

Chapter 3

PRINCIPLES

Glendale follows guiding principles in its operation as a full-service City. These guiding principles represent core values for Glendale’s approach to long-range planning and provide a link between actions citywide and actions within the South Glendale Community Plan area. Each of these principles is described on the following pages, with illustrative maps.

- **Manage Growth**
- **Economic Development**
- **Housing**
- **Urban Design and Land Use**
- **Mobility**
- **Infrastructure and Sustainability**
- **Community Services and Parks**
- **Access to Government Services and Community Facilities**
- **Wellness and Safety**
- **Natural Resources**
- **Historic Resources**

3.1 South Glendale Plan Framework

The South Glendale plan framework combines multiple individual projects executed over the past ten years with conjectural ideas imagined for the next twenty years into a single urban design structure. Fundamental to this framework is a transportation network, ranging from statewide high speed rail to neighborhood pedestrian paseos, which in turn establishes a diverse range of environments for future development.

Pinwheeling out of downtown are a series of growth corridors, defined by urban transportation that accommodates all users (“complete streets”) and supports alternative transportation.

Along Brand Boulevard, home to signature retail and auto dealers south of the downtown, a median-running streetcar is proposed, linking the Glendale Transportation Center with downtown’s retail core. At the north end of downtown, the streetcar connects with a new east-west light rail line, running in the centerline of the existing 134 freeway, which in turn is covered with Space 134, a 25-acre “freeway cap park.” Continuing past the downtown, the streetcar turns west on Glenoaks Boulevard, heading towards the Burbank airport and future high speed rail station, passing through downtown Burbank on the way.

Central Avenue is imagined as a mixed-use corridor with mid-rise residential buildings, and is redefined with bus rapid transit (BRT) and protected bike lanes. Buses running south head to Hollywood, while buses running north connect to the movie studios in Burbank’s Media Center.

In the east-west direction along Broadway, one BRT corridor with service east to Pasadena and west to the San Fernando Valley is proposed. Like Central Avenue, Broadway is imagined as a medium density, mixed-use street with protected bike lanes. Two blocks south of Broadway, Colorado Street receives bus transit service, resulting in the redefinition of this traditional main street into a mid-rise, mixed-use development corridor.

Surrounding these bus corridors are existing multifamily neighborhoods, which are identified as an “Affordable Housing Overlay Zone.” Here, the City will promote affordable housing through re-zoning, entitlement incentives, and targeted reinvestment when bus service expands.

Statewide high speed rail will eventually run along the city’s west edge between stations in Downtown Los Angeles and Burbank Airport, redefining the parallel Metrolink commuter rail line into a local service line and creating the opportunity for additional mid-city stops at Colorado Street and Grandview Avenue. Grade separations and street crossing closures are anticipated as highspeed rail develops.

Connecting the surrounding neighborhoods into this transportation network are a series of bike corridors and new pedestrian paseos. Meanwhile, a bike share program is introduced in Downtown and around Glendale Community College.

This network of transportation infrastructure thus unifies the downtown with existing neighborhoods, village retail centers, parks, schools and specialized uses such as Forest Lawn Cemetery and Glendale Memorial Hospital.

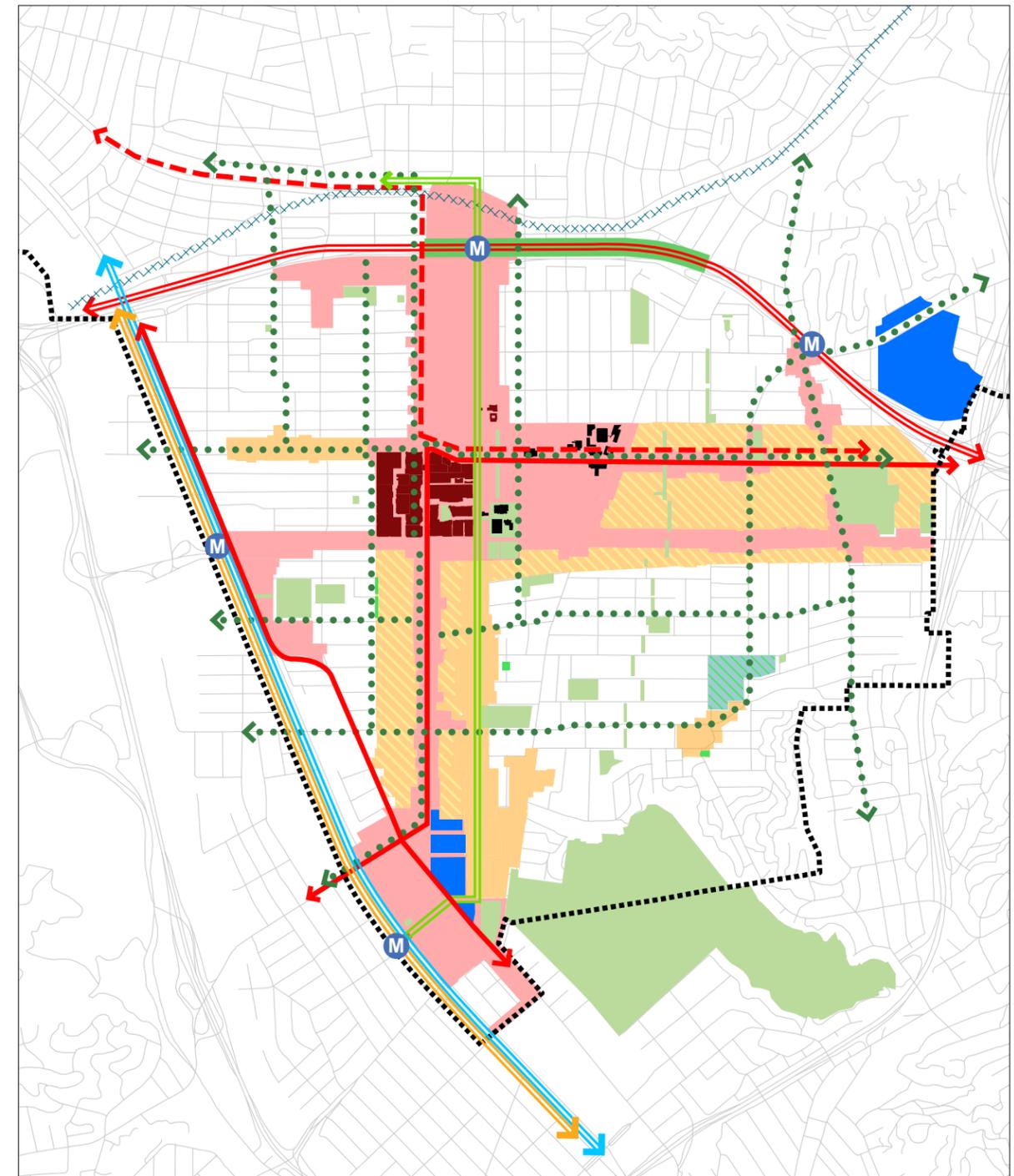


Figure 3.1 Framework

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|--------------------|---------------------------------|----------------------------------|
| Areas to Enhance | Affordable Housing Overlay Zone | Metro Light Rail Extension |
| Areas to Transform | Verdugo Wash | Primary Bikeways |
| Medical Campuses | Amtrak/Metrolink Trains | Metro 780 & 794 Route (Existing) |
| Open Space | High Speed Rail (Proposed) | Metro BRT (Proposed) |
| Civic | Brand Street Car | Transportation Center |

3.2 Manage Growth

3.2.1 Citywide Principle

Focus development along existing commercial corridors, where infrastructure and transportation is already provided. This principle is supported by the following goals:

- Create and support thriving neighborhoods and districts that encourage quality development that is sensitive to the surrounding context.
- Encourage growth in Downtown Glendale and along established transportation corridors.
- Develop within the existing urban footprint, where infrastructure and service capacity is available to accommodate growth, and to preserve the existing “greenbelt.”
- Incorporate sustainable principles into land use planning and the configuration, design, construction, and materials of buildings. Encourage growth in Downtown Glendale, the Tropico District, and along established transportation corridors.

3.2.2 Linking Citywide Principles to South Glendale

Growth management controls the amount of private development that is introduced as well as the public infrastructure and service improvements that support it. It applies to South Glendale’s neighborhoods, corridors, and centers according to three levels of future change: 1) areas to transform, 2) areas to enhance or improve, and 3) areas to maintain. A fourth level of change, areas to maintain/enhance, is a policy-based variation on areas to maintain.

Areas to transform undergo deep-seated change involving the redevelopment of key lots, the introducing new uses and infrastructure improvements. Building on the Downtown Specific Plan, 2004 San Fernando Road Corridor Study and the Tropico Center Plan, areas to transform are enlivened through economic development, mixed-uses, new housing opportunities and active streetscapes that incorporate Greener Glendale Sustainability Concepts.

Areas to enhance applies to neighborhoods and districts where less change is anticipated. Improvements to the appearance or function of a neighborhood, street or key lots are desired. Areas to enhance require facade, streetscape, public improvement or private investment to improve the quality of life and enhance sustainability.

Areas to maintain applies to residential neighborhoods in South Glendale where the existing development and scale is appropriate and consistent with general plan and zoning designations. Change is minimal and consists primarily of planting missing street trees, repairing sidewalks and introducing accessible ramps at intersections. Areas to maintain/enhance are select residential neighborhoods adjacent to high-quality corridors, and include policies and zoning to encourage development of transit-oriented and/or affordable housing.

Within South Glendale, transformation and enhancement efforts will focus on: the Downtown Specific Plan area; the Tropico District around the Glendale Transportation Center; selected east-west arterials, including Broadway and Colorado Street; selected north-south arterials, including San Fernando Road, South Central Avenue, South Brand Boulevard, and South Glendale Avenue; and the Glendale Community College South Campus.

