

DOWNTOWN BURBANK TOD SPECIFIC PLAN WORKSHOP #2

21 January 2021



MOULE & POLYZOIDES

KOSMONT

STUDIO-MLA

FEHR & PEERS

FUSCOE

ARELLANO



LANGUAGE SETUPS

1. Español

2. հայերեն

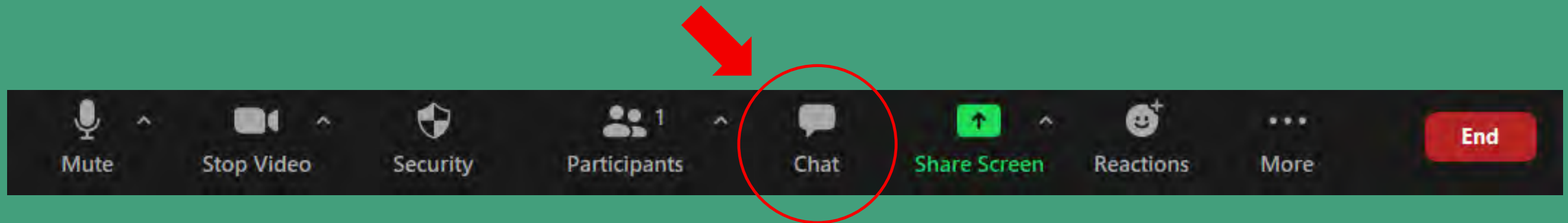


WORKSHOP AGENDA

1. Webinar Logistics
2. How to Provide Feedback
3. Project Overview
4. Vision Statement and Guiding Principles
5. The Plan Framework
6. Key Projects
7. Wrap Up

1. WEBINAR LOGISTICS

- Your video will be turned off during this webinar and you have been automatically muted.
- You will have an opportunity to provide voice comments during the Q&A/comment sessions. Instructions will be provided later.
- You may leave comments anytime during this webinar. Please press the “Chat” button in the toolbar at the bottom of your screen.



- This presentation is being recorded and will be available on the Downtown Burbank TOD Website following the webinar:

<http://www.DowntownBurbankTOD.com>

2. HOW TO PROVIDE FEEDBACK

- Chat feature during this webinar
- Q&A Sessions during this webinar
- Take the online survey and provide comments:

<http://www.DowntownBurbankTOD.com>

- Email comments to:

lbechet@burbankca.gov

3. PROJECT OVERVIEW

WHY ARE WE HERE?

- 1997 Burbank Center Plan and 2012 San Fernando Boulevard Master Plan are out-of-date.
- Funding from Metro and HCD to create a new specific plan.
- Jobs/Housing Imbalance.
- Burbank's Regional Housing Needs Assessment (RHNA) Allocation = production of 8,700 units by 2028.
- City Council goal to introduce 12,000 housing units citywide by 2035.

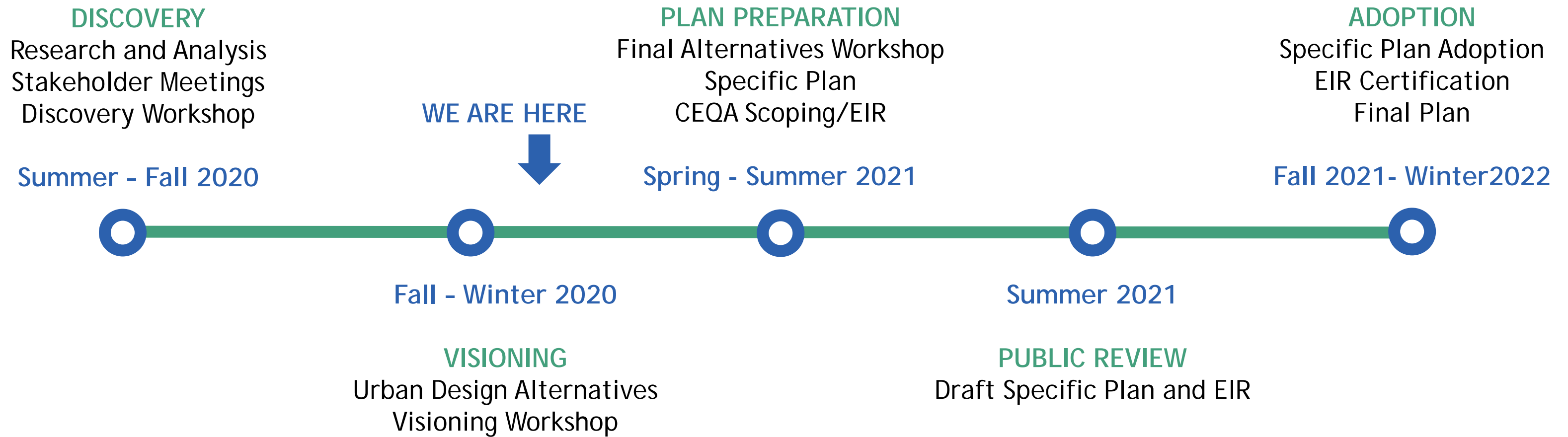


WHY ARE WE HERE?

- Develop a common Vision and Guiding principles to:
 - Stabilize jobs/housing imbalance by introducing more housing, including workforce and affordable housing.
 - Not just build buildings, but create a beautiful, safe, and thriving downtown.
 - Re-envision Downtown as a walkable, transit-oriented, mixed-use place.
 - Protect existing neighborhoods.



PROJECT SCHEDULE



PROJECT AREA



4. VISION STATEMENT AND GUIDING PRINCIPLES

VISION STATEMENT

A vibrant, urban, transit-oriented, mixed-use Downtown of:

- Beautiful tree lined, multi-modal streets that are safe and accessible to all;
- Inviting parks and plazas; and
- Beautiful buildings that together create an active and bustling central district surrounded by inviting and genuine neighborhoods.

A place where people truly want to live, work, shop, visit, and play!



Photo Credit: VisitPhilly.com

GUIDING PRINCIPLES

NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

1. Protect existing single-family residential neighborhoods.
2. Create safe, distinct, beautiful, and thriving neighborhoods, districts, and corridors.
3. Maintain and enhance Downtown's prominent shopping and entertainment offerings.



BUILDINGS

4. Promote compact, sustainable, transit-oriented infill development.
5. Introduce much needed housing at all levels of affordability.
6. Design mixed-use buildings with pedestrian-friendly ground floors, street-facing windows and entries, quality materials, and varied massing.

GUIDING PRINCIPLES

PUBLIC REALM

7. Introduce community benefits and public improvements, including parks, that support Downtown's growing resident, worker, and visitor population.
8. Create a safe, pedestrian and bike friendly environment, with wide sidewalks, generous tree cover, outdoor dining, and safe pedestrian crossings.
9. With appropriate design and safety considerations, use streets and alleys as public space.
10. Conceive of streets as linear parks that connect different parts of Downtown and utilize sustainable streetscape design and stormwater capture.



GUIDING PRINCIPLES

STREETS

11. Balance and enhance pedestrian, bicycle, transit, vehicular, and alternative transportation modes within and to Downtown.
12. Provide safe and inviting streets for walking, biking, and riding transit, while reducing the need for vehicle trips and increasing transit ridership.
13. Enhance pedestrian and bike connections across the freeway between Downtown and the Metrolink Station.



PARKING

14. Implement a range of parking management strategies to ensure parking is available as the Plan Area develops and intensifies .
15. Provide sufficient public and on-site parking to ensure Downtown parking does not spill over into surrounding residential neighborhoods.

5. THE PLAN FRAMEWORK

5. THE PLAN FRAMEWORK

- A Downtown of diverse neighborhoods, districts, and corridors
- A well-connected Downtown, north to south and east to west
- A street network accessible to all
- A public realm of streets and parks
- Parking for a mixed-use downtown

DIVERSE NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

A NEIGHBORHOOD IS:

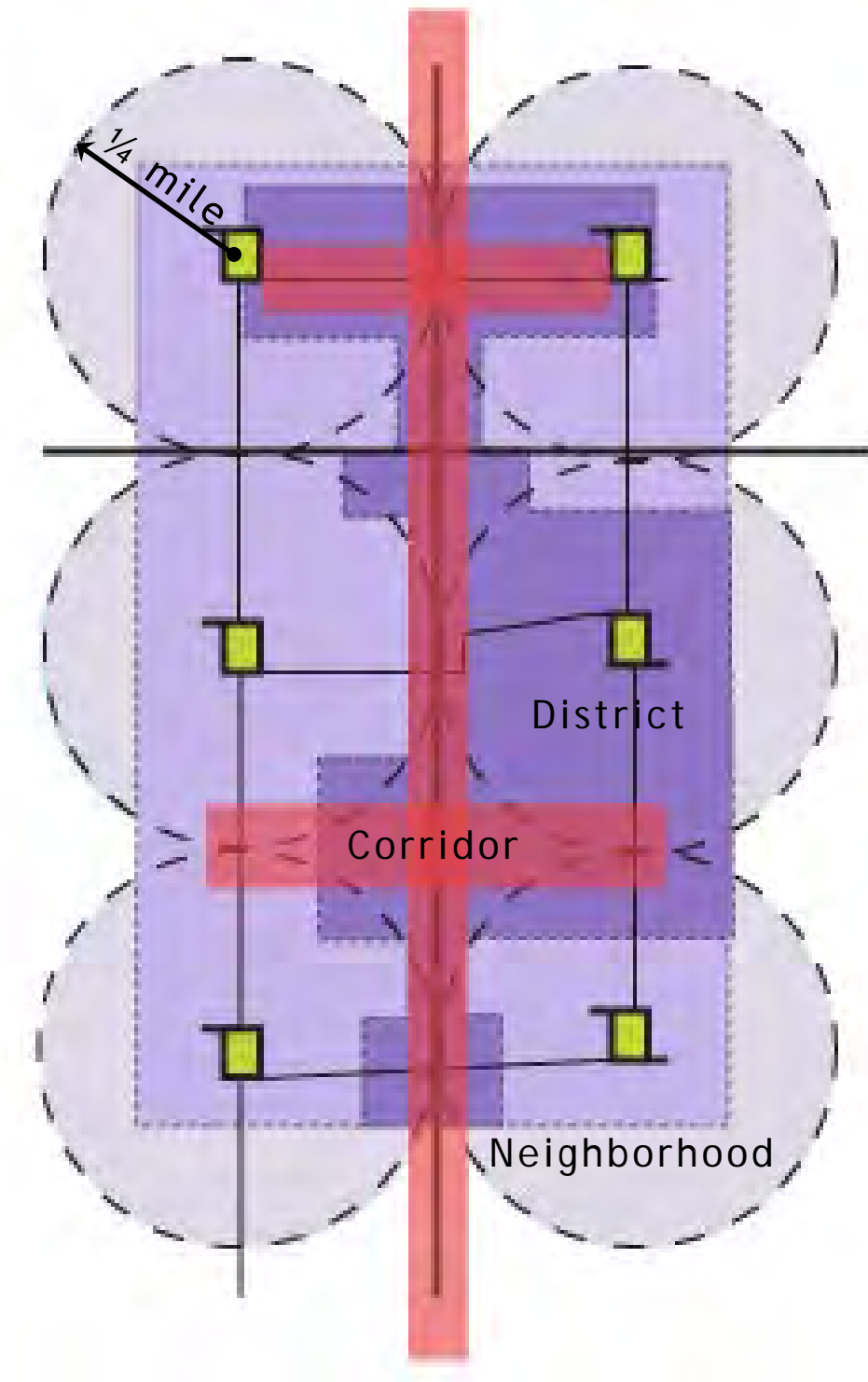
- A safe, beautiful, mixed-income place primarily for living that also accommodates work and some retail activity.
- Defined by a quarter-mile walking radius from a center. Neighborhood centers can be a park, school, stores, or a civic building(s)
- Organized around a public realm of streets and parks.

A DISTRICT IS:

- A mixed-use place primarily for commercial and retail activities that also accommodates living.

