BURBANK2035
TECHNICAL ERRATA

BURBANK2035

- Add adoption date.
- Update acknowledgements.

Introduction

- **Page 1-3**. Revise sentence "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."

Air Quality and Climate Change Element

- **Revise 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~~ Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles."
- **Page 2-12**. Revise sentence "~~Recent~~ Some studies show that if heat-trapping GHG emissions..."

Land Use Element

- **Page 3-11**. Revise "~~14-29~~27 units per acre maximum" for Medium Density Residential.
- **Page 3-12**. Revise "~~29-~~43 units per acre maximum" for High Density Residential
- **Revise Policy 3.14** "Prohibit gated communities, private streets, private driveways, and other limited-access situations, except where special findings can be made."
- **Revise 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 neighboring residents."
- **Revise Policy 10.8** "Future development projects with housing shall be subject to a discretionary review process to ensure compatibility with nearby neighborhoods. Within the Airport Influence Area, projects with housing must meet all safety and noise policies in the adopted Los Angeles County Airport Land Use Plan."
- **Revise Policy 11.5** "Projects with housing shall be subject to a discretionary review process to ensure that the property is being put to its highest and best use and in a manner compatible with citywide objectives for economic development. Within the Airport Influence Area, projects with housing must meet all safety and noise policies in the adopted Los Angeles County Airport Land Use Plan."
- **Rewrite Policy 12.3** "Ensure that a balanced mix of commercial and industrial uses is provided in the area."

- **Goal 12 - New Policy** "Within the Airport Influence Area, encourage land uses that are compatible with the Bob Hope Airport. Projects occurring within the Airport Influence Area should be compatible with the adopted Los Angeles County Airport Land Use Plan."

Mobility Element

- **Page 4-6.** Revise sentence "Non-residential land uses must conform to ~~both~~ the Floor Area Ratio (FAR) ~~and height limits established by their land use designation for intensity and aesthetic purposes,~~ and ~~must~~ not exceed the……"
- **Page 4-6.** Revise sentence "For mixed-use projects, the residential portion of the project will be converted to equivalent square footage, and the residential-equivalent square feet will be added to the non-residential square feet to determine ~~the FAR and~~ the OE-FAR for the project."
- **Page 4-10 through 4-13.** Replace tables with illustrations/tables provided at conclusion of Errata.
- **Page 4-14**. Revise language, as follows:

  ~~Exceptions to~~ Conflicts with the City's LOS D standard ~~apply~~ occur where mitigation to increase service to LOS D is infeasible or would conflict with the goals and policies of *Burbank2035*. Mobility Element Policy 1.2 acknowledges that Burbank is built-out and wholesale changes to the street rights-of-way are infeasible. Thus, ~~exceptions~~ conflicts to the LOS D standard are as follows:

  - Right-of-Way ~~Exception~~ Conflict. If any right-of-way acquisition would be needed to implement the proposed mitigation (assuming minimum lane widths and a minimum of 6-foot sidewalks), the improvement would conflict with Mobility Element Policies 1.2 and 3.4.

  - Scale and ~~Exception~~ Conflict. If an improvement would not be compatible with the scale and design of the existing infrastructure or would increase the existing roadway width (measured from curb-to-curb) along a residential or mixed use area, the improvement would conflict with Mobility Element Policy 1.5.

  - Complete Streets ~~Exception~~ Conflict. If an improvement would prevent development of complete streets by increasing the roadway width at the intersection so as to narrow existing sidewalks, decrease bike lane width, or greatly disturb transit/bus stop locations, the improvement would conflict with Mobility Element Policies 3.2 and 3.5.

  - Pedestrian Opportunities ~~Exception~~ Conflict. If an improvement would require sidewalk widths to go below the minimum sidewalk standards specified in Table M-2 of the Mobility Element, it would conflict with Mobility Element Policies 3.3, 3.5, and 5.5.

- **Page 4-22**. Revise boundary of Rancho Neighborhood Protection Program.

