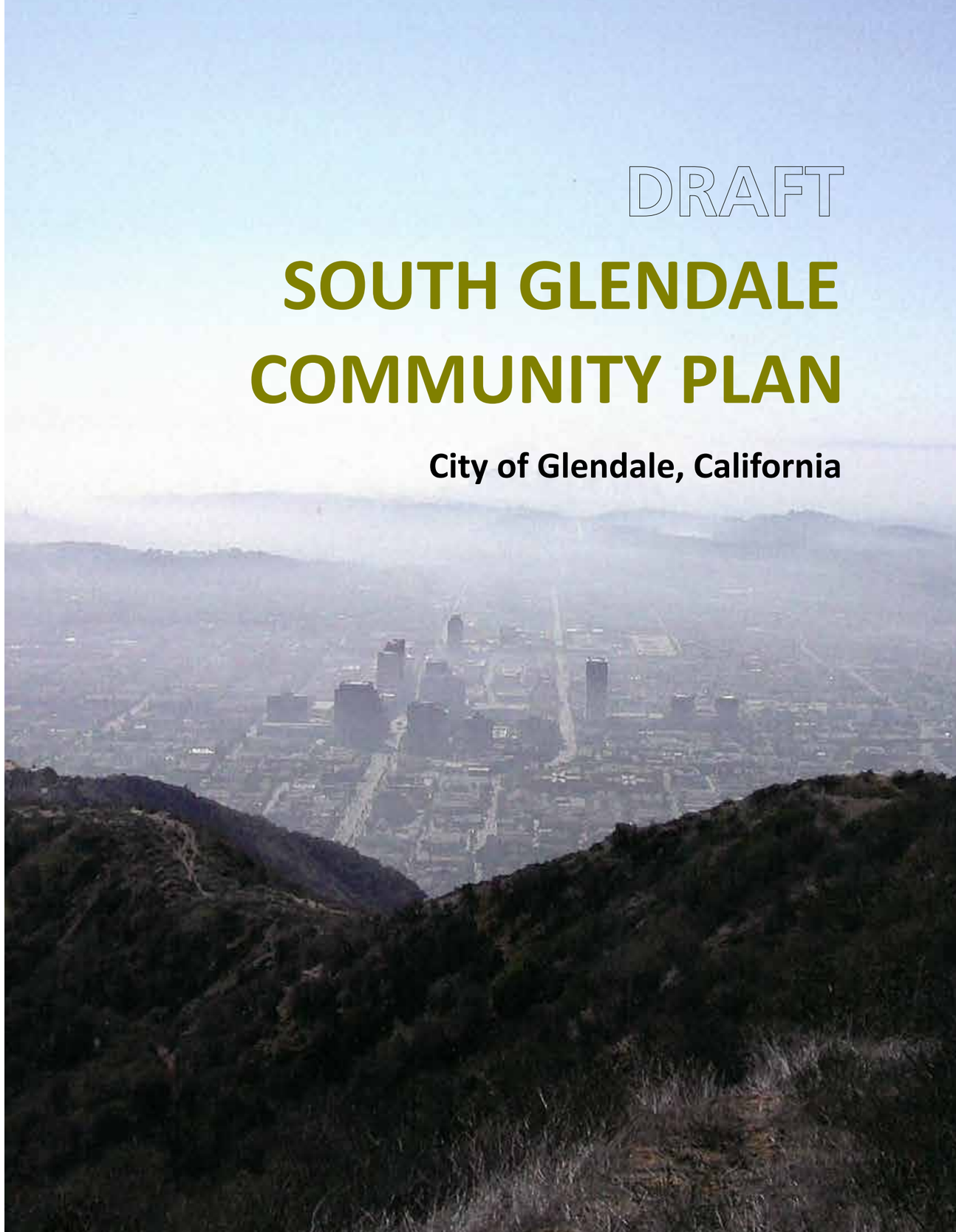
Appendix I South Glendale Community Plan EIR Planning Documents

- South Glendale Community Plan
- Tropico Center Plan
- Glendale General Plan Land Use Map
- Downtown Specific Plan
- Glendale Zoning Ordinance
- Buildout Methodology



DRAFT

SOUTH GLENDALE COMMUNITY PLAN

City of Glendale, California

CITY OF GLENDALE, CA

City Council
- Vrej Agajanian
- Paula Devine
- Vartan Gharpetian
- Ara Najarian
- Zareh Sinanyan

Planning Commission
- Greg Astorian
- Chang Lee
- Leonard Manoukian
- Vahik Satoorian
- Talin Shahbazian

Historic Preservation Commission
- Chris Cragnotti
- Nicholas Doom
- Michael Morgan
- Desiree Shier
- Lorna Vartanian

Transportation and Parking Commission
- Armando Gonzalez
- Ara Kurkjian
- Ramella Markarian
- Aram Sahakian
- Maro Yacoubian

Parks and Community Services Department
- Elen Asatryan
- Ara Kalfayan
- Grant Michals
- Susan Wolfson
- Alex Woo

Design Review
- Arineh Arzoumanian
- Sevan Benlian
- Arthur S. Charchian
- Alen Malekian
- Art Simonian

CITY STAFF

Yasmin Beers, Interim City Manager
Scott Ochoa, Former City Manager

Community Development Department
- Philip Lanzafame, Director
- Eric Krause, Deputy Director of Planning
- Alan Loomis, Deputy Director of Design and Mobility
- Laura Stotler, Principal Planner
- Fred Zohrevand, Senior Transportation Planner
- Jay Platt, Senior Urban Designer
- Kristine Agardi, Urban Designer
- Justin Robertson, Planning Associate
- Juan Gonzalez, Program Supervisor - Community Outreach
- Sandra Rodriguez, Program Coordinator - Community Outreach
- Antonio Piralyan, Hourly
- Juan Gomez-Novy, Contract Planner

Public Works Department
- Roubik Golanian, Director
- Dennis Ambayec, City Engineer/Deputy Director
- Wayne Ko, Principal Civil Engineer
- William A'Hearn, GIS Analyst

Glendale Water and Power
- Stephen Zurn, General Manager
- Raja Takidin, Senior Civil Engineer

City Attorney Office
- Michael Garcia, City Attorney
- Gillian van Muyden, Chief Assistant City Attorney

CONSULTANT
- Cityworks Design - Vison Drawings for Centers & Corridors

Resolution No. 18-000 Glendale, California

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA, ADOPTING THE SOUTH GLENDALE COMMUNITY PLAN

WHEREAS, the Council has conducted a noticed public hearing pursuant to the provisions of Section Chapter 30.61 of the Glendale Municipal Code and Chapter 3, Title 7 of the Government Code of the State of California; and

WHEREAS, the Council has initiated the update of the General Plan through a series of community plans beginning with preparation of a North Glendale Community Plan; and

WHEREAS, the Council has directed that additional community plans be prepared to address remaining areas in Glendale not served by Specific Plans, following the format of the North Glendale Community Plan; and

WHEREAS, the Council has found that the South Glendale Community Plan is consistent with the elements of the General Plan and aids in implementing citywide policies at the neighborhood level; and

WHEREAS, the Council has found that the South Glendale Community Plan promotes the public health, safety, comfort, convenience, and general welfare of the citizens of Glendale; and

WHEREAS, the Council has found that the South Glendale Community Plan blends citywide development policy with the neighborhood vision for implementing that policy, including identification of public improvements and design guidelines to assist in providing predictability for development while promoting sustainable, creative and appropriate public infrastructure, public services, and private development, and

WHEREAS, the Council has reviewed and considered all materials, communications, public testimony and exhibits of current record relative to the South Glendale Community Plan; and

WHEREAS, the Council has taken into consideration the recommendation of the Planning Commission on the South Glendale Community Plan; and

WHEREAS, pursuant to the California Environmental Quality Act, the City Council certified an Environmental Impact Report for the project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Glendale that the South Glendale Community Plan is hereby approved and adopted and that this Resolution shall take effect immediately.

Adopted this 00 day of Month, 2018

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Chapter 1: Introduction
Explains the purpose and organization of the South Glendale Community Plan and how to use it. Pages 1-1 to 1-6

Chapter 2: Community Vision
Describes the Plan's relationship to the rest of San Fernando Valley and to past plans and lays out the community vision for South Glendale. Pages 2-1 to 2-8

Chapter 3: Principles
Identifies citywide Glendale principles and policies and provides general direction for how those principles apply to the Community Plan area. Pages 3-1 to 3-26

Chapter 4: Places
Describes the vision for and provides design guidelines for each of South Glendale's neighborhood unique centers, corridors, neighborhoods, and districts. Pages 4-1 to 4-184

Chapter 5: Policy Framework
Summarizes the community process that informed the creation of the Community Plan and explains its relationship to other existing planning documents such as the General Plan, regional plans, and State Law. Pages 5-1 to 5-15

Chapter 6: Implementation
Lists the process for implementing the South Glendale Community Plan and lists the actions and programs needed to implement the Plan Pages 6-1 to 6-4

Appendix A.1: Historic Context
Discusses significant themes in the historical development of South Glendale and provides a framework for the historic survey (Appendix A.2) to identify potential historic resources.

Appendix A.2: Historic Survey
Examines buildings built before the year 2000, identifying those appearing to possess historic significance and therefore eligibility for the Glendale / California Registers of Historic Resources.

Appendix B: Past Plans
Summarizes planning efforts in South Glendale beginning with the 1972 creation of the Glendale Redevelopment Agency.

Appendix C: Tropico TOD Center
Summarizes the Tropico Center Plan, a planning and policy study of the Tropico neighborhood, centered around the Glendale Transportation Center.

Appendix D: Land Use Map of South Glendale

Appendix E: Zoning and Land Use Classifications in South Glendale

Appendix F: Greener Glendale Sustainability Concepts

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Appendix F: Greener Glendale Sustainability Concepts Volume 1 & 2

Chapter 1

INTRODUCTION

The South Glendale Community Plan is the official guide to development for the neighborhoods and commercial districts in Glendale south of the 134 Freeway, including the Downtown Specific Plan.

The Plan constitutes the City's goals and policies for stewardship of the places and people that make up South Glendale. The Plan is intended to shape positive community change and foster sustainable land use patterns, while balancing the unique character of the community with citywide policies and regional initiatives.

The Plan is used by City Council, Planning Commission, Design Review Board, other concerned government agencies, residents, property owners, business owners, investors, as well as nonprofit and private agencies to evaluate future investment in the community.

With other community plans, it forms a portion of the City's General Plan, as governed by applicable state laws.

1.1 What is a Community Plan?

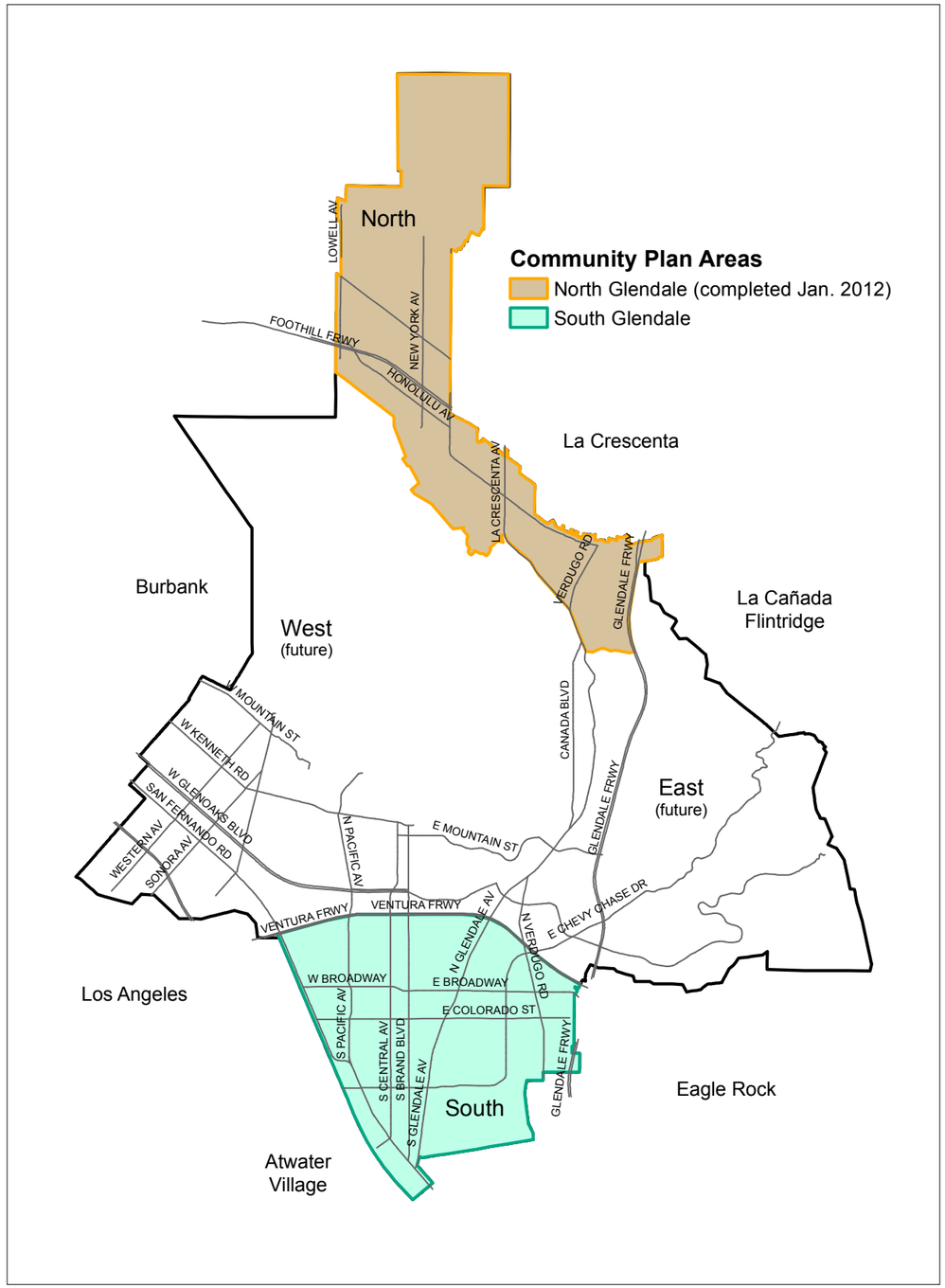
The South Glendale Community Plan is the second in a series of community plans that will describe Glendale's development policy for various neighborhoods and districts in the city. This community plan coordinates a wide range of policies from various sources into one cohesive document in order to provide specific guidance for the future growth of the neighborhoods and districts of Glendale south of the 134 Freeway (see Figure 1.1 opposite).

The Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in South Glendale. It serves to:

- Outline a vision for South Glendale's long-term physical development and community enhancement;
- Provide strategies and specific implementing actions that will allow this vision to be accomplished;
- Establish a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- Direct City departments, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, design overlays, historic districts, Glendale Register nominations, historic resource surveys, development standards, the Capital Improvement Program, facilities plans and sustainability programs.

By serving to guide development, the Community Plan builds upon South Glendale's economic strengths and opportunities and encourages balanced and appropriate growth to meet the community's anticipated needs and circumstances while protecting the physical, economic, and social investments to the extent reasonable and feasible. The South Glendale Community Plan's importance lies in its ability to shape positive change and foster sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives.

The South Glendale Community Plan constitutes the City's goals and policies for stewardship of the places in South Glendale, and by extension, the people who live in these places.



1.2 How to Use This Community Plan

The South Glendale Community Plan is a manual for residents, property and business owners, investors and developers, and staff and officials of involved government agencies to guide future development of South Glendale through individual public and private projects and initiatives. Anyone proposing development in South Glendale should review this plan. If you are using this Community Plan for the first time, it may be useful for you to know the main components of the document and how to navigate it.

Chapter 2: Community Vision

The Community Plan is based on a Vision Statement that describes the broadest, most expansive and inclusive description of how the community desires its future to be guided. The Vision Statement is grounded in an understanding of what makes South Glendale unique in comparison to other communities within Glendale and surrounding cities, outlining the important regional and local features that contribute to South Glendale's unique identity.

Chapter 3: Principles

Chapter 3 identifies pertinent citywide principles and policies, and through maps and short discussions, provides general direction for how these principles apply to South Glendale. Reflecting the recommendations of the community's 2006 Long-Range Plan, the principals are organized by the following topical areas: growth management; 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; and historic resources.

Chapter 4: Places

Chapter 4, the heart of the Community Plan, describes the vision and goals for South Glendale's unique residential neighborhoods, commercial and industrial districts, and transit-oriented mixed-use boulevards. Organized according to centers, corridors, neighborhoods and districts, this chapter describes the primary characteristics of each of these types of places, the vision for their anticipated growth, and how city-wide and community-wide goals are applied to each of them. In addition, specific recommendations are provided for places where some type of enhancement or transformation is desired. Chapter 4 also includes the fundamental design guidelines necessary to implement the desired vision for South Glendale's centers, corridors, neighborhoods and districts.

Chapter 5: Policy Framework

This chapter explains the relationship of the Community Plan to Glendale's General Plan Elements and other local, regional, and state planning laws and policy documents. Consistent with California Land Use Law, Chapter 5 also describes the public participation process for creation of the Community Plan. To ensure consistency between the Community Plan and the General Plan, the General Plan elements will be amended concurrent with the adoption of this Plan.

Chapter 6: Implementation

This Chapter identifies the process for implementing the South Glendale Community Plan. Beginning with amending the General Plan concurrently with the adoption of the Community Plan, this chapter lists the actions and programs that should be enabled or completed within six months of adoption, one year of adoption, and beyond one year of adoption.

Appendix A.1: Historic Context

The Historic Context provides the key themes and stories behind South Glendale's transformation from a small rancho to today's urban center. The Historic Context will assist in the identification and protection of historic resources while other aspects of the Plan, such as policy recommendations, zoning changes and design review, are implemented. Additionally, the Historic Context serves as the basis for future historic resource surveys in South Glendale.

Appendix A.2: Historic Survey

The Historic Survey results is an analysis of all buildings built before the year 2000 in South Glendale based on the evaluative framework established by the Historic Context. Structures appearing to have historic significance are studied further to determine if they meet basic thresholds established in the context and by the city and state to be considered as potential historic resources. This determination helps the City guide future development, protecting important historic properties and identifying those that can be altered or demolished without impacting Glendale's historic character.

Appendix B: Past Plans

This document is a review of planning efforts in the South Glendale Community Plan area beginning with creation of the Glendale Redevelopment Agency in 1972 and the Central Glendale Redevelopment Project, which serves as the beginning of four decades of modern, community-oriented planning in South Glendale. In reviewing these considerable planning efforts, including outreach and specific outcomes, we can better understand where, how, and when the community set its desired course, and the degree to which the public has directly influenced the shape of today's South Glendale.

Appendix C: Tropico Center Plan

The Tropico Center Plan is a policy and planning study of the Tropico district, centered around the Glendale Transportation Center. The plan recommends a number of changes to zoning, land use, parking policy, and street standards in order to encourage and sustain high quality, neighborhood appropriate transit-oriented development in Tropico.

Appendix D: Land Use Map of South Glendale

Appendix E: Zoning and Land Use Classifications in South Glendale

Chapter 2

COMMUNITY VISION

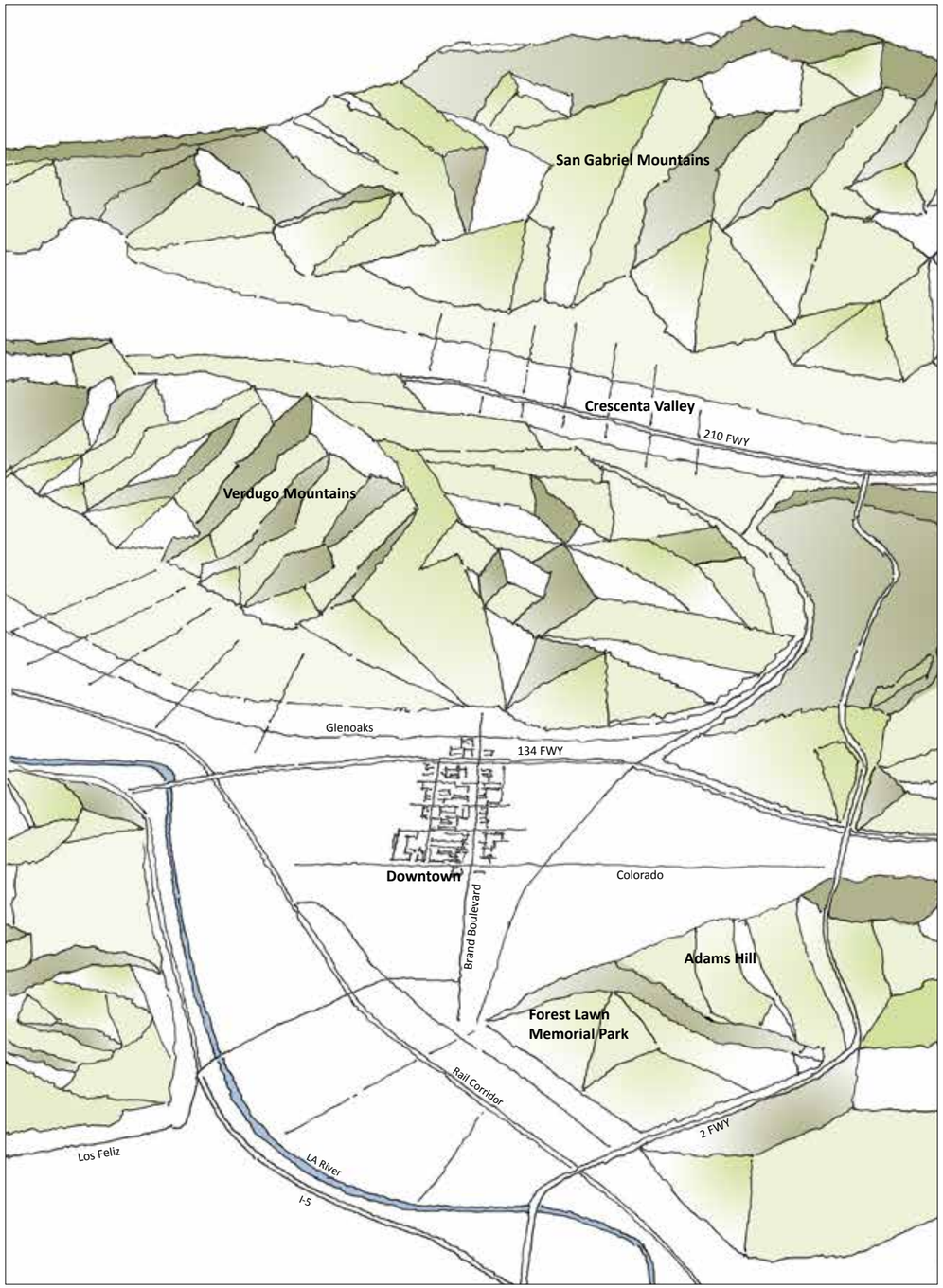
"We value connectedness and vitality with a wide variety of safe housing choices, quality schools, neighborhood-serving stores, access to parks and recreation, community facilities and open spaces in close proximity to regional shopping centers. Economic energy and opportunities for employers and employment in Downtown Glendale and along South Glendale's commercial streets, particularly at the Glendale Galleria and The Americana at Brand, along the Brand Boulevard of Cars, and at the Glendale Memorial Hospital and Health Center, is dispersed throughout South Glendale. Access to regional freeways, rail and public transportation connects Glendale to the surrounding region. We seek to advocate sustainable and responsible development, enhance neighborhood character, provide transportation options for local and regional connectivity, and balance land uses."

2.1 The City of Glendale and the San Fernando Valley

South Glendale is located at the eastern edge of the San Fernando Valley, south of the 134 Freeway. It is an urban area that shares borders with the incorporated City of Los Angeles areas of Atwater Village and Eagle Rock. Dominated by the downtown skyline to the north and Adams Hill and Forest Lawn Memorial Park to the south, South Glendale is generally flat, sloping gently and steadily towards the Los Angeles River to the south and west. South Glendale aerial photos emphasize the strong physical presence of the freeways, railroad and the flood control system for the Los Angeles River and its tributaries. While some of these features lie just outside the City, they form both connections and barriers for South Glendale.

South Glendale is where the City of Glendale originated. An outgrowth of the Verdugo family Spanish land grant, it was incorporated in 1906 and later absorbed the early farming community of Tropico. Downtown Glendale, the heart of the City, grew into a bustling commercial, retail, and entertainment destination, centered on the regional shopping draw of the Glendale Galleria and The Americana At Brand, the entertainment and cultural offerings of the historic Alex Theater and Maryland Art and Entertainment District, and the commercial and business activities housed in downtown's office towers. In the 1980s and 1990s Glendale undertook a policy shift that directs residential growth and higher densities into the downtown area, while reducing residential density in other areas.

A variety of transportation modes crisscross South Glendale, providing links to the surrounding region. Historically, Red Car street car lines connected South Glendale to other points in Los Angeles, while the Southern Pacific Railroad Depot provided regional and national access via rail. The Glendale Station is still here today as the Glendale Transportation Center, the City's transit hub that provides regional access via Metrolink and statewide and national connections via Amtrak. Meanwhile, Brand Boulevard, Glendale Avenue, Central Avenue and San Fernando Road serve as north-south connectors that link to area freeways, accommodate bus transit and provide access to a wide range of commercial activities, including downtown's stores and restaurants and auto retailing along Brand Boulevard south of downtown. Glendale Avenue provides an important arterial connection between South and North Glendale, while San Fernando Road provides an arterial connection to Burbank and points beyond. Colorado, Broadway, Chevy Chase Drive and Los Feliz Boulevard provide primary east-west connections, linking to area freeways, accommodating bus transit, and providing access to a variety of commercial activities and neighboring communities.



2.2 Building Upon Past Plans

This Community Plan is built upon decades of concerted effort by residents, business owners, city staff and past City Councils to chart the future of South Glendale. Since the 1920s, the city has commissioned various planning studies and programs to examine specific topics or issues in South Glendale, such as multi-family zoning standards, neighborhood revitalization, or commercial redevelopment. Each plan or program was the product of extensive public engagement, appropriate to its time and scope. While each planning study is described in Appendix B, a number of these efforts stand out for their comprehensive vision and scope, and serve as the basic policy framework for the present South Glendale Community Plan.

2.2.1 Residential

South Glendale originally developed primarily with traditional single-family residential neighborhoods with streets aligned in a regular grid-pattern. Pacific Electric Railway Red Cars provided Glendale's first mass transit; a number of higher density residential apartments were scattered along and within easy walking distance of Red Car routes. Although the neighborhoods were predominantly detached single family in character, much of the underlying zoning allowed for higher density multiple residential dwellings. Post WWII saw development trends whereby single-family homes were altered to provide multiple units. An apartment building boom in the 1980s saw hundreds of six, eight and twelve unit apartments replace existing single family homes on lots throughout South Glendale. Public outcry over the change in neighborhood character led to comprehensive down-zoning efforts in 1986 and in 1990, resulting in the multiple dwelling zone densities that Glendale maintains today. As a consequence of this re-zoning, many apartment and condominium buildings in South Glendale became "non-conforming," exceeding the now-lower allowable density on their lots. The most enduring legacy of these down-zonings may be seen in some of the area's aging buildings and neighborhoods, as over-capacity parcels provide no incentive for private reinvestment at equal or greater densities than currently exist.

2.2.2 Brand Boulevard of Cars

Since Glendale's earliest days, the South Brand Boulevard area has been a center for automobile dealerships and related businesses, with direct access provided by the Red Cars between Downtown Los Angeles and Burbank. The area's identity as a regional retail destination grew organically, though auto-oriented uses and development patterns prevailed, replacing general retail, along some of South Glendale's corridors, while high-density residential increasingly infilled the surrounding low- and medium-density neighborhoods. While the 1992 South Brand Boulevard Specific Plan was seen as a modern and comprehensive solution to these issues, it was later replaced with conventional zoning and new parking regulations in 2012. Both the Specific Plan and the rezoning/parking district effort involved extensive input from area residents and businesses. Today, Brand Boulevard of Cars continues to be a major economic engine that must respond to the changing needs of its stakeholders while remaining a good neighbor and a useful artery connecting Downtown Glendale with points south of the city.

2.2.3 East Colorado Street

Revitalization of Colorado Street, a critical east-west arterial, has long been a goal of the City. A 1994 corridor study by planning students at California State Polytechnic University, Pomona included a public workshop to develop the community's vision for the corridor and resulted in design guidelines for Colorado Street. The section of East Colorado Street connecting neighboring Eagle Rock (City of Los Angeles) to Downtown Glendale, ultimately received extensive streetscape upgrades. However, while the study considered both urban design and land use, the result produced neither a consistent identity nor the revitalization sought by the community.

2.2.4 Downtown

Greater Downtown Strategic Plan (1996)

Lacking a growth management strategy for Downtown Glendale, a partnership between business leaders and the City produced a 1994 visioning document for the area. The City Council appointed a Steering Group of community members, business leaders, and public officials, working with the Neighborhood Task Force, to produce the Greater Downtown Strategic Plan (GDSP) in 1996. The plan's intent was to "significantly increase the amount of public open space and developed parkland in the downtown," and "[strengthen] the interdependence between downtown and [the] surrounding neighborhoods." One of the most prominent outcomes of the GDSP was the identification of a "Town Center" at the south end of Downtown which was eventually realized as the Americana at Brand.

Downtown Specific Plan (2006) and Downtown Mobility Study (2007)

In 2004, the City initiated an effort to implement the vision, goals, and policies of the GDSP. This resulted in the Downtown Specific Plan and the Downtown Mobility Study, a pair of planning documents that have considerably reshaped Downtown Glendale. A large advisory committee worked to refine the City's policy proposals and framework for the area, followed by hearings before boards and commissions and adoption by the City Council. The confluence of economic forces and the two plans' new policies provided for rapid revitalization of Downtown Glendale.

2.2.5 San Fernando Road

San Fernando Road is the backbone of Glendale's industrial base. In 1992, two decades of planning efforts began with its declaration as a redevelopment area, followed by a 1997 Redevelopment Plan proposing new urban design guidelines and zoning changes. Implementation of the plan brought facade upgrades and public improvements, and the adoption of new mixed-use zones in 2004. In 2009, the GRA introduced its "Creative Corridor" initiative to grow San Fernando Road's creative industry, which then accounted for over 1/3 of area businesses. The corridor continues to evolve with a mix of industrial and light industrial uses north of Pacific Avenue, and creative arts and infill housing projects defining the area between Pacific Avenue and Tropico.

2.3 Vision

The South Glendale Community Plan envisions the maintenance, enhancement, or transformation of South Glendale's various neighborhoods, centers, and corridors over the next quarter century. In general, the scale and character of South Glendale's residential neighborhoods are maintained, while corridors such as Central Avenue, Colorado Street, and portions of Broadway and Glendale Avenue are transformed with higher-density, mixed-use buildings that take advantage of existing and proposed transit routes. Meanwhile, the multi-family blocks parallel to the Broadway, Central Avenue, and Colorado Street transit corridors are re-zoned as an "affordable housing overlay zone" to provide affordable and inclusionary housing.

Centers such as Tropico and Pacific Edison are also transformed with the introduction of transit-oriented development, while Glendale Memorial Hospital expands and rebuilds in response to State-mandated requirements and the Glendale Community College - Garfield Campus is intensified with additional classroom space, housing, parking, and medical offices. New investment and modest development is encouraged in South Glendale's small neighborhood business districts such as Adams Square, South Glendale Avenue south of Palmer Avenue, Columbus School/Pacific Gateway, Verdugo Road, and East Colorado east of Verdugo Road, while continued investment and economic development is fostered along the Brand Boulevard of Cars and within the Downtown Specific Plan.

It is anticipated that this growth may add approximately 7,000-9,000 units in South Glendale to the existing 80,000 units citywide. This growth will be largely dependant on the establishment of new transit lines and stations that connect Glendale to the larger region. This expanded network consists of the following bus and rail lines and station areas:

- Bus Rapid Transit (BRT) along Central Avenue and Broadway.
- Pacific Edison Center/West Colorado as the hub for a Colorado Street station along the Metrolink/High Speed Rail/Eco-Rapid Transit rail corridor.
- Pacific Gateway as the hub for a potential Pacific Avenue station on a 134 Freeway east-west rail line.
- Verdugo Road as the hub for a potential Verdugo Road/Chevy Chase Drive/Adventist Hospital station on a 134 Freeway east-west rail line.
- A Brand Boulevard - Glenoaks Boulevard streetcar line, with stations approximately every ¼ mile starting from the Glendale Transportation Center.

Accompanying South Glendale's growth will be an expansion of South Glendale's bicycle and open space network. The construction of the Space 134 Freeway Cap Park, a 25-acre park built over the 134 Freeway between Central Avenue and Geneva Street will not only introduce much needed park space, but will also mend the gash between the neighborhoods to the north of the freeway and downtown. Greenways will also be introduced along key streets and bicycle lanes will link Glendale residents, office workers, and commuters with South Glendale's parks, schools, and neighborhood centers.

Finally, pedestrian improvements and traffic-calming measures will be implemented to make Glendale's streets safe for all users.

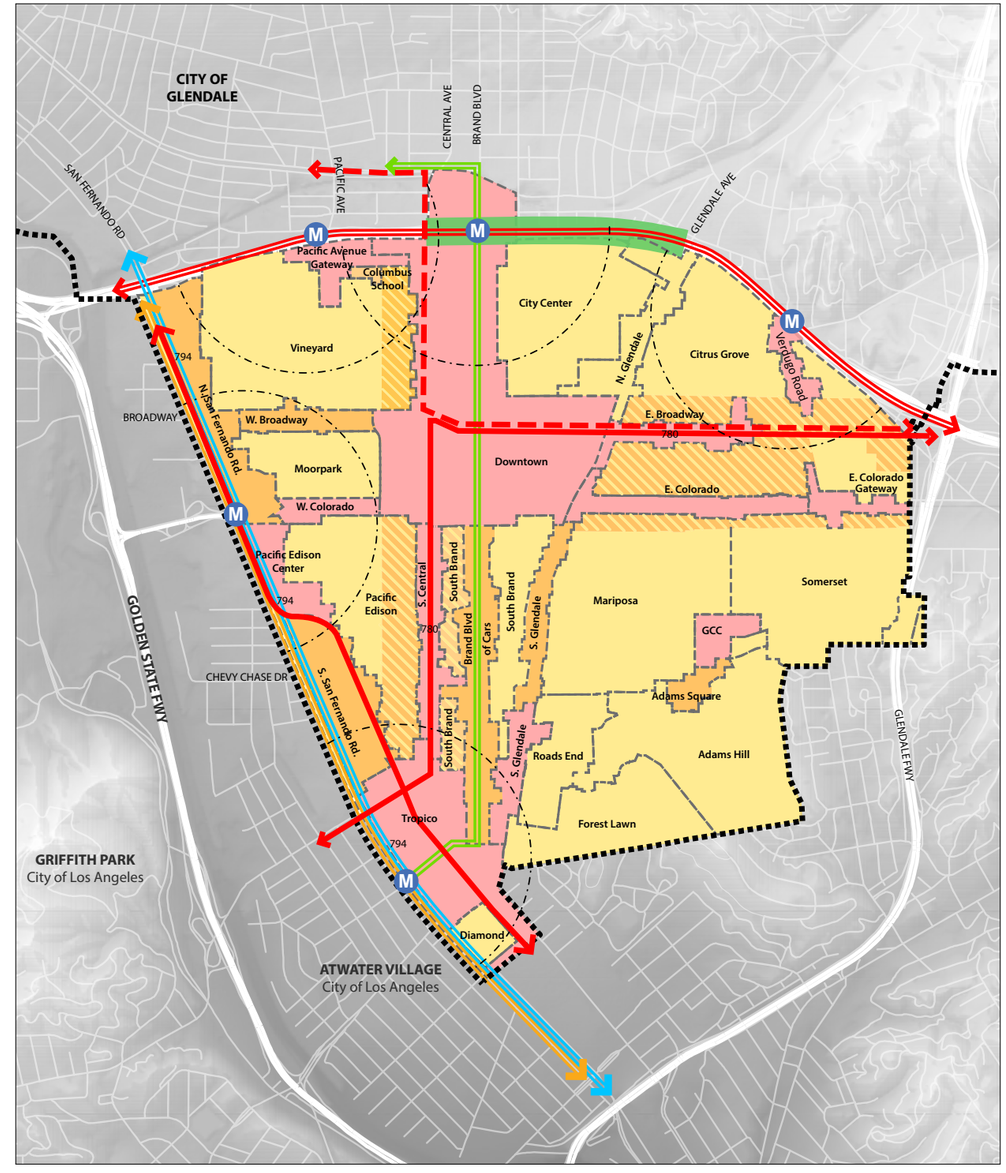


Figure 2.1 **The Project**

- Areas to Maintain
- Areas to Enhance
- Areas to Transform
- Areas to Maintain/Enhance
- Amtrak/Metrolink Trains
- High Speed Rail (Proposed)
- Proposed Brand Street Car
- Proposed Metro Light Rail Extension
- Metro 780 & 794 Route (Existing)
- Metro BRT (Proposed)
- Transportation Center
- Space 134

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.

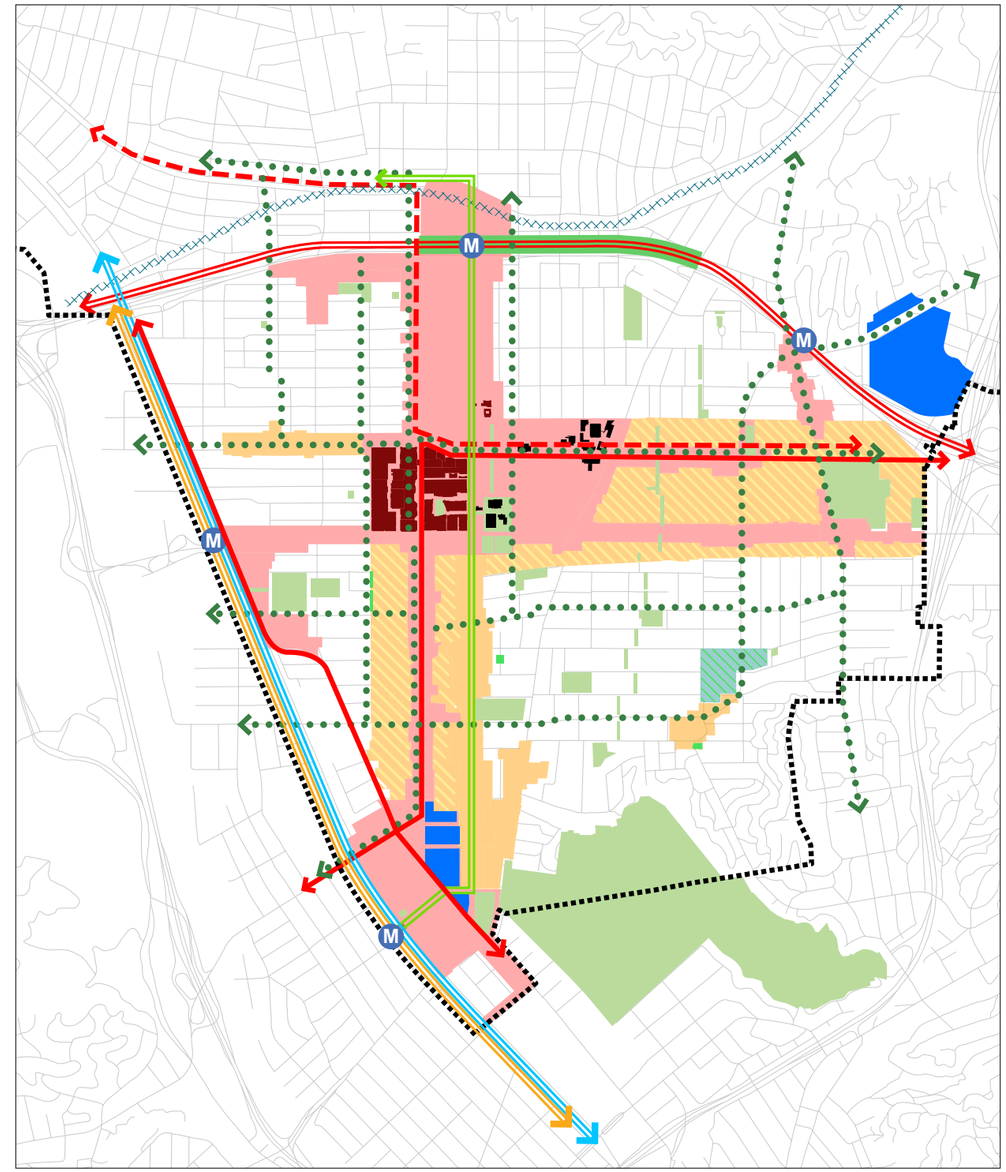


Figure 3.1 **Framework**

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

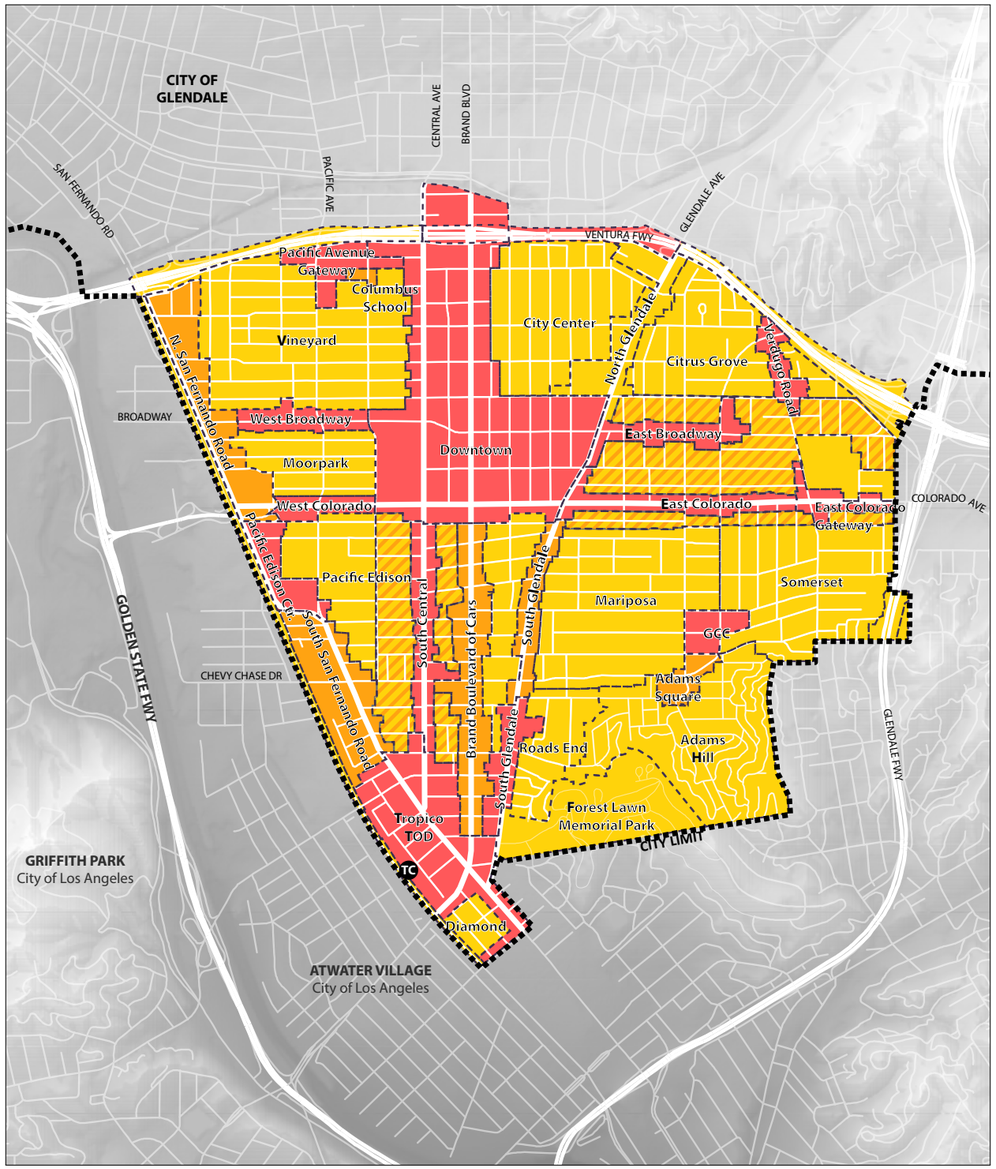


Figure 3.2 **Manage Growth**

- 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.

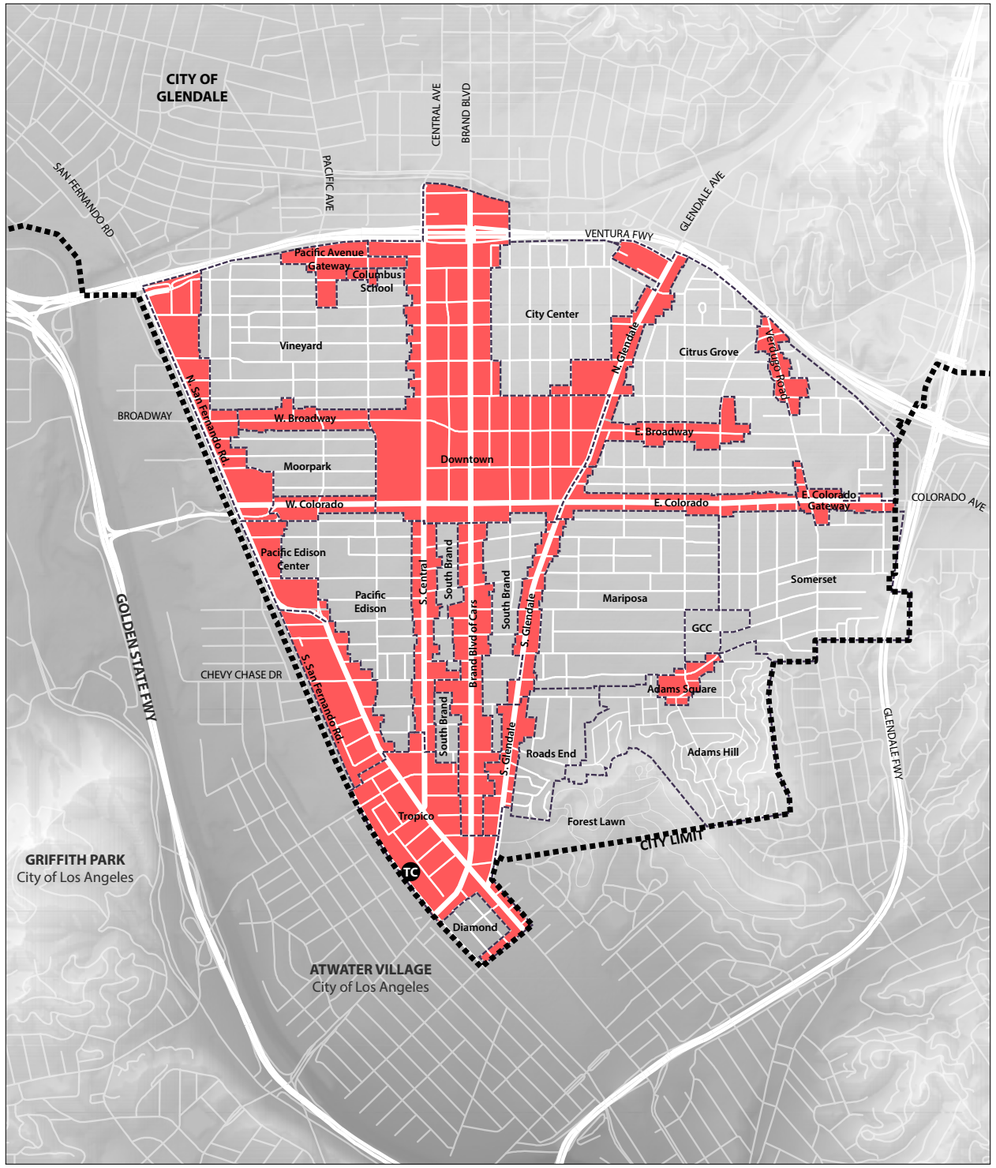


Figure 3.3 **Economic Development**

Economic Development Areas 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.

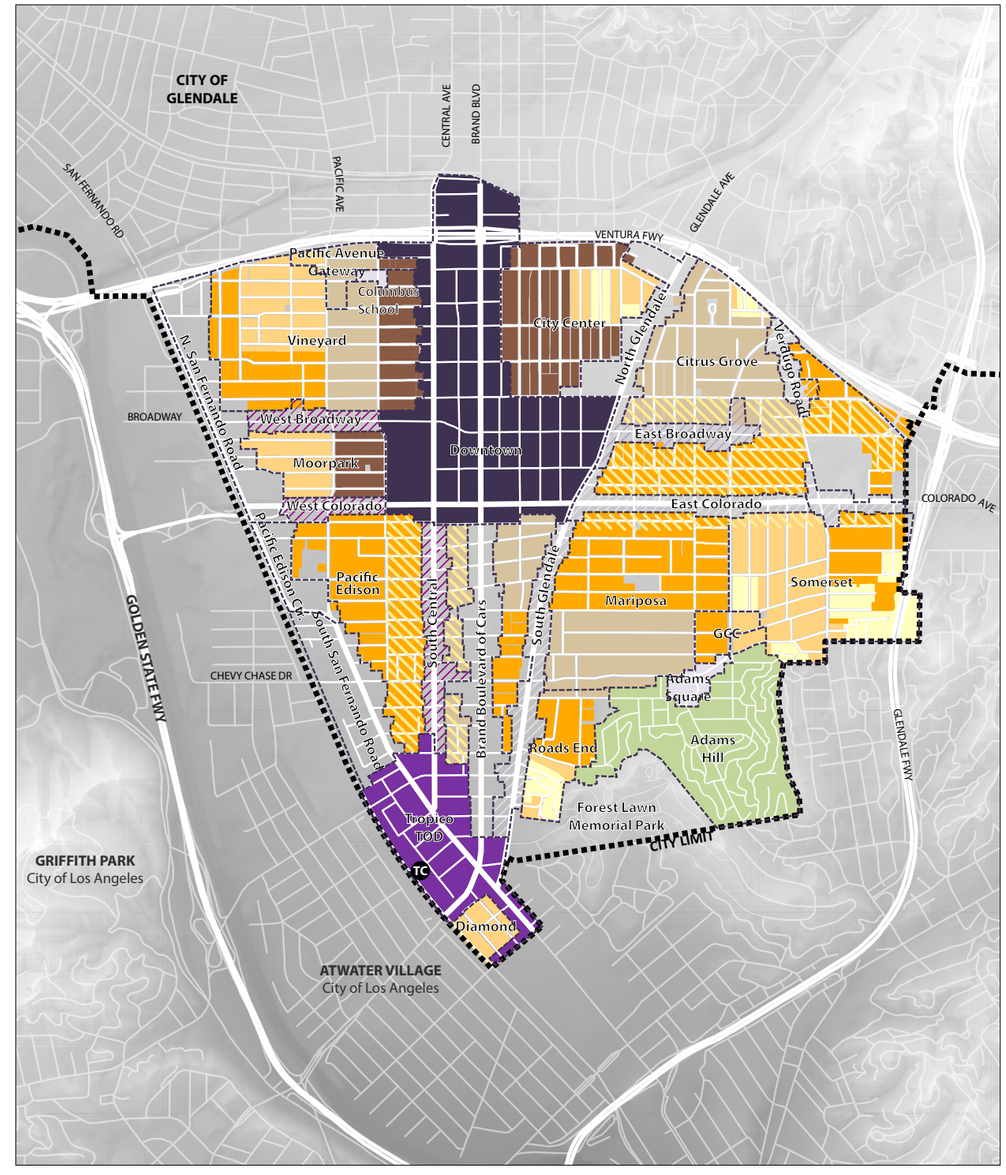


Figure 3.4 **Housing**

Centers
- Downtown
- Urban Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street

Neighborhoods
- High Density Multi-Family
- Medium-High Multi-Family
- Medium Multi-Family
- Moderate Multi-Family
- Single-Family
- Single-Family Hillside

- Affordable Housing Overlay Zone
- TC Glendale Transportation Center

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.

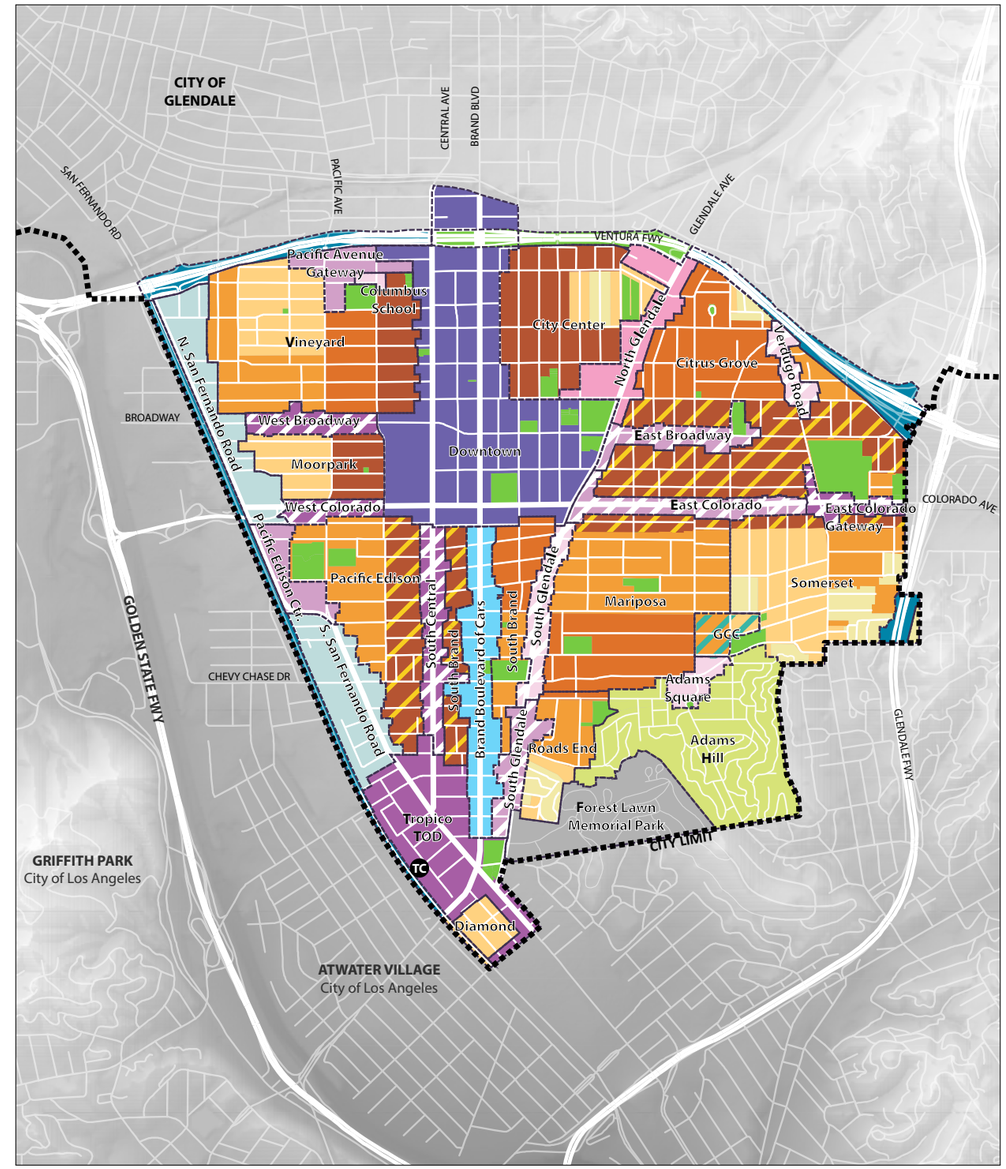


Figure 3.5 **Urban Design & Land Use**

Centers
- Downtown
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban Corridor
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density Multi-Family
- Medium High Multi-Family
- Medium Multi-Family
- Moderate Multi-Family
- Single-Family
- Single-Family Hillside

Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

TC 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.

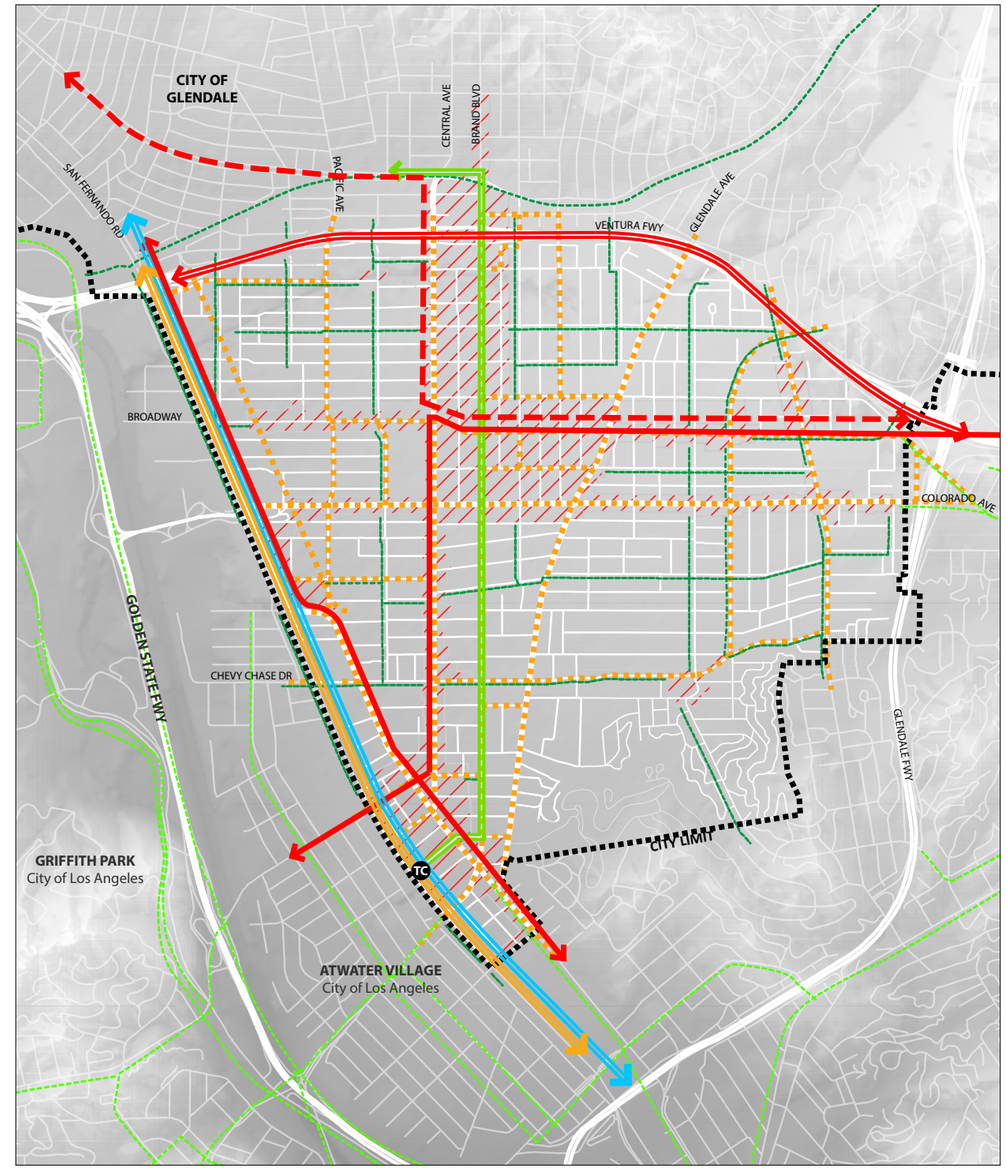


Figure 3.6 **Mobility Network**

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

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.

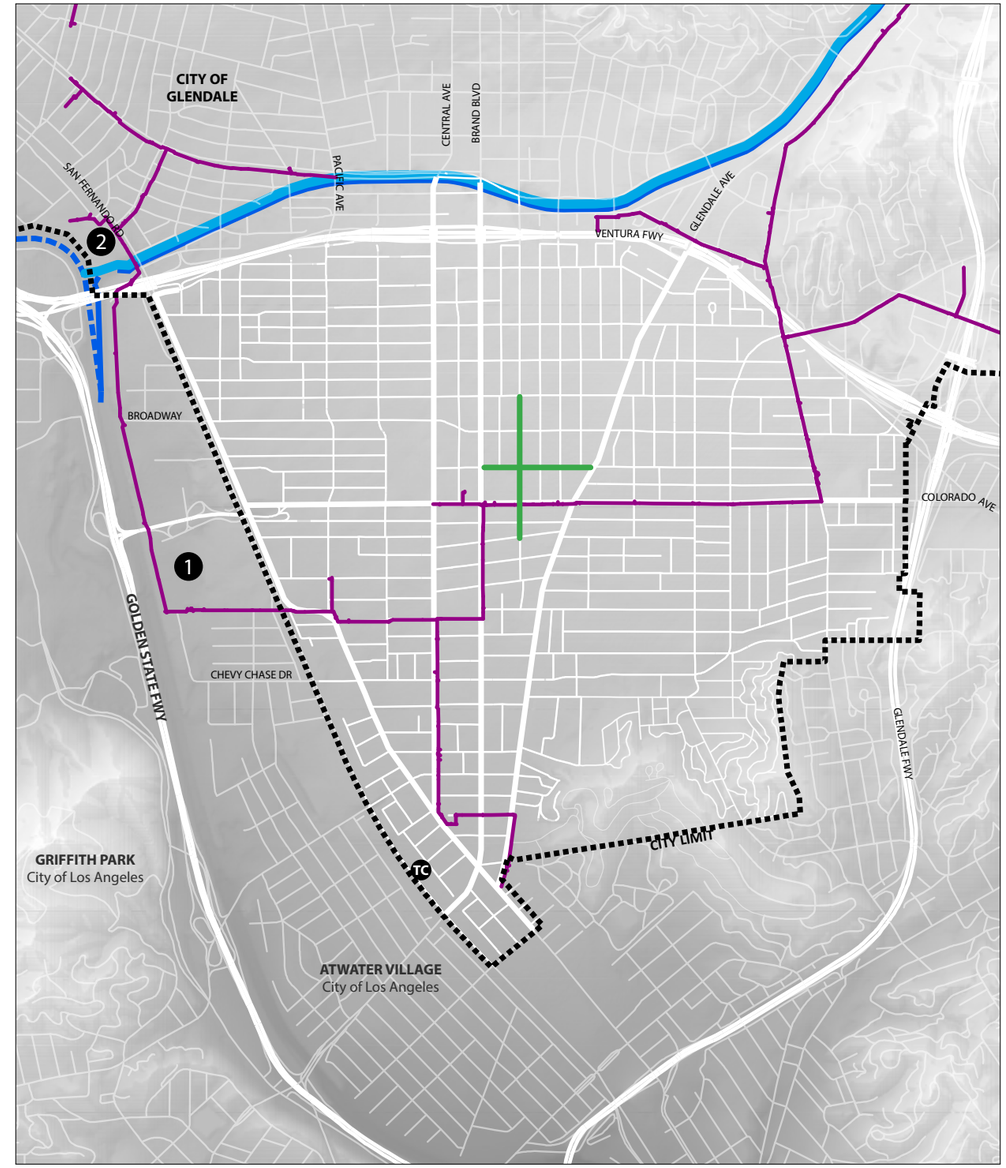


Figure 3.7 **Infrastructure & Sustainability**

- 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.

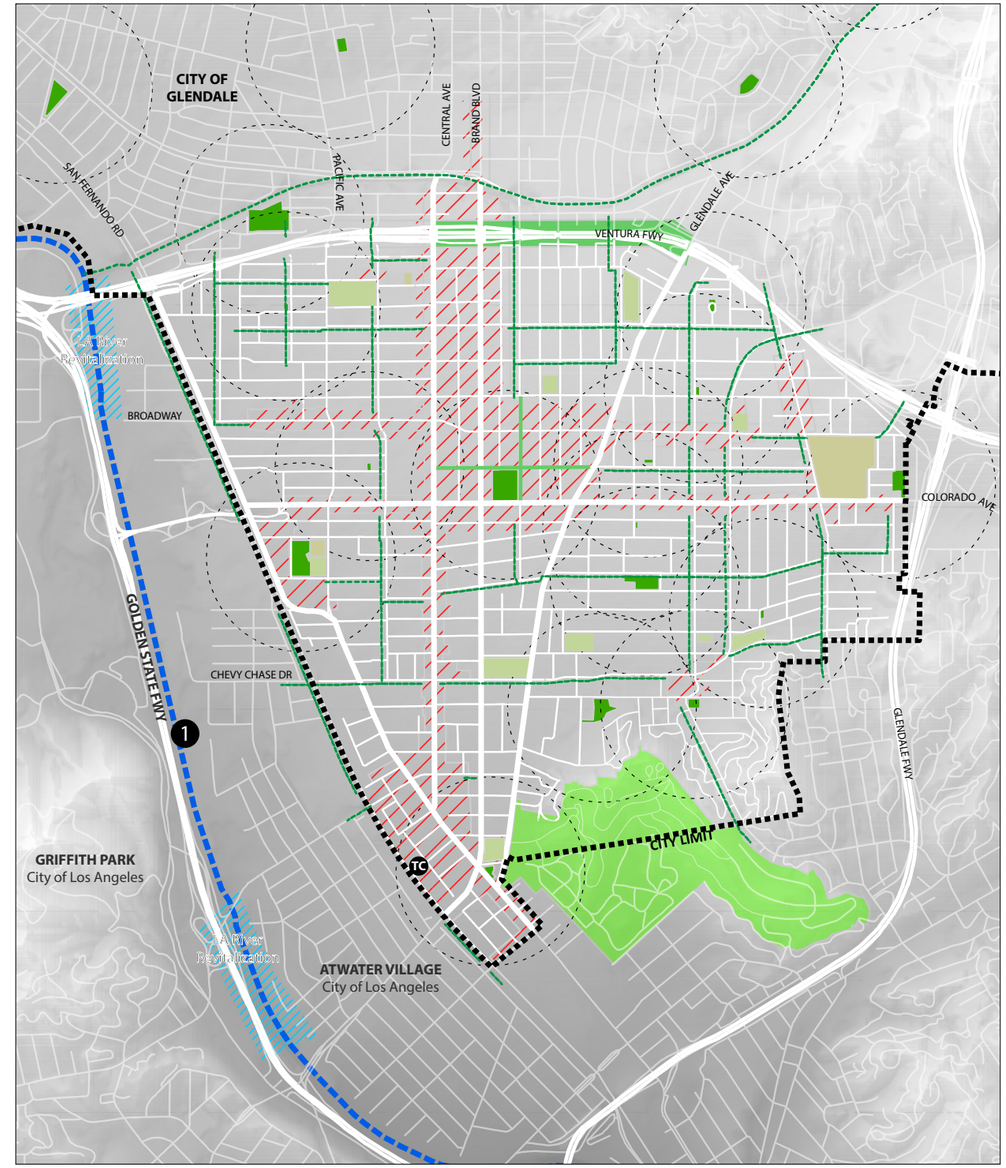


Figure 3.8 **Community Services & Parks**

- 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.

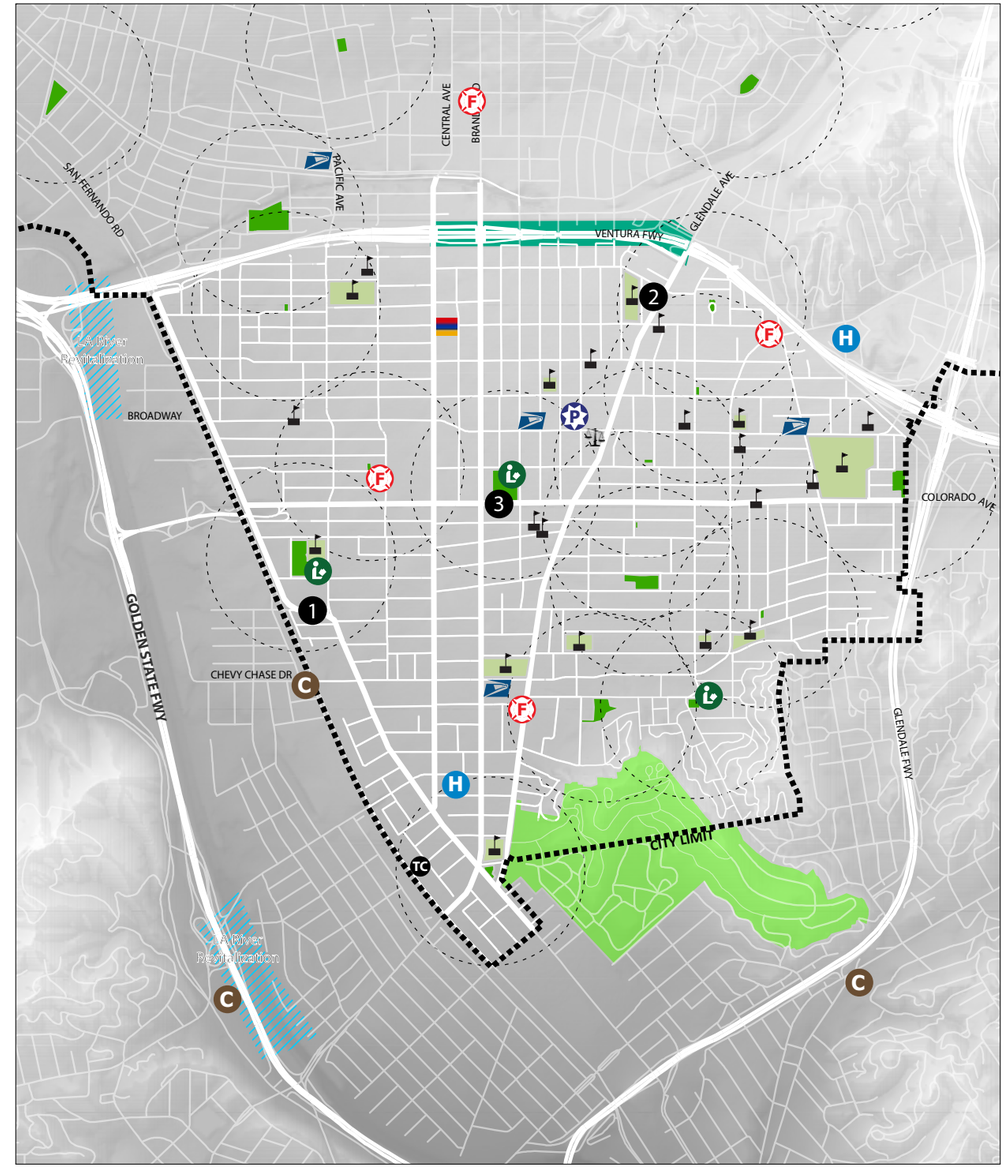


Figure 3.9 **Community Facilities**

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

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 scatted 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.

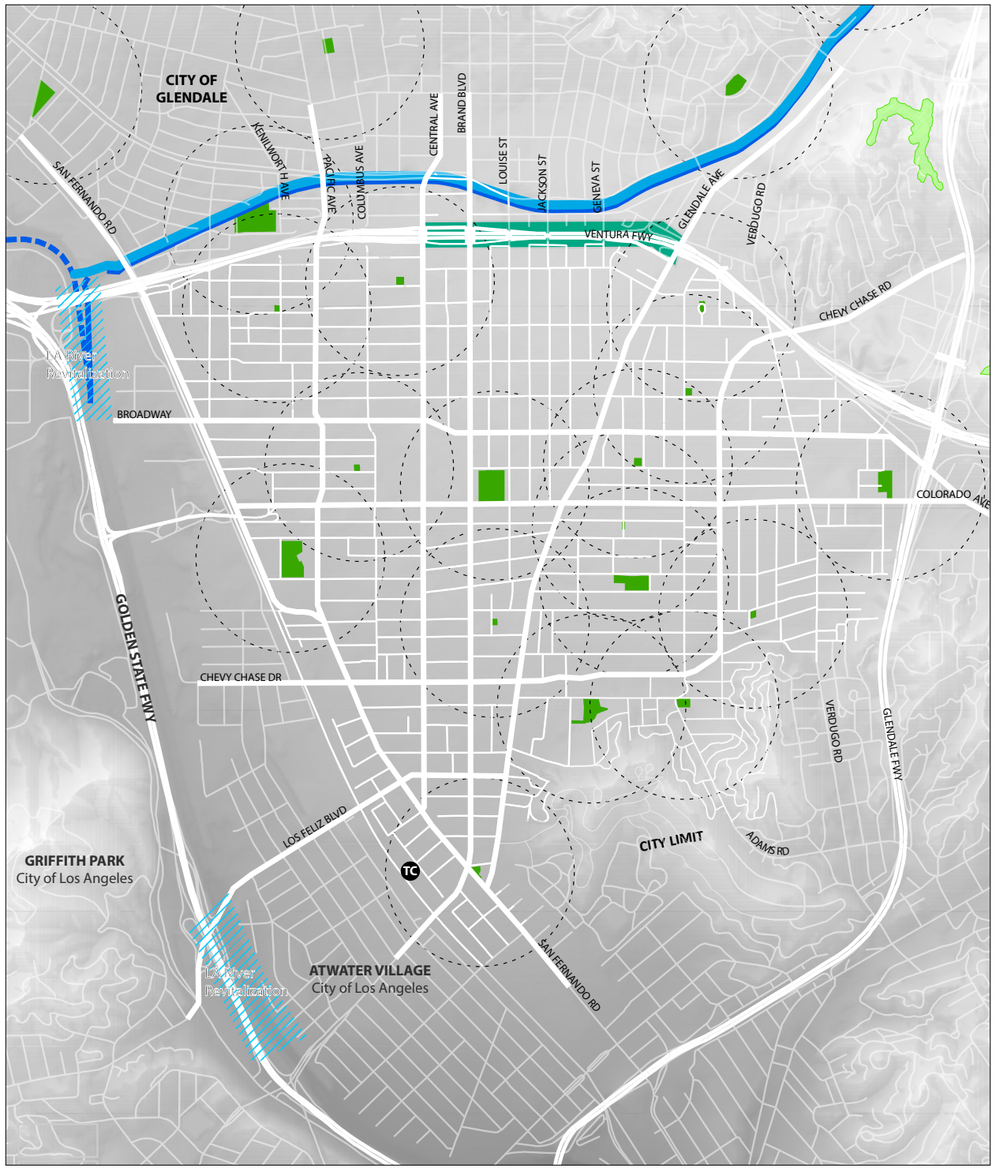


Figure 3.10 **Natural Resources**

- Primary Ridgelines
- Secondary Ridgelines
- Developed Parks
- Flood Control Channels
- Blueline Streams
- Space 134 (Proposed)
- LA River Revitalization
- Glendale Transportation Center

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 Tropico 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.

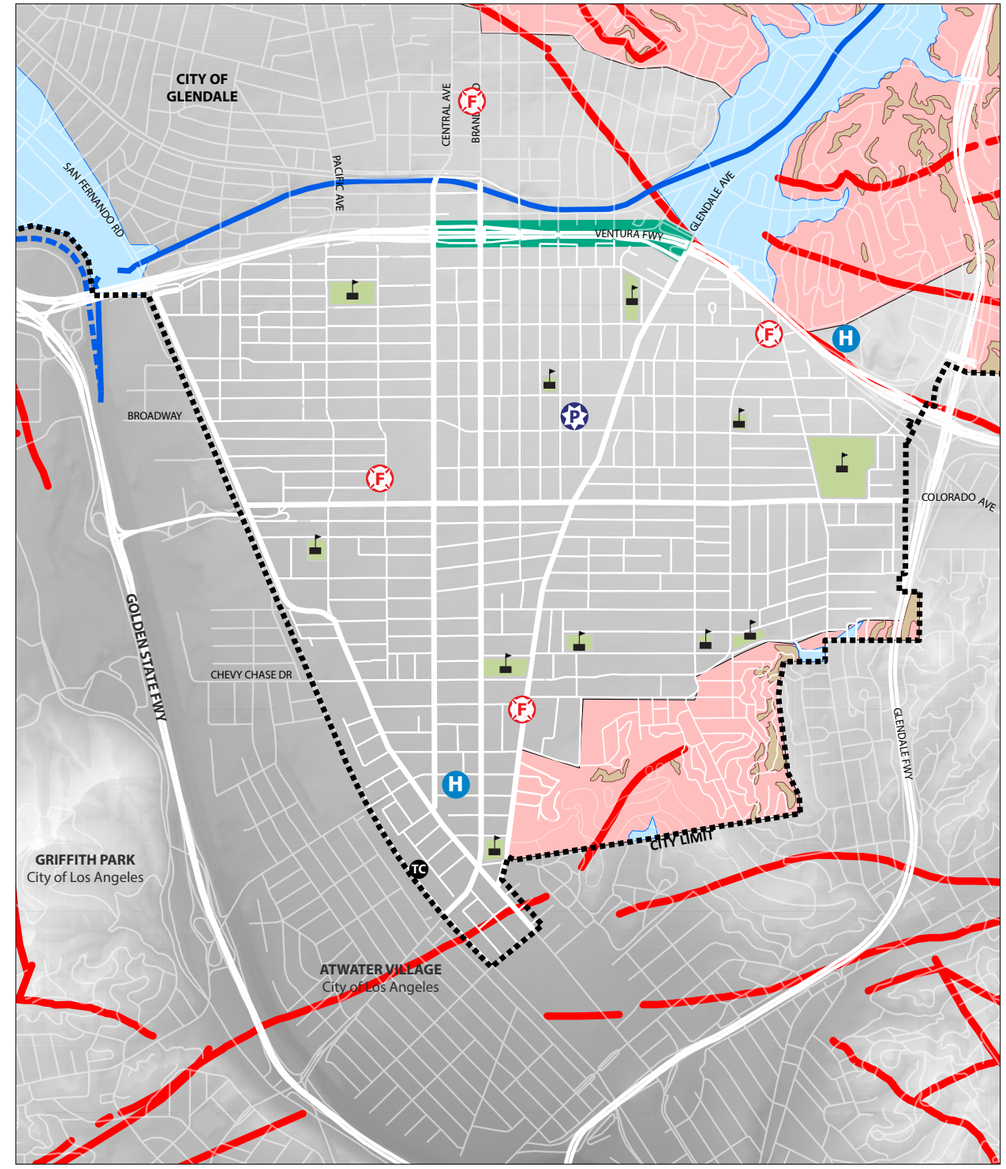


Figure 3.11 **Wellness & Safety**

High Fire Hazard Areas
Land Slide Hazard Potiental
Liquefaction-Prone Areas
Space 134 (Proposed)
Police Stations
Fire Stations
Hospitals
Public Schools
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 Tropico. Both were recorded as town sites in 1887, with Glendale officially incorporating as a city in 1906, followed by Tropico in 1911. Glendale grew through a series of annexations, including that of Tropico 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.

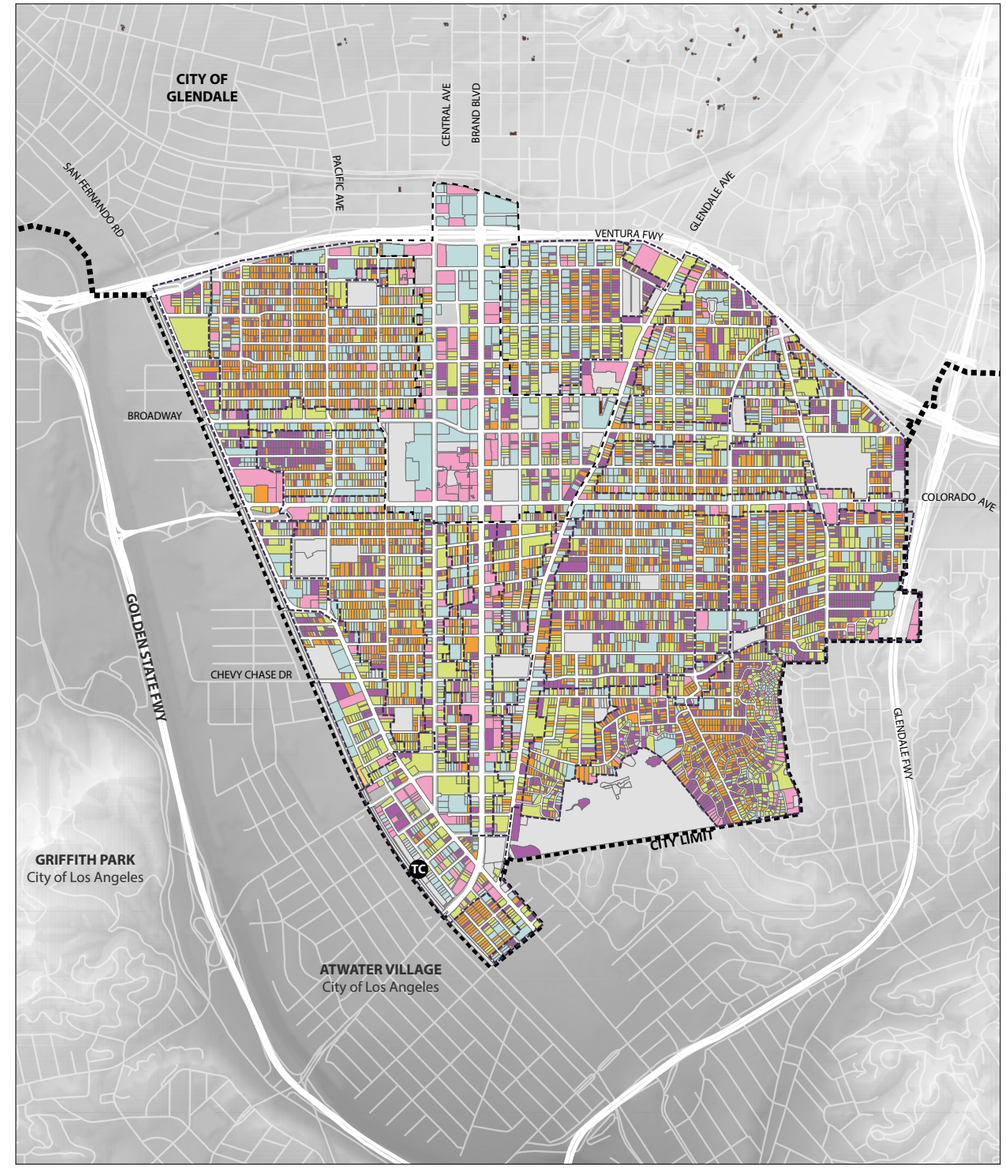


Figure 3.12 **History**

Pre 1910
1911-1925
1926-1945
1946-1970
1971-1990
1991- Present
Historic Designation
Public/Semi-Public
No Data

Chapter 4

PLACES

South Glendale is a diverse mosaic of quiet residential neighborhoods, vibrant neighborhood-oriented business districts, and bustling transit-oriented commercial boulevards, all centered around one of Southern California's most important regional downtowns. In addition, the South Glendale area includes active industrial areas located adjacent to San Fernando Road and a heavily-used rail corridor that includes a Metrolink commuter rail station located in the heart of Tropico, an emerging transit-oriented district. Each of these diverse places has a unique development pattern, some dating back to the City's founding over a hundred years ago. This chapter of the South Glendale Community Plan provides a vision for the preservation, enhancement, or transformation of each of these distinct areas, along with a set of guidelines for achieving this end

4.0 Introduction

While Chapter 2: Community Vision and Chapter 3: Principles provide an overall planning context for the Community Plan area, it is in Chapter 4: Places where each distinctive district, corridor, or neighborhood in South Glendale is described. Chapter 4 subdivides the South Glendale area into four distinct development groups namely: Centers, Corridors, Neighborhoods, and Districts. Each group contains sub-categories based on density, distinctive character, or development characteristics.

Each development group includes the following sections to guide future development:

A **Vision** for the future based on existing characteristics and the community's desires and expectations. The Vision is intended to describe the growth and land use policies outlined in Chapter 3.

Public Improvements to the street system, transit network, bikeways, utilities, and parks that are a key component for implementing the Vision.

Design Guidelines specific to each area to help implement the Vision. The design guidelines of Chapter 4 function as a design framework for every proposed addition or new building. The design guidelines are intended to convey overall best practices. However, conditions vary from site to site, and there may be more appropriate solutions that are not included in the guidelines. Innovative design solutions consistent with the spirit of the neighborhood vision for each area will be considered and even encouraged. As needed, these guidelines can be supplemented by the applicable section(s) of the Comprehensive Design Guidelines or Specific Plans.

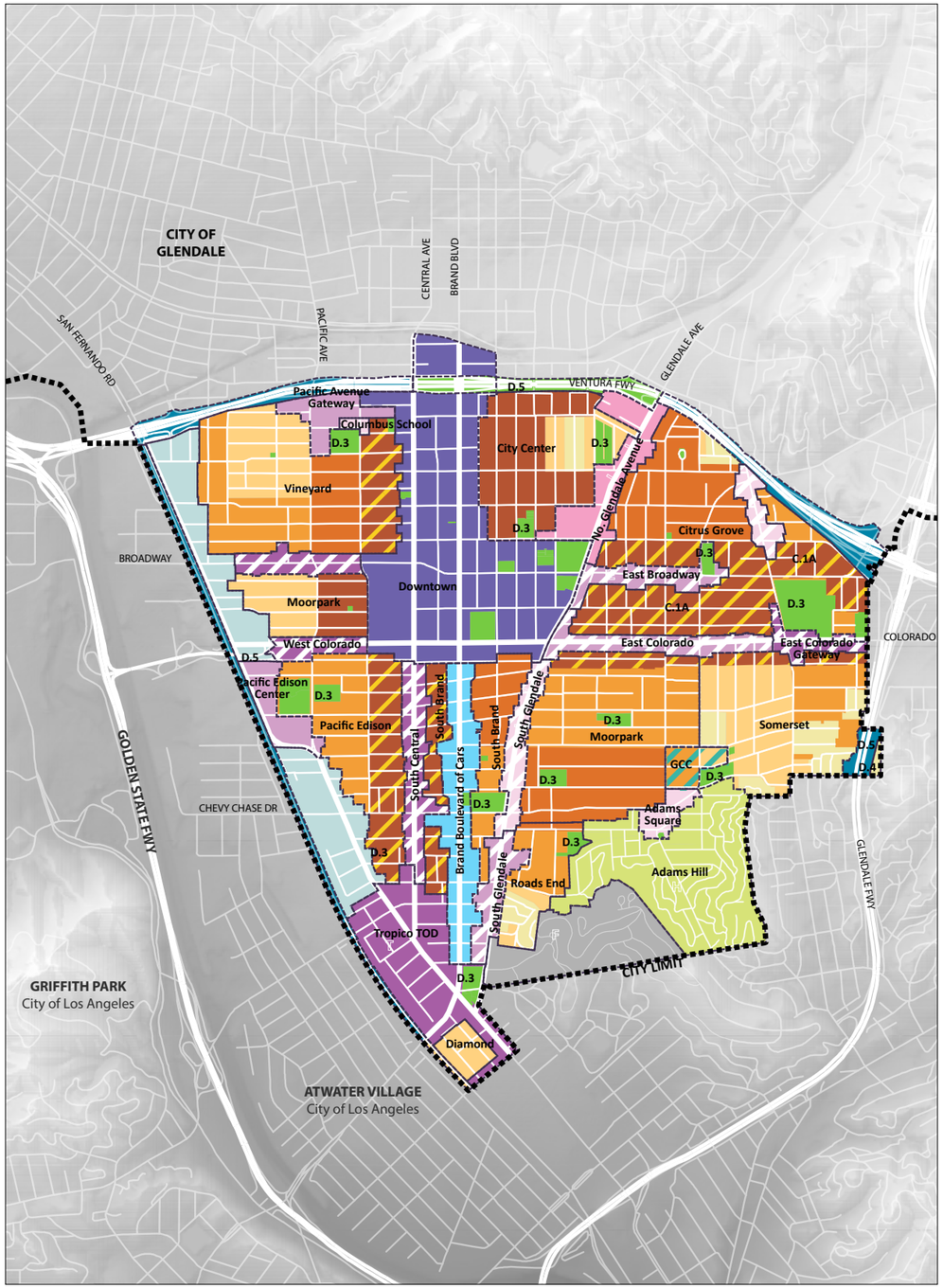
Places by Development Group

A. Centers
- A.1 Downtown
- A.2 Urban Center
  - A.2a Tropico TOD
- A.3 Town Center
  - A.3a Pacific Avenue Gateway
  - A.3b Pacific Edison
- A.4 Village Center
  - A.4a Adams Square
  - A.4b Columbus School

B. Corridors
- B.1 Mixed-Use Corridor
  - B.1a South Central (H)
  - B.1b West Colorado (H)
  - B.1c East Broadway (L)
  - B.1d West Broadway (L)
  - B.1e East Colorado Gateway (L)
  - B.1f East Colorado (L)
  - B.2g South Glendale Avenue (L) (Palmer to Cerritos)
- B.2 Main Street/Neighborhood Commercial
  - B.2a South Glendale Avenue (Colorado to Palmer)
  - B.2b Verdugo Road
- B.3 Suburban Corridor
  - B.3a North Glendale Avenue
- B.4 Industrial / Creative Corridor
  - B.4a San Fernando Road (N of Colorado)
  - B.4b San Fernando Road (S of Pacific Curve)
- B.5 Brand Boulevard of Cars
  - B.5a Brand Boulevard of Cars

C. Neighborhoods
- C.1 Multi-Family Neighborhood
  - C.1a City Center - Citrus Grove
  - C.1b Diamond
  - C.1c Moorpark - Vineyard
  - C.1d Pacific Edison
  - C.1e Roads End
  - C.1f Somerset - Mariposa
  - C.1g South Brand
- C.2 Single-Family Neighborhood
- C.3 Single-Family Hillside Neighborhood
  - C.3a Adam's Hill

D. Districts
- D.1 Campus
  - D.1a Glendale Community College (GCC)
- D.2 Cemetery
- D.3 Civic
- D.4 Recreation / Open Space
- D.5 Transportation



4A Centers

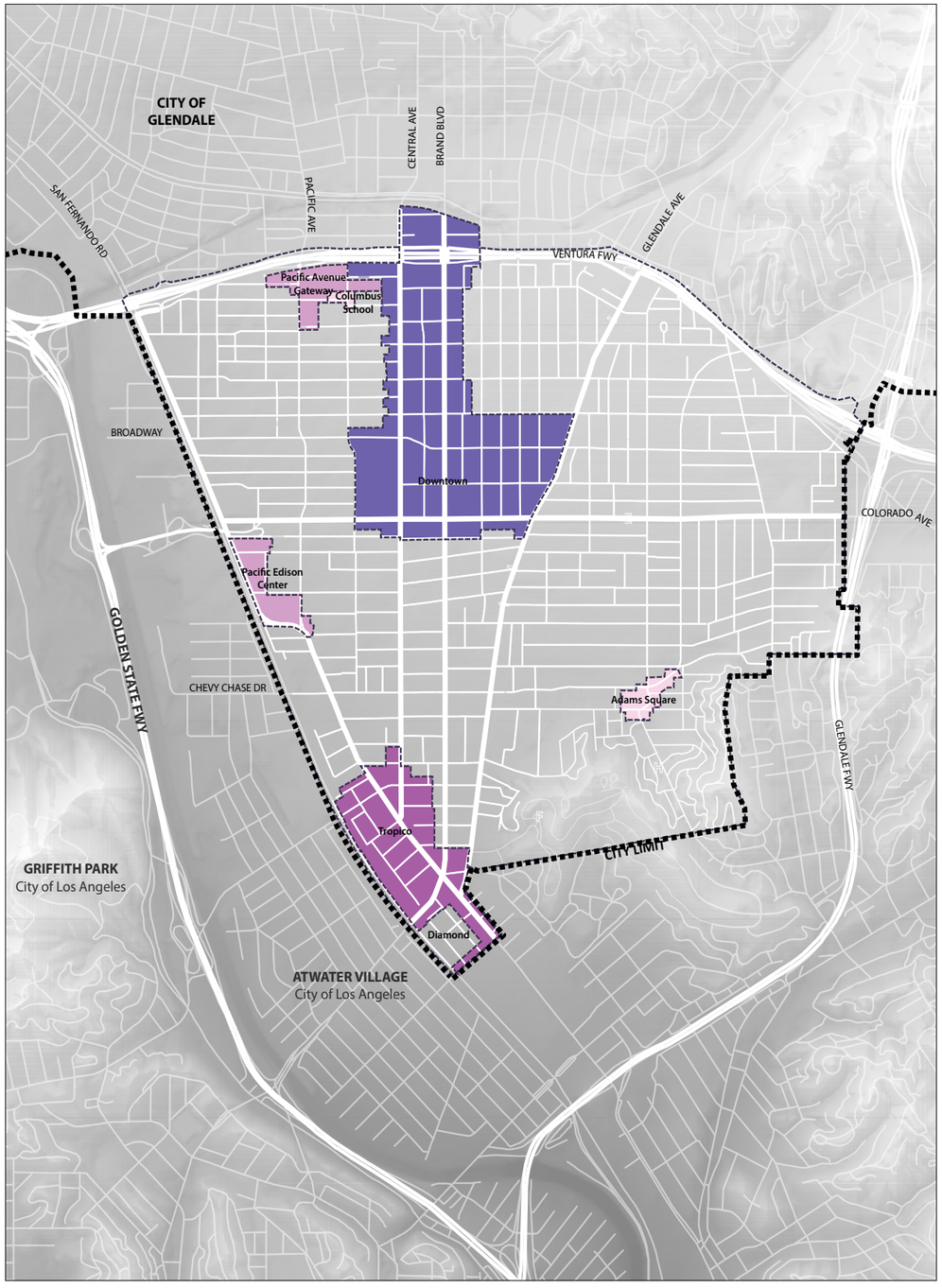
Glendale recognizes four types of centers, ranging from high density Downtown to lower density neighborhood-based Village Centers. Centers are areas with concentrated development which may be organized around a centralized mixed-use location, or clustered around a single major use such as a hospital or school campus. South Glendale's four types of centers accommodate different scales of development, building heights, and land uses, each with its own unique character.

Downtown

Urban Center

Town Center

Village Center

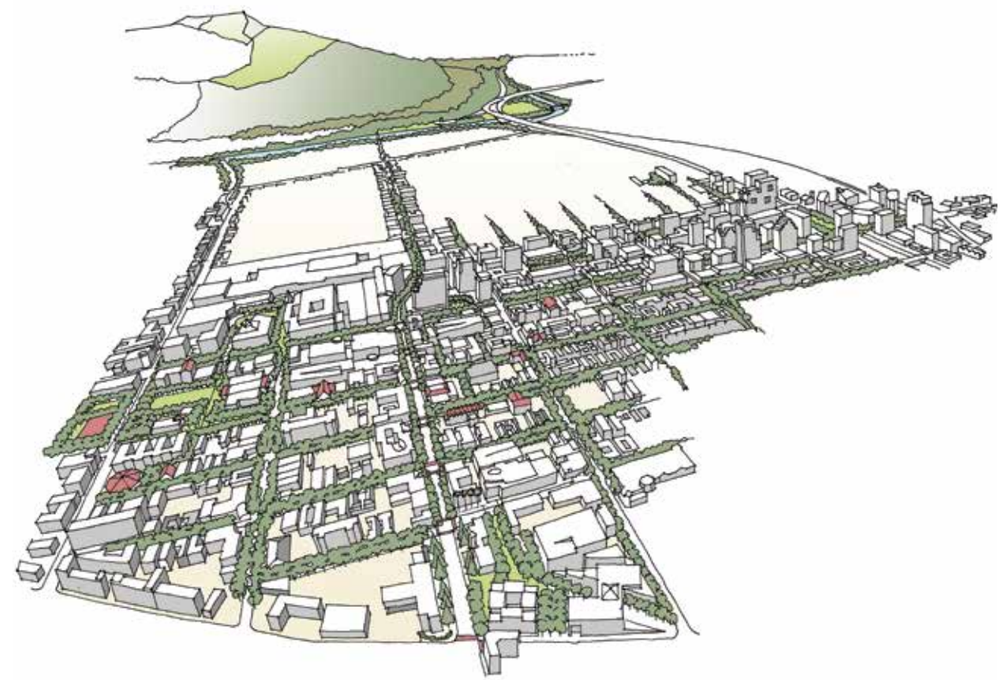


4A.1 Downtown

DSP
Variable FAR
Variable Heights

The DOWNTOWN SPECIFIC PLAN (DSP), a mixed-use development district, guides the development of Glendale's city center. It provides for a vibrant array of commercial (retail, service, office, entertainment) uses and very high density, urban housing/mixed-use developments. Residential density is determined by the limits pertaining to individually defined subdistricts within the DSP. Very dense urban development is envisioned as high-rise buildings in areas now dominated by office towers. Elsewhere in the DSP area, development is envisioned as low to mid-rise buildings, depending on the location. Key components of the DSP area include: an Urban Center (The Americana) and other major shopping centers; a network of paseos, open space and park areas; high-density residential and mixed-use; office towers; and historic buildings.

Note: The **Downtown Specific Plan** is a stand-alone document that addresses land use and standards in the downtown. See Downtown Specific Plan Chapter 4 for heights and floor area ratios (which range from 2 stories/2.00 FAR to 25 stories/7.50 FAR with incentives) and for complete design guidelines.



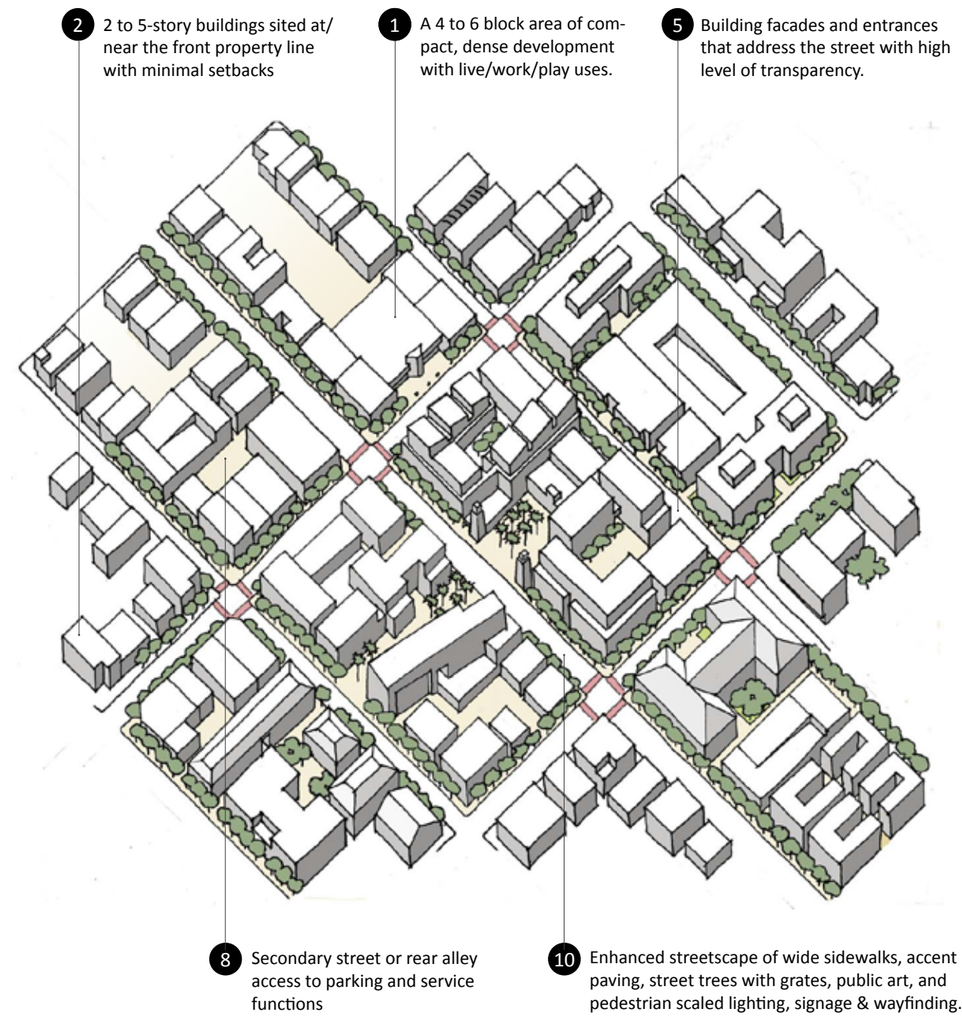
4A.2 Urban Center

TOD I, TOD II
87-100 du/ac
5 stories/60 feet
hospital/200 feet

Parcels within the **URBAN CENTER** designation consist of a balance of higher density mixed-use buildings that accommodate retail, offices, and housing. Ideally, an Urban Center provides a mix of retail, employment and residential uses; however, the center may cluster around a single major use, such as a hospital or institution, and may include a campus-style development pattern. Urban Centers typically cover larger areas and provide uses and services with regional attraction. Urban Centers have a robust network of streets lined with wide sidewalks, consistent street trees, and buildings set close to the sidewalk. They may be served by shared "park once" parking facilities.

An **URBAN CENTER** typically includes the following:

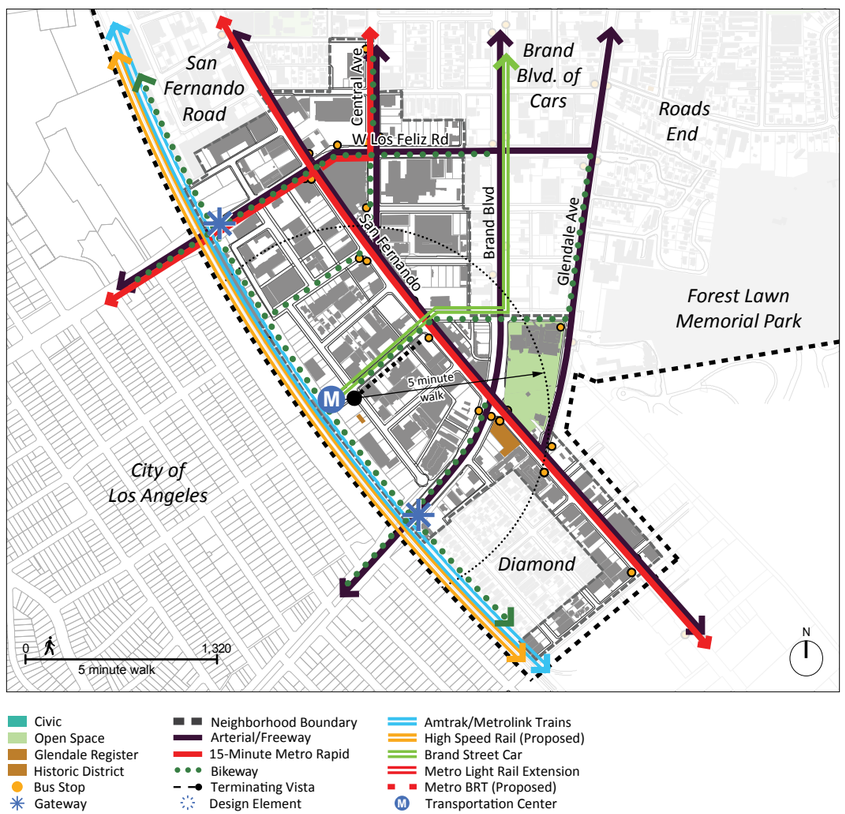
1. A 4 to 6 block area of compact, dense development with live/work/play uses.
2. 2 to 5-story buildings sited at/near the front property line with minimal or no side/rear setbacks.
3. National brand retail, dining, office, and multiplexes, that attract shoppers and visitors from the surrounding region.
4. Mixed-use buildings (high-density residential or office over retail) or stand alone buildings with stoops/shared lobbies.
5. Building facades and entrances that address the street with a high level of transparency.
6. An active network of pedestrian passageways and alleys.
7. Public/semi-public outdoor space (plazas, courtyards, sidewalk cafes) and "programmed" open space for events.
8. Secondary street or rear alley access to parking/service functions.
9. Parking on-street, subterranean, or in stand alone structures; parking structures fronting streets lined with retail.
10. Enhanced streetscape of wide sidewalks, accent paving, street trees with grates, public art, pedestrian-scaled lighting, signage and wayfinding signage.
11. Streets that integrate pedestrian, bike, transit, and auto use amenities.



4A.2a Tropico TOD

Center Description

This urban, transit-oriented district (TOD) located in the southwestern portion of Glendale is home to Glendale's Metrolink Station, Cerritos Elementary School, and Glendale Memorial Hospital. It consists of an eclectic mix of land uses in a variety of building types, including single-family houses, light industrial businesses, multi-family buildings, and uses that support the hospital. This area is designated as a regional transit priority area with an emphasis on multi-modal connectivity and pedestrian-friendly residential development.



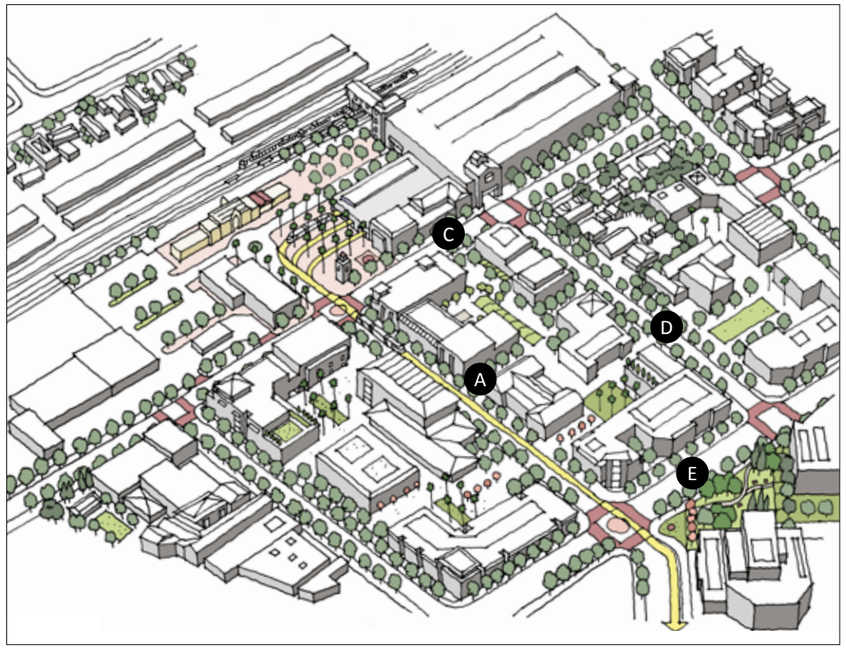
Vision

TRANSFORM: Tropico's transportation network is enhanced to create a transit-oriented district that is well connected via rail, bus, streetcar, auto, bicycle and pedestrian routes to employment and housing opportunities within Glendale and the entire Southern California region. Central Avenue and Los Feliz Boulevard provide access to nearby employment /housing, while Brand Boulevard accommodates a streetcar connecting Tropico to Downtown Glendale, Downtown Burbank, Bob Hope Airport and the proposed High Speed Rail Station.

New buildings, up to 5-stories in height, face tree-lined sidewalks with a variety of uses that generate an inviting, active, pedestrian-friendly multi-modal environment. Gateways at Los Feliz Road and Brand Boulevard let motorists, cyclists and transit riders know they have arrived in Glendale.

Existing Condition: Birdseye view looking south towards Tropico TOD.

4A.2.1 Design Guidelines • Public Improvements



Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Improved Pedestrian Streets with Transit Links

Provide pedestrian-friendly streetscapes that support a developing transit-oriented community. In addition to improved transit service and frequency, provide or enhance accessible rider accommodations, including shelters, seating, and electronic schedule information.

B. Gateways

Gateways at major vehicular entries into the center should be introduced to reinforce a sense of arrival into Glendale. Gateways can be created with symbolic elements such as landscaping, lighting, public art and even a unique corner building.

C. Bike Lanes and Bike Stations

Implement street improvements that incorporate bike lanes and provide long and short-term bicycle parking. In conjunction with new development, consider introducing a bike share station with satellite stations.

D. Parking Management

Implement a parking management program that includes shared parking facilities and provisions to ensure transit patrons and hospital employees do not park in residential neighborhoods and vice versa.

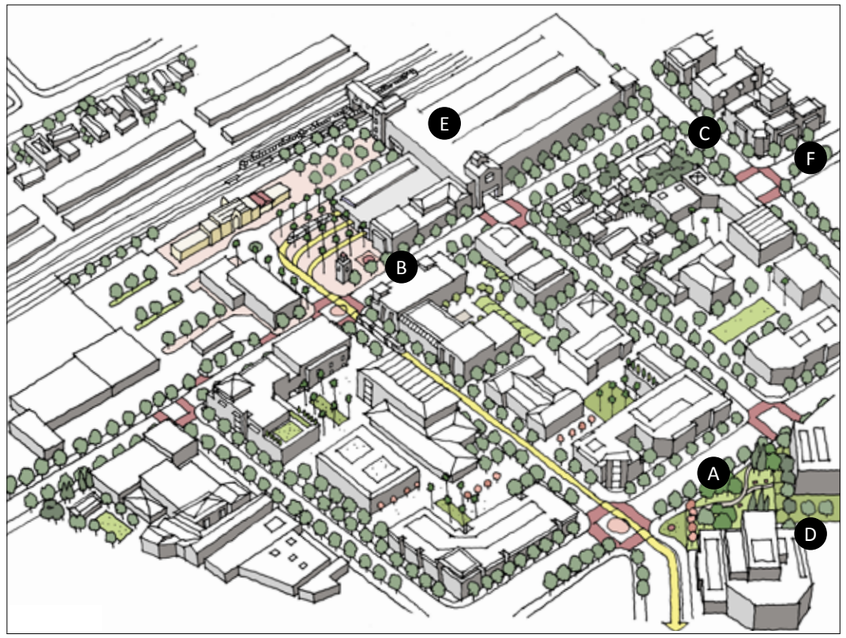
E. Unifying Landscape and Public Art

In order to unify the streetscape character of the center and to create a unique sense of place, establish a network of "green," walkable streets that includes landscaped parkways, street trees, distinctive light fixtures and public art.

F. Wayfinding

Wayfinding signage should be designed to inform all users, including pedestrians, bicyclists, as well as visitors arriving by car. Signs should be imaginative, visually succinct and harmonious in design, and reflect the unique character of each center. Signs should be designed to be consistent with Glendale's citywide wayfinding program and Environmental Graphics Manual.

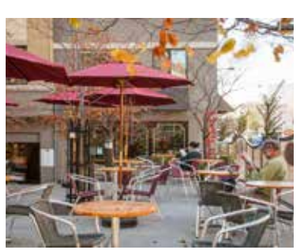
4A.2.2 Design Guidelines • Site Planning



Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Open Space & Amenities Activate the Center

As a placemaking measure and to activate the center, design buildings to provide street level open space that accommodates activities such as cafes, dining, and informal gathering. Integrate open space along the street edge for the public benefit.



B. Transit Amenities Adjacent to Transit Stop

For buildings located adjacent to a transit stop, provide space for amenities such as seating, shelter and lighting to make an inviting place for transit riders to wait. Shelters and other amenities should be designed to assure clear pedestrian access and ADA clearance.

C. Provide 'Eyes on the Street'

New buildings should provide 'eyes on the street' by introducing street-facing entries and windows that allow building occupants to view street level activities, generating an added sense of security and safety for passing pedestrians. In addition, ground floors of residential buildings should include individual entries accessed via stoops or porches to provide a strong, active pedestrian presence along the sidewalk.

D. Pedestrian Connections and Mid-Block Paths

Large projects should consider using sideyards and/or on-site open spaces as mid-block pedestrian passages that connect from one street to another, while increasing access to light and air to adjacent residential dwellings.

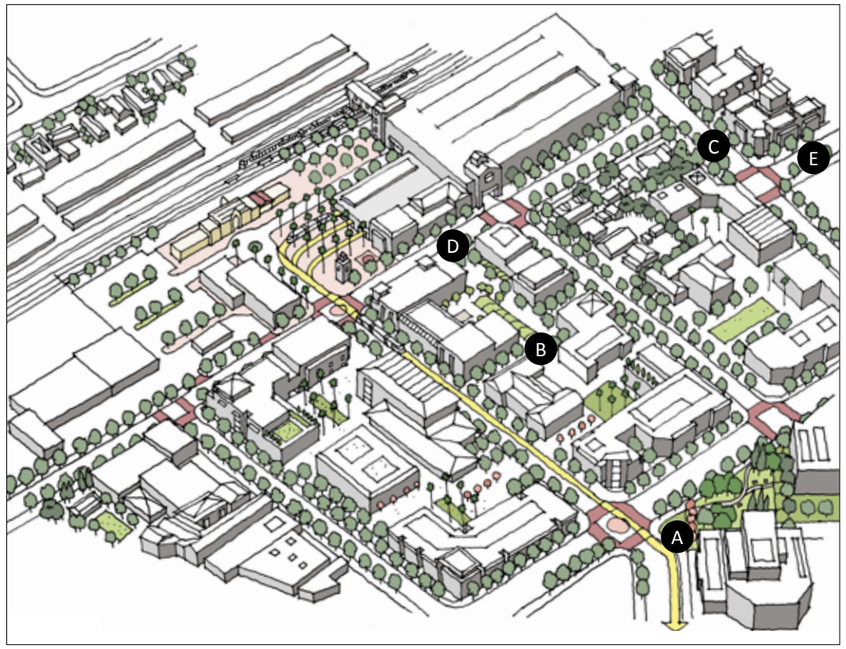
E. Parking Structure Integration and Access

Locate off-street parking behind or below buildings. Parking structures should provide street-facing, ground floor retail liners, especially along Brand Boulevard, Central Avenue and San Fernando Road. Ground floors along other streets should be lined with occupiable space (retail, office, residential), adorn openings with decorative grills, or provide landscaped buffers. Vehicular entries should be located along side streets and away from intersections.

F. Public and Private Realm Definition

New buildings with residential ground floors should provide landscaping between the building and sidewalk to improve the quality of the pedestrian experience and provide a transition between the public realm of the sidewalk and the private realm of the residence.

4A.2.3 Design Guidelines • Mass and Scale



Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Break Down Massing

The apparent bulk of large buildings should be reduced by introducing datum lines, such as a strong base (street level), middle and top (penthouse level); varying the height of the building; utilizing different materials and colors; and varying window openings and proportions on different floors (such as large storefronts on ground floor, grouped windows on upper floors). Commercial storefronts or individual stoops may be used to distinguish the base.

B. Fit Into Existing Context

New buildings should take into account the height, scale and location of surrounding existing buildings. Design techniques to ensure that new larger buildings fit into the existing fabric, especially when adjacent to smaller buildings, include: respecting predominant setbacks; stepping down the massing; introducing open spaces next to existing, smaller buildings; and reflecting the underlying lot width in the facade design and massing, especially when combining multiple lots.

C. Vary Heights

New buildings, especially large ones, should consider varying the massing height to add interest to the design and visually reduce bulky proportions. Potential strategies include providing open air roof decks, accentuating stair or elevator towers, making one building volume taller than another, or eliminating a top floor unit or a room from a unit.

D. Distinguish the Top Floor

To reduce the apparent height and mass of a building and/or to distinguish its top floors, consider stepping back the top level and/or finishing the top level floor with different materials and or colors.

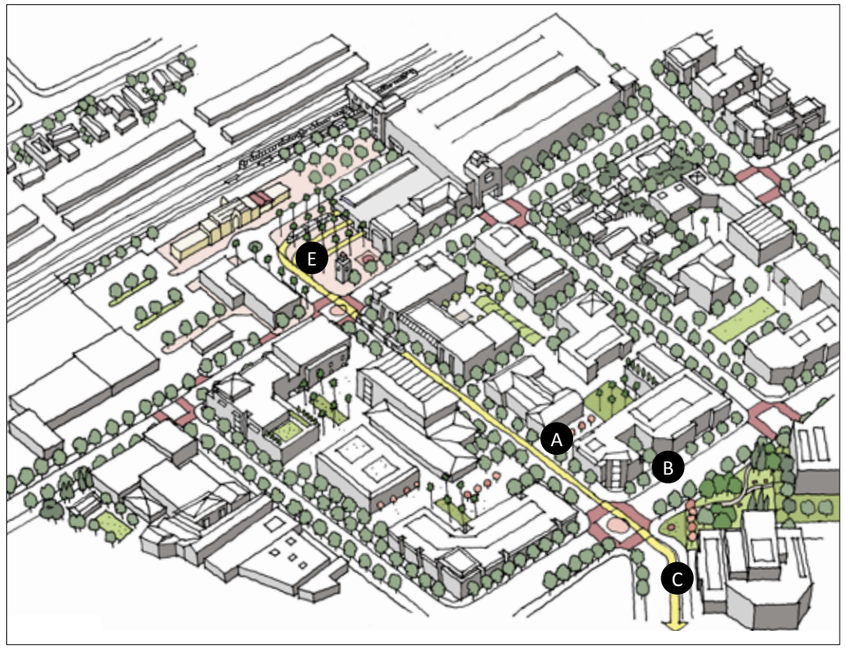
E. Add Building Breaks to Reduce Mass

Large projects should provide massing breaks that are open to the sky and are derived from the original, underlying parcel widths. The result is finer grained buildings that blend in with the existing urban fabric.

F. Vary Materials and Color

Use a coordinated palette of complementary materials and colors to distinguish or embellish individual building volumes, principal design features, architectural detailing, or other architectural elements. The use of stucco as the sole wall material is discouraged.

4A.2.4 Design Guidelines • Design and Detailing



Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Active Ground Floors

In order to increase pedestrian activity and promote walkability, new buildings should provide frequent ground floor entries. Commercial buildings should provide continuous storefront windows and highly visible entrances into businesses. Residential buildings should provide well detailed stoops, porches, or easy to find shared lobby entrances.

B. Emphasis on Street Level Detailing

The quality of commercial establishments and residential buildings and their ability to attract patrons/residents is in part due to the quality of the streetscape and the building facades that line them. To promote placemaking, careful attention should be paid to creative and enduring street level detailing where the pedestrian experience occurs.

C. Distinctive and Cohesive Style

Without sacrificing originality of design, new buildings should blend into the urban center's fabric by using a design style that is compatible with surrounding existing buildings. New buildings should maintain a consistency of design and detailing throughout, respecting the scale, proportions, and window and door style appropriate to the architectural style and overall design concept.

D. Quality Materials with a Sense of Permanence

New buildings should convey a sense of permanence through the use of durable materials that are not prone to fading or discoloration. Reflective materials should be avoided and ground floor glazing should be transparent. Primary facades visible from the street or from public or semi-public open spaces should be treated with high quality finishes and at all times the materials should be appropriate to the architectural style.

E. Ground Plane Detailing

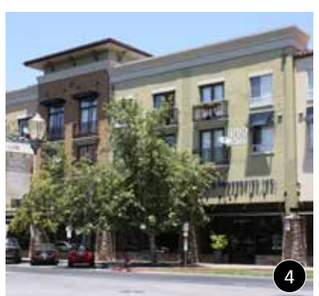
Backdrop surfaces that define the pedestrian experience include: building walls, open space, and the ground plane. Ground plane hardscape (paving) and landscape should be designed to offer the pedestrian a pleasing visual experience and a safe travel route. Use decorative ADA compliant paving or scoring that is consistent with the established pattern within the public realm. Extend sidewalk finishes into the property to unify the streetscape.

F. Signage Complements the Design

Consistent and visually appealing signage design including size, placement, typeface, and lighting should be appropriate to the scale and design of the overall building. Signs should be oriented and scaled for both pedestrians and slow-moving vehicles. Review citywide signage guidelines when designing signage.

4A.3 Town Center

MX2
50 du/ac
4 stories/50 feet



The **TOWN CENTER** designation denotes commercial and mixed-use destination areas that meet a variety of shopping, entertainment, service and employment needs for surrounding neighborhoods and the community at large. It is characterized by mixed-use buildings with ground floor specialty shops that sell ethnic products, baked goods, apparel, toys and the like, as well as entertainment and other types of unique services that attract people from across the city. Town centers are pedestrian-friendly places that feature a consistent rhythm of storefronts, inviting plazas and small parks, outdoor dining, beautiful streetscapes, and other urban design amenities that make centers the focal point of community activity. Allowable uses and building heights may vary in Town Centers to ensure compatibility with surrounding buildings and neighborhoods.

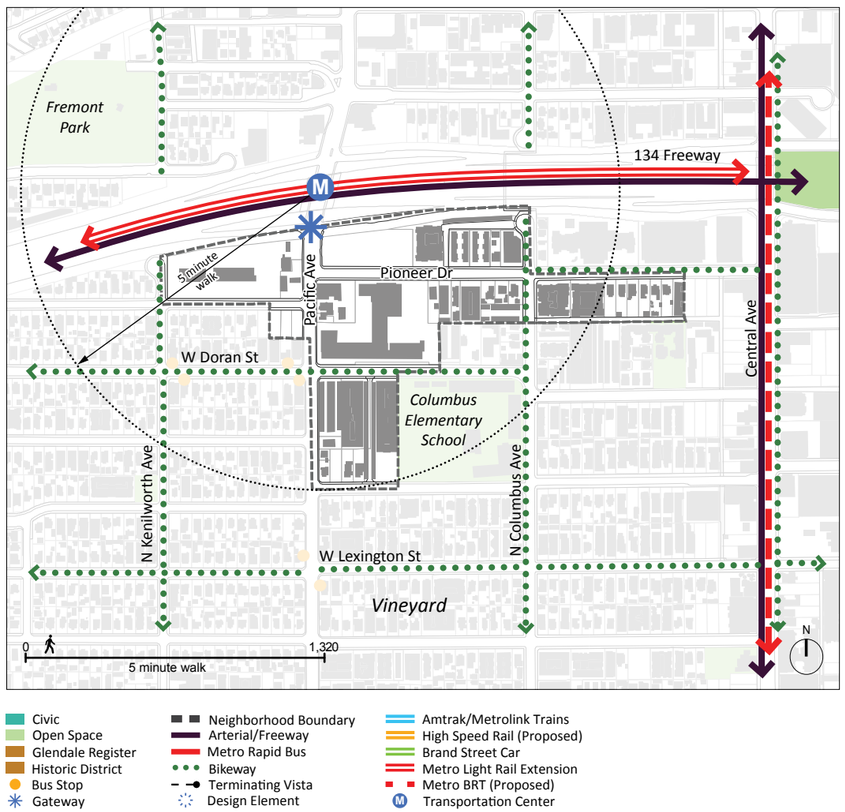
A **TOWN CENTER** typically includes the following:

1. A 4 to 6 block area of boutique restaurants and retail.
2. 2- to 4-story buildings that define the street edge with fine grain massing and facade articulation.
3. Small, walkable block structure with mid-block crossings at long blocks.
4. Moderate density residential over retail or stand alone buildings.
5. Parking structures lined with housing/street level retail.
6. Parking in individual/shared lots or in separate structures located behind buildings.
7. Corner buildings with entries or open space that address the intersection.
8. Gateway features at key intersections.
9. Building entrances that face the sidewalk.
10. Residential units with shared lobbies or stoops providing access to ground floor units.
11. An active network of pedestrian paseos and open spaces.
12. Minimal curb cuts on primary street. Auto and service access via rear alley and side streets.
13. Unique streetscape character with wide sidewalks, closely spaced street trees with grates, landscape features, furnishings and public art.
14. Multi-modal, complete streets for pedestrians, bicyclists, motorists, and transit with on-street parking and traffic calming features.
15. A variety of housing types, including affordable housing and mixed-use.
16. Opportunities for shared parking facilities.

4A.3a Pacific Avenue Gateway

Center Description

The Pacific Avenue Gateway provides convenient access to the 134 Freeway and to both residential and commercial areas, including the Downtown via Pioneer Drive and Doran Street. Anchored by a 7-story hotel at Pacific Avenue and Doran Street, this area is adjacent to Columbus Elementary School and consists primarily of multi-family buildings, although there are single-family houses along the south side of Doran Street. The area has direct access to the 134 Freeway and is a key gateway into South Glendale.



Vision

TRANSFORM: Large underdeveloped parcels at Pacific Avenue and Pioneer Drive offer the potential for introducing mixed-use buildings that accommodate employment and/or residential uses. Together with streetscape improvements, the new buildings will create an attractive and welcoming gateway into south Glendale and introduce urban amenities near the hotel and the Vineyard neighborhood to the south.

Streetscape improvements and pedestrian enhancements, including consistent street trees, wider sidewalks and highly visible crosswalks, will make the Pacific Avenue Gateway an easy and attractive place to walk.

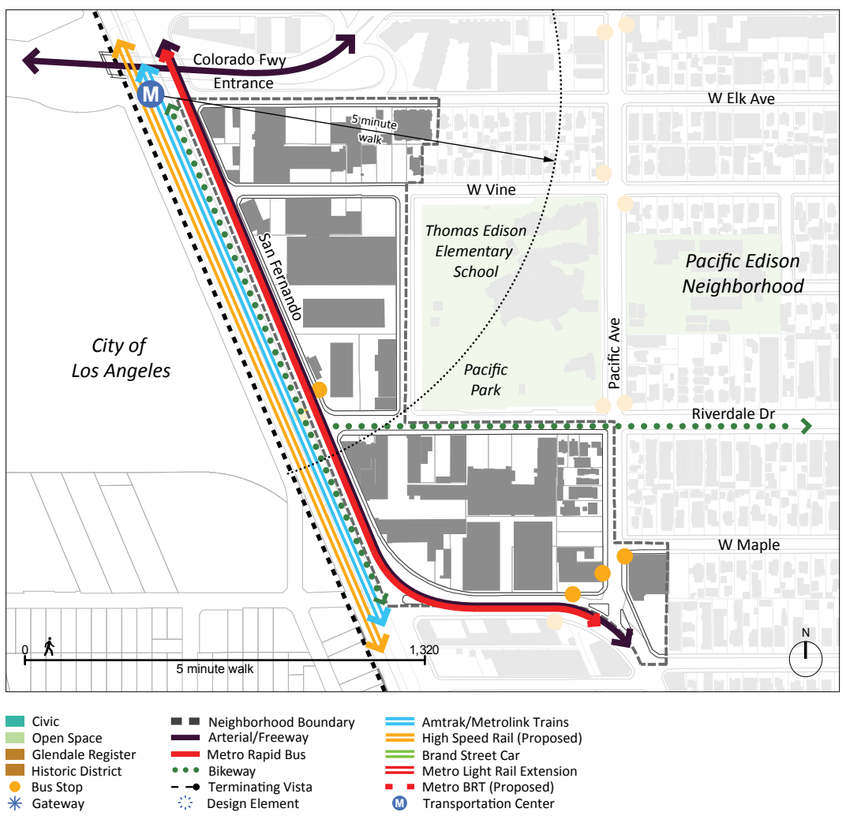
Existing Condition: View along Pacific Avenue looking north from Doran Street.

4A.3b Pacific Edison Center

Center Description

The Pacific Edison Center is an "L" shaped area that borders the southern and western edges of Thomas Edison School/Pacific Park. The outermost perimeter streets are Pacific Avenue to the east, San Fernando Road to the south and west, and Elk Avenue to the north. With the exception of single-family houses along the west side of Pacific Avenue and a multi-family building facing Colorado Street, the area is almost exclusively occupied by one-story, large footprint, light industrial buildings.

The street network is well connected to the rest of the City and the nearby I-5 and Colorado freeway ramps connect the area to the region and provide the entry gateways into Glendale. All streets are lined by sidewalks separated from the street by parkways, although in many places the parkways have been filled with concrete and street trees are missing. Kenilworth Avenue provides perpendicular parking along both sides of the street, adjacent to Thomas Edison School/Pacific Park. The Metrolink tracks run along the west side of the Pacific Edison Center.



Vision

TRANSFORM: Convenient access to the I-5 Freeway, major arterial access along San Fernando Road, and future transit connections make this area attractive for larger scale mixed-use development. The freeway on/off ramps at Colorado Street and Elk Avenue are landscaped to create appealing gateways into Glendale. Once High Speed Rail service and more local Metrolink service is introduced, a Metrolink Eco-Rapid station will be located at Pacific Edison Center. Local street connections to residential neighborhoods to the east, proximity to the Riverdale Drive bikeway, and high bicycle ridership along San Fernando Road, provide a strong foundation for creating a walkable, bikeable place.

Existing Condition: Birdseye view looking north along San Fernando Road

4A.3.1 Design Guidelines • Public Improvements

Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Create a Sense of Place

To foster a sense of place, buildings should be compatible in size, style, and how they relate to the street. Buildings should be a backdrop to a well-designed streetscape of inviting sidewalks, street trees with grates, furnishings and public art, and pedestrian-scaled light standards and signage. The public realm should be finished with quality, well-detailed materials that exhibit a character unique to the particular center.

B. Open Space with Unique Design Element

Sites for public open space that function as a community amenity as well as an identifying element of the town center should be identified and accommodated. Open spaces where people can interact, relax, and gather should include unique design features, such as public art, a specimen tree, or a water feature.

C. Improved Pedestrian Crossings

Expanded sidewalks (bulbouts) should be introduced at street intersections and mid-block on very long blocks to shorten crossing distances, to provide ample pedestrian waiting space at intersections, and to slow down traffic.

D. Parking Management and Shared Parking

The City should implement a shared parking program that encourages visitors and patrons to “park once” and complete multiple errands/tasks, while managing how long they park. On-street parking should be metered to encourage convenience visits and quick turnover. Off-street parking should offer longer, less expensive parking options and should be located behind buildings. New parking structures should be lined at the street level with retail uses.

E. Uninterrupted Pedestrian Access

Town Centers should be comfortable, safe places to walk. Utility boxes, street furniture, light standards, bus stops, and bike racks, should be located in a manner that does not interfere with pedestrian access.

F. Signage Program for the Town Center

The City should implement a wayfinding program for each town center. Signage should be consistent, visually succinct, and harmonious in design, and should be unique to the town center, contributing to its sense of place. Signs should be consistent with the environmental graphics manual.

4A.3.2 Design Guidelines • Site Planning

Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Integrate Public Space

Public or semi-public open space should be integrated into the form of the building to add interest to the building facade, provide space for sidewalk dining or gathering, and to create a more interesting and active environment for passing foot traffic.

B. Fine-Grained Buildings

Building size, massing, scale, and facade design should be inviting and human in scale. Designing the location of individual buildings and/or tenant spaces to relate to the original lot width increment is a good way to achieve a fine-grained architectural character.

C. Active Uses Edge Sidewalks

Ground floors should provide active uses such as retail and restaurants. Consider outdoor merchandising, sidewalk dining, and well-placed street furniture to further activate the sidewalk.

D. Through-Block Connections

Along especially long blocks, provide well-designed pedestrian access through the site to improve connectivity to adjacent neighborhoods, streets and other buildings and uses. Well-lit paseos and passageways should connect street-facing shops and restaurants with parking located behind them.

E. Corner Sites Address the Intersection

Corner buildings should address the intersection and provide space for converging pedestrians and people waiting to cross the street. Strategies include setting the building back, providing corner cut-offs (chamfering), and providing a prominent entry, tower element or unique sign. Corner lots should only be occupied by buildings or public open spaces, not parking.

F. Access to Parking and Service at the Rear

Parking is encouraged and should be located at the rear of the site. Parking that must be located along the street edge should be screened with low walls, fences, hedges, and/or landscaping. Access and service functions should be located off alleys or side streets, to provide unimpeded pedestrian access to buildings along primary streets. The perimeter of parking lots should be screened with trees and shrubs to enhance the visual character.

4A.3.3 Design Guidelines • Mass and Scale

Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Step Back Upper Floors

Reduce the bulk of new buildings, especially those that are taller than adjacent properties by stepping back the top or upper floors. Portions of buildings adjacent to residential neighborhoods, particularly where such transitions are not separated by alleys or parking lots, should not exceed the maximum height permitted in the adjacent zone by more than one story.

B. An Ordered Assembly of Smaller Elements

Reduce the apparent mass and scale of new buildings, especially ones on parcels consisting of combined lots, by designing them as an assembly of smaller elements and/or by breaking up the facade into increments that correspond to the underlying historic lot width pattern.

C. Human-Scaled Qualities at Street Level Facade

Design street level facades that enhance the pedestrian experience. Avoid designing flat, featureless, and bland elevations. Use overhangs, arcades, awnings, and other architectural elements to generate interesting facades and provide weather protection for pedestrians.

D. Roof Articulation

Use creatively designed roof forms to reduce the perceived mass and volume of large buildings, provide an interesting skyline, or to disguise an additional floor.

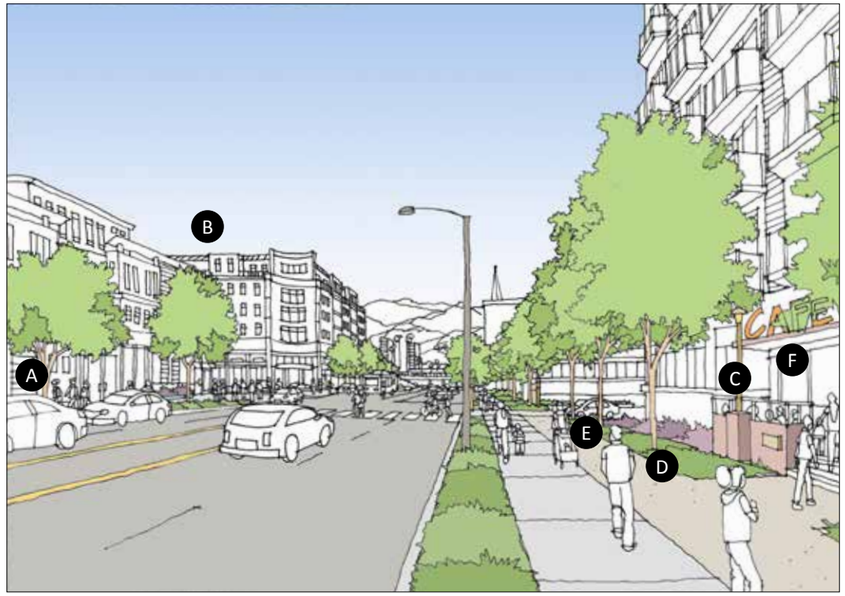
E. Vary Heights

Vary heights of buildings or building volumes to add interest and visually reduce bulky proportions. Strategies include stepping back portions of the top floor, providing corner towers, or varying the height of individual units or rooms within individual units.

F. Vary Materials and Color

Use a coordinated palette of complementary materials and colors to distinguish or embellish individual building volumes, principal design features, architectural detailing, and facade elements. The use of stucco as the sole wall material is discouraged.

4A.3.4 Design Guidelines • Design and Detailing



Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Storefronts

Ground floor storefronts should be designed to be interesting to passing pedestrians and slow moving vehicles by utilizing quality and durable materials, and providing large, transparent display windows. Obscured and reflective glass should be avoided.

B. New Buildings Fit Contextually

The design of new buildings should be imaginative, while respecting nearby existing buildings. While new buildings need not copy or mimic existing buildings, they should relate to the scale, massing, style, materials, and facade elements - fenestration patterns and cornice, lintel and sill lines - of nearby buildings.

C. Shade and Shelter

Storefronts should be designed to include awnings, canopies and other architectural elements that provide solar and weather protection for window shoppers and passing pedestrians, add visual interest, and invite pedestrian activity.

D. Unifying Landscape

Enhanced landscaping should be provided especially within open spaces and within surface parking lots to add character and "green" the town center, dress up buildings, hide unsightly features, and provide a buffer between properties.

E Screening of Service Features and Parking

Dumpsters, utilities and other services should be screened from the view of the street, on-site pedestrian paths, parking lots, and common open spaces with attractive enclosures, fences, walls, and landscaping. Surface parking should be planted with drought-tolerant landscaping and canopy trees and should be screened from on-site buildings with canopy trees and landscaping

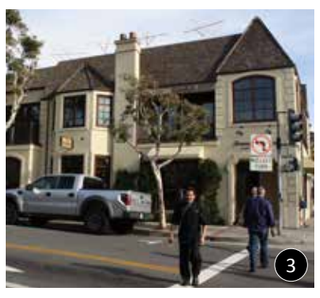
F. Signage and Wayfinding

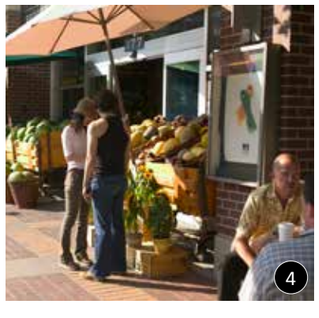
Sign design, including size, placement, typeface, and lighting, should be appropriate to the scale and design of the overall building. Whether used to unify an architectural concept or to provide a unique identity to the building, signs should be oriented and scaled for both pedestrians and slow moving vehicles.

4A.4 Village Center

MX1
35 du/ac
3 stories

VILLAGE CENTERS are neighborhood-focused commercial mixed-use areas that cater to the everyday shopping, service or entertainment needs of residents living in surrounding neighborhoods within walking or biking distance. The mix of land uses in a neighborhood center includes convenience shopping, cafes, personal services, and offices that serve nearby residents. While primarily functioning as a local destination, occasionally, neighborhood centers contain boutique shopping or popular restaurants that act as a regional draw, although drive-in visitors are typically limited.





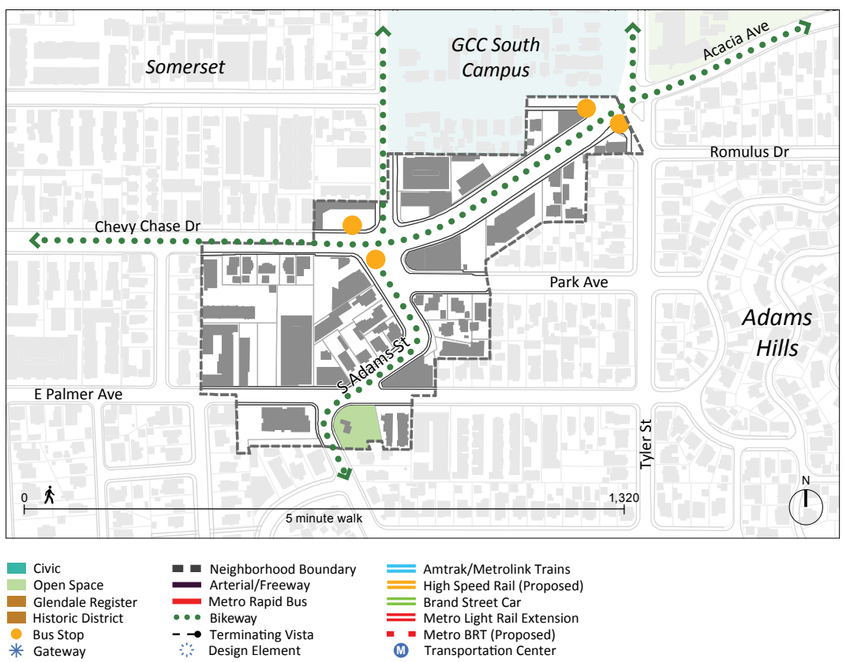
A **VILLAGE CENTER** typically includes the following:

1. A small cluster, intersection or block of 1 to 3-story mercantile buildings.
2. Buildings that define the street, open spaces or courtyards.
3. Buildings that are residential in scale.
4. Ground floors that accommodate neighborhood serving retail and commercial uses such as cafes, bakeries, realtors, mini-market.
5. Upper floors that include residential and office uses.
6. Informal gathering space provided in courtyards, building niches, or corner parks.
7. Parking located mostly on-street with additional parking behind buildings.
8. Unique neighborhood streetscape character with wide sidewalks, closely spaced street trees with grates, landscape features, furnishings, public art, and outdoor dining.
9. Narrow streets lined with trees, landscaping and pedestrian-scaled light standards and signage.
10. Traffic calming measures (bulbouts, enhanced crosswalks and widened sidewalks) to improve the pedestrian-oriented neighborhood experience.

4A.4a Adams Square

Center Description

Adams Square is a neighborhood village center comprised of a mix of older and more modern commercial buildings surrounded by well established residential neighborhoods. Though a handful of older, small-scale buildings built up to the sidewalk form the nucleus of Adams Square, the general character of the area is oriented more towards cars than to pedestrians: sidewalks lack shade, many buildings face the street with blank walls, and several mini-mall developments feature parking between the sidewalk and the building. In addition, economic studies have shown that while the stores are fully leased, businesses serve only a portion of the local market; many local residents do not know the stores in this commercial center exist. Adams Square accommodates the Adams Square Mini Park, which is surrounded by a mix of commercial, multi-family, and single-family uses, and features the historic gas station (Glendale Register # 111) and the Art Deco style Adams Square Building, which currently houses the Library Connection at Adams Square.



