Appendix I

Transportation Analysis Memorandum

FEHR PEERS

Draft Memorandum

Date: December 20, 2024

To: David Crook, ESA

From: Dongyang Lin & John Muggridge, Fehr & Peers

Subject: Transportation Analysis – 2321-2335 North Fairview Street Housing Project

LA24-3576

This technical memorandum documents the transportation analysis for the North Fairview Street Affordable Housing Project (Project). The Project is located at 2321-2335 North Fairview Street in the City of Burbank (City), on the block bounded by Thornton Avenue and Empire Avenue.

Project Description

The Project Site is approximately 0.62 acres and is located in the northwest area of the City at 2321-2335 North Fairview Street. The site includes four parcels with a total of 16 existing residential units, 13 of which are affordable housing according to the City's AB 987 Affordable Housing Database[1].

The Project involves demolition of the 16 existing residential uses on site and the construction of a four-story residential building with 60 affordable units. The units will comprise of one-, two-, three, and four-bedroom units ranging from 558 to 1,332 square feet in size. A site plan and subterranean garage plan of the Project is shown in **Figure 1** and **Figure 2**.

Trip Generation

As discussed in the Project Description, the Project consists of the construction of 60 affordable dwelling units. Trip generation rates from *Trip Generation, 11th Edition* (Institute of Transportation Engineers [ITE], 2021) were used to estimate the number of trips associated with the Project. The trip generation rates for Affordable Housing (Income Limits) and Multifamily Housing (Low-Rise) were used to estimate the trips expected to be generated by the proposed Project and existing

[1] Housing Authority of the City of Burbank, AB 987 Affordable Housing Database. Accessed in December 2024 on https://www.burbankca.gov/documents/173607/0/AB+987+Affordable+Housing+Database+Website+2023.pdf/a40b9de8-cac1-ee40-5467-bb04ba186249?t=1684861776967

uses. The ITE 11th Edition introduces and defines the geographic setting for four different settings/locations: Rural, General Urban/Suburban, Dense Multi-Use Urban, and City Core. In many instances, trip generation rates are provided for each land use by geographic setting. The Project is located in an area that meets the General Urban/Suburban ITE definitions; therefore, the trip generation rates for General Urban/Suburban were used.

Since the Project site is within ½ mile of the existing Metrolink Bob Hope Airport Station, the total number of trips generated by the Project considers the portion of trips to and from the site using transit, bicycling, and walking based on the site's proximity to transit and other trip origins and destinations that are within walking or biking distance.

Following the application of the trip generation credits described above, the Project is projected to generate a net increase of 19 trips (6 inbound/13 outbound) during the AM peak hour, 17 trips (10 inbound/7 outbound) during the PM peak hour, and 137 daily trips. **Table 1** shows the estimated trip generation for the Project.

Figure 1: Site Plan

NOTES:

THE PROJECT SHALL COMPLY WITH PROVISIONS OF BMC SECTION 10-1-628(W). LIGHTING MUST BE PROVIDED IN ALL COMMON AREAS INCLUDING, BUT NOT LIMITED TO: PARKING GARAGES, OUTDOOR PARKING AREAS, COMMON OPEN SPACE AREAS, PEDESTRIAN PATHS, STAIRWAYS, AND HALLWAYS.

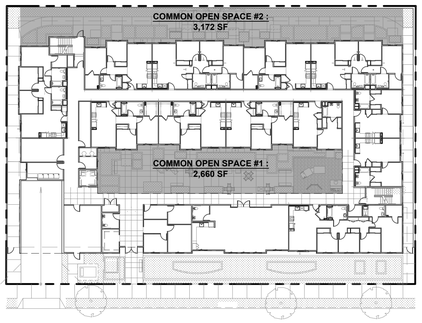
1. OUTDOOR LIGHTING FIXTURES MUST BE POSITIONED AND DIRECTED SO AS NOT TO SHINE OR CAUSE GLARE ONTO ADJACENT PROPERTIES OR PUBLICS RIGHTS-OF-WAY.
2. FREE-STANDING LIGHTING FIXTURES MUST BE NO TALLER THAN EIGHT (8) FEET AS MEASURED FROM THE ABUTTING GROUND SURFACE OR FLOOR LEVEL.
3. ALL LIGHTING FIXTURES MUST BE CONSISTENT WITH THE ARCHITECTURAL STYLE OF THE BUILDING.

