

GOLDEN STATE SPECIFIC PLAN

**Community Workshop #3
June 21, 2023**



**COMMUNITY
DEVELOPMENT**

Today's Agenda



Open House, 6:00-8:00pm

6:00-6:15, *Sign-In*

6:15-7:00, *Presentation*

Overview of Project

Neighborhood Protection Plan

Next Steps

Q&A

7:00-8:00, *Board Stations in Lobby*

How to Give Feedback



1. Q&A Session
2. Written Comments at this event.
3. Written comments submitted to gssp@burbankca.gov
4. Online at goldenstatesp.com



Scan the QR Code to leave us your feedback
and sign-up for our mailing list.

Purpose of Today's Workshop



Purpose of Workshop: Provide the community an overview and update on the specific plan, and continue to get community feedback on their vision of the Golden State District.

Today's Workshop is not about the SB 35 Projects on Empire Avenue.

A separate virtual workshop in August 2023 will provide an overview about the SB 35 projects.

SB 35 Projects on Empire Avenue



To learn more about the SB 35 Projects and stay up to date on the latest information visit:

www.burbankca.gov/planning



Background + Project Overview



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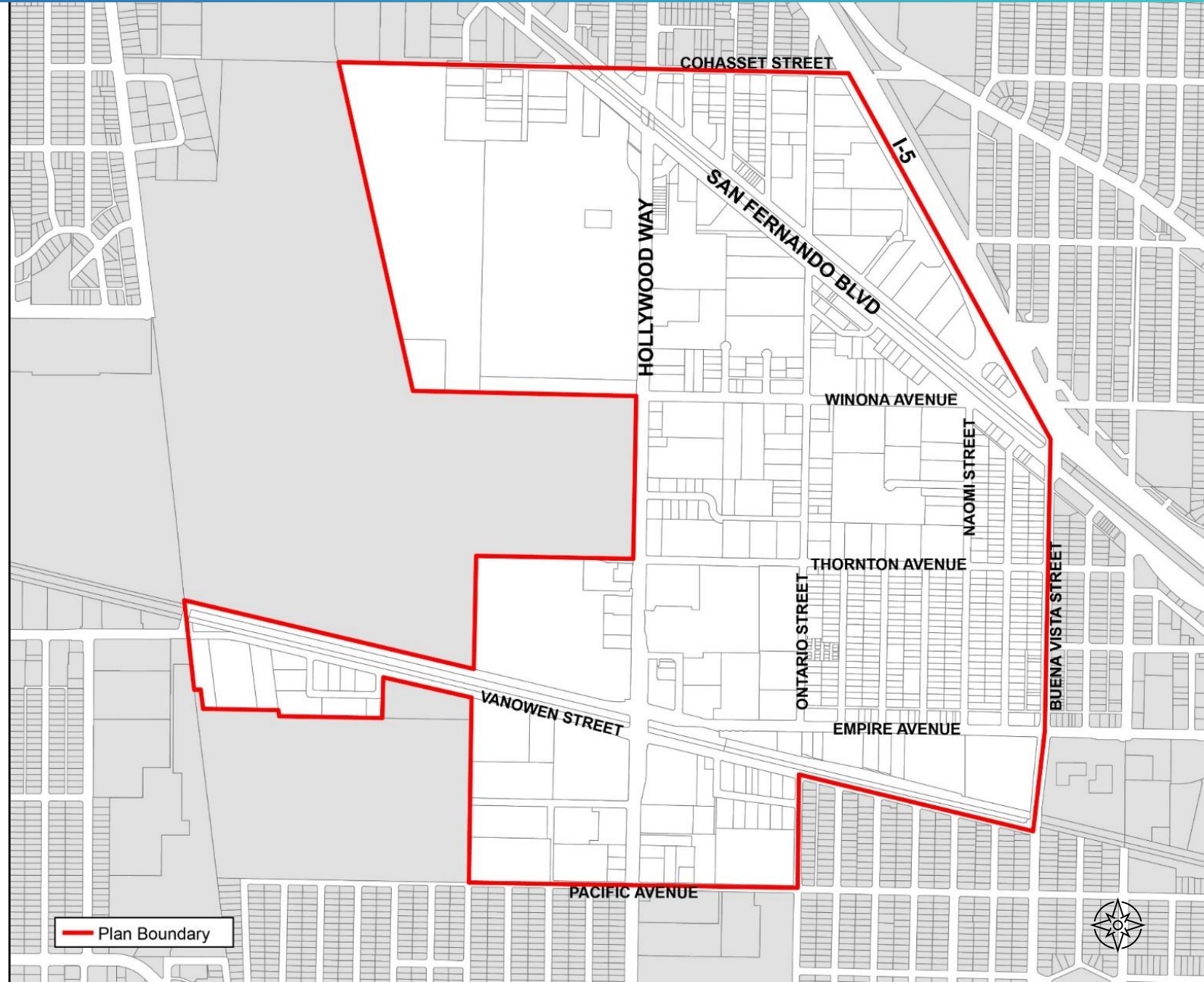
- Burbank 2035 General Plan Realization, Land Use Project LU-3
- Grant Funding from CA High Speed Rail Authority, Metro and LEAP
- Project Initiation: 2016
- Goal of 12,000 new residential units by 2035
- City's 2021-2029 Housing Element

Project Overview



The Golden State Specific Plan (GSSP) creates a long-term vision for the area supported by *policies, permitted land uses, development and design standards, and mobility/infrastructure plans.*

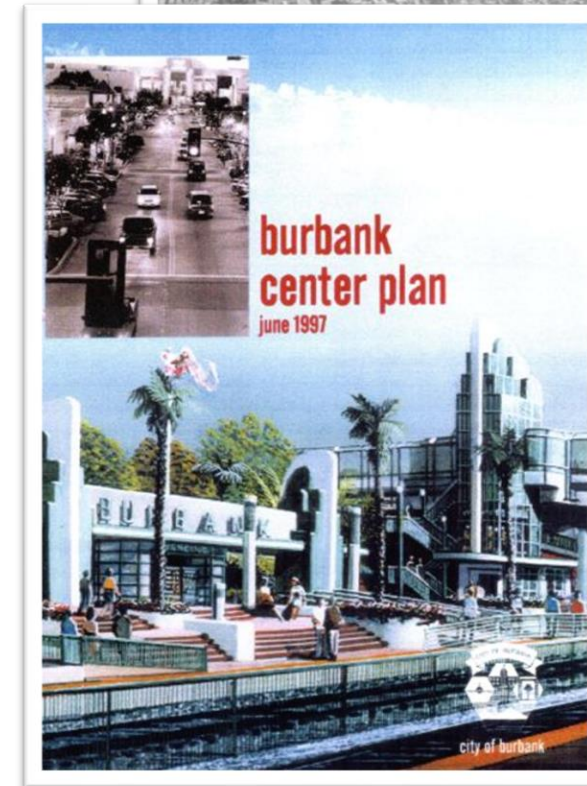
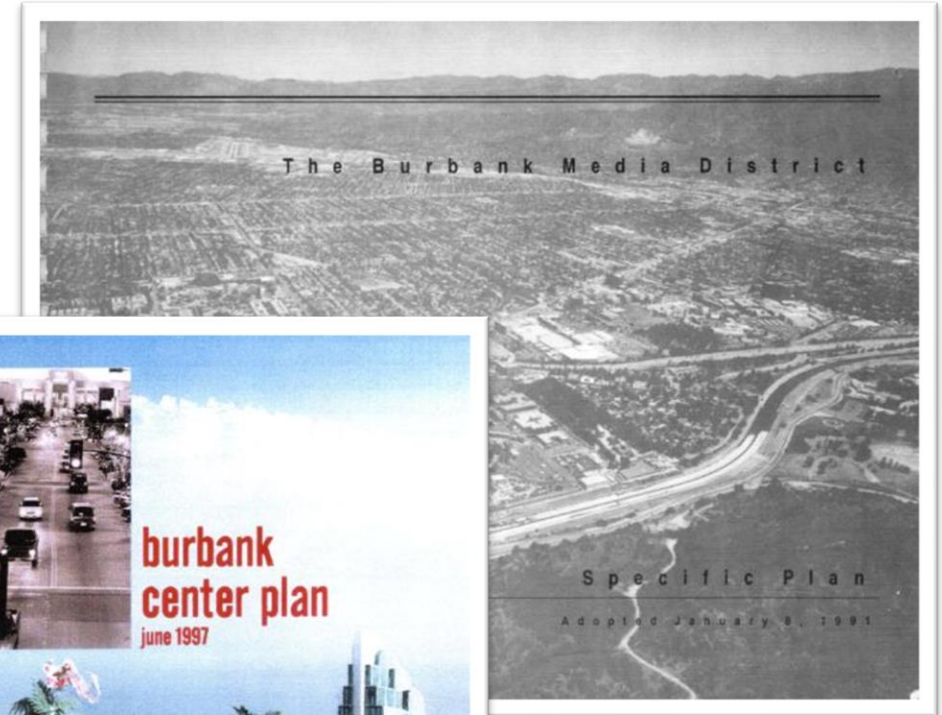
The Environmental Impact Report (EIR) will analyze potential environmental impacts of plan recommendations.



What is a Specific Plan?



