



**CITY OF BURBANK  
CHAPTER 1: COMPLETE STREETS OBJECTIVE DEVELOPMENT  
STANDARDS**

**Adopted June 27, 2023 by Resolution No. 23-29, 442**

**Amended February 27, 2024, by Resolution No. 24-29,499**

## **1. Introduction**

### **1.1 Purpose of the Complete Streets Objective Development Standards**

The Burbank City Council adopted the Burbank2035 General Plan in 2013, which identifies the City's overall community vision as well as specific goals, policies, and implementation actions that support this vision. The Burbank2035 General Plan's Mobility Element identifies specific goals, policies, and standards to direct the development of the City's transportation network. In accordance with the 2008 California Complete Streets Act, the Mobility Element also includes specific complete streets policies to support safe mobility for all types of users, of all ages, all abilities, and all disabilities, and who travel using all modes of transportation.

In 2020, the City Council adopted the Citywide Complete Streets Plan. The Complete Streets Plan provides actionable plans to support the Burbank2035 General Plan's Mobility Element, by providing guidance for all improvements in the public right-of-way.

The purpose of this document, the Complete Streets Objective Development Standards ("CSODS"), is to establish objective development standards to achieve and implement the goals of the Burbank2035 General Plan Mobility Element and the Complete Streets Plan.

### **1.2 Supporting Standards, Specifications, and Guidelines**

Implementation of the CSODS and related design and construction shall be guided by the Complete Streets Plan, as well as City engineering standards, construction specifications, design guides, and the Burbank Municipal Code ("BMC"). All alterations and improvements required by these CSODS shall comply with related Americans with Disabilities Act (ADA) requirements. Any improvements in the public right-of-way must be designed and constructed in accordance with Burbank Public Works Department requirements, including but not limited to, compliance with the following engineering standards and specifications:

- City of Burbank Public Works Standard Plans
- California Manual on Uniform Traffic Control Devices (California MUTCD) 2014 Edition Revision 6, or latest edition
- 2021 edition of the Standard Specifications for Public Works Construction ("Greenbook"), including all supplements and accompanying Standard Plans, issued by Public Works Standards, Inc., and any City-issued amendments thereto. These Standard Specifications shall control the construction materials and construction methods for construction in the public right-of-way.

- State of California Department of Transportation (“Caltrans”) 2022 Standard Plans
- Caltrans 2022 Standard Specifications (this is a Reference Specification for the construction of traffic control devices and equipment)
- Caltrans Highway Design Manual 7<sup>th</sup> Edition, or latest edition

Public infrastructure design guides referenced in the CSODS:

- National Association of City Transportation Officials (“NACTO”) Urban Bikeway Design Guide (March 2014 Second Edition or latest edition)
- NACTO Urban Street Design Guide (October 2013 or latest edition)
- Caltrans Design Information Bulletin #89-02 or applicable subsequent revisions
- Caltrans Design Information Bulletin #82-06 “Pedestrian Accessibility Guidelines for Highway Projects” or applicable subsequent revisions
- American Association of State Highway and Transportation Officials (“AASHTO”) Green Book
- City of Los Angeles Supplemental Design Guide

If a subsequent update or revision is issued for the standards, specifications, or design guides listed above, the City, in its sole discretion, shall determine which version applies.

In the event of a conflict between the CSODS and standards of the Burbank2035 General Plan, the CSODS shall take precedence and be implemented in a Project. In the event of an internal conflict between multiple CSODS standards, or a conflict between a CSODS standard and other required engineering design standards or specifications, the City shall determine, in its sole discretion, which standards apply.

### **1.3 Applicability and Authority of the Public Works Director**

The CSODS apply to any development project submitted to the City for discretionary or ministerial review and/or approval, if the development project includes elements that connect to or otherwise require access to or within the City’s transportation network which includes roadways, transit routes, bikeways, sidewalk, and any other portion of the public right-of-way, as well as bicycle parking on private property, as defined within each of the standards contained in these CSODS. The CSODS shall not apply to housing projects with four or fewer dwelling units in any zones, unless otherwise provided in these standards.

The CSODS apply to any public transit project, including but not limited to, Bus Rapid Transit, commuter rail projects, light rail projects, high speed rail, or any mass transit projects within City right-of-way. The CSODS also apply to public transit projects on non-City right-of-way if the project includes elements that connect to, abut, or otherwise require access to the City’s transportation network.

Notwithstanding the foregoing, a project may be exempt from a CSODS standard if it is determined by the Director, in the Director’s sole discretion, that implementation of the standard is technically infeasible or impractical. Prior to making such a determination, the Director may identify and impose an alternative development standard that meets the CSODS objectives of implementing the Burbank2035 General Plan Mobility Element and the Complete Streets Plan. If no such alternative exists, the project shall be exempt from the CSODS standard due to technical

infeasibility or impracticability.

When making a finding of “technically infeasible,” the Director will consider limitations to successfully implementing a CSODS standard due to existing or planned physical or site constraints, including any constraints within the City’s right-of-way or conflicts with existing or planned utilities. When making a finding of “impractical,” the Director will consider factors such as, but not limited to, potentially cost prohibitive improvements exceeding 20% of the total cost of the Project, the safety and utility of a development feature based on site-specific conditions, and long-term maintenance requirements.

All improvements within the public right-of-way that are required by the CSODS shall be reviewed and approved by the Director.

#### 1.4 Definitions

<b>Term</b>	<b>Definition</b>
<b>Affected Street</b>	Any street abutting the boundary of a development project. Affected Streets include new public or private streets accessible to the public that are constructed as part of a Project. For public transit projects, Affected Streets also consist of the block(s) or block faces where public transit stations and/or stops are proposed, planned, and/or located.
<b>Bicycle Parking Space</b>	The space where one bicycle may be stored within or attached to a facility (such as a bicycle rack) and which is affixed to a permanent surface.
<b>Bicyclist Priority Streets</b>	Those streets that are existing or planned bikeways; streets with a high bicycle ridership; and streets that close gaps and barriers to bicycle ridership, especially along first-mile/last-mile transit connections. ( <i>See</i> Complete Streets Plan, § 4A.3, Figure 4-3)
<b>Block or Block Face</b>	That portion of any street between two (2) cross streets, or between a cross street and an abutting street. <b>Blocks</b> which are separated by an abutting street shall be deemed to be separated by the prolongation of the centerline of the abutting street. For purposes of this definition, alleys are not considered streets.
<b>Corresponding Corners</b>	Corner(s) touching to a bulbout (can be 1 or 2 corners) or corners touching an improved crosswalk.
<b>Curb Extension</b>	An extension of the sidewalk into the roadway
<b>Curb Return</b>	That portion of a curb which provides a curved transition in alignment between two curbs on intersecting streets.
<b>Director</b>	The City of Burbank Public Works Director, or the Director’s designee.

**Intersection** The area embraced within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict. (California Vehicle Code (“CVC”) § 365).