Noise Element

- **Rewrite Policy 3.5** "Monitor noise levels in residential neighborhoods and reduce traffic noise exposure through implementation of the neighborhood protection plans."
- **Goal 5 - New Policy** "Within the Airport Influence Area, seek to inform residential property owners of airport-generated noise and any land use restrictions associated with high noise exposure."
- **Insert footnote for Table N-3** "Schools; libraries; museums[6] – Within the Airport Influence Area, these uses are not acceptable above 65dba CNEL if subject to the City's discretionary review procedures."
- **Insert footnote for Table N-3** "Office[7] and Retail/Commercial[7] – Within the Airport Influence Area, these uses may be acceptable up to 75dba CNEL following review for additional noise attenuation; in excess of 75dba CNEL these uses are not acceptable."

Plan Realization Element

- Replace "Related Air Quality and Climate Change Policies" with "Related Policies".
- Duplicate change throughout Plan Realization Element.

Program LU-2

- **Revise Bullet 2.** "Revise street design standards to require a grid street pattern, 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 and Mobility Element."

Program LU-5

- **Divide Bullet 1.** New Bullet. "Comprehensively update the General Plan every 5-10 years, or as otherwise required by state law. Consider targeted updates every 2-3 years." New Bullet. "Provide the City Council with an annual report on implementation of Burbank2035. The annual report may include additional information regarding community demographics, major infrastructure and development projects, or transportation performance metrics."

Program LU-10

- **Add new bullet.** "Refer major land use actions as defined by the Los Angeles County Airport Land Use Commission (ALUC) Review Procedures Section 1.5.3, occurring within the Airport Influence Area, to ALUC for review and consistency determination."

Program M-8

- **Revise Bullet 1.** Revise language, "Monitor existing and identify new neighborhood protection program areas to ensure that implementation measures are effective at reducing cut-through vehicle traffic."

Program N-3

- **Revise Funding Source**. Delete "redevelopment funds"

Program OSC-12

- **Add** "City Manager's Office" to Responsible Agency/Department list.

GREENHOUSE GAS REDUCTION PLAN

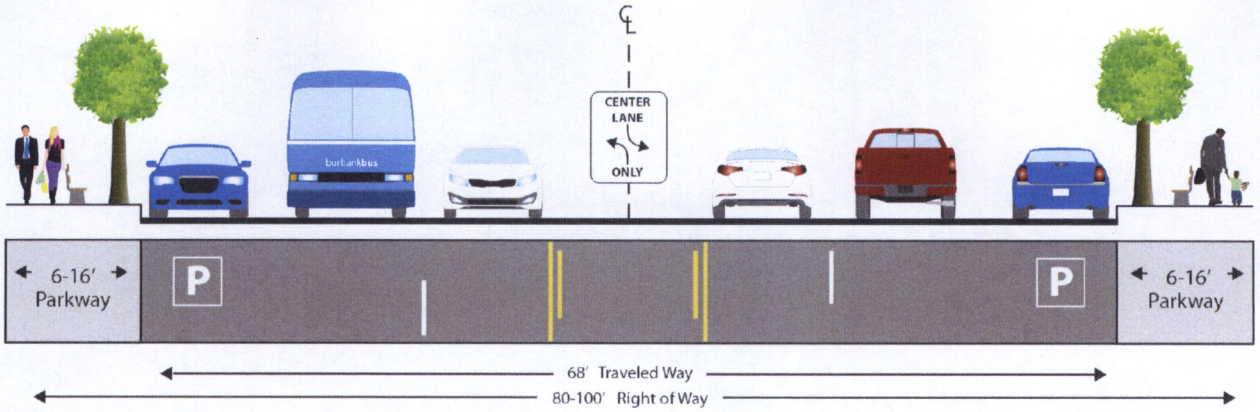
- Add adoption dates.
- Update acknowledgements.
- **Page 4-1.** Add sentence to end of 2nd paragraph regarding Measure Development. "As these measures are implemented by way of ordinances and resolutions, opportunities will be developed for projects to demonstrate emissions reductions using equally effective alternative methods."
- **Page 4-32.** Add "City Manager's Office" and "Public Works Department" to Responsible Agency/Department list.