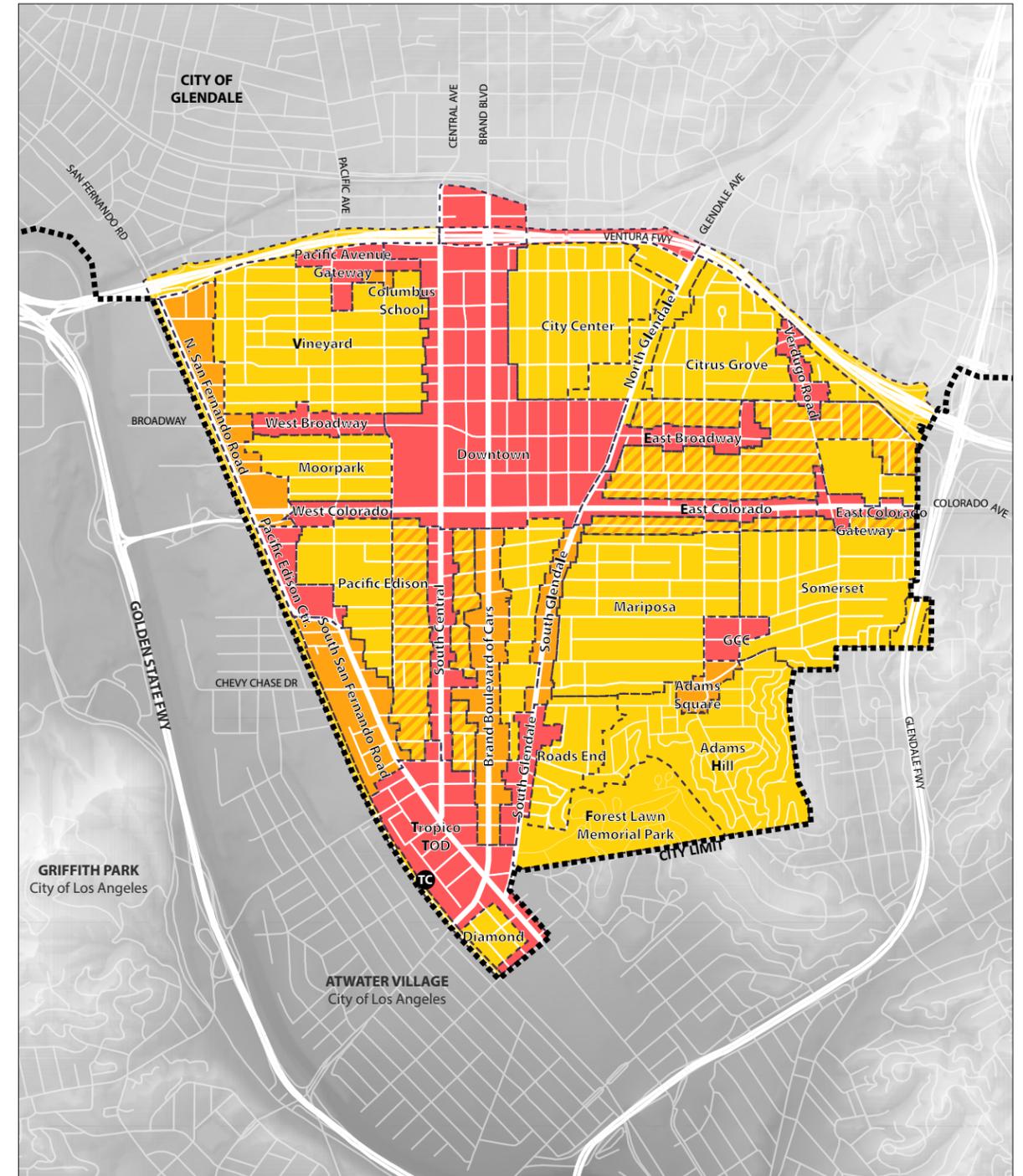


Figure 3.2 Manage Growth

- Areas to Maintain
- Areas to Maintain/Enhance
- Areas to Enhance
- Areas to Transform
- TC Glendale Transportation Center

3.3 Economic Development

3.3.1 Citywide Principle

Create and enhance vibrant commercial areas to meet the wide range of economic needs of residents, businesses, and the City; provide employment opportunities; and take advantage of Glendale’s proximity and connections to surrounding areas. This principle is supported by the following goals:

- Create vibrant areas that promote economic opportunities scaled to the needs and economic potential of the various community areas.
- Support a diversity of business and job opportunities sustained by a skilled labor and educated labor force, and a fiscally prudent and financially healthy government.
- Take advantage of Glendale’s geographic proximity to regional destinations, and surrounding economic and transportation centers.

3.3.2 Linking Citywide Principles to South Glendale

South Glendale hosts a variety of economic activities that provide a solid job base for the City. The Downtown Specific Plan (DSP) area accommodates office and mixed-use towers, hotels, residential developments and is home to regional shopping destinations such as the Glendale Galleria and Americana At Brand. The DSP also encompasses the Maryland Art and Entertainment District, a growing center for culture and nightlife that, as it expands, will increase the hours of downtown economic activity. In addition, the successful Brand Boulevard of Cars’ auto dealers and auto-related services attract people and revenues from the entire region.

While Downtown is Glendale’s business and regional shopping core, South Glendale’s corridors outside of the downtown are lined with dispersed office buildings and scattered low-scale shopping centers that focus on local serving retail and services, many of which cater to surrounding ethnic communities. Retention and expansion of these local serving businesses is crucial for economic vitality, a goal the public identified as a top priority in the 2006 Long Range Plan. In addition, the 1996 Downtown Strategic Plan identified opportunities for enhancing local commercial centers – such as Adams Square, Los Feliz and Central, and Verdugo at Chevy Chase – into neighborhood or village centers. Business improvement districts and merchants associations are tools that can be used for improving these commercial environments.

South Glendale enjoys an industrial base, with many low-scale industrial properties, particularly along San Fernando Road. As part of the 2004 San Fernando Road Corridor Study, portions along and in the vicinity of San Fernando Road were rezoned to incentivize mixed-use development and encourage creative and entertainment industry related uses. Opportunities to transform the San Fernando Road corridor are timely given the presence of the Glendale Transportation Center and state-wide emphasis on transit-oriented development.

The Verdugo Jobs Center, located in South Glendale, supports economic activities through education, placement and training. Glendale Memorial, the Glendale Unified School District, Glendale Community College, and Forest Lawn are major employers and provide education and training to support our diverse local job base, a necessity for sustaining economic vitality.

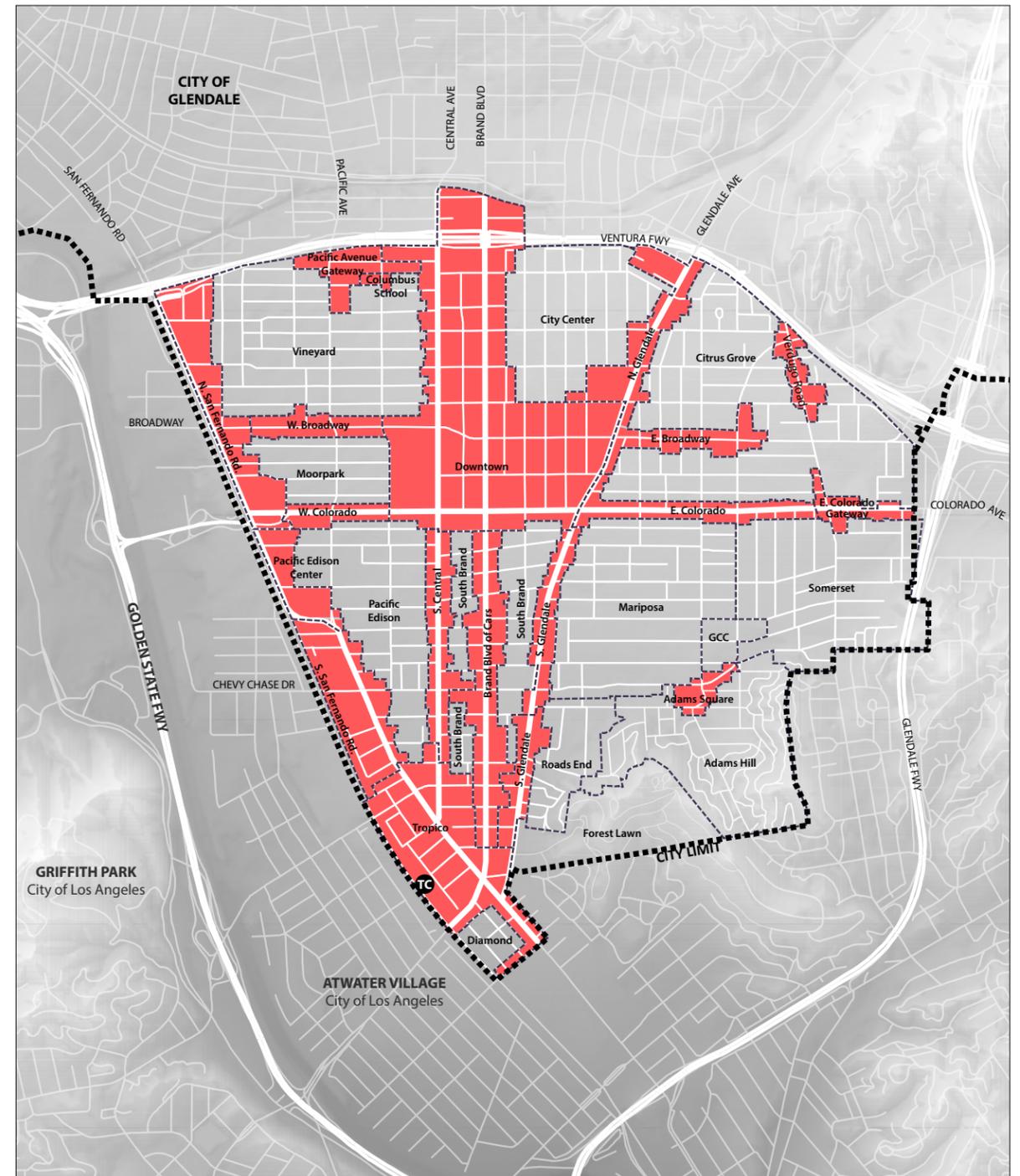


Figure 3.3 Economic Development

■ Economic Development Areas TC Glendale Transportation Center

3.4 Housing

3.4.1 Citywide Principle

Provide a balanced mix of housing opportunities and services available and affordable to all current and future residents, including those with special needs. This principle is supported by the following goals:

- Provide a wide range of housing types that meet the needs of current and future residents
- Foster attractive, high-quality, well designed residential neighborhoods.
- Promote increased opportunities for homeownership.
- Provide housing services that address groups with special housing needs.
- Enable equal housing opportunities for all persons.
- Introduce housing that is livable and sustainable.