**Long-Term Bicycle Parking** Bicycle parking for more than two hours.

**Marked Crosswalk** Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

**Off-Street Bicycle Parking** Bicycle parking facility placed on private property and intended to serve a specific property or use.

**On-Street Bicycle Parking** Bicycle parking facility placed within the public right-of way, including but not limited to bicycle racks installed on the sidewalk.

**Parkway** The portion of a sidewalk used for the purpose of planting and maintaining trees, vegetation, or landscaping.

**Pedestrian Hybrid Beacon** A special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

**Pedestrian Priority Streets** Streets that provide access within a 1/4 mile to schools, libraries, parks, senior centers, and major transit stops; and streets that exhibit high levels of pedestrian volumes (200 or more pedestrians an hour during peak periods). (See Complete Streets Plan §§ 4A.1, 5B.1, Figure 5-1)

**Private Road** A way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner but not by other members of the public. (CVC § 490)

**Road / Roadway** Is that portion of a highway improved, designed, or ordinarily used for vehicular travel. (CVC § 530)

**Short-Term Bicycle Parking** Bicycle parking for two hours or less.

**Sidewalk** The area between a roadway or curb face and property lines. "Sidewalk" includes, but is not limited to, curbing, parkways, concrete walkways, driveways, and retaining walls.

**Street / Highway** A road that is publicly maintained and open for the use of the public to travel. Street and Highway are synonymous.

## 2. General Roadway Improvements – Requirements of the Burbank2035 Mobility Element

### 2.1 Street Classification and Dedication Requirement Standards

As designated in the Mobility Element, the functional street classifications within the City are: Major Arterials, Secondary Arterials, Downtown Collectors, Collectors, and Local. (See Mobility Element, pg. 4-9). The street classification influences the limits of the public right-of-way and provides guidance for the design of streets.

The width of all public rights-of-way within the City shall be determined by street classification as follows:

Table 2-1 – Street Classification and Minimum Right-of-Way Width Standards

<b>Street Classification</b>	<b>Minimum Width of Right-of-Way*</b>
Major Arterial with in-street bike lane	100' or greater
Major Arterial	80' - 100'
Secondary Arterial	80' - 100'
Downtown Collector	60' - 80'
Neighborhood Collector	60'
Local	60'

All projects, including housing projects with four or fewer dwelling units in any zones, shall improve any Affected Street, and provide necessary dedications, to provide the required minimum right-of-way widths. For Projects that abut only one side of an Affected Street, the required minimum right-of-way width is one-half (1/2) of the values shown in Table 2-1; measured from the centerline of the roadway to the Project property line. Projects that are located on both sides of an Affected Street are required to provide dedication to establish the full minimum right-of-way width, which includes sidewalk width pursuant to Table 2-2.

### 2.2 Sidewalk Width Standards

The following functional zones, as described in the Complete Streets Plan, shall be incorporated into any Sidewalk along an Affected Street: the Frontage Zone, the Pedestrian Zone, the Furnishing

Zone, and the Curb Zone. Figure 2-1 shows the delineation and location of the functional zones within a Sidewalk.

The Frontage Zone is the area on private property between the property line and the building façade, and is typically described in the BMC as the “setback” area. It is part of the sidewalk if this area is improved with a public walkway, outdoor dining, front porches, stoops, landscaping, or other improvements for public use. Refer to the BMC for allowable uses and dimensions, as well as the applicable minimum front and/or street-facing side yard building setback required to determine how much width from a private parcel is available to contribute towards the frontage zone.

The Pedestrian Zone is the area of the Sidewalk dedicated to pedestrian movement and must be kept clear of obstacles.

The Furnishing Zone is the area of the Sidewalk that provides a buffer between pedestrians and the curb. It is improved with sidewalk, street trees, street furniture, lighting, utilities, signs, bicycle parking, or other sidewalk amenities. For Affected Streets that must be improved with a raised Class IV bikeway, this area is the buffer between the pedestrian path of travel and the bikeway.

The Curb Zone is the area immediately adjacent to the roadway. For most sidewalks it consists of only a six-inch curb. For sidewalks with curb extensions, it includes the portion of the sidewalk that extends from the face of the curb to make up the curb extension and can be paved or landscaped. For streets improved with a raised Class IV bikeway, this area includes the bikeway itself as well as the buffer separating the bikeway from vehicle traffic.

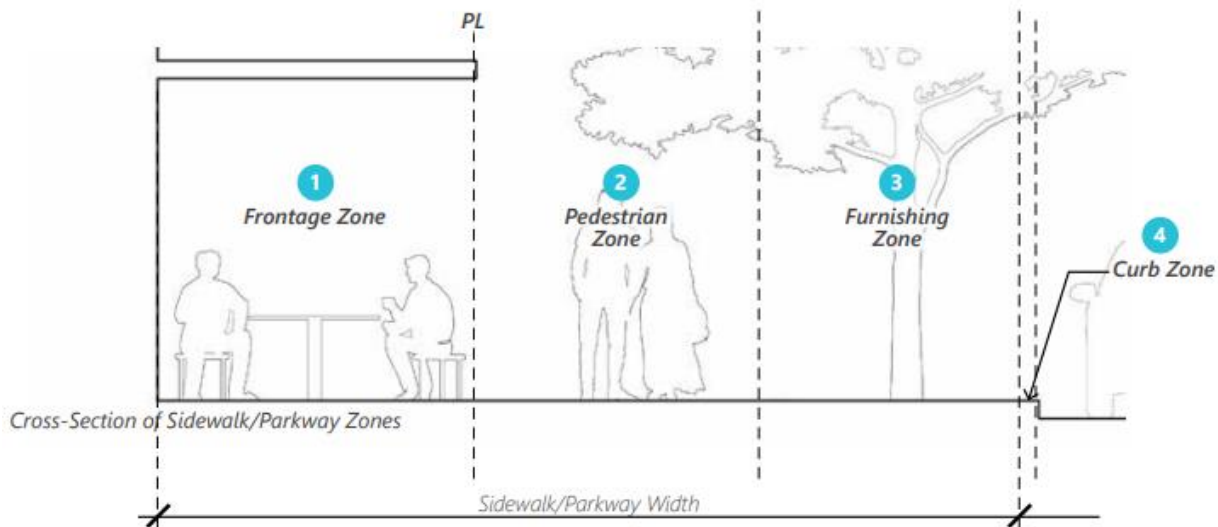


Figure 2-1 Sidewalk / Parkway Zone

All projects, including housing projects with four or fewer dwelling units in any zones, shall configure Sidewalk widths and functional zones along the entire length of the portion of Affected

Street fronting the Project as shown in Table 2-2 below, unless the Affected Street is a (1) Bicyclist Priority Street, subject to Table 4-4, or (2) Equestrian Priority Street subject to Table 5-1.

