

link BURBANK

Bob Hope Area Transportation/Land Use Project

A Joint Study by Bob Hope
Airport and the
City of Burbank

Progress

Update - June 11, 2014

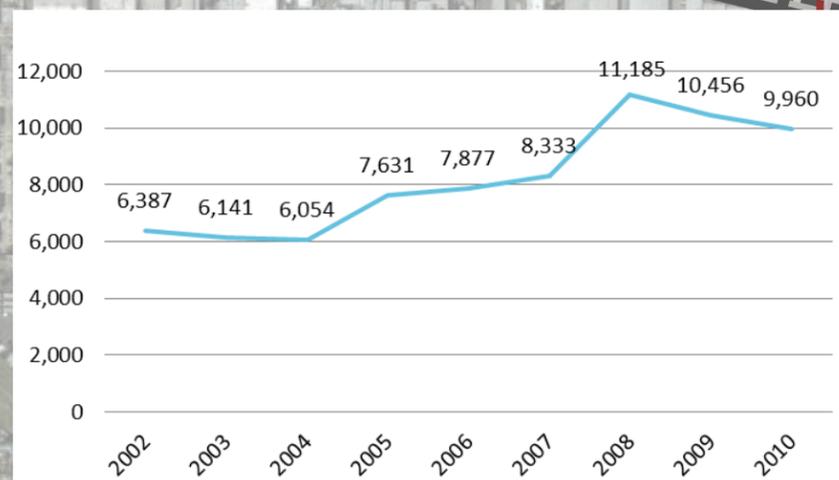


Metro

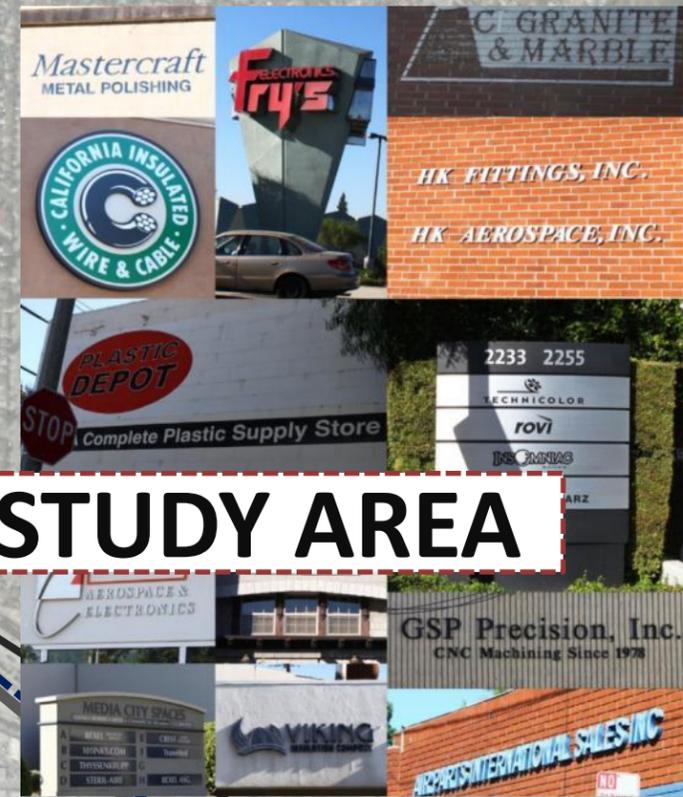
EXISTING CONDITIONS

The study area covers **540 acres east and south of the airport.** It is the largest cluster of industrial land in the City of Burbank.

In 2010, the study area provided almost **10,000 jobs** - up 56% from 2002.



Fifty percent of the study area is occupied by surface lots and vacant land.



STUDY AREA

The study area has witnessed recent growth in the **media + technology industry**, comprise over 25% of jobs now.

WHAT WE HEARD

“IMPROVE TRAFFIC!

Vehicular access to the airport needs to be improved.”

“RESPECT BURBANK’S VILLAGE-LIKE FEEL! Large skyscrapers are neither appropriate nor desired in Burbank.”

“CREATE A DESTINATION!

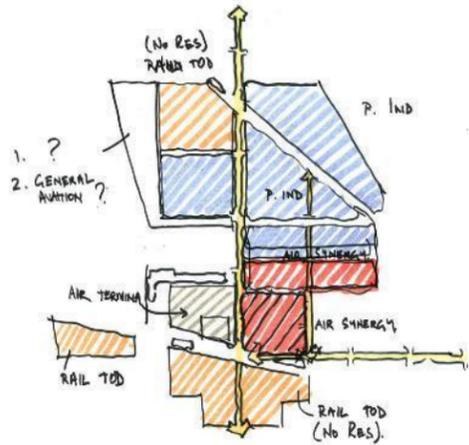
New development should attract people and give them a reason to stay in the area.”

“ATTRACT AND RETAIN JOBS!

Create a major employment center and connect it to transit .”

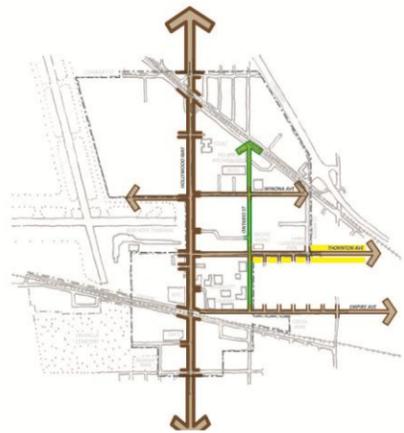
“CRAFT AN IDENTITY FOR BOB HOPE AIRPORT. Flying into Burbank is not the same as flying into LAX.”

Land Use Framework



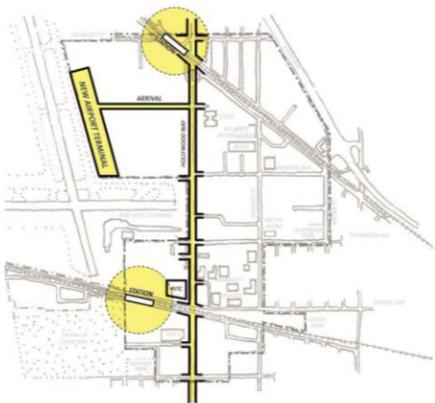
1

LAND UTILIZATION



2

CORRIDORS OF ACTIVITY & ACCESS

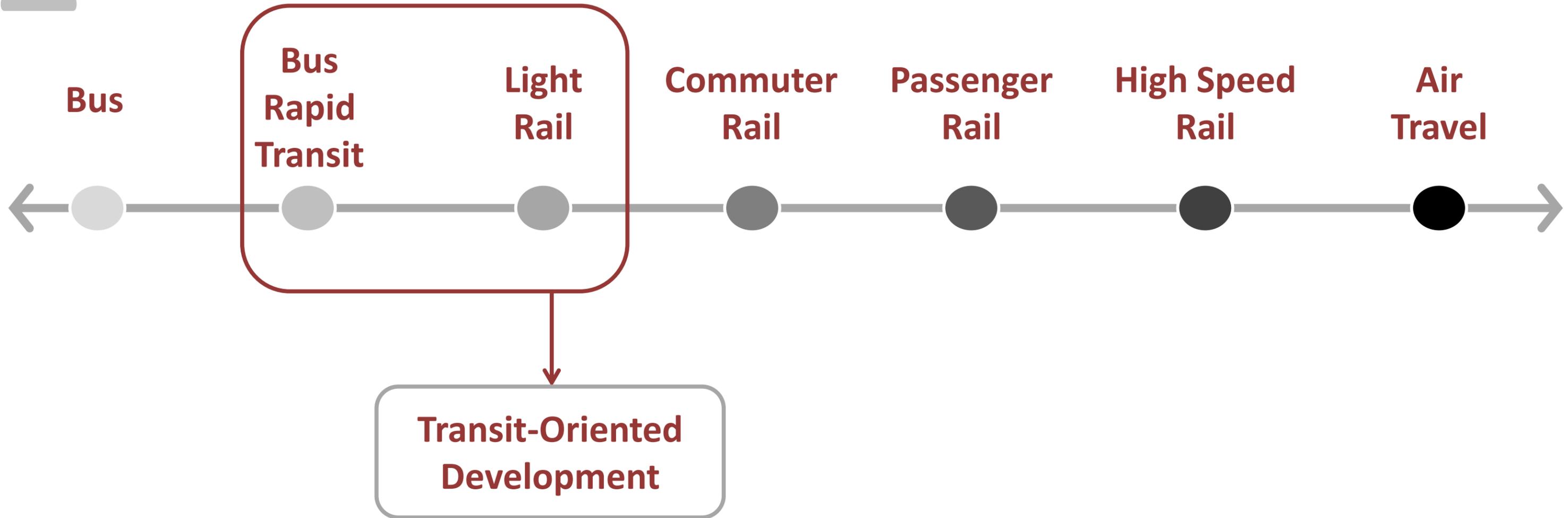


3

NETWORK OF SPECIAL PLACES

1

EXPLORATION THEMES

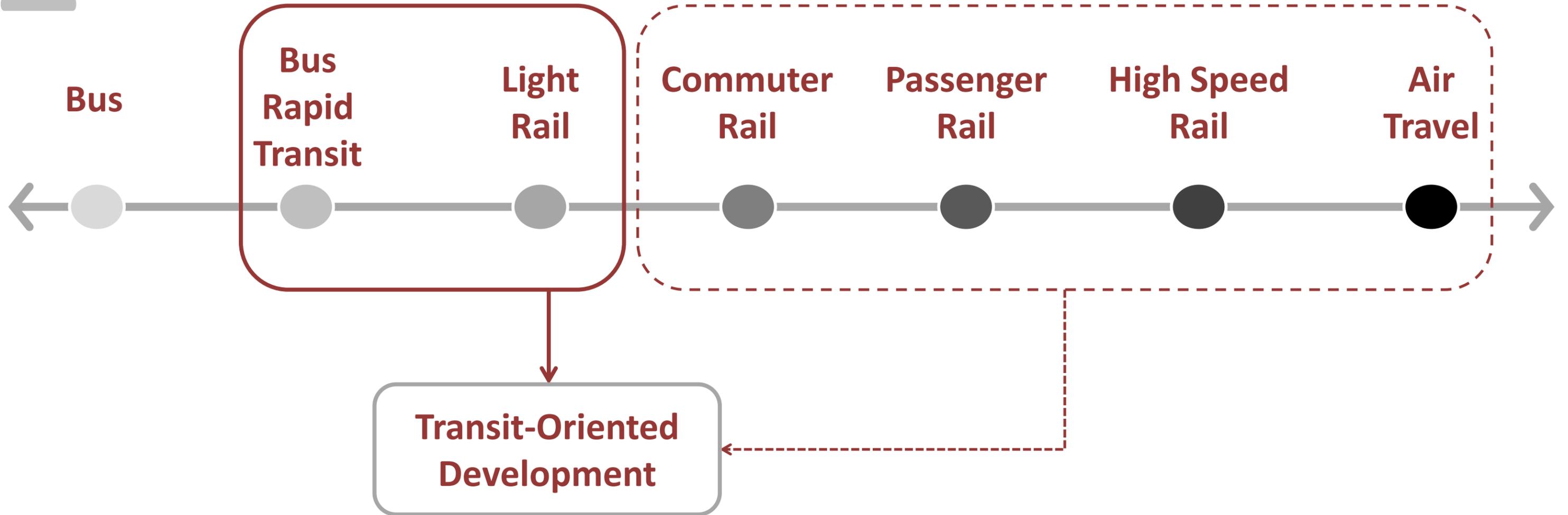


- TRANSIT ACCESS ADDS VALUE TO ADJACENT PARCELS
- DEVELOPMENTS CAPTURE THIS VALUE
- IN TURN, SUPPORT TRANSIT NETWORK BY SUSTAINING RIDERSHIP