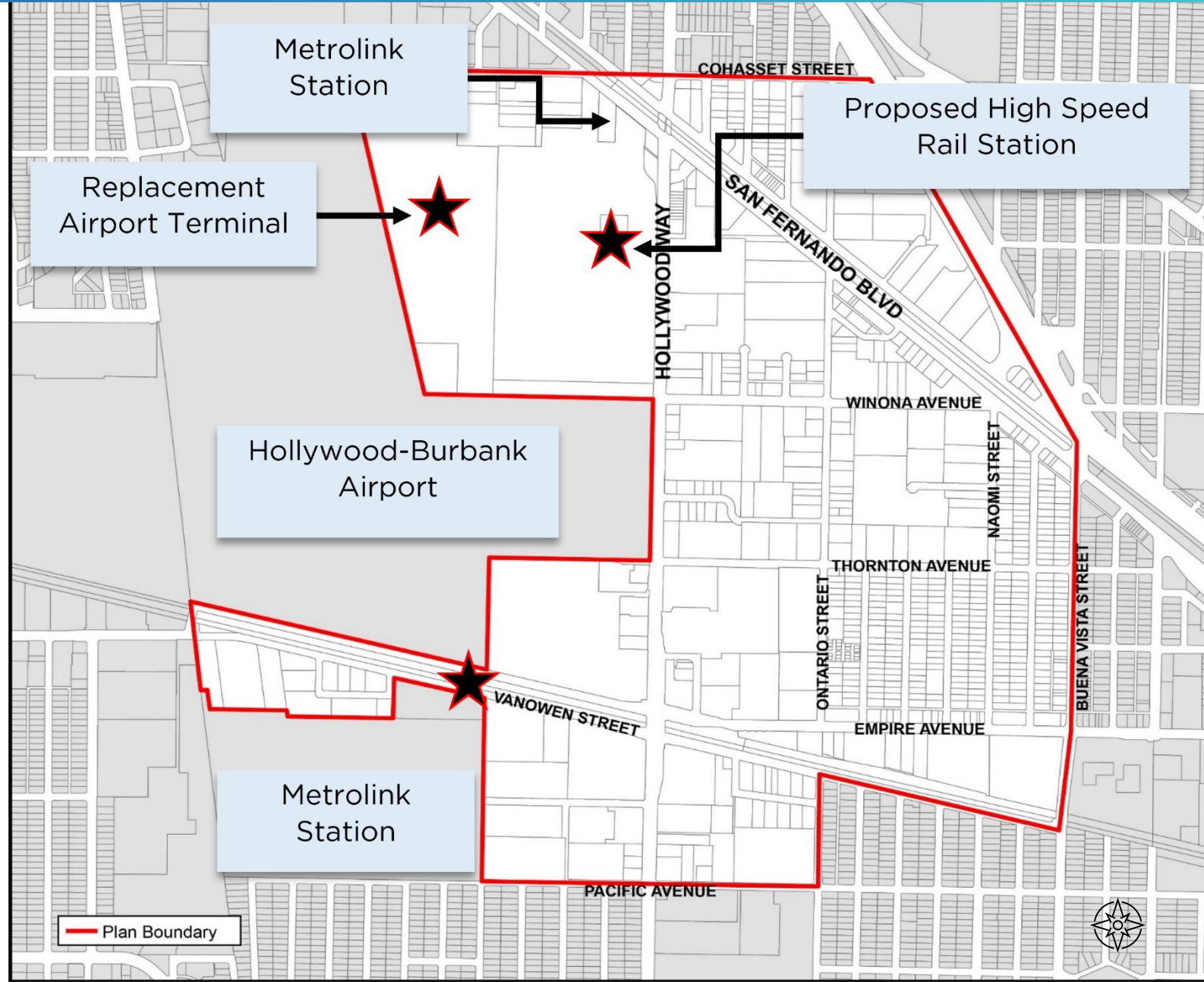
- A specific plan is a regulatory document that implements the City's General Plan goals and policies.
- Allow cities to address the unique needs and characteristics of different neighborhoods and districts.
- To promote sustainable, livable, and equitable development patterns.
- Other Specific Plans include:
 - Burbank Media District Specific Plan (1991)
 - Burbank Center Plan (1997)



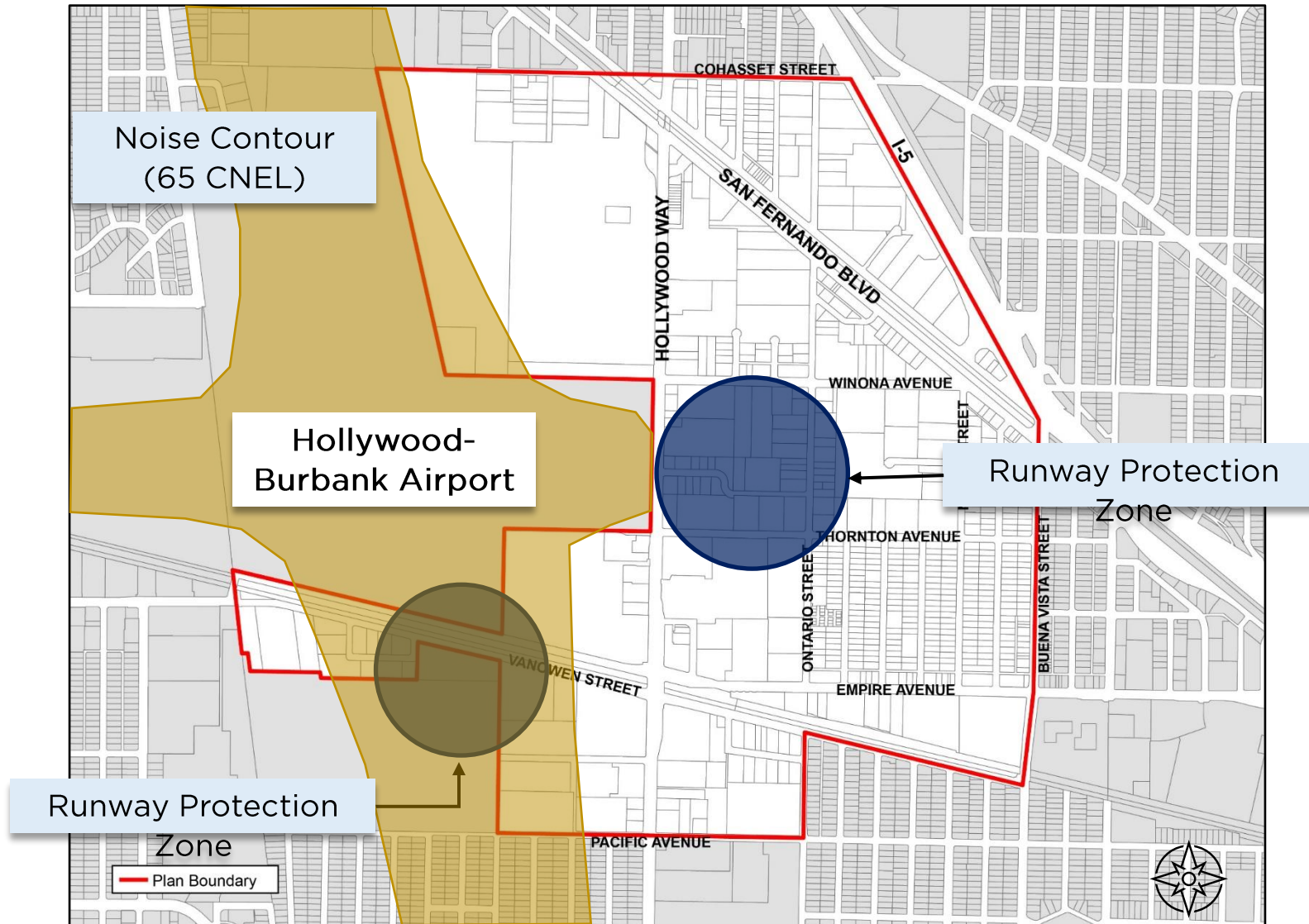
Project Boundary

The Specific Plan boundary contains several **regional transportation assets**:

- Hollywood-Burbank Airport
- Burbank Airport - North Metrolink station
- Burbank Airport - South Metrolink station
- (Future) California High Speed Rail station



Airport Adjacency



*This map includes approximate locations of the Noise Contours and Runway Protection Zones.

Project Timeline



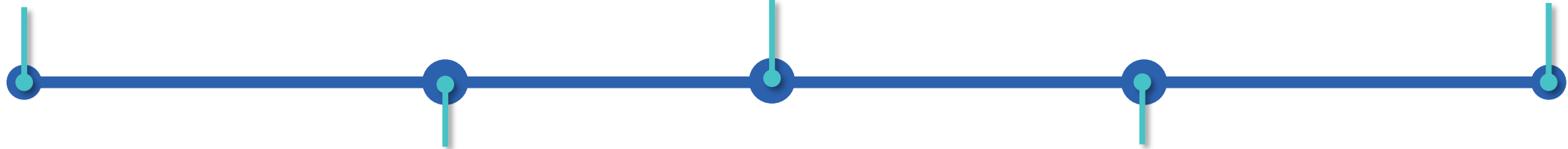
Phase 1
Discovery
Completed

Phase 2
Visioning
Completed

Phase 3
Alternatives
Development
June 2021-Present

Phase 4
Plan Preparation &
Public Review
Winter 2023

Phase 5
Adoption and
Mid-2024

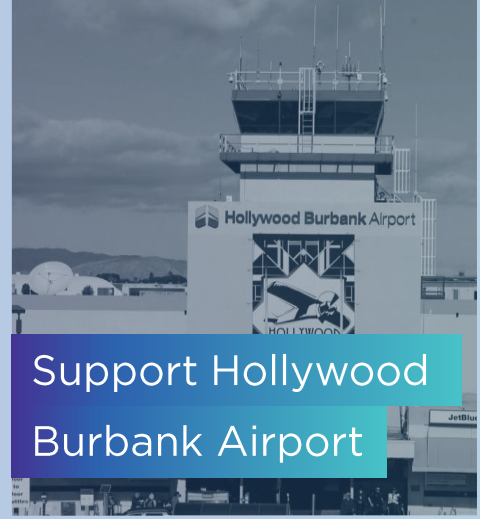


Vision + Guiding Principles



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*A **vibrant residential neighborhood, economic center** and **transportation hub** that facilitates the **preservation of existing key industries** while **creating new opportunities for housing and jobs** with an **elevated sense of arrival** from the Hollywood-Burbank Airport, Metrolink Stations, and proposed High-Speed Rail Station.*