Table 2-2 - Sidewalk Zone Dimensions by Sidewalk Width and Land Use Designation

Sidewalk Width Required	Project General Plan Land Use Designation	Frontage Zone (private property)	Pedestrian Zone	Furnishing Zone*	Curb Zone
15 Feet	All Commercial & North Victory Commercial/Industrial	5 ft. if allowed by zoning code Improved with landscape, sidewalk, or outdoor dining	10 ft.	4.5 ft. improved with tree wells or landscaping OR;	0.5 ft.
			9.5 ft.	5 feet improved with sidewalk / tree grates	0.5 ft.
12 Feet	Medium / High Density Residential	5 ft. if allowed by zoning code Improved with landscape, sidewalk, or outdoor dining	8 ft.	3.5 ft. improved with tree wells / landscaping OR;	0.5 ft.
			7.5 ft.	4 ft. improved with sidewalk / tree grates	0.5 ft.
	Low Density Residential		5 ft.	6.5 ft. improved with street trees and landscape strip	0.5
10 Feet	Golden State Commercial/ Industrial	5 ft. if allowed by zoning code Improved with landscape, sidewalk, or outdoor dining	6 ft.	3.5 ft. improved with tree wells / landscaping OR;	0.5 ft.
			5.5 ft.	4 ft. improved with sidewalk / tree grates	0.5 ft.

\*Existing trees that do not conform to the Furnishing Zone widths identified in this table shall remain in place and can encroach into other sidewalk zones, unless directed by the Director.

For Projects where Affected Streets are Bicyclist Priority Streets, Sidewalks shall be configured as shown in Table 4-4 of Section 4.2 of the CSODS.

When a Project lies on two or more parcels with different General Plan land uses, apply widest sidewalk width dimension applicable to the Project along all sidewalks adjacent to Project.

### **2.3 Street and Sidewalk Restoration Requirement Standards**

Any Project on Affected Streets, including housing projects with four or fewer dwelling units in any zones, shall resurface all trenches in the Affected Street Sidewalks, caused by the Project. Projects are required to restore the Affected Street and/or Sidewalks in accordance with the City of Burbank Public Works Department Standard Plan BS-110-3, City of Burbank Public Works Department Standard Plan BS-104-1, and in accordance with the Pavement Condition Index (PCI) reported by the City of Burbank at the time of application for a Building Permit for the Project. For Affected Streets designated as Equestrian Priority Streets subject to CSODS Section 5, see Section 5.2 for additional street restoration requirements.

## **3. Pedestrian Improvements – Requirements of Complete Streets Plan: Chapter 5**

### **3.1 Curb Returns Standards**

Any Project on Affected Streets, located on a corner lot or reverse corner lot are required to construct a curb return at the corner(s) of the abutting Intersection of Affected Streets.

Intersection curb radius requirements provided in Table 3-1 through Table 3-4 are standards to determine the minimum radii based on street classification, lane configuration, and default design vehicle. For each development project, the Developer shall be responsible to provide vehicle turning templates using AutoTURN Software, or any software that complied with AASHTO Greenbook's vehicle movement design guidelines, to determine the appropriate curb radius for the curb ramp replacement at every abutting Intersection of Affected Streets based on Tables 3-1 – 3-4. All curb radii shall meet the requirements of all other applicable standards contained in the CSODS.



Table 3-1 - Intersection Curb Radius Requirement for Local Street, Collector Street, and Downtown Collector Street Intersections

Assume Design Vehicle SU-30

		Street A (Approaching Roadway)				
Street B (Receiving roadway; assume 1 receiving lane)		Parking	No	No	Yes	Yes
Parking	Bike Lane	Bike Lane	No	Yes	No	Yes
No	No		30'	30'	30'	30'
No	Yes		30'	30'	20'	15'
Yes	No		25'	20'	15'	10'
Yes	Yes		20'	10'	5'	5'

Table 3-2 - Intersection Curb Radius Requirement for Collector Intersections in Industrial Designations

Assume Design Vehicle: SU-40

		Street A (Approaching Roadway)				
Street B (Receiving roadway; assume 1 receiving lane)		Parking	No	No	Yes	Yes
Parking	Bike Lane	Bike Lane	No	Yes	No	Yes
No	No		30'	30'	30'	30'
No	Yes		30'	30'	30'	30'
Yes	No		30'	25'	25'	20'
Yes	Yes		25'	20'	20'	10'

Table 3-3 - Intersection Curb Radius Requirement for intersections with at least one Arterial Street without Transit

Assume Design Vehicle: WB-40

		Street A (Approaching Roadway)				
Street B (Receiving roadway; assume 2 or more receiving lanes)		Parking	No	No	Yes	Yes
Parking	Bike Lane	Bike Lane	No	Yes	No	Yes
No	No		30'	25'	20'	15'
No	Yes		30'	20'	15'	5'
Yes	No		25'	15'	10'	5'
Yes	Yes		10'	5'	5'	5'

Use Table 3-2 if right turn receiving roadway has 1 receiving lane

Table 3-4 – Intersection Curb Radius Requirements for Streets Accommodating Transit Right Turns (regardless of street type)  
 Assume Design Vehicle=BUS-45

		Street A (Approaching Roadway)				
		Parking	No	No	Yes	Yes
Street B (Receiving roadway; assume 2 or more receiving lanes)						
Parking	Bike Lane	Bike Lane	No	Yes	No	Yes
No	No		30'	25'	20'	15'
No	Yes		30'	20'	15'	10'
Yes	No		25'	15'	10'	5'
Yes	Yes		20'	5'	5'	5'

Use Table 3-2 if right turn receiving roadway has 1 receiving lane

In determining whether parking exists under Tables 3-1 through 3-4, assume the following:

- If bus stop aligns with on-street parking, then considered “Yes” for Parking
- If dedicated right turn lane exists, then considered “No” Parking (even if there is on-street parking before approach)

### SAMPLE TRUCK TURNING TEMPLATE

STREET A (APPROACHING ROADWAY)