EXPAND TRADITIONAL
UNDERSTANDING OF TOD

1

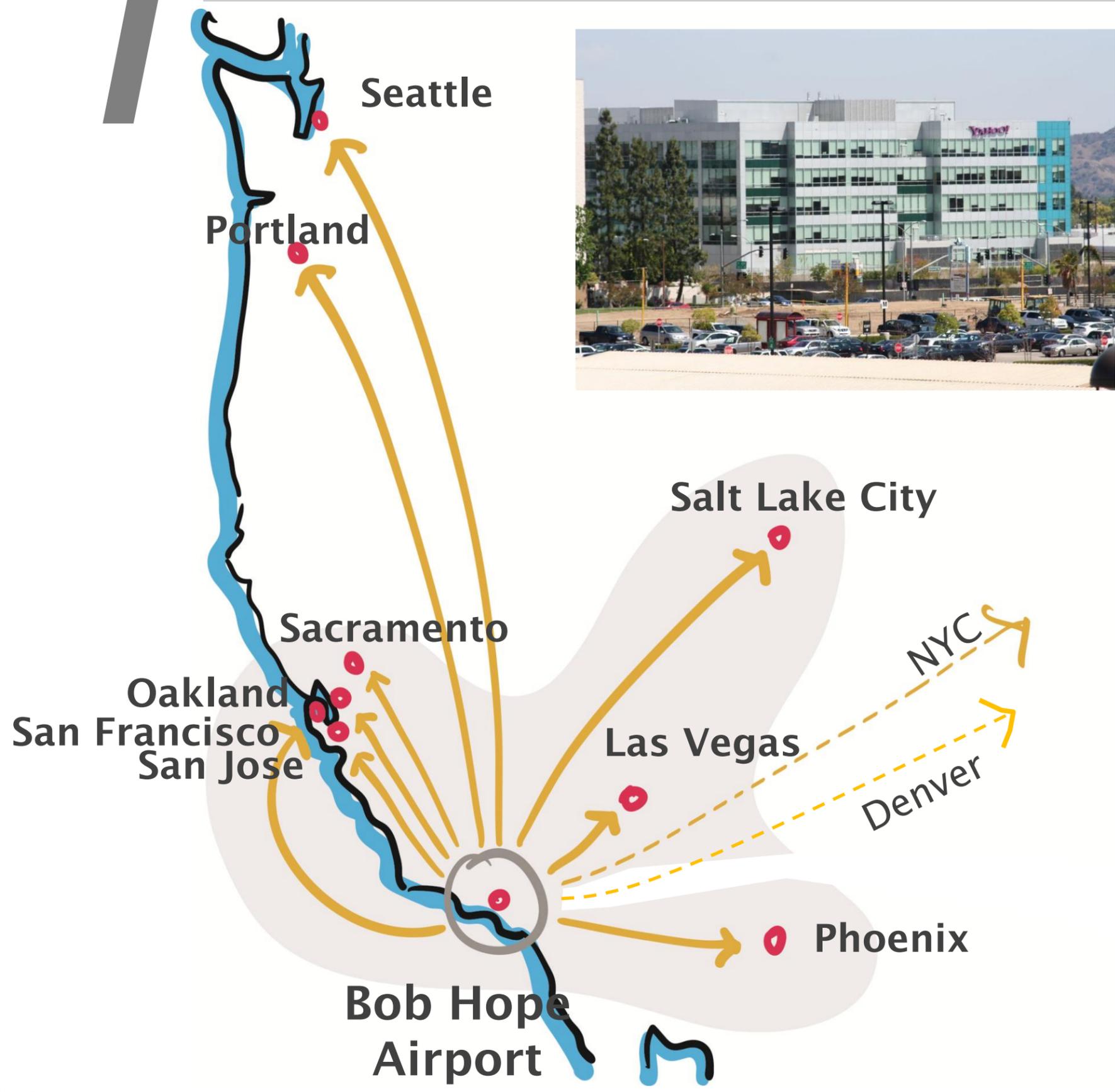
EXPLORATION THEMES



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EXPAND TRADITIONAL
UNDERSTANDING OF TOD

1 LAND UTILIZATION



Bob Hope Airport is located at the intersection of multiple transportation networks.

*It's unique set of connections is **setting a trend in transit-oriented development (TOD).***

Expanded understanding to include air travel in addition to rail and bus

Introducing the Yahoo! Burbank Office
Posted: 2nd of January, 2013
Nestled in the heart of the media capital of the world, the Yahoo! Burbank office is situated just outside of the Burbank Airport, an easy 10-minute walk from the passenger terminals. From beaches to mountains to the movie industry to outstanding institutions of higher learning, the many pleasures and opportunities of the greater Los Angeles area are all within easy reach of our Burbank office.

A. Airport Synergy District

B. Rail Synergy District

C. Flex District

D. Industrial District

A. Airport Synergy District

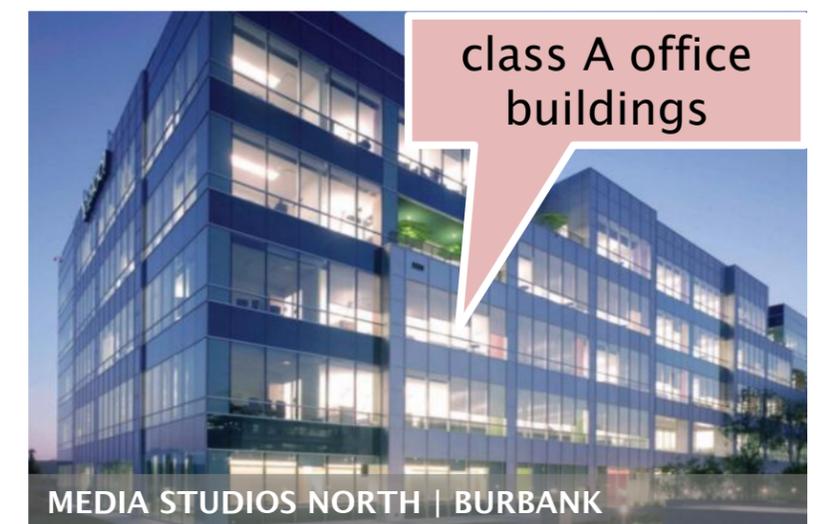
- ✓ Class A/ Creative/ Tech Office
- ✓ Supporting Retail
- ✓ Hotel
- ☐ NO Multi-Family Residential

Why?

- **Regional airports**, like Bob Hope Airport, are changing the understanding of the traditional notion of transit-oriented development (TOD) to **include air-travel**.
- Some airports can **add value** to parcels within a 10-minute walk.
- Premium for office space (users that need quick access to air travel for day-trip meetings). These airports can be **engines of local and regional economic development**.

What is in an airport synergy district?

- **Office** (class A, creative, and tech), hotel, and retail.
- **Residential uses not allowed** (incompatible with airport).
- Residents will not necessarily perceive any added benefits of living adjacent to an airport terminal (unless they commute by air on a daily basis).
- **Public realm standards** (for streets, sidewalks, and landscape) should be elevated to shape the arrival experience of air travelers.



B. Rail Synergy District

- ✓ Class A/ Creative/ Tech Office
- ✓ Supporting Retail
- ✓ Hotel
- ✓ Multi-Family Residential

Why?

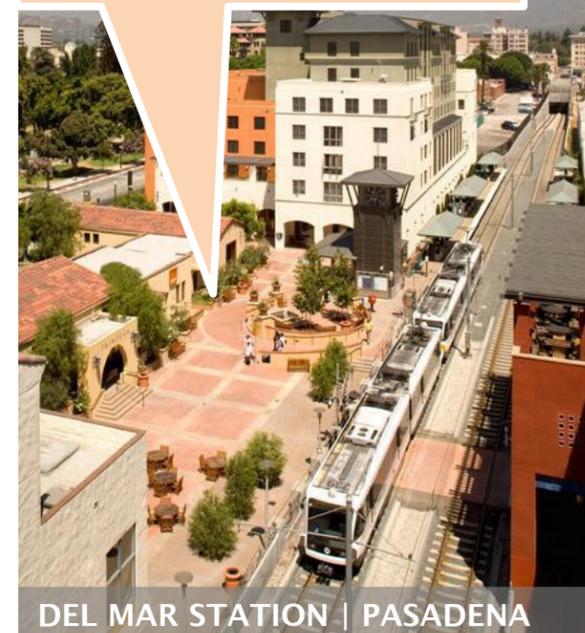
- This is a **traditional approach**. Rail **adds value** to parcels within a **10-minute walk**.
- Private development captures this value by **clustering jobs and homes** in the synergy district. These uses, in turn, provide the ridership necessary to sustain the transit system.
- Allowing greater density of jobs and homes in a rail synergy district can help make rail transit successful.

What is in a rail synergy district?

- **Office** (class A, creative, and tech), residential, hotel, and retail.
- Allow for traditional **mixed-use** zoning (i.e. ground floor retail with residential above).
- New **public realm standards** are needed (for streets, sidewalks, and landscape) to shape the arrival experience of rail travelers and enhance first/last mile movements to final destinations.



transit plaza
and supporting retail



rail adjacent
mix of uses

C. Flex District

- ✓ Class A/ Creative/ Tech Office
- ✓ Light Industrial
- ✓ Hotel and Multi-Family Residential
- ✓ Supporting Retail

Why?

- **Flexibility should be imbedded** into industrial land.
- If and when **demand** for industrial uses **shifts**, parcels do not need to remain **vacant or underutilized**.

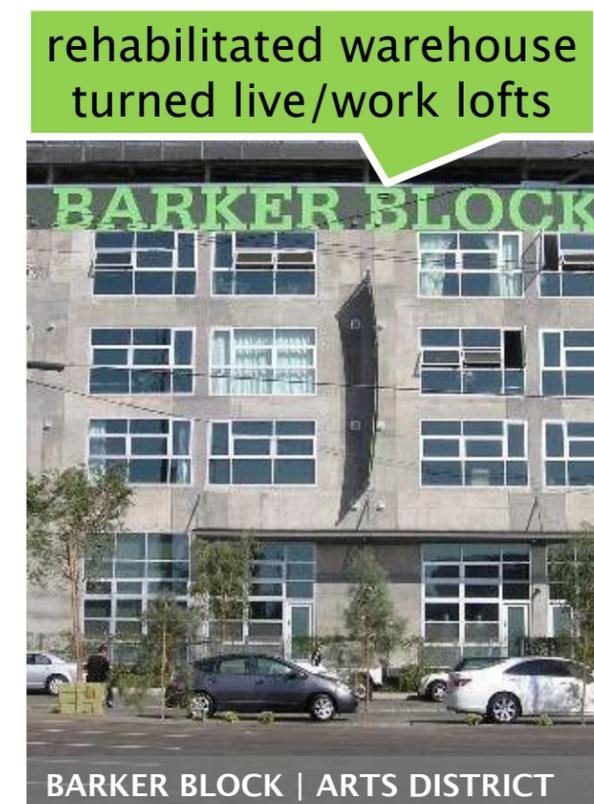
What is in a flex district?

- Light industrial, warehousing, wholesale, office, retail, hotel, and residential. These uses can coexist on the same parcel akin to traditional mixed use zoning (i.e. retail plus residential).
- Ground-floor pedestrian-level activity uses should be restricted to retail, industrial, and office to allow for ground floor activity.
- **Rigorous development standards** should facilitate future flexibility. All new construction should have 15 foot height clearances (so as not to preclude future flexibility).
- Construction type should allow **easy reconfiguration** and remodeling of internal layouts (i.e. from office to residential, and vice versa).

Rehabilitated warehouse turned craft brewery



rehabilitated warehouse turned live/work lofts



rehabilitated warehouse turned creative office



C. Flex District

- ✓ Class A/ Creative/ Tech Office
- ✓ Light Industrial
- ✓ Hotel and Multi-Family Residential
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ADAPTIVE REUSE OPPORTUNITY ON ONTARIO STREET

C. Flex District

- ✓ Class A/ Creative/ Tech Office
- ✓ Light Industrial
- ✓ Hotel and Multi-Family Residential
- ✓ Supporting Retail



ADAPTIVE REUSE OPPORTUNITY ON ONTARIO STREET

D. Industrial District

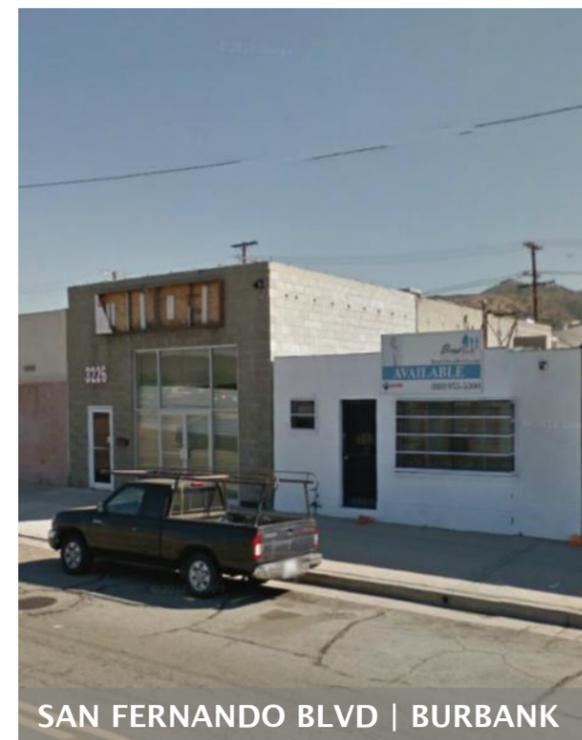
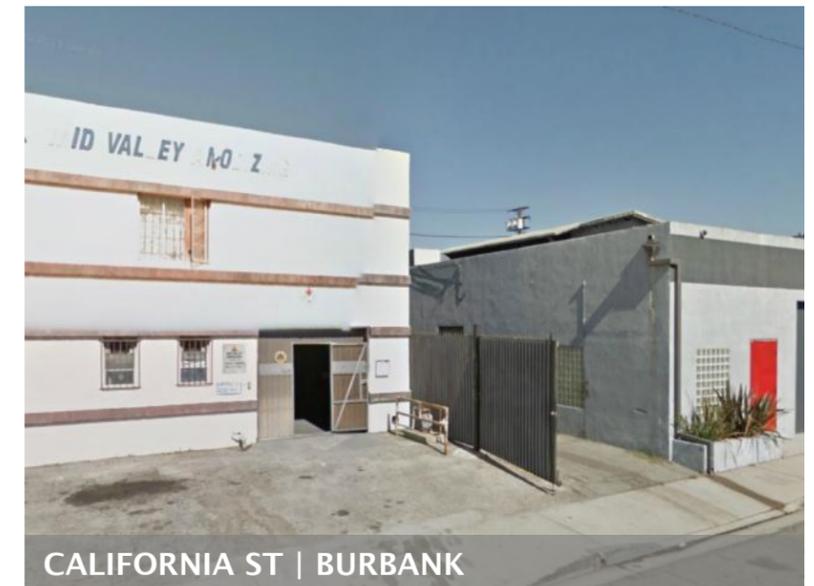
- ✓ Light Industrial
- ✓ Tech/ Creative Office
- ✓ Supporting Retail
- ☐ **NO** Residential

Why?

