

Amenities and Distinct Features of a Great Neighborhood

Amenity	Distinct Features	PROPOSED	COMPLIES?
Housing	Mix of housing types and sizes that are affordable to various economic segments of the population; help alleviate the job to housing imbalance of 2 jobs for every housing unit.	Dwelling units would include affordable units as well as a mix of studios, one-bedroom, two-bedroom and three-bedroom units to provide housing options for people and families with diverse needs and resources 114 Studio 245 1-BR/1-BA 180 2-BR/2-BA 34 3-BR/2-BA 573 Total Residential Units	Yes
Affordable Housing	Provide Affordable Housing (on-site or off-site) for households making up to 120% of the Los Angeles County Area Median Income.	69 studio units (12%)	Yes
Increase Housing Supply to Help Attract and Keep Major Employers	The cost, availability, and quality of housing in a city or region are crucial to its ability to attract a highly skilled and talented workforce. Businesses, professionals and institutions alike are	The Front Street Project alone represents 4.775% of Burbank's Housing Goal to build 12,000 units during the next 15 years. The Project would provide a	Yes

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	highlighting the importance of housing for the growth of the economy and their ability to attract skilled professionals and workers.	transit-oriented mixed-use development in close proximity to Downtown Burbank and across from the Downtown Burbank Metrolink Station that would support the diverse needs of Burbank's employment centers.	
Parks and Open Space	Amount and type of open space; Utility of open space (fit between neighborhood recreational needs and nature of facilities; maintenance and appearance of open space; programming and activity level open space; safety of open space.	(6) Residential Courtyards 26,950 SF Residential Pool Deck 32,300 SF Publicly Accessible Open Space 27,800 SF Private Open Space 19,350 SF Total Private + Common Open Space 106,400 SF	Yes
Street and Transportation Connectivity	Incorporate transit-first policies prioritize transit and non-motorized transportation modes and can be used to support decision-making related to sustainable transportation; journey; safe and wide sidewalks and crosswalks that provide safer journey to work and other	The Project is located approximately 750 feet from the Downtown Burbank Metrolink Station. The Project will feature a direct connection to the station via an extension of the 21' parkway, which includes	Yes

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	<p>destinations; variety of public transportation destinations (downtown, shopping centers, other major destinations); frequency and quality of services (e.g., variety of transportation options including bike, bus, rail, single passenger vehicle, uber/lyft/taxi, ec cetera).</p>	<p>wide sidewalks and protected bike lanes.</p> <p>The developer will also build out and maintain an elevator and stair connection to the Magnolia Boulevard overpass that will facilitate connections between Downtown Burbank, the Metrolink, and the Project.</p> <p>Project will comply with Transportation Demand Management Requirement. Developer will also be a member of the Burbank Transportation Management Organization and provide partial Metro pass subsidies to residents and employees. Ample bicycle parking will be provided at a minimum level of 5% of the number of parking spaces. Rideshare pickup/dropoff, funding for the BurbankBus operations, funding for Metrolink Station upgrades, and maintenance, and</p>	

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		operation are additional transit-first components of the Project.	
Shopping, Dining, Entertainment	Create opportunities for local serving retail, restaurant and other service commercial uses within the mixed-use development project; special focus on ground floor uses, with high quality storefronts, increased first floor ceiling heights of 16 to 18 feet; provide for pedestrian walkways and crosswalks that provide greater connectivity from the Project site to neighboring retail, dining, and entertainment uses that help augment amenities to future residents. Improve access to basic shopping needs (groceries, dry cleaners, barber shop, beauty salon, coffee/juice bar, et cetera).	The Project's retail uses would include accessory retail and restaurant uses on the ground floor of the hotel, and a 1,067-square foot retail gallery on Front Street near the intersection of Burbank Boulevard. The Downtown Burbank area would benefit from increased pedestrian amenities and activity along Front Street by drawing new foot traffic and business patronage, which creates more "eyes on the street" making the bicycle and pedestrian experience travelling to and from the Metrolink station along Front Street a more safe and enjoyable experience. Both ends of the Project are designed to connect directly to Downtown retail, restaurant, and service uses.	Yes