Vision

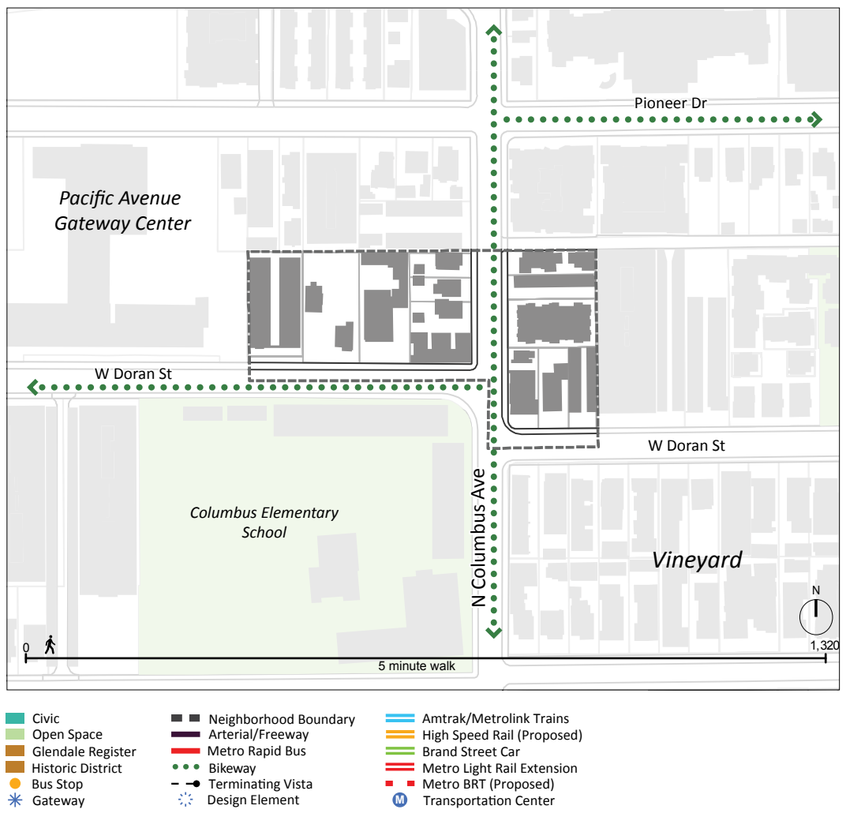
ENHANCE: Adams Square evolves into a lively, charming pedestrian-friendly neighborhood center. New village-scale development with small public spaces is introduced on under-utilized parcels and its streetscape is improved with new street trees, street furnishings, and the introduction of replicas of pedestrian-scaled street lights where such street lights are missing. Facades of existing buildings are refurbished. Over time, neighborhood-scale commercial, multi-family, or mixed-use development is introduced along Adams Street between the commercial node at Chevy Chase Drive and the commercial buildings and mini-park at Palmer Avenue. As Adams Square revitalizes and becomes a more attractive place to visit, more people will visit and patronize its currently underserved businesses.

Existing Condition: View along Chevy Chase Drive looking east towards Adams Street and the Adams Square Building.

4A.4b Columbus School

Center Description

The Columbus School Village Center is located just south of the 134 Freeway in the small, commercial and residential neighborhood north of Columbus Elementary School. Columbus Village is centered on the 2-story main street commercial building on the northwest corner of Columbus Avenue and Doran Street. A mix of single-family houses and multi-family buildings surround the main street building. Sidewalk extensions (bulbouts) and enhanced crosswalks have been recently installed, creating a very pedestrian-friendly environment.



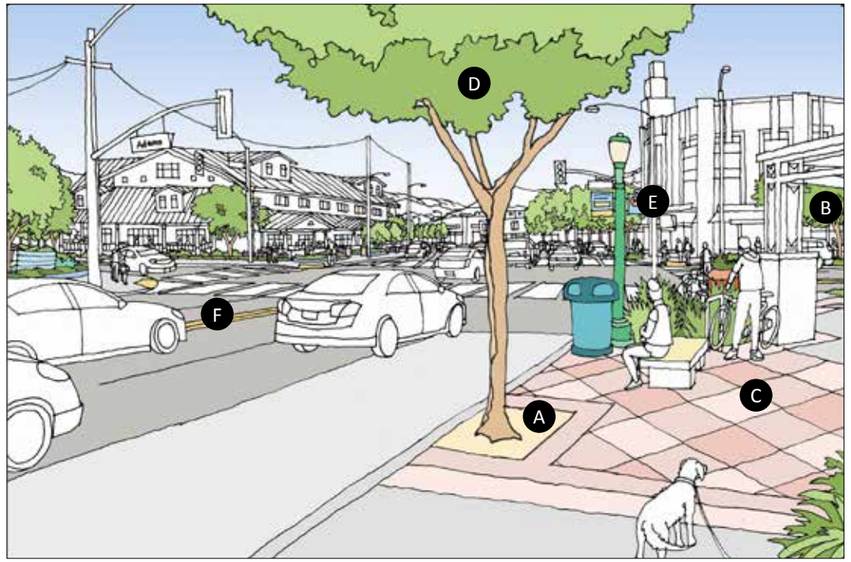
Vision

ENHANCE: The small mixed-use building at the corner of Doran Street and Columbus Avenue continues to anchor the Columbus School Village Center. New low-scale development is introduced on the surrounding parcels, providing the opportunity for more housing or expanded neighborhood-serving uses within walking distance of local residents and hotel guests in the nearby Pacific Gateway Center.

Street trees are maintained and introduced, providing shade, enhancing the pedestrian environment, and improving the character of the Village Center. Bike routes (along Columbus Avenue, Pioneer Drive, and Doran Street) connect the Village Center and school to surrounding neighborhoods.

Existing Condition: View along Doran Street looking east towards Columbus Avenue.

4A.4.1 Design Guidelines • Public Improvements



Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Unifying Streetscape Enhancements

The Village Center should have a distinctive streetscape and landscape character that distinguishes it as a unique location within the city. Decorative paving, landscape elements, flowering street trees, and wayfinding signage should be designed to capture the spirit of the center in an original manner not seen in other parts of the city.

B. Unique Design Element

The Village Center should incorporate a unique placemaking feature that is distinct and identifies the area. Examples include a unique corner building, a plaza, a specimen tree, fountain, or public art element. Entry into the Village Center can be announced with signage, markers, monuments, public art elements or landscaping.

C. Pedestrian Amenities and Enhancements

Village Centers should be intimate and inviting places that attract surrounding residents to congregate and gather. Opportunities include small public plazas, sidewalk cafes, and street furniture along sidewalks and at sidewalk bulbouts.

D. Street Trees

Street trees should be introduced throughout the village center to provide shade and to create an enjoyable place to visit and patronize. A tree species unique to the village center should be selected to convey a distinctive character to the particular village center.

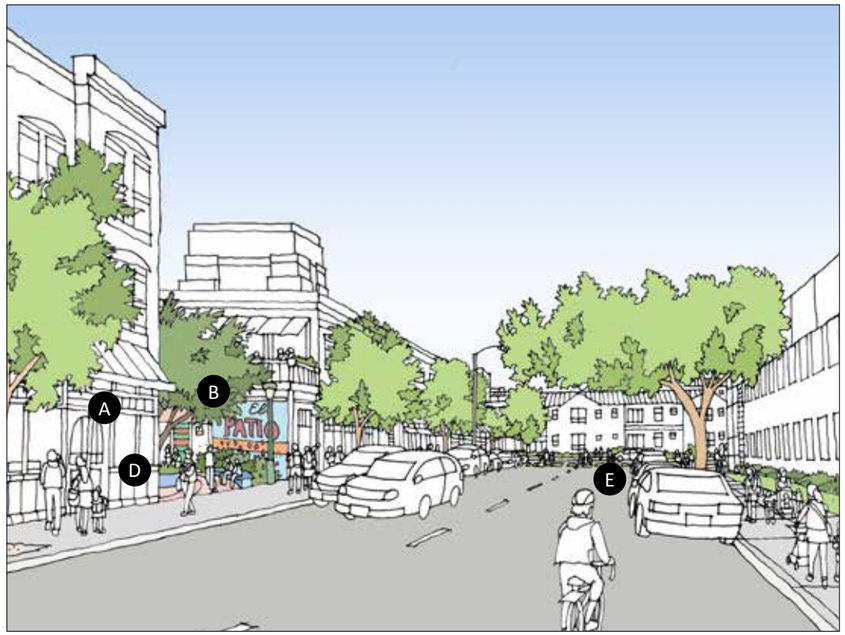
E. Pedestrian-Scaled Light Standards

Distinctive pedestrian-scaled light standards that reflect the intimate, neighborhood serving commercial scale of the village center should be installed throughout the village center.

F. Traffic Calming Measures

Traffic calming measures such as expanded sidewalks (bulbouts), enhanced crosswalks and street trees should be introduced to create an environment that is safer for pedestrians and more enjoyable for village center patrons and visitors.

4A.4.2 Design Guidelines • Site Planning



Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Maintain a Fine-Grain Development Pattern

Neighborhood village buildings were originally built on small parcels. They were built individually and incrementally over time and had facades that were divided into storefront bays. New development should reflect the incremental massing and facade articulation character of this historic development pattern.

B. Incorporate Open Space as Amenity

New development should be placed at or close to the front property line with active uses such as shops and restaurants located adjacent to the sidewalk. Buildings may also be set back to accommodate incidental open spaces such as courtyards, porches, forecourts or to provide space for outdoor cafes and restaurant seating.

C. Reserve Corner Sites for Buildings or Open Space

Only buildings or public open space, not parking, shall occupy corner sites. New development on corner lots should address the intersection in a meaningful way, while providing space for converging pedestrians. Strategies include setting the building back, providing corner cut-offs (chamferring), or providing a prominent entry. Existing buildings that do not address the corner should be redesigned to do so.

D. Active Uses Next to Sidewalk

Ground floor facades fronting on sidewalks should include a preponderance of clear glass display windows and entry doors that provide visibility into the ground floor lease space. Residential facades should face the street with prominent lobby entries or individual entries accessed through stoops or porches.

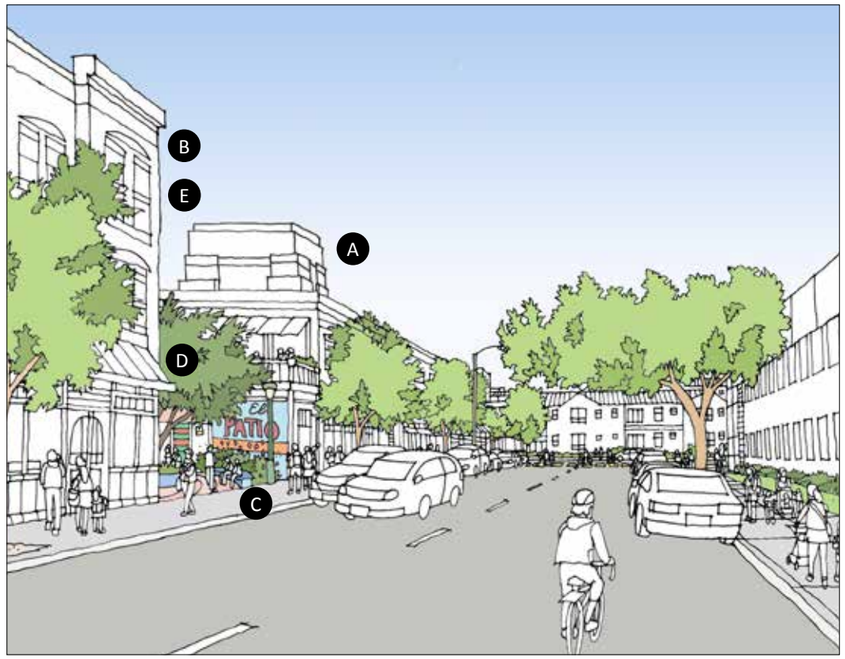
E. Parking Behind Buildings or On-Street

The majority of parking within the village center should be accommodated on the street. Parking lots should be located behind buildings, and should be well-landscaped. When located next to sidewalks, parked cars should be screened by a low hedge or low wall and landscaping. Trees and landscaping should be provided, especially along property lines that are shared with adjacent residential uses.

F. Commercial/Residential Adjacencies

Site new commercial development next to existing residential buildings in a manner that minimizes sight, noise, and odor conflicts and nuisances between the two uses. Screen new buildings and their support functions (parking, utilities, trash storage etc.) from adjacent residential buildings with significant landscaping. Locate trash and mechanical equipment away from adjacent residential buildings and from public view from the sidewalk and street.

4A.4.3 Design Guidelines • Mass and Scale



Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Use Form Elements to Reduce Mass

New development is often larger than the existing fabric of buildings, particularly when lots are combined. In order to fit into the existing context, the massing of new buildings should be broken up into smaller volumes that relate to the proportions of existing nearby buildings. Long, continuous, monolithic street-facing walls should be avoided.

B. Fit Taller Building Heights into Context

New buildings can be larger and sometimes taller than nearby existing ones. To present a more favorable scale to the street and to reduce the apparent height from the vantage point of passing pedestrians, consider setting the upper floor back or incorporating the upper floor into the roof form and lighting it with roof dormers. Also consider limiting the height of the new building so it is no taller than one floor above the height of surrounding existing buildings.

C. Enhanced Streetscape with Scaling Elements

Ground floors should be designed to be interesting and inviting to pedestrians. Long, flat, blank facades with large-scale proportions that are devoid of detail should be avoided. Ground floor wall proportions should be broken down into a base, middle and top (for instance bulkhead, shopfront window and cornice). Floor to ceiling glass is not appropriate within Village Centers.

D. Architectural Elements to Soften Facades

Contemporary buildings often feature less detail and ornamentation compared to earlier, historic character buildings. New buildings should therefore be designed with articulated facades, especially on upper floors to avoid bland, bulky, undefined building volumes. Methods include using architectural elements such as balconies, juliette balconies, awnings and canopies, pilasters, large roof overhangs, and deep set windows.

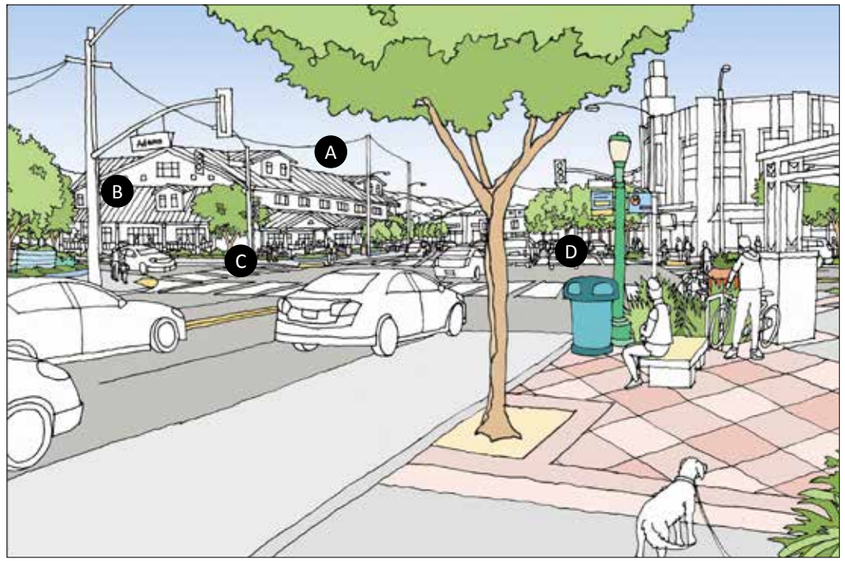
E. Window Proportions Influence Scale

A relentless repetition of windows of the same size and spacing can result in a static, lifeless building facade. Animate building facades by designing windows that reflect the uses or activities within (large windows for more public spaces such as ground floor retail, dining rooms and living rooms; small windows for more private spaces such as kitchens and bathrooms), grouping windows together, and relating upper floor windows to ground floor shopfronts.

F. Finish Materials and Scale

Consider using a change in materials and/or colors to break up large building facades into increments that reflect or correspond to the original, fine-grained lot pattern and that give the building the appearance of being made up of multiple buildings. Also consider using different materials and/or colors to divide the building into a base, middle, and top.

4A.4.4 Design Guidelines • Design and Detailing



Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Animate Facades to Activate the Street

Well-designed buildings attract the interest of passersby, particularly pedestrians. Building facades should be animated with elements such as interesting shopfront window displays, balconies, signage, awnings, canopies, sidewalk seating and unique landscaping.

B. Architectural Character in Style and Details

The overall design, details and materials of new development should be sensitive to the existing context. Strategies for blending new buildings into their context include: incorporating architectural elements of similar scale, such as windows and balconies, and matching the height, cornice, lintel and/or sill lines of adjacent buildings.

C. Pedestrian-Scaled Ground Floor

Commercial facades should provide storefronts with large clear glass windows and entry doors that provide views into the ground floor shop space. Appropriately scaled awnings or canopies that are consistent with the building's style add further visual interest, invite activity, and provide weather and solar protection for passing pedestrians.

D. Cohesive and Connective Greenscape

Enhanced landscaping should be provided to add character and "green" to the village center, dress up buildings, hide unsightly features, provide a buffer between properties, and screen surface parking lots from adjacent residential neighborhoods.

E. Screening of Service Features

Dumpsters, utilities, and other services should be screened from view of people on the street, sidewalk, on-site pedestrian paths, parking lots, and common open spaces. ADA amenities, such as mechanical lifts and ramp handrails, should be integrated into the building design and/or screened by landscaping. Berming should be used when possible to avoid long stretches of handrails along a building facade.

F. Pedestrian and Slow Auto Scaled Signage

Signs should add interest to the street level environment and be oriented and scaled for both pedestrians and slow-moving cars. They should be designed to unify the architectural concept, while providing a unique identity to the building.

4B Corridors

Corridors provide the opportunity to coordinate building development, transportation, and greenway connections. Corridors, most of which accommodate transit, also provide an opportunity to introduce higher density housing and office uses next to transit.

Mixed-Use High

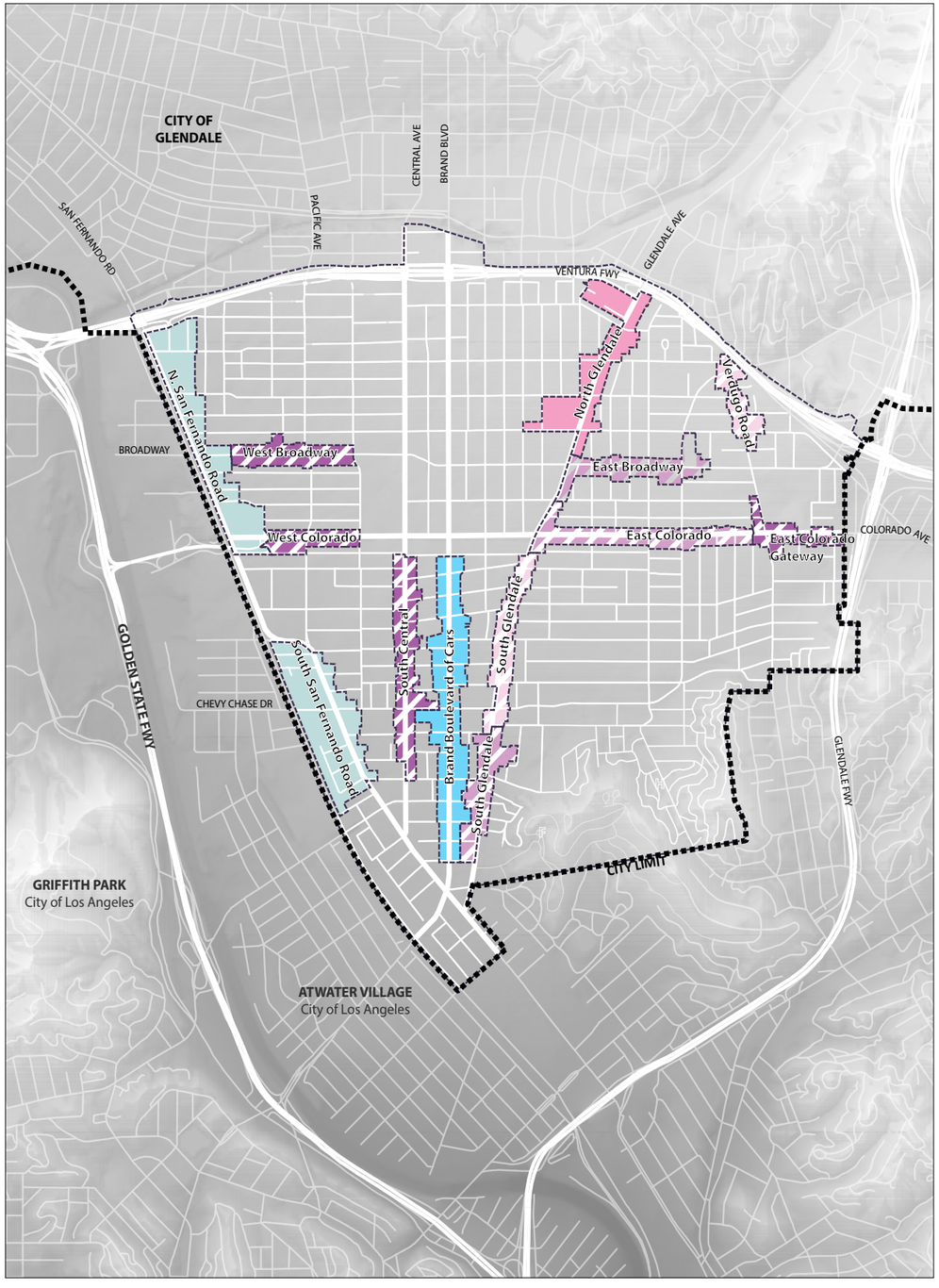
Mixed-Use Low

Main Street / Neighborhood Commercial

Suburban

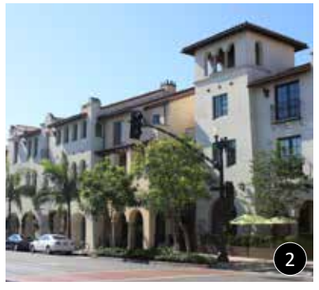
Industrial / Creative

Brand Boulevard of Cars



4B.1 Mixed-Use

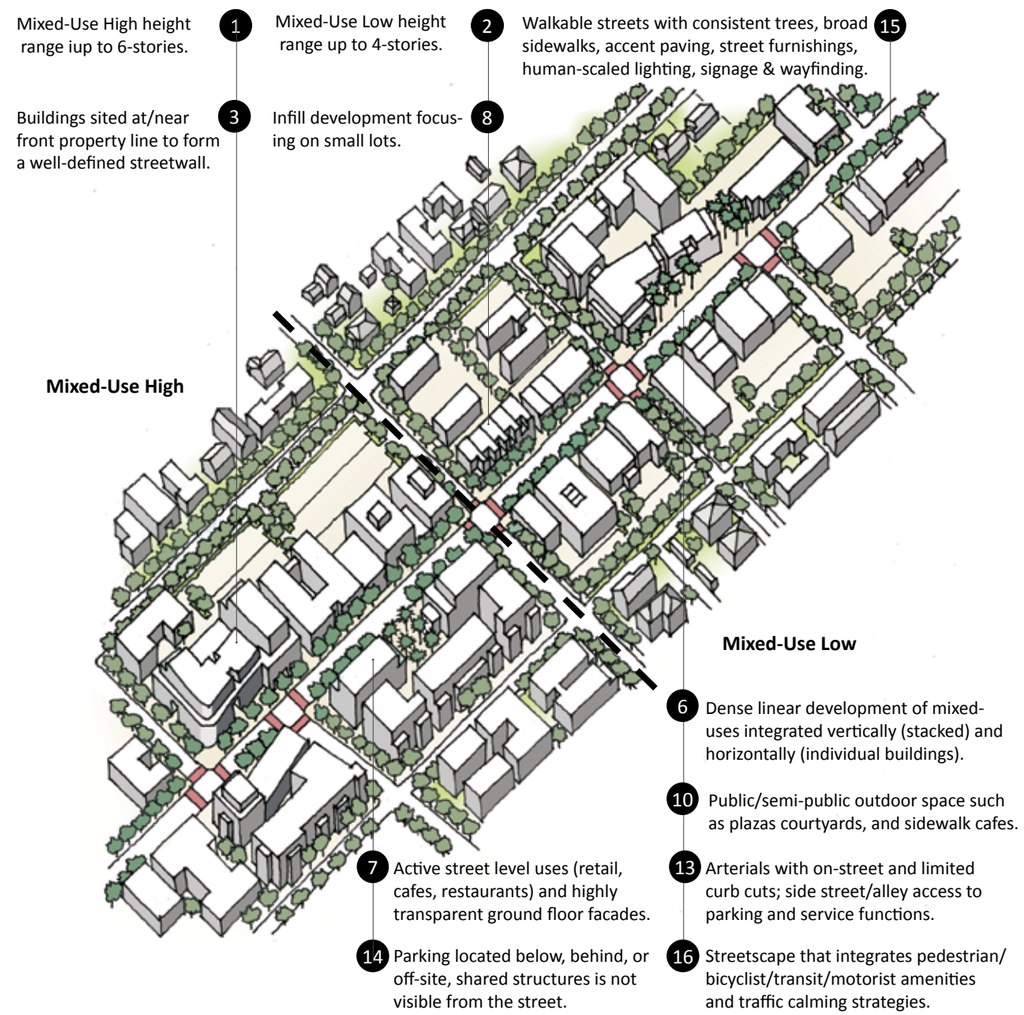
MX3 & MX2
50 & 43 du/ac
5 stories, 60 feet
4 stories, 50 feet



The MIXED-USE CORRIDORS designation is generally located along the City's major and minor arterials that provide transit service. These areas allow a compatible mix of commercial, industrial, and residential land uses with flexibility for mixing uses in various combinations. Mixed-use corridors have potential for high pedestrian activity and shared parking. Multi-modal street designs improve walkability, promote safe bicycling and transit usage, and enliven the corridor. Buildings are predominately located at or near and face the sidewalk, plazas and open space. Building heights in Mixed-Use Corridors are tall but step down to adjacent neighborhoods. Glendale's Mixed-Use corridors have an urban character and are designated as either **Mixed-Use High** (up to 6 stories) or **Mixed-Use Low** (up to 4 stories).

A **MIXED-USE** corridor typically includes the following:

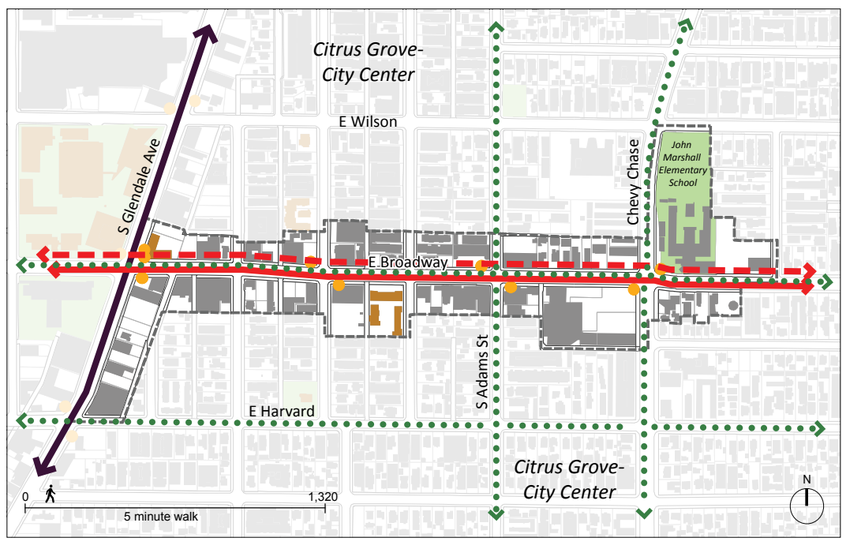
1. Mixed-Use High height range up to to 6-stories.
2. Mixed-Use Low height range up to 4-stories.
3. Buildings sited at/near front property line to form a well-defined streetwall.
4. Buildings adjacent to single-family neighborhoods step or terrace down.
5. Corner buildings that address the intersection with an entry feature, open space or tower.
6. Dense, mixed-use development integrated vertically (stacked) or horizontally (separate buildings).
7. Active street level uses (retail, restaurants, cafes) and highly transparent ground floor facades.
8. Infill development focusing on small lots.
9. Residential-only buildings that face the street with stoops and landscape buffer.
10. Public/semi-public outdoor space such as plazas, courtyards, and sidewalk cafes.
11. Pedestrian passageways that connect through large blocks.
12. Expanded sidewalks (bulbouts) at intersections that accommodate transit amenities.
13. Arterials with car-sharing and on-street parking, limited curb cuts; side street/alley access to parking /service functions.
14. Parking located below, behind, or in off-site, shared structures, is not visible from the street.
15. Walkable streets with consistent trees, broad sidewalks, accent paving, street furnishings, human-scaled lighting, signage & wayfing.
16. Streetscape that ntegrates pedestrian/bicyclist/transit patron/motorist use amenities and traffic calming strategies.



4B.1a East Broadway

Corridor Description

The East Broadway Corridor from Glendale Avenue to Olive Street, just east of Chevy Chase is a minor arterial serving a variety of retail, commercial, educational and residential uses. East Broadway currently consists of two vehicular lanes in each direction with on-street parking and accommodates South Glendale's most heavily used Metro Local and Rapid bus routes, as well as Beeline service. Sidewalks are relatively wide, and street trees are sparse. Many older buildings on narrow parcels are located close to the street, with limited off-street parking. Interspersed among the older 1- and 2-story commercial buildings are 3- and 4-story office buildings and multi-family residential buildings. Many small, local serving businesses and ethnic shops keep this portion of Broadway vibrant.



Vision

TRANSFORM: Capitalizing on East Broadway's transit rich environment, smaller lots are consolidated and developed with new 3- to 4-story mixed-use buildings, that are sensitive to the existing community character. As an incentive for owners to upgrade buildings, and to provide opportunities for small businesses and affordable housing, the zoning standards are modified to allow changes of use and second-story and modest additions without additional parking. A park or plaza offering open space for surrounding apartment dwellers, neighborhood residents and transit riders, is introduced at the southwest corner of Broadway and Chevy Chase.

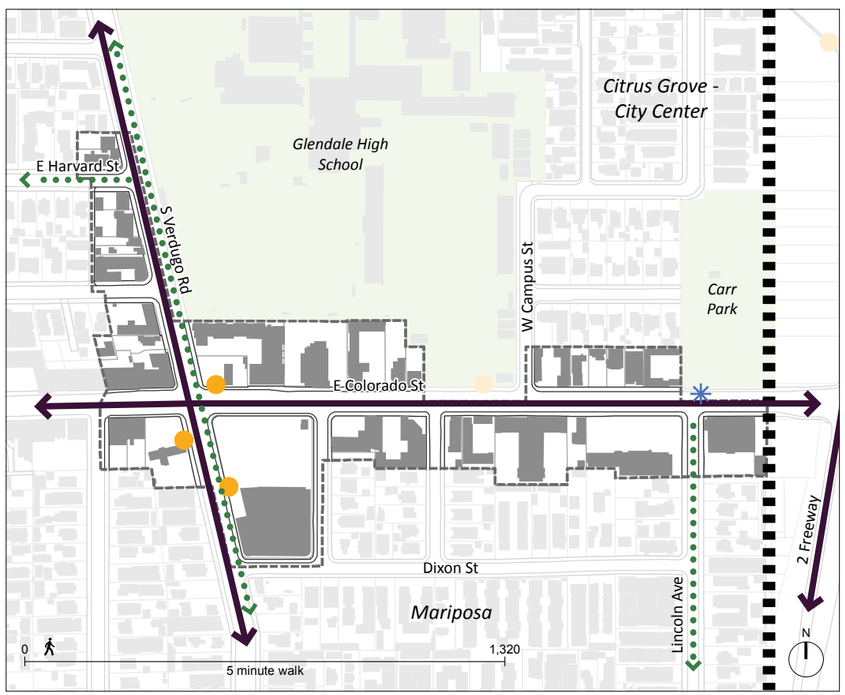
Existing Condition: View along Broadway looking west towards Chevy Chase Drive.

East Broadway's streetscape is enhanced with new street trees and improved pedestrian facilities such as curb bulbouts and enhanced crosswalks. The roadway is converted to accommodate dedicated bike lanes and/or Bus Rapid Transit (BRT) service.

4B.1b East Colorado Gateway

Corridor Description

East Colorado Street between Verdugo Road and the 2 Freeway is a major arterial that provides access to the 2 Freeway and serves as a gateway to Glendale from the City of Los Angeles and Pasadena to the east. It consists of two vehicular lanes in each direction and also accommodates Metro Local and Beeline transit service. Recently completed street improvements include enhanced pedestrian crossings, curb bulbouts, landscaping and bus stops. Glendale High School, Carr Park, low-scale shopping centers and several 1- to 3-story motels on large lots front East Colorado. It is flanked to the north and to the south by medium-density multi-family neighborhoods. Several under-utilized parcels located at either end of the East Colorado Gateway provide opportunities for infill development.



Civic
Open Space
Glendale Register
Historic District
Bus Stop
Gateway
Neighborhood Boundary
Arterial/Freeway
Metro Rapid Bus
Bikeway
Terminating Vista
Design Element
Amtrak/Metrolink Trains
High Speed Rail (Proposed)
Brand Street Car
Metro Light Rail Extension
Metro BRT (Proposed)
Transportation Center

Vision

TRANSFORM: The hotels and strip commercial development that line East Colorado are enhanced and upgraded. Given the presence of public transit, pedestrian improvements and convenient freeway access, 3- to 4-story mixed-use buildings are introduced.

In addition, traffic is calmed by reducing the number of vehicular lanes from 2 to 1 in each direction in order to accommodate dedicated bike lanes.

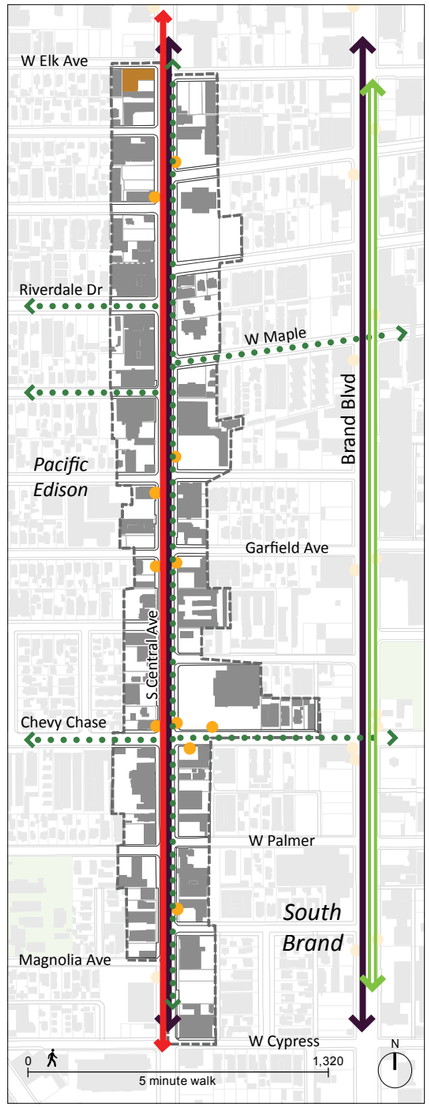
Existing Condition: View along Verdugo Road looking south towards Colorado Street.

4B.1c South Central

Corridor Description

The South Central Corridor consists of the portion of South Central Avenue between Elk Avenue to the north and Cypress and Magnolia Avenues to the South. South Central Avenue is a major arterial that accommodates public transit service, including Metro Local, Rapid, and Shuttle bus lines and Glendale Beeline service. It is lined with an eclectic mix of retail, commercial and residential uses reflecting a variety of time periods and architectural styles that accommodate frequent public transit with direct access to the Metrolink Station.

South Central Avenue is lined by wide sidewalks (approximately 16 feet wide) and large sycamore trees, providing a very engaging and enjoyable place for people to walk, bike and drive through.



Vision

TRANSFORM: The South Central Corridor growth continues with higher density, 4- to 6-story mixed-use buildings fronting South Central Avenue, transitioning to 2- to 4-story apartments and condominiums next to adjacent neighborhoods and along side streets.

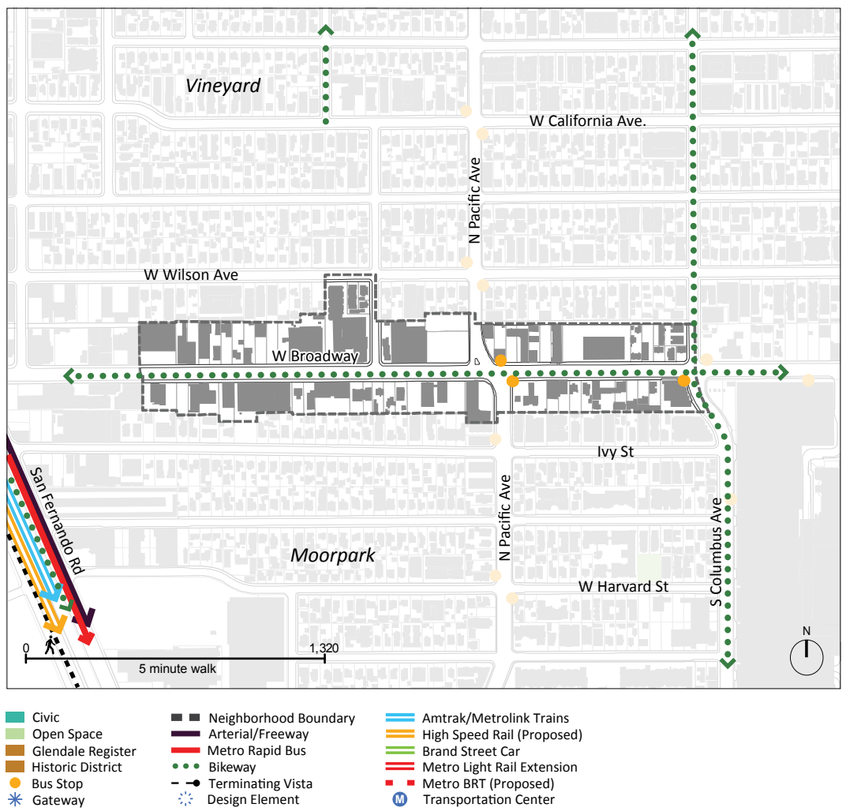
Buildings form a very consistent and continuous streetwall along Central Avenue. Facades are very well composed and clad with quality, durable materials. Common open space for residential uses is located at the back of the lot, next to the adjacent residential neighborhoods. The introduction of improved pedestrian crossings and bus shelters,dedicated bike lanes, missing street trees, and attractive ground floor retail, services, and restaurants, will make walking and biking to and along South Central Avenue more accessible and enjoyable for neighboring residents, while improving access to public transportation.

Existing Condition: View along Central Avenue looking north from Chevy Chase Drive.

4B.1d West Broadway

Corridor Description

The West Broadway Corridor west of Columbus Avenue is a minor arterial with a variety of commercial, retail and residential uses including some 2- to 4-story commercial buildings. It is also lined by several congregate care facilities and by a number of strip commercial and office buildings that accommodate medical related uses. West Broadway consists of two lanes in each direction with on-street parallel parking. Its sidewalks are relatively wide, and street trees are sparse. Metro Local and Beeline service is provided along West Broadway east of Pacific Avenue and along Pacific Avenue.



Vision

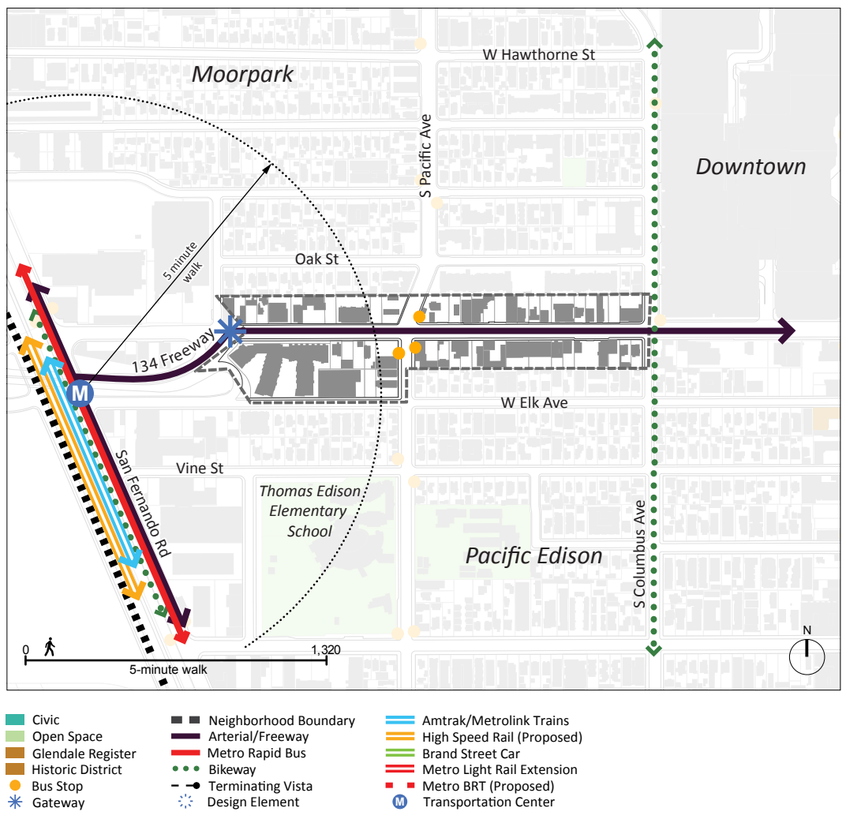
TRANSFORM: Future 2- to 4-story development, of a similar size to the existing buildings, improves West Broadway without substantially changing its character. Widened sidewalks, new street trees and improved pedestrian crossings make West Broadway safer and more appealing for pedestrians. The number of vehicular lanes are reduced from two to one in each direction with a center turn lane and dedicated bike lanes, calming traffic speeds and providing a safer environment for bicycles and pedestrians.

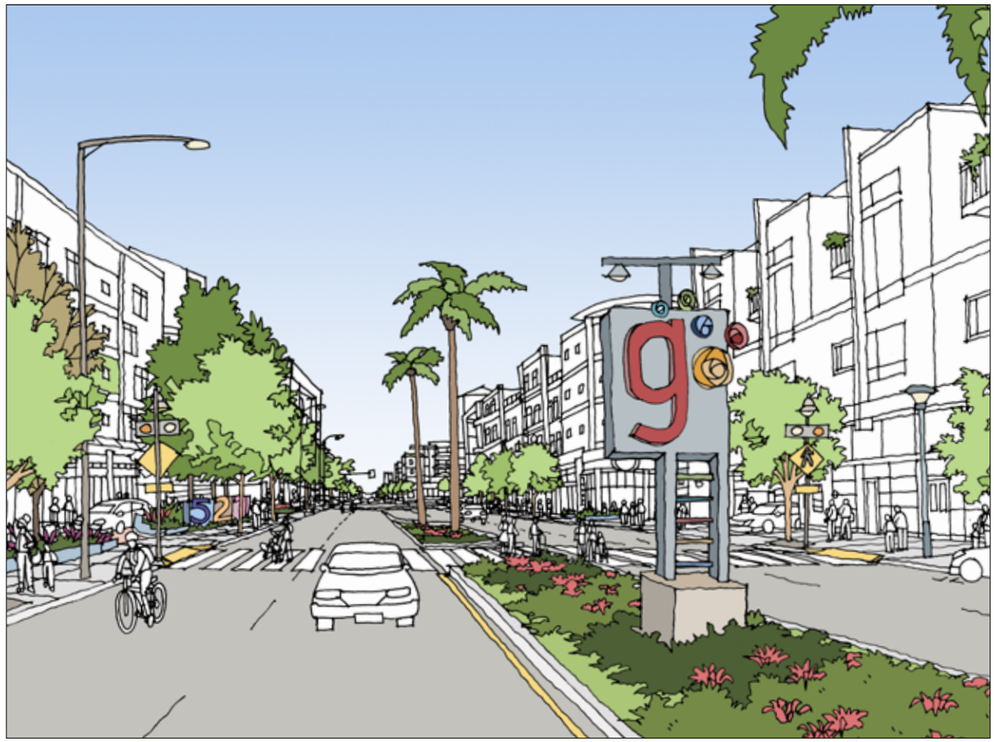
Existing Condition: View along Broadway looking east towards Pacific Avenue.

4B.1e West Colorado

Corridor Description

West Colorado Street between San Fernando Road and Columbus Avenue, is a major arterial highway that accommodates public transit service (Beeline service along Colorado Street and Pacific Avenue; Metro Local service along Colorado Street east of Pacific Avenue). At the west end of the corridor is the I-5 Freeway ramp, which is currently configured to allow cars to turn on and off the ramp at high speeds, creating a wide, uncomfortable, and potentially unsafe crossing for pedestrians walking along Colorado Street. West Colorado is lined by low-scale retail, commercial, and light industrial stand-alone businesses built close to the sidewalk and large 3- and 4-story mixed-use projects west of Pacific Avenue near the I-5 Freeway ramps. Two large opportunity sites on the north side and south side of the street just west of Pacific Avenue provide an opportunity for infill development.





Vision

TRANSFORM: West Colorado is envisioned as a higher density corridor as under-utilized parcels are replaced with 4- to 6-story condominium and apartment buildings. Upper floor building massing is well articulated. A planted median, with gateway signage announcing entry into West Colorado and to Glendale, is introduced down the center of the street to calm traffic, beautify the corridor and provide refuge for pedestrians crossing mid-block. Tree-lined sidewalks provide comfortable places for people to walk, while the I-5 freeway ramp intersection is modified to resemble a street intersection to help slow traffic and make it a safer place for pedestrians.

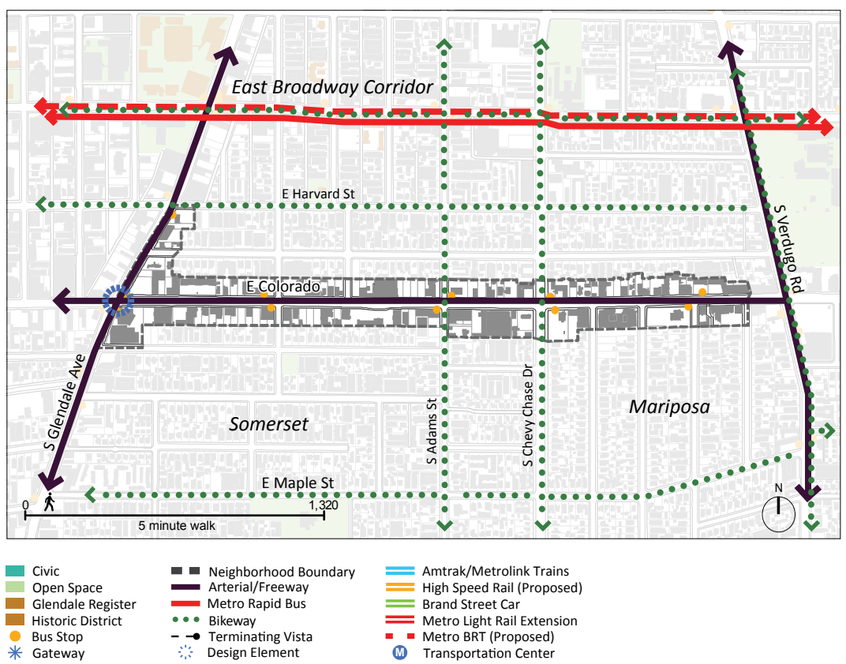
Existing Condition: View along Colorado Street looking east from near Kenilworth Avenue.

4B.1f East Colorado

Corridor Description

East Colorado Street between Glendale Avenue and Griswald Street is a major arterial street with two lanes in each direction and on-street parking. It has a main street character comprised of 1- to 3-story commercial/retail buildings built at the back of the sidewalk along much of its length. Several strip shopping centers with parking between the back of sidewalk and building interrupt the main street pattern. Street improvements (pedestrian bulb-outs, lighted mid-block crossings, street trees and sidewalks) and façade improvement programs have been implemented making this corridor very walkable.

Transit service on East Colorado serves adjacent residential neighborhoods providing connections to the City of Los Angeles and Pasadena. East Colorado has potential for expanding regional transit connections through Metro development of Rapid Bus service. East of Glendale, this corridor links to SR-2 Freeway ramps causing peak hour traffic back-ups, especially on eastbound East Colorado. Working with Cal Trans to improve ramp efficiency will enhance the overall corridor function.



Vision

TRANSFORM: Under-utilized parcels are infilled with 1- to 3-story buildings built close to and accessed from the sidewalk. Zoning standards are modified to allow second-story or modest additions and changes of use without requiring additional parking. Continuing sidewalk, streetscape, and transit enhancements, and providing safer paths for pedestrians to travel from the sidewalk through remaining parking lots to business establishments would maintain the vitality and improve the walkability of this corridor.

Existing Condition: View along Colorado Street looking east towards Adams Street

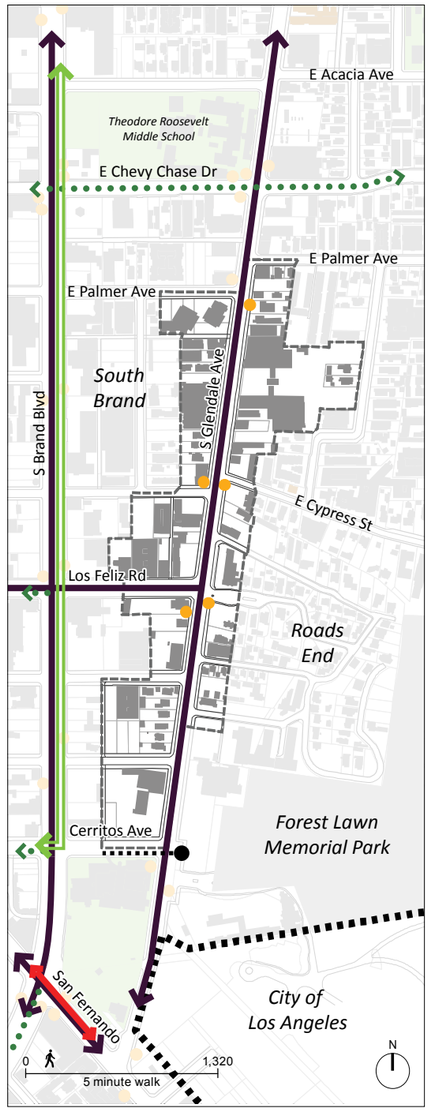
4B.1g South Glendale Avenue

(Palmer Avenue to Cerritos Avenue)

Corridor Description

South Glendale Avenue between Palmer and Cerritos Avenues is lined by many 1- to 3-story commercial buildings, many built right up to and generally accessed from the sidewalk. Stores are locally-serving and cater to surrounding single-family and multi-family residential development. Portions of this corridor are tree-lined and shady, providing a good environment for pedestrian activity.

South Glendale Avenue consists of two lanes in each direction with parallel parking on both sides of the street and a center turn lane. South Glendale also accommodates Metro bus routes.



Civic
Open Space
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Historic District
Bus Stop
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Design Element
Amtrak/Metrolink Trains
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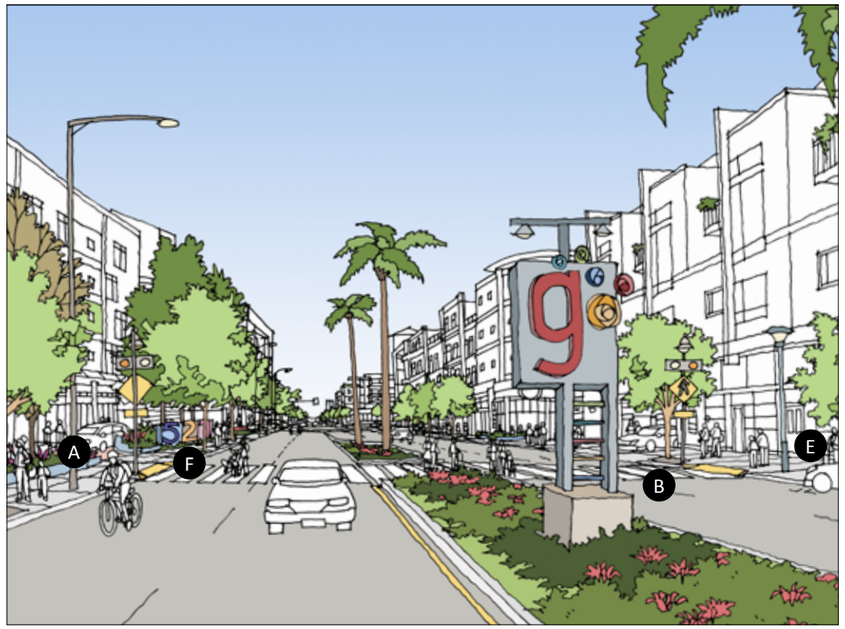
Brand Street Car
Metro Light Rail Extension
Metro BRT (Proposed)
Transportation Center

Vision

TRANSFORM: Under-utilized parcels along South Glendale Avenue between Palmer Avenue and Cerritos Avenue are infilled with new, mixed-use buildings that are up to 3-stories tall and face the street with ground floor shopfronts. Zoning standards are modified to allow modest additions and change of use without additional parking. South Glendale Avenue's street configuration is left unchanged, although its pedestrian character is enhanced with intersection and mid-block extensions (bulbouts), safety lights at mid-block crossings, pedestrian-scaled light fixtures, and new street trees.

Existing Condition: View along Glendale Avenue near Madison Way looking north

4B.1.1 Design Guidelines • Public Improvements



Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Pedestrian-Friendly Street Character

Improve the quality of the street and encourage and support pedestrian activity by minimizing curbs cuts, locating parking and services behind buildings, introducing street trees, unique landscape features, decorative paving, pedestrian-scaled light standards, convenient bicycle parking and wayfinding and gateway signage.

B. Expanded Sidewalks at Intersections

At intersections where two arterials intersect, introduce expanded sidewalks (bulbouts), to shorten the distance for pedestrians crossing, as well as to improve visibility of pedestrians about to cross the street. Also, clearly mark crosswalks with markings that are unique to each Mixed-Use Center.

C. Bus Stop Amenities

Attract and support transit patrons by providing the highest level of transit amenities. Transit stops should provide ample space with enhanced paving, landscaping, trash receptacles, shelters, transit schedules and route information.

D. Parklets

In areas where sidewalks are narrow, introduce parklets by extending the sidewalk into adjacent on-street parking spaces to provide room for seating, tables, and landscape elements. Parklets can be a creative, economical, and rather spontaneous way to provide public open space where a high level of pedestrian activity exists.

E. Reduced Parking and Management System

Development along transit corridors can support shared parking and reduced parking requirements due to the immediate access to increased public transportation options. Also, parking should be managed to ensure on-street spaces in front of stores and restaurants are available for short-term shoppers and that parking for employees and longer term visitors is located in parking garages or off-street spaces. Car-sharing facilities are appropriate.

F. Signage and Wayfinding

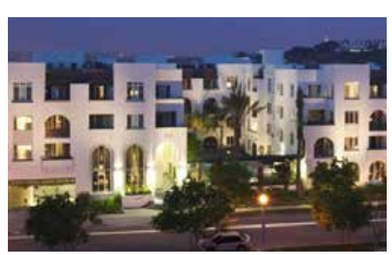
Implement a signage and wayfinding program that lists city-wide destinations, transit routes, public parking locations, etc. to better inform mixed-use center visitors and transit patrons, help reduce the amount of time people spend looking for parking spaces, and potentially increase transit patronage.

4B.1.2 Design Guidelines • Site Planning

Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Integrate Open Space

Public, semi-public and private open space should be integrated into the building envelope to accommodate and promote a variety of activities. At-grade courtyards or plazas can enhance the visual experience for passersby and break-up otherwise long building facades. For sites located adjacent to residential neighborhoods, shared common areas should be located on the portion of the site closest to the neighborhood.



B. Locate Use Appropriately

Increase the level of pedestrian activity and reduce potential noise and odor conflicts by locating active uses (restaurants, retail space, common rooms or private gyms in residential buildings) along the sidewalk. Public rooms (living rooms and dining rooms) of residential units with stoop or porch access and/or a landscape buffer should also face the sidewalk. Provide a separation and landscape buffer between commercial and residential uses.

C. Residential Stoops and Landscape Buffer

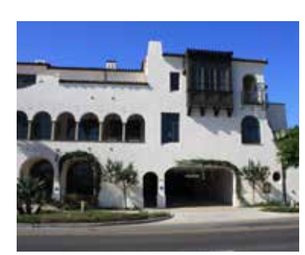
Street level residential units that face and are accessed from the adjacent sidewalk help to activate the street. A generous landscape buffer should act as a separation between the public realm of the sidewalk and the private realm of the building. Elevate residential units approximately 3-feet above grade to safeguard the privacy of the unit while continuing to provide “eyes on the street”.

D. Special Treatment at Corner Sites

Introduce a tower element, purposeful open space, or a creative landscape feature at corner sites, particularly at significant intersections, to mark a sense of arrival into the mixed-use center, act as an important landmark, or provide a community gathering space. Reserve corner sites for active uses such as retail space.

E. Visual Connectivity of Public to Private Zones

Courtyards and other on-site open spaces should be visible from the street. The openings to these spaces may be either gated or completely open to the street, but should be unobstructed by garden walls, railings, or other elements that may limit views into the space.



F. Minimize and Define Auto Presence

Minimize the visibility of parking from the street and sidewalk. Locate parking behind buildings or underground with access from side streets or alleys. Unavoidable at-grade parking should be well-screened with low walls and/or landscaping. Minimize the number of automobile entrances/exits to reduce pedestrian conflicts and congestion at street intersections, as well as to preserve on-street parking and a maximum level of sidewalk continuity.

4B.1.3 Design Guidelines • Mass and Scale

Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Step Back at Upper Floors

Step back the upper floor to reduce the bulk of the facade along the sidewalk and next to shorter existing buildings. When adjacent to an existing residential neighborhood, step the building height down to reduce the building mass in order to be more compatible with neighborhood buildings.

B. Building Breaks to Maintain a Fine-Grain Pattern

Design building volumes to be in scale with adjacent buildings. For larger buildings on combined lots, add distinct building breaks that correspond to the original underlying lot size or to the width and scale of adjacent buildings. Provide opportunities for public passages through large block developments to allow convenient pedestrian access to transit, adjacent streets or other neighborhoods.

C. Height Averaging

Larger building can fit better into the existing context by lowering the building mass to conform to the existing context and relocating the "excess" massing to another portion of the site. Massing relocation can also be used to create tower elements or vary building facades so they are not all one height. In all cases, the total amount of development potential permitted by zoning before "relocation" is permitted after "relocation" .

D. Building Modulation and Roofline Articulation

Modulate buildings by incorporating recessed windows, surface changes, reveals, overhangs and projections that provide depth, shadows, complexity and interest to a building facade. Vary the roof forms to reduce the perceived mass and bulk of a building while creating an interesting skyline view for passing pedestrians, cyclists, and motorists.

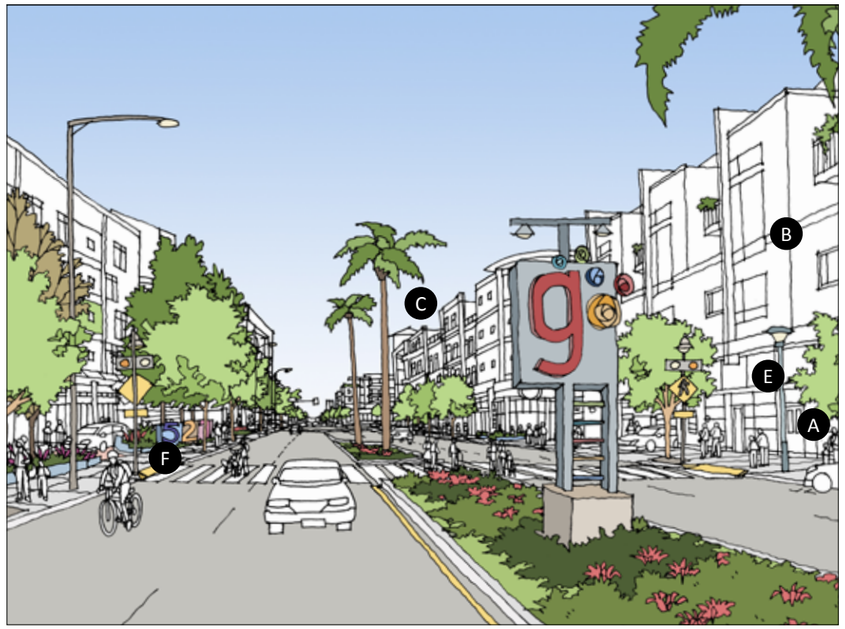
E. Window/Wall Proportions and Style

The mass and scale of a building can be positively influenced by the size, proportion, and overall composition of windows. Provide a variety of window opening sizes and/or configurations to add interest and character to what would otherwise be an overly repetitive facade. Also, consider adding balconies, including juliette balconies, and/or bay windows to help animate the facade.

F. Pedestrian-Scaled Base, Middle and Top

Larger multi-story buildings require careful articulation of the facade to avoid the appearance of being visually monotonous or overly repetitive. Design building facades to include a distinctive base, middle and top. Window proportions and placement may vary on each of these horizontal planes, but a strong visual relationship between them should still exist.

4B.1.4 Design Guidelines • Design and Detailing



Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Emphasis on Street Level Detailing

Mixed-use corridors experience a high level of pedestrian activity. Street level facades should be creative and refined in their design and should be constructed of durable, high-quality materials that can absorb the day-to-day wear and tear of active sidewalks. Consider using decorative paving and special landscape features to contribute to a unique and appealing streetscape design.

B. Design Interesting Facades

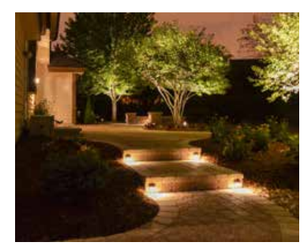
Design well-proportioned and articulated building facades using a complementary palette of materials and colors that incorporate architectural elements such as overhangs, eaves, and awnings. Commercial ground floors should provide large, display shopfront windows and entry doors to allow visibility into/out of the space. Residential buildings should provide street-facing windows and entries, and articulate the facade with balconies, bay windows, offsets, stoops and porches.

C. Contextual, Consistent and Creative

Design buildings and landscapes that are creative and unique, but also contribute to the overall character of the corridor. Buildings should reference but not necessarily mimic the scale, proportions, details, and materials of existing buildings in order to fit into the existing context and positively contribute to the pedestrian experience.

D. Finish All Facades of the Building

All building facades should be designed and detailed in a consistent and unified way - no facade of a building should be considered a "rear or side wall". A complementary palette of materials of similar durability and quality should be used on all sides of the building.



E. Creative Lighting for Purpose and Safety

Lighting should be sensitively used to ensure safe passage throughout the site, and to illuminate building or landscape features. Lighting should be focused downward and mounted at heights that are oriented to the pedestrian. Excessive lighting levels should be avoided and light shields should be used to limit light spill onto neighboring properties.

F. Human-Scaled Signage and Wayfinding

Signage should identify individual stores and restaurants, provide interesting, colorful, and creative accents to the building facade and pedestrian experience, and contribute to the overall image of the project. Signage design should be consistent throughout the overall project, while reflecting the identity of individual tenants. Size, mounting height, location, and style should be compatible with the overall design of the building.

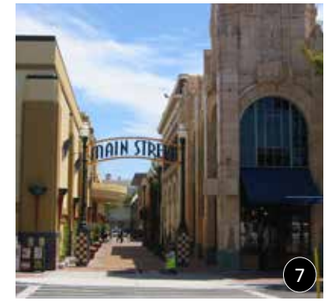
4B.2 Main Street / Neighborhood Commercial

MX1
35 du/ac
3 stories/35 feet

The **MAIN STREET / NEIGHBORHOOD COMMERCIAL** land use designation accommodates the same land uses as a Town Center or Village Center, but organizes those uses in a linear rather than centralized pattern. Traditional Main Streets consist of a continuous line of buildings located at or near the sidewalk. Streets are lined with wide, tree-lined sidewalks and parking is shared among businesses. Buildings along these streets are similar in scale to and compatible with surrounding residential neighborhoods. Buildings can be one to three stories in height with parking located in surface lots or located behind the building or in on-street spaces. Main Street Corridors have moderate to frequent transit service (one or two bus routes).

A **MAIN STREET / NEIGHBORHOOD COMMERCIAL** corridor typically includes the following:

1. Buildings, 1- to 3-stories in height, form a well-defined linear streetwall.
2. Buildings sited at/near the front property line and typically abutting.
3. Small lot sizes with a high frequency of pedestrian entries.
4. Active, pedestrian-oriented uses such as retail, restaurants and cafes, located at street level next to the sidewalk.
5. Transparent ground floor building facades.
6. Residential or commercial office uses located over street level retail.
7. An active network of pedestrian passageways that provide access to parking, adjacent neighborhoods and transit.
8. Public/semi-private outdoor space such as plazas, courtyards and sidewalk cafes.
9. On-street parking with overflow parking located behind buildings.
10. Limited/no curb cuts along main street; shared alley access to parking and service functions.
11. Longer blocks have mid-block crossings.
12. Streetscape of wide sidewalks and continuous street trees with landscape features and bulb-outs at intersections.
13. Pedestrian-scaled street lights and wayfinding signage.
14. Traffic calming measures (bulbouts, enhanced crosswalks, widened sidewalks) improve the pedestrian experience.



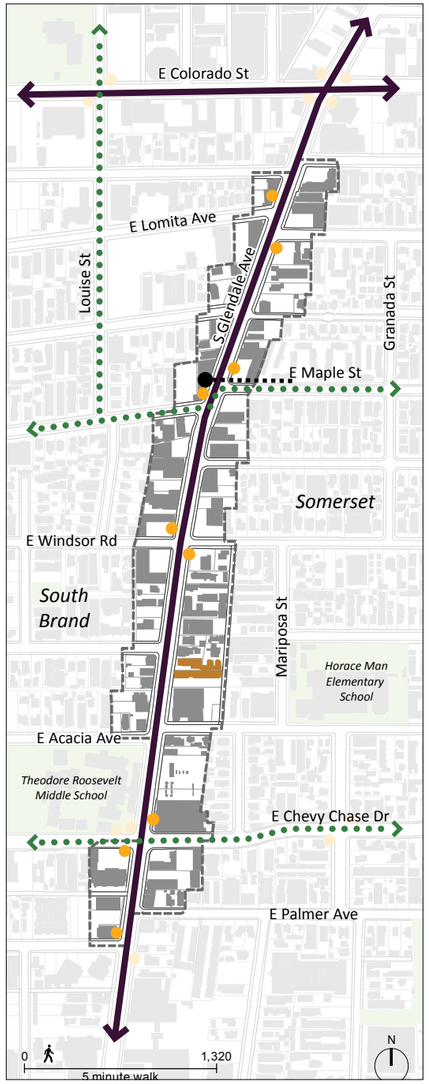
4B.2a South Glendale Avenue

(Colorado Street to Palmer Avenue)

Corridor Description

South Glendale Avenue is a major thoroughfare generally located between Broadway and Cerritos Avenue. Consisting of two portions - north of Palmer Avenue and south of Palmer Avenue, it is one of the oldest commercial corridors in the City, comprised predominantly of 1- to 3-story commercial buildings built and accessed directly from the sidewalk with limited parking. Stores are locally-serving and cater to surrounding multi-family residential development. Theodore Roosevelt Middle School is located at the southern portion of this segment of South Glendale Avenue and Horace Mann Elementary School is located just to the east.

South Glendale Avenue consists of two lanes in each direction with parallel parking on both sides and a center turn lane. It also accommodates Beeline and Metro bus routes.



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Brand Street Car
Metro Light Rail Extension
Metro BRT (Proposed)
Transportation Center

Vision

ENHANCE: South Glendale Avenue's street configuration is left unchanged and its pedestrian-friendly character is maintained and improved. Sidewalks are enhanced with intersection and mid-block sidewalk extensions (bulbouts), safety lights at mid-block crossings, pedestrian-scaled light fixtures, and additional canopy street trees.

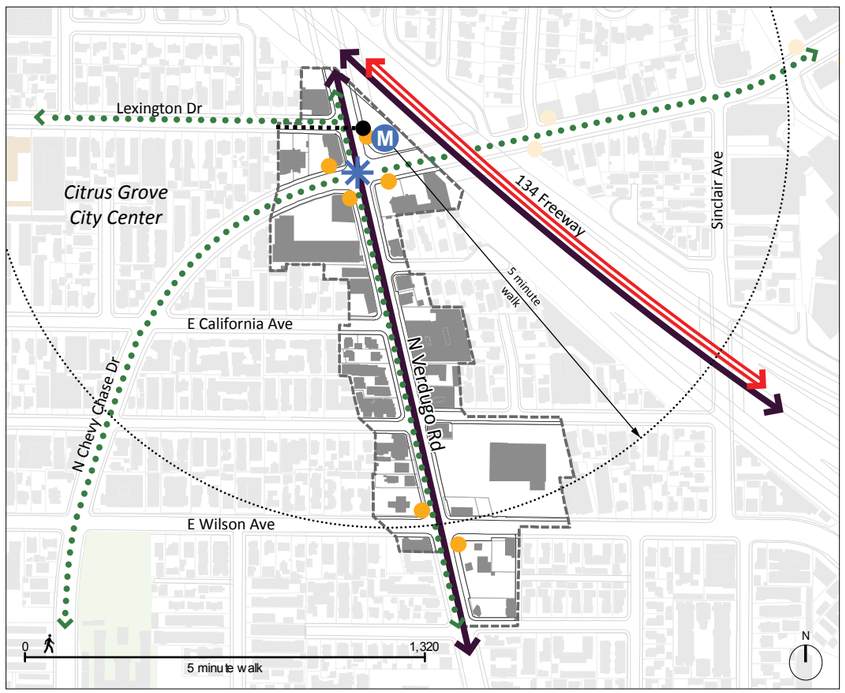
Zoning standards are modified to allow second-story and other modest additions and changes of use without additional parking. Under-performing parcels are infilled with new mixed-use buildings up to 3-stories in height and built at and accessed from the sidewalk.

Existing Condition: View along Glendale Avenue near Acacia Avenue looking north

4B.2b Verdugo Road

Corridor Description

Verdugo Road is located south of the 134 Freeway, generally north of Wilson Avenue. This segment of Verdugo Road provides access between South Glendale and the canyon neighborhoods north of the freeway. It is lined with an eclectic mix of buildings, including single-family and multi-family uses with small front yards and commercial buildings built and accessed from the sidewalk. At Wilson Avenue, buildings are car-oriented with buildings set back from the street behind parking lots. The parcel located on the north-east corner of Verdugo Road and Wilson Avenue offers an opportunity for introducing mixed-use development. Currently Verdugo Road consists of two travel lanes in each direction with parallel parking on both sides of the street.

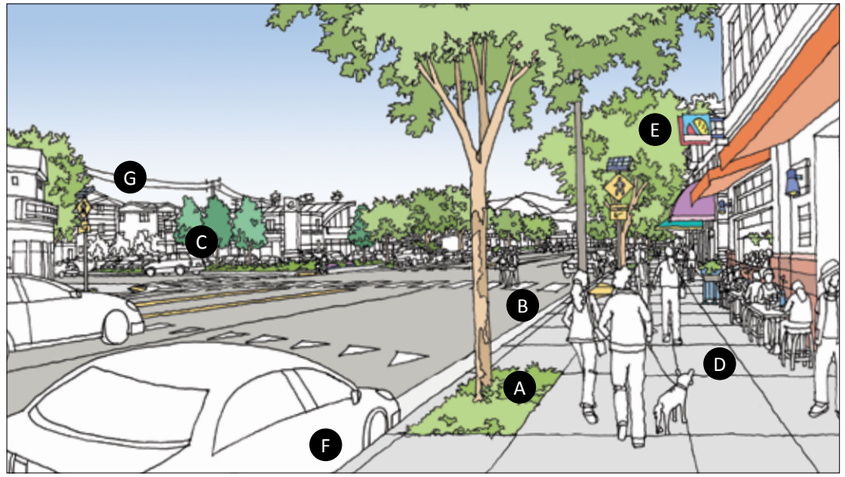


Vision

TRANSFORM: New 1- to 3-story residential, mixed-use and commercial infill buildings are introduced near to and accessed from the sidewalk and driveways are minimized or eliminated. Verdugo Road is reduced from two travel lanes in each direction to one lane with a dedicated bike lane in each direction separated by a center turn lane. Recently planted street trees grow to provide an inviting pedestrian environment for area residents while enhancing Verdugo's sense of place. A gateway element, consisting of unique buildings, landscaping, or signage is introduced at the intersection of Verdugo Road and Chevy Chase Drive. A station for a future bus route between Pasadena and North Hollywood along the 134 Freeway is introduced at Chevy Chase Avenue and Verdugo Road.

Existing Condition: View along Verdugo Road near Wilson Avenue looking north.

4B.2.1 Design Guidelines • Public Improvements



Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Enhanced Streetscape Character

Create an identifiable sense of place by introducing a consistent, enhanced streetscape with pedestrian amenities such as seating, seasonal flowers, banners, kiosks, pedestrian-scaled lighting, decorative paving and street trees.

B. Mid-Block Sidewalk Extensions and Crosswalks

Add mid-block sidewalk extensions (bulbouts) and crosswalks, especially along very long blocks, to help slow motor vehicle speeds, narrow pedestrian crossing distances, and provide locations for greenscape.

C. Public Open Space

Incorporate outdoor gathering spaces and public open space, such as pocket parks and sidewalk dining within the public right-of-way to provide a unique setting for pedestrians and patrons to gather, relax, and enjoy.

D. Pedestrian-Friendly Sidewalks

Improve the character of the Main Street corridor and generate an environment that promotes strolling both day and night by introducing large canopy street trees and pedestrian-scaled street lights. Street trees and lights should be unique to the corridor to help differentiate it from other places in the city.

E. Unifying Signage and Wayfinding

Implement an area specific signage and wayfinding program that displays destination points, parking locations, transit routes, features, etc. Signage should be designed to a size and scale appropriate for pedestrians and slow-moving traffic.

F. Parking Management

Short term parking should be provided in on-street spaces, long term parking should be accommodated in surface lots located behind buildings. Implement a parking management system that ensures parking in front of stores is reserved for patrons, while discouraging retail and commercial patrons and employees from parking in adjacent residential neighborhoods.

G. Underground Utilities

As resources become available, remove existing overhead utility lines and locate them underground to improve the visual character of the street.

4B.2.2 Design Guidelines • Site Planning

Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Building Located to Focus Activity

Buildings should be located at or near the property line to focus activity along the street in an inviting, human-scaled environment. A minimum setback of 12 feet from the curb is desirable to enable sufficient room for the sidewalk and street tree wells. Siting of buildings should consider topography and adjacent structures.

B. Usable Open Space for Placemaking

New development, especially buildings longer than 100 feet, should incorporate outdoor pedestrian spaces into the site design and should face existing open spaces on neighboring properties. Pedestrian connections between larger-scale projects or to parking lots or garages located behind the building should also be provided.

C. Entries Front Primary Street with Frequency

Entryways to retail establishments should be oriented towards the primary street, should be spaced frequently in a manner that corresponds to the original underlying lot size; and should be recessed to add visual interest and sufficiently shield pedestrians from door swing hazards. At corners, entries may be oriented towards the intersection with buildings setback or chamfered to make room for pedestrians waiting to cross the street.

D. Parking Placement and Shared Parking

On-site parking should be located behind the main structure and away from the view of the main street. At-grade surface parking should be screened from view from the street by low walls / hedges to screen cars and prevent headlight spillover. Parking lots should be landscaped with canopy trees and significant landscape buffers. Driveways should be kept to a minimum number and width. Shared parking is encouraged.

E. Sensitive Parking Structure Design

New parking structures should be designed to contribute positively to the pedestrian experience. They should provide retail/commercial uses at the ground level, or when commercial uses are not feasible, should be screened with a significant landscape buffer. Parking structures located on parcels abutting residential zones should plant a landscape screen along the property line between the two zones and sensitively design the parking structure facade.

F. Services and Screening

Mechanical equipment - including mechanical parking lifts - should be placed out of public view. If located on the roof, equipment should be fully screened by a parapet or other method integral to the overall roof and building design. Trash bins should be stored out of public view in a designated trash enclosure that is integrated into the design of the project. Any free-standing structure should be detailed and finished to be consistent with the overall building design.

4B.2.3 Design Guidelines • Mass and Scale

Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Building Height with Human-Scaled Proportions

New buildings should reference the scale and massing of adjacent and nearby buildings. Strategies include matching details, proportions, and prevalent window, storefront, balcony and cornice height of adjacent buildings, matching the height of existing structures, or when necessary exceeding the height by no more than one-story.

B. Building Mass Fits the Existing Context

New buildings should fit the scale of the existing context. Architectural strategies include: varying the building height; setting back, stepping back, recessing the facade and breaking up the overall mass into separate volumes. Buildings located on parcels adjacent to residential zones should consider the scale and privacy of adjacent residential buildings.

C. Building Massing Corresponds to Original Lot Size

When multiple lots are assembled to accommodate a new project, the building facade and massing should be designed to maintain the fine grain of the surrounding existing facades by referencing the underlying historic lot pattern (typically 50 to 100 feet). Design the facades as an assembly of smaller elements or increments that correlate to the underlying lot pattern.

D. Integrate Open Space to Vary Massing

Create more interesting massing and make room for open space by stepping back walls, providing arcades, and enhancing street-facing forecourts. Open space can be used for outdoor dining and informal gathering, provide space for transit amenities, or simply introduce green space along the street.

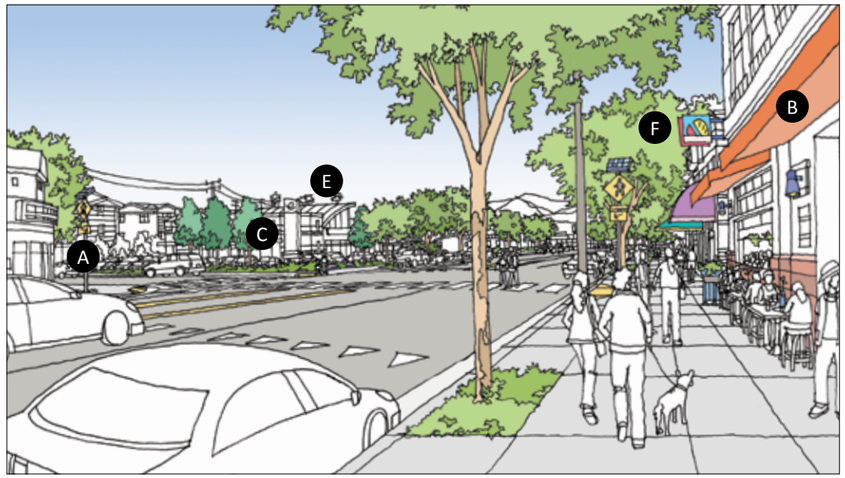
E. Turn Corners with Transparency

Side streets provide pedestrian access to parking, smaller business establishments, and adjacent neighbors. To support such activity, avoid large expanses of blank side walls and maintain transparency. Also consider chamferring (cutting back at a 45-degree angle) building corner to provide more room for pedestrians crossing at the intersection of main street and side street sidewalks.

F. Varied Finish Materials to Reduce Mass

Large, expansive, unadorned walls clad in a single material can be overwhelming in scale. A judicious use of a variety of materials can make a large building appear smaller. Use modular materials, such as bricks, to help break-up building mass or make a building appear as though it is made up of multiple buildings.

4B.2.4 Design Guidelines • Design and Detailing



Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Windows and Storefronts

Ground floors should be lined with commercial storefronts that face the sidewalk with large, clear display windows above a solid base clad with a decorative stone, tile, wood or other appropriate material. Windows should comprise a minimum of 50% of the wall area. Floor to ceiling glass should be avoided.

B. Awnings and Canopies

Ground floor storefronts should incorporate awnings and canopies to add visual interest to the building and to provide shade and protection from inclement weather to passing pedestrians. Awnings and canopies should be consistent with the building's overall architectural style. Avoid long and continuous treatments extending across the entire facade. A solid color with matte finish is recommended rather than bright colors, unless used sparingly as an accent.

C. Unifying Landscape

Outdoor pedestrian spaces should contain high-quality hardscape and softscape elements, such as strategically placed shade structures or canopy trees, fountains, art work and seating. Landscapes should consist of drought tolerant varieties, including native species where feasible.

D. Parking / Paved Areas Friendly to Pedestrians

Use decorative paving materials and colors in walkways and other paved areas, especially in locations shared by pedestrians and autos. Minimize conflicts between pedestrians and autos by incorporating dedicated pedestrian pathways through parking lots. Utilize permeable paving, landscaping drainage swales and other techniques to reduce stormwater runoff. Maximize the use of canopy trees and light-colored pavement to minimize heat island effect.

E. Materials and Color

Use durable, high-quality materials and detailing, particularly at the ground floor level. "Wrap" finish materials around exterior corners and terminate them at interior corners to avoid the appearance of a "wallpaper" application. Exposed concrete or split-face concrete masonry units as a primary building material is discouraged.

F. Signage

Signage should be designed to clearly relay information to passing pedestrians and slow moving motorists. Signage should be designed as an integral part of the building, rather than as an after thought.

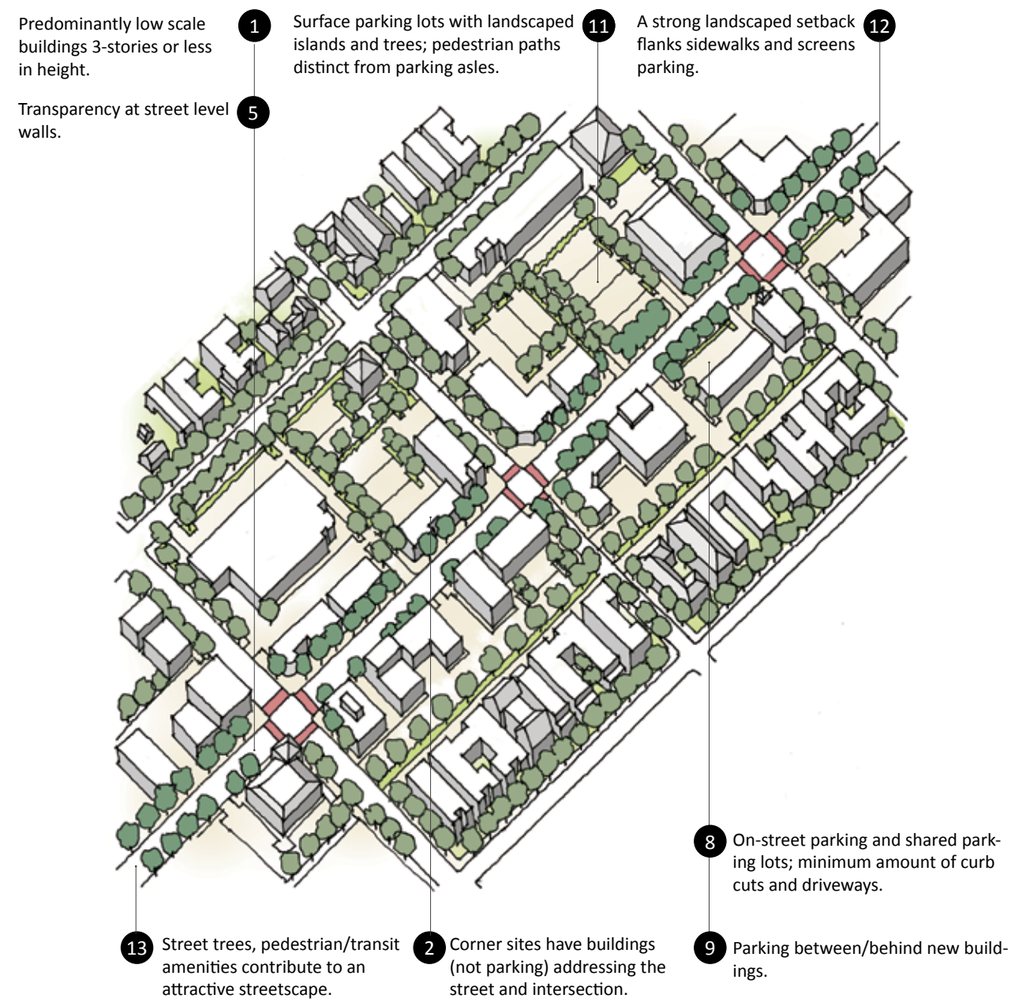
4B.3 Suburban

C2, C3
35 du/ac
50 feet

The **SUBURBAN CORRIDOR** land use designation applies to heavily travelled arterial streets generally lined with local-serving businesses. Corrideors are also favored locations for big-box retail which can present special design challenges from the standpoint of walkability and bikability, requiring special design features to make buildings accessible and visible to passing motorists while also comfortably accommodating pedestrian, bicycle and transit use. Suburban corridors generally have limited transit service (one or two bus routes), and while sidewalks may be "pedestrian ready" most users of suburban corridors arrive by car. Parking consists generally of single-use surface lots and on-street parking. Suburban Corridors may either be predominately residential or commercial, but generally have limited residential mixed-use. Typically buildings are low scale and no more than three stories in height.

A **SUBURBAN** corridor typically includes the following:

1. Predominantly low-scale buildings 3-stories or less in height.
2. Corner sites developed with buildings (not parking) that address the street and intersection.
3. Commercial/retail uses that generate a high level of auto activity (grocery, large format retail, fast food)
4. Large-format retail lined at street edge with small retail buildings that screen on-grade parking.
5. Transparency at street level walls.
6. Well-landscaped common outdoor space incorporated into front/side yards.
7. Landscape buffers along parcels that abut residential neighborhoods.
8. On-street parking and shared parking lots; minimum amount of curb cuts and driveways.
9. Parking between / behind new buildings;
10. Existing buildings may have parking in front, facing the sidewalk screened by low walls or hedges.
11. Surface parking lots with landscaped islands and trees; pedestrian paths distinct from drive aisles.
12. A strong landscaped setback flanks sidewalks and screens parking.
13. Street trees, pedestrian/transit amenities contribute to an attractive streetscape.



4B.3a North Glendale Avenue

Corridor Description

North Glendale Avenue is a major arterial with direct access to the 134 Freeway. Development along North Glendale consists primarily of 1- and 2-story commercial and retail centers set back from the street. Large parking lots front the street making these developments inconvenient to access from the sidewalk. The east side of the street is lined with 1-story commercial buildings built up to and accessed directly from the sidewalk with surface parking located behind or to the side.

North Glendale Avenue consists of two vehicular lanes in each direction with a center turn lane and on-street parallel parking. It also accommodates Metro local and Glendale Beeline service.

Civic
Open Space
Glendale Register
Historic District
Bus Stop
Gateway
Neighborhood Boundary
Arterial/Freeway
Metro Rapid Bus
Bikeway
Terminating Vista
Design Element
Amtrak/Metrolink Trains
High Speed Rail (Proposed)
Brand Street Car
Metro Light Rail Extension
Metro BRT (Proposed)
Transportation Center

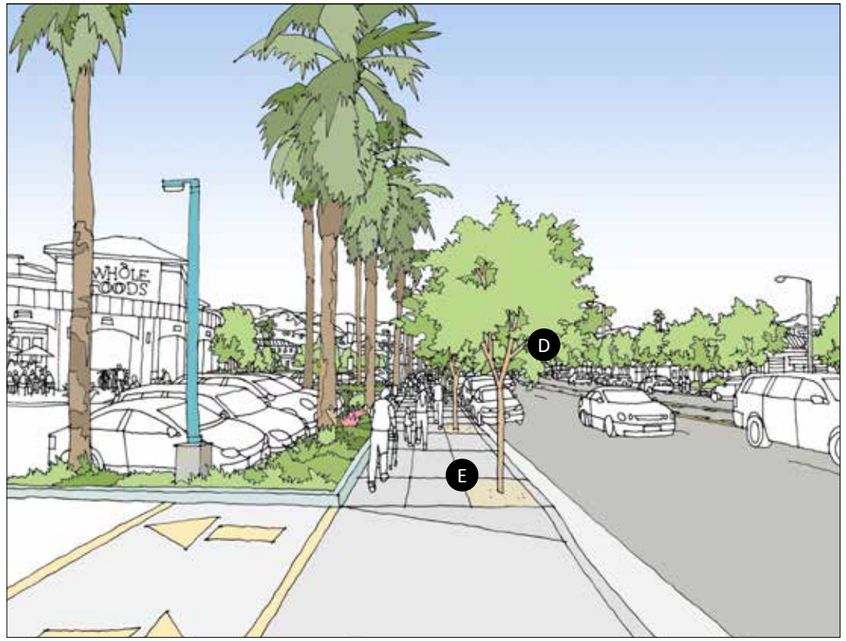
Vision

MAINTAIN: The existing 1- to 2-story character of development is maintained, but pedestrian access and connectivity is improved by introducing safe walkways through parking lots between the sidewalk and the building, adding street trees, improving bus stops, and creating a safer, more inviting pedestrian environment between surrounding residential neighborhoods and the corridor.

North Glendale Avenue's vehicular lane configuration is retained, although extended sidewalks are introduced at key intersections and mid-block. The Space 134 Freeway Cap Park is introduced over the freeway between Central Avenue and as far as Glendale Avenue.

Existing Conditions: View along Glendale Avenue near California Avenue looking north.

4B.3.1 Design Guidelines • Public Improvements



Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Transit Access and Amenities

Create more walkable and transit-friendly streets by introducing improved transit amenities such as shelters, seating, and increased transit options. Provide sufficient space for transit amenities by requiring sites located adjacent to transit stops to provide larger building setback or accommodate small plazas.

B. Intersection Improvements

Introduce sidewalk extensions (bulbouts) at intersections and mid-block to provide space for landscaping; to improve pedestrian safety by shortening pedestrian crossing distances; to provide additional space at corners for pedestrians waiting to cross the street; and to make pedestrian presence more evident to passing motorists.

C. Crosswalk Improvements

Improve existing crosswalks by adding "zebra" striping, to make these crossings more visible and evident to motorists, thereby helping to reduce potential conflicts between pedestrians and motor vehicles.

D. Street Trees for Shade and Traffic Calming

Plant street trees to improve the appearance of the corridors, create a more pedestrian-friendly environment, visually narrow the width of the street, introduce a sense of enclosure (especially in front of surface parking lots), and effectively slow and/or calm traffic. Drought tolerant street trees that have a large canopy should be selected to provide shade and comfort for pedestrians, especially during hot weather.

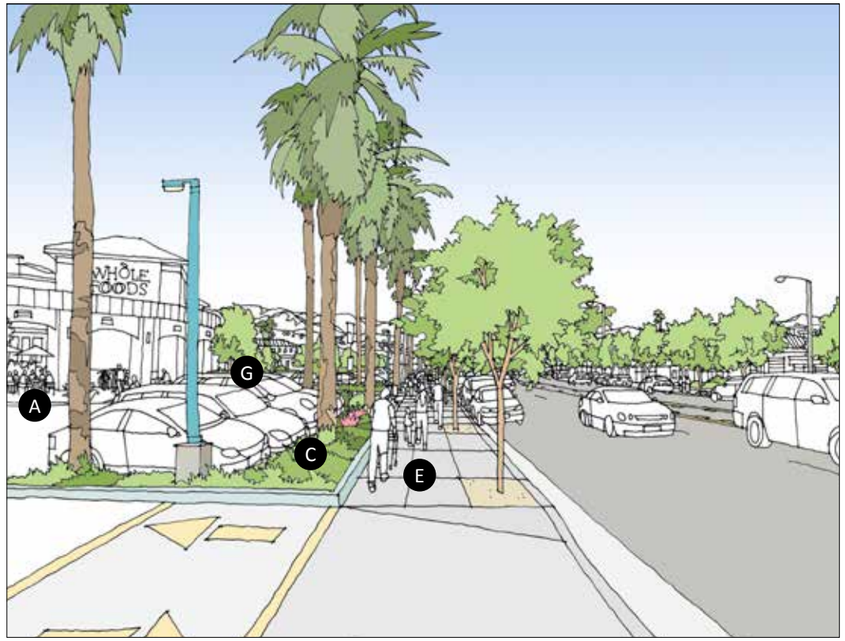
E. Improved Streetscapes

Improve the visual appearance and character of corridors and create a more pedestrian and bicycle friendly environment by introducing landscaped parkways or tree wells, planting large canopy street trees, providing seating, and adding landscaped edges at parking lots.

F. Introduce Bike Lanes and Amenities

Create a safer and better connected bicycle network by introducing dedicated bike lanes or shared lanes (sharrows) when possible. Also provide bike racks at frequent intervals.

4B.3.2 Design Guidelines • Site Planning



Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Provide Public Open Space

Encourage pedestrian activity along the street by providing street-facing outdoor area that accommodates outdoor dining, provides a place to gather, or showcases landmark features such as large canopy trees, public art and water fountains.

B. Maintain a Consistent Building Wall

New development should be located at or near the back of sidewalk and should face and be accessed from the street. Parking should be located behind or to the side of the building. Parking lots in front of buildings are discouraged. Large developments should closely follow the existing topography and should avoid the use of retaining walls.

C. Screen Parking with Retail Liners or Landscaping

For big-box development with the primary buildings located at the rear of the site, small retail liners and/or heavy landscaping (at least 3-feet in height and including trees) should be provided to screen parking from the view of the street. Also sufficient landscaping, as a buffer, should be provided between commercial developments and adjacent residential neighborhoods.

D. Corner Buildings Define the Block

Corner sites are premium locations and should be occupied by buildings rather than parking lots. Buildings occupying the corner space define the block and street and can act as landmarks. Corner buildings should address the intersection and provide sufficient room for pedestrians waiting to cross the street by setting back the building, chamfering the corner, or providing a corner entry.

E. Maintain Integrity of Sidewalks

In order to reduce potential pedestrian/auto conflicts, and to avoid disrupting pedestrian flow along the sidewalk, locate parking and drive-thru access away from intersections and preferably along side streets. Curb cuts should be the minimum number and width allowed by zoning. Loading operations should be well-screened and located away from public view.

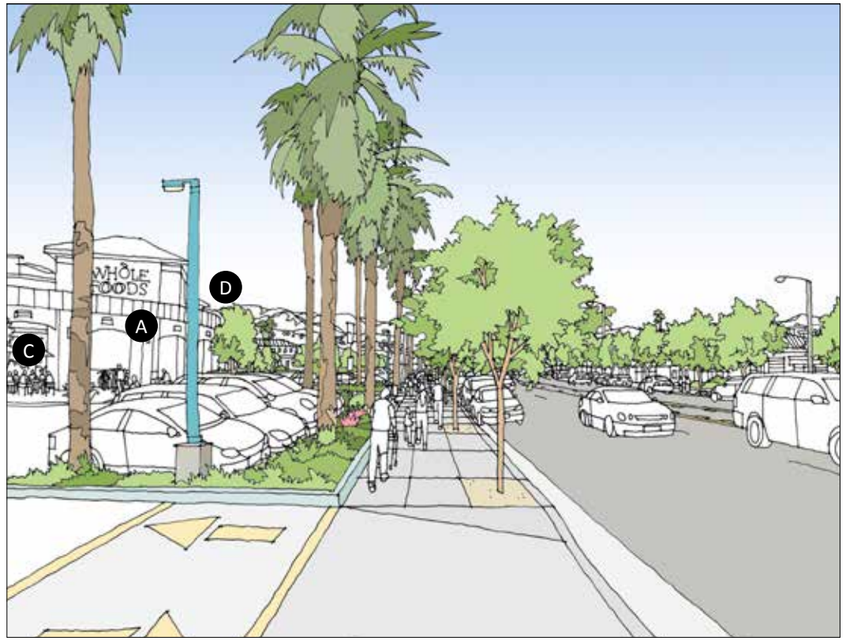
F. Defined Pedestrian Paths and Walkways

Suburban corridors are lined with uses that produce significantly more auto traffic and require more parking than pedestrian-oriented mixed-use centers. Make pedestrian navigation as safe as possible by providing clearly defined paths and walkways through parking lots to building entries. Provide decorative paving materials to differentiate pedestrian paths from drive aisles and use landscaping to separate pedestrians from automobiles.

G. Beautify Large Parking Lots with Landscaping

Landscape parking lots, driveways, and other auto circulation areas to improve the visual appearance from within the site and from adjacent properties. Screen parked cars from adjacent residential neighborhoods, adjacent streets, and on-site uses with low hedges and/or low walls. Incorporate islands landscaped with drought tolerant shrubs, groundcover, and large canopy trees to shade paved surfaces and reduce heat gain.

4B.3.3 Design Guidelines • Mass and Scale



Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Varied Materials and Architectural Elements

Use architectural elements and materials to humanize the character and scale of large buildings to help diminish the scale of the building. Overhangs, shading devices, trellis features, light fixtures, and other architectural elements can be used in combination with a variety of materials and/or colors to add interest and character to the building.

B. Step-Down to Residential Adjacencies

Buildings should transition between commercial and residential zones. Larger commercial buildings should step down to and/or locate any on-site open space adjacent to smaller-scale neighboring properties.

C. Surface Treatment

New buildings should provide an appropriate level of architectural interest. Surface detailing should not serve as a substitute for well-integrated and distinctive massing. Large, blank, unarticulated walls should be avoided. Expansive uninterupted walls or walls without fenestration, should use recesses, projections and landscaping to add character, interest, and shadow patterns.

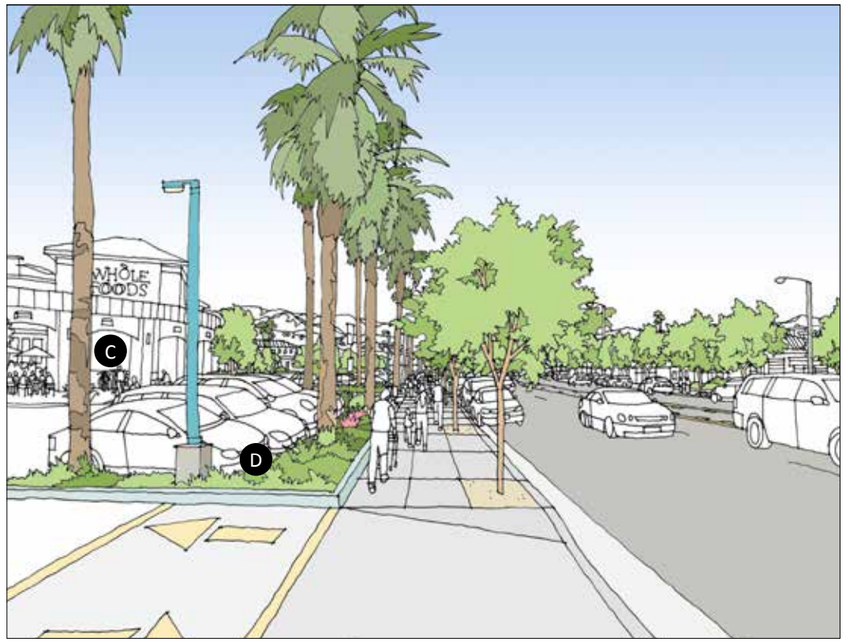
D. Varied Roof Heights

Design buildings with varying roof heights, employing higher volumes at corners or over building entries.

E. Fit With Existing Context

Buildings with a frontage 100 feet or more in length should include significant breaks and/or be designed with sufficient architectural interest to reflect existing development patterns. Strategies include dividing the facade into increments that are compatible with the massing and scale of existing development and expressing the building as a series of smaller volumes separated by open space that accommodates outdoor dining, and/or leads to enhanced entryways.

4B.3.4 Design Guidelines • Design and Detailing



Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Street Level Storefront & Maximum Transparency

Buildings should be oriented towards the sidewalk and provide storefront or display windows with clear glazing. The ground floor of all buildings should be well-crafted with quality materials including commercial quality storefront.

B. Variety of Architectural Styles

A variety of architectural styles is encouraged to generate an eclectic character along the street. The selected style should be applied consistently throughout the building, including all elevations. Ancillary structures such as enclosures for trash or utilities, should also maintain the same style and consistency in detailing and materials as the primary building.

C. Awnings and Shading Devices

Storefronts should incorporate awnings to provide shade, identify entries, and add architectural interest to the building. Canvas awnings are preferred, but other materials are also encouraged, depending on the style and materials of the primary building.

D. Landscape Treatment in Parking Lots

Parking lots should be provided with irrigated landscaping around the perimeter of the lot and within islands planted with drought tolerant trees, shrubs, ground cover or native grasses to define the layout of the parking aisles, provide shade, and enhance the overall character of the site. Consider using bioswales to capture and cleanse water runoff.

E. Materials & Color to Add Character and Interest

Utilize quality materials and a color palette appropriate for the design concept and overall setting and emphasize important design features. Use decorative paving, preferably permeable, at entryways, walkways, and outdoor areas to create an inviting, pedestrian-friendly environment and to enhance the overall quality of the project.

F. Signage and Wayfinding

The scale, location, proportion and detailing of building signage should be consistent with the overall design of the building.

4B.4 Industrial/ Creative

IND, IMU, IMU-R
35-87 du/ac
Variable Heights

The **INDUSTRIAL/CREATIVE** land use designation accommodates a wide range of light manufacturing, assembly, wholesale, warehousing, and entertainment related uses, such as sound stages and various related craft trades. The industrial/creative designation also allows residential and mixed-use infill.

The industrial/creative designation applies to properties along and near San Fernando Road, a street which is also known as the creative corridor due to the many businesses along this corridor that support the movie industry.

An **INDUSTRIAL / CREATIVE** corridor typically includes the following:

1. Building heights vary from 1- to 6-stories.
2. New buildings that front the street with well defined entries.
3. Industrial and mixed-use buildings transition to adjacent commercial or residential zones by stepping down in height and/or providing a landscaped open space buffer.
4. Transitional areas that accommodate residential, mixed-use and adaptive reuse.
5. Large industrial buildings that provide “pedestrian-scaled” features or smaller masses that step down to the street.
6. Attractive landscaped public/semi-private outdoor space that is incorporated into front/side yards.
7. On-site pedestrian and vehicle paths defined and separated from one another by landscaping or different paving.
8. Parking that is provided on-street, in surface parking lots or within the building envelope away from view of the street.
9. Parking lots that are separated from the sidewalk by a well-landscaped setback area; large parking lots provide landscaped islands planted with canopy trees.
10. Streetscapes that consist of pedestrian-friendly sidewalks lined with street trees.
11. Streets that accommodate pedestrians, bicycles, transit and autos and include on-street parking and traffic calming features.

8 Parking that is provided on-street, in surface parking lots or within the building envelope away from view of the street.

9 Parking lots that are separated from the sidewalk by a well-landscaped set back area; large parking lots provide landscaped islands planted with canopy trees.

2 New building that front the street with well-defined entries.

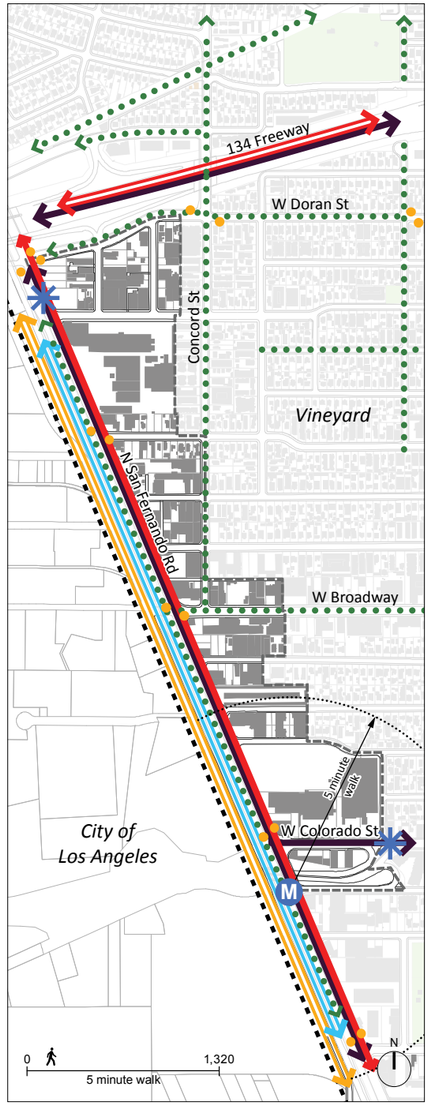
7 On-site pedestrian and vehicle paths defined and separated from one another by landscaping.

4 Transitional area accommodates residential, mixed-use and adaptive re-use.

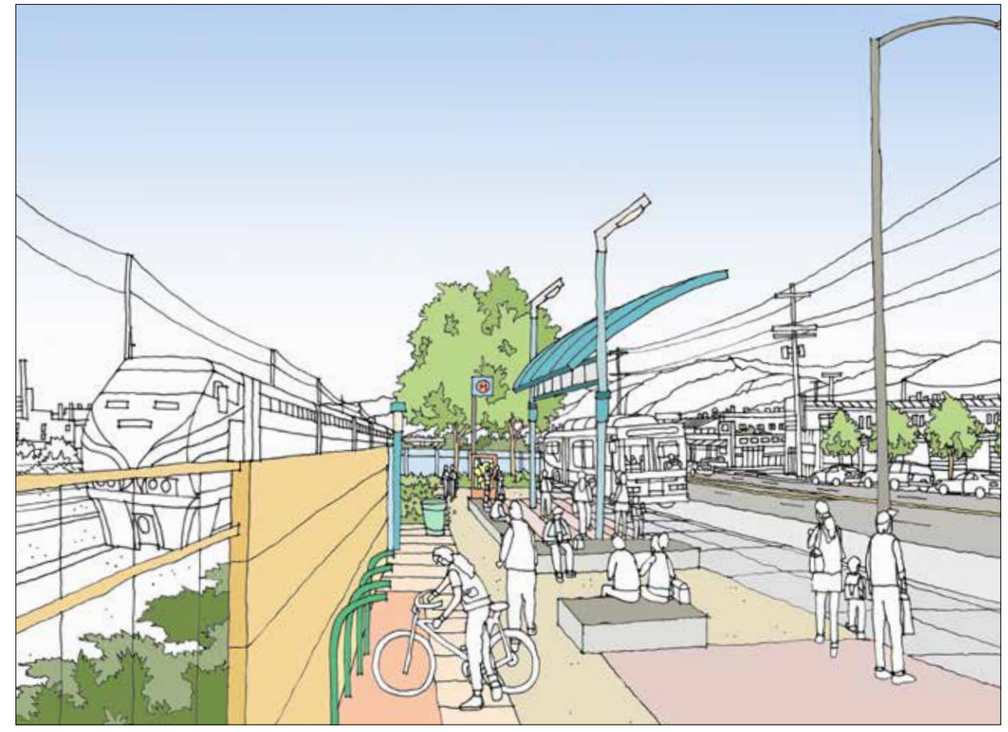
4B.4a North San Fernando Road
(North of Colorado Boulevard)

Corridor Description

The North San Fernando Road Corridor is bounded by the 134 Freeway to the north and Colorado Avenue to the south. It is a major arterial that provides access to the 134 Freeway and accommodates several well-used transit lines (Glendale Beeline and Metro Rapid, Local and Shuttle bus service). The railroad right-of-way passes along its western edge and existing at-grade crossings occur at Doran Street and Broadway, providing access to the Los Angeles River, the Riverwalk Trail, and Griffith Park. It is lined with 1- and 2-story buildings that house a variety of industrial, storage, and creative arts uses.



Civic
Open Space
Glendale Register
Historic District
Bus Stop
Gateway
Neighborhood Boundary
Arterial/Freeway
Metro Rapid Bus
Bikeway
Terminating Vista
Design Element
Amtrak/Metrolink Trains
High Speed Rail (Proposed)
Brand Street Car
Metro Light Rail Extension
Metro BRT (Proposed)
Transportation Center



Vision

ENHANCE: San Fernando Road transitions from its industrial character to a mix of light industrial, commercial, residential, and live/work uses in stand-alone and mixed-use configurations. New buildings face and are accessed from the street. The pedestrian and visual character of the street is improved with the introduction of large canopy street trees, enhanced sidewalks and pedestrian crossings, and improved transit amenities. Landscaping and public open space are expanded west of San Fernando Road to screen the railroad right-of-way, particularly if High Speed Rail is built. Future railroad track grade-separation projects are implemented and new gateway landscape and signage is introduced at Colorado Street and at San Fernando Road at Doran Street.

Existing Conditions: View along San Fernando Road near Broadway looking north.

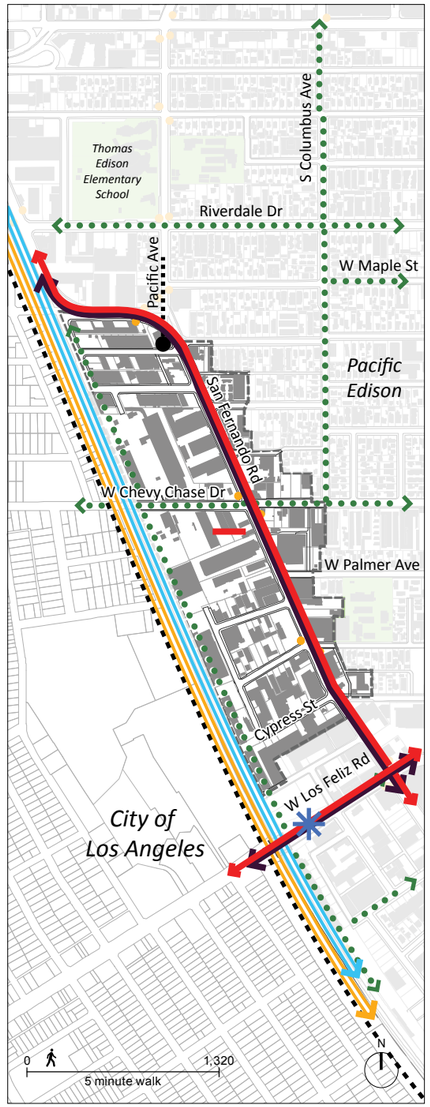
4B.4b South San Fernando Road

(South of Pacific Curve)

Corridor Description

The South San Fernando Road Corridor is bounded to the north and east by San Fernando Road, to the south by Cypress Street, and to the west by the railroad tracks. It abuts the Pacific Edison neighborhood to the east, the Tropico Transit-Oriented District and Metrolink Station to the south, and Pacific Edison Center to the north.

South San Fernando Road is a major arterial that accommodates public transit (Glendale Beeline and Metro Rapid, Local and Shuttle bus service) and heavy bicycle ridership. Chevy Chase Drive provides access to residential neighborhoods in the City of Los Angeles, while Los Feliz Boulevard serves as a primary gateway to Glendale from the west. Convenient pedestrian and bicycle connections between South San Fernando Road and Los Feliz Boulevard are lacking. In addition, closures of at-grade railroad crossings, including one at Chevy Chase Drive, may occur as part of an overall track improvement project currently under study. This corridor is evolving as older industrial buildings are being repurposed to house creative arts uses and trades that support the entertainment industry, while under-utilized parcels are being infilled with 4- to 6-story mixed-use buildings that provide new housing opportunities, including live-work units.



Civic
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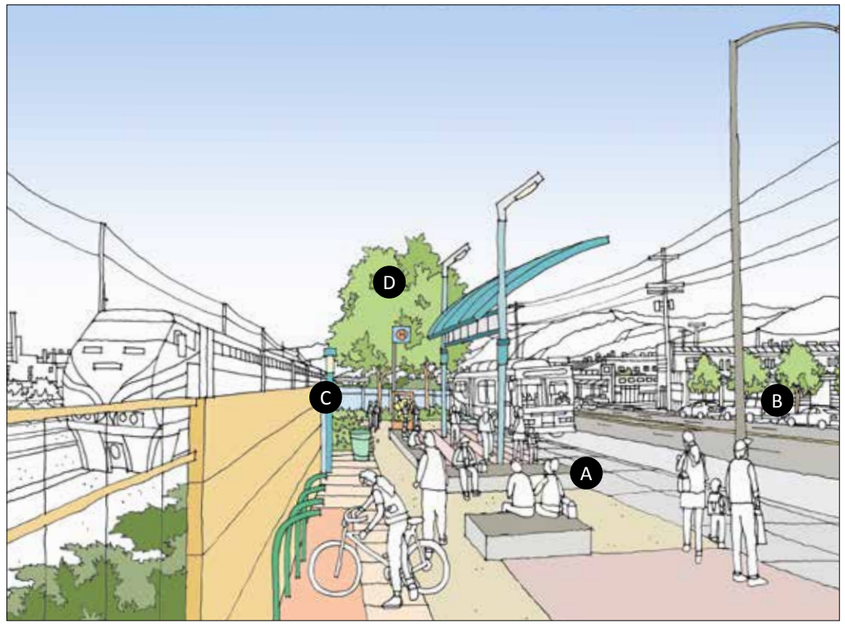
High Speed Rail (Proposed)
Brand Street Car
Metro Light Rail Extension
Metro BRT (Proposed)
Transportation Center

Vision

ENHANCE: South San Fernando Road continues to evolve into an eclectic mix of creative workshop uses and infill housing in buildings that face and are accessed from the street. The pedestrian and bicycle linkages between the neighborhoods to the east and San Fernando Road's transit and bicycle facilities as well as to the City of Los Angeles neighborhoods to the west and LA River's recreational areas are improved. In addition, some railroad crossing street closures, including the one at Chevy Chase Drive, may occur in the near future. The introduction of street trees, unique light standards, and transit amenities improves visual appearance of the area, while creating a more comfortable environment to walk and bike.

Existing Conditions: View along San Fernando looking north from Fernando Court.

4B.4.1 Design Guidelines • Public Improvements



Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Pedestrian and Transit Friendly

Provide pedestrian and transit amenities, especially along Los Feliz Boulevard and San Fernando Road, to create an inviting, walkable environment as well as to foster better connectivity to all parts of the city and the region. Add transit shelters, seating, weather protection, public art, landscaping and the necessary wayfinding signage to accommodate user needs.

B Pedestrian and Employee Open Space

Create open space for the enjoyment of area employees, residents, visitors, and transit riders. A network of pocket parks could help transform the industrial/creative area into an inviting and cohesive pedestrian-friendly corridor.

C. Pedestrian-Friendly Edges and Buffers

Create a pedestrian-friendly environment by providing wide sidewalks (5-feet wide minimum), introducing street trees and landscape at the street edge of the sidewalk and allowing on-street parallel parking that provides a barrier between pedestrians on the sidewalk and moving vehicles on the street.

D. Consistent Street Trees

Plant drought-tolerant street trees to provide shade, add a sense of enclosure to the street, serve as a character-defining attribute of the corridor, and humanize the rough, edgy industrial character of the area.

E. Maintain Existing Alley and Street Network

Preserve the existing walkable, interconnected street and alley network to enable multiple routes to various destinations, to disperse traffic, and to provide access to parking and service functions via alleyways.

F. Site and Graffiti Cleanup

Protect the Industrial/Creative Corridor and the adjacent neighborhoods from unsightly and illegal yard and building maintenance uses. Monitor sites for illegal storage and dumping of trash and hazardous materials. Promptly remove graffiti to enhance the integrity of the area for current and future owners, employees and pedestrians.

4B.4.2 Design Guidelines • Site Planning

Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Create Streetwall / Orient Towards the Street

New development should be located near the minimum required setback to create a streetwall that defines and creates a sense of enclosure along the street and block. Buildings should be oriented towards the street with ground floors that accommodate active uses that face and are accessed from the street. Building and storefront entries, including those of live-work units, should be clearly visible and easily accessible.

B. Corner Sites Feature Buildings

Corner sites should be occupied by buildings that address the intersection, provide a unique identity to the corridor, and define the block.

C. Landscaping

Landscape all areas not used for building, parking or driveways with drought tolerant native landscaping. Parking lots should be paved with permeable pavers to reduce storm water runoff and facilitate groundwater infiltration, and should be screened from adjacent buildings with trees, shrubs, and vines.

D. Incorporate Shaded Open Space

Provide outdoor areas for employees, residents, and patrons by incorporating courtyards, patios, and other open spaces into building designs. Include landscaping, shade trees, seating and other amenities to maximize the comfort and character of the space.

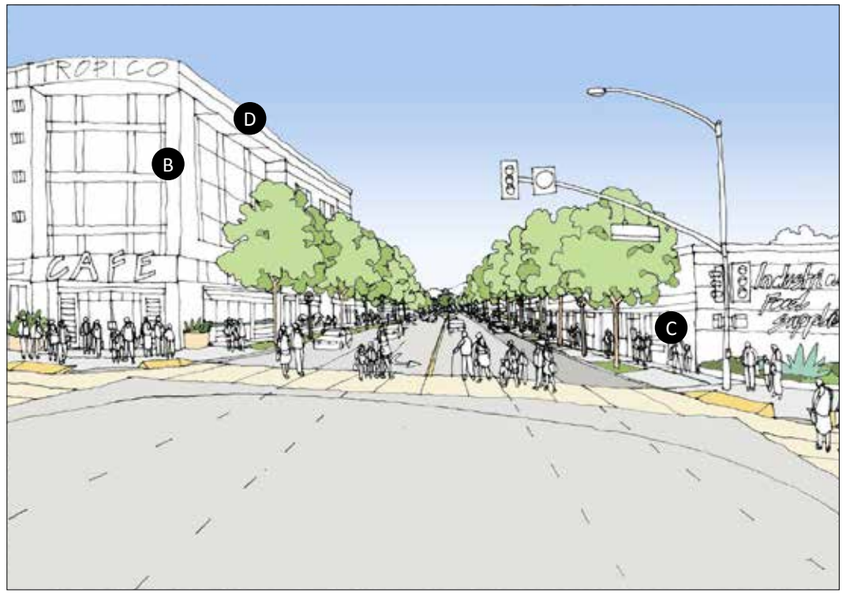
E. Transition to Adjacent Uses

Industrial buildings should be separated from adjacent residential or commercial uses with a well-landscaped open space buffer or surface parking lot that is landscaped with canopy trees. Noisy or noxious activities should be located as far away as possible from residential or commercial properties.

F. Safe Pedestrian Paths of Travel

Prevent conflicts between pedestrians and vehicles by creating a dedicated path of travel for pedestrians. Use decorative paving to distinguish the pedestrian path from the driveway, parking, or loading area or plant landscaping to separate pedestrians from vehicle and/or trucking operations.

4B.4.3 Design Guidelines • Mass and Scale



Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Break Up into Smaller Elements

Reduce the scale of very large buildings by manipulating the height, offsetting walls, introducing interesting fenestration patterns, and using a variety of materials.

B. Vary Massing and Materials to Reduce Scale

Avoid long and monolithic blank walls that lack architectural treatment. Break up the building mass with horizontal and vertical setbacks, wall offsets or major, full-height recesses that divide the building into smaller, discrete masses.

C. Provide Pedestrian-Friendly Ground Floors

Provide human scaled, pedestrian-friendly ground level facades that incorporate large windows, awnings, canopies and other architectural elements.

D. Architectural Elements

Articulate the building facade with human-scaled architectural elements such as entry canopies, cornices, awnings, overhangs, pilasters, bay windows, and balconies. The design of all architectural elements should be consistent with the building's overall style or design concept.

E. Color and Material Variations

Finish building walls with a compatible palette of materials with interesting textures and/or colors that highlight different parts of the building and break down large, expansive walls. Also consider using modular materials such as brick, metal panels, and decorative concrete block to introduce a human scale to the building's walls.

F. Varied Roof Lines

Add interest to building designs by varying the roofline, making one building volume taller than the other, adding a tower element or using sloped roofs.

4B.4.4 Design Guidelines • Design and Detailing

Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Characteristic Materials and Form

New residential, mixed-use, or industrial buildings along industrial corridors can be designed according to an industrial aesthetic through the use of bold building forms, large windows, large overhead sliding doors, metal siding, round chimney pipes and vents.

B. Adaptive Reuse

Early industrial buildings were often more creatively designed than contemporary industrial structures, incorporating interesting building and roof forms and natural lighting strategies. The adaptive re-use of these industrial buildings is encouraged. New buildings are also encouraged to use these buildings as precedents, integrating elements and features of these early buildings into their designs.

C. Parking Screen as Landscape Element

Industrial parking, yards and storage areas should be adequately screened from the view of passing pedestrians. Use landscaping, low walls and/or screens constructed of repurposed industrial materials to form a pleasant, pedestrian-friendly street edge that maintains visual connection between the sidewalk and the building/site.

D. Utilities and Service Functions

All mechanical, electrical and communications equipment should be screened from view of passing pedestrians. Noisy activities should be located away from neighboring properties. Utilities such as power lines, transformers, and wireless facilities should be placed underground. Trash enclosures should be constructed of materials consistent with the building envelope. Solar panels should be integrated into the design of the building.

E. Lighting and Security

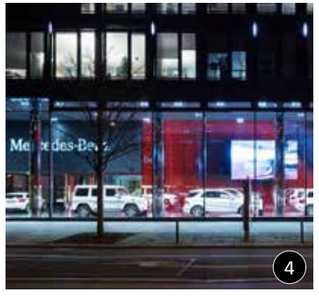
Pedestrian-scaled decorative lighting should be used to illuminate all building entries and paths of travel, and to accent architectural details. Use shielded light fixtures to direct light downward and away from adjacent properties.

F. Building Signage

Signage should be located and sited to be easily visible to passing pedestrians and motorists. Signage should be compatible in design with the rest of the building, should be designed of durable materials, should use a limited number of colors, and should be illuminated with the minimum level necessary for readability.

4B.5 Brand Boulevard of Cars

CA
0 du/ac
90 feet

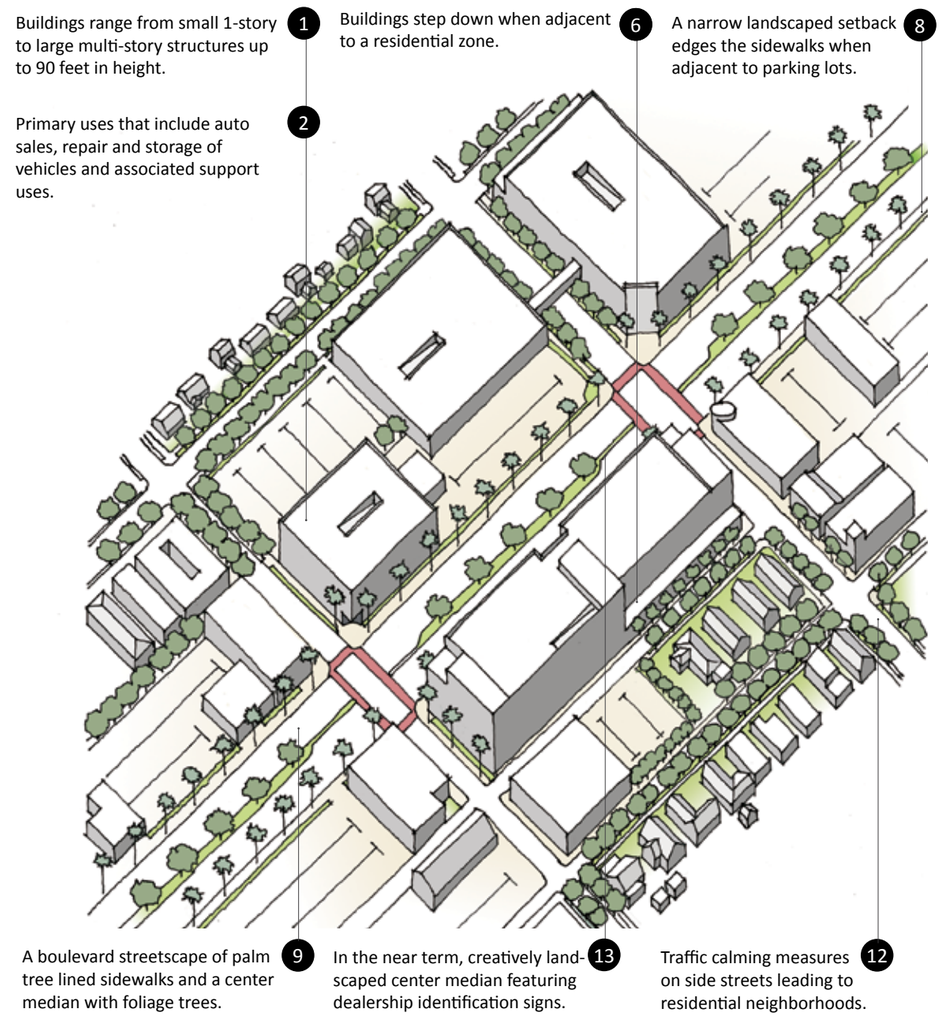


The **BRAND BOULEVARD of CARS** designation encourages auto-related uses, one of Glendale's primary economic engines along Brand Boulevard. Uses supported within this designation include automobile sales, repair and service. Commercial and retail land uses that are complementary to auto-related uses are also accommodated in this area, while new residential uses are discouraged. New development is anticipated to be four to five stories in height to support dealership expansions and associated parking storage structures.

Brand Boulevard is a major arterial well-served by transit with a wide, majestic, landscaped median running down its center. Attractive buildings, creative landscaping and signage, and convenient access for vehicles and pedestrians maintains the physical and economic vitality of Brand Boulevard of Cars.

The **BRAND BOULEVARD of CARS** includes the following:

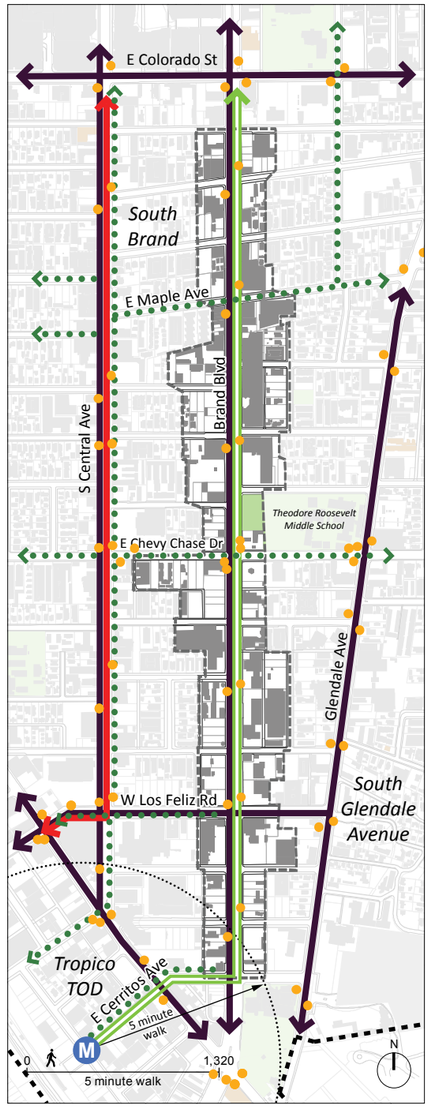
1. Building range from small 1-story to large multi-story structures up to 90 feet in height.
2. Primary uses that include auto sales, repair and storage of vehicles and associated support uses.
3. New buildings that are located at the back of sidewalk in order to define and infill the streetwall.
4. Ground floors, including dealer showrooms, that have maximum transparency and are accessed from adjacent sidewalks.
5. Corner lots that accommodate buildings, not parking, to define blocks.
6. Buildings step-down to adjacent residential zones.
7. A landscaped buffer separates the commercial and residential zones.
8. Parking lots screened from sidewalks by low landscaping.
9. A unified boulevard streetscape comprised of palm tree lined sidewalks and a center median with foliage trees.
10. Existing car dealership bridges over residential side-streets; new bridges strongly discourged.
11. On-street parking.
12. Traffic calming measures along side streets leading to residential neighborhoods.
13. In the near term, creatively landscaped center median featuring dealership identification signs; in the long term, a streetcar is introduced in the center median.



4B.5a Brand Boulevard of Cars

Corridor Description

As it's name suggests, Brand Boulevard between Colorado Street to the north and Cerritos Street to the south, has been lined with automobile dealerships since 1915. By 1920, the Boulevard was lined by 18 dealerships. Brand Boulevard was the route of the historic Pacific Electric Railway Streetcars that connected Downtown Los Angeles, through Glendale, to Burbank. Today it is still lined primarily by auto-related businesses, including new and pre-owned dealerships and auto rental establishments. The median is still there, but now is landscaped. The existing street character consists of a mix of buildings built at and accessed from the sidewalk, buildings setback behind parking lots, and stand-alone parking lots. The roadway itself consists of two travel lanes in each direction separated by a landscaped center median with angled parking on both sides of the street. Sidewalks are planted with majestic rows of palm trees.



Vision

ENHANCE: The future vision for the Brand Boulevard of Cars is rooted in its over 100 year long history of providing a stately place for automotive dealerships and their supporting uses and to maintain its position as a premier auto row. As dealerships expand, 4- and 5-story buildings and parking structures are introduced and complementary commercial and retail uses are expanded. Streetscape enhancements include improving pedestrian and public transit access and upgrading the center median with drought tolerant landscaping and creative signage. As funding becomes available, a streetcar is introduced along Brand Boulevard within the center median, connecting Glendale's Tropico Station to Burbank.

Existing Conditions: View along Brand Boulevard looking north towards Maple Avenue.

4B.5.1 Design Guidelines • Public Improvements

Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Signage and Public Art in the Median

Create a distinct identity for the Brand Boulevard of Cars by implementing a creative signage program to upgrade the median dealership identification signs to be more eye catching and artistic. Also, enhance the median with drought-tolerant, flowering or colorful plant and street tree species. Over time, when funding is available, introduce a streetcar down the center of the median. Provide highly visible crosswalks connecting the sidewalks with streetcar stops.

B. Pedestrian and Transit Amenities

Enhance amenities that encourage increased pedestrian and transit activity along Brand Boulevard including: convenient locations for transit stops, shelters, seating, route and schedule information; open spaces that provide seating and protection from the sun and inclement weather; and highly visible crosswalks across Brand Boulevard.

C. Infill Palm Trees

The palm trees edging Brand Boulevard are essential to defining the boulevard character of the street. They function as a unifying element on a street where a streetwall of continuous building facades is missing due to the presence of large parking lots that display and store cars. Existng palms should be well-maintained and missing ones should be replanted.

D. Street Lighting

Introduce unique light standards that, together with the palm trees, help define the street edge and convey a distinctive and high-quality character to the Brand Boulevard of Cars.

E. Calm Traffic in Adjacent Residential Areas

Work with dealers to move auto delivery functions off of side streets and onto dealership lots. Also consider staging auto deliveries along Brand Boulevard during early hours or at night. Introduce traffic-calming measures along side streets to discourage pass-through traffic and speeding within the adjacent residential neighborhood.

4B.5.2 Design Guidelines • Site Planning Site

Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Maintain Building Wall

New development should be built up to the minimum required setback to create a streetwall that defines the street and block. Street-facing parking lots should be screened with a low hedge or wall and landscaping.

B. Incorporate Open Space Near Transit Stop

New development, particularly properties adjacent to transit stops, should provide adequate space for patrons waiting for transit. This can be accomplished by setting buildings back to create wider sidewalks, or providing space for a small plaza.

C. Corner Sites

Visible from two streets, corners sites are prime real estate that should be occupied by buildings rather than parking lots. Consider emphasizing the corner location by providing a tower element, locating a grand showroom, or setting the building back behind a small planter. Also consider chamfering the corner to provide additional space for pedestrians waiting to cross the street.

D. Landscape Buffer at Street Edge

Provide a landscape buffer between the setback and the sidewalk to improve the quality and character of the pedestrian experience and to heighten Brand Boulevard's unique status within the City.

E. Setback from Residential

Provide a landscaped setback along side street frontages that are adjacent to residential zones in order to improve the transition between the large buildings along Brand Boulevard and the finer-grained buildings of the residential neighborhoods. Landscaping should include trees, shrubs and other plants of significant size. Also plant a landscape screen between the commercial and residential uses.

F. Driveway Locations

Locate driveways away from the primary pedestrian path and locate service drives and functions off of alleyways and side streets and away from public view.

4B.5.3 Design Guidelines • Mass and Scale

Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Offset Walls to Reduce Bulk

Reduce the bulk of large buildings by introducing full height recesses that break the facades into smaller discrete masses, or by stepping back upper floors to reduce the building mass, especially next to residential buildings.

B. Differentiate the Base, Middle and Top of Building

Design building facades with a discernible base, middle and top. Design the street level facade with the highest level of details, using high quality, durable materials and finishes that are interesting to passing pedestrians and can withstand daily wear and tear. The top of the building can be designed with an interesting skyline profile while the middle of the building can be more straightforward and plain in its design.

C. An Ordered Assembly of Smaller Elements

Reduce the mass and scale of new buildings that are significantly larger than existing structures and/or that are built on combined lots by dividing the facade up into volumes, increments or bays based on the underlying, historical lotting pattern.

D. Address the Intersection

Corner buildings should address the intersection in a unique manner, such as with a tower element, a prominent corner entry, or an eye-catching showroom window. Alternatively, corners can accommodate landscaped open space, or plazas, especially when adjacent to a transit stop.

E. Roof Articulation

Create an interesting skyline and reduce the perceived mass and volume of large buildings by incorporating a varied roofline. Use roof forms to highlight important showrooms or tower elements, to disguise an additional floor or just to soften the top of a boxy building mass.

4B.5.4 Design Guidelines • Design and Detailing

Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Transparency & Enhanced Detail at Street Level

With the goal of showcasing automobile merchandise, including automobiles, and creating an inviting and interesting environment, design the facades of ground floor shopfronts and showrooms to be as transparent as possible. Building entries should be accessible and clearly defined. Blank walls should be avoided.

B. Varied High-Quality Materials

Use a variety of high-quality and complementary materials to add texture, color,or patterning to the facade. Variations in surface materials and the use of modular materials such as brick, stone, or metal panels can add character and distinction to a simple building mass.

C. Fencing

Parking lots that front the street should be screened with low hedges or low decorative walls and landscaping between the wall and sidewalk. Tall fencing may be provided for security purposes, provided it is decorative in nature and features landscaping at its base. Chain link fencing is not appropriate.

D. Well-Designed Landscape and Hardscape

Hardscape and landscape should complement the overall character of the building. Use drought-tolerant plant materials and employ sustainable stormwater strategies, such as permeable pavers or rain gardens, to cleanse on-site stormwater run-off.

E. Lighting

Lighting should be used judiciously to highlight building accents, illuminate merchandise, including cars for sale, and provide general overhead area lighting. Use well-designed light fixtures appropriate to the overall building design and use. Use the minimum practical lumens necessary to allow for safe pedestrian and vehicular maneuvering throughout the site. Shield fixtures to avoid glare and light seepage onto neighboring properties.

F. Signage Program

Signage should be integrated into the building design and should not be the dominant feature of the building facade. Dealership signage that identifies the business and address and internal wayfinding signage should be designed according to a harmonious, well-conceived signage program consistent with the city's signage guidelines. Signage should be visible to pedestrians and motorists alike and should avoid wordy text, multiple colors, and intense lighting.

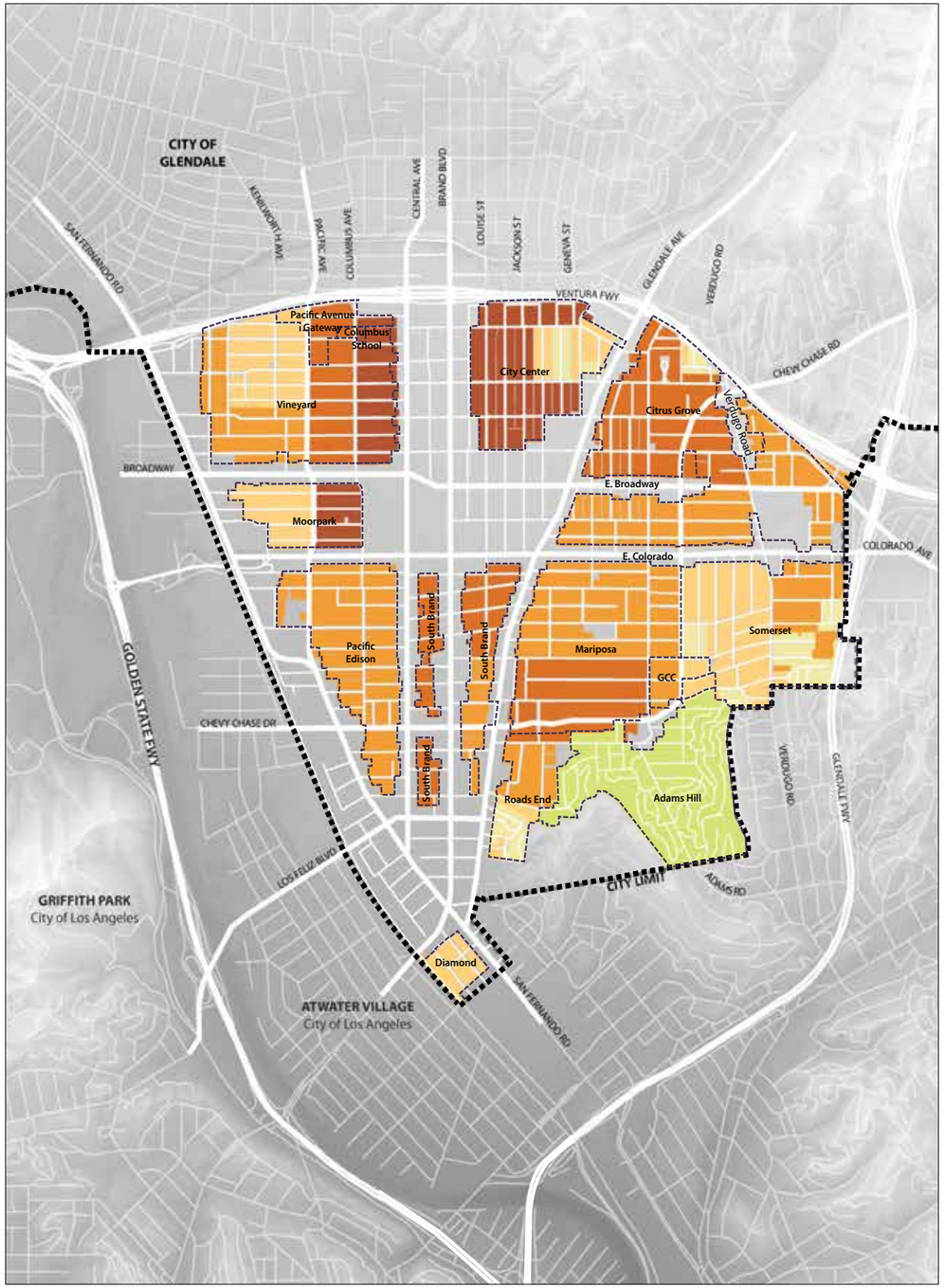
4C Neighborhoods

Glendale's residential neighborhoods range from low density single-family hillside areas built next to natural open space, to older single-family neighborhoods in the flatlands, to high-density, multi-story apartments and condominiums surrounding Glendale's downtown. Density and building scale are the main differences between these neighborhoods, as reflected by three single-family and four multi-family residential land use and density categories. Varying development standards and design guidelines ensure that new development allows growth that is consistent with the General Plan Land Use Element and the Community Plan residential designations.

Multi-Family

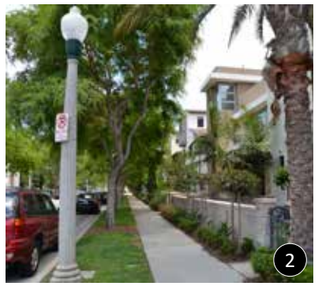
Single-Family

Single-Family Hillside



4C.1 Multi-Family

R-1250, R-1650, R-2250, R-3050
14-35 du/ac
2-3 stories



MULTI-FAMILY neighborhoods are safe, active, pedestrian-oriented areas that contain row houses, courtyard apartments, and other multifamily types that clearly define and activate the public street edge. These neighborhoods are convenient to and within walking distance of transit, shopping, parks and other public gathering spaces.

High Density: 35 units/acre.
Up to 40 units/acre on lots 90 feet wide or more and when a greater amount or quality of open space and amenities are provided.

Medium High Density: 26 units/acre.
Up to 33 units/acre on lots 90 feet wide or more and when a greater amount or quality of open space and amenities are provided.

Medium Density: 19 units/acre.
Up to 24 units/acre on lots 90 feet wide or more and when a greater amount or quality of open space and amenities are provided.

Moderate Density: 14 units /acre.

MULTI-FAMILY neighborhoods typically include the following:

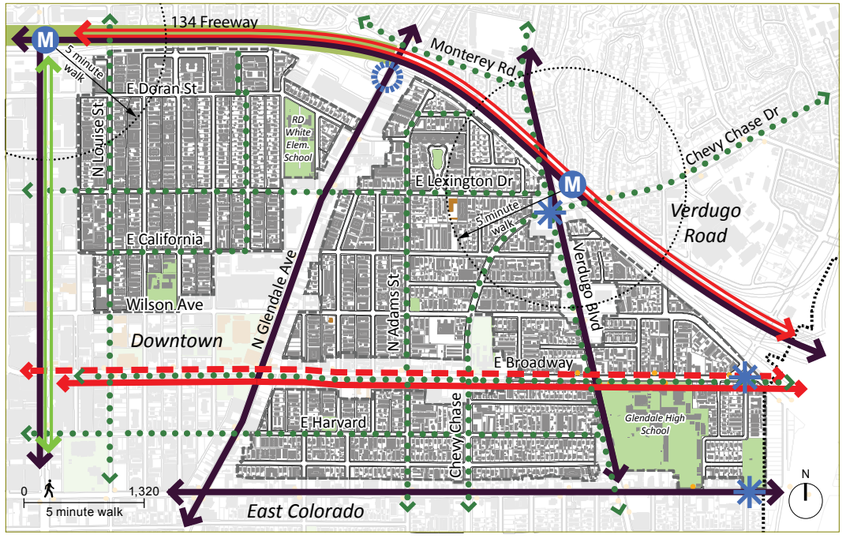
1. 1- to 3-story multi-family buildings.
2. A dominant streetwall comprised of buildings set back behind a consistent landscaped front yard and minimal side yards.
3. Combined lots maintain the fine-grain building character of the underlying lot size and neighborhood character.
4. Multi-family housing that steps down to adjacent single-family residences.
5. Bar or courtyard buildings are typical building forms.
6. Shared on-site open space; access to a nearby community park or open space.
7. Private balconies (projecting or recessed) are common.
8. Shared entry lobbies are common; residential stoops are a desirable feature.
9. Parking is subterranean, partially submerged or at grade and screened from view.
10. Parking and services accessed from rear alley, when present.
11. Orthogonal street layouts; excessively long blocks provide mid-block passages.
12. Narrow, tree-lined streets with sidewalks typically lined by a landscaped parkway.