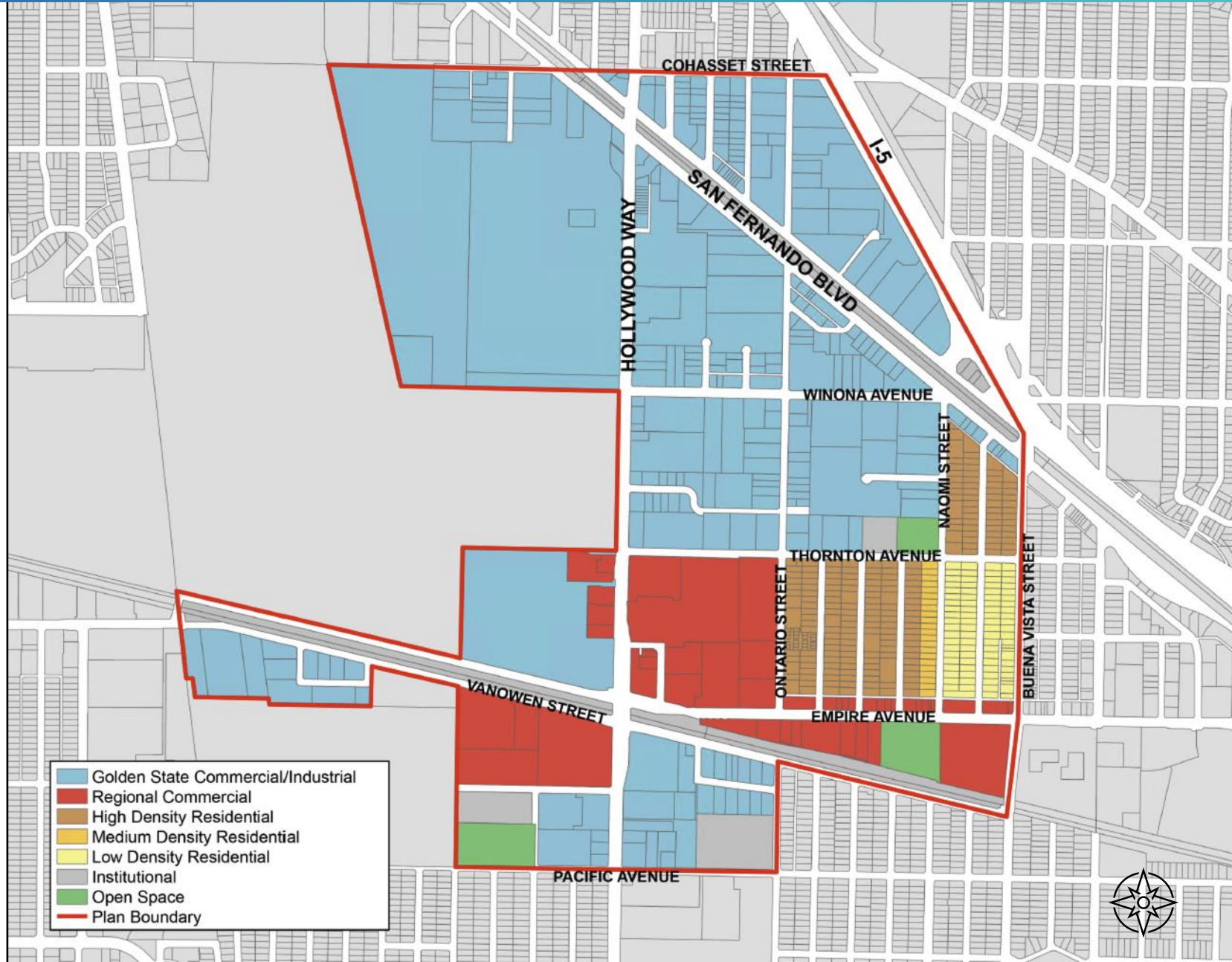
Land Use



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Land Use - Existing

EXISTING		
Land Use	Density	FAR
Golden State Commercial/Industrial	27 du/ac	1.25
Regional Commercial	27 du/ac	1.25
High Density Residential	43 du/ac	0
Medium Density Residential	27 du/ac	0
Low Density Residential	0-14 du/ac	0
Institutional	N/A	N/A
Open Space	N/A	N/A



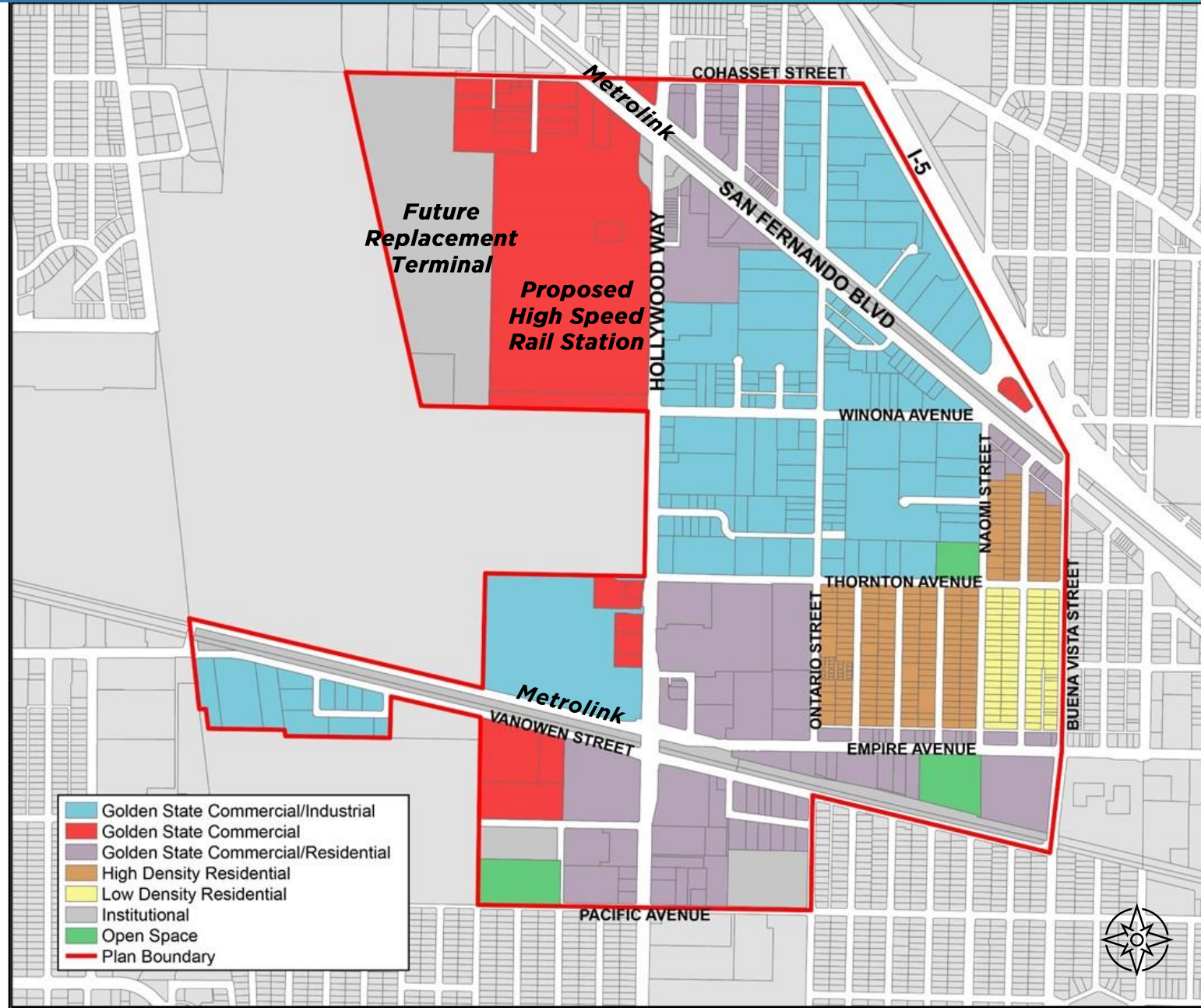
Land Use - Proposed



PROPOSED		
Land Use	Density	FAR
Golden State Commercial/Industrial	0 du/ac	1.25-1.75
Golden State Commercial	0 du/ac	2.0
Golden State Commercial/Residential	58-120 du/ac	1.25-3.0
High Density Residential	43 du/ac	0
Low Density Residential	14 du/ac	0
Institutional	N/A	N/A
Open Space	N/A	N/A