- **Industrial jobs**, although declining in share, constitute **25% of the employment** in the study area.
- By adding flexibility or new uses to an area, industrial uses are often unable to continue to economically compete (even if stable and self-sustaining).
- This district provides an area where currently permitted uses will not face those pressures.

What is in an industrial district?

- **Restricted to industrial** (as the status quo) which is currently mostly low-density.
- Tech/creative office and supporting retail in some areas of the district.
- **No residential** (single- or multi-family) allowed.



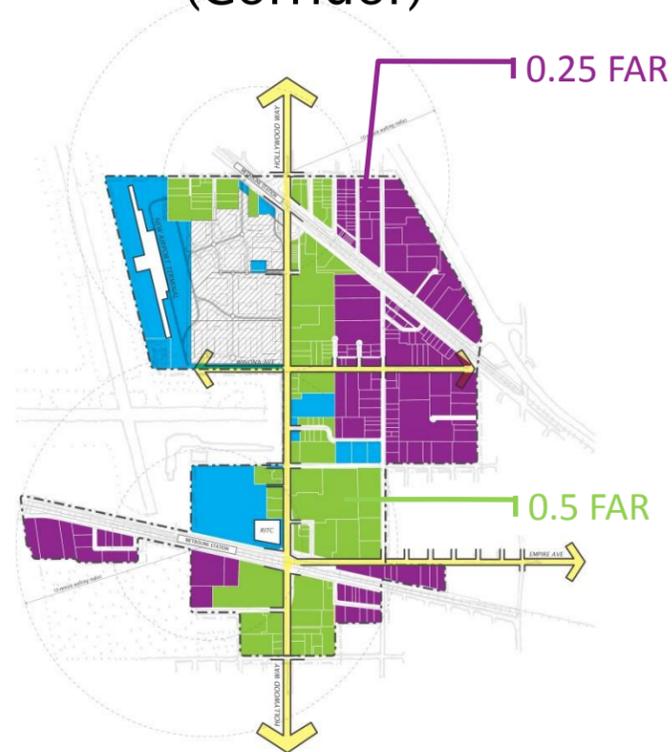
DRAFT Summary of Alternatives

ALT #1
Golden State Industrial



- ✓ Retain existing Airport Terminal
- ✓ Preserve Industrial Uses
- ✓ **NO** Residential

ALT #2
Golden State Flex
(Corridor)



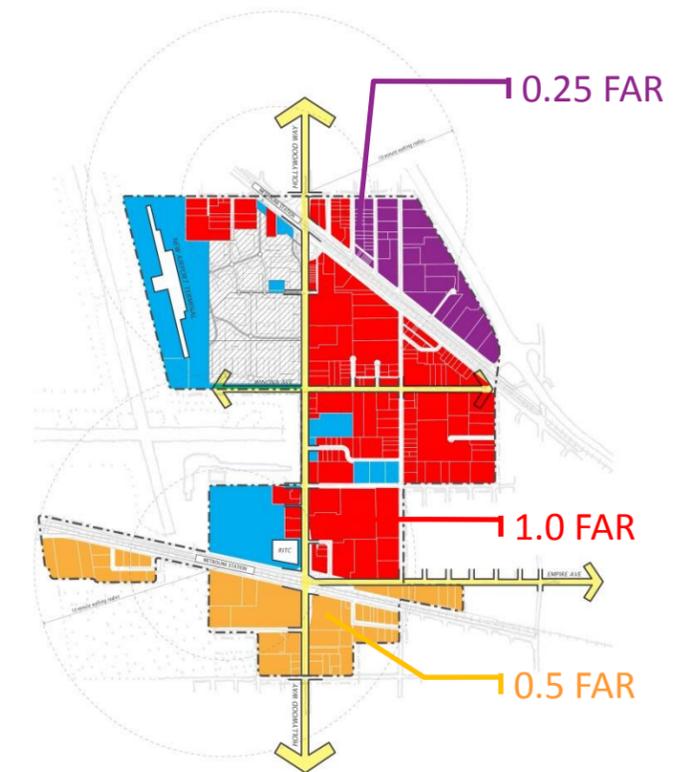
- ✓ New, relocated Airport Terminal
- ✓ Market-determined program (Flex)
- ✓ Some residential allowed

ALT #3
Golden State Flex
(District)



- ✓ New, relocated Airport Terminal
- ✓ Market-determined program (Flex)
- ✓ Some residential allowed

ALT #4
Golden State Tech

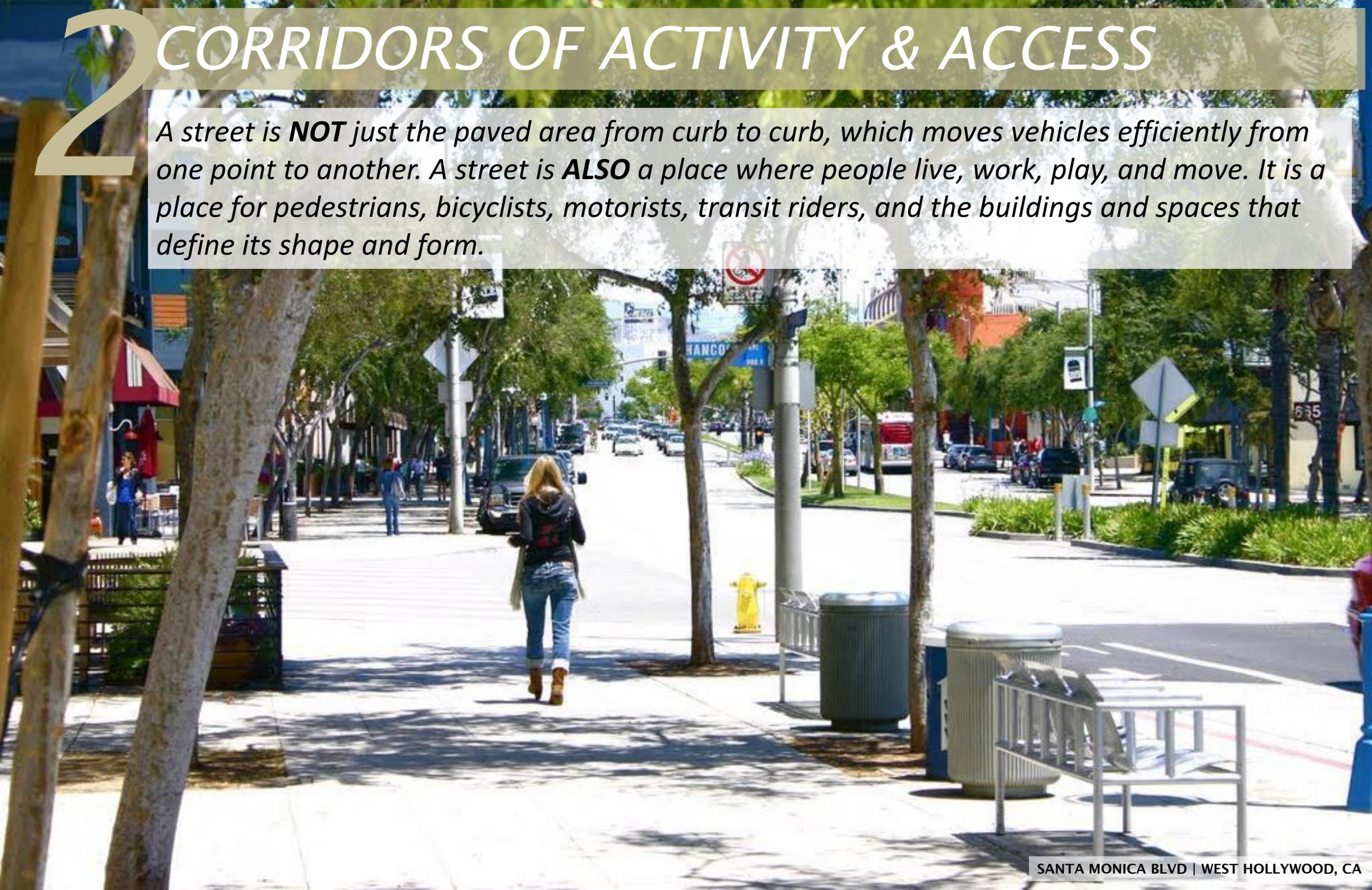


- ✓ New, relocated Airport Terminal
- ✓ Maximize Airport/Rail/HSR Synergies
- ✓ Some residential Allowed



2 CORRIDORS OF ACTIVITY & ACCESS

A street is **NOT** just the paved area from curb to curb, which moves vehicles efficiently from one point to another. A street is **ALSO** a place where people live, work, play, and move. It is a place for pedestrians, bicyclists, motorists, transit riders, and the buildings and spaces that define its shape and form.



What are the elements of a good street?

street trees

active street edge

bike lanes

landscaped medians

mid-block pedestrian crossings

street parking

Well maintained, well lit sidewalks

street furniture

2 CORRIDORS OF ACTIVITY & ACCESS

HOLLYWOOD WAY

- Study area's primary spine/artery
- Someone's first impression of Burbank

WINONA AVE

- If airport terminal moves, can provide direct access
- Could require modifications to freeway ramps at Buena Vista.

ONTARIO ST

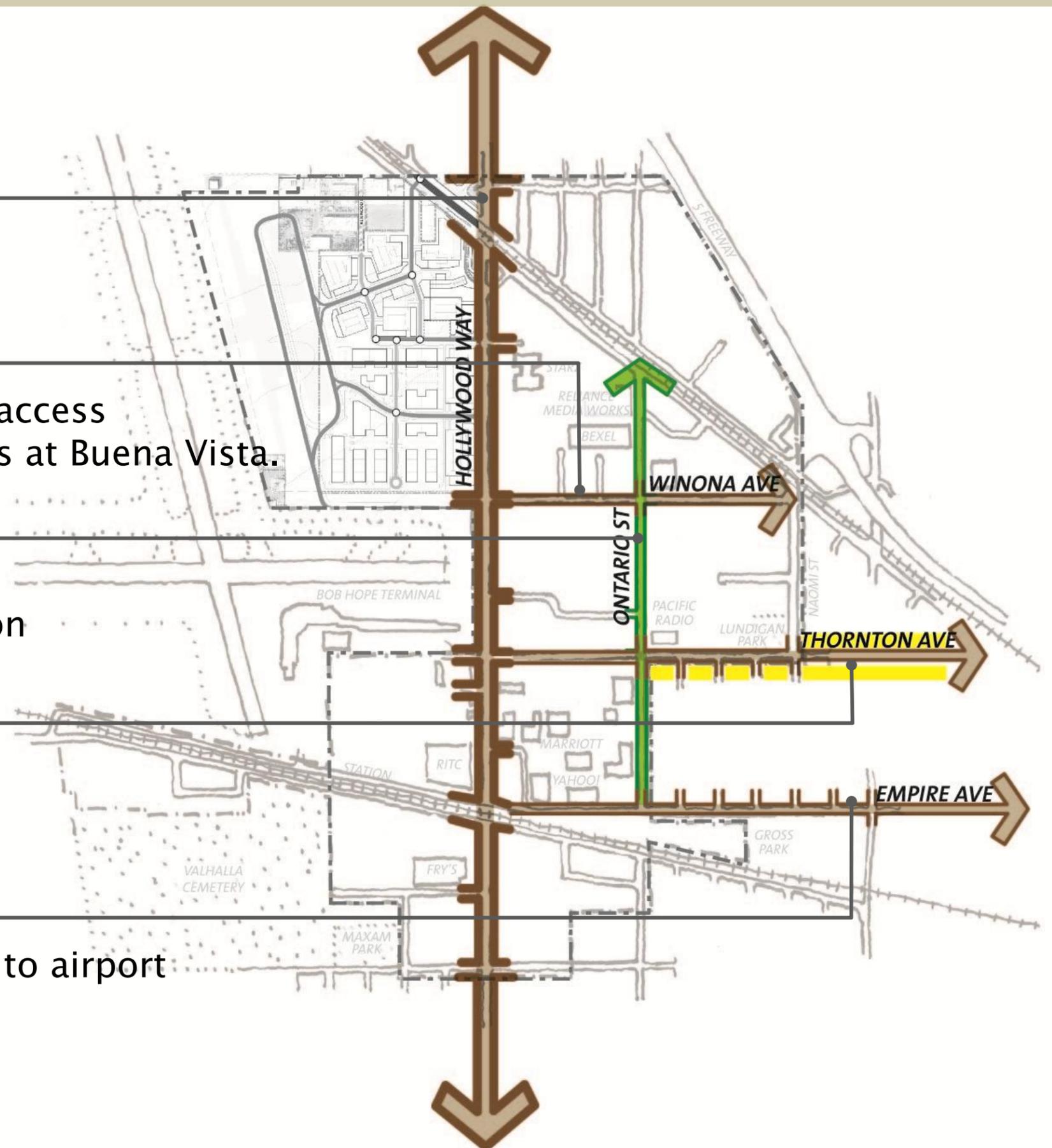
- Local access street
- Can be a pedestrian-oriented local destination

THORNTON AVE

- May provide access to airport, but not ideal
- Activity limited by adjoining residential uses

EMPIRE AVE

- With new I-5 interchange, main access route to airport
- Capitalizes on current freeway interchange improvements



Hollywood Way

Why? This is the study area's **primary artery**.