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<p>Site Layout, Parking Layout & Building Design</p>	<p>Placing buildings towards the edges of streets and public spaces helps to create walkable urban environments. Buildings placed near the edge of sidewalks help provide a sense of definition to streets and also emphasize the pedestrian access compared to locations where parking is located between the sidewalk and the building. Placing buildings behind parking lots isolates pedestrians from activities and uses, requires them to walk greater distances, and exposes them to more vehicular traffic. Curb-cuts, driveways, and service entrances and load areas further disrupt pedestrian access.</p>	<p>Buildings are adjacent to the 21-foot parkway on the public right-of-way. The buildings are set along the newly improved 21' public space running the entire length of the property. The building will feature various materials, canopy entries and landscaping giving it both texture and a pedestrian scale. The new public improvement will span the entire 2,000' of the project frontage along Front Street. The improvements will include: Street trees at 40' interval along the frontage, street planting pockets 3'x6', decorative benches, bike parking, outdoor table seating, decorative lighting and Street Lighting. All landscaping shall be on automatic sprinkler system. Along the frontage there are 6 vehicular access points, 2 of which are service access and not used as frequently. At each of the driveway locations the</p>	<p>Yes</p>

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		pedestrian path shall be clearly marked with decorative pavement with differentiated color and texture. Additionally, lighting shall be enhanced at each of the vehicular entries for clear visibility.	
Welcoming and Inclusive Environment	Public amenities such as parks and cultural venues, governmental offices, libraries, day care centers, schools, shopping centers, transit stops, ease of access to transit centers, public art, open space and facilities accessible to all residents and visitors.	The Project would include a publicly accessible, privately maintained plaza and elevator and staircase that connects to Magnolia Boulevard and Downtown Burbank. In addition, the project would include a pedestrian bridge linking the proposed retail space and residential development onto Front Street.	Yes
Stabilizes and Provides new Investment in Neighborhood	Facilitates adaptive reuse of underutilized commercial and industrial sites that include new mixed-use projects with a range of housing types and sizes that are accessible to various economic segments of the community.	The Project site is currently vacant and underutilized, which if developed as proposed, could serve as a catalyst to facilitate future transit-oriented development in and around the Downtown area and Downtown Burbank Metrolink Station	Yes

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		<p>consistent with the Burbank Center Plan. Construction of the Project would convert an underutilized infill site into a mixed-use development with a range of housing types and sizes in close proximity to Downtown Burbank and the Downtown Burbank Metrolink Station. Additionally, the Project would include a publicly accessible, privately maintained plaza, and a pedestrian bridge and elevator that connects the Project site to Magnolia Boulevard as well as Downtown Burbank. In addition, the project would include a link from the retail space and residential development onto Front Street and would provide future resident access to Burbank Boulevard and Downtown Burbank. Therefore, the proposed Project would support the existing Downtown Burbank commercial uses.</p>	
Housing Density	Transit Oriented Development that	The Project is located 750 feet	Yes

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and Services within ¼ Miles of a Transit Node/Center	facilitates Transit Oriented Communities that include a density that allows a mix of housing, retail, and services near transit stations that includes new amenities that allow walking and bicycling within the neighborhood for healthier and sedentary lifestyles, reduce auto dependency, which translate to lower consumption of fossil fuels, less air pollution, and lower spending on transportation costs to individuals households and the city as a whole.	from the Downtown Burbank Metrolink Station. The project will construct a 21-foot parkway, consisting of pedestrian sidewalks and two-way raised Class IV bicycle lanes to enhance the project's direct connection to the Metrolink Station.	
Accessible Green and Recreational Spaces	Open spaces provide recreation, space for trees that cool and clean the air, water infiltration, and scenic beauty. Green areas can make a neighborhood more neighborly and therefore safer, ensure a balance of development and "elbow-room," enhance the value of real estate, and inspire residents with the beauty of nature and the rhythm of changing seasons.	27,800 SF of Publicly Accessible Open Space will be constructed and maintained by Developer. Within the project, there are multiple residential courtyards and ¾-acres of rooftop amenity deck. The hotel also features a podium-level amenity deck.	Yes
Enhances or Creates new Pedestrian and Bike Paths	Bike and pedestrian pathways make cities more walkable, promote physical activity, and link neighborhoods together; provides for pedestrian pathways (including sidewalks) that	The Project includes a 21-foot wide parkway consisting of pedestrian sidewalks, two-way raised Class IV bicycle lanes, street trees, high-visibility	Yes