Preferred Project Build Out

- 6,897 new residential units
- 3.2M square feet of non-residential uses

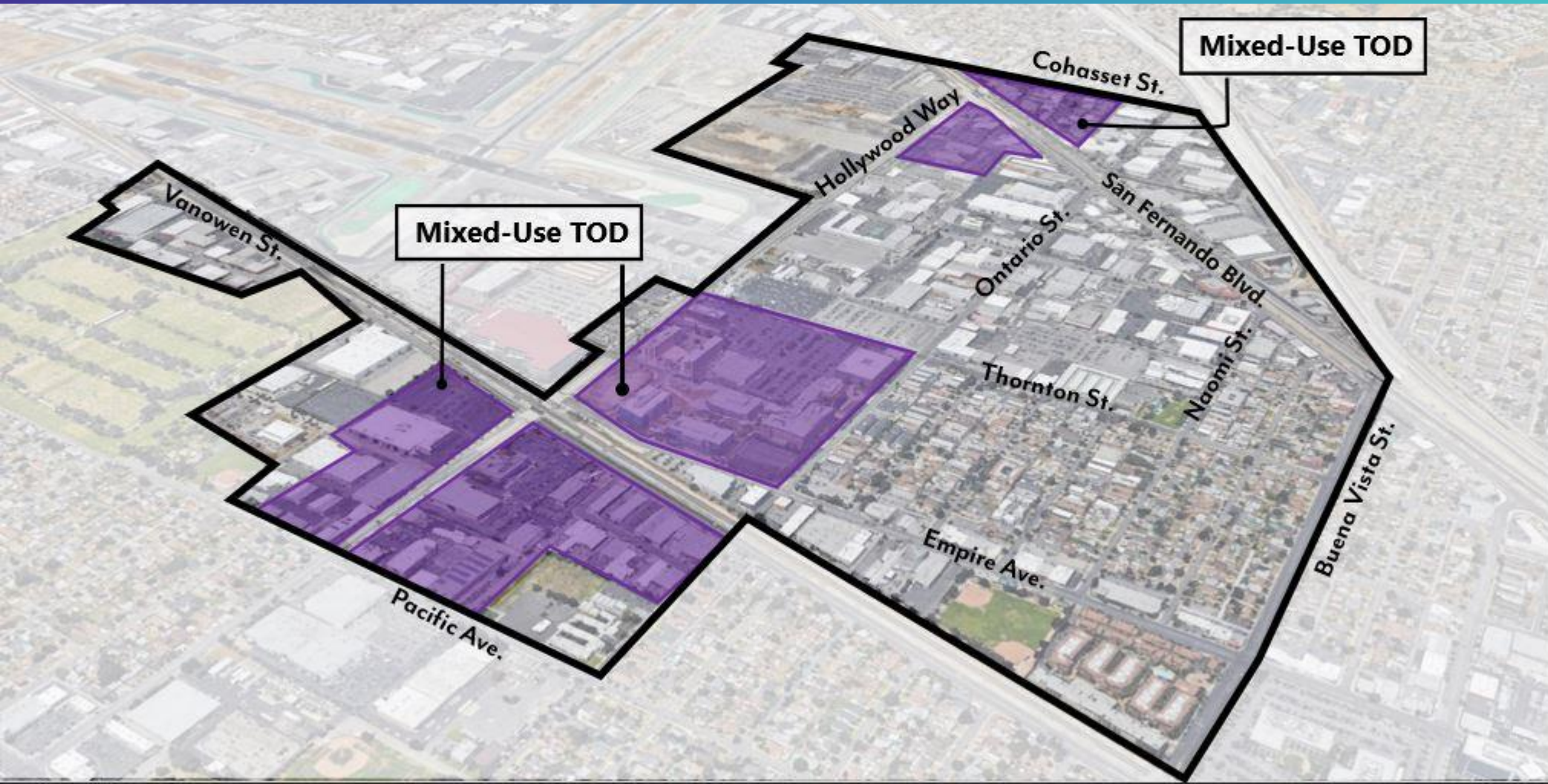


Urban Form + Public Realm



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Mixed-Use TOD



Mixed-Use TOD

- Mixed-use, residential, and commercial neighborhoods with mix of unit sizes that support family housing
- Supports increase ridership of Metro, Metrolink stations, proposed High Speed Rail Station
- Walkable, pedestrian-oriented site design and integrated open space like paseos, courtyards and plazas
- Approximately 8 story scale, with up to 12 stories allowed
- Shared parking strategies



Example of twelve story mixed-use development



Example of twelve story mixed-use development with gradual transitions to the street



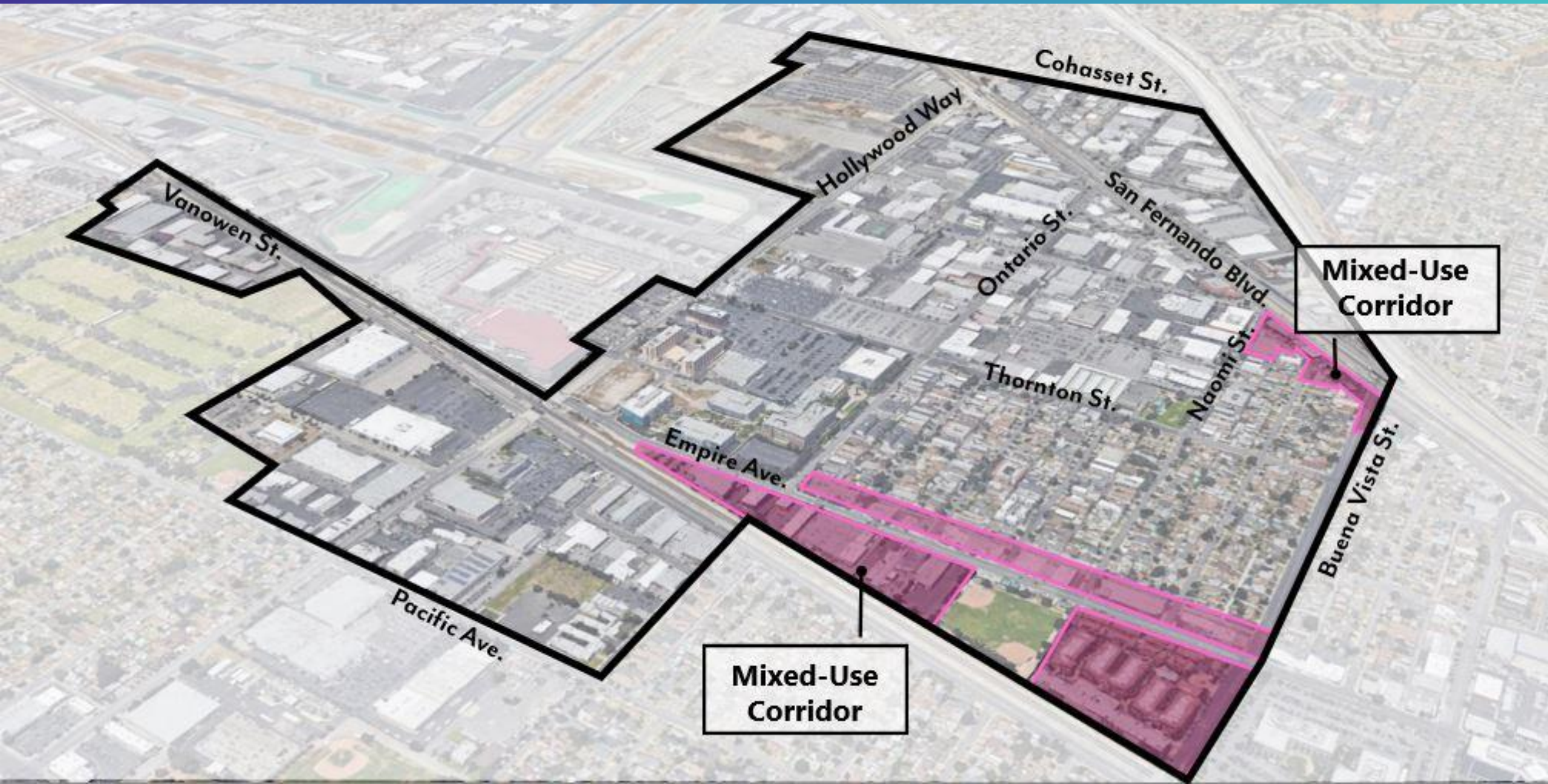
Sidewalks with sufficient width support pedestrian travel, trees and amenities, such as bicycle racks, seating



Publicly-accessible open spaces like plazas with trees, landscaping, public art and seating contribute to a livable urban environment

120 du/ac. Max.; 2.0 – 3.0 FAR

Mixed-Use Corridor



Vanowen St.

Pacific Ave.

Empire Ave.

Mixed-Use
Corridor

Hollywood Way

Cohasset St.

Ontario St.

Thornton St.

San Fernando Blvd.

Naomi St.

Buena Vista St.

Mixed-Use
Corridor

Mixed-Use Corridor



- Supports existing industrial, retail, and office
- Support live/work through residential infill and ground floor commercial
- Active, pedestrian-friendly ground floor design and uses
- Flexible parking standards and creative parking strategies
- Improved pedestrian experience through expanded sidewalks, more shade and streetscape amenities
- 4-8 story scale



Example of four-story mixed-use development



New residential development

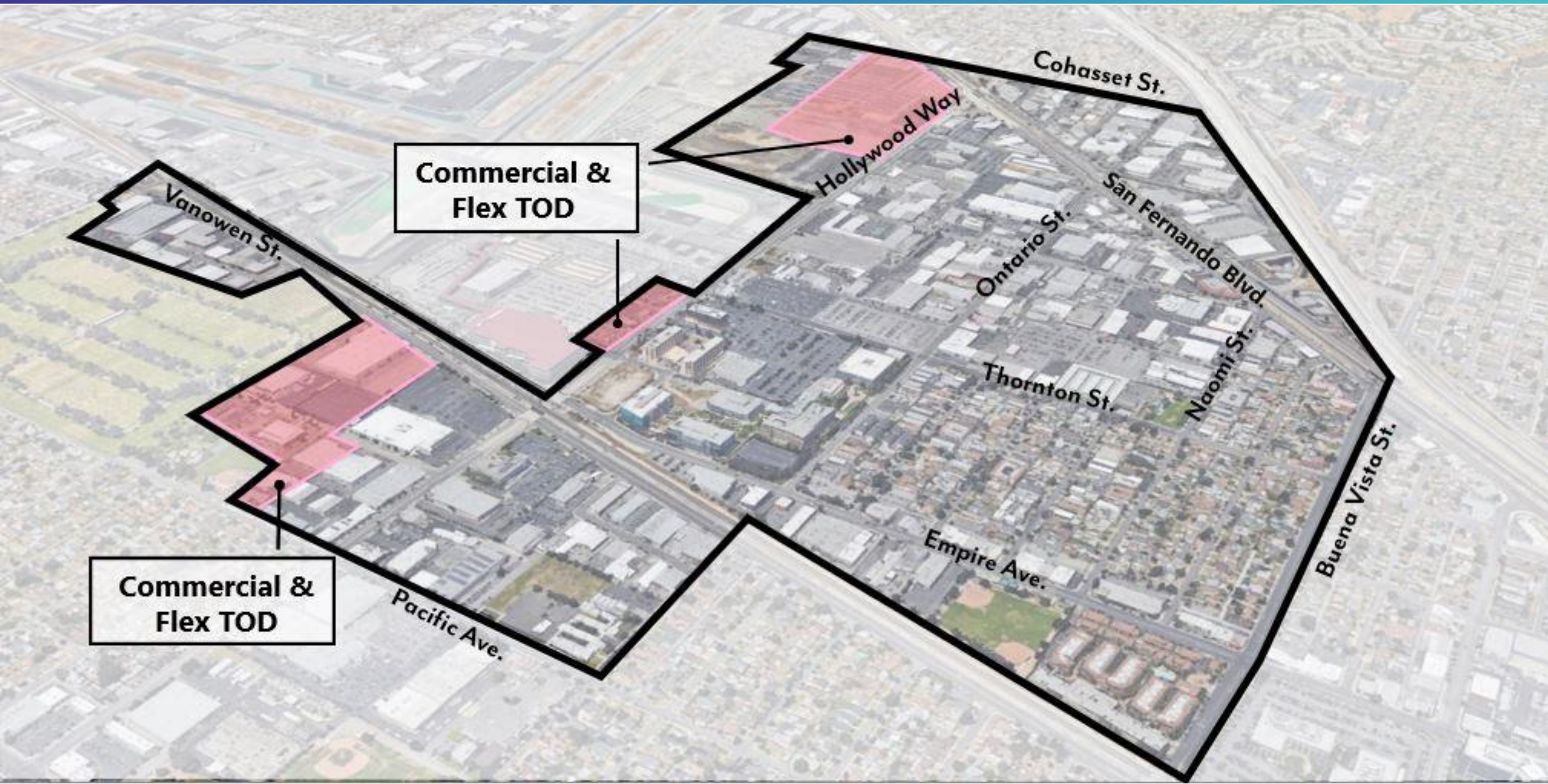


Connections in the form of grade-separated pedestrian bridges and mid-block paseos can increase access to/from locations



58-100 du/ac. Max., 1.25-2.0 FAR

Commercial & Flex TOD



Commercial &
Flex TOD

Commercial &
Flex TOD

Hollywood Way

Cohasset St.