4C.1a City Center - Citrus Grove

Neighborhood Description

The City Center and Citrus Grove residential neighborhoods, located north of East Colorado Street between Louise Street and the 134 Freeway, encompasses portions of the original Town of Glendale Tract. Historically these neighborhoods consisted primarily of single-family houses on 50-foot wide lots. Over time, many of these houses were replaced with medium to high-density multi-family buildings, sometimes on combined lots up to three lots wide. Both single-family and multi-family buildings within these neighborhoods are set back behind shallow front yards.

All neighborhood streets within the City Center and Citrus Grove neighborhoods have sidewalks separated from the street by a continuous landscaped parkway planted with street trees. Pedestrian-scaled street lights are also present, alternating from one side of the street to the other. These neighborhoods are crisscrossed by bike paths and are located within walking distance of existing bus lines along Glendale Avenue, Verdugo Avenue, and East Colorado Street, a potential street car along Brand Boulevard, and a potential Bus Rapid Transit (BRT) or Light Rail Transit (LRT) line along the 134 Freeway.



Civic
Open Space
Glendale Register
Historic District
Bus Stop
Gateway
Neighborhood Boundary
Arterial/Freeway
Metro Rapid Bus
Bikeway
Terminating Vista
Design Element
Amtrak/Metrolink Trains
High Speed Rail (Proposed)
Brand Street Car
Metro Light Rail Extension
Metro BRT (Proposed)
Transportation Center

Vision

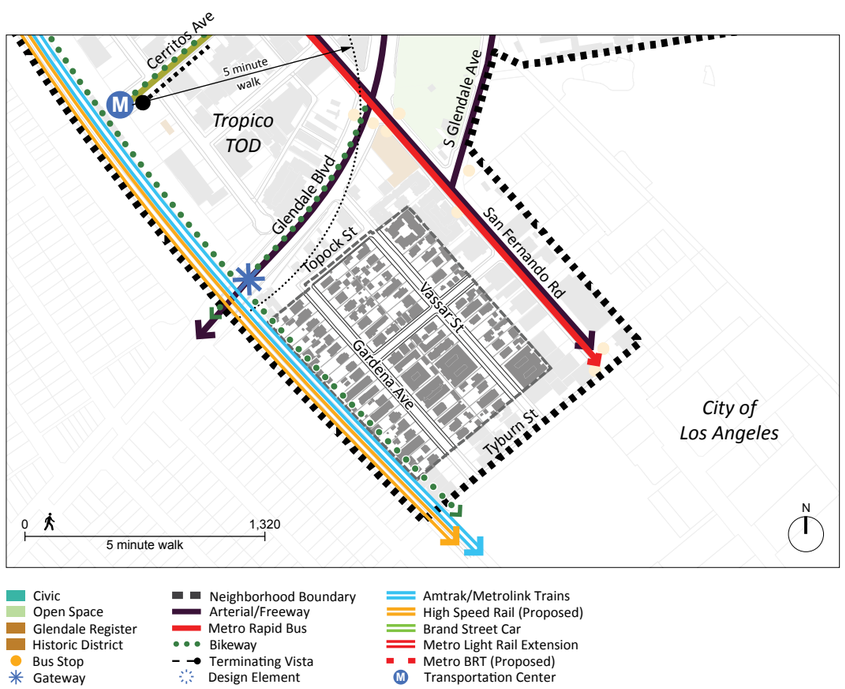
MAINTAIN and MAINTAIN/ENHANCE: The vision for the City Center and Citrus Grove neighborhoods is to maintain the existing pattern of street-facing house-scale buildings consistently set back from the sidewalk behind front yards. New multi-family buildings maintain the relatively fine-grained scale and character of the original 50-foot wide lots through facade and massing articulation and frontage elements such as stoops, porches and balconies. Buildings face the street with ample windows and are accessed from the sidewalk. Sidewalks are maintained and parkways are planted with drought tolerant landscaping, or enhancing the aesthetic character of the neighborhoods, while also providing inviting places to walk and bike to transit lines on nearby corridors and the proposed Space 134 Freeway Cap Park.

Existing Conditions: View along Doran Street near Geneva Street looking east.

4C.1b Diamond

Neighborhood Description

The Diamond neighborhood, located west of San Fernando Road and south of South Brand Boulevard, is Glendale's most southerly residential neighborhood. Located just south of Tropico Station, this neighborhood consists of moderate density apartments and condominiums (located primarily south of Princeton Street), and lower density single-family homes and duplexes (located north of Princeton Street). Many of the houses date back to the 1910's, 1920's, and 1930's and are fine examples of the Craftsman style. San Fernando Road, Brand Boulevard, and Tyburn Street are lined with commercial and light industrial uses. The neighborhood streets are lined with sidewalks and landscaped parkways planted with street trees, including majestic rows of palm trees along Vassar Street and Garden Avenue. Buildings along San Fernando Road tend to be located near and are accessed from the sidewalk. Street trees have recently been planted along San Fernando Road. Due to its proximity to the railroad tracks and proposed High Speed Rail lines, the Diamond Neighborhood is subject to heightened noise levels.



Vision

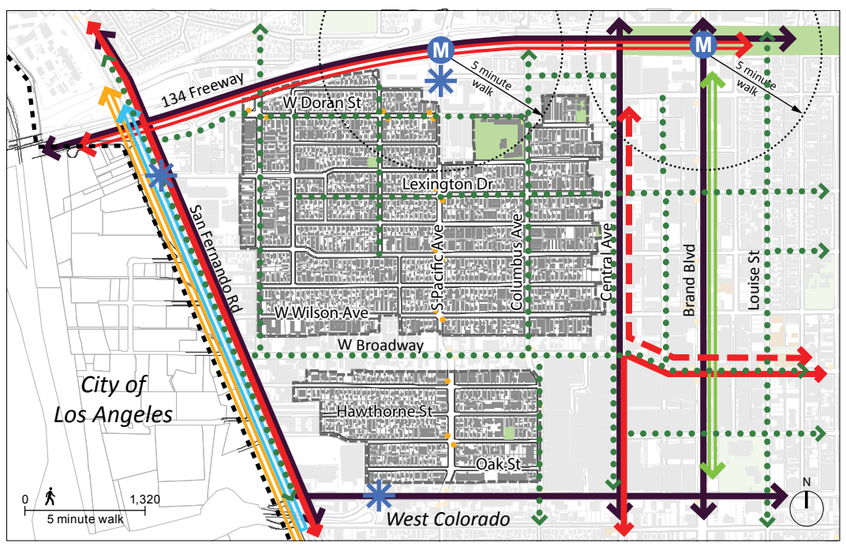
MAINTAIN: The neighborhood character is preserved and the Craftsman bungalows are preserved, particularly if a historic district is formed by interested residents. New buildings, set back behind front yards, respect the house-scale massing of the original single-family houses. Sidewalks with continuous parkway planters and consistent street trees, especially the palms along Vassar Street and Garden Avenue, are maintained. New commercial, mixed-use, or multi-family buildings along San Fernando Road, Tyburn Street and Brand Boulevard are close to and accessed from the sidewalk. A better pedestrian connection to Tropico Station is introduced across Brand Boulevard and sound attenuation walls are built along the railroad tracks..

Existing Conditions: View along Vassar Street looking south.

4C.1c Moorpark and Vineyard

Neighborhood Description

The original town of Glendale formed in what are now portions of the Moorpark and Vineyard neighborhoods. Located west of Central Avenue and north of Colorado Street, these two neighborhoods consist primarily of single-family houses on 50-foot wide lots. Some parcels have been developed with multi-family buildings, either on single lots or combined lots. All buildings are set back behind front yards with the multi-family buildings generally conforming to the setbacks of the single-family houses. Streets are lined with sidewalks separated from the street by continuous landscaped parkways planted with street trees. Moorpark and Vineyard are within walking and biking distance to existing bus routes along Central Avenue, Pacific Avenue, Colorado Street, and San Fernando Road and to potential Bus Rapid Transit (BRT) or Light Rail Transit (LRT) stations along the 134 Freeway. In addition, a pedestrian underpass beneath the 134 Freeway connects Vineyard to Fremont Road just north of the freeway.



Vision

MAINTAIN: The street character of the Moorpark and Vineyard neighborhoods is maintained. Missing street trees are reintroduced and the continuous parkways are planted with drought-tolerant landscaping. Bulbouts and crosswalk striping are introduced at key intersections, especially along bicycle routes. New buildings fit into the neighborhood and contribute to pedestrian-friendly streets by employing massing and facade designs that respect the original 50-foot wide lot pattern, face the street with inviting entries accessed through stoops and porches, and provide ample street facing windows. Existing multi-lot buildings are renovated to include street-facing windows, balconies, and other architectural features, and their facades are divided into increments with different materials and/or colors that match the original pattern. The pedestrian connection beneath the 134 Freeway to Fremont Park is retained and enhanced.

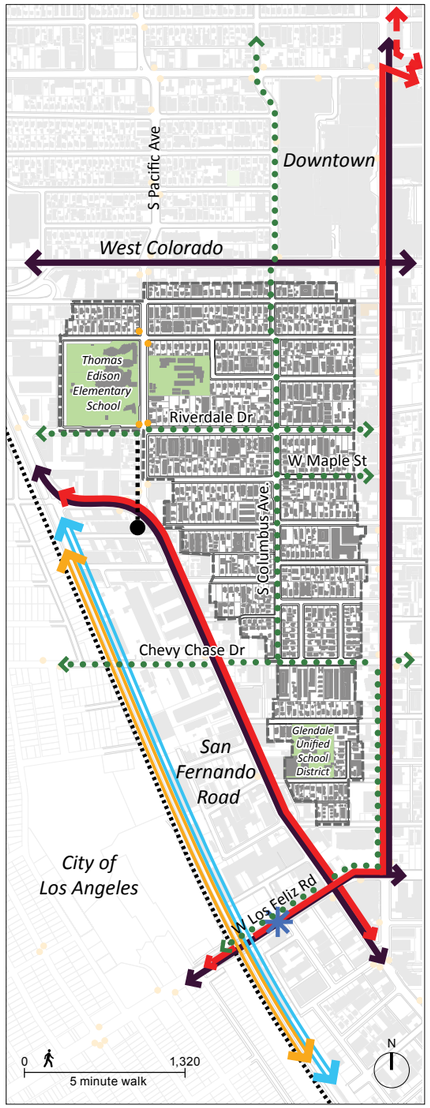
Existing Conditions: View along Columbus Avenue looking south from Lexington Drive.

4C.1d Pacific Edison

Neighborhood Description

Pacific Edison is generally bounded by Central Avenue, Colorado Street, San Fernando Road, and Los Feliz Road. It consists of a mix of single-family houses and multi-family buildings with some areas consisting almost exclusively of multi-family buildings, particularly along and near Riverdale Drive and Chevy Chase Avenue. Multi-family buildings generally conform to the prevalent setbacks along the block. Scattered throughout Pacific Edison are a number of pre-World War II, multi-family buildings, including a series of bungalow courts along Riverdale Drive, that are virtually indistinguishable in their form and character from single-family houses

Like most of the neighborhoods within the South Glendale Community Plan area, streets are lined with sidewalks separated from the street by a continuous, landscaped parkway, planted with street trees. Street tree cover is more complete on some streets and less complete on others. The completion of the Edison School/Pacific Park project in the 1990's introduced an important community amenity to the Pacific Edison neighborhood. Like South Glendale's other neighborhoods, Pacific Edison is served by a robust bike network and is within easy walking and biking distance of transit along nearby corridors.



Vision

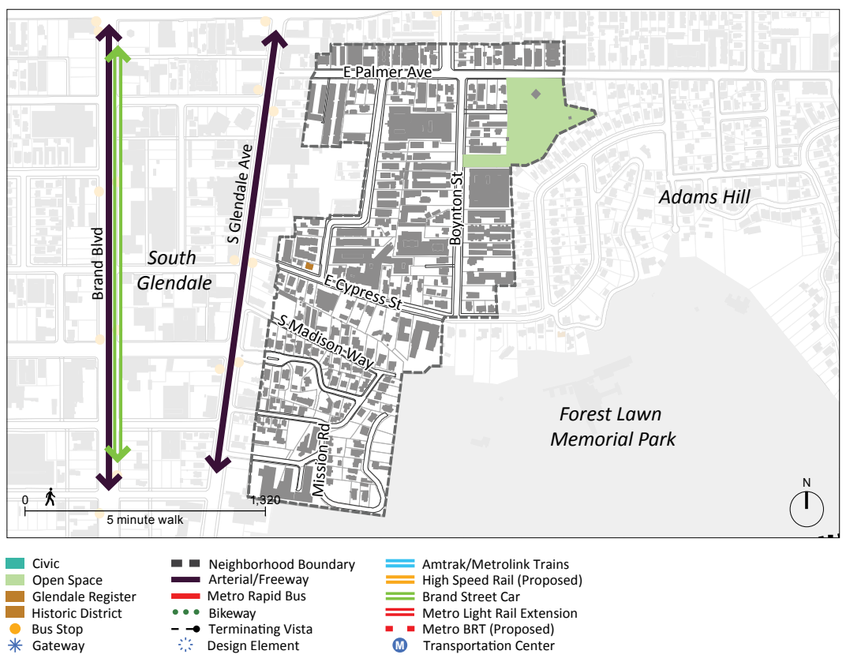
MAINTAIN and MAINTAIN/ENHANCE: Pacific Edison's neighborhood character is maintained. New buildings conform to the prevalent setbacks along the block and respect the massing and scale of existing single-family houses. Meanwhile, Pacific Edison's pre-World War II multi-family buildings are preserved. Its walkable network of tree-lined sidewalks and continuous landscaped parkways separating the street and sidewalk are preserved. Existing street trees are maintained and missing ones are replanted. Columbus street is narrowed and a linear park is introduced along its west side between Vine street and Windsor Road, providing passive open space for the enjoyment of surrounding residents. Pacific Edison's bike network is maintained and enhanced to provide better connection to Pacific Park and nearby transit.

Existing Conditions: Birdseye view of Columbus Avenue near Maple Street.

4C.1e Roads End

Neighborhood Description

Roads End, located east of South Glendale Avenue and South of East Palmer Avenue, is characterized by an eclectic mix of housing types and densities. Between Cypress Street and Palmer Avenue, Roads End consists primarily of moderate and medium density multi-family buildings, including senior and convalescent housing. South of Cypress Street, single-family homes occupy the hillsides and border Forest Lawn Memorial Park. Both single-family and multi-family buildings are setback behind small front yards. With the exception of the hillside streets located towards the southern edge of Roads End, most streets are lined with sidewalks. North of Cypress Street, sidewalks are separated from the roadway by parkways and planted with street trees. South of Cypress Street, sidewalks are located right next to the curb. Along the eastern edge of Roads End is Palmer Park, a local neighborhood park that provides open space, children's play equipment, and half-court basketball courts.



Vision

MAINTAIN: The residential character of each portion of Roads End - the primarily multi-family blocks north of Cypress Street and the single-family blocks south of Cypress Street - is maintained. New buildings fit into the context with compatible massing,conform to the predominant setbacks along the block, and face the street with building entries and ample windows. North of Cypress Street, existing street trees are maintained and missing ones are replanted.

Existing Conditions: View of Palmer Avenue near Mariposa Street looking west.

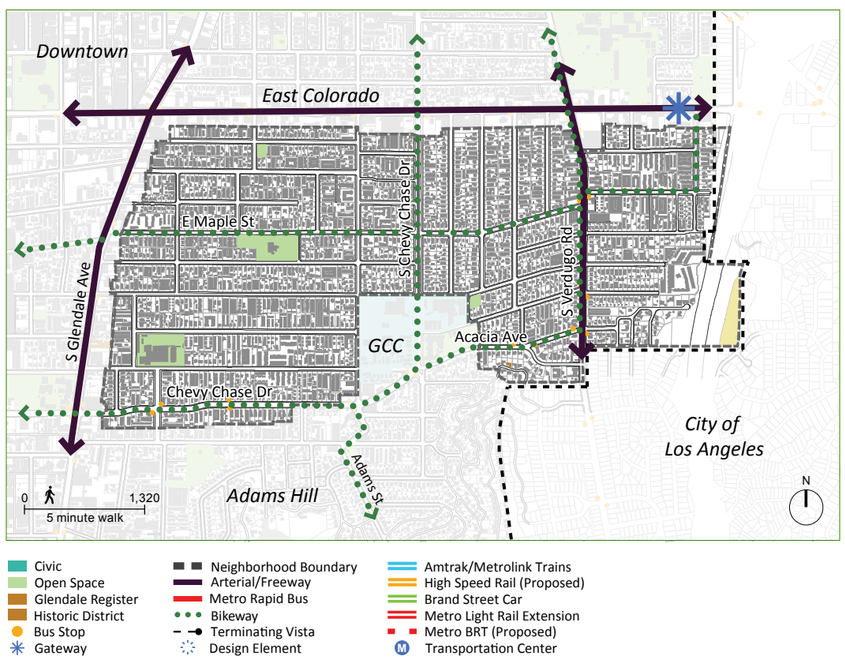
4C.1f Somerset - Mariposa

Neighborhood Description

The Somerset-Mariposa residential neighborhood consists of two neighborhoods. Mariposa is roughly boarded by Colorado Street to the north, Glendale Avenue to the west, and Chevy Chase Drive to the south and east. Somerset lies to the east, bounded by Colorado Street; Chevy Chase Drive to the west, Acacia Avenue to the south and the 2 Freeway to the east. Originally these two neighborhoods consisted primarily of single-family houses on 50-foot wide lots.

Today, the Mariposa neighborhood consists mainly of multi-family buildings with small pockets of single-family houses, while the Somerset neighborhood has a higher percentage of single-family houses and the multi-family buildings tend to be built on single lots.

Buildings in both neighborhoods are set back relatively consistently from the street behind front yards. Sidewalks are present on both sides of most streets and are separated from all streets by continuous, landscaped parkways planted with street trees, although street tree coverage is incomplete along most streets and some parkways have been filled with concrete.



Vision

MAINTAIN and MAINTAIN/ENHANCE The vision for Somerset -Mariposa is to maintain the existing character of the residential neighborhood east of South Chevy Chase. West of South Chevy Chase Drive, existing buildings are improved and streets are enhanced with streetscape improvements such as bikeways and street trees.

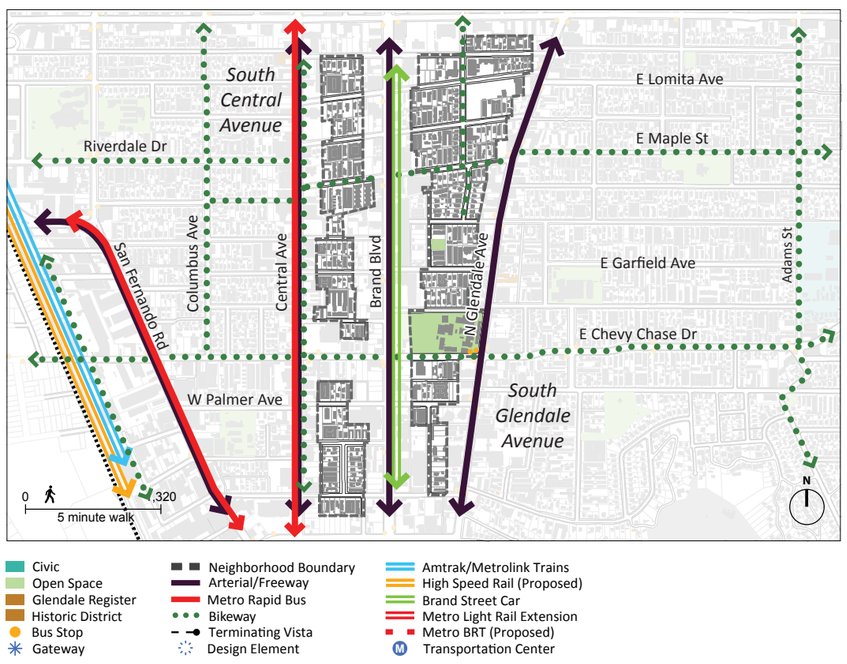
New buildings are setback behind front yards according to the prevalent setbacks along the block. They face and are accessed from the sidewalk and have facade and massing articulation that fits into the original 50-foot wide lot pattern. Missing street trees are planted and continuous parkways are maintained and landscaped, rather than filled in with concrete. In instances where blocks are excessively long, opportunities to create through-block pedestrian connections and open space are considered.

Existing Conditions: Birdseye view of the Somerset-Mariposa neighborhoods looking north.

4C.1g South Brand

Neighborhood Description

The South Brand Neighborhood consists of the properties located immediately to the east and to the west of the commercial development along Brand Boulevard between Colorado Street and Cypress Street. As with so many of Glendale's multi-family neighborhoods, the South Brand neighborhood originally consisted primarily of single-family houses on 50-foot wide lots interspersed with house-scale multi-family buildings such as duplexes, courtyards, and small apartment buildings. Over the years some of these lots have been filled in with medium to high-density, multi-family buildings, some on the original 50-foot wide lots, others on combined lots. The existing street network is interconnected and walkable, consists of sidewalks separated from the street by landscaped parkways planted with street trees, although street tree cover in many areas is incomplete. A consequence of being located near Brand Boulevard, parking for commercial activities overflows into neighborhood streets resulting in chronic parking shortages.

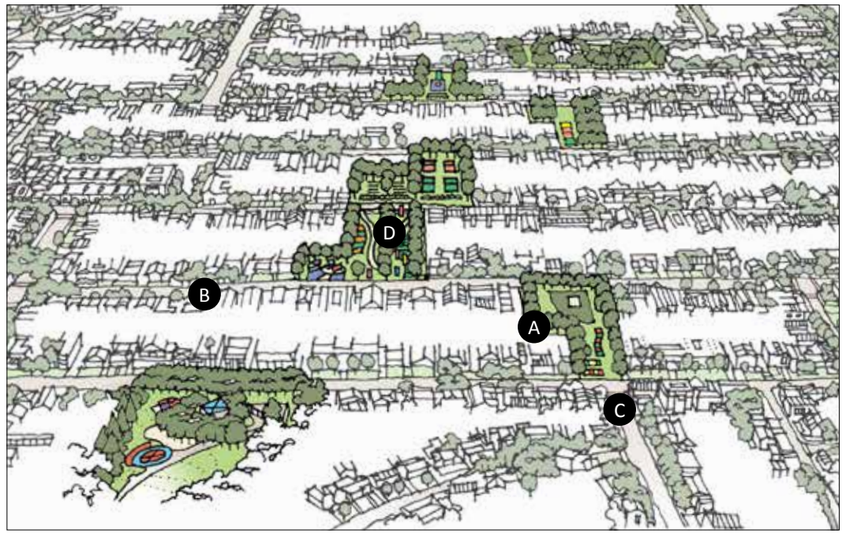


Vision

MAINTAIN and MAINTAIN/ENHANCE: The character of the South Brand Neighborhood is maintained. New buildings face the street and are setback behind front yards. Their scale and massing is mindful of existing buildings especially single-family houses. Missing street trees are planted and parkways are planted with drought tolerant plants. The transition between Brand Boulevard's commercial buildings, many of which are auto dealerships, and the South Brand Neighborhoods is enhanced by screening commercial parking lots with landscaping and transforming setback areas into neighborhood pocket parks. Parking lots and commercial uses are screened from view of residential buildings with significant landscaping. Parking management strategies are implemented to reduce commercial spill-over parking and ensure there is enough parking for neighborhood residents.

Existing Conditions: View along South Maryland Avenue looking north.

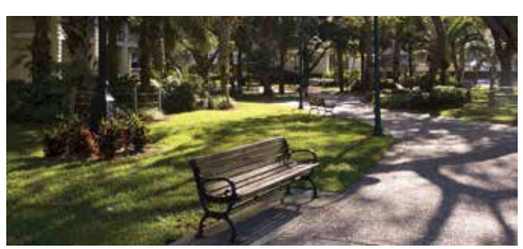
4C.1.1 Design Guidelines • Public Improvements



Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Public Open Space

Introduce neighborhood parks, pocket parks, and linear parks, within walking distance of most residents within the neighborhood. Also consider providing access to school fields during non-school hours creating joint-use agreements between the City and the school district. Improve walkability and connectivity, while providing open space by introducing mid-block open spaces through very long blocks.



B. New and Infill Street Trees

Successful neighborhood streetscapes feature consistent street tree cover for pedestrian enjoyment, protection from the sun, and for improving the visual character of the neighborhood. To achieve this, plant new street trees where needed and infill missing street trees with the prevalent street tree on a given block.

C. Traffic Calming Measures

Use traffic calming measures to slow vehicular speeds, improve pedestrian safety, and/or discourage pass-through traffic. Strategies include introducing sidewalk extensions (bulbouts) at intersections to narrow traffic lanes, reducing turning radii, and introducing landscaped mid-block extended sidewalks (neckdowns) or speed cushions.

D. Pedestrian-Friendly Drought Tolerant Landscapes

Create a consistent and walkable streetscape by maintaining continuous sidewalks lined by landscaped parkways, planted with street trees. Promote water conservation by replanting parkways with drought tolerant plants.

4C.1.2 Design Guidelines • Site Planning

Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Building Location and Elevation

New buildings should relate to the existing built context, topography, and surrounding uses. Buildings should face the street and be set back per the prevailing setback along the street or as required by the zoning code. To the extent possible, existing mature trees, such as Oak, Bay Laurel and Sycamore, should be preserved by locating common open space around.

B. Integrate Shared Common Space

Locate common open space to be easily accessible from all units. When possible, locate side yard open space adjacent to the open space of adjacent properties to create a greater separation from neighboring buildings and to provide more privacy and better access to light and air. Consider the privacy of adjacent properties when locating private decks and balconies.

C. Pedestrian Accessibility

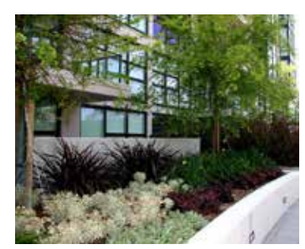
Buildings should be oriented towards the street and provide direct access to units through stoops and porches or through shared lobbies. Shared lobbies should be clearly articulated with special architectural features such as canopies, unique materials, and/or distinctive paving and landscaping. Stoops and porches which provide a transition from public/outdoor to the private/indoor space are encouraged to help activate the sidewalk.

D. Minimize the Presence of Auto Related Functions

Vehicular access should be from the alleys on blocks with alleys, and from side streets of corner lots without alleys. Driveway widths and curb cuts should also be the minimum width allowed. At-grade or partially below grade parking should be well-landscaped and screened from the view of adjacent streets.

E. Landscape and Hardscape Design

Landscaping should complement the overall style of the building, incorporate drought tolerant plants, minimize turf area, and provide decorative paving for patios, common open spaces, paths and driveways.



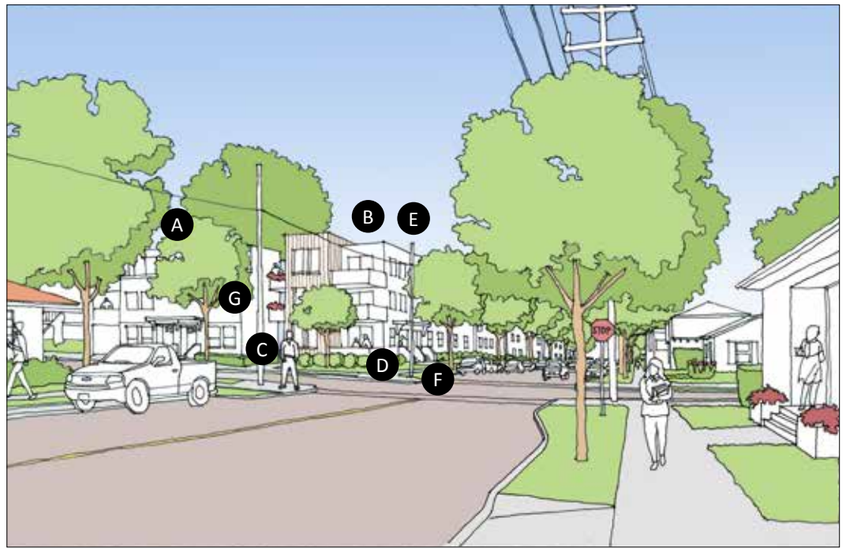
F. Walls and Fences

Street-facing walls and fences should be located behind the street facade(s) of the building and should be designed and finished with materials that are consistent with the overall building design. Walls and fences along interior and rear property lines should treat both sides equally. Front yard fences and walls are discouraged, although if provided should be low and use materials consistent with the overall style of the building.

G. Trash and Equipment Location and Screening

Trash receptacles, utility equipment, and roof top equipment should be integrated into the building design or located away from the street and out of view of pedestrians. Trash enclosures and or any ancillary buildings should be designed to be compatible with the overall style of the building.

4C.1.3 Design Guidelines • Mass and Scale



Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Fit In with the Neighborhood

New buildings should be scaled to match the bulk and height of existing buildings along the street and within the neighborhood. When combining lots, new buildings or portions of buildings along the front of the lot should be massed and sited in a manner that maintains the scale, proportion, and spacing of the individual lots. To the extent possible, new buildings should not exceed adjacent buildings by more than one-story in height.

B. Simple Forms and Massing

New buildings should be designed as simple and well-scaled volumes. Overly fussy facades, detailing and roof forms should be avoided. Monumental elements such as two-story entry porticos, over-sized and exaggerated cornices, window and door frames, and parapets should be avoided.

C. Building Breaks for Smaller Footprint

For larger projects, especially ones that combine multiple lots, incorporate building breaks to reduce the length and bulk of the building, generate neighborhood-scaled building forms, and provide better access to light and air.

D. Incorporate Unique Architectural Elements

Reduce the amount of repetitive elements common to multi-family housing by introducing unique and well-placed architectural features and design elements, such as stair or elevator towers, decks, unique or recessed balconies, or covered porches. Architectural elements should relate stylistically and proportionally to one another and to the overall composition of the building.

E. Varied Massing at Top Floor

The top floor or portions of the top floor should be setback to reduce the perceived bulk of the building, to add interest to the massing, and to help the building fit into neighborhoods where most buildings are one- and two-stories in height.

F. Differentiate the Base, Middle and Top of Building

In order to maintain a human-scale for multi-story buildings, divide the facade into a clear base, middle and top. The base should be well-detailed with durable materials that enrich the pedestrian experience. The middle should be distinct from the base through the use or finish of materials, colors, window sizes, or architectural details. The top may have a distinctive skyline profile or roofline that is consistent with the overall building design.

G. Varied Materials or Colors

Building facades should be finished with a compatible palette of materials, colors and textures that add interest to and help to break-up the scale of large facades and building volumes. For example, modular materials such as brick or wood siding can help to minimize the scale of a large monolithic wall.

4C.1.4 Design Guidelines • Design and Detailing

Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Consistency in Overall Design

All building facades should be designed according to the building's overall design concept. While the street facing facade(s) should receive the highest quality of materials and detailing to enhance the building character and pedestrian experience, side, rear, and alley-facing facades should still be designed to be consistent with the building's overall style or design concept.

B. Clearly Defined Entryways for Pedestrians & Autos

Pedestrian entries should be recessed or articulated to be easy to find, shelter pedestrians, and create a sense of arrival. Automobile entries should be separated from pedestrian paths by landscaping or a completely separate opening. Driveway and ramp paving should be enhanced with decorative, and preferably permeable, paving.

C. Windows and Doors

The design of window and door openings, including type, style, materials and details, should be consistent with the building's style, design concept, and overall facade composition. Differentiate the size and proportions to reflect interior various components of units, such as entrances, living areas, stairways, and bedrooms, while ensuring harmony within the variety.

D. Quality Detailing an Materials

Buildings should be clad in quality and durable materials consistent with the building style. Natural materials (native rock or stone) and materials that reduce heat transfer are encouraged. Stucco should have a smooth finish; textured, lace or rough sand finishes are discouraged. Finish materials, especially veneers, should wrap around corners and terminate at inside corners. Walls should be trimmed in wood, stone, or pre-cast concrete; foam moldings are discouraged.

E. Paving Materials

Incorporate decorative, pervious paving into paved and landscape areas - especially unit entries, walkways, common areas and driveways - to enhance the appearance of the project, reduce the visual impact of paved surfaces, and act as a traffic calming measure. Paving materials include masonry block, brick, stone and granite; textured concrete finishes or integral color finishes with accent pavers; and soft paving materials such as grasscrete.

F. Color Compatibility

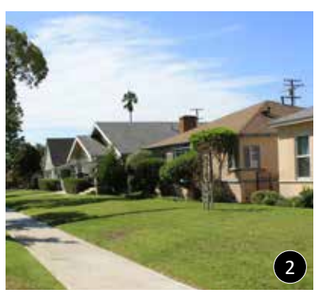
Buildings should employ a coordinated palette of complimentary colors, rather than a patchwork of competing colors. Colors should be complimentary with adjacent structures and the natural environment. Highly reflective materials, large expanses of dark colored surfaces and bright or garish colors, especially neon or fluorescent colors, are discouraged.

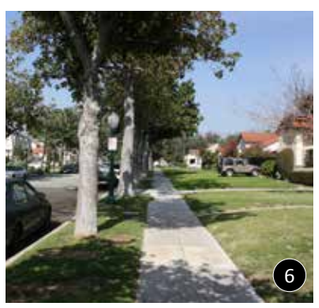
G. Lighting Concept

Lighting should provide ambience, enhance safety and security, and be designed for specific tasks, such as illuminating paths, entryways, and parking or common areas. Lighting should be designed to provide the appropriate light levels and should minimize spillover/glare onto neighbors or into the night sky. Fixture and pole design should be consistent throughout the project, compliment the building design, and be placed at appropriate heights.

4C.2 Single-Family

R1R, R1
3-8 du/ac
2 stories/25 feet
3 stories (limited)



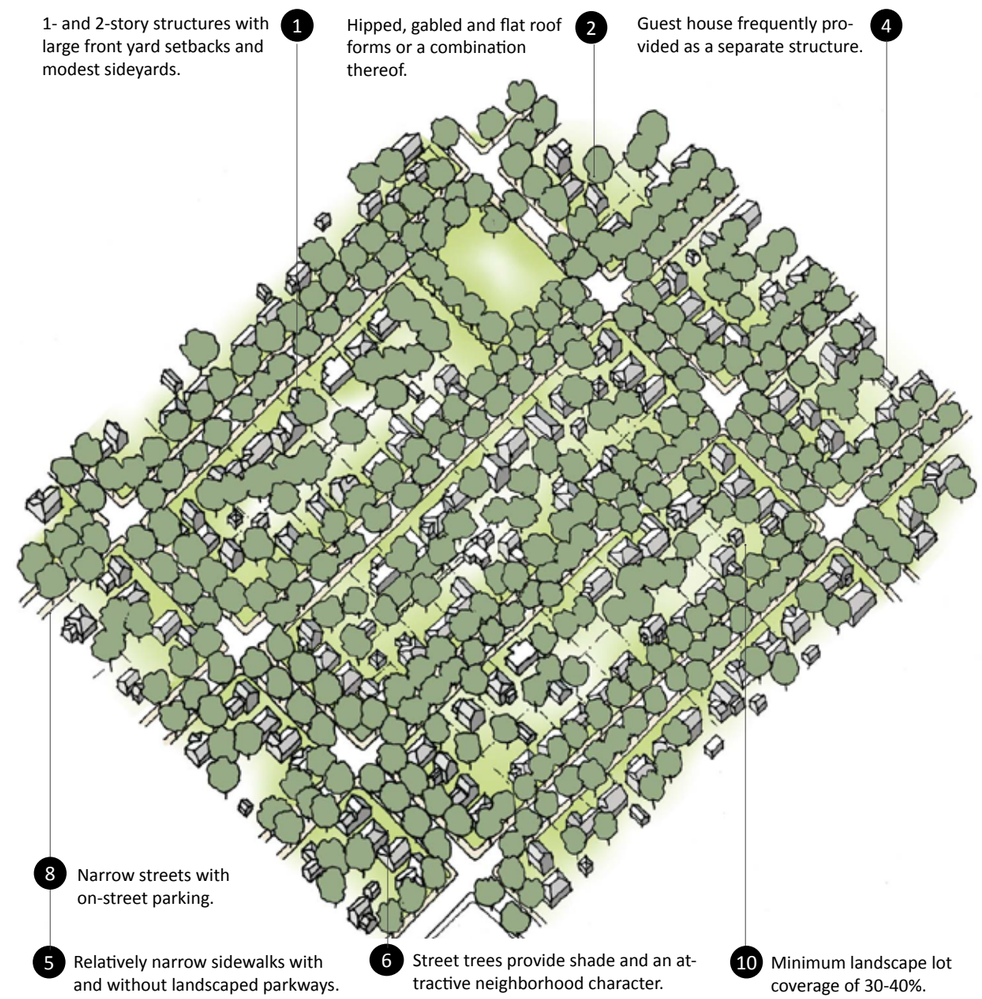


The **SINGLE-FAMILY** neighborhood designation promotes and enhances the existing quality and character of Glendale's existing flat-land neighborhoods. New houses, additions and renovations within single-family areas are compatible with the prevailing neighborhood patterns. The interconnected pedestrian-friendly network of tree- and sidewalk-lined streets is maintained and improved, while access to transit and bike routes is enhanced. Open spaces within easy walking distance of residents are introduced. There is only one category within the Single-Family neighborhood designation:

Low Density Residential designation applies to Glendale's existing single family neighborhoods on predominantly flatter lands. This category includes variable density standards based upon the steepness of underlying topography and on the development characteristics of the existing neighborhoods. Allowable densities for further subdivisions in low density residential areas range from 1.5 units per acre to 8 units per acre, subject to the same slope formula as the single family hillside neighborhood designation. Development in sloping terrain must be sensitive to topography and natural resources of the property.

SINGLE-FAMILY neighborhoods typically include the following:

1. 1- and 2-story structures with large front yard setbacks, and modest side and rear yard setbacks.
2. Hipped, gabled and flat roof forms or a combination thereof.
3. 2- and 3-car attached or detached garages.
4. Guest house typically provided as separate structures.
5. Narrow streets with on-street parking.
6. Relatively narrow sidewalks with or without landscaped parkways.
7. Street trees that provide shade an attractive neighborhood character.
8. Frequent curb cuts for access to individual parking garage or access from an alley when available.
9. Located within close walking distance to a community park, recreation/open space, or school.
10. Minimum landscape lot coverage of 30-40%.
11. Lot coverage of 40% or less.

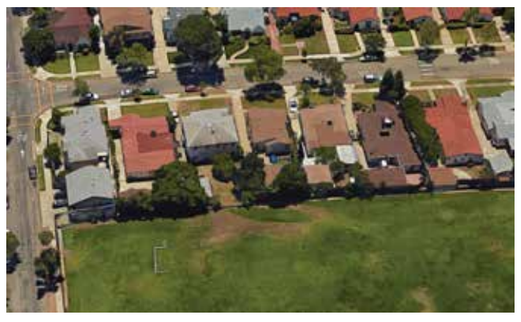


4C.2.1 Design Guidelines • Public Improvements

Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Public Open Space

Identify opportunities to make public open space available to residents within each neighborhood. All residents should have access within walking distance of public open space such as parks, recreation fields, and schools.



B. New and Infill Street Trees

Neighborhood streetscapes should feature consistent street trees for pedestrian enjoyment, protection from the sun, and for improving the visual character of the neighborhood. New street trees should be planted where needed and missing street trees should be infilled with the prevalent street tree of the block.

C. Pedestrian-Friendly Sidewalks

Maintain existing continuous, unobstructed sidewalks separated from vehicular lanes by parkways landscaped with street trees and drought tolerant landscaping. Where missing, introduce new sidewalks and/or parkways and ensure that sidewalks are ADA compliant and free of obstructions. At intersections and/or corners install ADA accessible ramping.

D. Pedestrian-Scaled Light Standards

Light standards within residential neighborhoods should be pedestrian-scaled, should be shielded to avoid glare into the night sky, and should contribute to the ambience and character of the neighborhood and its enhanced streetscape.

E. Traffic Calming Measures

Where auto speeding is a recurring problem, use traffic calming measures to slow vehicular speeds, improve pedestrian safety and/or discourage pass-through traffic. Strategies include introducing sidewalk extensions (bulbouts) at intersections to narrow traffic lanes and reduce turning radii, and introducing mid-block sidewalk extensions or speed cushions.

F. Parking Management

In areas with insufficient parking, establish a parking management program to help mitigate any parking shortages and control spillover parking from nearby commercial areas.

4C.2.2 Design Guidelines • Site Planning

Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Relate to the Neighborhood Pattern

New houses and additions should respect the prevailing setbacks of existing houses along the street and within the neighborhood. Entries and formal rooms should be oriented towards the street. Second floor additions should be mindful of the privacy and solar access of adjacent neighbors

B. Degrees of Privacy for Usable Open Space

Front yards should remain primarily open to the street, while more active family-use areas should be located to the rear or side yards. Activity areas such as elevated decks or upper floor balconies should be located in a manner that respects the privacy of adjacent neighbors.

C. Garage Location Consistent with Neighborhood

Garages should be located in a manner consistent with the prevalent location of garages along the street, whether attached to the house or as a detached accessory structure. Garage doors should be oriented to face away from the street, when possible. A landscape buffer between the driveway and entry walkway should be provided to separate cars from pedestrians and to minimize the amount of hardscape.

D. Integrate and Minimize the Driveway's Impact

Driveways should be located as close to the sideyard as possible and should be designed to be as narrow as possible. The amount of impervious paved area should be minimized through the use of permeable pavers, "Hollywood" style driveways (concrete tracks for the car are separated by strips of green or gravel), or creative paving patterns that integrate grass or other groundcovers. Circular driveways should be avoided.

E. Walls, Fences and Gates

Front yards should be open to the street. Low fences, walls and hedges may be used to separate the frontyard from the street but in general should be located behind the face of the building and should be designed with materials, colors and styles that are consistent with the house. Both sides of the fence/wall should be architecturally treated. Durable and decorative materials such as wood, wrought iron, and stone are recommended.

F. Landscape / Hardscape Complements the Building

The landscape design should be harmonious with the style of the building. Native and drought tolerant plants should be used; turf areas should be kept to a minimum. Permeable/interlocking pavers and bioswales should be used to minimize stormwater runoff. Protected tree species and mature trees should be retained to preserve the character defining and sun protection qualities they provide.

G. Natural Landform is Preferable to Retaining Walls

Natural land forms should be retained to allow natural transitions between neighboring property grades. When retaining walls are used, they should be decorative and blend into the landscape. Landscaping should be planted adjacent to retaining walls to minimize their visual impact.

4C.2.3 Design Guidelines • Mass and Scale

Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Scale and Proportions Avoid Monumentality

Building massing should consist of simple well-scaled and well-proportioned volumes. Overly complicated massing and roof forms should be avoided. Window and door openings and architectural elements such as porches, balconies and trellises should relate stylistically and proportionally to one another. Monumental elements such as two-story height porches, over-sized cornices, and over-wrought architectural detailing should be avoided.

B. Buildings Relate to Existing Buildings

The scale and massing of new buildings should be consistent with that of existing buildings along the street and within the neighborhood. New buildings larger than existing buildings within the neighborhood, should use design strategies such as setting back upper floors, incorporating upper floor space into the roof form (with dormer/gable windows), or using a one-story porch with eave heights matching those of adjacent buildings.

C. Entryways Appropriate for Architectural Style

The main entry should be visible from the street and well-integrated into the architectural design of the overall building. Monumental entryways that dominate the facade, are excessively tall, have ornate moldings or surrounds, and/or use over-scaled columns should be avoided. Its details and proportions should be informed by the overall style.

D. Window Proportions Fit the Architectural Style

The orientation and configuration of openings should be consistent with the building's intended architectural style. For example, windows on traditional buildings are typically vertically oriented, square or grouped. Building elevations should be arranged according to a hierarchy of window sizes that differentiate the more formal rooms (larger windows) from the more utilitarian ones (smaller windows).

E. Roof Forms Consistent with Style and Context

Roof forms and configurations (i.e. shed, gable, hip, flat) should be consistent with the building style and should reinforce the overall architectural concept. Complicated hipped or gabled roof forms or excessive use of gables should be avoided. Decorative treatment (such as cornice trim/profiles) along street facing facades should be carried around the corner of the building or terminate in a logical manner.

F. Architectural Details Appropriately Scaled

The style, scale and proportions of architectural elements such as entryways, door and window trim and sills, columns, eave and parapet details, moldings, stair configurations and railings, and roof overhangs should be consistent with the overall architectural style. Exaggerated proportions of architectural elements should be avoided.

4C.2.4 Design Guidelines • Design and Detailing

Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Consistency in Overall Design and Detailing

New houses should continue South Glendale's tradition of well-crafted, high-quality buildings that work together to form the exceptional character of Glendale's unique neighborhoods. Although no one particular style is preferred, new houses and additions should employ high-quality materials and detailing that are mindful of this tradition. Architectural design and detailing should be consistent on all facades.

B. Window and Door Details Fit Building Style

Window/door type, material, shape and proportions and articulation (sills, trim, shutters or awnings) should be consistent with the style of the building. Side yard facing windows should be staggered in relation to those of adjacent properties to safeguard privacy. Windows/doors should be inset from the building walls to create shade and shadow. Divided panes should consist of 3-dimensional external grids. Avoid security bars on windows visible from the street.

C. Driveway Gates

Driveway gates should be located behind the front building facade. Gates should be constructed of quality materials, such as wrought iron, metal, and wood and, whether solid or transparent in design, should be designed to be consistent with the overall style of the building.

D. Finish Materials & Colors Fit Style and Context

Use colors and materials that are consistent with the building's architectural style and neighborhood setting and that enhance the building's overall design, while adding visual interest. Bright or garish colors, highly reflective materials or discordant materials that are inconsistent with the neighborhood context should be avoided. Changes in materials should occur at interior corners.

E. Ancillary Structures and Utilities

The design of ancillary structures (cabanas, guest houses and service related structures) should be consistent with the style, roof forms and detailing of the primary structure and should not compromise the privacy of adjacent properties. Above ground utilities, gutters/downspouts, vents etc. should be located in a manner that does not compromise or overwhelm the visual character of the building.

F. Compatible Paving Materials and Patterns

The paving design of walkways and driveways should be compatible with the building's overall style or design. Simple paving patterns in appropriate materials (masonry block pavers, brick, stone or concrete) and colors should be used to improve the curbside appeal of the building. Permeable pavers and concrete with decorative banding or accent pavers are preferable to monolithic expanses of concrete.

G. Landscape Design Complements Architecture

Landscape design should compliment the architectural style of the house, incorporate drought tolerant plants, minimize turf area, and provide decorative paving for driveways and other paved surfaces visible from the street. Landscaping should be consistent with the City of Glendale's Water Efficient Landscape Ordinance (WELO) Guidelines.

4C.3 Single-Family Hillside

ROS, R1R
3 du/ac
2-stories
3-stories (limited)

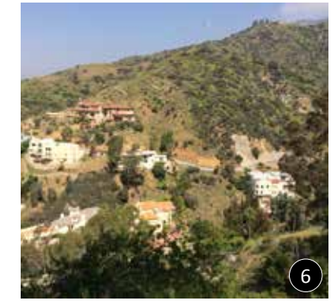
The **SINGLE-FAMILY HILLSIDE** designation, serving as a transition between hillside natural and open space areas and flat land development, accommodates limited single-family residential development within hillside areas. Limited infrastructure, existing neighborhood character, preservation of ridgelines, and the presence of blueline streams and other natural resources preclude intense urban development in single family hillside areas. Accordingly, development must be sensitive to topography and natural resources and be consistent with hillside development criteria. There are two categories of Single-Family Hillside, differing primarily in terms of density, location on the hillside and the amount of existing development.

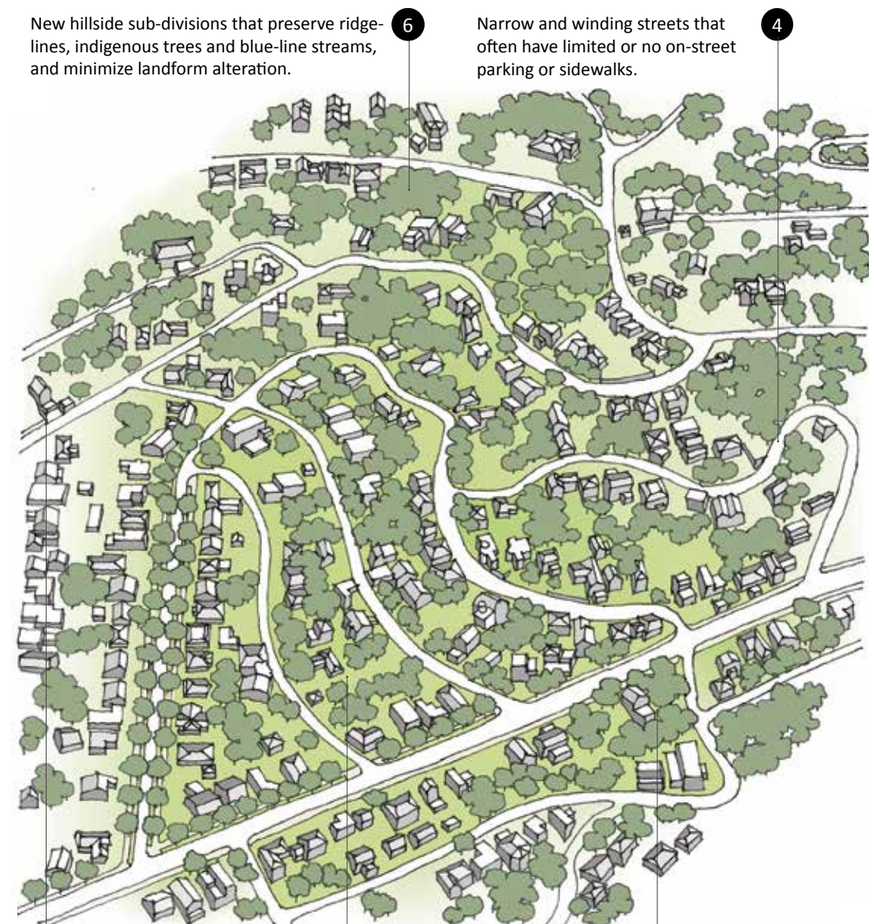
Low Density Residential/Single-Family Hillside designation is prevalent on the developed lower slopes and canyons in Glendale's hillside areas. Densities for steeply sloping lots reflect existing development patterns, but do not exceed a density of eight (8) dwelling units per acre.

Very Low Density Residential / Open Space designation is prevalent on portions of lower slopes and canyons in Glendale's mountainous, primarily undeveloped areas. Variable densities, based on site-specific topographic conditions, range from 0.45 units per acre to three (3) units per acre.

SINGLE-FAMILY HILLSIDE neighborhoods typically include the following:

1. Terraced building forms that conform to the sloping topography.
2. Terraced retaining walls that follow the slope of the terrain and are well-landscaped with drought tolerant plants and irrigated for maintenance.
3. Attached or detached garages that typically front directly onto the street and/or are located above (upslope) or below (downslope) the residences.
4. Narrow and winding streets that often have limited or no on-street parking or sidewalks.
5. Low density development surrounded by large amounts of open space and undevelopable land due to steep slopes.
6. New hillside subdivisions that preserve ridgelines, indigenous trees and blueline streams, and minimize landform alteration.
7. Terraced decks that follow the slope of the hillside.
8. Habitable space beneath outdoor decks (when present) that is integrated into the hillside slope.

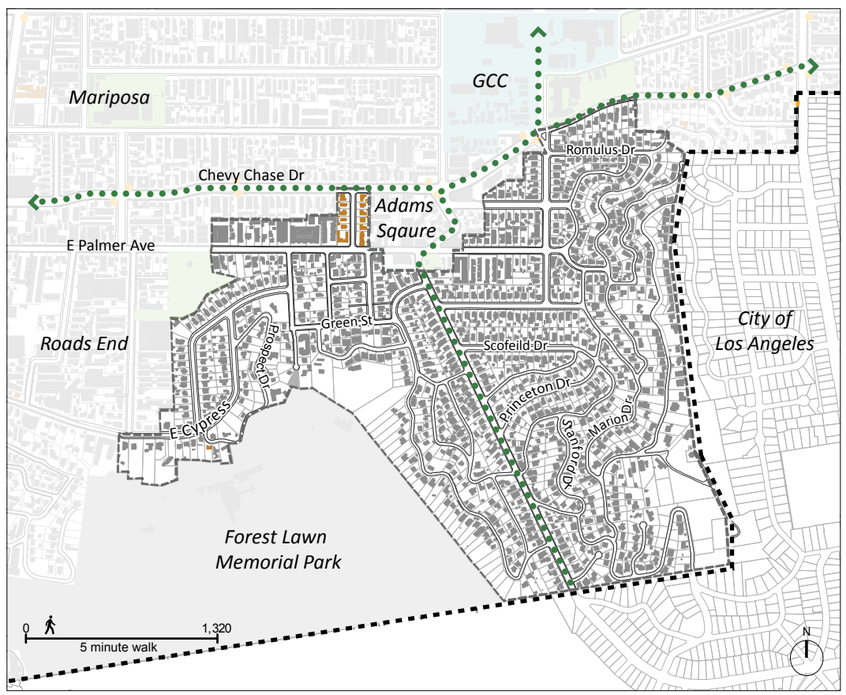




4C.3a Adams Hill Neighborhood

Neighborhood Description

The Adams Hill neighborhood borders the City of Los Angeles and is located generally south of Palmer Avenue and west of Palmer Park. Adams Hill consists predominantly of single-family houses with some moderate-density apartments and condominiums along Palmer Avenue, which are non-conforming buildings due to down-zoning in the 1980s and 1990s. Streets and blocks reflect the topography, so streets and blocks near Palmer Avenue, where the slopes are gradual, are rectilinear, whereas streets higher up on Adams Hill, wind around to conform to steeper slopes. Streets along the rectilinear blocks are lined by sidewalks and street trees, whereas streets along the higher slopes lack sidewalks and formal street trees. Adams Hill, most of whom's housing stock developed during the first half of the 20th Century consists of an eclectic mix of original buildings of varied styles. Cottage Grove, a designated historic district along Cottage Grove Avenue, is located just west of the Adams Square neighborhood center.



Vision

MAINTAIN: Adams Hill's single-family house character is preserved. Houses face and are accessed from the street and are scaled and massed to fit into the existing building context and topography.

The sidewalks, street trees and parkways of the rectilinear blocks near Palmer Avenue are maintained. Missing street trees are planted and parkways are replanted with drought-tolerant landscape. New houses fit into the context by respecting the massing and character of existing houses. Along Adams Hill's higher slopes, the streets are maintained in good order and new houses fit into the hillside setting and avoid overwhelming their neighbors.

Existing Conditions: View of typical Adams Hill houses along Marion Drive.

4C.3.1 Design Guidelines • Public Improvements

Public Improvements are directed towards sidewalk, streetscape, and intersection improvements that create walkable, multi-modal streets that provide motorists with easy access to parking, provide convenient access to transit, are easy for pedestrians to cross, and are safe for cyclists. To achieve these public improvement objectives, use the following guidelines:

A. Parking Restrictions and Enforcement

Due to the extremely narrow street widths, parking in many hillside areas is very limited or non-existent. To ensure safe access and egress throughout the hillside areas, while maximizing on-street parking, post signage that clearly indicates where and when parking is or is not allowed. Enforce violations to ensure the safety of residents and fire personnel during emergencies.

B. Maintain Traditional Streetscapes

Within lower slope areas where sidewalks, parkways and street trees are present, maintain existing sidewalks and street trees, replant missing street trees, and replant parkways with drought-tolerant plants. Preserve protected tree species located within the public right-of-way.

C. Soil Erosion Prevention

Barren hillsides are susceptible to soil erosion and mudslides. Plant barren areas with drought tolerant trees, shrubs and plants, to help prevent erosion and reduce water runoff.

D. Stormwater and Drainage

Clear debris away from natural drainage paths and regularly maintain storm drainage systems to prevent mudslides. Continuously monitor hillside areas susceptible to stormwater runoff damage.

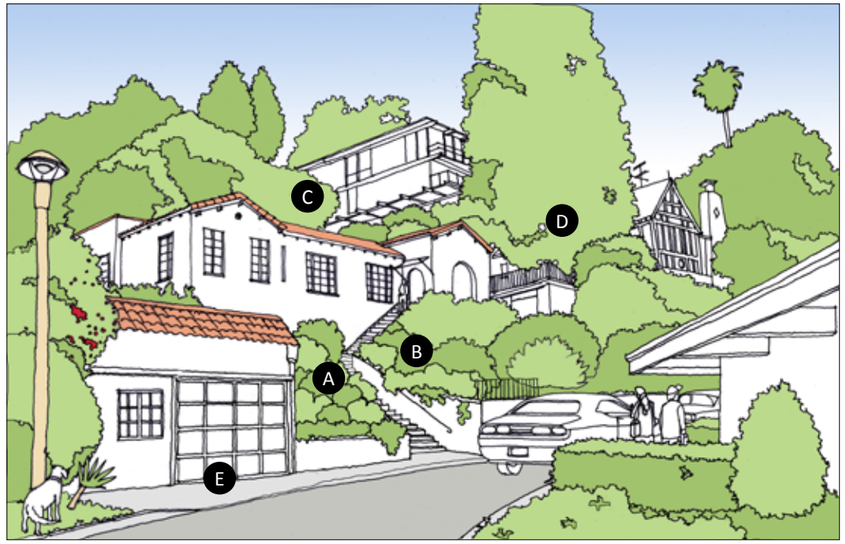
E. Roadway Surface Maintenance

In hillside areas where dedicated streets are not built to their full design width, ensure safe access and egress by repaving existing portions of roadways and shoulders.

F. Consistent and Clear Signage

For the convenience and safety of residents and visitors, provide consistent signage throughout the neighborhood, that is readable both day and night. Signage should indicate street names, safe speeds, parking restrictions, etc.

4C.3.2 Design Guidelines • Site Planning



Site Planning involves a careful analysis of the opportunities and constraints of the site, including existing features such as mature trees, topography, and drainage patterns. The components of site development extend beyond building placement and configuration, including surrounding uses, retaining walls, landscape design, hardscape considerations, and parking. To achieve these site planning objectives, use the following guidelines:

A. Minimize Landform Alteration, Cut and Fill

New hillside houses should minimize alteration of the natural landform and should conform to the natural topography. Consider designing terraced buildings, recessing buildings into the hillside, and exporting cut material from sites where on-site earth balancing would raise building pads above the street level. Finished slope contours should be rounded or undulate to appear natural; contouring that is rigid and man-made in appearance should be avoided.

B. Yards and Usable Space

Due to the topography in hillside areas, flat yards or rear yards may not be possible or appropriate. The use of large retaining walls or significant landform alteration to create a large backyard is not appropriate. Alternative methods of incorporating yards include integrating the outdoor space into the building form or conducting some minor site grading. Excessive land form alteration is discouraged.

C. Structures Below Ridgelines

Protect views of ridgelines. New structures should be designed to avoid projecting above the height of the ridgeline and should take advantage of existing vegetation to help screen the view of the buildings from below and to provide a backdrop that prevents buildings from silhouetting above ridgelines.

D. Preserve Natural Features

Preserve natural features to screen built forms from public view and maintain the natural hillside character. Locate structures, driveways and paths in a manner that preserves existing trees, especially protected trees, tree stands, natural vegetation, and rock outcroppings.

E. Garage Location and Driveways

Garages should be located in a manner consistent with the dominant pattern of the rest of the neighborhood (i.e., detached and at the rear of the property, attached, etc.). Garage doors should be oriented away from the street and the amount of paved area for driveways should be minimized. Driveways should lead directly to the garage and be designed with a slope that does not inhibit pedestrian access and trash collection.

F. Trash, Utility and Drainage Systems

All residential utilities, support areas, and trash storage should be screened from public view. Mechanical equipment, including HVAC, standpipes, fire department connections, backflow preventers and other equipment should be located away from and screened from street views. Storm water runoff should be designed to be diverted to drainage lines that are not visible from the street.

G. Fuel Modification and Soil Erosion Prevention

In conformance with City of Glendale Fire Department landscape and fuel modification requirements, specify fire resistent plant materials and remove brush around structures. Plant hillsides with drought tolerant trees, shrubs, and plants to help prevent erosion and reduce water runoff.

4C.3.3 Design Guidelines • Mass and Scale

Mass and Scale: New buildings should fit well with surrounding building fabric. While new projects need not copy existing development, mass and scale should respect adjacent building context. To achieve these mass and scale objectives, use the following guidelines:

A. Building Form Terraces with Topography

In order to conform to the natural topography, new building forms should terrace or step down in relation to the topography. The second (or third floor where allowed) of multi-story houses should be set back from the front and/or sides of the floor below.

B. Relate Buildings to Existing Context

New hillside homes should be designed to fit into the existing neighborhood and conform to the existing topography. Their design should be consistent with the scale and massing of existing buildings along the street, should preserve vistas of ridge lines,and should avoid silhouetting above the ridge lines. New buildings should be designed to conform to the hillside, rather than recontouring the hillside to accommodate “flat-land” building designs.

C. Non- Monumental Buildings

Buildings in hillside areas should generally be low-slung and should employ design strategies such as low floor-to-floor heights, split level floor plans and flat or low-pitched roofs. Building massing should consist of simple, well-scaled and well-proportioned volumes. Overly complicated massing and roof forms should be avoided.

D. Entryways

Entryways should be consistent with the overall scale and style of the building, should be articulated to provide visual interest, and should convey a sense of arrival. Design strategies include recessing the entry, providing a stoop, porch or entry court, or using architectural massing to emphasize the entrance. Two-story entrance porticos are discouraged

E. Low Profile Roof Forms

Roof forms should be designed to be consistent with the scale and proportions of the building and should consider the massing and roof design of buildings on adjacent properties. Roof treatments should extend around the building or terminate in a logical manner. To reduce mass, consider locating usable space in the attic area, creating volume via cathedral ceilings, lighting interior spaces with dormers or gable roofs

F. Simple, Well-Detailed Buildings

Building masses should be organized as simple and well-scaled volumes that sensitively and positively address the scale and massing to adjacent neighbors. Architectural detailing that is overly elaborate, and/or employs exaggerated, out of scale architectural elements such as cornices, window and door frames, and parapets should be avoided.

4C.3.4 Design Guidelines • Design and Detailing

Design and Detailing of buildings is paramount to a quality environment. Detailing, choice of materials, etc. should reinforce the overall project design. Architectural design elements, details and materials should be consistent throughout the project, recognizing that a building is 3-dimensional and must be well designed on all sides. To achieve these design and detailing objectives, use the following guidelines:

A. Finish Materials

High-quality design and detailing, consistent with Glendale's well-crafted housing stock, should be used, especially along street-facing facades. Natural materials and colors that blend with the natural landscape should be used and bright colors should be avoided. Finish materials, especially veneers, should wrap exterior corners and terminate at inside corners.

B. Windows and Doors

Window and door types, materials, shapes, and proportions should complement and be consistent with the overall architectural style of the building. Divided panes should be 3-dimensional external grids. Side yard facing windows should be staggered in relation to windows on adjacent buildings to safeguard privacy. Security bars on windows should be avoided.

C. Retaining Walls

The use of retaining walls to alter landform should be minimized, particularly when visible from the street. Wall heights should be as low as possible and should terrace or follow the slope of the terrain. Wall materials should blend into the landscape, or if appropriate to the building style, should match the materials of the primary building. Landscaping with irrigation should be planted at the base of the walls to help the walls blend into the landscape.

D. Walls and Fences

Walls and fences, other than retaining walls, should be located behind the street face of the house and terrace or follow the slope of the terrain. Wall materials should be consistent with the design of the house and /or should blend into the landscape.

E. Natural Landscape

Landscaping should be natural in character and should consist of drought tolerant species suitable for sloped fire-prone areas. Landscape should also be used to reduce the visual impact and size of new buildings, decks and other structures.

F. Design for High Fire Area

In order to reduce the risk of fire damage in high fire hazard areas, use fire-resistive building materials, limit large overhangs on structures, remove brush around structures, and specify fire resistent plant materials.

G. Equipment and Enclosures

Equipment and trash should be located where it is easily accessible, but not visible directly from the street. Utility and other distribution lines should be placed underground. Above ground utilities should be located in a manner that does not adversely impact the appearance or character of the building. Utilities that must be located in the front yard should be screened with landscaping and/or low enclosures.

4D Districts

Some land uses serve a particular purpose or design characteristic and are therefore assigned specialized land use designations. IThis category includes parks, schools, hospitals, studios and cemeteries. In addition, these designations may overlap. For example, a transit line may pass beneath a park, the proposed Space 134 Freeway Cap Park, which bridges over the 134 Freeway and provides a BRT or LRT stop.

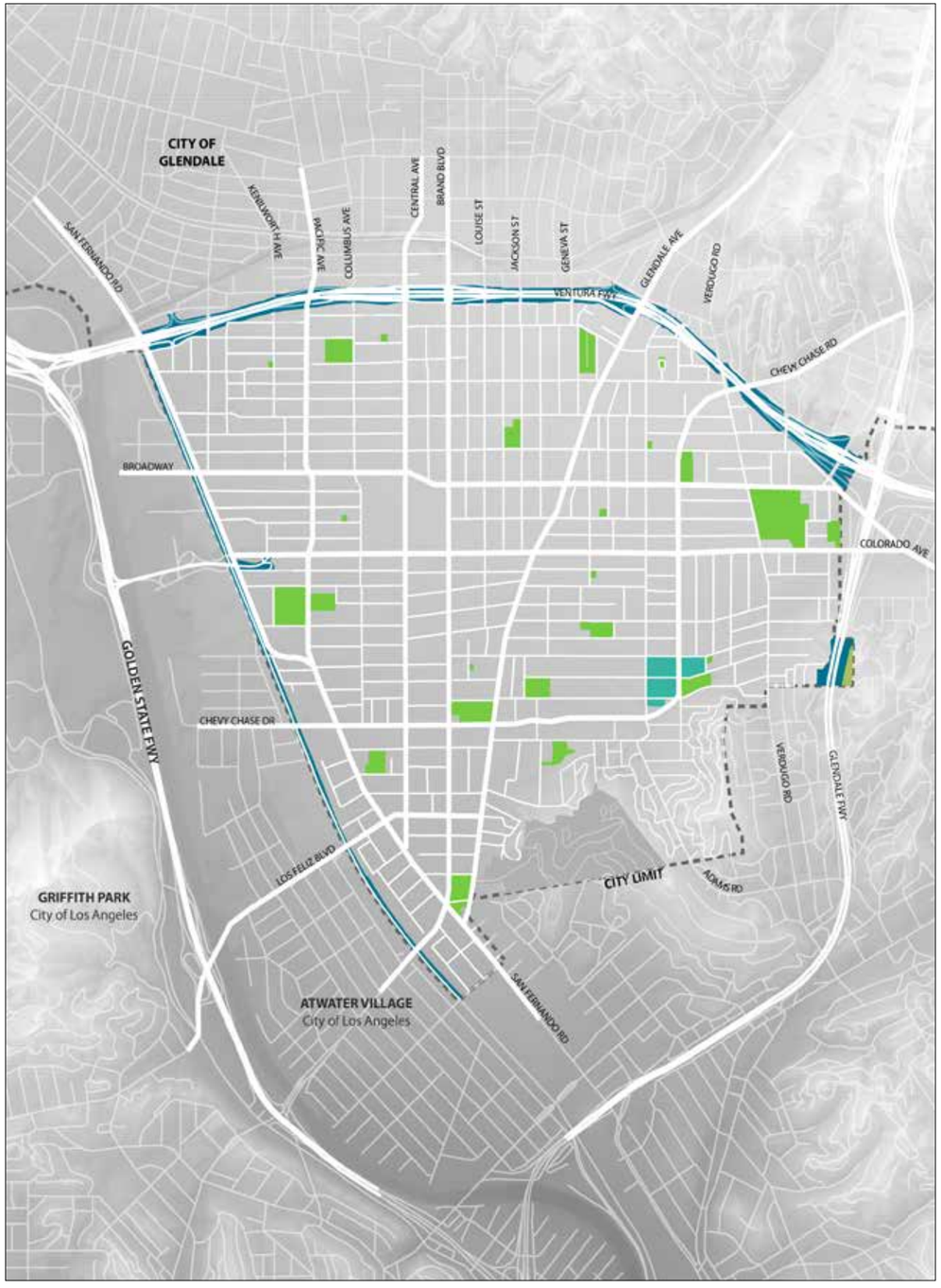
Campus

Cemetery

Civic

Recreation / Open Space

Transportation



4D.1 Campus

Variable Zones
Variable Heights
Variable Densities

The **CAMPUS** land use designation applies to large specialized use areas, typically dominated by one or two single employers or organizations, such as hospitals, movie studios, colleges or religious institutions. Campuses are usually large, contiguous areas that contain a variety of buildings and uses geared toward a primary purpose. In addition to the properties controlled by the primary user, campuses may include surrounding properties that are developed or occupied with related and supporting uses. Often specialized retail or services will locate near or in a campus to meet the needs of campus employees and visitors. If present, residential uses tend to be limited to dormitories or residential congregate care facilities, both medical and non-medical. Because campuses focus on a large primary land owner, they are good candidates for development agreements, specific plans or other kinds of third party master plans. Campus area uses may vary and may be subject to other land use designations, such as Civic.

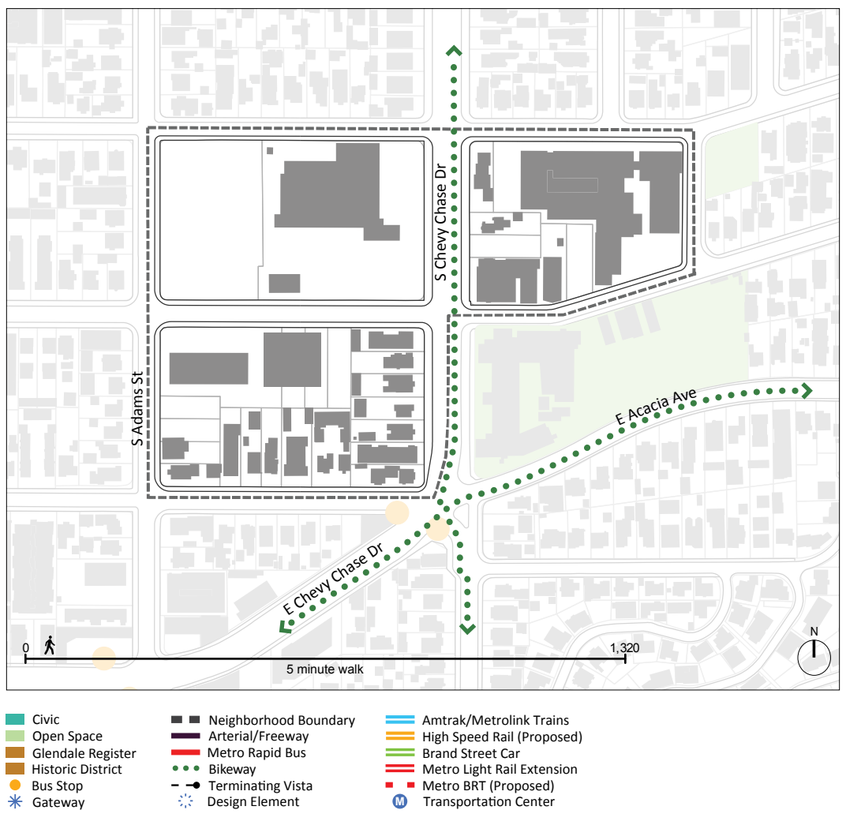
Campuses in South Glendale:

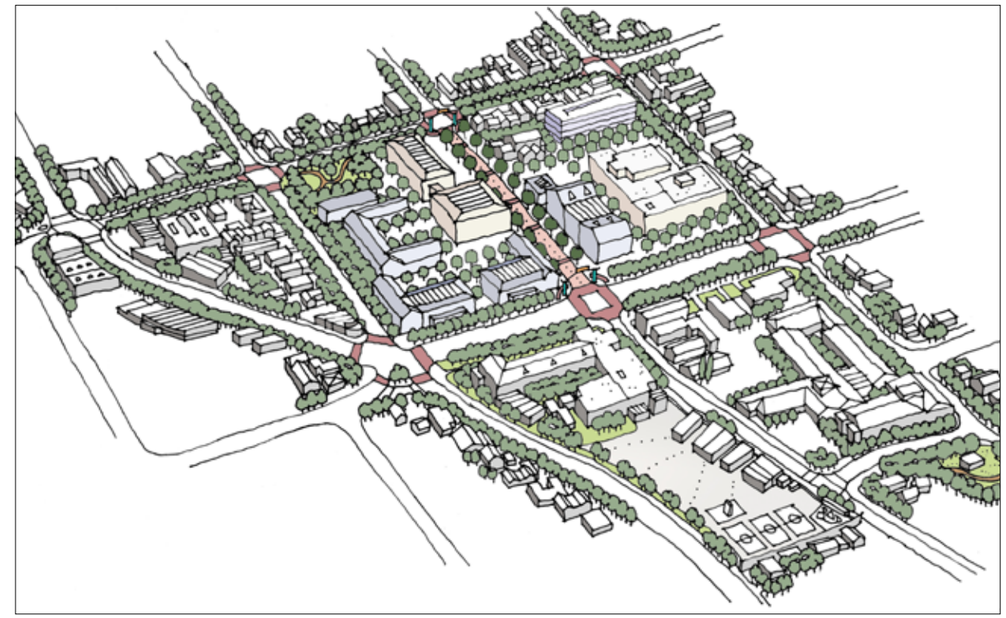
Glendale Community College - South Campus
Glendale Memorial Hospital
Glendale City Hall Campus

4D.1a Glendale Community College - Garfield Campus

District Description

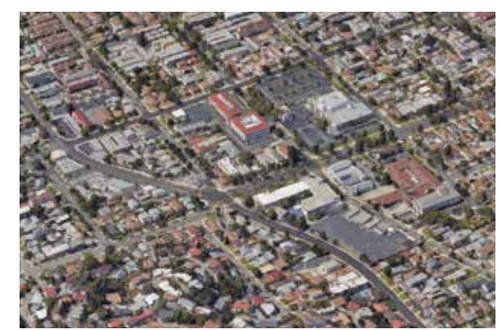
This Glendale Community College Garfield Campus is located between the Mariposa, Somerset, and Adams Hill Neighborhoods and is within walking distance of Adams Square amd John Muir Elementary School. GCC is directly across the street from the Family Medical Center. The GCC and Family Medical Center building sites are surrounded by surface parking. The campus is surrounded by a mix of single-family and multi-family housing along tree-lined streets. This district could benefit from shared parking opportunities that provide parking for the college, the Medical Center, and nearby neighborhood residents.





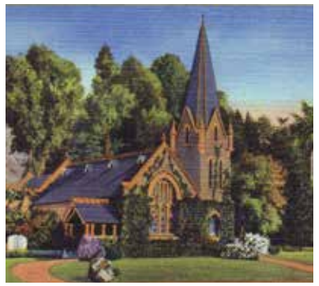
Vision

TRANSFORM: Over time, the GCC and Family Medical Center parking lots are infilled with buildings that face and are accessed from the sidewalk. Parking is provided in parking structures, or as subterranean parking, either on each institution's individual site or collectively as a shared parking garage. Sidewalks are maintained and enhanced, missing street trees are planted, and highly visible crosswalks are introduced.



Existing Conditions: Birdseye view looking west towards Glendale Community College.

4D.2 Cemetery
CEM



The **CEMETERY** land use designation applies to areas used for cemetery purposes in a manner conducive to the public health, safety and general welfare. Cemeteries may include places of worship, mortuaries, crematoriums, mausoleums, museums, and florists. Forest Lawn Memorial Park, located at the southern edge of South Glendale, contains a museum, auditorium and other gathering spaces where cultural activities are frequently scheduled.

4D.3 Civic
Variable Zones
Variable Heights

The **CIVIC** land use designation supports uses for the benefit of the general public, such as government offices and service yards, public schools, public parking, hospitals and utilities. Certain Civic uses may cover large areas, in which cases they may share a Campus special design designation.

Glendale City Hall is a primary example of a Civic Campus and is located within this Community Plan area.

4D.4 Recreation/ Open Space

Variable Zones
Variable Heights

The **RECREATION / OPEN SPACE** land use designation identifies major public/semi-public open space properties in the City. Recreation facilities, open space areas and some larger, private recreational uses (such as Camp Max Straus, and the Oakmont and Chevy Chase golf courses which are not located in South Glendale) are designated Recreation/Open Space. This designation may also occur on privately held properties where building rights have been given to a public agency or that have a conservation easement. On publicly owned property this designation is typically implemented through the SR-Special Recreation Zone.

Parks in South Glendale are typically classified under this land use designation.

4D.5 Transportation

T

The **TRANSPORTATION** land use designation identifies properties within railroad, freeway and other transportation rights-of-way. The primary purpose of this designation is to allow transportation infrastructure and activities such as freeways, railroad tracks and station platforms, as well as uses complementary to such activities such as parking lots and transit stops. The Transportation designation allows public trails and public parks associated with freeway or railway caps, such as the proposed Space 134 Cap Park, elevated linear parks, and multi-use trails. Expansion of rail through Glendale is anticipated to include high-speed rail improvements, although at this time the alignment is undetermined. Additional rail improvements could include upgrades to Metrolink's infrastructure, such as introducing electric-powered trains, either separate or in conjunction with the high-speed rail. Improvements or closures of at-grade crossings may occur and necessitate fly-overs or underpasses or other public improvement modifications within Transportation designated areas in order to improve public safety, access, parking or recreational opportunities.

Chapter 5

POLICY FRAMEWORK

California state law requires each city to adopt a comprehensive, long term General Plan to function as a blueprint guiding future development. While state law specifies information which must be included in the General Plan, it does not mandate how such information may be included. The following chapter of this Community Plan explains how the Community Plan coordinates with the General Plan and other local and State policy documents.

This chapter also details the public process and participation that led to the adoption of the South Glendale Community Plan

5.1 Public Participation and Accessibility

The development of the South Glendale Community Plan builds upon extensive public outreach efforts occurring over the past twenty-five years. Numerous City efforts ranging from comprehensive land use review and down-zoning in the 1980s and 1990s to the creation of mixed use zones in the 2000s; strategic plans including the Downtown Strategic Plan in the 1990s, Adams Square and Garfield Avenue Revitalizations and San Fernando Road Corridor Study; specific plans including the 2005 Town Center Specific Plan, 2006 Downtown Specific Plan, and the development and abandonment of the 1992 South Brand Boulevard Specific Plan; transportation and mobility plans such as the Pedestrian Plan, the Safe & Health Streets, Plan, and the Bicycle Transportation Plan; park and infrastructure improvements including Glendale Metrolink Station and Transportation Center, Edison-Pacific School, Park and Pool, Riverdale-Maple improvements, Colorado Street Improvements, San Fernando Road Beautification, Cerritos School and Park improvements, and other park upgrades and new mini-Parks such as Cedar Park and Wilson Park; vision plans including the 2013 Space 134 Vision Plan and the 2016 Space 134 Vision Plan Update; and, sewer and water infrastructure upgrades throughout South Glendale. In December 2011, City Council initiated preparation of the South Glendale Community Plan.

Step One: Identify Issues and Public Outreach

The South Glendale Community Plan is a community-based policy document that provides a vision of how Glendale residents, business owners and other constituents want their neighborhoods to develop and prosper. In order to engage the community most effectively, the City of Glendale's Community Development Department's outreach team developed non-traditional specialized outreach events that were attended by hundreds of area residents. These events were heavily publicized using a variety of methods including: on-site event banners, City website, City E-Newsletter - City Connection, Twitter, Facebook, the Community Development Department E-Newsletter, e-mail blasts, GTV6, advertising in the Glendale News Press and LA Weekly, and flyers at City public counters and libraries, and the Glendale Unified School District Thursday folder. In 2014, the Los Angeles section of the American Planning Association awarded the City with the Public Outreach Award of Merit in recognition of the South Glendale Community Plan's innovative approach to community outreach.

The South Glendale Community Plan outreach process began in late 2012 as part of the Tropico Center Plan community input process. This was followed by five years of events and meetings designed to spread the word and gain community input about the South Glendale Community Plan (see Section 5.2 for the plan timeline listing the outreach events and meetings where the plan was presented or made available for community input). Events included the Fall Festival in the Park, the Tropico Halloween Spooktacle, Glendale Cruise Night, National Night Out, the Broker Lunch at the CBRE, the One Glendale Championship Game, and a High Speed Rail Open House. Community Development Department staff also took the Community Plan "on the road," presenting it to various stakeholder groups at their regular meeting. Stakeholder groups included the Glendale Unified School District, the Downtown Glendale Association, Glendale Chamber of Commerce, the Glendale Healthier Community Coalition, the Glendale Young Professionals, the Armenian Chamber of Commerce, the Adams Hill Neighborhood Association, Glendale Memorial Hospital, the Glendale Association of Realtors, and the Glendale Homeowners Coordinating Council.

Staff also presented the plan at various City of Glendale board, commission, and council meetings, beginning with a series of study sessions with the City Council during the summer of 2016 that covered different topics related to South Glendale and the associated South Glendale Community Plan environmental impact report (EIR). The purpose of the study sessions was to discuss the land use and transportation framework, the planning direction for the area, and for Council to provide direction for the project and the alternatives that should be studied in the draft EIR. These study sessions were followed up by meetings with the Planning Commission, the Traffic and Parking Commission and the City Council.

Step Two: Write the Plan

Taking into account the extensive public input received during the various public outreach events and the City Council study sessions, the Plan was released to the public January 2018.

Draft Plan and EIR

The environmental review process began with a scoping meeting on September 19, 2016, where various agencies, stakeholders, and the community were given the opportunity to provide input on the scope of the EIR. The Plan and environmental document was released for public review in January 2018.

5.2 Plan Timeline

2012
September 19 – Community Block Development Grant Workshop
September 23 – Adams Hill Neighborhood Association Annual Meeting

2013
March 26 – Housing Providers Outreach Meeting
April 17 – Cesar Chavez Day at Pacific Edison (POP)
October 3 – Food & Film Night at Larry Zarian Transportation Center (TOD)
November 16 – Fall Festival at Cerritos Park (TOD)

2014
March 3 – Glendale Homeowners Coordinating Council
March 3 – City Council Adopts Implementing Zoning Ordinances Nos.
May 17 – Great American Clean Up at City Hall Campus (POP)
August 19 – City Council approves EIR/Traffic Model Contracts (CC)
October 21 – "City Council in the Community" Meeting at Pacific Edison Park (CC)

2015
September 1 – "City Council in the Community" Meeting at Brand Library (CC)
October 31 – Spooktacle at Cerritos Park (TOD)

2016
March 22 – City Council "Workboot Tuesday" on Glendale Beeline (TOD)
July 12 – City Council "Workboot Tuesday" Workshop at Municipal Services Building (CC)
July 16 – Cruise Night on Brand Boulevard (POP)
July 19 – City Council "Workboot Tuesday" Workshop at Municipal Services Building (CC)
July 26 – City Council "Workboot Tuesday" Workshop at Municipal Services Building (CC)
August 2 – National Night Out at Pacific Edison Park (POP)
August 11 – GUSD/GCC Meeting
August 30 – City Council Meeting at City Hall (CC)
September 15 – CBRE Broker Lunch at CBRE Offices
September 19 – EIR Scoping Session at Pacific Community Center
September 19 – HUD Annual Action Plan Meeting at Pacific Community Center
October 5 – DGA Board of Directors at 100 N Brand
October 6 – Chamber of Commerce at 701 N Brand
October 6 – Glendale Healthier Community Coalition - Glendale Adventist
October 11 – Glendale Young Professionals Breakfast at Glen Arden Club
October 13 – Armenian Chamber of Commerce at 1156 N Brand

2016 (Continued)
October 16 – Adams Hill Neighborhood Association Annual Meeting (HOA)
October 19 – Planning Commission
October 20 – Glendale Memorial at City Manager Office
October 24 – Transportation and Parking Commission (CC Chambers)
October 27 – DRB at Municipal Services Building
October 29 – Spooktacle at Cerritos Park (TOD)
October 29 – One Glendale Championship Game
November 4 – Glendale Association of Realtors at 124 S Louise
November 7 – Homeowners Coordinating Council at Boyscouts of America
November 15 – City Council Update (CC)
December 1 – High Speed Rail Open House at Glendale Senior Center

2017
February 12 – Rossmoyne Mountain Home Association at Oakmont Country Club
July 19 – Building Owners and Managers Association
November 6 – Glendale Homeowners Coordinating Council at Verdugo Hills Scout House

(CC) Indicates City Council meeting
(TOD) Indicates event associated with Tropico Transit Oriented Development Study
(POP) Indicates Pop-Up Booth at City Event
(PED) Indicates event associated with Citywide Pedestrian and/or Citywide Safety Education Initiative
(HOA) Indicates presentation at Neighborhood/ Homeowners Association meeting

5.3 Relationship of Community Plans to Local Glendale Policy

California state law requires each city to adopt a comprehensive, long term General Plan to function as a blueprint guiding future development. The South Glendale Community Plan is the second of several community plans which will describe Glendale's future development policy for the city's neighborhoods and districts. It is the intent for these community plans to coordinate a wide range of policies from various sources into one cohesive policy document providing specific guidance for future development of South Glendale. While fiscal realities limit the ability of the City to perform a comprehensive update to the General Plan, the City's strategy is to prepare a series of individual Community Plans that will serve to update future development policy for the community plan area, eventually addressing all communities in Glendale. These Community Plans will be incorporated into Glendale's General Plan as they are adopted.

5.3.1 General Plan Elements

Glendale's comprehensive General Plan is comprised of several elements: Land Use Element, Circulation, Housing, Noise, Open Space & Conservation, Safety, Recreation, Historic Preservation and Community Facilities. Glendale has two specific plans incorporated as part of the General Plan: the Glendale Downtown Specific Plan and the Town Center Specific Plan. Together these plans coordinate future growth in the City by identifying citywide principles, goals, objectives and policies. Glendale has traditionally prepared and adopted General Plan elements independently, with the exception of the Housing Element, which is updated on a consistent basis.

State law encourages comprehensive General Plan updates every eight years, although the Housing Element is required to be updated more frequently. Although adopted at different times, all elements of the General Plan are consistent with each other. Each element has an equal status, with no element being more or less important than another. Likewise, state law gives community plans the same status as elements of the General Plan and similar consistency requirements are applicable. A comprehensive General Plan is considered to be current when at least five of the required elements have been updated within the last eight years.

Suggestions for updating Glendale's General Plan, particularly the Land Use Element, have centered on neighborhood and community planning, directing policies toward characteristics of specific neighborhoods. This would allow for further definition of current land use categories in the Land Use Element which are broad and aimed at citywide implementation. To make the General Plan relevant for directing growth at the neighborhood level and to satisfy state requirements for updating the General Plan, Glendale is reorganizing its General Plan. The re-organization aims to update the Land Use, Circulation, Open Space and Conservation, Recreation, Historic Preservation and Community Facilities Elements to allow creation of community plans aimed at focusing land use and development policies at the neighborhood and community level. This is in response to public comments that have noted a lack of clear development policy direction at the community level.

5.3.2 Linking Citywide Principles to South Glendale

While fiscal realities limit the ability of the City to perform a comprehensive update to the General Plan, the City strategy is to prepare individual community plans that will provide development policy for the community plan area, eventually addressing all communities in Glendale. It is the intent for community plans to coordinate a wide range of policies from various sources into one cohesive policy document. These community plans will be incorporated into Glendale's General Plan as permitted by law.

The Land Use Element does not supply strong neighborhood and community level land use policy, particularly policy direction for new development. Over the last thirty years, there has been a steady push by the public to fill this void in neighborhood and community level land use policy as evidenced by periodic discussions of design review, hillside standards and creation of an urban design studio to focus attention on site plan review within a neighborhood context. Community plans are needed to address neighborhood and community level policy, issues and constraints, such as topography, hazards, historic development patterns, impact of neighboring jurisdictions, public service delivery and infrastructure. Community plans provide a means for identifying localized urban design issues, including infrastructure and architecture while also filling the void between citywide policies and lot-by-lot implementation tools such as zoning.

Working with the community to devise neighborhood-based strategies for development, the South Glendale Community Plan implements the General Plan's Housing Element policies by determining the mix, location, and intensities of land uses, the infrastructure necessary to support those uses, and strategies to achieve the intended growth. To target growth strategically, the South Glendale Community Plan provides incentives to increase the feasibility of infill development in transit oriented districts such as Tropico and along transit corridors such as East Colorado Street and Central Avenue.

State law specifies information which must be included in the General Plan, it does not mandate how such information may be included. The following cross reference chart displays how general plan information is incorporated into the Community Plan.

Table 5.3.1

Glendale's General Plan	Discussion in Community Plan
Circulation Element	Section 3.6 Portions of Chapter 4
Open Space and Conservation Element	Section 3.2, Section 3.8, Section 3.10
Housing Element	Section 3.2, Section 3.4, Portions of Chapter 4
Land Use Element	Section 3.2, Section 3.5, Portions of Chapter 4
Noise Element	Section 3.11
Recreation Element	Section 3.8
Safety Element	Section 3.11
Community Facilities	Section 3.6, 3.7, 3.11, Portions of Chapter 4

5.3.3 Comprehensive Design Guidelines

Comprehensive Design Guidelines supplement the Community Plans by providing additional design direction to architects, designers and the Design Review Board for specific building types, such as single-family residences and commercial buildings. However, the basis for design review should be the vision and goals for each unique type of place described in Chapter 4 of the Community Plan. Where the Comprehensive Design Guidelines are inconsistent with the Community Plan, the Community Plan shall prevail.

5.3.4 Historic Districts

Historic Districts are adopted pursuant to the criteria and procedures established by Glendale Municipal Code, Chapter 30.25 (Historic District Overlay Zone). Historic Districts are subject to the Design Guidelines for Residential Buildings in Adopted Historic Districts and any supplemental guidelines adopted for specific Historic Districts. Within the boundaries of the adopted Historic Districts, these guidelines and the Secretary of Interior's Standards for Historic Preservation shall prevail over the Comprehensive Design Guidelines. South Glendale is home to Cottage Grove, a historic neighborhood just west of Adams Square.

5.3.5 Glendale's Quality of Life Indicators

Quality of life indicators are guides which are intended to give some reflection of the health of the larger community. Glendale tracks these indicators to monitor trends and to identify areas that need to be addressed to improve the quality of life for those living and working in Glendale. Examples of some of the 83 indicators tracked by Glendale include average household size, water supply, water quality, waste disposal, infant health, youth fitness, obesity rates, employment by industry, housing supply and density, age of housing stock, affordable rental housing, traffic safety, developed parkland, urban forest, and crime statistics.

These quality of life indicators, collected from demographic data, reports and surveys about the community, are analyzed to identify trends concerning services, finances and systems in a way that is measurable and meaningful to assess the overall health of the community and to determine how to revitalize the community, build community participation, set priorities, and track progress of the community's growth toward reaching and sustaining a healthy environment. In turn, General Plan policies can be tailored to address these trends and issues facing Glendale to find solutions toward building a sustainable, healthy environment for future generations. Various wellness-related issues are addressed in Sections 3.2, 3.6, 3.8, 3.9 and 3.11.

5.3.6 Small Lot Subdivision Ordinance and Design Guidelines (2014-2021)

Glendale's Housing Element 2014-2021 Program Strategy #4 to increase homeownership opportunities directs the City to consider small lot subdivision as a method for increasing infill development. Small lot subdivision permits subdivision of multi-family zoned properties into small single family or townhome style lots by reducing minimum lot size and

interior setback requirements, and by eliminating requirements for conventional street frontage and traditional access. The purpose of the Small Lot Ordinance is to enable complete ownership of single family homes in a variety of configurations, provided each structure, from the foundation to the roof, is separate and independent from adjacent structures. Small lot subdivisions provide additional home ownership housing opportunities and increase housing choices within the community.

The Small Lot Ordinance aims to revive local neighborhood investment in South Glendale's downzoned multi-family zoned neighborhoods without increasing zoning density. Multi-family downzoning in South Glendale has resulted in multi-family neighborhoods comprised of and wide-ranging mix of densities, setbacks and inconsistent development patterns. Reduced allowable densities, high land costs, requirements for subterranean parking, and lending restrictions are factors that have limited new residential construction in South Glendale's multi-family neighborhoods. This is particularly evident in South Glendale where the lack of investment has led to substandard conditions in some areas, leading to a lower quality of life and an increased need for code enforcement. The small lot ordinance aims to encourage development of infill lots and preserve units with historic character in order to catalyze neighborhood investment, provide greater housing choice and expand the opportunities for affordable home ownership. Issues related to land use and infill in multi-family neighborhoods are addressed in Sections 3.2, 3.4, 3.5, 3.9 and 3.12.

5.3.7 Bicycle Transportation Plan (2012)

The City of Glendale has embraced a vision for an active and healthy community, where bicycling can serve as a primary form of transportation for residents and visitors. Through many of its current plans and policies, Glendale supports opportunities for healthier lifestyles, reduced dependence on automobiles, safer streets, reduced energy consumption, and the creation of vibrant neighborhoods. The Glendale Bicycle Transportation Plan serves as an important next step toward integrating bicycles into the transportation system and aims to increase the safety and attractiveness of bicycling in Glendale, while increasing the number of trips made by bicycle.

The Plan guides the City in planning, development, design, and maintenance of new and upgraded bicycle facilities for the next 20 years, including the improvement of existing bicycle facilities, identification of complete street standards, construction of new bike routes linking major activity centers, the installation of secured bicycle parking equipment, and the expansion of bicycle education/advocacy programs to improve the riding environment for bicyclists. The South Glendale Community Plan is consistent with the Bicycle Transportation Plan as generally addressed in Sections 3.6 and 3.8

5.3.8 Glendale Citywide Pedestrian Plan

The Citywide Pedestrian Plan provides a consolidated, coordinated, and comprehensive approach to improving pedestrian infrastructure, safety, and programs within Glendale. Development of a pedestrian plan has long been a priority of the Community Develop-

ment Department, as one of the key recommendations in the 2007 Downtown Mobility Study. The plan recommends specific improvements, programs, and policies to improve pedestrian safety, reduce collisions, and increase the attractiveness of walking in Glendale, including to and from transit. By encouraging pedestrian activity through compact development and sustainable design guidelines, the South Glendale Community Plan, as addressed in Sections 3.6 and 3.8, is consistent with the goals and policies in the Citywide Pedestrian Plan.

5.3.9 Glendale Safe & Healthy Streets Plan (2011)

Through its recommended policies, programs, and resources, the Safe and Healthy Streets Plan seeks a new vision of Glendale where residents live safer, healthier lives by walking and riding a bicycle for both transportation and recreation. This vision promotes the goal of creating a transportation network that meets the needs of all road users, including pedestrians, bicyclists, transit passengers, and people of all ages and abilities, as well as motor vehicles. The Plan recognizes the need for transportation equity; the importance of providing transportation options and removing barriers for those who cannot or do not drive, allowing safe access to employment centers and other key destinations. The Plan can also help to foster efforts, already under way, to make Glendale's streets safer as well. The South Glendale Community Plan is consistent with the Bicycle Transportation Plan as generally addressed in Sections 3.6 and 3.8.

5.3.10 Downtown Glendale Specific Plan (2006) and Downtown Mobility Study (2007)

A component of the South Glendale Community Plan, the Downtown Specific Plan is a mixed-use, urban design plan that establishes the desired physical vision for Downtown Glendale through a clear and comprehensive set of policies, incentives, and requirements. The Plan establishes a coherent and consistent regulatory framework of physical standards and guidelines as well as land use regulations, and directs policies for economic development, streetscape improvements, transportation development, parking, pedestrian amenities, open space and land use, preservation of cultural resources, and public art. Where the Downtown Specific Plan is inconsistent with the South Glendale Community Plan, the Downtown Specific Plan shall prevail.

The corresponding Downtown Mobility Study gathers under a single umbrella the full range of best-practices to reduce auto congestion and promote multi-modal transportation with the Downtown Specific Plan area. Each of these - free bus shuttle, parking benefit districts, in-lieu fees, and transit-priority streets, among others - is tailored to the physical vision articulated by the Downtown Specific Plan.

5.3.11 Tropico Center Plan (20__)

A component of the South Glendale Community Plan, the Tropico Center Plan is a neighborhood-level study that recommends policies, design guidelines, zoning designations and parking standards for the Tropico neighborhood in order to encourage and sustain high quality, neighborhood appropriate transit-oriented development in Tropico.

5.3.12 Space 134 Vision Plans (2013 and 2016)

The 2013 and 2016 Space 134 Vision Plans provide a community-based vision for a multi-purpose "freeway cap park" built over the 134 freeway that provides passive and active open space; programmed community and civic buildings; pedestrian- and bike-friendly trails; and convenient access to transit, including Metro's proposed BRT line between North Hollywood and Pasadena. It envisions to relink the well-established residential neighborhoods north of the freeway to South Glendale's neighborhoods and to downtown Glendale's civic, cultural, and business offerings; revitalize Downtown's and South Glendale's highway-adjacent neighborhoods; catalyze new development and investment in the city; introduce green space and urban forest in the middle of Glendale; allow downtown Glendale to increase its density while maintaining ample space for people to relax, exercise, gather, and participate in events; and improve traffic performance on both the freeway and City streets through adjustments to freeway on- and off-ramps, incorporation of frontage roads, and reduction in automobile trips through new bus rapid transit (BRT) and/or light rail transit (LRT) service.

5.3.13 City of Glendale Citywide Transportation Demand Model.

The Citywide Transportation Demand Model (CTDM) is a state of the art computation analysis tool that evaluates a wide spectrum of the city's planning and transportation planning activities. CTDM analysis is performed to estimate travel behavior and travel demand in order to assist decision makers in answering critical "what if" questions about proposed plans, projects, and policies. The City's CTDM is nested in the Southern California Association of Government (SCAG) 2016 Regional Transportation Plan framework, and incorporates existing 2016 and forecasted 2040 Citywide land uses. Glendale's Citywide Travel Demand Model is consistent with modeling efforts of Pasadena and Burbank and has capacity to analyze multiple transportation modes consistent with complete streets policy.

The Updated CTDM enables the City to evaluate citywide comprehensive plans, development projects, and policies including:

- The EIR for this South Glendale Community. The results can be analyzed and refined during the completion of the South Glendale Community Plan EIR.
- Updating Elements of the Glendale General Plan, including Air Quality, Circulation and Land Use
- Evaluating upcoming Community Plans
- Compliance with SB743
- Traffic Impact Fee / Development Fee assessments

5.3.14 Greener Glendale Plan (2012)

The Greener Glendale Plan is the City of Glendale's plan for helping the community of Glendale achieve better sustainability. The Plan assesses what actions the City and com-

munity have already taken to be more sustainable, and recommends how to build on these efforts. The Plan indicates that the City of Glendale has already completed or initiated many sustainability programs. The Greener Glendale Plan takes advantage of common sense approaches and innovative policies that the local government is uniquely positioned to implement. The actions identified can reduce consumption and waste along with the associated costs, improve air quality and environmental health, and provide other benefits to Glendale for years to come. The South Glendale Community Plan is consistent with and implements Greener Glendale Plan GHG reduction and policies promoting sustainability generally addressed in Sections 3.5, 3.7, 3.8, 3.10 and 3.11.

5.4 County Planning and Coordination with Neighboring Jurisdictions

5.3.15 Urban Water Management Plan (2016)

In July 2016, Glendale adopted its 2015 Urban Water Management Plan (UWMP). UWMPs are prepared by California's urban water suppliers to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 or more connections is required to assess the reliability of its water sources over a 20-year planning horizon considering normal, dry, and multiple dry years. This assessment is included in the UWMP, which are to be prepared every 5 years and submitted to the Department of Water Resources.

The South Glendale Community Plan is consistent with the UWMP, since this community plan was anticipated in Section 1.7 of the UWMP. Infrastructure and sustainable resource planning is addressed in Section 3.7.

5.3.16 Consolidated Plan (2015-2020)

The 2015-2020 Consolidated Plan is the primary planning document that the Federal Department of Housing and Urban Development (HUD) uses to measure the City's effectiveness and to approve the submission of Annual Plans and other funding applications to HUD. The Annual Plans are comprised of specific projects Glendale plans to implement to meet the objectives of the Five-Year Consolidated Plan. The Consolidated Plan, as one of its basic tenants, requires an extensive community needs assessment and citizen participation process. Therefore, the City provided a variety of opportunities for residents to provide input which resulted in over 500 residents and community members providing direct input into the identification of program priorities. The 2015-2020 Consolidated Plan involved an updated data analysis to observe current demographic and other trends in Glendale. Combined, the citizen participation and data analysis provide the basis from which the five-year strategy is developed. Although the Consolidated Plan serves as the City's blueprint for the types of community service and housing programs and projects the City commits to fund though block grants to meet its priority community needs over the next five years, it is designed by HUD to be flexible. As priorities change, or new opportunities arise, the plan can be amended. In addition, each year, the City submits a new Annual Action Plan, which is generally consistent with the Five-Year Plan.

The City's 2014 – 2021 Housing Element provides guidance for many of the housing-related programs identified in the Consolidated Plan. While the Housing Element's primary focus is on long-range housing policy and programs to ensure those policies are in compliance with state housing law, the Consolidated Plan provides a tool that can be used to implement the Housing Element since it directs policy, as well as funding, for certain housing projects. Additionally, both the Consolidated Plan and the 2014-2021 Housing Element provide opportunities to remove barriers to affordable housing as identified in the Analysis of Impediments to Affordable Housing (AI). Housing policy is addressed in Section 3.4.

5.3.17 GWP Strategic Plan (2009)

The 2010-2009, Glendale Water and Power (GWP) completed the GWP Strategic Plan, a document that provides direction for future water and power service in Glendale. The GWP Strategic Plan aims at stabilizing rates while developing and implementing new strategies to meet supply, infrastructure, system, personnel, and other business needs associated with running a public utility. The plan starts by laying the foundation for new and expanded initiatives such as our transition to the smartgrid, greater reliance on renewable energy, expanded water and energy conservation efforts, new high-tech water purification systems, more technologically advanced generation systems, and significant reductions in greenhouse gas emissions. The GWP Strategic Plan was developed through a collaborative effort of customers, stakeholders and GWP employees to ensure that it reflects the needs of Glendale.

The South Glendale Community Plan addresses utility service on a broad policy level, consistent with the General Plan, and included generally in Section 3.7. The South Glendale Community Plan is consistent with the citywide utility policy goals expressed in the GWP Strategic Plan.

5.4 Regional Planning

5.4.1 Southern California Association of Governments (SCAG) Compass Blueprint

Glendale falls under the purview of the SCAG Metropolitan Planning Organization (MPO), which is responsible for regional planning for Los Angeles and neighboring counties within this region. Glendale is part of SCAG's Arroyo-Verdugo sub region and is a member of the San Fernando Valley Council of Governments, which covers regional issues at a local level. Two main regional transportation planning efforts managed by SCAG are the Regional Transportation Plan and the Compass Blueprint. While the Regional Transportation Plan serves to coordinate regional transportation projects for local, state and federal funding and prioritization, the Compass Blueprint focuses on local policy actions to improve quality of life, including transportation and air quality.

In 2004 SCAG identified a need for a blueprint for regional growth to address these challenges and provide for livability, mobility, prosperity, and sustainability for the future. Compass Blueprint represents a plan that, with only modest changes to development patterns, can point the region toward maintained and improved quality of life. The Compass Blueprint process included a technical analysis of growth options. The Compass Blueprint is a proactive approach to planning and managing growth to create the types of communities where people want to live, work and play.

SCAG is responsible for implementing regional strategies to achieve statewide goals for greenhouse gas reduction, transportation, housing and other state issues. Additionally, Glendale is working with SCAG to implement their Sustainable Communities Strategy as required by SB 375 (2008) as part of addressing impacts to climate change required by AB 32 (2006). A Sustainable Communities Strategy (SCS) requires coordination of housing and transportation for reductions in greenhouse gases on a regional scale. Glendale's Greener Glendale Plan serves as Glendale's climate action plan (CAP) as required under AB 32 and accordingly identifies local actions and programs for greenhouse gas reduction. With the advent of SB32 (2016), Glendale will continue to cooperate with SCAG in addressing greenhouse gas reduction targets and strategies.

Glendale has been following a clear eight point strategy for implementing SCAG's Compass Blueprint strategies. These strategies are also consistent with broader sustainability policies which encourage more efficient use of resources and are discussed elsewhere in this document. Glendale's eight points for implementing SCAG's Compass Blueprint regional strategy include:

1) **Create An Urban Growth Boundary.** Since 2003 Glendale has purchased tracts of open space in hillside where access and urban services are unavailable or costly to expand.

2) **Focus Growth Downtown.** In 2006 Glendale adopted the Downtown Specific Plan (DSP) which encouraged growth of commercial, residential and mixed-use development by increasing densities to up to 187 units per acre. This form-based document encourages good design, while placing density along established transportation and transit corridors and in proximity to employment opportunities.

3) **Get People Out of Their Cars.** In 2007 Glendale adopted the Downtown Mobility Plan, a progressive transportation plan that encourages a variety of multi-modal transportation strategies to increase mobility in Downtown Glendale. Compass blueprint strategies such as encouraging transit-supporting densities and opportunities for pedestrians and bicyclists, in addition to cars, provides for more efficient transportation and options.

4) **Provide Housing For All.** Glendale has a Housing Element that is in compliance with state law and provides for a variety of housing to meet regional housing needs

5) **Promote Public Health.** Glendale has a Safe and Healthy Streets Plan, prepared for the purpose of improving public health through safe walking and bicycling policies.

6) **Strengthen Neighborhoods.** Glendale has undertaken several neighborhood revitalization projects including Adams Square and East Garfield neighborhoods. Revitalization projects encourage removal of blight, perform infrastructure upgrades and encourage private investment into existing neighborhoods, thereby encouraging economic development and infill in urban areas.

7) **Focus on Neighborhood Planning.** The creation of community plans as part of the General Plan Update addresses planning at the neighborhood level. The neighborhood plans bring regional planning into practice at the local level through policies for land use, urban design, mobility, housing and sustainability.

8) **Translate Policy into Practice.** The Urban Design Studio was formed in 2006 to provide design expertise. The Urban Design Studio focuses on architectural design, urban design, historical preservation and transportation planning to augment traditional city planning functions.

5.4.2 Regional Transportation Plan (RTP) /Sustainable Communities Strategy

The State of California and the federal government require that the Southern California Association of Governments (SCAG) and other regional planning agencies update their respective Regional Transportation Plan (RTP) /Sustainable Communities Strategy (SCS) every four years: SCAG is required by federal law to prepare and update a long-range (minimum of 20 years) RTP (23 U.S.C.A. §134 et seq); while California Senate Bill 375 (2008) requires that the RTP also include an SCS, which outlines growth strategies that better integrate land use and transportation planning and help reduce the state's greenhouse gas emissions from cars and light trucks (California Government Code §65080 (b)(2)(B). The RTP is combined with the SCS to form the RTP/SCS. As of this writing, for the SCAG region, the California Air Resources Board (ARB) has set greenhouse gas reduction targets at eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The South Glendale Community Plan's

vision of integrated transportation and land use planning is consistent with many of the land use and transportation strategies in the RTP/SCS. By focusing new mixed-use growth in transit and commercial corridors, the plan will meaningfully improve local mobility, economic development, and quality of life while contributing to regional greenhouse gas reduction efforts.

5.4.3 North Hollywood to Pasadena BRT Corridor Technical Study (2017)

The North Hollywood to Pasadena BRT Corridor Technical Study prepared by the Los Angeles County Metropolitan Transportation Authority (Metro) analyses a number of alternative route alignments for a bus rapid transit line that pass through South Glendale between North Hollywood and Pasadena. Preparation of the South Glendale Community Plan included participation and consideration of Metro's proposed alignments, along with the potential modification of existing Metro Local and Rapid routes to accommodate the new service. The intensification of development along South Glendale's corridors as envisioned by this Community Plan is influenced by the location of Metro's transit routes. See Sections 3.5 and 3.6.

5.6 State Planning

5.5 State Planning

5.5.1 Active Transportation Program (ATP)

The Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs; including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program to:

- Increase the proportion of biking and walking trips;
- Increase safety for non-motorized users;
- Increase mobility for non-motorized users;
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals;
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding;
- Ensure disadvantaged communities fully share in program benefits (25% of program); and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Funding from the Active Transportation Program may be used to fund the development of bike, pedestrian, safe routes to schools, or active transportation plans in communities. Support of ATP is included in Section 3.6 and in Chapter 4.

5.5.2 Local Sustainability Planning and Climate Change (AB 32, SB 375, SB32)

California adopted SB 375 (2008) to require preparation of Sustainable Community Strategies as a method for implementing AB 32 (2006) on a regional level. The stated goal of a Sustainable Communities Strategy is to link transportation and housing policy to reduce vehicle trips, a major contributor of greenhouse gases. SB375 requires that there be a link between housing policy and transportation policy, which will be accomplished by linking the process for the Housing Element and the update of the Regional Transportation Plan (RTP). The Southern California Association of Governments (SCAG) has adopted a target reduction of 8% for greenhouse gases (GHG) as required by SB375, and Glendale adopted a similar reduction target in the Greener Glendale Plan. SB 32 (2016) directs SCAG to identify new regional targets to reduce GHS emissions to 40% below 1990 levels by 2030. It is unclear at this time how SCAG will address this new reduction target. However, Glendale will continue to cooperate with SCAG and implement GHG reduction strategies. The Greener Glendale Plan in Section 5.3.8 provides information concerning the City's GHG reduction and sustainability planning document.

5.5.3 Environmental Justice

The principles of environmental justice call for fairness, regardless of race, color, national origin or income, in the development of laws and regulations that affect every community's natural surroundings, and the places people live, work, play and learn.

Glendale addresses environmental justice by including individuals disproportionately impacted by noxious land uses and pollution in decision making processes. South Glendale has lower income areas and industrial development has left a legacy environmental burden, including a rail line bordering the western boundary. The aim is to lift the unfair burden of pollution from those most vulnerable to its effects. In regards, to South Glendale, environmental justice addresses issues concerning whether a proposed project would expose minority or disadvantaged populations to proportionately greater risks or impacts compared with those borne by other individuals. Similarly, environmental justice concerns also include equal access to community amenities and services such as transportation, parks and recreation, jobs and shopping opportunities.

Chapter 6

IMPLEMENTATION

To realize the community vision for South Glendale's centers, corridors, neighborhoods, and districts, a number of programs and actions need to be completed to ensure the South Glendale Community Plan is consistent with other applicable plans and regulations such as the General Plan and the Zoning Code. Once this is completed, the public improvements to South Glendale's streets and open spaces and the public development as envisioned by the community can progress.

6.1 Implementation Policies and Timeline

The South Glendale Community Plan is implemented through a number of documents, policies and programs. The following identifies the implementation process associated with the plan. Additional programs or modification to the timing of implementations are anticipated to occur through identification of mitigation measures in the Environmental Impact Report (EIR) and are not included herein.

6.1.1 Concurrent with Adoption of the South Glendale Community Plan:

1. General Plan amendment resolution to adopt the South Glendale Community Plan.

2. General Plan amendment resolution for a minor amendment to the Land Use Element of the General Plan. This includes text and land use map amendments to add new or modified General Plan land use designations including:
    a. Downtown Specific Plan boundary changes;
    b. New Civic land use designation;
    c. New Brand Boulevard of Cars land use designation;
    d. New and updated Centers, Corridors and Mixed Use land use designations;
    e. New Transportation land use designation; and
    f. New Single-Family Hillside land use designation.

3. Downtown Specific Plan amendment ordinance to adopt changes to the Downtown Specific Plan boundary.

4. Zoning Code Map amendment ordinance to adopt a new Transit-Oriented Development Zone and rezone properties accordingly. This Zoning Code Map amendment would also review the appropriateness of isolated C3 III zoning in the SGCP area.

   This includes new TOD zoning for the Tropico area that will include not only development in the area within easy walking distance to the Glendale Metrolink Station, it will also accommodate Glendale Memorial Hospital upgrades required by the State of California. A summary of policies proposed for the Tropico District is included as Appendix C.

6.1.2 Within One Year of Adoption of the South Glendale Community Plan

1. Consideration of Subdivision (Title 16) and Zoning (Title 30) Amendment to permit Small Lot Subdivisions.

2. Consideration of Small Lot Subdivision Design Guidelines concurrent with small lot subdivision standards.

3. Consideration of policies related to conversion of apartments to condominiums. Currently buildings proposed for condominium conversions must meet current general plan land use densities and have at least two covered parking spaces per unit, except in downtown where parking must meet DSP parking standards. Due to Glendale's past history of down-zoning, as well as reduced parking requirements for apartments compared to condominiums, many apartments do not meet current multi-family density and parking requirements and are unsuitable for conversion to market rate units. State law permits conversion of over density apartments to condominiums provided that at least a certain percentage of the apartments are restricted affordable, the building has not already received a density bonus, and there have been no affordability restrictions on the property within the last five years. Additionally, Government Code Section 65195.5 allows conversion when 33 percent of the total units of a proposed condominium project are restricted for sale to persons of low or moderate income, or 15 percent of the total units are restricted for sale to persons of lower income households.

6.1.3 Within One Year of Adoption of the South Glendale Community Plan

1. Consideration of options for creation of standards to enable the Transfer of Development Rights (TDRs) from properties within multi-family zones (single-family zones excluded) to mixed-use corridors. The proposed TDR would be limited to preservation of historic structures, not other uses.

2. Resolution to update the Greener Glendale Plan to incorporate GHG reduction strategies to 2040.

3. Create mixed-use zones based on current C2 and C3 standards to implement Mixed-Use High and Mixed-Use Low land use designations.

4. This includes policy amendments to the Land Use Element to address changes to state law including incorporation of policies or discussion related to the following:
    a. Greenhouse gas (GHG) reduction and implementation of the Greener Glendale Plan related to AB32(2006)/SB375(2008)/SB32(2016);
    b. Safety policies related to implementation of SB 1241(2012) dealing with fire hazard mitigation;
    c. Climate adaptation and resilience policies related to implementation of SB 379(2015). Such policies would address emergency preparedness, drought, wildfire hazard, flooding and other issues related to climate change and disaster recovery; and
    d. Environmental justice policies addressing siting of nuisance uses related to implementation of SB1000(2016).

   Note: The Governor's Office of Planning and Research (OPR) is presently updating the state's General Plan Guidelines (Draft as of 2015) so it is possible that this list of policy topics may be modified.

5. General Plan amendment to amend the Circulation Element to allow traffic analysis consistent with SB743. These amendments would allow analysis of traffic impacts based on vehicle miles traveled (VMT) and level of service (LOS) to reflect multi-modal transportation alternatives, as well as for consistency with regional transportation models used for regional transportation plan/sustainable communities strategies (RTP/SCS) analysis.

6.1.4 Beyond Two Years of Adoption of the South Glendale Community Plan

1. Update of the Circulation Element to create a Mobility Element that:
    - Establishes green streets policies and standards
    - Updates pedestrian policy and plans for consistency
    - Updates bicycle policy
        - VMT vs LOS
        - Adjust Transportation Impact Fee

2. Consider options to create small scale parking lots or structures within multi-family zones.

3. Consider options to promote public-private parks as part of new development.

4. Update the Safety Element to coincide with the update of Glendale's Local Hazard Mitigation Plan. Topics of discussion should include fire hazard mitigation, environmental justice, flood hazard mitigation and climate adaptation and resilience as required by state laws listed above.

5. Update the Greener Glendale Plan to comply with SB32s GHG reduction targets to 2040 and climate adaptation policies.

6. Study opportunities for an affordable housing overlay zone to permit high-density residential uses along designated corridors that are well served by public transportation. Residential densities in multi-family zoned areas would increase following expansion of local transit opportunities.

7. Study opportunities for lot consolidation incentives for smaller commercial properties adjacent to corridors.

8. Secure funding to implement pedestrian, bicycle, transit, open space, and roadway improvements as envisioned by the Community Plan.

TROPICO CENTER PLAN

City of Glendale, California

Prepared by:
City of Glendale
Community Development Department

Contributions by:
Cityworks Design
Patricia Smith, AICP, ASLA
Nelson\Nygaard Consulting Associates

Funded by:

Metro

CITY OF GLENDALE, CALIFORNIA

City Council
Vartan Gharpetian, Mayor
Paula Devine
Ara Najarian
Zareh Sinanyan
Vrej Agajanian

Community Development Department
Philip S. Lanzafame, Director
Darlene Sanchez, Deputy Director
Eric Krause, Deputy Director
Laura Stotler, Principal Planner
Allen Castillo, Senior Development Officer
Fred Zohrehvand, Senior Planner - Transportation
Kathryn Engel, Transit Manager
Juan Gonzalez, Program Supervisor
Sandra Rodriguez, Program Coordinator
Karen Khukoyan, Senior Administrative Specialist
Justin L. Robertson AICP, Planning Associate

Alan Loomis AICP, Deputy Director of Design and Mobility
Michael Nilsson AICP CTP, Senior Mobility Planner

Public Works Department
Roubik Golanian, Director
Dennis Ambayec, Deputy Director-City Engineer
Tad Dombroski, Parking Manager

Wayne Ko, Principal Civil Engineer

Contributions by
Cityworks Design (with Patricia Smith AICP ASLA)
16 North Marengo Avenue, Suite 412
Pasadena, California 91101
626.304.9034
www.cityworksdesign.com

Nelson\Nygaard Consulting Associates
116 New Montgomery Street, Suite 500
San Francisco, California 94105
415.284.1544
www.nelsonnygaard.com

Funded by:
Metro

EXECUTIVE SUMMARY

PLAN PURPOSE AND VISION

A component of the South Glendale Community Plan, the Tropico Center Plan is a neighborhood-level policy study, which recommends design guidelines as well as zoning designations and parking standards for the Tropico neighborhood.

Throughout its history, Tropico has been defined by its proximity to high-quality transportation and a mix of uses, though its development has not always reflected its potential for sustainable residential and commercial growth.

As the look, feel, and function of Tropico continues to change, its industrial past, transit-rich present, and future as a center for jobs and housing will come together to create a unique sense of place.

This plan recommends a number of changes to zoning, land use, parking policy, and street standards in order to encourage and sustain high quality, neighborhood appropriate transit-oriented development in Tropico.

PLAN ORGANIZATION

The Tropico Center Plan is organized in the following manner:

Chapter One establishes the purpose and background of the Plan, its physical and historic context, and details significant public input efforts from which the Plan was developed.

Chapter Two establishes principles for successful Transit-Oriented Development, identifies the neighborhood's relevant strengths and opportunities, and sets out a cohesive and clearly articulated development vision for Tropico.

Chapter Three sets out zoning and land use recommendations for the area, while Chapter Four includes design and development standards and guidelines.

Chapter Five provides a policy framework for the Tropico Center Plan's mobility and access recommendations. It includes an analysis of best practices that consider existing conditions and the community's desired outcomes to ensure high quality Transit-Oriented Development, improved mobility throughout the neighborhood and the City, and vibrant multimodal streets.

Chapter Six outlines specific actions, implementation programs, and funding opportunities in the short-, medium-, and long-term for the area, particularly in light of the South Glendale Community Plan and the development of High-Speed Rail in California.

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Chapter 1

INTRODUCTION

Chapter One establishes the goals and purpose of the plan; its physical context; its regulatory, historic, and planning context; opportunities and challenges; and describes the broad public input effort from which this plan was developed.

1.1 Purpose & Background

Historic Train Depot, Glendale Transportation Center

The purpose of the Tropico Center Plan is to supplement the South Glendale Community Plan as a set of urban design guidelines with supportive zoning designations and parking standards for the Tropico district surrounding the City's Amtrak/Metrolink station and Glendale Transportation Center, officially renamed and alternately referred to as the Larry Zarian Transportation Center. The southernmost portion of Glendale, Tropico is centered on the intersection of Los Feliz Boulevard and San Fernando Road. This major crossroad is a significant transfer point between two Metro Rapid bus lines, five Metro local bus lines, and Glendale Beeline buses. Tropico is also home to Glendale Memorial Hospital and Health Center, various light industrial businesses, and the Brand Boulevard of Cars. It is also adjacent to Forest Lawn Memorial Park and Atwater Village in Los Angeles.

The Tropico Center planning process began in Fall 2012, then progressed through the next four years with community input, concluding in Fall 2016. The City's planning efforts and consultant contributions were made possible through a competitive Transit-Oriented Development Planning grant awarded by the Los Angeles County Metropolitan Transportation Authority (Metro). This plan is consistent with and incorporated into the South Glendale Community Plan as an Appendix.

Metro Rapid 780 connects Tropico with destinations across Los Angeles County

The historic Seeley's building exemplifies the character and potential of Tropico

To comprehend the importance of updating Tropico's zoning and design guidelines, it helps to understand the evolution of the neighborhood and what the most critical planning issues are today. Tropico was the name of the southern portion of Glendale, south of Windsor Road, between the late 1800s and 1918. By the turn of the century Tropico had a population of 700; its commercial center was at Central Avenue and San Fernando Road. It was incorporated as a city in 1911 then annexed to Glendale in 1918. Prominent residents included landowner/developer William C.B. Richardson and acclaimed art photographer Edward Weston. The original Tropico District, now extending into Atwater Village, was known for its local produce, beautiful neighborhoods and Tropico Pottery Works (later Gladding, McBean & Co.).

A gateway welcomes visitors traveling north into Tropico at Brand Boulevard and San Fernando Road

Today, Tropico is a cultural melting pot known for its eclecticism, ethnic diversity and bohemian charm. The area is home to people with a range of professions, income levels, and backgrounds. Industrial and creative businesses can be found near residential bungalows, neighborhood-serving uses complement regional destinations, and tree-lined streets frame the city's primary transportation center. The neighborhood is quickly evolving as new mixed-use projects bring energy to South Glendale.

Tropico is clearly primed and ready for a fresh vision as it moves into its second century.

1.2 Tropico Today

Tropico already has several characteristics vital to realizing its potential as a transit-oriented district. There is a robust network of transit services in place, with the Glendale Transportation Center (GTC) providing a unique destination opportunity. Major institutions and employers are well-established in Tropico, particularly health care and automotive services, as well as Forest Lawn Memorial Park. There are a variety of neighborhood and housing types on mostly small walkable blocks, with easy accessibility to major employment centers in Downtown Glendale, Burbank, and Downtown Los Angeles. Each of these factors represents a unique opportunity as future growth is addressed by public and private stakeholders.

Opportunities

Transit service growth. Metrolink has been expanding its regional service in Southern California with two lines now providing service to Lancaster and Ventura, and to points south from Glendale. In addition, the California High Speed Rail Authority is planning the nation's first high-speed rail system. One proposed segment would connect Palmdale to Los Angeles Union Station following the rail right-of-way on the western edge of Tropico. While no stop is planned for Glendale, there will undoubtedly be impacts. However, opportunities may present themselves in the future depending on how the system is planned and integrated into Tropico, including transforming Metrolink service from a long-haul commuter line into a more local and frequent train service that also feeds future High Speed Rail. In addition, Metro continues to plan improvements to bus and light rail service while supporting transit-oriented development strategies throughout the county.

Healthcare growth. The healthcare sector is evolving to meet aging population growth. Many institutions in Southern California, like Glendale Memorial Hospital and Health Center, have made long-term investments in services, infrastructure and facilities to better serve the community's healthcare needs. Often there is a ripple effect as other health-related businesses locate proximate to hospitals, and new models of care are introduced.

Housing growth. Evident across Southern California and within Tropico is a demand for new market-rate and affordable housing. New owners and tenants are interested in a more urban lifestyle, settling into walkable and bikeable neighborhoods with convenient transit service and amenities.

Creative workplaces. Creative business and live-work developments have chosen Tropico. These unique businesses often desire light-industrial space. New mixed-use buildings could integrate live-work, creative office space, and residences into a denser prototype, like those seen in other west coast cities with comparable transit service.

Walk-bike framework. Tropico already has very walkable block-sizes and beautiful tree-lined streets in many areas. Redesigning key streets into a multi-modal network of Complete Streets will encourage residents, workers and visitors to walk or bike to their destinations, or to complete the first-mile/last-mile of their regional or local public transit trip.

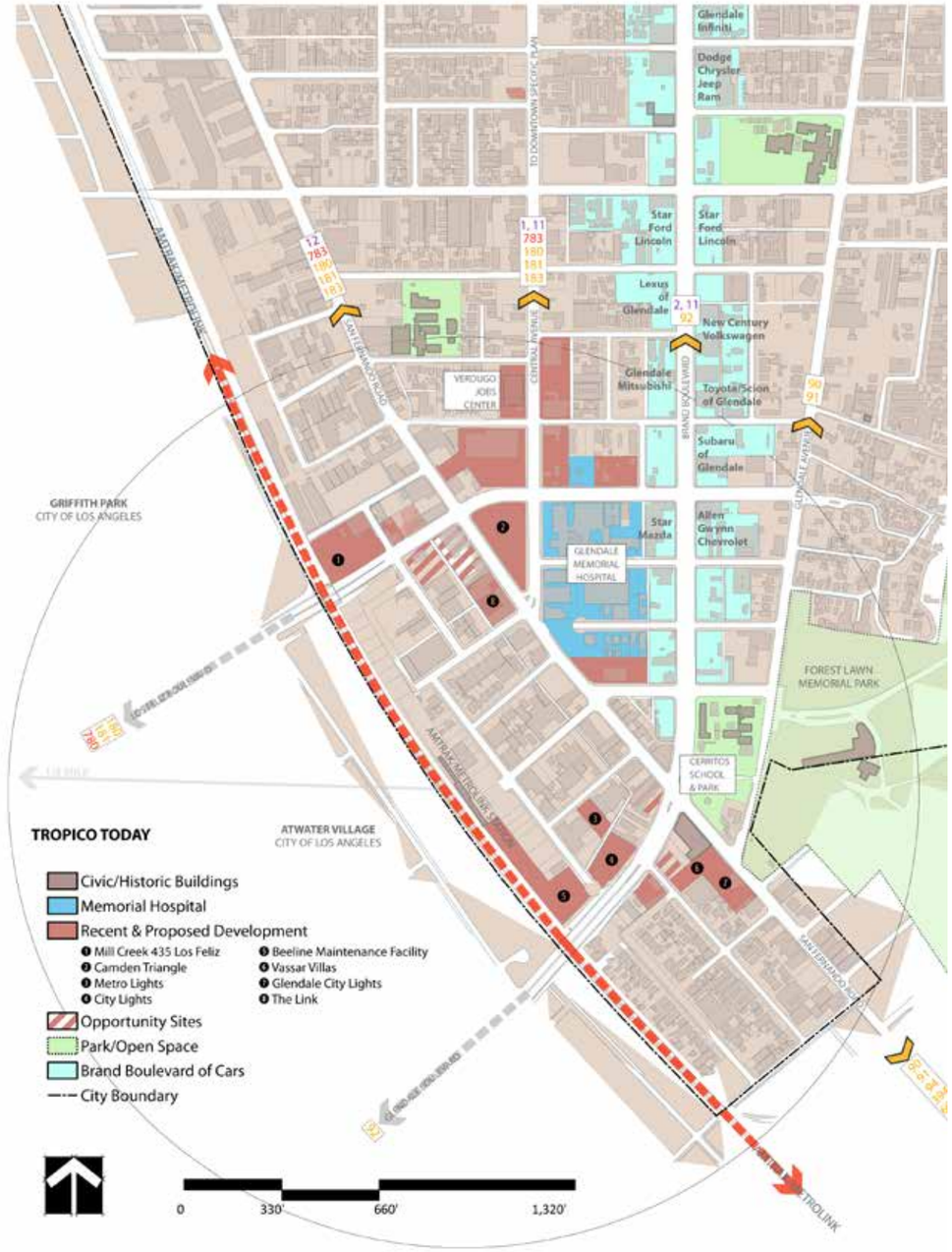


Figure 1: Tropico Today

Challenges

The Tropico Center Plan capitalizes on the opportunities just described and charts a path to becoming a sustainable transit-oriented district. This objective is not without challenges. The plan recommendations suggest how the City can specifically address each challenge as the South Glendale Community Plan is completed, new policies are adopted, and new development projects are reviewed and approved.

Zoning Standards. Many potential redevelopment sites in Tropico have zoning standards that preclude high-density, mixed-use, urban-style development typically associated with transit-oriented districts. While the City did introduce mixed-use zoning standards to the area in 2004, the majority of large parcels within this zoning designation were developed in the past five years. The remaining sites retain the City's C3 commercial zone designation. This zone permits only limited mixed-use development subject to development regulations derived from the City's "Garden Apartment" neighborhoods, such as suburban open-space standards, "wedding cake" style setbacks, and a 34-unit/acre density limit. These standards have consistently proven impractical for contemporary urban mixed-use development – leading potential developers to face a lengthy and uncertain public variance process before receiving planning approvals, if at all.

Parking Standards. Tropico is subject to the suburban-style parking requirements that apply to the entire city. Although the City has adopted parking standards for Downtown Glendale that are appropriate to mixed-use and transit-oriented districts, it has yet to do so near Glendale's transportation center. Currently, shared parking agreements or in-lieu fees are not permitted as a means of meeting parking demand in the Tropico district. Furthermore, the code requires a minimum of 2.25 parking stalls per market-rate residential unit – even if the development is directly adjacent to rail or bus transit. As a result, the only residential development in the area so far has been affordable housing projects making use of state-permitted parking reductions.

Development Vision. Tropico lacks a cohesive, clearly articulated and illustrated development vision. Potential developers in this area cannot easily ascertain the City's desires or expectations for development in Tropico. This lack of an articulated vision leads to additional uncertainty for the development community, particularly given that all development in Glendale is subject to discretionary design review. By contrast, the Downtown Specific Plan (DSP), the prototype for the proposed Tropico urban design study, clearly explains and illustrates the City's vision through drawings, diagrams and maps, allowing developers and their architects to quickly understand and respond to the City's expectations. This has eliminated the need for protracted negotiations over development programs and design; for example, under the DSP, 300-unit mixed-use projects are often moved from concept to final planning entitlements in less than a year.

Sense of Place. Given the richness of buildings and range of institutions, there is not a clear focal point to Tropico; there can instead be a sense that "there is no 'there' there." One important challenge will be to clarify Tropico's unique identity based on its history, culture and residents. and to impart this identity on new development and public realm projects. Achieving a transit-oriented development focus around the Transportation Center that benefits existing institutions will be critical to achieving success.

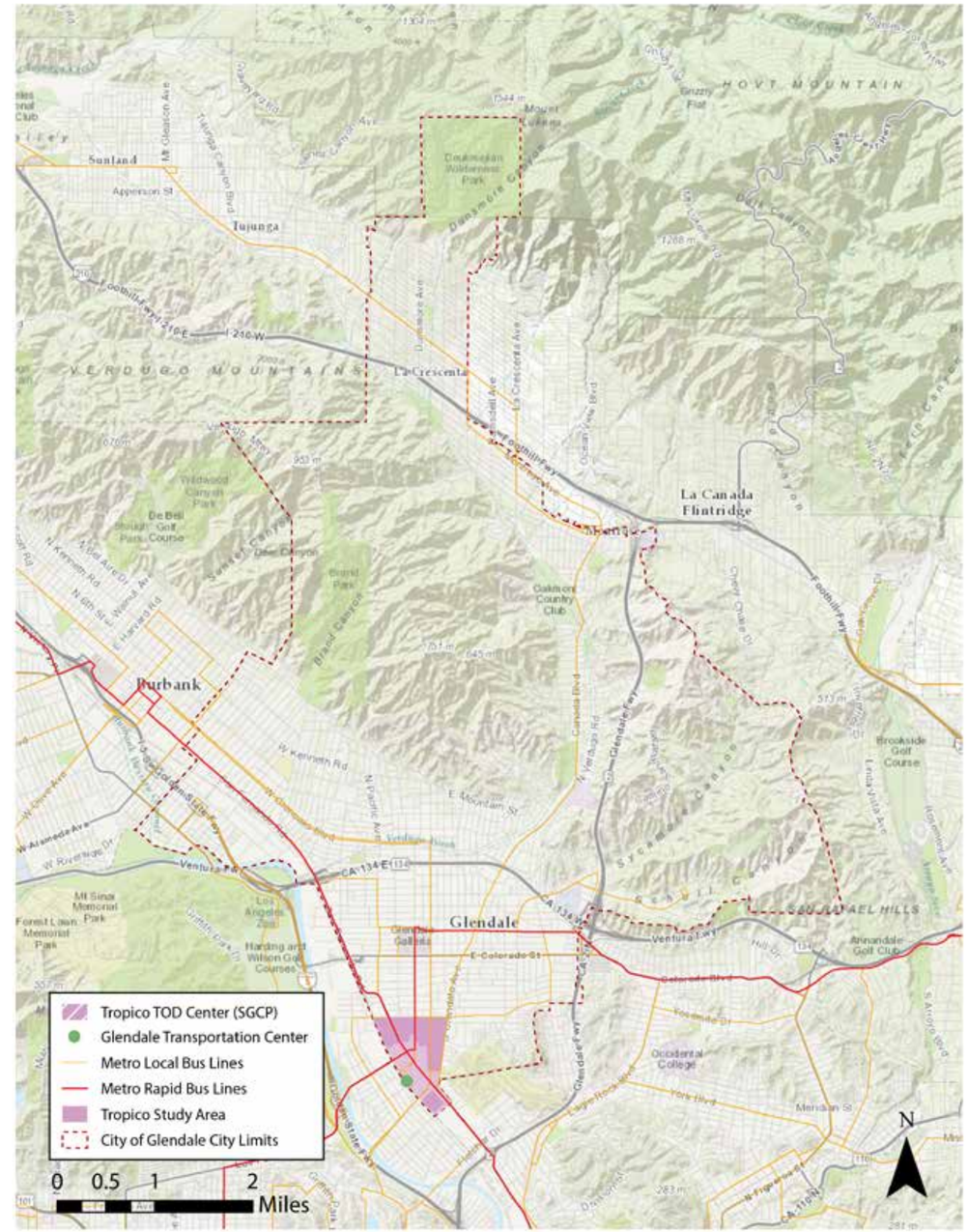


Figure 2: Tropico Regional Context

1.3 Public Input

The Tropico Center Plan was shaped by input the City and consultants gathered during public events held between May 2013 and October 2016. The events were designed to reach local residents who are interested in the Tropico neighborhood and Transportation Center, heighten awareness of the historic station and Tropico neighborhood across the City, and reach families in Tropico who are in the Cerritos Elementary School attendance area and who use Cerritos Park. Over 400 people provided feedback at these events, representing Tropico's diverse population of residents, visitors, and workers.

Walking Tour of Tropico at Great American Clean-Up

A walking tour was conducted in May 2013 coinciding with the Great American Clean-Up activities held citywide. Staff and consultants organized a walking tour of the Transportation Center and surrounding neighborhood and facilitated a written survey. The tour was followed by local clean-up activities and a citywide celebration.

Key Insights

- Walkers expressed desire for "jobs retention;" "San Fernando Road should be more walkable;" "[the] area should be safer for bicycling;" "development should reinforce Tropico's unique identity."
- More transit information is needed at bus stops; bus stop environments should be more comfortable.
- The gateway at Los Feliz Boulevard could feature a mural.
- Integrating Tropico's history into the design of buildings was deemed very important.

Tropico Walking Tour Participants, May 2013

Food and Film at the Train Tracks

In October 2013, the City of Glendale's Community Outreach Team held "Food and Film at the Train Tracks." With this event, the City aimed to engage residents and visitors about the Tropico Center Plan effort, as well as to gather survey data regarding their preferences and vision for the neighborhood. It featured a walking tour, food trucks and the screening of "Double Indemnity," a movie that was originally filmed at the station. This event attracted participants by advertising using onsite banners, through television ads on GTV Channel 6, via newspaper promotions in LA Weekly and the Glendale News-Press, as well as reaching out via social media platforms such as Facebook and Twitter. Participants that completed a walking tour or a one page survey inquiring about local land use and mobility issues received a voucher that could be used at a number of food trucks. As a result, 157 surveys and 25 Walking Tour Photo surveys were completed; the most ever for a Glendale planning effort.

Key Insights

- Over 50 percent of walking tour respondents called for more and better-maintained landscaping (flowers, shrubs, trees); 24 percent of survey respondents suggested that environmental improvements were needed, including street trees, more green space, native plants, and additional parks; additionally, respondents expressed a desire for improved connectivity to Atwater Village and other neighborhoods.
- Over 50 percent of respondents said improved "convenience" would help them use public transit more, while the next 21 percent said "price" of transit resources is a factor, and about 13 percent said "time," including delays/reliability, is the most important factor in determining transit use.
- Over 1/3 of photo survey respondents desired more restaurants/cafes and retail, and preferred to live on streets with parkways and trees.
- Out of six categories in the one-page survey, potential residents (39 percent) and current residents of the neighborhood (31 percent) both said they would most like to see new restaurants and bars in Tropico.
- A majority of respondents found Brand Boulevard at San Fernando Road to be too wide, while El Bonito Avenue, Gardena Avenue, and Cerritos Avenue east of Brand Boulevard were all considered "right-sized" streets.
- Respondents favored short, marked crosswalks, finding them more "comfortable" to cross.

Tropico stakeholders provided valuable input at "Food and Film at the Train Tracks" in October 2013

Food trucks and an outdoor movie screening attracted 200+ people to a Tropico Center Plan outreach event outside the historic train depot at GTC

Fall Festival in the Park

Following the success of the "Food & Film at the Train Tracks" event, a second event was held in November 2013, the "Fall Festival in the Park." This event was geared toward families in the South Glendale area. It featured free food and refreshments for those who participated in planning activities. This event was advertised with flyers distributed to neighborhood schools, parks and libraries, on-site banners, ads on local buses and the Glendale News-Press, television ads on GTV Channel 6, as well as on Eventbrite.com and through social media platforms including Facebook and Twitter. Planning activities at the event were designed to get feedback on how to make the neighborhood a better place to live, work and play. They included:

Attendees of the 2013 Fall Festival in the Park provided valuable input to the Tropico Center Plan team

- Welcome to Tropico – This activity informed attendees about the historical background of the Tropico district in South Glendale. A one page survey was distributed to attendees on how to make Tropico and the City of Glendale a better place to live, work, and play.
- A Day in the Life of Tropico – Constituents identified what their "perfect day" in South Glendale would be and, using interactive exhibits, attendees identified things they would like to see in the future for the neighborhood.
- My Glendale – In this fun and interactive game, event attendees identified where they would like to have homes, parks, and businesses located.
- Getting Around Tropico – This activity informed constituents about possible locations for bicycle facilities. Participants commented on existing and future bus and train service in the neighborhood.

As a result, over 250 people were in attendance at the Fall Festival in the Park event and approximately 150 responses were received at the event to further guide City planning staff on appropriate policies for the Tropico Center Plan and for the South Glendale Community Plan.

Key Insights

- General suggestions from an on-site survey distributed at the festival included support from 74 percent of respondents for physical improvements in Tropico, including bicycle and pedestrian infrastructure, bicycle parking, traffic calming, wider sidewalks, and street trees. Thirty-three percent of respondents stated they would like to see more neighborhood-serving retail.
- Among existing residents, 87 percent of respondents indicated strong support for neighborhood improvements, including more stores (20 percent), employers (20 percent), entertainment (27 percent), personal services (6 percent), and new apartments/condominiums (13 percent). Specific improvements discussed included more crosswalks and safer roads, lighting, improved security, improved pedestrian safety, and landscaping.
- Among 109 respondents from outside the neighborhood, recommended improvements included additional "stores" (21 percent), followed by new restaurants and bars (19 percent), entertainment (18 percent), no changes (14 percent), new apartments/condominiums (12 percent), employers (11 percent), and personal services (4 percent).
- Forty-four percent of respondents cited convenience as the main factor in whether or not they use public transit.
- Ninety-two percent of respondents said they would use a green streets network to exercise or get around; the same number would walk or use a bicycle. Ninety-seven percent of respondents supported protected bike lanes. A large majority (83 percent) supported reducing vehicular travel lanes to provide wider sidewalks and bike lanes, specifically citing Brand Boulevard, Glendale Boulevard, San Fernando Road, Chevy Chase Drive, and Central Avenue.
- Some survey responses indicated a desire for a mix of land uses within neighborhoods.

