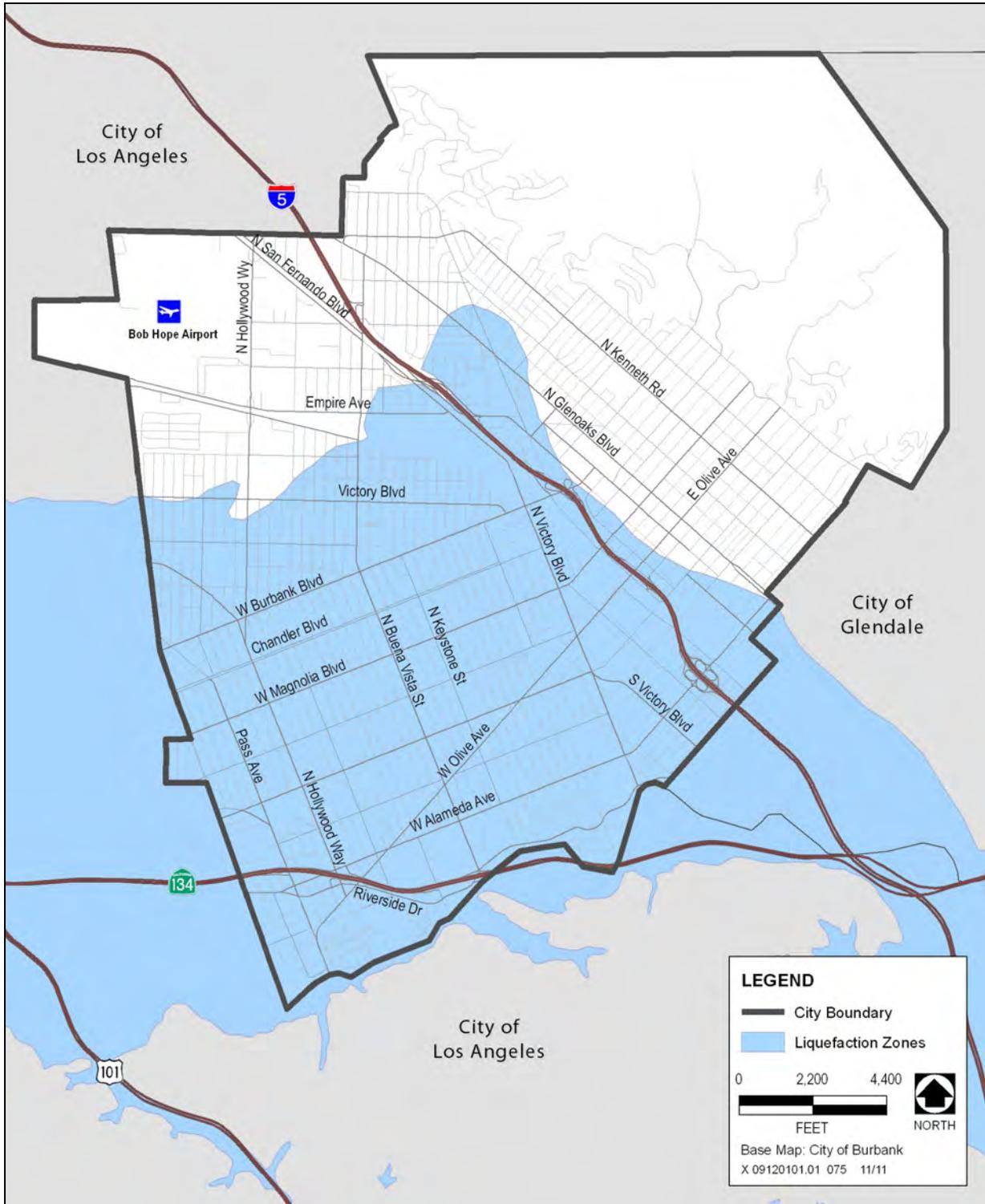
In Burbank, hazards from landslides and mudslides are limited to properties at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon Drive. Exhibit S-5 illustrates locations that are subject to landslide hazards.