San Fernando Blvd.

Ontario St.

Thornton St.

Naomi St.

Buena Vista St.

Empire Ave.

Pacific Ave.

Vanowen St.

Commercial & Flex TOD

- Compatible airport and HSR-adjacent businesses like entertainment, employment, hotels, restaurants
- Medium-scale commercial development that also observes airport restrictions
- Creative parking strategies to support transit ridership, cost-effective building
- Publicly-accessible open space for large developments



Example of four-story commercial development



Example of publicly-accessible open space in large development with seating, landscaping, and trees



Residential Not Allowed; 2.0 FAR

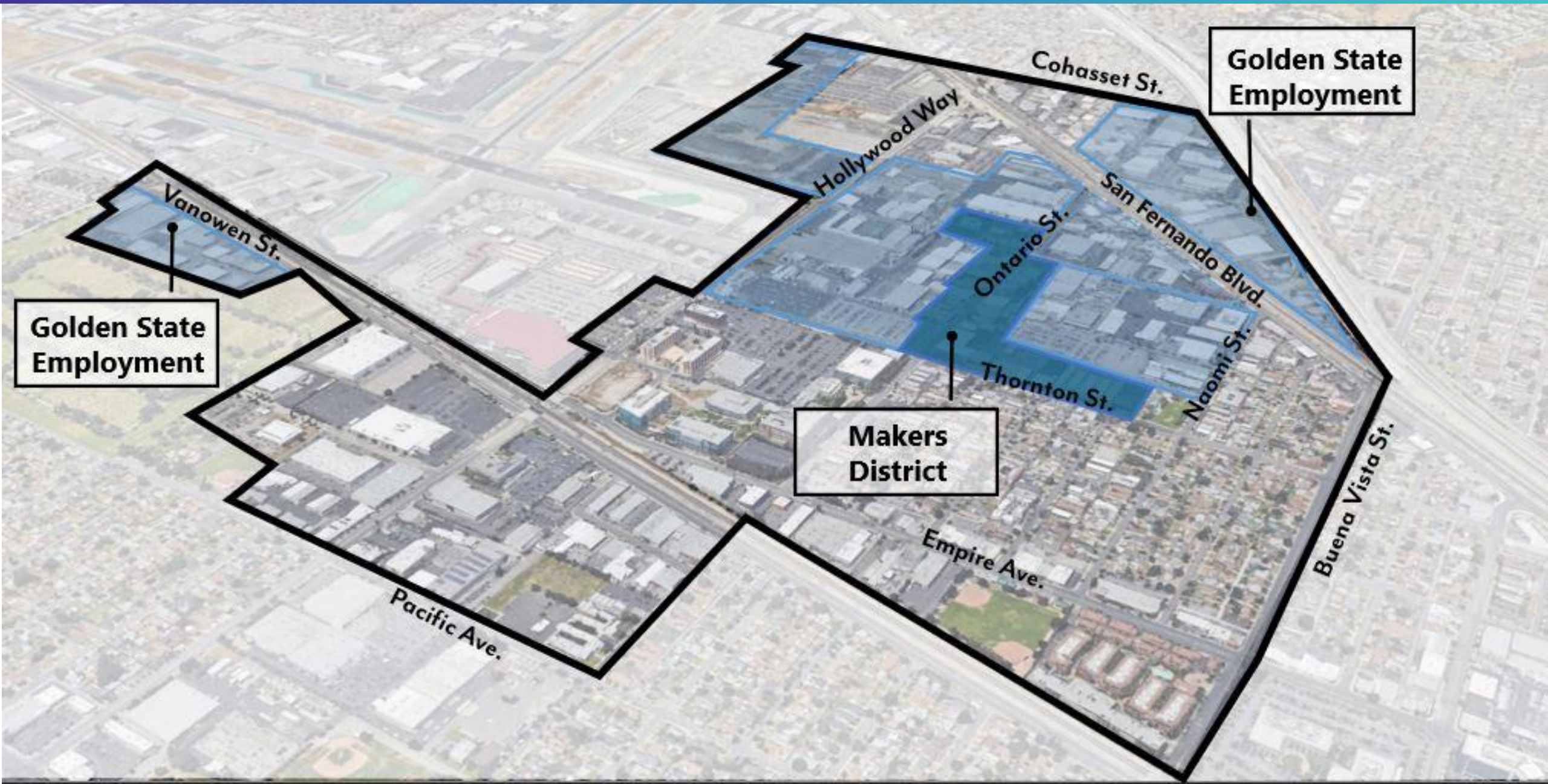


Example of three-story commercial development



A gateway can create a sense of place and arrival to the Specific Plan Area

Golden State Employment & Makers District



Golden State Employment

Golden State Employment

Makers District

Golden State Employment & Makers District



- Jobs preservation to maintain long-standing industrial employment sectors media, aerospace, motion picture
- Amenities within industrial sites like restaurants, retail, and open space
- Generation of new jobs through emerging flex uses, adaptive re-use
- Active building entries, uses
- Walkable, pedestrian-oriented streets with enhanced tree canopy with enough room for car and truck access



Example of existing industrial and commercial use



Low- to mid-scale industrial and commercial development



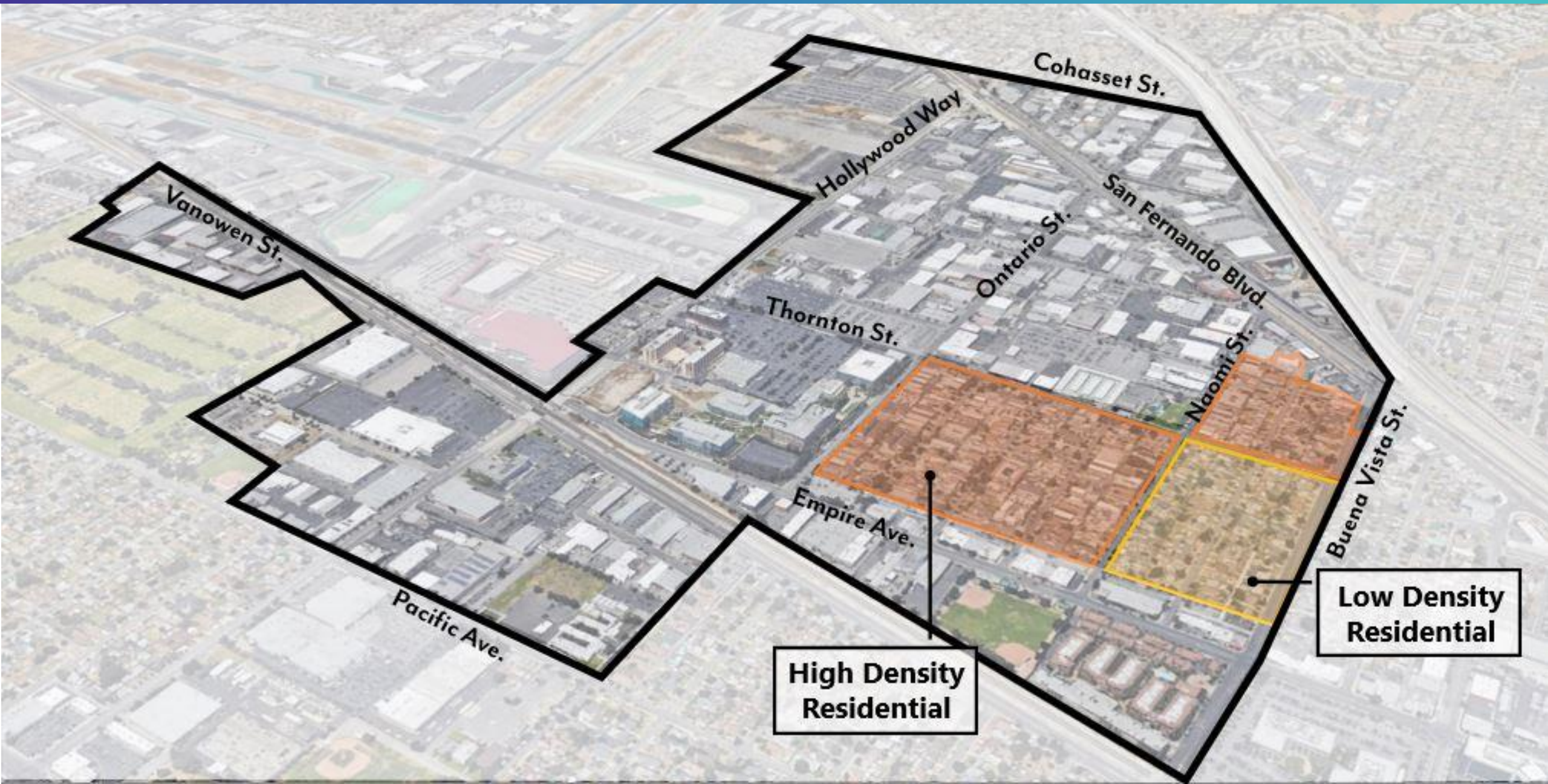
Walkable, pedestrian oriented-streets balanced with car and truck access



Industrial uses integrated into the street environment

Residential Not Allowed, 1.25-1.75 FAR

Residential



High Density Residential

Low Density Residential

Residential



- Complementary multi-family residential low scaled development,
- Mix of housing types and unit sizes
- Commercial uses not permitted
- Neighborhood Protection Plan, including street parking management
- Enhanced street trees, parkways and landscaping



Mix of housing types and unit sizes helps accommodate different needs, family sizes, and income levels



Balance of introducing new, high-density density and presentation and protection of single-family residential neighborhoods

Low Density: 14 du/ac. max.

High Density: 43 du/ac. max.