3.4.2 Linking Citywide Principles to South Glendale

South Glendale is urban in character with a range of housing types and opportunities, including single-family, multi-family, mixed-use and special needs housing. The most intense development is in Downtown, where the floor area ratio (FAR) of newer residential tower development ranges from 2.5 to 8.0 or 100 dwelling units per acre (du/ac). As Downtown continues to develop per the guidance of the Downtown Specific Plan, high intensity residential and mixed-use buildings are envisioned along the arterials that fan out of Downtown, including Central Avenue, Colorado Street, and Broadway.

Abutting these corridors are South Glendale’s diverse neighborhoods. First developed primarily with single-family homes, waves of post-WWII apartment and condominium development changed the makeup of many of South Glendale’s neighborhoods from single-family to predominantly multi-family. Comprehensive down-zoning in 1986 and 1990 capped the range of multiple-residential densities at 40 du/ac. Over the years this development pattern has resulted in a hodgepodge of residential densities, architectural styles and zoning requirements, with many non-conforming apartments and condominium buildings that, due to down-zoning, exceed the allowable density on their lots.

The 2006 Long-Range Plan goals identified housing choice and affordable housing as key goals for South Glendale. Glendale has an active Housing Authority which will assist private developers in constructing affordable housing in South Glendale as well as enabling housing choices for senior and special needs populations, including assisted living and residential congregate care living opportunities. These City-funded projects include community rooms for social and recreational opportunities. These projects, along with mixed-use buildings in South Glendale’s centers, multi-family buildings and small lot subdivisions in its neighborhoods, and transit-oriented development around the Glendale Transportation Center, the proposed Colorado Street Metrolink station and proposed Bus Rapid Transit (BRT) routes, provide further opportunities for expanding housing choices. An “Affordable Housing Overlay Zone” has been applied to the neighborhoods within one block of transit to promote affordable housing through up-zoning, entitlement incentives, and targeted reinvestment.

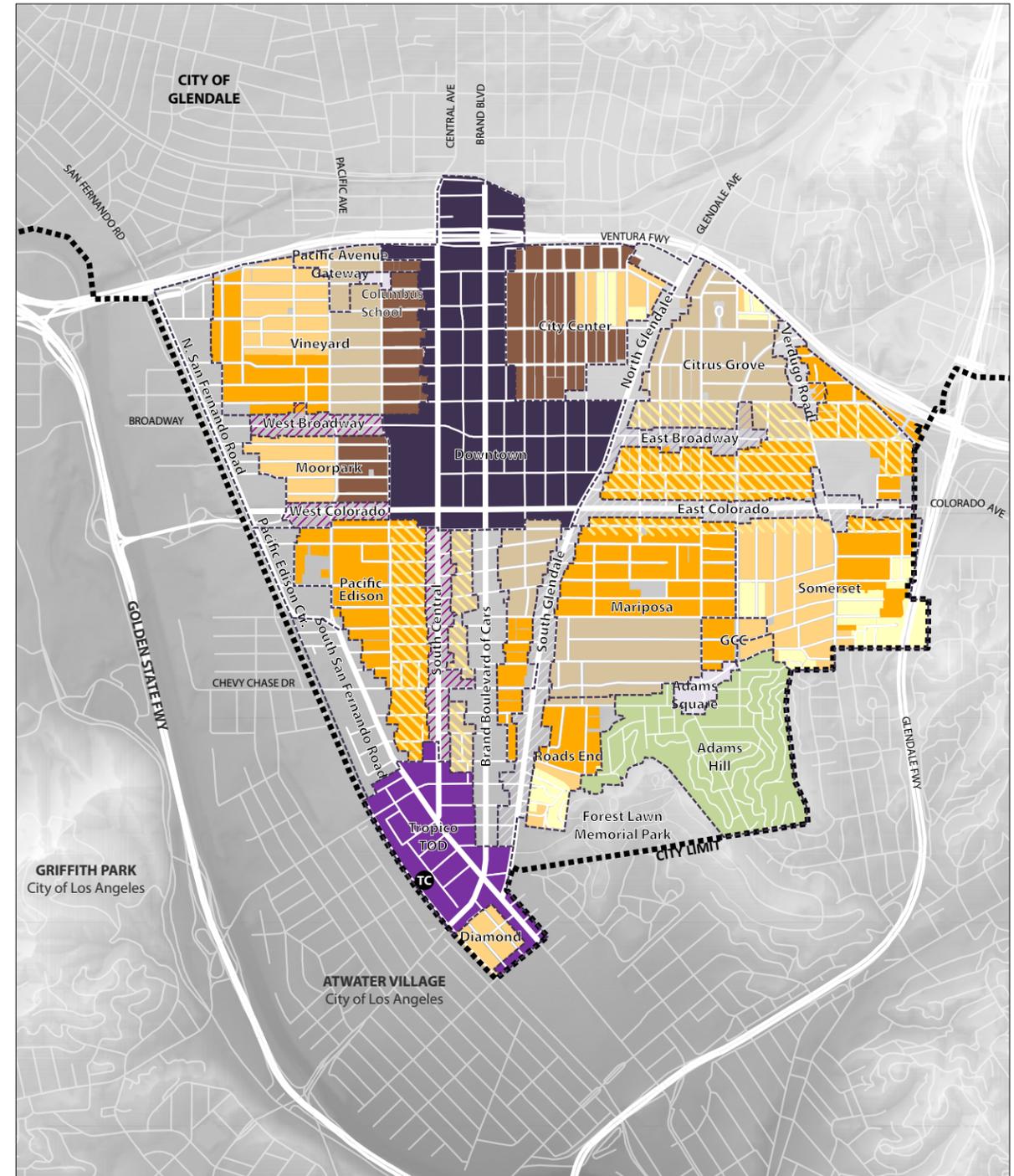
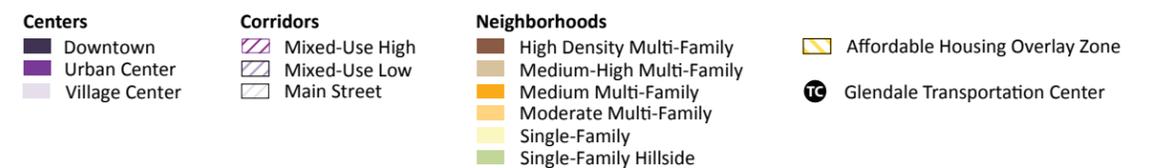


Figure 3.4 Housing



3.5 Urban Design and Land Use

3.5.1 Citywide Principle

Provide a policy framework that recognizes the capacity of existing and proposed infrastructure, promotes vital and attractive commercial areas, preserves the character of existing residential neighborhoods, and encourages a healthy lifestyle for the community. This principle is supported by the following goals:

- Respect the visual character of neighborhoods through architectural design and attractive, well maintained public and private structures.
- Provide for the improvement of commercial, industrial, and mixed-use districts through the expansion of compatible land uses, addition of parking facilities, and facade improvements.
- Provide for a variety of land uses to serve the needs of the community, ensuring public safety while minimizing the creation of non-conforming uses.
- Support designation of individual historic resources and historic districts when merited.

3.5.2 Linking Citywide Principles to South Glendale

The South Glendale Community Plan subdivides the South Glendale area into 27 planning areas across four categories: centers, corridors, neighborhoods, and districts. Centers typically are areas with multiple, varied land uses concentrated in a centralized location, such as Downtown. Centers vary in size and development intensity, ranging from Downtown’s metropolitan scale office towers and regional malls, to small, local-serving neighborhood centers such as Adams Square. Neighborhoods are almost exclusively residential in use and range from low density, single-family hillside areas in Adams Hill to high-density, multi-story residential uses surrounding Glendale’s downtown. Corridors are the connector and dividing line between neighborhoods and centers and provide opportunities for coordinated building development, transportation, and greenway connections. Finally, districts primarily focus on a predominant use such as a cemetery.

Downtown will be governed by the Downtown Specific Plan. Other centers, such as Pacific Edison Center, will expand and redevelop with mixed-use buildings set in pedestrian-friendly streetscapes. Additional commercial and mixed-use activity will be concentrated along South Glendale’s corridors, taking advantage of existing and planned bus, bus rapid transit (BRT) and streetcar routes. Meanwhile, the San Fernando Corridor will be transformed with mixed-use development, especially around the Glendale Transportation Center and a potential new Metrolink station at Colorado Street.