Flood Hazards

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

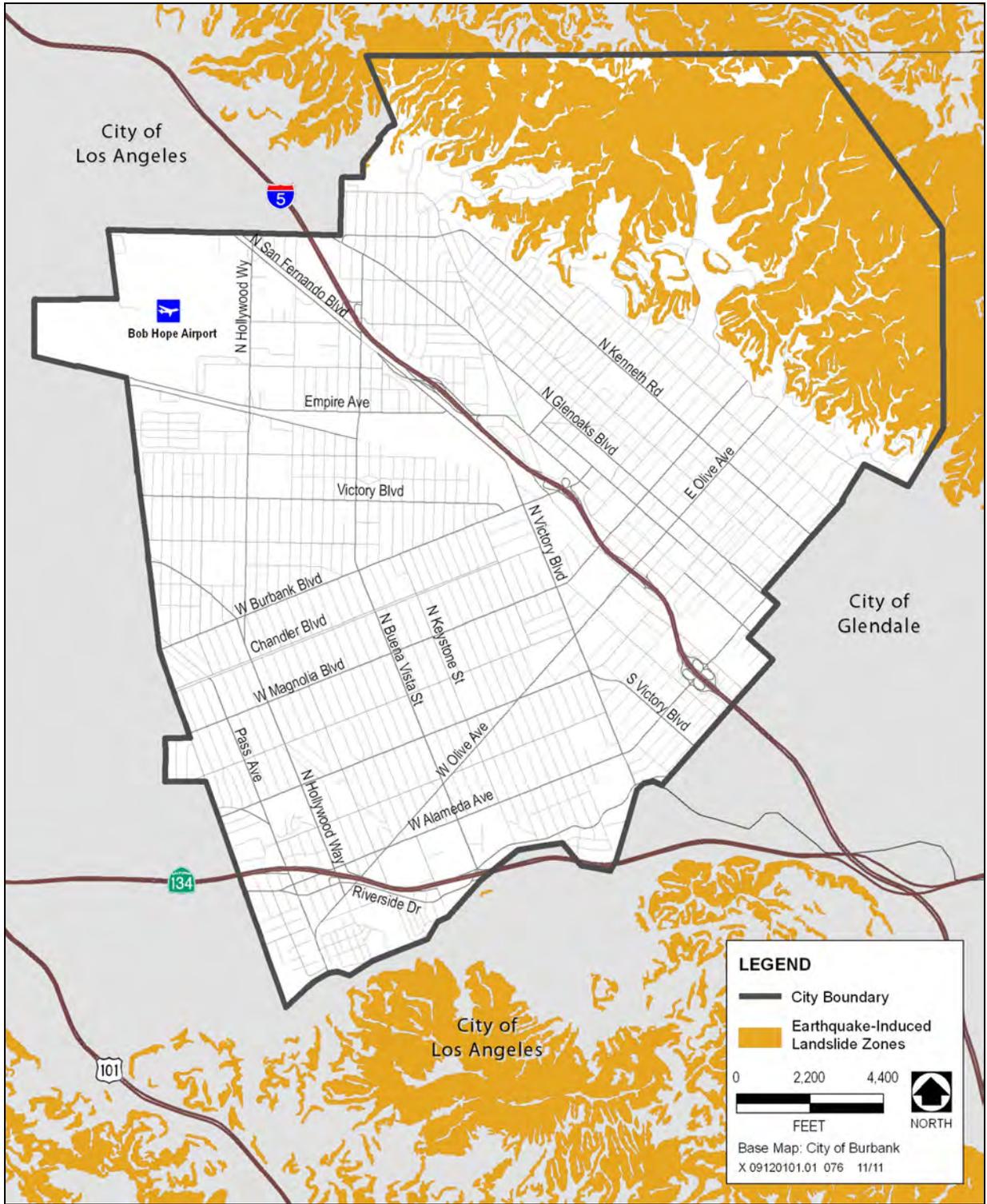
Flood hazards related to storm events generally are described in terms of the “100-year flood,” which is the largest flood event that may be expected to occur within 100 years. This flood is considered a severe flood, but one that can be reasonably predicted and thus reasonably mitigated. The “500-year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

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



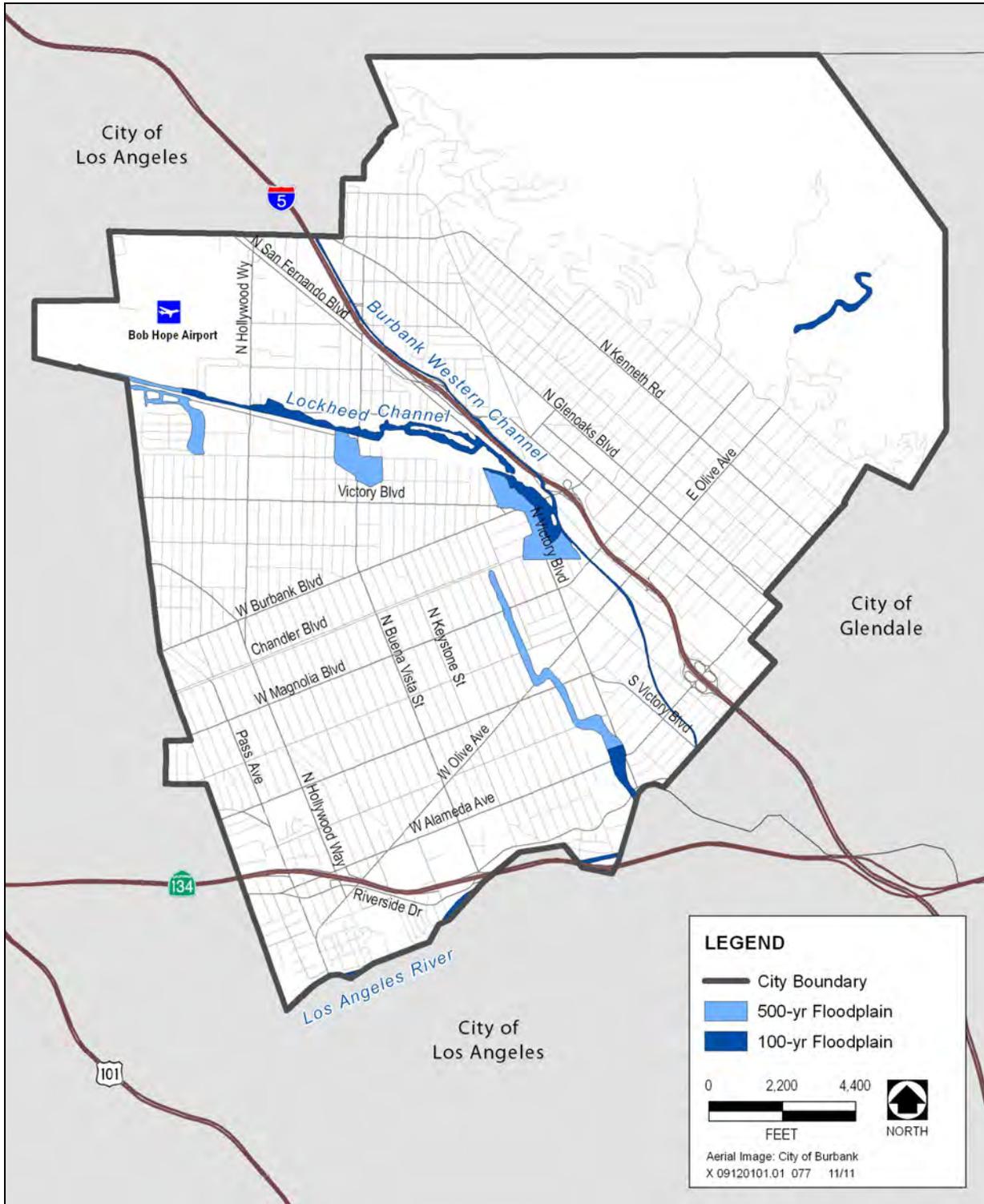
Source: City of Burbank 2010, CASIL 1990