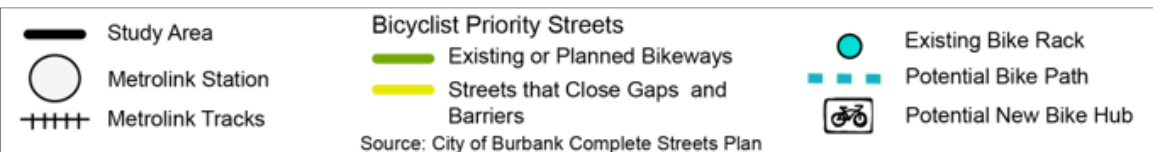
Mobility + Complete Streets



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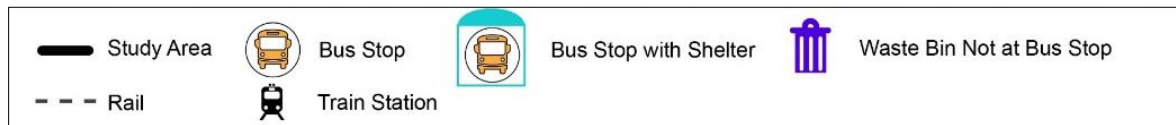
Active Transportation

- Crosswalk treatments
- Wider sidewalk widths
- Improved “first/last mile” connections to rail stations
- New bikeway connections
- Bike share system
- Bike parking racks and hubs



Public Transit

- Adjust existing bus, rail schedules and routes
- New mobility options within the District such as shuttle service
- Better transit connections Enhance regional connections
- Bus stop amenities
- Transit technologies such as real-time information systems

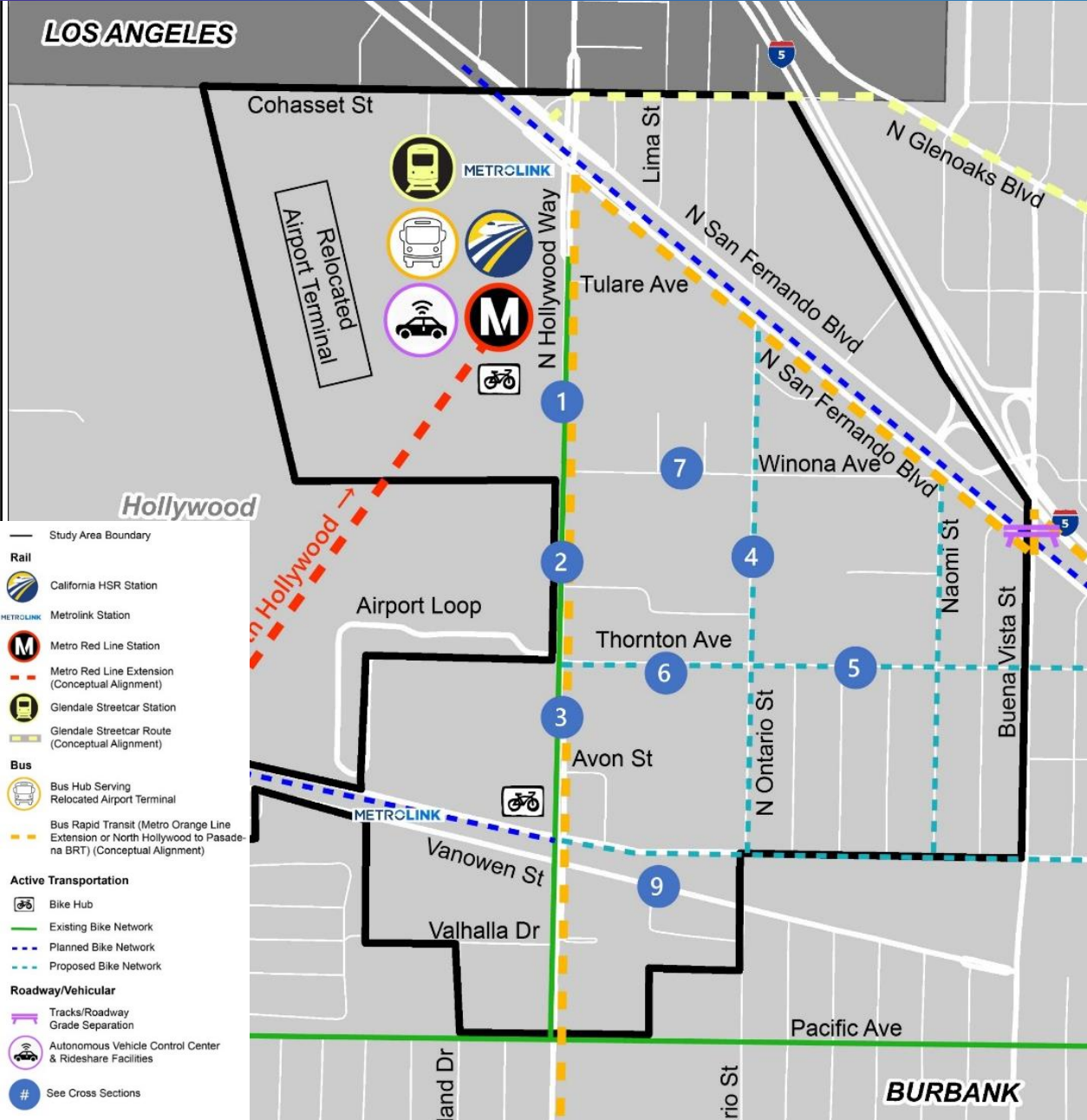


Roadway

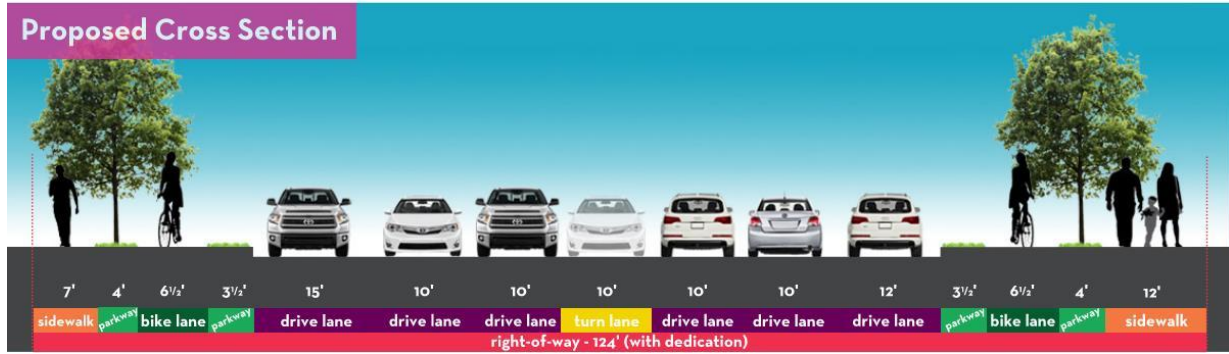
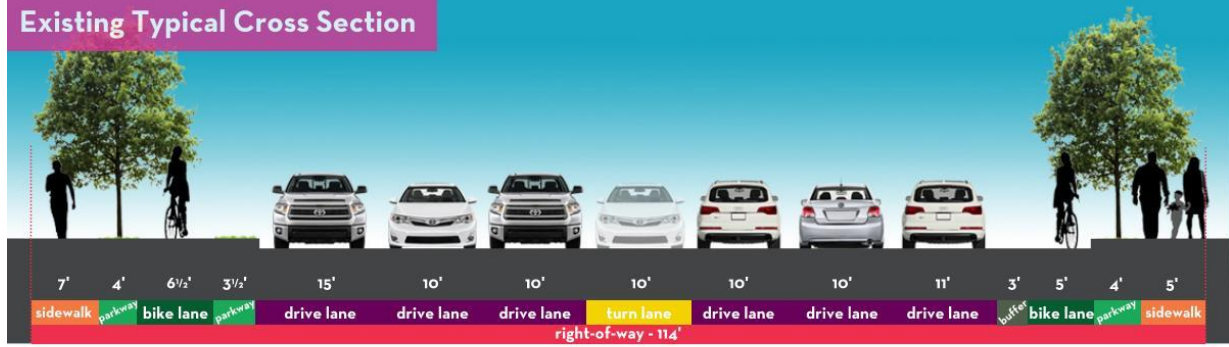
- Balance future parking needs
- Grade separation along rail tracks
- Improve vehicular access to the high-speed rail station and new airport terminal location
- Rideshare services at Airport Terminal, Metrolink Stations
- Rideshare pick-up and drop-off areas