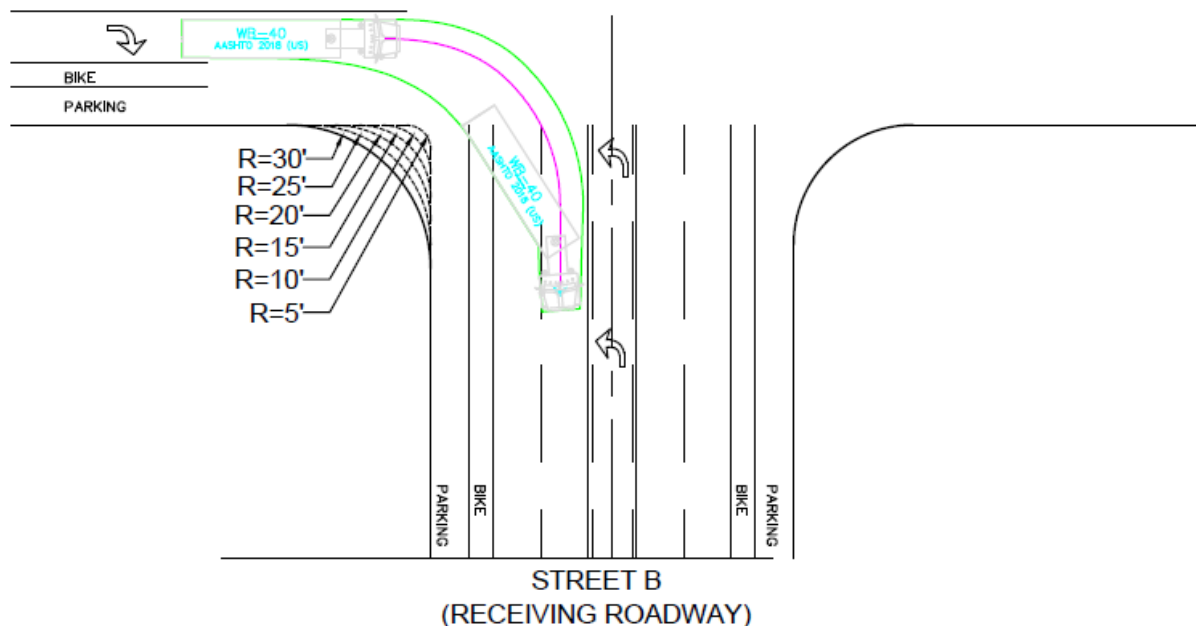


Figure 3-1 Sample Truck Turning Template

City of Burbank Public Works Standard Plans shall apply to curb, gutter, and drainage improvements.

### **3.2 Curb Ramps**

Any Project on Affected Streets, located on a corner lot or reverse corner lot shall construct curb ramps adjacent to the Affected Street(s) as required by this section. Any construction or reconstruction of curb ramps must meet the requirements of the Americans with Disabilities Act (ADA) of 1990 and the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAA). Curb ramps shall be designed in conformance with the 2022 Caltrans Standard Plans A88A and A88B.

For Projects on Affected Streets, one curb ramp must be provided for each pedestrian street crossing. For purposes of this section, pedestrian street crossings include any existing marked crosswalk as well as any unmarked crosswalk connecting pedestrian activity from one side of an Affected Street to the other side of the Affected Street. Projects that are located on a corner lot or abutting the intersection of Affected Streets, shall construct a curb ramp at each pedestrian crossing at the intersection corner. For example, at intersection corners where two pedestrian street crossings are located, two curb ramps must be constructed; if only one pedestrian street crossing is located at a corner, one curb ramp must be constructed. These improvements are required at the intersection corner that is abutting the Project. However, dual ramps are not required if the only configuration of the proposed new ramp will create longer, skewed crosswalks, thereby increasing the pedestrian crossing time and pedestrian exposure to traffic.

Projects on an Affected Street but not located on corner lots or reverse corner lots shall construct curb ramps or curb openings at 1) midblock crosswalks that are required by Section 3.4.2 and 3.4.4, and 2) medians or islands that intersect a pedestrian street crossing.

If a reconstructed curb ramp impacts the alignment of an existing marked crosswalk, the Project shall modify and restripe all abutting crosswalk legs in accordance with ADA requirements and conformance with Burbank Standard Plans.

If the Project is required to install a Class I or Raised Class IV bikeway pursuant to Section 4.2 below, then the bike ramps for the bikeway shall be differentiated from pedestrian curb ramps. A detectable warning surface is required on pedestrian curb ramps; they are not to be used on a bike ramps.

If the Project applicant demonstrates that a right-of-way conflict (i.e., property that is not included in the Project nor the public right-of way), a utility conflict (power poles, fire hydrants, street lights, drainage facilities, etc.), or conflicts with other existing public infrastructure, prevents the construction of two ramps at the corner of an intersection, then the applicant may propose to construct a single ramp at the corner, which requires approval from the City for implementation. In such case, the City shall review the conflict and concur with the assessment or provide an alternative solution to construct the two ramps.

### **3.3 Curb Extension Standards**

Projects located on a corner lot or reverse lot that abuts an intersection shall construct curb extensions along any Affected Street designated as a Pedestrian Priority Street.

At an intersection, the configuration of the curb extensions shall be in conformance with Figures 5-12 through 5-19 of the Complete Streets Plan and all other applicable standards contained in the CSODS. Projects are required to construct curb extensions along Affected Streets, with the following exceptions:

- No curb extension shall extend into an exclusive right turn lane
- No curb extension shall extend into a Class II bike lane
- No curb extension shall reduce travel lanes to less than 12 feet on arterials and 11 feet on other streets

If the Project is required to install a Class IV bikeway pursuant to Section 4.2 below, then the curb extensions shall be designed to accommodate the bikeway.

Required curb extensions shall be designed in accordance with the Highway Design Manual Chapter 300, Topic 303 – Curbs, Dikes, and Side Gutters. The curb return between the intersection of curbs and curb extensions shall meet all other applicable CSODS requirements.

For projects on Affected Streets adjacent to transit stops, refer to Complete Streets Plan Figures 6-11, 6-12, or 6-13 for curb extension configuration requirements for transit application.

### **3.4 Traffic Control Devices**

Traffic control devices shall be installed to provide comfortable, convenient, and connected complete streets facilities for pedestrians. Traffic control devices include traffic control signals, pavement markings, signage, and all equipment needed to implement traffic control for all modes of transportation. All design and construction of traffic control devices shall meet the engineering standards listed below.

#### **3.4.1 Pedestrian Crossings and Marked Crosswalks Standards**

Projects that abut an intersection shall upgrade any existing marked pedestrian crosswalk to a high-visibility crosswalk at an Affected Street at the corresponding corner(s).

All marked crosswalks shall be installed as High-Visibility Crosswalks, pursuant to Burbank Standard Plan BT-409A-1.

#### **3.4.2 Pedestrian-Actuated Rectangular Rapid-Flashing Beacons (“RRFB”) Standards**

Projects that abut an unsignalized intersection shall install a pedestrian-actuated RRFB at the intersection in addition to a marked crosswalk(s) for traffic control on the Affected Street if the following conditions are met:

- The Project contains 25 or more housing units or 25,000 square feet or more of commercial, retail, or office square footage; AND
- The Project is located on an Affected Street designated as a Pedestrian Priority Street; AND
- The Project abuts an unsignalized intersection, AND
- The CAMUTCD does not justify the installation of a traffic control signal or stop-control at the location; AND
- The Affected Street has an Average Daily Traffic ("ADT") of less than 10,000 vehicles, or is classified as a ~~Local~~ or Collector street under the Burbank2035 General Plan; AND
- The Affected Street has a posted speed limit or measured 85<sup>th</sup> percentile speed of less than 35 miles per hour; AND
- The location satisfies the requirements of BMC 6-1-901: ESTABLISHMENT OF CROSSWALKS

Project(s) that do not abut an intersection shall install a pedestrian-actuated RRFB in addition to a marked crosswalk(s) for traffic control on the Affected Street if the following conditions are met:

- A mid-block crosswalk is required under these CSODS or there is an existing un-controlled mid-block crosswalk; AND
- The CAMUTCD does not justify the installation of a traffic control signal or stop-control at the location; AND
- The Affected Street has an ADT of less than 10,000 vehicles, or is classified as a ~~Local~~ or Collector Street under the Burbank2035 General Plan; AND
- The Affected Street has a posted speed limit or measured 85<sup>th</sup> percentile speed of less than 35 miles per hour; AND
- The location satisfies the requirements of BMC 6-1-901: ESTABLISHMENT OF CROSSWALKS

The location of pedestrian actuated RRFB shall be placed at nearest intersection approach to the project, mid-block crossing, or as determined by the Director.