Exhibit S-4: Liquefaction Zones



Source: City of Burbank 2010, CASIL 1990

Exhibit S-5: Earthquake-Induced Landslide Zones



Source: AECOM 2010, FEMA 1996

Exhibit S-6: FEMA Flood Zone Areas



Dam Inundation Hazards

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

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

Airport Operations

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



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

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

Air Crash Hazards

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

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

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



of a property in the Airport Influence Area must provide the purchaser with a Real Estate Transfer Disclosure Statement that includes a “Notice of Airport in Vicinity,” indicating that the property is located in an Airport Influence Area.

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

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

Hazardous Materials and Human-Caused Hazards

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

Transport of Hazardous Materials

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

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

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

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



Former Landfills

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

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

Pipelines

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

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

Underground Storage Tanks

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

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



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

CHAPTER

8

Plan Realization

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

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

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

AIR QUALITY AND CLIMATE CHANGE PROGRAMS

Program AQCC-1: Greenhouse Gas Reduction Plan

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

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

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

Agency/Department: Community Development Department
Funding Source: General fund
Time Frame: Concurrently with the General Plan

Program AQCC-2: Updates to Communitywide Greenhouse Gas Inventory

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

Agency/Department: Community Development Department
Funding Source: General fund
Time Frame: Every 3–5 years, beginning in 2016

Program AQCC-3: Carbon Offset Fee Program

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

Agency/Department: Community Development Department
Funding Source: General fund, fee revenue
Time Frame: Ongoing

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

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

Also require health risk assessments for projects that would place sensitive land uses near major freeways or arterials. (Major freeways, for these purposes, are those that carry more than 50,000 vehicles per day.) In general, apply the ARB *Air Quality and Land Use Handbook* for recommendations on siting distances for sensitive or noxious uses.

Agency/Department: Community Development Department
Funding Source: Development fees
Time Frame: Ongoing

Program AQCC-5: Environmental Review

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

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

Agency/Department: Community Development Department
Funding Source: Development fees
Time Frame: Ongoing

Program AQCC-6: Air Quality Mitigation Plans

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

Agency/Department: Community Development Department
Funding Source: Development fees
Time Frame: Ongoing

Program AQCC-7: Reforestation Program

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

Agency/Department: Parks, Recreation, and Community Services Department; Community Development Department; Public Works Department
Funding Source: General fund; Burbank Water and Power incentive funding; grant funding
Time Frame: 2014

Program AQCC-8: Smoke Reduction from Retail Food Operations

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

Agency/Department: Community Development Department
Funding Source: Targeted emissions fees
Time Frame: Ongoing

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

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

Agency/Department: Financial Services Department
Funding Source: General fund
Time Frame: Ongoing

LAND USE PROGRAMS

Program LU-1: Zoning Ordinance

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

The following Zoning Ordinance amendments are required to implement the updated General Plan:

- Implement FARs for each land use designation by establishing limitations on development intensity for each applicable zone.
- Amend the Zone Map as needed to be consistent with land use designations specified in this Land Use Element.
- Establish development and design standards for single-family residential development to ensure that neighborhood character is maintained. Review these standards periodically to determine whether further changes would be appropriate.
- Maintain special hillside development standards and discretionary review of hillside projects to ensure that the projects are compatible with the hillside environment and that scenic views are considered.
- Establish standards and design criteria that minimize the visual intrusion/impact of development in the hillside area.
- Maintain development standards for multi-family residential development, including requiring orientation to a public street. Continue to require open space in residential projects to supplement public open space. Review these standards periodically to determine whether changes would be appropriate.
- Maximize the amount of pervious surfaces in new and infill developments.
- Establish design standards applicable to pedestrian-oriented commercial corridors. Among possible guidelines, consider the following:
 - Locate patio dining or similar pedestrian-oriented activities in setback areas to encourage additional interaction between the street and businesses.
 - Locate parking areas to the rear of buildings or underground, with access taken from a side street or alley.
 - Do not locate parking areas, driveways, or other vehicle access areas between the sidewalk and the building, and promote redesign in existing areas with such features.

- Minimize the interaction of pedestrians and automobiles by minimizing curb cuts along primary frontages.
- Consider creating a public facilities zone to allow for the efficient and orderly development of public facilities as an alternative to using traditional zoning methods. Develop criteria for balancing the community need for a proposed facility with the impacts on the surrounding neighborhood that would result. Also develop criteria for a zone change from a public facility to a non-public use to ensure that a public facility is no longer needed for public purposes before conversion to private use.
- Establish development standards that address national pollutant discharge elimination system (NPDES) requirements.
- Incorporate development standards that promote walkability into the Zoning Ordinance such as window and door size and placement, pedestrian accessibility, ground-floor uses and building orientation, setbacks and amenities within setback areas, and location of parking lots and vehicle access points.
- Revise bicycle parking requirements to facilitate citywide bicycle travel. New standards will include provisions for short-term and long-term bicycle parking and requirements to ensure bicycle parking is located conveniently for cyclists.
- Require bicycle and pedestrian amenities. (e.g., bike lockers, showers, transit stop amenities, bicycle and pedestrian connections) for new development.