Kids and adults alike helped illustrate their vision for the neighborhood through the interactive "My Glendale" exercise

Halloween Spooktacle (2015)

In October 2015, the Tropico Center Plan project team held the "Halloween Spooktacle," a family-oriented event at Cerritos Park. Like the November 2013 "Fall Festival in the Park," the Spooktacle was advertised to stakeholders in multiple ways, including Facebook, Twitter, flyers distributed to area students through Glendale Unified School District schools, event banners posted around South Glendale, and announcements in the City Newsletter, on the City of Glendale's website, and on Eventbrite.com. Planners were on hand to provide information and receive input from the public on the latest, nearly complete version of the Tropico Center Plan, in order to reaffirm or modify the Plan's recommendations based on the previous 30 months of public input and drafts of the plan. As with the two previous outreach events in the neighborhood, surveys asking specific questions about where respondents live and work or go to school, as well as their likes, dislikes, desires, and concerns for Tropico were required of participants in exchange for free food and prizes.

Key Insights

- Respondents say they would most like to see in South Glendale: more affordable housing (18%), green space (17%), entertainment (15%), new restaurants/stores (13%), cleaner streets/buildings (10%), employers/businesses (7%), bike lanes (7%), new apartments/condos (5%), buses/trains (2%) or no change (2%).

Residents were updated on the progress of the Tropico Center Plan and asked to provide additional comments at the Halloween Spooktacle

On this page, above and at right:
A costume contest was one of the many fun activities at the 2015 Halloween Spooktacle

- Respondents say they would most like to see in their neighborhood: more affordable housing (16%), entertainment (15%), green space (14%), new restaurants/stores (12%), cleaner streets/buildings (10%), employers/businesses (8%), bike lanes (8%), buses/trains (6%), new apartments/condos (5%), or no change (3%).
- Asked specifically about mobility improvements, respondents called for wider sidewalks (48%), bikeways (32%), transit stops (17%), and wrote in "Speed bumps on Gardena" east of Glendale Boulevard and "Public trash cans" at Glendale Avenue & Acacia Avenue.

Halloween Spooktacle (2016)

The project team returned to Cerritos Park in October 2016 for another Halloween Spooktacle event, presenting the community with the latest concepts for South Glendale, allowing the City to reaffirm Tropico residents and visitors' vision for this plan and for the future of their neighborhood. As in 2015, the event was advertised to stakeholders through the City's typical channels, including social media, through GUSD schools, and with a banner at the park promoting the event. City planners were again on hand to provide information and collect community sentiment regarding the specific recommendations in this plan, again in exchange for free food and prizes.

Key Insights

- Tropico stakeholders are no strangers to public transit; most (64%) reported riding sometimes or always.
- Over half of respondents (58%) said they would use high-quality transit if it were within a 5-minute walk from home.
- Many respondents (72%) said they would be in favor of new housing development around train stations; and 84 percent said they would be in favor of building more affordable housing near transit routes.

Staff returned to Cerritos Park in October 2016 seeking input on the latest revisions to the draft Tropico Center Plan, as well as hearing new information regarding the draft South Glendale Community Plan

South Glendale Community Plan Outreach (2016-2017)

As part of the South Glendale Community Plan process, the Tropico Center Plan and recommendations for the Tropico area were incorporated into South Glendale public outreach events and materials. Outreach for the South Glendale Community Plan officially began when staff organized a series of workshops for the Glendale City Council in July/August 2016. The meetings were well-attended by members of the public and it was determined by the Council that they wanted to obtain as much feedback as possible from the community. Council directed staff to reach out to stakeholder groups to make presentations, to participate in existing community events, and to organize SGCP-specific events. The input from this outreach is summarized below:

Key Insights relevant to Tropico

- Most respondents surveyed say they ride public transportation sometimes or always (72%).
- Over half of respondents say they would use high-quality transit within a 5-minute walk from where they live (57%), and of those, nearly all 91% would use it sometimes or always.
- Three-quarters of respondents are interested in new home ownership opportunities in South Glendale.
- Do you support...

	Yes	No
High-quality transit within a 5-minute walk from where you live?	73%	27%
Shopping, dinner & services within walking distance from home?	83%	17%
Building more affordable housing near transit routes?	70%	30%
New train service connecting Glendale to other cities?	85%	15%
New housing development around train stations?	68%	32%
A streetcar or tram up Brand Blvd?	72%	28%

Key Words from Comments by South Glendale Residents:

Chapter 2

VISION FOR A TRANSIT-ORIENTED DISTRICT

Tropico is relatively well-served by commuter and passenger rail service, and enjoys high-quality bus service connecting it to points north, south, east, and west. This plan aims to engage Tropico's existing strengths and address its opportunities by identifying and applying best practices in Transit-Oriented Development to improve its vibrancy and livability. This chapter sets out the most appropriate best practices as TOD Principles, and sets out a Planning Framework for understanding Tropico's potential.

2.1 TOD Principles

What is a TOD?

A Transit-Oriented Development (TOD) is generally defined as a focused development project or projects built within a short walk from a transit station, providing a variety of uses and amenities. TOD can be built around a single type of use to form a district; for example, offices (an employment TOD) or a university and its supporting uses (an education TOD).

How can the Tropico district become a TOD?

Much about Tropico lends itself to successful TOD. The Glendale Transportation Center provides direct access to Beeline buses, Metrolink/Amtrak rail service, plus Metro Local and Rapid bus service on San Fernando Road. Tropico's history as Glendale's "first transit-oriented neighborhood," however, dates to the Southern Pacific Rail Depot's Glendale station in 1923, and perhaps even earlier, with a prior station and rail service dating to the 1880s. Given its mix of transit access, jobs, retail, and housing, Tropico could readily become a "Balanced TOD" of market-driven transit-oriented housing and employment. The Tropico Center TOD strategy aims to bolster the neighborhood's strengths, while improving its public realm and enabling redevelopment of large parcels, in order to achieve a more sustainable neighborhood.

Recommended Principles

- Build on Tropico's strong economic base (Glendale Memorial Hospital and Health Center; Brand Boulevard of Cars) as an employment center and encourage a variety of creative, industrial and commercial uses.
- Encourage a mix of market-rate and affordable housing types and commercial investment that will bring new residents to Tropico.
- Develop the historic train station into a destination that accommodates new uses, such as a café or restaurant, or programmed community events.
- Promote and preserve historic sites and buildings that contribute to Tropico's unique character.
- Retain the small, walkable, tree-lined blocks nearest to the train station.
- Market the neighborhood as an important crossroads to Atwater Village, Griffith Park, the Los Angeles River, Downtown Glendale, and nearby Burbank.
- Refine land uses and zoning nearest to the station to encourage housing, mixed use, live-work and health/medical uses.
- Create a TOD zone near GTC that encourages a sustainable use mix and associated density.
- Create a "Green Loop" of streets featuring sustainable "best practices" that encourages people to walk and bicycle for both utility and recreation.
- Establish design principles and street standards to ensure that site, building, and street design in the area encourage walking, bicycling and other forms of active transportation.

TOD Site Visits

In order to develop the policies and recommendations for Tropico, the Tropico Center Plan team toured train stations in Santa Ana, Orange and Fullerton to learn how other jurisdictions approached station area planning and to see the results. City staff from these cities and developers shared insights on policy, design standards, major challenges and lessons learned.

The project team visited examples of TOD including the Santa Ana Regional Transportation Center

Transit-oriented residential development at Fullerton Transportation Center provides residents easy access to buses and commuter rail

2.2 Relationship to Regional Transit

The City of Glendale envisions a series of regional transit routes that individually and collectively integrate Glendale into the larger regional transit system and link the City to nearby destinations such as Hollywood Burbank Airport, Los Angeles Union Station, Pasadena and the Burbank Media District. This vision derives from current regional transit planning as outlined by Metro's Measure M, the California High Speed Rail Authority and other transit providers, but expands upon these plans to imagine new routes that better serve Glendale's interest. These include:

1. **Bus Rapid Transit (BRT) between North Hollywood and Pasadena.** The North Hollywood to Pasadena BRT will provide quicker trips to the San Gabriel Valley and San Fernando Valley than can be achieved by existing buses that share lanes with automobile traffic. The City's current preferred route is a freeway-running BRT along the 134 Freeway's high occupancy vehicle (HOV) lanes while in Glendale, complemented by a streetcar as described in #3, below. This alternative would provide fewer stations relative to a street-running alignment but faster service between Pasadena and North Hollywood, and with fewer impacts to Glendale circulation. A street-running BRT alternative also under consideration by Metro begins at the Del Mar Gold Line Station in Pasadena, runs along Colorado Boulevard through Eagle Rock to Glendale, then north along Central Avenue through Downtown Glendale before heading west along Glenoaks Boulevard to Burbank, terminating at the North Hollywood Red Line/Orange Line station, among other potential alternatives.

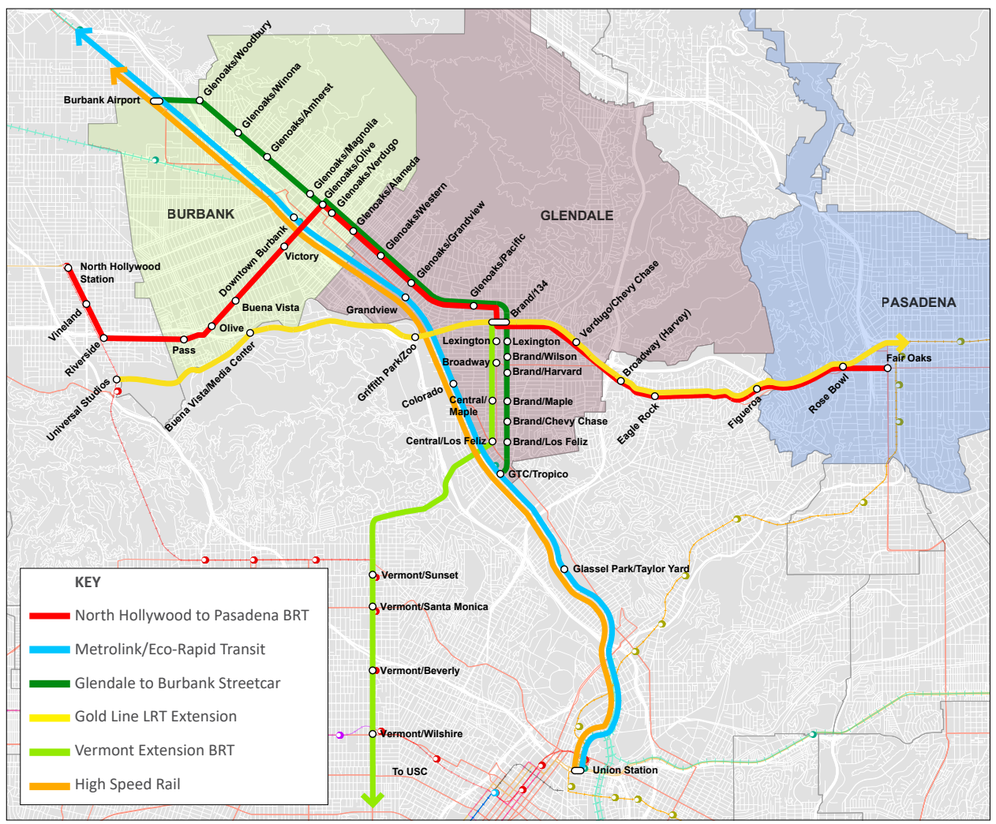


Figure 4: Proposed Regional Transit Network

2. **Improvements to existing Metrolink service for more frequent connections to Downtown Los Angeles, Burbank, and beyond.** Assuming High Speed Rail (HSR) will eventually serve the long haul passengers along the Antelope Valley Metrolink route – the estimated HSR travel time from Burbank to Palmdale is 14 to 16 minutes – Metrolink service can transform into a more local train service that also feeds HSR. Accordingly, more frequent service and more stations can be introduced along the route, particularly if the Metrolink locomotives train sets are replaced with either DMUs (diesel multiple units) or electric powered trains, enabling trains to accelerate into and out stations quicker and make more frequent stops. New Glendale stations are proposed at Colorado near Pacific Edison Center and Grandview to serve Northwest Glendale neighborhoods and the GC3 Disney/Dreamworks campus. Given that the tracks are directly adjacent to Fernando Road, bus connections at these stations would be more efficient than at the Glendale Transportation Center.

3. **A Streetcar between the Glendale Transportation Center and Hollywood Burbank Airport and the proposed Burbank High Speed Rail Station via Downtown Burbank.** A median-running streetcar is introduced along Brand Boulevard, linking Tropico with the downtown retail core. Continuing through Downtown Glendale, the streetcar turns west on Glenoaks Boulevard, heading towards Hollywood Burbank Airport and the future high speed rail station. Conveniently, the right-of-way for such a streetcar already exists, as this 10-mile route follows the historic Pacific Electric Railway streetcars that connected Downtown Los Angeles, through Glendale, to Burbank. This system is imagined as a local service, built and operated through a joint agreement between Glendale and Burbank, funded by a combination of Measure M dollars, local development impact fees, transportation assessment districts, and High Speed Rail (HSR) local connection funds.

4. **Gold Line Light Rail Transit (LRT) Extension between Pasadena and North Hollywood.** Eventually the Measure M plan calls for an extension of the Gold Line Light Rail from Pasadena through Glendale to the San Fernando Valley. The Glendale Connected Plan sees this as a cross-regional route, running down the 134 Freeway center median for much of its length, with Glendale stations located at Glendale Adventist Medical Center (Verdugo/Chevy Chase), Brand/134, and Griffith Park/LA Zoo. From Griffith Park, access to the GC3 Disney/Dreamworks employment center is via a foot bridges across the Los Angeles River.

5. **BRT between Glendale and Hollywood and points beyond.** Funded by Measure M, Metro is proposing to introduce Bus Rapid Transit (BRT) between Hollywood Boulevard in Hollywood and 120th Street in Los Angeles. Glendale Connected proposes to extend this BRT into Glendale. The route would run along Los Feliz Road, through Atwater Village, with a stop near Tropico/GTC, and then along Central Avenue into Downtown Glendale, terminating at Space 134. The BRT could run through Glendale within dedicated lanes, flanked by cycle tracks.

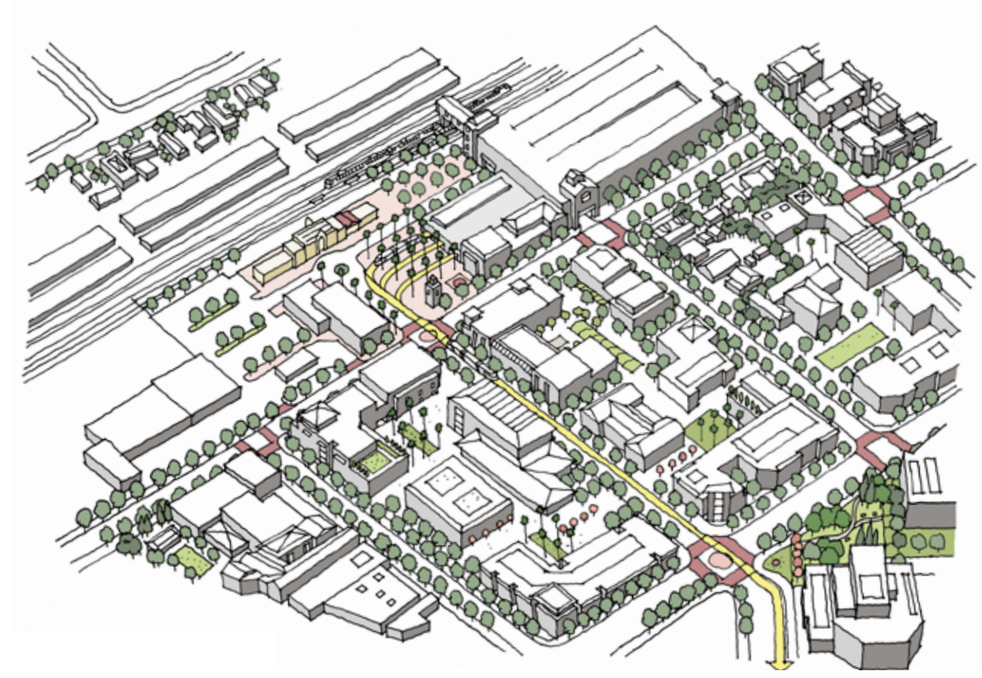
2.3 Tropico Vision

The opportunities identified in Chapter 1 are leveraged to transform Tropico into a vibrant, walkable transit-oriented district. Tropico's eclectic mix of land uses and building types is enhanced over time with mixed-use and mixed-income residential uses, creating an inviting, active, pedestrian-friendly multi-modal environment. New buildings are up to 5-stories in height, are located near the tree-lined sidewalks, and face the street with pedestrian-friendly frontages and ample windows that provide "eyes on the street."

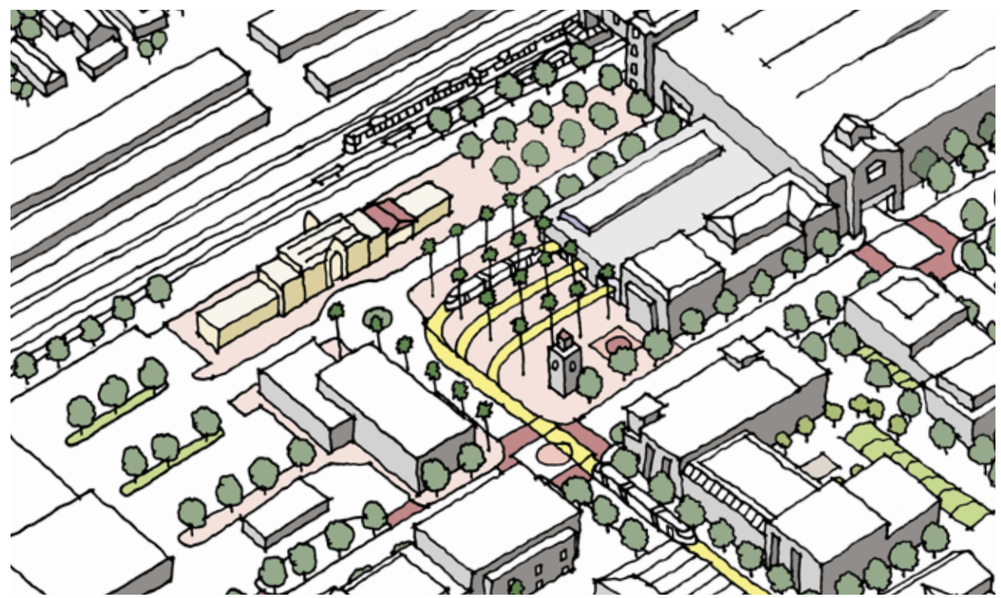
A plaza and parking structure are introduced in the existing surface parking lots in front of the station north of Cerritos Avenue between Gardena Avenue and the existing bus station and Metrolink/Amtrak platforms. The plaza, the heart of Tropico, welcomes to Glendale residents, workers, and visitors disembarking from trains, and can accommodate streetcar platforms if a streetcar is introduced between Tropico and Burbank. Since Tropico would be the southern terminus of the streetcar line, a streetcar maintenance facility could be introduced along the north side of the plaza in front of the garage.

Meanhwile, Tropico's transportation network is enhanced to connect Tropico not only to the rest of Glendale, but to the entire Southern California region. Rail, bus, streetcar, auto, bicycle and pedestrian routes link future residents to local job and housing opportunities. Central Avenue and Los Feliz Boulevard, the primary transit streets serving Tropico, provide access to nearby employment, housing, and shopping, while Brand Boulevard accommodates a streetcar connecting Tropico to Downtown Glendale, Downtown Burbank, Hollywood Burbank Airport and the proposed High Speed Rail Station. A pedestrian link between Glendale Boulevard and the southern end of Gardena Avenue provides better access for residents living in the Diamond Neighborhood to the south and to nearby Atwater Village residents to the south and west.

Finally, gateways in the form of enhanced landscaping and/or public art at Los Feliz Road and Glendale Boulevard let motorists, cyclists and transit riders know they have arrived in Glendale.



Birds-eye view of the Tropico transit-oriented district



Birds-eye view of Tropico Station plaza

2.4 Planning Framework

Future Development Pattern. Based on analysis of existing conditions, General Plan land use designations, and zoning, the neighborhood around the Glendale Transportation Center and Metro Rapid Bus stops will likely develop over the long term. Potential development includes higher density market-rate and affordable residential development, along with some industrial, commercial, and health/medical uses west of San Fernando Road and south of Fernando Court, transitioning to industrial development north of Fernando Court. Development of affordable housing units is required in much of Tropico by Glendale Municipal Code Section 30.35, given its intersection with the former San Fernando Redevelopment Corridor; new residential projects seeking additional height, density, or parking reductions, among other potential regulatory relief, will likely also provide new addffordable units through use of the State Density Bonus Law (SB 1818); and state mandates require replacement of redeveloped affordable units. Commercial development and associated jobs will likely be concentrated east of San Fernando Road around the Glendale Memorial Hospital and Health Center campus and along Brand Boulevard. San Fernando Road will develop with shops and services to support both the residential neighborhood west of San Fernando Road and the hospital and commercial districts east of San Fernando Road.

Character of Development. Future development typically will be multi-story over parking. Consideration should be given to the relationship of buildings to the street, screening of parking and the overall design of buildings, particularly as they relate to their neighborhood context, in order to enhance walkability and contribute to a livable neighborhood.

Access/Connectivity. The over-arching opportunity will be to transform Tropico into a walkable, bikeable, livable, and green neighborhood that is connected to the rest of Glendale. Connectivity through Complete Streets requires particular attention to accommodate and balance active transportation (walking, cycling, and other non-motorized travel modes) with vehicles, and to supplement deficient open space.

Walkability Within Tropico. Tropico can be a more walkable neighborhood, despite its concentration of arterial streets with wide intersections, and its lack of shade and visual amenities. Key opportunities include: wider parkways that will sustain large-canopy shade trees; shorter, safer arterial street crossings; linear and pocket parks; and active, interesting ground-floor uses.

Bicycle and Active Transportation Access. High-quality bicycle facilities should be provided as an alternative means to the automobile of linking residents, workers, and visitors to Tropico. There are currently no bicycle lanes within Tropico or that link it to either Downtown Glendale to the north or to Atwater Village and the Los Feliz business district to the west. Chapter 3.6 discusses bicycle access and first/last mile recommendations in detail.

Local Transit Access. Bus service between the Glendale Transportation Center and Downtown Glendale is available via the Beeline. Bus access to Atwater Village is available via Metro Rapid and Local buses. Bus stops should be enhanced to improve patron experience and encourage transit use.

Transportation Center Visibility. The location of the Transportation Center and its poor visibility from arterial streets is a challenge that can be addressed as Tropico is redeveloped over time. Its visibility, as well as safe and inviting bicycle and pedestrian access, can be improved through strategic architectural and public realm interventions as discussed in Chapter 4.1.

Figure 3: Planning Framework

Chapter 3

POLICY RECOMMENDATIONS

Development in Glendale is defined broadly in its General Plan, and regulated through its zoning code. To bring about desired change in Tropico as expressed throughout the community input process, changes to the rules and standards by which development occurs are required. This chapter recommends changes in city policies to enable mixed-use and Transit-Oriented Development in Tropico, including zoning, land use, building heights, transit service, street design, parking, and wayfinding/signage guidelines.

3.1 General Plan

Existing General Plan Land Use Designations

The City of Glendale General Plan provides land use direction for future development. Currently, General Plan land use designations in the TOD study area allow a range of uses from residential to industrial. The area along the railroad right-of-way is designated Transportation, with Mixed Use and Industrial being the predominant land use designation surrounding the GTC. West of Central Avenue, the primary land use designation is Community Services and is reflected by hospital, medical and commercial activities on Central Avenue, Los Feliz Road and Brand Boulevard. The Diamond neighborhood is a moderate density residential area located at the south end of the City, just south of the GTC.

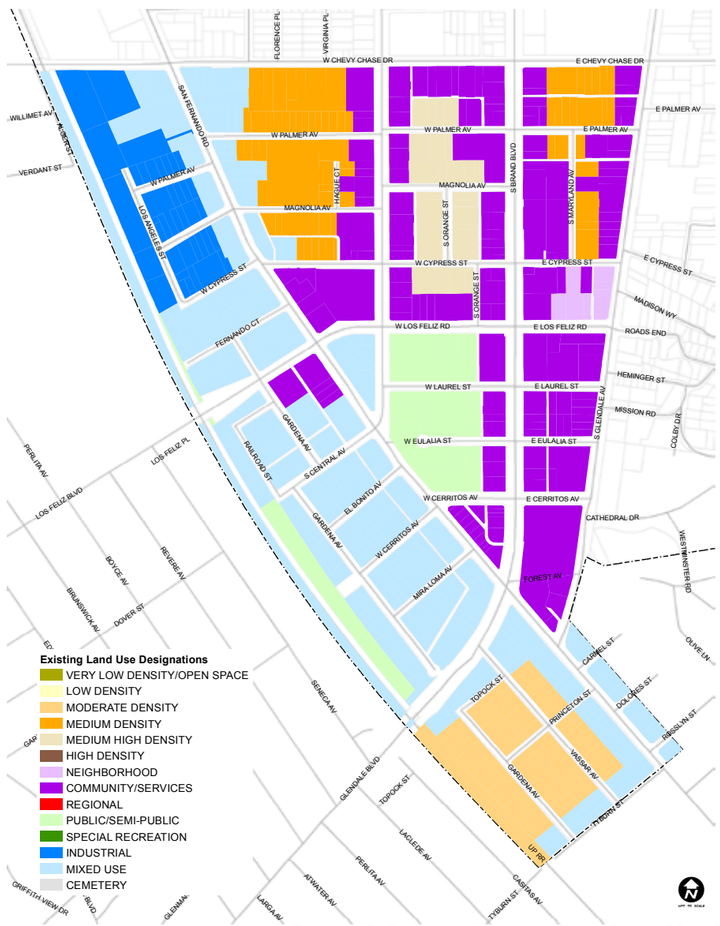


Figure 7: Existing General Plan Land Use Designations

Proposed General Plan Land Use Designations

Glendale will update its General Plan land use designations to consider primary uses and design. The station area will remain Transportation; adjacent areas will change from Community Services to Urban Center, recognizing the area's mixed use potential and adding urban design components missing from Glendale's current designations. Street placement, landscaping and complete streets policies will make this neighborhood friendly to all users and will help sustain a livable community. The Urban Center designation will expand business and residential opportunities in the area, supporting the Glendale Memorial Hospital and Health Center in meeting community health care needs. Brand Boulevard of Cars will replace Community Services on Brand Boulevard in support of dealerships and auto-related uses. Main Street will replace Community Services on South Glendale Avenue to reflect its existing character. Industrial north of the train station and Moderate Density Residential south of the train station in the Diamond neighborhood will remain unchanged.

Figure 8: Proposed General Plan Land Use Designations

3.2 Zoning - Existing

The City of Glendale's zoning map shows the City's current planning direction for the Tropico area. Zoning is the means by which specific allowable uses, densities, and heights are determined.

Key zoning districts in Tropico include the following.

- **SFMU**, located near the Transportation Center, primarily west of San Fernando Road, between Brand Boulevard and Central Avenue, allows residential, commercial and industrial uses, either mixed or stand-alone. Along San Fernando Road, commercial uses are required on the ground floor; ground floor commercial is optional in other locations. Residential development of up to 100 units per acre is permitted by-right, although densities adjacent to the residential zones south of Brand Boulevard are restricted to 87 units per acre.
- **IMU-R**, located along some segments of San Fernando Road and west of San Fernando Road between Central Avenue and Fernando Court, allows stand-alone or mixed industrial, commercial and residential uses. Residential development requires a conditional use permit at similar densities as SFMU. In the IMU-R zones along the east side of San Fernando Road north of Cypress Avenue, and on the west side of the street south of Brand Boulevard, density is limited to 87 units per acre.
- **IMU**, located along the west side of San Fernando Road north of Fernando Court, allows a mix of industrial and commercial uses. Residential uses other than live/work and congregate care facilities are not allowed. Congregate care facilities require a conditional use permit.
- **C3**, located along Central Avenue and Glendale Avenue, allows a full range of goods and services. Residential development at a relatively low density (equivalent to R-1250, which allows 34 units per acre) is permitted by right. Residential development with residential units on the ground floor requires a conditional use permit.
- **CA**, located along Brand Boulevard, promotes the maintenance and expansion of vehicle sales, while providing for complementary commercial uses. Residential development is allowable under the same conditions as in the C3 zone.
- **T**, which envelops the railroad right-of-way immediately west of the GTC, primarily exists to allow transportation infrastructure and activities such as freeways, railroad tracks, and station platforms, as well as uses complementary to such activities, including parking lots and transit stops. This zone anticipates potential public improvements or modifications related to the development of high-speed rail, such as closures of at-grade crossings.

While mixed uses are currently permitted in the Tropico area through the SFMU, IMU-R, and IMU zoning designations, the city's suburban parking requirements effectively preclude the feasibility of market rate and mixed-income development. Typically, TOD zones, given their proximity to transit, have less stringent parking requirements for new development or for changes in use. Additionally, through impractical open space, setback, and density standards, the area's C3 and CA zones limit new mixed-use development of the sort that contributes to successful transit-oriented neighborhoods.

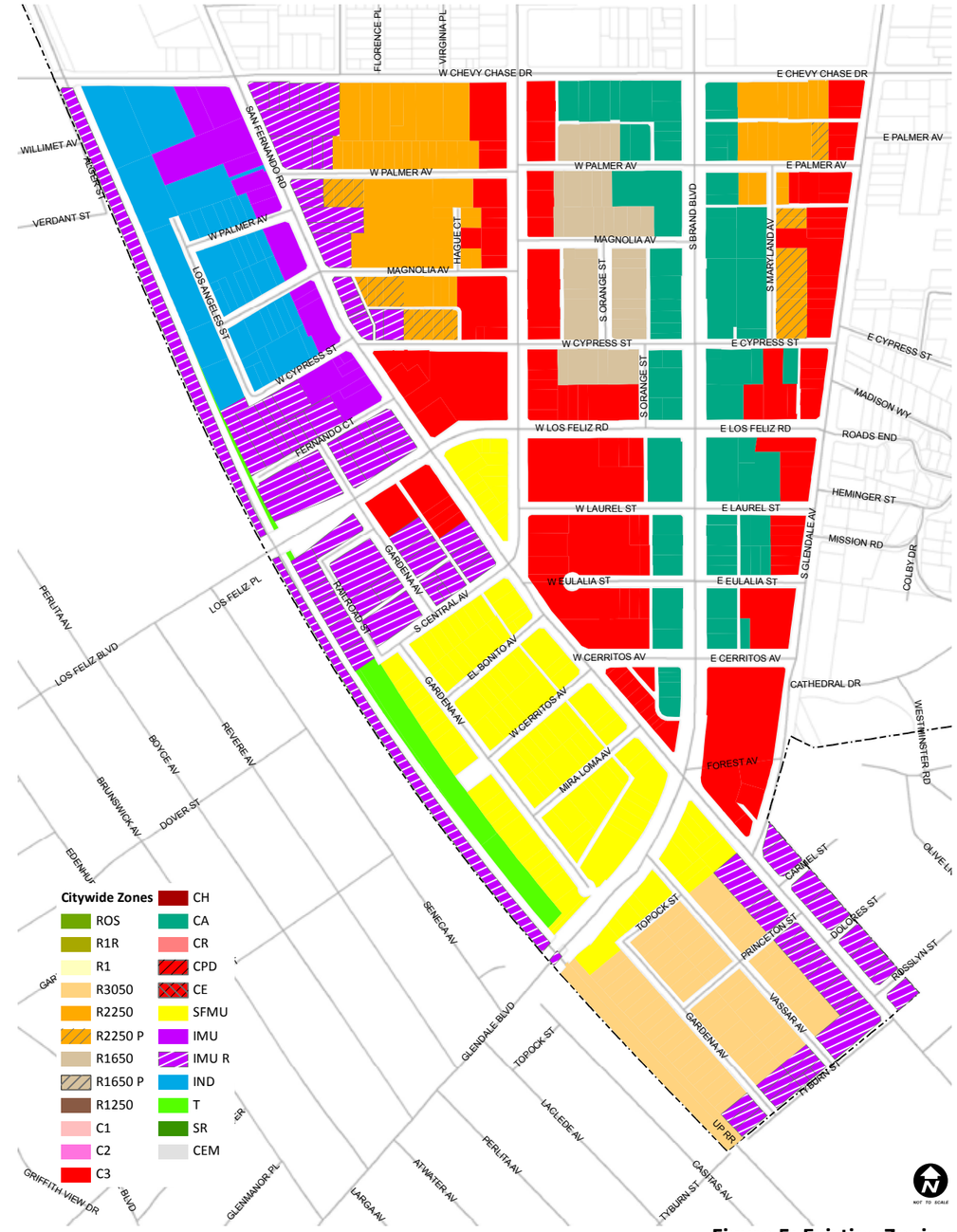


Figure 5: Existing Zoning

3.3 Zoning – Proposed

Thoughtful changes in zoning to encourage mixed-use and transit-oriented development can help promote the revitalization of Tropico, while effectively accommodating many of the area's existing medical services, industrial, residential, and commercial uses. A vibrant, transit-oriented neighborhood that is an employment center by day and a diverse residential area by night would support a strong economic base and help create a sustainable and healthy Tropico. Proposed zoning districts in Tropico include the following:

- **TOD-I**, located within a walkable 2/3 mile radius of the Glendale Transportation Center, this commercial and mixed-use district runs north along Los Feliz Road, east to the Brand Boulevard of Cars and to the southern border of the City. This zone encourages employment and housing within close proximity to Tropico's high quality public transportation offerings by encouraging walkable neighborhoods at urban densities up to 87 units per acre, with parking and/or height incentives that encourage job creation. As with the existing "T" Transportation zone, this zone encourages the development of rail and other public transportation facilities.

- **TOD-II**, builds on the goals of TOD-I and includes Glendale Memorial Hospital and Health center and neighboring properties west of the Brand Boulevard of Cars. This zone allows for future hospital expansion, including heights up to 200 feet and encourages uses which support the hospital, such as medical offices, treatment facilities and special needs housing, as well as residential development at up to 100 units per acre.

- **MX zones**, located along South Central Avenue, South Glendale Avenue, and San Fernando Road, create opportunities for mixed use projects to activate pedestrian activity on arterial streets served by public transportation. Mixed uses generally include commercial and industrial uses within the same building or sharing a lot, but may also include opportunities for live-work. Mixed use zones MX-1, -2, and -3 have varying densities and heights and focus on designs that encourage transit, green streets, and project designs that recognize the eclectic, transitional nature of mixed-use neighborhoods. Maximum density in these zones vary from 35 to 50 units per acre.

Parking Incentives

The proposed TOD-I and TOD-II zones in Tropico include mixed-use parking standards from the city's successful Downtown area to encourage transit ridership, carpooling, and shared parking. See Chapter 5.3 for further discussion. The above zoning changes, along with important parking reforms and comprehensive urban design standards, would help create great streets, inviting public spaces, and high-quality architecture in Tropico.

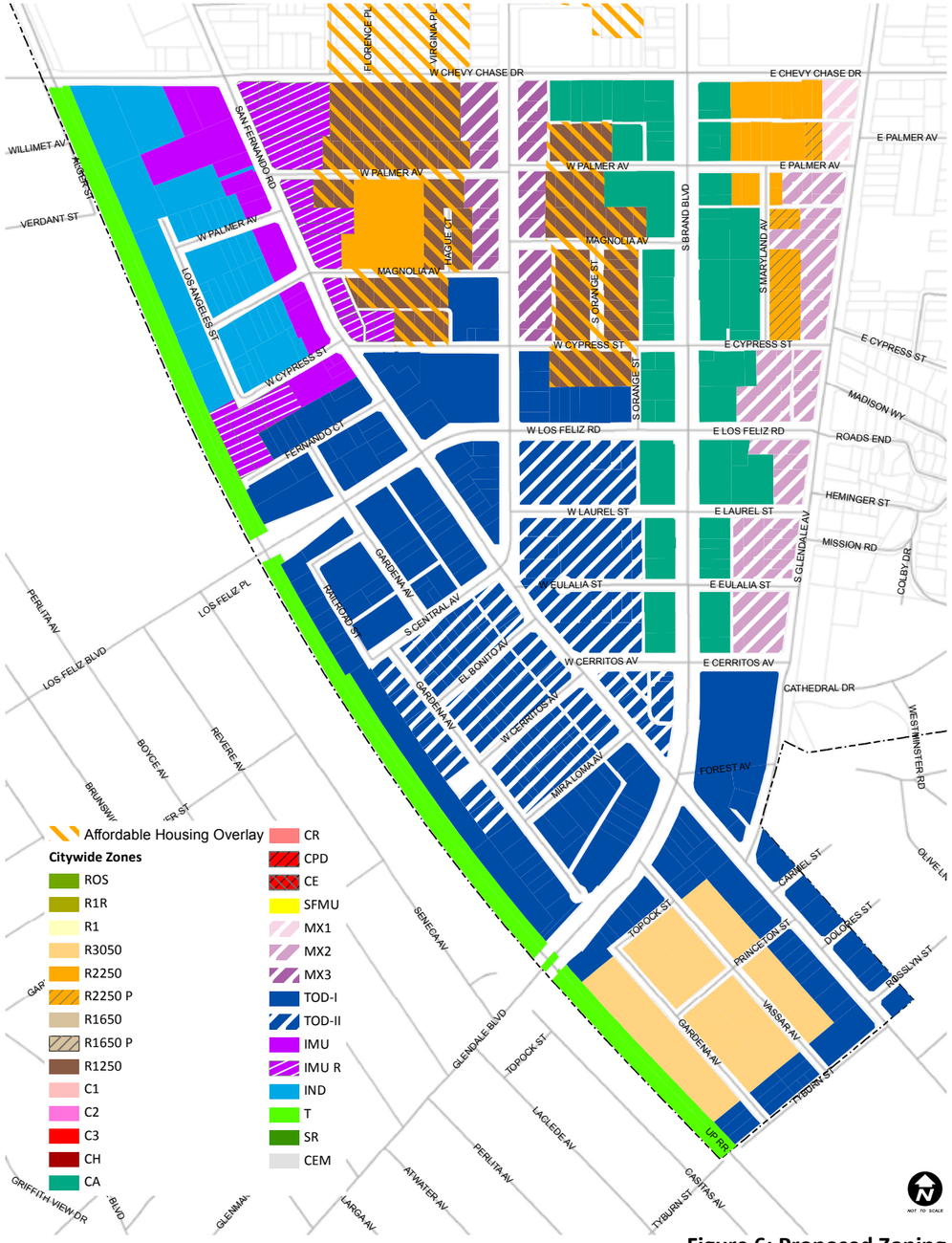


Figure 6: Proposed Zoning

3.4 Building Heights

Existing Allowable Height

Allowable building heights are defined by the city's Zoning Code. This diagram summarizes allowable building height in both number of stories and feet. The height limit in much of the area is six stories and/or 90 feet. Along Central Avenue north of Los Feliz Road, height is limited to three stories and 50 feet. In areas along San Fernando Road that are adjacent to residential zones, height is limited to four stories and 60 feet.

Figure 9: Existing Allowable Height, Stories-Feet

Proposed Allowable Height

Existing zoning limits density and intensity of development in Tropico such that TOD and mixed-use projects remain unlikely outside the existing SFMU zone. This Plan recommends increases in allowable height in certain areas within TOD zones, with the greatest intensity centered around Glendale Memorial Hospital and Health Center and along transit corridors. Two height districts are proposed within the TOD zone. TOD Height District (HD) I would be located on blocks directly adjacent to GTC and would limit development to five stories or 60 feet. Heights up to 200 feet would be permitted in HD II and would generally be located by Glendale Memorial Hospital and Health Center from Los Feliz Road south of and fronting Central Avenue to Cerritos Avenue. The additional height in TOD II zone would encourage expansion of medical and housing services in proximity to the Glendale Memorial Hospital and Health Center, a major regional hospital serving local residents and surrounding communities.

Figure 10: Proposed Allowable Height, Stories-Feet

3.5 Transit

The diversity and strength of the transit network in the Tropico area is one of the neighborhood's greatest assets. Given the strengths of the existing system, these recommendations do not suggest radical changes, but offer targeted improvements to maximize accessibility based on strong support from Tropico residents and workers for improved convenience, connections, and transit stops (see Chapter 1.3).

- **3.5.1:** Further evaluate enhanced transit connections to Downtown Glendale. The Beeline connects GTC and Downtown Glendale, two robust transit markets. However, inefficient routing likely increases travel time. It is recommended that the City conduct a more detailed study to determine if more direct, cost-efficient, and frequent connections between the GTC and employment clusters can be provided, particularly through peak-hour service. The City should also study the feasibility of introducing a streetcar connecting the GTC to Downtown.

- **3.5.2:** Further evaluate service alternatives between GTC and Burbank Station. Route 12 is the Beeline's lowest performing route. Reliability remains a challenge given the need to meet trains at both Burbank Station and GTC. Due to nearby Metro service from Los Angeles Union Station (LAUS), most passengers do not use the route's southernmost segment. It is recommended that the City study more direct, cost-efficient, and frequent service alternatives, including a streetcar between GTC and Hollywood Burbank Airport/the future high speed rail station.

- **3.5.3:** Improve the transit experience with robust transit stop improvements. Area passenger amenities underserve current transit riders and do not support a developing "transit-oriented" community. It is recommended that the City prioritize investments in transit amenities for passengers, particularly at key hubs like GTC, at San Fernando Road and Los Feliz Boulevard, and along primary transit corridors such as Central Avenue.

- **3.5.4:** As transit demand in Tropico grows, lengthen service span and increase frequency on Routes 1/2. Routes 1/2 provide an all-day connection between Tropico, Downtown Glendale, and points north of the 134 Freeway. As Tropico diversifies its mix of housing, commercial, retail, office, and medical land uses, this connection will grow in importance. Routes 1/2 should provide more frequent peak period and all-day service with an extended service span that matches rail service.

- **3.5.5:** Work with regional agencies to fully integrate fare payment. In the Los Angeles region, the Transit Access Pass (TAP) card has emerged as the preferred medium by which passengers load cash fares and transit passes. Although the Beeline accepts the EZ Transit Pass, a regional pass for travel among various transit agencies, it does not currently accept TAP cards. It is recommended that the Beeline partner with Metro to facilitate the use of TAP cards on Beeline service; this integration is especially important as Tropico develops into a more transit-rich community.

- **3.5.6:** Work with Metrolink to revisit the fare structure for trips from Glendale to Los Angeles Union Station. A trip from GTC to LAUS takes approximately 14 minutes, which can be time competitive with Metro buses and travel by car. However, due to the fare structure, most passengers do not use Metrolink for this short trip. The current one-way fare from Glendale to Union Station is $5.75, significantly higher than Metro bus service. To encourage the use of Metrolink from Tropico, it is recommended that the City of Glendale work with Metrolink to explore a fare reduction for trips from Glendale to LAUS.

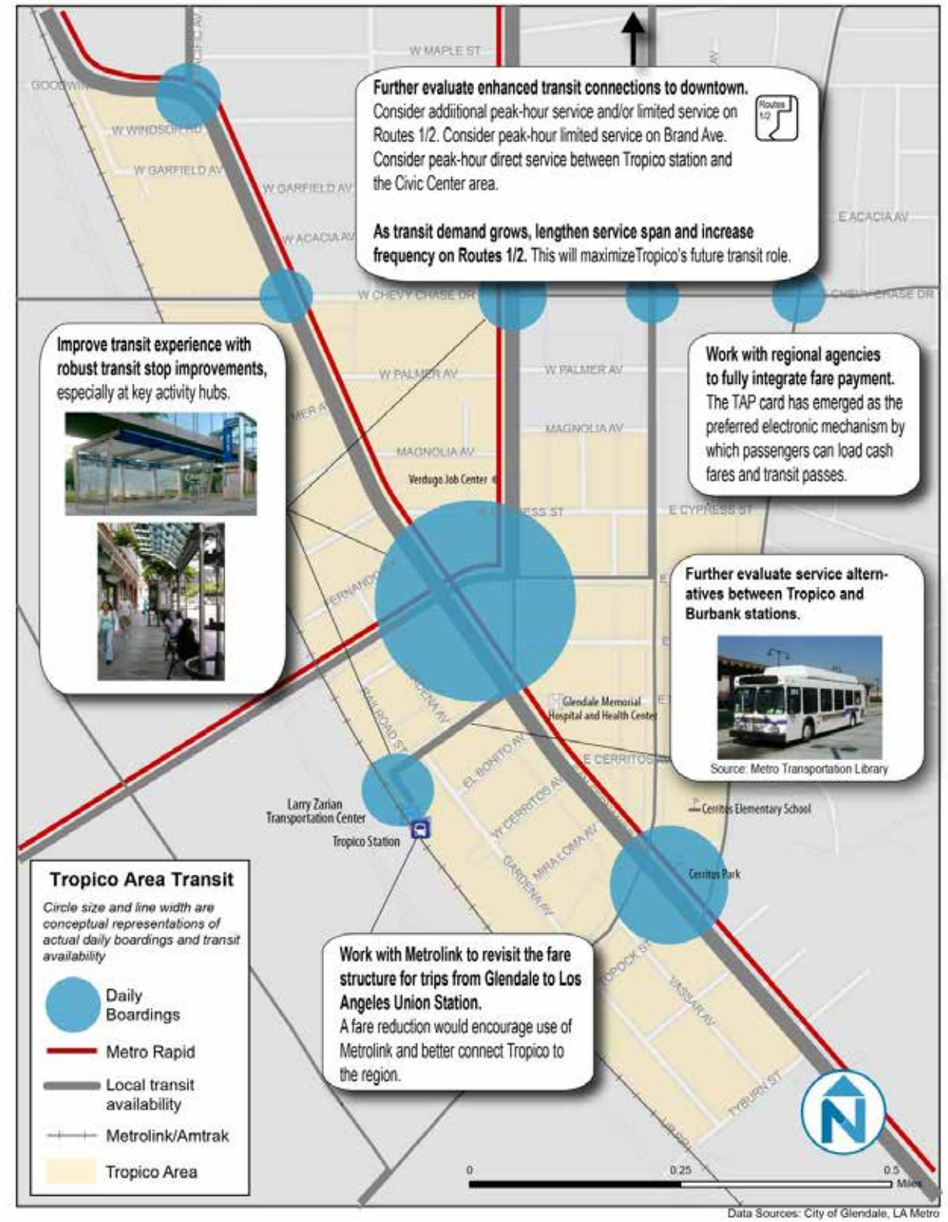


Figure 11: Tropico Area Transit Recommendations

3.6 Complete Streets & First/Last Mile

Throughout the Public Input process described in Chapter 1.3, 92 percent of residents and visitors expressed strong support for features of Complete Streets, for the Tropico Green Loop as shown in Figure 11 on the following page, and for improved connectivity between Tropico and other neighborhoods.

The Tropico Green Loop

- **3.6.1:** Provide opportunities to walk and bicycle within Tropico on the Tropico Green Loop, a network of walkable, bikeable streets consisting of high-quality bikeways on Brand Boulevard and Los Feliz Road, sharrows and/or future bike lanes on Glendale Avenue, and sharrows on Cerritos Avenue and Gardena Avenue with an off-street connection to Brand Boulevard bike lanes.
- **3.6.2:** All streets on the Green Loop should have parkways that collect stormwater from the sidewalk and provide as much soil volume as possible for healthy, long-lived trees. Where possible, bike lanes should be built as or converted to cycle tracks as soon as possible to improve safety, as well as to encourage and enable less experienced cyclists and children to bicycle.
- **3.6.3:** To address Tropico's shortage of open space, design the Green Loop as a linear park with parkways, shade trees, pedestrian-scale lighting, and seating. Where the public right-of-way is wide enough, provide other park amenities as requested by the community, such as fitness stations, play equipment, chess tables, and bocce ball courts.
- **3.6.4:** To reduce stormwater runoff into the street, design sidewalks to collect and infiltrate stormwater and irrigation runoff. Design the parking lane with permeable paving and install stormwater infiltration parkways, including as cycle track buffers where possible.

First-Mile/Last-Mile Connections to and from Tropico

- **3.6.5:** Connect to Atwater Village and Los Angeles to the south on Brand Boulevard by continuing the City of Los Angeles' Glendale Avenue bike lanes north from the City limit to Vassar Street and Cerritos Avenue, connecting to the Tropico Green Street Loop and creating a shaded walking route. Should bike lanes be added to Hyperion Bridge, there will be bicycle access through to the Los Angeles River Bicycle Path and to Silver Lake/Los Feliz. Also improve first-mile/last-mile connections to the south on Los Feliz Road by creating a shaded walking route and adding high-quality bikeways, per Recommended Cross Sections 6a and 7a (see Chapter 4.9).
- **3.6.6:** Connect to Glendale to the north along Central Avenue by widening the roadway and striping bike lanes between San Fernando Road and Chevy Chase Drive, per Recommended Cross Section 2a (see Chapter 4.7). The Central Avenue bike lanes would connect via Chevy Chase Drive to the proposed Columbus Avenue Greenway and Louise Street, which provide access to Downtown and to points north of the 134 Freeway.
- **3.6.7:** Designate a local street/sidewalk route on Orange Street, Magnolia Street, Central Avenue sidewalk and Chevy Chase Drive sidewalk to connect to the proposed Columbus Avenue Greenway or simply designate the existing 16-foot wide Central Avenue sidewalks as a bike route until bike lanes are installed.

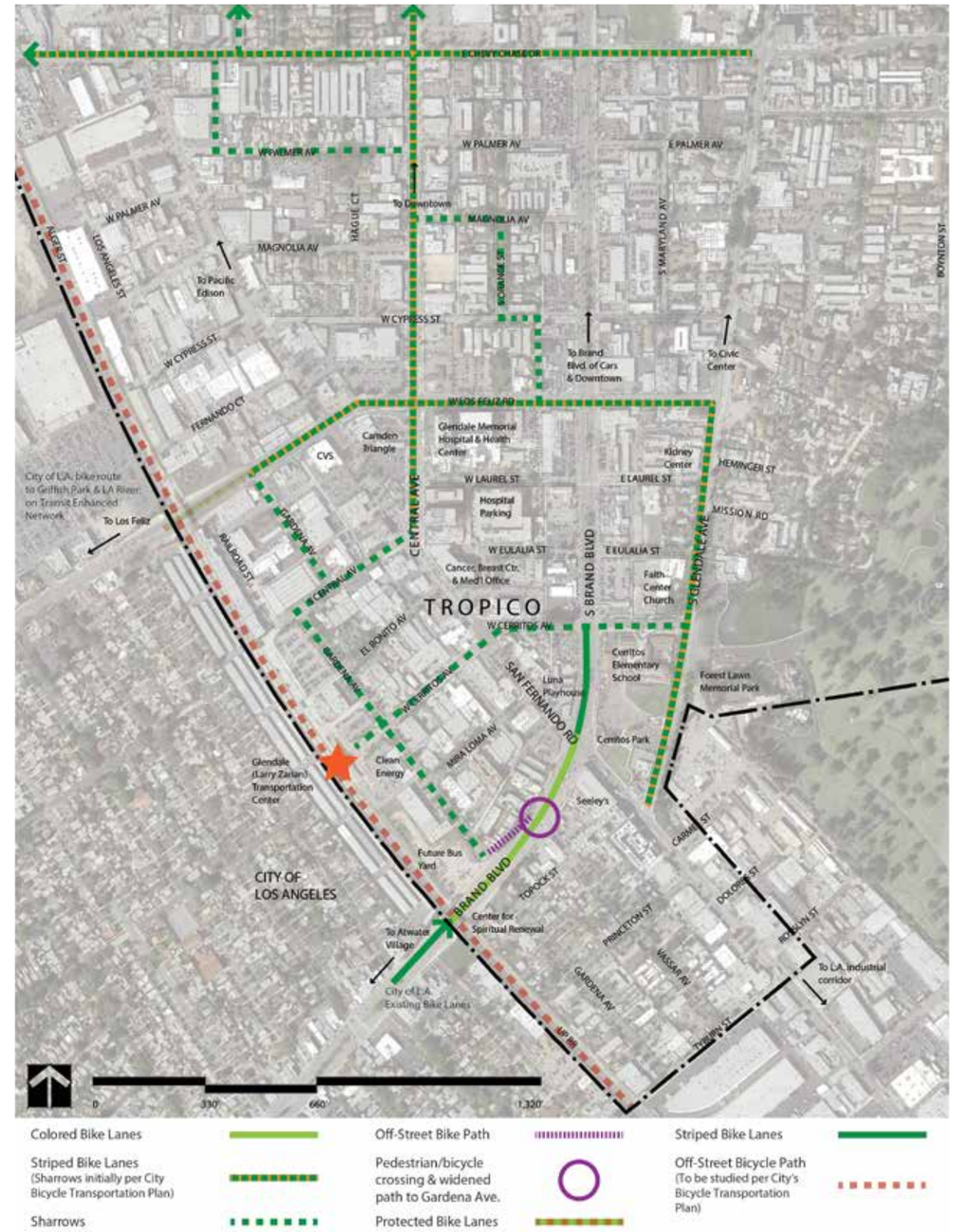


Figure 12: Complete Streets Recommendations

3.7 Parking Management

Parking should be designed to make Tropico destinations easy to access for all users and managed in a cost-effective manner. Additional analysis of the following recommendations for parking best practices can be found in Chapter 5.3.

Area-Wide Recommendations

- **3.7.1:** Expand the parking policies implemented in the Downtown Specific Plan (DSP) to the proposed Transit-Oriented Development (TOD) zones. Recently adopted parking code revisions, accomplished through the DSP, should be extended to the new TOD zones. Strategies include reducing minimum parking requirements, allowing tandem and stacked parking, requiring secure bicycle parking, implementing complementary transportation demand management strategies (TDM), seeking shared parking opportunities, exempting change-of-use for properties under 5,000 square feet, and instituting a parking in-lieu fee policy. Parking requirements for industrial uses within Tropico should also be reduced, including those outside the TOD zones.

3.7.1: Mixed-Use and TOD neighborhoods benefit from urban parking best practices

- **3.7.2:** Enhance and expand enforcement activities to ensure successful implementation of management strategies. As new parking management strategies are implemented, it is recommended that the City improve enforcement of parking regulations, particularly concerning illegal loading behaviors.

3.7.2: Effective enforcement is key to efficient use of available parking

- **3.7.3:** Expand the supply of parking through shared parking and leasing agreements before evaluating the construction of new public supply. A shared parking district uses a common pool of parking facilities to allow visitors to park once and walk between nearby destinations. It is recommended that the City work with property owners and businesses to establish such agreements.

3.7.3: Shared parking can promote a "park once" experience for visitors

- **3.7.4:** Establish an ongoing parking data collection, monitoring, and evaluation process. You can only manage what you measure. The City should formalize its parking data collection and evaluation process for Tropico's on- and off-street parking occupancy and turnover statistics.

3.7.4: Collecting and analyzing data allows for smart management of available parking

Location-Specific Recommendations

- **3.7.5:** Develop a coordinated policy for on-street loading. Many businesses in the area require on-street loading zones, which mitigate illegal or unsafe parking behaviors. However, existing loading regulations are varied, confusing, and poorly coordinated. It is recommended that the City adopt a coordinated on-street loading zone policy.

3.7.5 Loading zones in Tropico can differ from one block to the next

- **3.7.6:** Use demand-based pricing and new user-friendly technology to manage on-street demand and improve customer experience. To ensure parking is convenient and paying is easy, it is recommended that the City use demand-based pricing and user-friendly technology to manage parking demand. By setting availability targets and adjusting prices accordingly, motorists would no longer have to circle the block and payment would be convenient.

3.7.6: Technology and dynamic pricing can maximize available parking and decrease congestion

- **3.7.7:** Implement a Parking Benefit District (PBD) to use parking meter revenue as a means to reinvest in the neighborhood. PBDs are defined geographic areas in which any revenue generated from parking facilities within the district is reinvested into local neighborhood improvements. Support for paid parking is more likely to come from the community and local businesses if revenue reinvestment is assured.

- **3.7.8:** Implement a Residential Permit Program (RPP) to manage parking spillover. As development in the Tropico area increases and parking becomes better managed through demand-based pricing, there is potential for spillover parking into residential areas. RPPs offer a management strategy to prevent spillover and ensure residents are not adversely affected by nearby growth.

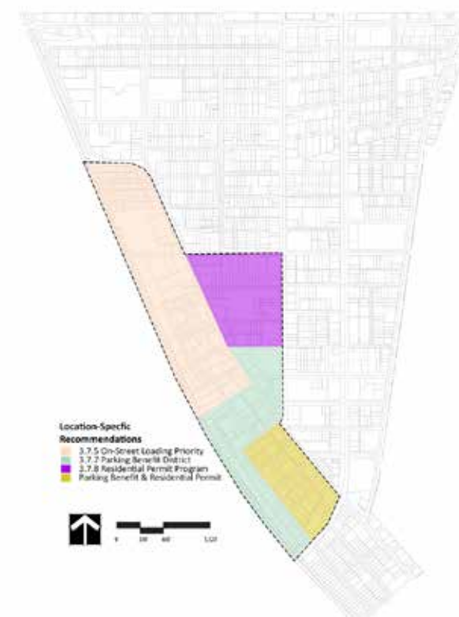


Figure 13: Parking Management Recommendations

3.8 Wayfinding and Signage

Public or privately maintained signage within Tropico, including gateways, should provide clear and consistent information that is reflective of City standards and conveys a sense of Tropico's unique character. Design standards should apply to wayfinding implemented for visitors, City and neighborhood gateways, and to on-site signage created for buildings and campus grounds. Tropico has three city gateways when approaching from the south: Brand Boulevard and Los Feliz Road at the City of Los Angeles boundary and San Fernando Road near Glendale Avenue. From the north, Tropico has four district gateways within the City of Glendale: San Fernando Road, Central Avenue, Brand Boulevard and Glendale Avenue. In all cases, signage should contribute to the overall design character of the neighborhood, be integrated with architecture/landscape, and be executed with durable materials.

Area-Wide Recommendations

- **3.8.1:** Wayfinding used to guide visitors to and through Tropico should be consistent with the citywide program created to identify districts, neighborhoods and major destinations.
- **3.8.2a:** Major vehicular gateways into Tropico should be designed to capitalize on special features, such as railroad bridge embankments or landscaped medians, which can reinforce a sense of entry into Glendale and Tropico without providing text-based signage.

Sample auto wayfinding sign
Hunt Design

Sample pedestrian wayfinding sign
Hunt Design

El Cajon Boulevard Transit Plaza Gateway, San Diego, CA
Paul Hobson

Martin Luther King, Jr. Boulevard Gateway, Portland, OR
2.Ink Studio

- **3.8.2b:** Gateways can be created with symbolic elements like landscaping, lighting and public art that provide visual cues when arriving in Tropico and the City of Glendale.
- **3.8.2c:** Gateways that use text-based signage should be designed consistent with Glendale's citywide wayfinding program and Environmental Graphics Manual.
- **3.8.2d:** Gateways should be designed so they are complementary to Glendale's Environmental Graphics Manual yet uniquely convey Tropico's history, culture and people.
- **3.8.3a:** On-site and building signage design should have a direct relationship to the building's architecture in its style, scale and placement. Excessive signage that dominates or overpowers buildings should not be allowed.
- **3.8.3b:** Allow imaginative signage that is a positive contribution to its surroundings and reflects the creative spirit and history of Tropico.
- **3.8.3c:** Signage should be designed for use and pleasure of the pedestrians and bicyclists, not just visitors who arrive by automobile.
- **3.8.3d:** Provide well-designed signage in public view to indicate location of required on-site bicycle parking.
- **3.8.3e:** Retain landmark signs with cultural or historic value as determined by City Staff.

University of Minnesota Gateway Landmark,
Constance DeJong, Antoine Predock

Directional signage at Fullerton Transportation Center

Bikeway Signage, Glendale Riverdale-Maple Greenway

Chapter 4

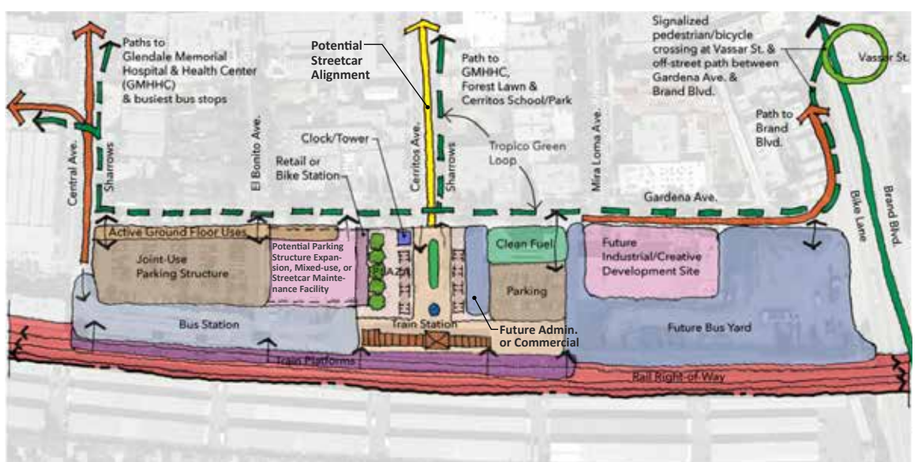
DESIGN RECOMMENDATIONS

The quality of a neighborhood is largely defined by its streets, their usefulness and ability to move people; and how its buildings relate to the street. From the Glendale Transportation Center to Glendale Memorial Hospital and Health Center, to its mix of uses – industrial, creative, residential and more – this chapter provides policies and recommendations for optimal urban design and street configurations throughout Tropico.

4.1 Glendale Transportation Center

The heart of the Tropico Center Plan is the city's Metrolink/Amtrak station, the Glendale Transportation Center, renamed from Glendale Transportation Center in honor of former Glendale Mayor Larry Zarian in November 2011. The station's focal point is a 1923 Mission Revival building, renovated in 1999 and listed on the National Register of Historic Places. The decorative main entrance anchors the west terminus of Cerritos Avenue. The public portions of the station sit back from San Fernando Road along Gardena Avenue and are invisible from Los Feliz Road and Brand Boulevard. Train and bus service are provided by Amtrak, Metrolink, Greyhound, Metro, and the Glendale Beeline. Ten Pacific Surfliner trains serve the station daily, 54 Metrolink trains serve the station each weekday, and 12 Metrolink trains serve the Antelope Valley Line on weekends.

Above: Existing



Above: Conceptual Study

Opportunities & Challenges

Opportunities exist to address some key issues at the Glendale Transportation Center (GTC) through planning and future public-private development. Issues include the need to raise visibility and awareness of GTC as an important resource within and beyond Glendale, and the need to integrate walking, bicycling, and transit resources to improve first-mile/last-mile connectivity. Other opportunities include updating parking management strategies and, as necessary in the long-term, evaluating construction of additional parking to enhance regional transit ridership. As noted in Chapter 1, area residents believe the train station area would benefit from a café/coffee shop, improved parking, improved connections to transit, and improved wayfinding.

Program & Future Development Recommendations

- **4.1.1:** Develop a marketing plan to enhance public awareness of GTC and the range of transit options and neighborhood destinations in Tropico Center.
- **4.1.2:** Add public open space or a plaza and program cultural events and performances raising visibility of GTC.
- **4.1.3:** Add a bike station for secure bike storage, repair and rental; plan for potential bike share program.
- **4.1.4:** Develop a master plan to address future projects like high-speed rail, the GTC to Burbank streetcar, bus maintenance facilities, mixed-use or creative office, as well as growth and management of on-site parking.
- **4.1.5:** Modify transit connections to Downtown Los Angeles and Burbank; consider an attractive one-stop fare between Glendale and Los Angeles Union Station.
- **4.1.6:** Integrate a café or diner into the GTC, creating a unique destination while increasing activity and station visibility.
- **4.1.7:** Add a pedestrian/bicycle path as a "bridge" to connect the Glendale Boulevard bike lanes and sidewalks to Gardena Avenue and GTC.
- **4.1.8:** Improve pedestrian and bicycle access from Los Feliz Road to Gardena Avenue and possibly directly to the rail right-of-way to reduce the walking and bicycling distance from Atwater Village to GTC.
- **4.1.9:** Provide wayfinding signs/elements to signal proximity to GTC from adjacent transportation resources and destinations, including Metro Rapid bus routes, thereby improving first-mile/last-mile connectivity.

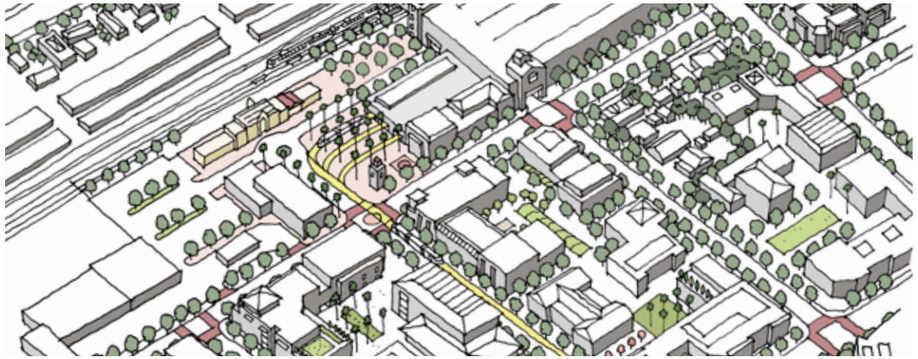
Transit Connectivity

- **4.1.10:** Improve multimodal access to GTC and other local transit hubs. To become a fully transit-oriented community, the Tropico Plan should prioritize "360 degrees of access" to the GTC. This would include a new bicycle network, improved street crossings, as well as pedestrian and bicycle access over the railroad right-of-way to Atwater Village. These improvements should prioritize multimodal access to transit hubs in the Tropico district, as well as closing current first-mile/last-mile gaps, which will result in a vibrant multimodal neighborhood as it develops.

Parking Management

- **4.1.11:** Revise parking management at GTC as the station area is redesigned and parking demand increases. Parking availability at GTC is adequate to meet current demand. However, it is recommended that the City revise its parking management strategies to facilitate growth near GTC through paid parking, long-term/transit user parking permits, employee parking permits, and Beeline employee-specific parking.

4.1a Public Plaza and Transit Operations Center



Conceptual Rendering of Proposed Transit Operations Center

As residential, commercial, and medical uses expand in Tropico, particularly west of San Fernando Road, GTC will become increasingly vital as a transit hub and public space. Throughout the Public Input process (Chapter 1.3) the community expressed a need for a clear focal point–a place–that defines Tropico. Over time, the City should work to develop GTC as a unique place defined by its uses, location, history, and how people interact with the public realm.

Opportunities & Challenges

Importantly, the City of Glendale is constructing a new bus maintenance and operations facility on the parcel between GTC and Brand Boulevard. The City currently manages and operates the Glendale Beeline bus service, which features a fleet of low-floor Compressed Natural Gas-fueled 40-foot buses. The size of the City's fleet has grown considerably since its inception in 1984, and as a result, the facility that it currently rents at Palmer Street and Los Angeles Street is inadequate to satisfy the maintenance, administrative, and storage needs of the Beeline bus fleet.

Recommendations

- **4.1a.1:** Support completion of a facility that consolidates transit operations south of GTC, which are currently based at Glendale City Hall and at off-site rented facilities across the city. The new facility should include an administration building as well as bus wash, fueling, repair, and storage facilities.
- **4.1a.2:** Develop and adopt a multimodal Master Plan to coordinate site planning of the station with local and regional planning efforts. Through thoughtful site planning and best practices in "placemaking," a GTC Master Plan will allow the City to streamline Beeline operations while augmenting Tropico Station with a public plaza, mixed-use parking complex, the southern terminus of the Glendale to Burbank streetcar and associated maintenance facility.
- **4.1a.3:** Improve the user experience at GTC by providing canopies with photovoltaic panels above waiting areas for both train and bus passengers; by providing signage to improve wayfinding, including transit and local destination information; and by providing security lighting where necessary.

4.1b Parking Garage

The GTC encompasses the Glendale Amtrak/Metrolink Station and the Beeline/Metro bus transfer point. The station area represents a significant opportunity for residential and commercial growth over the coming decades, as dense mixed-use development projects leverage the area's robust transit assets. While recommendations for parking facilities are described below, a detailed analysis of opportunities and best practices are discussed further in Chapter 5.

Fullerton Transportation Center

- 4.1b.1: As necessary in the long-term, evaluate the construction of additional parking supply in high-demand locations, such as at GTC. As the Tropico area evolves and land uses change, it is likely that additional parking supply will need to be constructed, in addition to instituting new parking management strategies. The GTC area is a viable candidate for a new parking structure, as it would extend the reach of the regional transit system, facilitate ridership increases, divert regional trips from congested roadways, and allow on-site parking to be consolidated and land area be made available for development. This high-cost investment should be carefully evaluated and provided only once existing supply is nearly fully utilized to the greatest degree possible through policy changes and implementation of new parking management strategies discussed in Chapter 3.7.
- 4.1b.2: Utilize any new parking facilities as showcase opportunities for multimodal first-mile/last-mile solutions. A new structure should provide parking for as many connecting modes as possible, including autos, car sharing services, bicycles and bike sharing services, and electric vehicles.

Metro Gold Line Fillmore Station

Along Metro Gold Line, South Pasadena

4.1c High-Speed Rail

A planned high-speed rail (HSR) system, initially connecting Los Angeles with San Francisco, and later Sacramento to San Diego, is set to pass through Glendale within the next two decades. The City of Glendale and the GTC are not planned for HSR service; the train stops will bypass Tropico, stopping only at Los Angeles Union Station and at Hollywood Burbank Airport. However, planning along the corridor should be coordinated to ensure that HSR seamlessly integrates into and enhances Glendale's mobility network.

What is High-Speed Rail?

High-Speed Rail is rail transport that operates at significantly higher speeds than conventional rail service; in California, speeds could approach 220 mph outside of urban areas.

Proposed Alignment

The California High-Speed Rail Authority (CHSRA) has proposed that the Burbank to Los Angeles Project Section, shown in Figure 13, be fully grade-separated and on dedicated tracks. The segment is approximately 13 miles long, running parallel to the existing railroad right-of-way through Tropico. As it does so, the alignment includes existing crossings at Doran Street, Chevy Chase Drive and Broadway/Brazil Street (City of Los Angeles) that are slated for improvements and/or closure by CHSRA and by Metro.

Recommendations

- **4.1c.1:** Assess crossing treatments to determine potential improvements. Streets that cross the rail tracks should be analyzed for improvements that would better accommodate existing and future traffic. Opportunities could include bicycle/pedestrian bridges, over- or underpasses for all modes, bicycle/pedestrian tunnels, or closure of rail crossings entirely to traffic where appropriate.
- **4.1c.2:** Determine appropriate alignment of future rail crossing improvements. Inter-jurisdictional cooperation is likely necessary to determine which streets, if any, should receive crossing improvements.
- **4.1c.3:** Support improvements to the existing Metrolink train system, including electrification of system infrastructure.
- **4.1c.4:** Support mitigations that support a true multi-modal transportation system, as well as those that improve connections between GTC and nearby Atwater Village (City of Los Angeles).
- **4.1c.5:** Plan and advocate for track alignments that pose minimal impacts on GTC, such as placing new HSR infrastructure on the western side of the train station, while connecting neighborhoods to the west of the station via pedestrian and bicycle infrastructure.
- **4.1c.6:** Encourage inter-jurisdictional coordination for planning and mitigation along the HSR corridor in light of future HSR service through Glendale and its neighbor cities, and its potential impacts on local neighborhoods and on the region's mobility network. Participants should include the cities of Glendale, Los Angeles, Burbank, as well as Metro, and Metrolink/SCRRA.

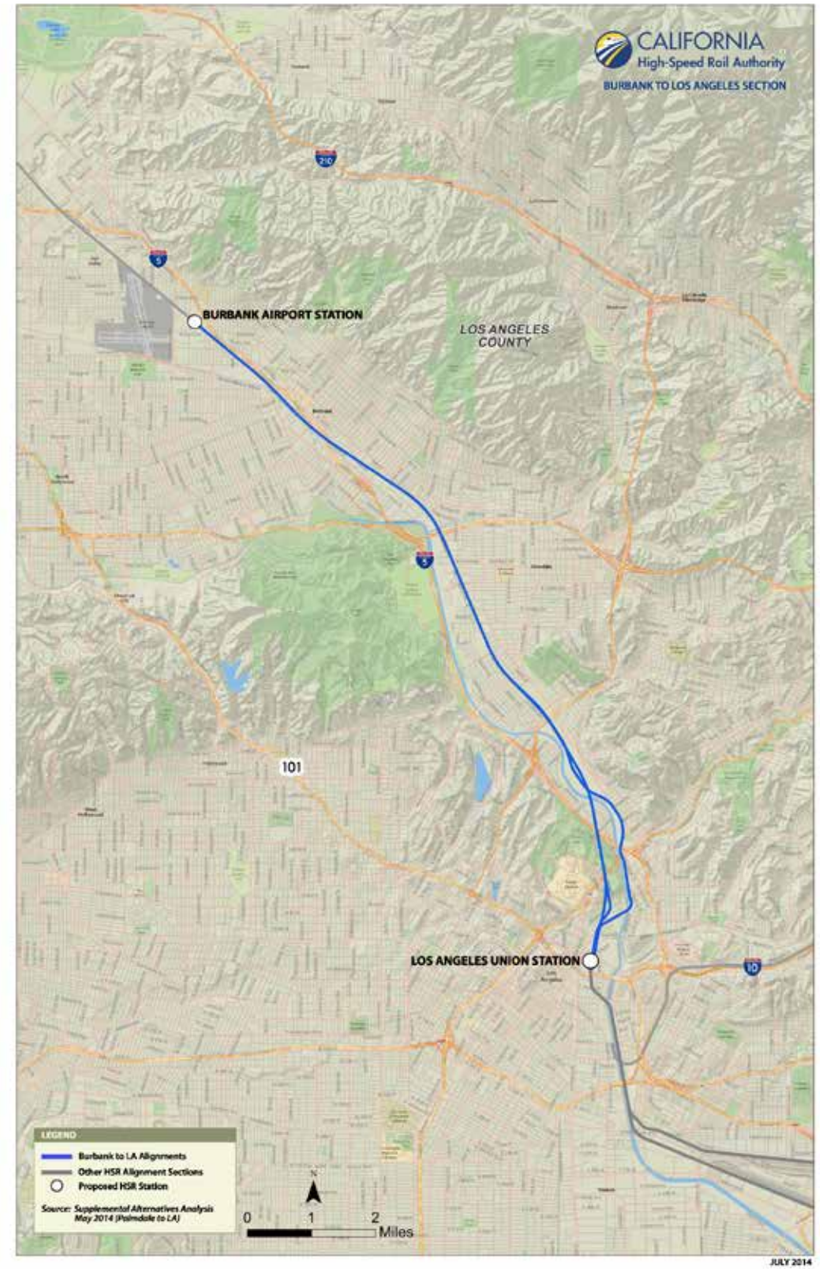


Figure 13: Proposed Alignment for High-Speed Rail - Burbank to Los Angeles

4.2 Glendale Memorial Hospital and Health Center

Glendale Memorial Hospital and Health Center, Facing Central Avenue and San Fernando Road

Glendale Memorial Hospital and Health Center and the Brand Boulevard of Cars are the primary job centers in the Tropico area. As the employees, patients, and visitors of Glendale Memorial interact with and enliven the area, the pedestrian environment around the hospital should enhance and balance the Hospital's influence on Tropico.

- **4.2.1:** Hospital/medical/health-related uses in the vicinity of Glendale Memorial Hospital and Health Center should be designed to provide pedestrian-oriented street-facing entrances for patients, visitors and staff arriving by train or bus.
- **4.2.2:** Active non-patient or private uses should be located along the sidewalk edge so they take advantage of daylight and transparency requirements at street level, including the lobby, pharmacy, gift shop, administrative offices and meeting rooms.

Glendale Memorial Hospital and Health Center, Internal Driveway

- **4.2.3:** Master plans for major institutions, including Glendale Memorial Hospital and Health Center, should integrate transit-oriented objectives and support a pedestrian-friendly environment. Their Transportation Demand Management plans should encourage bus, shuttle and train use by staff and visitors.
- **4.2.4:** Laurel Street between Central Avenue and Brand Boulevard should be vacated, as discussed in Chapter 4.13, and converted into a well landscaped, pedestrian-safe private entry drive that clearly establishes and demarcates the front door of the Glendale Memorial Hospital and Health Center.

4.3 TOD Private and Residential Development

Multi-Family Housing by David Baker Architects, San Francisco

Tropico's private realm is in transition. Today the neighborhood retains a stock of buildings that represent a range of "development eras" and act as a record of built investment over time. There are pockets of early twentieth century single-family housing, post-war apartments, small-scale commercial buildings, a major hospital and health center, large retailers, automobile salesrooms, and industrial structures near the railroad tracks and train station.

Tropico's current residential trend is toward higher density (6-story maximum per current adopted standards) market-rate apartment buildings with some retail at the ground floor. Two of the largest private sites or campuses within Tropico are Glendale Memorial Hospital and Health Center, and Forest Lawn Memorial Park. "Brand Boulevard of Cars," a designated commercial auto district, is comprised of contemporary showrooms, smaller auto-related uses and pre-owned sales offices. The San Fernando Road commercial corridor is mostly small neighborhood storefronts, a playhouse, small restaurants, light industrial offices, and auto-oriented uses. Creative businesses, such as furniture and clothing design, have recently been introduced into blocks that have been mostly industrial uses.

New development projects in Tropico (including those that re-use existing structures) shall contribute to the creation of a transit-oriented neighborhood that encourages walking, bicycling, bus and train travel. Residents, workers and visitors already have access to a number of convenient travel options in order to get to/from their home, workplace, school, public facility, stores, medical services and special destinations or attractions. The following design principles are intended to positively affect Tropico's built environment during an important transition period, in order to help create a successful transit-oriented neighborhood that benefits Tropico, its people and institutions, and the City of Glendale.

General

- **4.3.1:** Projects should exhibit a well-conceived architectural design approach in support of the City's commitment to design quality and innovation and respond to their context.
- **4.3.2:** Residential structures more than 30 years old need to be evaluated for potential status as a historic resource before any demolition can be permitted. Structures found to have historic significance should be retained and rehabilitated whenever possible.
- **4.3.3:** Residential development should be designed to encourage walking, bicycling, and transit use through the design and location of entrances in relation to the public sidewalks, bicycle facilities and nearby transit stops or station.
- **4.3.4:** New innovative housing types and designs for a range of income levels (such as co-housing, live-work, etc.) are encouraged to address Glendale's need for a range of housing types and their site and building design should be in character with the neighborhood context.

Site Planning

- **4.3.5:** Building layout and façade design should maximize resident views of the street to provide a positive sense of security and community.
- **4.3.6:** Residential entrances and patios are encouraged along street frontages to help activate the street and sidewalk edge. Patios should have adequate screening and be designed to allow for views to/from the street while making them comfortable for residents to utilize.
- **4.3.7:** Open Space should be balanced in its placement on the site to provide a variety of options for residents. Some of it should have access and views from the public frontage and street. Opportunities to provide a publicly used private space are encouraged.
- **4.3.8:** Projects should be designed so building entrances are oriented to the street frontage(s) that provide the most convenient path for people to reach major bus stops and rail stations. Building entrances should be emphasized with an architectural feature that makes it obvious where pedestrians should enter.
- **4.3.9:** Projects located adjacent to a transit stop should provide basic transit amenities that are integrated into the exterior façade such as seating, weather protection, and lighting to encourage transit use.
- **4.3.10:** Projects should locate open space amenities (plazas, courtyards, paseos, patios and gardens) so they connect visually or physically to major street frontages in order to help activate the street and sidewalk and provide "eyes on the street."
- **4.3.11:** Projects should increase pedestrian connectivity through existing large parcels or blocks by providing paseos, walkways or a new system of smaller streets that are appropriately scaled for people on foot and on bicycles.

- **4.3.12:** A project's landscape design should exhibit a cohesive approach to public and private open space through its palette of plants, materials, site furnishings and exterior lighting. Plant choices should be drought-tolerant and hearty.
- **4.3.13:** Screen less attractive features (mechanical, refuse, required equipment) with architectural and landscape techniques appropriate to the building's design and character.
- **4.3.14: Require development projects to provide for enhanced pedestrian activity through the following techniques:**
  - Minimize number and size of curb cuts across the sidewalk.
  - Locate the majority of a building's frontages in close proximity to the sidewalk edge.
  - Encourage outdoor plazas and dining areas.
  - Require that the majority of the linear ground floor frontage be visually and physically "penetrable," incorporating windows and other design treatments to create an attractive street frontage.
  - Require that ground floor uses be primarily pedestrian-oriented and encourage people to enter from the street frontage.
  - Discourage new surface parking lots, particulalry along street frontages.
- **4.3.15:** Projects along commercial corridors should have architectural transitions to adjoining residential properties that ensure compatibility of scale and a sense of privacy for the existing residences.

Residential TOD, Fullerton

- **4.3.16:** Integrate and maximize sustainable design features from overall site design, to renewable energy building systems, and sustainable products and features.
- **4.3.17:** New and renovated building projects should be designed to minimize water use, storm water runoff and the heat island effect through thoughtful site design, building placement, paving material choices, landscaping and trees.

Massing

- **4.3.18:** Building massing (the three-dimensional form of a building's footprint and height) should respect the predominant or preferred streetwall location and complement the street as a whole. Building massing should also provide transitions to adjacent residential uses or different land uses.
- **4.3.19:** The building street wall (the predominant surface of a building along the public right of way) should form the desired "outdoor room of the street" based on the street type.

Setbacks

- **4.3.20:** Residential buildings should be set back from the street a minimum of 6 feet except where specified in Chapter 4. A minimum setback of 10 feet will apply to buildings in the TOD-I and TOD-II zone at corner locations. These standards are similar to those in the current SFMU zone per GMC Section 30.14.030, Table 13.14b Mixed Use District General Development Standards, footnote 3.

Design & Detailing

- **4.3.21:** Projects should provide street frontages with predominantly active uses such as lobbies, retail, office, multi-purpose or public/community use.
- **4.3.22:** Street-level building design should be mostly transparent so there is a visual connection between interior uses and the sidewalk. Street-level facades should provide human-scaled window/wall systems with adequate variety, such as smaller storefront-scale modules appropriate for a neighborhood main street, and quality and durable materials.
- **4.3.23:** Projects should be comprised of high quality, permanent building materials that do not require extensive maintenance and have been approved through the City's design review process.

Multi-Family Housing, Southern California

4.4 Industrial & Creative Uses

Arts District, Downtown Los Angeles

Arts District, Downtown Los Angeles

Creative Studio, Diamond Neighborhood

The existing brick and concrete industrial buildings located between San Fernando Road and the railroad tracks primarily house light industrial uses, although some have been adaptively re-used to accommodate creative businesses and post-production service uses. These industrial and creative uses should continue to be encouraged in this area . Existing buildings should undergo sustainable and sensitive modifications and be adaptively re-used in a manner that retains Tropico's eclectic, industrial character.

Seeley Studios, Tropico Neighborhood

Industrial Design Studio Retrofit
Sydney, Australia

- **4.4.1:** Industrial projects should convey the particular use(s) contained within the building. Façade design and signage should contribute to the Tropico district's overall character.
- **4.4.2:** Industrial projects should contribute positively to the street and public realm by providing building entrances that are visible and accessible for pedestrians entering from the street and sidewalk.
- **4.4.3:** Re-use of existing industrial buildings is encouraged.
- **4.4.4:** Modifications of existing buildings to accommodate new uses is encouraged in order to preserve the unique character of Tropico between San Fernando Road and the rail right-of-way.
- **4.4.5:** Industrial parking, yards and storage areas should be adequately screened from the street and sidewalk environment.
- **4.4.6:** Signage should be an integral part of the overall architectural design approach, especially for creative uses.

4.5 Complete Street Standards

While the character, quality, and accessibility of Tropico's urban environment can vary widely from one street to the next, some standards can be applied broadly to ensure and encourage multimodal access to the neighborhood's diverse uses and destinations. These Complete Streets standards are based on community sentiment as described in Chapter 1.3. Outreach participants called for specific improvements to the bicycle and pedestrian environment, including street trees, wider sidewalks, pedestrian-scale lighting, protected bike lanes, and high-visibility crosswalks.

This plan considers standards as they apply to streets identified as Primary Pedestrian/Bicycle streets in Chapter 3.6 to provide safe lane configurations and high-quality infrastructure for all modes of travel, including safety, aesthetic, and traffic calming features, generally along Tropico's major thoroughfares and connections.

While not all streets are good candidates for reconfiguration, particularly based on their traffic volume, some such as Los Feliz Road exhibit Average Daily Trips (ADT) well below the generally accepted threshold for a 4-to-3 lane reduction that does not increase delay. This threshold is typically 20,000 to 24,000 ADT, or a bi-directional peak hour volume of 1,700 vehicles or directional peak hour volume of 1,000 to 1,200 vehicles. Notably, the City of Los Angeles is currently implementing 4-to-3 lane reconfigurations on streets with ADT as high as 27,000 and directional peak hour volume of 1,200.

Streets that are not designated as Primary Pedestrian/Bicycle streets in Tropico are nonetheless intended to be Complete Streets that are welcoming and safe for all users, including consistent street trees, as well as sidewalks, parkways, and appropriate travel speeds.

Primary Pedestrian/Bicycle Streets

- **4.5.1:** Install Continental (zebra-striped) crosswalks at all legs of all intersections.
- **4.5.2:** Install curb extensions at all corners, except where the curb lane is needed as a right-turn lane (typically where peak hour turn volumes exceed 200).
- **4.5.3:** Provide walkways and parkways as recommended in Sections 4.6-4.13.

- **4.5.4:** Landscape the parkways with drought-tolerant plants; irrigate with in-line drip or other low-water use irrigation system and provide a 12-inch wide walkable surface at the back of curb, except at bus stops where large tree wells (12 feet long) may be provided.
- **4.5.5:** Plant 36" box street trees with 25-30 foot spacing that provide shade, and are attractive and drought-tolerant.
- **4.5.6:** Install pedestrian-scale lighting between existing roadway lights.
- **4.5.7:** Require property owners to install and maintain parkways, walkways, trees, pedestrian lighting, and improvements outlined above when property is improved or developed (excepting crosswalks and curb extensions). When existing sidewalks or crosswalks serving new development are non-compliant or otherwise deficient, they should be brought up to standard rather than closed to access.
- **4.5.8:** Encourage property owners to develop parklets adjacent to their business on streets with only one through lane in each direction.
- **4.5.9:** Consider streets for vacation/closure should it provide greater pedestrian and bicycle access to destinations or within a campus without impacting vehicular access.
- **4.5.10:** Consider use of signage identifying pedestrian zones requiring special attention from drivers such as senior facilities, health and medical facilities.

All Other Streets in Tropico

- **4.5.11:** Provide 4 to 5-foot wide walkways on local and collector streets, with the remainder of the sidewalk as parkway, consistent with historic conditions.
- **4.5.12:** Plant 24" box street trees with 25-30 foot spacing that provide shade, and are attractive and drought-tolerant.
- **4.5.13:** Require property owners to install and maintain parkways, walkways, trees, pedestrian lighting, and other improvements outlined above when property is improved or developed (excepting crosswalks and curb extensions).
- **4.5.14:** Set back buildings from the street a minimum of 6 feet except where otherwise specified in Chapter 4. Set back buildings at corner locations in the TOD I and TOD II zones a minimum of 10 feet, similar to the current SFMU zone (see Glendale Municipal Code Section 30.14.030, Table 13.14b Mixed Use District General Development Standards, footnote 3).

Bus Stops

- **4.5.15:** Work with adjacent property owners to enhance stops at Los Feliz Road and San Fernando Road with additional seating, bicycle parking, lighting, shade and other amenities.
- **4.5.16:** Enhance stops at Brand Boulevard and San Fernando Road with seating and shade.
- **4.5.17:** Develop distinctive identity elements at regional bus stops to improve wayfinding and to enhance first-mile/last-mile connections.

Bicycle Facilities

- **4.5.18:** Explore a bike share facility and station at GTC with satellite stations connecting Tropico to Downtown Glendale and other points of interest.
- **4.5.19:** Provide long- and short-term bicycle parking in conjunction with all new development.

4.6 San Fernando Road

Conceptual Rendering

Tropico's Main Street

San Fernando Road should transform into Tropico's "main street," building upon the existing gems of small storefronts, a playhouse, and notable industrial style buildings.

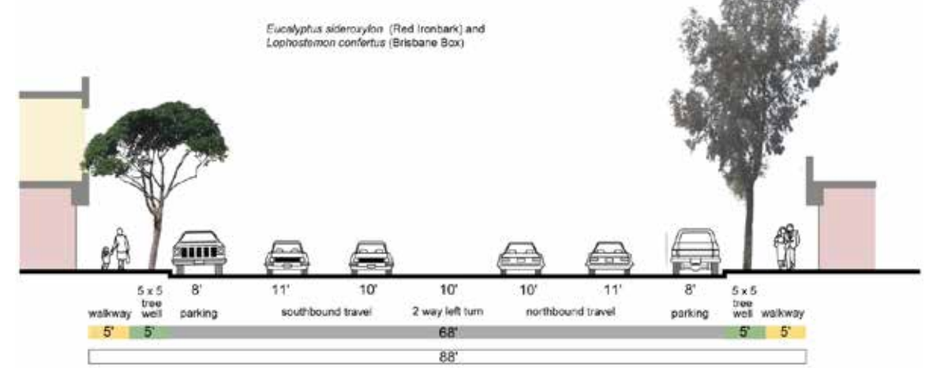
As new projects are developed over time, they should be set back from the street to accommodate wider sidewalks with parkways, consistent street tree planting and pedestrian lighting to make San Fernando Road a more inviting place to walk. Commuting bicyclists would be able to ride along this street, but the average rider would be expected to use local streets designated as part of Tropico's Green Street Loop as shown in Figure 11 (Section 3.6).

Existing (Google Street View)

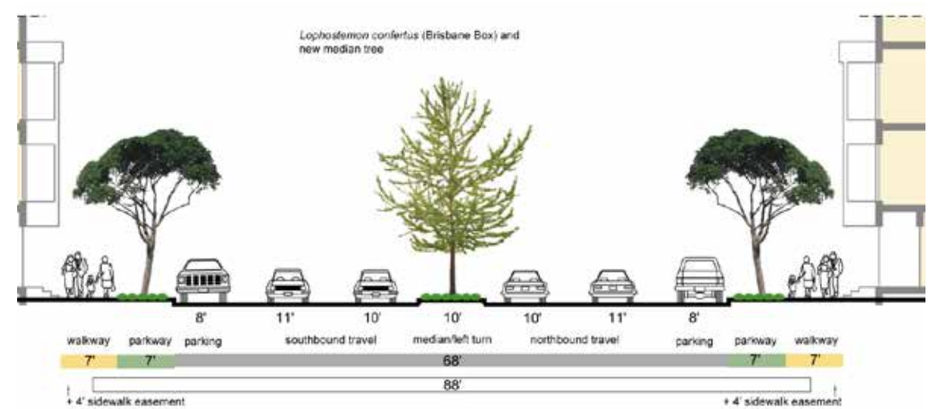
Street Design

- **4.6.1:** Maintain existing roadway configuration.
- **4.6.2:** Widen sidewalks from existing 10 feet to 14 feet as properties redevelop through a 4-foot setback.
- **4.6.3:** Install landscaped medians where feasible.
- **4.6.4:** Conform to Recommended Cross Section 1a below..

1. San Fernando Rd. EXISTING



1a. San Fernando Rd. RECOMMENDED



4.7 Central Avenue

Conceptual Rendering

Tropico's Complete Mixed-Use Boulevard

Existing (Google Street View)

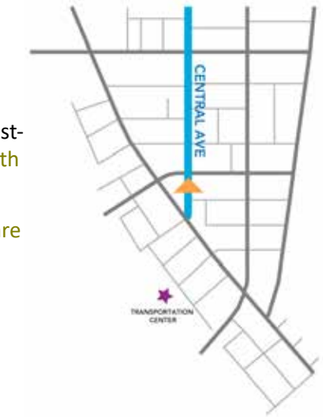
Central Avenue should evolve as a mixed-use boulevard that accommodates buses, pedestrians and bicycles, as well as cars, and links Tropico and the GTC with Downtown Glendale. A critical artery in closing the first-mile / last-mile gap, it should become Tropico's most "complete street." Its future land use, urban form and street cross section as it passes through Tropico should be similar to its emerging character in Downtown Glendale, which would be a dramatic transformation from how it looks today.

Central Avenue should become Tropico's primary bicycle and pedestrian link to Downtown. The roadway should be widened 6 feet on each side to accommodate bicycle lanes, consistent with the north-south bicycle route that already exists on Central Avenue north of Broadway. It should connect Tropico to the Riverdale-Maple Greenway, which in turn would link it to the Columbus Avenue and Louise Avenue bicycle routes identified in the adopted Bicycle Transportation Plan.

As Central Avenue is redeveloped with residential and healthcare mixed use projects with active ground floor uses, buildings should be set back a few feet to restore its walkable 15-foot wide sidewalks with tree-lined parkways, and accommodate buffered bike lanes or cycle tracks.

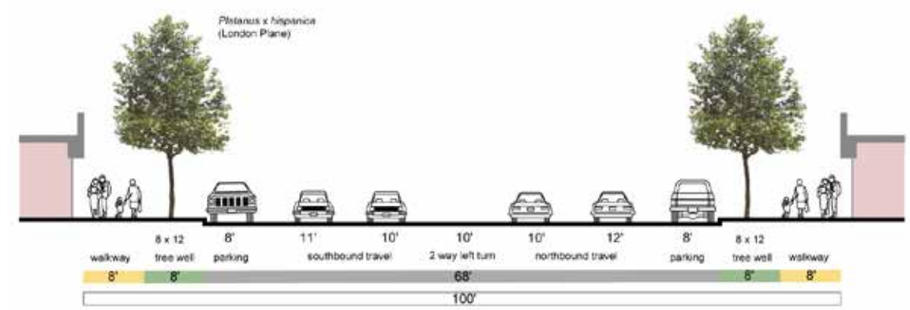
Street Design

Gardena Avenue to San Fernando Road



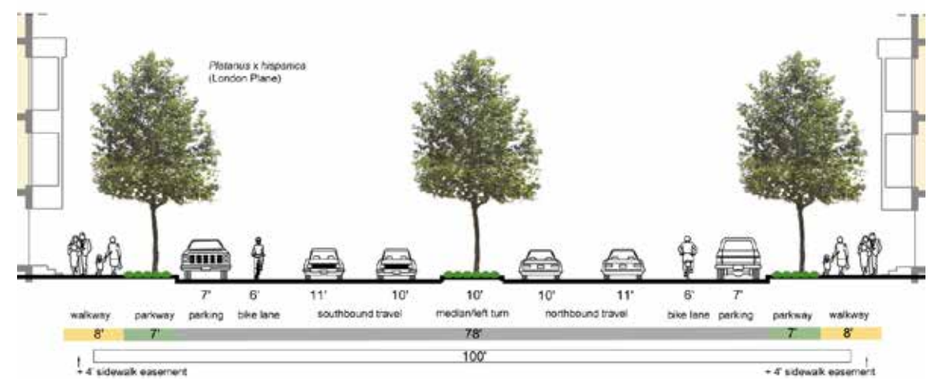
- **4.7.1:** Maintain existing street configuration with the existing ROW: 44-foot roadway and 8-foot wide sidewalks with 13 to 15-foot wide parkways.
- **4.7.2:** Paint sharrow markings to advise motorists to share the lane with cyclists.

2. Central Ave. EXISTING – north of San Fernando Rd.



2a. Central Ave. RECOMMENDED – north of San Fernando Rd.

Consistent with Central Avenue Downtown, widen roadway 5' each side & add bike lanes



Central Avenue/San Fernando Road intersection

- **4.7.4:** Reconfigure the Central Avenue/San Fernando Road intersection to reduce crossing distances and improve safety by:

  a. Either replacing the westbound Central Avenue to northbound San Fernando Road slip lane with a conventional right-turn lane or reducing its width and installing a stop sign.

  b. Extending the sidewalks (aka curb extensions or bump-outs) on all corners.

San Fernando Road to Chevy Chase Drive

- **4.7.6:** Reconfigure the street within the existing ROW to accommodate bike lanes by widening the roadway 5 feet on each side.
- **4.7.7:** Provide 6' parkways on the resulting 11-foot wide sidewalks (reduced from the existing 16-foot width).
- **4.7.8:** Over time, require new buildings to be set back 5 feet to restore sidewalk to their current 16-foot width with 8-foot wide parkways.
- **4.7.9:** Conform to Recommended Cross Section 2a on following page.

4.8a Cerritos Avenue west of San Fernando Road

Conceptual Rendering

Tropico's Park Street

Existing (Google Street View)

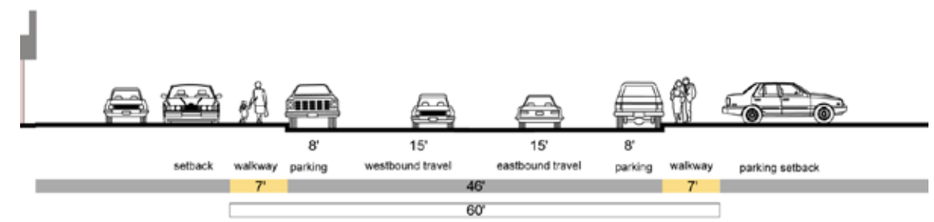
The most important street in the Tropico Green Loop (see Section 3.6), Cerritos Avenue brings people directly to the front door of the historic train station and connects it to significant destinations to the east, including Glendale Memorial Hospital and Health Center, Cerritos Park, Cerritos Elementary School, Forest Lawn Memorial Park, and the San Fernando Road Corridor. As new residential projects and renovated industrial buildings are introduced west of San Fernando Road, and especially if the Glendale to Burbank streetcar is introduced, this street should become an active transit-oriented public space featuring a pedestrian and bicycle-friendly design with narrower roadways, curbside parking, comfortable sidewalks, stormwater infiltration parkways, new street trees and pedestrian lighting. Future development should be setback from the street with a landscape buffer. New entry patios, front porches and outdoor dining would bring a more urban character and energetic street life to the blocks nearest the station. New residents would be regular users of the trains and buses in the area and able to access daily services via the Tropico Green Loop, as shown in Figure 11 (Section 3.6).

Street Design

Gardena Avenue to San Fernando Road

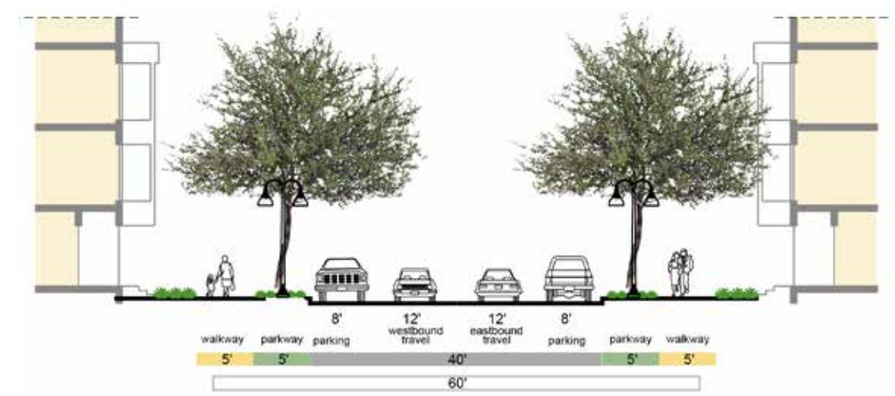
- **4.8a.1:** Reduce the roadway width to 40 feet, enhancing sidewalks with the addition of 5-foot parkways.
- **4.8a.2:** Paint sharrow markings to alert motorists to share the lane with cyclists.
- **4.8a.3:** Plant stormwater infiltration parkways with shade trees, for example, native Channel Islands Oak (Quercus tomentilla), which are columnar in form to frame views of the historic train station, to provide a shaded walkway from the Transportation Center into the heart of Tropico.
- **4.8a.4:** Conform to Recommended Cross Section 3a below, adjusting as necessary to accommodate the proposed streetcar.

3. Cerritos Ave. west of San Fernando Rd. EXISTING



3a. Cerritos Avenue west of San Fernando Road RECOMMENDED

Narrow roadway



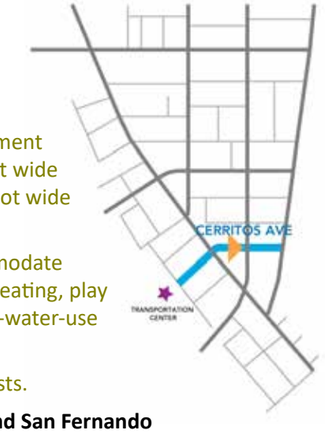
4.8b Cerritos Avenue east of San Fernando Road

Conceptual Rendering

Existing (Google Street View)

East of San Fernando Road, Cerritos Avenue would become a true Complete and Green Street by utilizing excess roadway to introduce a linear park on one side for the enjoyment of residents and visitors. It could become an active, health and exercise-oriented public space connected to Glendale Memorial Hospital and Health Center, and to Cerritos Elementary School just beyond. It also provides a nice thematic and first-mile/last-mile connection between GTC, Cerritos Park and School, and Forest Lawn Memorial Park further east. Notably, the Public Input process described in Chapter 3.1 yielded responses specific to Cerritos Avenue, particularly with regard to its width and as a street that is "uncomfortable" to cross, as well as general calls for more green space, parks, and trees in Tropico; recommendations in this chapter are in direct response to the community's call for environmental improvements and neighborhood amenities in the heart of Tropico.

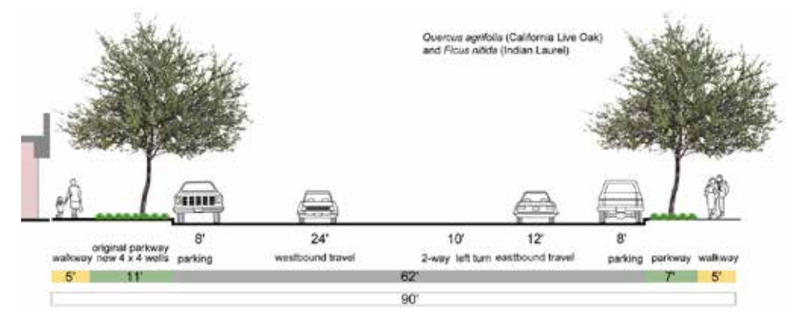
Street Design



San Fernando Road to Glendale Boulevard

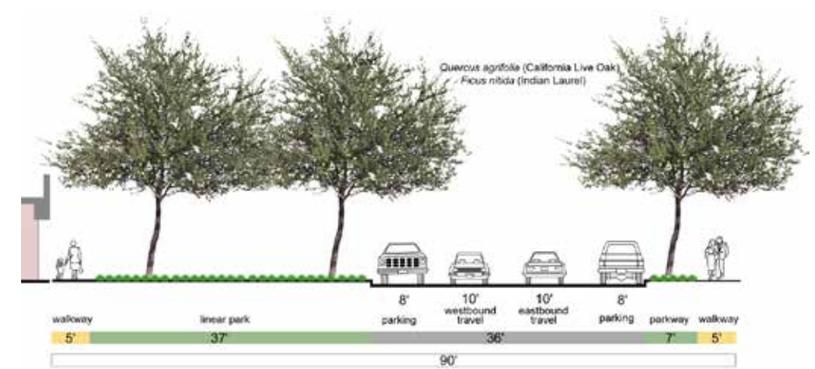
- **4.8b.1: Narrow the existing ROW width to 36 feet** to match the segment between Gardena Avenue and San Fernando Road. Provide a 12-foot wide sidewalk with 7-foot wide parkway on the south side and 27 to 42-foot wide linear park on the north side.
- **4.8b.2: Design the linear park with community members** to accommodate facilities they would like introduce in their neighborhood, including seating, play elements and public art, as well stormwater infiltration, lighting, low-water-use plants and other functional elements.
- **4.8b.3: Paint sharrows** to alert motorists to share the lane with cyclists.
- **4.8b.4: Plant trees to match those between the Gardena Avenue and San Fernando Road** to maintain continuity and provide shade.
- **4.8b.5: Conform to Recommended Cross Sections 4a below and 5a on following page**, adjusting the segment west of Brand Boulevard as necessary to accommodate the proposed streetcar.

4. Cerritos Ave. east of San Fernando Rd. EXISTING – San Fernando Rd. to Brand Blvd.

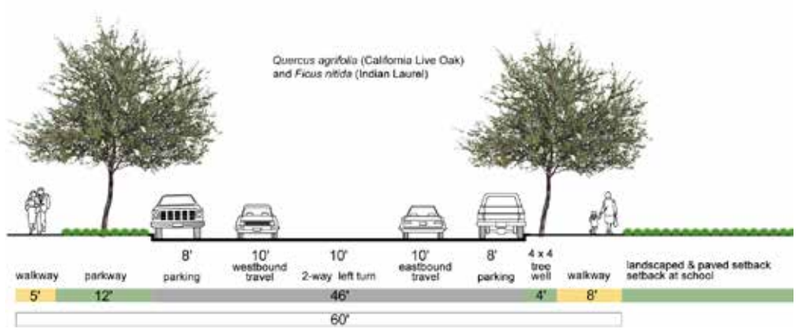


4a. Cerritos Ave. east of San Fernando Rd. RECOMMENDED – San Fernando Rd. to Brand Blvd.

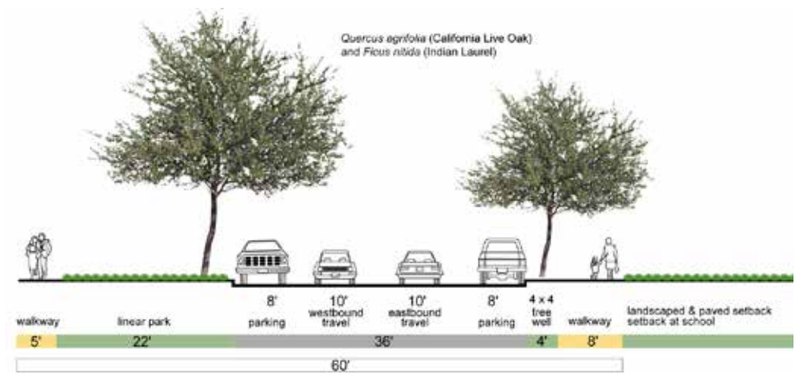
Eliminate 2-way left-turn lane; create linear park. Shift roadway approaching Brand Blvd. per current striping



5. Cerritos Ave. east of San Fernando Rd. EXISTING – Brand Blvd. to Glendale Blvd.



5a. Cerritos Ave. east of San Fernando Rd. RECOMMENDED – Brand Blvd. to Glendale Blvd.
Eliminate 2-way left-turn lane



4.9 Los Feliz Road

Conceptual Rendering

Tropico's Gateway from Atwater Village

Existing (Google Street View)

Los Feliz Road is an important gateway and first-mile/last-mile connection from Tropico to Atwater Village and the City of Los Angeles; Chapter 1.3 details the public process that informed these recommendations, which includes improved connections to Atwater Village. The gateway is currently defined by the railway bridge, depressed street, narrow sidewalks, and sloped embankments. The segment between the city boundary and Gardena Avenue should be dramatically transformed into a Complete Street by converting extra roadway space into wider sidewalks with multi-use parkways, including cycle tracks. A dramatic gateway statement into Glendale and Tropico can be created by planting both embankments and introducing public art such as murals under the railroad bridge, painting the bridge itself, and/or introducing new lighting along both sides of the street.

New, multi-story, mixed-use development projects also create a more formalized gateway statement.

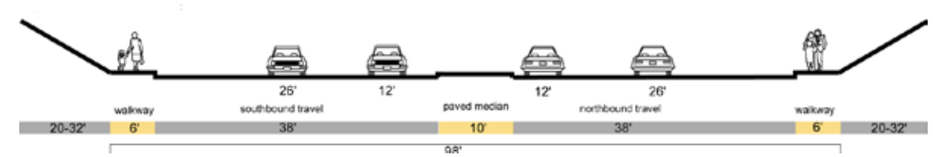
Los Feliz Road east of Gardena Avenue should evolve over time as new creative industrial, residential, healthcare and mixed use uses are introduced. In the near term, bike lanes should be added by narrowing vehicular travel lane widths. In the longer term, as existing driveways are consolidated as part of new development, the street should be restriped to accommodate one travel lane each way, a center turn lane, and cycle tracks buffered by stormwater infiltration parkways. Alternatively, if the short-term lane configuration is maintained, new buildings could be set back to make room for wider, more walkable sidewalks lined with continuous parkways and shade trees.

Street Design

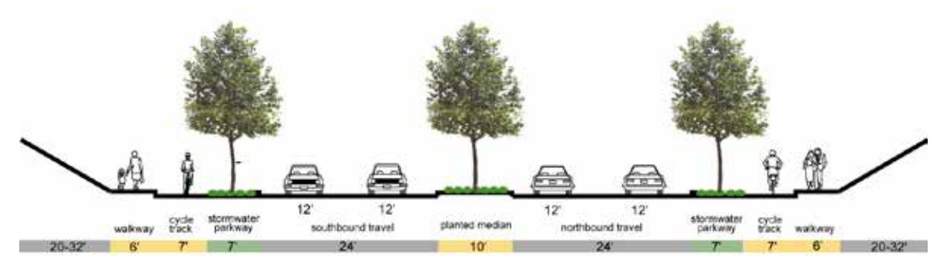
City Limit to Gardena Avenue

- **4.9.1:** Install stormwater infiltration parkways between the city limit and San Fernando Road and Gardena Avenue. The parkways should be designed to collect and infiltrate or filter stormwater. Trees, landscaping, and public art would provide a dramatic gateway from Los Angeles into Glendale.
- **4.9.2:** Accommodate bicycles by providing 5 or 6 feet of additional roadway width for buffered or protected bikeways, either between the parkway and walkway or between the parkway and travel lane, to accommodate cyclists who use this route currently and to provide high-quality first-mile / last-mile bicycle access to Atwater Village and the City of Los Angeles in the future.
- **4.9.3:** Conform to Recommended Cross Sections 6a and 7a on this and the following page.

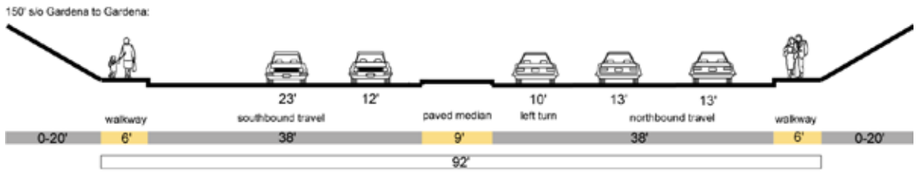
6. Los Feliz Rd. EXISTING – City Limit at Railroad Undercrossing to 150' south of Gardena Avenue



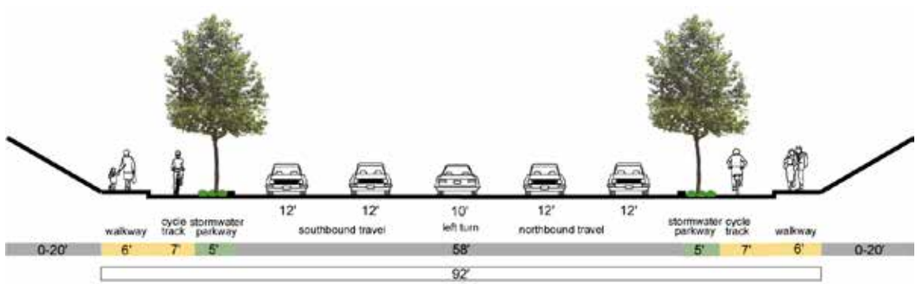
6a. Los Feliz Rd. RECOMMENDED – City Limit at Railroad Undercrossing to 150' south of Gardena Ave.



7. Los Feliz Rd. EXISTING – 150' south of Gardena Ave. to Gardena Ave.



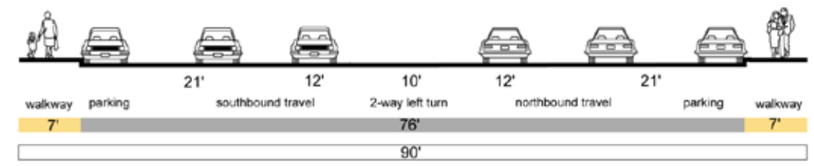
7a. Los Feliz Rd. RECOMMENDED – 150' south of Gardena Ave. to Gardena Ave.



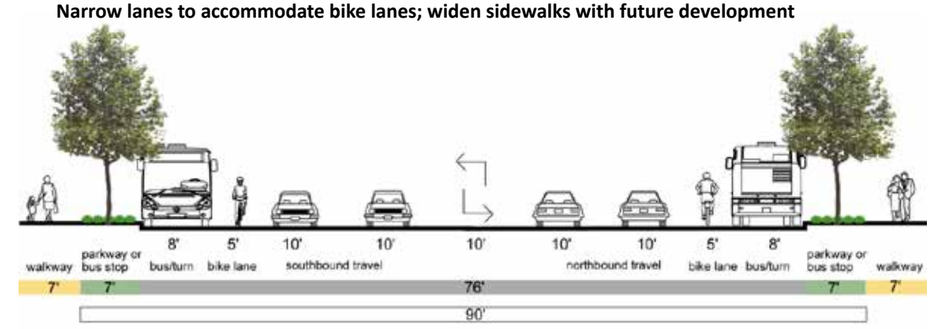
Gardena Avenue to Glendale Avenue

- **4.9.4:** Provide bike lanes in the short term by reducing lane widths. Add bike lanes within the existing roadway without eliminating the number of lanes or curbside parking by striping 10' vehicular travel lanes as are typically in the vicinity. However, a 12' center turn lane should be provided between Central Avenue and San Fernando Road where roadway widening in conjunction with adjacent development makes it possible to do so.
- **4.9.5:** Convert bike lanes to cycle tracks, in the future, between San Fernando Road and Glendale Avenue, buffered by stormwater infiltration parkways or widen sidewalks to accommodate parkways by reducing travel lanes from 4 to 3.
- **4.9.6:** If parkways are not provided within the existing right-of-way between San Fernando Road and Glendale Avenue, require future development to setback seven feet and install 7-foot wide parkways in lieu of seven feet of the total required building setback.
- **4.9.7:** Conform to Recommended Cross Sections 8a, 8b, or 8c on the following page.

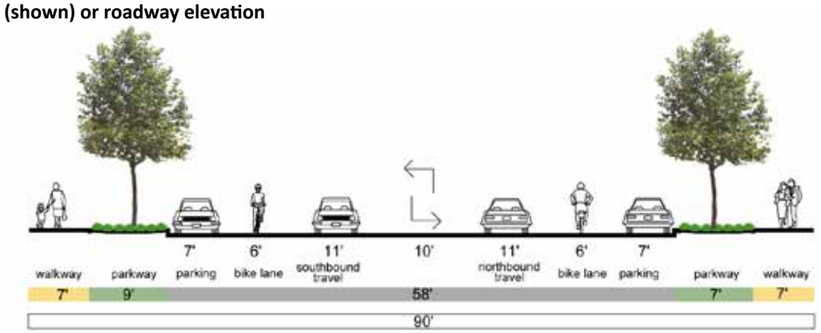
8. Los Feliz Rd. EXISTING – Gardena Aven. to Glendale Ave.



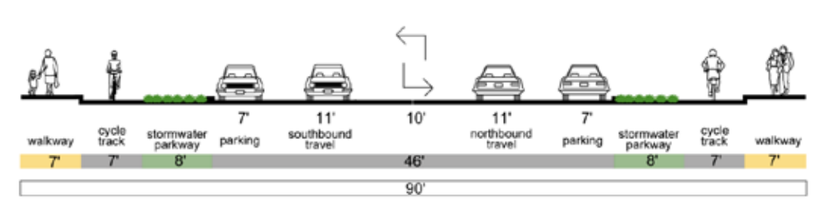
8a. Los Feliz Rd. RECOMMENDED – Gardena Ave. to Central Ave.
Narrow lanes to accommodate bike lanes; widen sidewalks with future development



8b. Los Feliz Rd. RECOMMENDED – Central Ave. to Glendale Ave.
Option 1: Restripe; add stormwater infiltration parkway at either sidewalk elevation (shown) or roadway elevation



8c. Los Feliz Rd. RECOMMENDED – Central Ave. to Glendale Ave.
Option 2: Restripe; install cycle track with stormwater infiltration parkways



4.10 Glendale Avenue

Conceptual Rendering

Tropico's Parkway Street

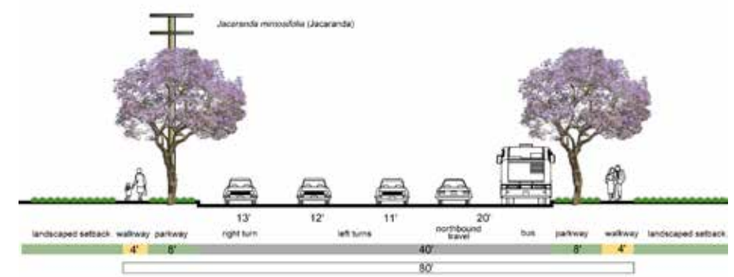
Glendale Avenue should continue to define Tropico's eastern edge and be associated with the front door of Forest Lawn Memorial Park. It should retain its character as a tree-lined street with parkways that carry cars that also need to share the road with bicyclists. It forms one of the important legs of Tropico's Green Loop, which would allow residents and visitors to walk and bicycle readily between transit, destinations, work and home.

Existing (Google Street View)

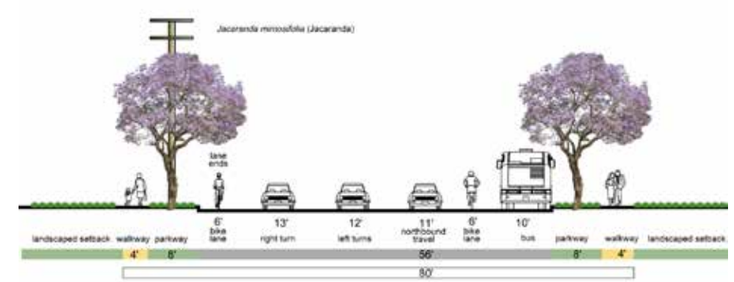
Street Design

- **4.10.1:** In the short term, paint sharrow markings to alert motorists to share the lane with cyclists.
- **4.10.2:** In the future, introduce bike lanes by reducing the number of travel lanes from 4 to 3.
- **4.10.3:** Consider a traffic signal at Cerritos Avenue to calm traffic along Glendale Avenue, especially until a 4-to-3 lane reduction can be implemented to calm traffic.
- **4.10.4:** Maintain existing 13-foot wide sidewalks with 8-foot wide continuous parkways.
- **4.10.5:** Conform to Recommended Cross Sections 10a, 10c, and 11a on the following pages.

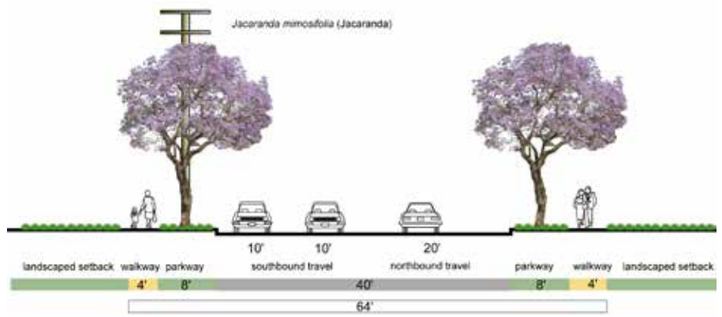
10. Glendale Avenue EXISTING – San Fernando Road to 150' north of San Fernando Road



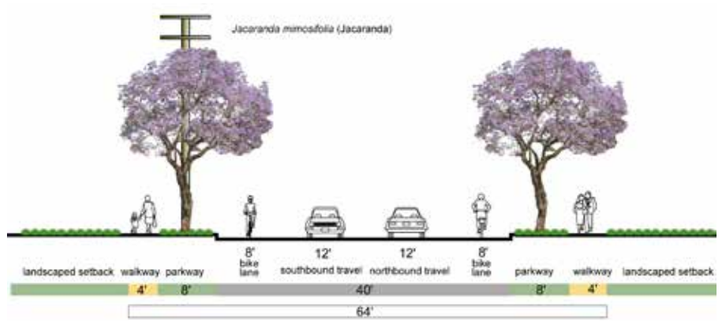
10a. Glendale Avenue RECOMMENDED – San Fernando Road to 150' north of San Fernando Road



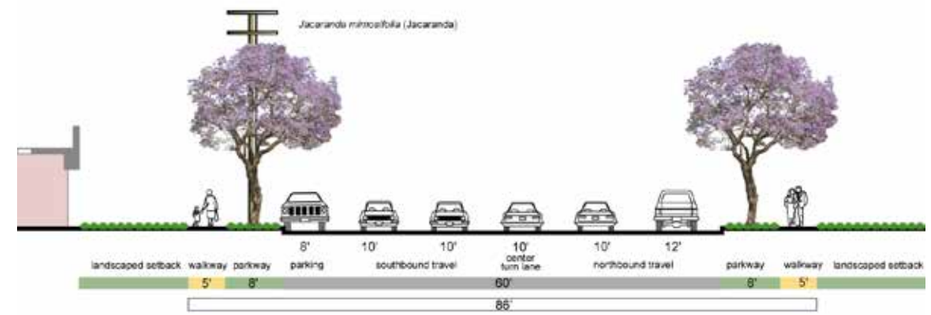
10b. Glendale Avenue EXISTING – 150' north of San Fernando Road to 500' south of Cerritos Avenue



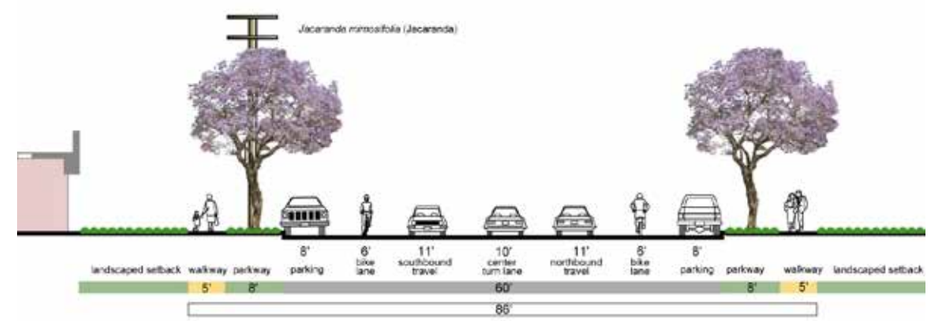
10c. Glendale Avenue RECOMMENDED – 150' north of San Fernando Road to 500' south of Cerritos Avenue



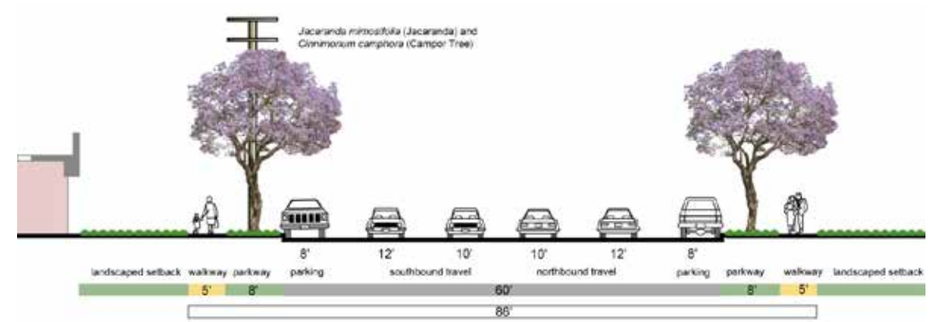
11. Glendale Avenue EXISTING – 500' south of Cerritos Avenue to Eulalia Street



11a. Glendale Avenue RECOMMENDED – 500' south of Cerritos Avenue to Los Feliz Road



11b. Glendale Avenue EXISTING – north of Los Feliz Road
No changes recommended



4.11 Brand Boulevard

Conceptual Rendering

Boulevard of Cars and Gateway to Glendale

Existing (Google Street View)

Brand Boulevard should remain Glendale's iconic automobile sales corridor, one of the largest in the region. Future Complete Street improvements should be designed to feature the city's array of auto dealerships. To create a more dramatic gateway and first-mile/last-mile connection to the "Brand Boulevard of Cars" from the southern parts of Tropico, unused roadway can be transformed into a long landscaped buffer on both sides of Brand Boulevard between the City limit and Cerritos Street. The buffers can accommodate sustainable landscaping; stormwater infiltration; a continuous canopy of street trees; unique gateway elements such as vertical marker/light bars, public art or environmental graphics; and dedicated bike and pedestrian paths. In the longer term, Brand Boulevard north of Cerritos Street, can accommodate the Glendale to Burbank streetcar.

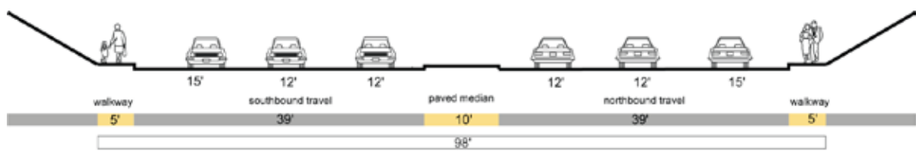
Street Design

- **4.11.1:** Provide an off-street connection to Gardena Avenue at Vassar Avenue by expanding the existing pedestrian path, which is located in the public right-of-way (ROW) and is adjacent to City-owned property.
- **4.11.2:** Install marked crosswalks and traffic signals at Vassar Avenue to enable pedestrian and bicycle access to Gardena Avenue and the Transportation Center.
- **4.11.2:** Continue City of Los Angeles bike lanes along Glendale Boulevard – which currently end at the City limit – north along Brand Boulevard to Cerritos Avenue and to the Cerritos Avenue Greenway. This can be accomplished in the short term without eliminating travel lanes, but requires converting existing angled parking spaces into parallel spaces (17 angled and 8 parallel spaces along the east side of the street to 20 parallel spaces; 9 angled and 5 parallel spaces along the west side to 13 parallel spaces).

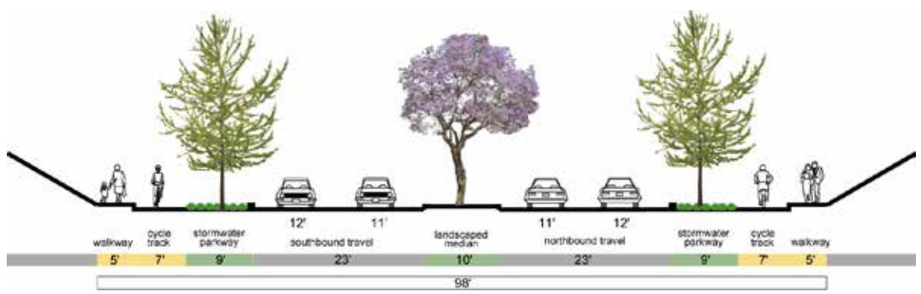
- **4.11.3:** Reconfigure the Brand Boulevard/San Fernando Road intersection to reduce crossing distances by adding curb extensions.
- **4.11.4:** Replace the curb travel lanes on both sides of the street between the City limit and San Fernando Road with stormwater infiltration parkways, while maintaining 2 travel lanes each way and a dedicated right turn from northbound Brand Boulevard to eastbound San Fernando Road. Currently these lanes are eliminated directly north of San Fernando Road. Peak hour volumes (maximum 1,500 in one direction) south of San Fernando Road require less than two lanes each way, providing capacity for future growth in traffic volumes after the lane reduction.

  The proposed parkways may be located on the traffic side of the bike lane to provide a buffer (preferred) or between the bike lanes and pedestrian walkway. The parkways should be designed to collect and infiltrate or filter stormwater. Trees, landscaping, and public art should provide a dramatic gateway from Los Angeles into Glendale.
- **4.11.6:** Install stormwater infiltration parkways between San Fernando Road and Cerritos Avenue to continue the gateway to the Cerritos Avenue Greenway as shown in Recommended Cross Section 12a below.
- **4.11.7:** Conform to Recommended Cross Sections 12a-b, 13a-b, 14a-b, or 15a-b on the following pages, adjusting as necessary to accommodate the proposed streetcar.

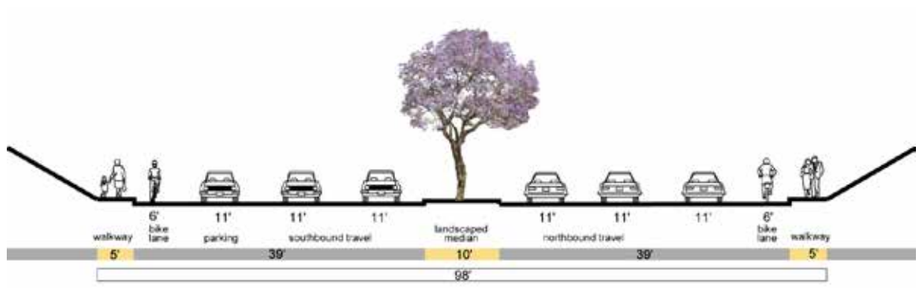
12. Brand Boulevard EXISTING – Looking North – Brand Boulevard Railroad Undercrossing to Vassar Street



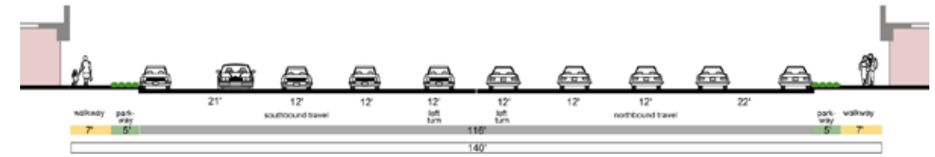
12a. Brand Boulevard RECOMMENDED – Brand Boulevard Railroad Undercrossing to Vassar Street
Option 1



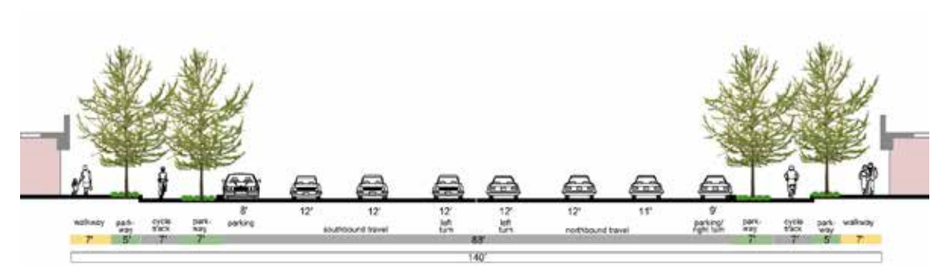
12b. Brand Boulevard RECOMMENDED – Brand Boulevard RR to Vassar Street
Option 2



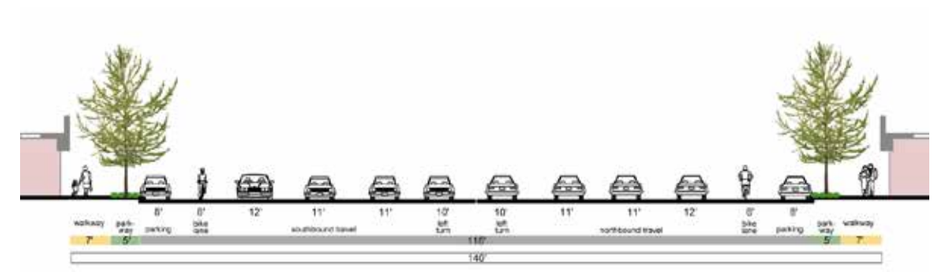
13. Brand Boulevard EXISTING – Vassar Street to San Fernando Road



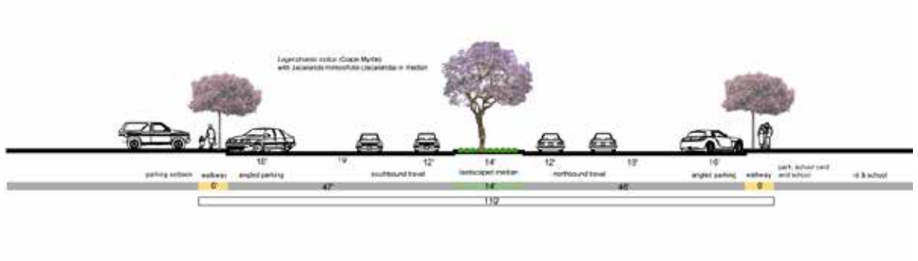
13a. Brand Boulevard RECOMMENDED – Vassar Street to San Fernando Road
Option 1



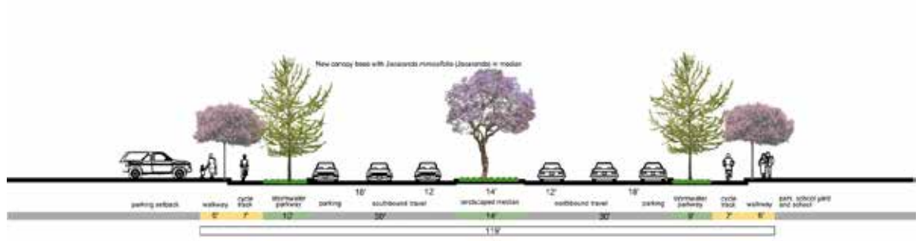
13b. Brand Boulevard RECOMMENDED – Vassar Street to San Fernando Road
Option 2



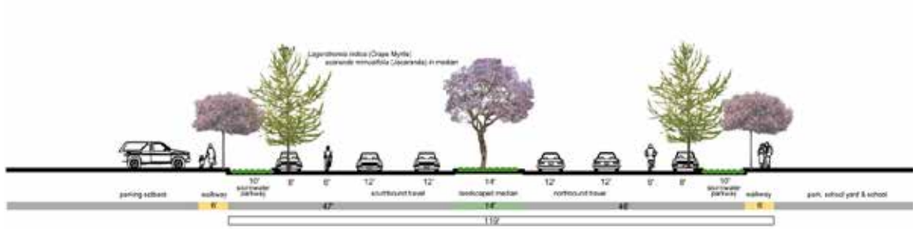
14. Brand Boulevard EXISTING – San Fernando Road to Cerritos Avenue



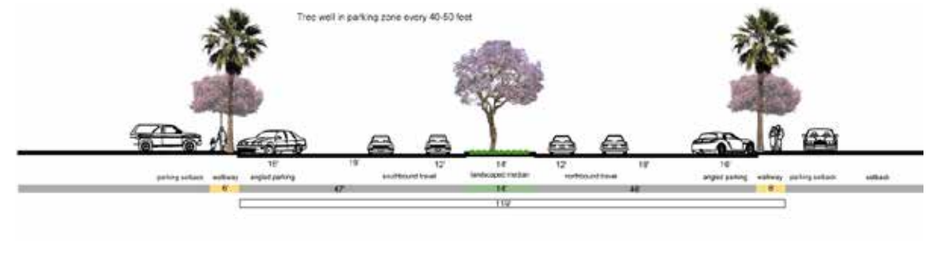
14a. Brand Boulevard RECOMMENDED – San Fernando Road to Cerritos Avenue
Option 1



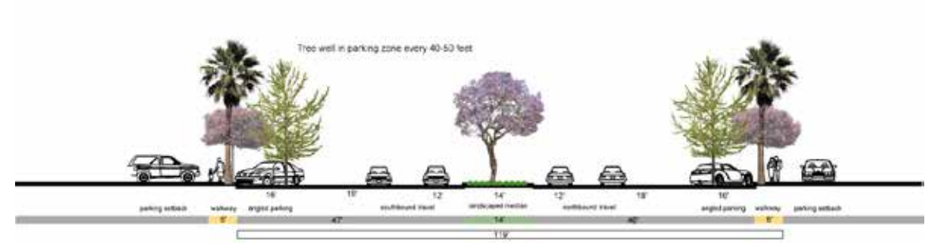
14b. Brand Boulevard RECOMMENDED – San Fernando Road to Cerritos Avenue
Option 2



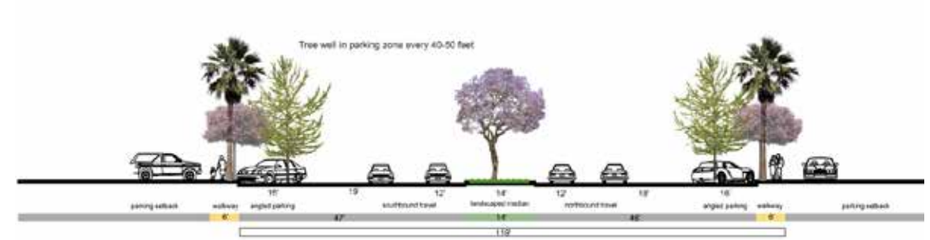
15. Brand Boulevard EXISTING – north of Cerritos Avenue



15a. Brand Boulevard RECOMMENDED – north of Cerritos Avenue
Option 1



15b. Brand Boulevard RECOMMENDED – north of Cerritos Avenue
Option 2



4.12 Gardena Avenue

Conceptual Rendering

Front Door to Glendale Transportation Center

Gardena Avenue is an essential link to Tropico's Green Loop, connecting pedestrians and bicycles from Brand Boulevard to Los Feliz Road and to Cerritos Road and the Glendale Transportation Center.

Existing (Google Street View)

It should retain its existing walkable character of relatively wide sidewalks with wide parkways and shade trees. As a local street, it should provide sharrow markings to accommodate bicycles. Over time, it should develop with buildings and uses similar to those proposed along Cerritos Avenue, resulting in an eclectic mix of creative industry, office and housing.

Street Design

- **4.12.1:** Maintain existing street configuration within the existing ROW: 40-foot roadway and 15 to 18-foot wide sidewalks with 8 to 10-foot wide parkways.
- **4.12.2:** Paint sharrow markings to alert motorists to share the lane with cyclists.

4.13 Laurel Street

Conceptual Rendering

Campus Main Street

Laurel Street between Brand Boulevard and Central Avenue provides primary vehicular access to Glendale Memorial Hospital and Health Center's main entrance, parking garage, medical office building and Cancer Center. It also provides access to alleys that serve businesses on Brand Boulevard. Given its function and adjacent uses, this residential-scaled street should be re-designed to safely accommodate pedestrians, mobility-impaired patients/visitors, bicycles and cars so it can function more like a "campus main street." An ideal addition to Tropico's Green Loop, it would provide hospital employees, patients, and visitors with a notably calmer connection between Glendale Avenue and Central Avenue than Los Feliz Road.

Existing (Google Street View)

Design Strategies

- **4.13.1:** Install traffic calming devices on Laurel Street between Brand Boulevard and Central Avenue or at the entrance of the Glendale Memorial Hospital and Health Center campus.

- **4.13.2:** Incorporate raised mid-block crosswalk(s) that slow auto traffic without requiring pedestrians to negotiate curbs.
- **4.13.3:** Implement cohesive streetscape that conveys a healthful campus setting, with shade trees, parkways, and attractive modern roadway and pedestrian-scale lighting.
- **4.13.6:** Install wayfinding for the campus neighborhood, including a map of the Green Loop.
- **4.13.7:** Add missing seating, trash receptacles, and bicycle racks.
- **4.13.8:** Coordinate streetscape design with development plans to encourage, wherever possible, ground-floor active uses such as building entrance/lobbies, outdoor dining, plazas.

Chapter 5

MOBILITY & ACCESS FRAMEWORK

The Glendale Transportation Center, the surrounding creative-industrial neighborhoods, and Glendale's citywide standards for parking, all present opportunities for mobility and access improvements in Tropico. This chapter presents a comprehensive foundation of information and analysis for Chapters 3 and 4 based on existing conditions, best practices, and on policy successes observed in the Downtown Specific Plan area.

5.1 Mobility and Access – Glendale Transportation Center

Policy Initiatives

The Tropico Plan should maximize its transit assets through improved multimodal access to key facilities, such as the Glendale Transportation Center (GTC) itself and key regional transit routes. These access improvements are discussed in greater detail below.