### **3.4.3 Traffic Control Signals Standards**

The following standards apply to Projects abutting intersections where either of the Affected Streets at the intersection are classified as Major or Secondary Arterial streets:

#### **New Traffic Signals**

Projects must complete and provide a study under the CA MUTCD Chapter 4C (Traffic Control Signal Needs Studies), and shall install a traffic control signal if the following conditions are met:

- The Traffic Control Signal Needs Study demonstrates that one or more of the Traffic Signal Warrants are satisfied. The Traffic Control Signal Needs Study shall be conducted using

projected traffic volume counts, which will be based on the traffic volume generated by the Project and the existing traffic volumes, AND

- The Project contains 25 or more housing units or 25,000 square feet or more of commercial, retail, or office square footage, AND
- There are no right-of-way conflicts or existing utility conflicts that prevent the construction or accessibility of a traffic control signal.

#### Existing Traffic Signal Modification

If there is an existing traffic control signal at the intersection of Affected Streets, then a Project is required to modify the existing traffic control devices to accommodate the installation of any improvements required by CSODS. An MUTCD study is not required for existing signals. For the purposes of this section, residential (Existing Traffic Signal Modification) projects with three or fewer dwelling units are excluded.

Projects that abut a signalized intersection shall ~~modify the existing traffic control signal to~~ also install Accessible Pedestrian Signals (audible pedestrian push buttons) at any new or modified traffic signal required by this standard.

#### **3.4.4 Pedestrian Hybrid Beacons Standards**

Projects that abut an unsignalized Intersection, as well as mid-block Projects, shall install a pedestrian hybrid beacon (“HAWK beacon”) in addition to a marked crosswalk(s) if they meet the following criteria:

- The Project contains 25 or more housing units or 25,000 square feet or more of commercial, retail, or office square footage; AND
- The Project is located on an Affected Street designated as a Pedestrian Priority Street; AND
- The Project is located along an Arterial roadway pursuant to the Burbank2035 General Plan; AND
- The CA MUTCD Chapter 4F does not justify the installation of a traffic control signal or stop-control at the location; AND
- The posted speed limit on the Affected Street(s) is 35 miles per hour or greater; AND
- There are no marked crosswalks within 400’ of the Project’s proposed location.

The location of the pedestrian actuated HAWK beacon shall be placed at the nearest intersection approach to the project, mid-block crossing, or as determined by the Director.

## **4. Bicyclist Improvements – Requirements of Complete Our Streets Plan: Chapter 7**

### **4.1 Bicycle Parking Standards**

#### **4.1.1 Bicycle Parking Space Requirements**

Projects shall provide bicycle parking for residents, tenants, customers, and/or employees, at the following rates based on the proposed land use:

1. Single Family Residential, including condominium units with individual garages
  - a. No bicycle parking required
2. Multifamily Residential Land Uses (8 units or more)
  - a. 0.25 bicycle spaces per residential unit
    - i. 75% long-term bicycle parking
    - ii. 25% short-term bicycle parking
3. Mixed-Use Residential Land Uses (8 units or more)
  - a. 0.25 bicycle spaces per residential unit
    - i. 75% long-term bicycle parking
    - ii. 25% short-term bicycle parking
4. Plus additional bicycle spaces for non-residential uses in mixed-use development or standalone land use Projects
  - a. Office/media use
    1. 1 space per 1,000 square feet
      - a. 85% long-term bicycle parking
      - b. 15% short-term bicycle parking
  - b. Commercial Uses
    1. 1 space per 1,000 square feet
      - a. 25% long-term bicycle parking
      - b. 75% short-term bicycle parking
  - c. Industrial Uses
    1. 1 space per 5,000 square feet
      - a. 100% long-term bicycle parking
  - d. Hotel/Motel Uses
    1. 0.1 bicycle spaces per unit
      - a. 85% long-term bicycle parking
      - b. 15% short-term bicycle parking
  - e. All Other
    1. 1 space per 1,000 square feet
      - a. 85% long-term bicycle parking
      - b. 15% short-term bicycle parking

Calculations are subject to normal rounding where a fraction of 0.5 or greater counts as an additional space.

### 4.1.2 Types of Bicycle Racks

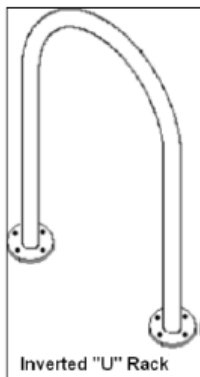
All bicycle racks shall be painted (powder coated) with a protective coating to prevent normal wear and tear. Bicycle racks that support the bicycle solely by the wheel or by one point on the bicycle frame are not permitted. All racks shall support the bicycle in a stable position and allow cyclists to secure their frame at two points.

#### Short-Term Bicycle Parking

Bicycle racks for short-term bicycle parking must be secured to the ground and located in areas visible from the associated Project site. While the City permits variations in rack design so long as they meet CSODS requirements, the “Inverted U Rack” is the preferred rack designs:

*The Inverted “U” Rack:* Mounts onto a level surface, typically a sidewalk. The rack is equipped with a surface flange to allow for mounting with anchor bolts. This rack is the most common rack currently installed throughout the City and can be found along commercial corridors and at City facilities. The rack is typically powder-coated in black to prevent regular rusting and wear and tear.

Figure 4-1 – Preferred Bicycle Racks: Inverted U Rack

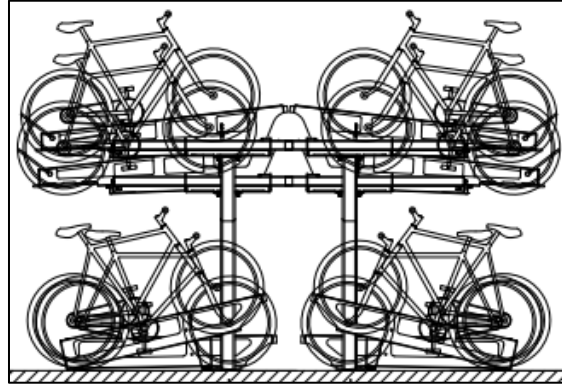
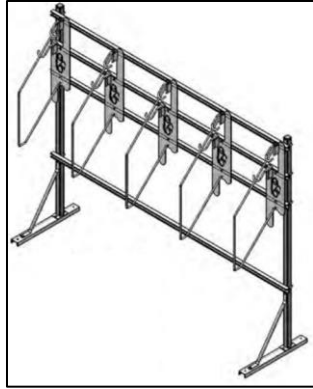


#### Long-Term Bicycle Parking

The “Inverted U Rack” Racks utilized for short-term bicycle parking is ~~are~~ also suitable for long-term bicycle parking if located in an indoor area or outdoor weather-protected location not visible to passersby, and only accessible to employees, patrons, or residents. However, there are additional types of racks that may be used to maximize space for indoor bicycle parking areas, such as a double decker bicycle racks or vertical bike racks (pictured below). Note that these types of racks shall maintain ground level rack access for heavier bicycles, such as e-bikes, cargo bikes, etc.