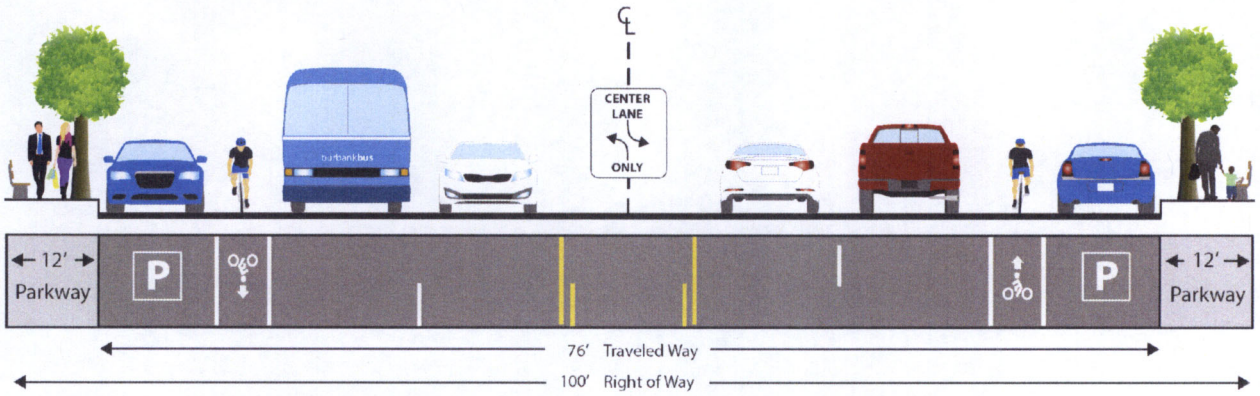
ENVIRONMENTAL IMPACT REPORT

- Add adoption dates.
- Update acknowledgements.
- **Page 1-1.** Revise sentence "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."
- **Page 3-9.** Revise "~~14-29~~27 units per acre maximum" for Medium Density Residential. Revise "~~29-~~43 units per acre maximum" for High Density Residential.
- **Page 4.3-4. Revise 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~~ Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles."
- **Page 4.4-5. Revise 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~~ Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles."
- **Page 4.7-4. Revise 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~~ Consider requiring sufficient and convenient infrastructure and parking facilities in residential developments and employment centers to accommodate these vehicles."
- **Page 4.13-4. Rewrite Policy 3.5** "Monitor noise levels in residential neighborhoods and reduce traffic noise exposure through implementation of the neighborhood protection plans."
- **Table 4-13.1. Insert footnote** "Schools; libraries; museums[6] – Within the Airport Influence Area, these uses are not acceptable above 65dba CNEL if subject to the City's discretionary review procedures."

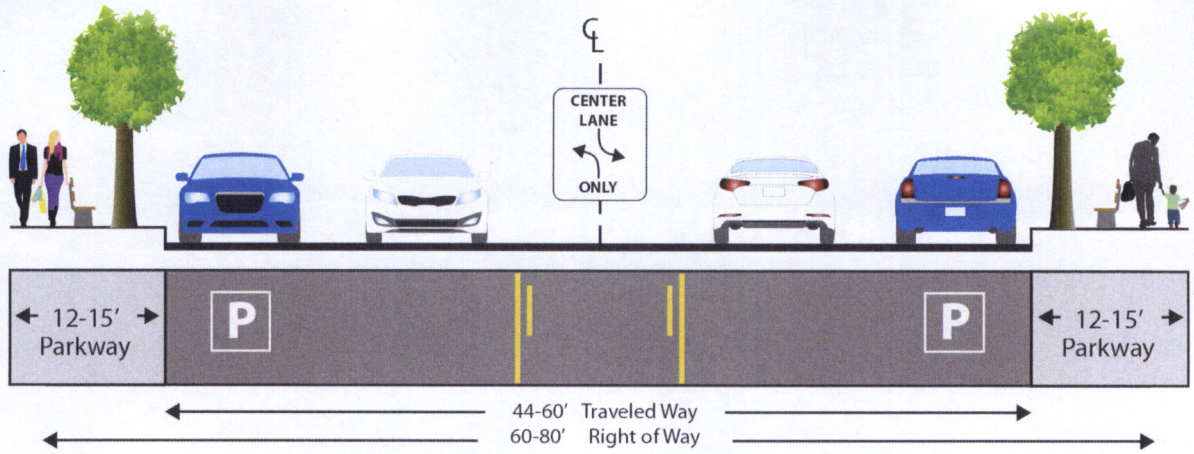
- **Table 4-13.1. Insert footnote** "Office[7] and Retail/Commercial[7] – Within the Airport Influence Area, these uses may be acceptable up to 75dba CNEL following review for additional noise attenuation; in excess of 75dba CNEL these uses are not acceptable."
- **Appendix A.** Revise sentence on page 1-1. "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."
- **Appendix A.** Revise sentence on page 1-2. "This background report presents a "snapshot" of the available information about existing conditions in Burbank relevant to the General Plan, and summarizes ~~the physical, social, and economic~~ information required to update Burbank2035."