First developed with single-family homes, post-WWII multi-family development changed many South Glendale neighborhoods to predominantly multi-family, resulting in a hodgepodge of residential densities, architectural styles and non-conforming buildings. Moving forward, the residential character of neighborhoods is emphasized through compatible building massing and architectural design.

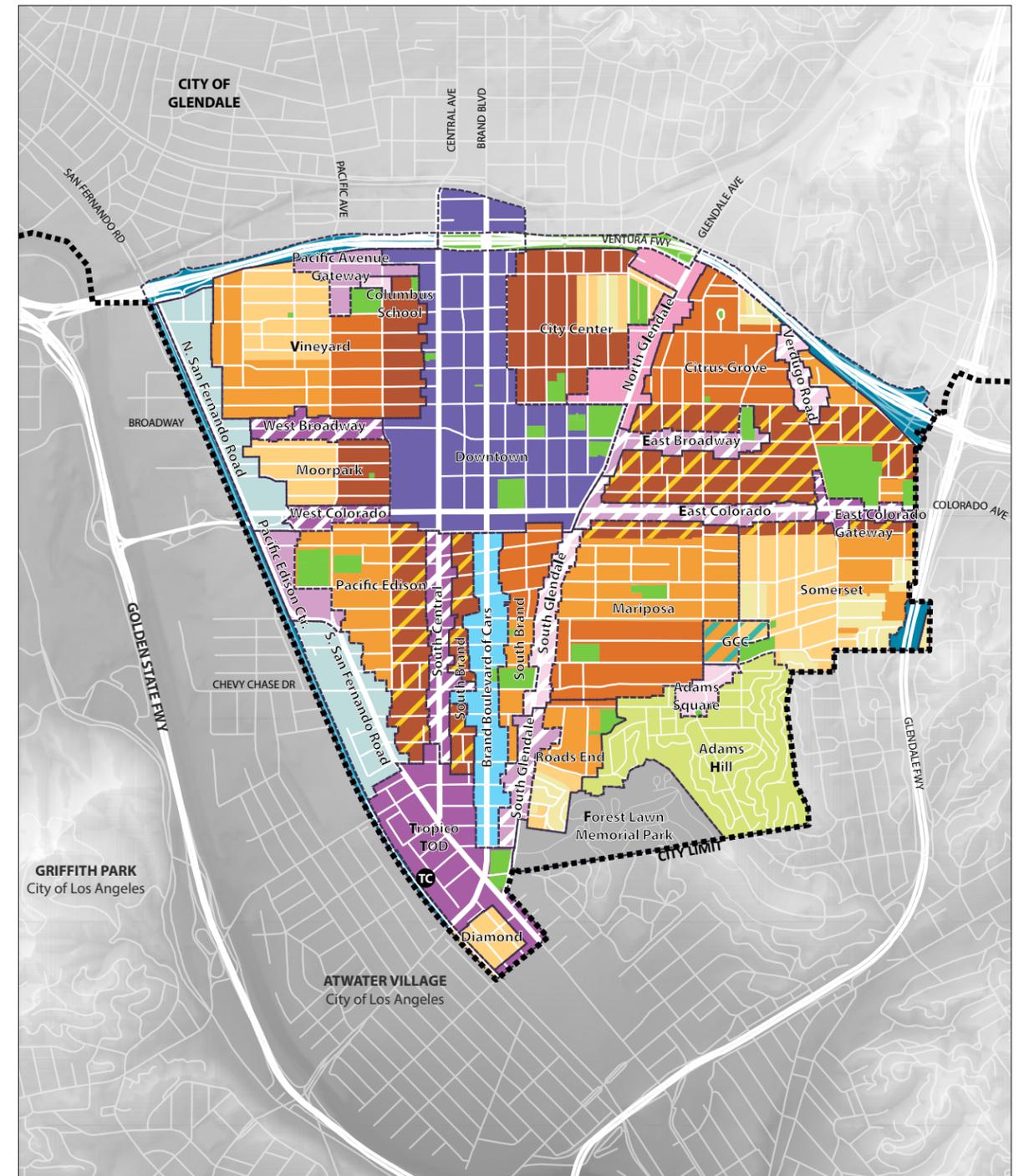


Figure 3.5 Urban Design & Land Use

Centers	Corridors	Neighborhoods	Districts
<ul style="list-style-type: none"> Downtown Urban Center Town Center Village Center 	<ul style="list-style-type: none"> Mixed-Use High Mixed-Use Low Main Street Suburban Corridor Industrial/Creative Brand Blvd. of Cars 	<ul style="list-style-type: none"> High Density Multi-Family Medium High Multi-Family Medium Multi-Family Moderate Multi-Family Single-Family Single-Family Hillside 	<ul style="list-style-type: none"> Campus Cemetery Civic Recreation/Open Space Transportation

Glendale Transportation Center

3.6 Mobility

3.6.1 Citywide Principle

Foster a well-planned, comprehensive and safe transportation system that enhances mobility through infrastructure, technology, design and multi-modal options. This principle is supported by the following goals:

- Provide an alternative to automotive transportation by designing healthy, attractive, safe streets for all users.
- Implement the Safe and Healthy Streets Plan, Bicycle Transportation Plan, Safe Routes to School, the Citywide Pedestrian Plan, and other multi-modal policies and programs.
- Support best practices in parking management.
- Support flexibility in local street improvements (i.e. sidewalks, lighting, access) to meet neighborhood needs.

3.6.2 Linking Citywide Principles to South Glendale

South Glendale’s mobility network provides linkages to important destinations within Glendale and within the surrounding region, while enabling safe, efficient movement for travelers of all modes, offering an alternative to automobile commuting, and expanding recreational opportunities with connections to parks and trails. Key aspects include maintaining existing local transit, expanding regional transit along corridors with Bus Rapid Transit (BRT) and streetcar service, providing improved transit stops and implementing the Bicycle Transportation Plan and the Citywide Pedestrian Plan.

Other top priorities include increasing pedestrian safety through Safe Routes to School programs at all schools and identifying Pedestrian Priority Areas that focus pedestrian improvements along commercial and mixed-use oriented transit and bicycle corridors. Safety enhancements to South Glendale’s road network that are consistent with the City of Glendale’s adopted Complete Streets policy and with the adopted Greener Glendale Plan, include signalized crosswalks, landscape parkways, buffers and curb extensions. Other Complete Streets projects include creating greenways that provide safe and inviting opportunities for walking and cycling for recreation, health, as well as for transportation and the incorporation of transportation demand management (TDM) measures for South Glendale’s office and government employees.

Finally, allowing reciprocal access agreements and implementing parking management through the use of shared facilities improves the function of commercial streets, and provides areas for landscaping and street trees.

The mobility network map on the following page illustrates the priority of transportation modes along South Glendale’s corridors identifying the primary mode for each corridor. The map establishes street categories, including Primary Pedestrian Areas, Primary Bicycle Streets, Primary Transit Streets, and Primary Auto Streets that will serve as a guide for the streetscape, landscape, intersection, bicycle and transit infrastructure improvements described in Chapter 4.

