

Downtown Burbank TOD Specific Plan Description

The Burbank Downtown TOD Specific Plan is intended to provide a framework for introducing new housing at all levels of affordability, outline a strategy for improving the pedestrian network, and provide objective design standards for future development in Downtown Burbank. Approximately 4,042,139 square feet of commercial and industrial development, 871 hotel rooms, and up to 5,656 new dwelling units are anticipated to be accommodated in the Specific Plan in support of the City Council goal to introduce 12,000 new units citywide by 2035 and help the City meet its required Regional Housing Needs Assessment (RHNA) allocation number.

The approximately 965-acre Plan Area is generally bounded by Lake Street, Victory Boulevard, and Mariposa Street to the west, San Fernando Boulevard and Andover Drive to the north, Glenoaks Boulevard and Fifth Street to the east, and Tujunga Avenue and the City boundary to the south (see Figure 1). The area is split by Interstate 5 and the Southern Pacific Railroad right-of-way.

The City identified groupings of underutilized sites within the Plan Area as opportunities for infill, intensification, and adaptive reuse (see Figure 1). These sites would also assist in meeting the City of Burbank's goals of introducing affordable housing; promoting infill development; catalyzing economic development; introducing development within walking and biking distance of the Downtown Metrolink Station; and providing open space for Plan Area residents, shoppers, workers, and visitors.

The Specific Plan also introduces a strategy to improve pedestrian and bicycle connections along routes connecting to the Metrolink Station. Improvements include introduction of trees and streetscape elements; implementation of pedestrian, bus stop, bikeway and street improvements and green infrastructure treatments described in the City's Complete Our Streets Plan; and introduction of plazas, parks, or parklets. Additional opportunities for increasing open space in the central portion of the Plan Area include transforming the alleys in the vicinity of San Fernando Boulevard into pedestrian-friendly paseos and expanding opportunities for outdoor space along San Fernando Boulevard by widening its sidewalks as discussed in the City's Complete Our Streets Plan.

Development of these opportunity sites and other underutilized parcels with the Plan Area, coupled with improved pedestrian, bicycle, and transit connections between the various opportunity sites, the Metrolink Station, and various destinations within and in the vicinity of the Plan Area would result in more efficient use of land area and natural resources; improved air quality; reduced vehicle miles traveled (VMT); increased transit ridership; improved economic development; increased attraction of private development investment; increased sales tax and property tax revenue; reduced cost for City services; safer streets; and result in a stronger sense of place.

The traffic analysis undertaken for this project will use VMT in compliance with Senate Bill 743. VMT analysis replaces the previously used Level of Service (LOS) method of traffic analysis.