Complete Streets, Public Right of Way

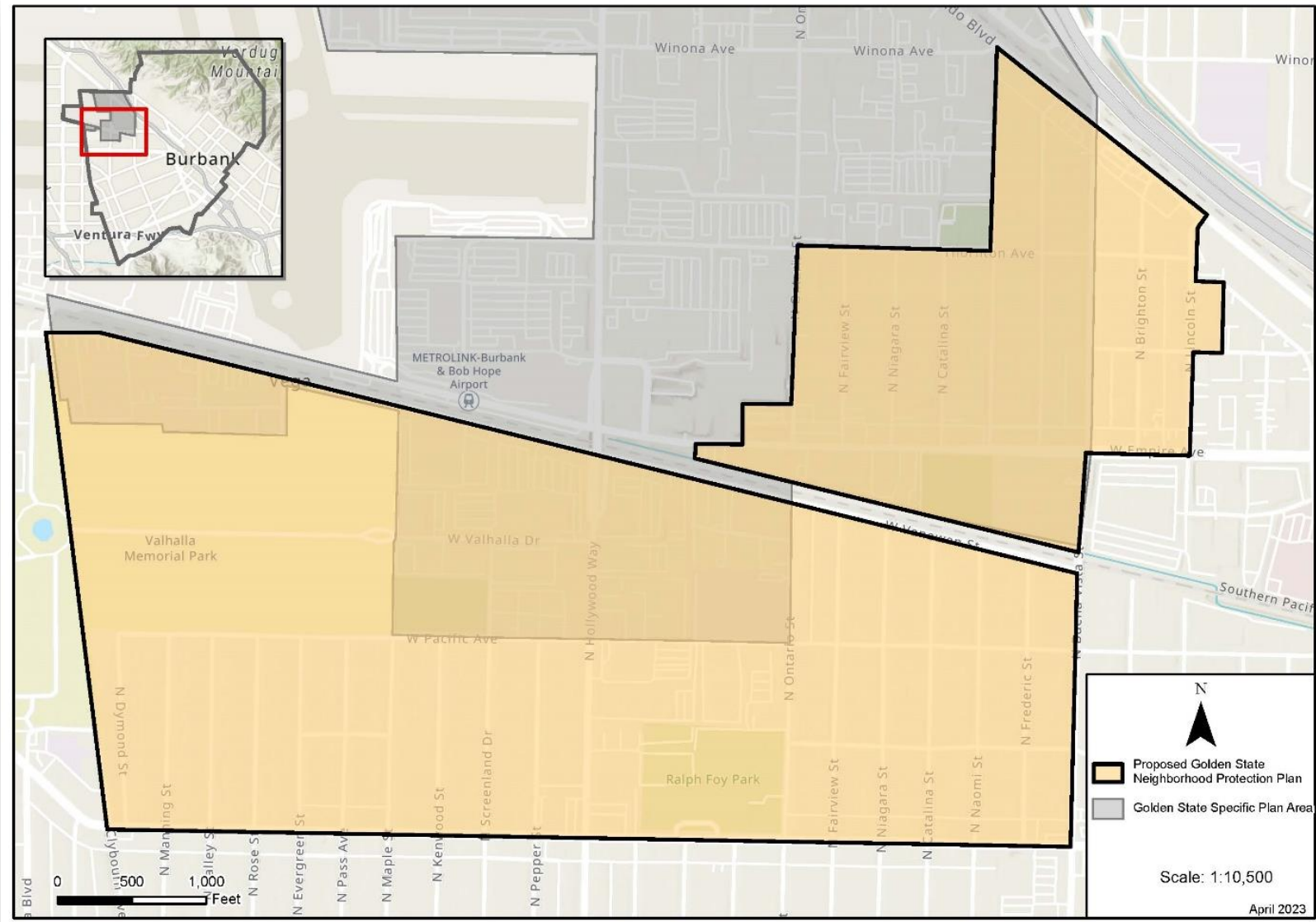


1 Sample Street Cross-Section

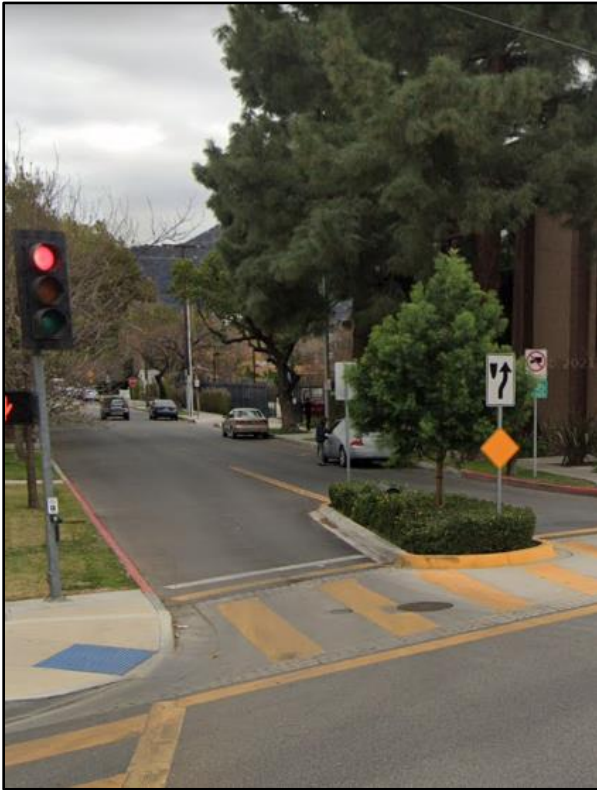


Neighborhood Protection Plan

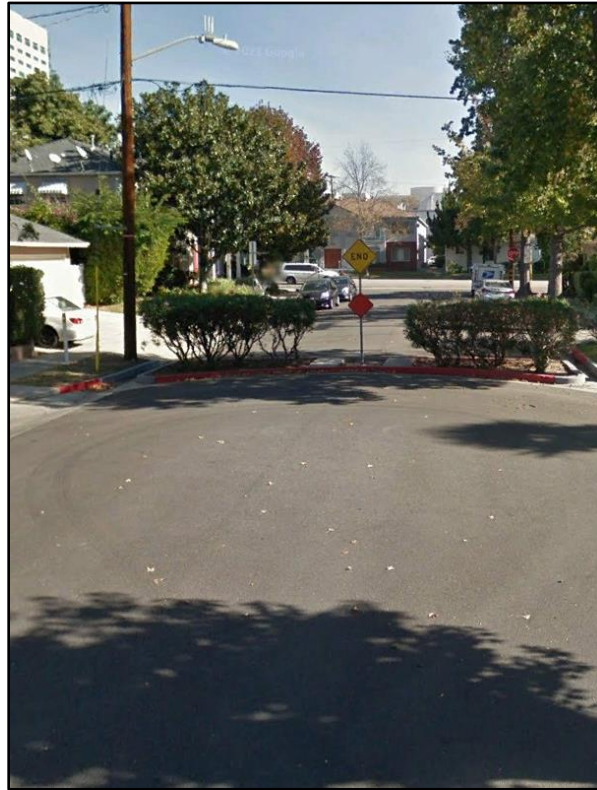
- The purpose of an NPP is to minimize traffic impacts to residential neighborhoods caused by increased vehicle traffic.
- Often established ahead of anticipated development near residential neighborhoods.



Neighborhood Protection Plan



Sample #1, gateway medians



Sample #2, cul-de-sacs



Sample #3, speed humps

NEXT STEPS



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Project Timeline



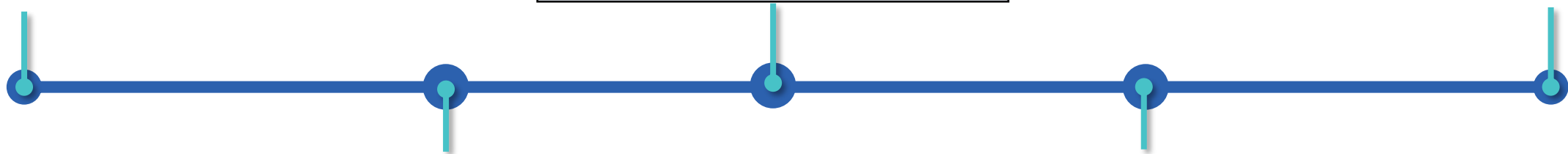
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June 2021-Present

Phase 4
Plan Preparation &
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Winter 2023

Phase 5
Adoption and
Mid-2024



Next Events

- City Council Study Session on Mobility, Summer 2023
- 2 Walking Tours, August/September 2023

Additional Information

- Materials posted on [goldenstatesp.com](https://www.goldenstatesp.com)

How to Give Feedback



1. Q&A Session
2. Written Comments at this event.
3. Written comments submitted at gssp@burbankca.gov
4. Online at goldenstatesp.com



Scan the QR Code to leave us your feedback
and sign-up for our mailing list.

CONTACT:

Specific Plan Team

gssp@burbankca.gov

818-238-5250

goldenstatesp.com



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Q & A Session



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GOLDEN STATE SPECIFIC PLAN

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June 21, 2023**



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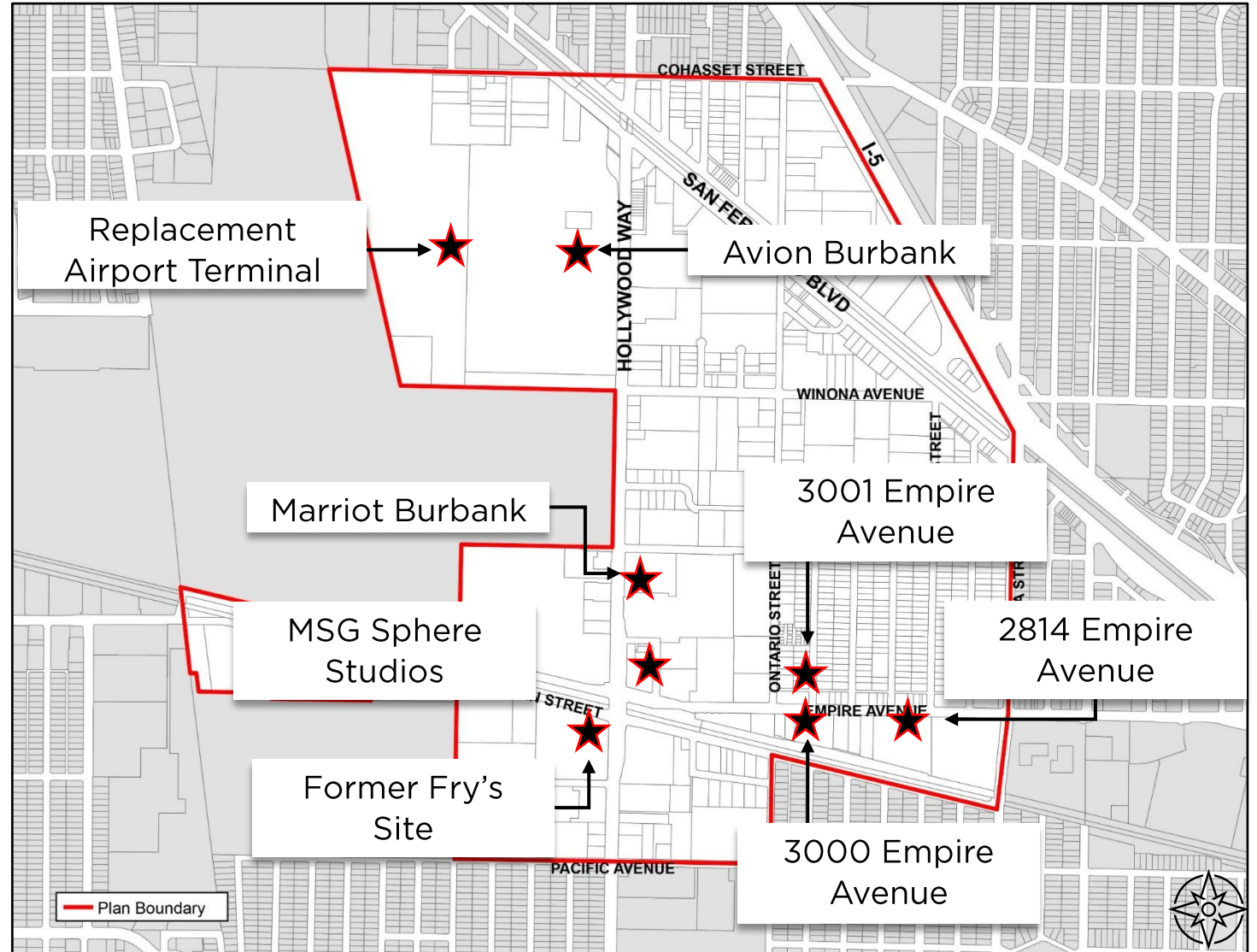
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Development Activity