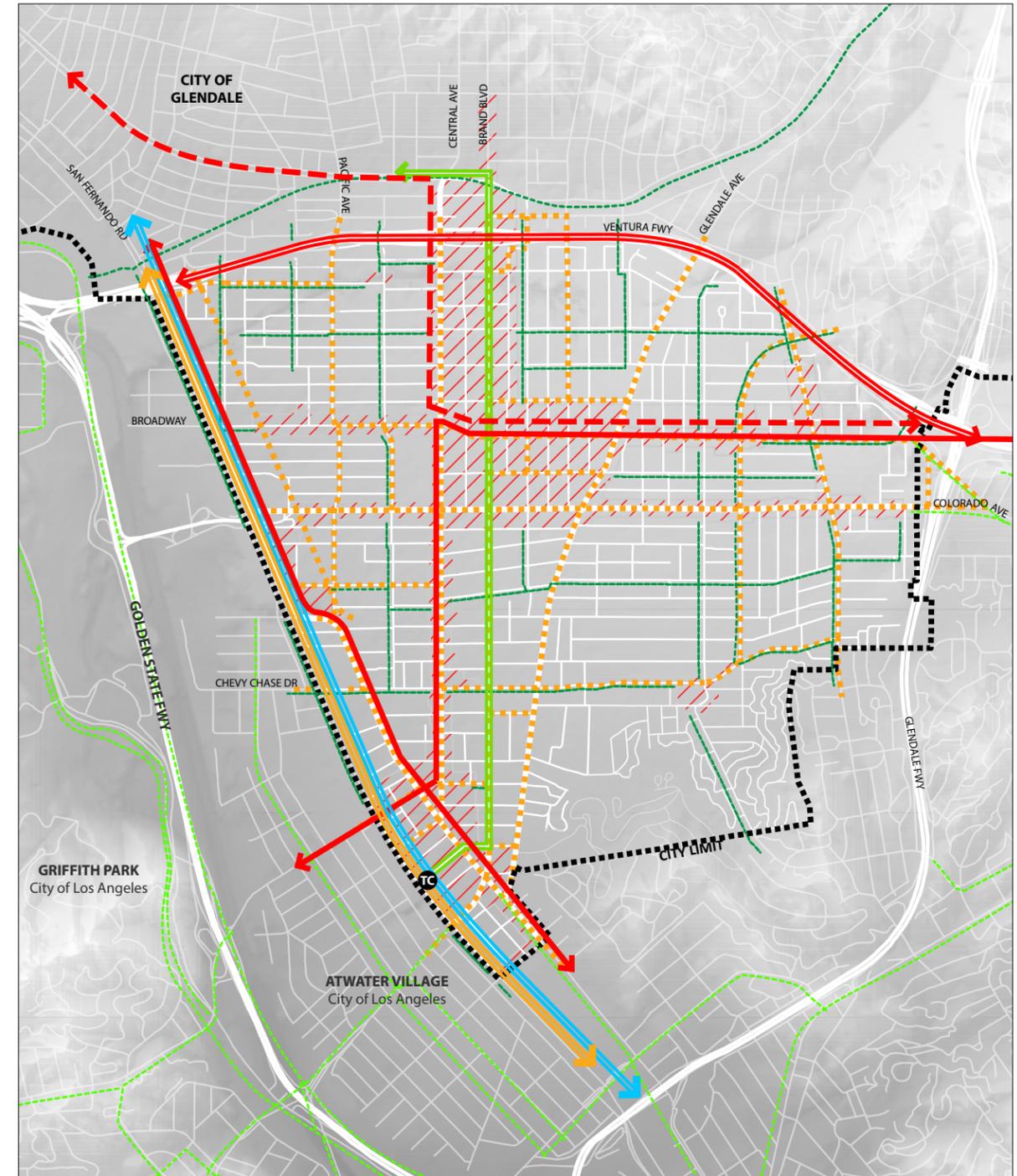


Figure 3.6 Mobility Network

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|--------------------------|----------------------------|----------------------------------|
| Primary Pedestrian Areas | Amtrak/Metrolink Trains | Metro 780 & 794 Route (Existing) |
| Primary Bicycle Streets | High Speed Rail (Proposed) | Metro BRT (Proposed) |
| Primary Transit Streets | Brand Street Car | Glendale Transportation Center |
| | Metro Light Rail Extension | |

3.7 Infrastructure and Sustainability

3.7.1 Citywide Principle

Manage change to the built environment, providing high-quality, reliable Glendale services and infrastructure without compromising options and needs of future generations. This principle is supported by the following goals:

- Provide high-quality, reliable utility and public infrastructure for Glendale that takes advantage of new technologies to improve energy efficiency, energy and water conservation, air and water quality, and waste reduction, resulting in a higher quality of life.
- Manage development within the capacity constraints of realistic public infrastructure in a fiscally responsible manner, with new development paying the cost for its infrastructure needs.

3.7.2 Linking Citywide Principles to South Glendale

South Glendale is served by a high-quality, reliable utility and public infrastructure network. Public utility service is provided by Glendale Water & Power, Glendale Public Works, Southern California Gas, AT&T and Charter Spectrum Cable, while the Los Angeles County Sanitation Districts and City of Glendale cooperate to provide sewer service. The Los Angeles County Department of Public Works provides flood control management facilities for South Glendale. Generally, electrical service in South Glendale is provided through overhead lines.

Glendale Smart Grid technology and public benefits programs improve service and promote energy-efficiency and conservation. The design of South Glendale’s parks and community centers will continue environmental conservation, including use of recycled water or dual plumbing for future recycled water, drought tolerant landscaping, high-efficiency irrigation systems, permeable ground materials, and shade structures to reduce heat island effect and water demand. In addition, Glendale affordable housing projects are rated Greenpoint or Silver Level LEED equivalent or better. Many affordable housing projects are located along transit corridors and near the Glendale Transportation Center, a sustainable approach to planning that, along with South Glendale’s extensive transit network of existing buses and proposed streetcar, BRT, and light rail, encourage people to walk and bike, while providing alternatives to the automobile for getting around town. New buildings and retrofits will increase energy and water efficiency, reduce waste and the use of toxics as South Glendale construction evolves.

Opportunities exist within South Glendale for introducing sustainable stormwater management practices to support South Glendale’s projected growth. The street network provides areas for greenways to accommodate sustainable stormwater improvements and places where people can safely walk and bicycle. Similarly, the proposed Space 134 Cap Park over the 134 Freeway could employ sustainable practices, while expanding access to open space. Public Works conservation projects are encouraged as is the provision of infrastructure for alternative fueled vehicles such as at the Glendale Transportation Center. Policies and programs toward achieving zero waste are encouraged.

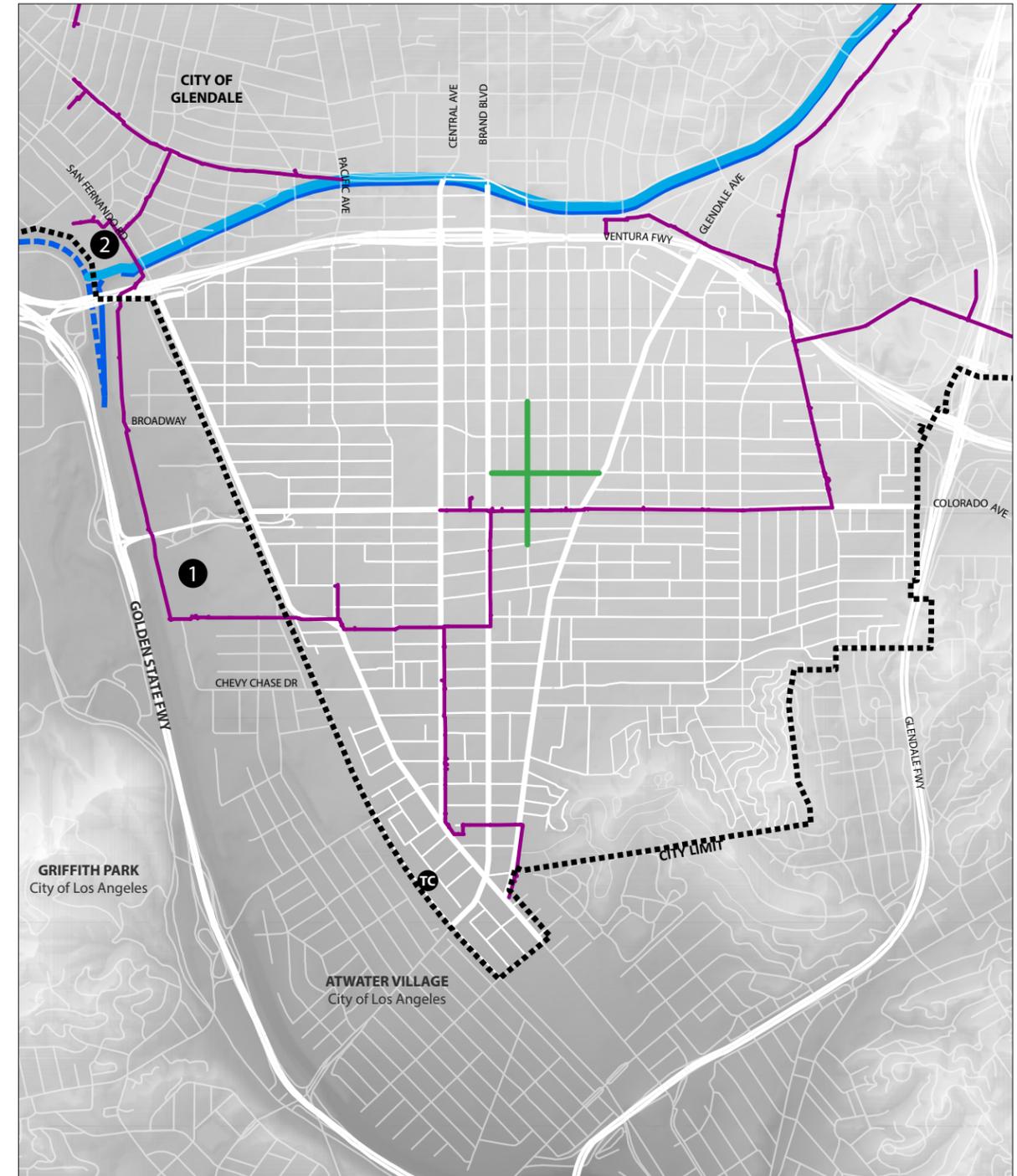


Figure 3.7 Infrastructure & Sustainability

- Blue-Line Stream
- Flood Control Channel
- Recycled Water ("Purple Pipe") System
- Proposition 84 Green Streets Project
- 1 Los Angeles/Glendale Water Reclamation Plant
- 2 Glendale Water & Power Grayson Power Plant
- TC Glendale Transportation Center

3.8 Community Service and Parks

3.8.1 Citywide Principle

Provide and enhance a variety of high-quality parks, trails, community centers and open space, regionally integrated, equitably distributed and accessible to all, to contribute to the character of the community and offer personal enrichment, educational and recreational opportunities. This principle is supported by the following goal:

- Foster a community that values, celebrates, and engages the City’s rich diversity and shared humanity through opportunities for a variety of arts and cultural experiences throughout the community

3.8.2 Linking Citywide Principles to South Glendale

The Greener Glendale Plan goal is to provide parks and open space within 1/3 mile of every resident. South Glendale provides a variety of recreational opportunities, including a variety of community centers, public parks, and privately-owned public open space at the American at Brand. South Glendale is also in close proximity to Brand Park, Griffith Park, Los Angeles Zoo, the Gene Autry Museum, and the Los Angeles River Trail. Cultural activities and recreation programs are provided at Pacific-Edison Community Center and Park, Maple Community Center and Park and in private developments such as the Museum of Neon Art and the Forest Lawn Museum. Despite these facilities and amenities, however, South Glendale is considered underserved given its population density.

Joint-use agreement with South Glendale schools such as Edison, Cerritos and Columbus provide residents with active and passive recreational open space after school hours and on weekends, helping to alleviate South Glendale’s open space shortcomings. Further open space is provided by building a freeway cap park over the 134 Freeway between Central Avenue and Glendale Avenue. The Maryland Art and Entertainment District is anticipated to provide additional private cultural opportunities as it expands.