Agency/Department: Community Development Department

Funding Source: General fund

Time Frame: Amendments completed by 2016

Program LU-2: Subdivision Regulations

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

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

Agency/Department: Community Development Department

Funding Source: General fund

Time Frame: Amendments completed by 2016

Program LU-3: Specific Plans

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

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

Agency/Department: Community Development Department

Funding Source: Grant funds, general fund

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

Program LU-4: Historic Preservation Plan

- Review the Historic Preservation Plan to ensure that its goals and policies are consistent with the Land Use Element and revise as appropriate.
- Periodically review the historic resource management ordinance and preservation incentives.
- Establish a process and criteria to locally designate historic districts identified in the City of Burbank Historic Context Report (2009).

Agency/Department: Community Development Department

Funding Source: Grant funds, general fund

Time Frame: Ongoing

Program LU-5: Public Participation

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

- Ensure that the required annual status update on the General Plan and its implementation program is provided to the City Council in a timely, consistent, and predictable manner. Ensure that staff resources are available to conduct a comprehensive review of the General Plan every 10 to 15 years, or as otherwise required by state law.
- Create an organized public outreach program that delivers a consistent message about planning. Continuously create and update informational handouts and Web pages. Use the City’s publications, television programs, and other media to publicize information about planning projects and topics.
- Continuously review and update methods of providing planning information to the public and soliciting public input. Provide public information and opportunity for meaningful input on planning matters. Provide planning information in languages other than English when feasible and appropriate.

- Keep up with technological advances and identify opportunities to use new and advanced technologies to provide community information and to encourage and enhance public involvement in the planning process.
- Engage active neighborhood groups, homeowners' associations, and other similar groups in the planning process. Provide public notice to such groups of projects within or near their neighborhoods and include the groups in all steps of the planning process.
- Require applicants of larger projects to conduct community outreach and meetings as part of the planning process and address major concerns prior to public hearings.

Agency/Department: Community Development Department

Funding Source: General fund, grant funds

Time Frame: Ongoing

Program LU-6: Building and Other Municipal Codes

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

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

Agency/Department: Community Development Department

Funding Source: General fund, grant funds

Time Frame: Ongoing

Program LU-7: Environmental Review and Impact Analysis

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

The City will create formal thresholds of significance for environmental impacts and use these thresholds to guide future CEQA documents and decisions. Thresholds should consider both the environmental impacts of a single project, as well as the cumulative impacts of that project and other current and future projects.

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

Funding Source: Development fees, general fund

Time Frame: Ongoing

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

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



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

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

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

Funding Source: Development fees, general fund

Time Frame: Ongoing

Program LU-9: Code Enforcement

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

- Enforce zoning, building, and other codes to ensure property maintenance, quality, and safety.
- Use proactive code enforcement strategies in targeted neighborhoods and consider using them citywide to achieve increased levels of code compliance and property maintenance.
- Continue proactive enforcement of conditions of approval placed upon development projects.
- Work with local organizations to provide information to property owners and tenants of residential and non-residential properties regarding property maintenance.
- Provide grants, low interest loans, and other economic assistance to enable improvement of poorly maintained and deteriorated buildings.

Agency/Department: Community Development Department
Funding Source: General fund
Time Frame: Ongoing

Program LU-10: Inter-Agency Consultation

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

- Identify opportunities for public/private partnerships to provide affordable housing and/or address public and social needs.
- Continue to consult with the Burbank-Glendale-Pasadena Airport Authority, California High Speed Rail Authority (CHSRA), Los Angeles County Metropolitan Transportation Authority (MTA), Southern California Regional Rail Authority (SCRRA), SCAG, and other agencies to ensure that the City's interests are represented.

Agency/Department: Community Development Department
Funding Source: General fund
Time Frame: Ongoing

MOBILITY PROGRAMS

Program M-1: Infrastructure Blueprint

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

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

Agency/Department: Public Works Department; Community Development Department
Funding Source: General fund, development fees
Time Frame: Fee study completed by 2016, ongoing implementation

Program M-2: Capital Improvement Program

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

- Develop a CIP that identifies and allocates local, regional, state, and federal funds on a project level and schedules necessary improvements.
- Update the CIP on an annual basis as part of the City's yearly budget cycle.

- Aggressively seek regional, state, and federal funds to leverage local Transportation Impact Fee money earmarked for projects listed in the CIP.

Agency/Department: Public Works Department; Community Development Department

Funding Source: General fund

Time Frame: CIP updates every 5 years, Ongoing

Program M-3: Transportation Management Districts

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

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

Agency/Department: Community Development Department

Funding Source: General fund; development fees

Time Frame: CEQA thresholds adopted by 2013; Ongoing

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

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

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

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

Agency/Department: Community Development Department; Public Works Department

Funding Source: Development fees; general fund

Time Frame: CEQA thresholds adopted by 2013; ongoing implementation

Program M-5: Dedications Map and Ordinance

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

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

Agency/Department: Public Works Department; Community Development Department
Funding Source: General fund; development fees
Time Frame: 2016