A CORRIDOR IS:

- An important commercial or mixed-use thoroughfare located between neighborhoods and districts



DIVERSE NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

The character of each neighborhood, district, or corridor is mostly determined by:

- The set of uses and activities that occur within each
- The design of the streets and sidewalks that provide access to them
- The form of buildings, how they face and interact with the street, and how they are accessed







DIVERSE NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

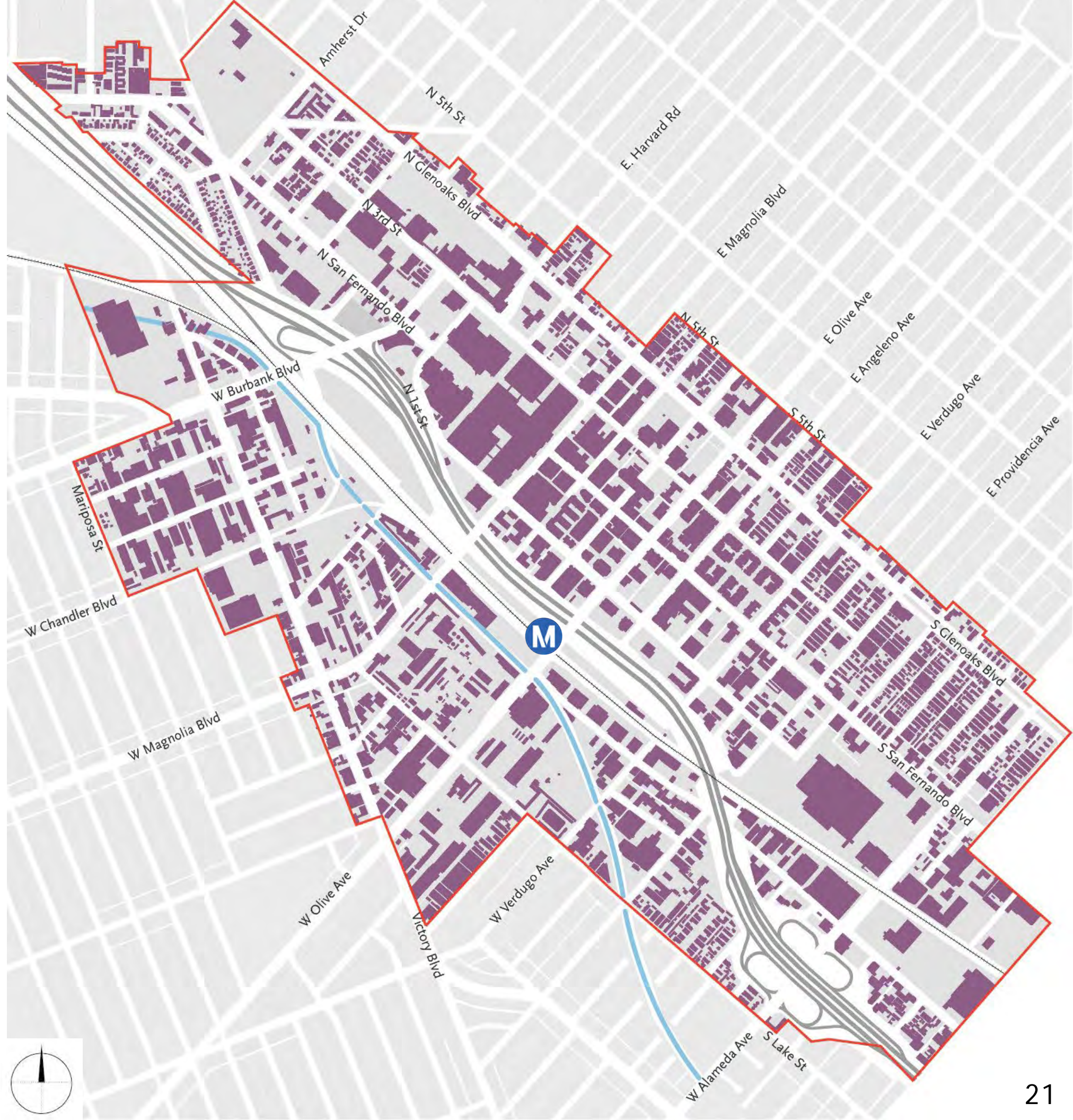
- The form, location, type, and access to parking
- The form and type of open space (streets, parks, paseos, and plazas)



DOWNTOWN PLAN AREA

LEGEND

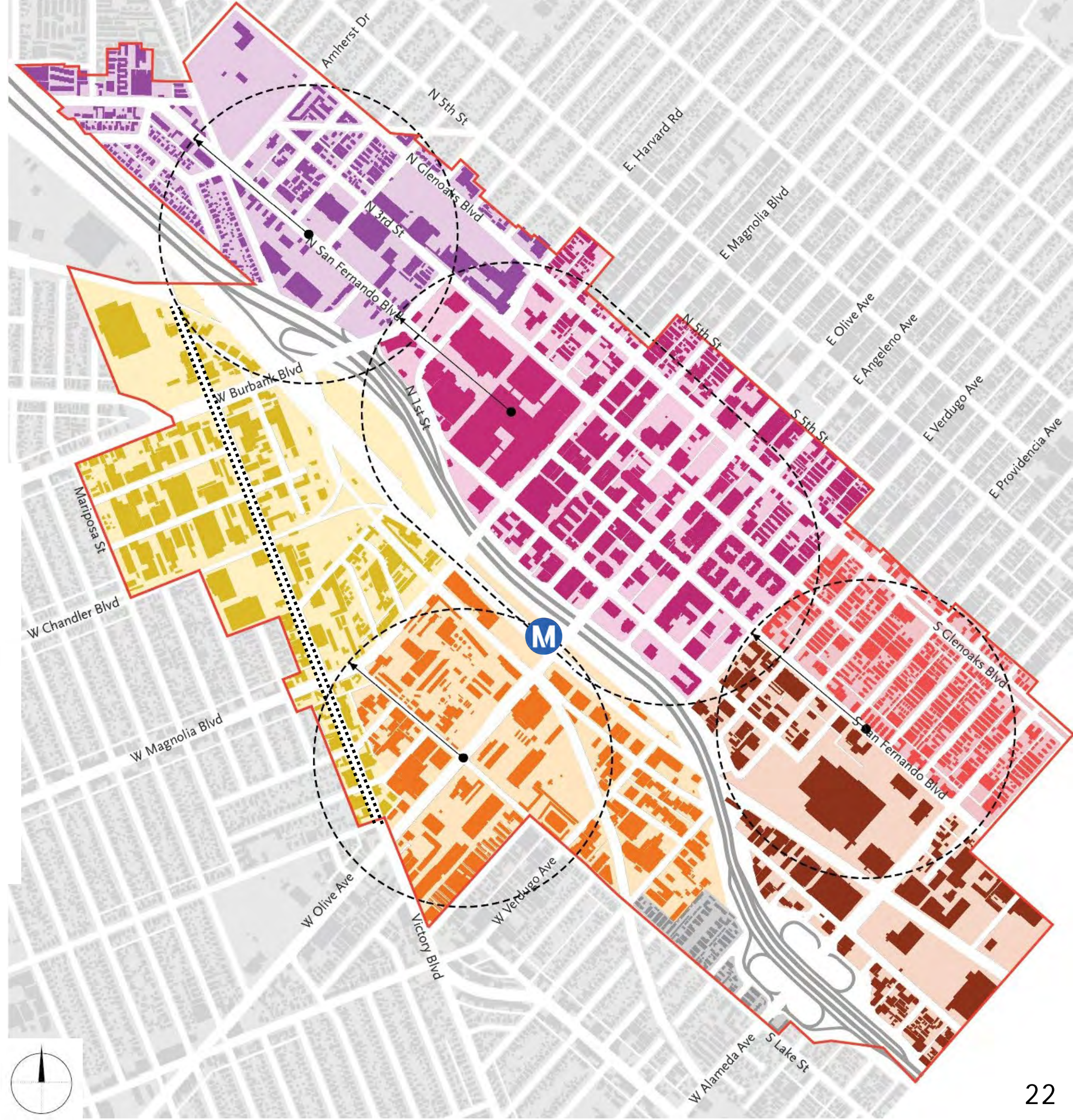
-  Building Footprint
-  Plan Area
-  Flood Channel
-  Burbank Downtown Metrolink Station



EXISTING DOWNTOWN NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

LEGEND

-  Downtown District
-  North San Fernando Blvd. Neighborhood
-  South San Fernando Blvd. Neighborhood
-  South San Fernando Blvd. District
-  Olive Ave. District
-  Victory Blvd. Creative and Industrial Corridor
-  Lake St. Neighborhood
-  Quarter Mile Walkshed
-  Corridor
-  Plan Area
-  Burbank Downtown Metrolink Station