AVERAGE GRADE CALCULATION:

ELEVATION #1	671.90
ELEVATION #2	670.86
ELEVATION #3	673.36
ELEVATION #4	673.42
TOTAL	2,698.54

AVERAGE GRADE CALCULATION: 2,689.54 / 4 = 672.39

AVERAGE GRADE: 672.39

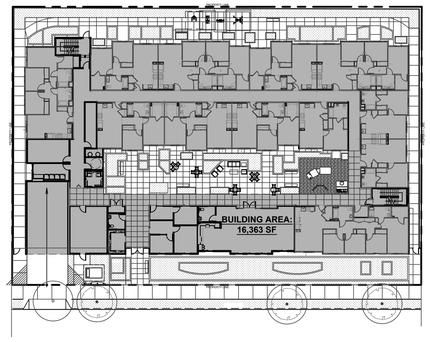


COMMON OPEN SPACE PROVIDED:
2,660 SF LANDSCAPED CENTRAL COURTYARD
3,172 SF LANDSCAPED REAR COURTYARD
TOTAL COMMON OPEN AREA = 5,832 SF PROVIDED

MIN. PRIVATE OPEN SPACE / UNIT REQ.: 50 SF PER UNIT
60 UNITS X 50 SF = 3,000 SF REQUIRED

PRIVATE OPEN SPACE PROVIDED: NOT PROVIDED
NO BALCONIES PROVIDED: = 0 SF PROVIDED

OPEN SPACE DIAGRAM (3)
SCALE: 1" = 30'-0"



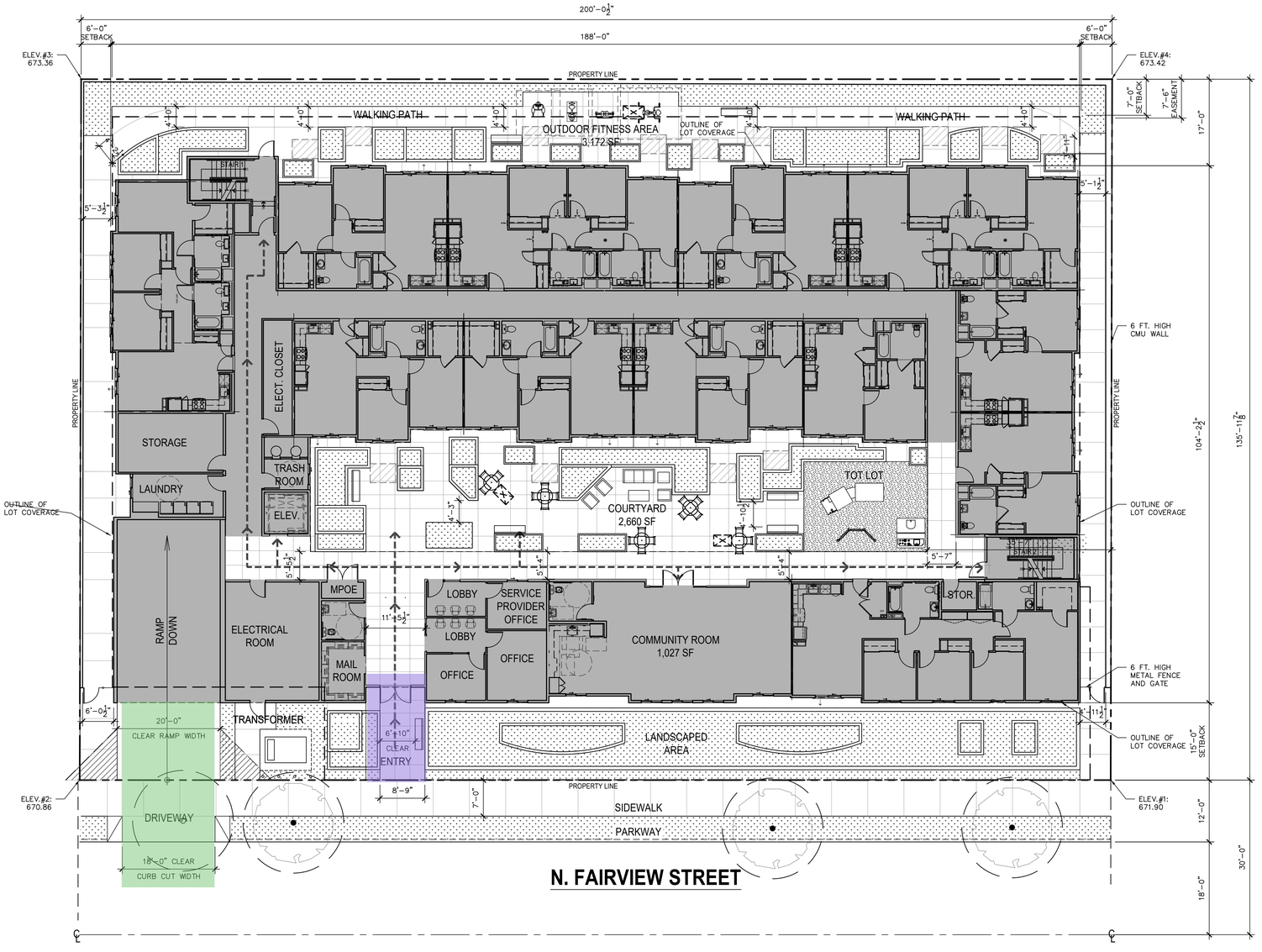
LOT COVERAGE CALCULATION PLAN:

SITE AREA: 27,192 SF
BUILDING AREA: 16,363 SF

LOT COVERAGE CALCULATION: 16,363 SF / 27,192 SF = 60.2%

MAXIMUM ALLOWED LOT COVERAGE: 70%
LOT COVERAGE PROVIDED: 60.2%

LOT COVERAGE DIAGRAM (2)
SCALE: 1" = 30'-0"



SITE PLAN (1)
SCALE: 1" = 10'-0"

Y&M Architects
255 South Santa Fe Avenue, Suite 103
Los Angeles, CA 90012
Tel. 213 623 2107 Fax. 213 623 2108
www.ymarch.com

11/01/2024 2:01 AM

THE VILLAGE AT FAIRVIEW
Project. 2321 - 2335 N.FAIRVIEW ST., BURBANK CA 91504

HOMES & HOPE - BURBANK HOUSING CORPORATION
Developer.

10.08.24 Date

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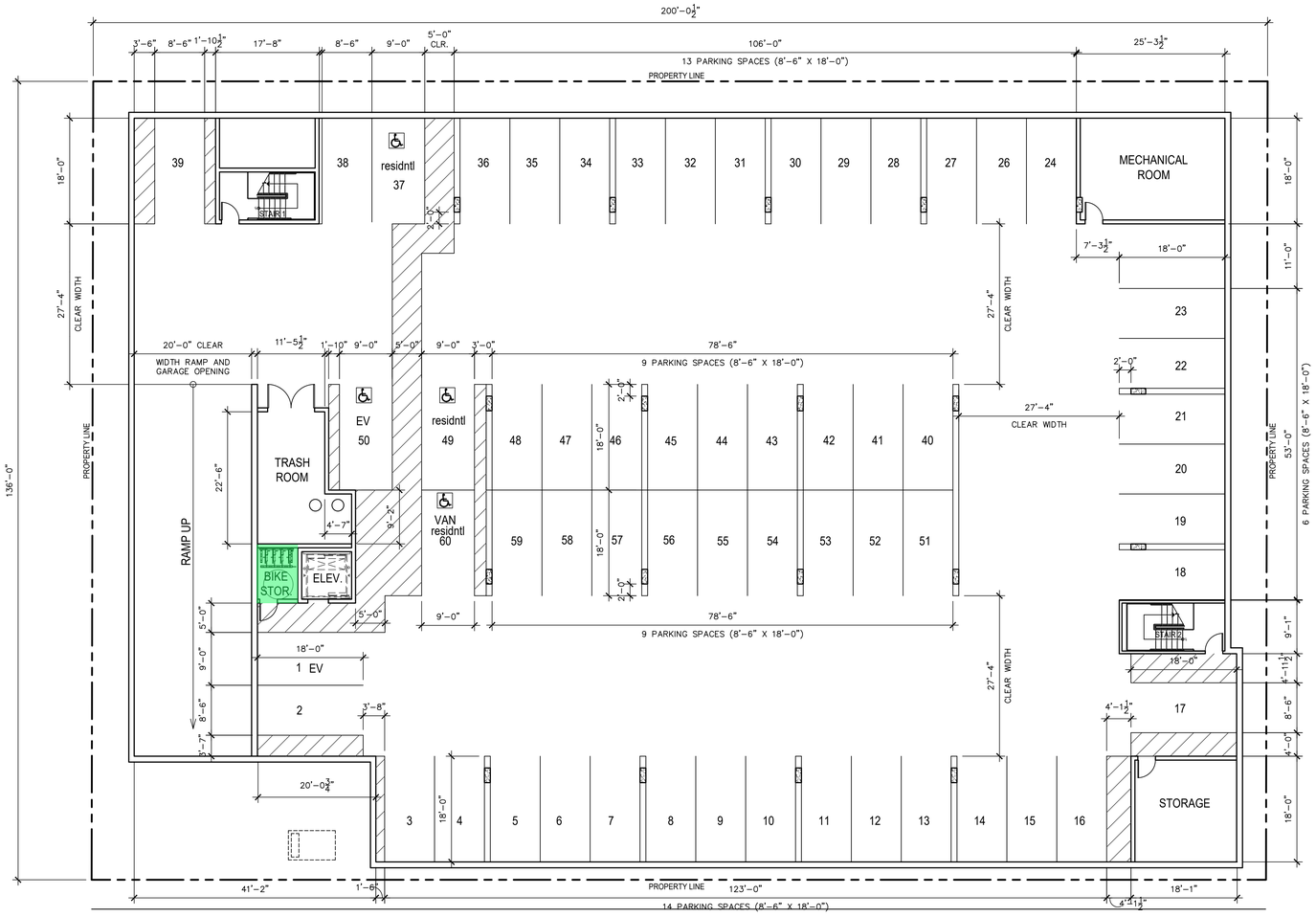
Figure 2: Subterranean Garage Plan