For someone leaving the airport or getting off a train, it is their **first impression of Burbank**.



HOLLYWOOD WAY

Hollywood Way

Why? This is the study area's **primary artery.**

For someone leaving the airport or getting off a train, it is their **first impression of Burbank.**



HOLLYWOOD WAY

Thornton Avenue

Why? This is primarily a residential street currently impacted by airport traffic

As alternate access routes to the airport are implemented, Thornton Avenue should be improved to provide it the character of a residential street.

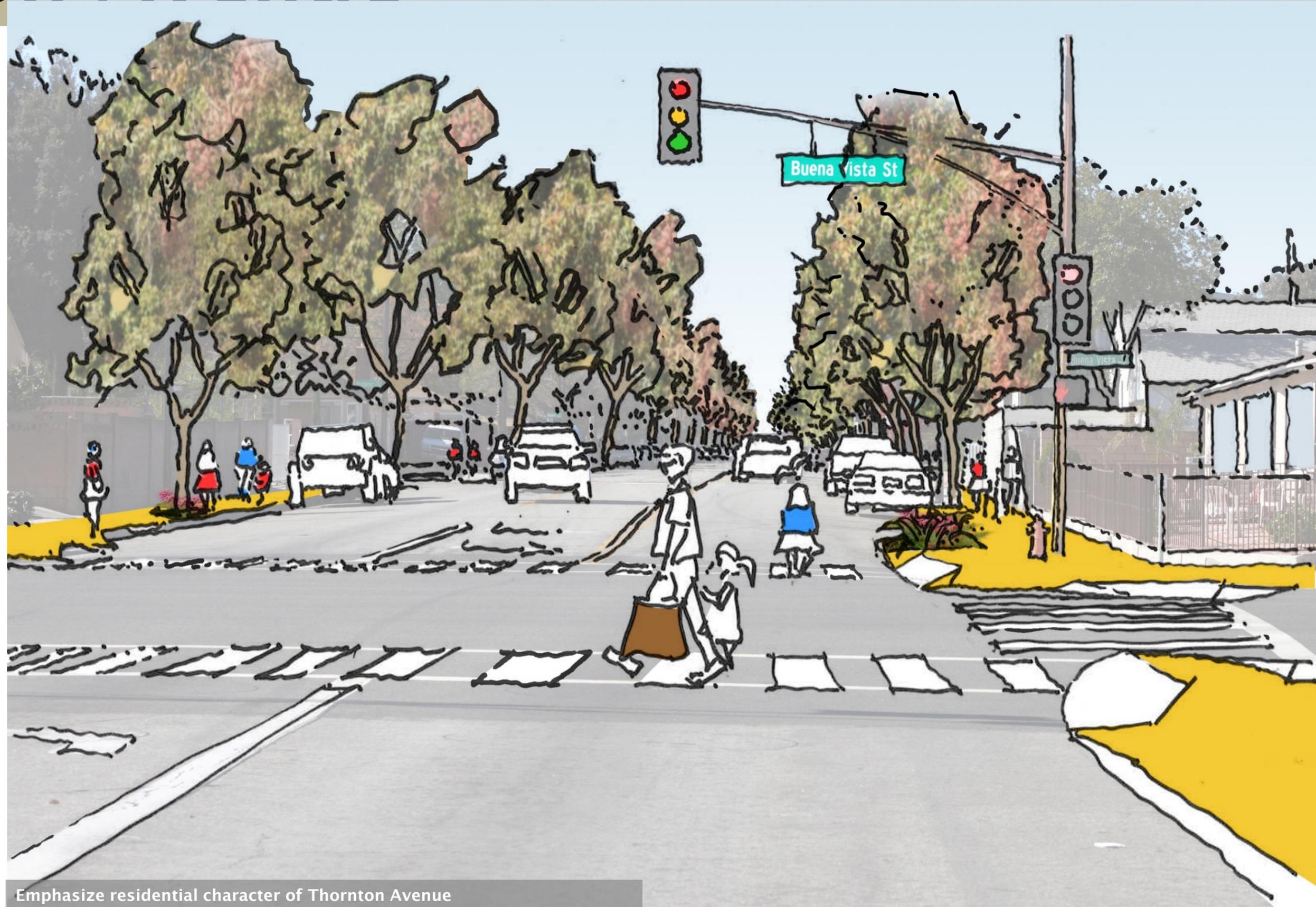


Emphasize residential character of Thornton Avenue

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Emphasize residential character of Thornton Avenue

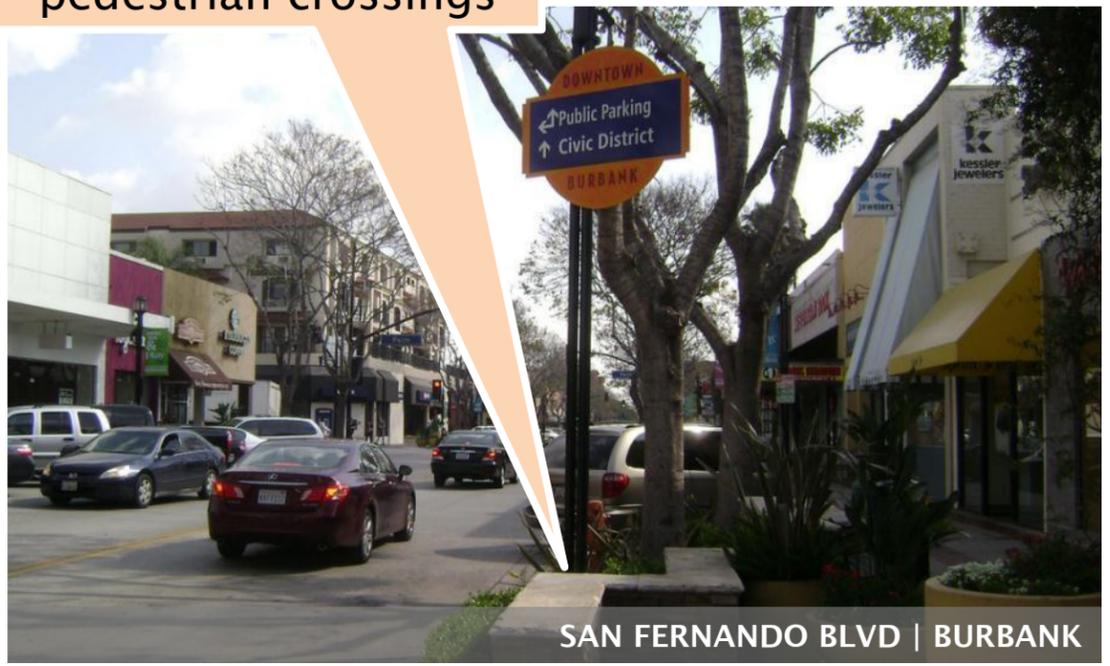
CORRIDORS OF ACTIVITY & ACCESS

ground level and sidewalk activity



WILSHIRE BLVD | LOS ANGELES

sidewalk curb extension for safer pedestrian crossings



SAN FERNANDO BLVD | BURBANK

landscaped medians



WILSHIRE BLVD | SANTA MONICA

short-term angled parking fronting active ground floor retail



SAN FERNANDO BLVD | BURBANK

strong active street edge retail



COLORADO BLVD | PASADENA

3 NETWORK OF SPECIAL PLACES

Special places require a suitably elevated sense of place and arrival – a first class guest experience. The thoughtful design of this experience will shape a visitor's first impression of Burbank (and Southern California).



3 NETWORK OF SPECIAL PLACES

METROLINK STATION (ANTELOPE VALLEY)

- Regional arrival experience
- Well-designed transit plaza to welcome visitors and provide ease movement to final destination

NEW AIRPORT TERMINAL

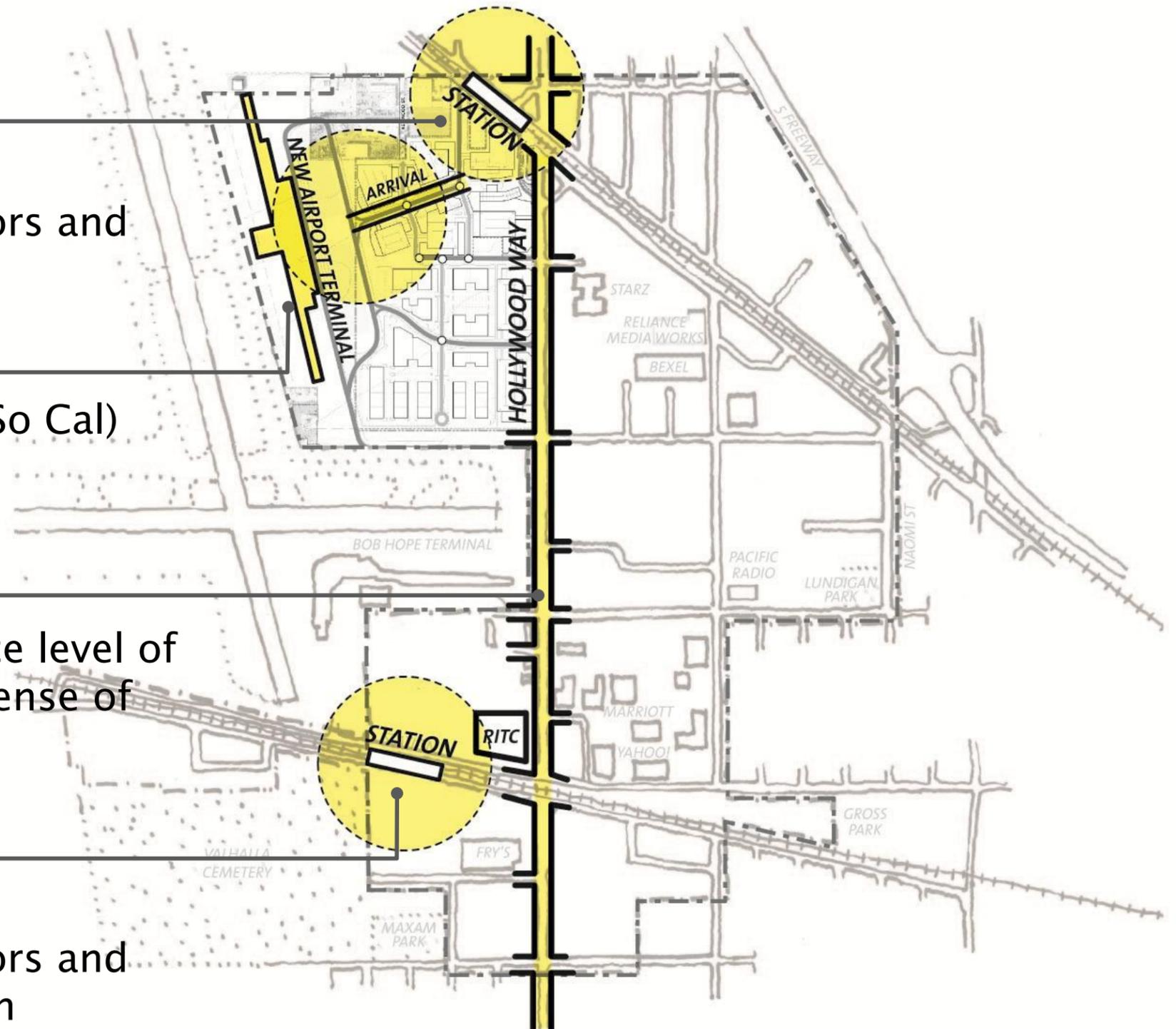
- Someone's first impression of Burbank (and So Cal)
- Needs well-designed arrival experience

HOLLYWOOD WAY

- Improvements to public realm should enhance level of amenities and experiences for a prominent sense of arrival and departure

METROLINK STATION (VENTURA)