DOWNTOWN NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

DOWNTOWN DISTRICT



TODAY

SOUTH SAN FERNANDO BLVD. DISTRICT



TODAY



TOMORROW



TOMORROW

DOWNTOWN NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

OLIVE AVENUE DISTRICT



TODAY

VICTORY BLVD. CREATIVE AND INDUSTRIAL CORRIDOR



TODAY



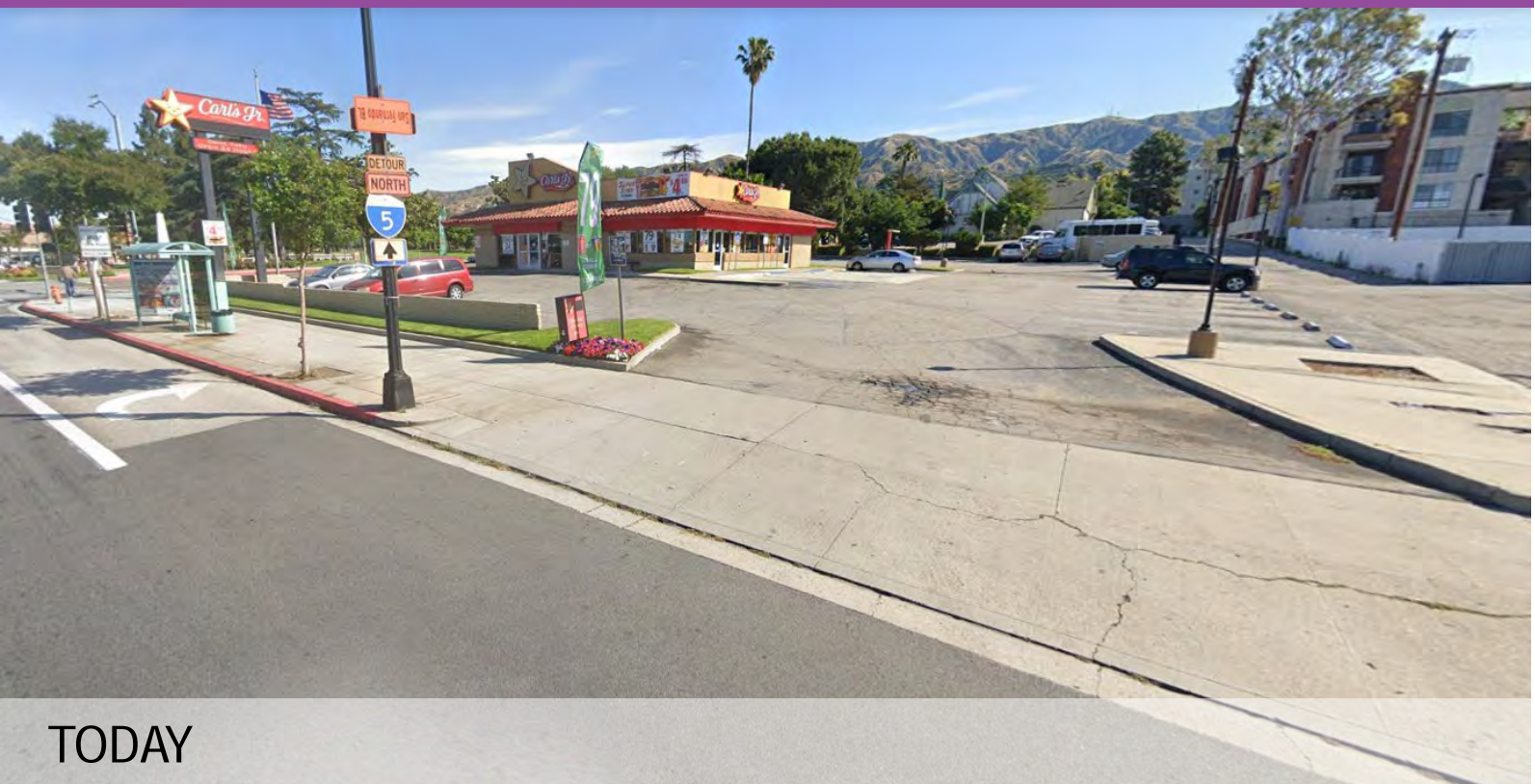
TOMORROW



TOMORROW

DOWNTOWN NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

NORTH SAN FERNANDO BLVD. NEIGHBORHOOD



TODAY

SOUTH SAN FERNANDO BLVD. NEIGHBORHOOD



TODAY



TOMORROW



TOMORROW

DOWNTOWN NEIGHBORHOODS, DISTRICTS, AND CORRIDORS

LAKE ST. NEIGHBORHOOD



TODAY



TOMORROW

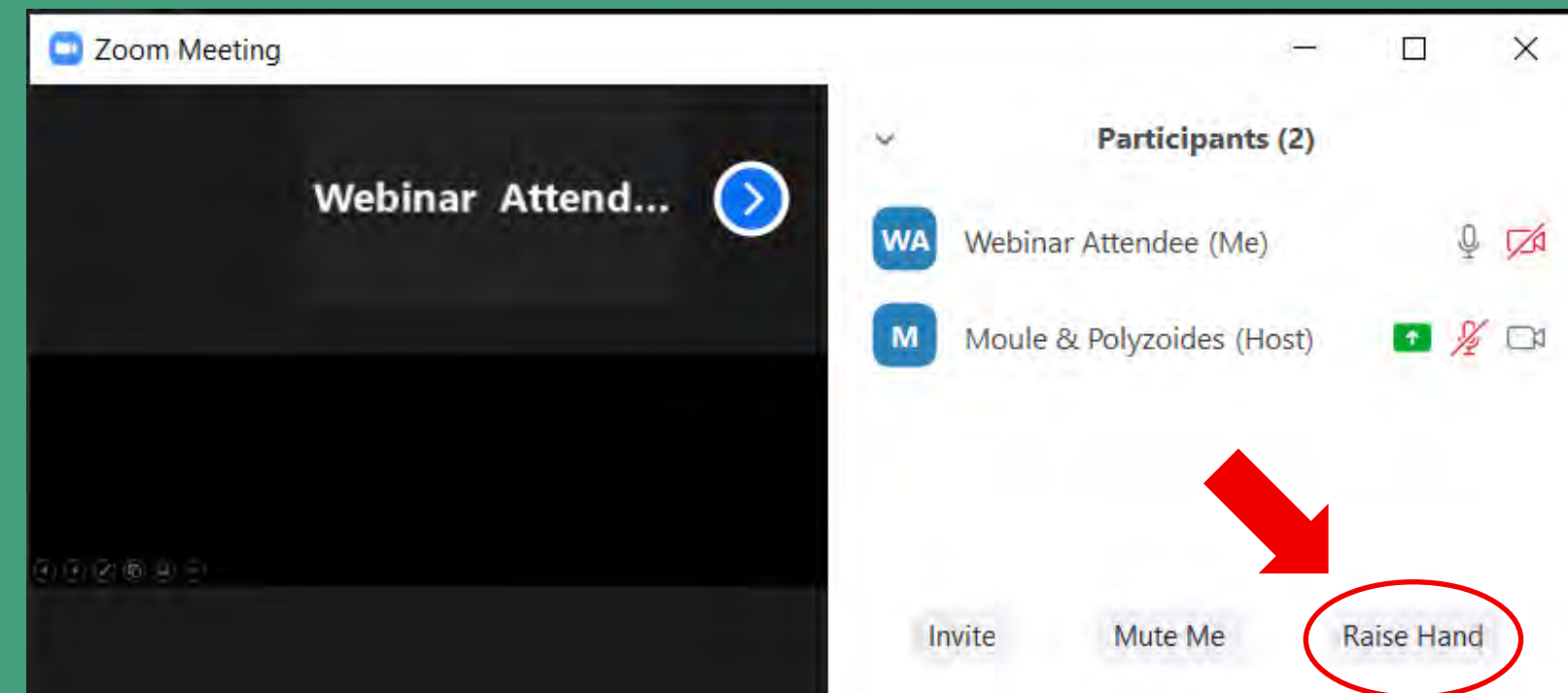
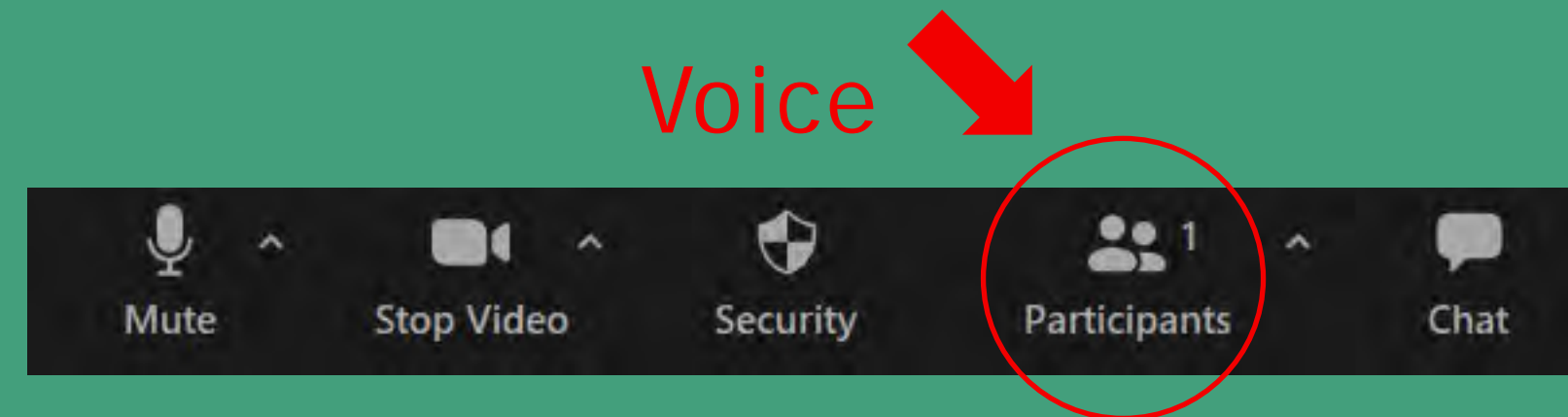
QUESTIONS/COMMENTS

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A WELL-CONNECTED DOWNTOWN

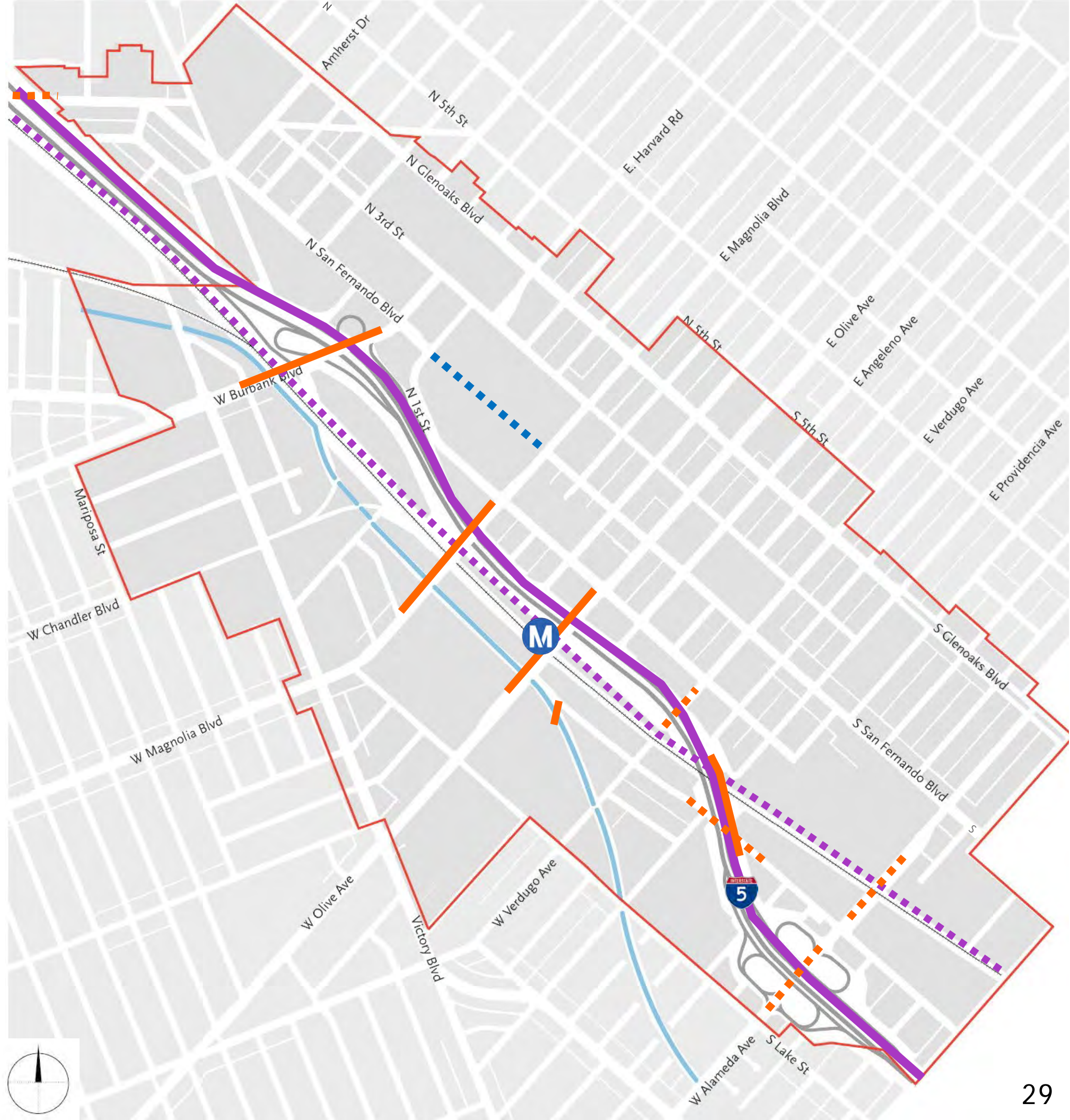
- Improve the experience of crossing the freeway, whether over or under
- Provide safe and convenient access to the Metrolink Station
- Improve north-south connections
- Create distinctive gateways to the City and to the Downtown that let visitors know that they have arrived there



EXISTING CONNECTIONS

LEGEND

-  I-5 Freeway
-  Railroad Tracks
-  Freeway/Railroad Track/Burbank Channel Overcrossings
-  Freeway/Railroad Track Undercrossings
-  Potential Connection through Burbank Town Center Mall
-  Plan Area
-  Flood Channel
-  Burbank Downtown Metrolink Station