Program M-6: Transit System

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

- Pursue funding opportunities to expand BurbankBus transit service.
- Consult with MTA regarding relinquishment of certain local transit routes to local agencies, in exchange for sharing the funding saved by converting MTA service to local service. Pursue Burbank’s designation as an Eligible Operator in order to eligible for additional regional and federal funding.
- Develop a short-range transit plan for BurbankBus to identify future transit needs and funding opportunities
- Work with MTA to develop the regional transit connections outlined in the Long Range Transportation Plan:
 - investigate the feasibility of implementing regional transit service between the MTA Gold Line in Pasadena and the Red Line/Orange Line in North Hollywood via Glendale and Burbank;
 - consult with MTA regarding future MTA Rapid lines serving Burbank; and
 - support regional connections connecting Burbank throughout the region.
- Consult with Metrolink and Amtrak to improve commuter and intercity rail services between Burbank and major destinations in Southern California.
- Develop transit stop standards and guidelines. Include amenities such as seating, lighting, signage, and convenient access, as requirements of new discretionary development projects or city-initiated streetscape improvement projects.
- Improve transit and intermodal connections at the Bob Hope Airport and the Empire Corridor to encourage public transit ridership to and from major office uses in this developing area.
- Seek opportunities to implement a bus intermodal transfer facility in the Media District.
- Evaluate Intelligent Transportation System solutions to increase the efficiency of transit vehicles on arterial streets.
- Monitor the progress of the proposed high-speed rail corridor and preliminary regional high-speed transit corridor through Burbank and work closely with CHSRA to ensure that negative effects on the city are minimized. In particular, the City will work to ensure that street connections near any proposed station are enhanced to serve anticipated traffic demands and that transit, pedestrian, and bicycle facilities are included in any station design.

Agency/Department: Community Development Department
Funding Source: General fund; development fees; Propositions A and C; Measure R
Time Frame: Ongoing

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

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

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

Agency/Department: Public Works Department; Community Development Department

Funding Source: Grant funds; development fees

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

Program M-8: Neighborhood Protection Plans

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

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

Agency/Department: Public Works Department

Funding Source: Development fees; parking fees; grant funds

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

Program M-9: Parking Management

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

Agency/Department: Community Development Department

Funding Source: General fund; parking fees, if implemented

Time Frame: Ongoing

Program M-10: Transportation Demand Management

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

- Expand the City's employer-based TDM ordinance to include the Golden State and Empire Corridor areas, and other employment centers.
- Update the citywide TDM ordinance to better encourage the use of incentives including free transit passes, parking cash out, and free shuttles.

- Revise the City’s TDM reporting and participation requirements to facilitate employer participation with TDM programs.
- Use TDM to mitigate traffic impacts resulting from new development. Provide incentives and/or require mitigations to reduce trips; require reporting to ensure trip reduction targets are met.
- Integrate TDM programs and measurements in the City’s traffic study review process and travel demand model.

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

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

Time Frame: Ongoing

Program M-11: Performance Measures

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

- Revise performance standards for bicycle travel and develop pedestrian standards for the City’s sidewalk system.
- Develop performance measures for local and regional transit. These performance measures should include indicators of transit geographic coverage and connectivity, reliability, and cost-effectiveness.
- Develop measures of neighborhood traffic intrusion to help the City measure the effectiveness of its neighborhood protection programs. This performance measure may include monitoring of neighborhood complaints, accidents on local streets, and vehicle speeds and volumes.
- Review the data collection and measuring methodology used to determine TDM reduction to ensure that it accurately measures the level of trips reduced and increases in alternative transportation modes.

Agency/Department: Community Development Department

Funding Source: General fund

Time Frame: Ongoing

Program M-12: Funding and Regional Interaction

The City recognizes the importance of partnering with other agencies and local jurisdictions on plans, legislative initiatives, capital grant funding opportunities, and studies to improve and enhance coordinated regional and local transportation services.

- Continue to compete for regional funding to implement transportation projects through the MTA Call for Projects competitive grant process
- Continue to consult with MTA to study the feasibility of implementing a regional development impact fee program to help bridge the funding gap between funded transportation improvements and identified transportation needs.

Agency/Department: City Manager’s Office; Community Development Department; Public Works Department

Funding Source: General fund; grant funds

Time Frame: Ongoing

Program M-13: Railroad Connections

Burbank has three existing railroad crossings. These crossings should be monitored and safety improvements should be made where possible.

- Continue to monitor progress of the Buena Vista/San Fernando grade crossing design and construction as part of the Empire Interchange Project.
- Pursue feasibility of a new railroad grade crossing at Clybourn Avenue and Empire Avenue/Vanowen Street to provide a continuous connection between Vanowen Street and Empire Avenue.
- Provide maximum at-grade crossing improvements to the Buena Vista Street crossing.

Agency/Department: Public Works Department

Funding Source: General fund; grant funds

Time Frame: Ongoing

NOISE PROGRAMS

Program N-1: Noise Control Ordinance

Enforce Burbank's Noise Control Ordinance limits for industrial uses to limit the effect of noise on adjacent land uses. Update the Noise Control Ordinance to incorporate the new noise standards presented in the Noise Element and to ensure effectiveness in controlling noise sources. Revise the Noise Control Ordinance to achieve the following objectives:

- Limit the hours of deliveries to commercial, mixed-use, and industrial uses adjacent to residential and other noise-sensitive land uses.
- Limit the hours of operation for commercial and retail uses to limit noise intrusion into nearby residential and other noise-sensitive land uses.
- Limit commercial and industrial noise levels.
- Limit outdoor industrial activities or operations to control excessive noise at adjacent residential properties.
- Limit the hours of operation of industrial equipment generating high levels of noise.
- Limit the hours of operation for refuse vehicles and parking lot sweepers if their activity results in an excessive noise level that adversely affects adjacent residential uses.
- Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses.
- Require the placement of all commercial heating, ventilation, and air conditioning (HVAC) machinery within mechanical equipment rooms wherever possible. (Equipment manufacturer's specifications for venting and access to outside air shall be maintained).
- Require the provision of localized noise barriers or rooftop parapets around HVAC machinery, cooling towers, and mechanical equipment so that the line of sight to the noise source from the property line of the noise sensitive receptors is blocked. (The equipment manufacturer's specifications for venting and access to outside air shall be maintained.)
- Include a statement acknowledging that construction noise is an acceptable public nuisance when conducted within the defined exemption period.