- Regional arrival experience
- Well-designed transit plaza to welcome visitors and provide ease of movement to final destination



3 NETWORK OF SPECIAL PLACES

prominent sense of arrival to the airport terminal



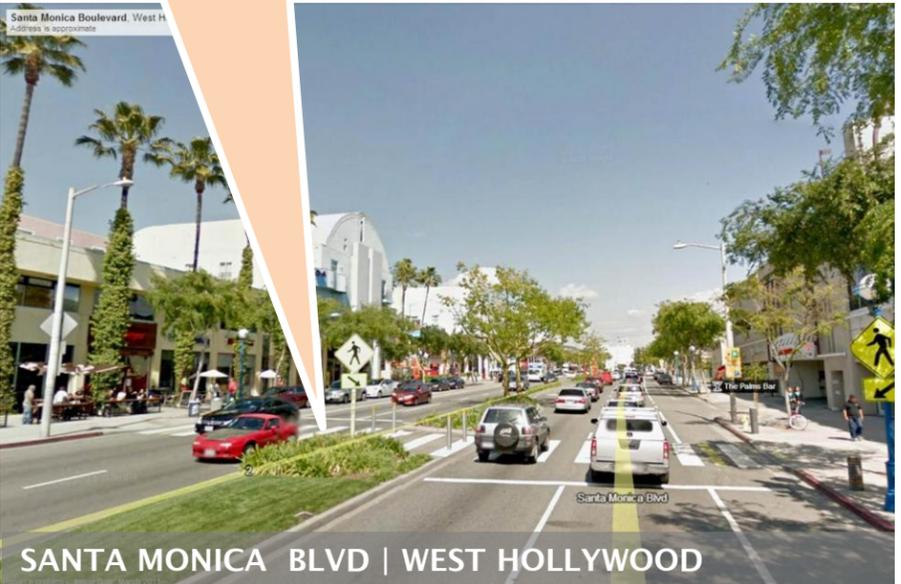
LAX TOM BRADLEY TERMINAL | LOS ANGELES

landscaped medians

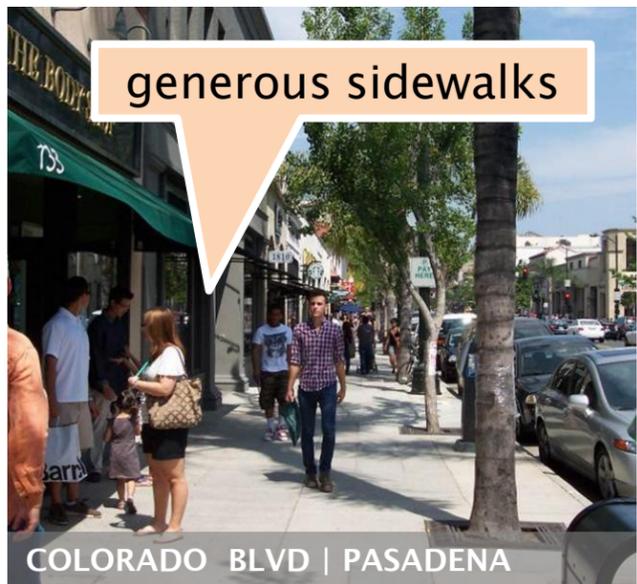
intermodal transit plaza



PATSAOURAS PLAZA, UNION STATION | LOS ANGELES

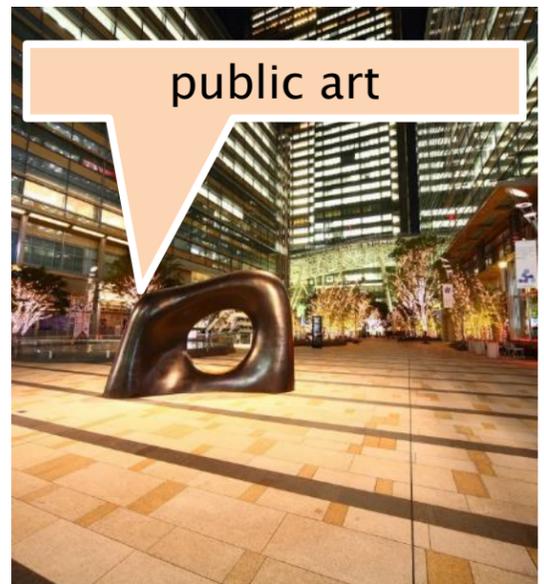


SANTA MONICA BLVD | WEST HOLLYWOOD



COLORADO BLVD | PASADENA

generous sidewalks



public art



arrival plaza

DEL MAR STATION | PASADENA

TRANSPORTATION IMPROVEMENTS

Project Goal:

Develop ground transportation improvements that will allow Bob Hope Airport to serve as a multi-modal regional transportation hub.



TRANSPORTATION IMPROVEMENTS

1



Study Area Roadways

Address Roadway Congestion Issues near Airport

2



Burbank → Glendale → Pasadena Connection

Improve Regional Connections to Airport

3



North Hollywood Connection

Improve Metro Rail/Busway Connections

4



Consolidated Rail and Bus Connections

Bring Together Transit Lines for Easy Transfer

5



Airport-Focused Transit Schedules

Coordinate Airport, Metro and Metrolink Hours of Operation and Frequency

6



Airport Terminal Connectivity

Better Connect Terminal to Other Uses in Area

7

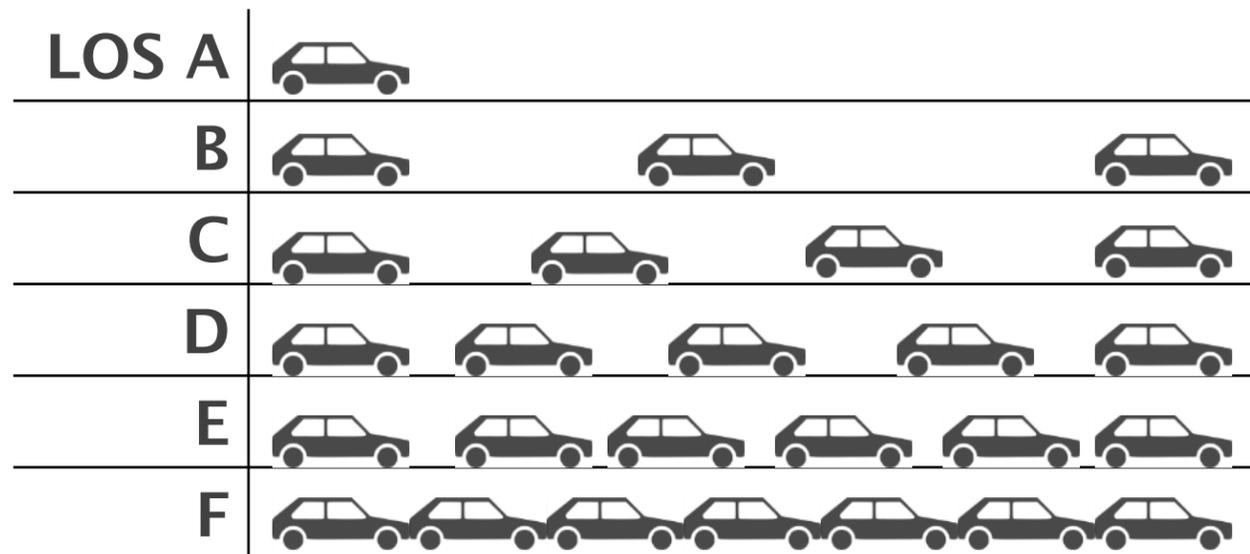
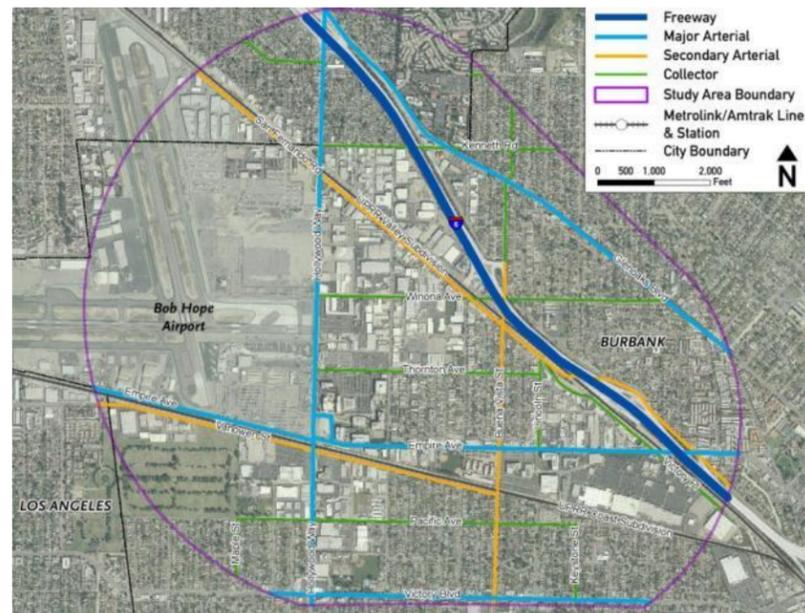


Bicycle/Pedestrian Infrastructure

Enhance Multimodal Options to Reduce GHG emissions

1

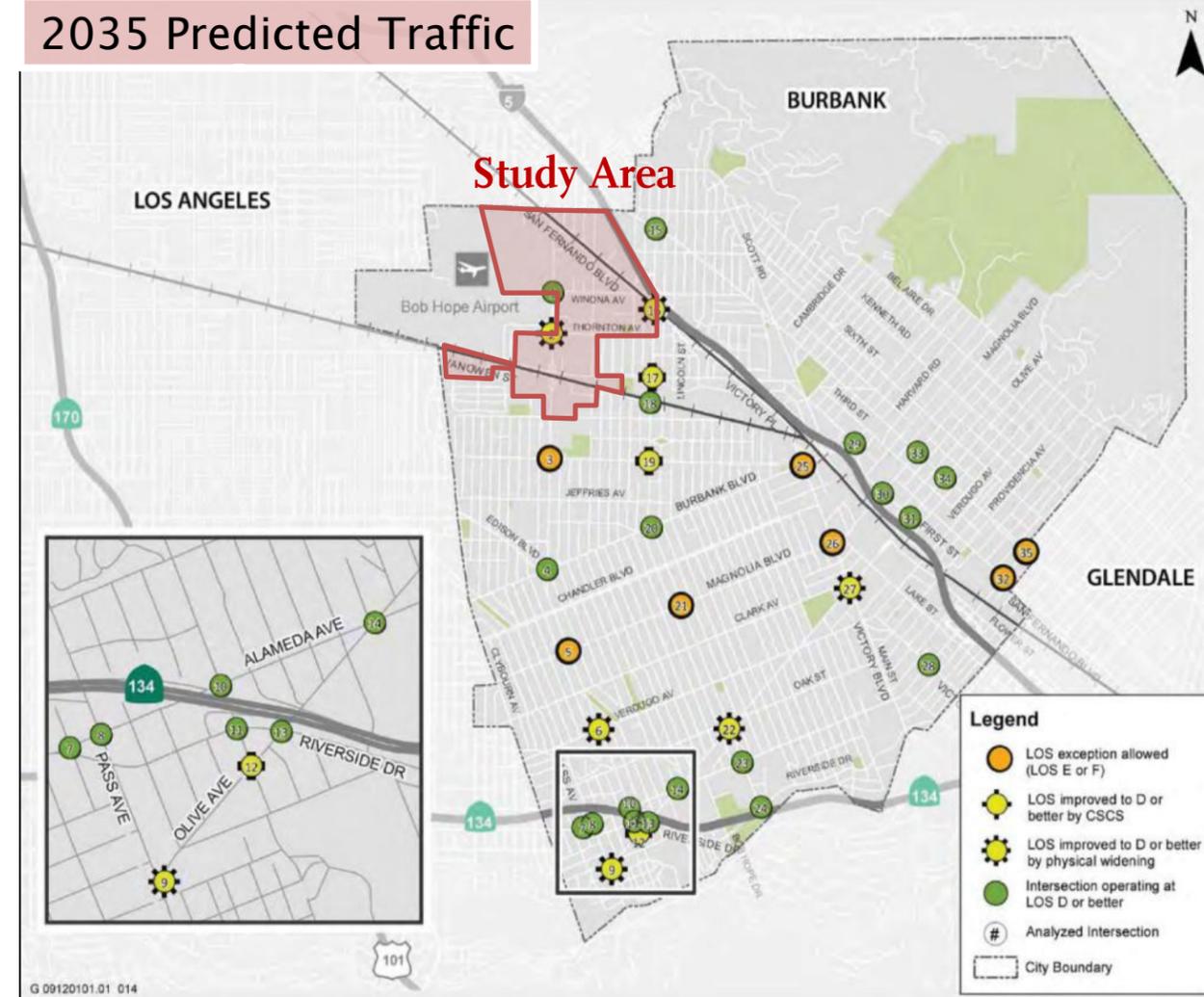
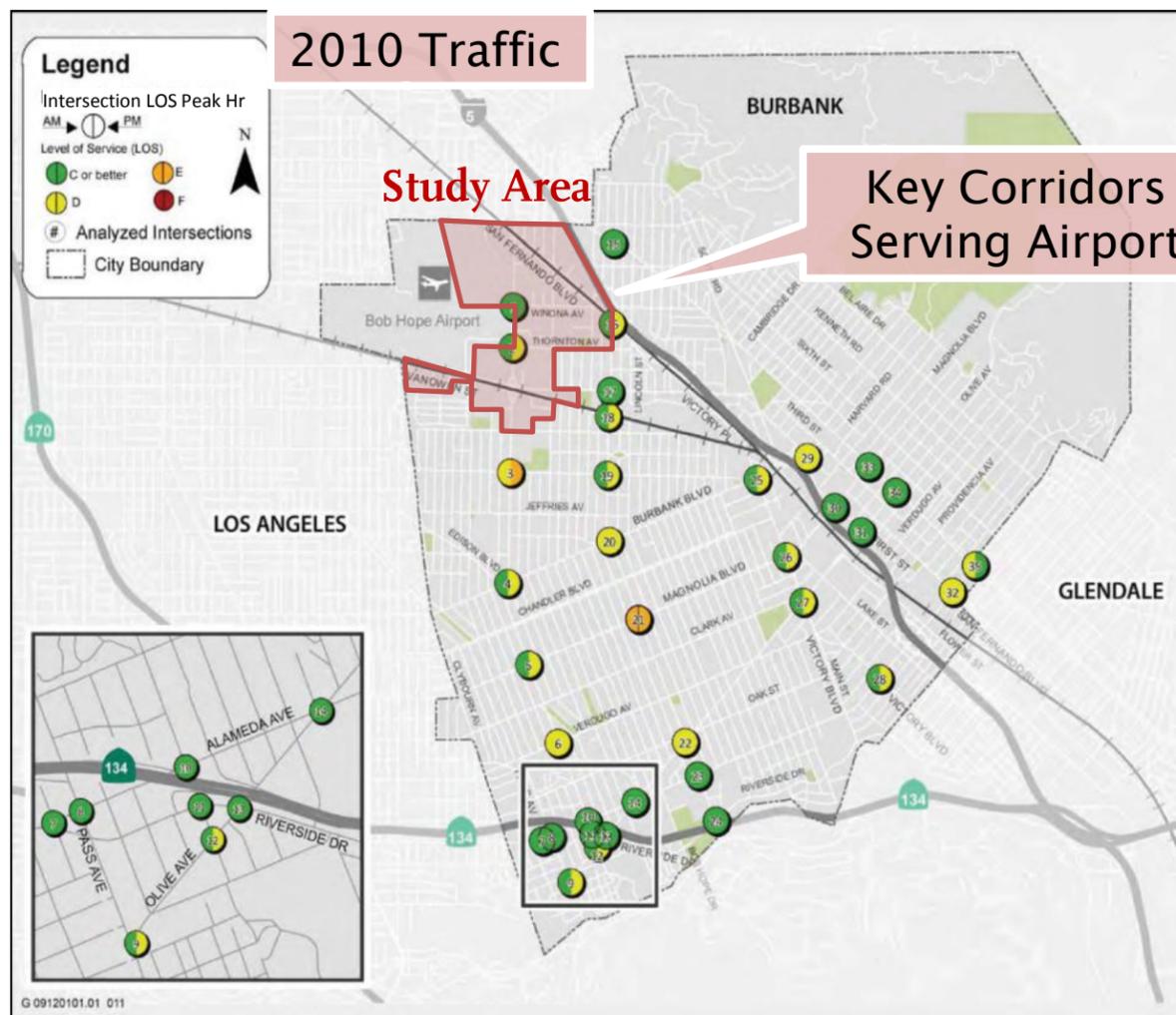
Study Area Roadways