Prioritize "360 degrees of access" to the GTC with enhanced pedestrian and bicycle connections (Recommendation 4.1.10)

This Plan recommends a new bicycle network that offers Class II bicycle lanes or Class IV cycle tracks along South Brand Boulevard, Glendale Avenue, Central Avenue, Chevy Chase Drive, and Los Feliz Road to better connect the Tropico area to Downtown Glendale, Los Angeles, and Atwater Village. These facilities are linked by an internal network of Class III bicycle routes on streets that directly serve GTC and surrounding residential neighborhoods. (Recommendation 3.6.1)

Cerritos Avenue can offer a direct "gateway" connection to GTC with new bicycle infrastructure and substantial improvements to the pedestrian realm. An improved crossing at Vassar Street to Gardena Avenue would offer a direct connection between GTC and the residential neighborhoods south of Glendale Boulevard. (Chapter 4.8a and b)

In the long-term, the City should evaluate a direct pedestrian and bicycle connection across the rail right-of-way to the residential neighborhoods just west of the station area. (Recommendation 4.1c.1) These residents here are within a few hundred feet of the station area and robust bus service along San Fernando Road, but must travel nearly a mile via the street network to get to the station area. Potential improvements include a bridge or undercrossing, especially if the future high-speed rail service planned for this right-of-way is built. This improvement would require coordination with the City of Los Angeles, Metrolink/SCRRA, and the California High-Speed Rail Authority. (Recommendations 4.1c.5, 4.1.10)

Prioritize multimodal access to local transit "hubs" in the Tropico district (Recommendation 4.1.10)

The intersection of San Fernando Road and Los Feliz Road has the highest number of daily passenger boardings and alightings in the study area. With two high-frequency Metro Rapid routes (Route 780 on Los Feliz Road and Route 794 on San Fernando Road) and additional local bus service, this location serves as a primary transfer point for passengers and represents one of the Tropico area's key transit "hubs." (Recommendation 4.1.10)

Given this location's proximity to the hospital and future mixed-use development, the City should invest in infrastructure that capitalizes on and supports the tremendous level of transit and pedestrian activity at this site. Key investments should include bicycle facilities on Central Avenue and Los Feliz Road, the Glendale to Burbank streetcar, and significant transit stop improvements. (Recommendation 3.5.3)

Further evaluate Beeline service between GTC and Burbank station (Recommendation 3.5.2)

The Beeline currently operates Route 12 as a peak-hour commute service between GTC and Burbank station. The route is scheduled to meet trains at both GTC and the Burbank station, but primarily provides a connection to major employment sites along Flower Street. Despite making this unique connection, Route 12 is the lowest performing Beeline route with just 16 boardings per hour. By comparison, Route 11 has more than twice the productivity of Route 12. Route 12 presents reliability challenges because it must be scheduled to meet trains at both the Burbank station and GTC.

Furthermore, the majority of ridership for Route 12 is located near the segment along Flower Street between Grandview Drive and the Burbank station. The southern segment has very low ridership, which is perhaps due to the termination of Metrolink routes at Los Angeles Union Station, just one stop south of Tropico Station. As a result, it is unlikely that many passengers head north on Metrolink from Los Angeles Union Station to access Flower Street, as these transit riders would most likely utilize a one-seat ride on Metro bus service for this trip.

As funding becomes available, it is recommended that the City conduct a more detailed study of Route 12 to determine if more direct, cost-efficient, and frequent connections between the GTC and major employment clusters near Burbank and Flower Street can be provided. Potential options to explore include:

i. Only operating service on the northern half of the route

ii. Splitting the route and offering separate services to and from Burbank and GTC

iii. Partnering with employers in the area to offer a high-quality, higher frequency, and all-day shuttle service between Burbank, Glendale, and major employers

Management Strategies

Revise parking management at GTC as the station area is redesigned and parking demand increases (Recommendation 4.1.11)

Current parking occupancy data indicates that parking supply at GTC is adequate to meet demand for these spaces. However, it is likely that parking demand patterns at GTC will change in the coming years as more residential, commercial, and retail development occurs at or near the station.

Existing Parking at Larry Zarian Transportation Center

To address the future changes in demand, it is recommended that the City revise parking management practices at GTC. The primary goal of these strategies is to ensure that parking is efficiently utilized, but that access for transit passengers remains the first priority. Establishing a target occupancy rate for the GTC lots will

be crucial to ensuring efficient use of these lots. It is recommended that the target occupancy rate be set at 95%. This target is higher than typical target rates for on-street spaces because users of off-street lots, especially at transit stations, tend to be longer-term parkers who arrive and leave only at peak periods. Therefore, lower turnover of spaces is needed in such parking facilities. At 95% occupied, the Tropico lots would be efficiently used, but at a level that ensures availability for non-peak users.

Specific strategies for the GTC lots include:

i. As demand approaches the 95% target rate, the City should adjust parking prices in the Tropico lots to manage demand. An initial pricing structure should be established and then adjusted periodically (i.e. quarterly or bi-annually) based on how parking demand changes. If occupancy exceeds the target rate, prices should increase.

ii. The pricing structure should include a two-tier paid parking permit system for transit passengers, including a daily fee option and a discounted permit for monthly parkers. Parking requirements would be enforced on weekdays from approximately 5 a.m. – 4 p.m. Regulations could be enforced in a variety of ways, including license plate reader technology linked to a database of daily and monthly parkers or a validation system for motorists which would require them to enter a space number.

iii. As demand approaches the 95% target rate, the City should eliminate long-term parking (current restriction is 72 consecutive hours) or limit the number of long-term parking spaces and require the purchase of a long-term parking permit.

iv. As demand approaches the 95% target rate, the City should increase the pricing structure for the employee parking permit program to ensure enough capacity for transit passengers. On average, 75 employee permits are purchased each month for $30 per permit per month. This practice makes efficient use of the currently underutilized lots. However, as demand increases, the City will need to balance local employee parking with access for transit riders. Alternatively, the City could eliminate the employee permit program altogether. Such a decision would depend on the balance of demand between transit passengers and local employees.

v. As demand approaches the 95% target rate, the City should limit dedicated free parking for Beeline operators and employees. The proposed facility bus facility would allocate 43 of the 379 parking spaces for Beeline employees only, in addition to the elimination of an additional 35 spaces for the new bus facility. It is unclear how many spaces will be required for Beeline staff on any given day, and whether other parking alternatives might be available. The loss of approximately 20% of existing spaces at the GTC will impact parking availability for transit riders. Dedicating free parking to Beeline staff is in direct conflict with a policy that manages a shared parking facility with parking charges. As a first step towards more equitable parking management, the utilization of the Beeline dedicated spaces should be monitored with the goal of opening as many spaces to shared use as possible.

As necessary in the long-term, evaluate the construction of additional parking supply in high-demand locations, such as at GTC (Recommendation 4.1b.1)

As the Tropico area evolves and land uses change to those with higher parking demand, it is likely that additional parking supply will need to be constructed. The GTC area is a particularly viable candidate for a new parking structure, as it would extend the reach of the regional transit system, facilitate increases in ridership, divert regional trips from congested roadways, and allow parking to be consolidated on that site for the more efficient use of land.

However, construction of new parking should be evaluated very carefully as it involves substantial tradeoffs, primarily related to high capital and operating costs; the opportunity cost of not leveraging the value of land in transit-oriented districts with residential or retail uses; and challenges related to urban design and aesthetics, and environmental impacts due to increased local vehicle trips and congestion. For example, Figure 15 illustrates typical construction costs per net new parking space assuming various land costs. Figure 16 illustrates various land, construction, financing, and operating costs per space, annualized over 30 years.

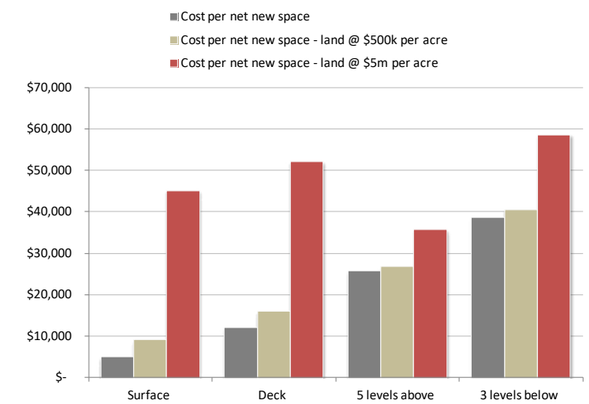


Figure 16: Sample Construction & Land Costs per Net New Space

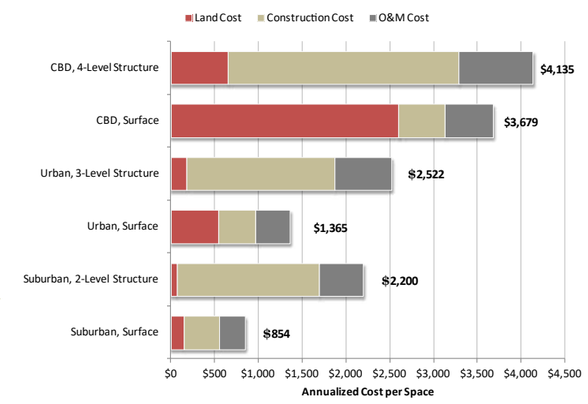


Figure 17: Sample Land, Construction, O&M Annualized Costs, by Location and Facility Type

5.2 Mobility and Access Framework – Transit

The Tropico district has a robust transit network defined by daily Amtrak service, two Metrolink routes, two of Metro's high frequency, rapid bus routes, and a local bus network that offers connections to destinations throughout Glendale. The GTC anchors transit activity by offering a hub within a short walk of key local and regional destinations – Glendale Memorial Hospital and Health Center, numerous employment centers, retail opportunities along San Fernando Road, Brand Boulevard and in nearby Atwater Village, as well as emerging residential neighborhoods.

This section provides a framework for the transit recommendations found in Chapter 3.5. Given the strengths of the existing transit system, the recommendations in Chapter 3.5 do not suggest radical changes, but offer targeted improvements that the City of Glendale could implement to maximize the transit resources in the Tropico district. The recommendations should be considered in the broader context of citywide transit planning efforts currently underway.

Policy Initiatives

Further evaluate enhanced transit connections to Downtown Glendale (Recommendation 3.5.1)

The Beeline currently operates Routes 1, 2, and 11 between GTC and Downtown Glendale. These routes provide the crucial connection between two of Glendale's most robust transit markets. Routes 1/2 offer bi-directional service on Brand Boulevard and Central Avenue through Downtown Glendale to Stocker Street. Route 11 provides express, commute-oriented service, originating at GTC in the morning and north of downtown in the evening.

While Route 11 does offer a connection for downtown commuters, it also presents some unique challenges. For example, it serves both the municipal offices near the Civic Center area, as well as the cluster of office buildings along Brand Boulevard. By serving both destinations, the routing of Route 11 takes each distinct group of passengers out of their way and increases travel times for all passengers.

It is likely that efficiencies can be achieved by re-evaluating Route 11. As funding becomes available, it is recommended that the City conduct a more detailed study of Route 11 to determine if more direct, cost-efficient, and frequent connections between the GTC and major downtown employment clusters can be provided. Potential options to explore include:

i. Providing additional peak-hour commute service on Routes 1/2

ii. Providing a peak-hour "limited" service on Routes 1/2 to key employment destinations

iii. Providing a peak-hour "limited" service on Brand Boulevard – the corridor with the highest ridership

iv. Providing a peak-hour direct service between GTC and the Civic Center employment cluster

As transit demand in Tropico grows, lengthen service span and increase frequency on Routes 1/2 (Recommendation 3.5.4)

Routes 1/2 provide an all-day connection between the Tropico district, Downtown Glendale, and points north of the 134 Freeway. Current ridership patterns on this route are evenly distributed, with strong anchors at the north end near Stocker Street, in the downtown core, and at the southern end of the route near GTC and Glendale Memorial Hospital and Health Center. as of this writing, routes 1/2 operate from 6:30 a.m. to 7:00 p.m. on the weekdays and from 9 a.m. to 6 p.m. on the weekends. Frequencies for these routes range from 20-30 minutes on the weekdays and 20-40 minutes on the weekend.

As the Tropico district expands and diversifies its mix of housing, commercial, retail, office, and medical land uses, this connection will only grow in importance. For example, mixed-use, transit-oriented development in the Tropico district will result in lower vehicle ownership and greater reliance on multimodal travel. Routes 1/2 will provide a vital service for these residents wishing to access Glendale's major retail, dining, and entertainment destinations in downtown. Service that ends in the early evening and operates on limited frequencies reduces the convenience and attractiveness of transit.

To maximize Tropico's future role as a transit-oriented hub in Glendale, Routes 1/2 should ultimately provide a convenient transit connection by offering 15-minute peak period service and a service span that extends to at least 10 p.m. on weekdays and weekends. An extended service span would ensure that Metrolink passengers can connect to the final Metrolink trips – approximately 9:35 p.m. on weekdays and 9 p.m. on weekends.

Improve the transit experience with robust transit stop improvements (Recommendation 3.5.3)

Passenger amenities in the study area are limited, do not adequately serve the area's large numbers of transit riders, or support a developing "transit-oriented" community. It is recommended that the City prioritize investments in transit amenities for passengers, particularly at key hubs like GTC and along the primary transit corridors, such as San Fernando Road, Los Feliz Road, and Central Avenue. All transit stops should strive to maximize safety, visibility, and comfort. Outlined below are some basic guidelines to inform improvements at current stops and development of future transit stops. These guidelines should be incorporated into any standards for future development to ensure that transit stops are adequately designed.

i. All stops should include, at a minimum, a flag sign, bench, and pedestrian scale lighting. Lighting may be provided by existing or enhanced street lights, by lights on adjacent businesses or by lighted bus shelters, but should illuminate at a minimum of 1.5 foot candles.

ii. Stops served by Metro Rapid service and/or multiple bus routes should include the following amenities: a flag sign, a shelter that includes seating (minimum bench length 6 feet), wheelchair space, lighting (minimum 1.5 foot candles), real-time and printed transit information, as well as a combined trash/recycling receptacle.

iii. A consistent visual appearance, guided by a set of standard and optional amenities.

iv. Pedestrian wayfinding signage should be added at all stops along Metro Rapid routes and/or stops served by multiple routes.

v. As feasible, utilize bus bulbs or curb extensions to facilitate faster loading for transit vehicles.

vi. Bicycle parking should be placed in curb extensions near those stops located on designated bicycle routes.

vii. News racks, or other such items, should be consolidated and be located outside of waiting areas in order to avoid conflicts with boarding and alighting activities and with the general pedestrian circulation. Proper clearances for obstruction free travel around stop areas should be strictly observed.

viii. Advertising panels that limit views into and around the stop should be installed "downstream" of traffic flow to give an approaching bus driver a view of the interior of the shelter.

ix. All amenities should be made of durable, high-quality materials that resist graffiti and wear, and visually reinforce community identity through quality design.

x. Amenities should only be installed after sufficient funds have been identified for proper maintenance, to avoid a situation where poorly maintained transit facilities have a negative effect on the quality of the experience for transit riders, adjacent businesses and residences, and the general public.

xi. All bus stop amenities and bus stop layouts must adhere to ADA minimum standards.

Examples of Enhanced Bus Stops

Management Strategies

Work with regional agencies to fully integrate fare payment (Recommendation 3.5.5)

In recent years, the greater Los Angeles region has sought to implement a universal electronic fare medium for use on both local and regional services. The Transit Access Pass (TAP) card has emerged as the preferred electronic mechanism by which passengers can load cash fares and transit passes.

The EZ Transit Pass is the region's pass for travel among various local and regional transit agencies. An EZ Transit Pass can be purchased starting at $110 per month as of this writing, and allows travel on Metro and two dozen other transit providers, including the Glendale Beeline. EZ passes are electronically loaded onto the TAP card.

Although the Beeline accepts the EZ Transit Pass, it does not currently accept TAP cards. As a result, riders must acquire a stamp to allow for visual inspection of their TAP card when used on the Beeline. It is recommended that the Beeline continue to partner with Metro to facilitate the use of TAP cards on Beeline service. A fully integrated fare system will be increasingly important for the Tropico area as the transit network continues to facilitate transfers from a number of different local and regional service providers (Metrolink, Metro, and Beeline). By accepting TAP cards, the Beeline can improve transit connectivity and convenience for all transit passengers.

Work with Metrolink to revisit the fare structure for trips from Glendale to Los Angeles Union Station (Recommendation 3.5.6)

A trip from Glendale's GTC to Los Angeles Union Station (LAUS) takes approximately 14 minutes, which can be time competitive with local bus service, Metro Rapid service, and travel by car (especially when accounting for traffic delays), depending on your proximity to the Metrolink stations. However, most passengers utilizing Metrolink service are not boarding in Glendale and traveling one stop to LAUS. Instead, people making such a trip either take Metro Rapid service or drive because of the higher frequencies and increased flexibility offered by those travel options.

Nevertheless, Metrolink offers a direct connection to an increasingly revitalized downtown Los Angeles, fueled by expanding retail and entertainment destinations. The proximity to downtown Los Angeles and the availability of a direct transit connection will only increase the popularity of living and working in the Tropico district.

The current one-way fare from Glendale to LAUS is $5.75, which is significantly higher than Metro bus service. To further encourage use of the GTC and maximize trips by Metrolink service, it is recommended that the City of Glendale work with Metrolink to explore a fare reduction for trips from Glendale to LAUS.

In addition, if High Speed Rail is built to LAUS, Metrolink service can conceivably be transformed from a less frequent, longer haul, commuter-based service to a more frequent, more local service, making the trip to Union Station and other Metrolink destinations more attractive and convenient.

5.3 Mobility and Access Framework – Parking

This chapter provides a framework for parking recommendations found in Chapter 3.7. Above all, the recommendations are designed to make parking in Tropico easy and convenient for all users. Through targeted revisions to parking policy and implementation of user-friendly management strategies, it will be possible to manage parking resources in a cost-effective manner both under current conditions and as Tropico grows and evolves.

Policy Initiatives

Expand the parking policies implemented in the Downtown Specific Plan to the proposed Transit-Oriented Development (TOD) zones in the Tropico district to support mixed use and transit-oriented development (Recommendation 3.7.1)

In 2012, the City of Glendale adopted substantial revisions to the parking code for the Downtown Specific Plan (DSP). The existing DSP parking requirements already include a number of progressive parking tools, which should be extended to the new TOD zones. These parking tools and policies are summarized below.

Reduce Minimum Parking Requirements (Recommendation 3.7.1)

The parking standards for the City of Glendale and the DSP zone (Glendale Municipal Code (GMC) Chapter 30.32.050) are shown in Figure 1. The recommended parking standards for the proposed TOD zone are also included. In general, these parking standards mimic the adopted DSP standards, but also specifically address industrial and medical uses.

To encourage use of alternative modes, while recognizing that there will be constraints on the public parking supply, it is recommended that the minimum parking requirement for industrial uses in the TOD zones be set at 1.25 spaces per 1,000 SF, regardless of building size. For an industrial mixed-use that also includes office and/or warehouse components, parking requirements should be determined based on the square footage of each use within the proposed development.

Medical and dental offices qualify for reduced parking requirements in the DSP zone, at 4 spaces per 1,000 SF (compared to 5 per 1,000 SF in the general standards), with a reduction to 2.7 spaces per 1,000 SF for medical offices located on a lot within 500 feet of a lot containing a hospital. This reduction encourages the clustering of medical facilities and promotes a more walkable and pedestrian-oriented district. Because this is a pattern of development that should be encouraged in transit-adjacent zones, the DSP standard should be expanded to the TOD zones, and be extended to all medical facilities that co-locate within 1,000 feet of another medical facility of a size greater than 25,000 SF.

Figure 18: Recommended Parking Standards for Tropico[1]

Use	Current standards for all zones except DSP	Current standards in DSP	Proposed standards for TOD Zones
Dwelling units	Efficiencies and 1 bedroom units—2 spaces 2 bedroom units—2 spaces Efficiencies of 1,501 to 2,000 SF and 3 bedroom units—2 spaces Efficiencies of more than 2,000 SF and any unit containing 4 or more bedrooms—3 spaces Guest parking—1/4 space per unit for residential projects of 4 or more units	1 bedroom units—1 space Units of 2 bedrooms or more – 2 spaces, except that only 1 parking space is required for each senior residential unit Guest parking – 1 space per 10 units for projects of 10 or more units;	Same as DSP
Nightclubs	28.6 or 1 space per each five fixed seats	20 or 1 space per each five fixed seats	Same as DSP
Offices, general	2.7	2	Same as DSP
Restaurants, fast food	12.5	5	Same as DSP
Restaurants, full service	10	5	Same as DSP
Retail and service activities, general	4	3	Same as DSP
Taverns	10	5	Same as DSP
Medical and dental	5	4; 2.7 if located within 500 ft. of a hospital	4; 2.7 if located within 1,000 ft. of a hospital.
Industrial, general	2 (for the first 25,000 SF); 1.5 per 1,000 between 25,000 – 50,000 SF, and 1.25 per 1,000 for more than 50,000 SF	NA	1.25
Backlots/Outdoor facilities	1	NA	1
Office space within manufacturing or warehousing use	Same parking requirement as the primary use (manufacturing or warehousing)	NA	2
Research and Development	2.7	NA	2
Warehousing and wholesaling	1	NA	.75

1 Unit of measure is per 1,000 SF.

Reduce Parking for Industrial Uses Outside TOD Zones (Recommendation 3.7.1)

Minimum parking requirements should be reduced for all industrial uses in the Tropico area, including those that are not explicitly located within the TOD zones. The minimum parking requirement for such uses should also be 1.25 spaces per 1,000 square feet. For an industrial mixed-use that also includes office and/or warehouse components, parking requirements should be determined based on the square footage of each use within the proposed development. Administratively, this zoning change could be accomplished through a unique zoning designation or a parking overlay zone.

Allow for Additional Reductions in Parking (Recommendation 3.7.1)

Guided by GMC Chapter 30.32.070, the proposed TOD zones should allow for further reductions in parking based upon various qualifying project features, such as mixed use zoning, adjacency to transit, adjacency to existing parking, hospital uses, availability of shared parking, etc. In addition, the TOD zones should allow for additional reductions according to the provisions of a transportation demand management (TDM) plan. A maximum 30% reduction in parking should be permitted depending on the scope of the TDM plan and the specific measures implemented.

Trip Reduction and Travel Demand Measures (Recommendation 3.7.1)

Guided by GMC Chapter 30.32.171, the proposed TOD zones should require the provision of a TDM plan for projects of a certain size and type (see below), while mandating the development of a Transportation Management Association/Organization (TMA/TMO) and membership for such developments. GMC Chapter 30.32.171 describes the size thresholds for development projects and categorizes development into one of three "Tiers," outlining TDM requirements by tier.

i. Tier 1

   a. All new non-residential development (including industrial uses) 25,000 SF or more of gross floor area.

   b. Any non-residential addition of 25,000 SF or more of gross floor area.

   c. All new residential development with 100 units or more, or mixed-use projects with 50 residential units or more and 25,000 gross SF or more of non-residential floor area.

   d. Other projects to which the TDM requirements shall be applicable based on a covenant, development agreement, or other such binding agreement with the City.

ii. Tier 2

   a. Non-residential developments greater than 50,000 SF in gross floor area or an expansion resulting in a development greater than 50,000 SF.

iii. Tier 3

   a. Non-residential developments exceeding 100,000 SF, or an expansion resulting in a development greater than 100,000 SF.

As part of the required TDM plan, these projects should be required to provide certain bicycle, pedestrian, transit, and ridesharing facilities, as well as the provision of various TDM programs (i.e. transit passes, parking cash out, ridesharing, on-site coordinator, and provision of travel information).

Exempt Change of Use (Recommendation 3.7.1)

Guided by GMC Chapter 30.32.030, the proposed TOD zones should not require the provision of additional parking beyond what is currently provided on-site or in covenanted off-site spaces provided that use is a designated historic resource or the final total gross floor area does not exceed 5,000 square feet. Exempting such changes of use is often crucial to making development feasible on small parcels or with uses that have historic value, but significant site constraints.

Allow Shared Parking (Recommendation 3.7.3)

Different land uses have different periods of parking demand. For example, a bank adjacent to a restaurant or bar can easily share a common parking facility. Shared parking leverages these different periods of demand and can help to maximize existing resources in a cost-effective manner. This principle is a key component of the proposed TOD zones. To facilitate shared parking in the Tropico area, the following zoning policies are recommended.

i. Require as a condition of approval that private parking in any new development or adaptive reuse projects be made available to the public when not needed for its primary commercial use.

ii. Allow parking to be shared among different uses within a single mixed-use building by right.

iii. Residential uses: Allow parking to be shared between residential buildings and an off-site parking facility by right, provided that the off-site facility is within 500 feet of the building entrance.

iv. Non-residential uses: Allow parking to be shared between non-residential buildings and an off-site parking facility by right upon staff approval, provided that the off-site facility is within 1,000 feet of the building entrance.

v. Off-site shared parking located further than 1,000 feet should be considered at the discretion of staff so long as there is documentation that conditions of approval have been made to allow off-site parkers to access the principal use.

Permit Tandem and Stacked Parking (Recommendation 3.7.1)

Guided by GMC Chapter 30.32.040, the TOD zones should permit the use of tandem and stacked spaces to meet parking requirements. Such parking policies can greatly improve efficiencies of parking areas, especially on constrained sites. For residential uses, a maximum of 50% of the required off-street parking spaces may be tandem or vertically stacked, provided that each set of accessible and tandem or vertically stacked parking spaces is assigned to the same residential unit. For non-residential uses, a maximum of 25% of the required off-street parking spaces may be tandem or vertically stacked, provided a valet or attendant is on duty at all times that the parking is accessible to users.

Stacked Parking, Brooklyn, New York
Eric Fischer / CC BY 2.0

Stacked Parking, New York City
seamusm (flickr) / CC BY-NC-SA 2.0

Require Bicycle Parking (Recommendation 3.7.1)

Guided by GMC Chapter 30.32.171, the TOD zones should require the provision of secure bicycle parking for designated land uses per Tier 1 DSP TDM requirements, subject to certain location and design requirements. Bicycle parking could be used to further reduce on-site vehicle parking requirements at the rate of one vehicle space reduction per five bicycle spaces, up to 10% of required parking.

Bicycle Parking Space

Bicycle Parking Space with Racks

Allow Option of In-lieu Parking Fees (Recommendation 3.7.1)

Guided by GMC Chapter 30.32.172, the TOD zones should provide the option to pay a fee in-lieu of the required parking. Parking in-lieu fees can increase design flexibility and are often used to "right size" on-site parking. In-lieu fees are particularly appropriate for adaptive reuse redevelopment projects that would not be financially or architecturally feasible if required to provide all the required minimum spaces on-site. An in-lieu fee can encourage new development of the highest architectural and urban design quality as well as the redevelopment of vacant, underutilized, historic, and/or dilapidated buildings.

A maximum of 50% of required parking spaces within new construction may be offset by the in-lie fee, while change of use projects may offset any portion up to 100% of required parking. The in-lieu fee amount would be set by City Council ordinance.

Develop a coordinated policy for on-street loading within the Tropico area (Recommendation 3.7.5)

Existing loading zones in Tropico serve an important purpose, as many businesses in the area require accessible on-street loading zones. Such zones can help to mitigate illegal parking behaviors, such as double parking. However, many of the loading spaces within Tropico have been striped according to ad-hoc property owner and business requests. As a result, the location of loading spaces and the associated loading regulations are varied, confusing, and poorly coordinated.

Accordingly, it is recommended that the City adopt a policy to more effectively manage loading activity in the Tropico area. Key actions and elements of the policy include:

i. Ensure compliance with GMC Chapter 30.32.150, which establishes off-street loading requirements for any new developments.

ii. Ensure compliance with GMC Chapter 10.32, which establishes on-street loading standards and policies.

iii. Revise on-street markings in Tropico to establish consistent loading regulations. Existing standards include 3-, 15-, 20-, 24-, and 30-minute loading, often adjacent to each other on the same block. It is recommended that for the Tropico area, one "generic" yellow loading zone (30-minute maximum) for use by private vehicles and one "truck" yellow loading zone (30-minute maximum) be utilized to create consistency and enable ease of use.

iv. As feasible, existing loading spaces should be repainted to establish consistent loading zones. Loading zones should also be consolidated as best as possible to provide a centralized loading zone for multiple businesses on a block or within a reasonable distance of one another.

v. To accommodate future requests for loading zones, the City should adopt well-defined procedures for property owner and business requests. Such procedures would be applicable to the Tropico area, but could also be adopted and implemented citywide. It is recommended that property owners and/or businesses be required to submit an application for a loading zone that demonstrates that following:

a. The existing land use has a need for a loading space(s) as part of ongoing operations.

b. A lack of accessible off-street parking or loading on their property. Off-street loading zones being inaccessible due to use of these areas for employee or customer parking would not meet this requirement.

c. The type of proposed loading activity.

d. Adequate curb space within reasonable distance to property.

e. Lack of existing and accessible on-street loading spaces within reasonable distance to property.

f. Applicants would be required to pay a fee established by the City to cover the costs of processing, painting, and maintaining loading zones.

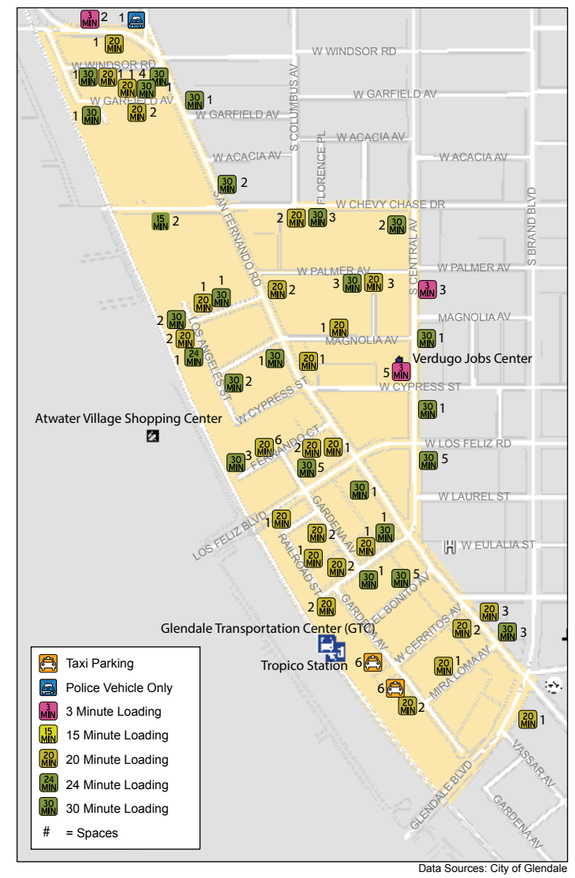


Figure 19: Existing Loading Restrictions On-Street

Management Strategies

In addition to parking policy changes, it is crucial that City also utilize ongoing parking management strategies to ensure that parking resources are efficiently utilized and the parking experience for motorists is as convenient as possible. The City has already implemented many of these strategies in other areas throughout the City. Slight modifications may be required for implementation in the Tropico area. It is also important to note that some of these strategies may not yet be needed in Tropico, but as the area changes they will become necessary to manage new and varied parking demand.

Use demand-based pricing and new user-friendly technology to manage on-street demand and improve customer experience (Recommendation 3.7.6)

As demand for on-street parking increases, it is recommended that the City utilize demand-based pricing and user-friendly technology to manage demand. The primary goal of demand-based pricing is to make it as easy and convenient as possible to find and pay for a parking space. By setting specific availability targets and adjusting pricing, demand can be effectively managed so that when a motorist chooses to park, they can do so without circling the block.

Centralized Parking Meter

For each block in Tropico, the right price is the price that will achieve efficient use of spaces, but ensure ongoing availability. For on-street spaces in the Tropico area, a target occupancy rate of 85% is recommended.

At this rate, one to two spaces per block, on average, would be available at any time. Pricing need not be uniform: the most desirable spaces may need higher prices, while less convenient spaces are less expensive. Pricing can also be based on length of stay with a higher rate charged the longer one stays. An initial pricing structure would be established and then adjusted periodically (i.e. quarterly or bi-annually) based on how parking demand changes. If occupancy exceeds the target rate, prices should increase and vice versa.

Pay-By-Phone Parking Meter, San Francisco, California. Jason Tester/CC BY-ND 2.0

Such a program could be implemented in phases, with the initial focus on existing "pockets" of high demand. Examples include blocks immediately adjacent to the station area, blocks near the hospital, streets serving industrial activity west of San Fernando Street, and along commercial corridors (San Fernando Road, Central Avenue, and South Brand Boulevard).

Key elements of a successful demand-based pricing program include:

i. Meters that accept credit cards and utilize pay-by-phone technology

ii. Ongoing monitoring of occupancy data – emerging meter and in-street sensor technologies can provide a stream of occupancy data to assist with monitoring

iii. Hourly rates that adjust depending on fluctuation in demand – rates could be adjusted based on location, time of day, day of the week, and time of the year

iv. Use of occupancy data to provide real-time parking availability to motorists via a web-based interface or mobile phone applications

Implement a Parking Benefit District (PBD) to use parking meter revenue as a means to reinvest in the neighborhood (Recommendation 3.7.7)

As pricing of parking is introduced in the Tropico district, it is recommended that a PBD also be implemented. PBDs are defined geographic areas in which any revenue generated from parking facilities within the district is reinvested back into local neighborhood improvements. Experience has shown that in order to secure community and business support for pricing of parking, the most important component is revenue reinvestment. When districts businesses and property owners can clearly see that parking revenue is spent for the benefit of their district and on projects that they have chosen, they are more willing to support and take an active interest in parking pricing. Although motorists often prefer not to pay for parking or to pay less for parking, a PBD can create a new local constituency for proactive parking management.

Potential PBD expenditures can include a wide variety of transportation related expenditures designed to not only improve parking management, but also improve overall mobility, accessibility, and quality of life within the district. Revenue from a Tropico PBD could be used for any of the following, as established in a PBD ordinance:

i. Purchase and installation costs of meters (e.g., through revenue bonds or a "build-operate-transfer" financing agreement with a vendor) and ongoing operational costs

ii. Valet parking services during peak periods

iii. Leasing of private spaces

iv. Construction of additional parking, if deemed to be necessary

v. "Mobility Ambassadors" to provide assistance to visitors as well as additional security

vi. Landscaping and streetscape greening

vii. Multimodal wayfinding signage

viii. Street cleaning and maintenance

ix. Transit, pedestrian, and bicycle infrastructure and amenities

x. Additional parking enforcement

xi. Marketing and promotion of PBD and local businesses

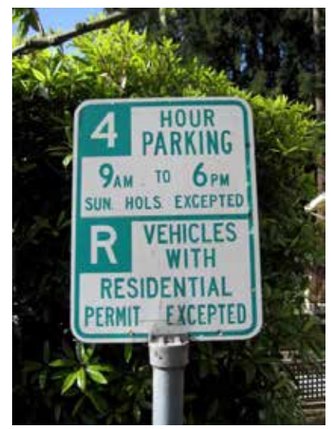
xii. Management activities

xiii. Additional police or security services

xiv. Transportation and parking planning

Implement a Residential Permit Program (RPP) to manage parking spillover (Recommendation 3.7.8)

As development in the Tropico area increases and a stronger mix of residential, retail, commercial, industrial, and transit-oriented uses is created, there is potential for spillover parking to impact certain streets, especially around the station area and near the hospital. The implementation of pricing in the GTC lots and for on-street spaces could also result in shifts in demand and parking spillover.



Preferential Parking District Sign

RPPs offer a potential management strategy to prevent spillover and ensure that residents are not adversely impacted. An RPP operates by exempting permitted vehicles from the parking restrictions and time limits for on-street parking spaces within a geographic area. A typical RPP is one that allows those without a permit to park in a non-metered, on-street space for a limited period (usually two or four hours) during a specified time frame (e.g. 8 a.m. – 6 p.m., Monday to Friday). Permit holders are exempt from these regulations. Ownership of a permit, however, does not guarantee the availability of a parking space.

RPPs can also work with metered on-street spaces, as permit holders would not need to pay the hourly rate. Such an RPP would be necessary to allow residents near the GTC to park on-street if demand-based pricing was implemented for those blocks.

In 2013, the City of Glendale adopted the South Brand Preferential Parking District, which establishes an RPP district in the South Brand area and outlines the specific policies to guide management of the RPP. Any future RPP in Tropico should adopt similar policies to ensure citywide consistency. Key elements of a successful RPP will address the following key components:

i. Program eligibility

ii. Purchase and distribution of permits

iii. Number of permits per household

iv. Cost per permit

v. Hours and days of operation

vi. Permit type (hangtag or "virtual")

vii. Guest parking

viii. Enforcement

ix. Resident procedures for initiating and/or expanding an RPP

Enhance and expand enforcement activities to ensure successful implementation of management strategies (Recommendation 3.7.2)

As new parking management strategies are implemented, it is recommended that the City improve its enforcement of parking regulations and policies. Of particular importance in the Tropico area is illegal loading behaviors, such as double parking. As land uses evolve in the Tropico district, there will be greater potential for adverse impacts on traffic flow, safety, and parking convenience if loading activities are not effectively enforced.

In addition, the implementation of on-street pricing and an RPP could place an additional burden on enforcement staff. It is recommended that the City evaluate the use of license plate recognition (LPR) vehicles and software. LPR parking enforcement systems replace the standard tire chalking and ticket citation process. Through a combination of license plate recognition, image capture, and GPS technology, the software records vehicle location, time/date and license plate number and determines a parking violation. LPR technology can also be programmed to enforce RPP regulations, accessing a database of license plate numbers with the appropriate permit. The LPR system is capable of interfacing with pay-by-cell technology as well. While the associated capital costs of an LPR system are high ($45,000 - $70,000 per unit), LPRs can decrease labor costs and increase parking citation revenue.

Expand the public supply of parking through shared parking and leasing agreements before evaluating the construction of new public supply (Recommendation 3.7.3)

A shared parking district uses a common pool of parking facilities to allow visitors to park a single time and then walk easily between different destinations. Pooling parking resources increases the efficiency of the existing supply, while actively promotes pedestrian activity and commercial vitality. In addition to the shared parking code language recommended as part of new TOD zones, it is recommended that the City take the following actions to facilitate shared parking in Tropico.

i. Work with property owners and businesses to ensure that private parking in commercial and retail uses is made available to the public when not needed for its primary use.

ii. Work with property owners and management to allow for use of shared parking at multi-family and mixed-use residential uses, especially those with underutilized parking. The City should prioritize developments within one-eighth to one-fourth mile of the GTC and Metro Rapid transit stops. Such residential uses have been developed or are in the process of being developed along Gardena Avenue, Mira Loma Avenue, Vassar Avenue, and San Fernando Road.

iii. Any agreements should include verified occupancy rates to determine excess parking. All agreements should properly account for resident parking demand so as not to negatively impact access for residents.

iv. Work with willing property owners and businesses to develop mutually-agreeable operating and liability arrangements for public use of private parking facilities. PBD revenues could be utilized to lease private parking for public use.

v. Liability issues are typically covered in standard liability coverage in any land use policy to cover public passage. In addition, liability can be more comprehensively addressed

through well-written lease agreements that include provisions requiring the leaser to maintain a good state of repair, ADA access, etc., along with provisions that the lessee provide adequate and appropriate signage for patrons and take actions to avoid overcrowding or other hazardous situations.

Establish an ongoing parking data collection, monitoring, and evaluation process (Recommendation 3.7.4)

In parking, you can only manage what you measure. Based on this maxim, the City should formalize a "measurement" process for Tropico that includes ongoing data collection and evaluation. The City should collect parking occupancy and turnover data for both on- and off-street parking facilities on an annual basis. Depending on the parking meter technology selected, however, it is also possible that such data could be collected automatically and analyzed much more frequently. This data is essential for evaluating whether the parking recommendations are achieving their goals.

Chapter 6

IMPLEMENTATION

The Tropico Center Plan provides clear and comprehensive direction for the implementation of zoning, policies and projects that will enable high quality Transit-Oriented Development, and will create a vibrant Urban Center centered around the Glendale Transportation Center. Chapter 6 provides this direction through a prioritized work plan for all recommendations in the document.

6.1 Implementation Plan Summary

This chapter is an Implementation Plan of all critical actions that the City of Glendale must take to implement recommendations in the Tropico Center Plan. It includes a phased timeline for all Policy Recommendations (Chapter 3) and Design Recommendations (Chapter 4), to be implemented in the following manner:

- Immediate-Term actions – includes projects currently in-progress, or consists of zoning recommendations and policies to adopted concurrently with the adoption of the South Glendale Community Plan (to be implemented within the next 2 years).
- Short-Term actions – policies and projects to be implemented around 5 years after adoption of the South Glendale Community Plan.
- Medium and Long-Term actions – policies and projects to be implemented around 10-20 years after adoption of the South Glendale Community Plan.

The key to the success of the Tropico Center Plan is ensuring that zoning recommendations, policies and projects are actively incorporated into the City's planning framework; it will therefore be a component of the South Glendale Community Plan and will be a General Plan-level policy document. Implementation of Tropico Center Plan recommendations will enable the neighborhood to evolve into one with a safe network of complete and green streets, supporting Active Transportation, and allowing for seamless first-mile and last-mile connections, ultimately improving quality of life for all living, working and visiting Tropico.

6.2 Immediate-Term Recommendations (Implementation within 2 Years)

Policies implemented as part of "Immediate-Term Recommendations" are items in-progress or items that will be adopted simultaneously with the adoption of the South Glendale Community Plan. Recommendations described below will likely be implemented within the next two years. These items are mostly focused on policies, including zoning standards and designations, height regulations, parking requirements and design guidelines. These items will be evaluated as part of the South Glendale Community Plan EIR and recommendations will be incorporated as part of the South Glendale Community Plan.

Chapter 3 – Policy Recommendations

3.2 – Zoning – Proposed

- Adopt TOD I, TOD II and MX zoning designations in the Tropico neighborhood, replacing the existing SFMU, IMU-R, and C3 designations where new zoning classifications are designated.

3.3 – General Plan – Proposed General Plan Land Use Designations

- Implement Urban Center, Brand Boulevard of Cars and Main Street General Plan Land Use designations in the Tropico neighborhood, replacing the Community Services designation where new land uses are designated.

3.4 – Building Height – Proposed Allowable Height

- Adjust Building Heights within the Tropico neighborhood concurrently with the adoption of revised Zoning Standards.

3.7 – Parking Management

- 3.7.1 – Expand parking policies implemented in the Downtown Specific Plan area to TOD zones.
- 3.7.3 – Expand the supply of parking through shared parking and leasing agreements before evaluating the construction of new public supply.

3.8 – Wayfinding and Signage

- 3.8.1 through 3.8.10 – Incorporate wayfinding, gateway sign and on-site sign standards throughout the Tropico neighborhood upon adoption of the South Glendale Community Plan.

Chapter 4 – Design Recommendations

4.2 – Glendale Memorial Hospital and Health Center

- 4.2.1 – Hospital/medical/health-related uses in the vicinity of Glendale Memorial Hospital should be designed to have pedestrian-oriented street-facing entrances.
- 4.2.2 – Active non-patient or private uses should be located along the sidewalk edge.
- 4.2.4 – Laurel Street between Central Avenue and Brand Boulevard to be vacated from City ownership.

4.3 – TOD Private and Residential Development

- 4.3.1 through 4.3.23 – Incorporate all general, site planning, massing, setbacks, and design & detailing standards for TOD Private and Residential Development.

4.4 – Industrial & Creative Uses
- 4.4.1 through 4.4.6 – Incorporate design standards recommended for Industrial & Creative Uses.

4.5 – Complete Street Standards
- 4.5.1 through 4.5.14 – Incorporate street standards for public or private street improvements.
- 4.5.19 – Provide long-term and short-term bicycle parking in conjunction with all new development.

4.6 – San Fernando Road
- 4.6.1 – Maintain existing roadway configuration.
- 4.6.2 – Widen sidewalks from existing 10 feet to 14 feet as properties redevelop through a 4-foot setback.
- 4.6.3 – Install landscaped medians where feasible.
- 4.6.4 – Conform to San Fernando Road Cross Section 1a.

4.7 – Central Avenue
- 4.7.1 – Between Gardena Avenue to San Fernando Road, maintain existing roadway configuration.
- 4.7.2 – Paint sharrow markings.
- 4.7.6 – Require new buildings to be set back an additional five feet to enable potential long-term complete street improvements along Central Avenue.

4.10 – Glendale Avenue
- 4.10.1 – In the short-term, paint sharrow markings to advise motorists to share the lane with cyclists.
- 4.10.4 – Maintain existing 13-foot wide sidewalks with 8-foot wide continuous parkways.

4.12 – Gardena Avenue
- 4.12.1 – Maintain existing street configuration with the existing right-of-way, 40 foot roadway and 15-18 foot wide sidewalks with 8-10 foot wide parkways.

6.3 Short-Term Recommendations (5 Years after Community Plan Adoption)

Policies implemented as part of "Short-Term Recommendations" are items that will likely be completed within five years after adoption of the South Glendale Community Plan. These items are either focused on policies or programs that require ongoing City Staff resources for effective management, or projects that improve first-mile/last-mile connections, complete street improvements to support active transportation, as well as safety improvements. Projects are prioritized based on their proximity to the Glendale Metrolink Station, as well as those that improve connections to local and regional destinations from Tropico. Funding for projects, programs and policies are likely to be obtained through local and state funding opportunities, including Metro Call for Projects, Caltrans Active Transportation Program (ATP) Grants, Caltrans Sustainability Planning Grants, as well as the Southern California Association of Governments Sustainability/ Compass Blueprint Grants.

Chapter 3 – Policy Recommendations

3.5 – Transit
- 3.5.1 – Further evaluate enhanced transit connections to Downtown Glendale.
- 3.5.2 – Further evaluate service alternatives between GTC and Burbank Station.
- 3.5.3 – Improve the transit experience with robust transit stop improvements.

3.6 – Complete Street Design
- 3.6.1 – Provide opportunities to walk and bicycle within Tropico on the Tropico Green Loop.
- 3.6.2 – All streets on the Green Loop should have parkways that collect stormwater from the sidewalk.
- 3.6.3 – To address Tropico's shortage of open space, design the Green Loop as a linear park.
- 3.6.4 – To reduce stormwater runoff, design sidewalks to collect and infiltrate stormwater and irrigation runoff.

3.7 – Parking Management
- 3.7.5 – Develop a coordinated policy for on-street loading.
- 3.7.6 – Use demand-based pricing and new user-friendly technology to manage on-street demand and improve customer experience.
- 3.7.7 – Implement a Parking Benefit District (PBD) to use parking meter revenue as a means to reinvest in the neighborhood.
- 3.7.8 – Implement a Residential Permit Program (RPP) to manage parking spillover.

Chapter 4 – Design Recommendations

4.1 – Glendale Transportation Center
- 4.1.1 – Develop a Marketing Plan to enhance public awareness of GTC.
- 4.1.3 – Add a Bike Station at GTC for secure bike storage, repair and rental.
- 4.1.4 – Develop a Master Plan for GTC to address future projects such as High-Speed Rail.
- 4.1.7 – Add a Pedestrian/Bicycle Path to connect the Glendale Boulevard bike lanes and sidewalks to Gardena Avenue and GTC.

- 4.1.9 – Provide wayfinding signs/elements to signal proximity to GTC, illustrating first-mile and last-mile connections in the surrounding neighborhood.
- 4.1.10 – Improve multi-modal access to GTC and other local transit hubs, prioritizing "360 degrees of access" to GTC.
- 4.1.11 – Revise parking management at GTC as the station area is re-designed and parking demand increases.

4.1a – Public Plaza and Transit Operations Center
- 4.1a.1 – Support the construction of a facility that consolidates transit operations at GTC.
- 4.1a.2 – Develop and adopt a multimodal Master Plan to coordinate site planning of that station with local and regional planning efforts.
- 4.1a.3 – Improve the user experience at GTC by providing canopies with photovoltaic panels for bus and train users, signage to improve wayfinding, and enhanced security lighting.

4.1c – High-Speed Rail (HSR)
- 4.1c.1 – Assess crossing treatments to determine potential improvements in anticipation for HSR impacts.
- 4.1c.2 – Determine appropriate alignment of future rail crossing improvements.
- 4.1c.5 – Plan and advocate for track alignments that pose minimal impacts on GTC.
- 4.1c.6 – Encourage inter-jurisdictional coordination for planning and mitigation along the HSR corridor.

4.2 – Glendale Memorial Hospital and Health Center
- 4.2.3 – Master Plans for major institutions (like Glendale Memorial Hospital and Health Center) should integrate transit-oriented objectives, support a pedestrian-friendly environment and a robust Transit Demand Management (TDM) plan.

4.5 – Complete Street Standards
- 4.5.15 – Enhance the Los Feliz Road/San Fernando Road intersection bus stops with additional seating, wayfinding, bicycle parking, lighting and shade.
- 4.5.16 – Enhance the Brand Boulevard/San Fernando Road bus stops with seating and shade.
- 4.5.17 – Develop distinctive identity elements at major (Rapid) bus stops to improve wayfinding.

4.8a – Cerritos Avenue west of San Fernando Road
- 4.8a.1 – Reduce the roadway width to 40 feet, enhancing sidewalks with the addition of 3 foot parkways.
- 4.8a.2 – Paint sharrow markings.
- 4.8a.3 – Plant stormwater infiltration parkways with shade trees.
- 4.8a.4 – Conform to Recommended Cross Section 3a.

4.11 – Brand Boulevard
- 4.11.1 – Provide an off-street connection to Gardena Avenue at Vassar Avenue by expanding an existing pedestrian path, which is located in the public right-of-way.
- 4.11.3 – Continue City of Los Angeles bicycle lanes on Glendale Boulevard from the southerly City Limit to Cerritos Avenue.
- 4.11.4 – Reconfigure the Brand Boulevard/San Fernando Road intersection to reduce crossing distances by adding pedestrian refuge islands and sidewalk extensions.

4.12 – Gardena Avenue
- 4.12.2 – Paint sharrow markings to advise motorists to share the lane with cyclists.

4.13 – Laurel Street
- 4.13.1 – Install traffic calming devices between Brand Boulevard and Central Avenue or at the entrances of the Glendale Memorial Hospital and Health Center Campus.
- 4.13.2 – Incorporate raised mid-block crosswalks
- 4.13.3 – Implement a cohesive streetscape, with shade trees, parkways, and pedestrian-scale lighting.
- 4.13.4 – Install wayfinding for the campus neighborhood.
- 4.13.5 – Add missing seating, trash receptacles, and bicycle racks.
- 4.13.6 – Coordinate streetscape design with development plans.

6.4 Medium and Long-Term Recommendations (10-20 Years after Community Plan Adoption)

Policies implemented as part of "Medium and Long-Term Recommendations" are items that will likely be completed between 10-20 years after adoption of the South Glendale Community Plan. These items likely consist of larger scale capital-intensive projects; they also may require inter-jurisdictional coordination, regional policy change, or both. Projects that are included entirely within the City of Glendale will likely require additional planning efforts or interdepartmental cooperation prior to project completion. Funding for projects, programs and policies are likely to be obtained through state and federal funding opportunities, including Metro Call for Projects, Measure R Local Match Funds, Caltrans Active Transportation Grants and TIGER Grants.

Chapter 3 – Policy Recommendations

3.5 – Transit

- 3.5.4 – As transit demand in Tropico grows, lengthen service span and increase frequency on Routes 1 and 2.
- 3.5.5 – Work with regional agencies to fully integrate fare payment.
- 3.5.6 – Work with Metrolink to revisit the fare structure for trips from Glendale to Los Angeles Union Station.

3.6 – Complete Street Design

- 3.6.5 – Connect to Atwater Village and Los Angeles to the south on Brand Boulevard and Los Feliz Road.
- 3.6.6 – Connect to Glendale from Tropico to the north on Central Avenue by widening the roadway and striping bike lanes from San Fernando Road through Chevy Chase Drive.
- 3.6.7 – Designate a local street/sidewalk route on Orange Street, Magnolia Street, Central Avenue sidewalk and Chevy Chase Drive sidewalk to connect to the proposed Columbus Avenue Greenway or simply designate the existing 16-foot wide Central Avenue sidewalks as a bike route until bike lanes are installed.

Chapter 4 – Design Recommendations

4.1 – Glendale Transportation Center

- 4.1.2 – Add public space or a plaza at GTC.
- 4.1.5 – Modify transit connections to Downtown Los Angeles and Burbank; consider an attractive one-stop fare between Glendale and Los Angeles Union Station.
- 4.1.6 – Integrate a café or diner into the GTC.
- 4.1.8 – Improve pedestrian and bicycle access from Los Feliz Road and Gardena Avenue, connecting to Atwater Village.

4.1b – Parking Garage at GTC

- 4.1b.1 – As necessary in the long-term, evaluate the construction of additional parking supply in high-demand locations, such as GTC.
- 4.1b.2 – Utilize any new parking facilities as showcase opportunities for multimodal first-mile/last-mile solutions.

4.5 – Complete Street Standards

- 4.5.18 – Explore a bike share facility at the GTC with several satellite stations in the Tropico area.

4.7 – Central Avenue

- 4.7.3 – Reconfigure the Central Avenue/San Fernando Road intersection to reduce crossing distances, including the removal of dedicated turn lanes in favor of extending sidewalks and curb extensions.
- 4.7.4 – Reconfigure the street within the existing right-of-way to accommodate bike lanes, wide the roadway 5 feet on each side.
- 4.7.5 – Provide six-foot parkways with 11 foot wide sidewalks.
- 4.7.7 – Conform to Recommended Cross Section 2a.

4.8b – Cerritos Avenue east of San Fernando Road

- 4.8.b.1 – Reconfigure street to be 36 feet wide, with a 12 foot wide sidewalk and 7 foot parkway on the south side and a 27-42 foot wide linear park on the north side.
- 4.8b.2 – Re-paint sharrows on the revised street configuration.
- 4.8b.3 – Design the linear park (on north side of Cerritos Avenue) with community members to accommodate facilities they would like to have.
- 4.8b.4 – Plant the same trees as those between Gardena Avenue and San Fernando Road.
- 4.8b.5 – Conform to Recommended Cross Sections 4a and 5a.

4.9 – Los Feliz Road

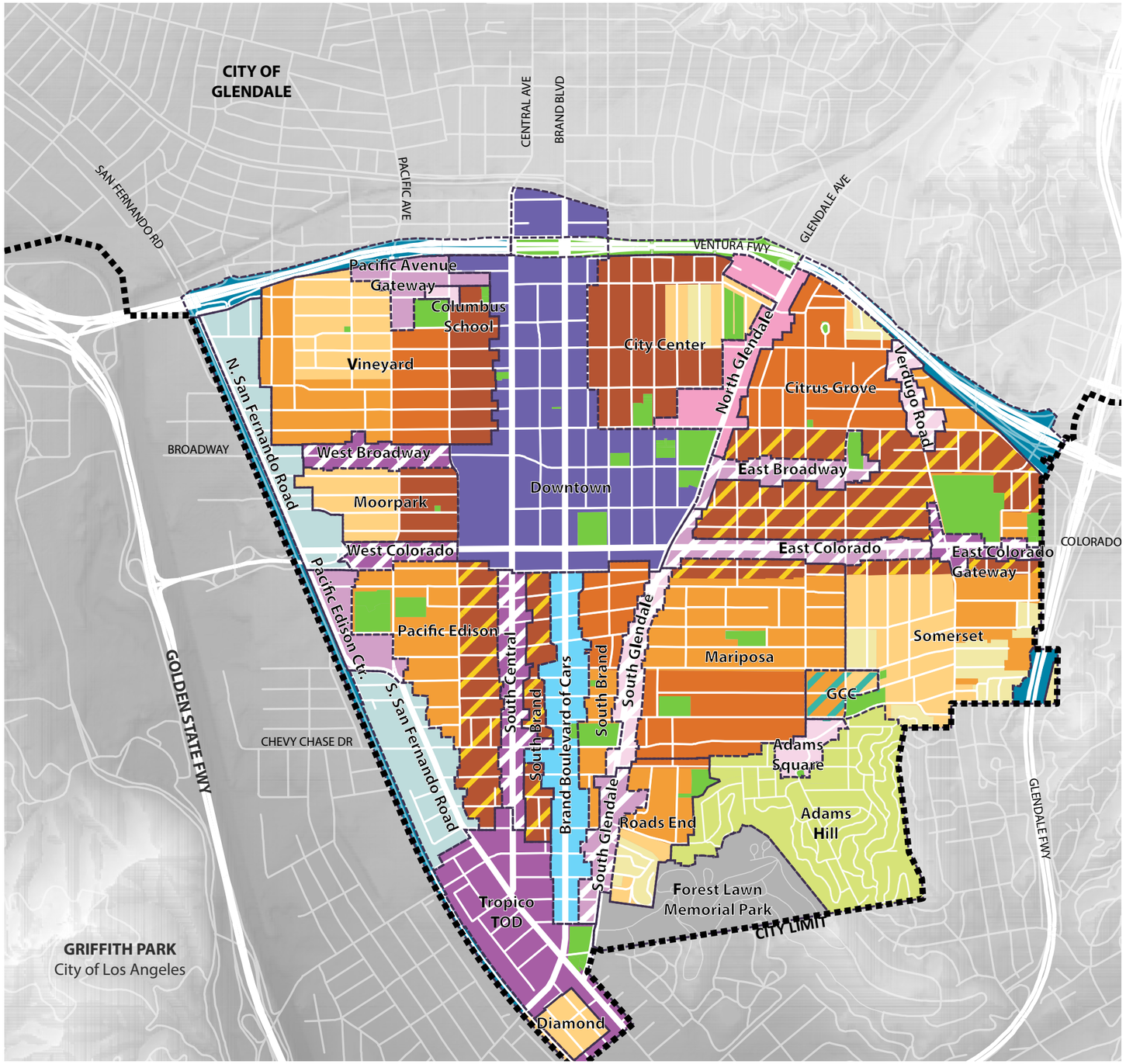
- 4.9.1 – Install Stormwater infiltration parkways between the City Limit and San Fernando Road.
- 4.9.2 – From Gardena Avenue to the City Limits, accommodate bicycles by providing 5-6 feet of additional roadway width for buffered or protected bikeways to provide high quality first-mile/last-mile access into Atwater Village.
- 4.9.3 – Conform to Recommended Cross Sections 6a and 7a.
- 4.9.4 – Provide bike lanes between Gardena Avenue to Glendale Avenue by reducing lane widths.
- 4.9.5 – Convert bicycle lanes on Los Feliz Road from Gardena Avenue to Glendale Avenue to cycle tracks, with an option to add stormwater infiltration parkways by reducing travel lanes from 4 to 3.

4.10 – Glendale Avenue

- 4.10.2 – Provide bike lanes on Glendale Avenue, reducing travel lanes from 4 to 3.
- 4.10.3 – Consider a traffic signal at Cerritos Avenue to calm traffic on Glendale Avenue.
- 4.10.5 – Conform to Recommended Cross Sections 10a, 10c, and 11a.

4.11 – Brand Boulevard

- 4.11.2 – Install marked crosswalks and traffic signals at Vassar Avenue, to allow for pedestrian and bicycle access to the GTC.
- 4.11.5 – Replace curb travel lanes on both sides of the street between the City Limit and San Fernando Road with stormwater infiltration parkways, while maintaining two travel lanes each way.
- 4.11.6 – Install stormwater infiltration parkways from San Fernando Road to Cerritos Avenue as shown in Recommended Cross Section 12a.



Appendix D: Land Use Map of South Glendale

Centers
- Downtown
- Urban
- Town Center
- Village Center

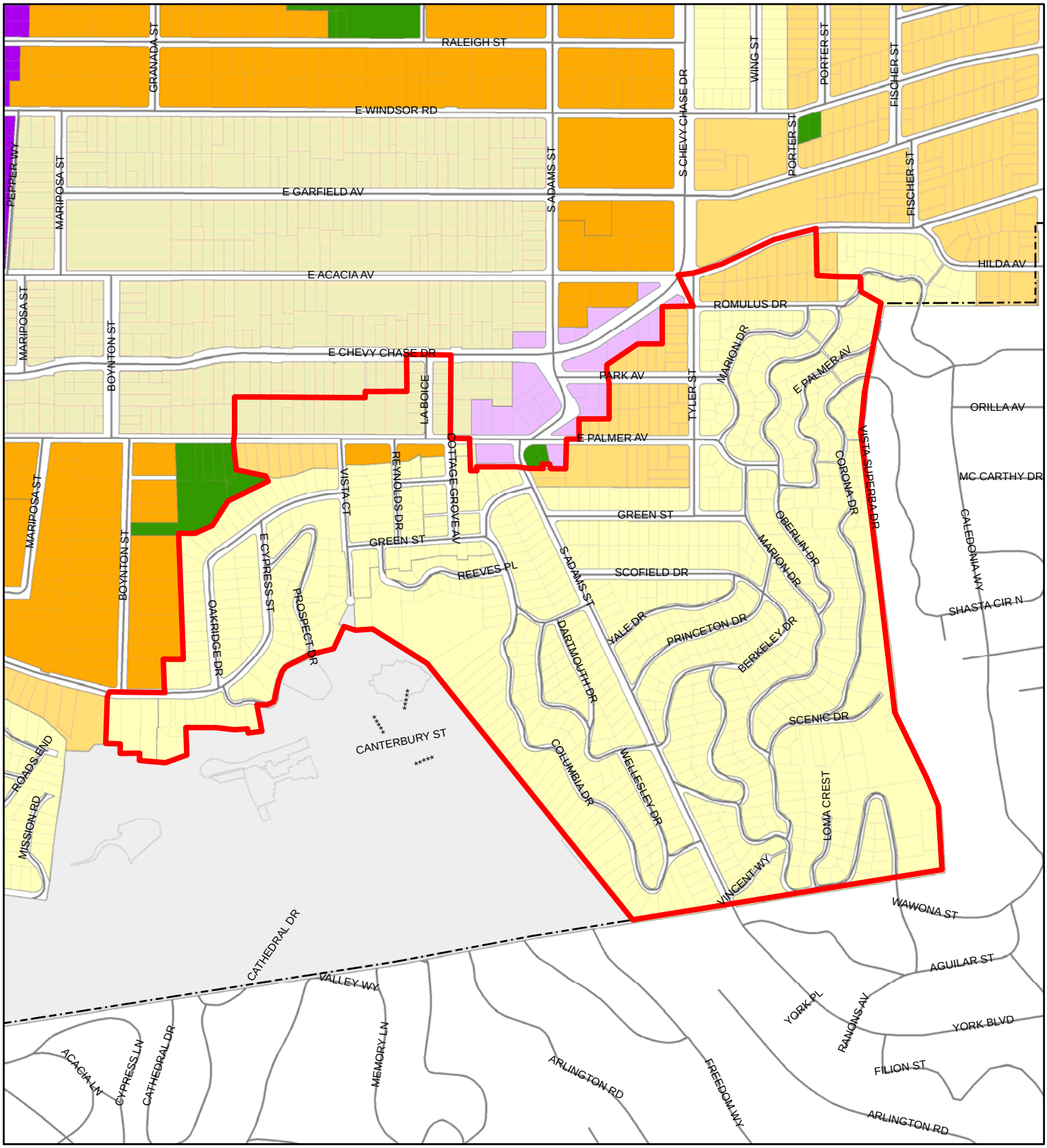
Corridors
- Mixed-Use (high)
- Mixed-Use (low)
- Main Street / Neighborhood Commercial
- Suburban
- Industrial / Creative
- Brand Boulevard of Cars

Neighborhoods
- High Density Multi-Family
- Medium-High Density Multi-Family
- Medium Density Multi-Family
- Moderate Density Multi-Family
- Single-Family Neighborhood
- Single-Family Hillside Neighborhood

Districts
- Campus
- Cemetery
- Civic
- Recreation / Open Space
- Transportation

- Affordable Housing Overlay

Existing General Plan Land Use Designation
South Glendale Community Plan
Adams Hill Planning Area



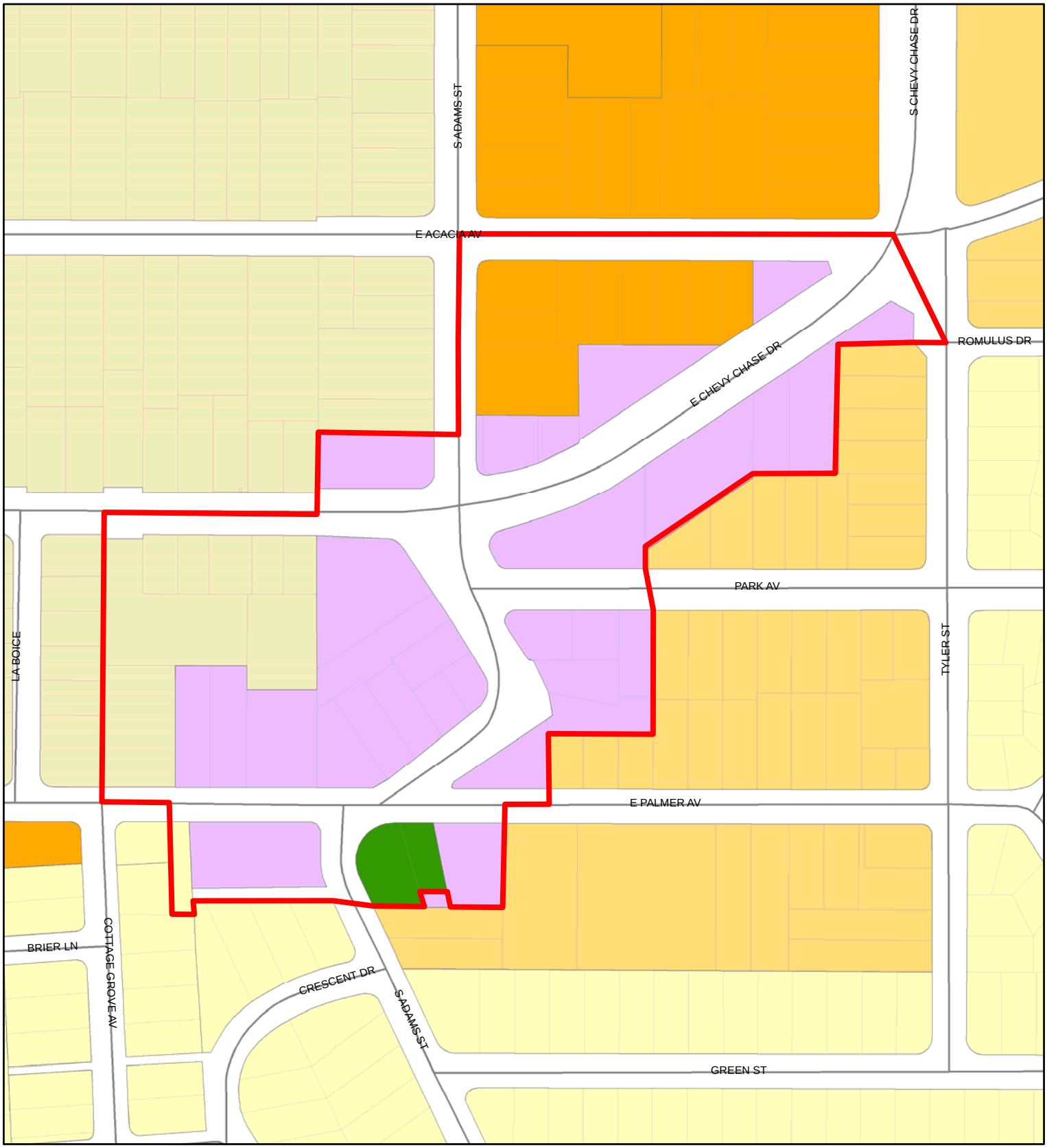
City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
- MODERATE DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY
- HIGH DENSITY
- NEIGHBORHOOD
- COMMUNITY/SERVICES
- REGIONAL
- PUBLIC/SEMI-PUBLIC
- SPECIAL RECREATION
- INDUSTRIAL
- MIXED USE
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Adams Square Planning Area



City Boundary
Downtown Specific Plan

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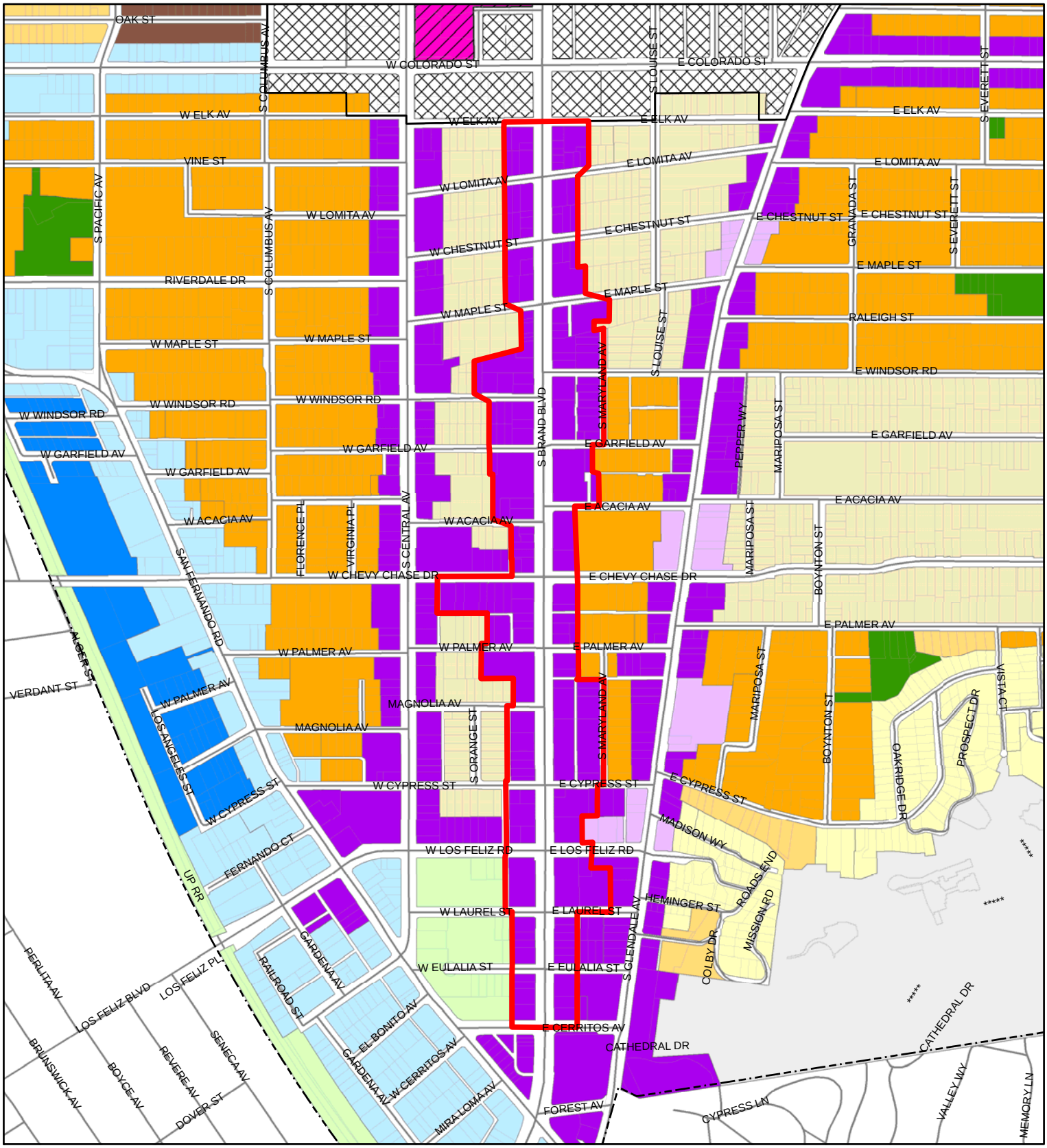
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Brand Blvd. of Cars Planning Area



City Boundary
Downtown Specific Plan

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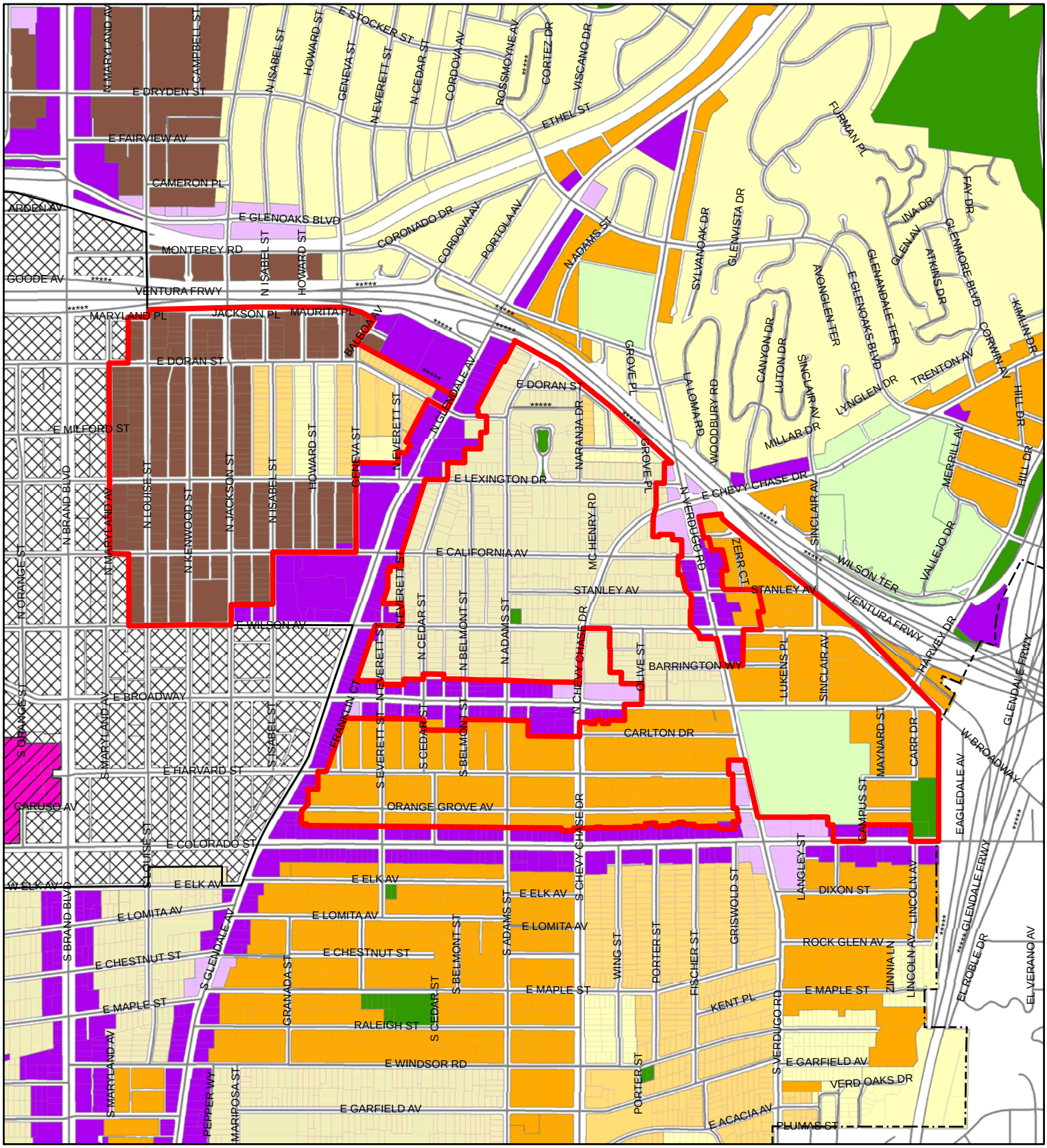
- MIXED USE
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Citrus Grove - City Center Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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- MODERATE DENSITY
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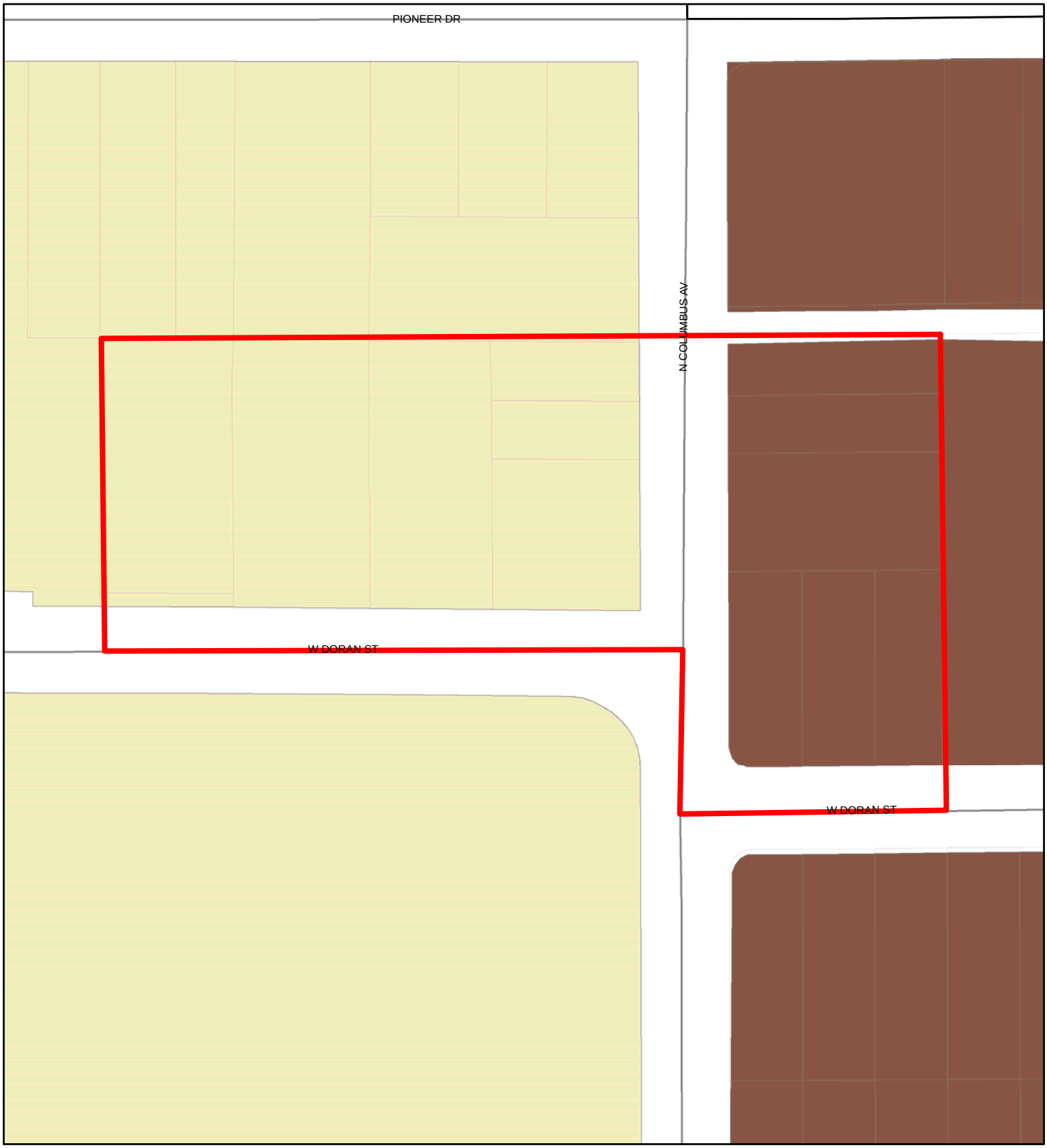
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Columbus School Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC
VERY LOW DENSITY/OPEN SPACE
LOW DENSITY
MODERATE DENSITY
MEDIUM DENSITY
MEDIUM HIGH DENSITY
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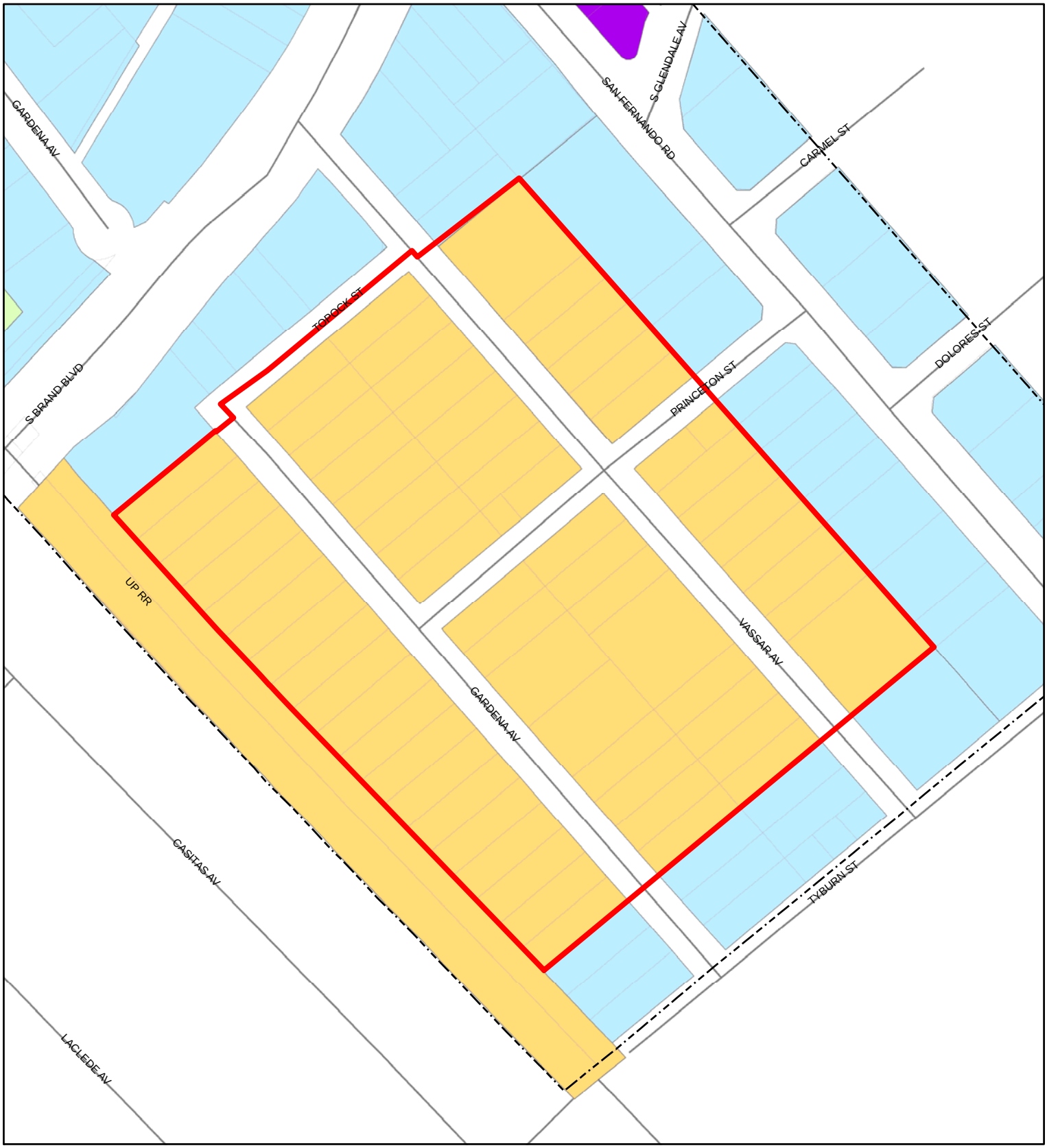
SPECIAL RECREATION
INDUSTRIAL
MIXED USE
CEMETERY
DOWNTOWN SPECIFIC PLAN
TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Diamond Planning Area



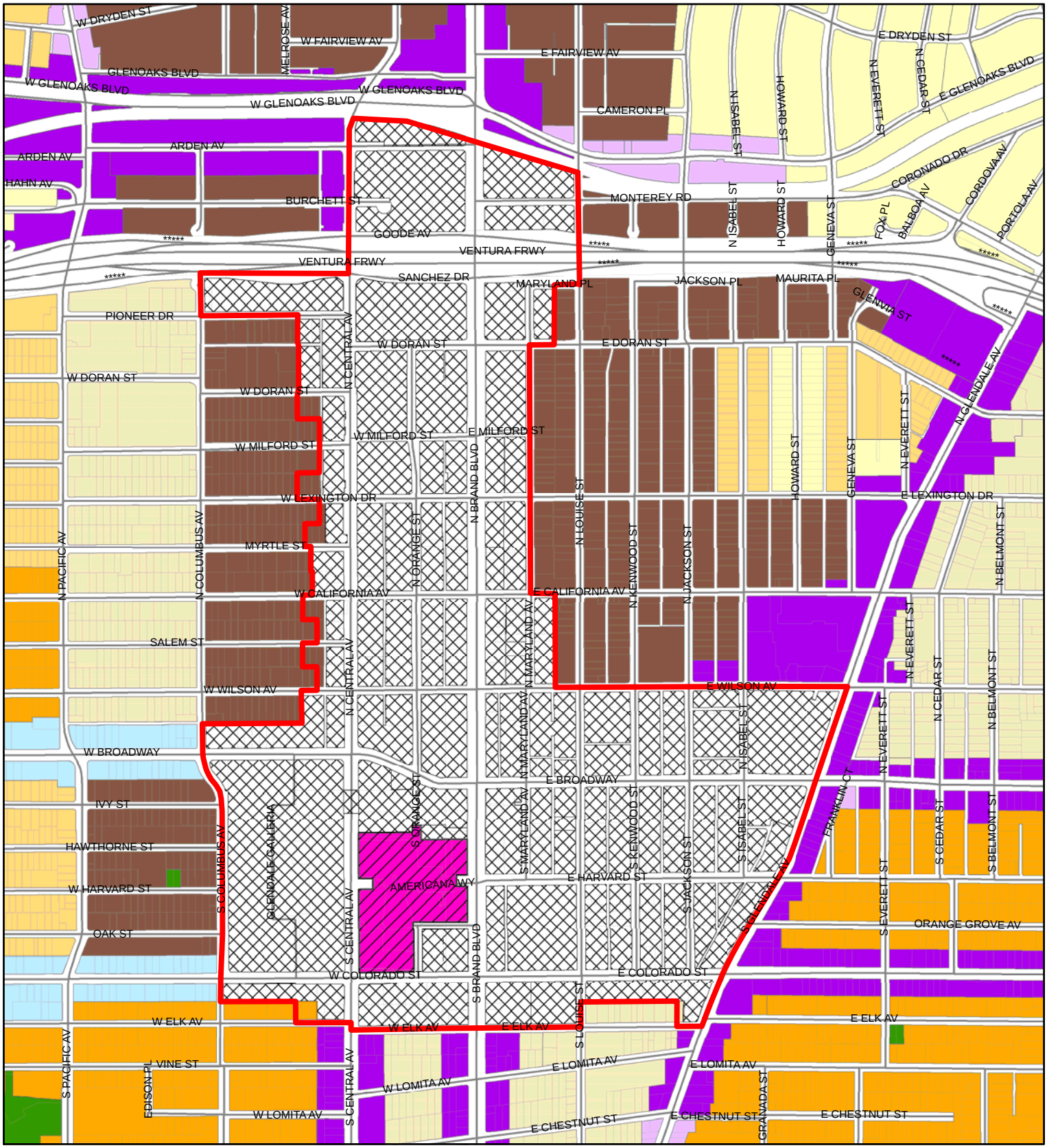
City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
- MODERATE DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY
- HIGH DENSITY
- NEIGHBORHOOD
- COMMUNITY/SERVICES
- REGIONAL
- PUBLIC/SEMI-PUBLIC
- SPECIAL RECREATION
- INDUSTRIAL
- MIXED USE
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Downtown Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
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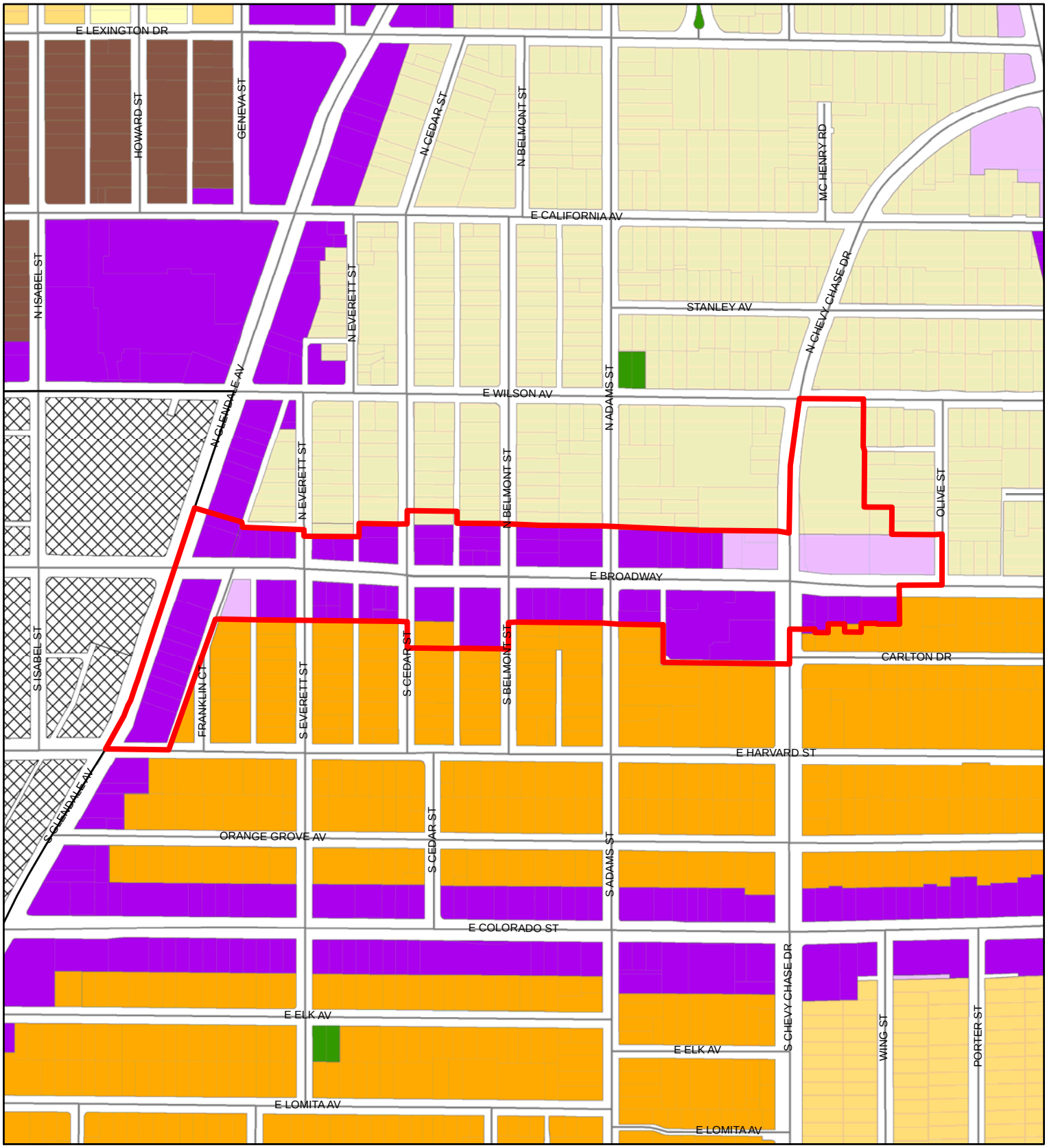
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
East Broadway Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
- MODERATE DENSITY
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- MEDIUM HIGH DENSITY
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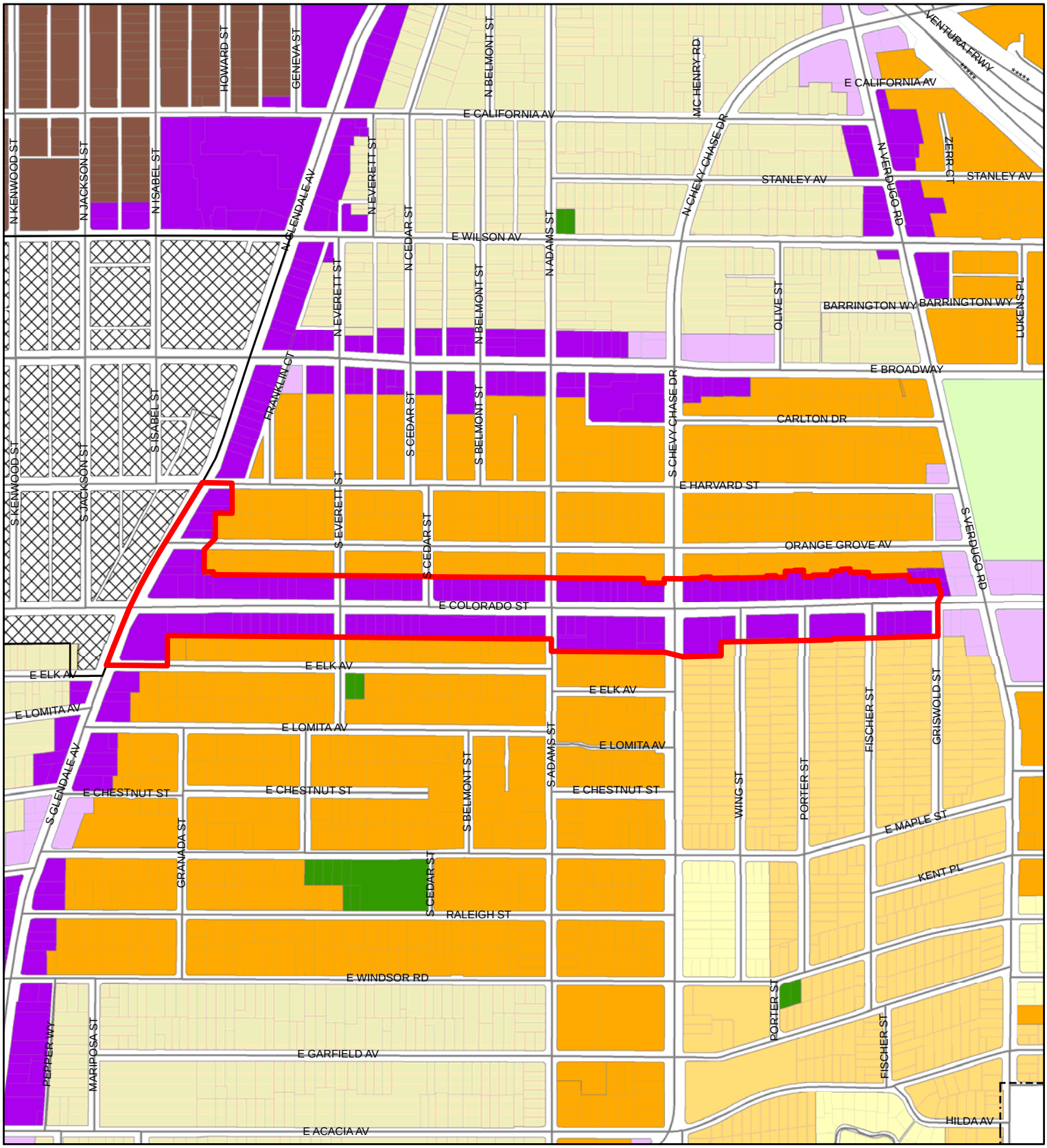
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
East Colorado Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
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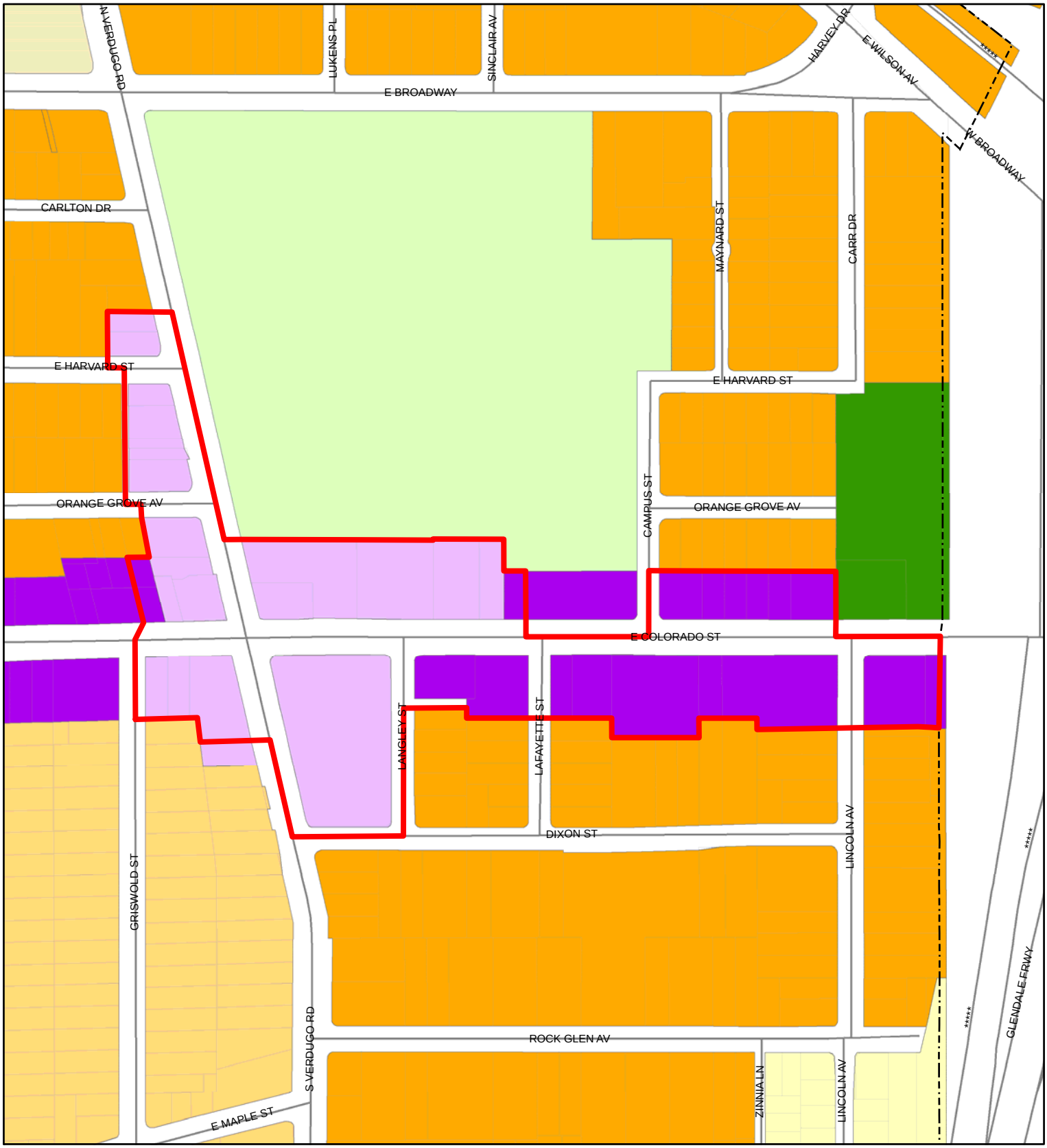
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
East Colorado Gateway Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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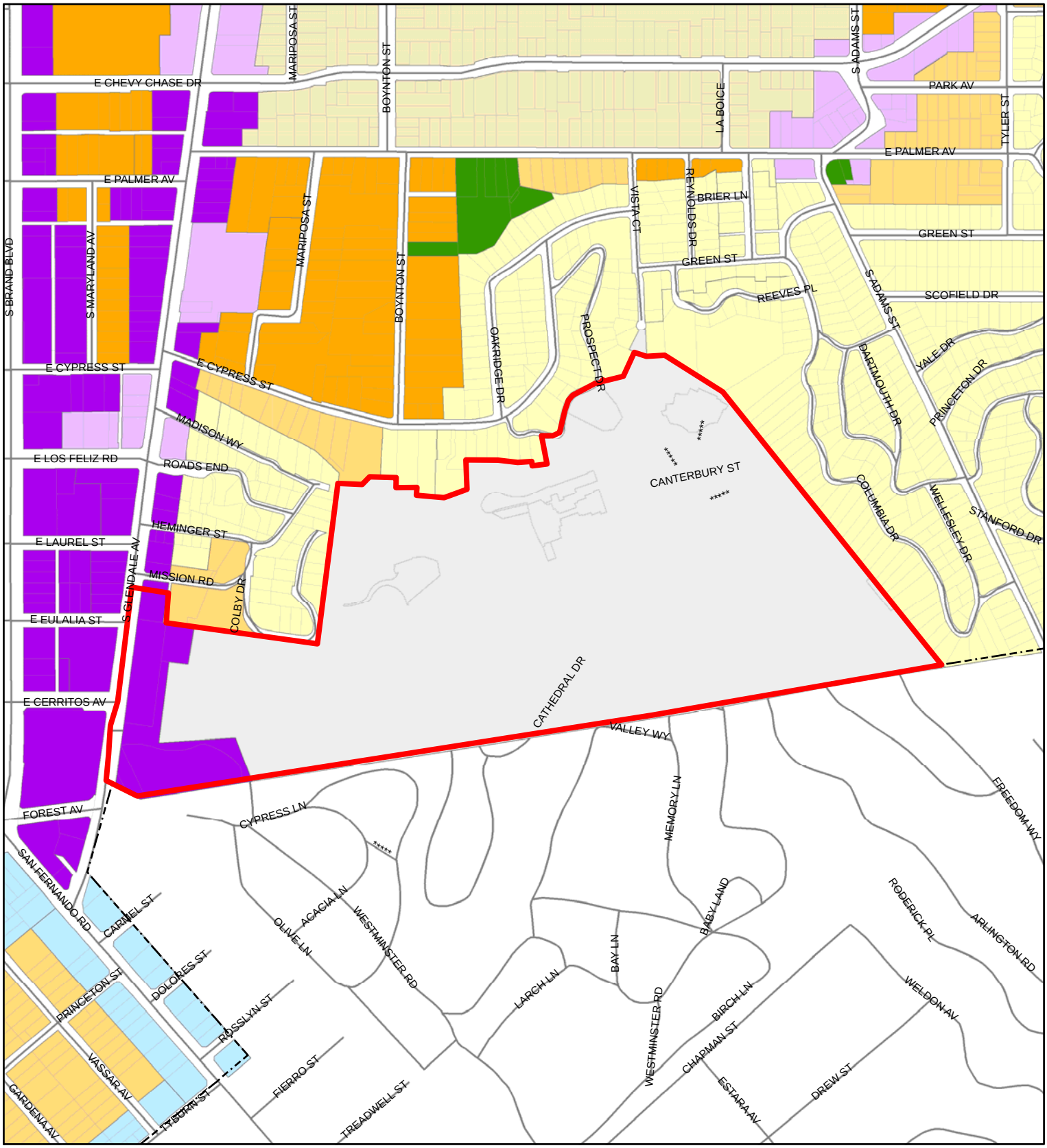
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Forest Lawn Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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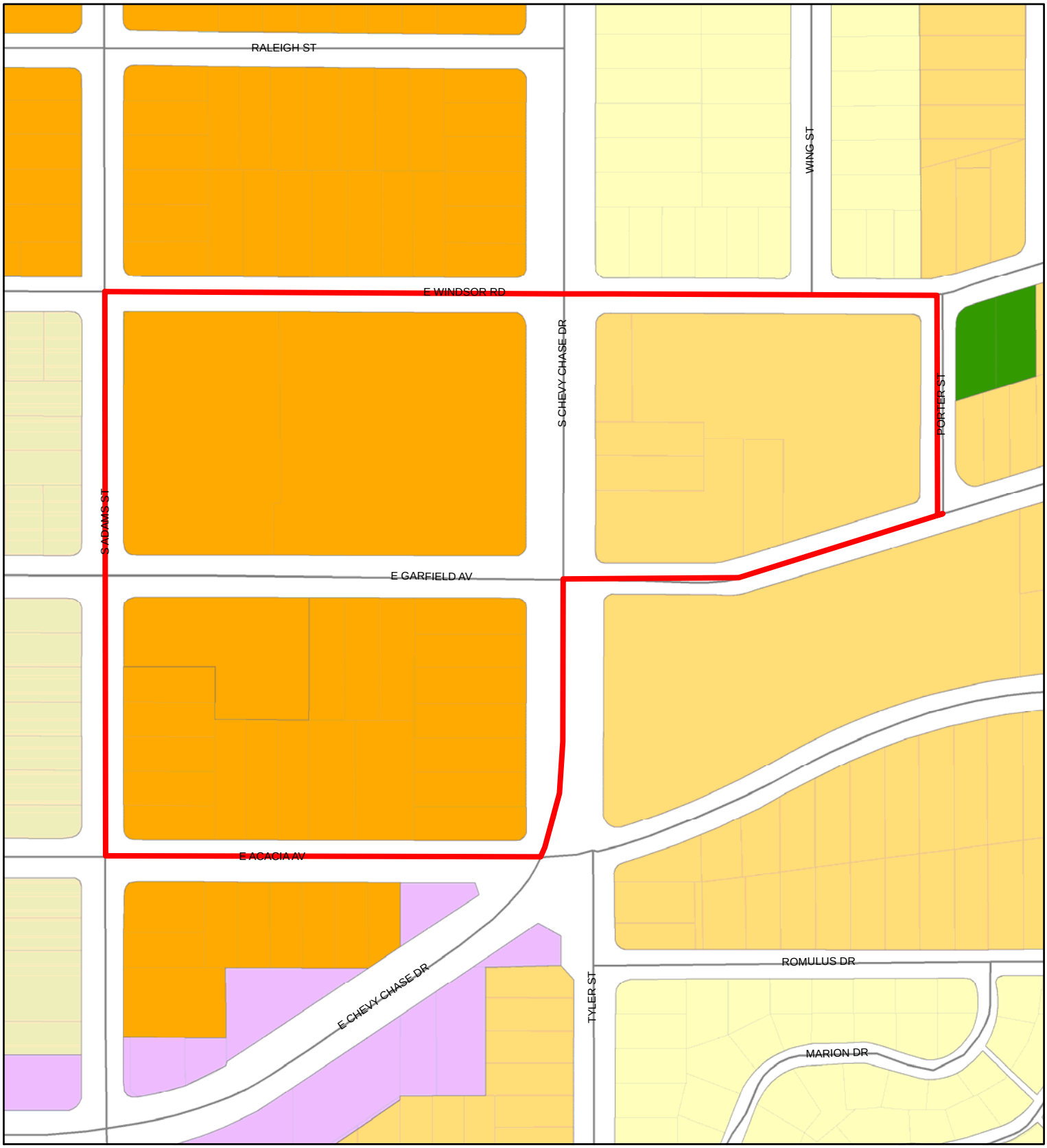
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
GCC Garfield Campus Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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- DOWNTOWN SPECIFIC PLAN
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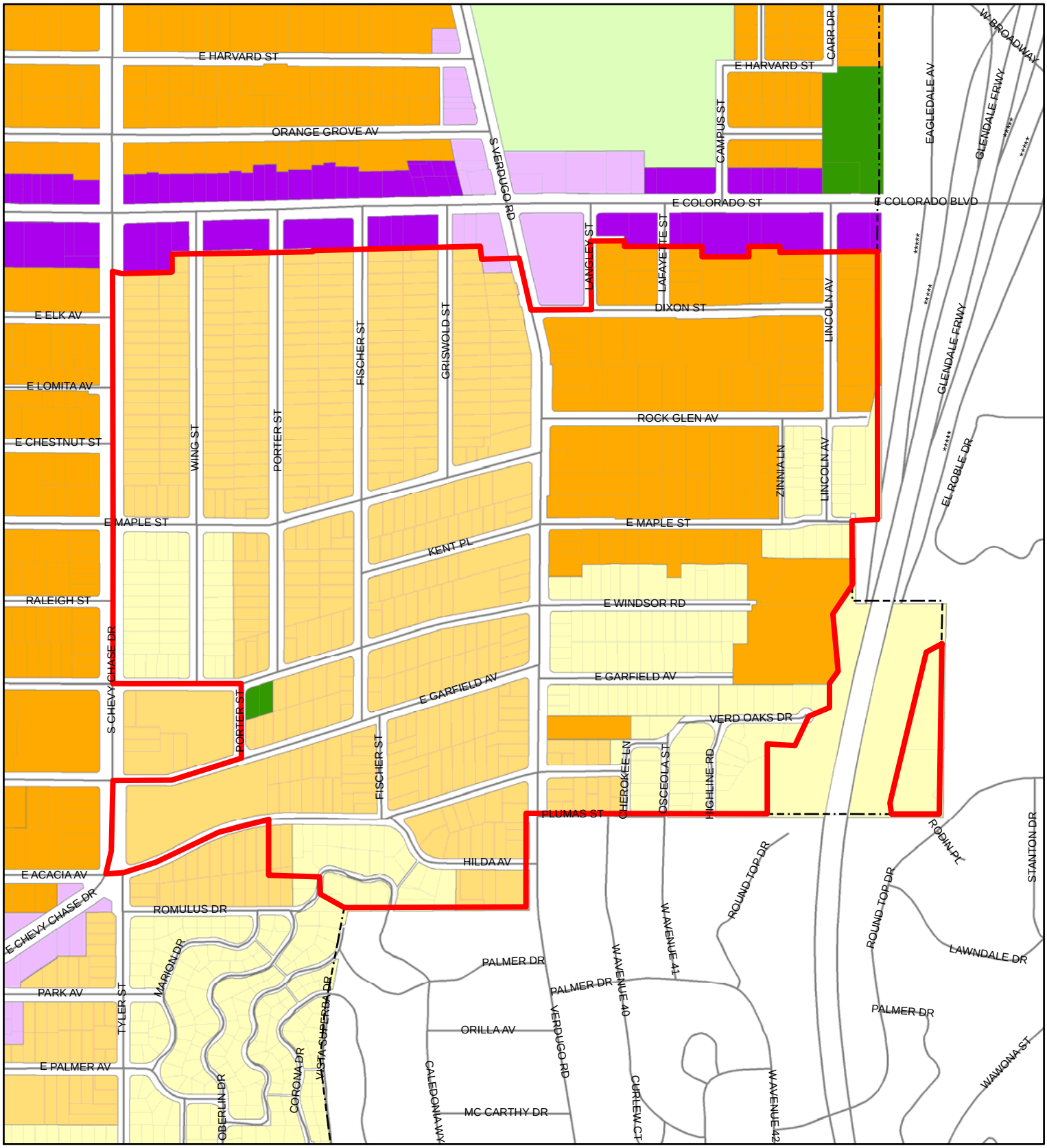
NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Mariposa Planning Area



City Boundary
Downtown Specific Plan

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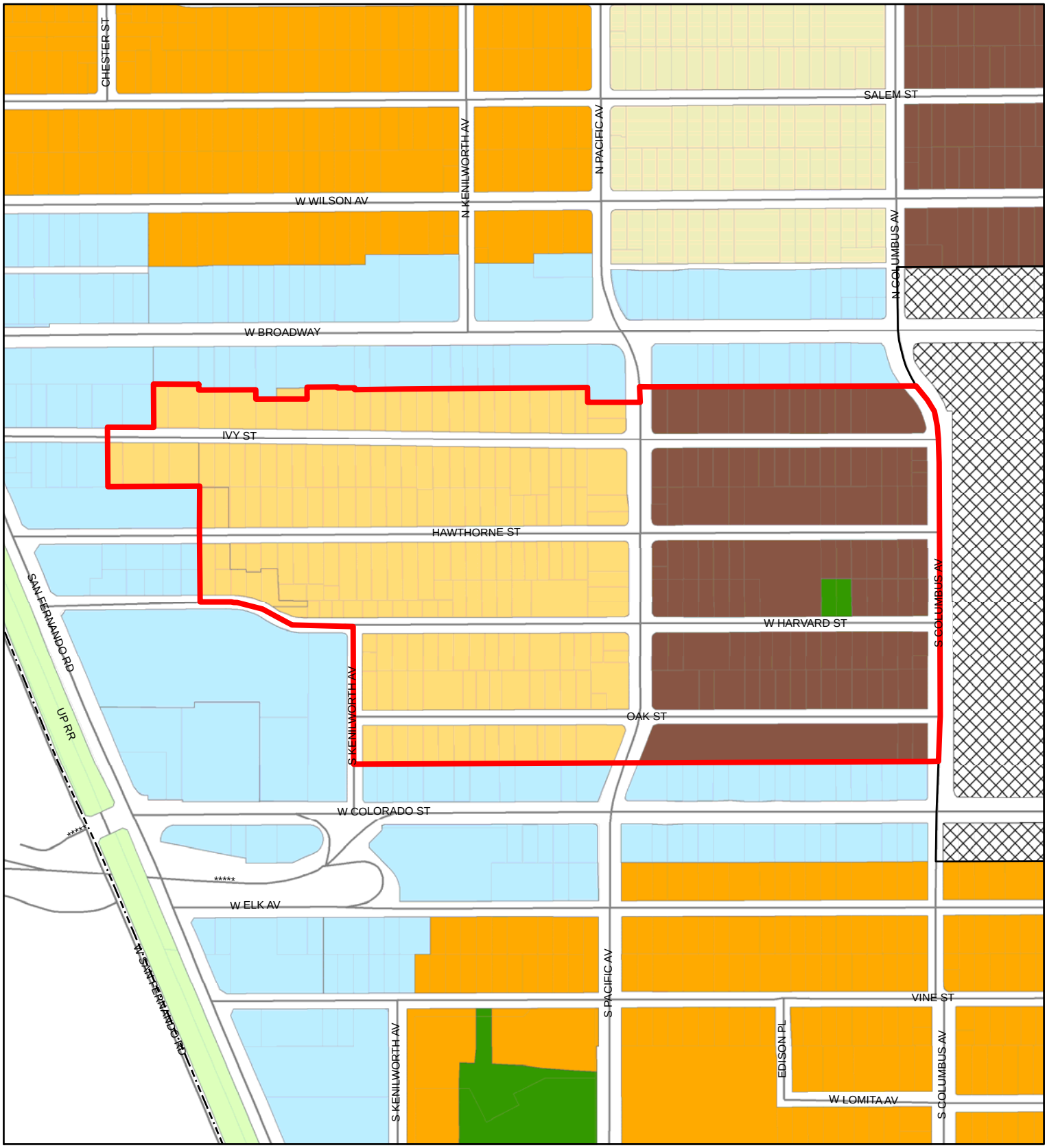
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Moorpark Planning Area



City Boundary
Downtown Specific Plan

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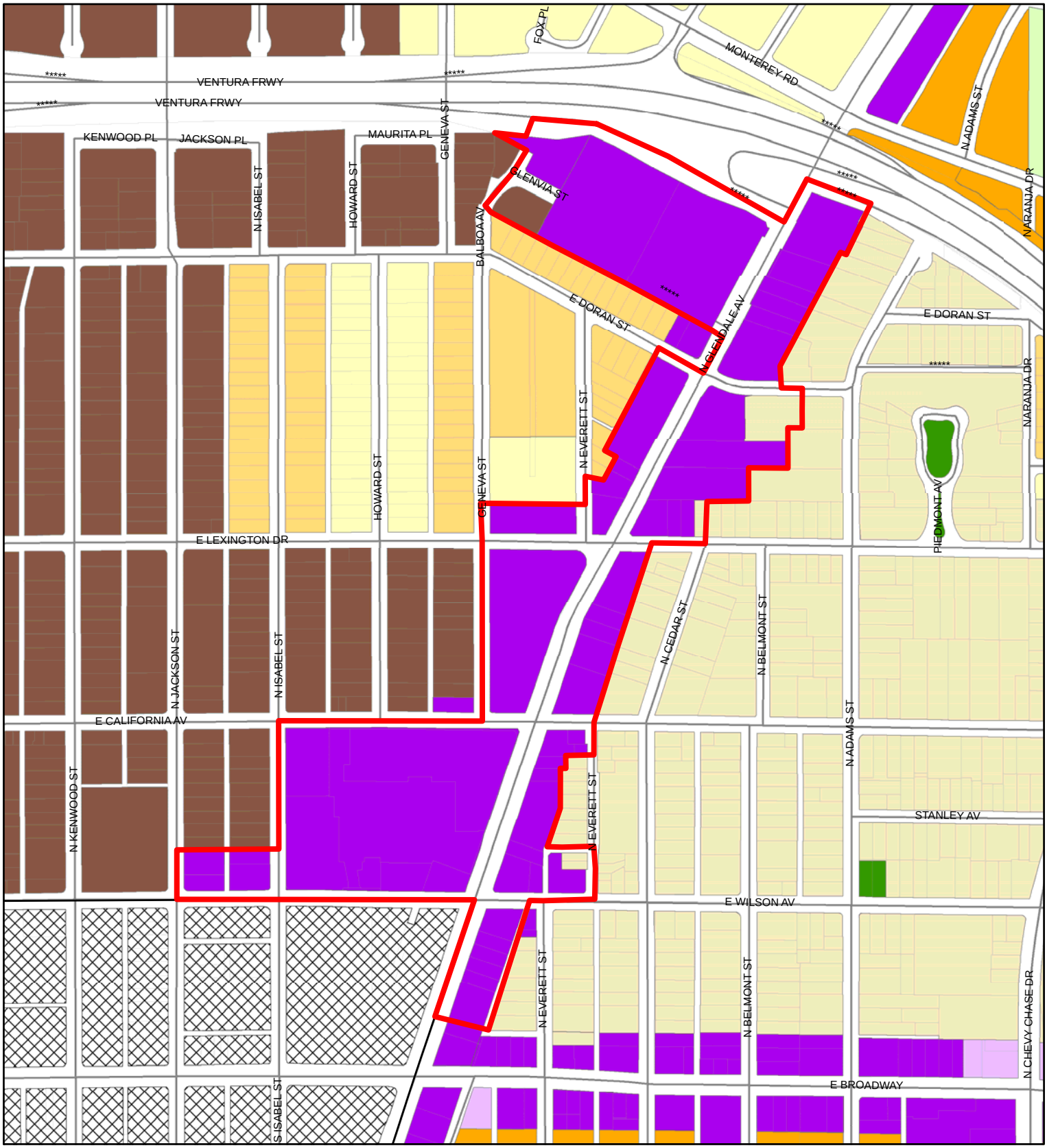
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
North Glendale Avenue Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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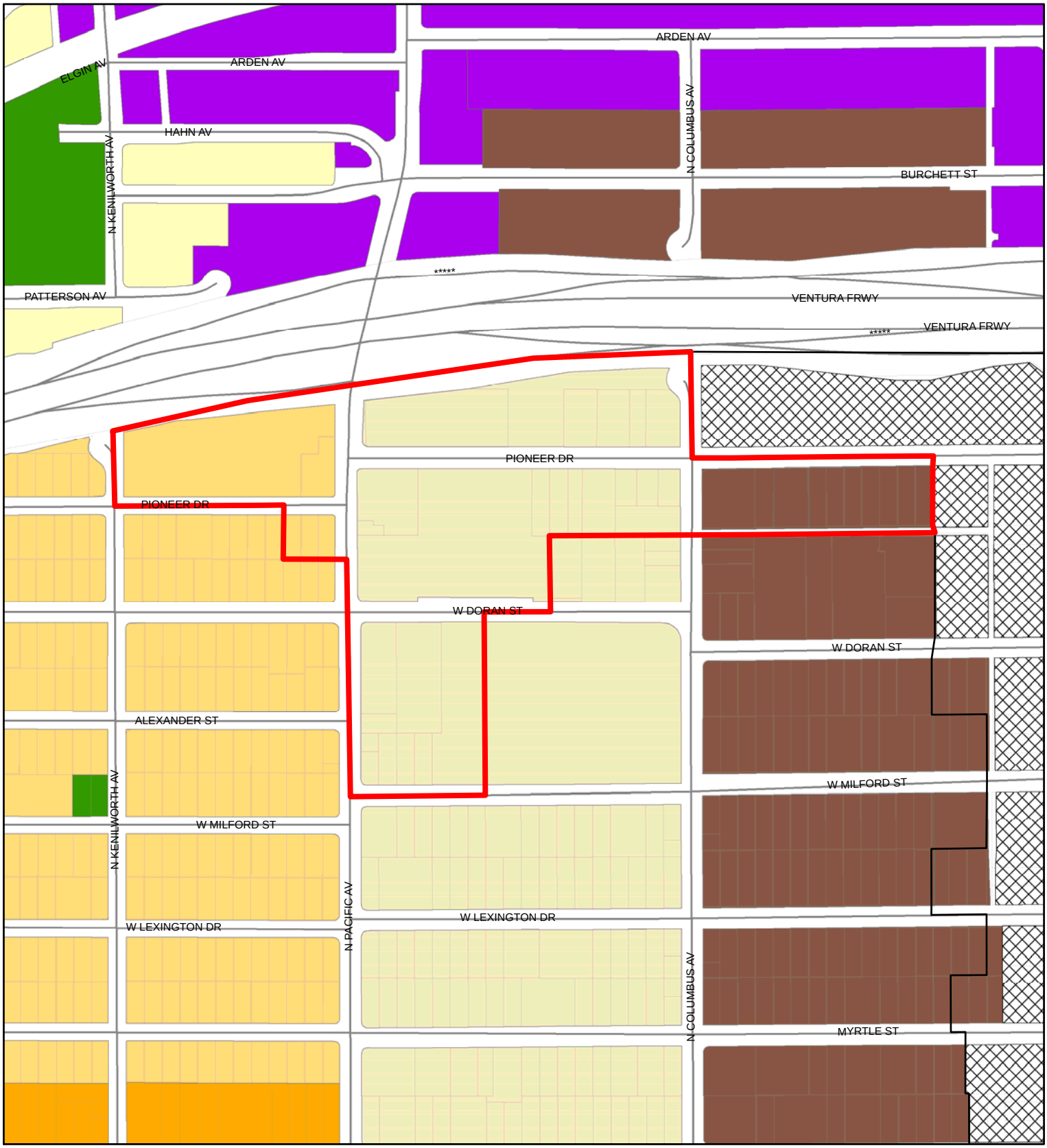
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Pacific Avenue Gateway Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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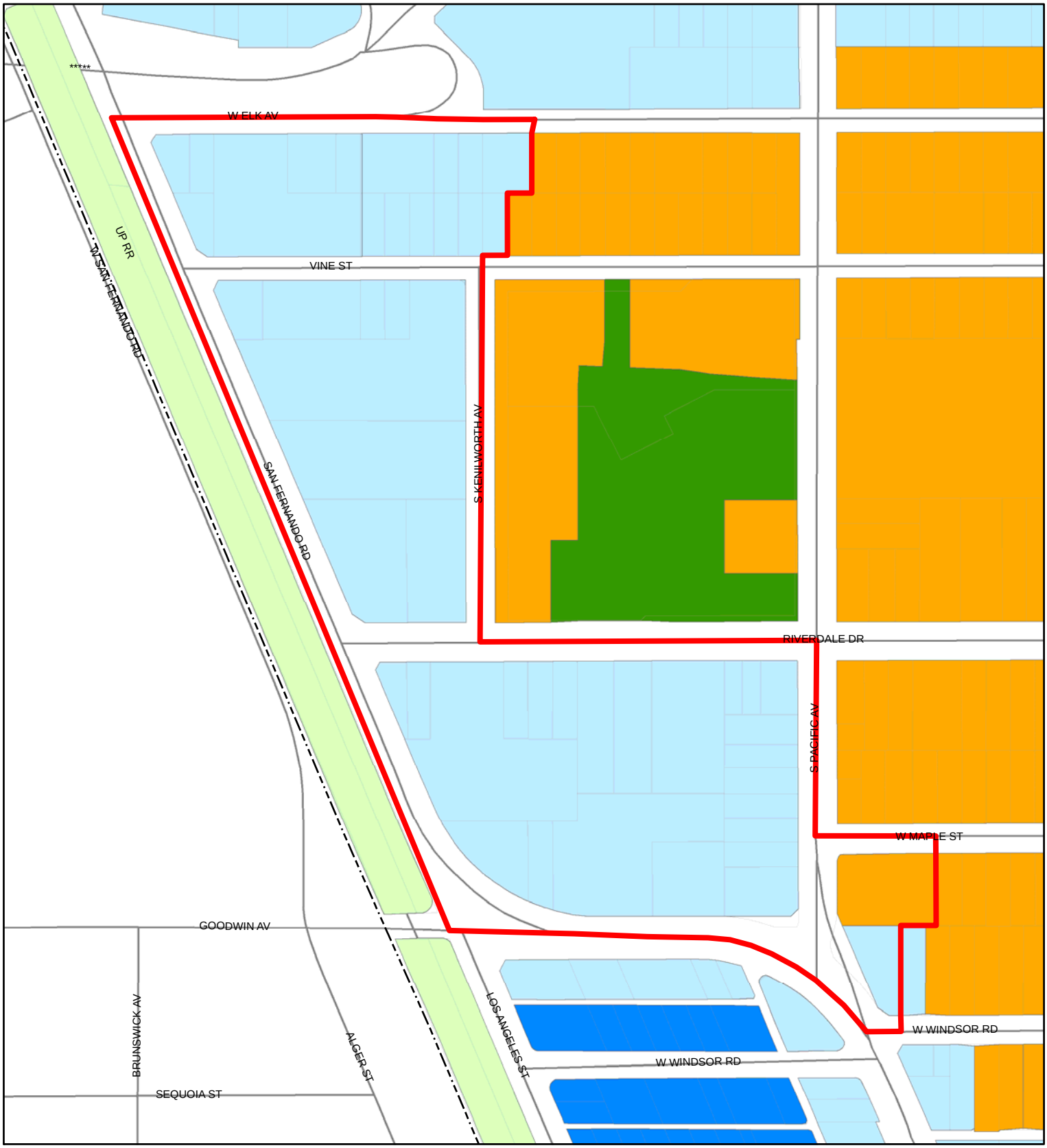
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Pacific Edison Center Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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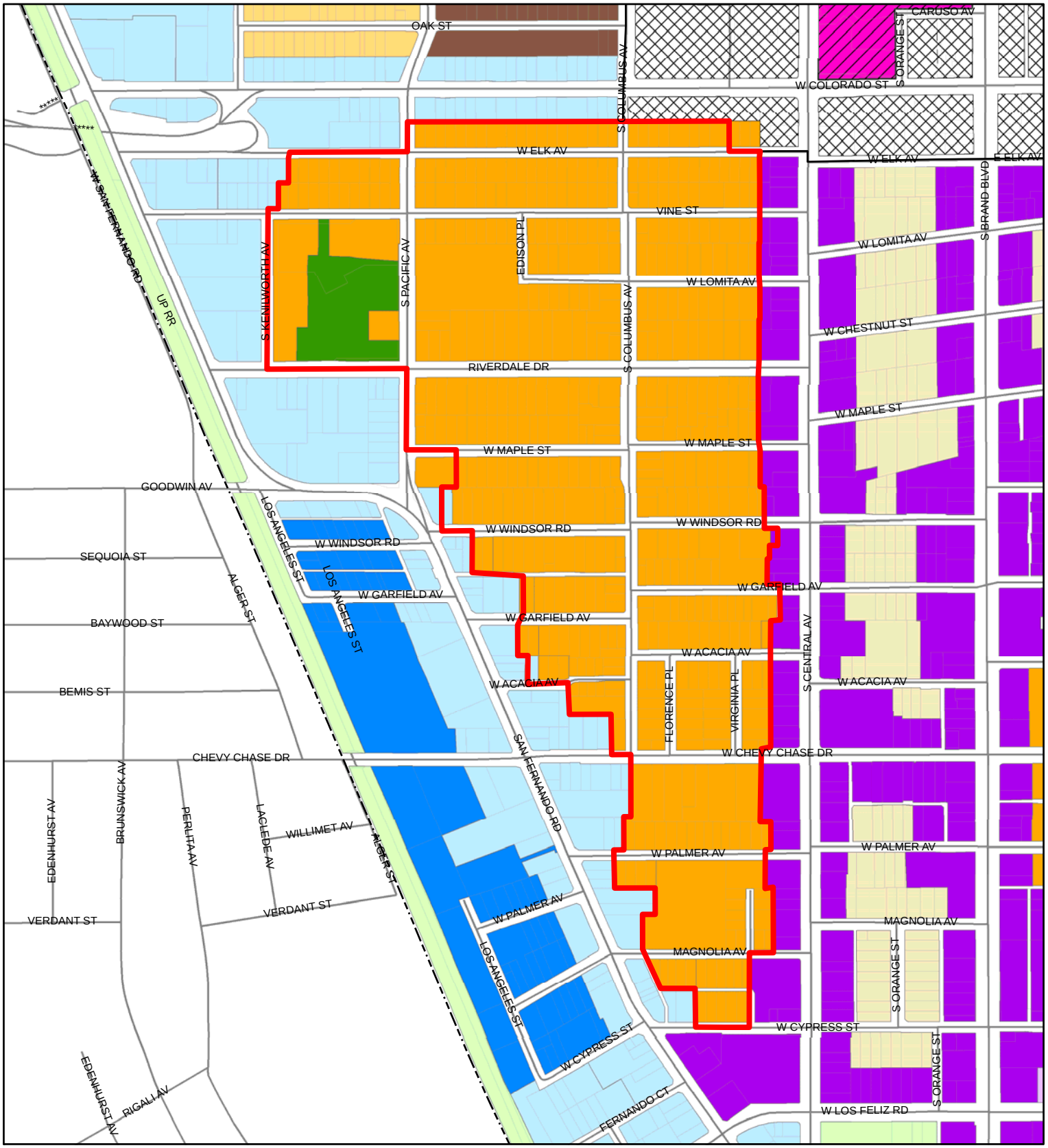
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Pacific Edison Neighborhood Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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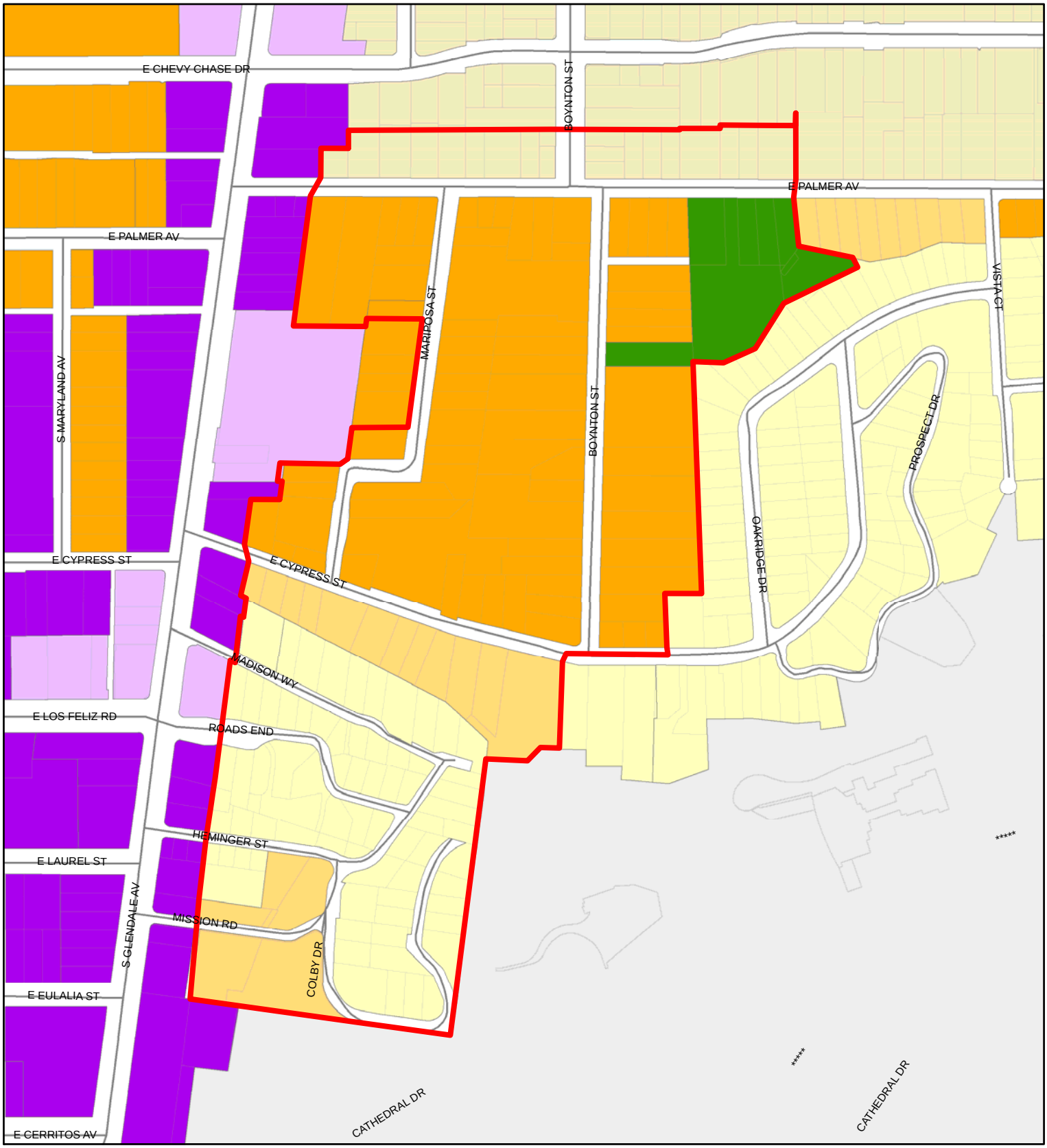
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Roads End Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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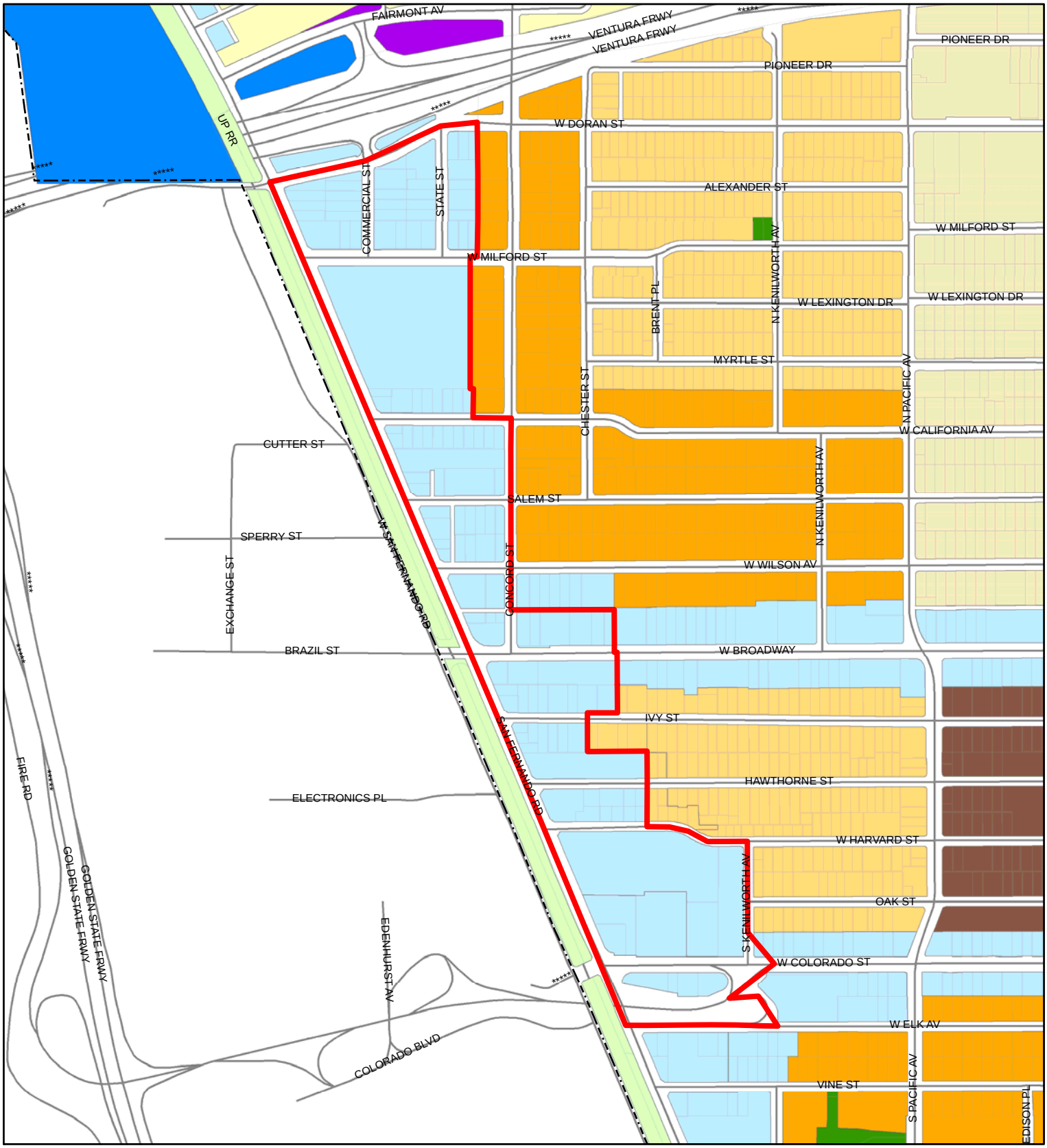
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
San Fernando Road north of Colorado Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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- LOW DENSITY
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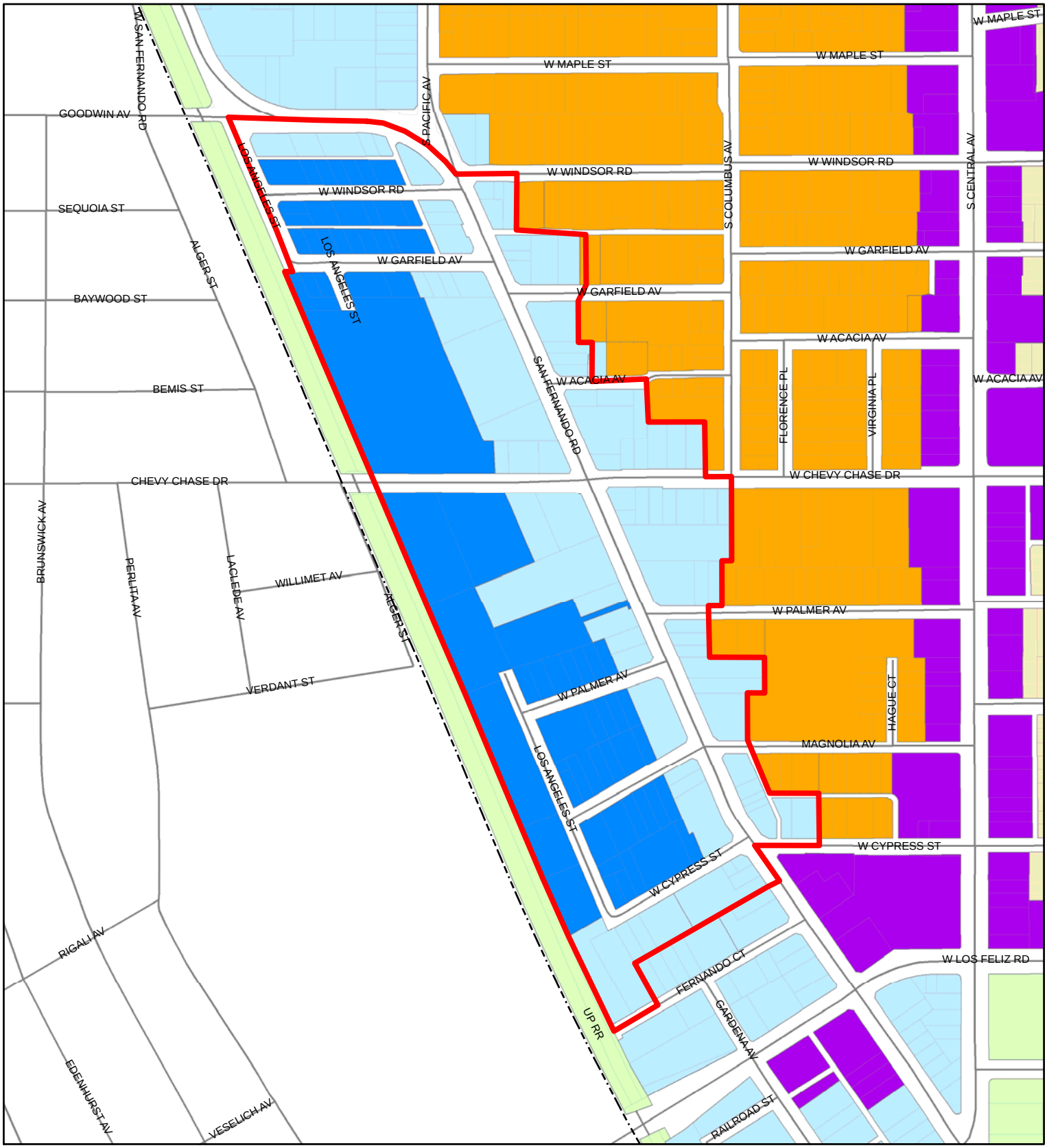
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
San Fernando Road south of Pacific Curve Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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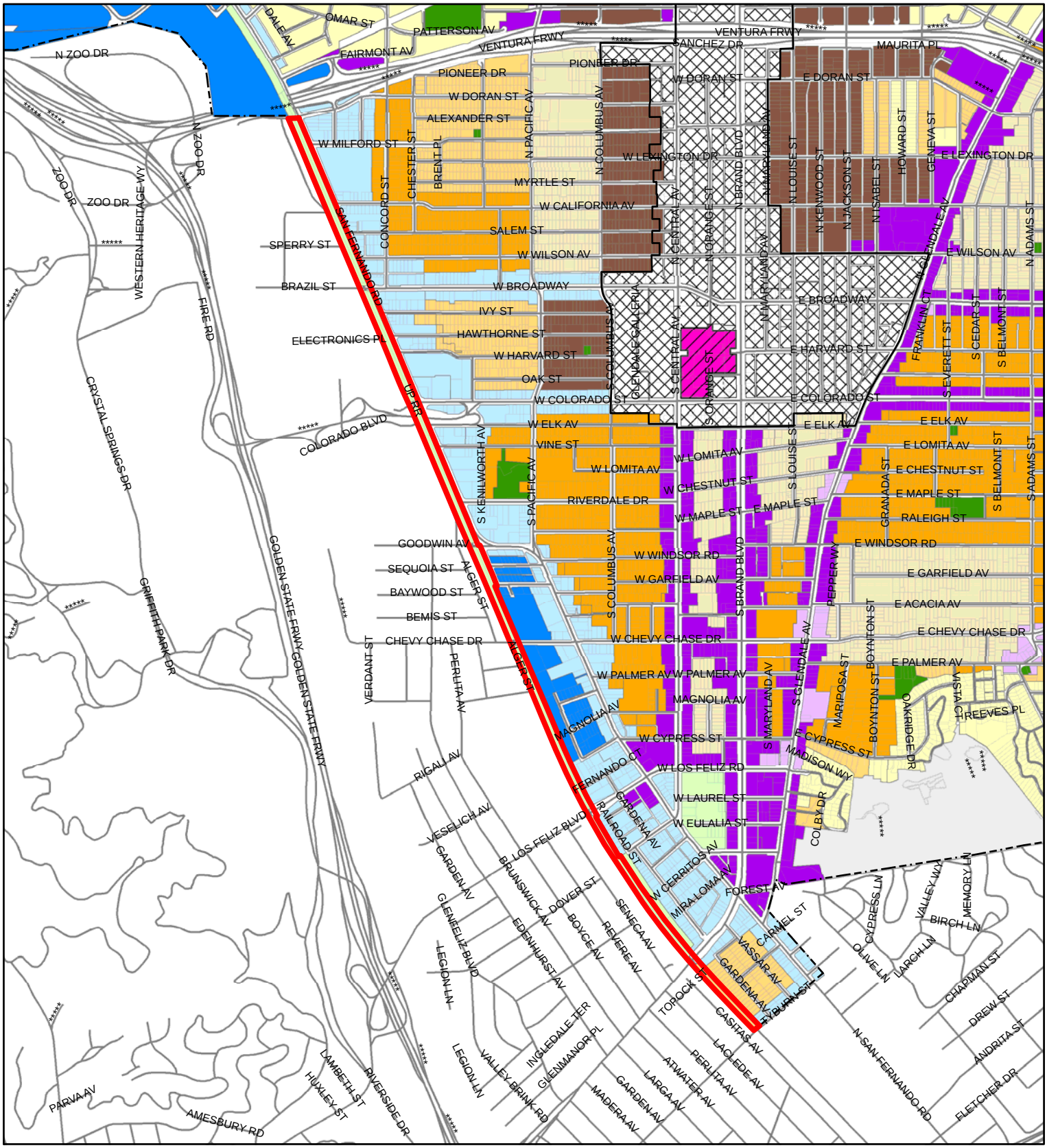
- INDUSTRIAL
- MIXED USE
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
SCRRA Right-of-Way Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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- INDUSTRIAL
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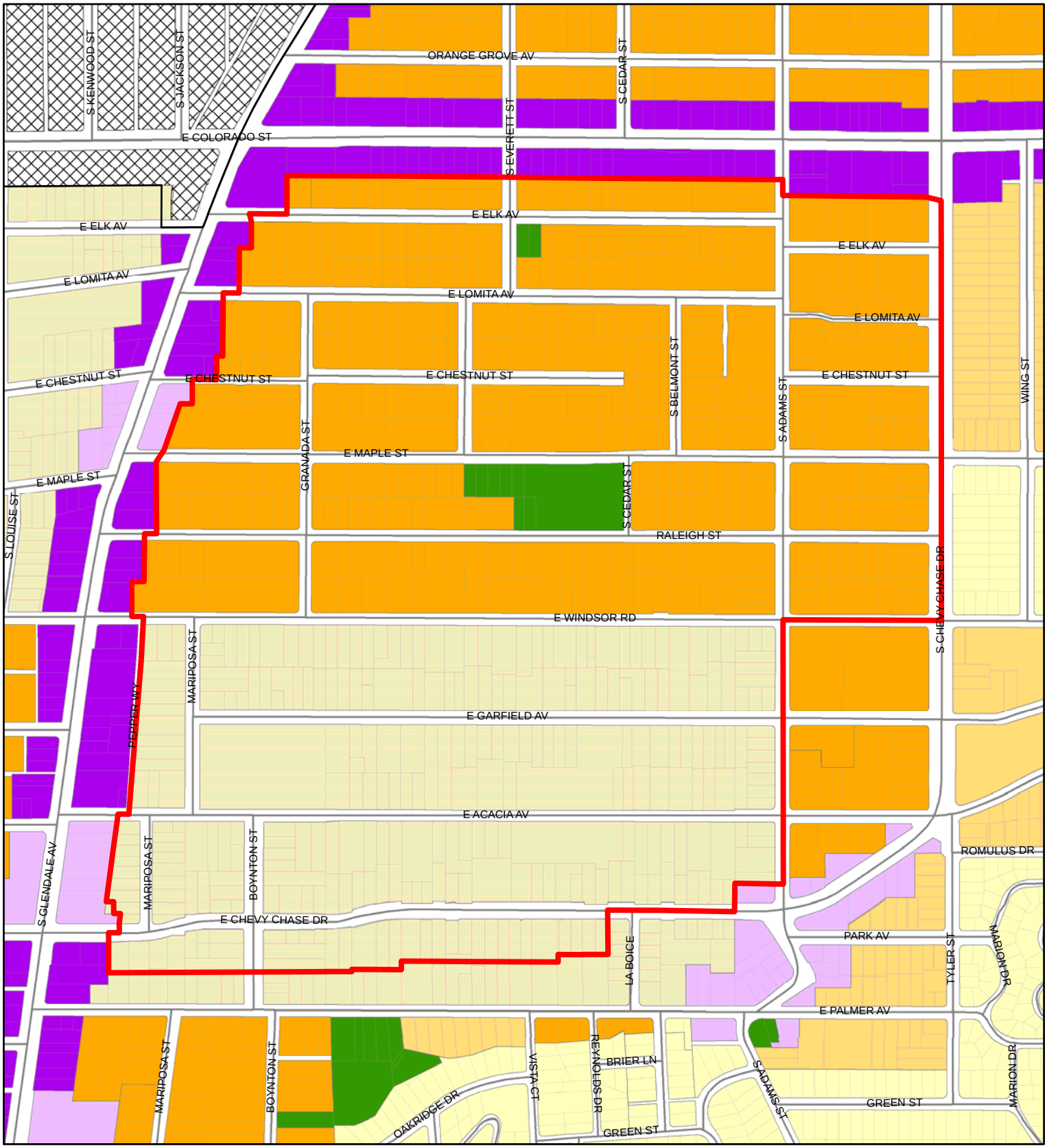
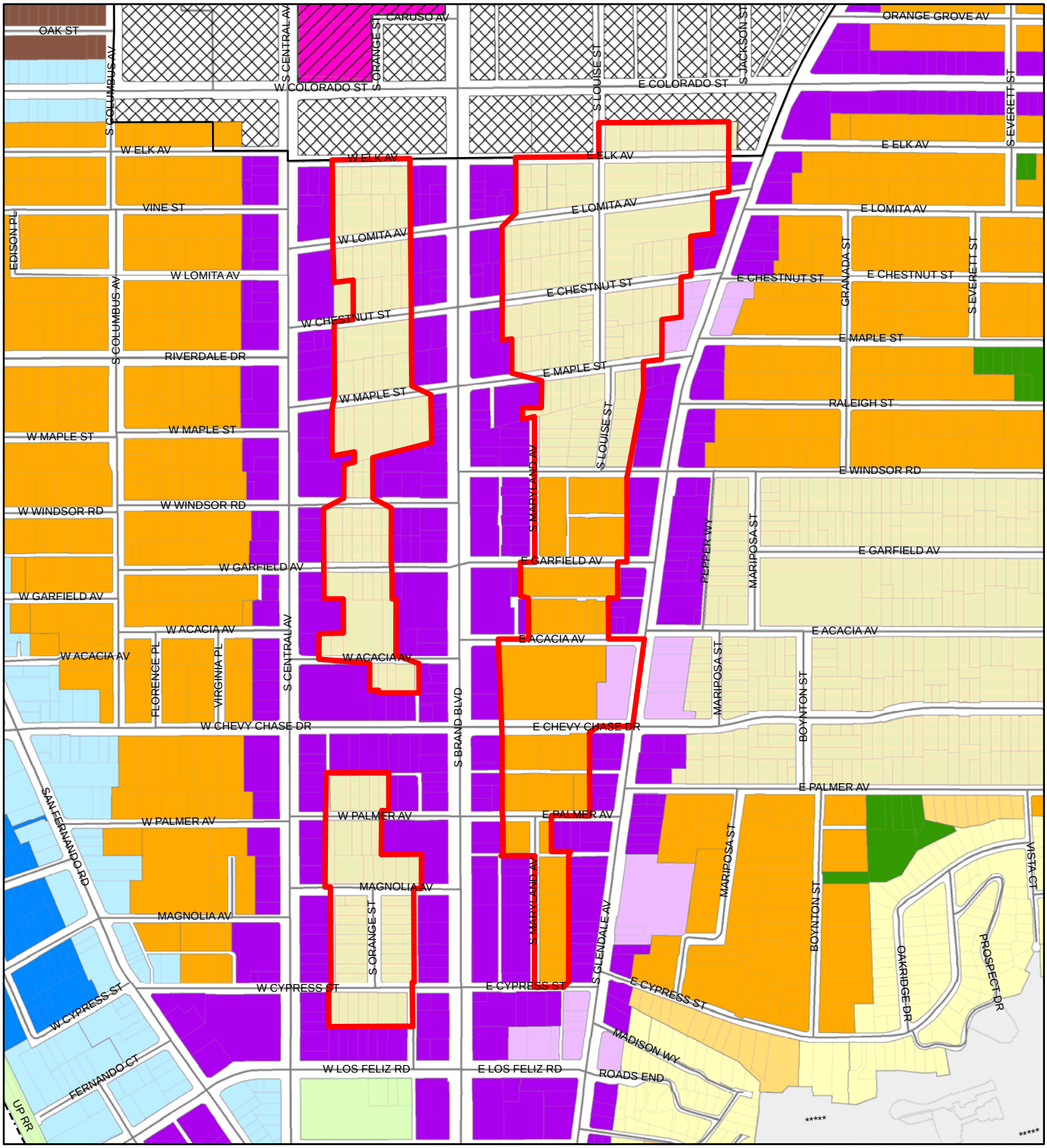
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Somerset Planning Area



