

Burbank Center Plan Consistency Analysis

(Proposed) Mixed Commercial/Office/Residential Land Use		
	Policy	Consistency
<i>Land Use Goals</i>	The new Mixed Commercial/Office/Residential land use designation is intended to encourage the recycling of vacant or obsolete property with mixed use development.	Consistent The Project would provide a transit-oriented development consisting of a mixed use project that includes 573 residential units, 307 hotel rooms, and 1,067 square feet of retail space on a vacant property.
	The housing provided in the area designated mixed commercial/office/residential is intended to be conveniently located for those who live and work within the Burbank Center area and take advantage of regional and local transportation offered at the RITC.	Consistent Project site is in close proximity to the RITC (aka Downtown Burbank Metrolink Station).
<i>Land Use Policies</i>	Encourage mixed use development with residential on the upper floors.	Consistent The Project would provide a transit-oriented development consisting of a mixed use project that includes residential, hotel, and retail uses.
	Maintain and enhance the pedestrian circulation system linking retail uses to parking and offices through paseos and pedestrian oriented streets.	Consistent 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 and would provide future resident access to Burbank Boulevard; collectively these pedestrian accessible connections would provide two ways of accessing the site and Downtown Burbank.
	Encourage architecture that promotes pedestrian involvement and is pedestrian friendly.	Consistent 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 and would provide future resident access to Burbank Boulevard and Downtown Burbank.
	Create visual identity through the use of public space and special design considerations.	Consistent The Project's proposed seven- and eight-story buildings would complement the surrounding residential, retail, and commercial uses near the Project site. The Project would include public open space plaza area, pedestrian connections to Front Street, Burbank Boulevard, Magnolia Boulevard and new street trees along Front Street. The Project would also include widening Front Street to include vehicular travel lanes, a turn lane and a bike lane. Overall, the design of the Project would help define the Project site as a transit oriented development project with a mix of publicly accessible open space and pedestrian and bicycle amenities that are unique to the site.
	Support retail uses which serve the local community without diluting demand for the downtown area.	Consistent 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 while not substantially depleting demand at existing retail uses in the area.
	Support retail uses which serve adjacent senior residential uses.	Consistent 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, which would be available to adjacent residential uses and to all community members.
	Promote a higher quality of development by encourage lot assemblage and promoting shared parking between nearby parcels.	Consistent The Project would provide sufficient parking to be shared among the on-site residential, hotel, and retail uses. However, the Project

		site would be located adjacent to the Downtown Burbank Metrolink Station as well as other Metro bus stops. Therefore, Project tenants or hotel guests would not be required to seek off-site parking to use public transit.
(Proposed) City Center West - East Side (and portions of west side) of Victory Blvd., and the South Side of Burbank Blvd.		
	Policy	Consistency
<i>Subarea Goals</i>	The intent of this area is to retain the existing commercial and light industrial uses and allow more flexibility for future mixed use development to include ground floor retail and office area.	Consistent Project site is currently vacant and underutilized; the Project would provide a transit-oriented development consisting of a mixed use project that includes 573 residential units, 307 hotel rooms, and 1,067 square feet of retail space.
<i>Subarea Policies</i>	Encourage future development by providing mixed-use opportunities.	Consistent The Project would provide a transit-oriented development consisting of a mixed use project that includes 573 residential units, 307 hotel rooms, and 1,067 square feet of retail space on a vacant property.
	Promote an inviting pedestrian environment by providing appropriate landscape and street furniture elements.	Consistent 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 and would provide future resident access to Burbank Boulevard; collectively these pedestrian accessible connections would provide two ways of accessing the site and Downtown Burbank. Furthermore the parkway area along the east side of Front Street between the proposed buildings and street will be built out to a width of 21'-0" and will contain bicycle lanes, pedestrian sidewalks, and space for street furniture, lighting, and landscaping.