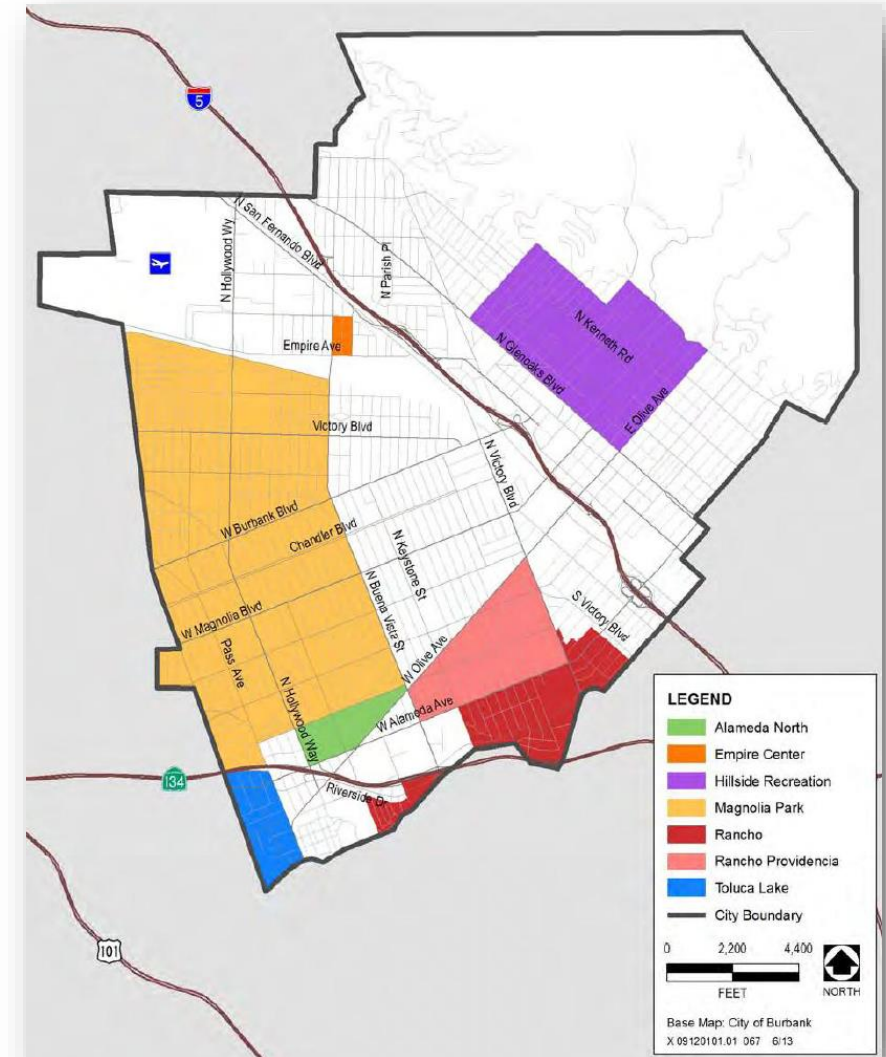
- The Specific Plan boundary includes recent development projects:
- 2814 Empire Avenue
- 3000 Empire Avenue
- 3001 Empire Avenue
- Avion Burbank
- Former Fry's Site
- Hollywood-Burbank Airport
- Marriot Burbank
- MSG Sphere Studios



Background



- November 1, 2022 - the City Council asked for a first step report for consideration a potential Neighborhood Protection Plan (NPP)
- NPP development is intended to address concerns regarding future land developments within the Specific Plan Area, including:
 - Housing Element Opportunity Sites identified in the City's Housing Element
 - Three proposed Senate Bill (SB) 35 projects proposing a total of 619 residential units



What is a Neighborhood Protection Plan?

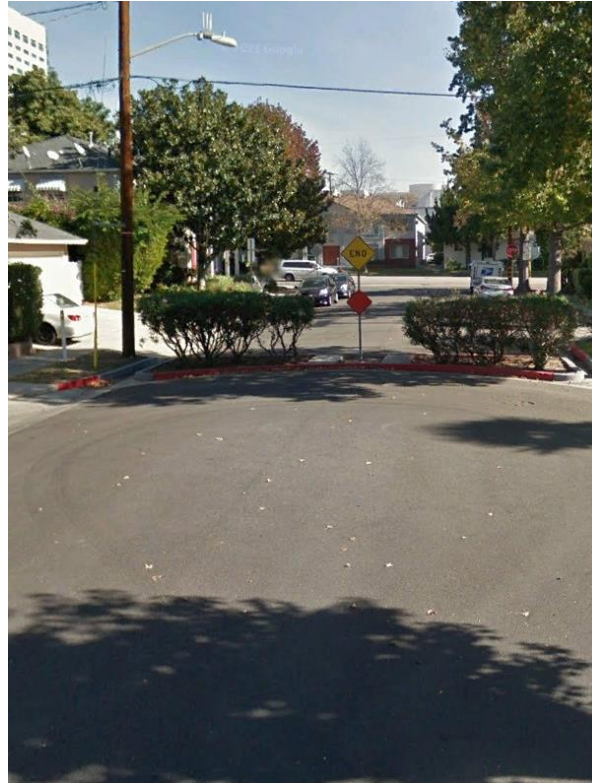


The purpose of an NPP is to minimize the impacts to residential neighborhoods caused by cut-through vehicle traffic that utilizes local streets to travel through a neighborhood to a destination outside the area.

NPPs are often established in response to several factors, including:

- Existing or anticipated regional traffic caused by existing or proposed development near a neighborhood.
- Traffic bypassing congestion on an arterial roadway; and
- Characteristics of a neighborhood that do not match the designation and purpose of that street.

What is a Neighborhood Protection Plan?

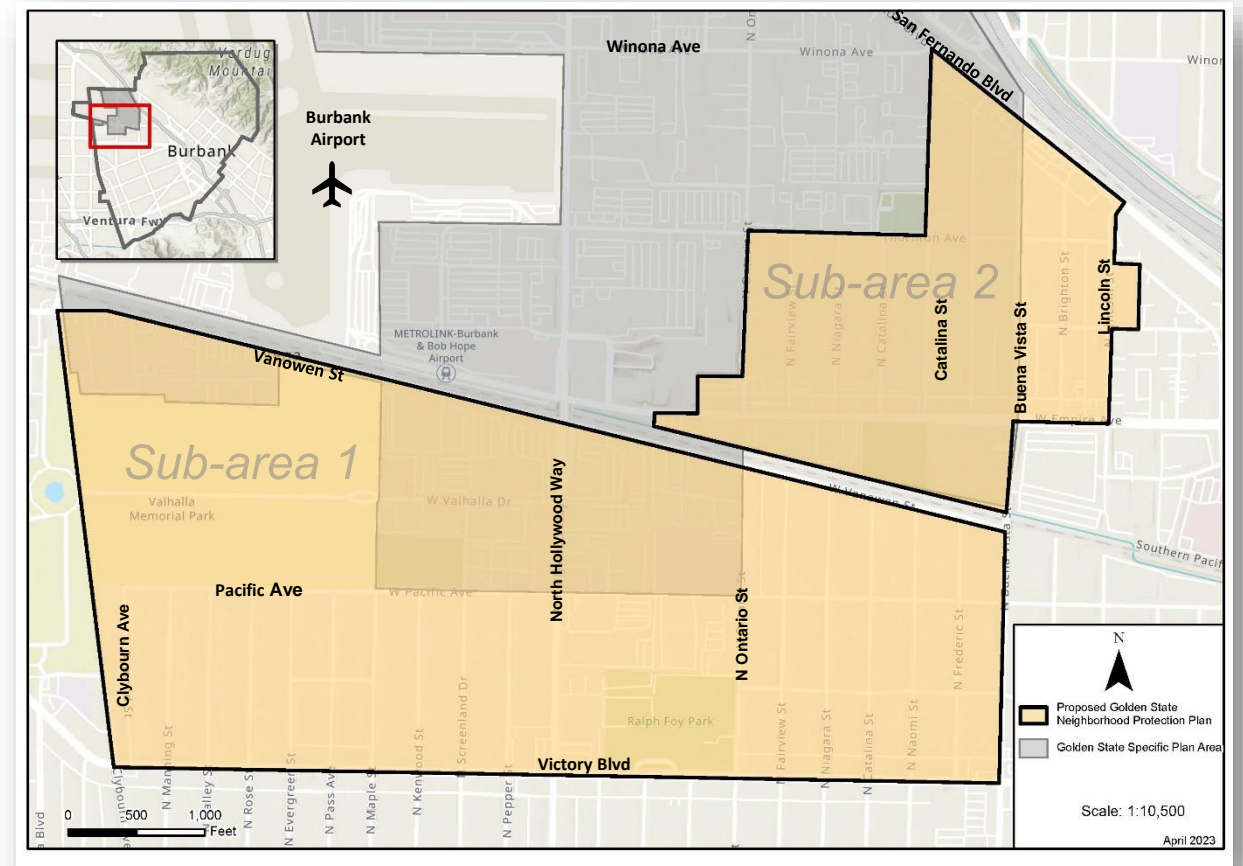


Golden State NPP Potential Boundaries



The potential NPP boundaries include:

- Residential neighborhoods within and adjacent to the Specific Plan Area
- Buena Vista Street to the east
- North San Fernando Boulevard to north
- Clybourn Avenue to the west
- Victory Boulevard to the south



- Staff continues work on Specific Plan, Adoption and Implementation (First Quarter 2024).
- Development Potential
 - PPB - 6,897 du and 3,262,448 sf of non-residential
 - IDB - 9,047 du and 3,262,448 sf of non-residential
- Neighborhood Protection Plan can be undertaken for the Golden State Area