Existing General Plan Land Use Designation
South Glendale Community Plan
South Brand Neighborhood Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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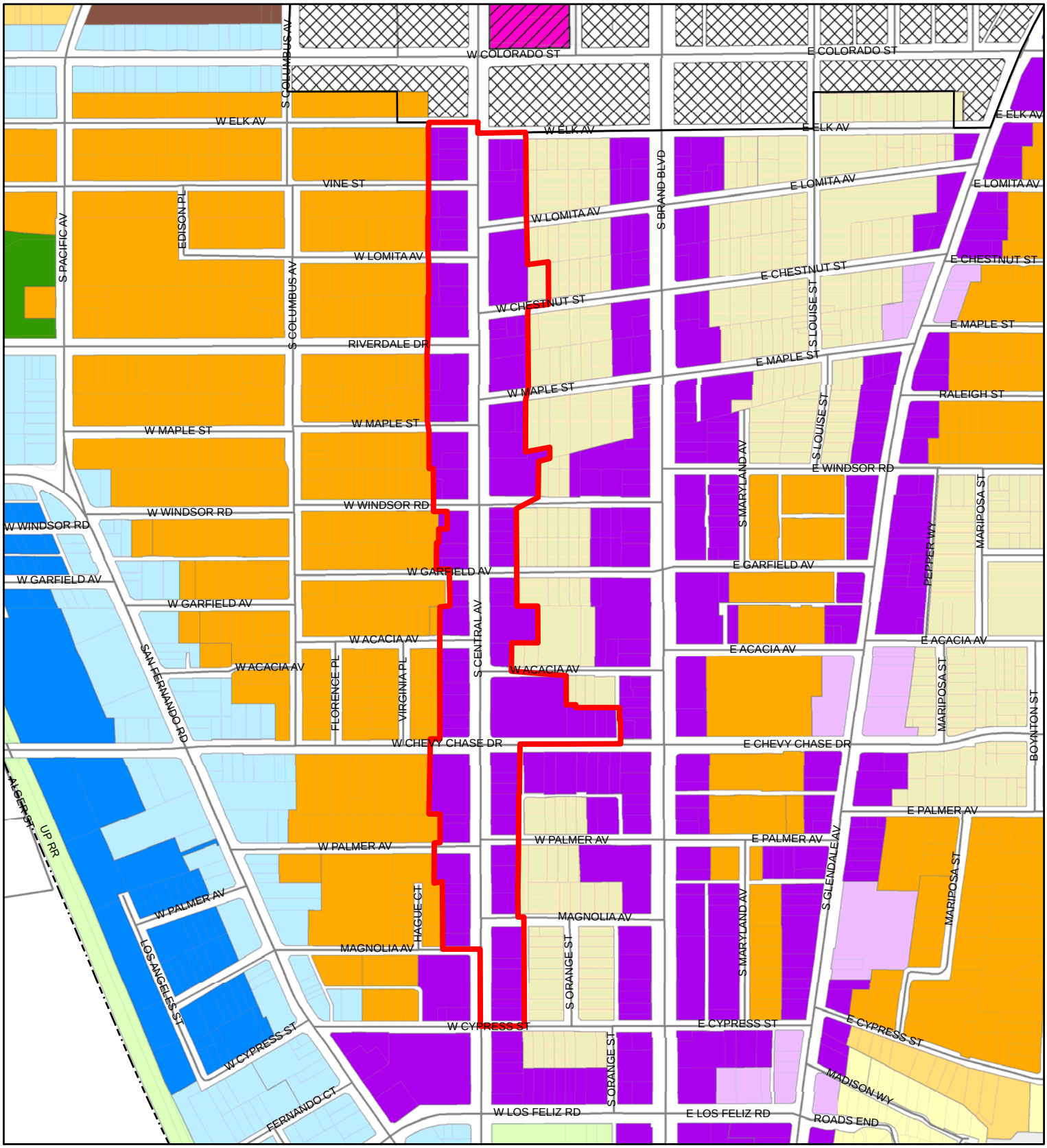
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
South Central Avenue Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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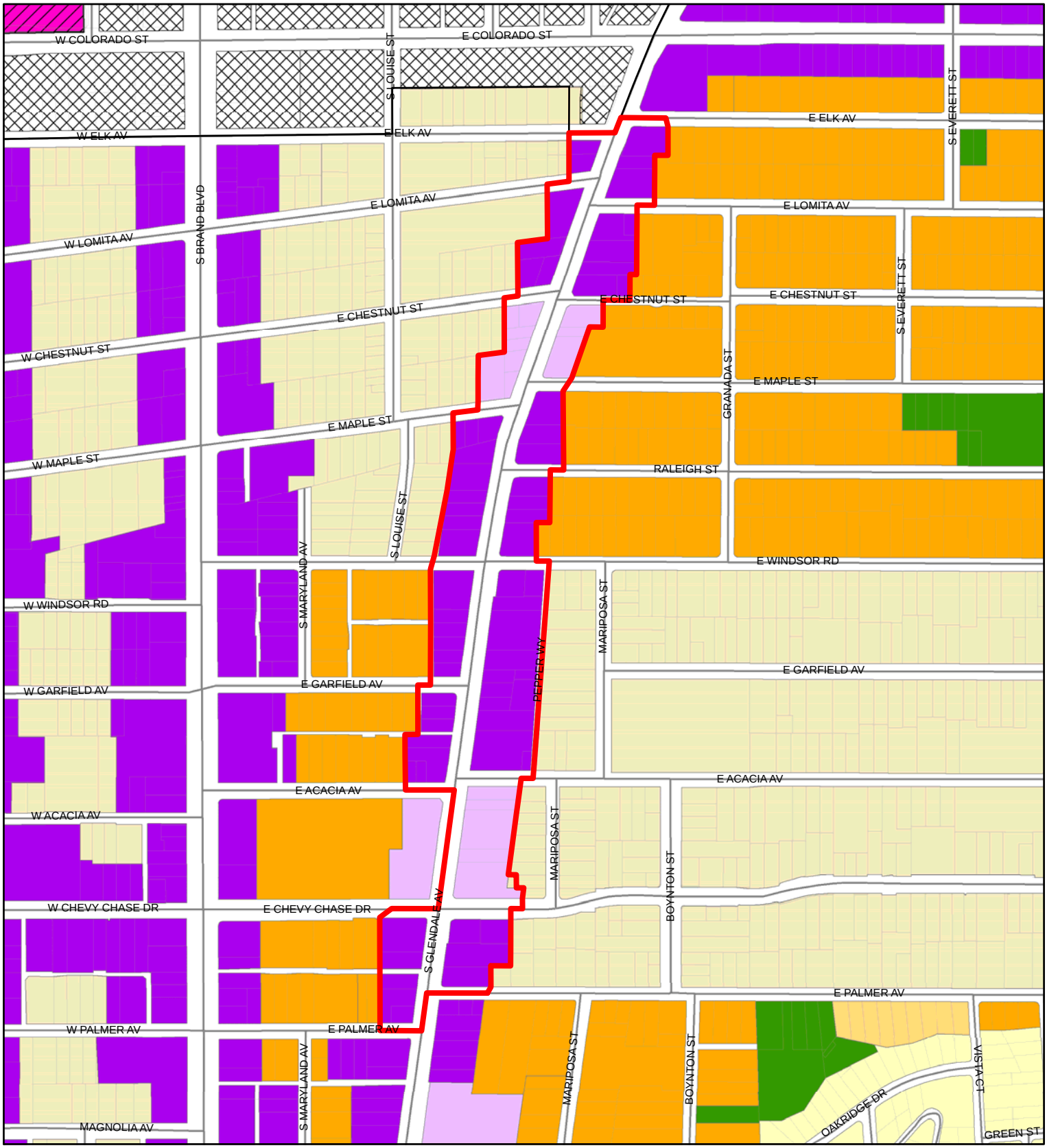
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
South Glendale Avenue north of Palmer Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

VERY LOW DENSITY/OPEN SPACE
LOW DENSITY
MODERATE DENSITY
MEDIUM DENSITY
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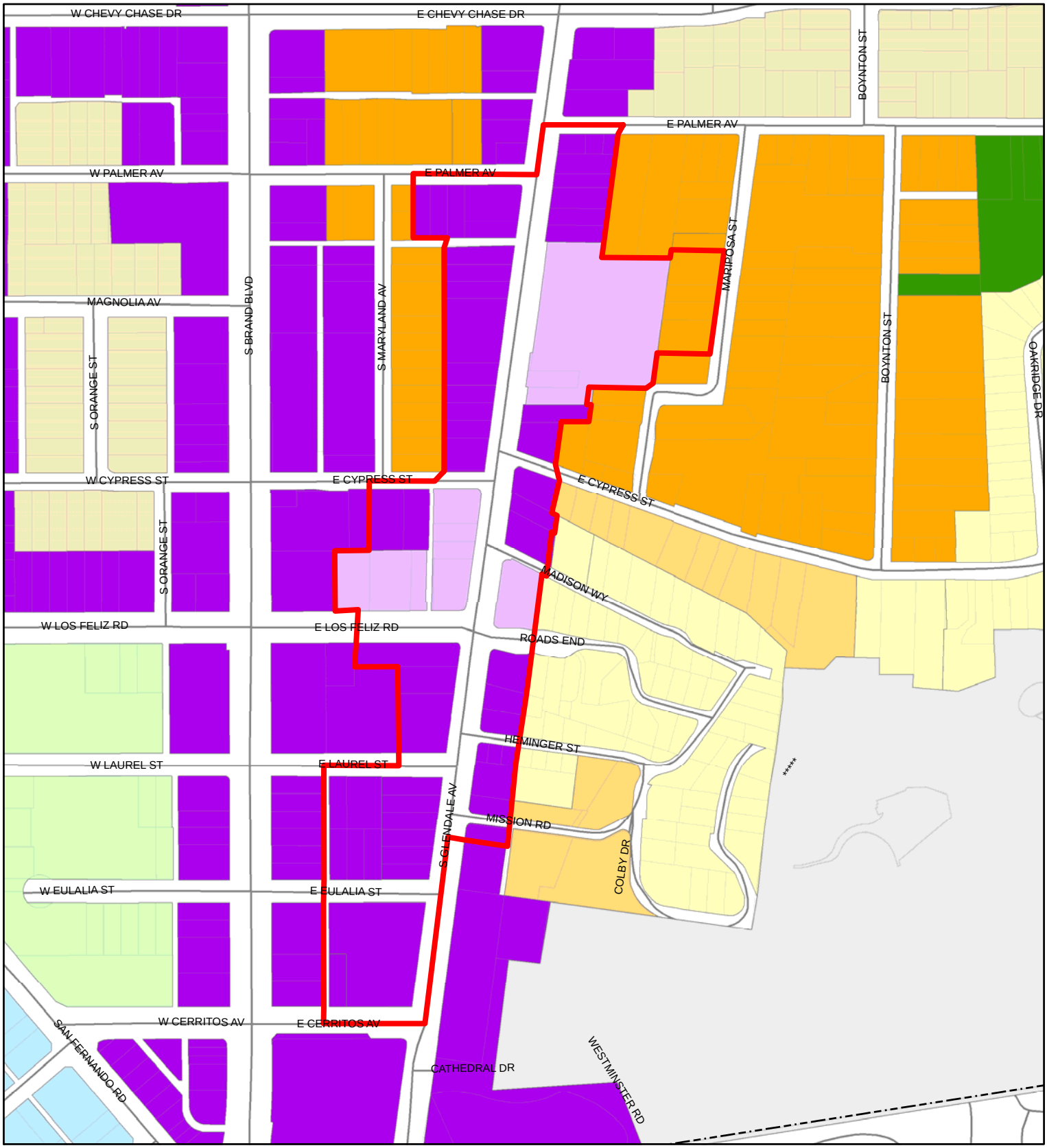
DOWNTOWN SPECIFIC PLAN
TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
South Glendale Avenue south of Palmer Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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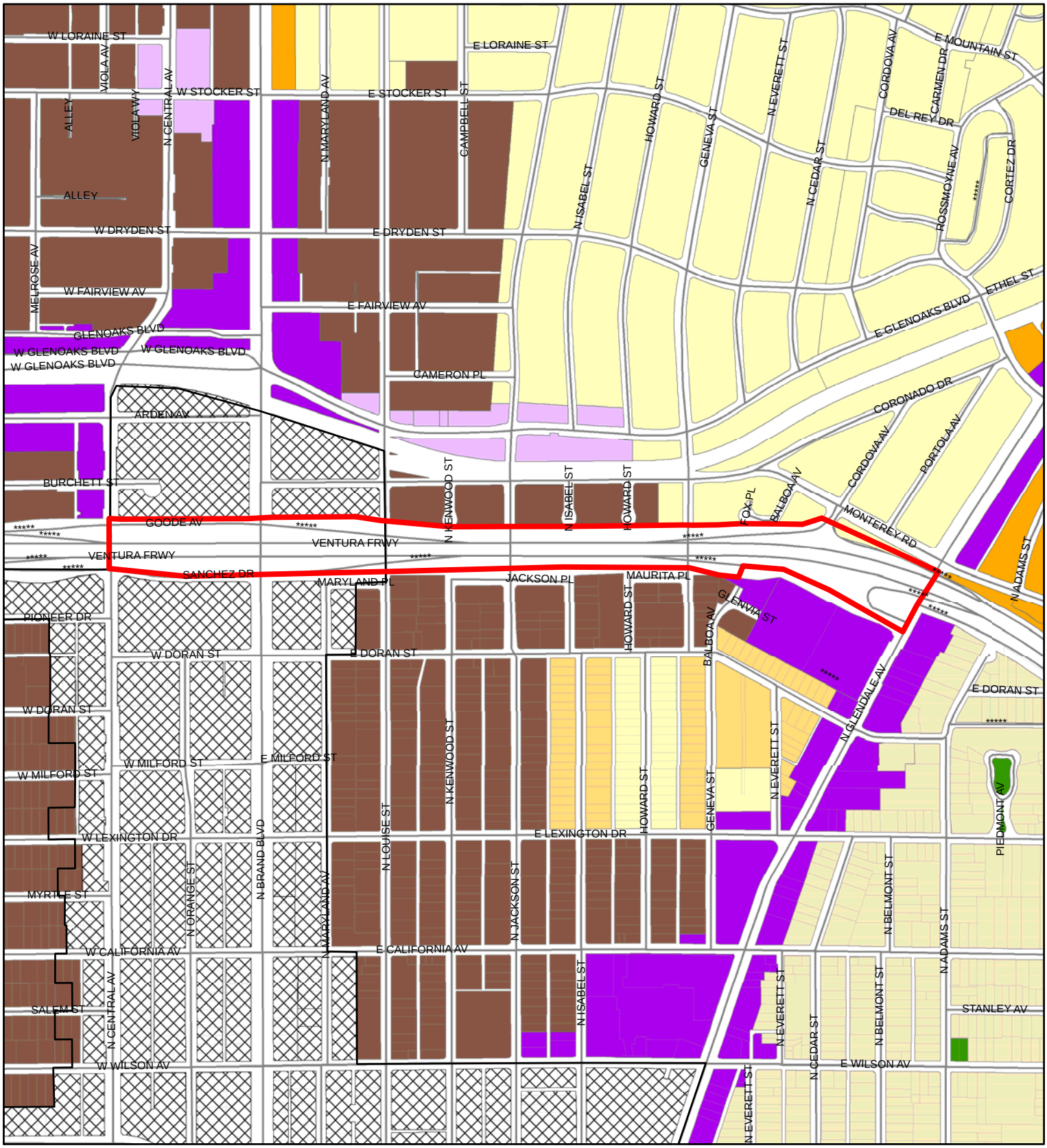
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Space 134 Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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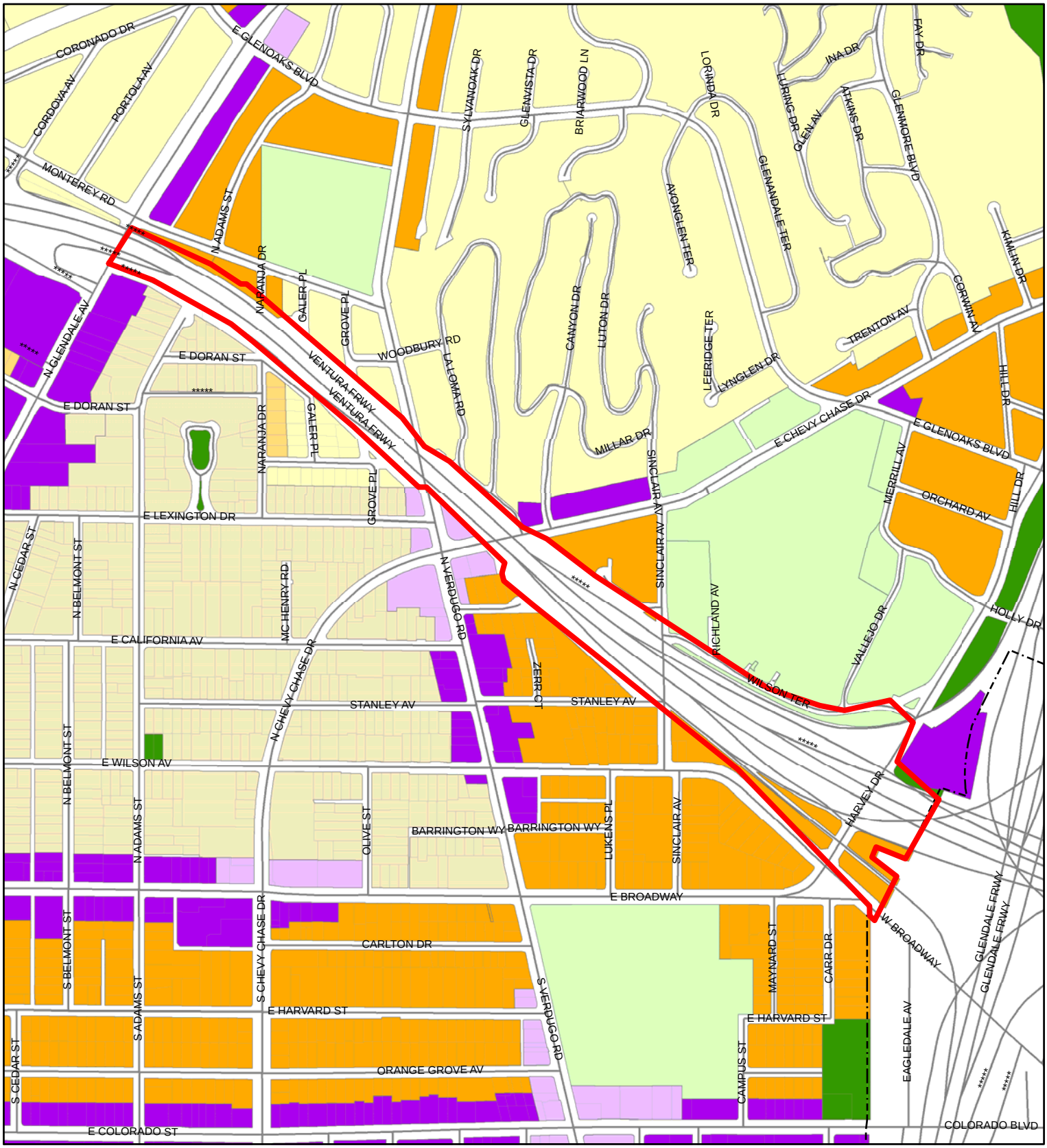
NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
State Route 134 Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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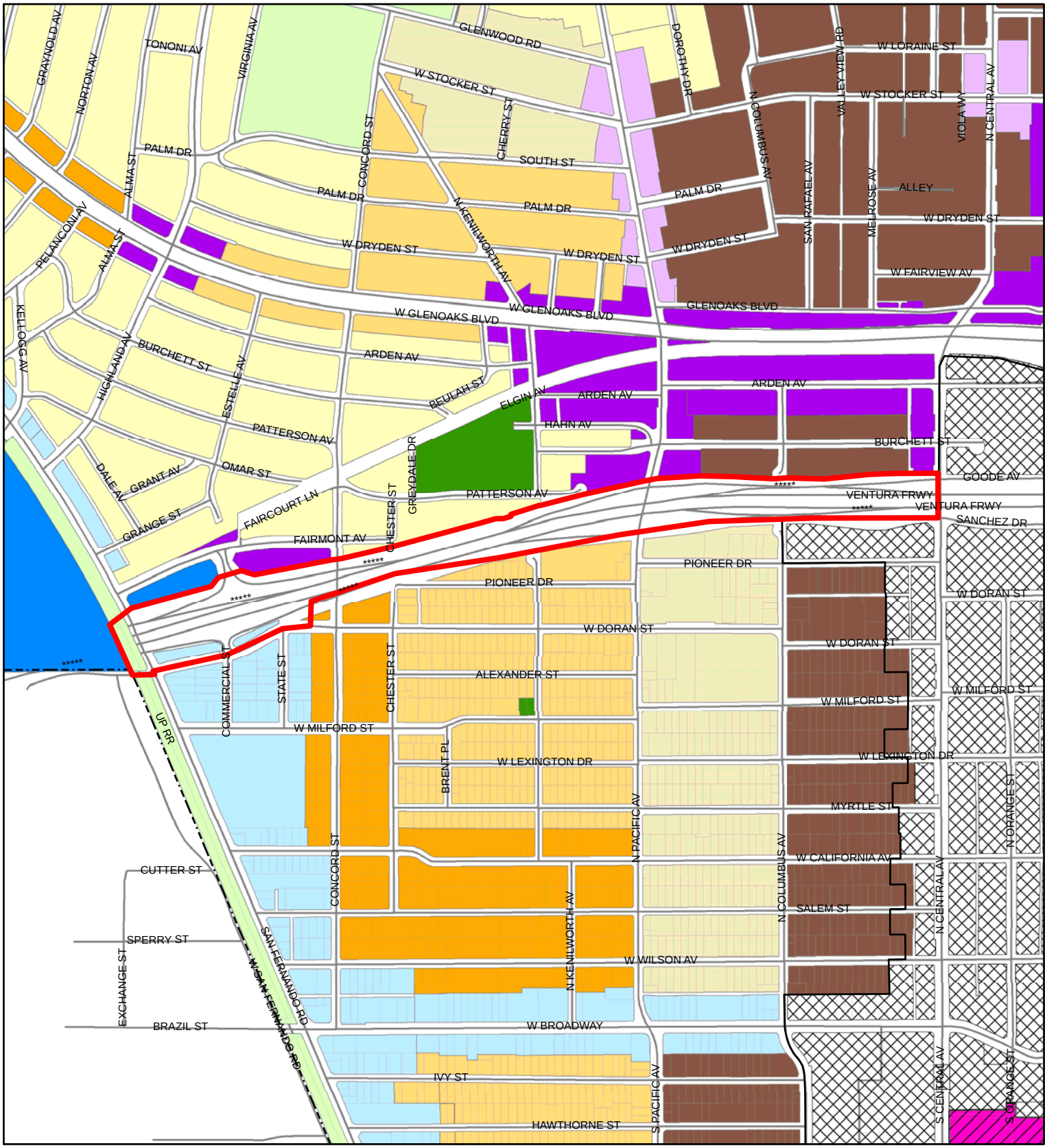
Existing General Plan Land Use Designation
South Glendale Community Plan
State Route 134 Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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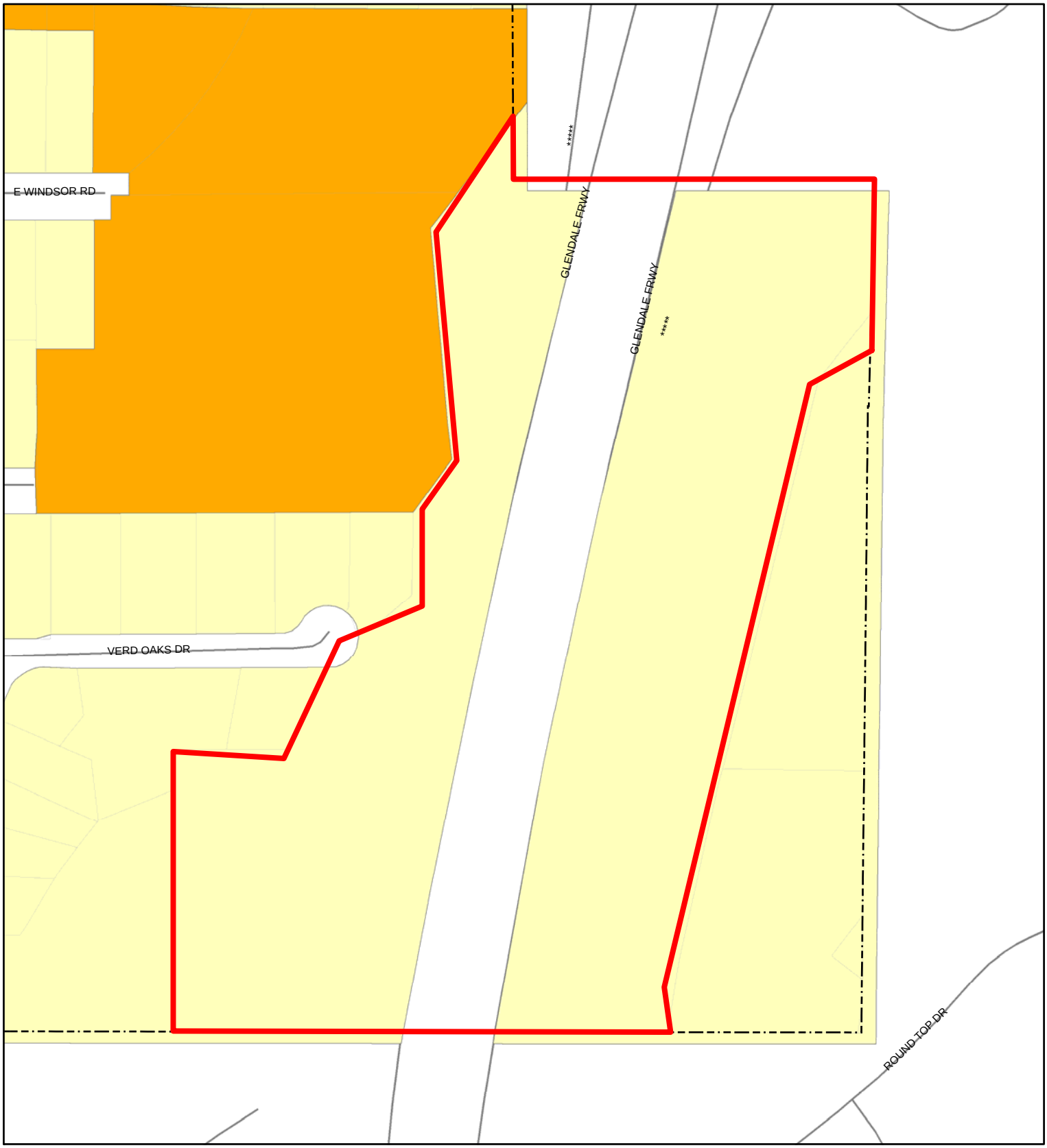
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
State Route 2 Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

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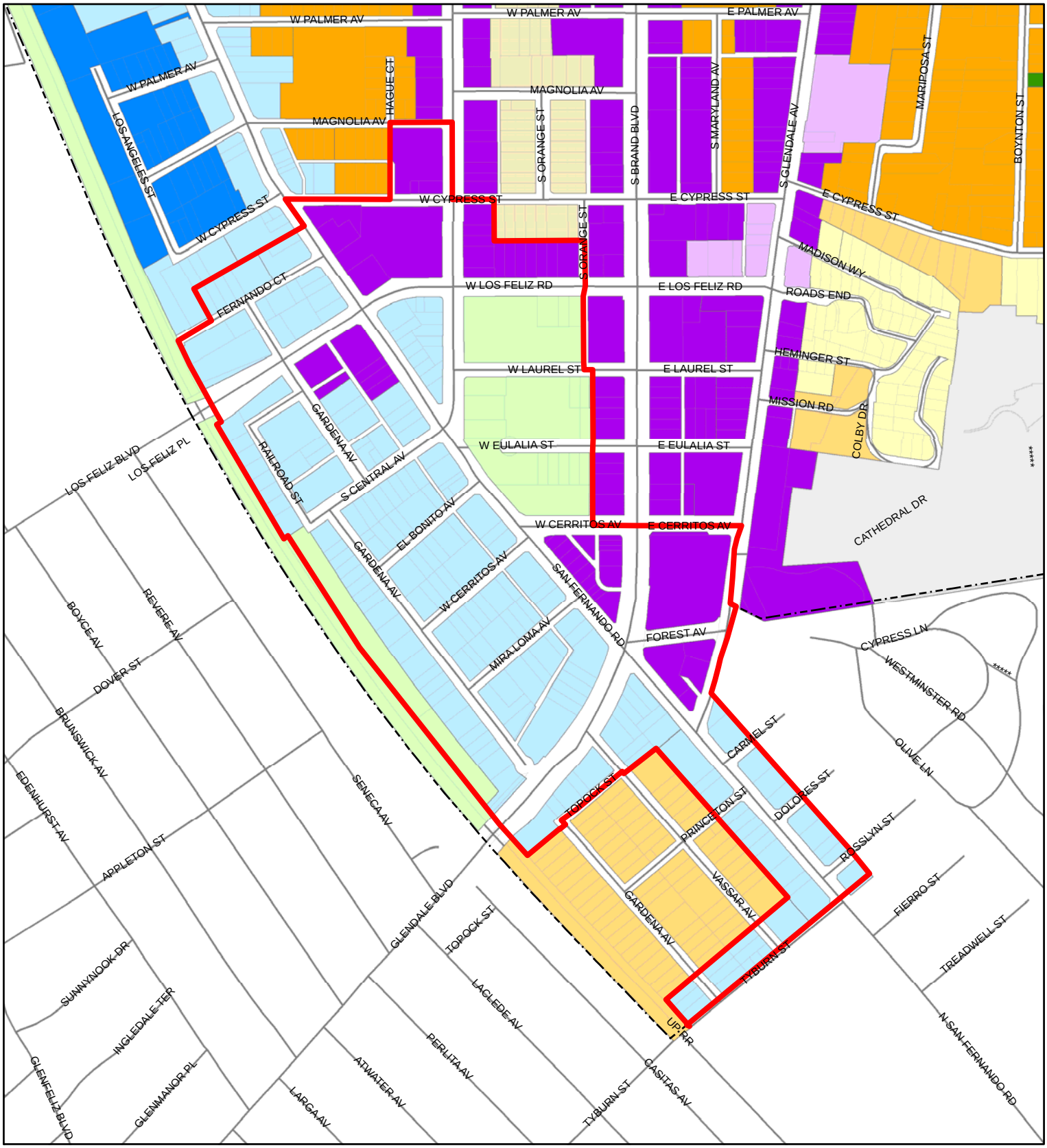
Existing General Plan Land Use Designation
South Glendale Community Plan
Tropico Center Plan Planning Area



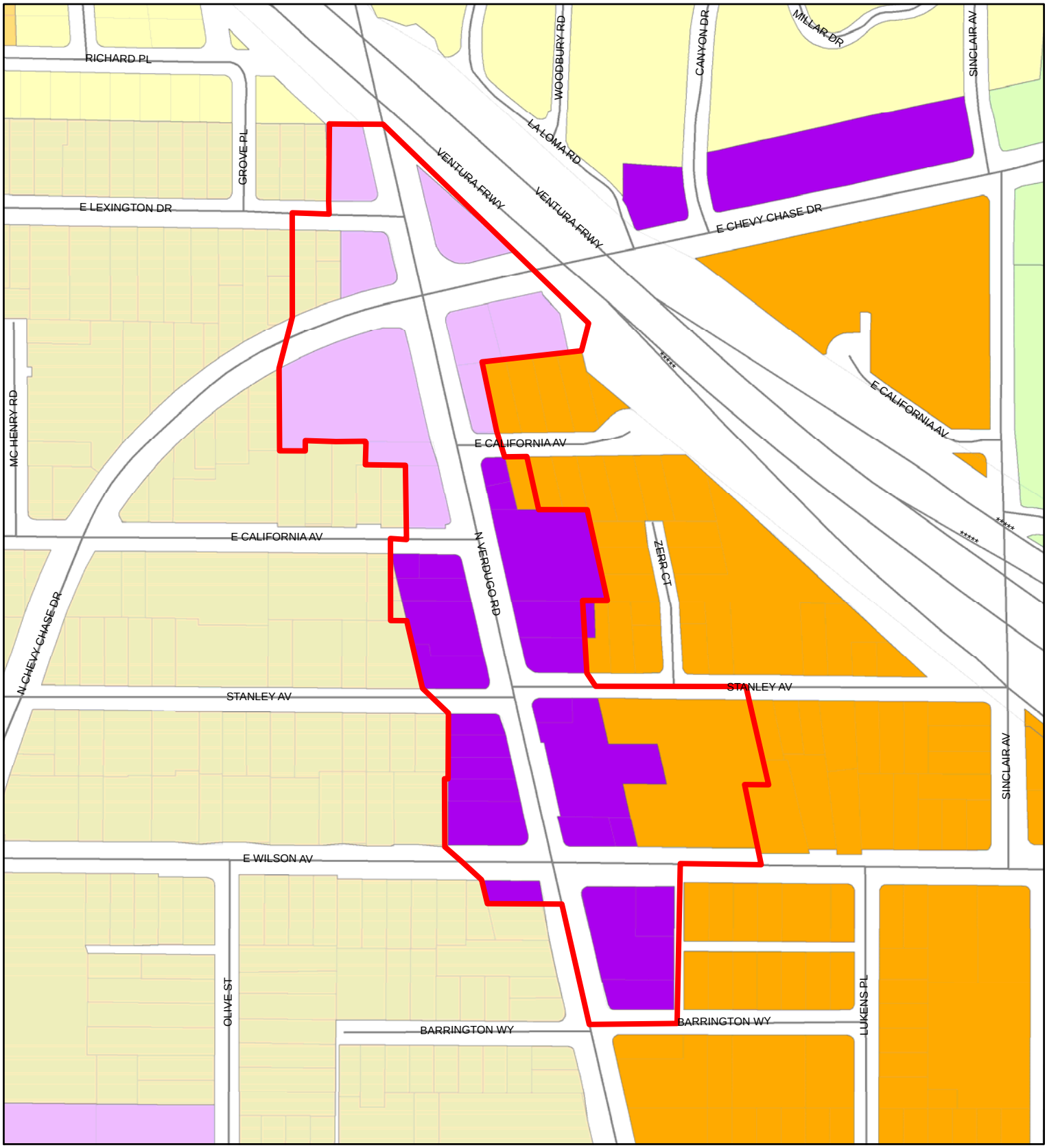
City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
- MODERATE DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY
- HIGH DENSITY
- NEIGHBORHOOD
- COMMUNITY/SERVICES
- REGIONAL
- PUBLIC/SEMI-PUBLIC
- SPECIAL RECREATION
- INDUSTRIAL
- MIXED USE
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Verdugo Road Planning Area



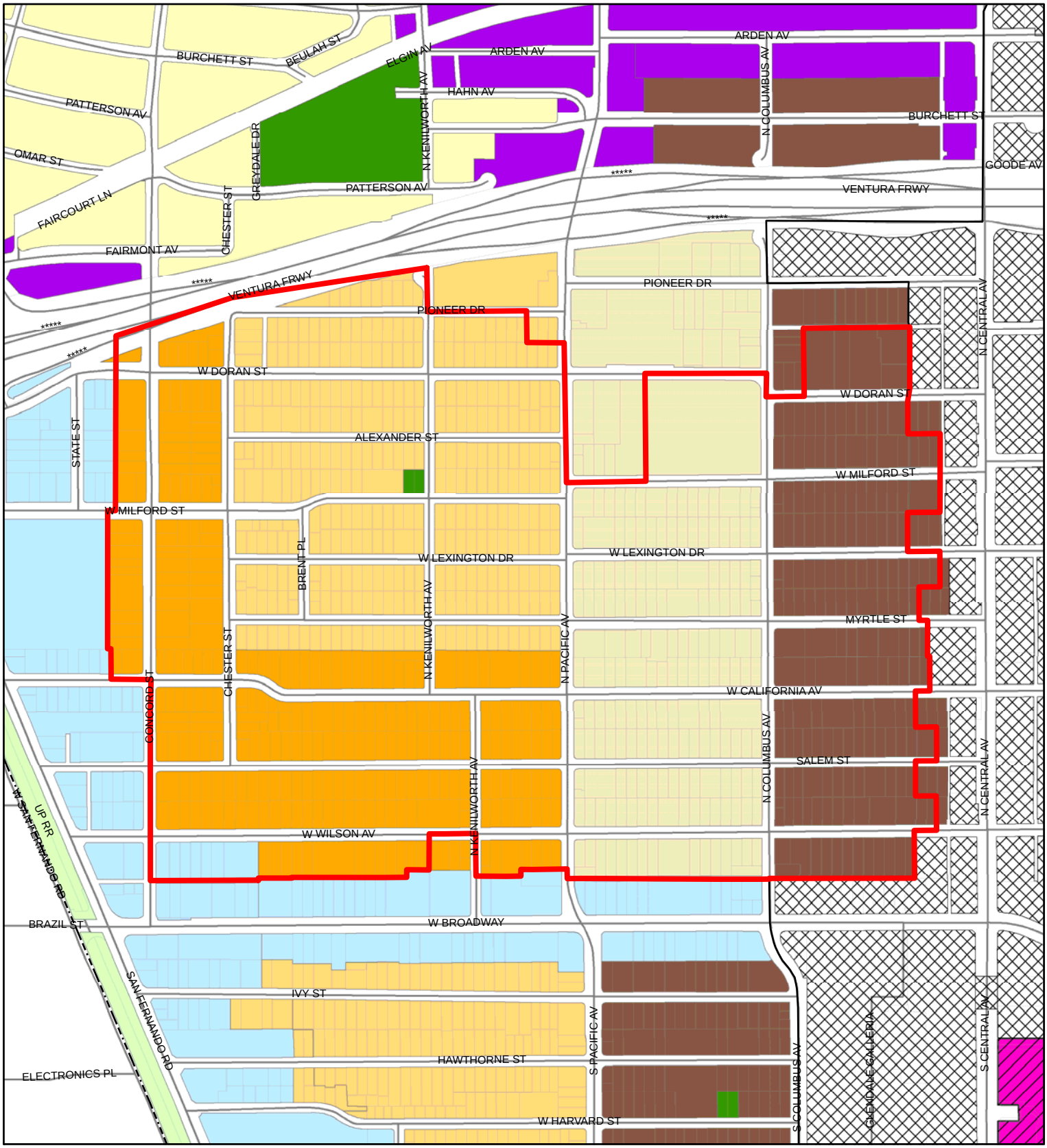
City Boundary
Downtown Specific Plan

GPLANDESC

VERY LOW DENSITY/OPEN SPACE
LOW DENSITY
MODERATE DENSITY
MEDIUM DENSITY
MEDIUM HIGH DENSITY
HIGH DENSITY
NEIGHBORHOOD
COMMUNITY/SERVICES
REGIONAL
PUBLIC/SEMI-PUBLIC
SPECIAL RECREATION
INDUSTRIAL
MIXED USE
CEMETERY
DOWNTOWN SPECIFIC PLAN
TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
Vineyard Planning Area



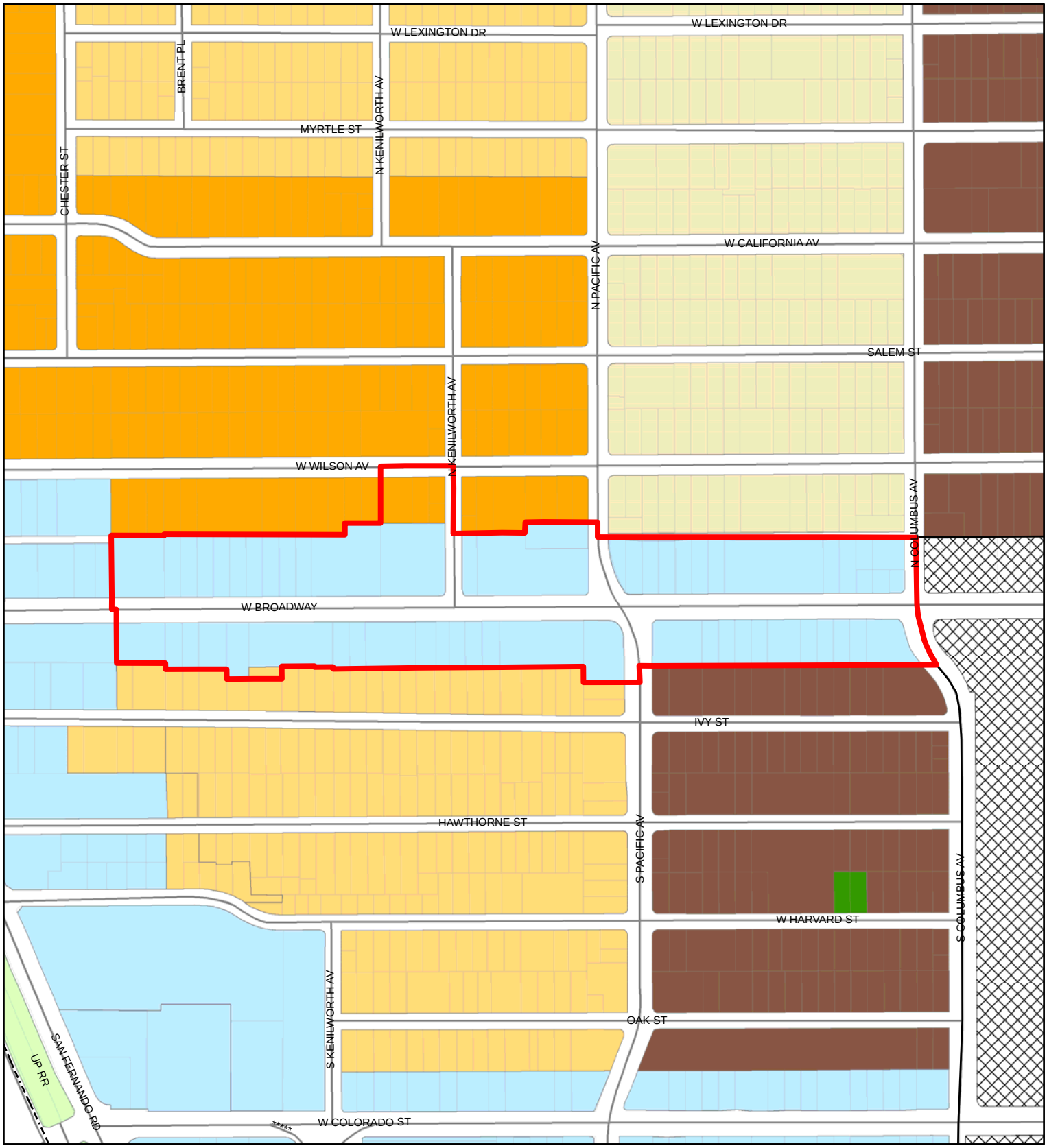
City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
- MODERATE DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY
- HIGH DENSITY
- NEIGHBORHOOD
- COMMUNITY/SERVICES
- REGIONAL
- PUBLIC/SEMI-PUBLIC
- SPECIAL RECREATION
- INDUSTRIAL
- MIXED USE
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
West Broadway Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
- MODERATE DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY
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- COMMUNITY/SERVICES
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- INDUSTRIAL
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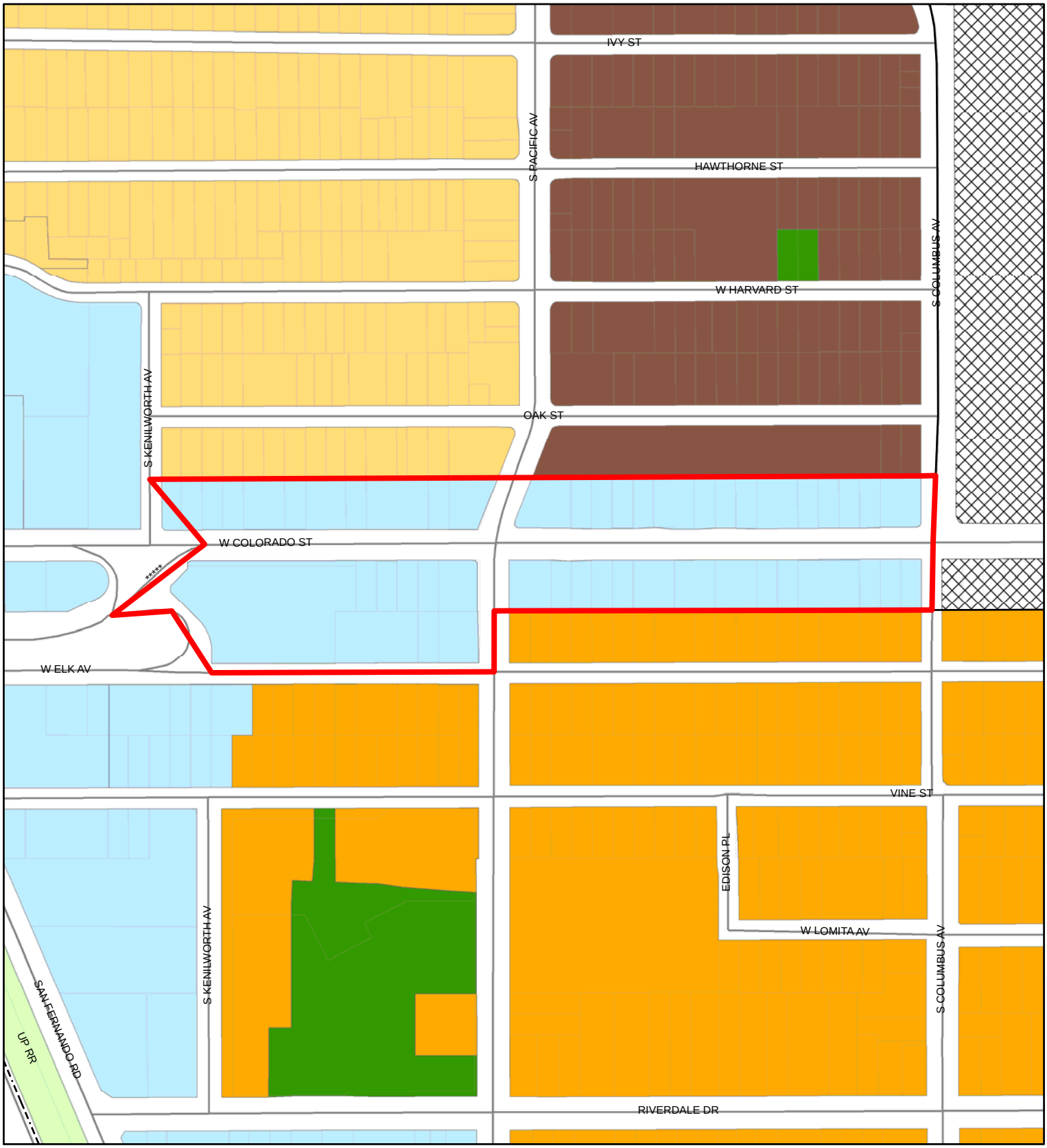
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Existing General Plan Land Use Designation
South Glendale Community Plan
West Colorado Planning Area



City Boundary
Downtown Specific Plan

GPLANDESC

- VERY LOW DENSITY/OPEN SPACE
- LOW DENSITY
- MODERATE DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY
- HIGH DENSITY
- NEIGHBORHOOD
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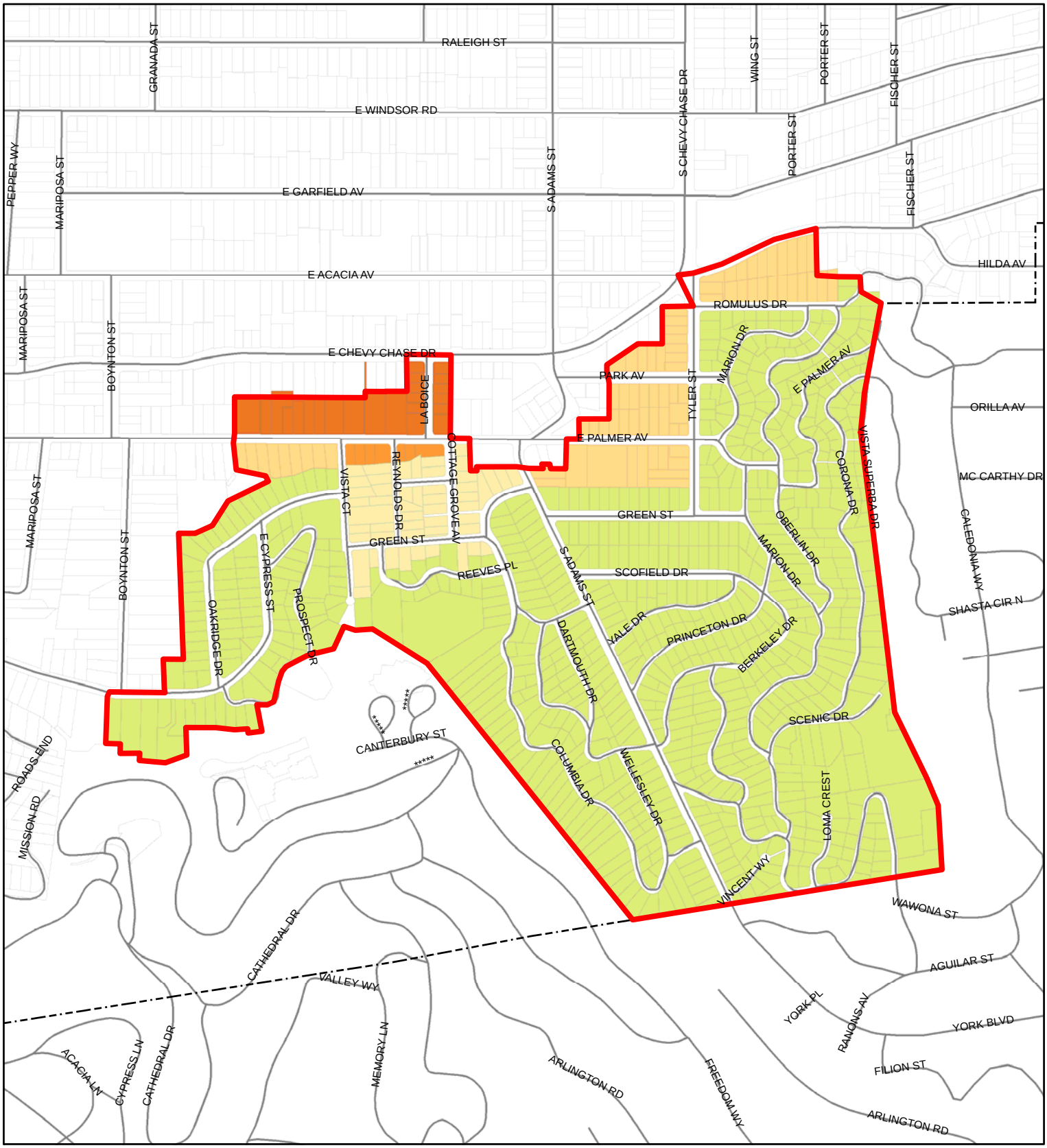
- SPECIAL RECREATION
- INDUSTRIAL
- MIXED USE
- CEMETERY
- DOWNTOWN SPECIFIC PLAN
- TOWN CENTER SPECIFIC PLAN

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Adams Hill Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

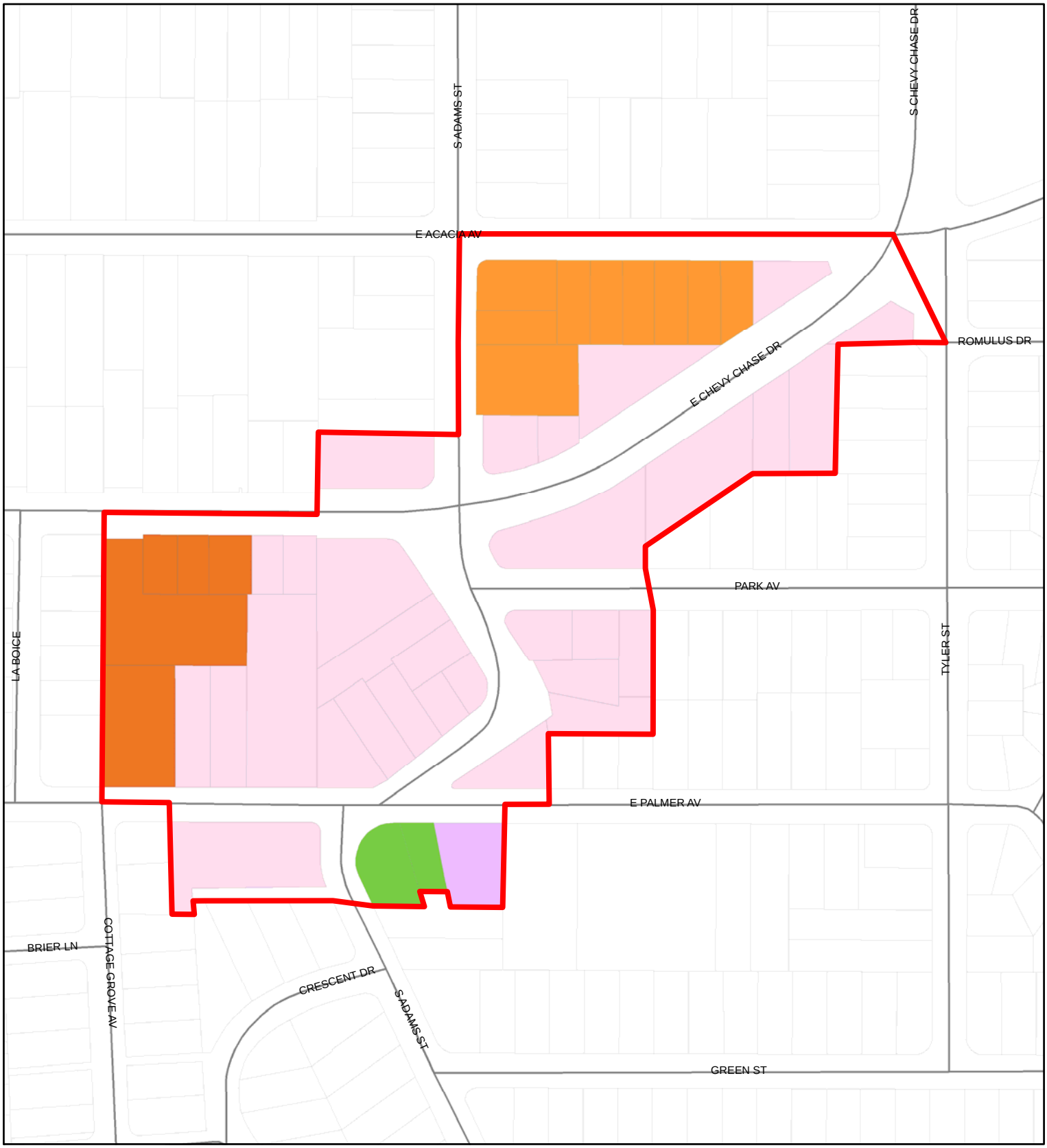
Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Adams Square Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

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Neighborhoods
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- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Brand Blvd. of Cars Planning Area

City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
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- Town Center
- Village Center

Corridors
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Neighborhoods
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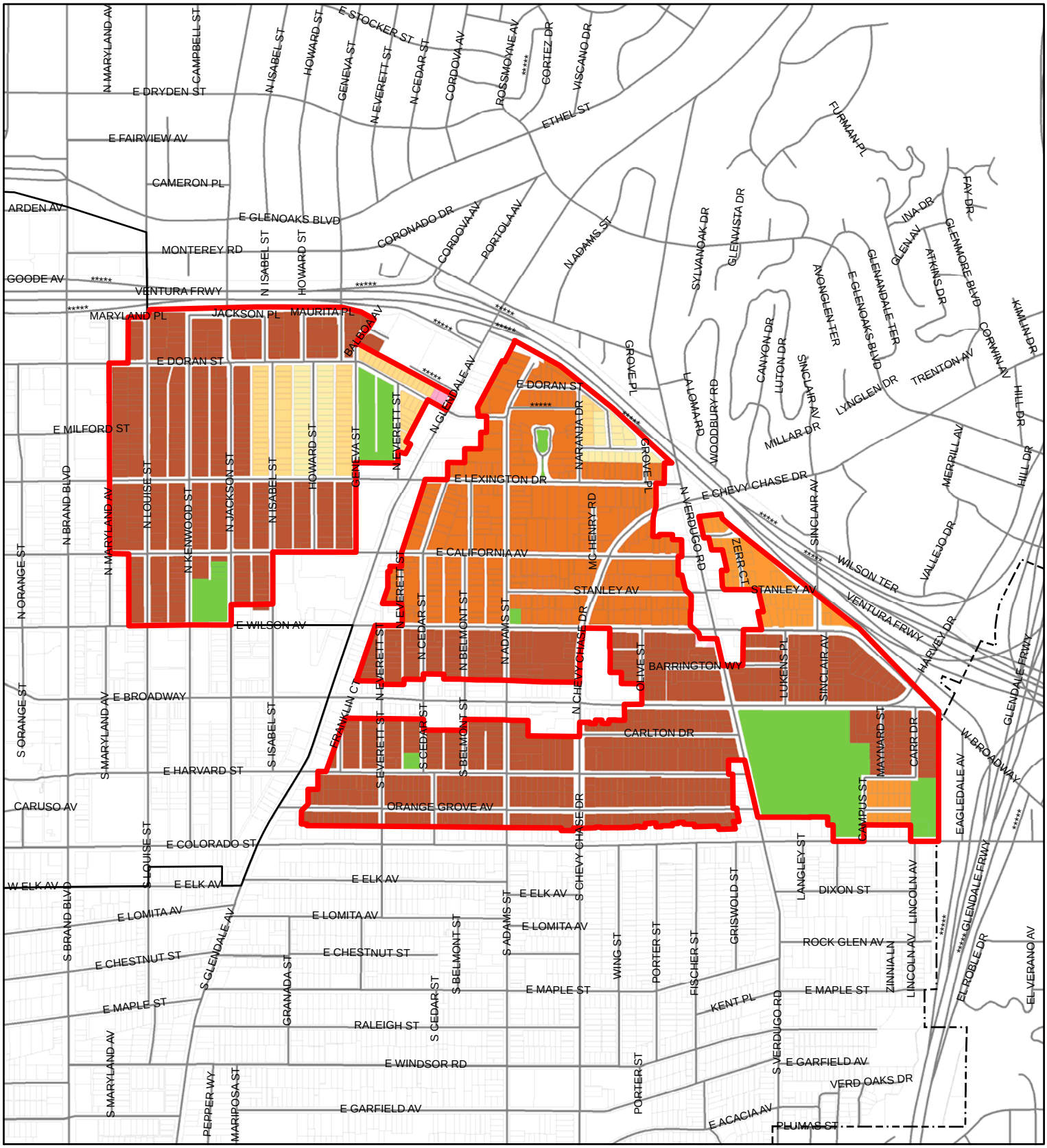
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

Proposed General Plan Land Use Designation
South Glendale Community Plan
Citrus Grove - City Center Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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Neighborhoods
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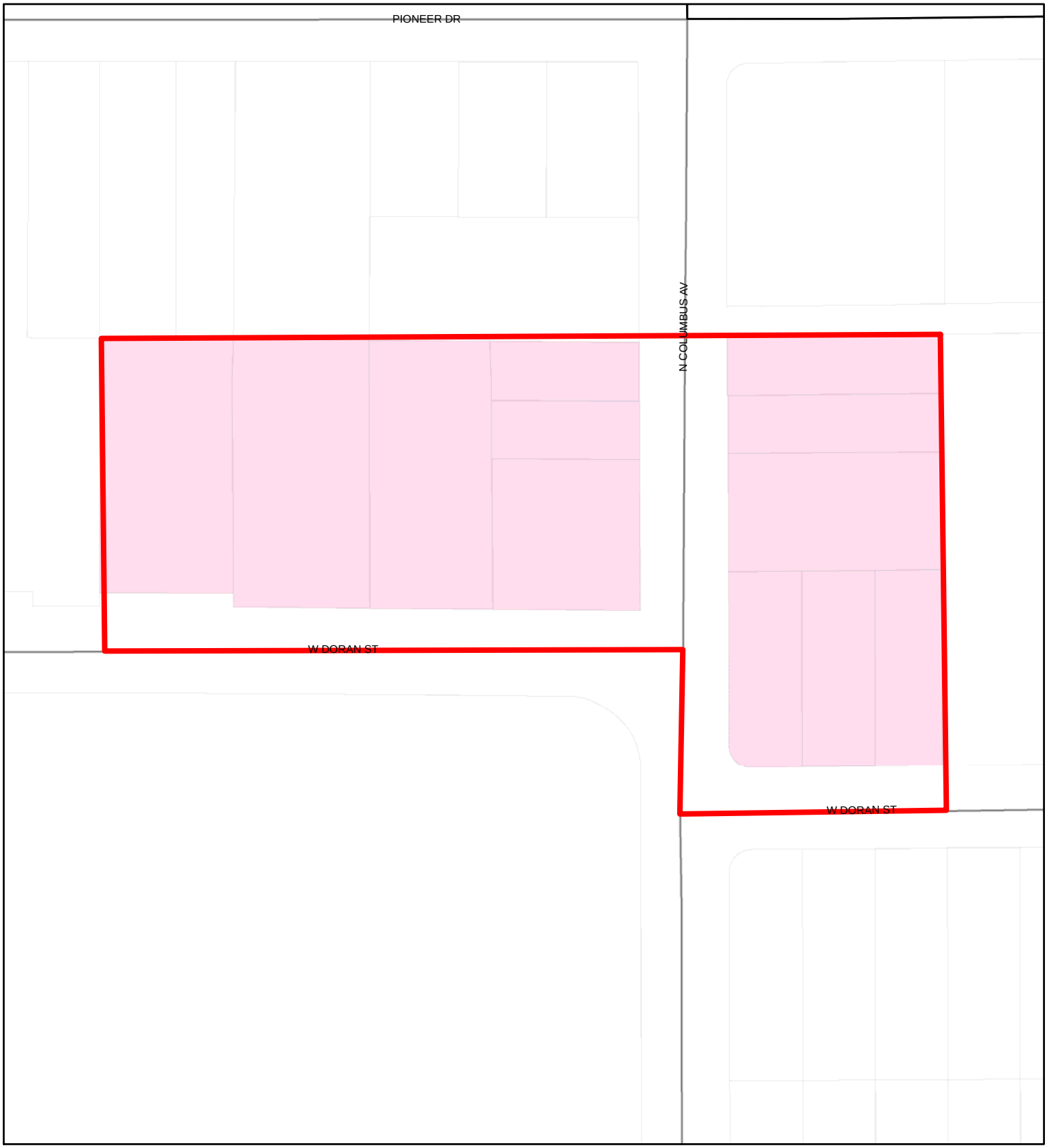
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Columbus School Planning Area



City Boundary
Downtown Specific Plan

Commercial
Mixed Use
Neighborhood
Community/Services

Centers
Town Center Specific Plan
Downtown Specific Plan
Urban Center
Town Center
Village Center

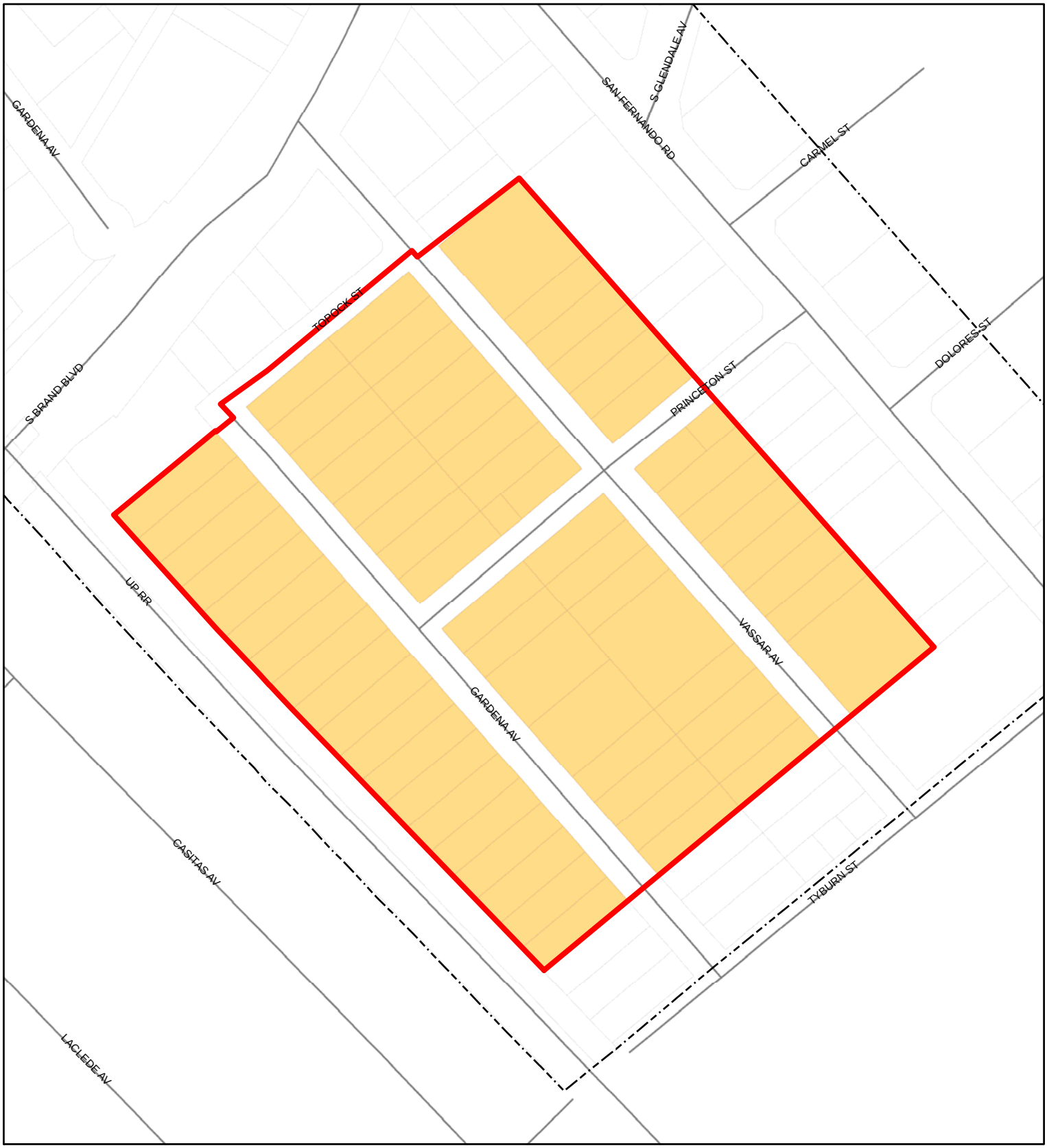
Corridors
Mixed-Use High
Mixed-Use Low
Main Street
Suburban
Industrial/Creative
Brand Blvd. of Cars

Neighborhoods
High Density
Medium High Density
Medium Density
Moderate Density
Low Density
Single Family Hillside

Special Districts
Campus
Cemetery
Civic
Recreation/Open Space
Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Diamond Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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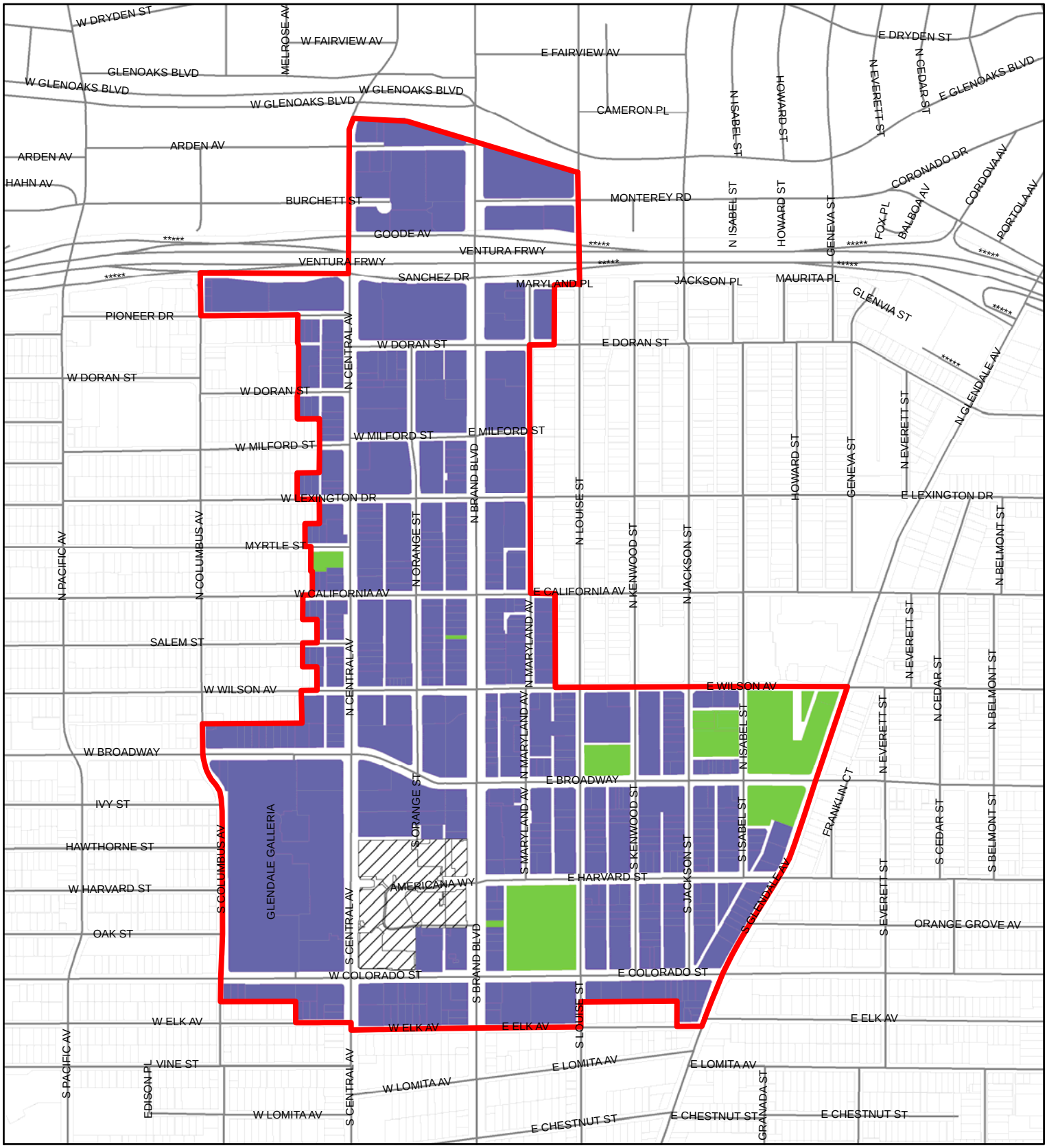
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Downtown Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

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Neighborhoods
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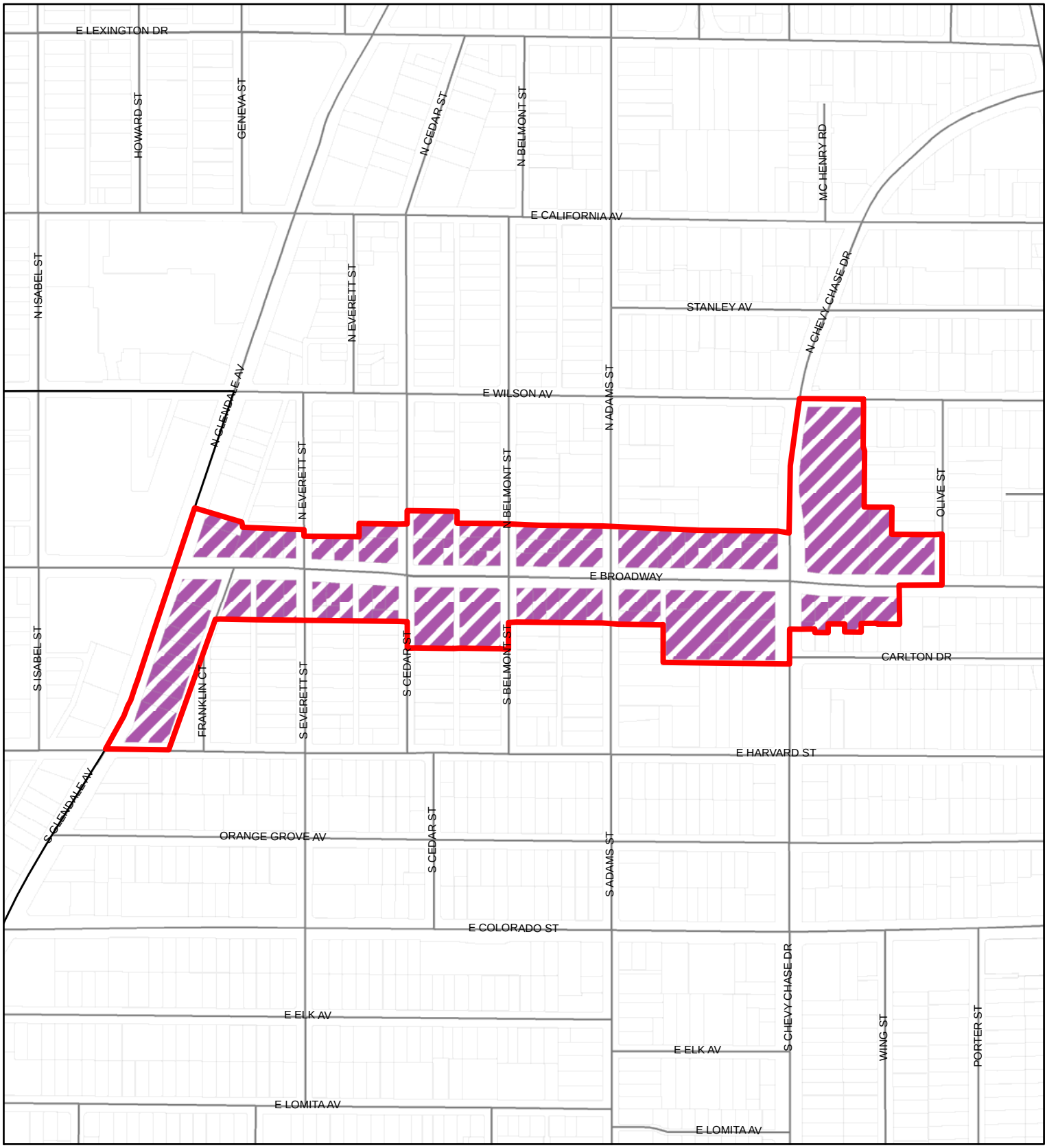
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
East Broadway Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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Neighborhoods
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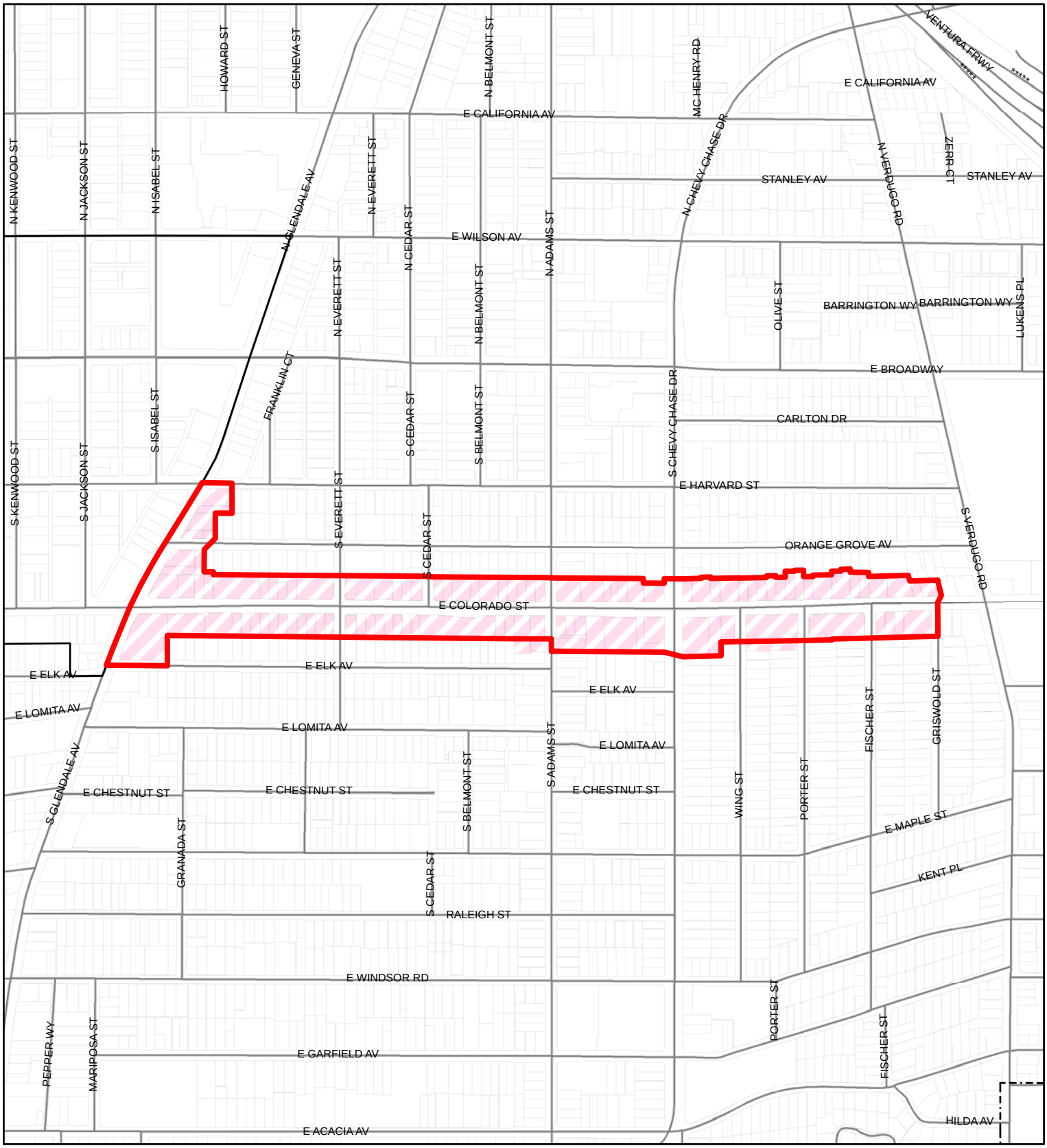
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
East Colorado Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

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Neighborhoods
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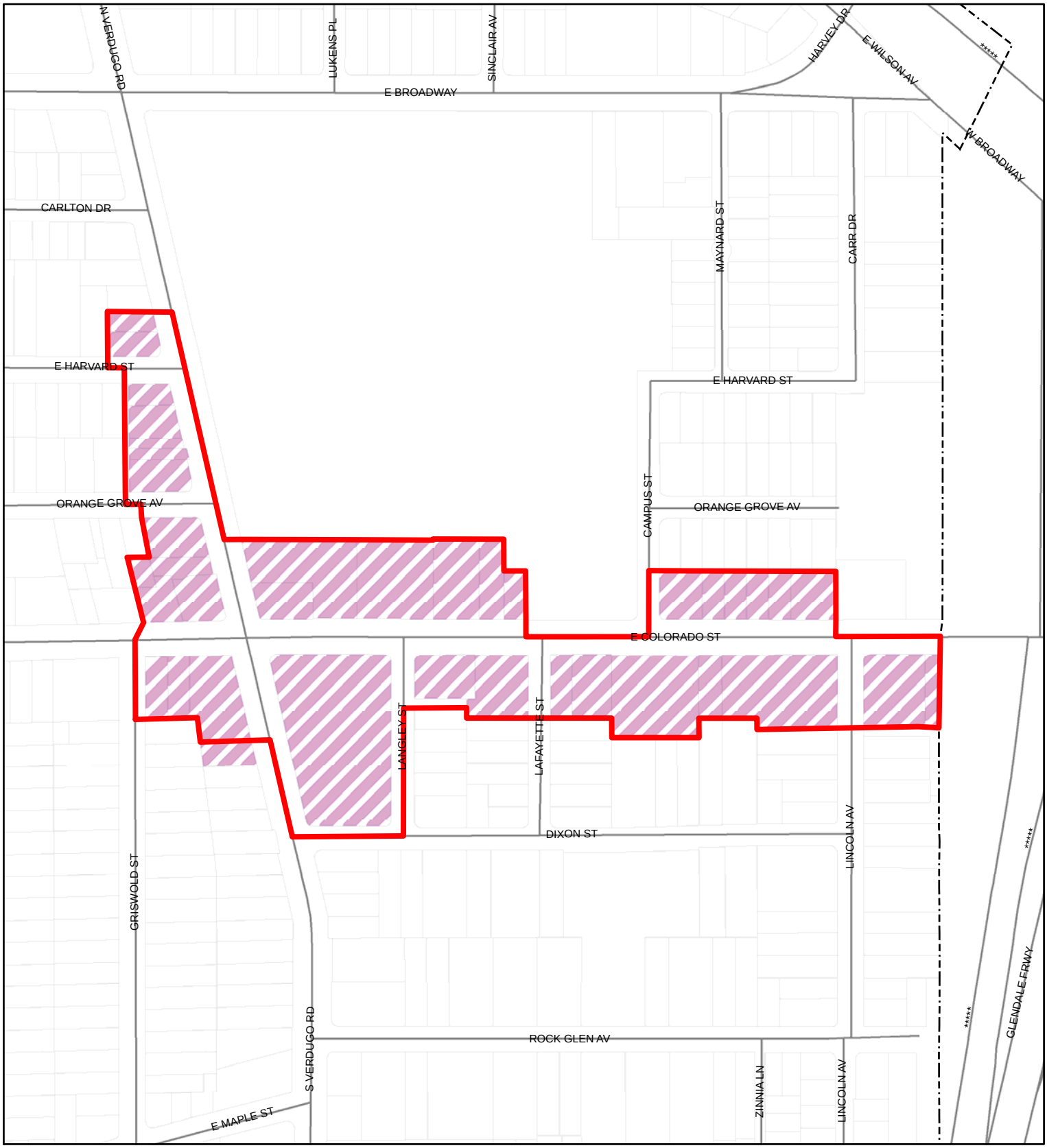
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
East Colorado Gateway Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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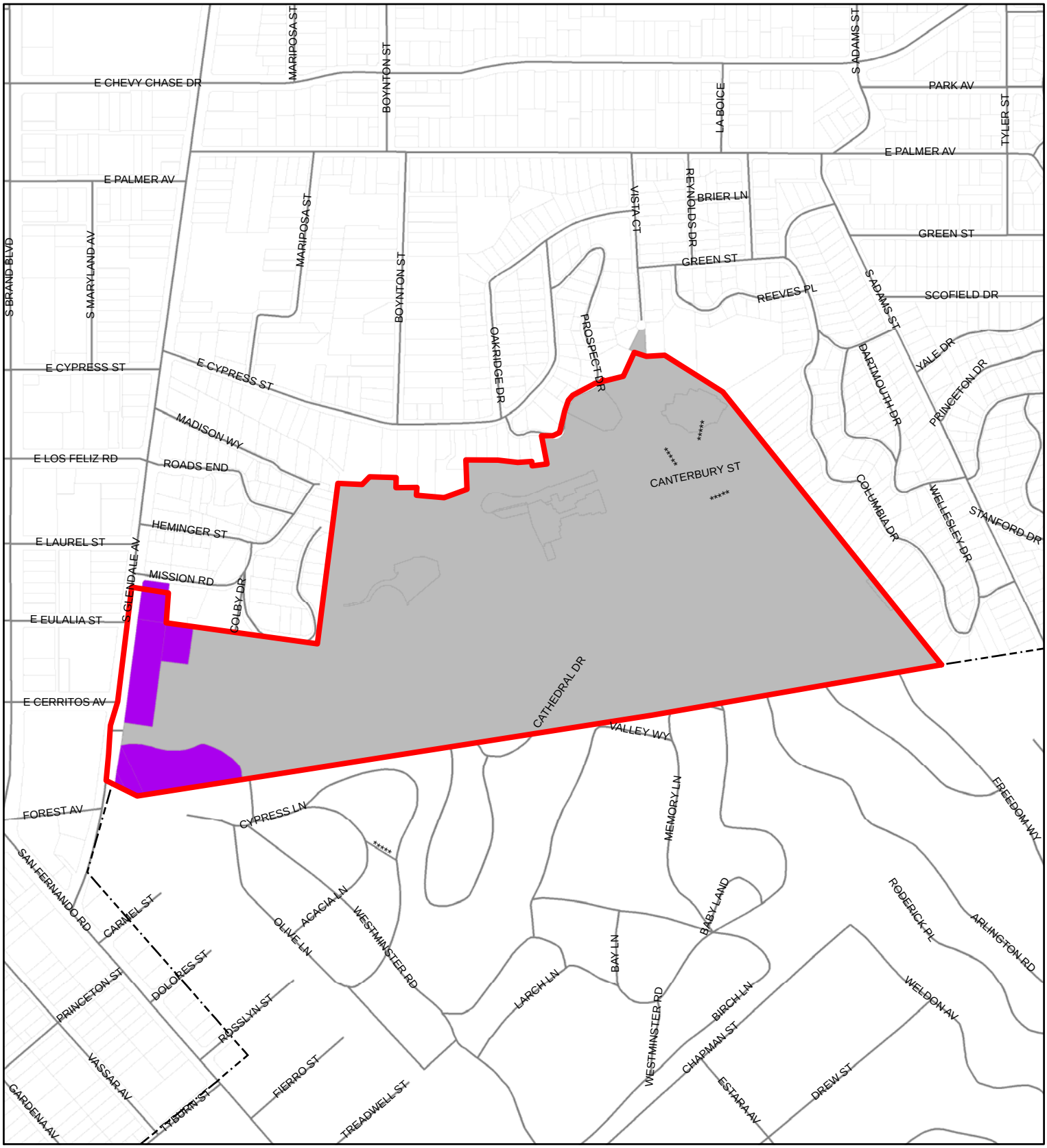
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Forest Lawn Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

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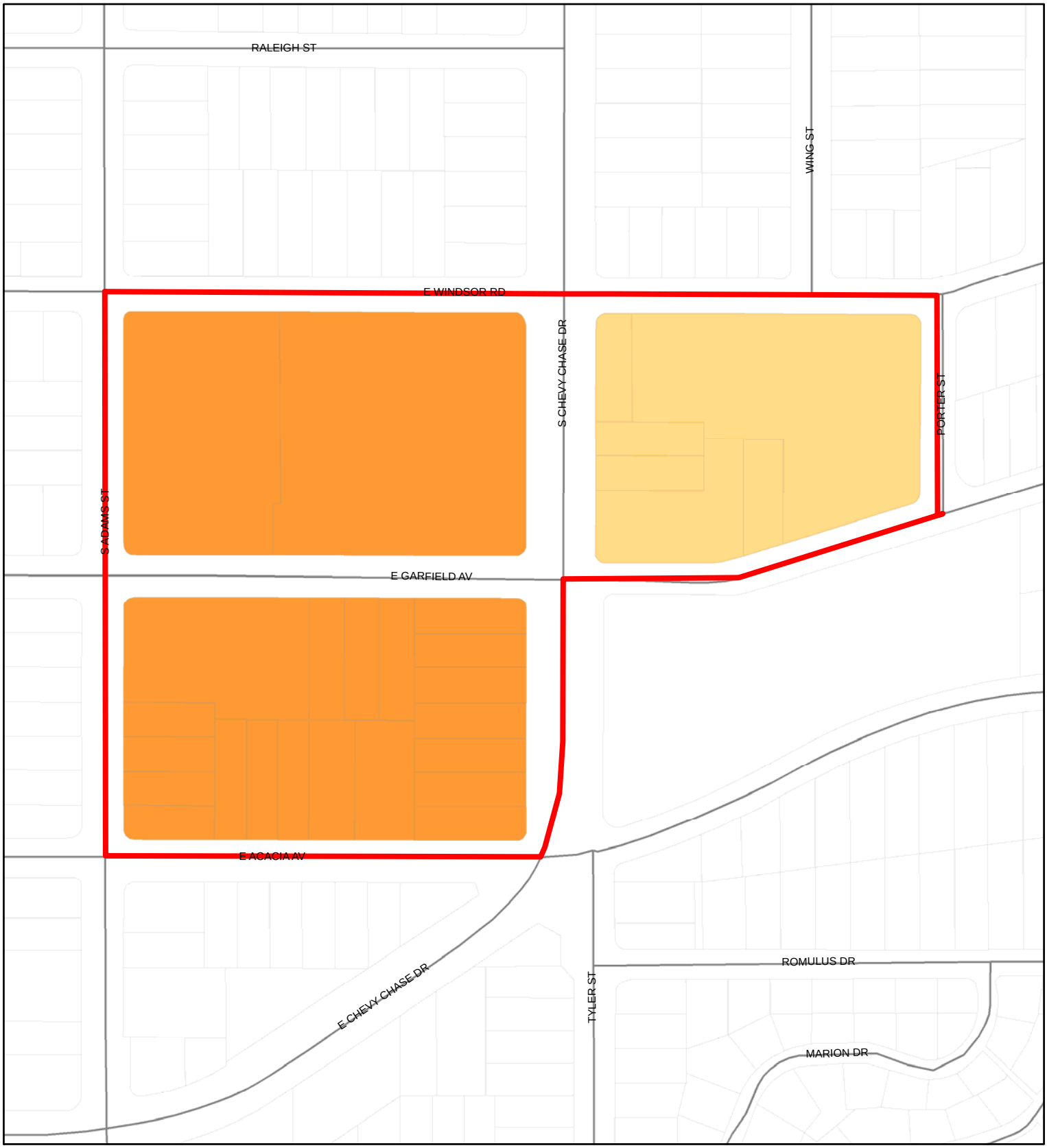
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
GCC Garfield Campus Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

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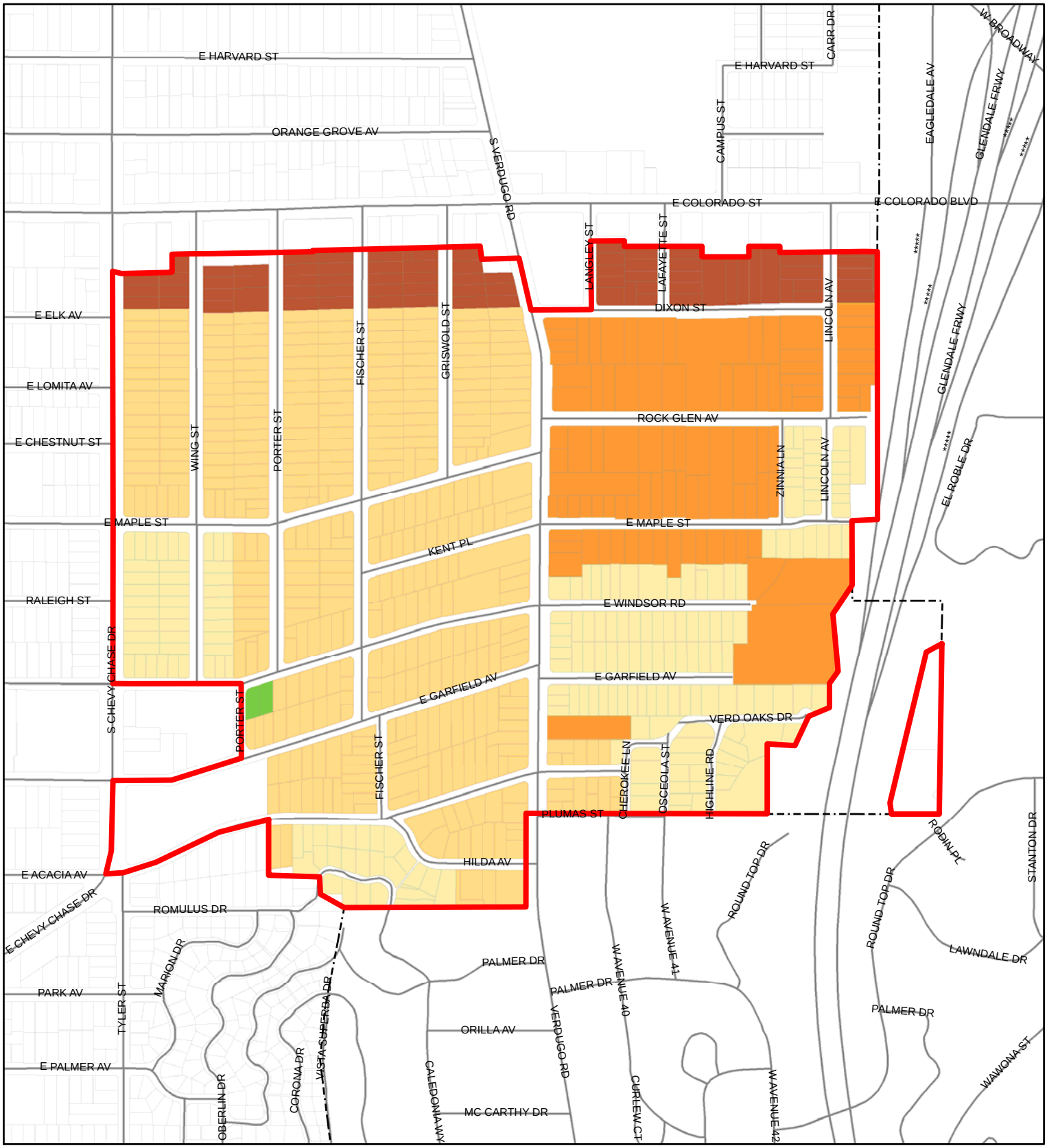
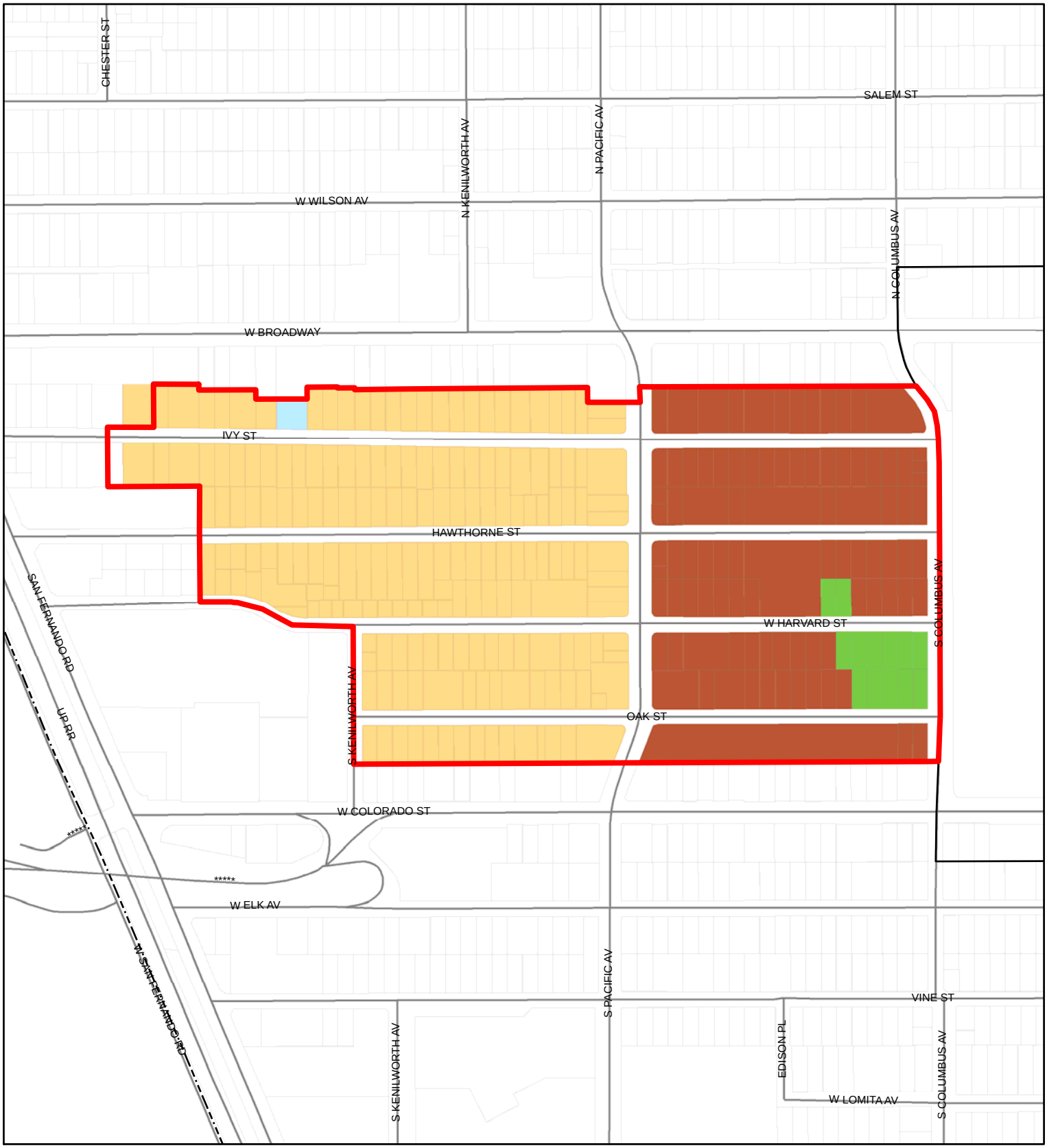
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Mariposa Planning Area



Proposed General Plan Land Use Designation
South Glendale Community Plan
Moorpark Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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Neighborhoods
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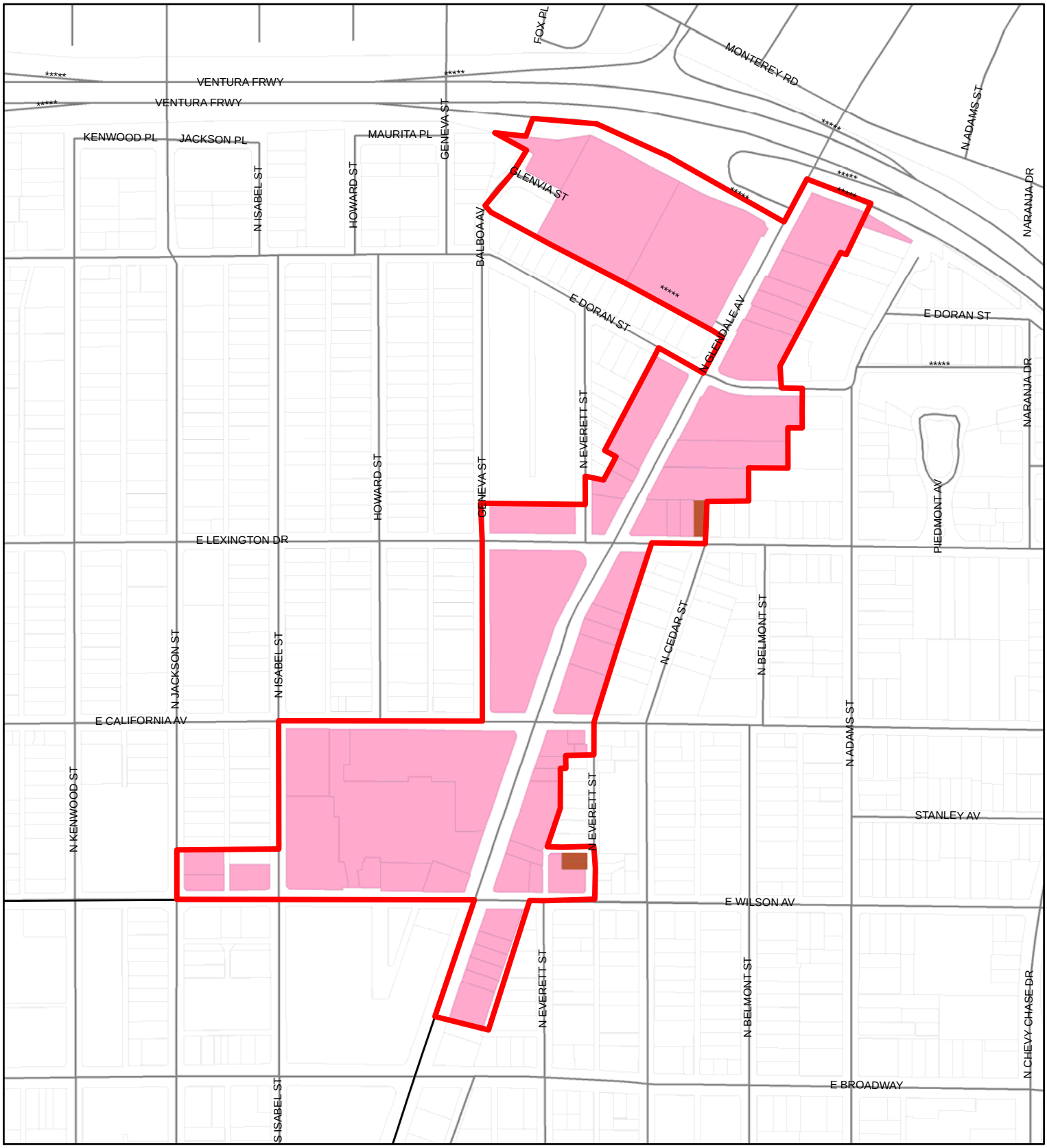
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
North Glendale Avenue Planning Area



City Boundary
Downtown Specific Plan

Commercial
Mixed Use
Neighborhood
Community/Services

Centers
Town Center Specific Plan

Downtown Specific Plan
Urban Center
Town Center
Village Center

Corridors
Mixed-Use High

Mixed-Use Low
Main Street
Suburban
Industrial/Creative
Brand Blvd. of Cars

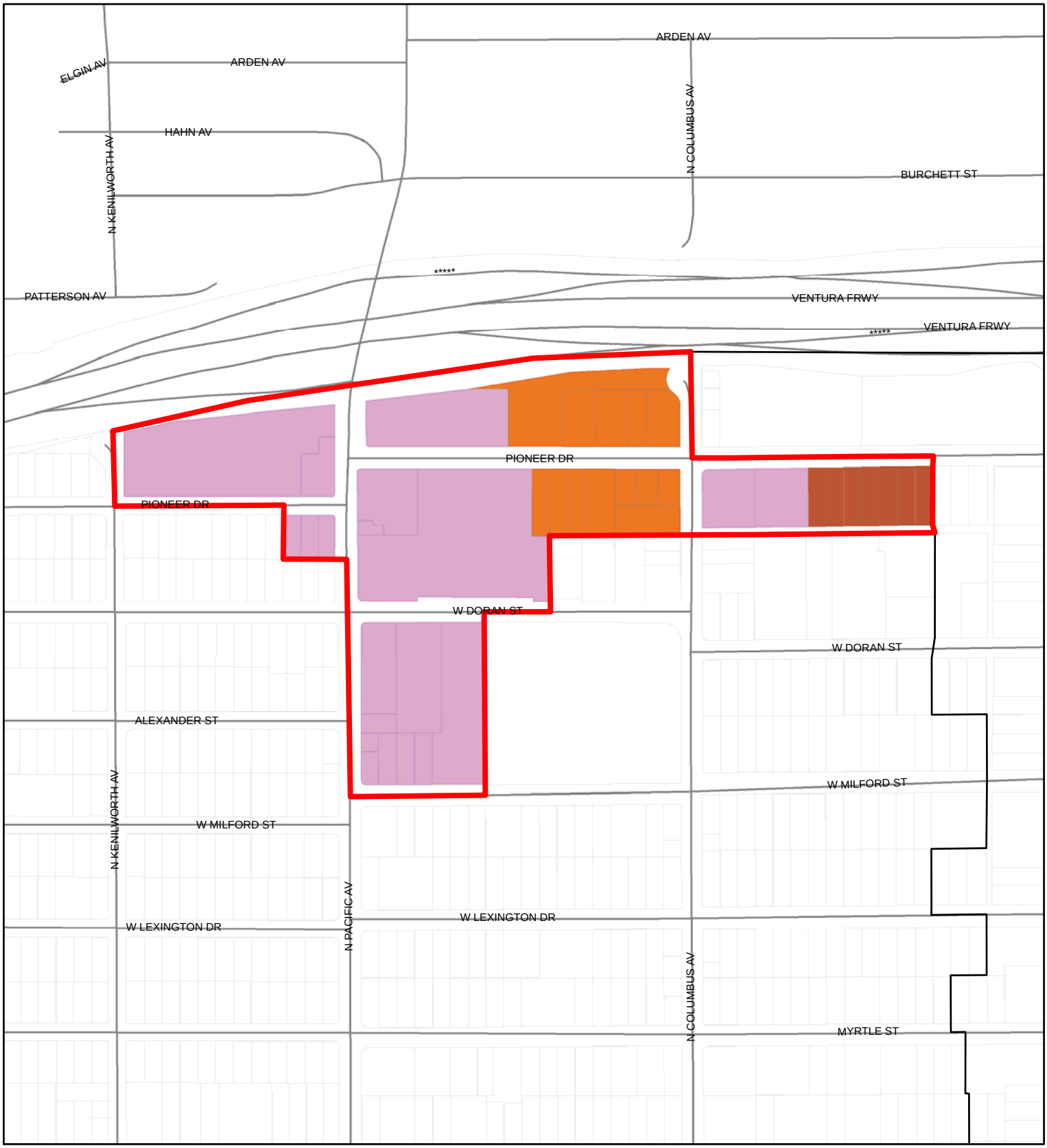
Neighborhoods
High Density
Medium High Density
Medium Density
Moderate Density
Low Density

Single Family Hillside

Special Districts
Campus
Cemetery
Civic
Recreation/Open Space
Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Pacific Avenue Gateway Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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- Brand Blvd. of Cars

Neighborhoods
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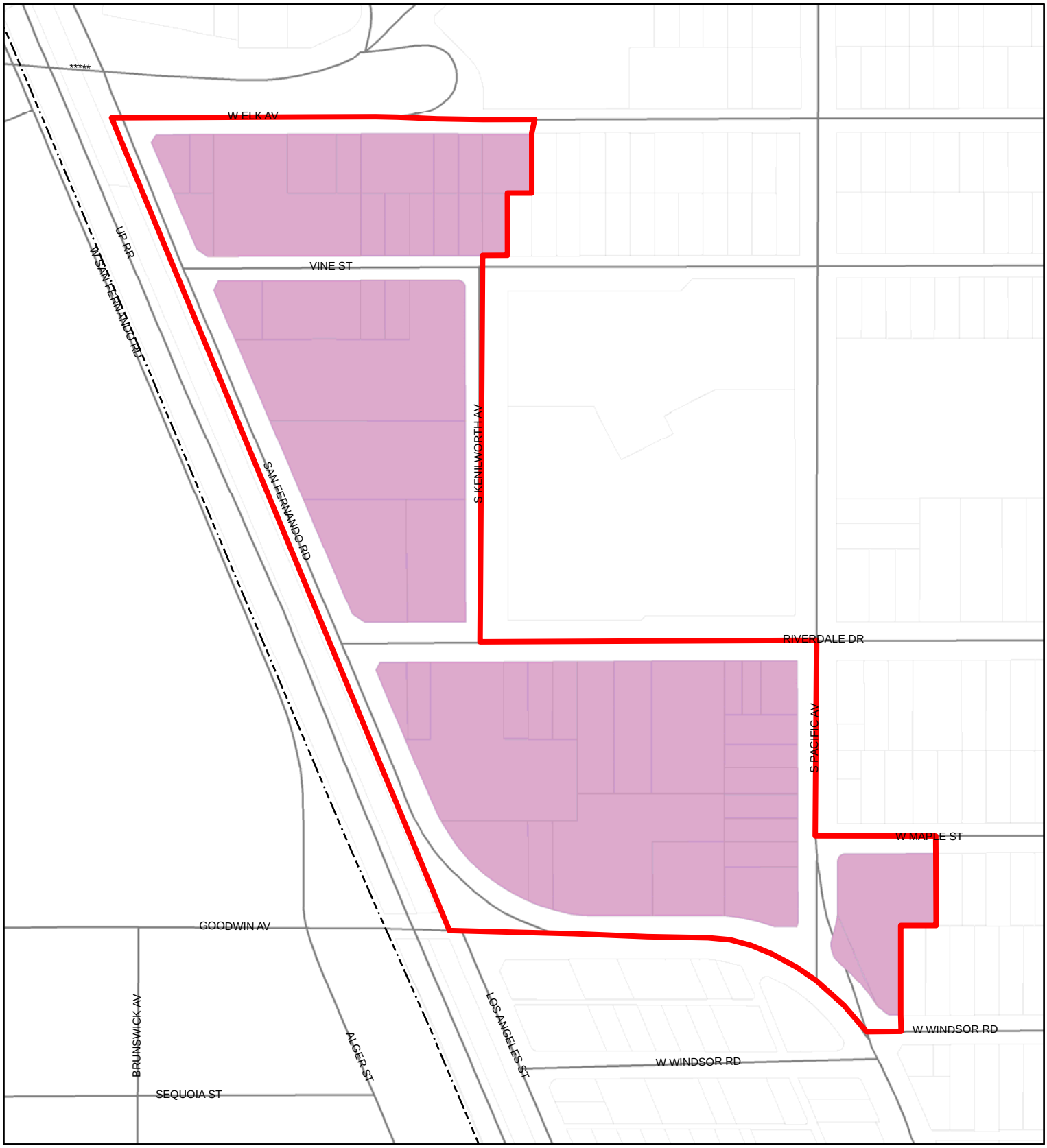
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Pacific Edison Center Planning Area



City Boundary
Downtown Specific Plan

Commercial
Mixed Use
Neighborhood
Community/Services

Centers
Town Center Specific Plan

Downtown Specific Plan
Urban Center
Town Center
Village Center

Corridors
Mixed-Use High

Mixed-Use Low
Main Street
Suburban
Industrial/Creative
Brand Blvd. of Cars

Neighborhoods
High Density
Medium High Density
Medium Density
Moderate Density
Low Density

Single Family Hillside

Special Districts
Campus
Cemetery
Civic
Recreation/Open Space
Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Pacific Edison Neighborhood Planning Area

City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
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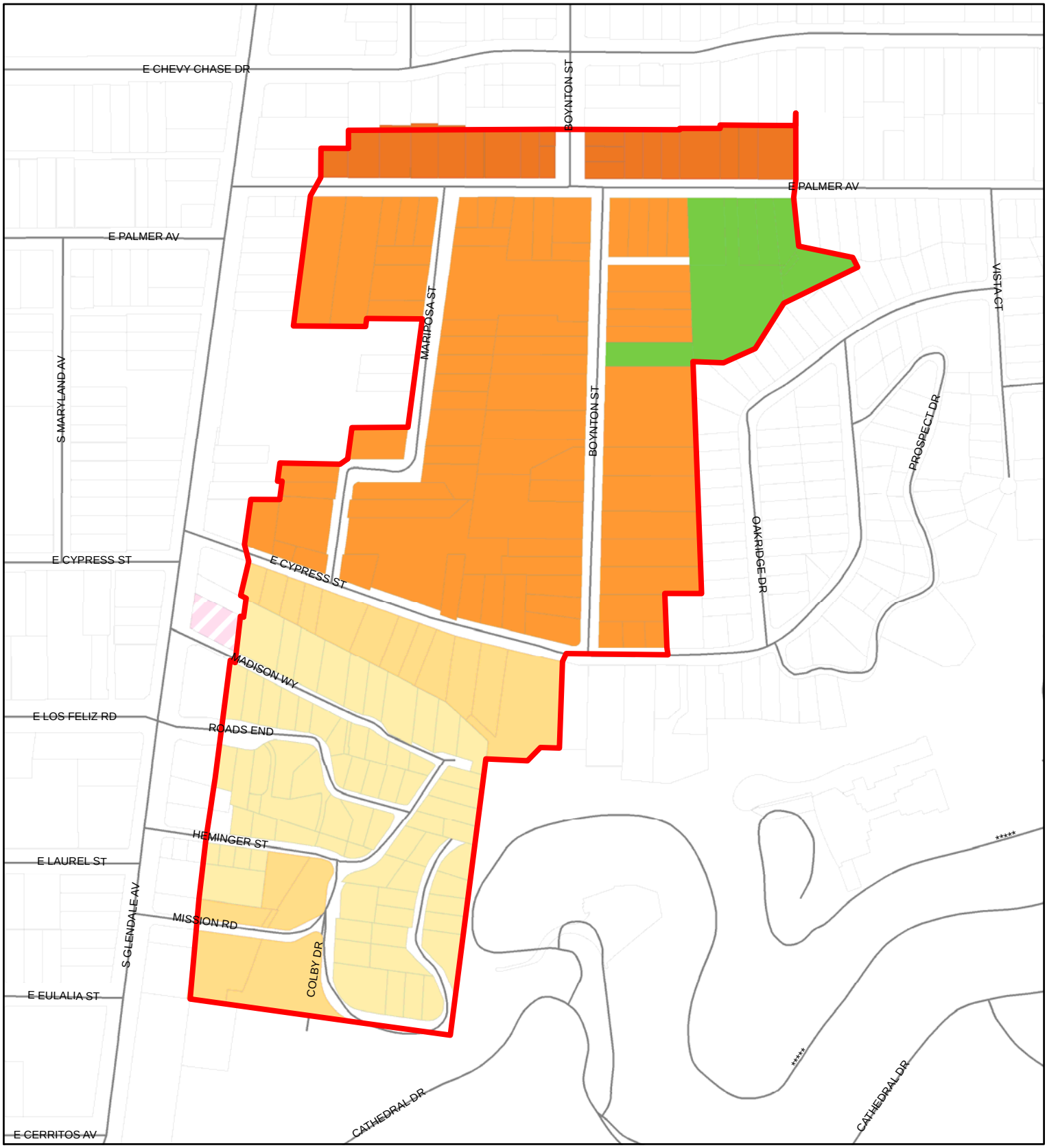
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Roads End Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
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- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
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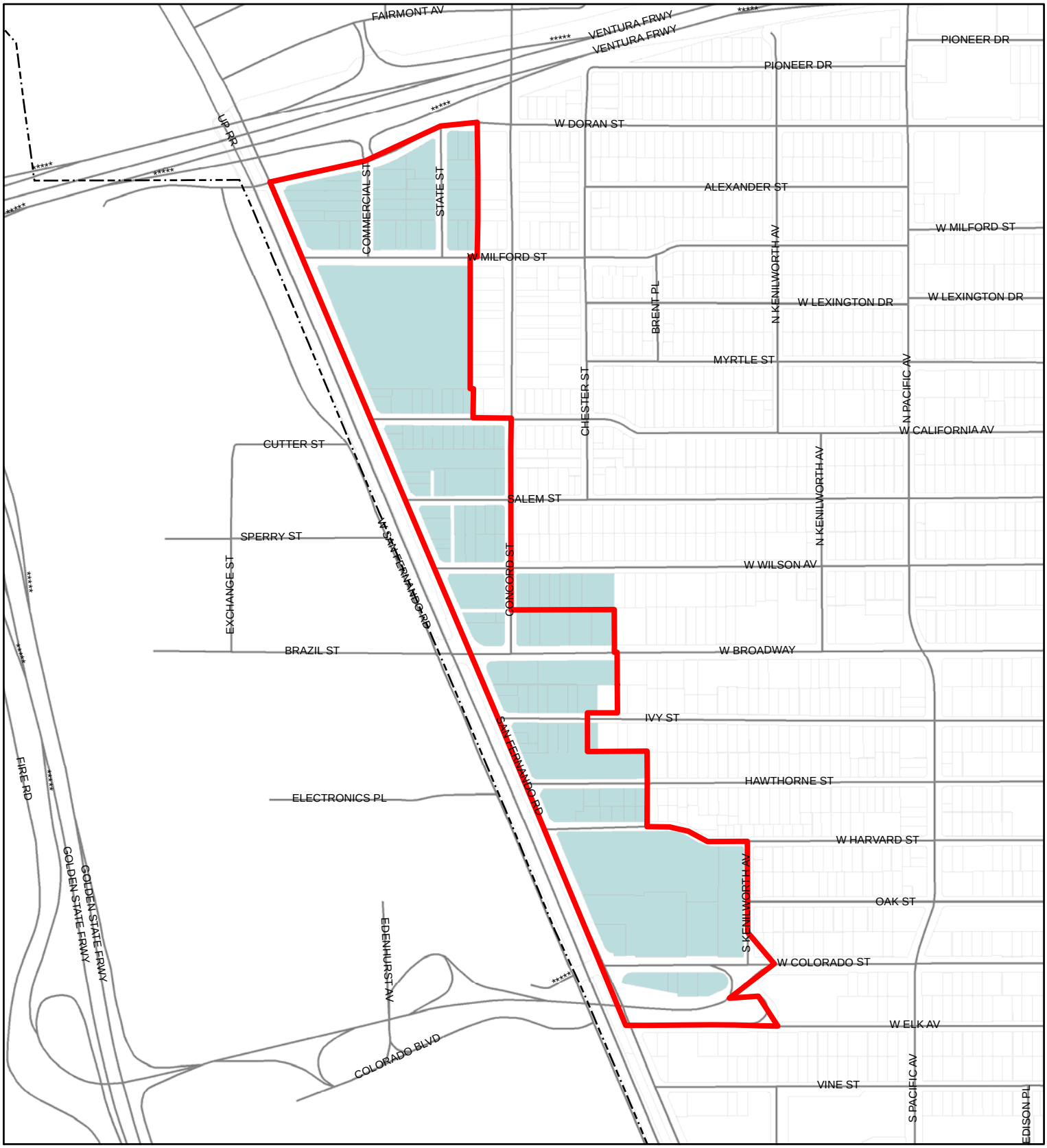
Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
San Fernando Road north of Colorado Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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Neighborhoods
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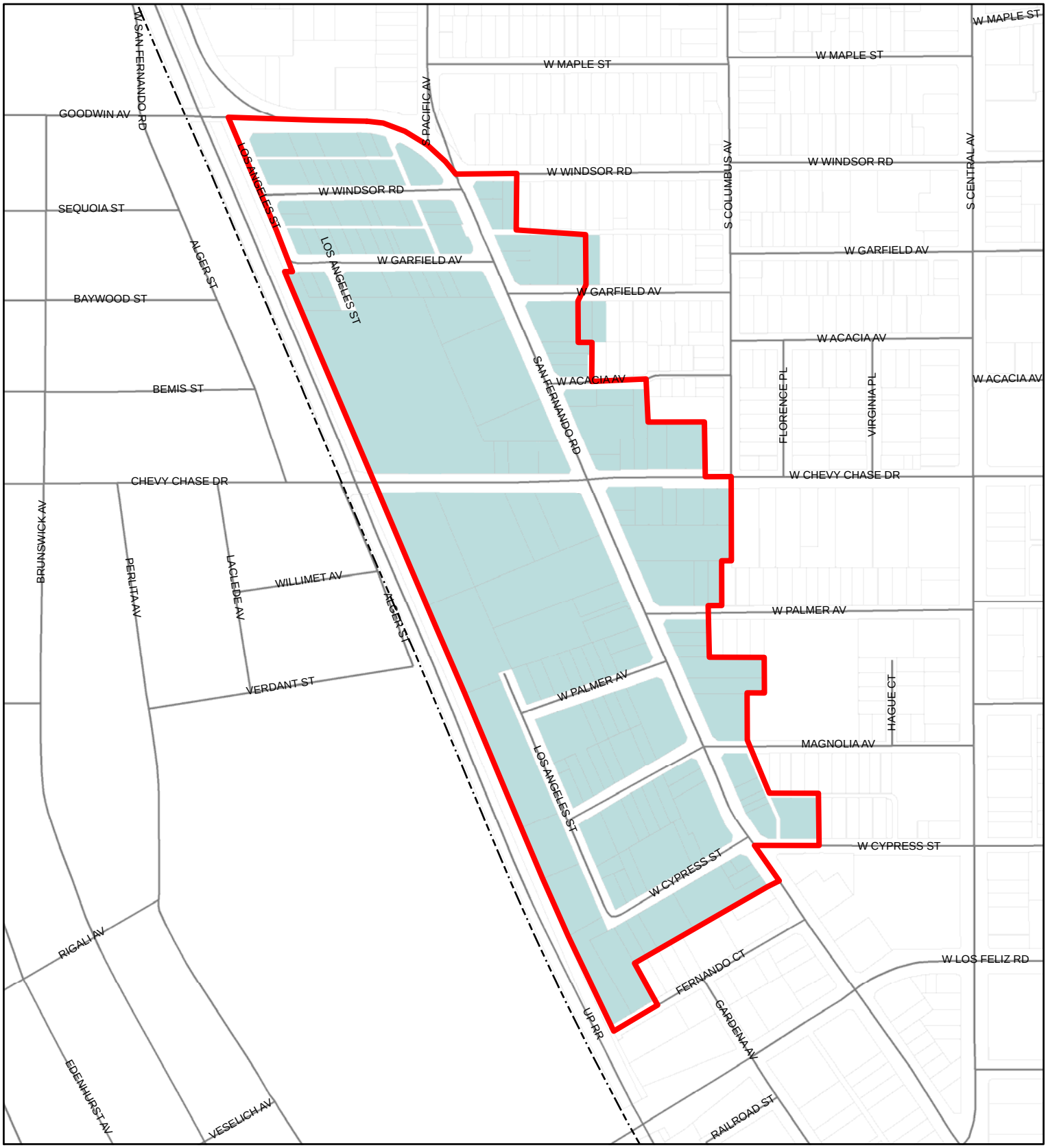
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
San Fernando Road south of Pacific Curve Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

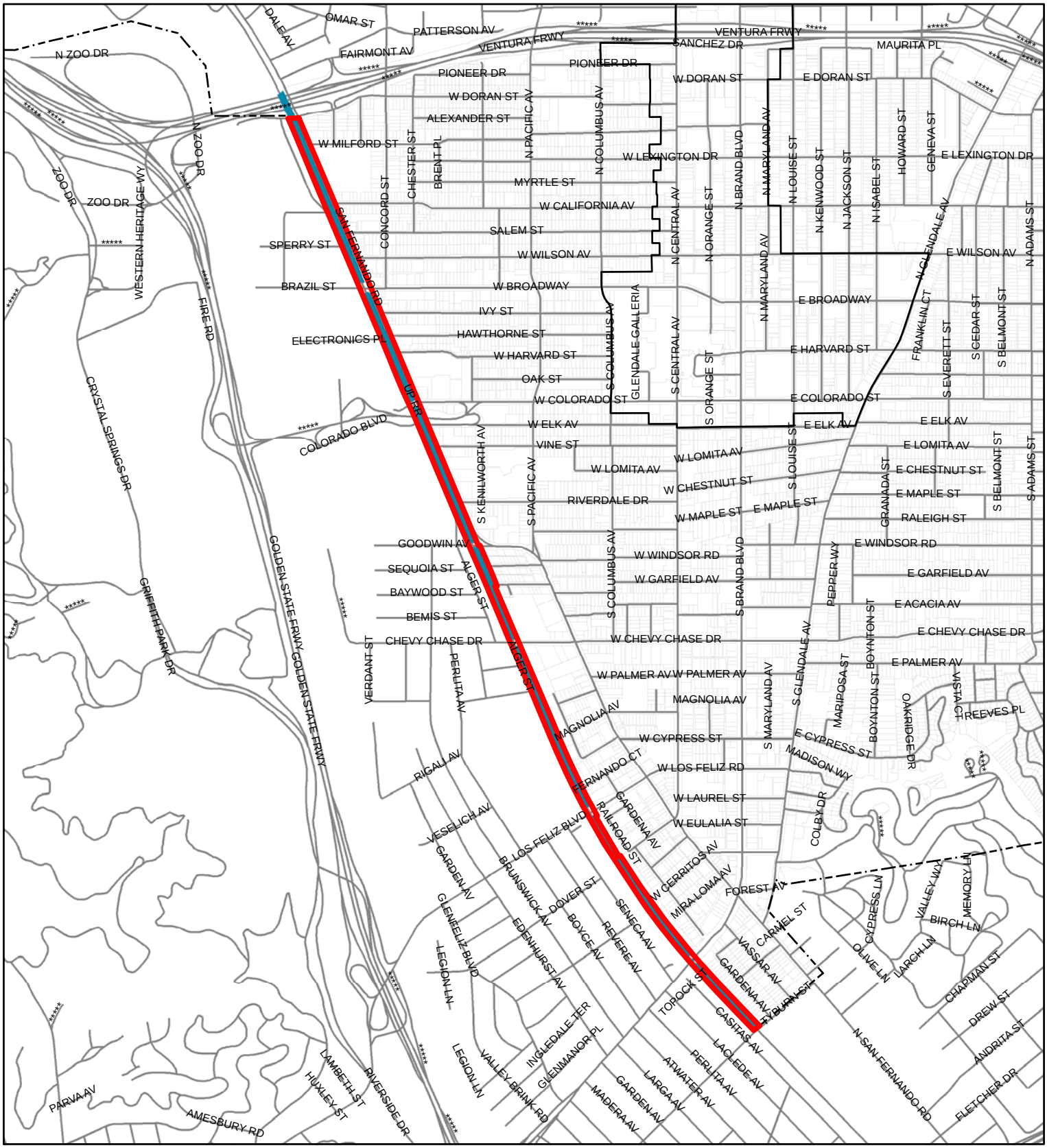
Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
SCRRA Right-of-Way Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

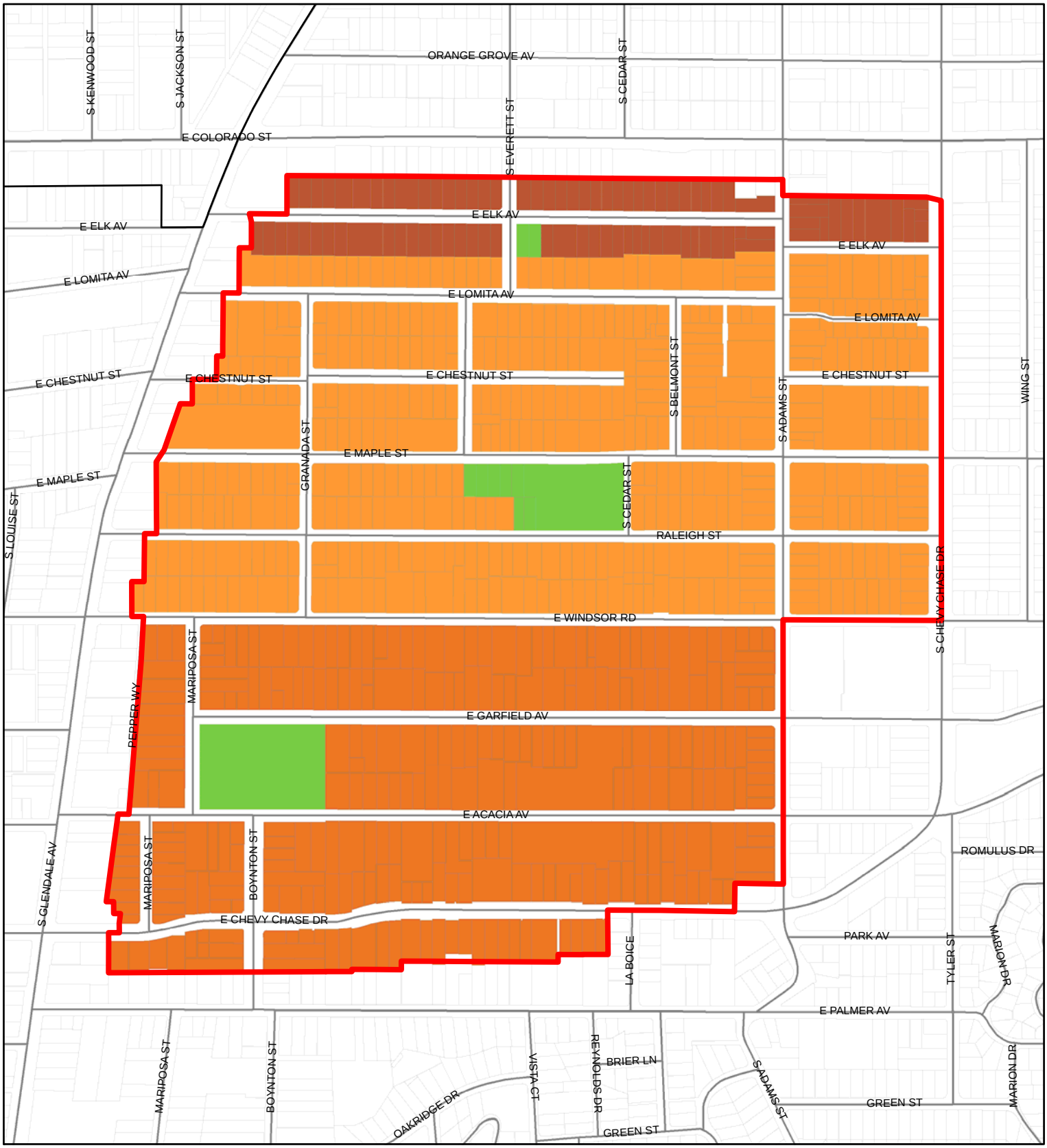
Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Somerset Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
South Brand Neighborhood Planning Area