Further access to parks, recreation areas, and community services is provided by South Glendale’s existing and proposed bike and trail network. South Glendale currently has marked bikeways on many streets, including the Riverdale Maple corridor, which serves as a pilot project for bikeway development within urban areas. Expansion of South Glendale’s network of sharrows and other bikeways, along with the introduction of greenways – coordinated roadways flanked with landscaping, sidewalks, bikeways, transit and other related facilities – provide additional connections to parks, open spaces and recreational opportunities within South Glendale and beyond.

The map on the following page identifies parks, community centers, schools, and other open space within South Glendale. It also shows current and potential bikeways and greenways linking these amenities.

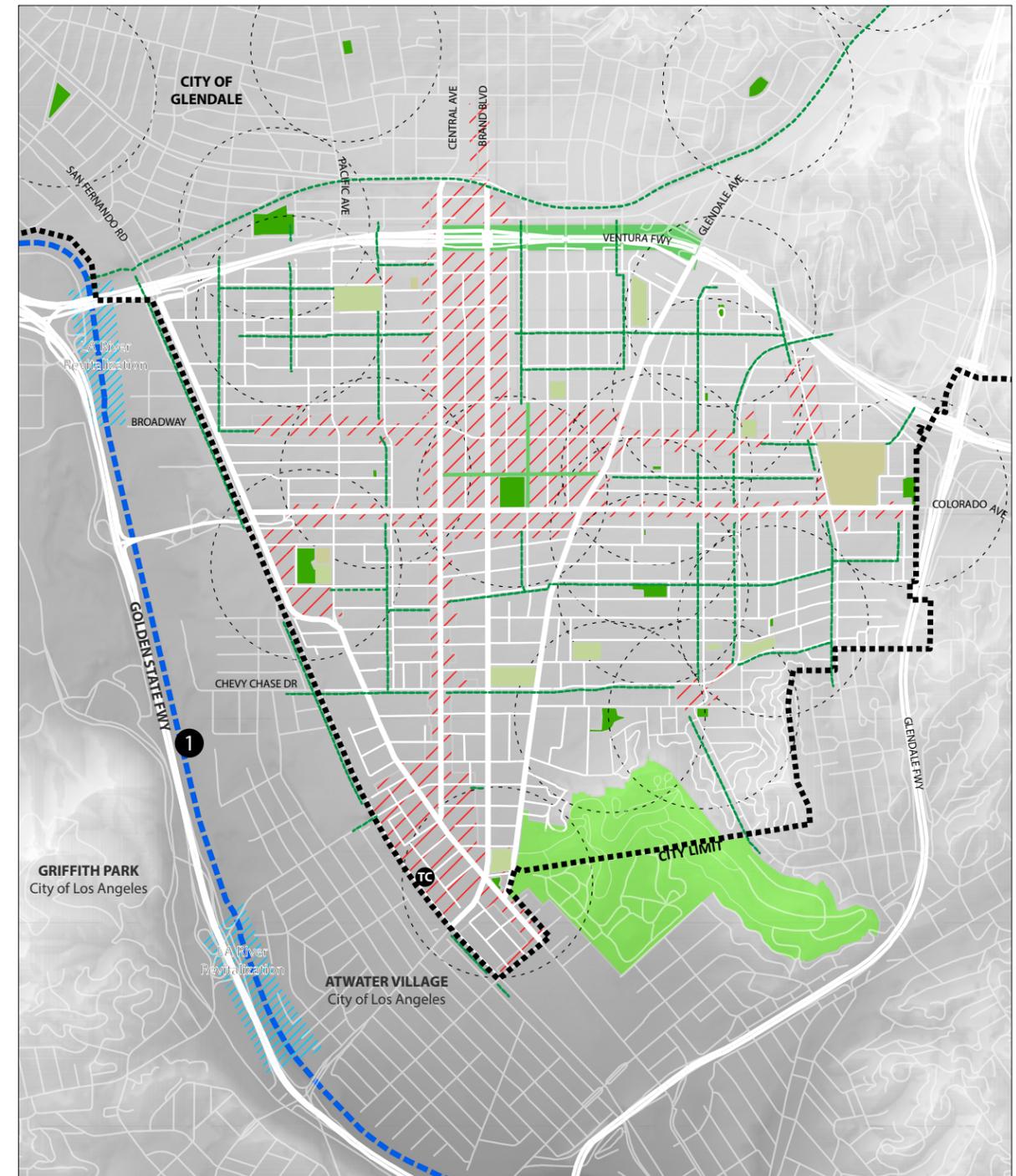


Figure 3.8 Community Services & Parks

- Public Parks
- Schools, Libraries, Community Centers
- Pedestrian Priority Areas
- Bikeways
- Prop 84 Green Streets Project
- Forest Lawn Memorial Park
- LA River Revitalization
- North Atwater Bridge
- Glendale Transportation Center

3.9 Access to Government Services and Community Facilities

3.9.1 Citywide Principle

Ensure that all community members have open access to government, high-quality public institutions, meaningful participation in governmental actions, and take responsibility for their neighborhoods and City. This principle is supported by the following goals:

- Conduct government business in the best interest of the public, with integrity, openness, inclusion and support for governmental decision making that is fair, understandable, predictable, and transparent.
- Support comprehensive, educational opportunities accessible to all segments of the community, including high-quality schools and libraries.
- Create a sense of belonging for the entire community where residents can take pride and responsibility for their neighborhood and City.

3.9.2 Linking Citywide Principles to South Glendale

South Glendale residents enjoy access to high-quality government, schools and libraries. South Glendale is home to the Glendale Civic Center, which contains Glendale City Hall, the Glendale Municipal Services Building, the Glendale Water and Power Building and the Police Station and Police Community Room; the Glendale County Courthouse, located adjacent to the Civic Center, and the Glendale Unified School District Office. South Glendale also hosts a number of public and private K-12 schools and various preschools, including Thomas Edison Advanced Technology Magnet Schools. The public Glendale Central Library and the Adams Square Branch Library and the private Sons of the Revolution Library are located within South Glendale.

The City’s 2006 Long-Range Plan emphasizes trust in government as the touchstone for the public to become actively involved and responsible for creating safe, high-quality neighborhoods. Glendale conducts business in open meetings, encouraging public participation through a variety of citizen boards, commissions and topical forums. Agendas and minutes for the City’s Council, boards and commissions are posted on the City’s website, and meetings are televised and recorded for at-will internet access. Most neighborhoods have access to local community meeting rooms, programs and activities, including Pacific Park Community Center, Maple Park, Adams Square Library and the Central Library. The historic Glendale Train Depot, South Glendale’s schools, private institutions and organizations such as the First United Methodist Church and the American Legion also provide convenient meeting locations.

Projected pedestrian improvements, addition of bike lanes and sharrows, and increased access to transit will make it easier for South Glendale residents to access Glendale’s schools, libraries, and government services and to attend public meetings. Implementation of the plan will include future code changes that will facilitate the permitting and construction of alternative building structures, materials, and site locations which will be vetted through public actions.

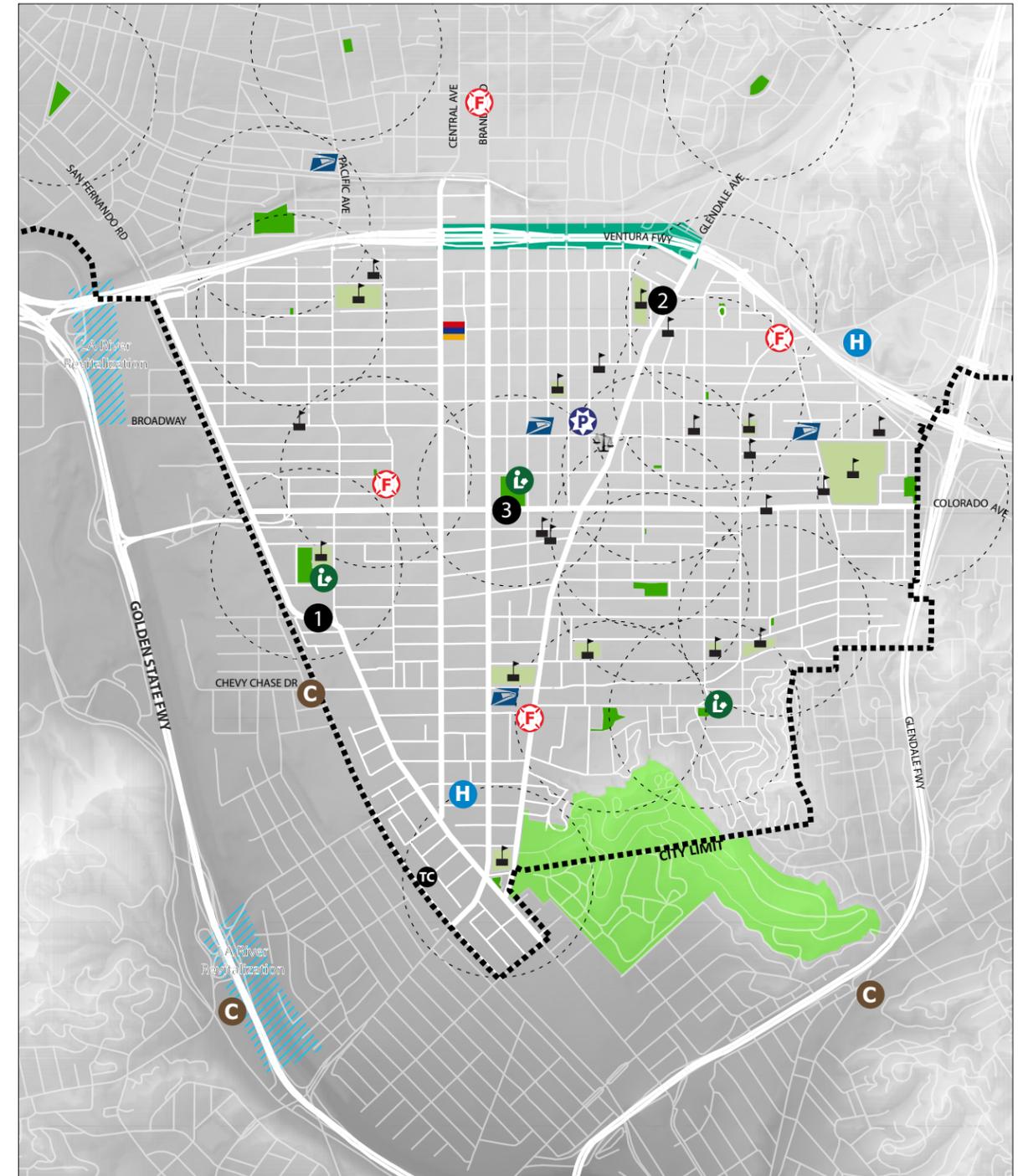


Figure 3.9 Community Facilities

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|-----------------|---------------------|--------------------------------|
| Public Parks | Fire Stations | Forest Lawn Memorial Park |
| Public Schools | Police Stations | L.A. County Health Center |
| Private Schools | Community Centers | Adult Recreation Center |
| Hospitals | County Courthouse | Glendale Transportation Center |
| Libraries | Armenian Consulate | |
| Post Offices | 1/4 Mi. Radius Walk | |