BICYCLE PARKING

NORTH

SUBTERRANEAN GARAGE (1)
SCALE: 1" = 10'-0"

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Table 1: Project Vehicle Trip Generation Estimate

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
				AM Peak Hour			PM Peak Hour				AM Peak Hour Trips			PM Peak Hour Trips		
			Daily	Rate	In%	Out%	Rate	In%	Out%	Daily	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Affordable Housing	223	60 DU	*Equation [c]*	0.5	29%	71%	0.46	59%	41%	363	9	21	30	16	12	28
Less: Walk/Bike/Transit Trip Adjustment [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(54)*	*(1)*	*(3)*	*(4)*	*(2)*	*(2)*	*(4)*
TOTAL PROJECT EXTERNAL VEHICLE TRIPS										309	8	18	26	14	10	24
EXISTING USE ADJUSTMENT																
Multifamily Housing (Low-Rise)	220	3 DU	4.72	0.38	29%	71%	0.61	60%	40%	14	0	1	1	1	1	2
Less: Walk/Bike/Transit Trip Adjustment [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(2)*	*0*	*0*	*0*	*0*	*0*	*0*
Affordable Housing	223	*13* DU	*Equation [c]*	0.5	29%	71%	0.46	59%	41%	188	2	5	7	4	2	6
Less: Walk/Bike/Transit Trip Adjustment [b]			*15%*		*15%*	*15%*		*15%*	*15%*	*(28)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
TOTAL EXISTING VEHICLE TRIPS										172	2	5	7	4	3	7
NET INCREMENTAL EXTERNAL TRIPS										**137**	**6**	**13**	**19**	**10**	**7**	**17**

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition* , 2021.

[b] Walk/bike/transit trip adjustment applied to account for the percentage of project trips that occur by walking, biking, or transit. The Project is located within 1/2 mile of Metrolink Bob Hope Airport Station.

[c] Per the ITE Handbook (3rd Edition) flowchart, the fitted curve equation for Affordable Housing in "General Urban/Suburban" area was used for Daily Trip Generation. The equation is T = 3.73(X) + 139.35.

Site Plan Review

To address the CEQA Appendix G question regarding geometric design features and incompatible uses, this section documents the review of the Project site plan and addresses on-site parking, vehicle access, and pedestrian and bicycle access to the Project Site.