EXISTING BRIDGES



BURBANK BOULEVARD BRIDGE



PROVIDENCIA AVENUE PEDESTRIAN BRIDGE



MAGNOLIA BOULEVARD BRIDGE



OLIVE AVENUE BRIDGE

EXISTING UNDERPASSES



VERDUGO AVENUE I-5 UNDERPASS



FLOWER STREET I-5 UNDERPASS



ALAMEDA AVENUE RAILROAD UNDERPASS



ALAMEDA AVENUE I-5 UNDERPASS

BRIDGE ENHANCEMENTS



BICYCLE LANE AND SEPARATION BARRIER



INNOVATIVE LIGHTING

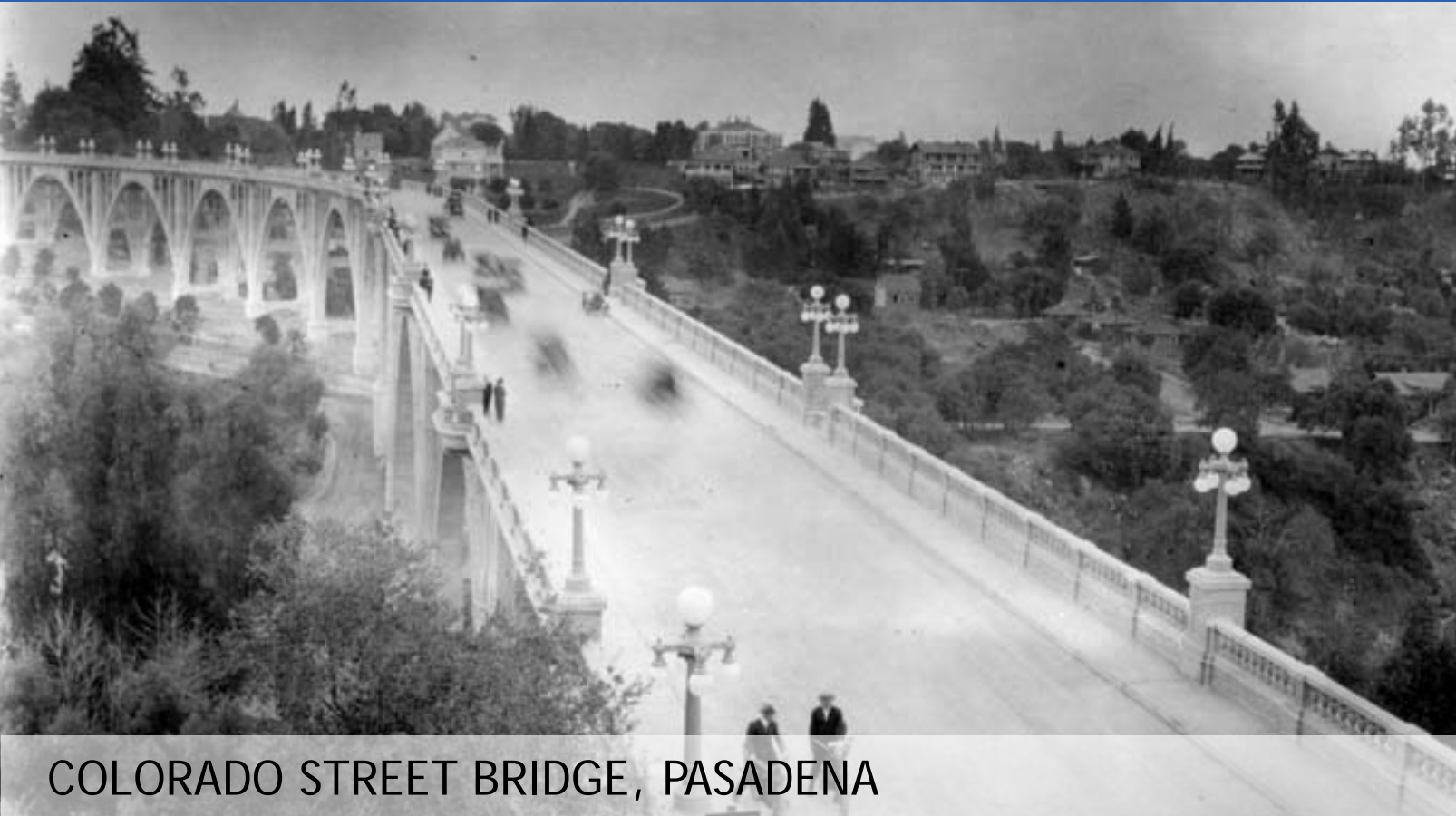


BIKE LANE AND WIDE SIDEWALK

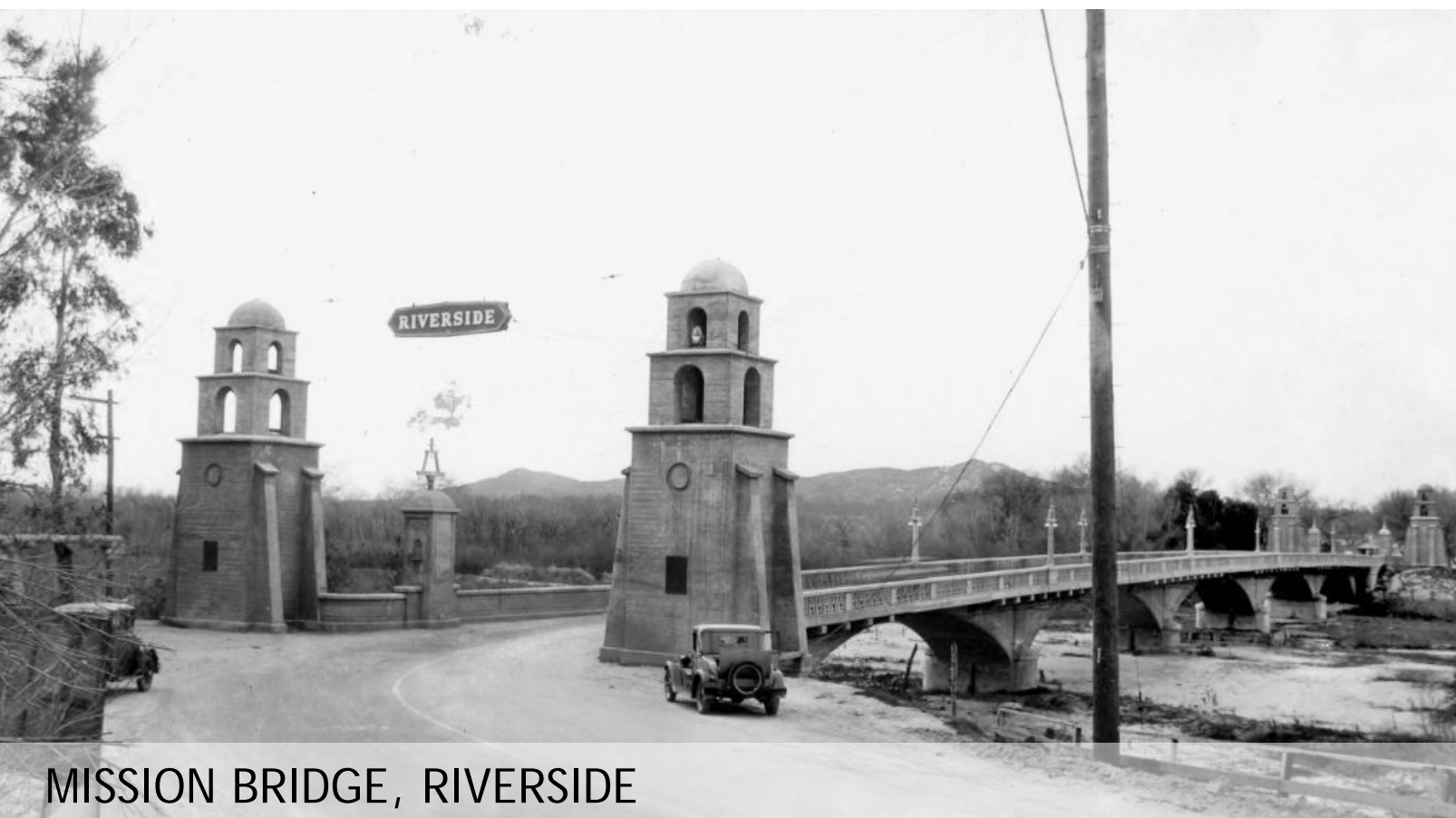


PUBLIC ART

BRIDGE ENHANCEMENTS



COLORADO STREET BRIDGE, PASADENA



MISSION BRIDGE, RIVERSIDE



SIXTH STREET BRIDGE, LOS ANGELES

UNDERPASS ENHANCEMENTS



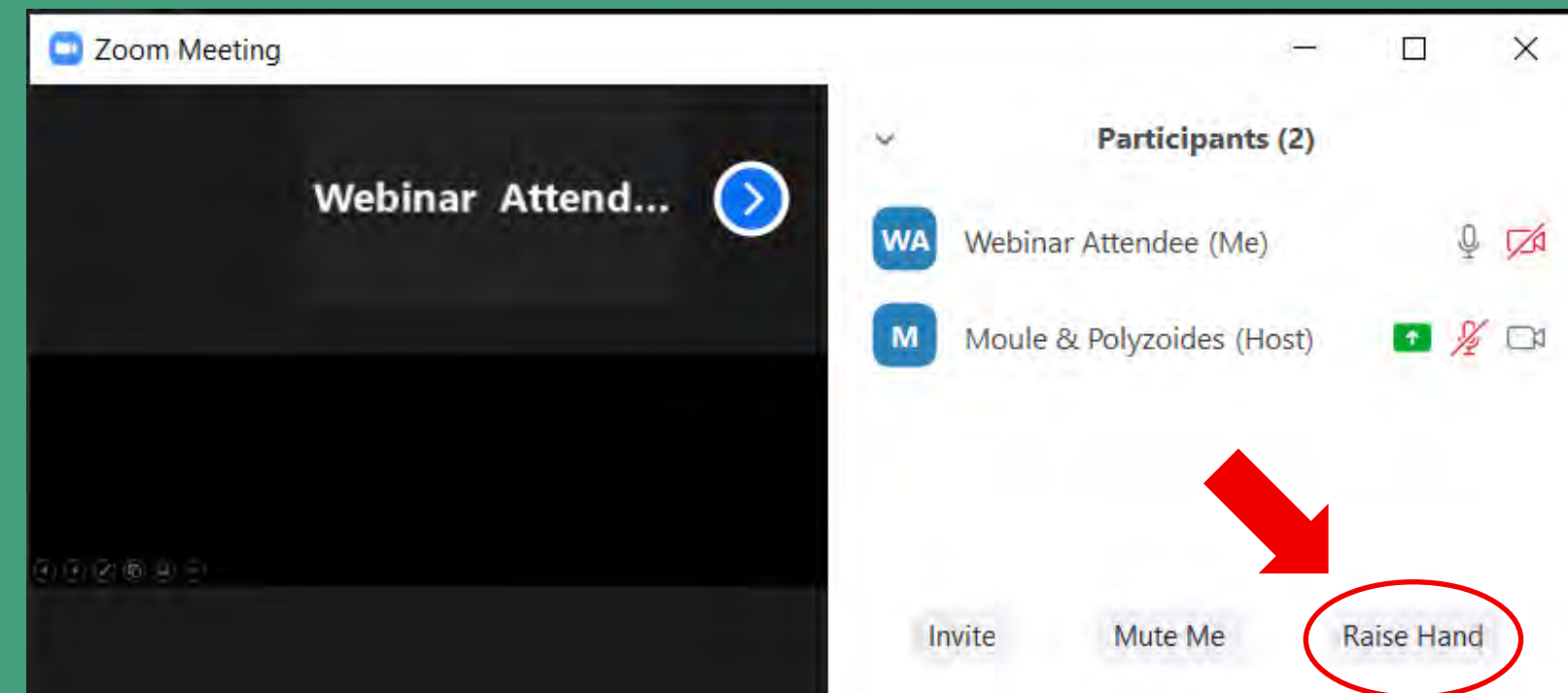
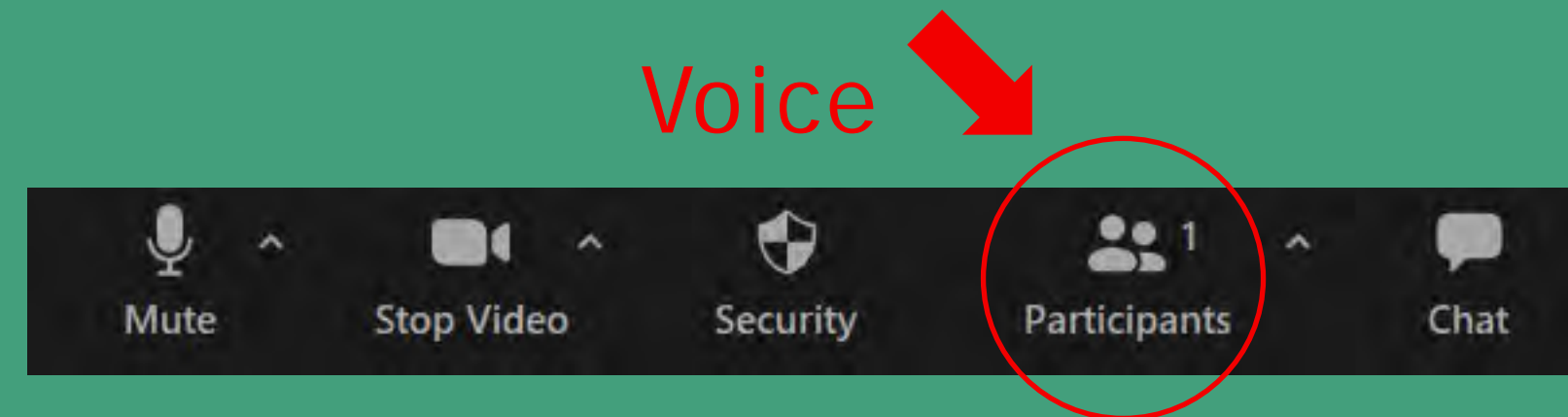
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A STREET NETWORK ACCESSIBLE TO ALL

- An interconnected and diverse network of streets
- Short block lengths
- Streets that accommodate two-way traffic and on-street parking
- Appropriately-sized lane widths
- Short pedestrian street crossings
- Ample sidewalks and generous streetscape
- Flexible use of the street



EXISTING STREETS



OLIVE AVENUE



N. SAN FERNANDO BOULEVARD



ELMWOOD AVENUE



S. SAN FERNANDO BOULEVARD

BICYCLE-FRIENDLY STREET IMPROVEMENTS



CLASS IV PROTECTED BIKEWAY



CLASS III ROUTE/SHARROW



CLASS II LANE



CLASS I TRAIL

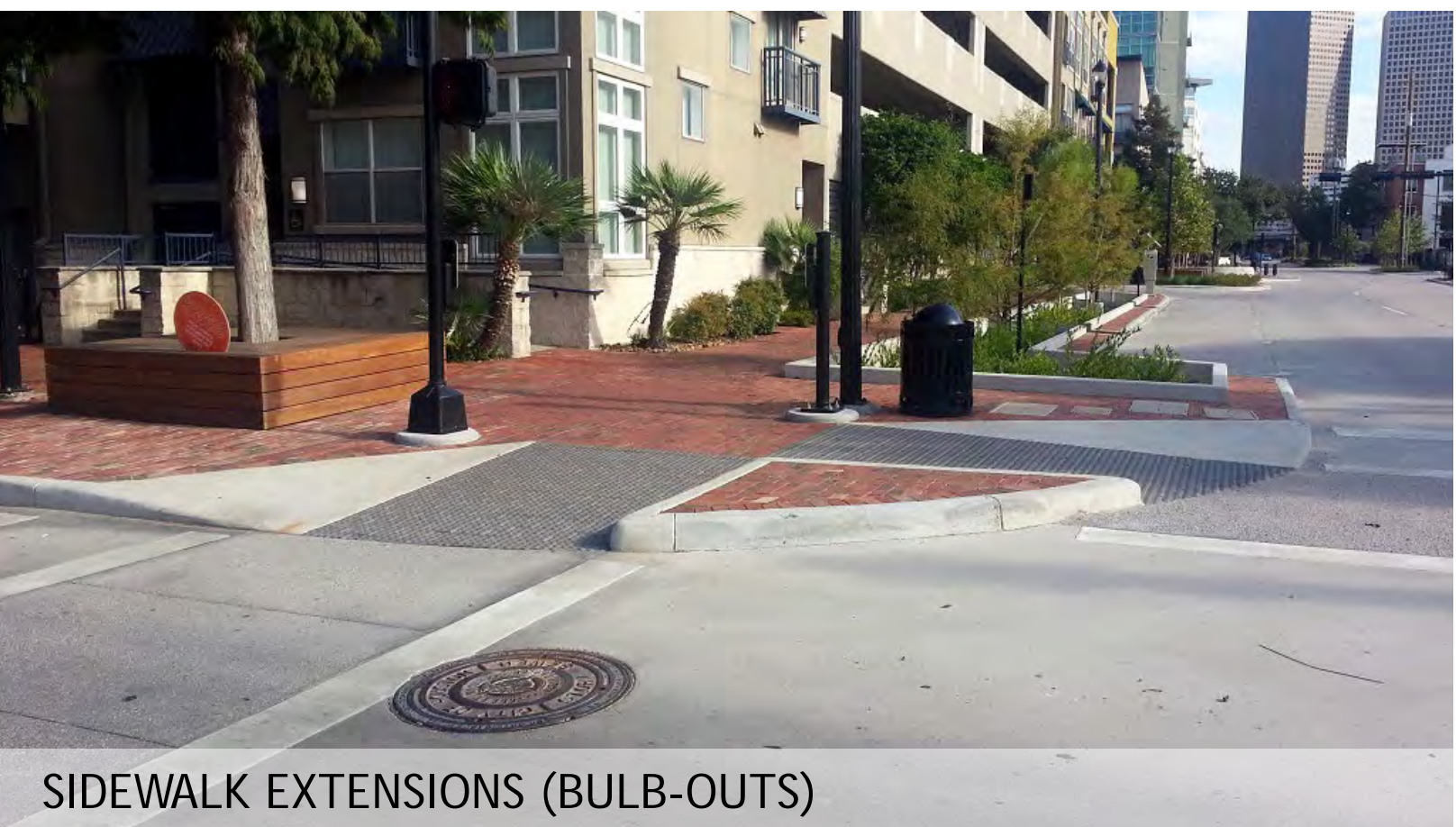
PEDESTRIAN-FRIENDLY STREET IMPROVEMENTS



WIDE SIDEWALKS



BULB-OUTS AND MARKED CROSSWALKS



SIDEWALK EXTENSIONS (BULB-OUTS)