3.10 Natural Resources

3.10.1 Citywide Principle

Protect, restore and enhance the city’s natural environment and resources. This principle is supported by the following goals:

- Limit new development in natural areas by protecting indigenous trees and habitats and by prohibiting new development on ridgelines and in areas of mapped intermittent or perennial streams with habitat value (blueline streams).
- Raise awareness of linkages between behavior and pollution to provide for greater sustainability and higher quality of life.

3.10.2 Linking Citywide Principles to South Glendale

South Glendale is located at the extreme eastern end of the San Fernando Valley within the historic flood plain from the Los Angeles River and Verdugo drainages. Due to the presence of extensive flood control facilities constructed after a historic flood in the 1930s, no portion of South Glendale lies within a FIRM flood zone.

South Glendale is a built environment, with little undeveloped land except for a few scattered hillside lots in the Adams Hill neighborhood. Scattered indigenous trees exist in South Glendale, including as street trees along portions of Verdugo Road, but are not considered abundant.

No primary ridgelines, secondary ridgelines or blueline streams are identified in South Glendale. Developed storm drain facilities serve the flatlands.

Opportunities for raising awareness of the linkages between behavior, pollution, and Glendale’s natural resources can be provided through the introduction of educational signage or exhibits within South Glendale’s existing parks, along the greenways proposed to pass through South Glendale and within the proposed Space 134 freeway cap park. In addition, landscape design in South Glendale’s existing and proposed open spaces can reference Glendale’s historic natural resources.

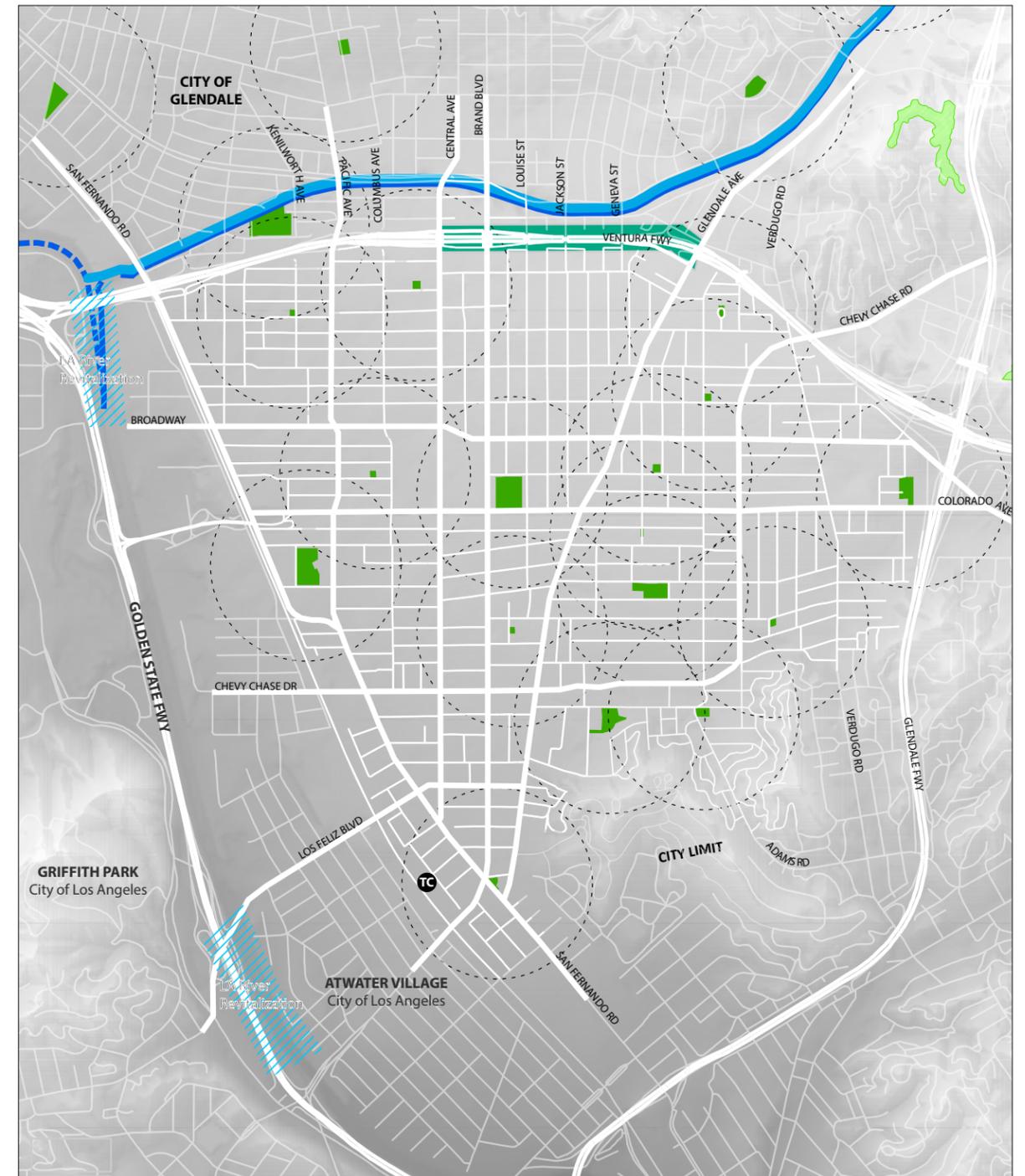
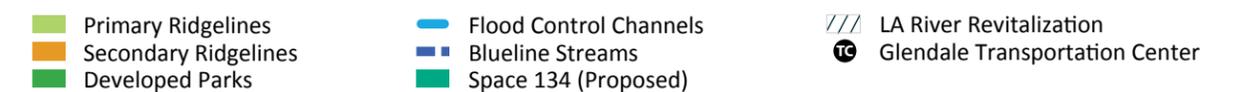


Figure 3.10 Natural Resources



3.11 Wellness and Safety

3.11.1 Citywide Principle

Ensure the City remains a healthy community by supporting social services and health care opportunities, providing an environment that is physically safe, and by preparing for emergencies and natural disasters through good planning. This principle is supported by the following goals:

- Provide a community that is physically safe and prepared for emergencies, creating a sense of security for all.
- Support a physically and mentally healthy community with quality health care services for all residents.
- Expand opportunities for the provision of social services by both public and service organizations.
- Reduce environmental hazards to life and property.

3.11.2 Linking Citywide Principles to South Glendale

South Glendale is a safe community with an abundance of public services and a well-versed ability to respond to natural disasters. Extensive flood control facilities serve South Glendale and no portion of the City is located within a mapped flood hazard area, although a swath of South Glendale running roughly adjacent to portions of Chevy Chase and South Glendale Avenue is located within a dam inundation area. Due to the alluvial nature of the soils and high water table, a portion of South Glendale by Adams Hill is prone to liquefaction. In addition, according to State maps, Adams Hill has areas prone to landslide. The Raymond Hill Fault runs south of the City and is a primary earthquake threat for South Glendale and the City’s Safety Element identifies portions of the Tropic area as a fault hazard zone.

Freeways provide convenient access to South Glendale, but also pose noise impacts for those living adjacent to them. In addition to freeways, the railroad passes through Glendale with at-grade crossings at Doran, Brazil and Chevy Chase which are being studied for safety improvements or closure. With the proposed introduction of the High Speed Rail, some of these crossings will be completely closed while others will be converted to grade-separated crossings.

Glendale provides fire, emergency medical, and police services to the South Glendale community and maintains mutual aid agreements with neighboring jurisdictions. Glendale Public Works, Glendale Fire Department, and the Los Angeles County Department of Public Works are responsible for mitigating community hazards and maintaining stormwater facilities.

A variety of wellness services are offered in South Glendale. Medical and emergency services are available for residents at Glendale Memorial Hospital and many private health care offices exist in South Glendale. Services for the elderly and disabled, including dial-a-ride, meals-on-wheels and senior services at the Adult Recreation Center, operate in South Glendale.