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	provide new public realms for visitors to gather and people watch.	crosswalks, pedestrian ramps, and rectangular rapid flashing beacons (RRFBs) along the Project frontage on the eastern side of North Front Street between Burbank Boulevard and the northernmost driveway of the Downtown Burbank Metrolink Station, just south of the Magnolia Boulevard underpass.	
Number of Trees Planted and Tree Cover Created within accessible public realm	Trees can give people a sense of place, comfort, and beauty by adding pops of color that change with seasons and add to color of the city. Trees have a cooling effect both on users of the public realm, but as a way of shading residential structures and storefronts.	The development shall include a variety of trees in the public realm. Along the 2,000' frontage will include approximately 50 large street trees providing ample shade and comfort for the pedestrians. Additionally, the Publicly Accessible Open Space (PAOS) will feature a variety of trees of varying species and sizes to add comfort and texture to the users' experience. Approximately 20 trees will be planted in the PAOS, strategically located to offer shade and define spaces within	Yes

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		the public realm.	
Funding for the Environment and Open Space	City is always looking at ways of maintaining and/or enhancing the open space amenities in neighborhoods, in the Downtown Village with open space deficiencies. New projects should assist with the development of new open space amenities with enhanced public areas, public art, pocket parks and paseos, and/or provide funding for the development of new open space/park area in proximity to the mixed use development projects.	Developer will build out and maintain publicly accessible open space on the adjacent city-owned property for the life of the project, at no cost to the City. Developer will make the space available to the City for public events for up to six times per year.	Yes
Facilitate Use of Low Emission Vehicles	Vehicles are one of the major contributors to greenhouse gas emissions. Alternative fuel and hybrid vehicles contribute to lower GHG emissions than traditional vehicles using gasoline and electric vehicles do not produce local emissions.	6% of the total parking spaces will be capable of supporting Electric Vehicle Supply Equipment, and a minimum of 4 spaces for each building will be provided with Electric Vehicle charging stations.	Yes
Green Building and Site Design Features	Include Energy Star Appliances, Cool Roofs, Solar Panel/Photovoltaic, LED lights on-site and as part of street lights, vehicle charging stations, bicycle locking facilities, add to tree canopy to reduce heath island effects, provide for on-site	The Project would be designed to be the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certified.	Yes

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	stormwater infiltration.	<p>The Project site would also be designed to obtain the WELL Certified under the USGBC1. The Project is oriented and designed to maximize pedestrian-oriented landscaped open space. Project materials include sustainable products and locally sourced materials that would include an energy efficient HVAC system and MERV filters, cool roofs, roof top solar, LED lighting, and high-performance glazing. Water efficient appliances and fixtures, drip irrigation, and drought tolerant landscaping and use of recycled water would be included. Indoor environmental quality favors formaldehyde-free finishes, low-allergen materials, and use of products with minimum off-gassing or low volatile organic compounds (VOC's). The Project would include ENERGY STAR or similarly rated appliances in new residential</p>	

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		<p>units in order to maximize all appliances energy efficiency. Development under the proposed Project would also comply with all Tier 1 applicable provisions of the 2016 California Green Building Standards Code (CALGreen Code).</p>	