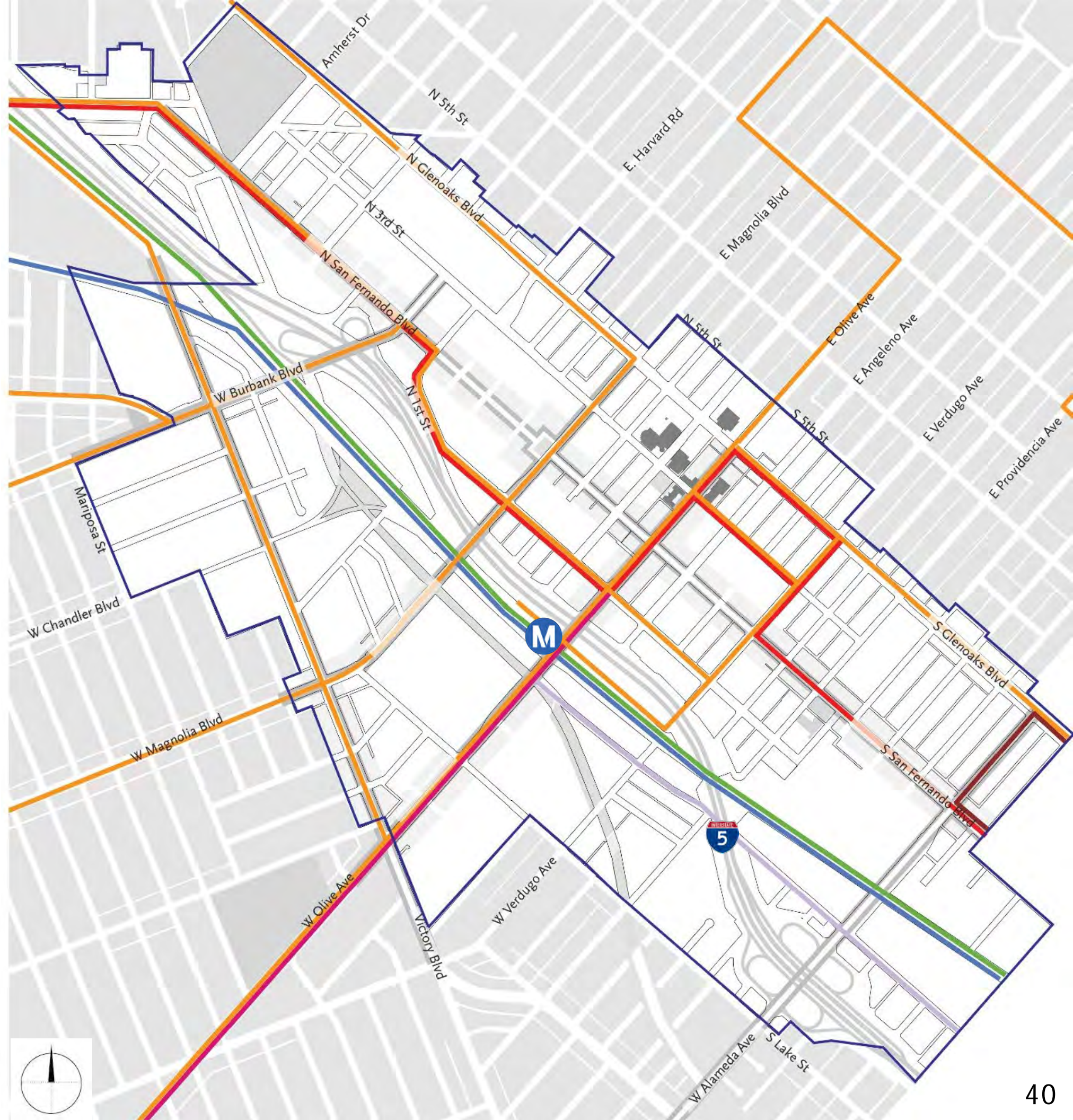


MID-BLOCK CROSSINGS

EXISTING TRANSIT

LEGEND

-  Metro Local Bus
-  Metro Rapid Bus
-  BurbankBus Pink Line
-  Glendale Beeline 7
-  Glendale Beeline 12
-  Plan Area
-  Burbank Downtown Metrolink Station
-  Metrolink Antelope Valley Line
-  Metrolink Ventura County Line



TRANSIT MODES



METROLINK



BUS RAPID TRANSIT (BRT)



BUS



TRAM / TROLLEY

TRANSIT ACCESS



CLEAR PATHS AND COMFORTABLE WAITING AREAS



ARTFUL BUS STOPS



WAYFINDING SIGNAGE

OTHER MODES



UBER/LYFT/TAXI



BIKE SHARING



CARS



BIKE RACKS

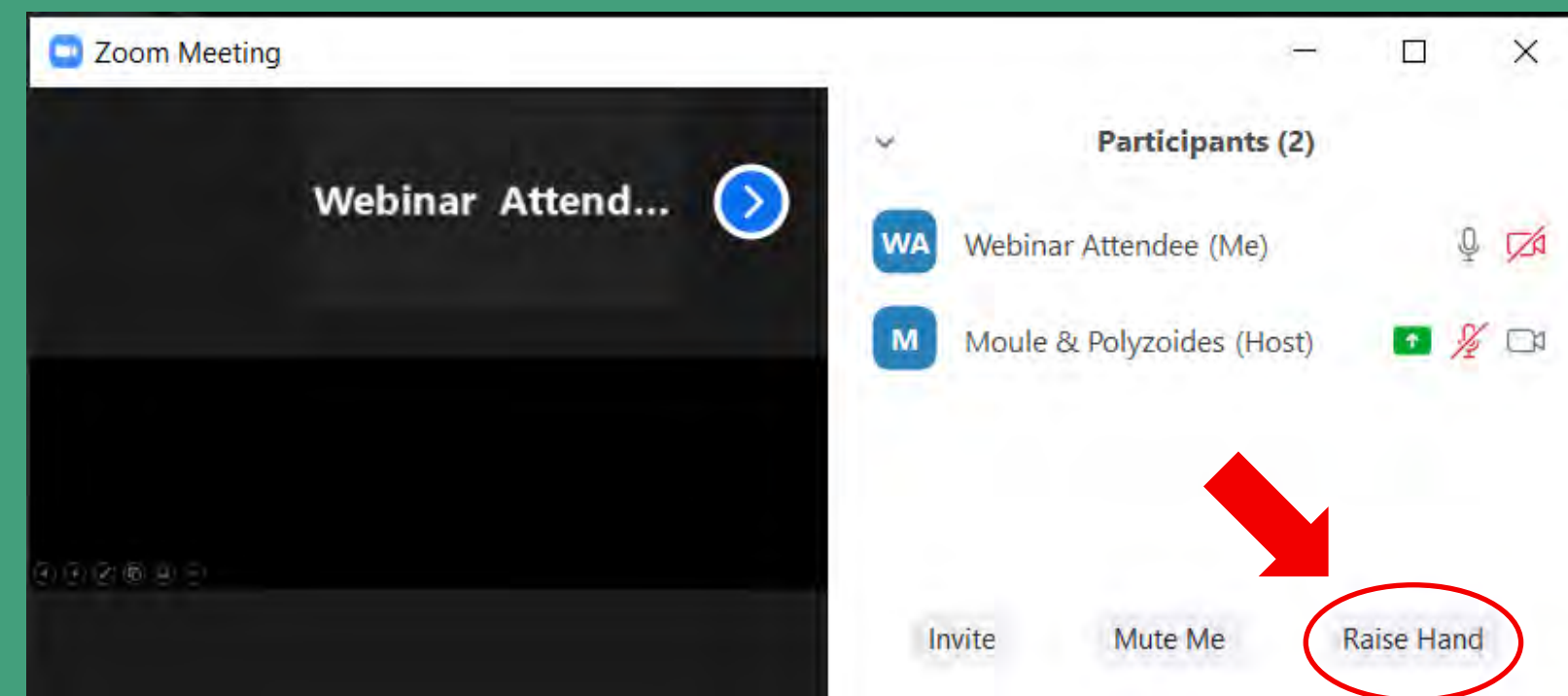
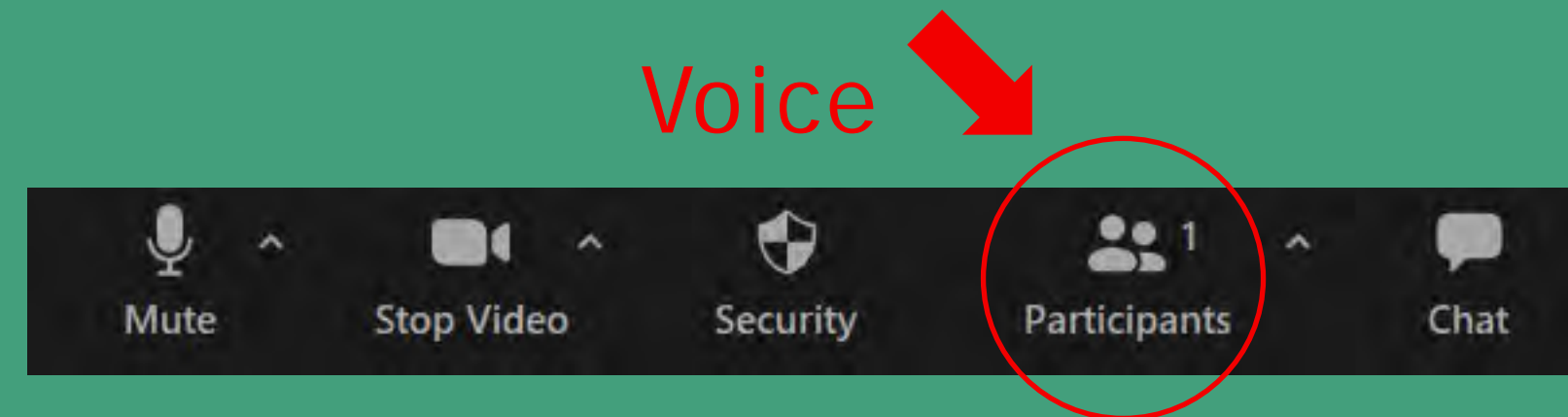
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A PUBLIC REALM OF STREETS AND PARKS

- Streetscape and open space that reflects and creates neighborhood, district and corridor character
- Tree canopies, street furniture, landscape, and building design features that enhance the pedestrian, shopping and dining experience
- Parks and plazas accessible to all
- Integrated green infrastructure that includes the use of stormwater capture and cleansing and native plant and tree species.