Underused road capacity

Efficient use of road capacity

Severely congested



2

Pasadena → Glendale → Bob Hope Airport



On-demand SuperShuttle



AIRPORT SHUTTLE



EXPRESS BUS WITH ROAD IMPROVEMENTS

Infrastructure improvements



Median running light rail

Existing lanes for car traffic

AT-GRADE LIGHT RAIL TRANSIT



Space for luggage

EXPRESS BUS



EXPRESS BUS

OR low-boarding; interior space for luggage

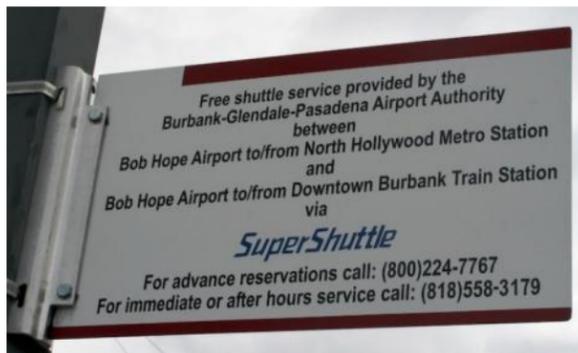
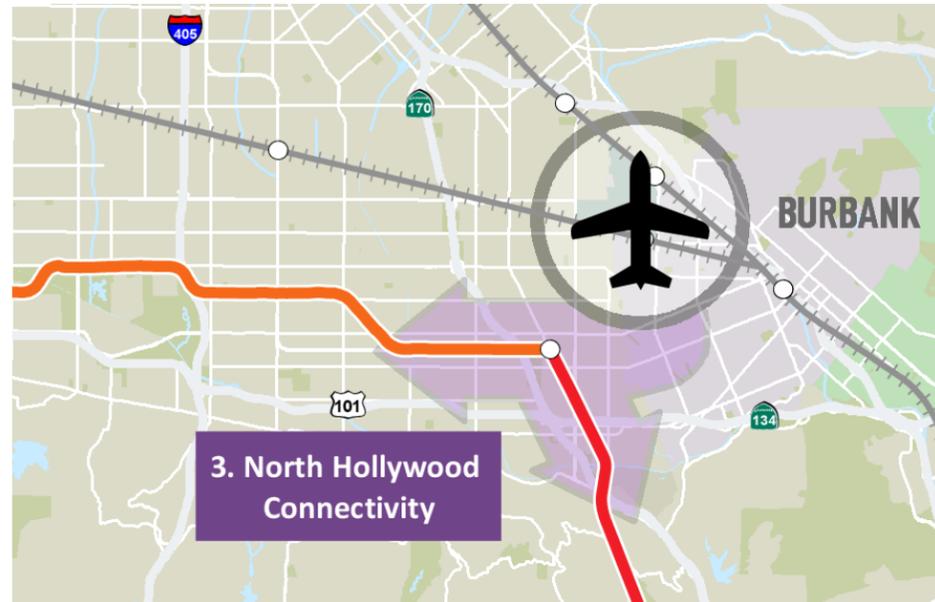