Agency/Department: Community Development Department; Police Department
Funding Source: General fund
Time Frame: Ongoing; Noise Control Ordinance revisions complete by 2014

Program N-2: Written Warning of Noise Intrusion

Provide written warning to potential residents about noise intrusion as a condition of project approval, assistance, or facilitation when the City exercises discretionary review, provides financial assistance, or otherwise facilitates residential development in a non-residential area, as provided for by Land Use Element policy.

Agency/Department: Community Development Department
Funding Source: General fund
Time Frame: Ongoing

Program N-3: Noise Standards and Compatibility Criteria

Review development proposals to ensure that noise standards and compatibility criteria set forth in the Noise Element are met. Consult Noise Element guidelines and standards for noise compatible land uses to determine the suitability of proposed projects relative to existing and forecasted noise levels. Enforce the California Noise Insulation Standards to ensure an acceptable interior noise level of 45 A-weighted decibels (dBA) community noise equivalent level (CNEL) or day-night noise level (L_{dn}) in habitable rooms.

Agency/Department: Public Works Department
Funding Source: General fund, redevelopment funds
Time Frame: Complete by 2013

Program N-4: Noise Impact Analysis Guidelines and Acoustical Studies

Develop noise impact analysis guidelines that describe the City's desired procedure and format for acoustical studies. Require an acoustical study for future discretionary projects in areas where the existing or projected noise level exceeds or would exceed the maximum allowable levels identified in Table N-3 in the Noise Element, or when any of the following conditions applies:

- The project includes a noise-sensitive land use that is located within the existing or future 65-dBA CNEL/ L_{dn} contour for transportation noise sources.
- The project will cause future traffic volumes to increase by 10% or more on any roadway that fronts a sensitive land use.
- The project will expose a noise-sensitive land use to a stationary noise source exceeding the standards outlined in Table N-4 in the Noise Element. Such stationary sources may include mechanical equipment operations and industrial facilities.
- The project includes a noise-sensitive land use in the vicinity of existing or proposed commercial and industrial areas.
- The project is a mixed-use development that includes a residential component. The focus of this type of acoustical study is to determine likely interior and exterior noise levels and to recommend appropriate design features to reduce noise.

An acoustical analysis shall:

- be the financial responsibility of the applicant seeking project approval;
- be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;

- measure representative noise levels with sufficient sampling periods and locations to adequately describe local conditions and predominant noise sources;
- estimate existing and projected cumulative noise in terms of CNEL/L_{dn} or L_{eq}, and compare those noise levels to the adopted standards and policies of the Noise Element;
- recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element (where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms); and
- estimate noise exposure after the prescribed mitigation measures have been implemented.

Agency/Department: Community Development Department
Funding Source: Development fees
Time Frame: Ongoing

Program N-5: Vehicle Noise Reduction

Implement the following strategies to reduce vehicular traffic noise throughout the city:

- Review and designate local truck routes to reduce truck traffic in noise-sensitive land use areas.
- Use alternative paving materials, such as rubberized asphalt, to reduce traffic noise where determined feasible and cost efficient.

Agency/Department: Public Works Department; Community Development Department
Funding Source: Federal and state grants, development fees
Time Frame: Ongoing

Program N-6: Construction Noise

Require contractors to implement the following measures during construction through contract provisions and/or conditions of approval as appropriate:

- Maintain construction equipment per manufacturers' specifications and fit equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps).
- Shroud or shield all impact tools and muffle or shield all intakes and exhaust ports on power equipment.
- Comply with the operational hours outlined in the Burbank Noise Control Ordinance or mitigate noise at sensitive land uses to below Noise Control Ordinance standards during all construction operations and related activities associated with a proposed project.
- Prohibit idling of construction equipment for extended periods of time in the vicinity of noise-sensitive receptors.
- Locate fixed and/or stationary equipment (e.g., generators, compressors, rock crushers, cement mixers) as far as possible from noise-sensitive receptors.
- Shroud or shield all impact tools and muffle or shield all intakes and exhaust ports on powered construction equipment.
- Place temporary barriers, where feasible, as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Acoustical barriers shall be constructed of material having a minimum surface weight of 2 pounds per square foot or greater and a demonstrated Sound Transmission Class rating of 25 or greater as defined by American Society for Testing and Materials Test Method E90. Placement, orientation, size, and density of acoustical barriers shall be specified by a qualified acoustical consultant.

Agency/Department: Community Development Department; Public Works Department
Funding Source: Development fees
Time Frame: Ongoing

Program N-7: Regional Roadway Noise Abatement

Consult with Caltrans and MTA on plans, activities, and projects that may affect state roadway facilities or transportation corridors passing through Burbank. Additionally, work with these agencies to achieve the following objectives:

- Plan for noise abatement along freeways and highways.
- Install, maintain, and update freeway and highway right-of-way buffers and sound walls.

Agency/Department: Public Works Department; Community Development Department
Funding Source: General fund, gas tax revenues
Time Frame: Ongoing

Program N-8: Aircraft Noise Abatement

Work to reduce noise associated with aircraft overflights and helicopter operations within Burbank. Actions may include but are not limited to the following:

- Regulate the siting and operation of heliports/helistops through the Conditional Use Permit process.
- Implement flight profiles, tracks, and operating parameters for noise control with heliport/helistop operators (e.g., police, fire, hospital, private).
- Work with the Burbank-Glendale-Pasadena Airport Authority in implementing the Residential Acoustical Treatment Program.