EXISTING SIDEWALKS AND STREETScape



ACTIVE DOWNTOWN BURBANK SIDEWALK



MISSING STREET TREES



PEDESTRIAN-HOSTILE BUILDING FRONTAGE

PROPOSED SIDEWALKS AND STREETScape



DOWNTOWN SIDEWALK



NEIGHBORHOOD COMMERCIAL SIDEWALK



COVERED PARKLET



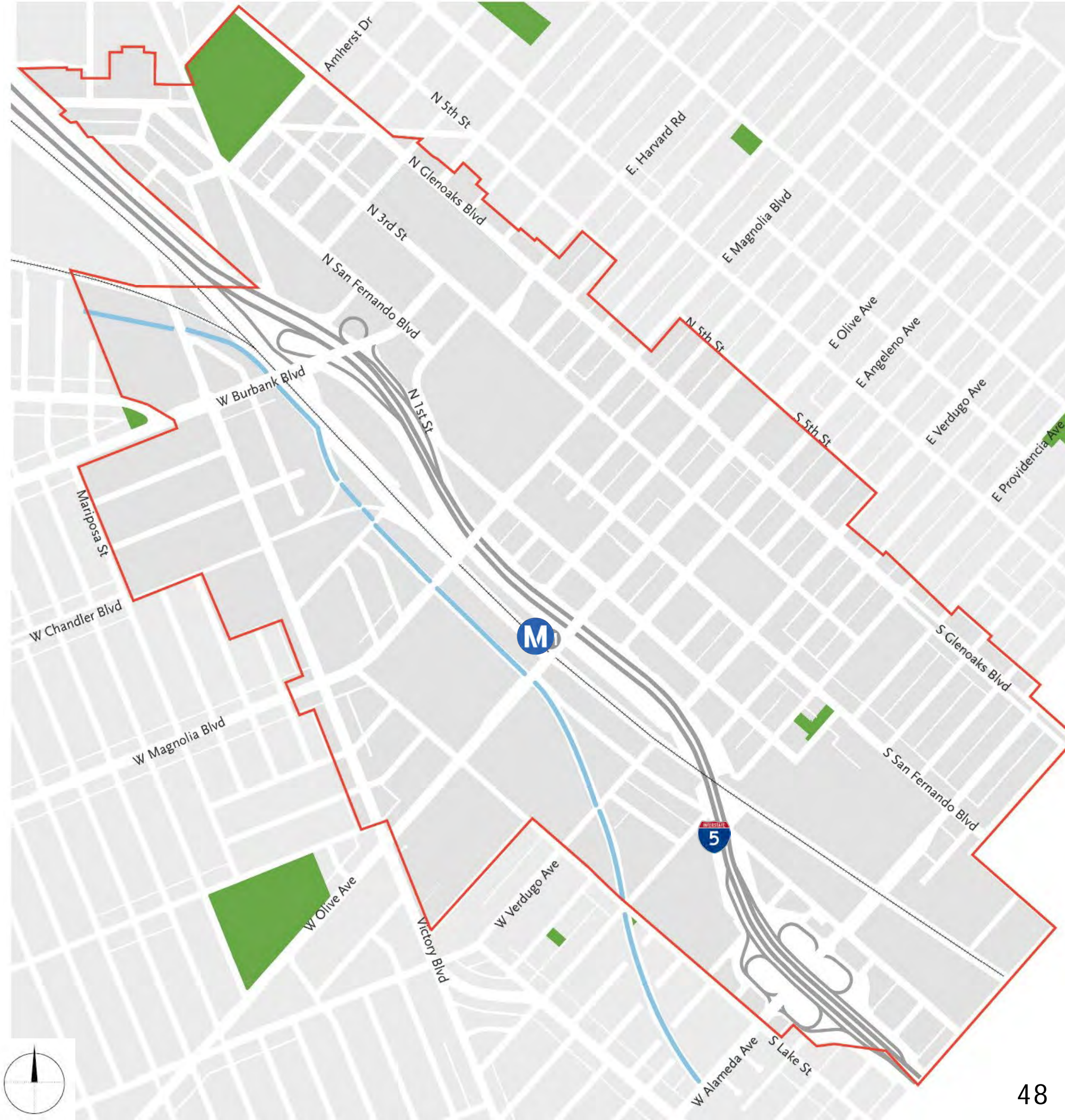
NEIGHBORHOOD SIDEWALK

EXISTING OPEN SPACE

LEGEND

-  Open Space
-  Plan Area
-  Flood Channel

 Burbank Downtown Metrolink Station



OPEN SPACE TYPES



URBAN PLAZA



URBAN PARK



POCKET PARK



PASEO

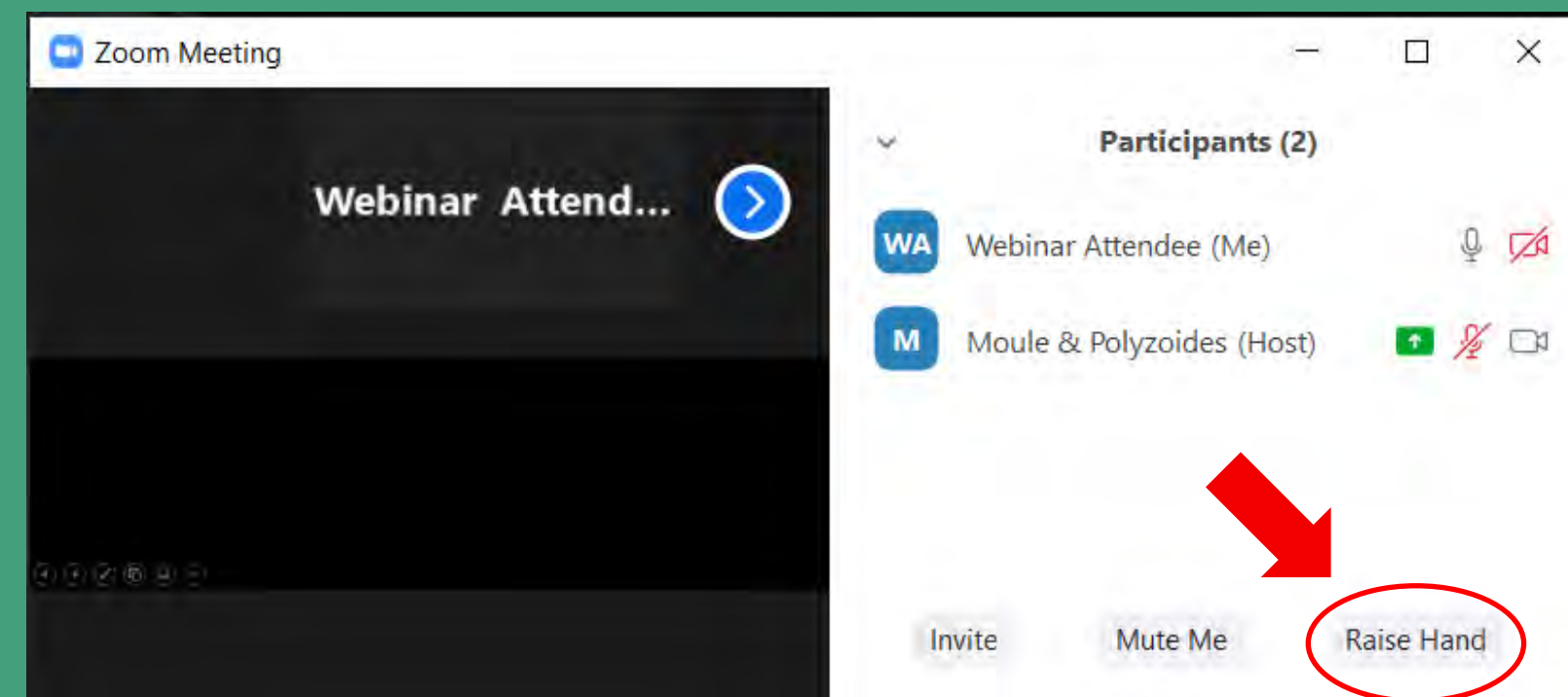
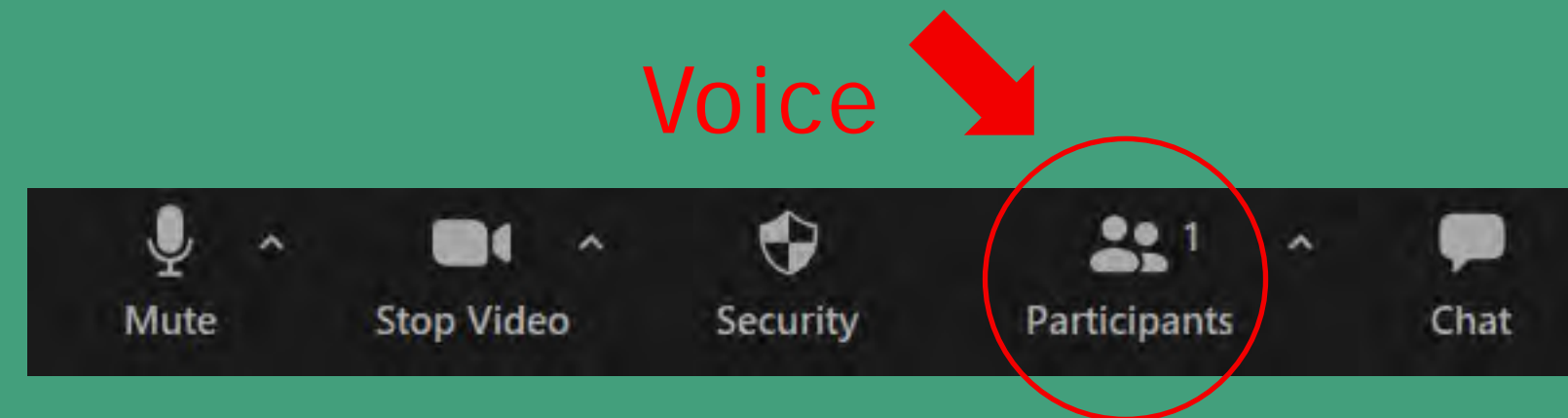
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PARKING FOR A MIXED-USE DOWNTOWN


- On-Street Parking
- Curbside Parking Management
- A Park Once District
- Parking Management and Transportation Demand Management (TDM)
- New on-site parking not visible from street





EXISTING ON-STREET PARKING

LEGEND

 Parallel Parking

 Angled Parking

 No Parking

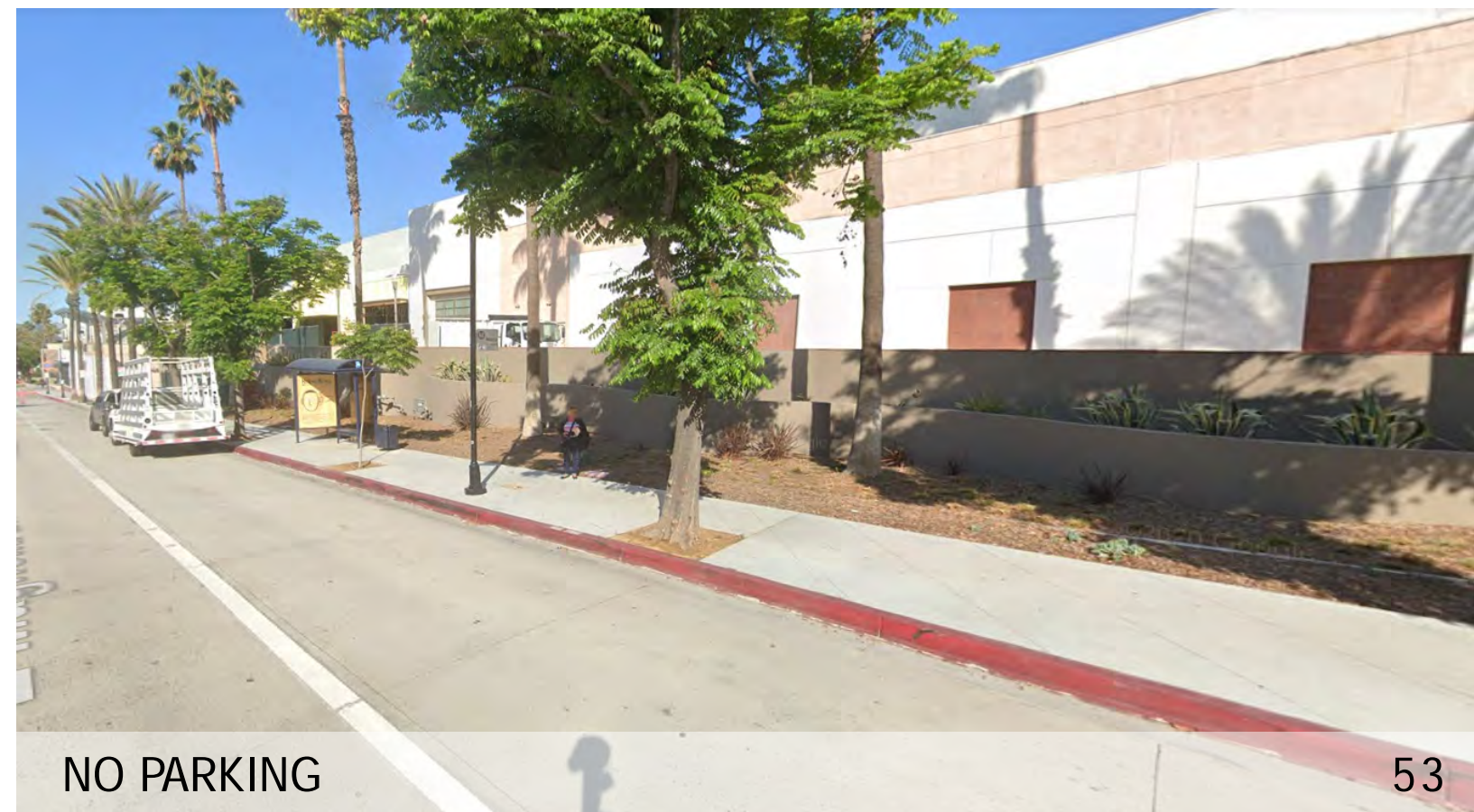
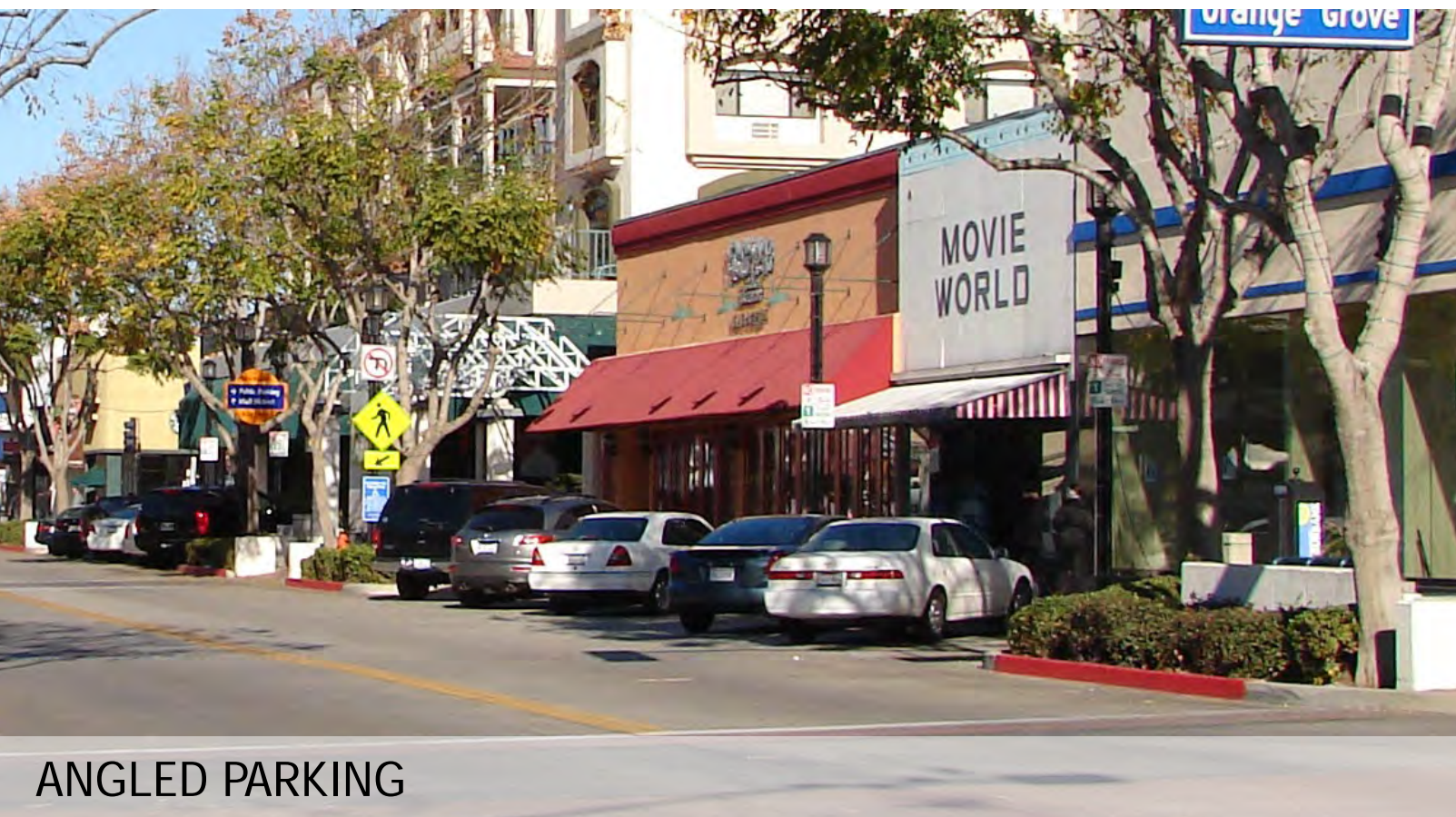
 Plan Area