Figure 4-2 – Examples of Racks for Long-Term Bicycle Parking





### 4.1.3 Application

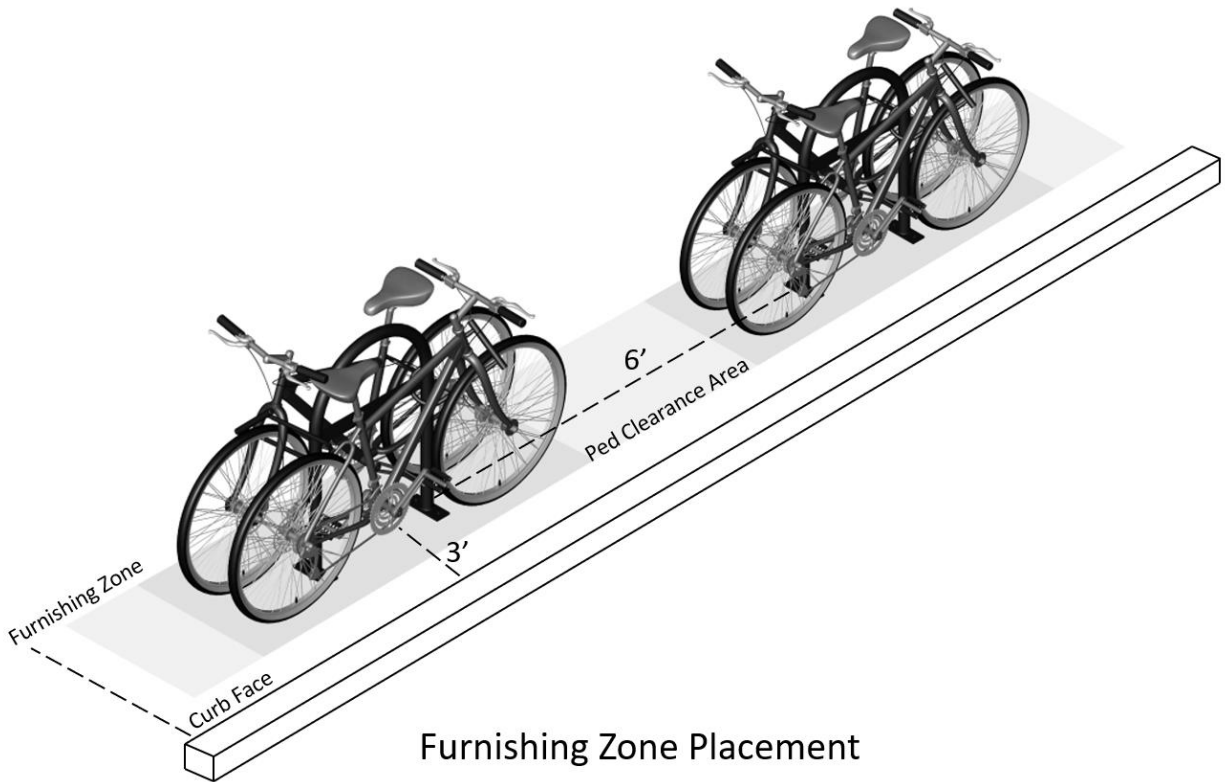
#### In Public Right-of-Way

If the bike racks are placed on the sidewalk they shall be placed in the Furnishing Zone (see CSODS § 2). Any bike rack placed parallel to the curb shall be no less than three feet from the face of the curb. Bicycle racks placed in clusters shall be spaced a minimum of 6 feet apart to allow adequate pedestrian clearance area, for the free flow of bicycles in and out of the rack, and access to curbside parking. When placed in-line, side-by-side, parallel, or adjacent to other impediments like light poles, trees, street furniture, or walls, a minimum three-foot clearance shall be maintained around the entire radius of each rack.

Where the sidewalk is fifteen feet (or more) wide, a bike rack may be placed perpendicular to the curb as long as a ten-foot minimum clearance is maintained in the remaining Pedestrian Zone of the Sidewalk. However, the distance from the center point of the rack to the face of the curb shall be no less than four and a half feet. No bicycle parking facilities shall be installed on any sidewalk where the sidewalk width, measured from the property line to the face of the curb, is less than 10 feet.

Any bicycle rack placed in the public right-of-way requires an encroachment permit issued by the City, which will include owner maintenance obligations.

Figure 4-3 – Placement of Clustered Bicycle Racks



All bicycle parking facilities within the public right-of-way shall be in compliance with all applicable access requirements, including the Americans with Disabilities Act.

On Private Property

When located on private property, bicycle parking facilities shall be located on a hard paved surface, painted with a protective coating to prevent normal wear and tear, and be well maintained in a state of good repair at all times. If a bicycle parking space is intended to serve short-term users (anyone who will only be staying less than two-hours) the bicycle parking space is required to be no farther than the nearest off-street automobile parking space. Bicycle parking may be placed in the front, side, or rear setback of the Project building, or an arcade of the Project building that it serves (all applicable landscaping, emergency access, and ADA requirements still apply).

Bicycle parking spaces may be placed in a parking lot or parking structure. If located in a vehicle parking facility, bike racks and bicycles shall be protected from automobiles. For example, this can be accomplished by providing five feet of open space that is marked to prohibit automobile parking or with a physical barrier like curbs, wheel stops, poles, or bollards to prevent automobiles from entering the bicycle parking area. All treatments shall meet the parking lot design standards outlined in BMC Section 10-1-1417. Further, if placed in a parking facility, signs shall be installed that are clearly legible upon the approach to every automobile entrance to the parking facility indicating the availability and location of bicycle parking.

## 4.2 Bikeway Objective Development Standards

### 4.2.1 Overview

The following Bikeway Objective Development standards apply to a Project if it is located on an Affected Street that is identified as a Bicyclist Priority Street and that street is improved with a Class II or Class IV bike lane. This standard shall also apply to projects that are on the following Bicycle Priority Streets: Glenoaks Boulevard and First Street.