Light rail going below-grade

BELOW-GRADE LIGHT RAIL TRANSIT

3

North Hollywood → Bob Hope Airport



Existing free, on-demand van service



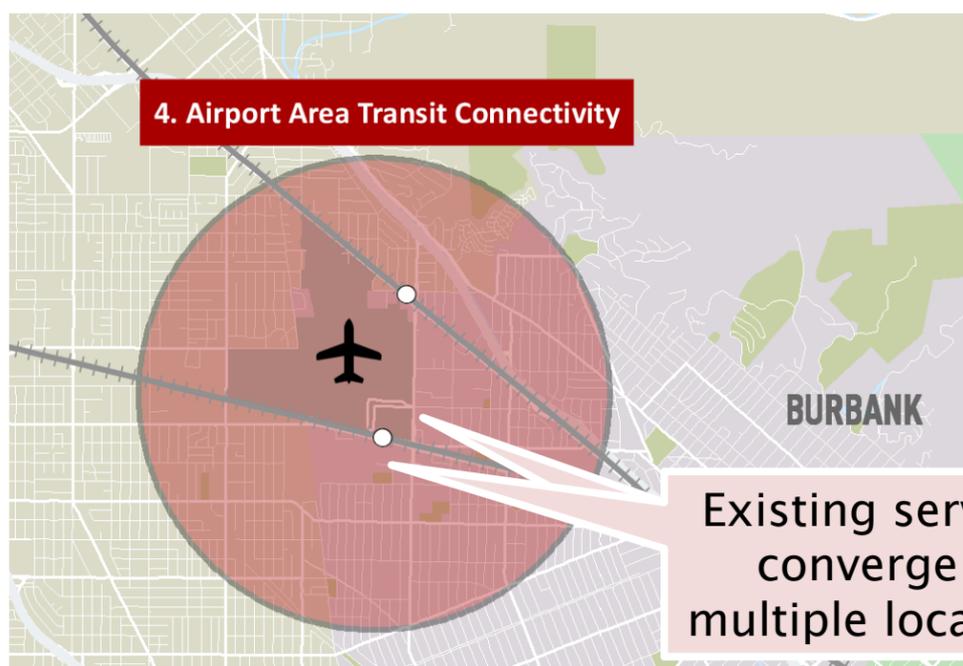
Fully dedicated right-of-way



Dedicated lanes

4

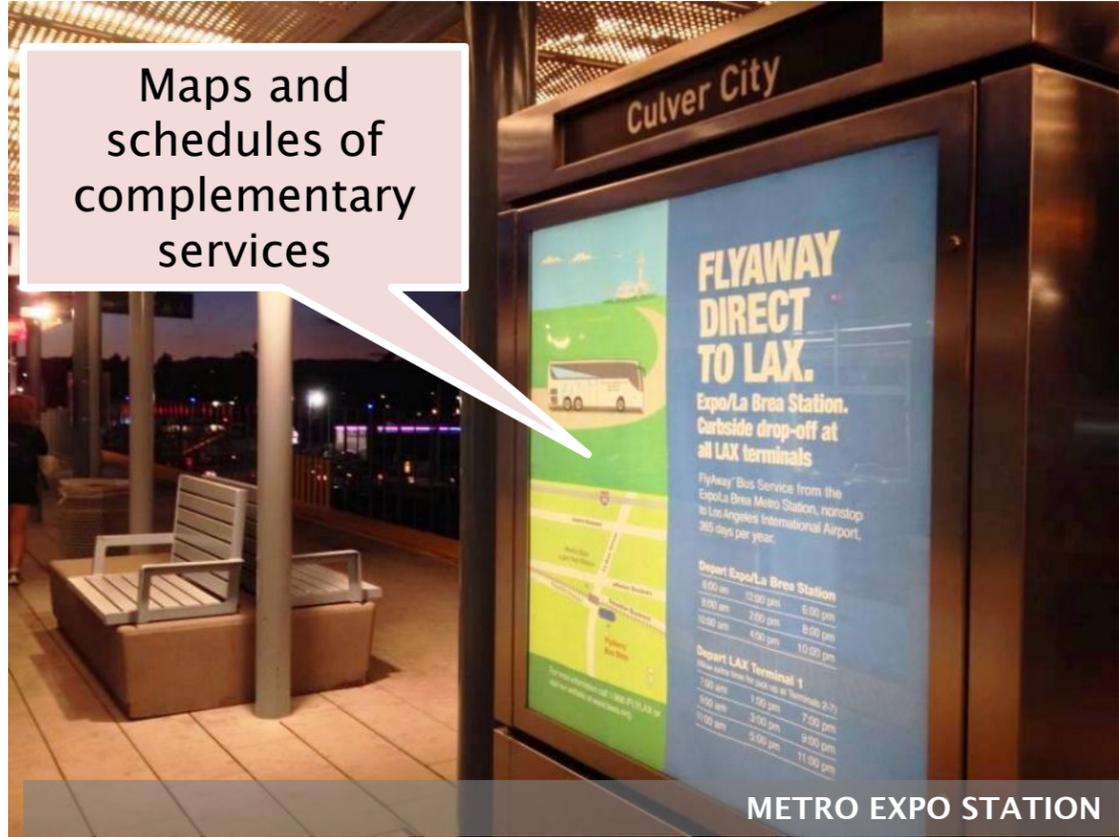
Coordinate/Connect Transit Services



Existing services converge in multiple locations



Helpful signs at stations/stops

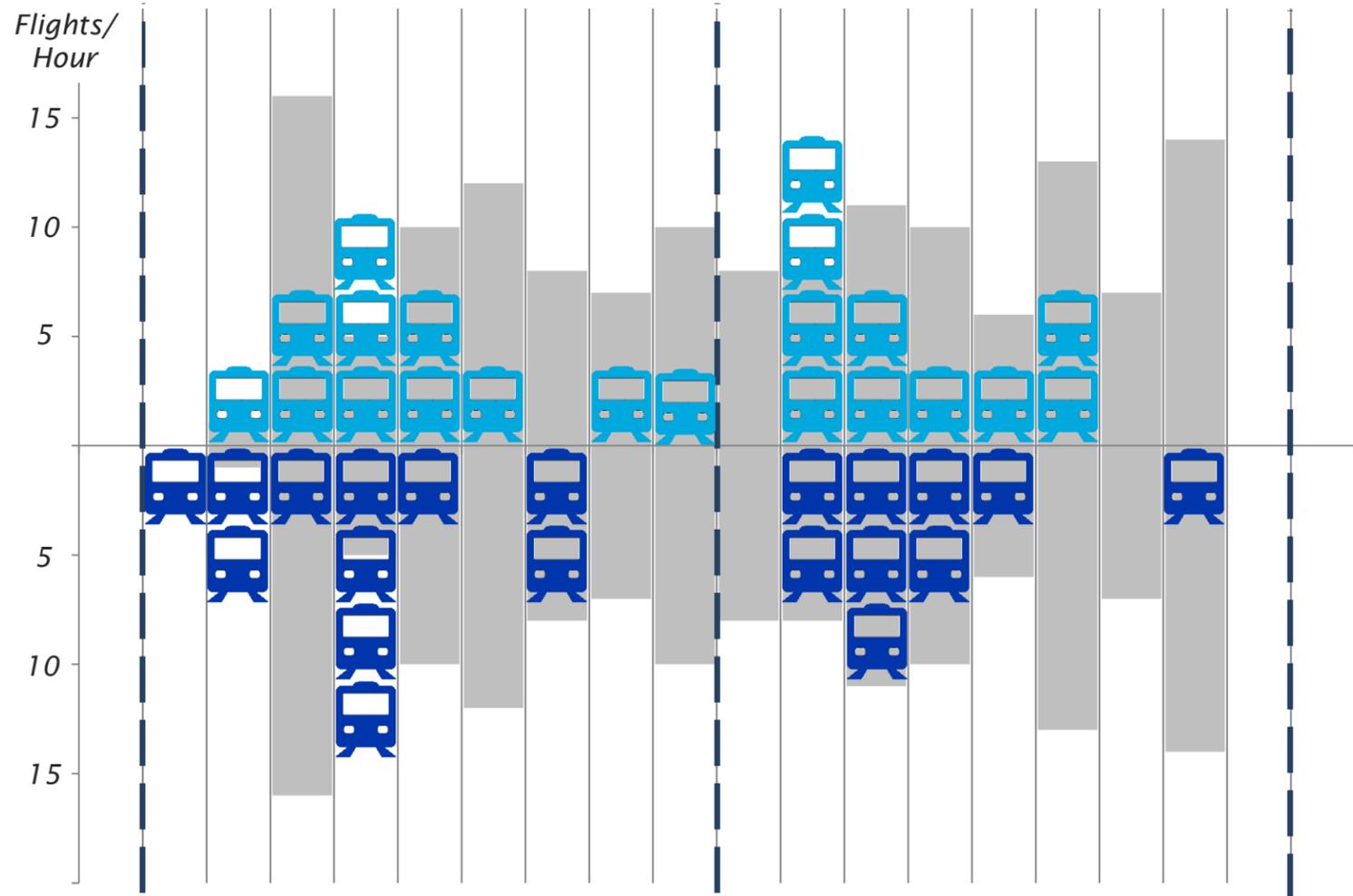


5

Existing Airport Service: Metrolink

METROLINK VENTURA COUNTY LINE / AMTRAK PACIFIC SURFLINER

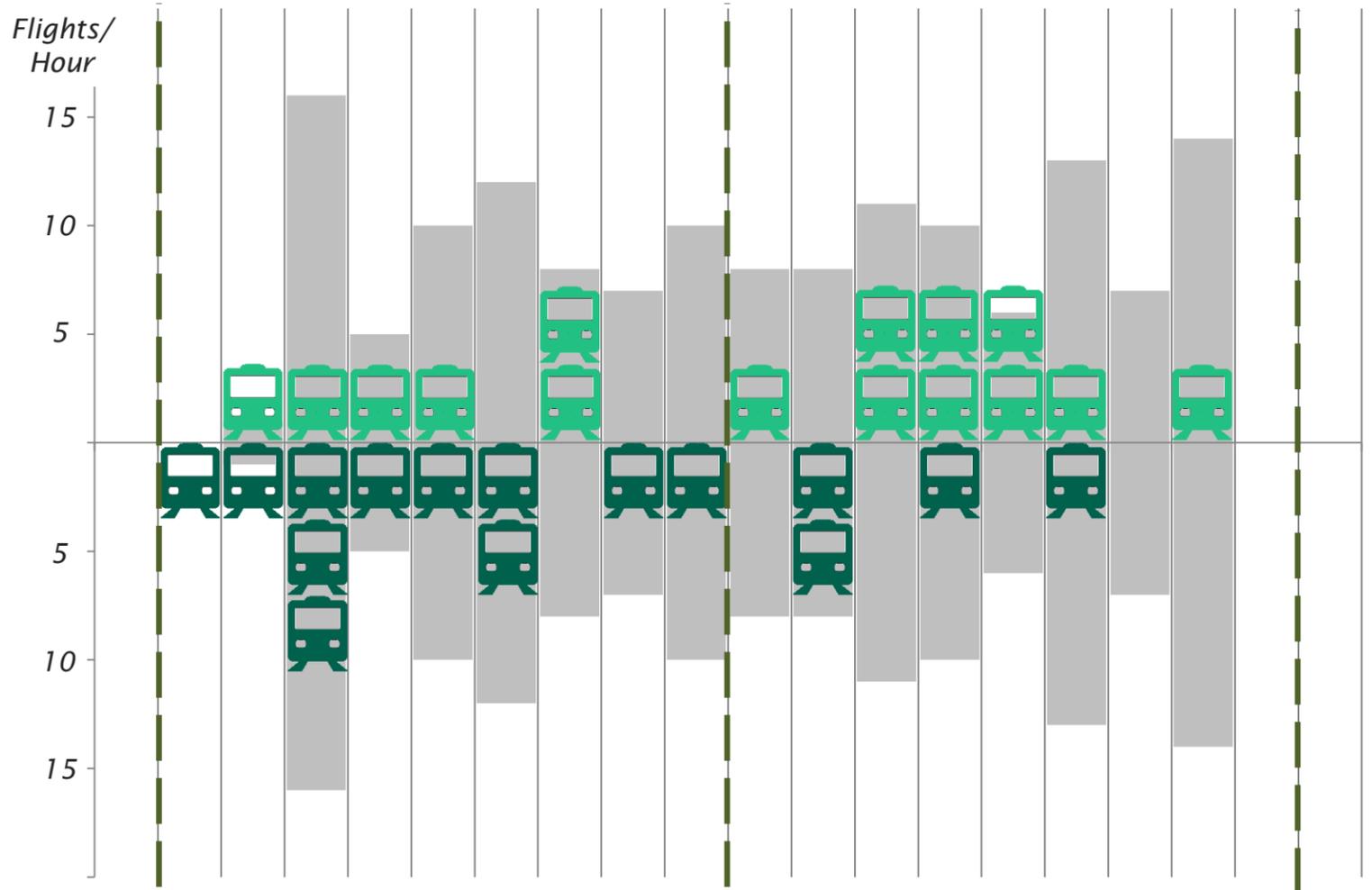
4 AM 5 AM 6 AM 7 AM 8 AM 9 AM 10 AM 11 AM 12 PM 1 PM 2 PM 3 PM 4 PM 5 PM 6 PM 7 PM 8 PM 9 PM 10 PM 11 PM



 = Northbound trains per hour
 = Southbound trains per hour
 = Airport employee shift change
 = Flights per hour

METROLINK ANTELOPE VALLEY LINE

4 AM 5 AM 6 AM 7 AM 8 AM 9 AM 10 AM 11 AM 12 PM 1 PM 2 PM 3 PM 4 PM 5 PM 6 PM 7 PM 8 PM 9 PM 10 PM 11 PM



 = Northbound trains per hour
 = Southbound trains per hour
 = Airport employee shift change
 = Flights per hour

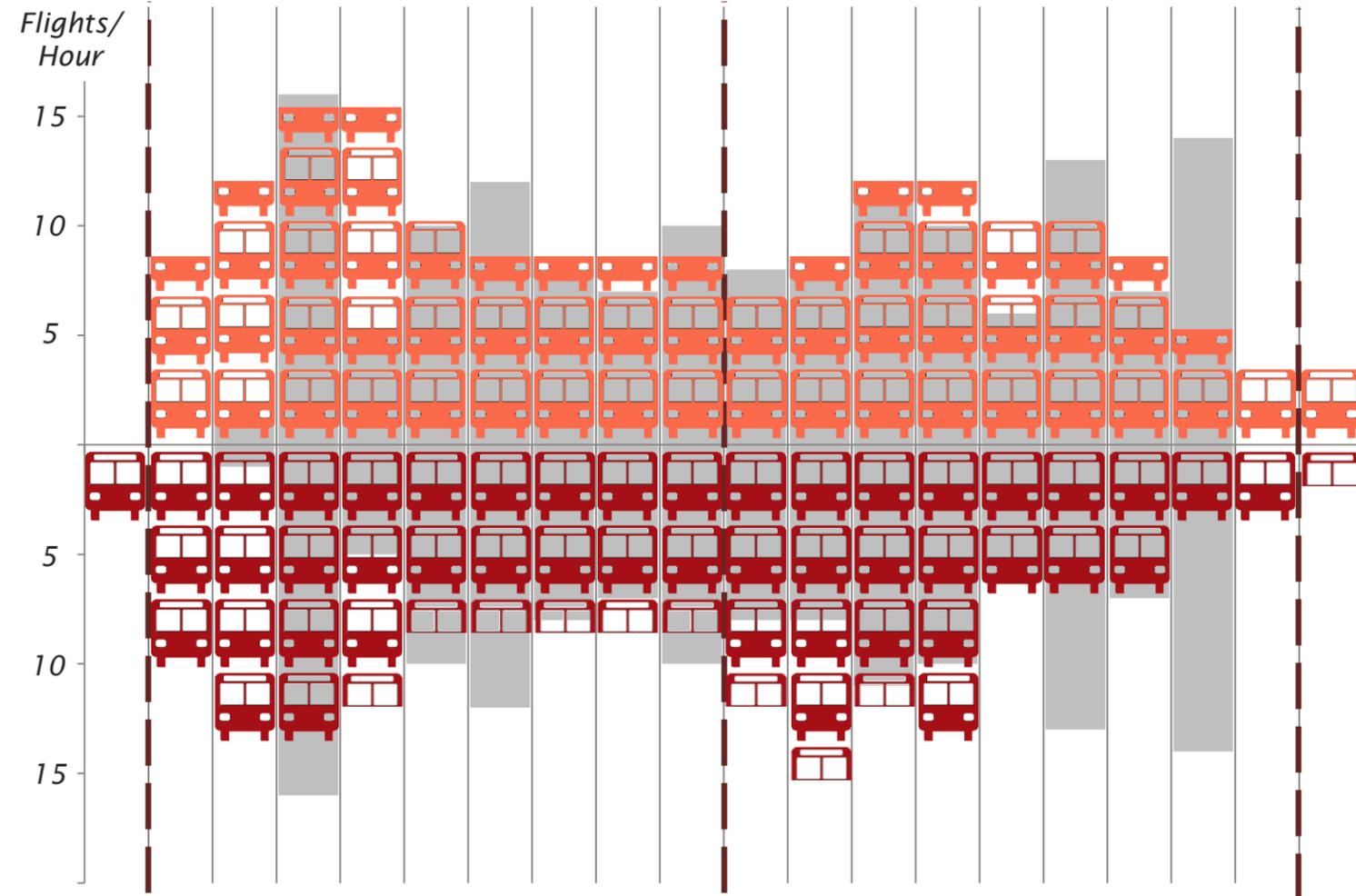
• Each train symbol represents 1 train
 • Ventura Line Trains include Amtrak operations serving BHA