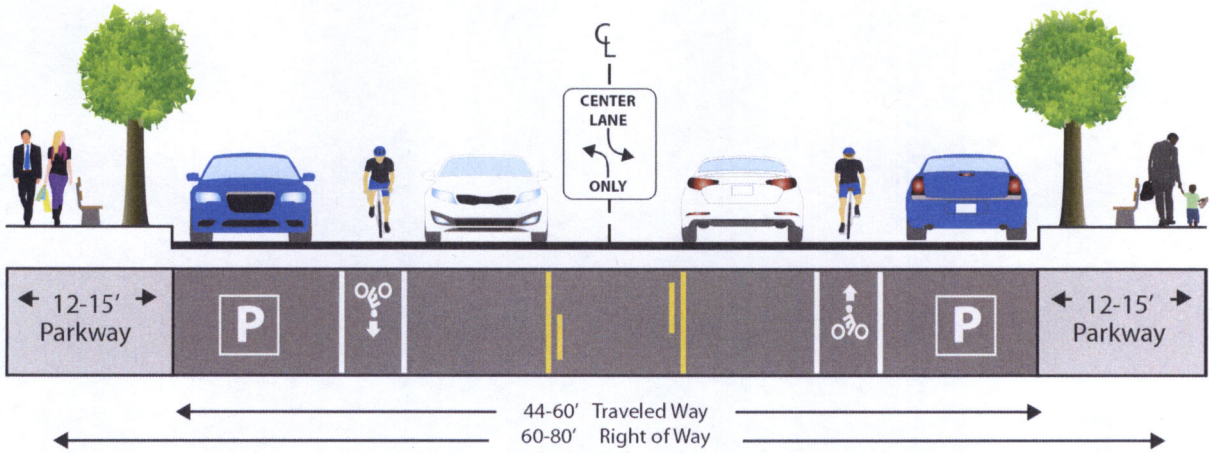
  Page 12-1. Revise Medium Density Residential from "a maximum density of 2~~9~~7 units"



