



BURBANK2035

EXHIBIT A - RECOMMENDED CHANGES

Land Use Element

- Policy 9.1 – delete “” around complete

Mobility Element

- Page 4-6 (Transportation Management Districts). Revise language “...~~and height limits established by their land use designation for intensity and aesthetic purposes...~~”
- Page 4-6 (Transportation Management Districts). Revise language “...will be added to the non-residential square feet to determine ~~the FAR and the OE-FAR~~ for the project...”
- Replace tables on pages 4-10 through 4-13 with illustrations/tables provided at conclusion of Exhibit A.
- Revise language on page 4-14 consistent with the EIR, 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.

Plan Realization Element

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

Program LU-2 Subdivision Regulations

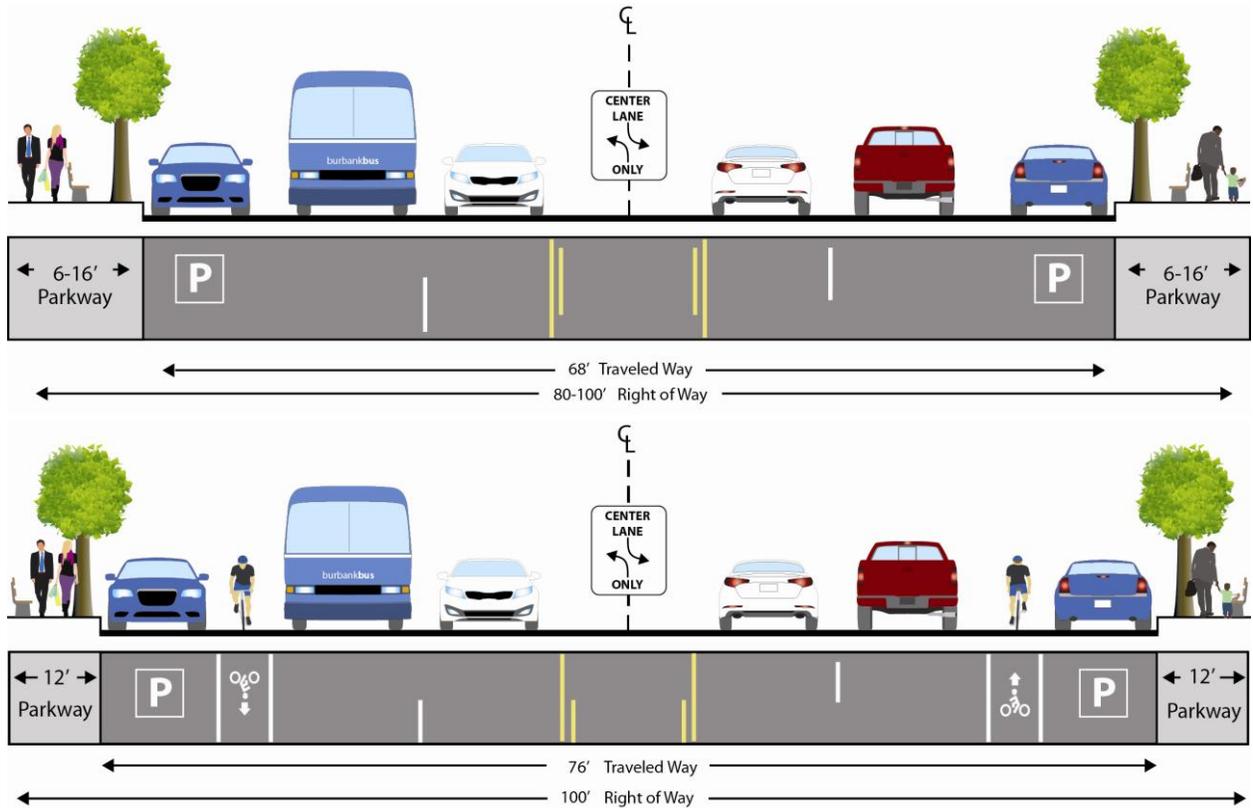
- Bullet #1. Delete “except where special findings can be made”
- Bullet #2. Delete “except where special findings are made that another design would be more appropriate” in first sentence. Second sentence, modify “.....Land Use and Mobility Elements.”