Bikeways identified in this section are defined as follows:

Table 4-1 – Bikeway Definitions

Bikeway Definition Guideline	
Bikeway Type	Definition
Class I	Consists of Bicycle Paths or Shared-Use Paths, and provide a completely separated and off-street right-of-way designated for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.
Class II	Consists of Bike Lanes, and provide a restricted right-of-way designated for the exclusive or semi exclusive in-street use of bicycles. Travel by motor vehicles or pedestrians is prohibited, but cross-flows may be allowed. Class II Bikeways are in the roadway and run adjacent to the vehicle travel lanes.
Class III	Consists of Bicycle Routes, and designate shared travel of bicycles and motor vehicles denoted by signs and/or pavement markings, such as shared-lane markings (“sharrows”).
Class IV	Consists of Cycle Tracks or Protected Bikeways, and provide a right-of-way designated exclusively for bicycle travel separated from pedestrians, vehicle traffic, and parked vehicles. Class IV Bikeways are protected and separated from vehicular path of travel using grade separation, flexible posts, inflexible physical barriers, and/or on-street parking.

### 4.2.2 Bikeway Facility Improvements

Bikeway facility improvements consist of the following:

1. **Improvement 1:** Construct a Class IV (raised protected) bikeway.
2. **Improvement 2:** Construct a Class IV (on-street protected) or striped Class II bikeway, where technically feasible.
3. **Improvement 3:** Provide for a right-of-way dedication in accordance with Table 4-4 to accommodate a future Class IV bikeway.

### 4.2.3 Application (Bicyclist Priority Locations)

Projects that are located on Affected Streets shall construct applicable bikeway facility improvements based on the percentage of linear feet that the total Project’s property frontage occupies in a given block face. For purposes of this section, the determination of a block face’s percent measurements shall be made using linear feet.

1. A Project whose property frontage(s) occupies 75% or more of the block face it is located on, shall construct **Improvement 1** along the entire length of the block face(s) it is located on.
2. A Project whose property frontage(s) occupies 75% or more of two or more separate block faces it is located on, shall construct **Improvement 1** along the entire length of the block face(s) it is located on, and connect the bikeway facilities through any intersection separating the property frontage (*see* CSODS Figure 4-4 for street transition; Complete Streets Plan Figures 7-39 and 7-40 for driveways and alleys conflict area design).
3. A Project whose property frontage(s) occupies 50% or more, but less than 75% of the block face it is located on, shall construct **Improvement 1** along the Project's frontage, and construct **Improvement 2** along the remainder of the block face(s) it is located on.
4. A Project whose property frontage(s) occupies less than 50% of the block face(s) it is located on, shall complete **Improvement 3** along the entire length of the property frontage.
5. For all other Projects on an Affected Street(s), **Improvement 3** shall apply.

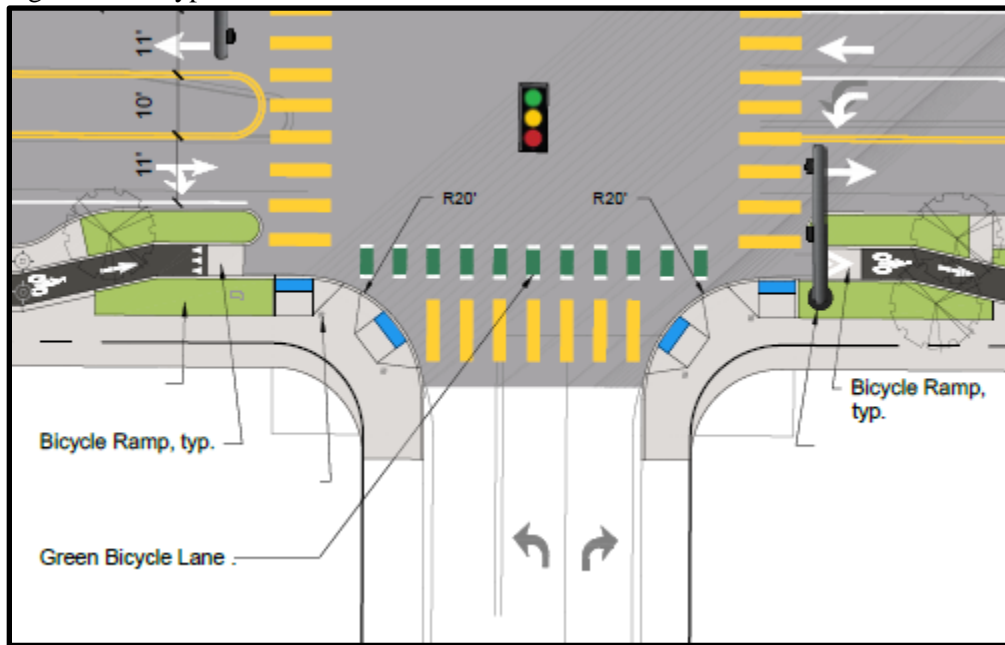
When a Project is required to construct **Improvement 1** on an Affected Street where a Class II bike lane already exists, the total width required in the first column of Table 4-4 shall be achieved by narrowing the roadway width by 4 feet to account for moving the bike lane from the street to the raised sidewalk.

Projects that are required to construct **Improvement 3** must provide a dedication that accounts for future 4-foot sidewalk extension into street width.

Projects that are required to construct **Improvement 1** along an Affected Street where a transit stop is located within the Project's frontage shall construct a Type II Floating Bus Bulb in accordance with Detail 400 of the City of Los Angeles Supplemental Design Guide, except that the raised bike lane shall be at sidewalk level and not street level.

Projects that are required to construct **Improvement 1** along an Affected Street that includes an intersecting street shall construct **Improvement 1** so that it transitions into the intersection at street level in conformance with Figure 4-4 below:

Figure 4-4 – Typical Class IV Raised Protected Bike Lane Intersection Treatment



All Projects subject to these Bikeway Objective Development standards shall configure and construct Improvement 1, 2, or 3 in accordance with roadway classifications listed in Table 4-2:

Table 4-2 – Roadway Complete Streets Plan Reconfiguration by Classification

Roadway Classification	Complete Streets Plan Reconfiguration
Arterial Roadway	Figure 7-28, Page 104 and Table 4-3
Collector Roadway	Figure 7-35, Page 107 and Table 4-3
Other Classification	As Determined by the City and Table 4-3

All Projects shall construct Improvements 1 or 2 (Class IV Bikeway Improvements) based on the One-way, Sidewalk Level configuration in Table 4-3.

Table 4-3 – Class IV Bikeway Typology

Class IV Bikeway Types Applications				
Class IV Bikeway Type	Applicability	Bikeway Width	Pedestrian Buffer	Vehicle Buffer
On-street, One-way Direction	Two-way streets	Refer to Table 4-4 - Sidewalk Zone Dimensions by Sidewalk Width and Land Use Designation with Raised Protected Class IV Bike Lanes		
On-street, Two-way Direction	One-way and Two-way streets			
Sidewalk-Level, One-way Direction	Two-way streets			
Sidewalk-Level, Two-way Direction				

All Projects required to construct Improvement 1 or 3 must configure or dedicate Sidewalk widths in accordance with Table 4-4:.