5

Existing Airport Service: Metro Bus

METRO BUS SERVICE NORTH/SOUTH

4 AM 5 AM 6 AM 7 AM 8 AM 9 AM 10 AM 11 AM 12 PM 1 PM 2 PM 3 PM 4 PM 5 PM 6 PM 7 PM 8 PM 9 PM 10 PM 11 PM

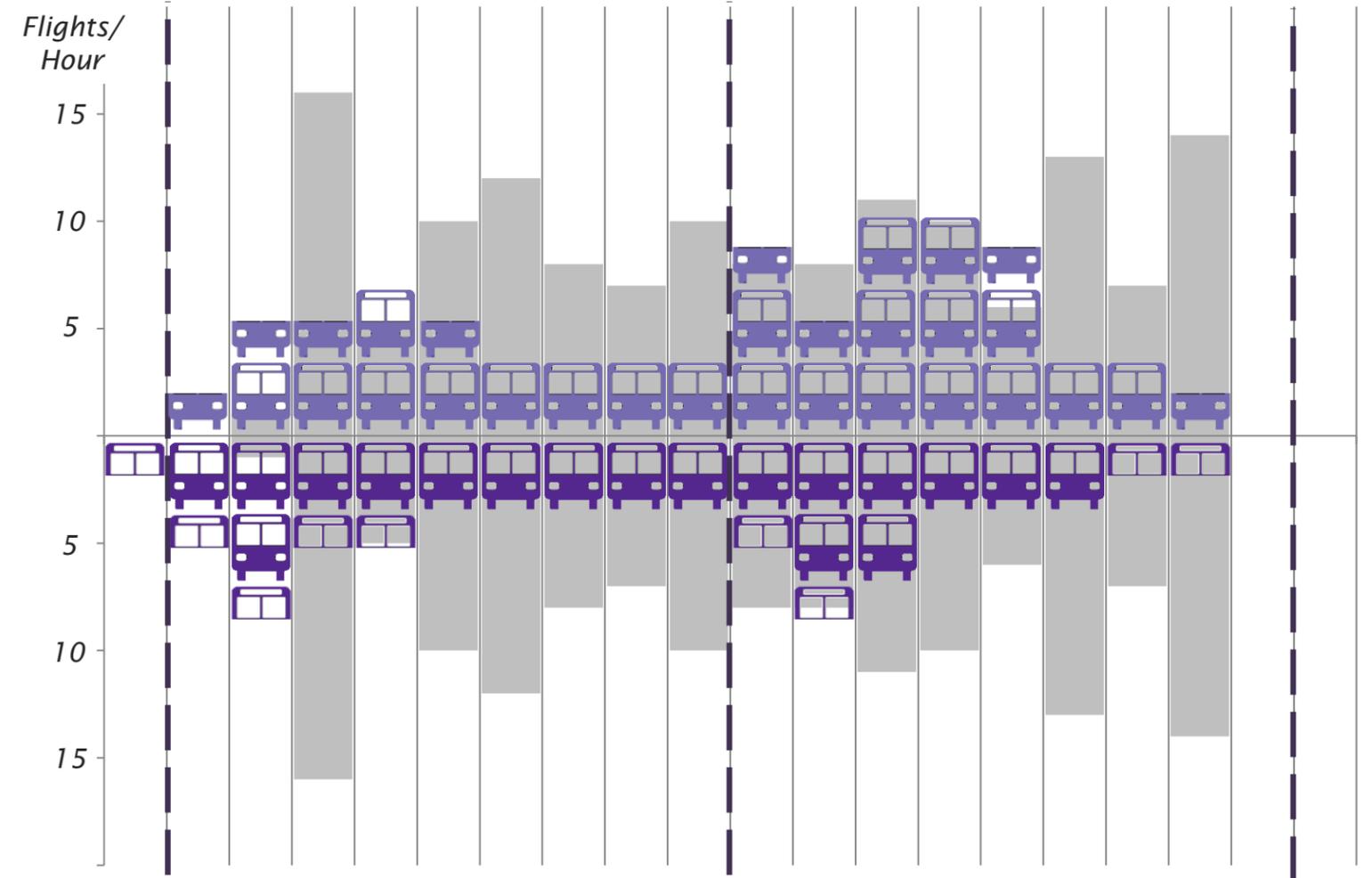


= Northbound buses per hour
 = Southbound buses per hour

= Airport employee shift change
 = Flights per hour

METRO BUS SERVICE EAST/WEST

4 AM 5 AM 6 AM 7 AM 8 AM 9 AM 10 AM 11 AM 12 PM 1 PM 2 PM 3 PM 4 PM 5 PM 6 PM 7 PM 8 PM 9 PM 10 PM 11 PM



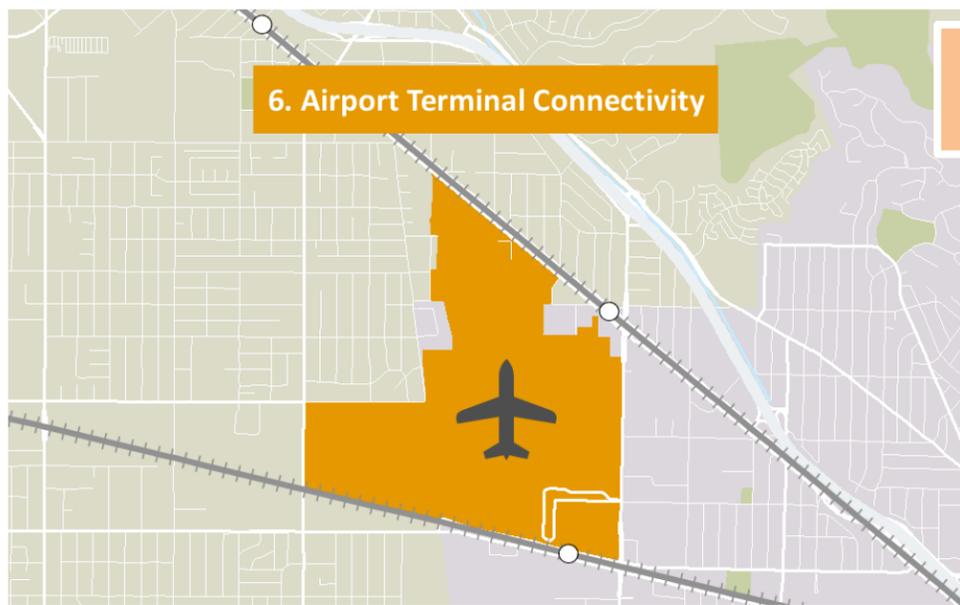
= Westbound buses per hour
 = Eastbound buses per hour

= Airport employee shift change
 = Flights per hour

* Each bus symbol represents 2 buses.

6

Airport Terminal Connectivity



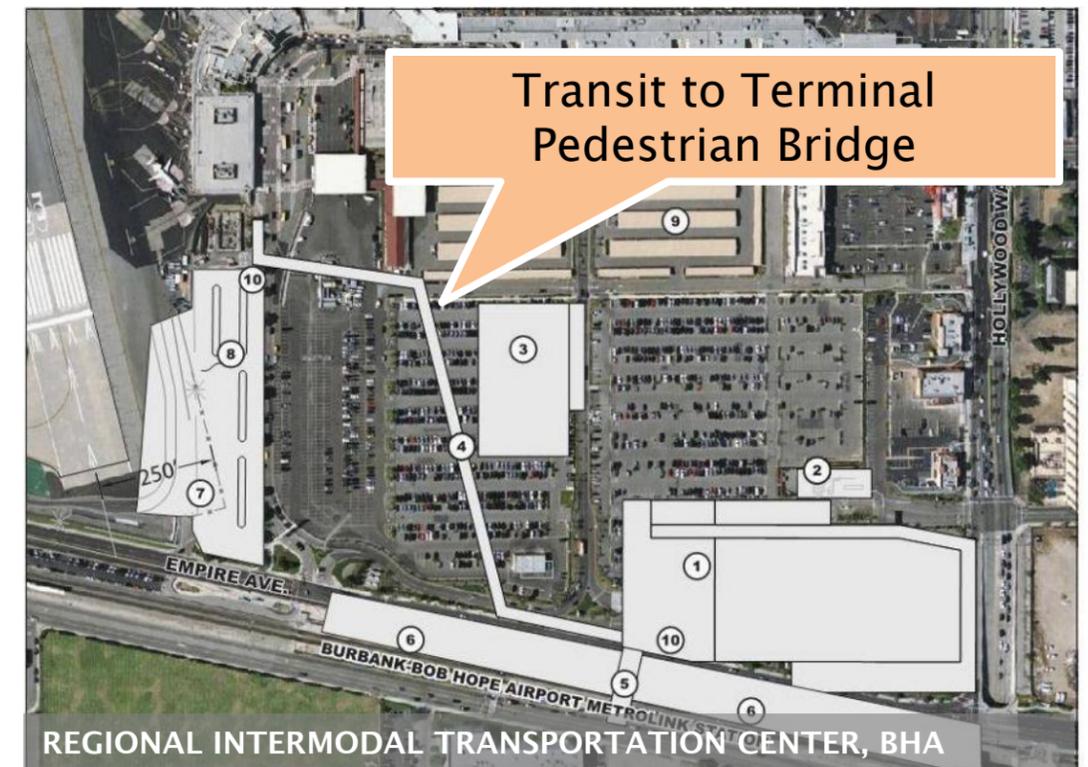
Luggage racks on shuttle



Low, easy boarding

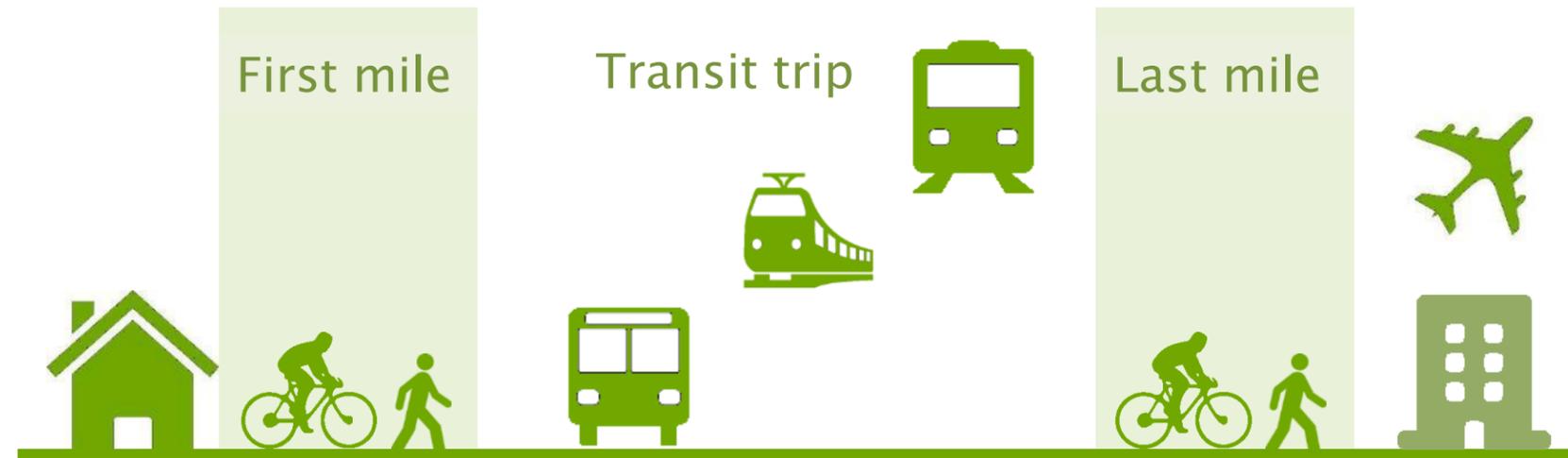
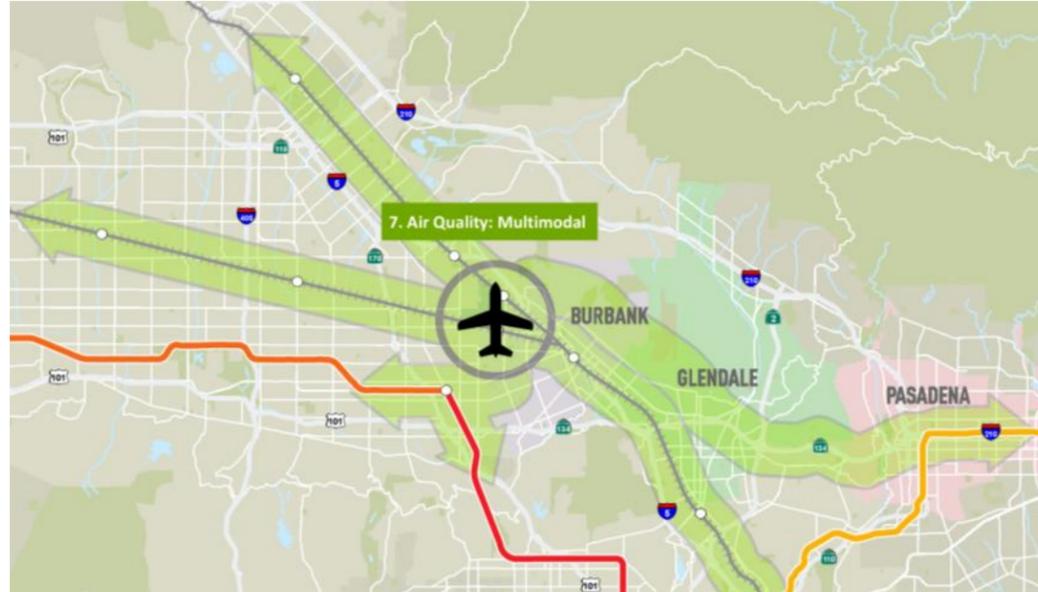


Helpful signs at airport arrivals



7

Improve Bike/Ped. Infrastructure



“Street-deck” or “parklet” activates the street



Directional curb cut

Bulb-out shields pedestrians/shortens crossing

LONG BEACH, CA



Secured bike parking for airport employees

Class 1 Bike Path



Class 2 Bike Lane



Class 3 Bike Route



MOVING FORWARD

ALTERNATIVES

NEAR-TERM

LONG-TERM



LOW-COST

HIGH-COST



Final Public Workshop:

Wednesday, July 16th, 2014, 5:30–7:30 PM

City of Burbank Community Services Building