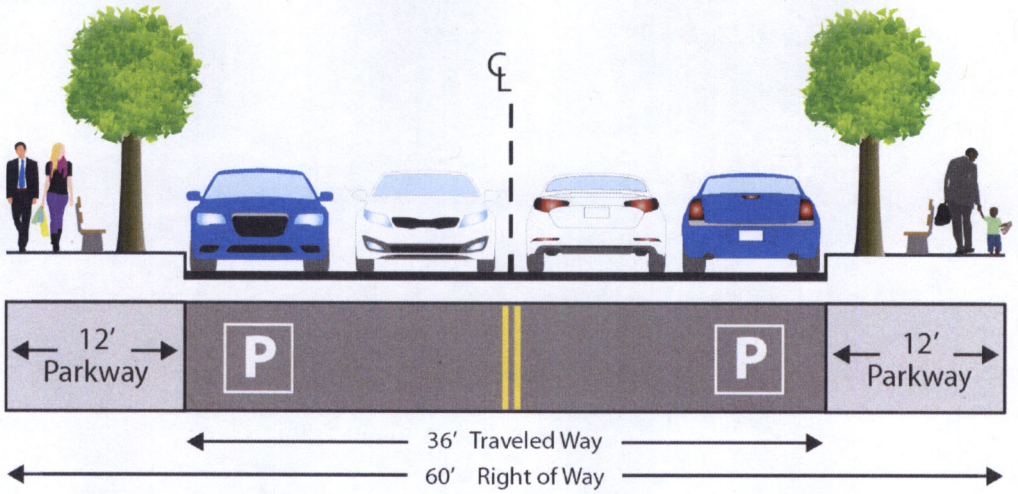


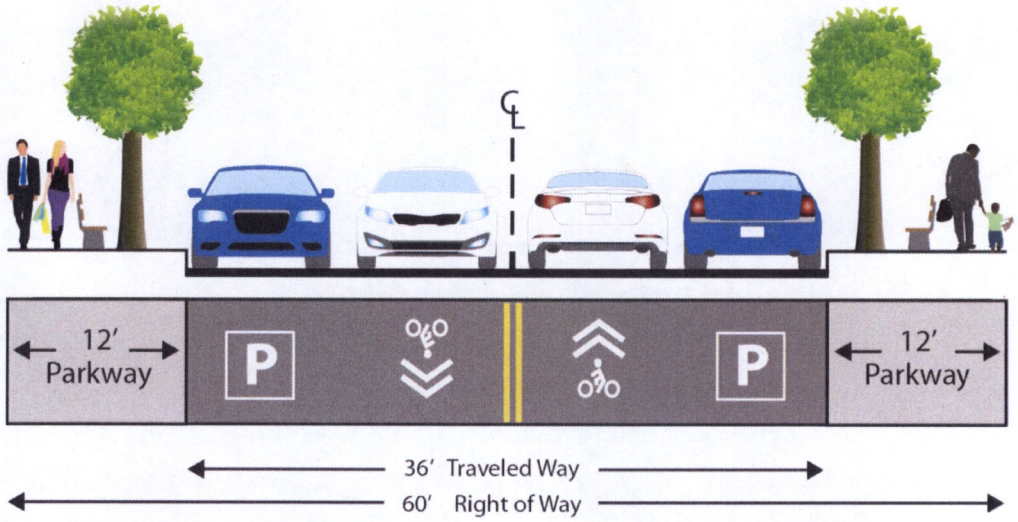
Major and Secondary Arterials	
Description (Major Arterials)	Regional transportation corridors bounded by commercial and multi-family development. Provide access to all transit modes, with the focus on regional transit and auto traffic. Pedestrian connections link land uses to transit.
Description (Secondary Arterials)	Streets that serve local cross-town traffic; may serve regional traffic. Provide access to local transit. Pedestrian connections designed to encourage multi-purpose trips.
Design	**Driveways:** Minimize 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. Slower on Secondary Arterials to facilitate pedestrian crossings and bicycle travel. **Loading:** From alley or side street.
Priorities and Requirements (Major Arterials)	1. Where transit conflicts 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.
Priorities and Requirements (Secondary Arterials)	1. Consider lower design speeds (25 or 30 mph) on streets like Magnolia Blvd. to improve pedestrian crossings, bicycle travel, and neighborhood character. 2. Maximize sidewalk widths to accommodate street furniture and higher pedestrian volumes. 3. Consider minimum lane widths, provide bicycle lanes, or improvements to sidewalks. 4. Parked cars, landscaping, or other traffic calming design measures should be considered to buffer pedestrians from vehicle traffic.





Downtown Collectors	
Description	Collector streets that feed cars, pedestrians, and bicycles between arterials and the land uses in the Downtown area.
Design	**Driveways:** Allowed but consolidated to minimize conflicts with pedestrians. Discouraged if alleys present. **Speeds:** Slow speeds to encourage safe pedestrian and bicycle travel. Use of mid-block crossings encouraged to integrate and reinforce street grid. **Loading**: Street loading allowed.
Priorities and Requirements	1. Pedestrian environment over all other modes. 2. On-street parking should only be removed to improve pedestrian access. 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.





Neighborhood Collectors or Locals	
Description (Neighborhood Collectors)	Residential streets that provide access between local streets and arterials, or that provide arterial street crossings for bicycles, pedestrians, and equestrians.
Description (Local Streets)	Residential or commercial streets that provide direct access to abutting land uses.
Design	**Driveways:** Discouraged if alleys present. **Speeds:** Slow speeds to accommodate pedestrians, bicycles, and equestrians. Use of traffic-calming techniques to protect neighborhoods. Comprehensive traffic calming through Neighborhood Protection Programs used if neighborhood threatened by cut-through traffic. **Loading**: Street loading allowed.
Priorities and Requirements	1. Residential uses on the street, with allowances given to bicycle, pedestrian, and equestrian connections. 2. Non-local auto traffic is discouraged; use traffic-calming techniques to protect neighborhoods. 3. Encourage bicycle routes on appropriate neighborhood collectors