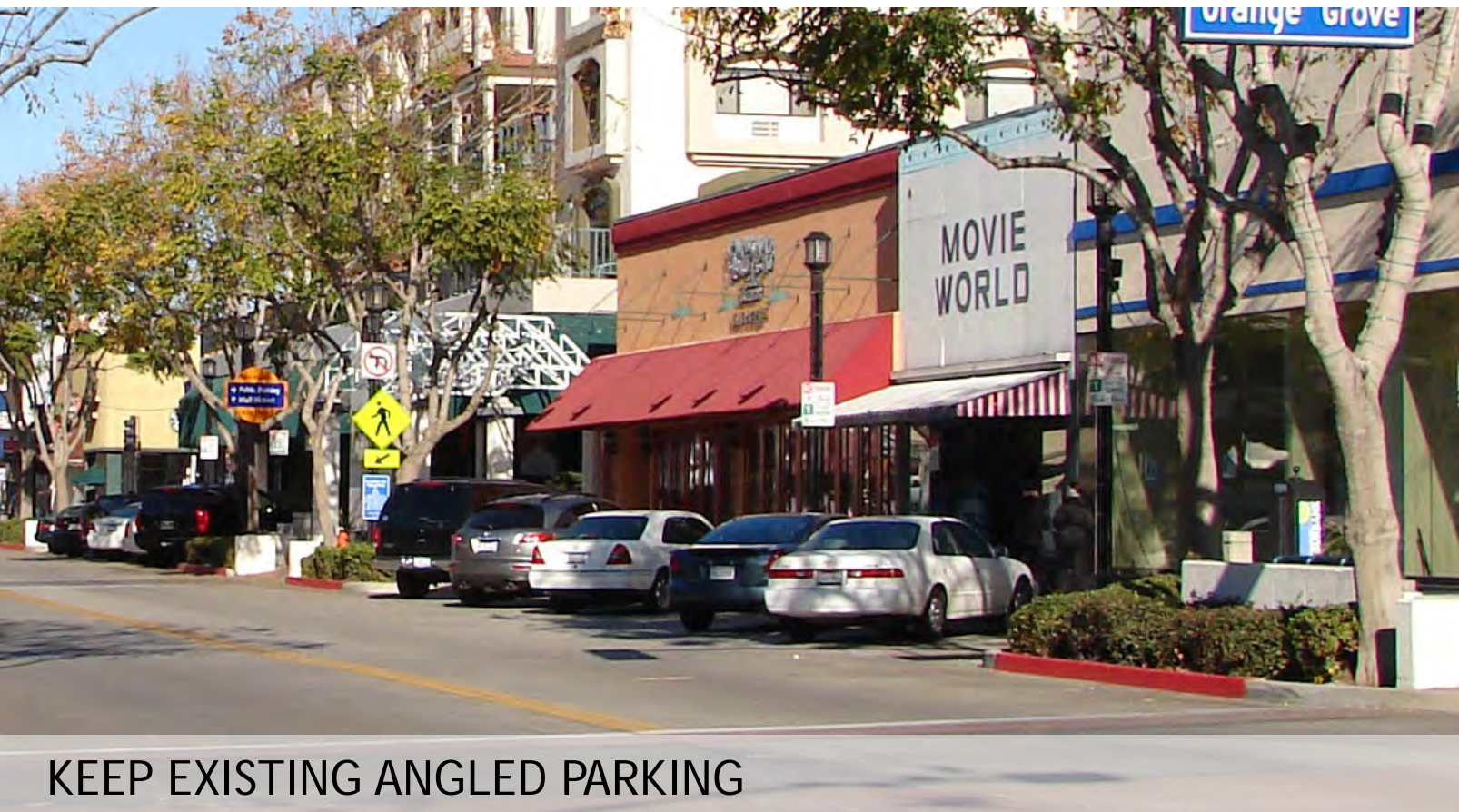
Burbank Downtown Metrolink Station



EXISTING ON-STREET PARKING



PROPOSED ON-STREET PARKING



EXISTING OFF-STREET PARKING



STREET/SIDEWALK FACING PARKING STRUCTURE



STREET/SIDEWALK-FACING PARKING LOT



PARKING STRUCTURE OVER STREET/SIDEWALK



STREET/SIDEWALK-FACING, MULTI-FAMILY PARKING

RETROFITS TO EXISTING OFF-STREET PARKING



OCCUPIED GROUND FLOOR



HEDGE SCREEN



OCCUPIED GROUND FLOOR



LOW WALL AND TRELLIS SCREEN

NEW OFF-STREET PARKING



LINED PARKING STRUCTURE



UNDERGROUND PARKING





LINED PARKING STRUCTURE



PARKING AT CENTER OF BLOCK

EXISTING DOWNTOWN PARKING DISTRICT

LEGEND

-  Existing Parking Sites within District
-  Existing Parking Sites outside District
-  Downtown Parking District
-  Quarter Mile Walkshed
-  Plan Area
-  Flood Channel
-  Burbank Downtown Metrolink Station



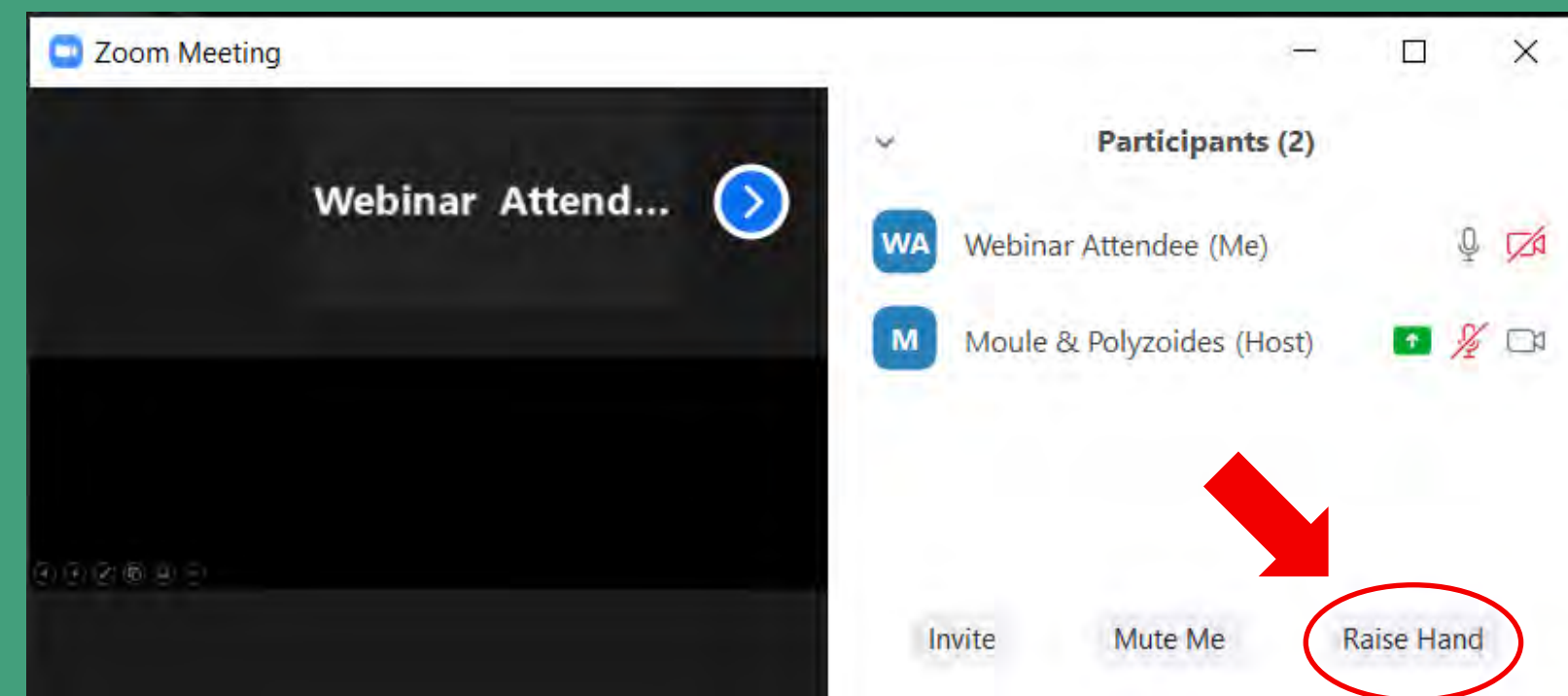
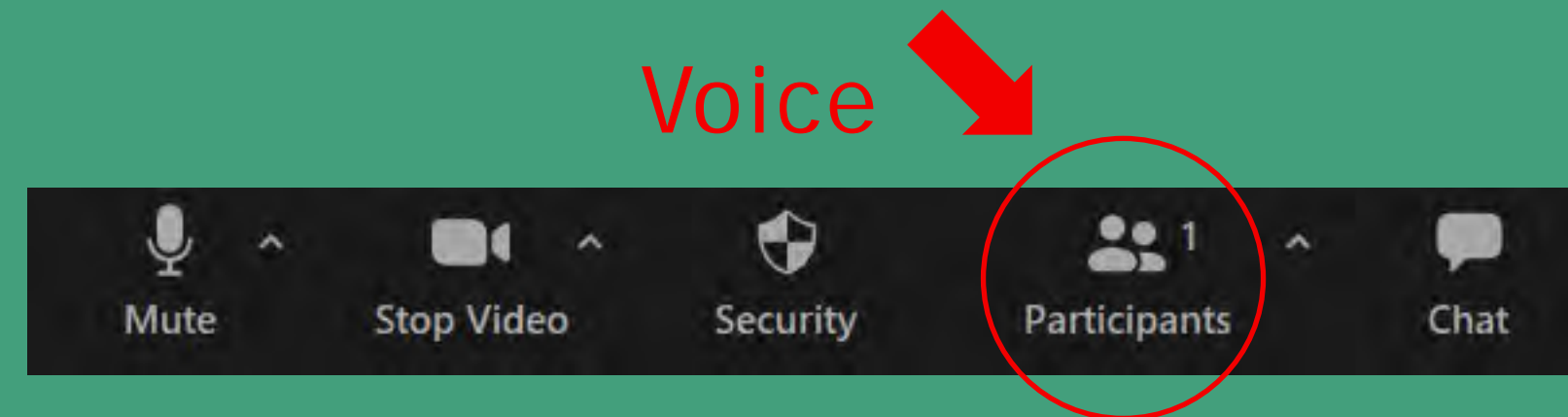
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6. KEY PROJECTS

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- Introduce incremental infill
- Restore street/pedestrian connections through the Mall site
- Expand the Civic Center
- Redevelop the North San Fernando Neighborhood
- Create the Olive Avenue TOD District
- Preserve and enhance the San Fernando Blvd. restaurant, retail, and entertainment district.



INTRODUCE INCREMENTAL INFILL

- Infill with mixed-use and housing projects.
- Improve the existing jobs/housing imbalance.
- Help to meet Burbank's Regional Housing Needs Assessment (RHNA) Allocation = production of 8,700 units by 2028.
- Accommodate new housing in downtown consistent with City Council goal of building 12,000 housing units citywide by 2035.