Table 4-4 – Sidewalk Zone Dimensions by Sidewalk Width and Land Use Designation with Raised Protected Class IV Bike Lanes

<b>Sidewalk Width Required w/ Raised Bike Lane</b>	<b>Project General Plan Land Use Designation</b>	<b>Frontage Zone (private property)</b>	<b>Pedestrian Zone</b>	<b>Furnishing Zone* (includes bike/ped buffer)</b>	<b>Curb Zone (includes bike lane and bike/vehicle buffer)</b>
22 Feet  (Based on 15' Sidewalk Required)	All Commercial & North Victory Commercial/ Industrial	5 ft. if allowed by zoning code Improved with landscape, sidewalk, or outdoor dining	8 ft.	4 ft. improved with tree wells or landscaping	10 ft. min 5' bike lane min 2' buffer w/out adjacent parking min 3' buffer w adjacent parking min 6.5 bike lane adjacent to swale
18 Feet  (Based on 12' Sidewalk Required)	All Residential	5 ft. if allowed by zoning code Improved with landscape, sidewalk, or outdoor dining	6 ft.	4 ft. improved with tree wells or landscaping	8 ft. min 5' bike lane min 2' buffer w/out adjacent parking min 3' buffer w adjacent parking min 6.5 bike lane adjacent to swale
15 Feet  (Based on 10' Sidewalk Required)	Golden State Commercial/ Industrial	5 ft. if allowed by zoning code Improved with landscape, sidewalk, or outdoor dining	5 ft.	2 ft. improved with landscaping or constrained 3' x 8' tree wells that encroach into pedestrian zone	8 ft. min 5' bike lane min 2' buffer w/out adjacent parking min 3' buffer w adjacent parking

\*Existing trees that do not conform to widths identified in this table shall remain unless directed by the City.

Improvement 2, or any improvement involving a Class II bikeway shall be designed in accordance with the California MUTCD, Section 9C.04. and the Caltrans Highway Design Manual, Chapter 1000 – Bicycle Transportation Design.

Class IV bikeways shall be designed in accordance with Caltrans Highway Design Manual, Chapter 1000 – Bicycle Transportation Design, Caltrans Design Information Bulletin (DIB) 89-01: Class IV Bikeway Guidance, and the NACTO Urban Bikeway Design Guide.

*Additional bikeway types referenced in this section shall conform to the definitions established in the Complete Streets Plan Figure 7-3.*

## 5. Equestrian Improvements – Requirements of Complete Streets Plan: Chapter 10

Sidewalk widths on the Affected Streets listed in Section 5.1, below, which are identified as Equestrian Priority Streets in the City’s Complete Streets Plan, Figure 10-1, shall comply with the following measurements, which includes an “Equestrian Zone” consisting of a bridle path:

Table 5-1 – Sidewalk Zone Dimensions by Sidewalk Width and Land Use Designation with off-Street, Barrier-separated Bridle Path.

Sidewalk Width Required w/ Raised Off-Street Separated Bridle Path	Project General Plan Land Use Designation	Frontage Zone (private property)	Equestrian Zone (Bridle Path)	Pedestrian Zone	Furnishing Zone (includes separated bridle path)	Curb Zone
22 Feet (Based on 15’ Sidewalk Required)	All Rancho Commercial	If allowed by zoning code, 10 ft. for horse hitching area, 5 ft. if improved with landscape, outdoor dining not allowed.	10 ft.	8 ft.	3.5 ft. improved with tree wells / landscaping OR;	0.5 ft.
				7.5 ft.	4 ft. improved with sidewalk / tree grates	0.5 ft.
18 Feet (Based on 12’ Sidewalk Required)	All Medium Density Residential and Low Density Residential on Mariposa Street Only	If allowed by zoning code, 10 ft. for horse hitching area, 5 ft. if improved with landscape, outdoor dining not allowed.	10 ft.	5 ft.	2.5 ft. improved with landscaping OR;	0.5 ft.
				4.5 ft.	3 ft. improved with sidewalk / tree grates	0.5 ft.

Affected Streets that are both Bicycle Priority Streets and Equestrian Priority Streets shall implement improvements based on Table 5-1, but use Curb Zone dimensions from Table 4-4, or as directed by the Community Development Director.

### 5.1 Horses Off-Street, On A Barrier Separated Bridle Path Standards

Section 5.1 applies to projects located on the following Affected Streets:

- a. North Side of Riverside Drive between Mariposa Street and the eastern City Limits
- b. East side of Mariposa Street between Riverside Drive and the Mariposa Equestrian Bridge
- c. West side of Main Street between Alameda Avenue and Riverside Drive
- d. East side of Main Street between Valencia Avenue and Alameda Avenue

Projects on the Affected Streets listed above shall construct equestrian-dedicated bridle paths along property frontages as follows, unless otherwise provided in this Section:

- Equestrian-dedicated bridle paths shall be constructed of slip-resistant natural surface materials and able to withstand the impact of horseshoes. Examples of acceptable natural surface materials include native soil, wood chips, crushed rocks with fines, decomposed granite, sand. Pavement or sharp gravel shall not be used, except at points where a bridle path crosses a driveway or pedestrian access to adjoining property, in which case the surface shall be concrete with stiff-broom finish. Path grades shall not exceed 12 percent.
- A vertical clearance of 12 ft. shall be maintained from the surface of the equestrian dedicated bridle path to any overhead structures.
- The Equestrian Zone of a Sidewalk area shall be separated from the Pedestrian Zone of the Sidewalk area by a 4-foot lodgepole fence constructed so as to not limit a horse's peripheral vision and sense of security and to maximize horse/rider view at intersections.
- If needed, as determined by the Director, to prevent non-equestrian users from accessing the bridle path, bollards or posts at entrances to bridle paths should be placed 5 ft. apart.

If a Project requires the implementation of an off-street separated bridle path under this section, but (1) the project's frontage along an Affected Street is less than 100 feet, and the project is not abutting a parcel that is already improved with a bridle path, or (2) construction of the path is technically infeasible based on current site conditions, the Project shall provide a required dedication to construct a future bridle path based on the dimensions identified in Table 5-1, but shall not be required to construct the bridle path.

## **5.2 Horses In-Street Standards**

Any Project on Affected Streets not located within a land use designation identified in Table 5-1, including Projects in single-family residential zoning containing a minimum of four dwelling units, that is subject to a Street Restoration requirement in Section 2.3 in the "Good" or "Very Good" category, shall restore the Affected Street with asphalt with chip seal to improve skid-resistance for horses.

## **5.3 Equestrian Crossings Standards**

Projects that are located on a corner lot or reverse corner lot, and abut a signalized intersection of an Affected Street, or that are required to install a traffic signal or other pedestrian-actuated traffic control device, including Projects in single-family residential zones containing four or more dwelling units, shall install elevated equestrian rider push buttons on any pedestrian crossing that requires a push button actuation to receive a pedestrian walk indication. The



equestrian push button shall be installed 5 ft. to 6 ft. above the ground and located where an equestrian rider can reach the button.