Agency/Department: Community Development Department
Funding Source: General fund
Time Frame: Ongoing

OPEN SPACE AND CONSERVATION PROGRAMS

Program OSC-1: Public Involvement and Education

Continue to implement the City's docent program to provide outdoor educational experiences for the public. Consult with non-profit organizations to establish docent programs in an effort to provide outdoor educational experiences for the public. Provide public information regarding water conservation measures, including low-water landscaping.

Agency/Department: Park, Recreation and Community Services Department; Community Development Department; Burbank Water and Power
Funding Source: General fund
Time Frame: Ongoing

Program OSC-2: Park, Recreation, and Community Services Master Plan

Development of a Park, Recreation, and Community Services Master Plan would direct long-term acquisition, operation, management, and programming for parks, open space, and recreation facilities. The Master Plan may include:

- Standards and criteria for how parkland will be acquired. Standards should address priorities for which lands and under what circumstances the City should acquire land for parks;
- Parkland standards to provide the following ratios of parkland per 1,000 residents:
 - Regional Parks: 8.0 acres/1,000 residents
 - Community Parks: 2.0 acres/1,000 residents
 - Neighborhood Parks: 1.5 acres/1,000 residents
 - Pocket Parks: 0.04 acre/1,000 residents
- An update to the in-lieu fee structure for the acquisition and management of recreation land in connection with the development review process;
- Guidance for which suitable tax-deeded lands (those which have reverted to the state as a result of tax delinquencies) are suitable for acquisition;
- Information on existing and potential programs for a variety of passive, educational, and active recreation opportunities for all area residents; and
- An overview of facilities and guidance on how to improve the visibility, add signage or appropriate signage, and other guidance related to maintenance and improvements.

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

Funding Source: General fund, grant funds

Time Frame: Master plan completed by 2016

Program OSC-3: Park, Recreation, and Community Services Acquisition Funding

Explore funding sources to support acquisition and development of new or expanded parks, open space areas, trails, and bikeways that include County, State, and Federal funds; donations; and grants.

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

Funding Source: General fund, grant funds

Time Frame: Ongoing

Program OSC-4: Joint-Use Agreements for Parks and Open Space

Continue to implement and expand the use of joint-use agreements to increase parks and open space resources available to Burbank residents. Specifically, seek to expand joint-use agreements with school districts. Investigate conversion or joint use of surplus or otherwise underutilized lands, including railroad and public utility rights-of-way, for open space use.

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

Funding Source: General fund

Time Frame: Ongoing

Program OSC-5: Regional Consultation

Consult with adjacent jurisdictions regarding programs to fulfill regional recreation goals. Meet with adjacent jurisdictions and agencies responsible for parks or recreation space within the immediate area to pursue:

- Regional recreation planning and programs aimed at developing regional park facilities in the Verdugo Mountains;
- Development of park, trail, and bikeway linkages; and

- Development of a Verdugo Hills Trails Master Plan.

Agency/Department: Park, Recreation, and Community Services Department
Funding Source: General fund
Time Frame: Ongoing

Program OSC-6: Open Space Management

Proactively manage open space resources by implementing the following actions:

- Establish a management program for open space that provides appropriate public access for all segments of the population while recognizing preservation goals.
- Develop a program for the ongoing monitoring of natural resources identified by the California Department of Fish and Game Natural Diversity Data Base and sensitive habitats identified in the City.
- Evaluate and monitor the impact of public access on habitat.

Agency/Department: Park, Recreation, and Community Services Department
Funding Source: General fund
Time Frame: Ongoing

Program OSC-7: Development Review

Implement the following actions during development review and the CEQA process to achieve Open Space and Conservation Element goals and policies:

- Require parkland dedication and improvement as part of large residential developments. The required dedication shall be 3 acres for every 1,000 residents expected in the development, and shall be aligned with the City's communitywide standard of 1.5 acres of neighborhood park and 2 acres of community park per 1,000 residents. Allow an in-lieu fee to be paid if the applicant is not able to dedicate land or the land is considered unsuitable for park or recreation use.
- Encourage applicants to use native plants and low-water landscaping methods.
- Promote the use of native plant species in landscaping areas adjacent to open space.
- Evaluate change to the total mountain area for any proposed development in the Verdugo Mountains.
- Require applicants to comply with NPDES permit requirements and demonstrate that their development will:
 - incorporate structural and nonstructural best management practices to mitigate projected increases in pollutant loads and flows;
 - control the velocity of pollutant loading flows during and after construction;
 - limit areas of impervious surfaces and preserve natural areas;
 - limit directly connected areas of impervious surfaces;
 - use natural treatment systems such as wetlands and bioswales to treat storm runoff where technically and economically feasible;
 - provide areas for on-site infiltration and/or temporary retention areas;
 - limit disturbance of natural water bodies, natural drainage systems, and highly erodable areas;
 - use pollution prevention methods, source controls, and treatment with small collection strategies located at or as close as possible to the source; and
 - implement erosion protection during construction.

- Require developers to pay the cost of providing new and/or improved water services to project sites.
- Require project applicants to satisfy the criteria set forth in Sections 10910–10915 of the California Water Code and Section 66473.7 of the Government Code to prepare a water supply assessment or water supply verification demonstrating available water supplies exist to support development.
- Require compliance with state Title 24 building construction standards and Energy Star standards for all development projects.

Agency/Department: Community Development Department
Funding Source: Development fees
Time Frame: Ongoing

Program OSC-8: Capital Improvement Program

Continue to use the City’s CIP to prioritize, finance, and complete parks and infrastructure improvements, including:

- construction of new parks and improvements to current parklands and park facilities to the standards mentioned in policies above;
- construction of a network of multi-use trails that connects the City’s parks and open spaces; and
- maintenance of City-owned and operated recreation facilities.