Program LU-5 Public Participation

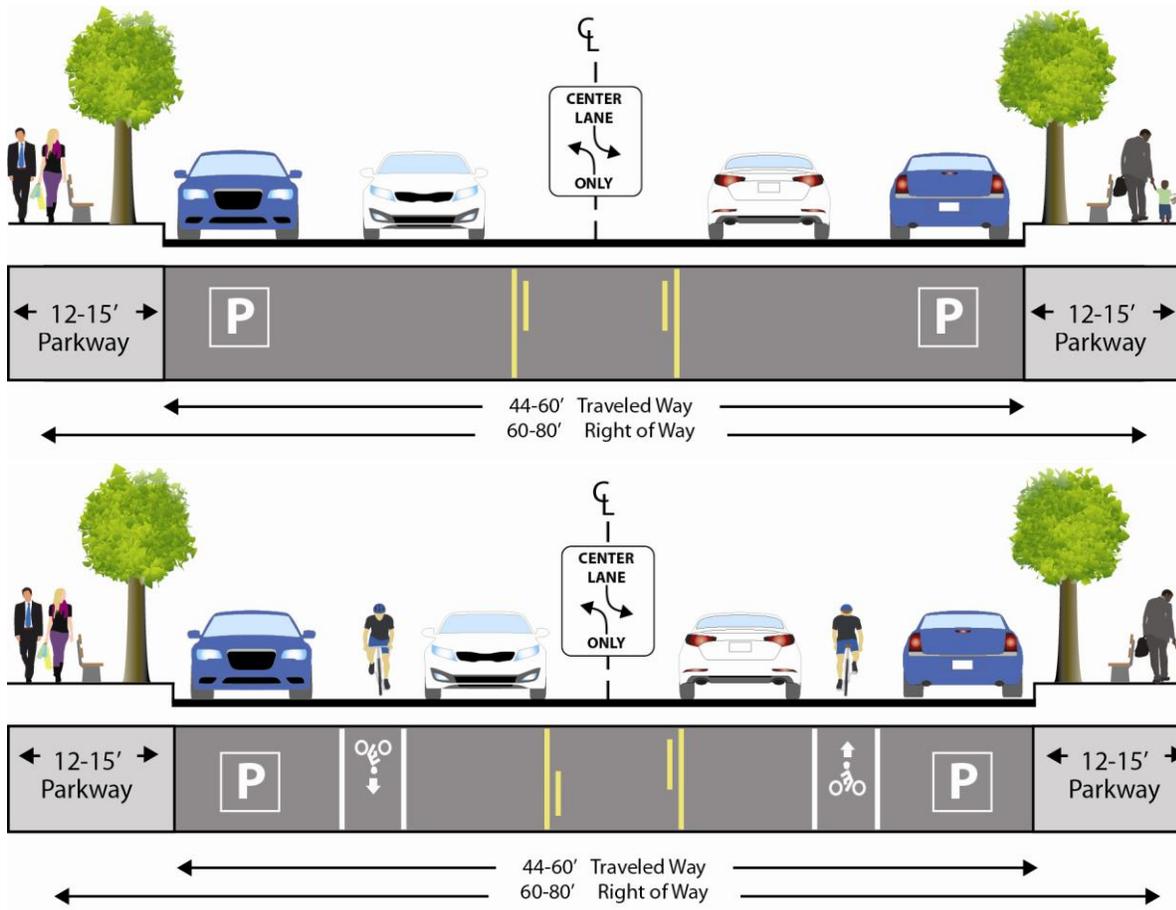
- Bullet #1. Revise to say, “Comprehensively update the General Plan every 10-15 years, or as otherwise required by state law.”
- Add new Bullet #2. “Provide the City Council with an annual update on implementation of Burbank2035, consistent with California Government Code Section 65400. Information provided to the City Council may include community demographics, status of major infrastructure and/or development projects, transportation performance metrics, and how the City is meeting the goals, policies, and programs outlined in Burbank2035.”