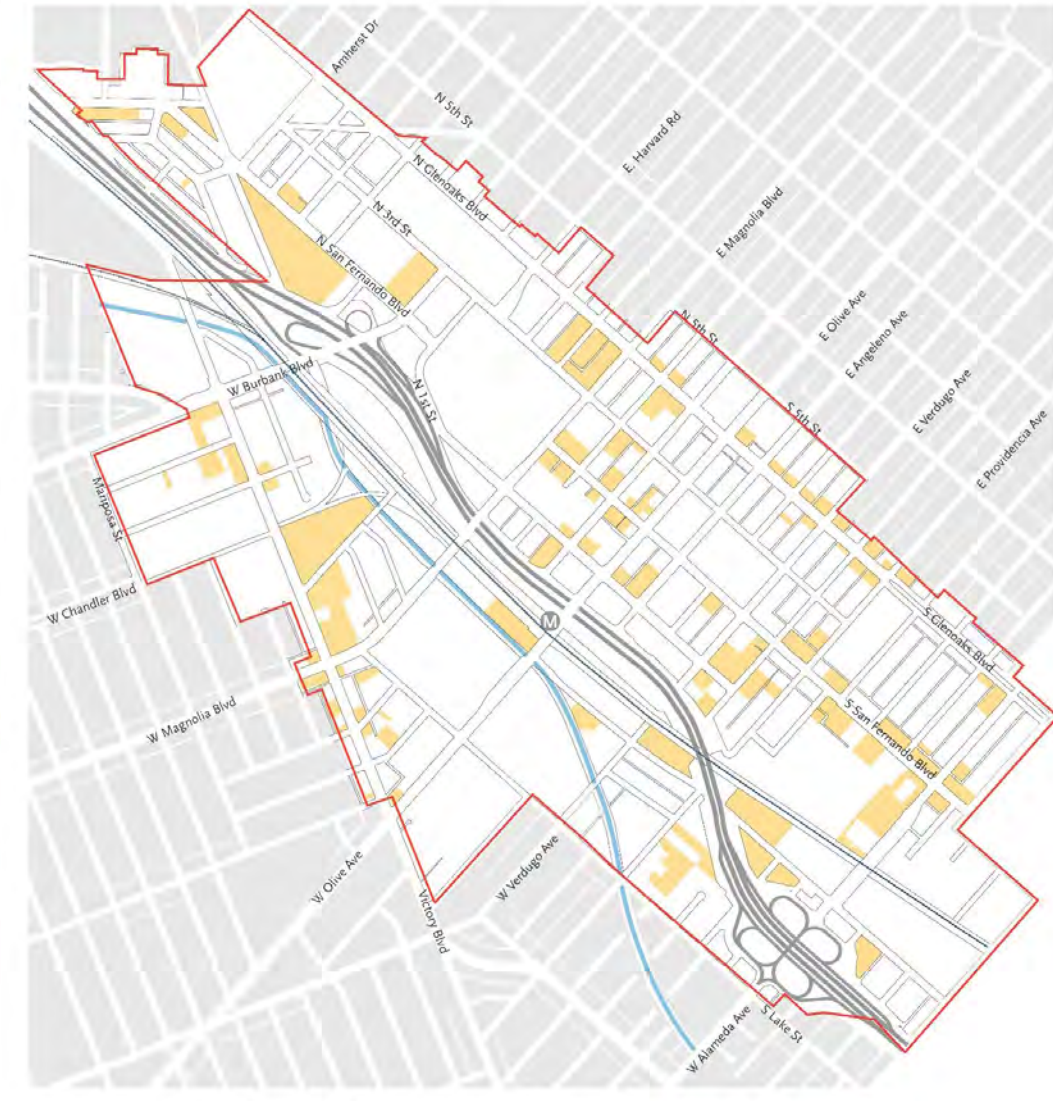


INTRODUCE INCREMENTAL INFILL

PIPELINE PROJECT SITES

OPPORTUNITY SITES

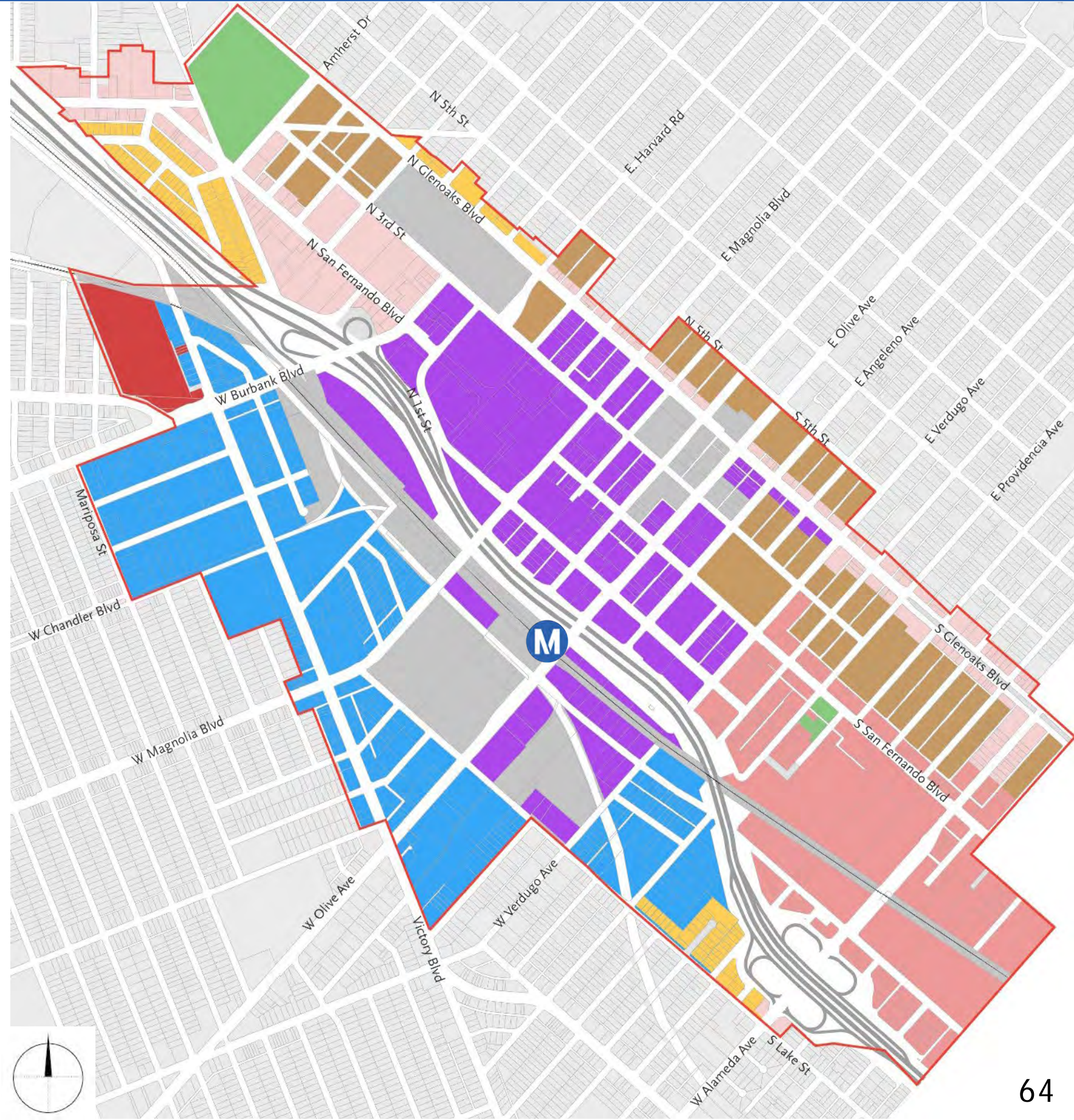
ADDITIONAL SITES



WHAT'S ALLOWED BY GENERAL PLAN

LEGEND

	Medium Density Residential	27 du/acre
	High Density Residential	43 du/acre
	Corridor Commercial	27 du/acre
	Regional Commercial	58 du/acre
	Institutional	n/a
	Downtown Commercial	87 du/acre
	South San Fernando Commercial	43 du/acre
	North Victory Commercial / Industrial	27 du/acre
	Open Space	
	Plan Area	
	Burbank Downtown Metrolink Station	



WHAT'S ALLOWED BY GENERAL PLAN

27 DU/ACRE



43 DU/ACRE



58 DU/ACRE



87 DU/ACRE



RESTORE STREET/PEDESTRIAN CONNECTIONS THROUGH THE MALL SITE



- 1. Town Center Mall
- 2. Old Ikea Building Site
- Potential Opportunity Area

RESTORE STREET/PEDESTRIAN CONNECTIONS THROUGH THE MALL SITE



- Extend San Fernando Blvd. through the Mall, either as a vehicular street or pedestrian paseo.
- Introduce an urban park or plaza surrounded by retail and restaurants.
- Introduce housing at General Plan densities.
- Introduce new office buildings along 1st St.
- Keep existing parking garages.



EXPAND THE CIVIC CENTER



1. City Hall
 2. Administrative Services Buildings
 3. Police and Fire Headquarters Building
 4. Existing Central Library
 5. County Courts Building
 6. Post Office
- Potential Opportunity Area

EXPAND THE CIVIC CENTER



- Introduce a new Central Library and additional administrative offices.
- Introduce a new civic plaza or park.
- Accommodate a transit plaza or similar facility.
- Build a new parking garage.
- Consider building new housing within the Civic Center.
- Coordinate Civic Center parking strategy with overall Downtown parking management plan.



REDEVELOP THE NORTH SAN FERNANDO NEIGHBORHOOD



REDEVELOP THE NORTH SAN FERNANDO NEIGHBORHOOD



- Infill underutilized parcels with multi-story pedestrian-oriented mixed-use or residential buildings.
- Break up large blocks by introducing new streets
- Introduce streetscape and first/last mile improvements to enhance access to McCambridge Park, Burbank High School, the two grocery stores, Downtown, and the Metrolink Station.



CREATE THE OLIVE AVENUE DISTRICT



- 1. Metrolink Station
- 2. Power Plant
- 3. Nickelodeon Studios
- 4. Burbank Channel
- Potential Opportunity Site

CREATE THE OLIVE AVENUE DISTRICT



- Introduce office buildings that support creative and media-related uses within walking distance of the Metrolink Station.
- Introduce a street and block network on large parcels.
- Introduce open space that relates to the proposed Burbank Channel bikeway.
- Introduce buildings that face the street.



PRESERVE AND ENHANCE THE SAN FERNANDO BLVD. DISTRICT



ALTERNATIVE 1: KEEP AS IS AND INTRODUCE FLEX-USE MODE



KEEP 2-WAY TRAFFIC



ENHANCE EXISTING SIDEWALKS



CLOSE FOR SPECIAL EVENTS



INTRODUCE PARKLETS

ALTERNATIVE 2: 1-WAY NORTHBOUND / WIDEN SIDEWALKS



CONVERT TO ONE-WAY



WIDEN SIDEWALKS



KEEP ON-STREET ANGLED PARKING



INTRODUCE MORE STREET TREES

ALTERNATIVE 3: PEDESTRIAN-ONLY ALL THE TIME



ASPEN, COLORADO



SANTA MONICA PROMENADE



SAN FERNANDO BLVD. GOLDEN MALL



PEARL STREET, BOULDER, COLORADO

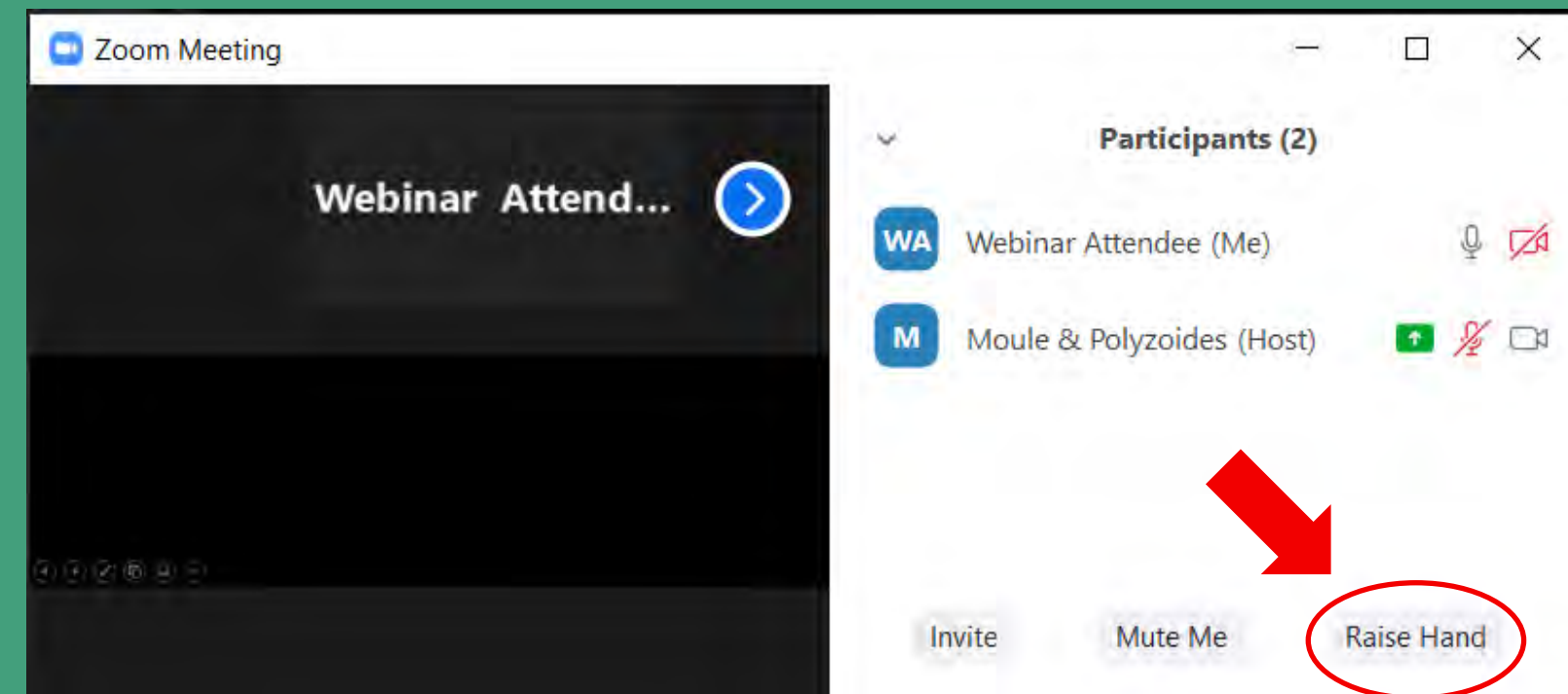
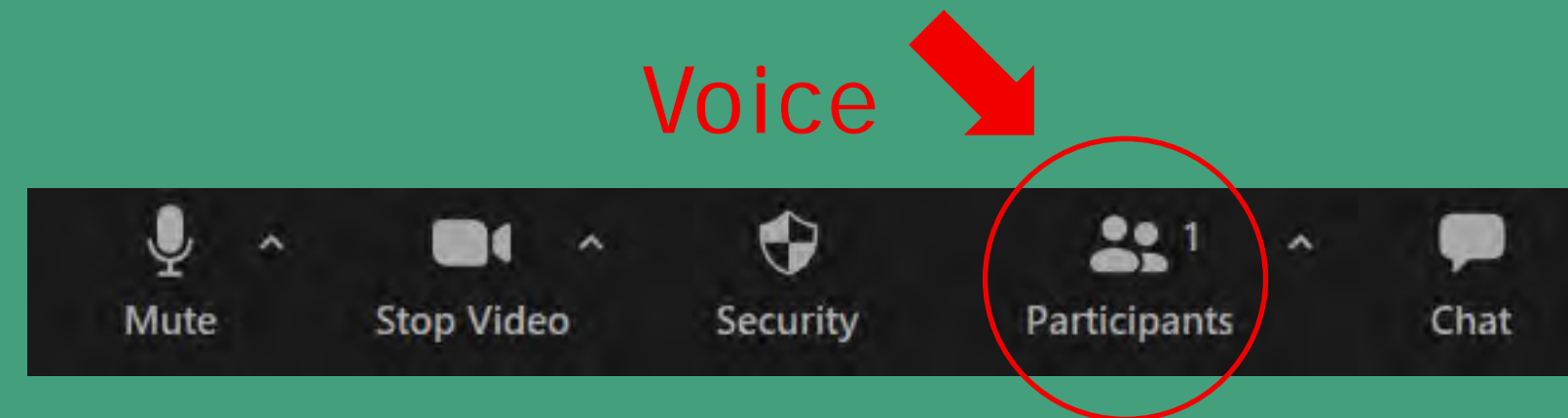
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THANK YOU!

Final comments and responses to unanswered questions will be posted to the project website.

PLEASE TAKE THE SURVEY

<http://www.DowntownBurbankTOD.com>