Agency/Department: Community Development Department; Public Works Department; Park, Recreation, and Community Services Department
Funding Source: General fund
Time Frame: Ongoing

Program OSC-9: Regional Water Consultation

Consult with Metropolitan Water District of Southern California (Metropolitan) and the Los Angeles Regional Water Quality Control Board (RWQCB) to achieve the following water supply, distribution, and conservation objectives:

- Maintain groundwater recharge areas to protect water quality and ensure continued recharge of local groundwater basins.
- Reduce the amount of water used for landscaping and increase use of native and drought tolerant plants.
- Encourage the production, distribution, and use of recycled water for landscaping projects.
- Maintain water quality objectives for urban runoff.
- Comply with all provisions of the NPDES permit, and support regional efforts by the Los Angeles RWQCB to improve and protect surface water quality.

Agency/Department: Burbank Water and Power; Community Development Department
Funding Source: General fund; utility funds
Time Frame: Ongoing

Program OSC-10: Open Space Preservation Organizations and Agencies

Continue to work with adjacent jurisdictions, the Santa Monica Mountains Conservancy, and federal and state agencies to identify, conserve, and protect urban open space, hillside areas, and lands accessible for public use. Pursue grants and other resources to plan for open space preservation and,

as appropriate, purchase properties to be included in the open space system. Use conservation easements where feasible as part of the City's open space acquisition program.

Agency/Department: Park, Recreation, and Community Services Department; Community Development Department
Funding Source: General fund, grant funds
Time Frame: Ongoing

Program OSC-11: Burbank Urban Water Management Plan and Recycled Water Master Plan

Continue to update the Burbank Urban Water Management Plan and Recycled Water Master Plan every five years to serve as foundational documents and source of information for Water Supply Assessments and Written Verifications of Water Supply. Include estimates for population, water demand, and water supply with projections in five-year increments to 2035. Use the Recycled Water Master Plan to ensure the use of recycled water wherever allowed and feasible.

Agency/Department: Burbank Water and Power; Community Development Department
Funding Source: General fund, utility funds
Time Frame: Ongoing

Program OSC-12: Sustainability Element and Sustainability Coordinator

Prepare a General Plan Sustainability Element to provide comprehensive direction regarding how best to incorporate sustainability in all City policies and operations.

To ensure quality and efficiency in implementing City sustainability policies, it is important that the City identifies an internal resource person with dedicated job-hours to carry out the GGRP and Sustainability Element. The City will establish a Sustainability Coordinator position to manage inter-departmental efforts and the work of the Sustainable Burbank Commission to prioritize and implement sustainability in all City policies and operations.

Agency/Department: Community Development Department; Public Works Department
Funding Source: General fund, grant funds
Time Frame: 2013

SAFETY PROGRAMS

Program S-1: Review and Update Safety Plans on a Regular Basis

Regularly review and update the City's safety plans every five years. Plans to be updated include, but are not limited to the:

- All-Hazard Mitigation Plan,
- Multi-Hazard Functional Plan,
- Police Strategic Plan,
- Fire Strategic Plan, and
- Hazardous Material Area Plan.

Agency/Department: Community Development Department; Police Department; Fire Department
Funding Source: General fund
Time Frame: Every five years

Program S-2: Review Critical Facilities

Review critical facilities proposed for development or expansion to ensure that hazardous conditions are mitigated or hazard reduction features are incorporated to the satisfaction of the responsible agencies. Critical facilities include power and water utilities, roads, hospitals, fire and police stations, emergency operation centers, communication centers, high-risk or high-occupancy facilities, and dependent care facilities with special evacuation considerations.

Agency/Department: Community Development Department; Police Department; Fire Department
Funding Source: General fund
Time Frame: Ongoing

Program S-3: Fire Protection Requirements

Regularly update fire protection requirements, especially in transition areas between developed and undeveloped land. Enforce stringent construction and design standards, and work to preserve open space where wildfire hazards exist.

Agency/Department: Fire Department; Community Development Department
Funding Source: General fund
Time Frame: Ongoing

Program S-4: Evaluate Liquefaction Potential

Evaluate the liquefaction potential of a site when, during the course of a geotechnical investigation, shallow groundwater (50 feet or less) and unconsolidated sandy alluvium soils are found. Fault investigations in the Verdugo Fault zone should be encouraged where feasible. The state geologist should be informed of any findings pertinent to the activity designation of the fault.

Agency/Department: Community Development Department
Funding Source: Development fees
Time Frame: Ongoing

Program S-5: Review Floodplain Mapping

Annually review floodplain mapping provided by the Federal Emergency Management Agency, the California Department of Water Resources, and others. Update the General Plan as necessary to incorporate any changes to floodplain or flood hazard areas.

Agency/Department: Community Development Department; Public Works Department
Funding Source: General fund
Time Frame: Annually

Program S-6: Compliance with California Building Standards Code and Burbank Municipal Code

Verify that new development complies with the California Building Standards Code's seismic design standards and the BMC. Verify that structural and architectural features, such as irregular building shapes, soft stories, undefined structural systems, architectural elements, and equipment attachments are designed in accordance with the seismic provisions of the California Building Standards Code.

Agency/Department: Community Development Department
Funding Source: Development fees
Time Frame: Ongoing

Program S-7: Manage Safety Information with GIS Technology

Use the City's Geographic Information System (GIS) to manage safety information, such as the following:

- Existing and future geotechnical and seismic data contained in public, private, and City archives.
- The locations and details of hazardous structures, critical lifelines and critical facilities. Data about these facilities should include the building's age, function, occupancy, and structural risk.
- A listing of disaster response plans and resources available so these can be implemented immediately in case of emergency.
- An overlay of seismic constraints to assist in emergency response planning.

Agency/Department: Community Development Department; Information Technology Department

Funding Source: General fund

Time Frame: Ongoing