Program M-8 Neighborhood Protection Plans

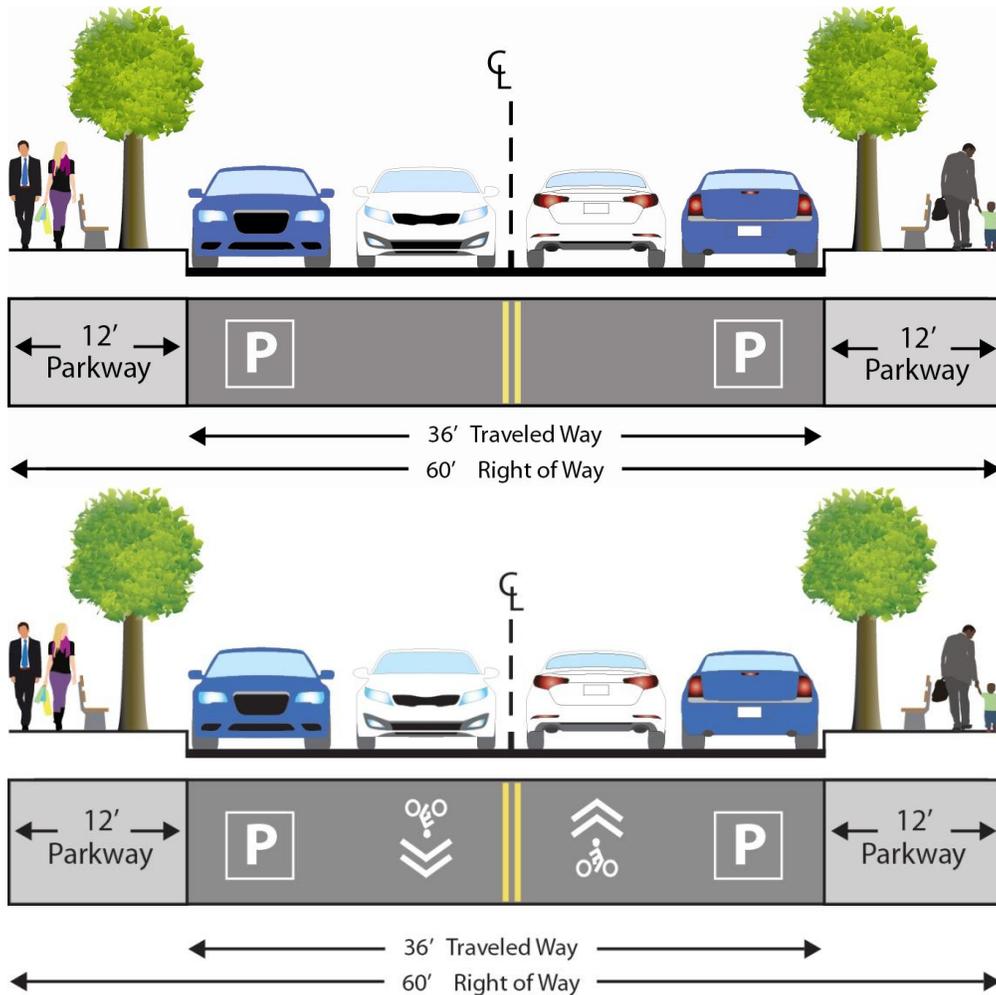
- Bullet Point #1. Revise language, “Monitor existing and identify new neighborhood...”



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	<p>Driveways: Minimize driveways. Restrict driveways when alley or side-street access is available.</p> <p>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.</p> <p>Loading: From alley or side street.</p>
Priorities and Requirements (Major Arterials)	<ol style="list-style-type: none"> 1. Where transit conflicts with cars, design streets to maximize person 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)	<ol style="list-style-type: none"> 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	<p>Driveways: Allowed but consolidated to minimize conflicts with pedestrians. Discouraged if alleys present.</p> <p>Speeds: Slow speeds to encourage safe pedestrian and bicycle travel. Use of mid-block crossings encouraged to integrate and reinforce street grid.</p> <p>Loading: Street loading allowed.</p>
Priorities and Requirements	<ol style="list-style-type: none"> 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	<p>Driveways: Discouraged if alleys present.</p> <p>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.</p> <p>Loading: Street loading allowed.</p>
Priorities and Requirements	<ol style="list-style-type: none"> 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