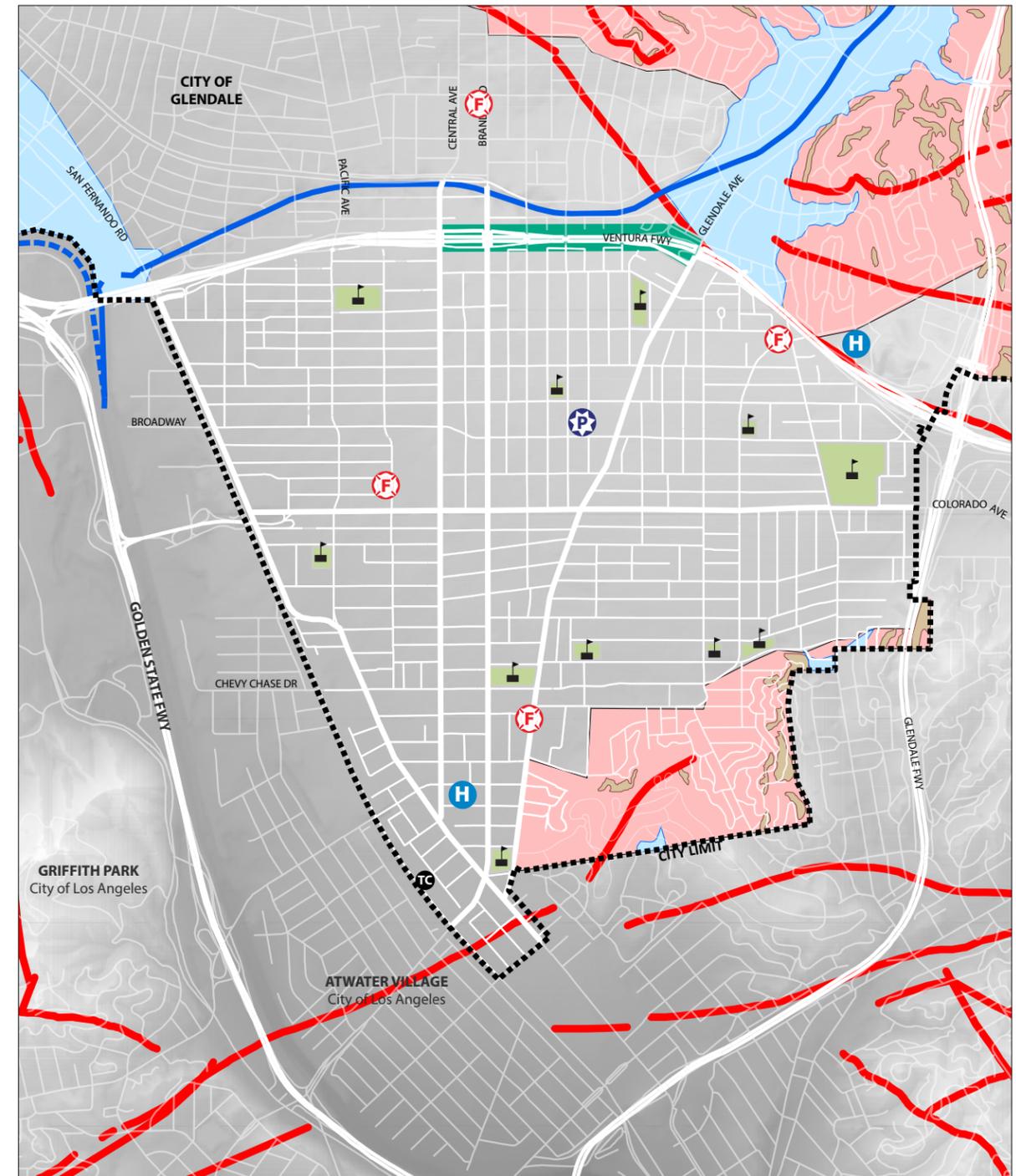


Figure 3.11 Wellness & Safety

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> ■ High Fire Hazard Areas ■ Land Slide Hazard Potential ■ Liquefaction-Prone Areas ■ Space 134 (Proposed) | <ul style="list-style-type: none"> Ⓟ Police Stations Ⓡ Fire Stations Ⓜ Hospitals Ⓛ Public Schools | <ul style="list-style-type: none"> ⓉⓈ Glendale Transportation Center — Active Earthquake Faults — Flood Control Channels |
|---|---|---|

3.12 Historic Resources

3.12.1 Citywide Principle

Identify cultural resources that are important to the community. This principle is supported by the following goal:

- Identify and protect significant cultural, historical, archaeological and paleontological resources that are important to the community through education, designation, conformance with state environmental laws, and sound preservation practices.

3.12.2 Linking Citywide Principles to South Glendale

The City of Glendale is committed to the preservation of its historic buildings, neighborhoods, and sites as part of its overall goal of planning for the future. By looking back and preserving key places that contribute to the shared history of all city residents – past, present, and future – we establish a framework that allows the city to develop, grow, and prosper without erasing the heritage that helps define the city and its people.

The history of South Glendale is reflected in its built environment, its development patterns, and in the significant cultural resources built over the years. South Glendale encompasses the area’s two original towns, Glendale and Tropic. Both were recorded as town sites in 1887, with Glendale officially incorporating as a city in 1906, followed by Tropic in 1911. Glendale grew through a series of annexations, including that of Tropic in 1918. By 1919, the entire area covered by the South Glendale Community Plan was part of the young city.

South Glendale is home to a variety of commercial, residential, and institutional buildings, many of which are significant for their associations with people or events important in history and/or the quality of their architectural design. Some of these are protected through designation on the Glendale Register of Historic Resources, others remain undesignated or unknown. The South Glendale Historic Resource Survey, prepared in conjunction with the Community Plan, will help the city meet its established goal of identifying and protecting historically important properties. The survey’s identification of potential historic resources will help guide development in South Glendale for years to come and will benefit a wide range of constituents, including property owners, neighborhood associations, preservation advocates, developers, and City staff. The survey is based on the framework established by the South Glendale Historic Context, which also includes a narrative history of the area. Both documents are incorporated into the Community Plan as Appendices A.1 and A.2. The diagram on the following page maps South Glendale’s key development periods, which are discussed in greater detail in the Historic Context.

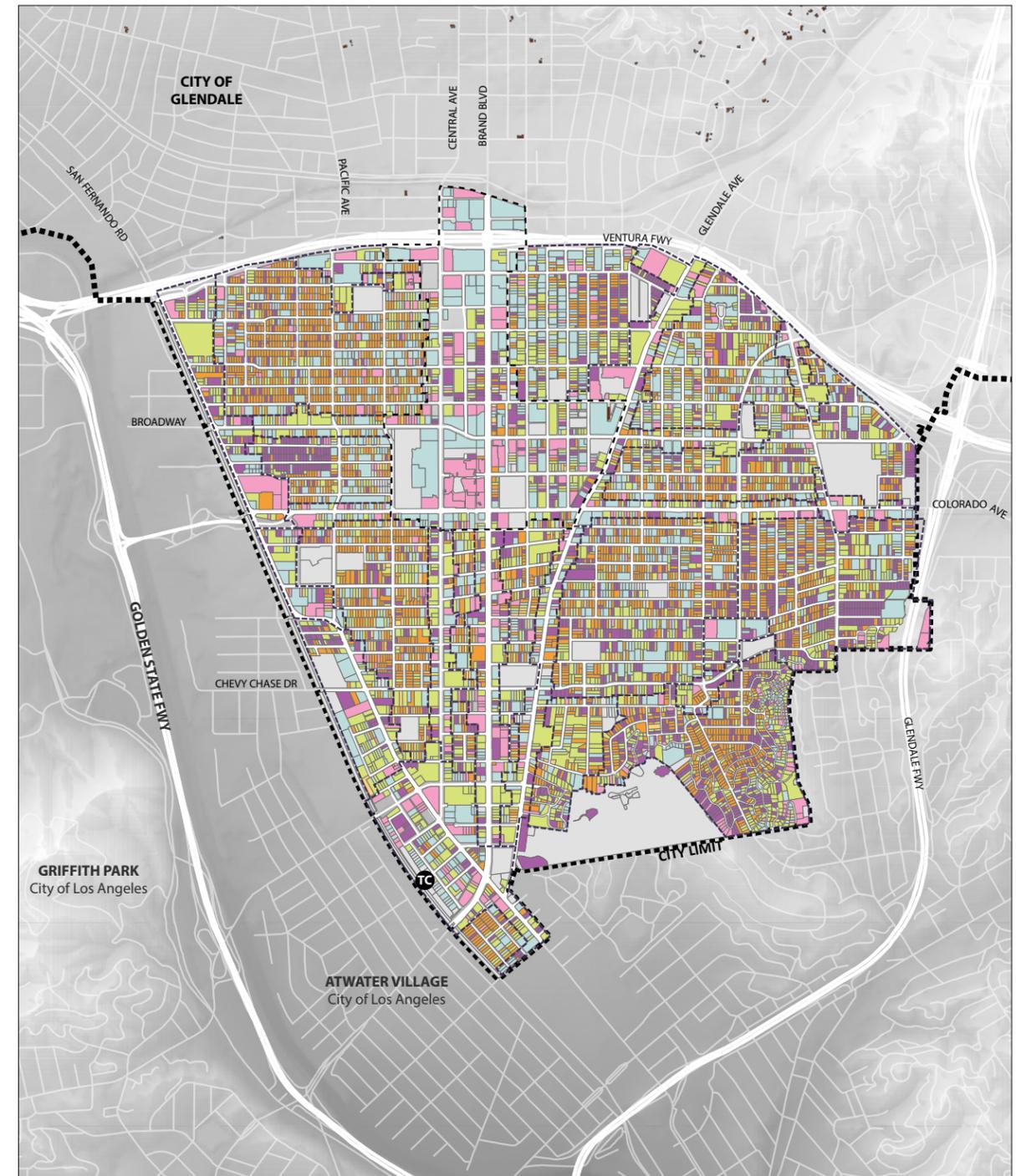


Figure 3.12 History