Vehicle and Bicycle Parking

The City of Burbank's Municipal Code (BMC), California Government Code, and Assembly Bill contain a series of provisions affecting the required parking supply for the Project. The applicable code requirements are as follows:

- BMC Section 10-1-628 establishes the required parking spaces for residentially zoned properties. For this use, the BMC requires 2 spaces per unit with two or more bedrooms and 1.75 spaces per unit with one or less bedrooms.
- The project applicant is citing the City's and State Density Bonus Law modified development standards for parking spaces (which are inclusive of handicapped and guest spaces)[2]:
    - Zero to one bedroom units: One onsite space required
    - Two to three bedroom units: Two onsite spaces required
    - Four and more bedroom units: Two and one-half spaces required
- In addition, the State Density Bonuses and Other Incentives Paragraph (p) (3) (A) states that: "*Notwithstanding paragraph (1), if a development meets the criteria of subparagraph (G) of paragraph (1) of subdivision (b), then, upon the request of the developer, a city, county, or city and county shall not impose vehicular parking standards if the development meets any of the following criteria:*

    (A) The development is located within one-half mile of a major transit stop and there is unobstructed access to the major transit stop from the development."[3]

    Since the Project is located within ½ mile of the Metrolink Bob Hope Airport Station and there is unobstructed access to the station, it is not subject to vehicular parking standards.

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[2] City of Burbank Planning Division, Density Bonus Implementing Regulations. Accessed in December 2024 on: https://www.burbankca.gov/documents/173607/240353/20200324-density-bonus-regulations-001.pdf/175d1052-4d8e-67da-0029-171c65eeb518?t=1616618254114#:~:text=MODIFIED%20DEVELOPMENT%20STANDARDS&text=These%20spaces%20are%20inclusive%20of,to%20meet%20these%20parking%20requirements.

[3] California Government Code, Title 7. Planning and Land Use, Division 1. Planning and Zoning, Chapter 4.3. Density Bonuses and Other Incentives [65915 – 65918]. Accessed in December 2024 on: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915&lawCode=GOV

- Furthermore, Assembly Bill 2097, which came into effect January 2023, prohibits public agencies from imposing minimum automobile parking requirements on most development projects located within a ½ mile radius of a major transit stop. Because the Project is located within a ½-mile radius of the Metrolink Bob Hope Airport Station and would not be providing lodging uses, no automobile parking is required. The Project proposed to provide 60 parking spaces within one subterranean level.
- The bicycle parking requirement per BMC Section 10-1-628 is 5% of the total number of required off-street vehicle parking spaces. The Project is required to provide a minimum of six off-street bicycle parking spaces. The Project is providing seven bicycle spaces for those who wish to bicycle to/from the Project Site, which exceeds this requirement.

Vehicle Access

There are three existing vehicular access points serving the project site to be consolidated into one on North Fairview Street, serving all subterranean vehicle and bicycle parking spaces. This driveway provides full inbound and outbound access to North Fairview Street. BMC Section 10-1-1602 and 10-1-1603 establish vehicular access standards as below:

- For curb cuts, no vehicular access way shall be located nearer than 30 feet to the ultimate curb lines of an intersecting street, nor be provided with a curb cut of more than 18 feet in residential zones.
- Every driveway shall be at least 10 feet wide, and a maximum as approved by the Director.

The Project's driveway is located approximately 350 feet from the intersection of Thornton Avenue and Fairview Street, which is the nearest intersection to the Project site. The Project is proposing an 18-feet wide curb cut on the driveway. The Project's proposed driveway design meets the City's requirements to protect pedestrian safety.

The roadway adjacent to the Project site, North Fairview Street, is part of the urban roadway network and contains no sharp curves. The Project's proposed driveway will intersect with North Fairview Street at right angles. In addition, the proposed residential uses would be consistent with other residential uses surrounding the Project site, and thus would not introduce hazards due to incompatible uses.

Pedestrian and Bicycle Access

Pedestrian access to the Project Site would be provided via a pedestrian entrance that can be accessed via North Fairview Street. The existing sidewalks along the frontage of the Project will be retained, and further improved upon, and can be used to access the building. The existing transit stop at Empire Avenue/Ontario Street would provide access to/from the Project Site via Metro bus lines 165 and 294, as well as BurbankBus NoHo-Airport Route (Orange Route). In addition, the Project site is within a ½ mile radius of the existing Metrolink Bob Hope Airport Station. Visitors

arriving at the Project Site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety.

In conclusion, the Project would result in a less-than-significant impact to hazards due to a geometric design feature or incompatible uses.