City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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- Main Street
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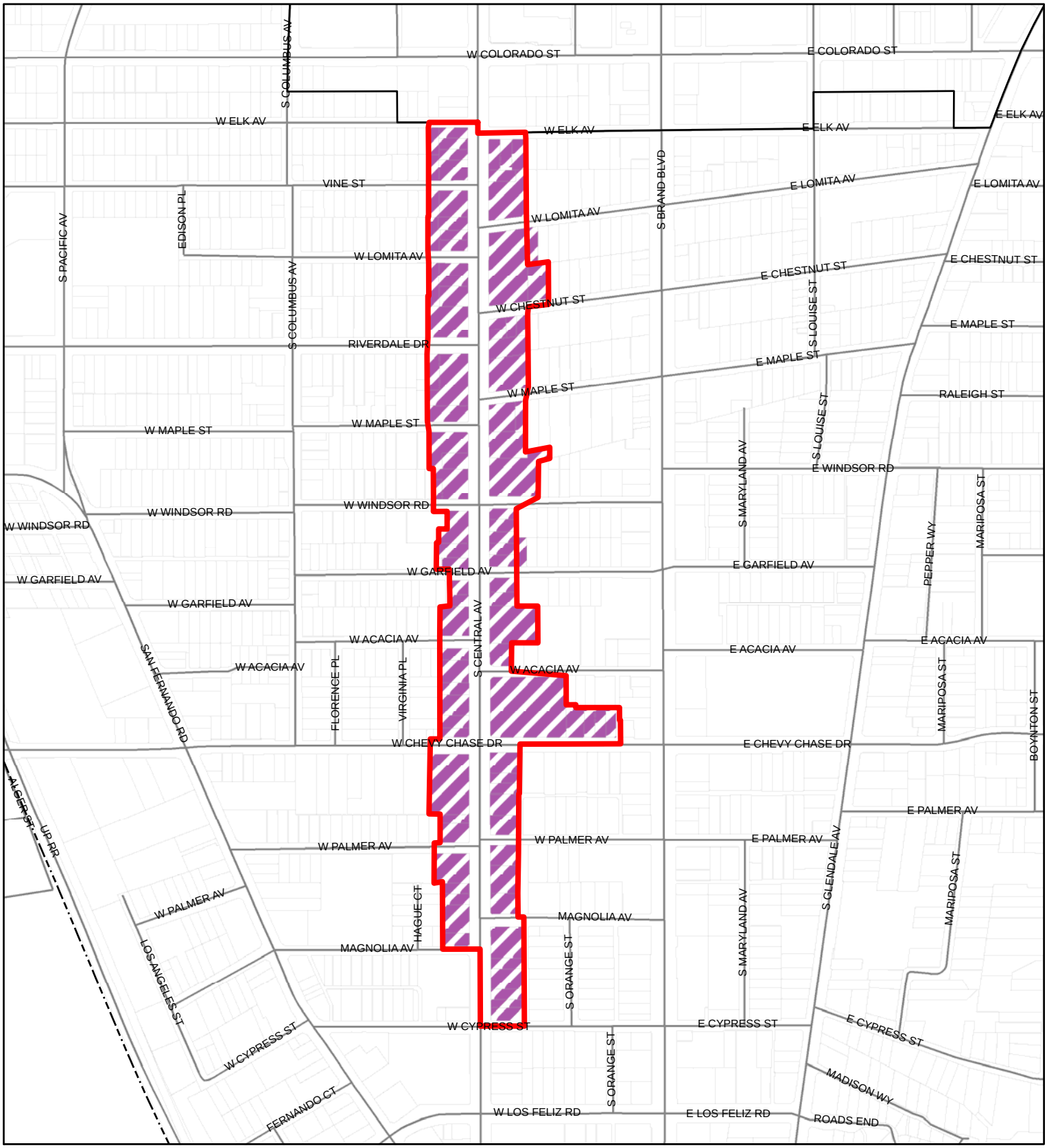
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
South Central Avenue Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
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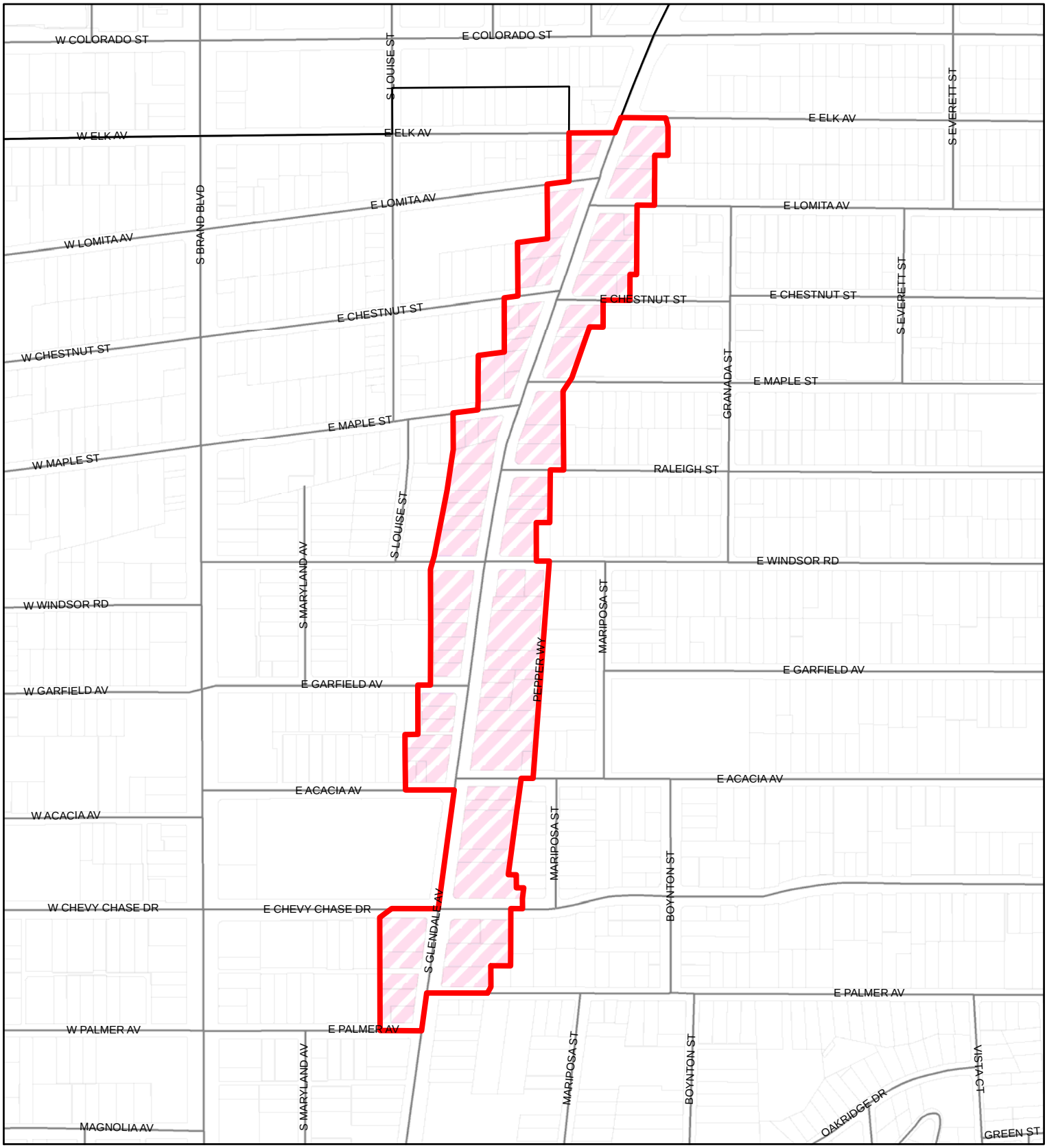
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
South Glendale Avenue north of Palmer Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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- Main Street
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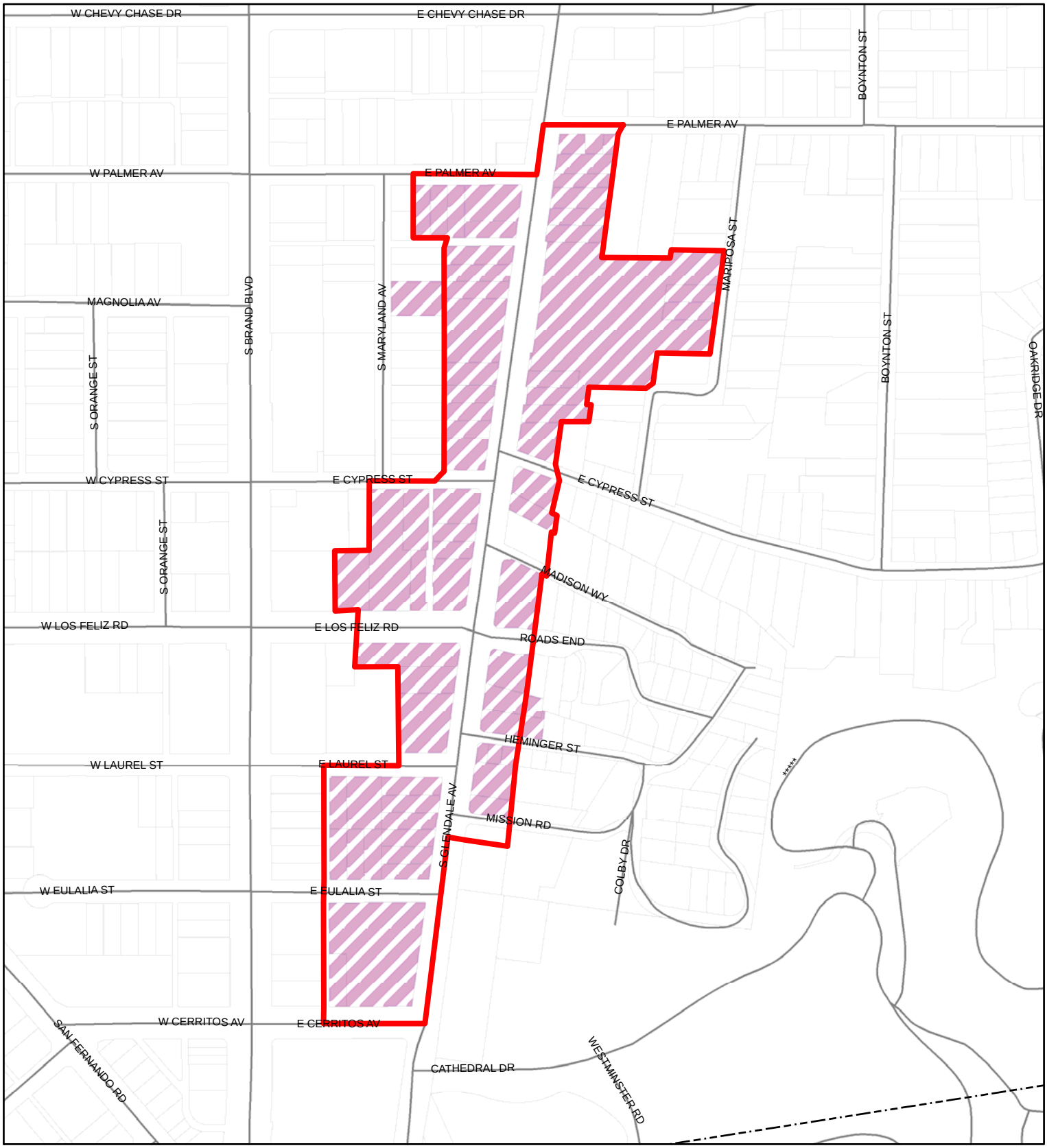
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
South Glendale Avenue south of Palmer Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
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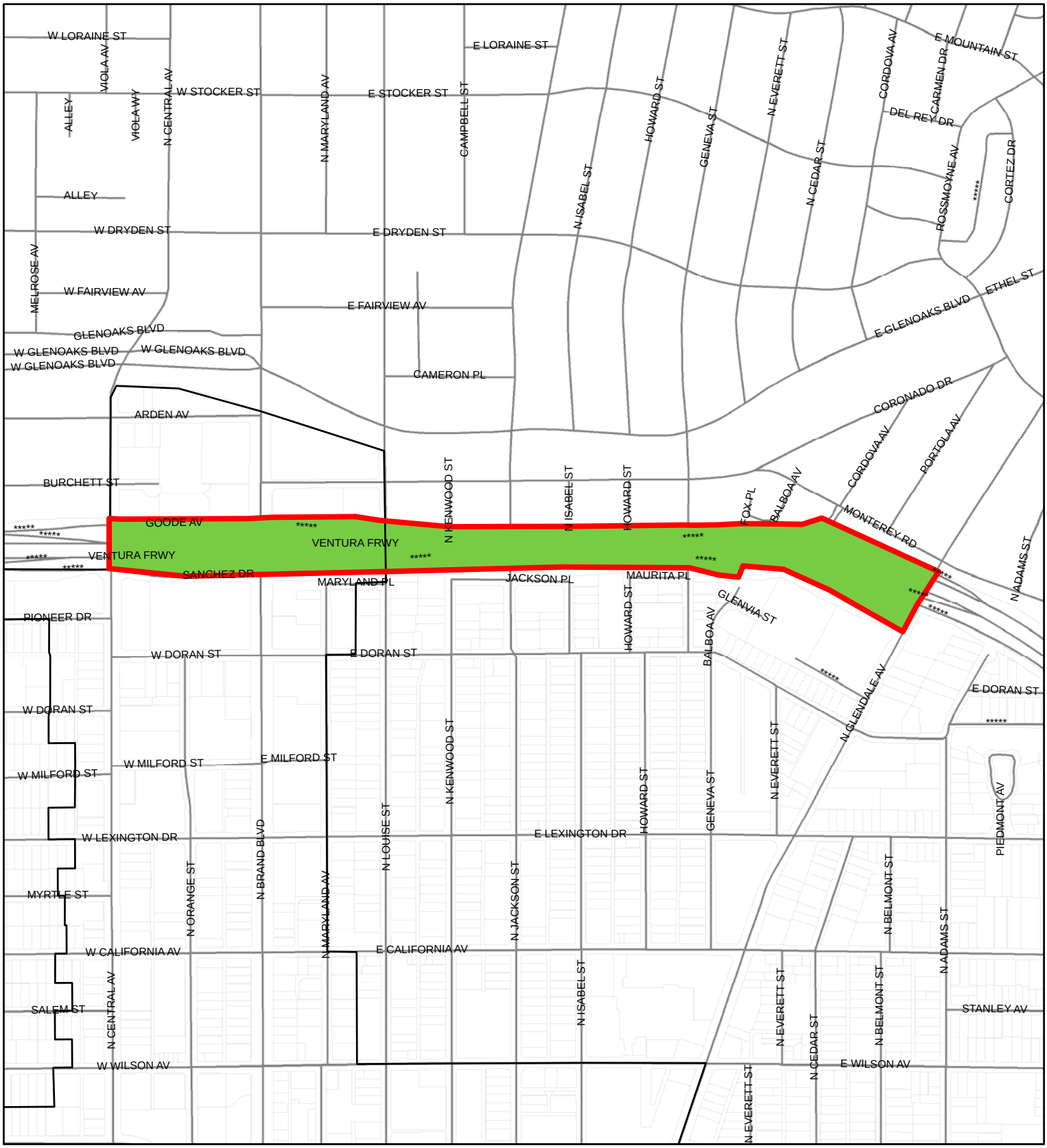
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Space 134 Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
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- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
State Route 134 Planning Area

City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
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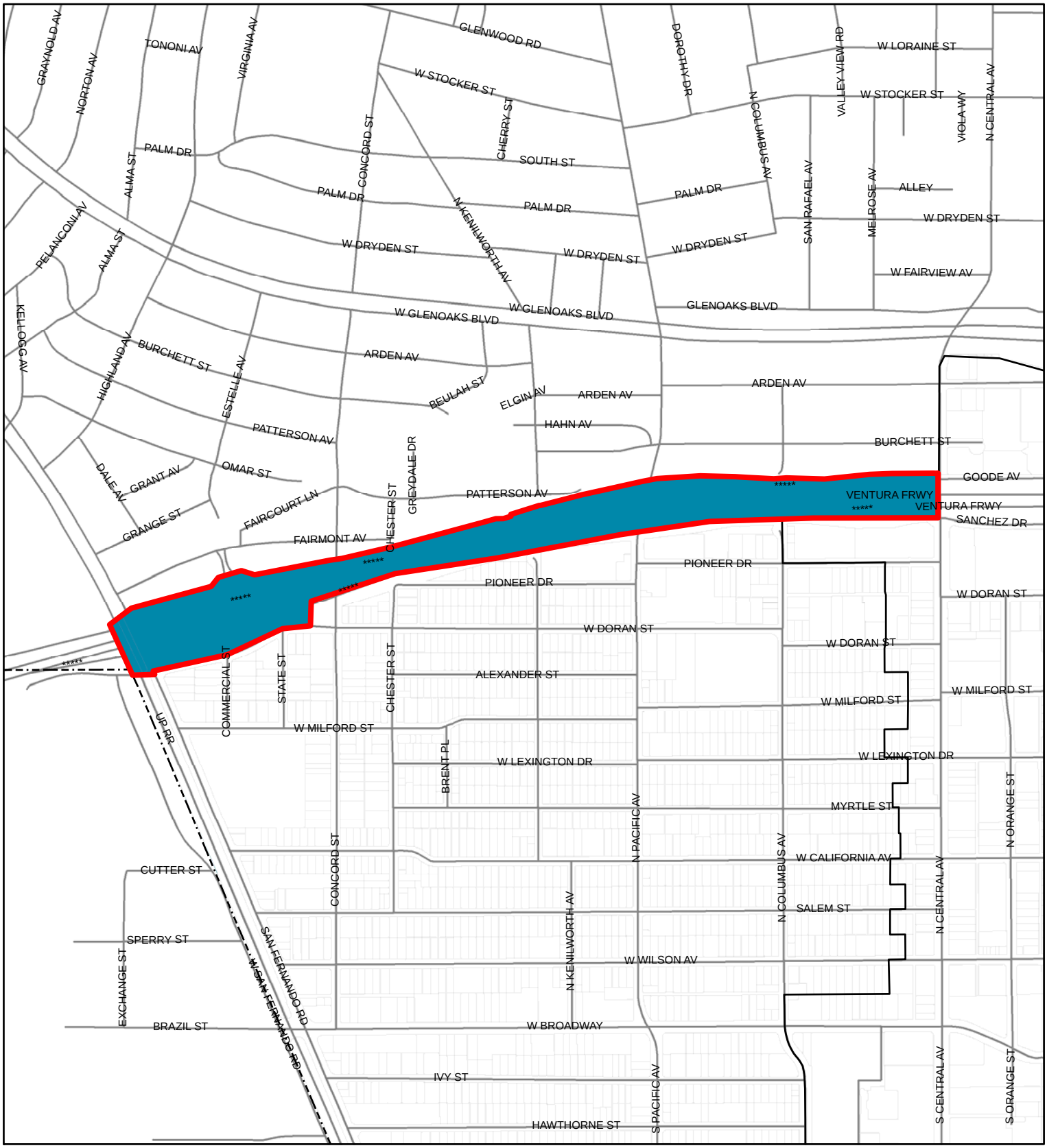
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
State Route 134 Planning Area



City Boundary
Downtown Specific Plan

Commercial
Mixed Use
Neighborhood
Community/Services

Centers
Town Center Specific Plan

Downtown Specific Plan
Urban Center
Town Center
Village Center

Corridors
Mixed-Use High

Mixed-Use Low
Main Street
Suburban
Industrial/Creative
Brand Blvd. of Cars

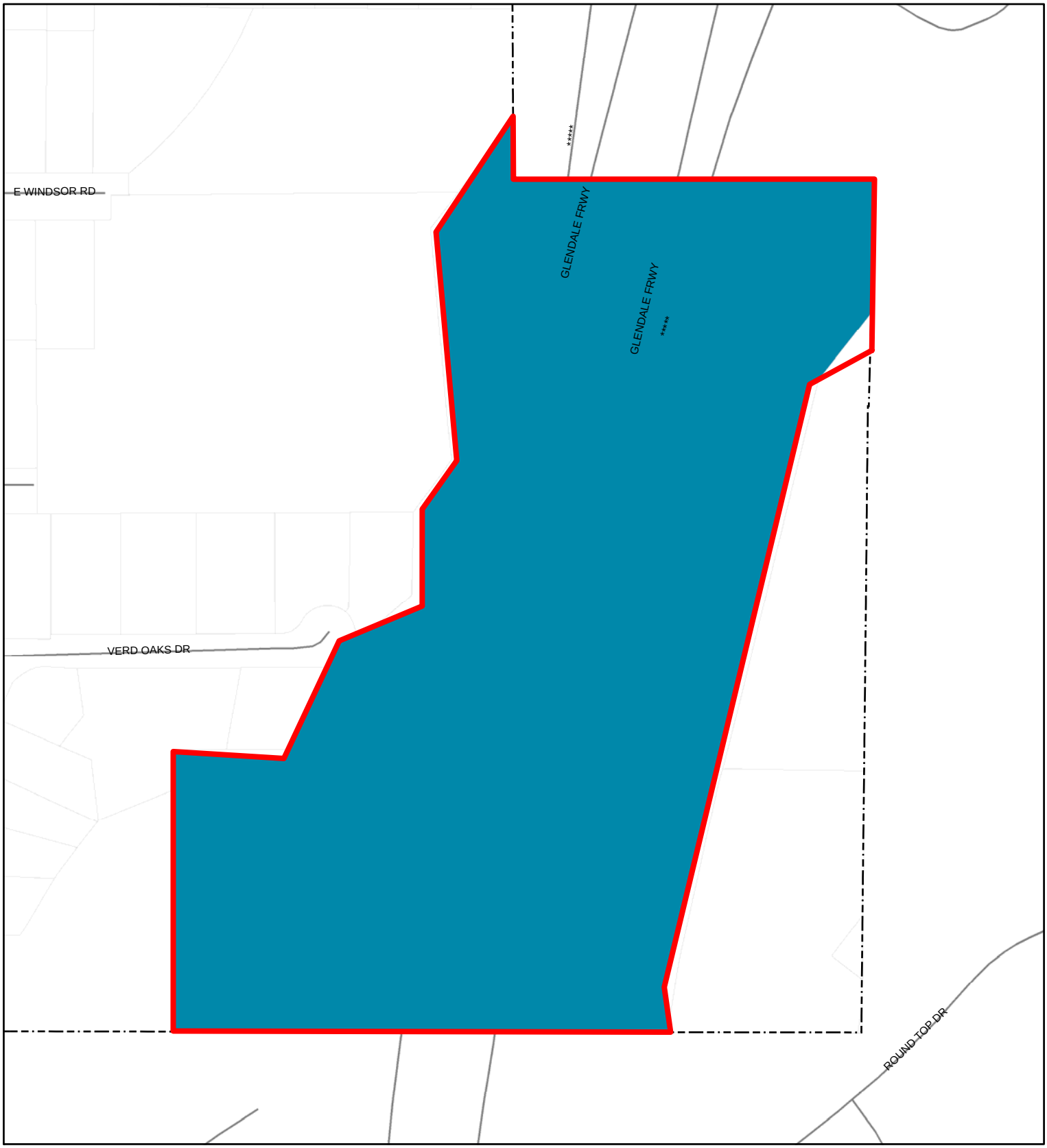
Neighborhoods
High Density
Medium High Density
Medium Density
Moderate Density
Low Density

Single Family Hillside

Special Districts
Campus
Cemetery
Civic
Recreation/Open Space
Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
State Route 2 Planning Area



City Boundary
Downtown Specific Plan

Commercial
Mixed Use
Neighborhood
Community/Services

Centers
Town Center Specific Plan
Downtown Specific Plan
Urban Center
Town Center
Village Center

Corridors
Mixed-Use High
Mixed-Use Low
Main Street
Suburban
Industrial/Creative
Brand Blvd. of Cars

Neighborhoods
High Density
Medium High Density
Medium Density
Moderate Density
Low Density
Single Family Hillside

Special Districts
Campus
Cemetery
Civic
Recreation/Open Space
Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Tropico Center Plan Planning Area

City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
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- Brand Blvd. of Cars

Neighborhoods
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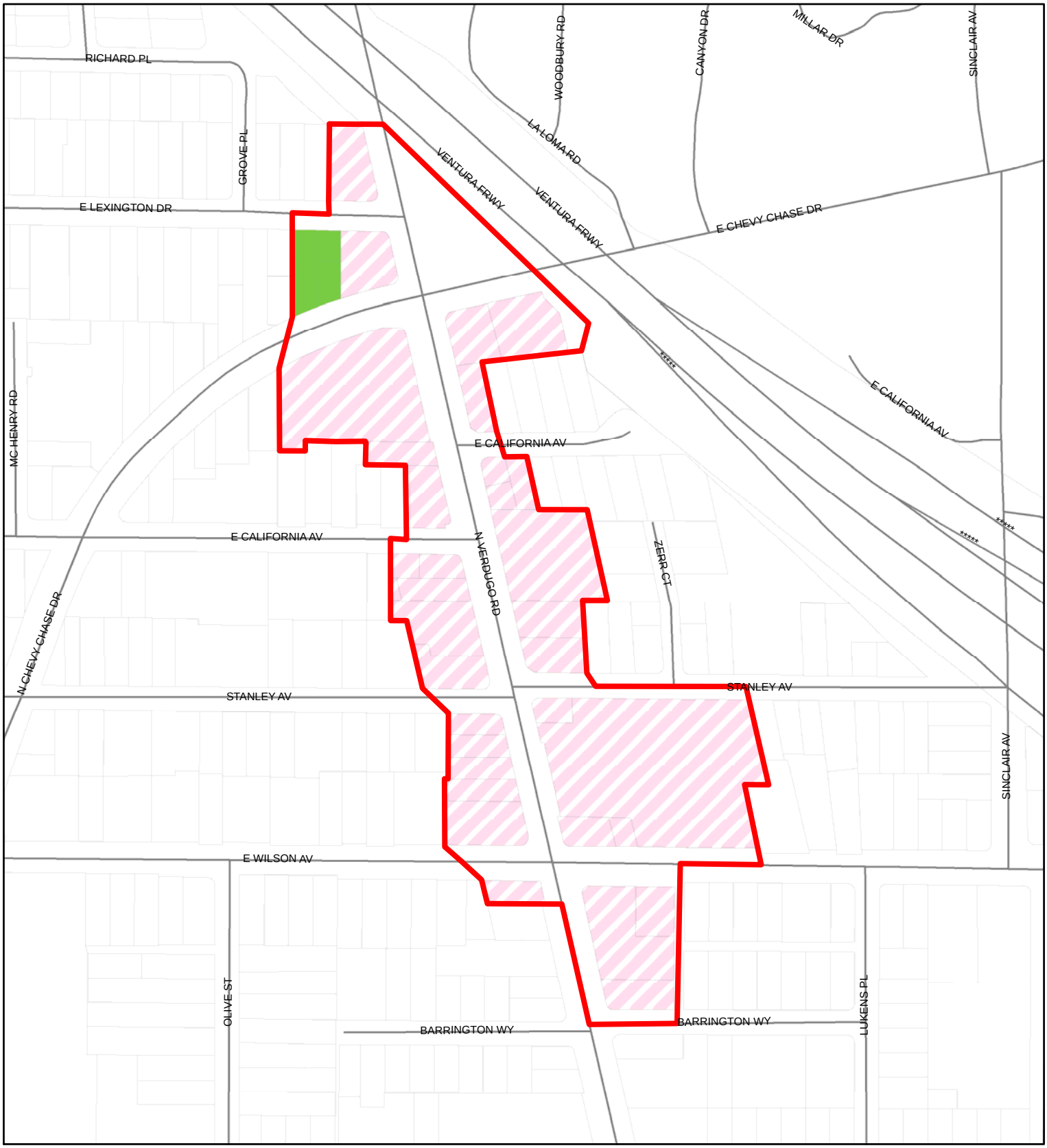
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Verdugo Road Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan

- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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Neighborhoods
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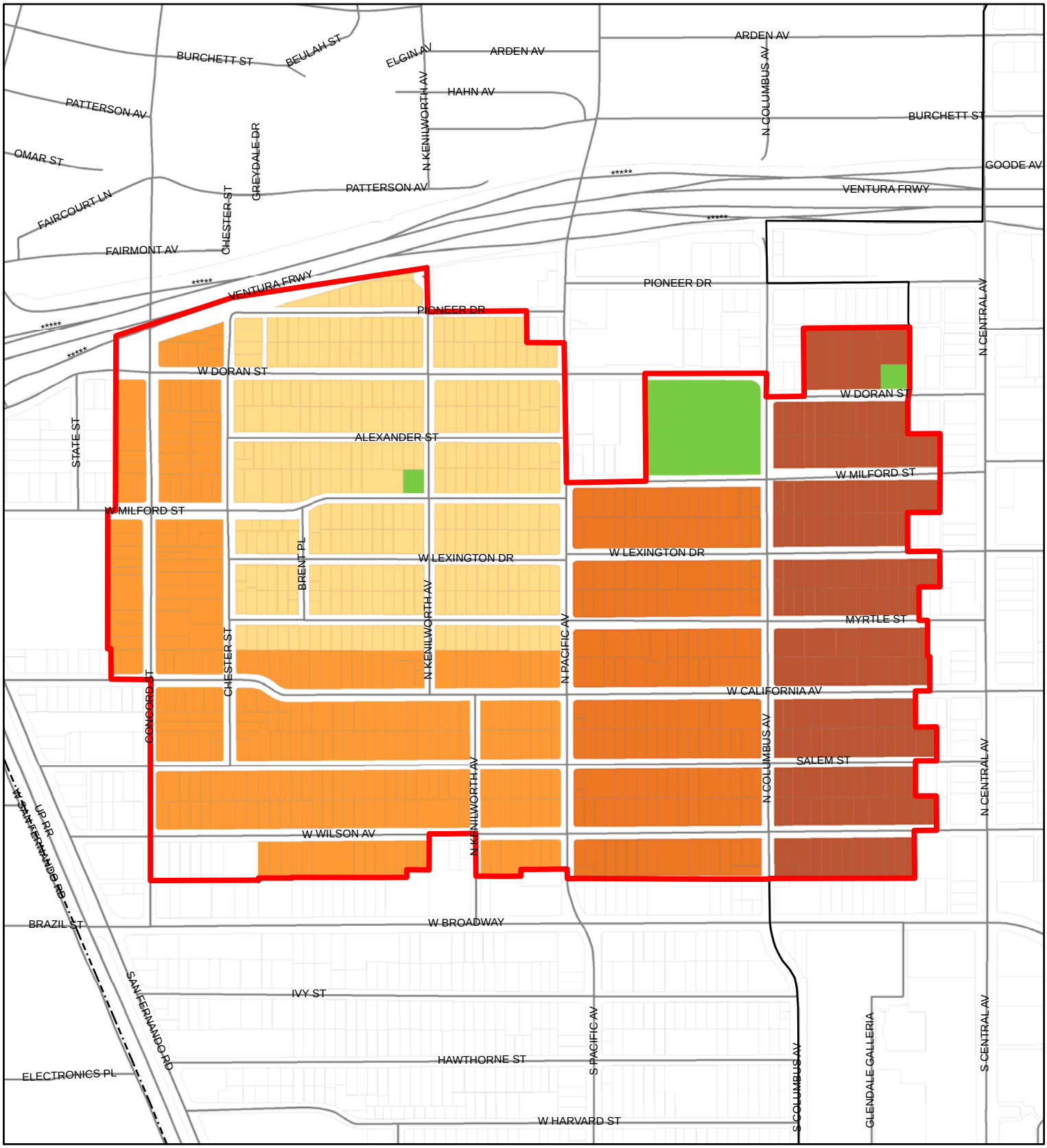
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
Vineyard Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
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Neighborhoods
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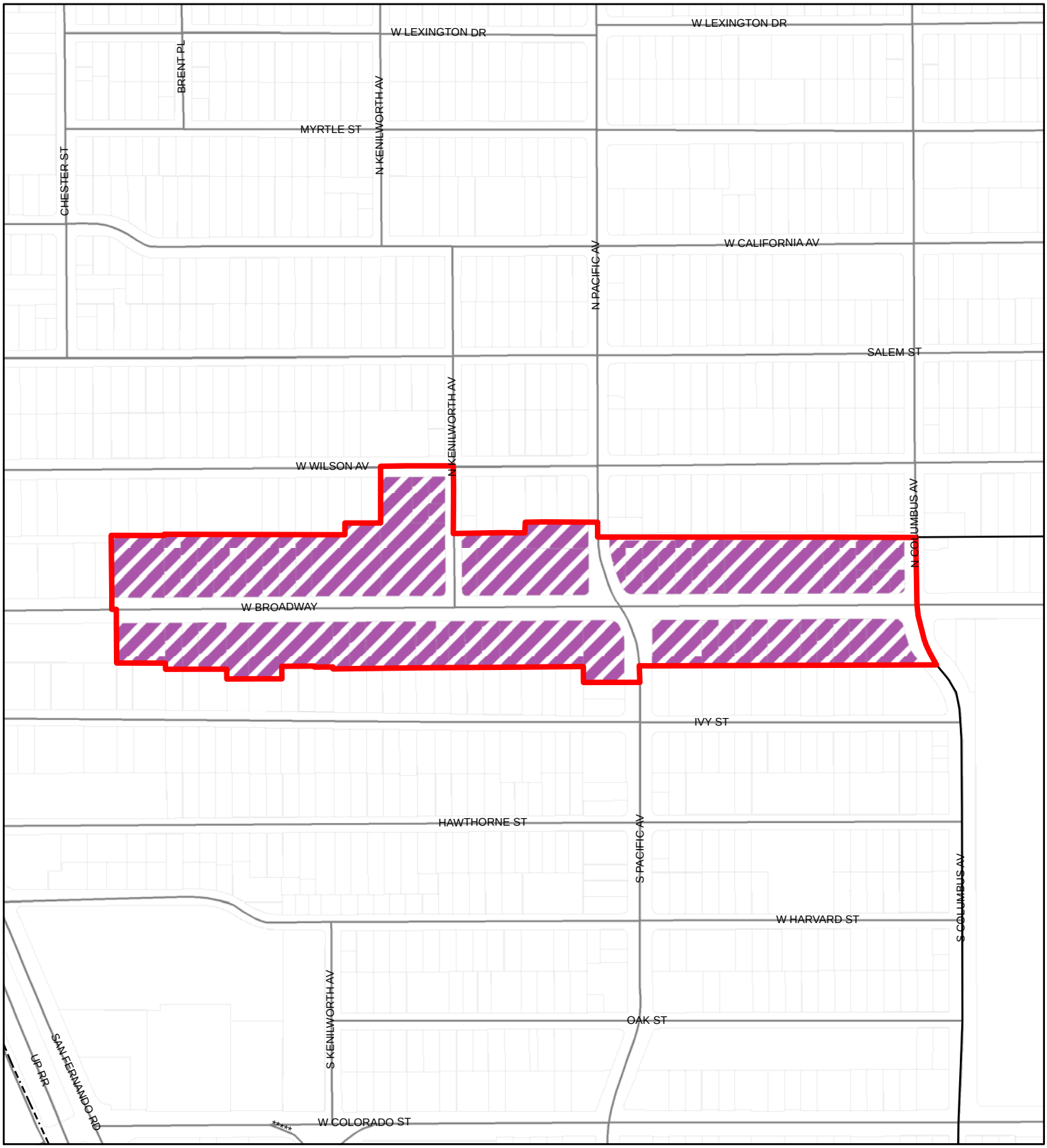
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
West Broadway Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
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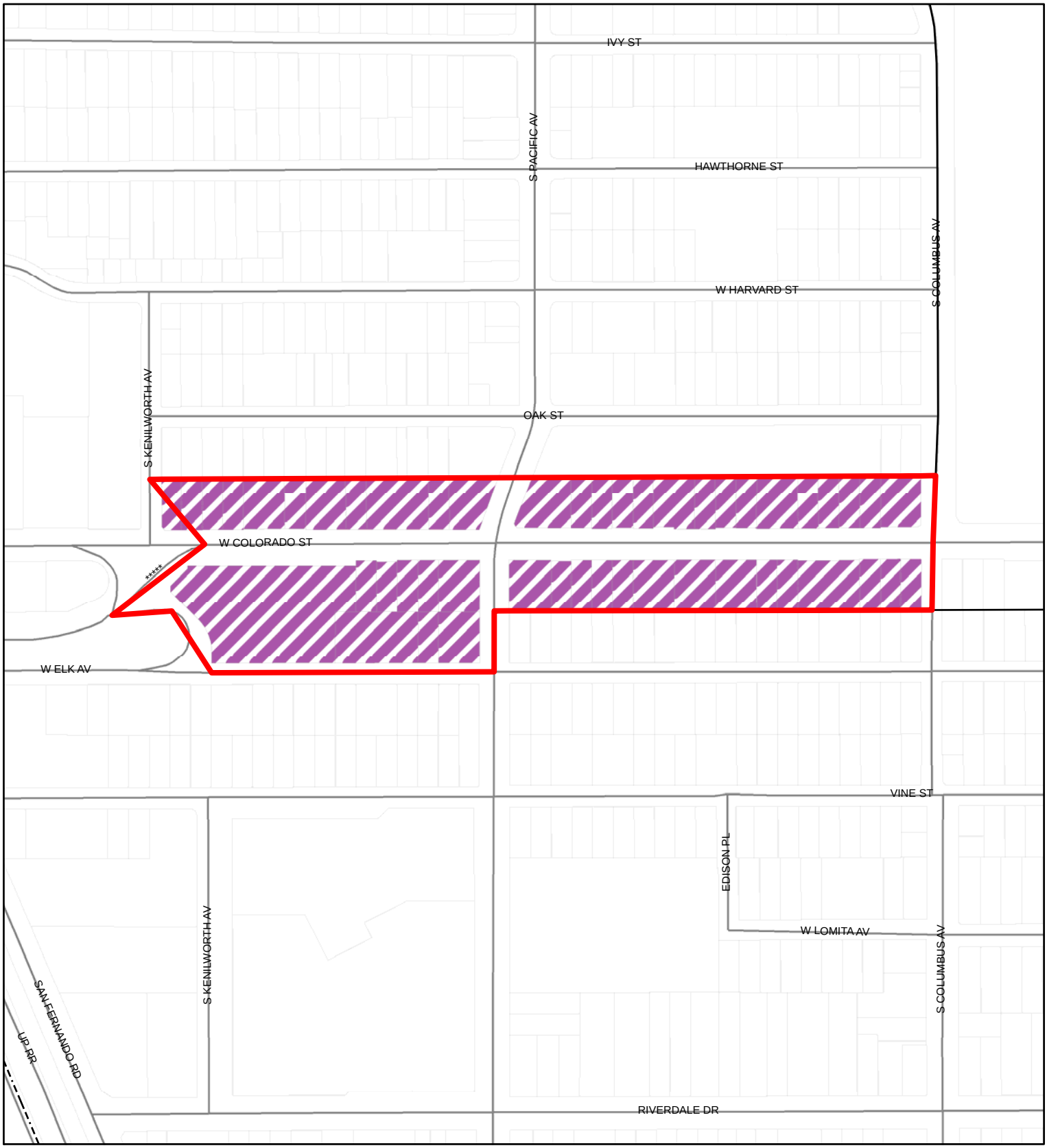
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Proposed General Plan Land Use Designation
South Glendale Community Plan
West Colorado Planning Area



City Boundary
Downtown Specific Plan

Commercial
- Mixed Use
- Neighborhood
- Community/Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

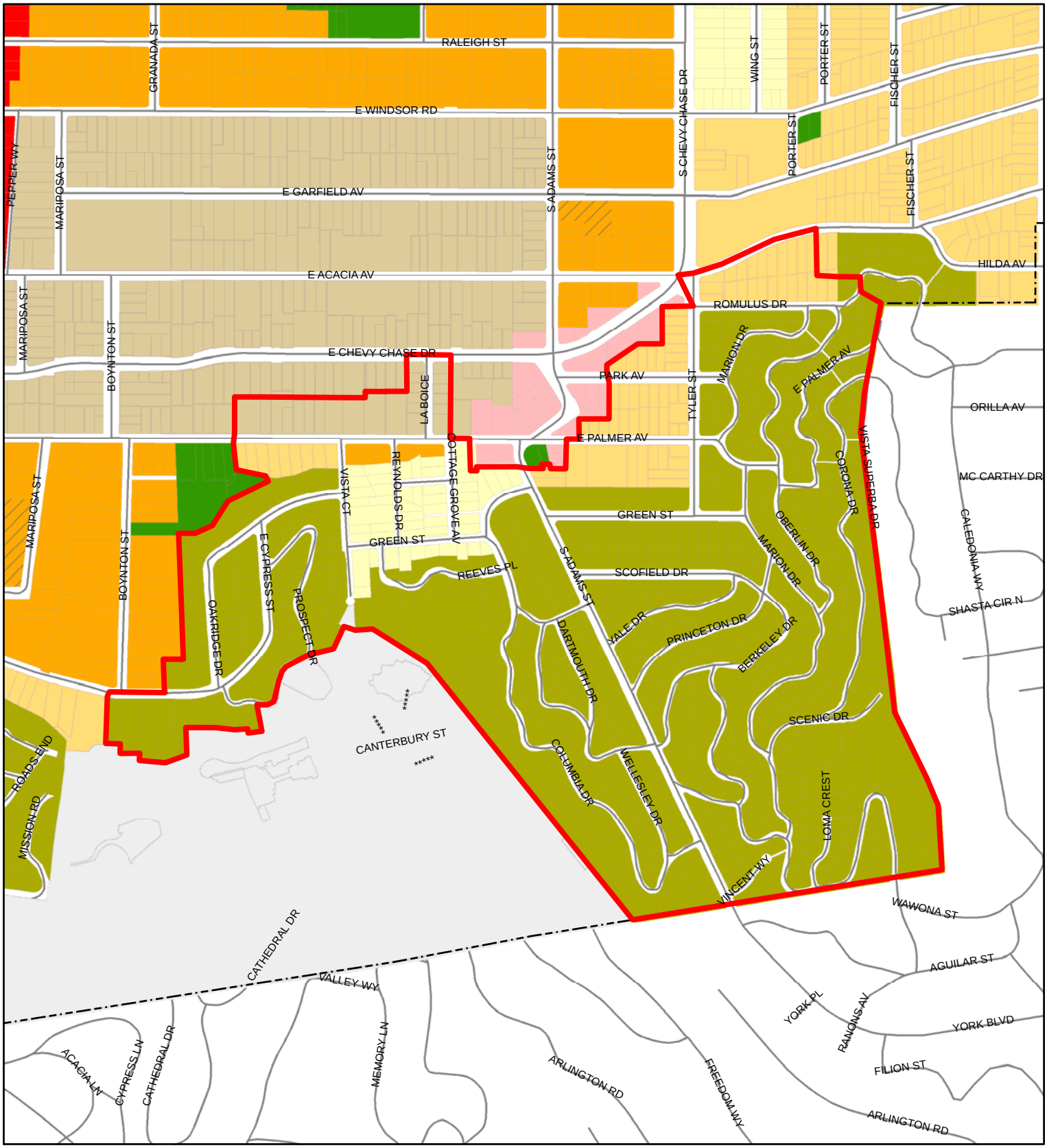
Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Adams Hill Planning Area



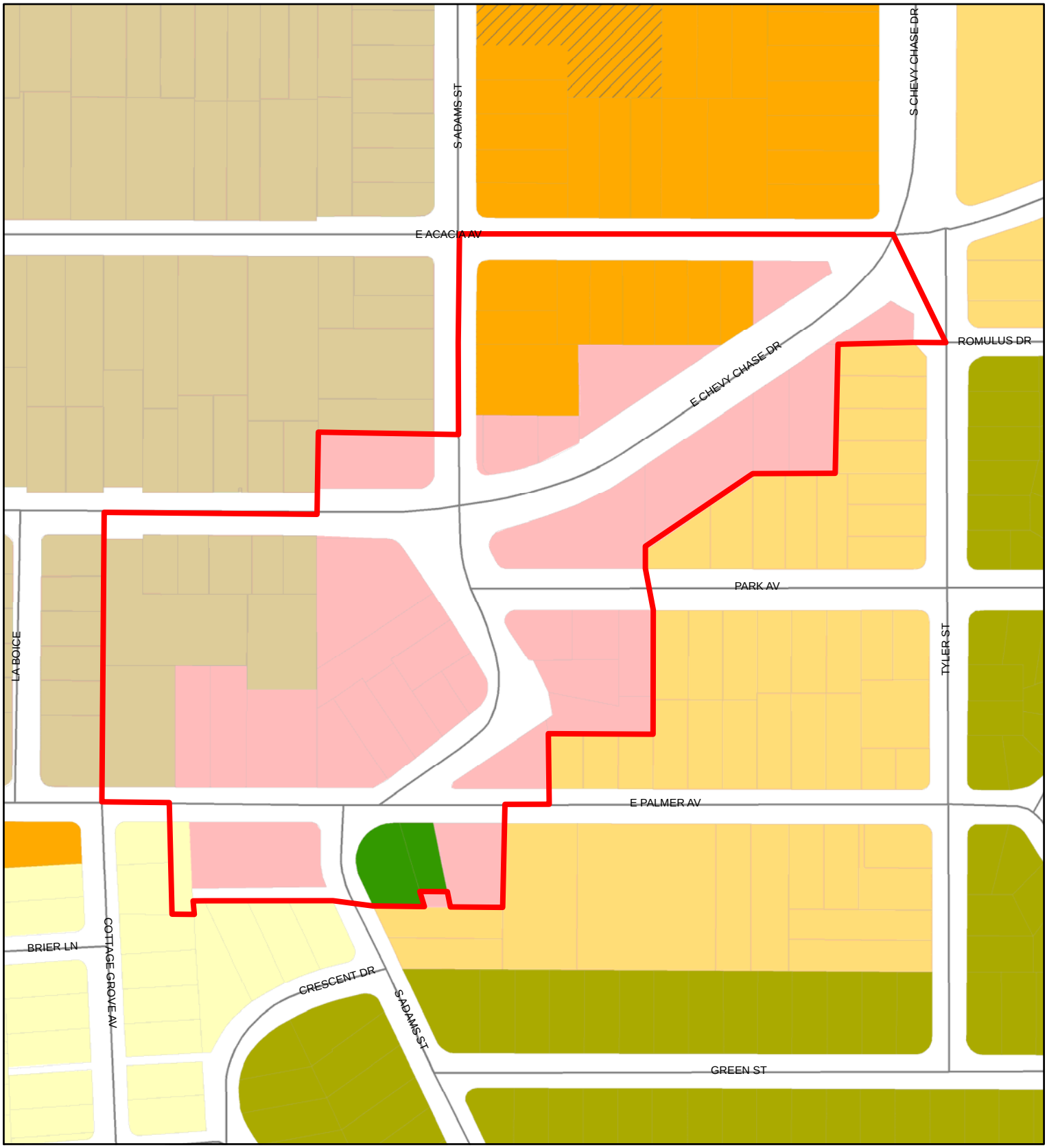
City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
CR
CPD
CE
SFMU
IMU
IMU R
IND
T
SR
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Adams Square Planning Area



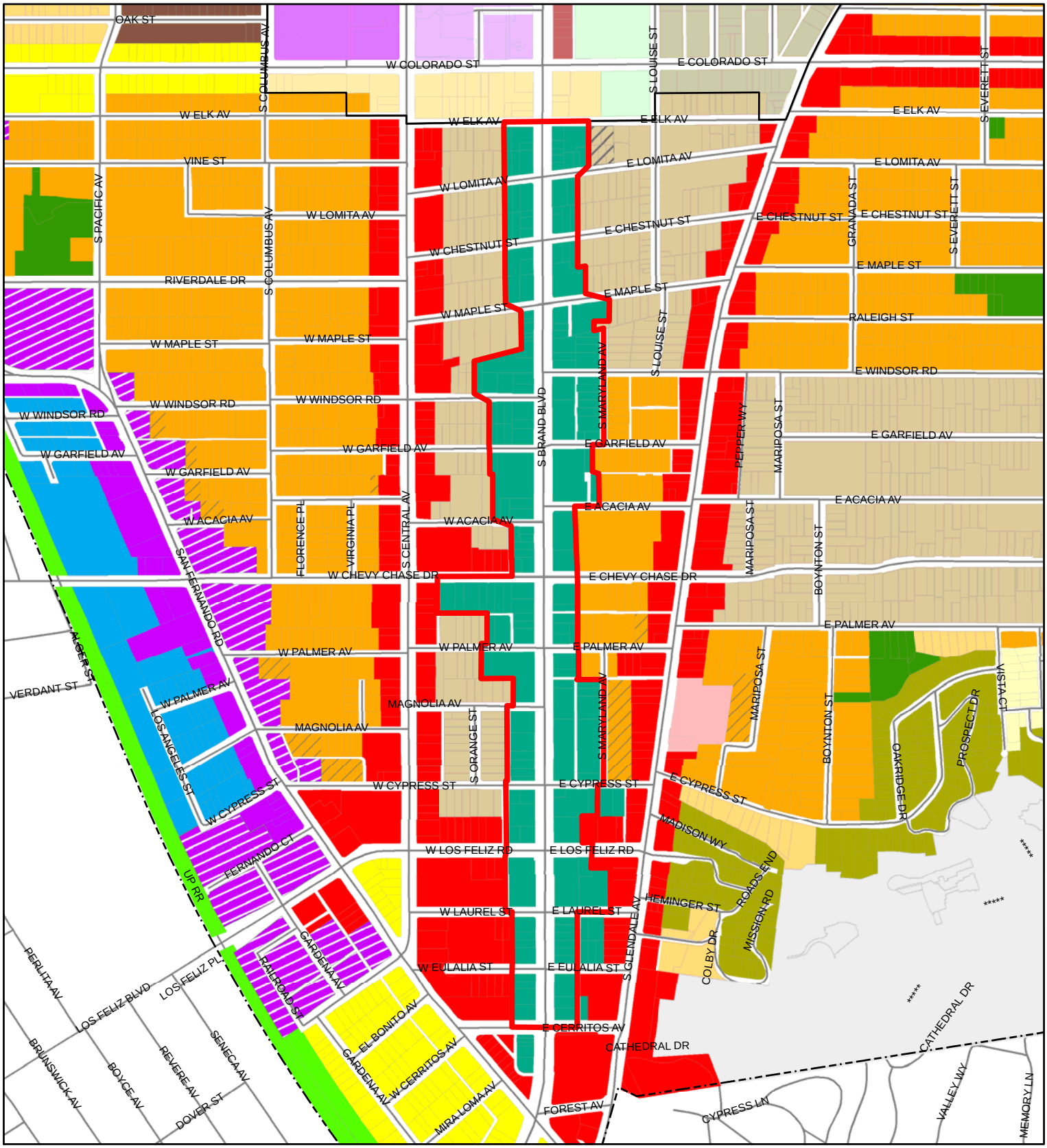
City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
CR
CPD
CE
SFMU
IMU
IMU R
IND
T
SR
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Brand Blvd. of Cars Planning Area



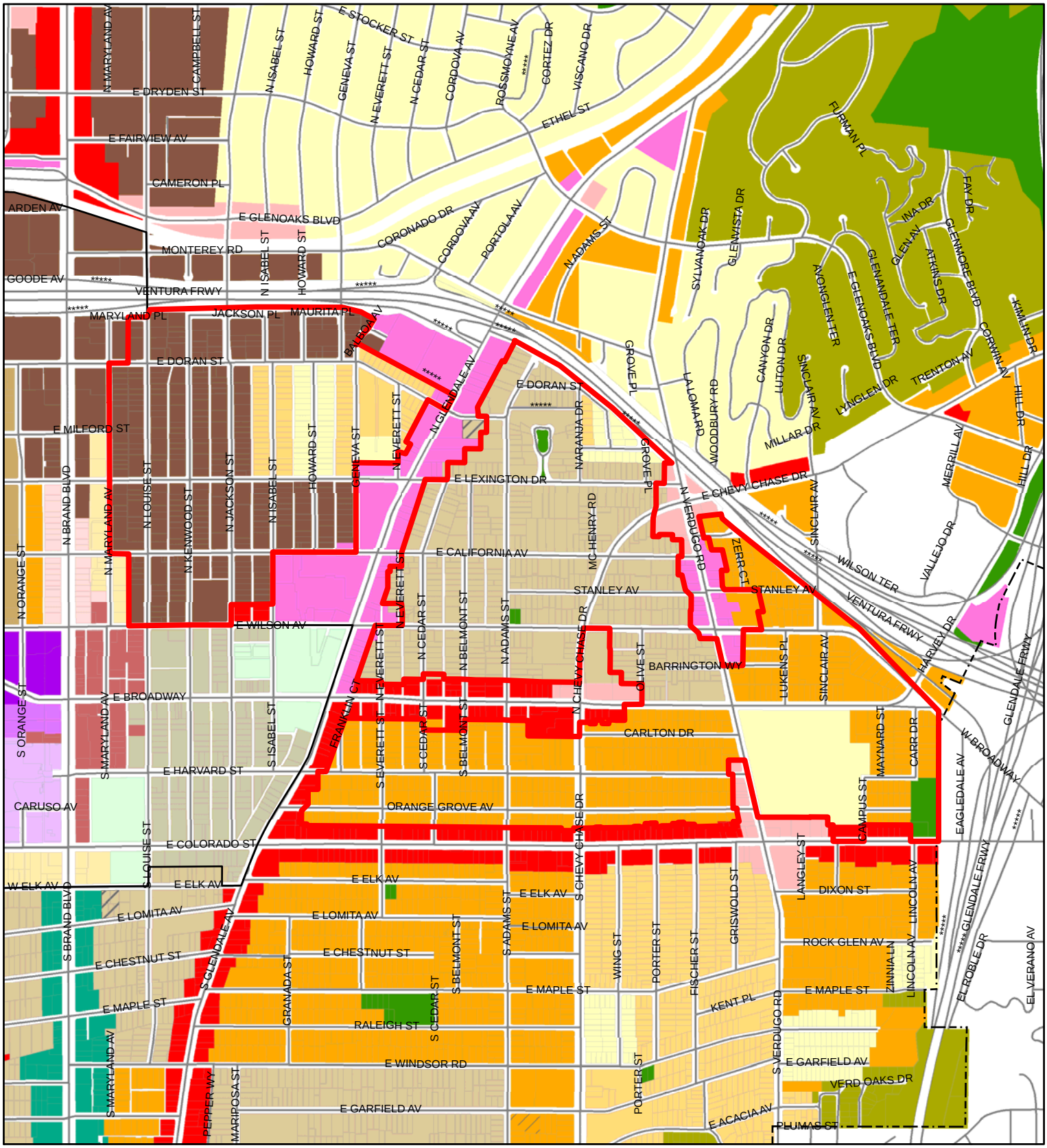
City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
CR
CPD
CE
SFMU
IMU
IMU R
IND
T
SR
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Citrus Grove - City Center Planning Area

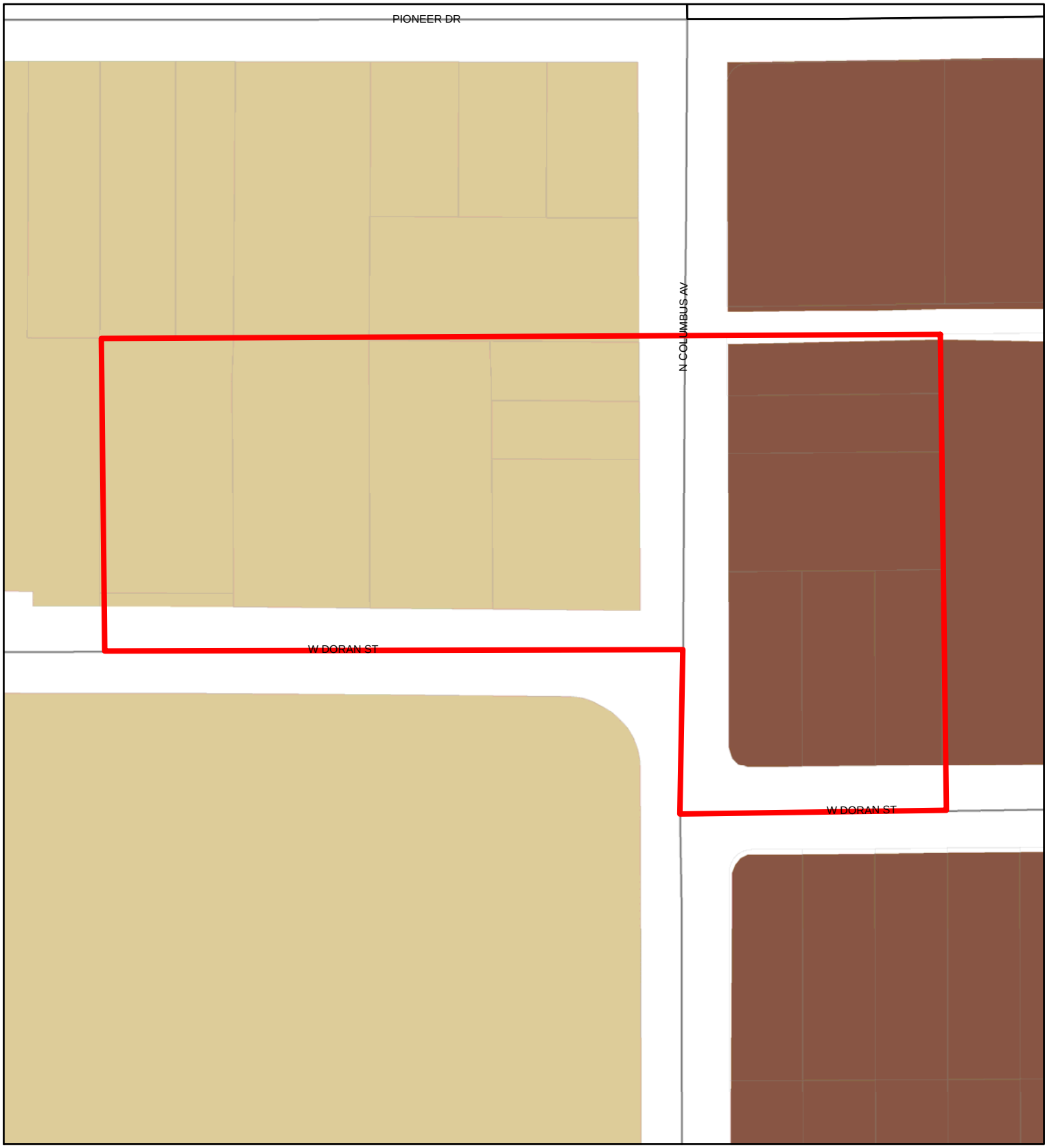


City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
- DSP/Mid Orange
- DSP/Orange Central
- DSP/Town Center
- DSP/Transitional

Citywide Zones
- ROS
- R1R
- R1
- R3050
- R2250
- R2250 P
- R1650
- R1650 P
- R1250
- C1
- C2
- C3
- CH
- CA
- CR
- CPD
- CE
- SFMU
- IMU
- IMU R
- IND
- T
- SR
- CEM

Existing Zoning
South Glendale Community Plan
Columbus School Planning Area



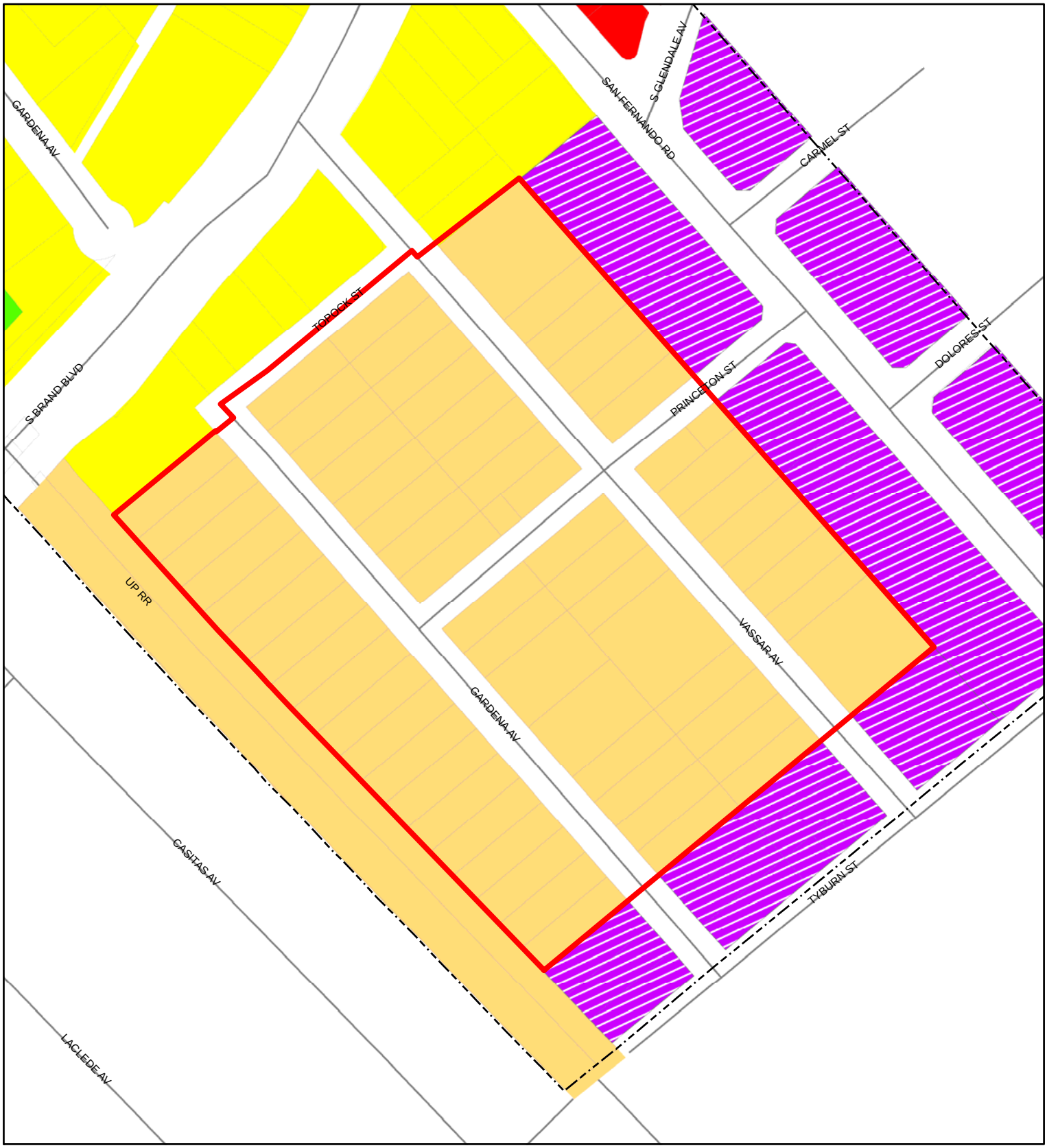
City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
CR
CPD
CE
SFMU
IMU
IMU R
IND
T
SR
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Diamond Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
CR
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IMU
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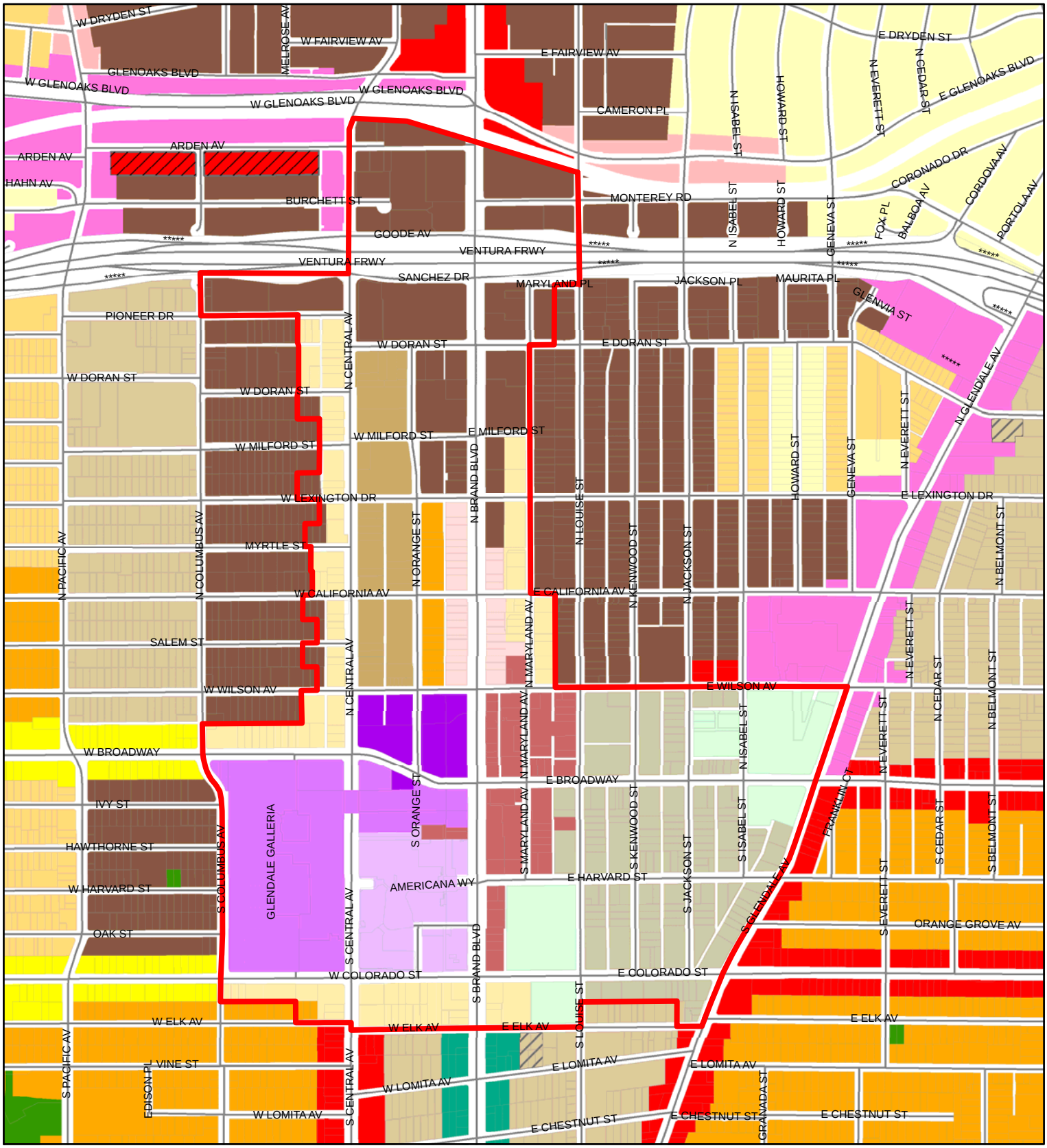
T
SR
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Downtown Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
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CA
CR
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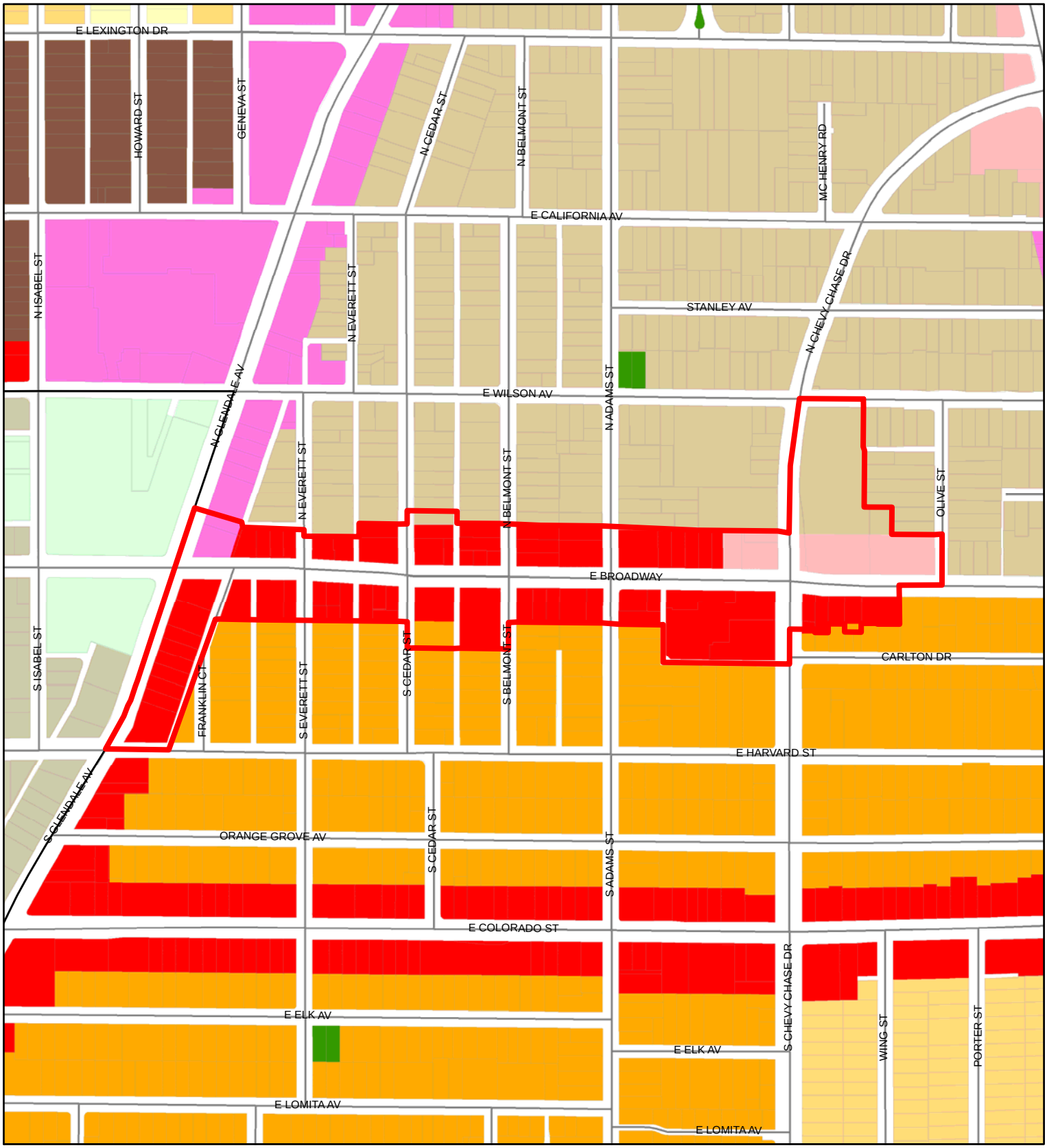
CE
SFMU
IMU
IMU R
IND
T
SR
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
East Broadway Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
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CE
SFMU
IMU
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IND
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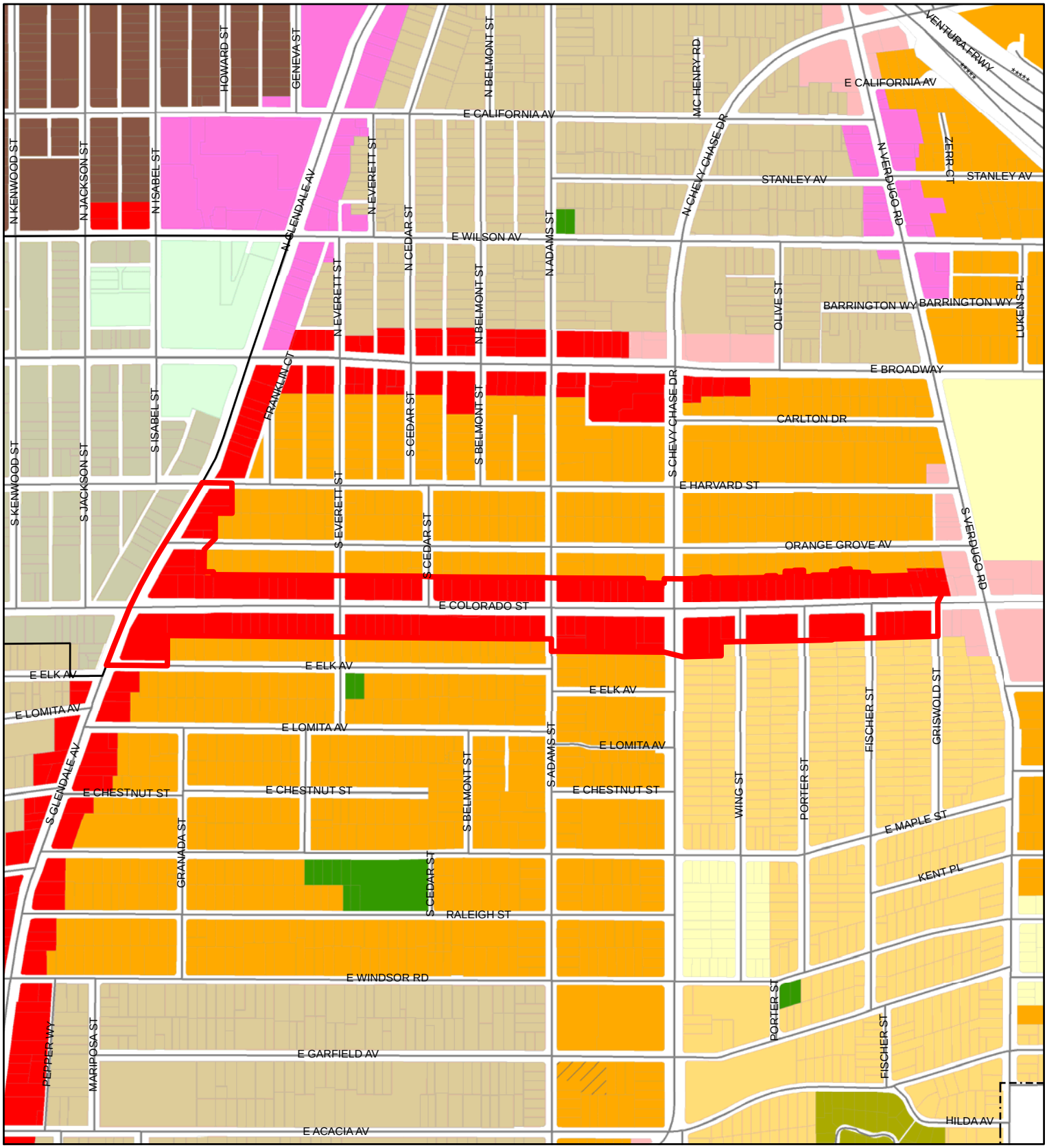
SR
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
East Colorado Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
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- DSP/Orange Central
- DSP/Town Center
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Citywide Zones
- ROS
- R1R
- R1
- R3050
- R2250
- R2250 P
- R1650
- R1650 P
- R1250
- C1
- C2
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- CA
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- CPD
- CE
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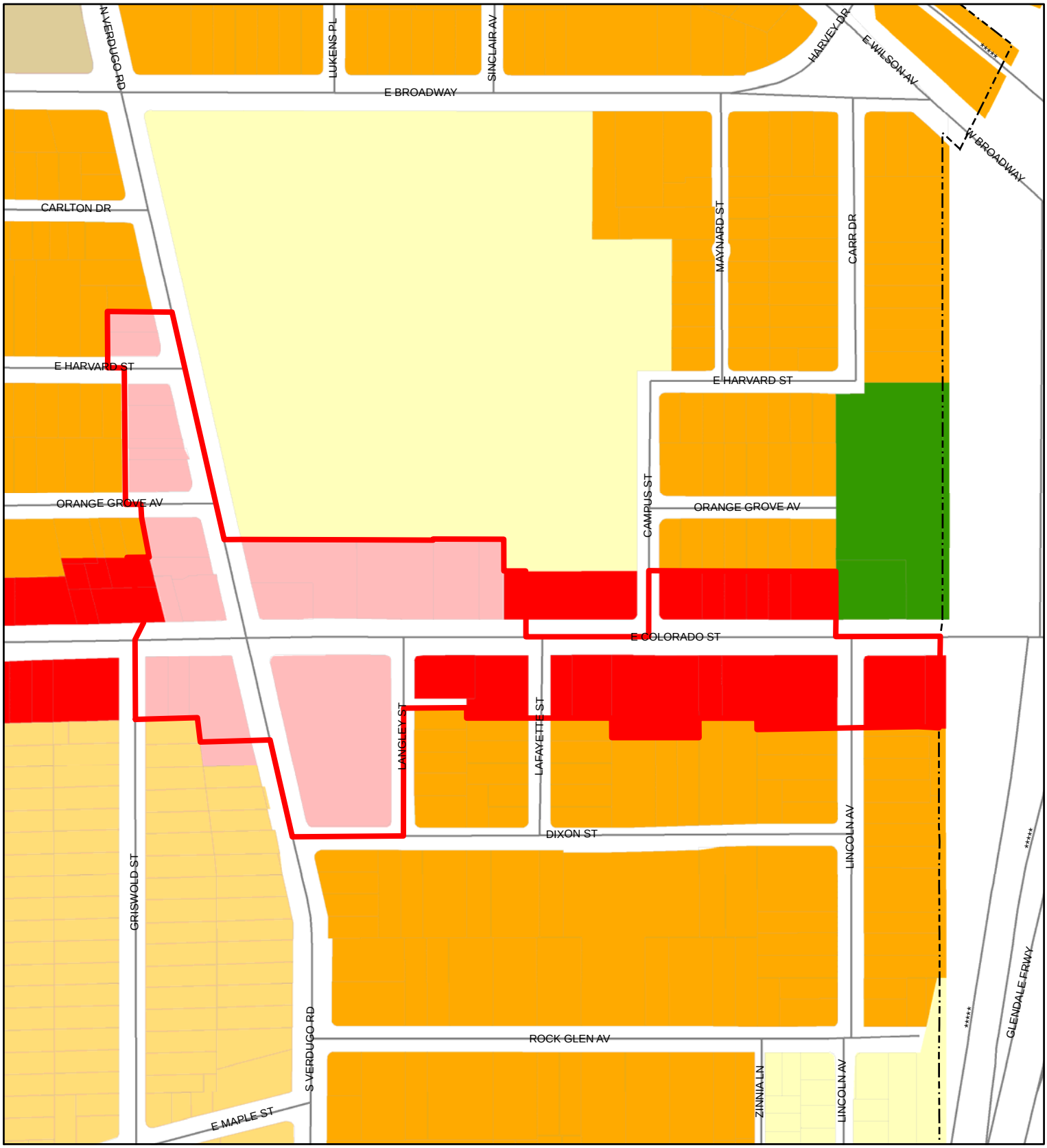
- IMU
- IMU R
- IND
- T
- SR
- CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
East Colorado Gateway Planning Area



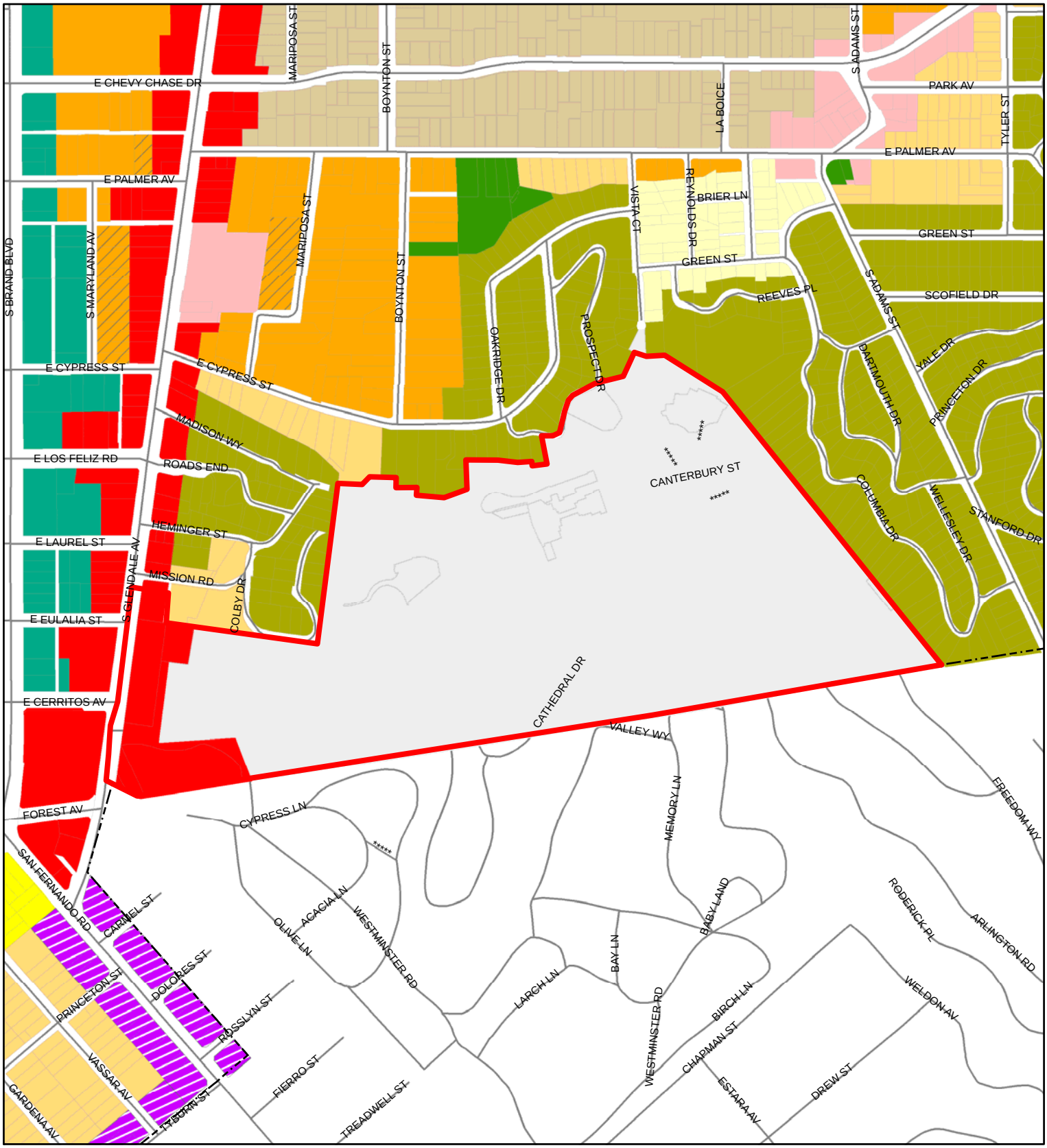
City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
- DSP/Mid Orange
- DSP/Orange Central
- DSP/Town Center
- DSP/Transitional

Citywide Zones
- ROS
- R1R
- R1
- R3050
- R2250
- R2250 P
- R1650
- R1650 P
- R1250
- C1
- C2
- C3
- CH
- CA
- CR
- CPD
- CE
- SFMU
- IMU
- IMU R
- IND
- T
- SR
- CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Forest Lawn Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
CR
CPD
CE
SFMU
IMU
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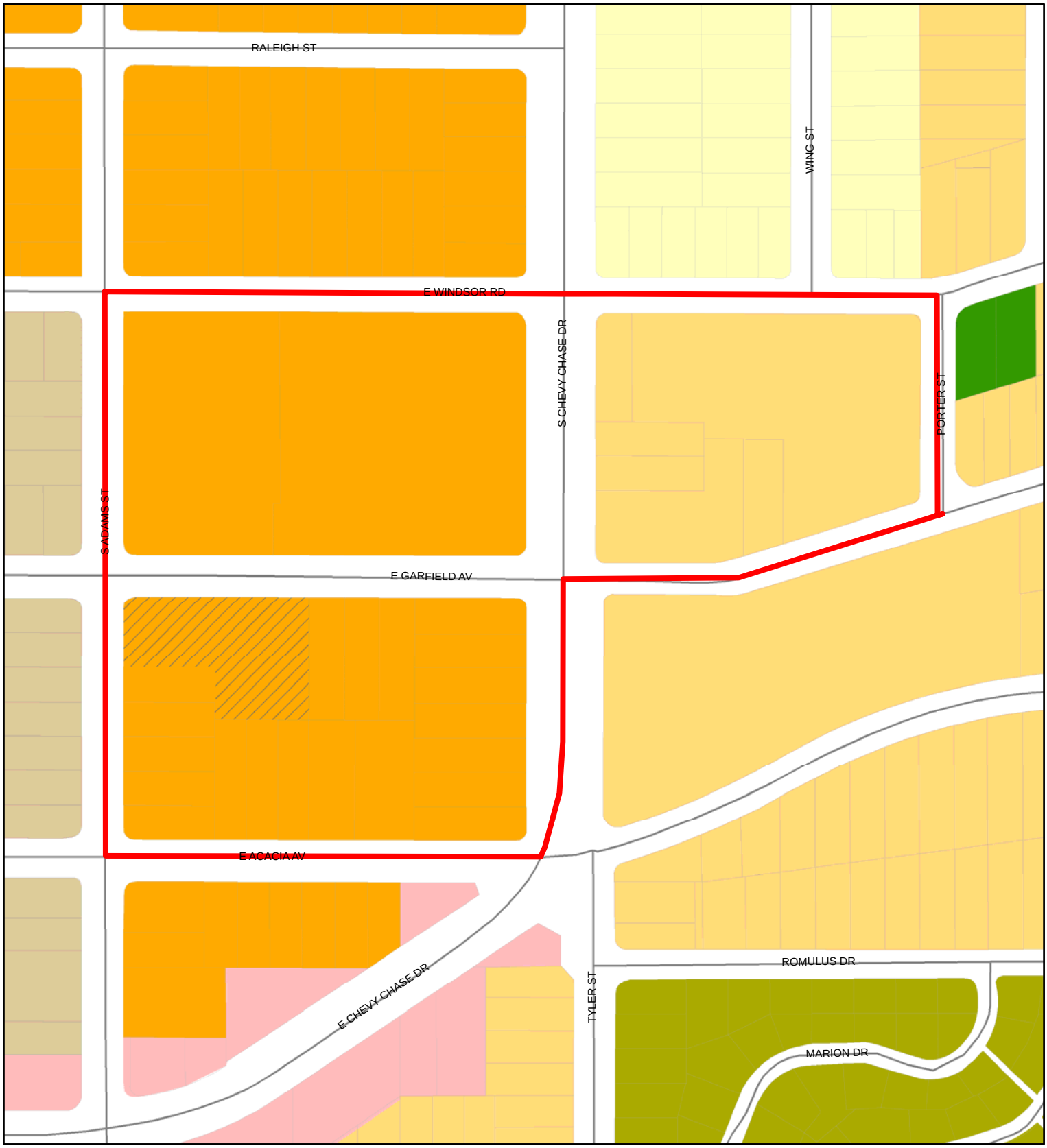
CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
GCC Garfield Campus Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
CR
CPD
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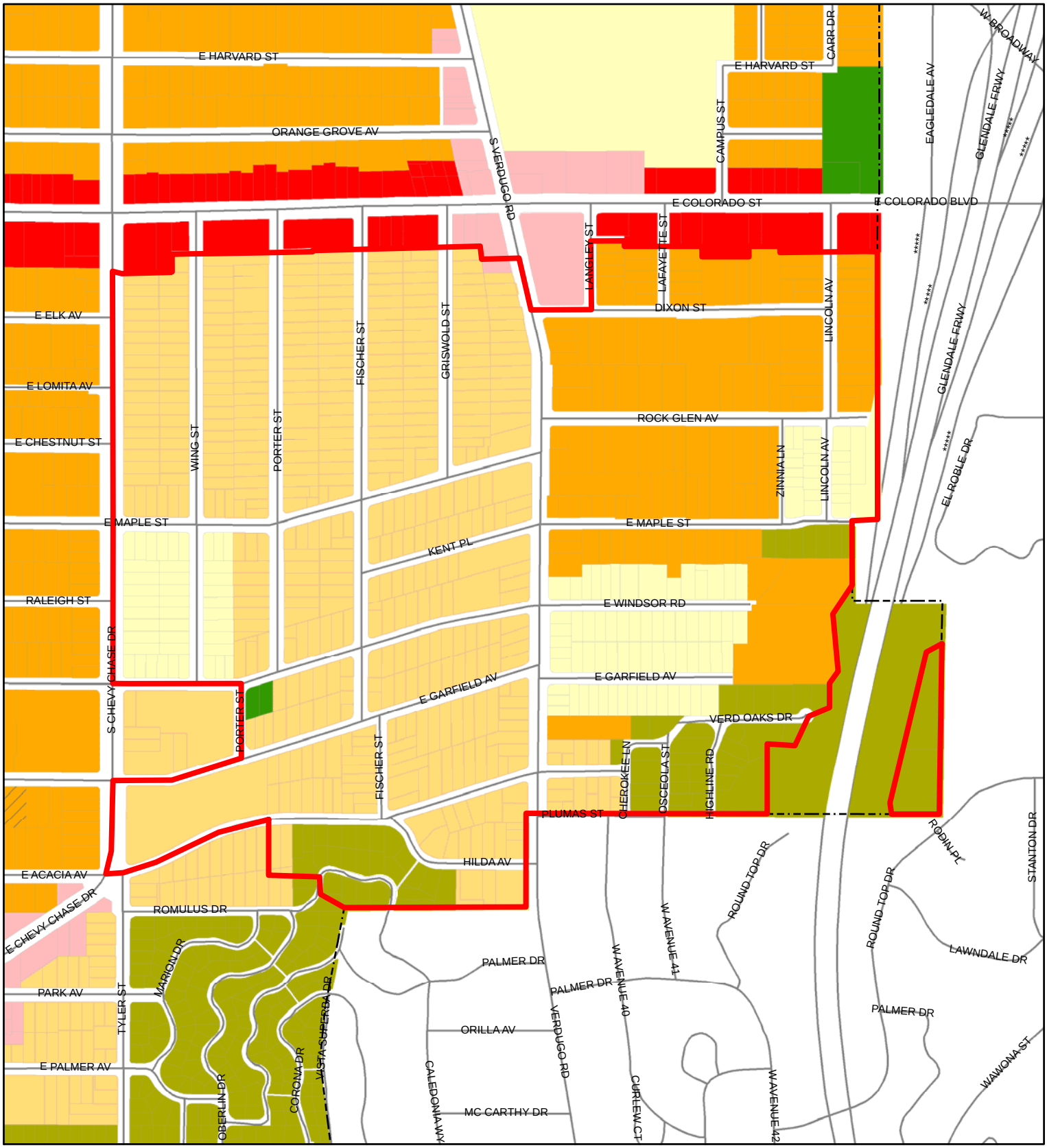
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Mariposa Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
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CPD
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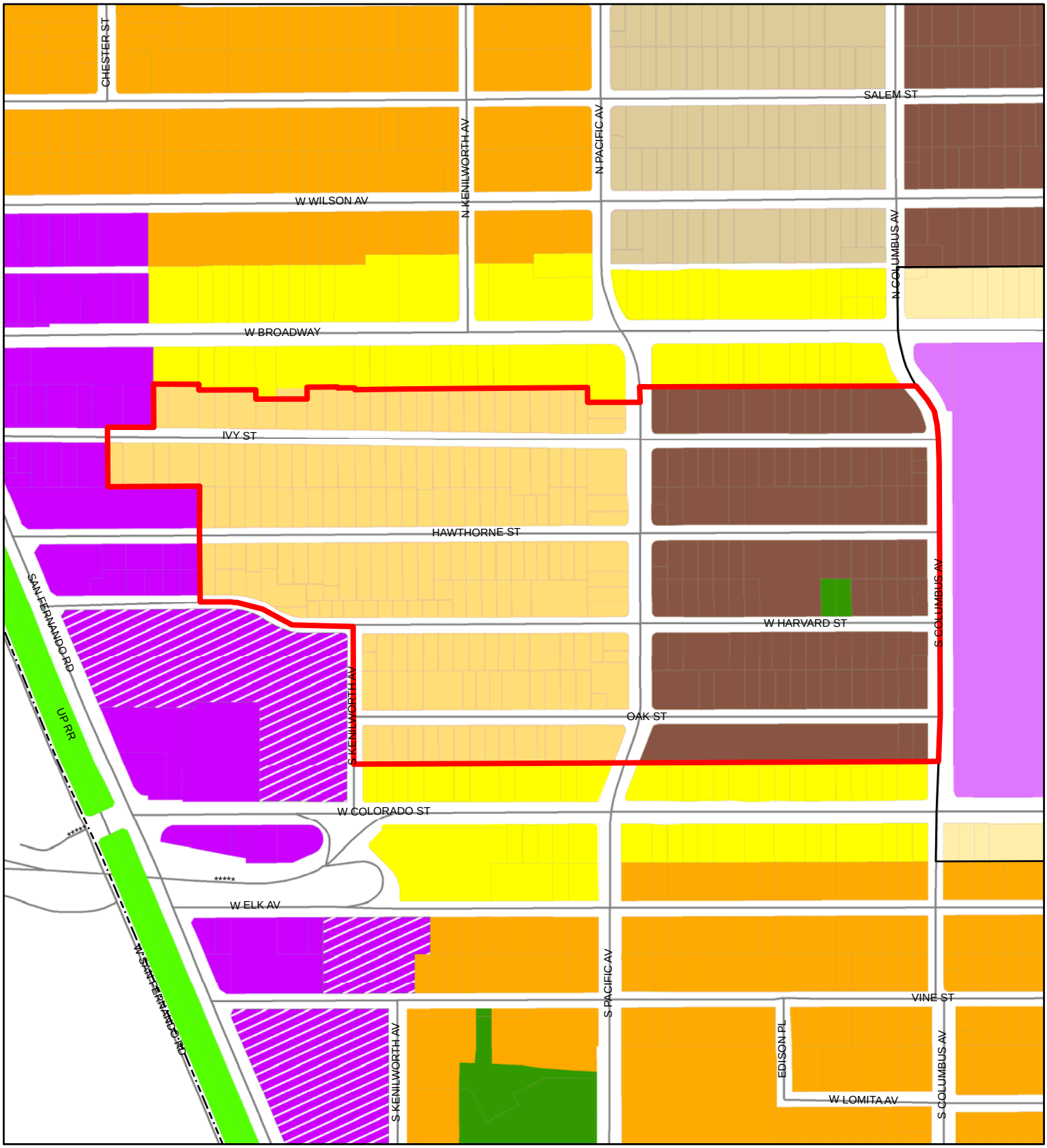
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Moorpark Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
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CPD
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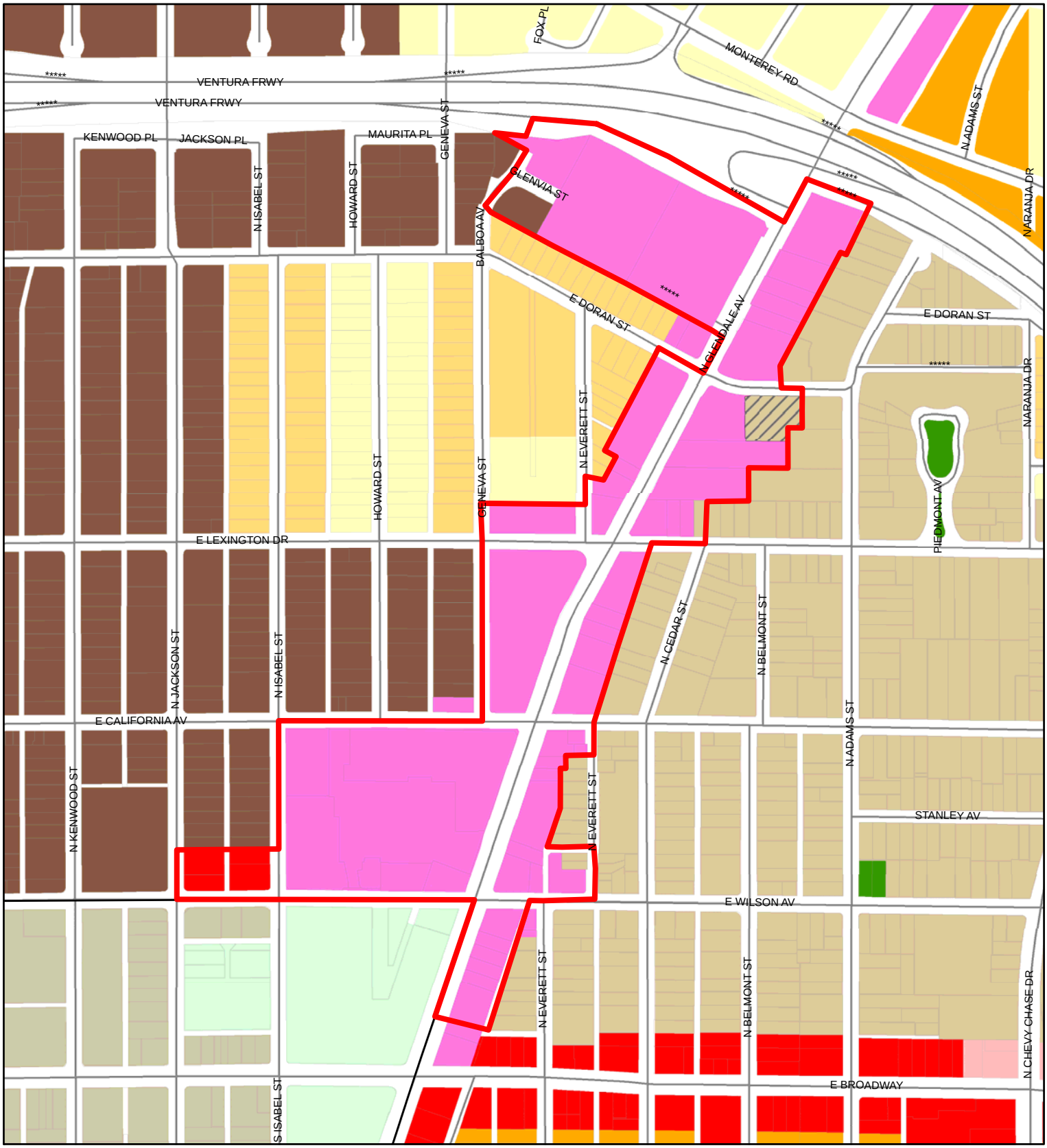
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
North Glendale Avenue Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
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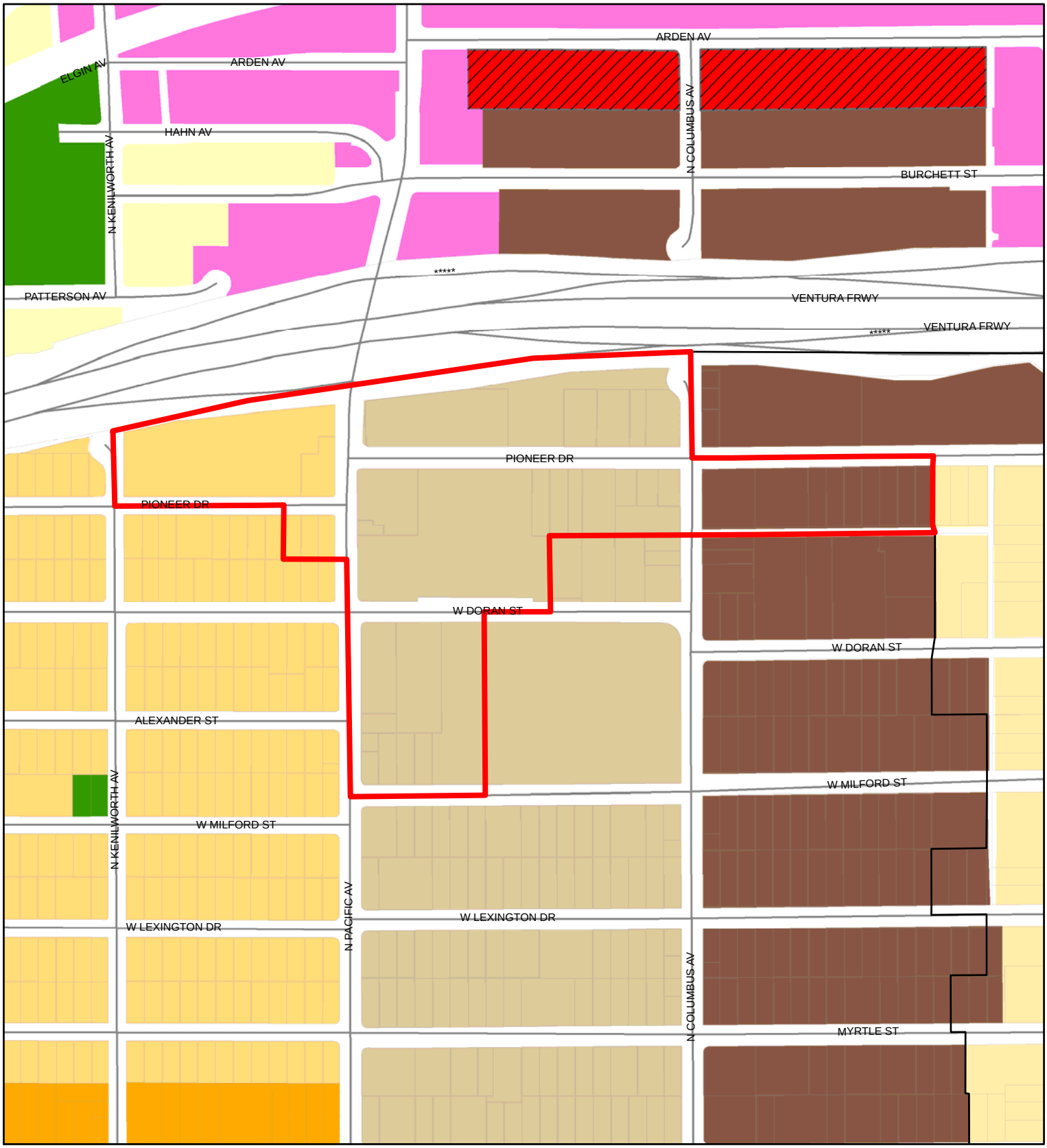
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Pacific Avenue Gateway Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
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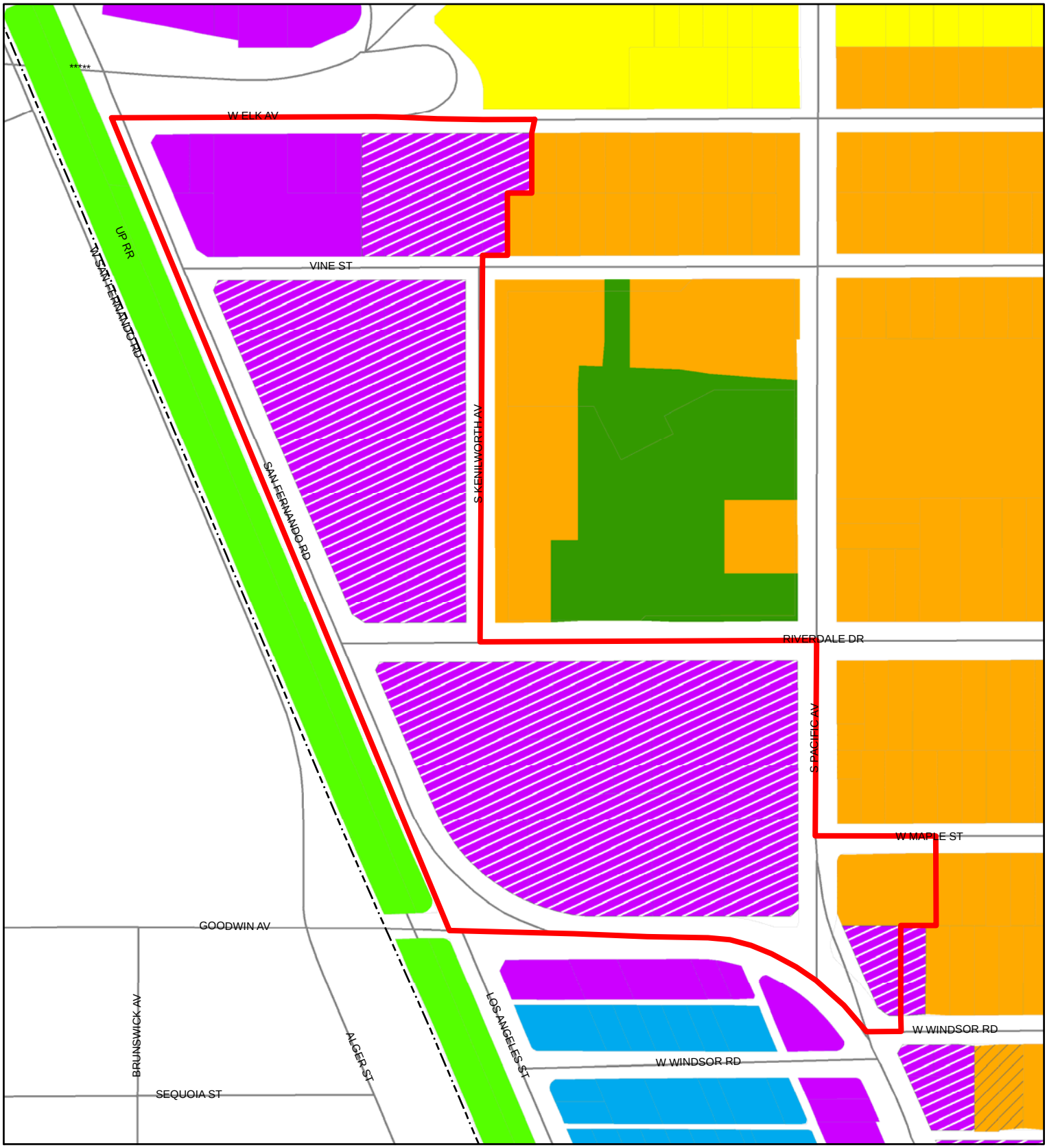
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Pacific Edison Center Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
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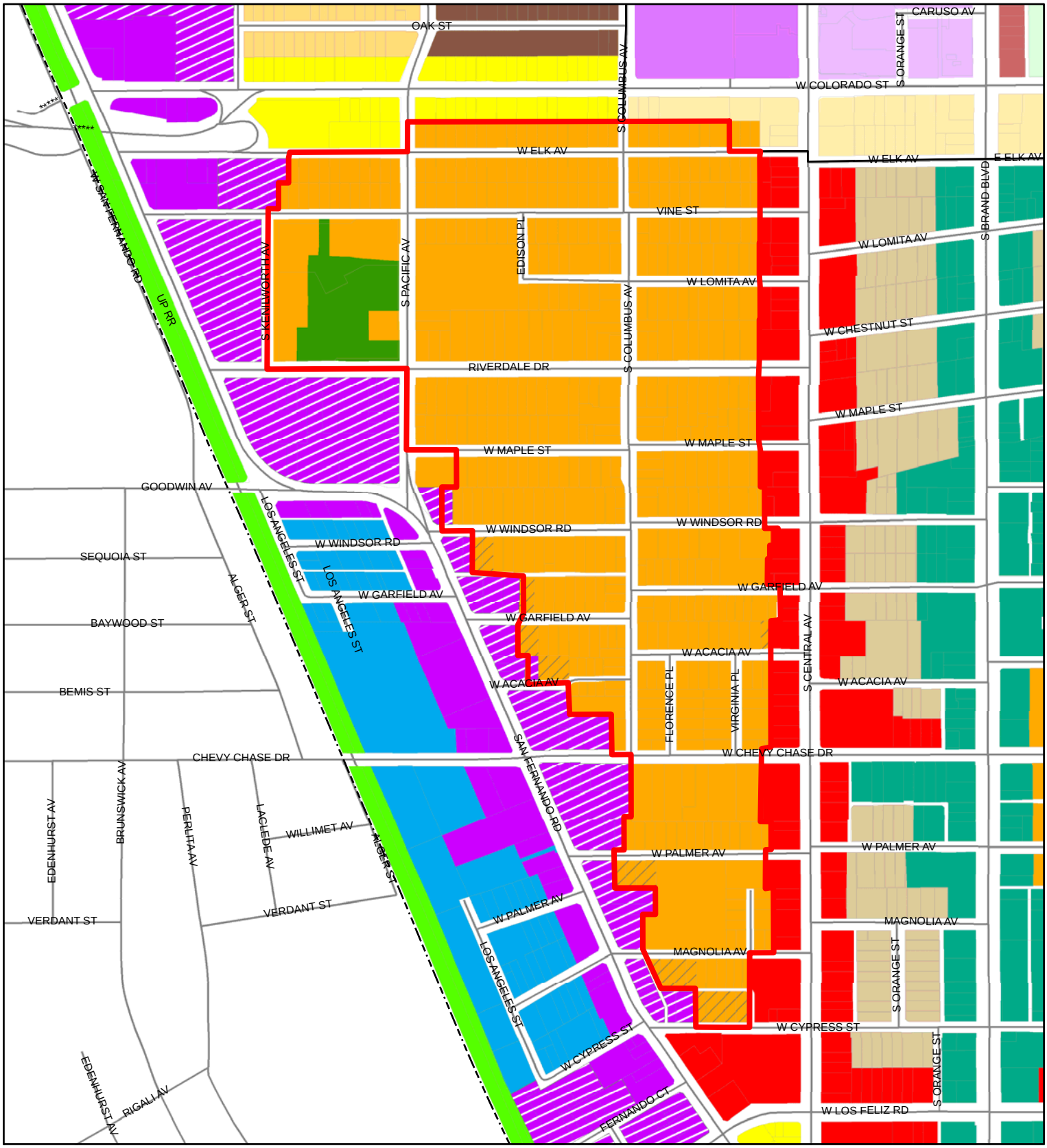
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Pacific Edison Neighborhood Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
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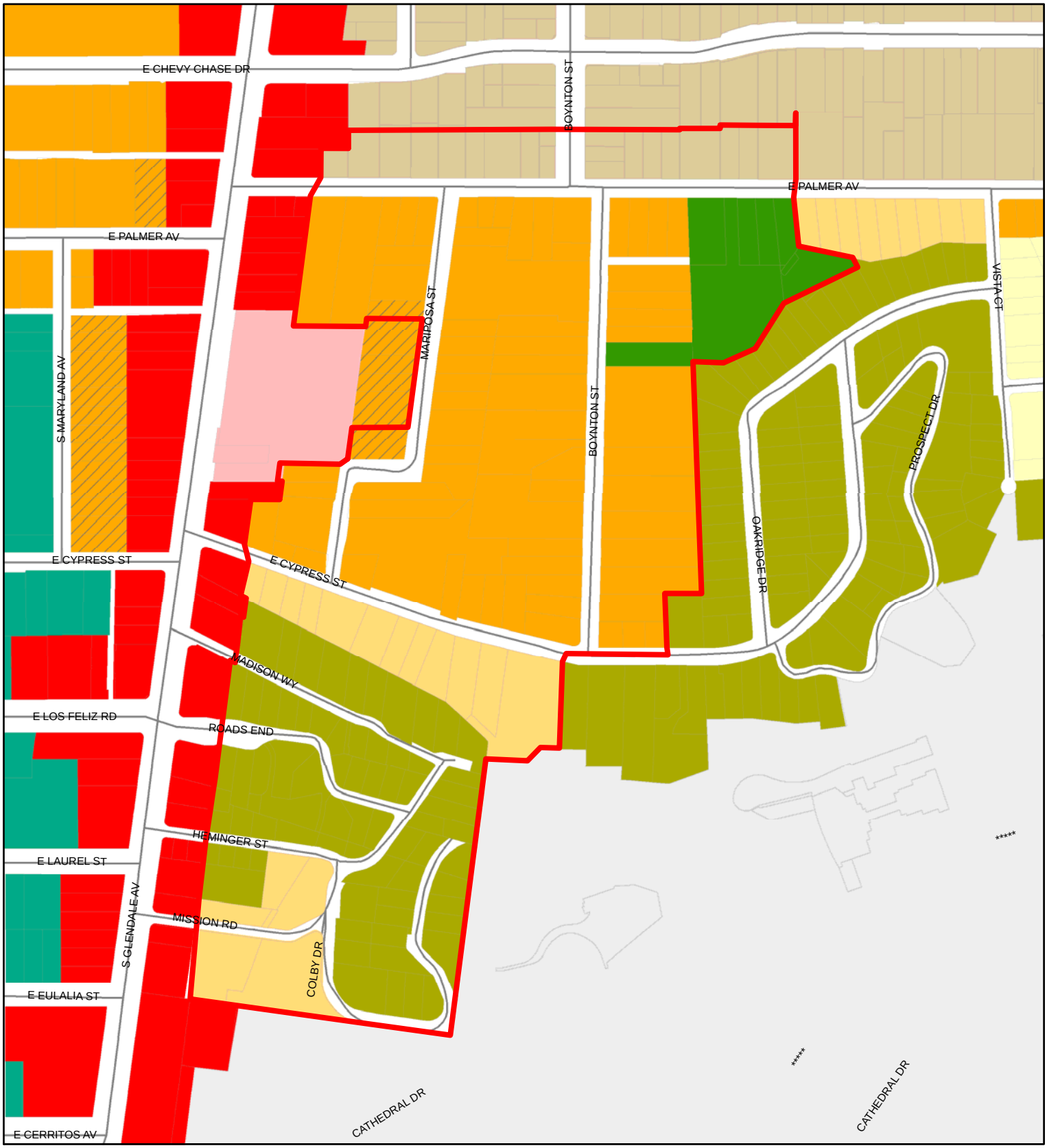
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Roads End Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
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CH
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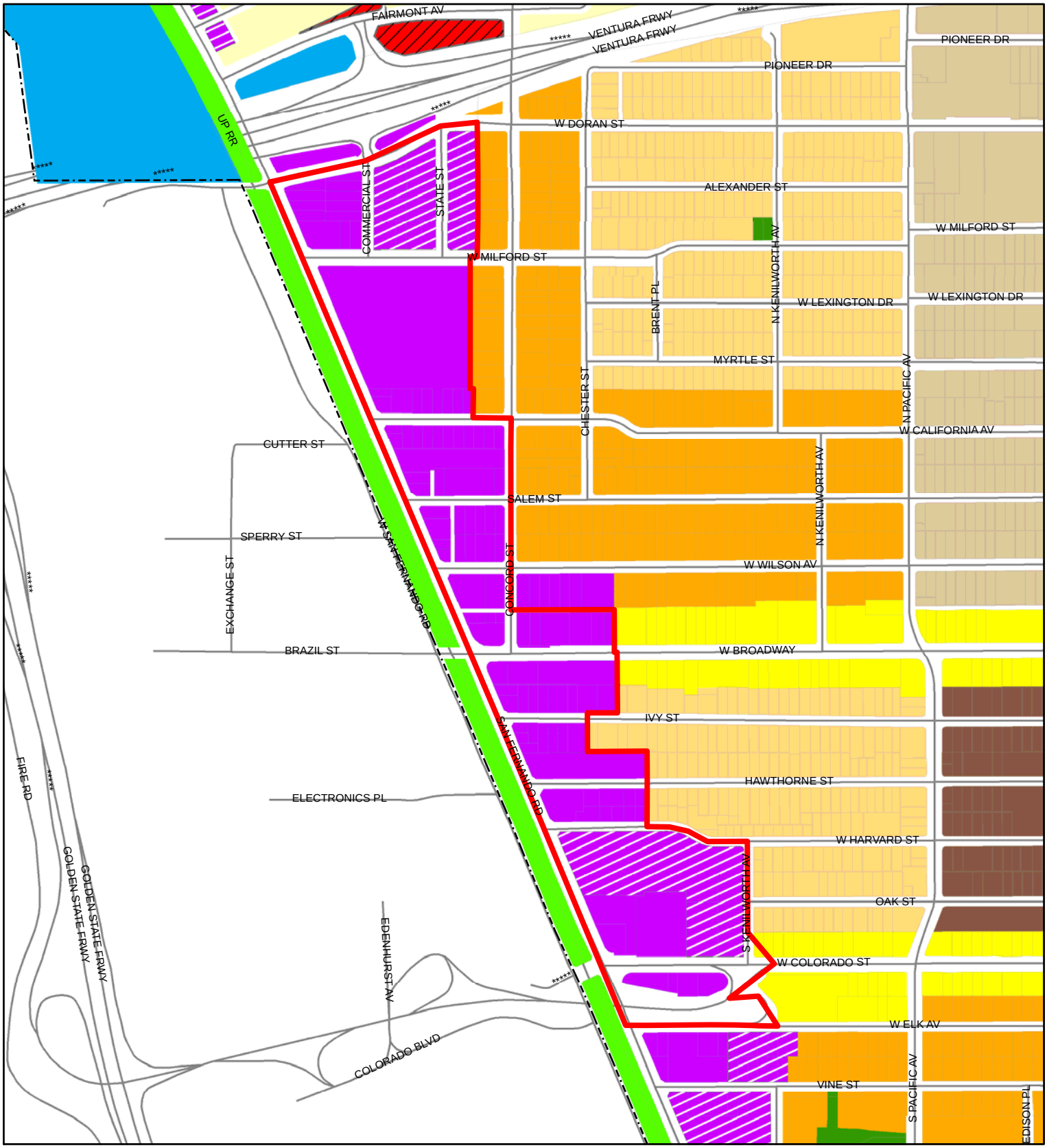
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
San Fernando Road north of Colorado Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
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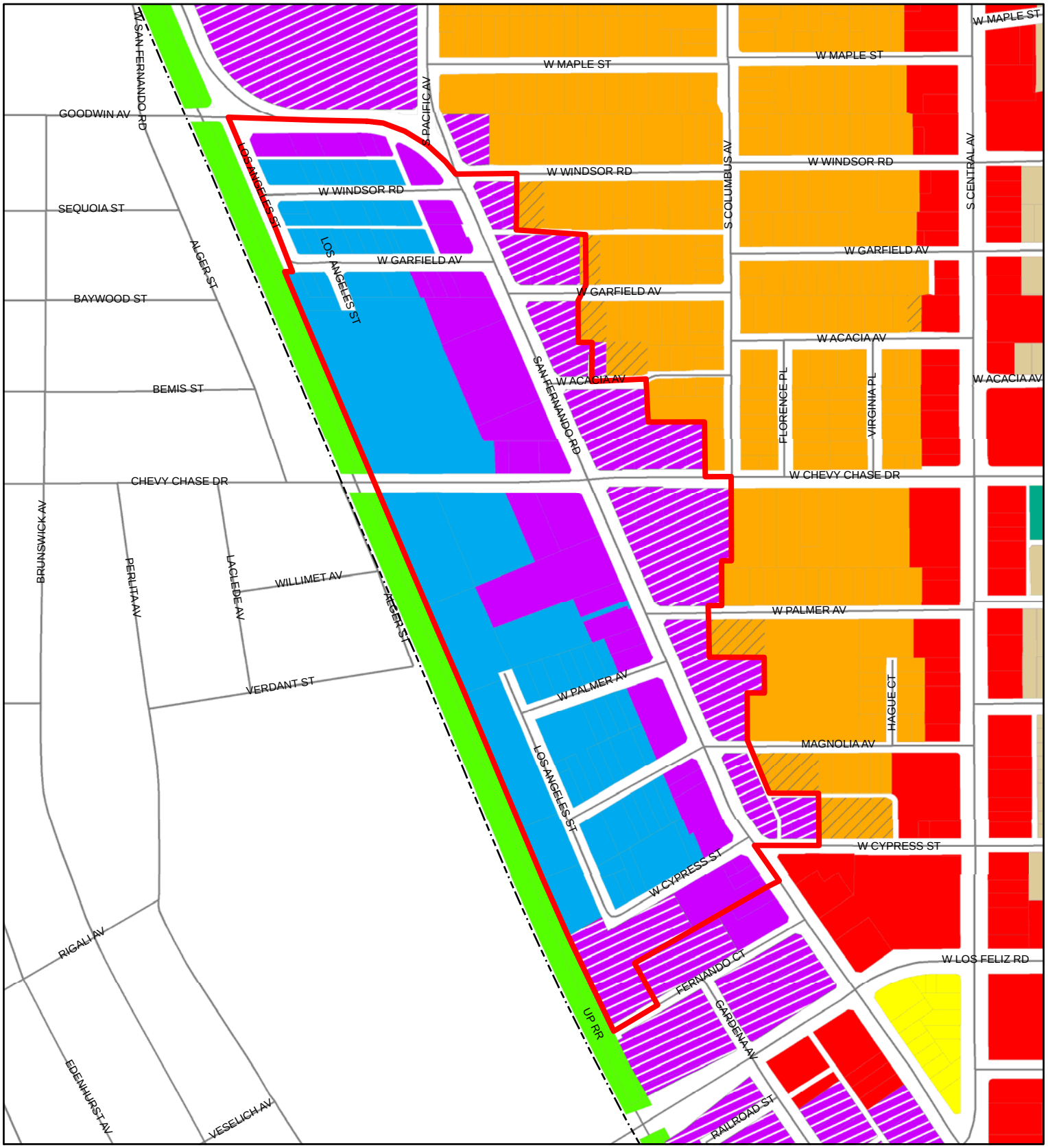
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
San Fernando Road south of Pacific Curve Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
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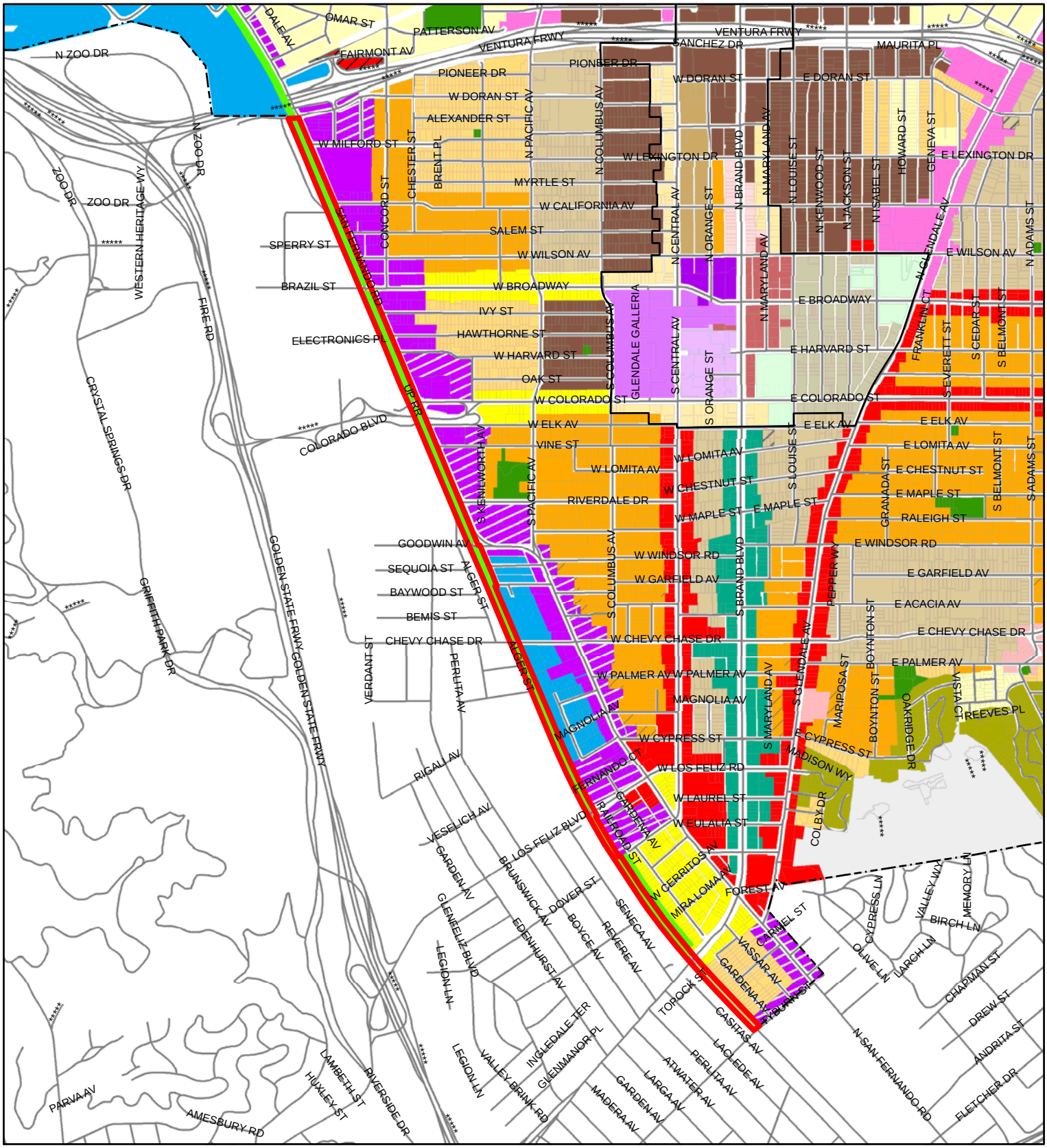
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
SCRRA Right-of-Way Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
- DSP/Mid Orange
- DSP/Orange Central
- DSP/Town Center
- DSP/Transitional

Citywide Zones
- ROS
- R1R
- R1
- R3050
- R2250
- R2250 P
- R1650
- R1650 P
- R1250
- C1
- C2
- C3
- CH
- CA
- CR
- CPD
- CE
- SFMU
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- IMU R
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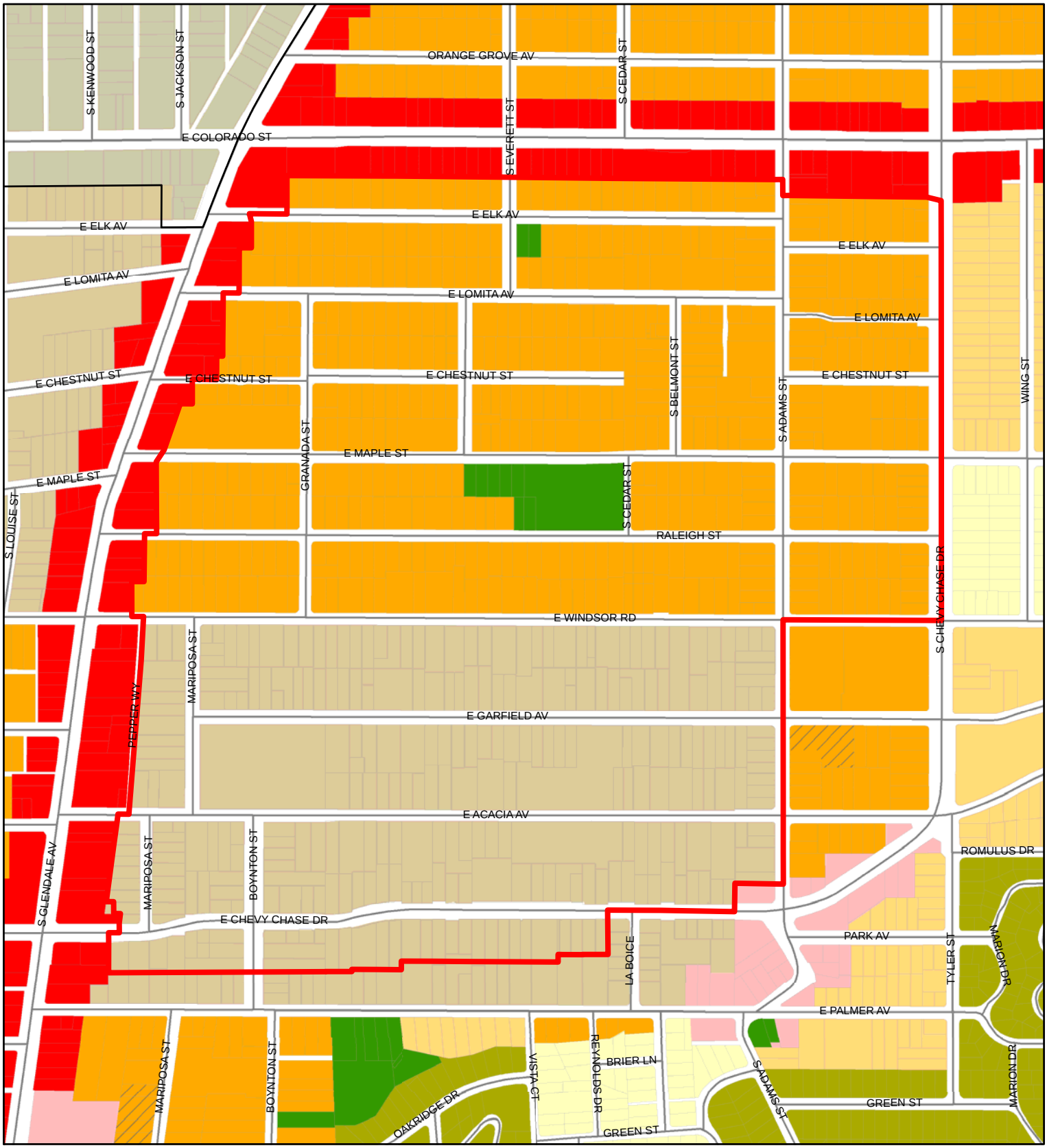
- CEM

NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Somerset Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
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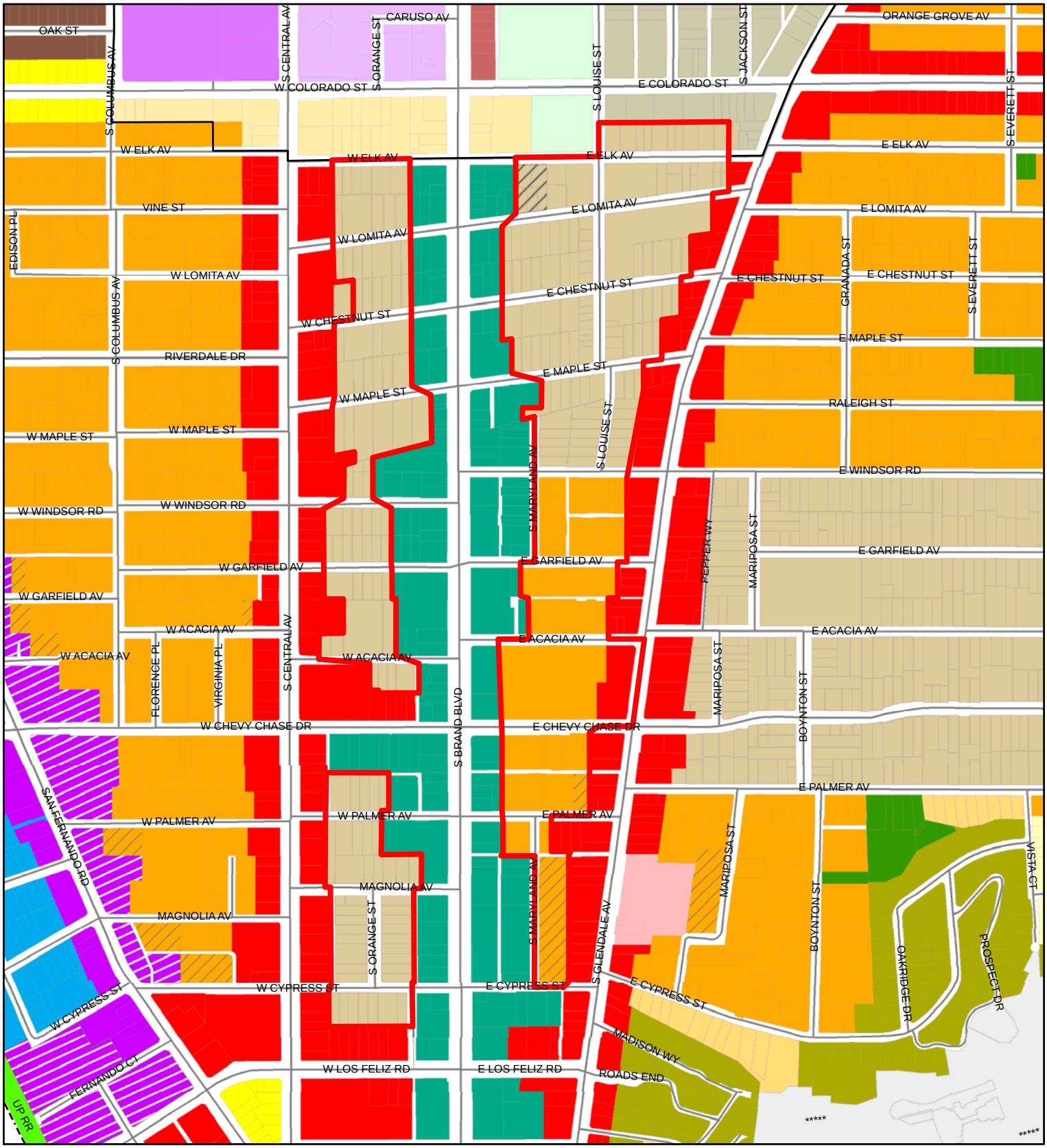
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
South Brand Neighborhood Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
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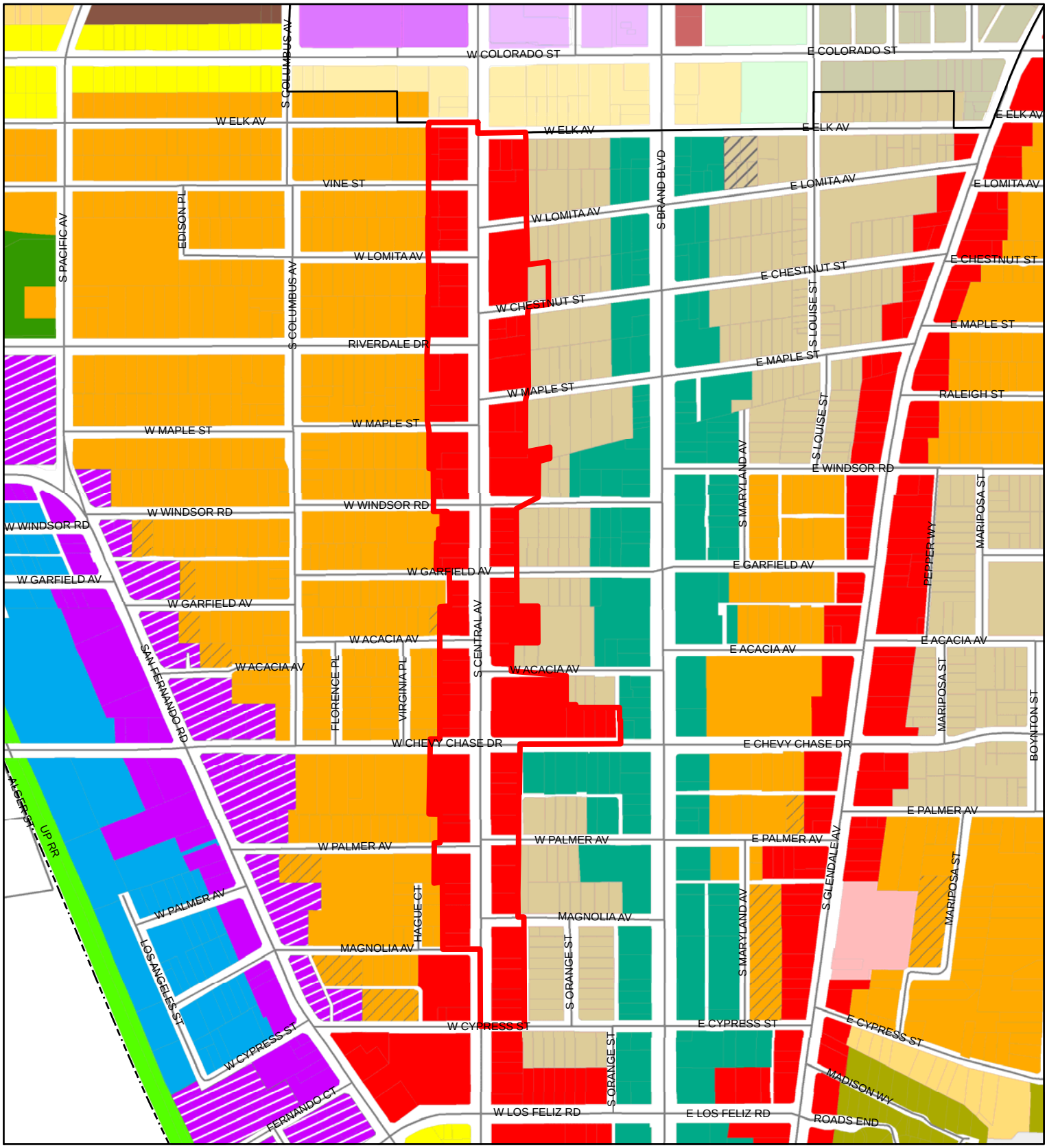
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
South Central Avenue Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
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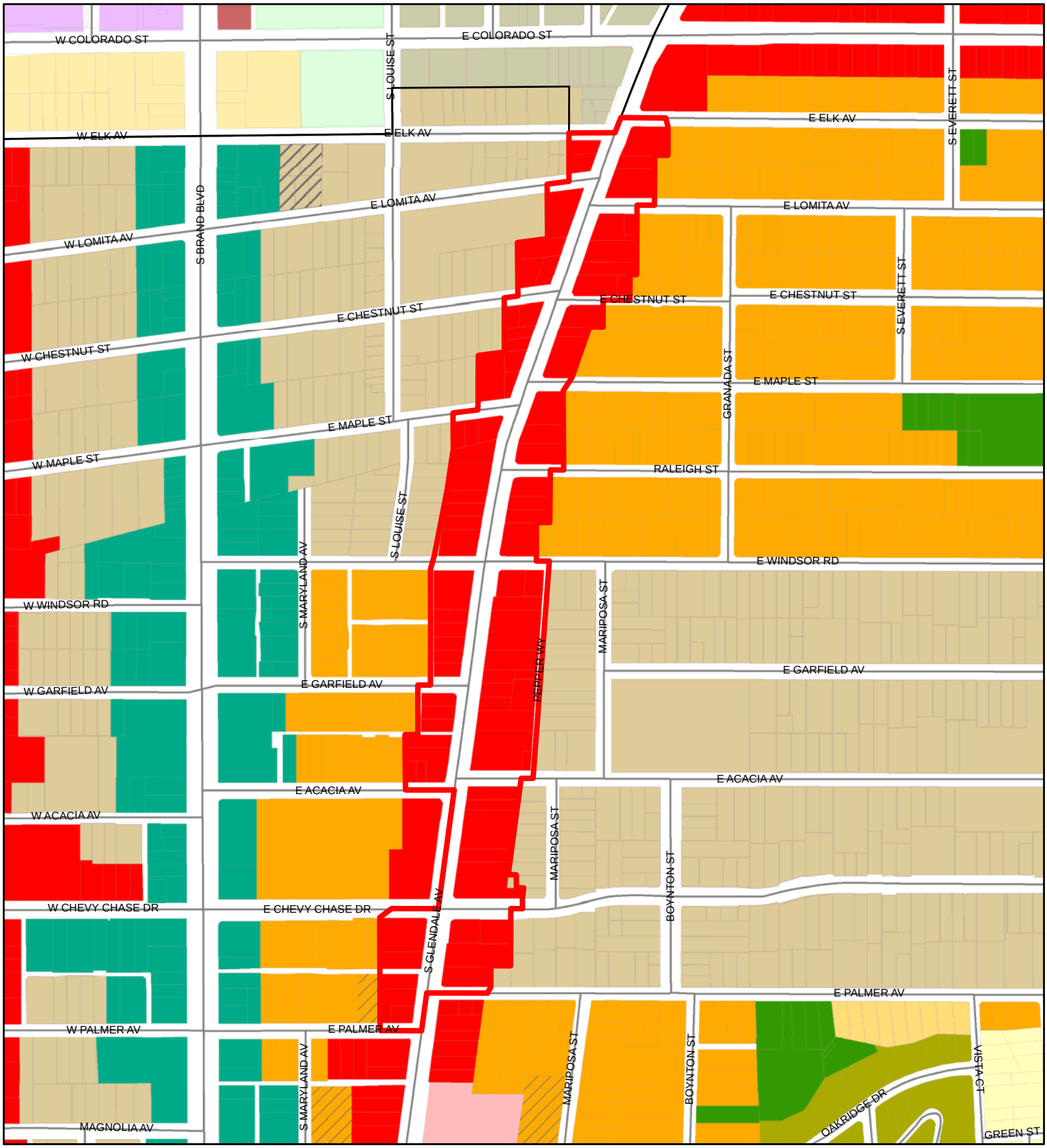
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
South Glendale Avenue north of Palmer Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
CA
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CPD
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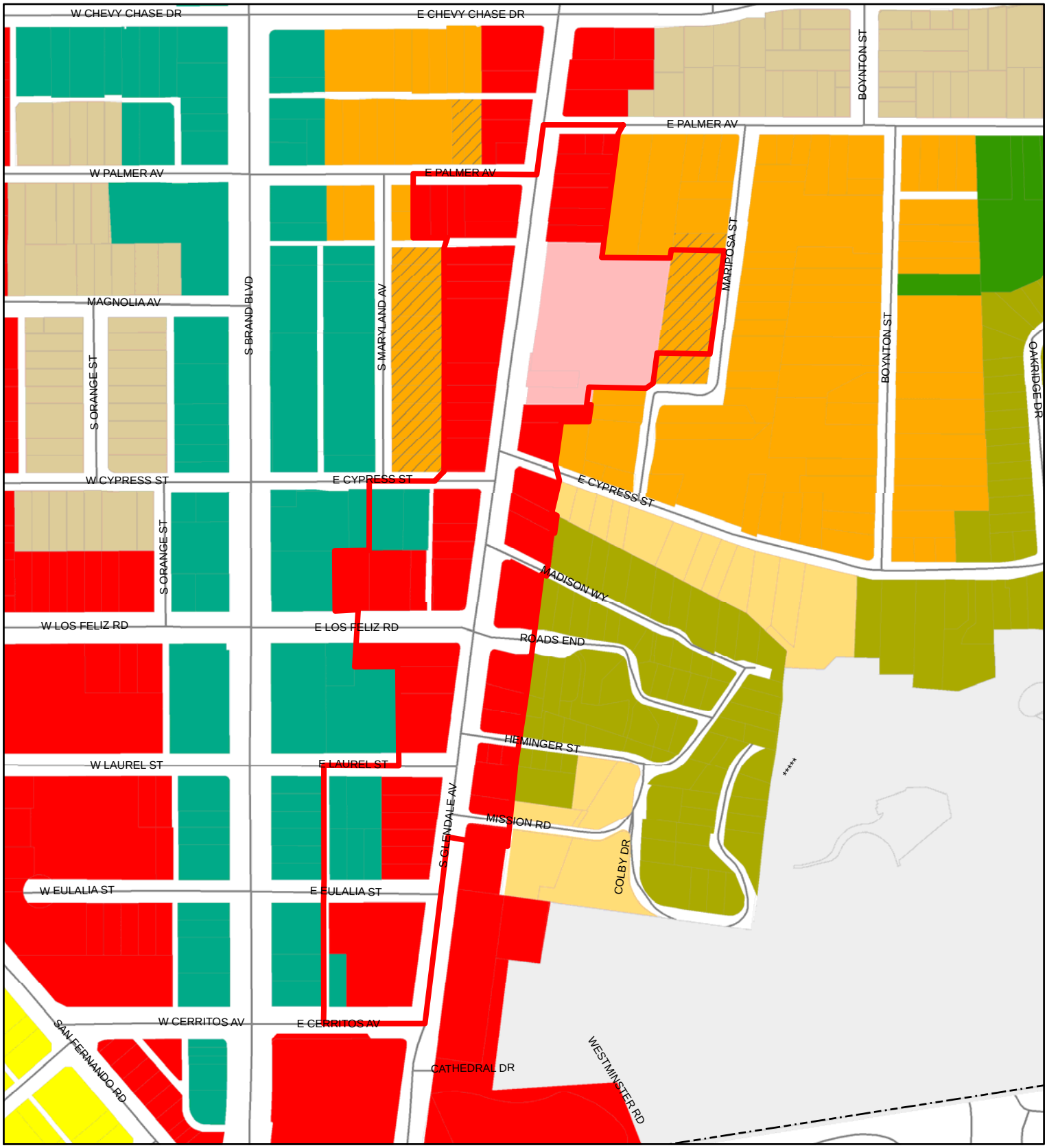
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
South Glendale Avenue south of Palmer Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
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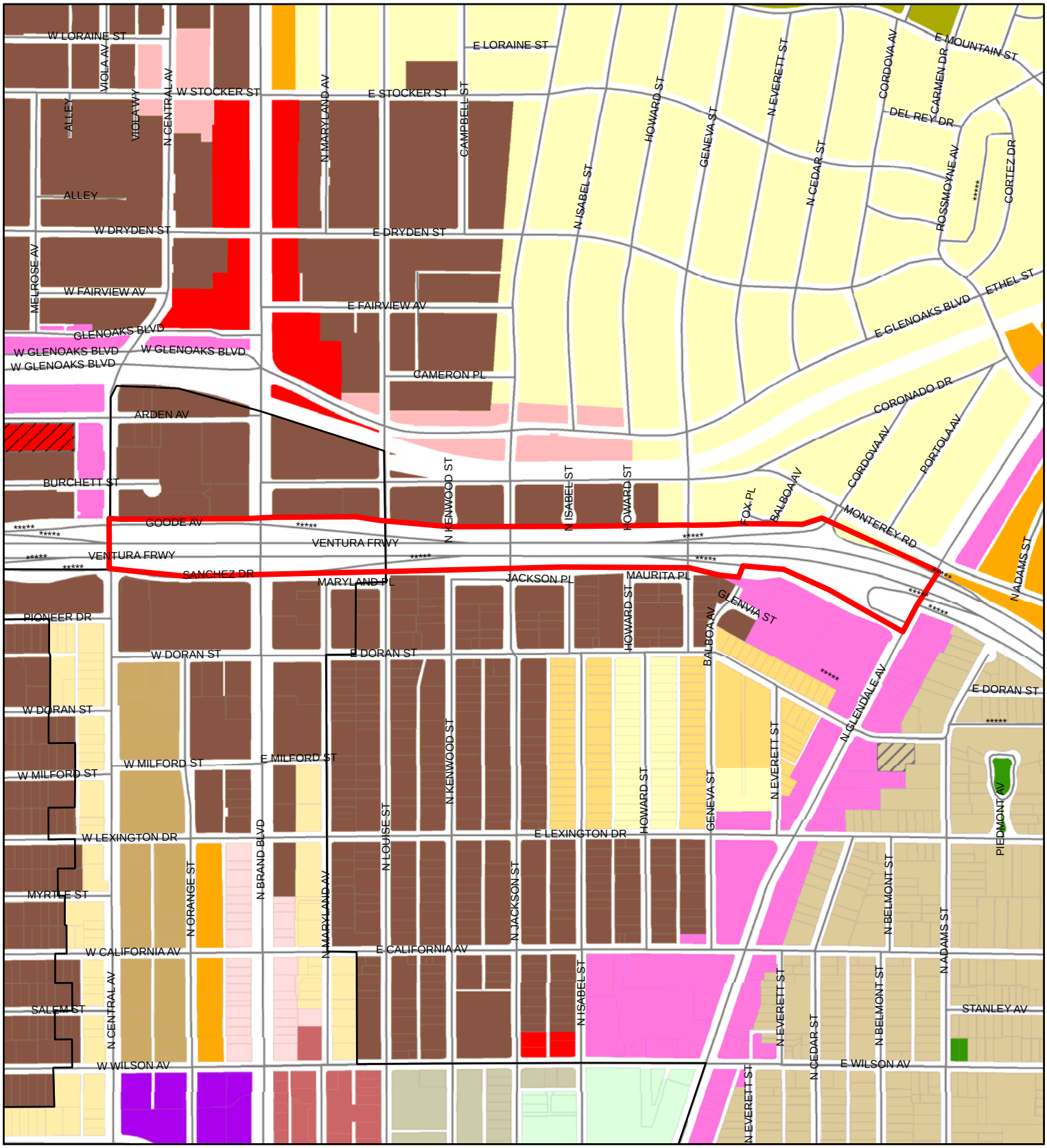
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Space 134 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
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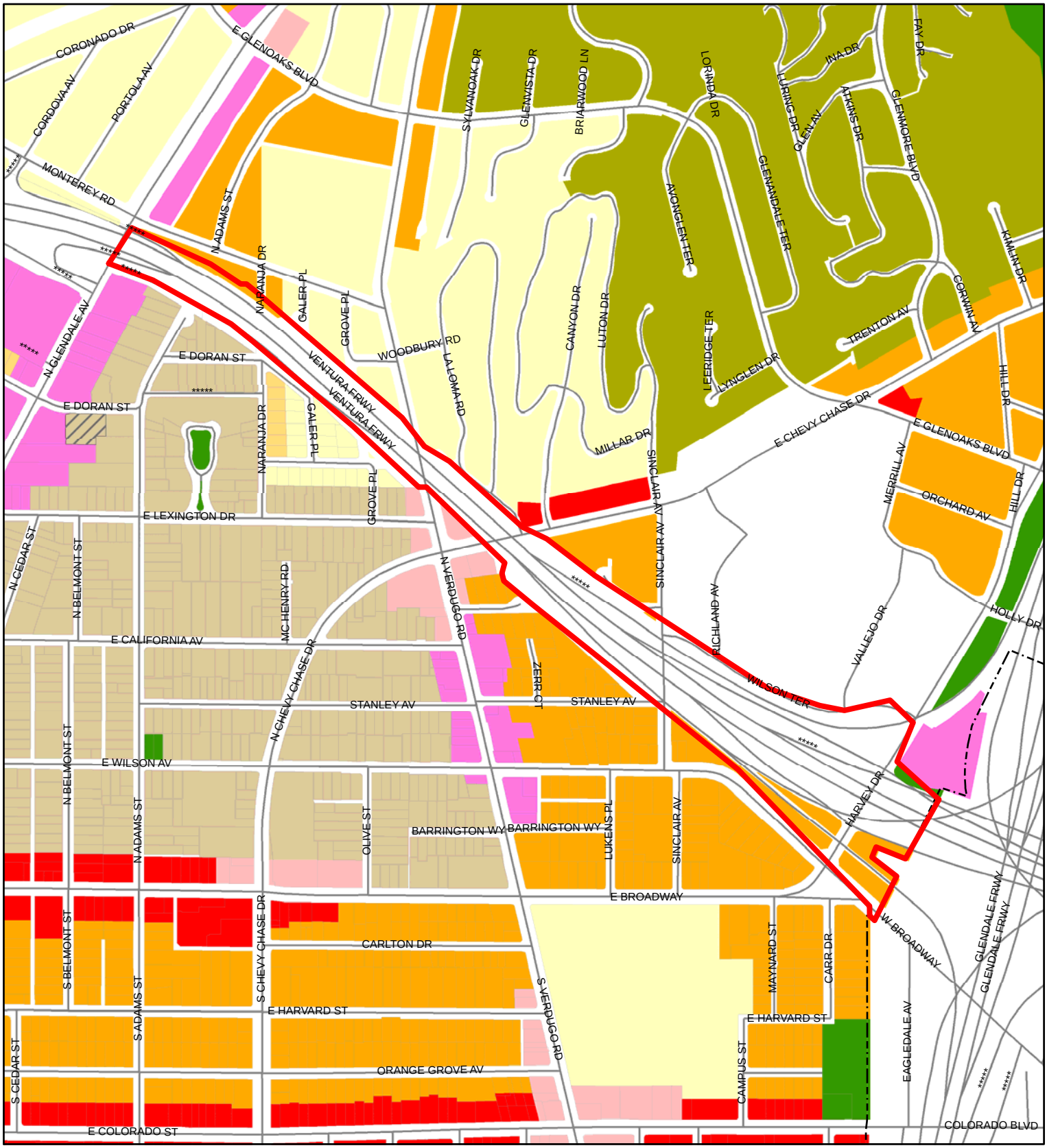
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
State Route 134 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
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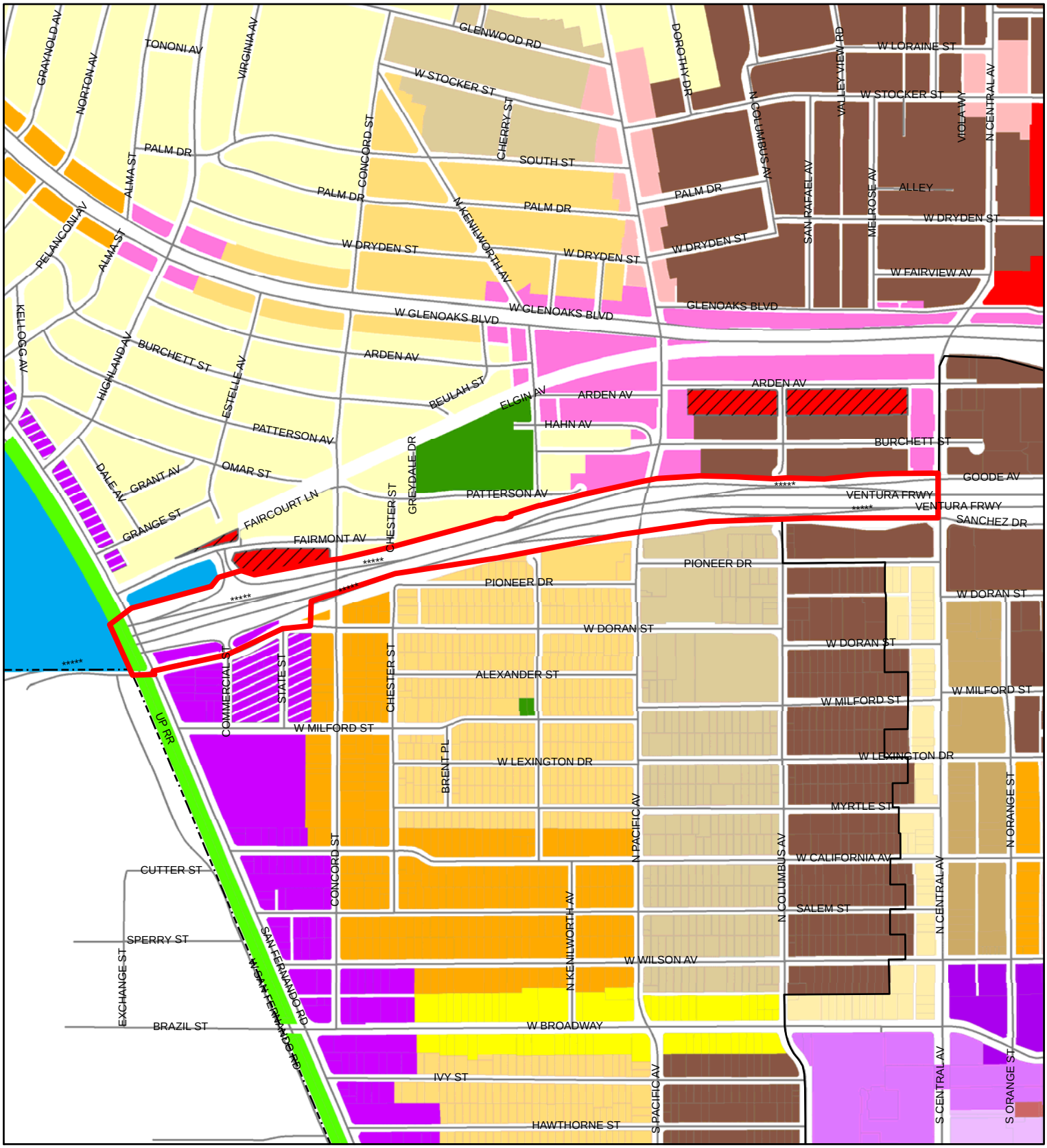
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
State Route 134 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
C2
C3
CH
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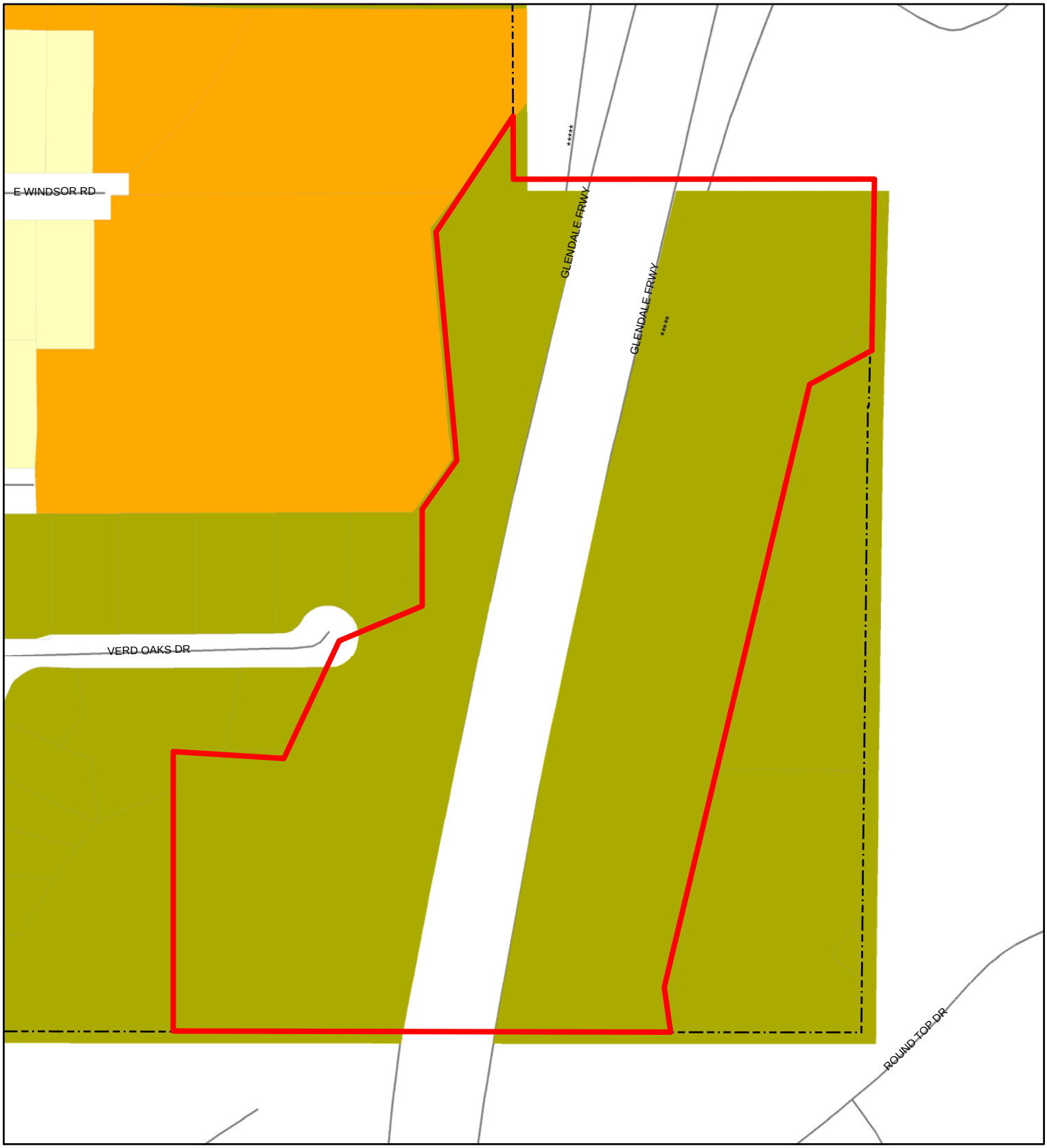
Existing Zoning
South Glendale Community Plan
State Route 2 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
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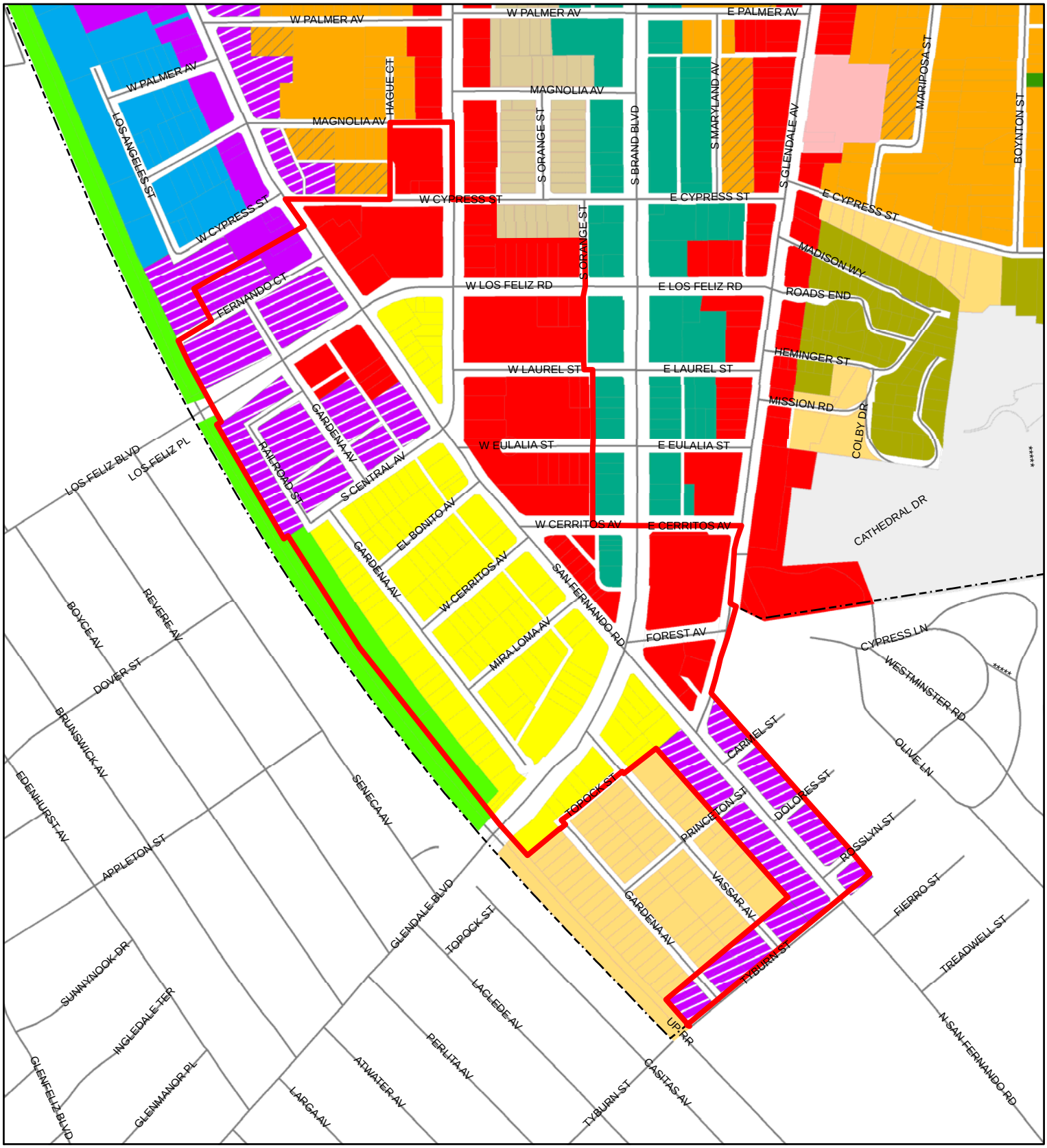
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Tropico Center Plan Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
R1
R3050
R2250
R2250 P
R1650
R1650 P
R1250
C1
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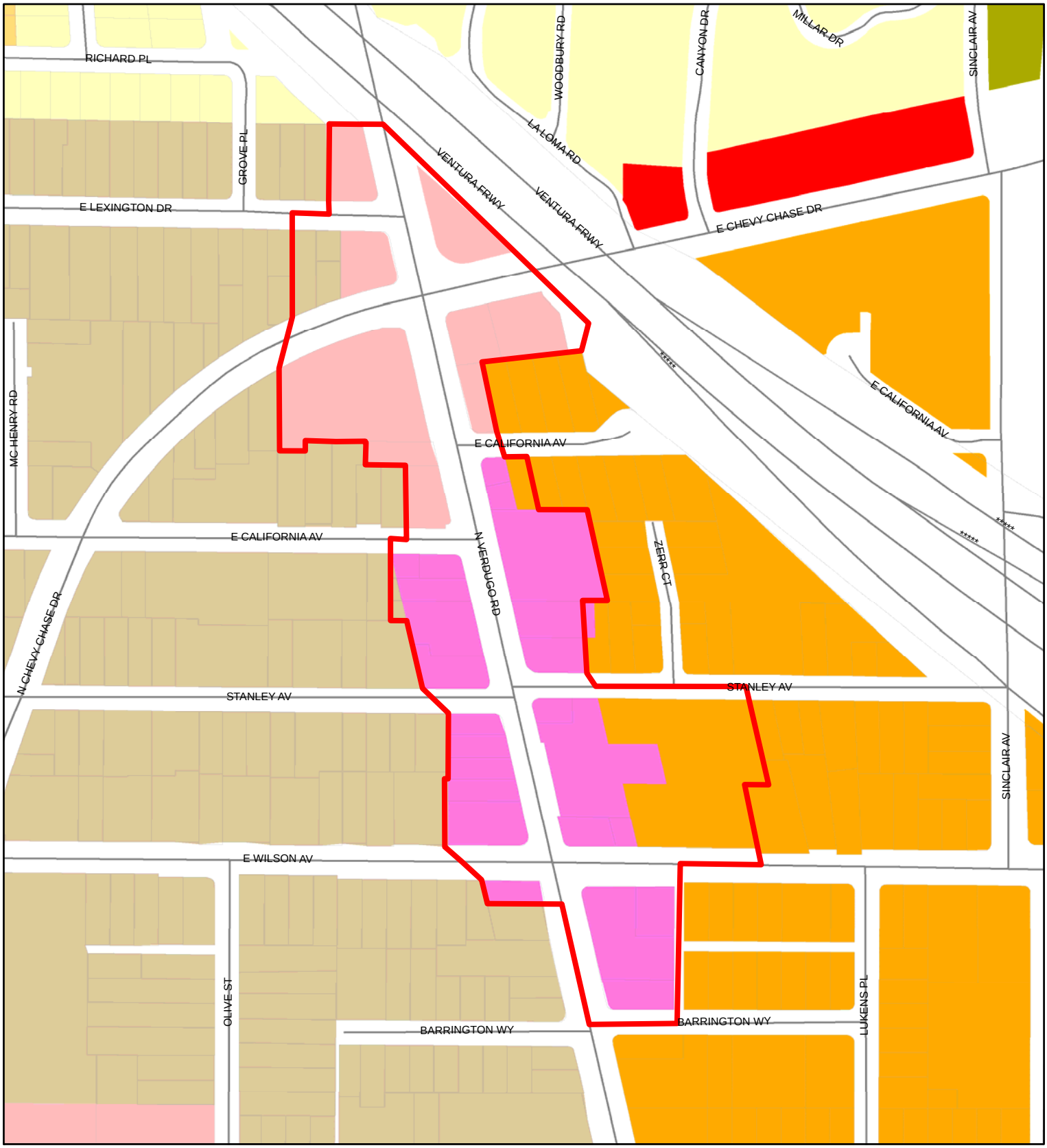
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Verdugo Road Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
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R2250
R2250 P
R1650
R1650 P
R1250
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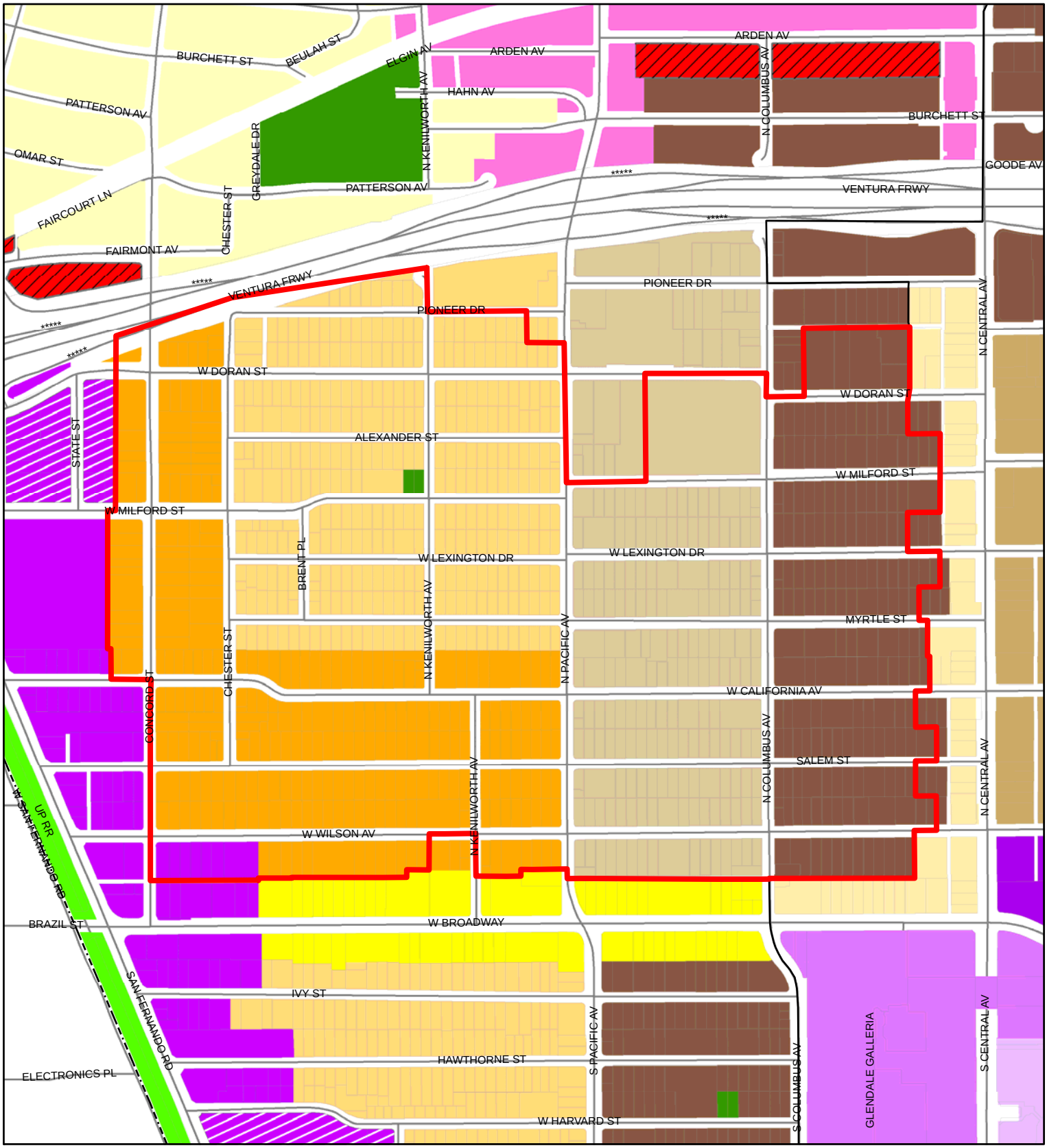
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
Vineyard Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
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R3050
R2250
R2250 P
R1650
R1650 P
R1250
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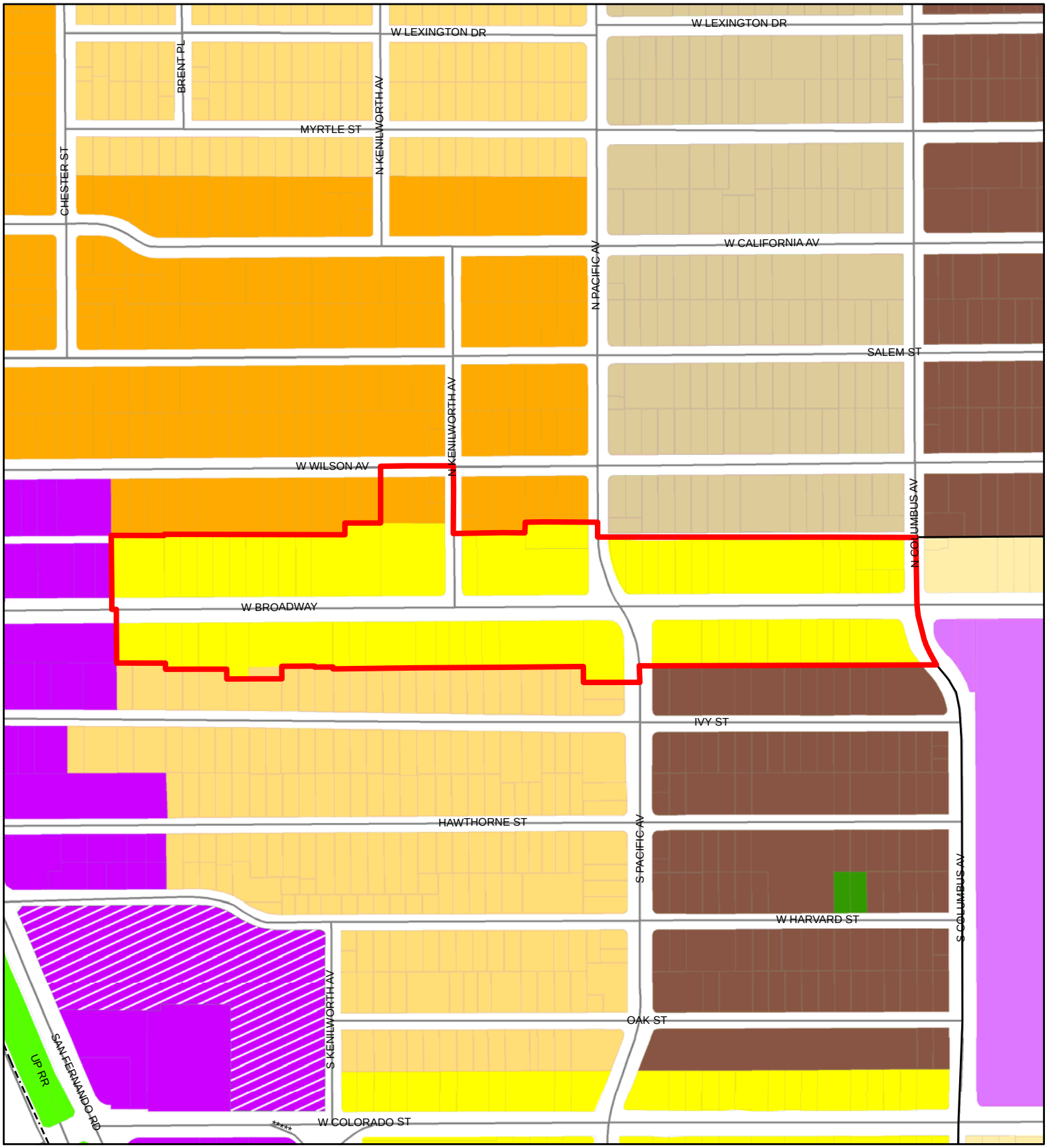
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
West Broadway Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
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R2250
R2250 P
R1650
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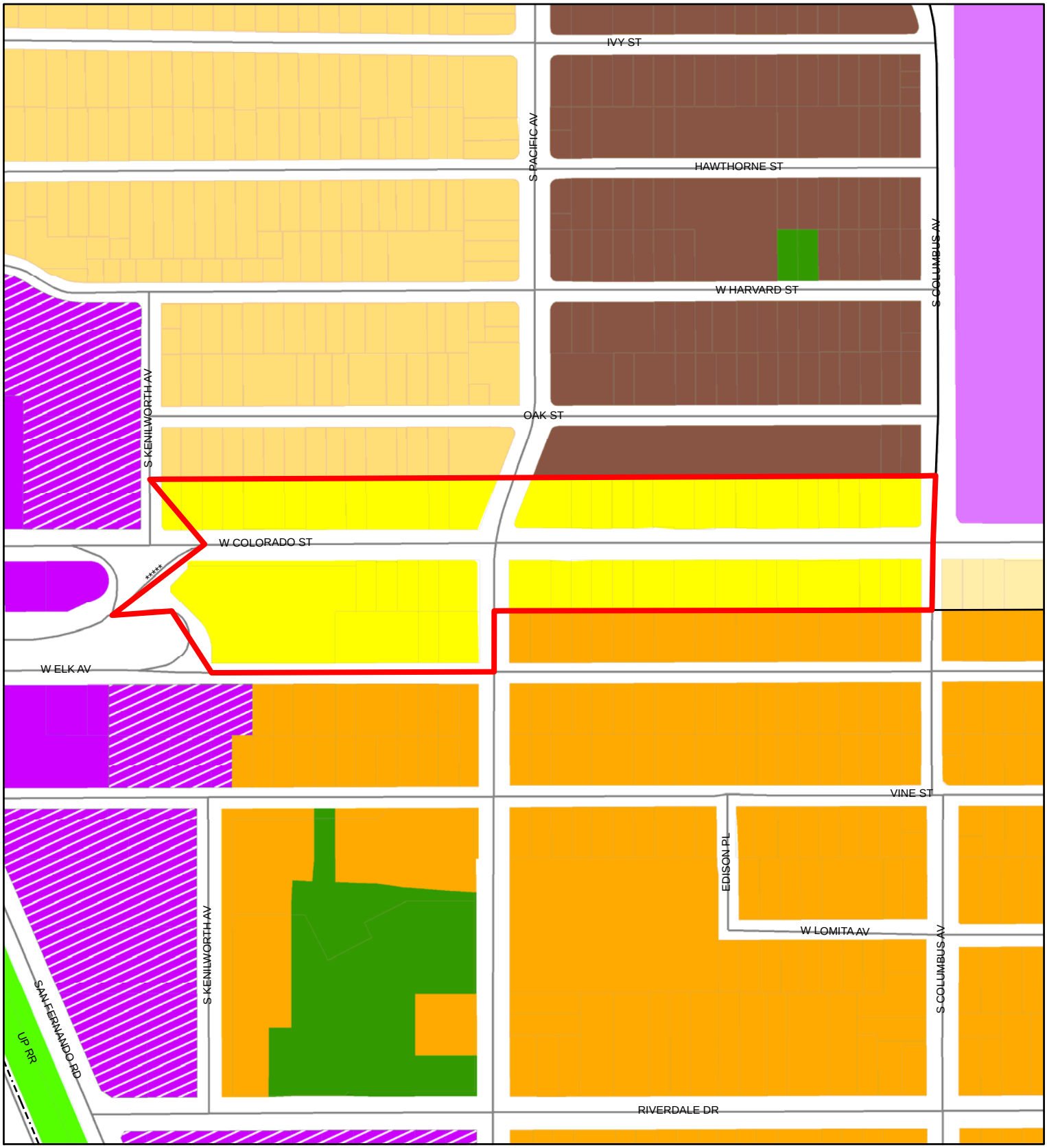
NOT TO SCALE

Existing Zoning
South Glendale Community Plan
West Colorado Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
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R2250 P
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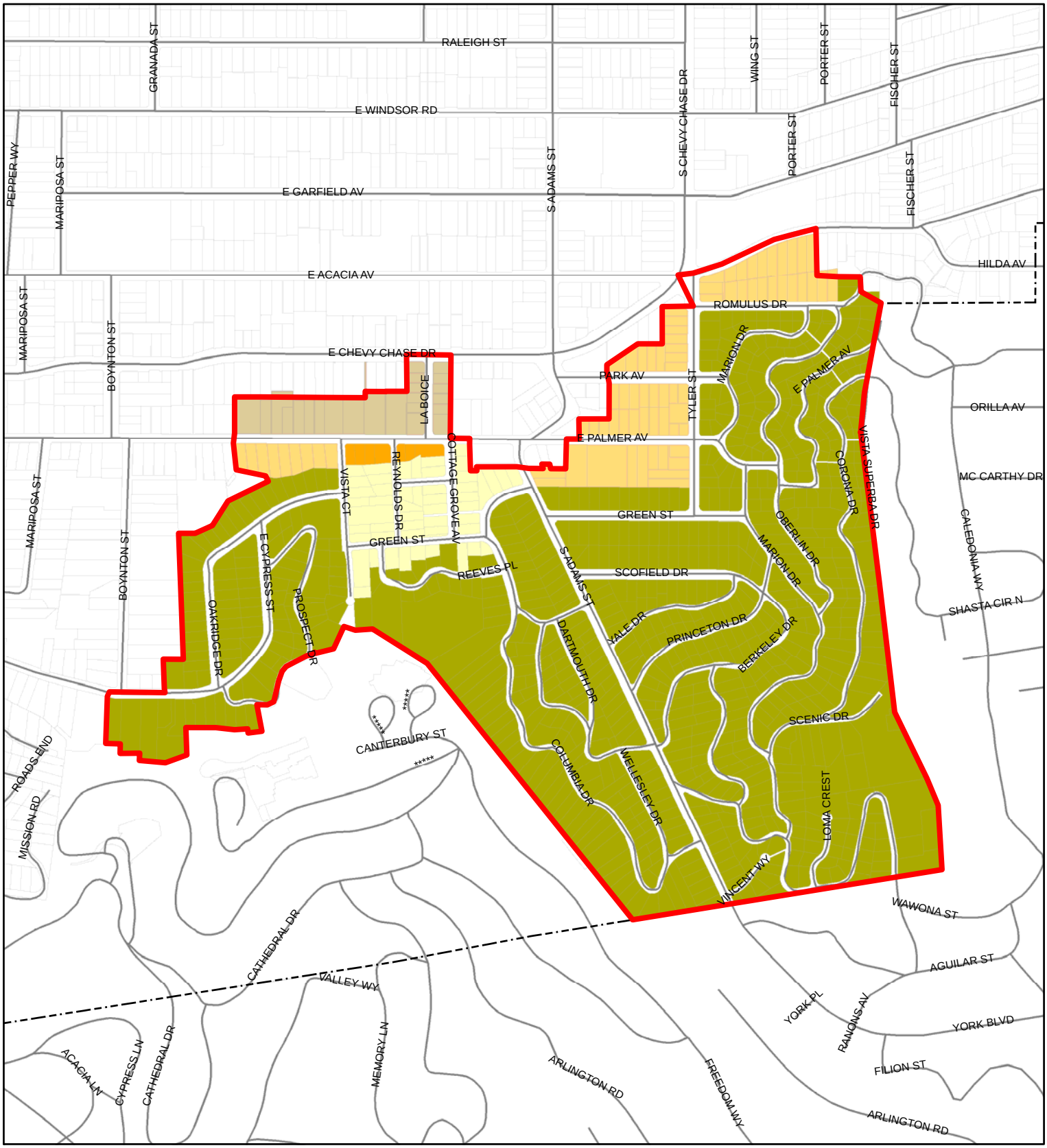
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Adams Hill Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
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R3050
R2250
R2250 P
R1650
R1650 P
R1250
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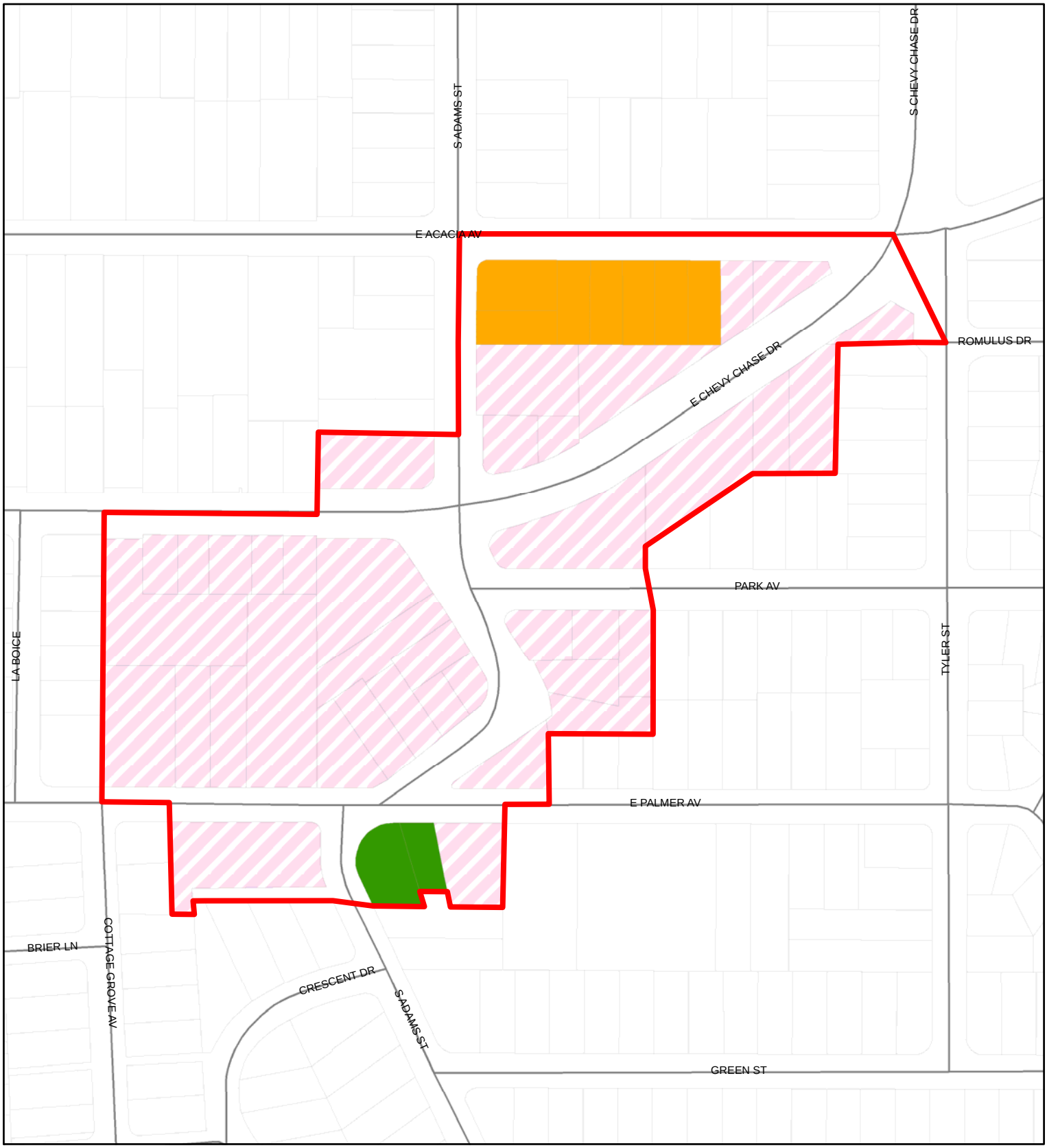
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Adams Square Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R1650
R1650 P
R1250
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NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Brand Blvd. of Cars Planning Area

City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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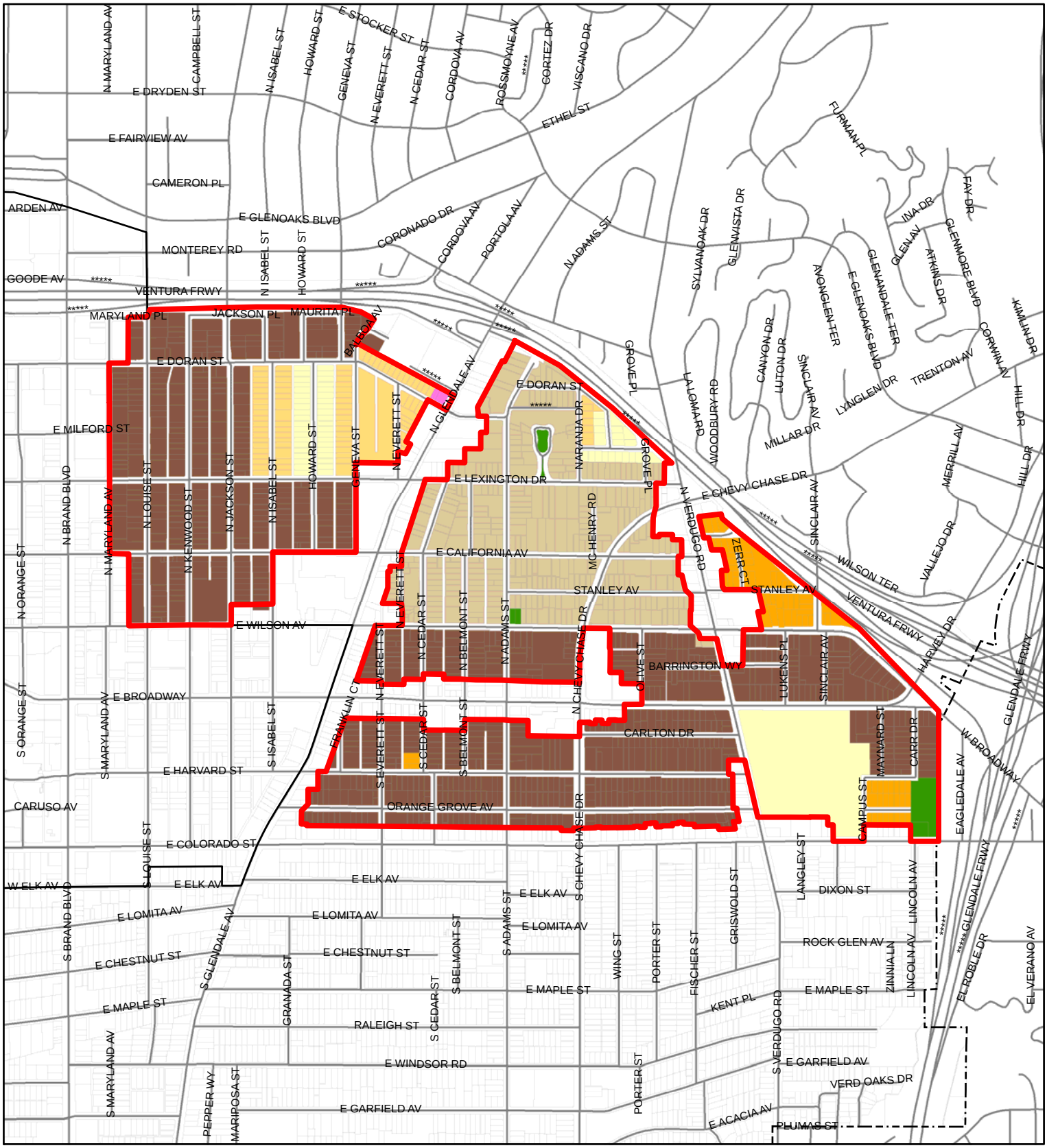
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Citrus Grove - City Center Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
- DSP/Mid Orange
- DSP/Orange Central
- DSP/Town Center
- DSP/Transitional

Citywide Zones
- ROS
- R1R
- R1
- R3050
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- R2250 P
- R1650
- R1650 P
- R1250
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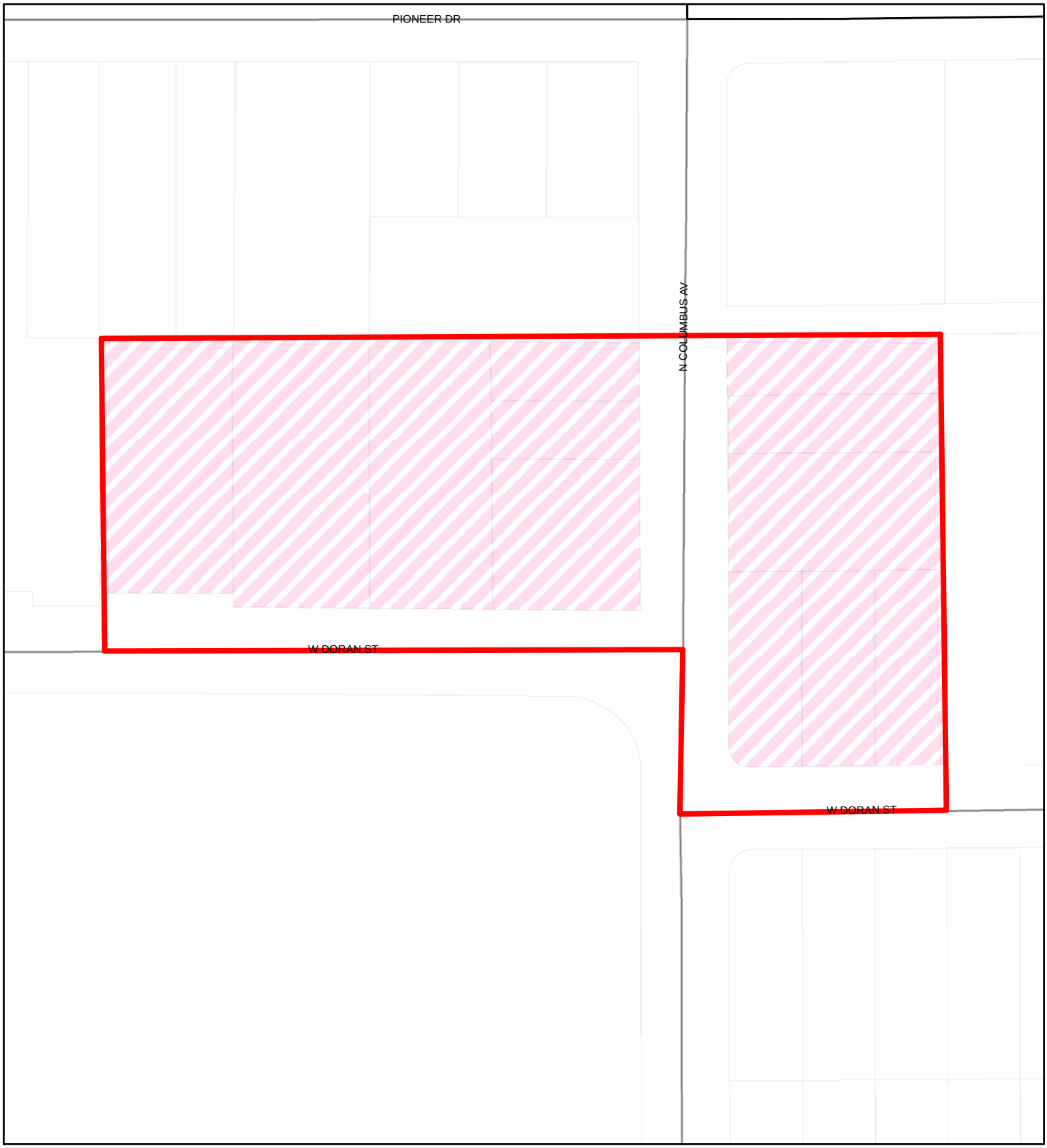
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Columbus School Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
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Citywide Zones
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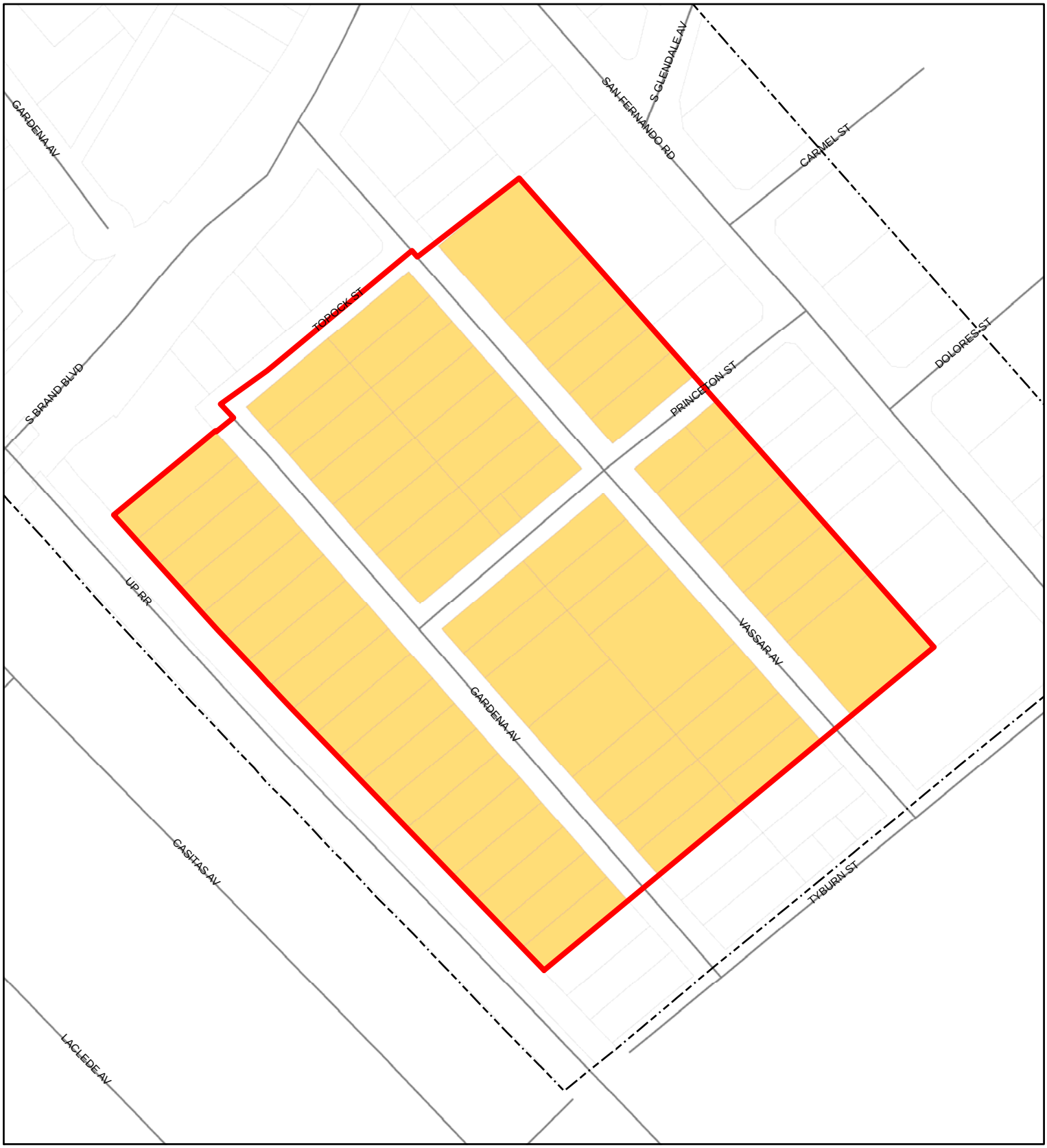
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Diamond Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R1250
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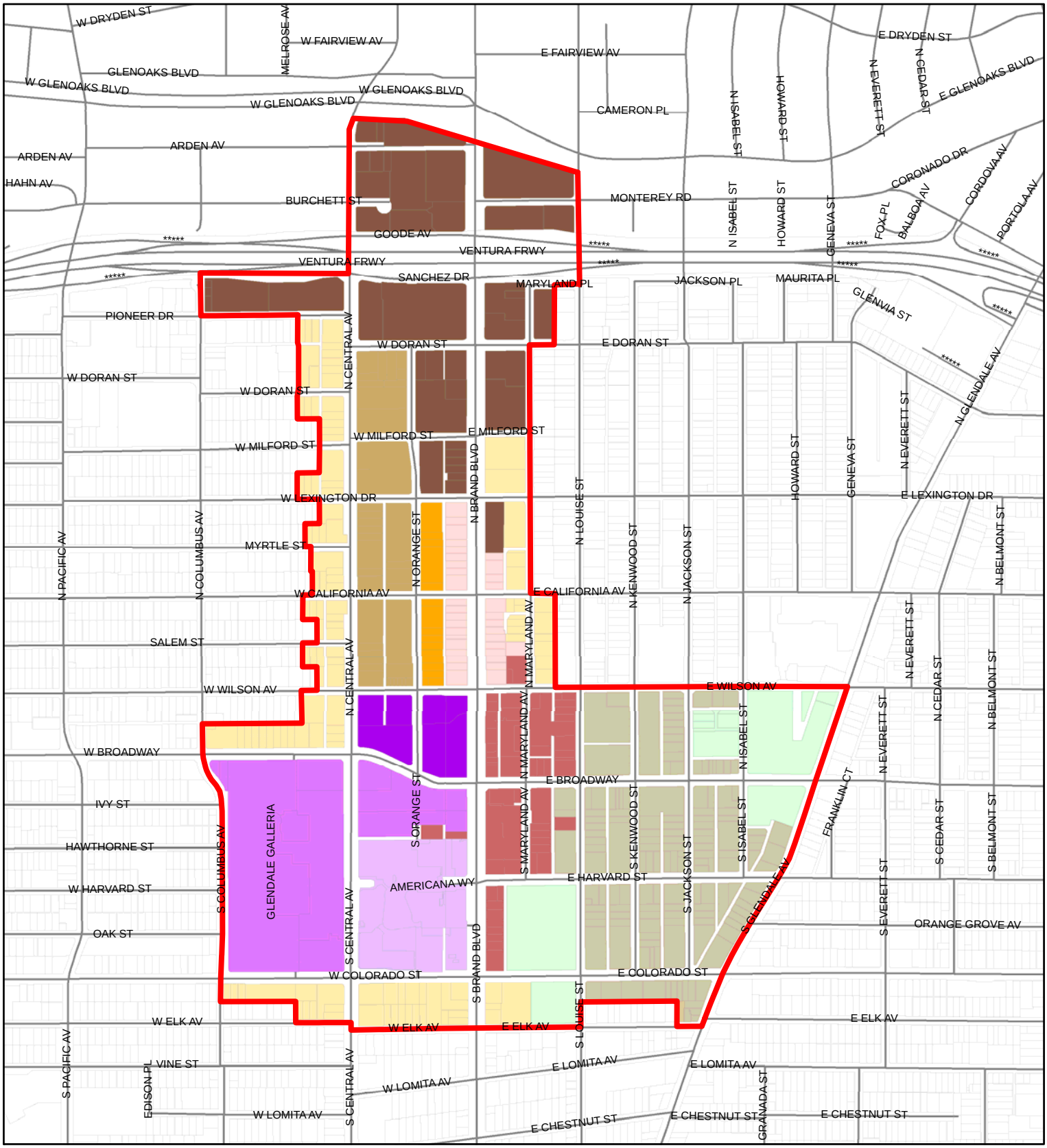
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Downtown Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
- DSP/Mid Orange
- DSP/Orange Central
- DSP/Town Center
- DSP/Transitional

Citywide Zones
- ROS
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- R2250 P
- R1650
- R1650 P
- R1250
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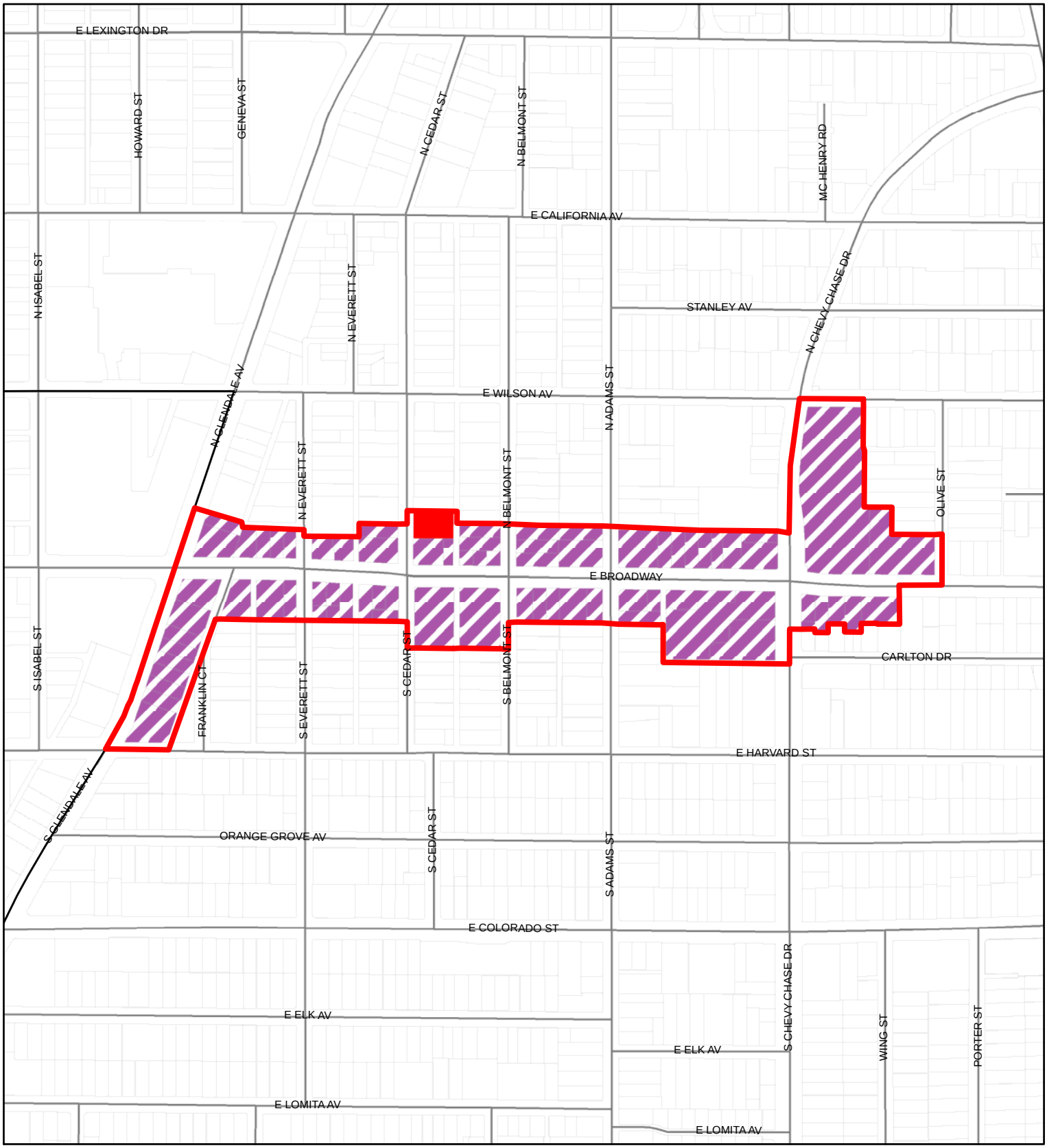
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
East Broadway Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R2250
R2250 P
R1650
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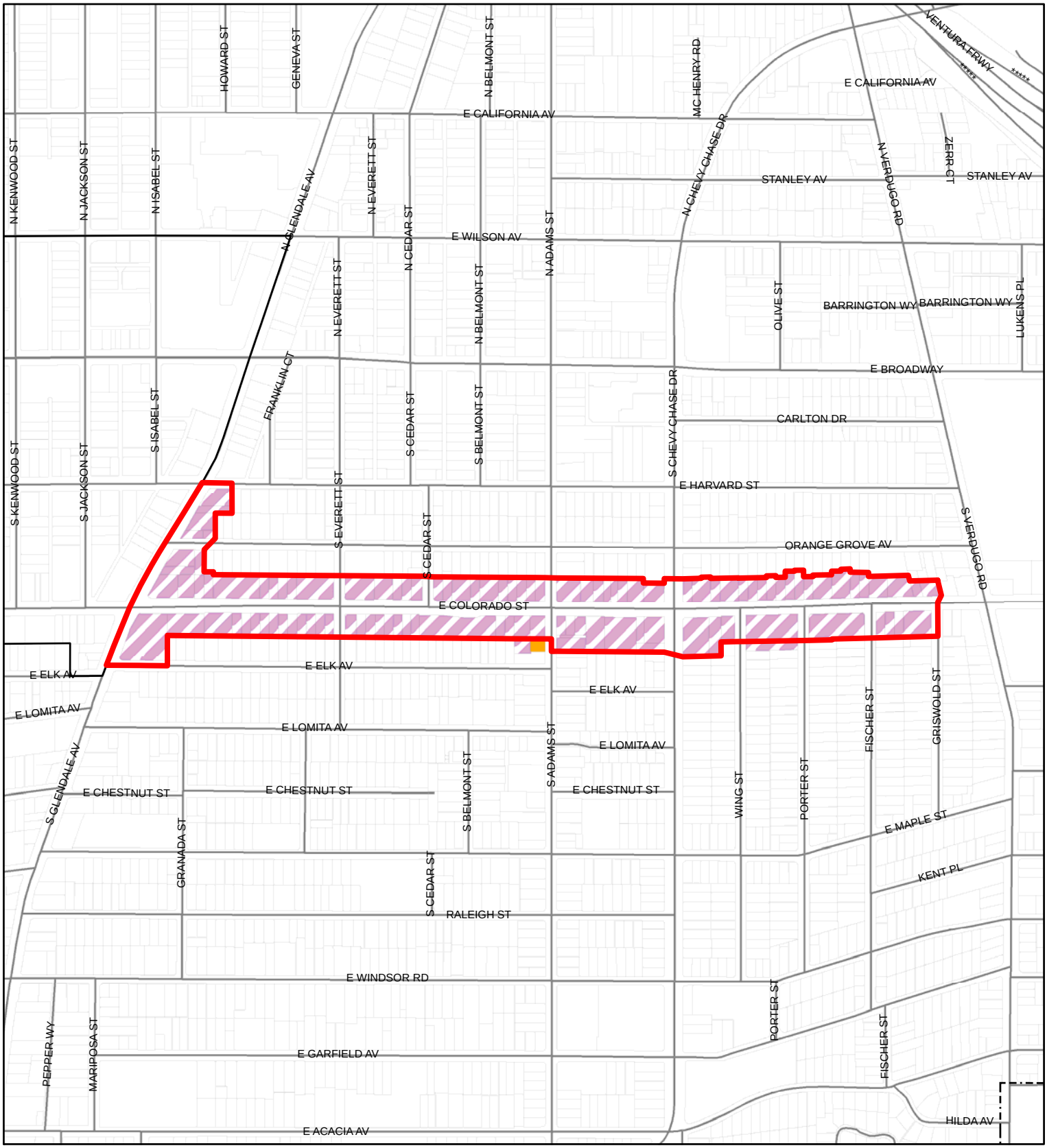
Proposed Zoning
South Glendale Community Plan
East Colorado Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
R1R
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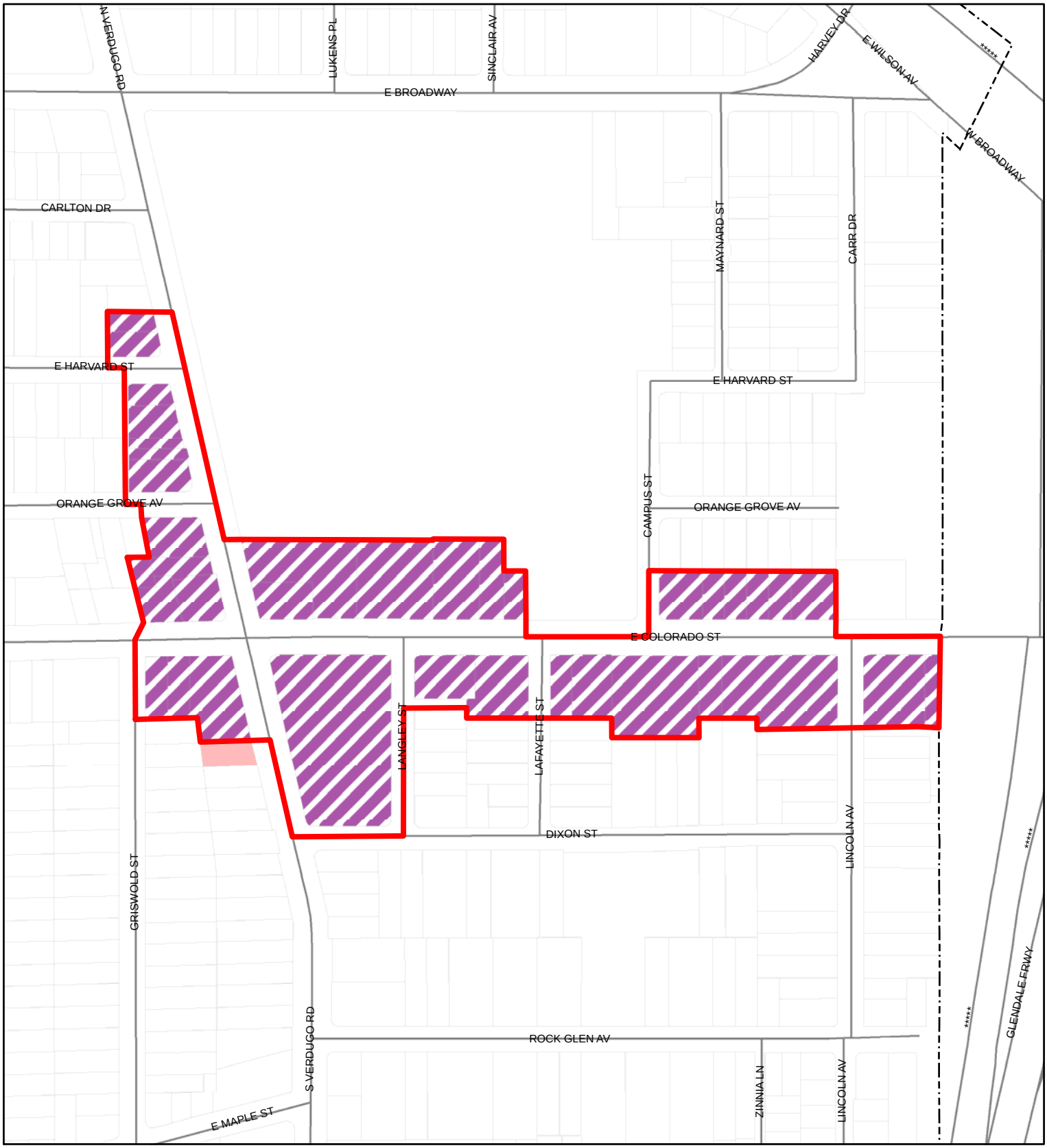
Proposed Zoning
South Glendale Community Plan
East Colorado Gateway Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R2250
R2250 P
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R1650 P
R1250
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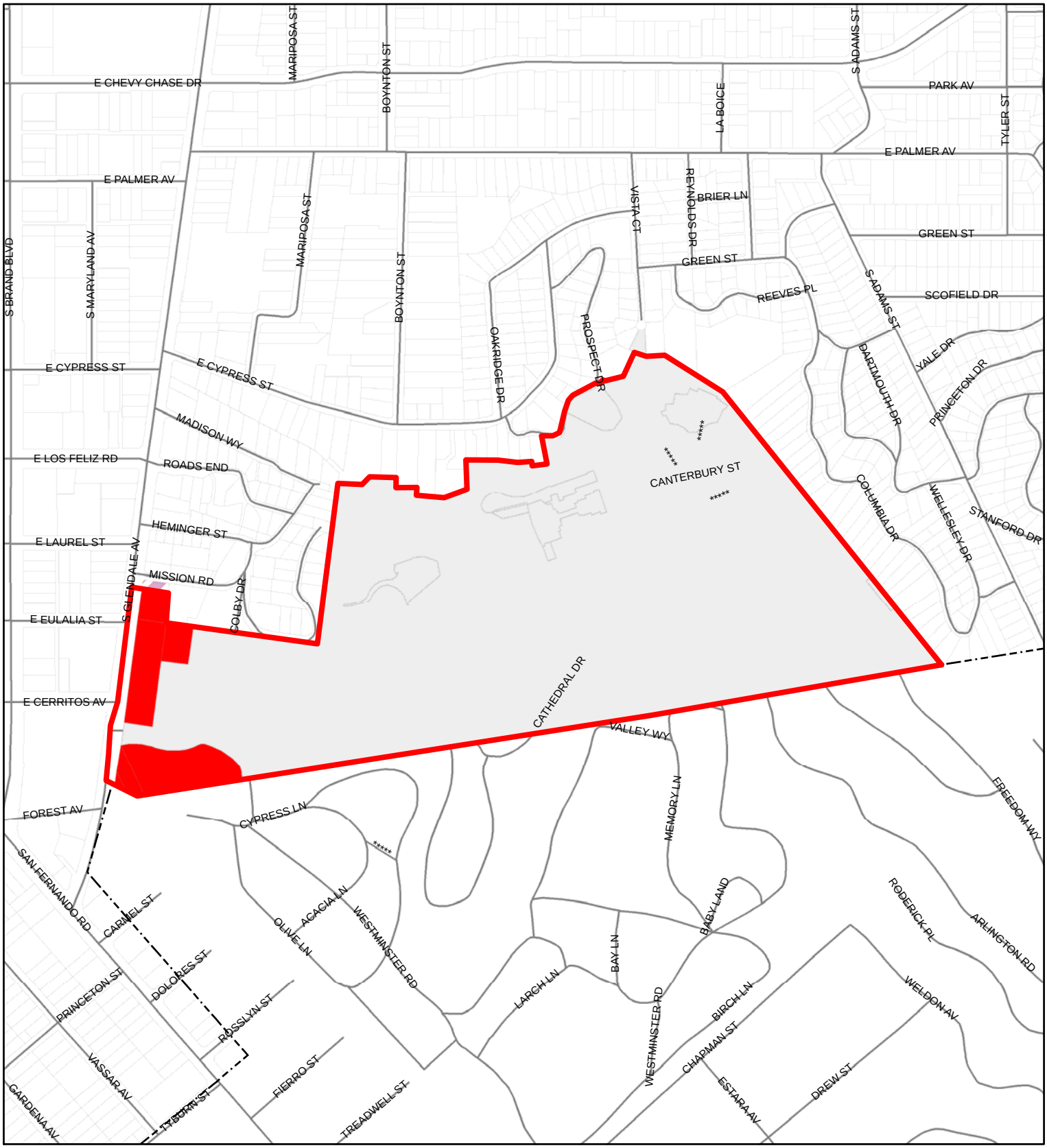
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Forest Lawn Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
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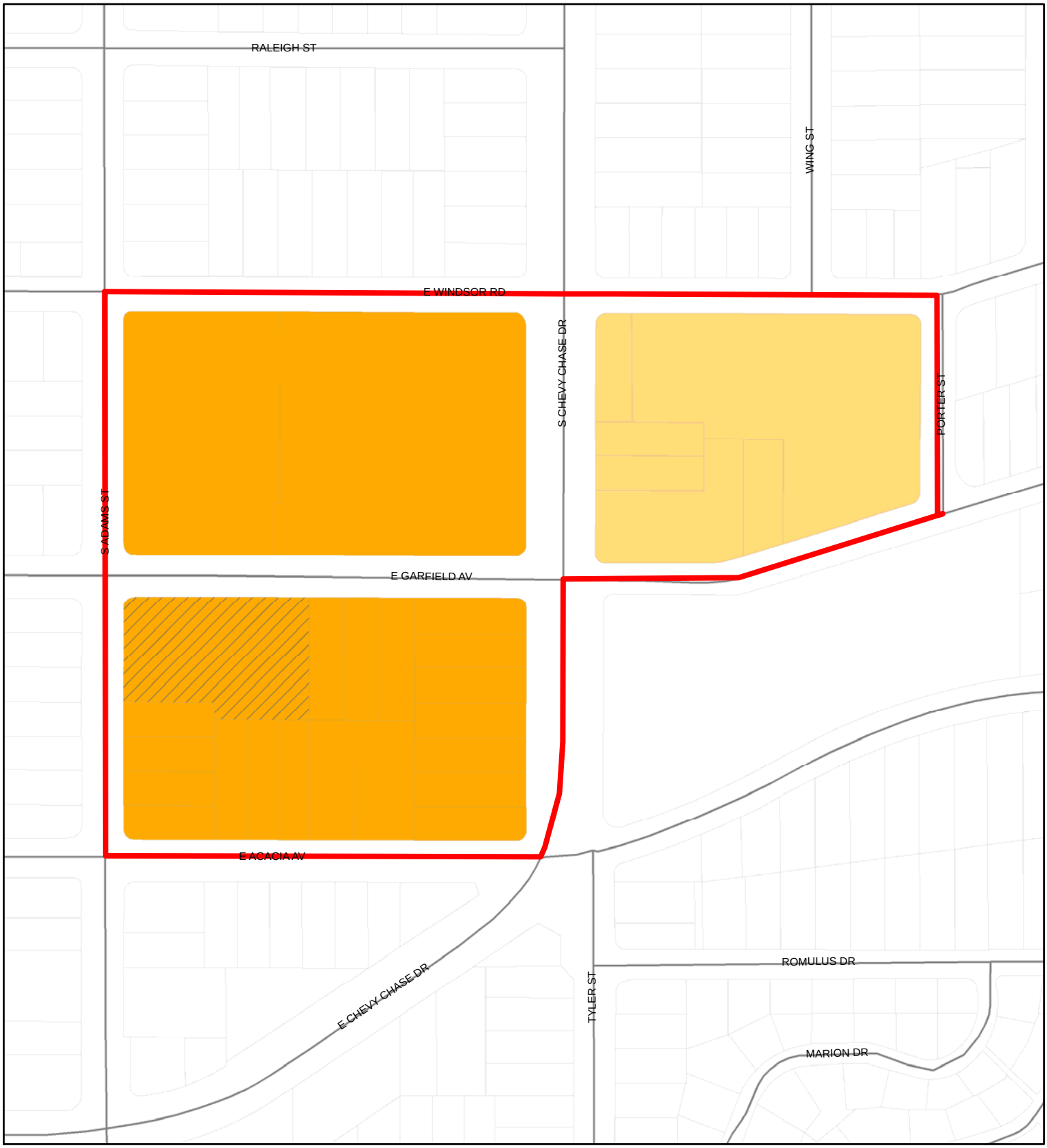
Proposed Zoning
South Glendale Community Plan
GCC Garfield Campus Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R2250
R2250 P
R1650
R1650 P
R1250
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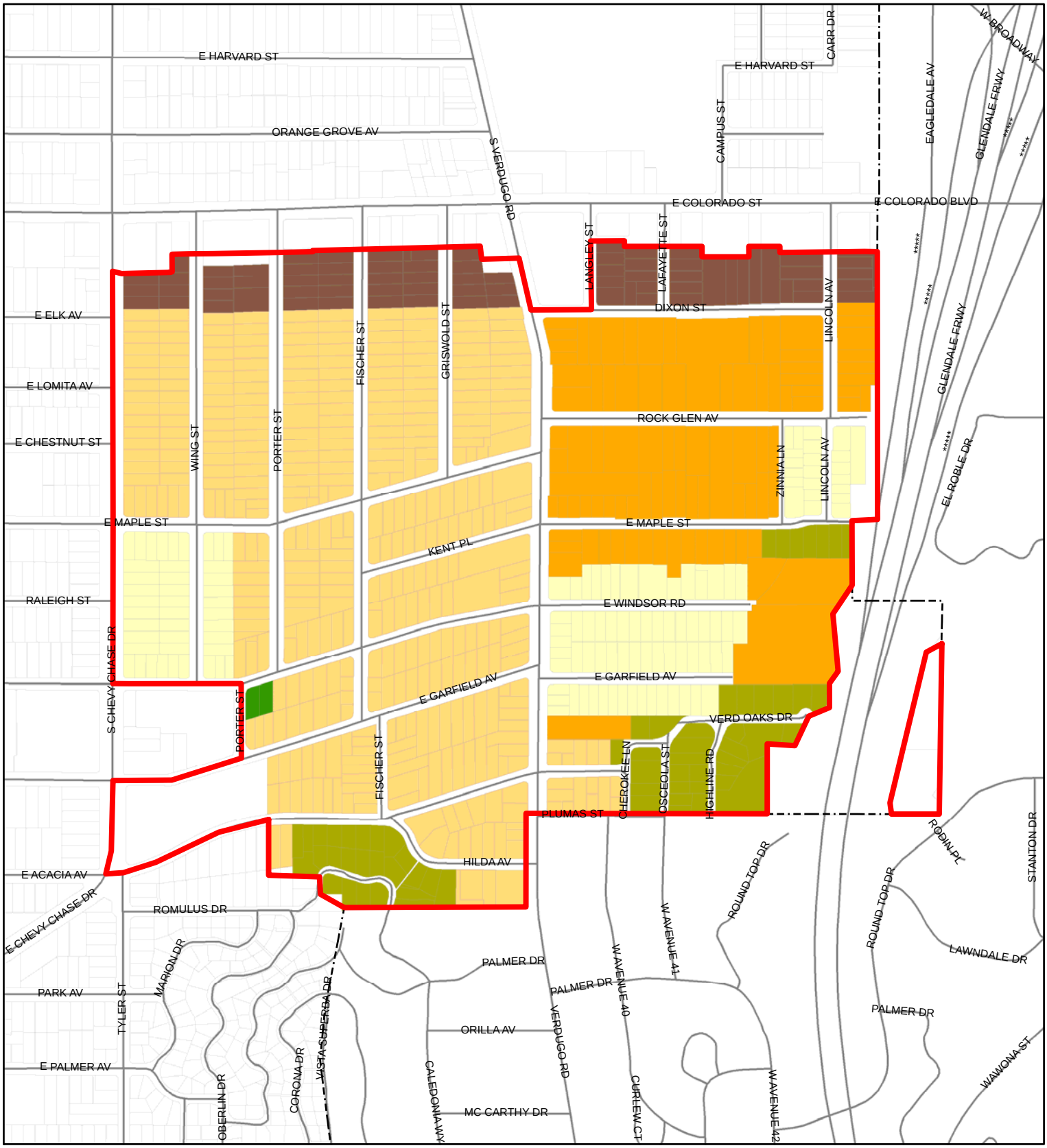
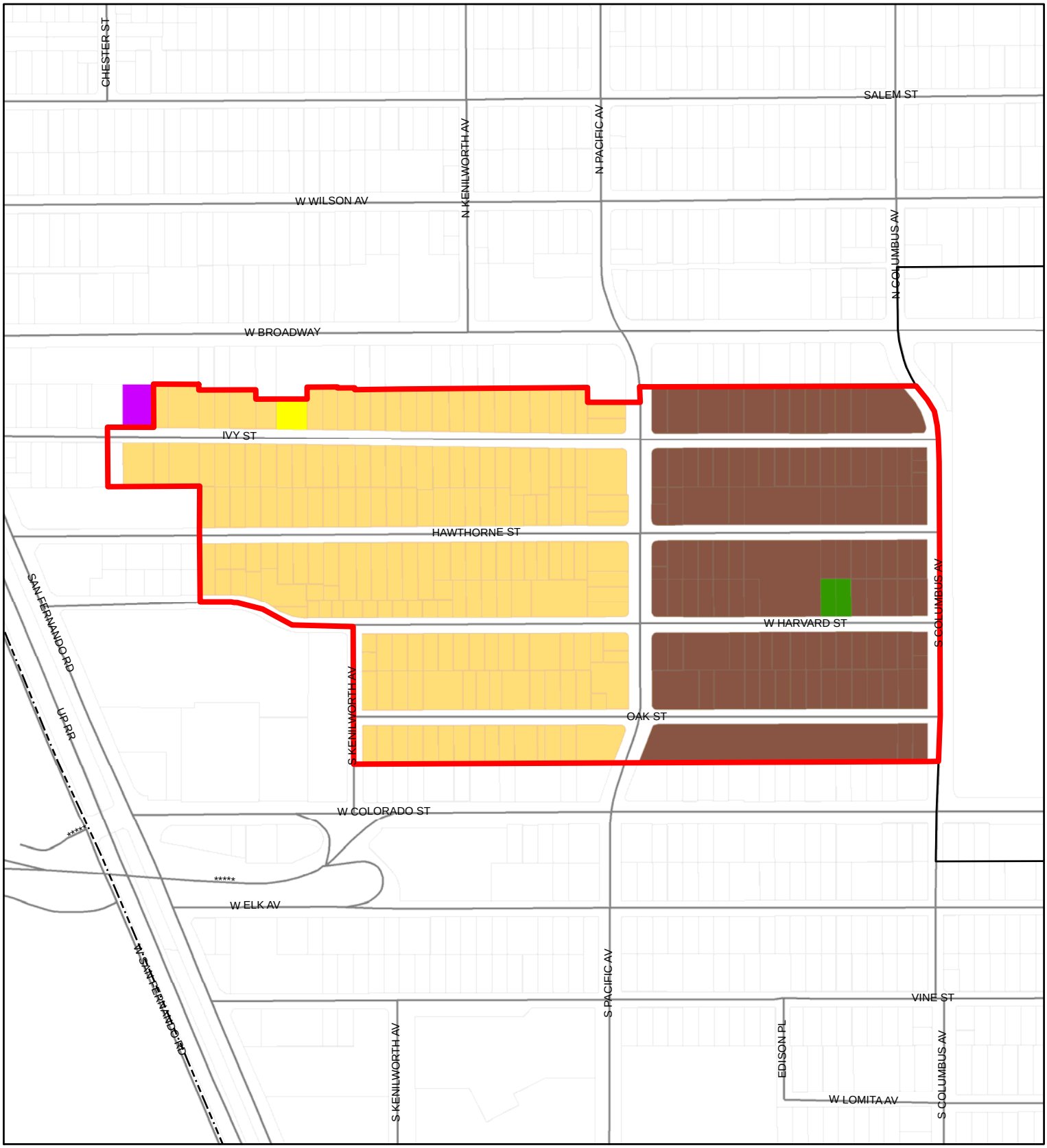
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Mariposa Planning Area



Proposed Zoning
South Glendale Community Plan
Moorpark Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R2250 P
R1650
R1650 P
R1250
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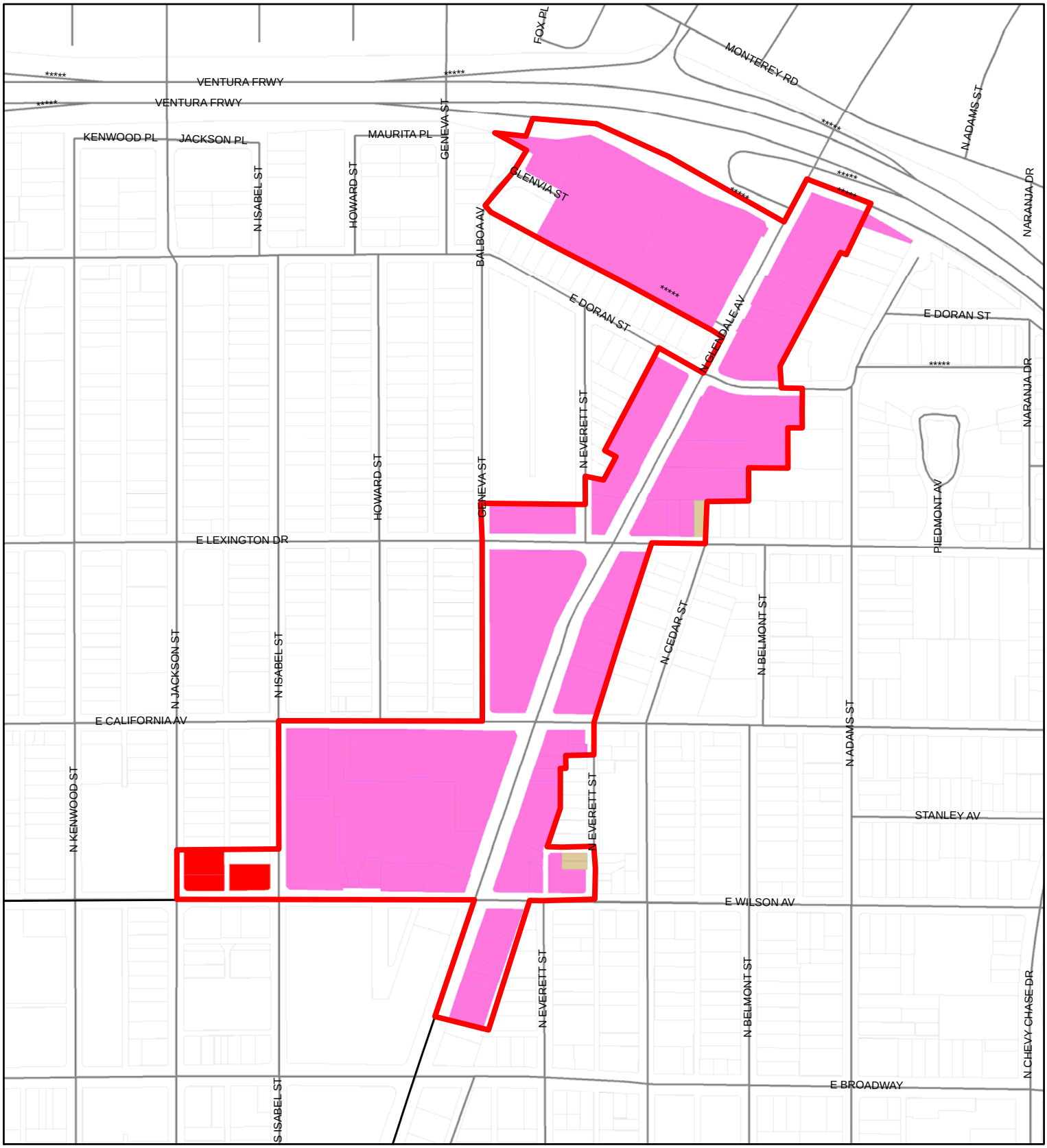
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
North Glendale Avenue Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R2250
R2250 P
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R1650 P
R1250
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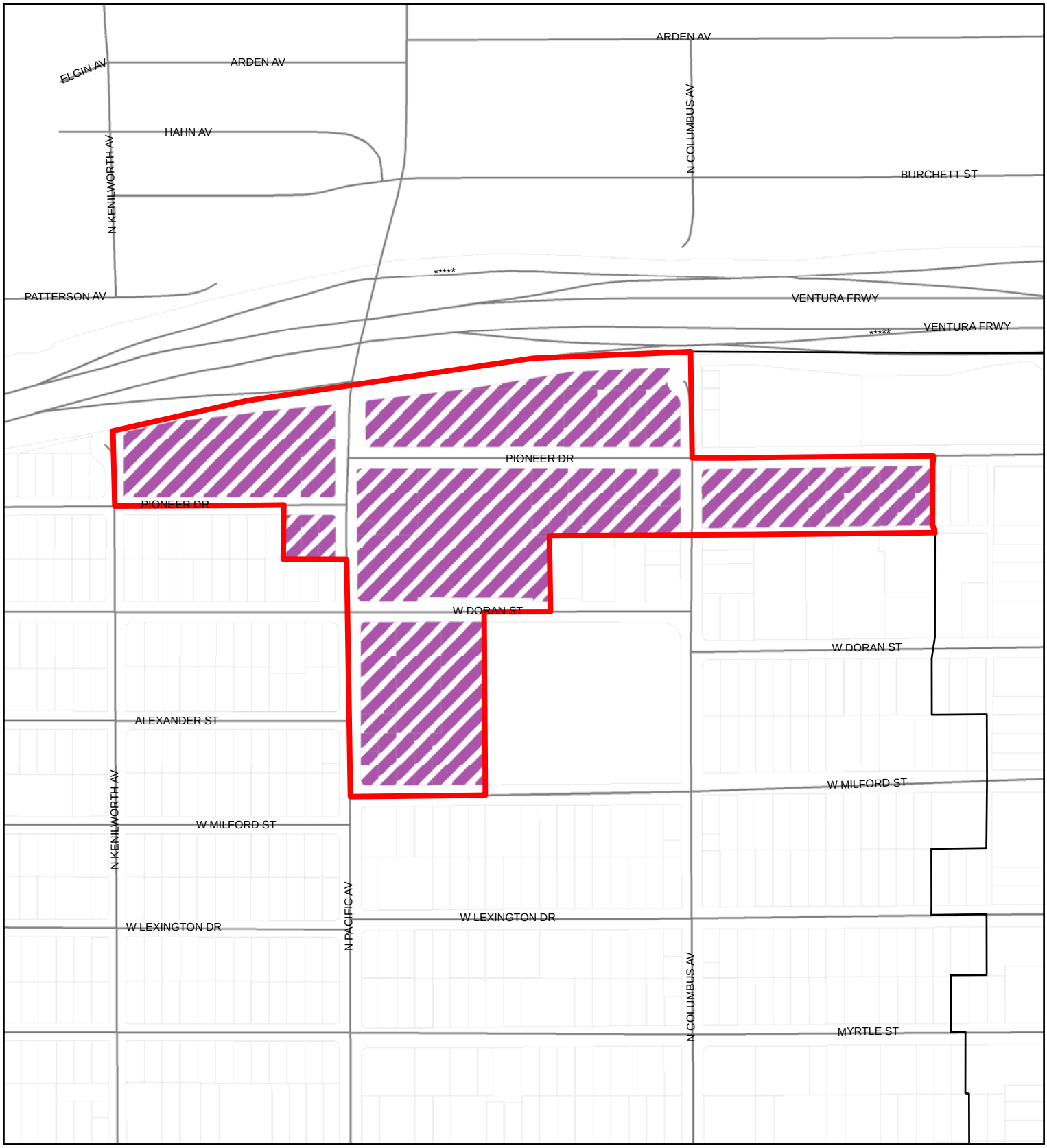
Proposed Zoning
South Glendale Community Plan
Pacific Avenue Gateway Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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R2250 P
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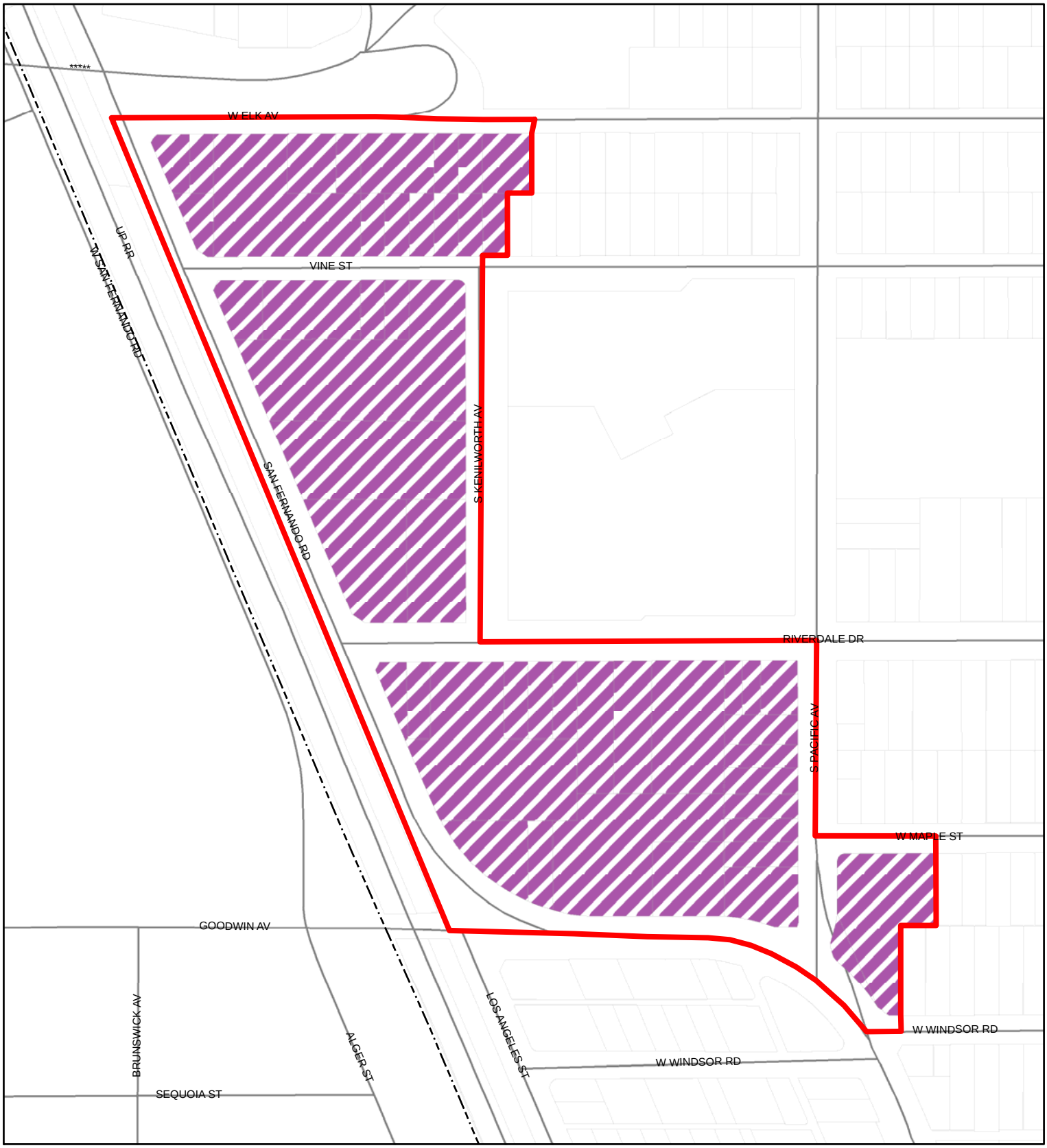
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Pacific Edison Center Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
ROS
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NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Pacific Edison Neighborhood Planning Area

City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
- DSP/Mid Orange
- DSP/Orange Central
- DSP/Town Center
- DSP/Transitional

Citywide Zones
- ROS
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- R2250 P
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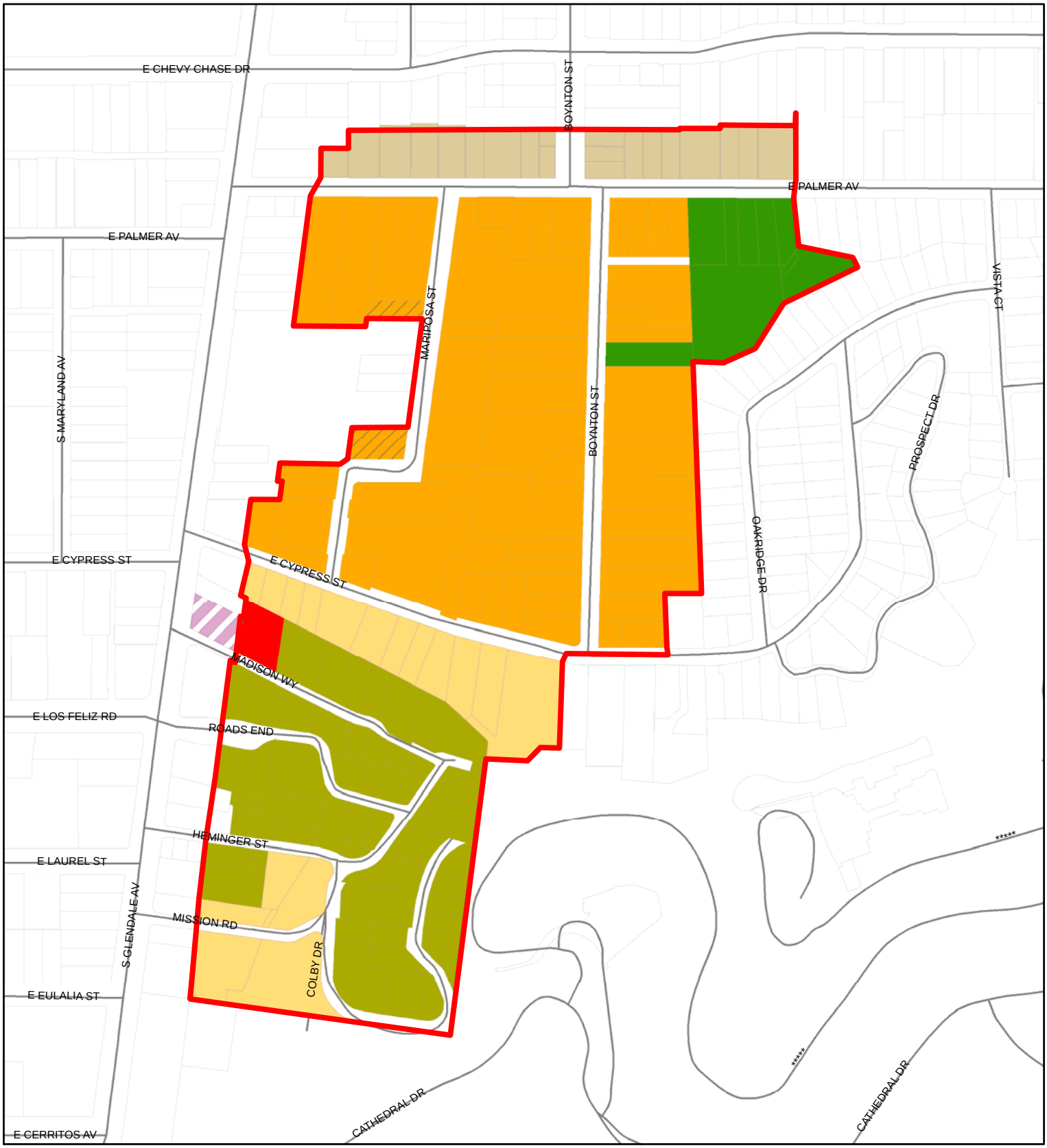
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
Roads End Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
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NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
San Fernando Road north of Colorado Planning Area

City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
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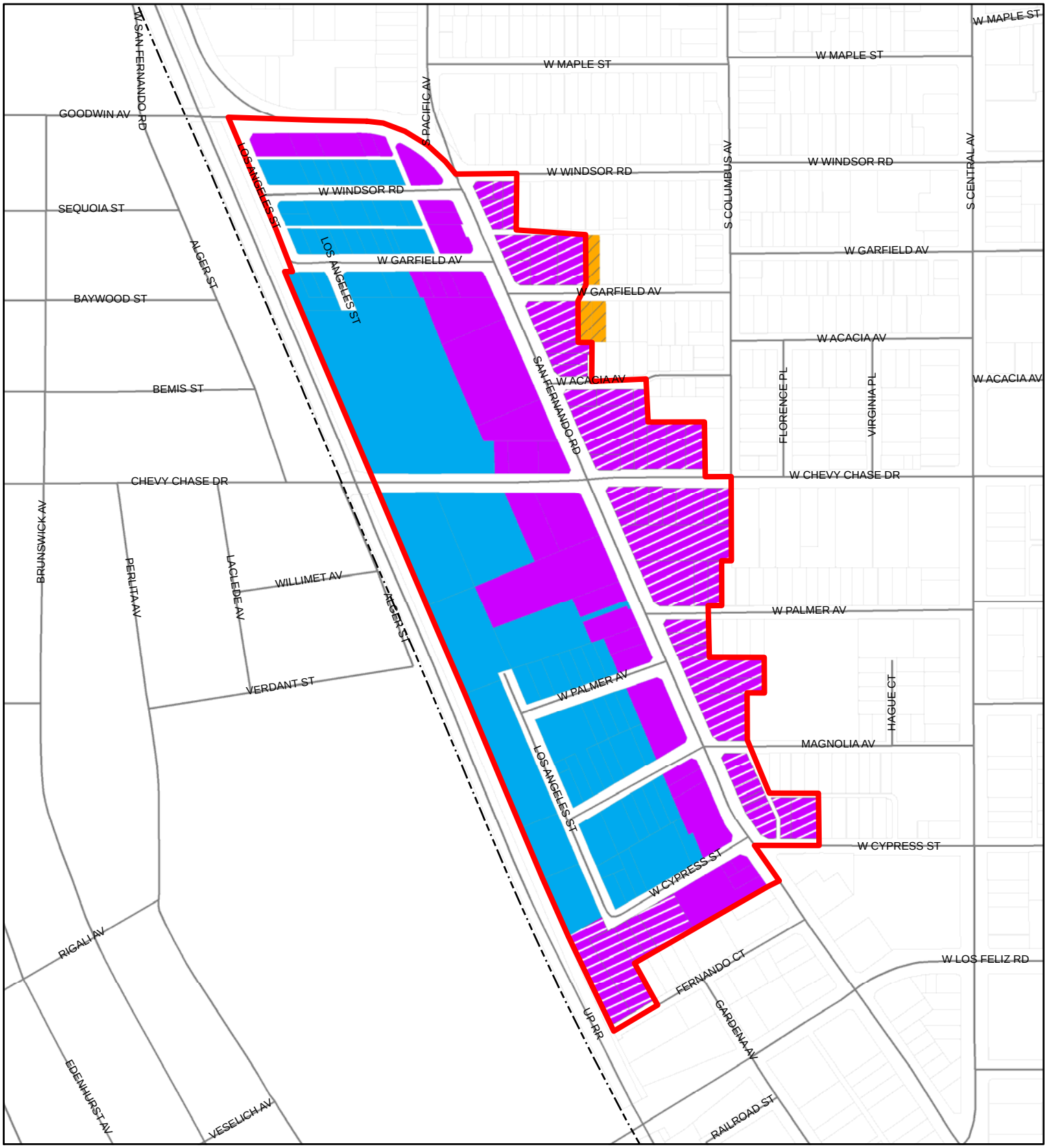
Proposed Zoning
South Glendale Community Plan
San Fernando Road south of Pacific Curve Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
DSP/Maryland
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DSP/Orange Central
DSP/Town Center
DSP/Transitional

Citywide Zones
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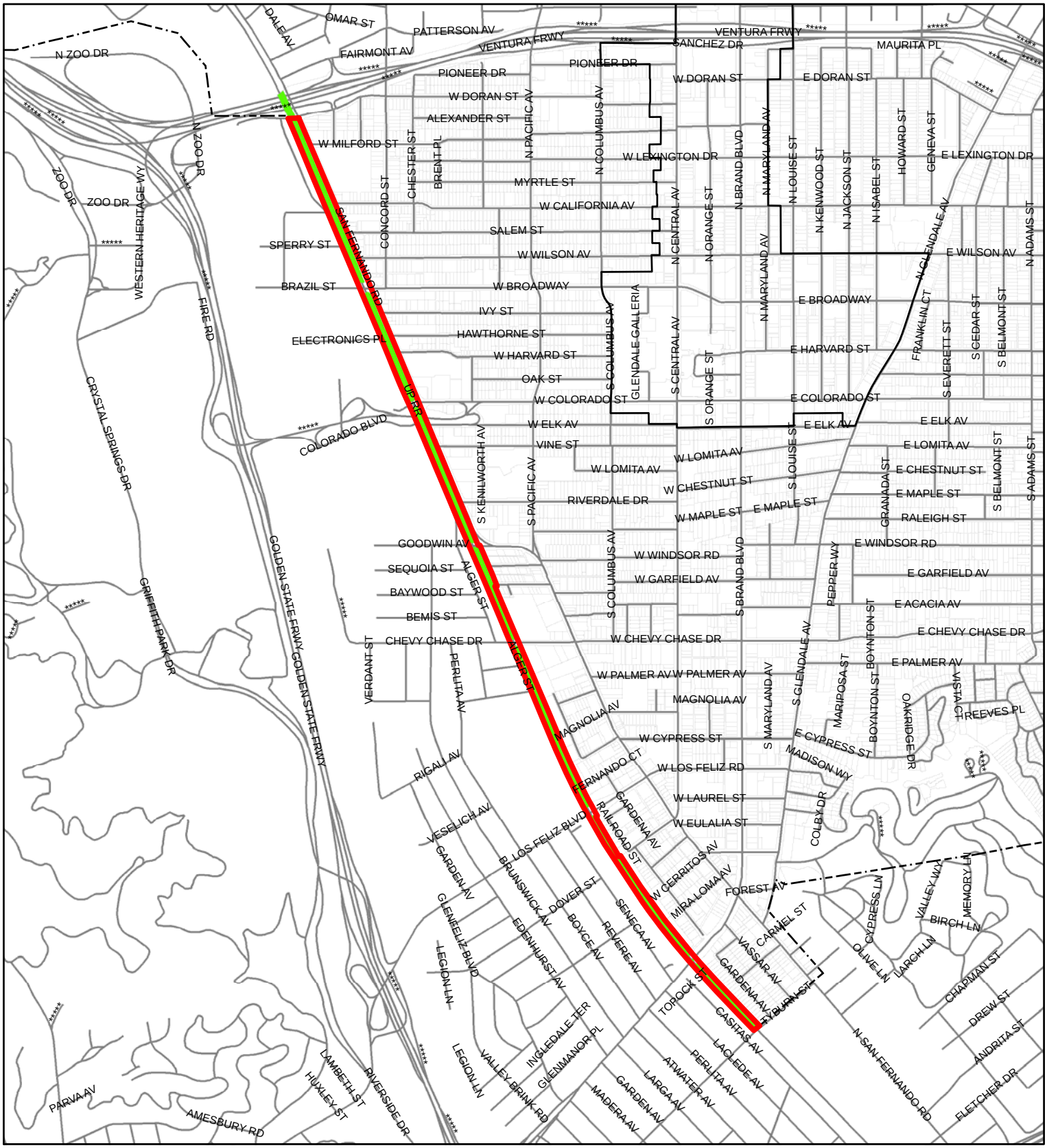
Proposed Zoning
South Glendale Community Plan
SCRRA Right-of-Way Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
- DSP/Gateway
- DSP/Maryland
- DSP/Mid Orange
- DSP/Orange Central
- DSP/Town Center
- DSP/Transitional

Citywide Zones
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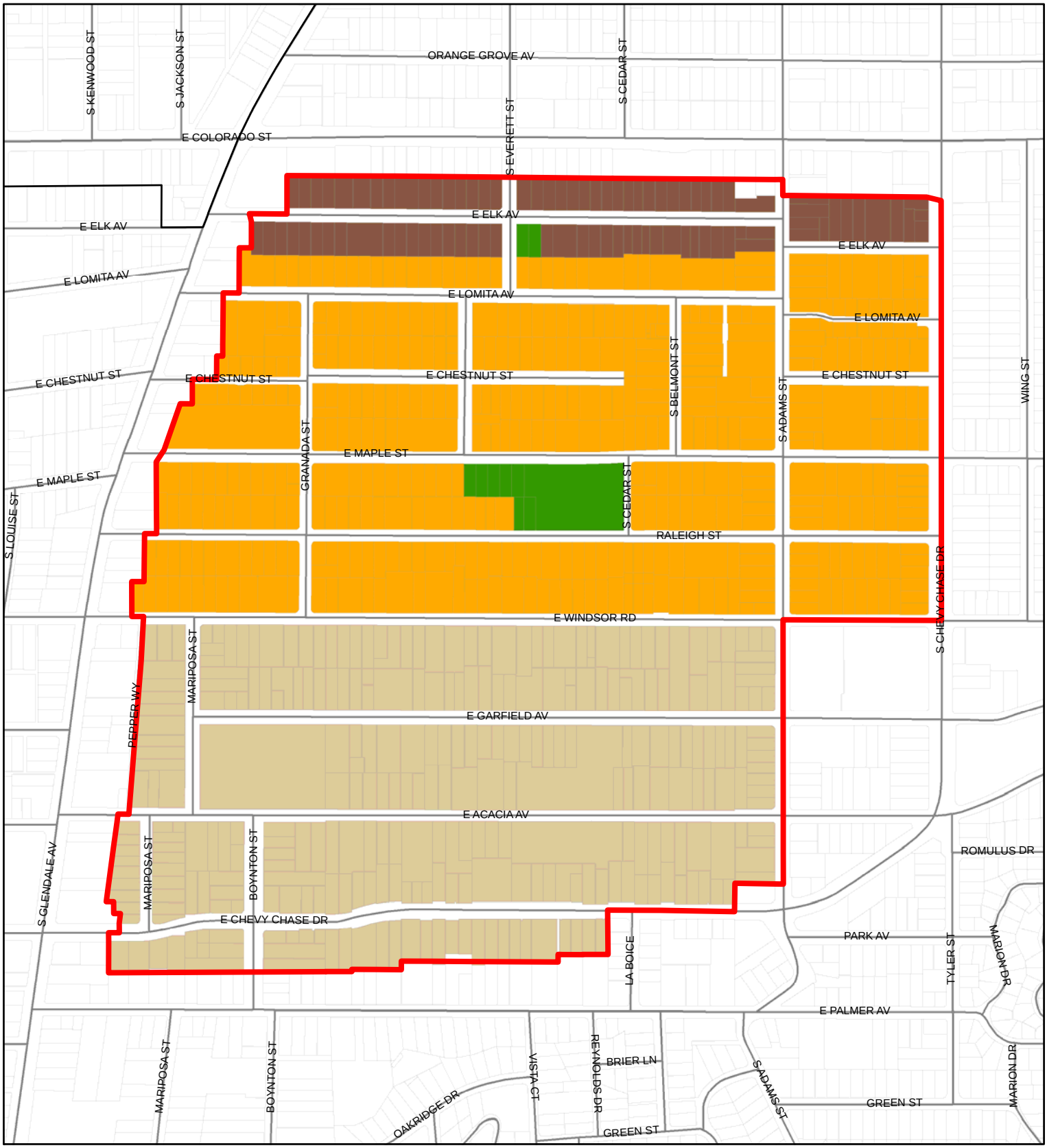
Proposed Zoning
South Glendale Community Plan
Somerset Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
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DSP/East Broadway
DSP/Galleria
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DSP/Maryland
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DSP/Orange Central
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Citywide Zones
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NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
South Brand Neighborhood Planning Area

City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
DSP/Galleria
DSP/Gateway
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Citywide Zones
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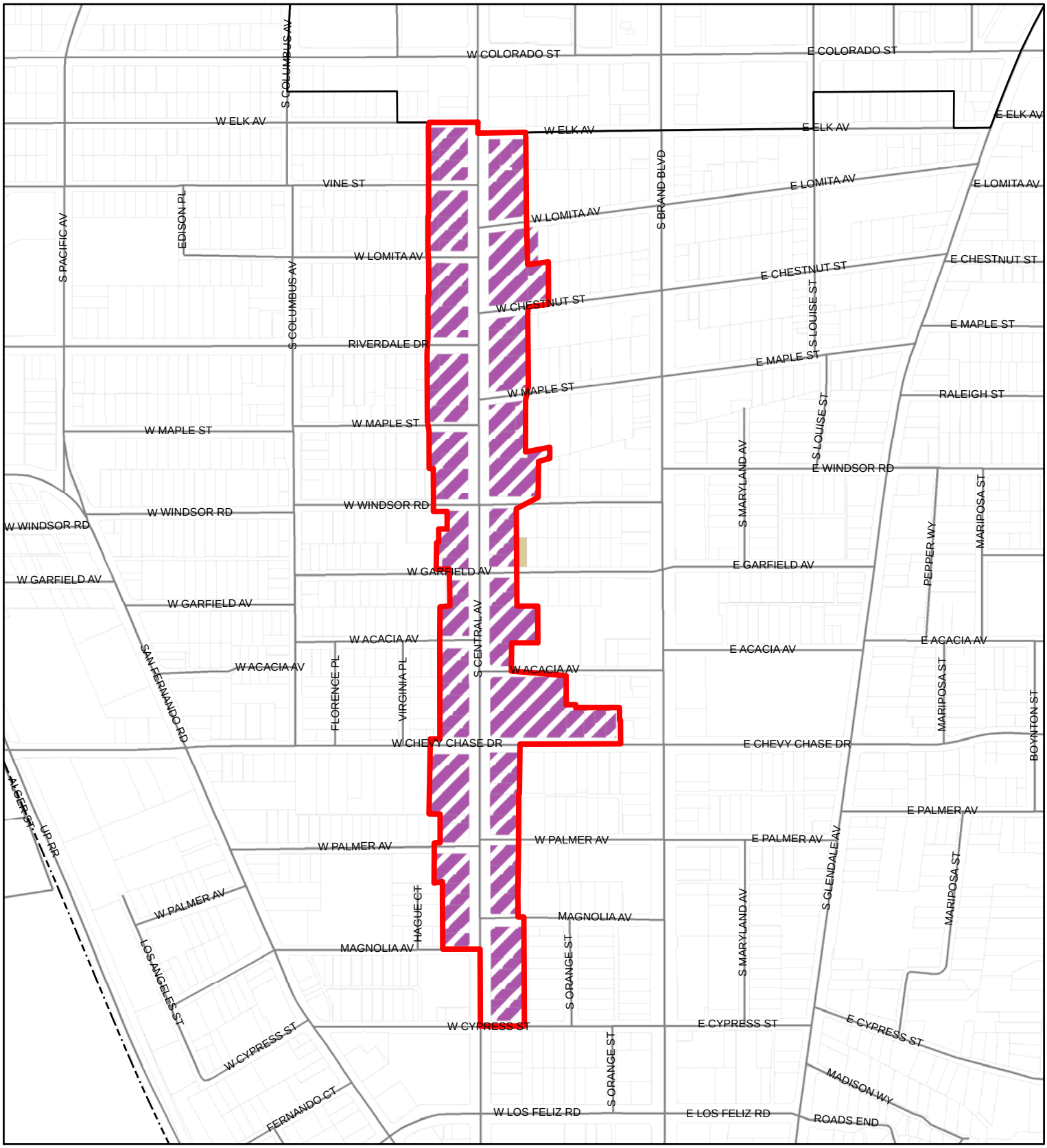
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
South Central Avenue Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
- DSP/Civic Centers
- DSP/East Broadway
- DSP/Galleria
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Citywide Zones
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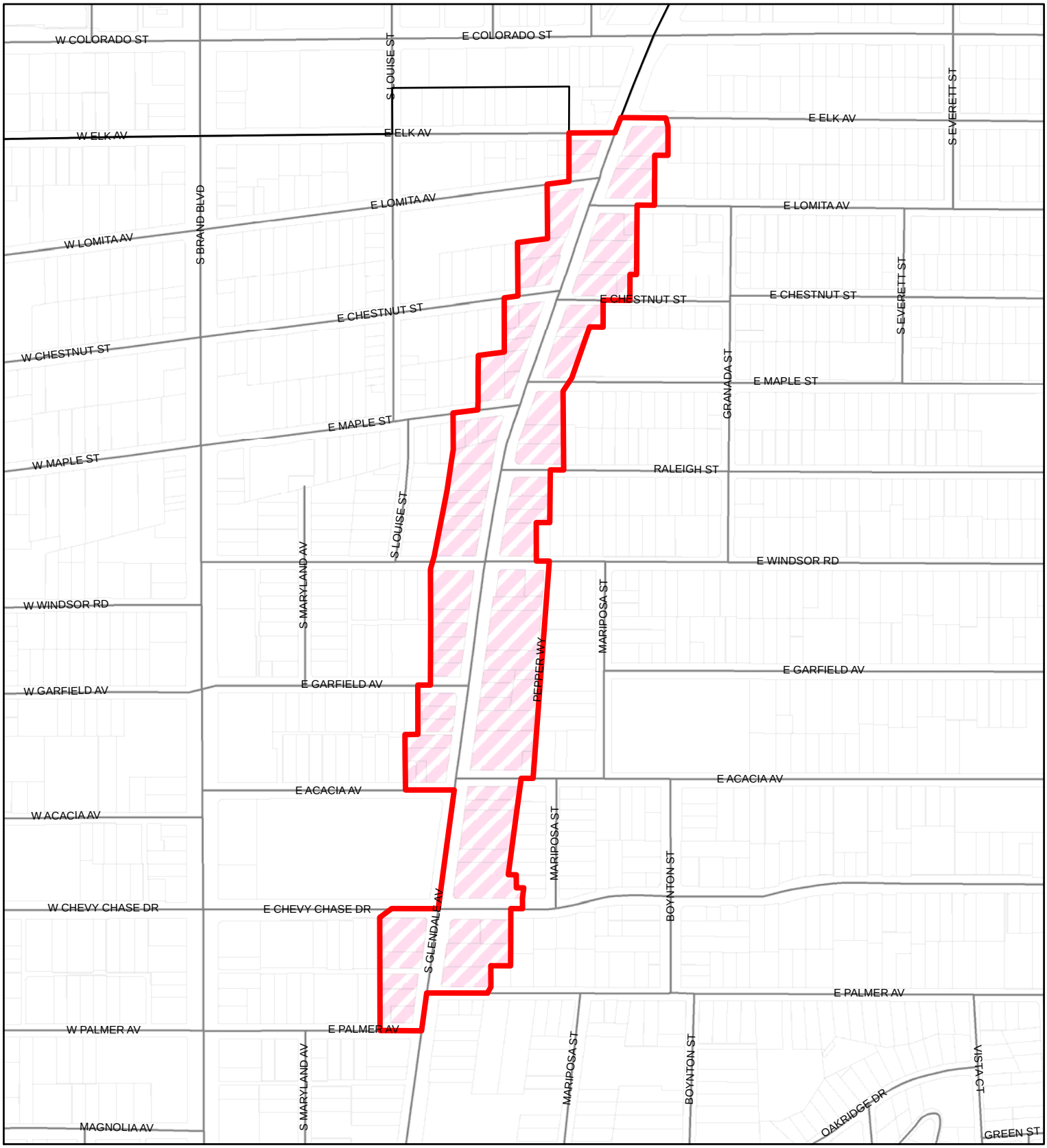
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
South Glendale Avenue north of Palmer Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
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DSP/Gateway
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Citywide Zones
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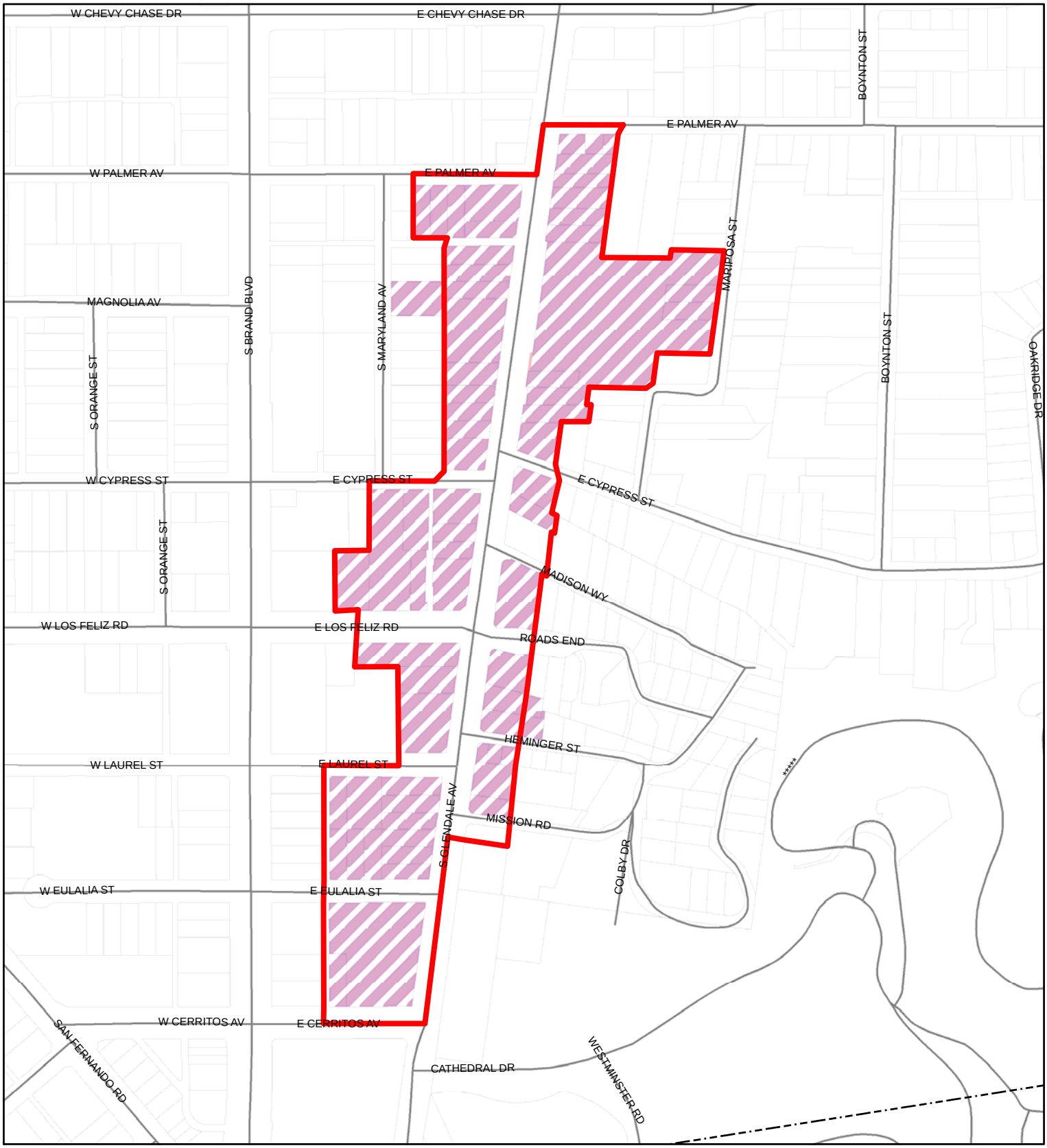
NOT TO SCALE

Proposed Zoning
South Glendale Community Plan
South Glendale Avenue south of Palmer Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
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DSP/Gateway
DSP/Maryland
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Citywide Zones
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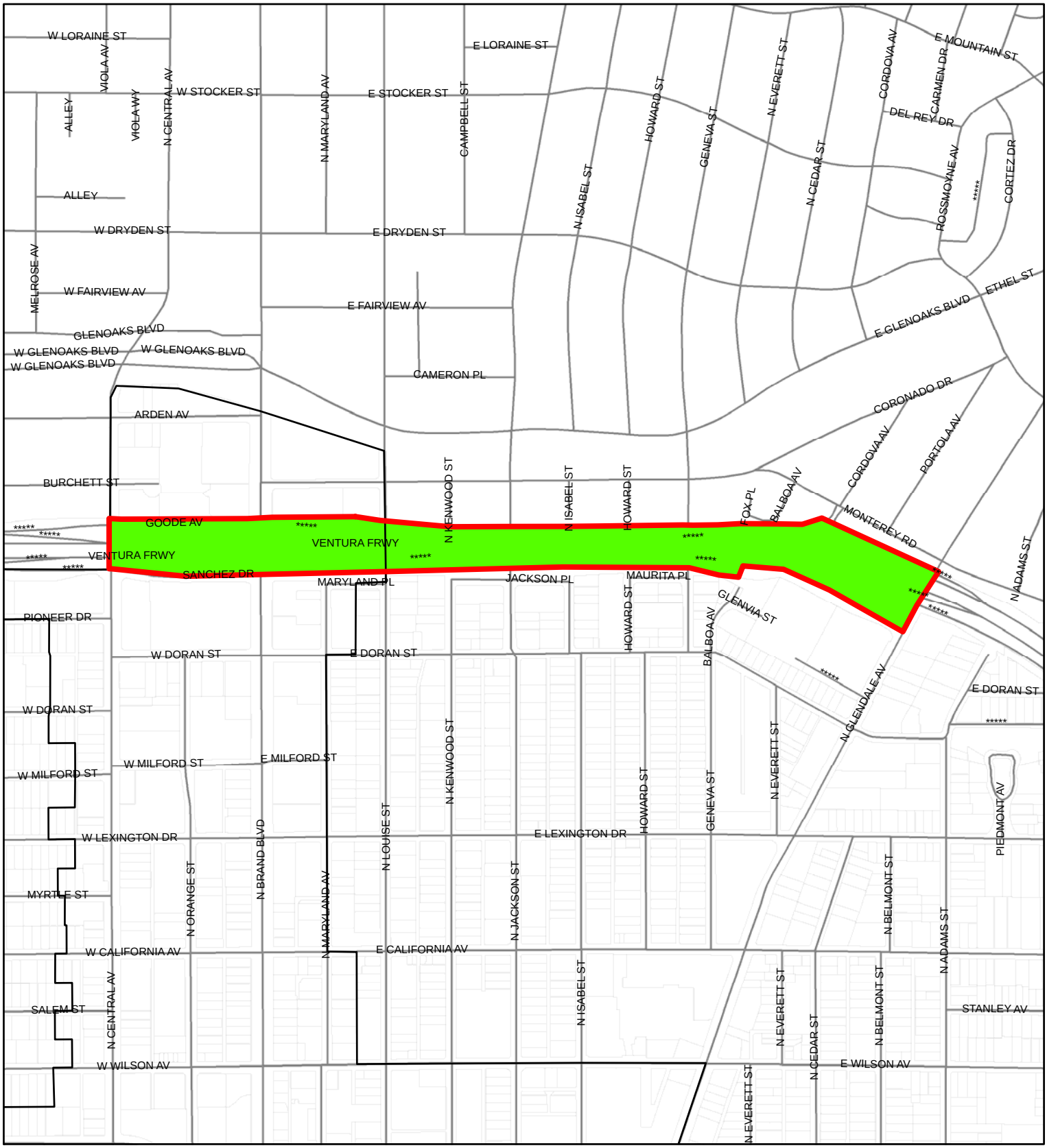
Proposed Zoning
South Glendale Community Plan
Space 134 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
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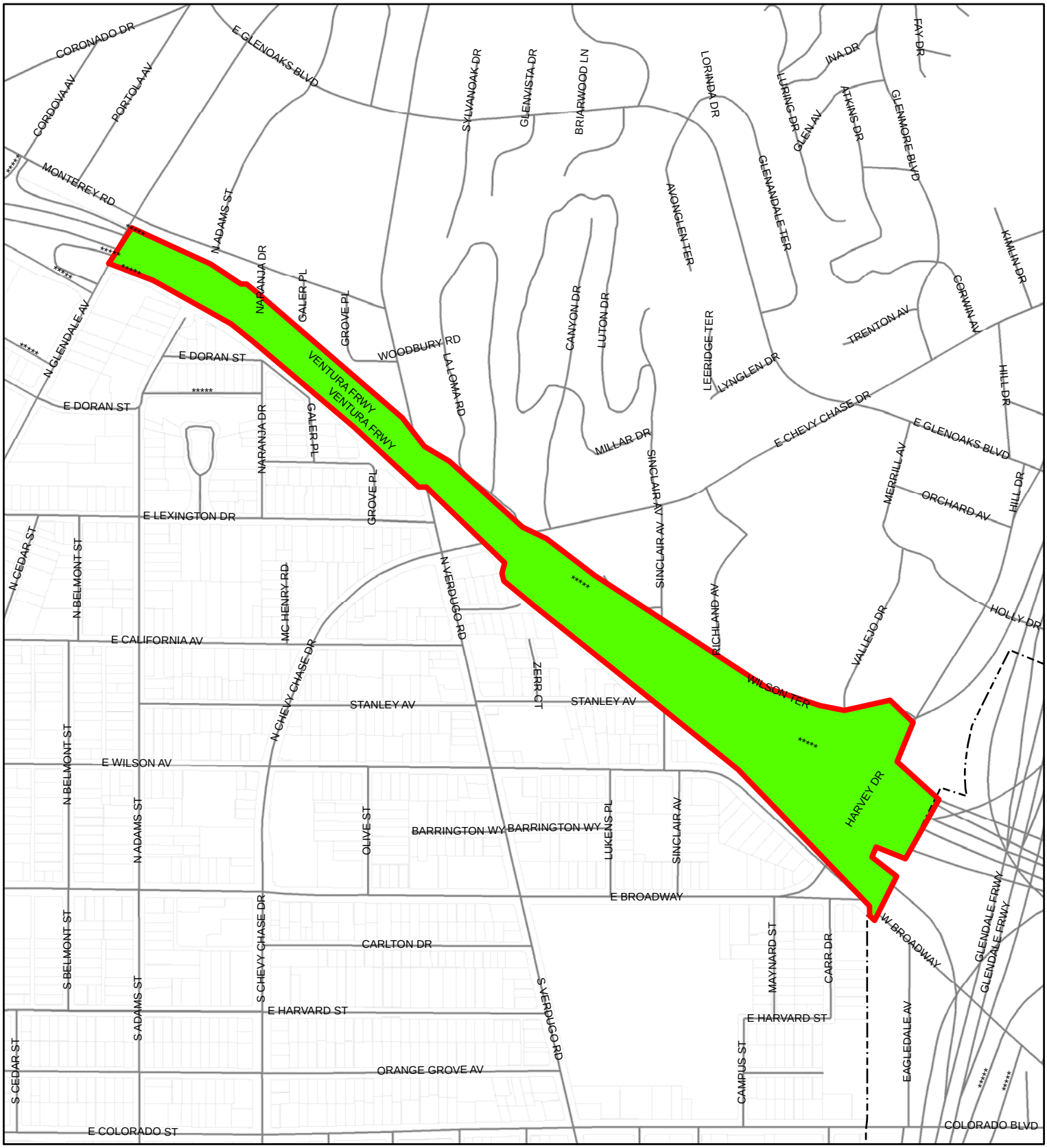
Proposed Zoning
South Glendale Community Plan
State Route 134 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
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Citywide Zones
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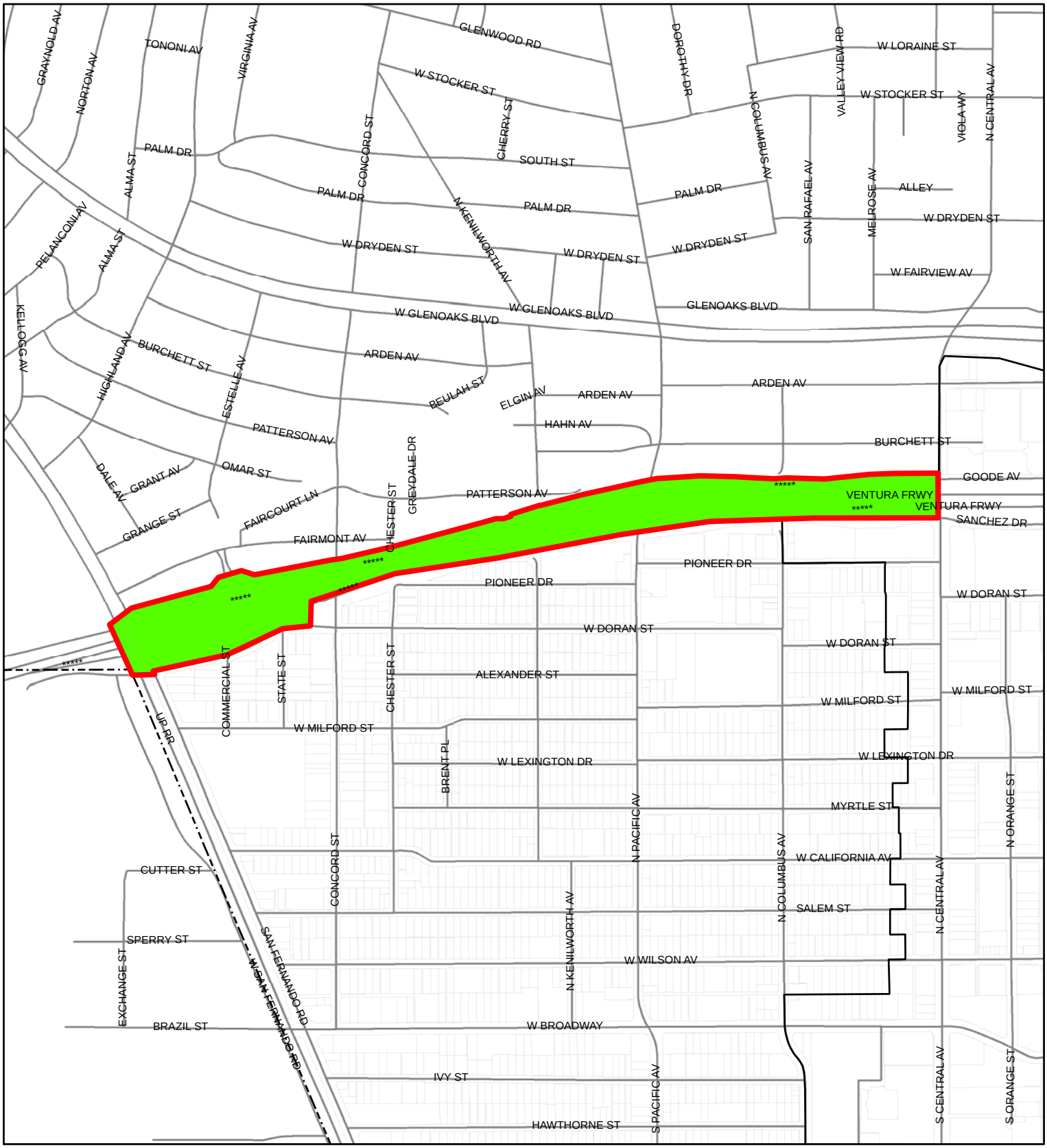
Proposed Zoning
South Glendale Community Plan
State Route 134 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
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DSP/Galleria
DSP/Gateway
DSP/Maryland
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Citywide Zones
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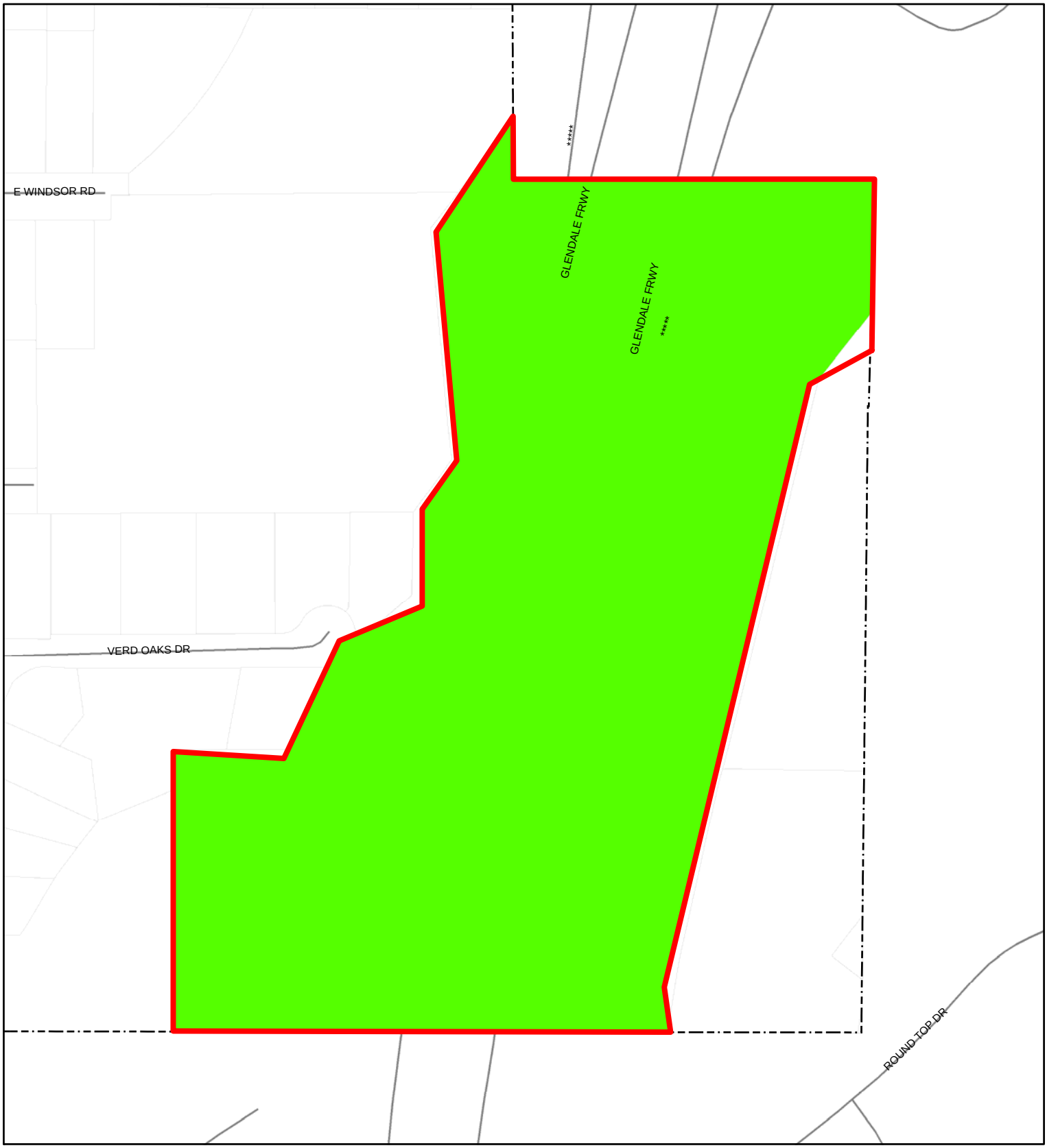
Proposed Zoning
South Glendale Community Plan
State Route 2 Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
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DSP/Maryland
DSP/Mid Orange
DSP/Orange Central
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DSP/Transitional

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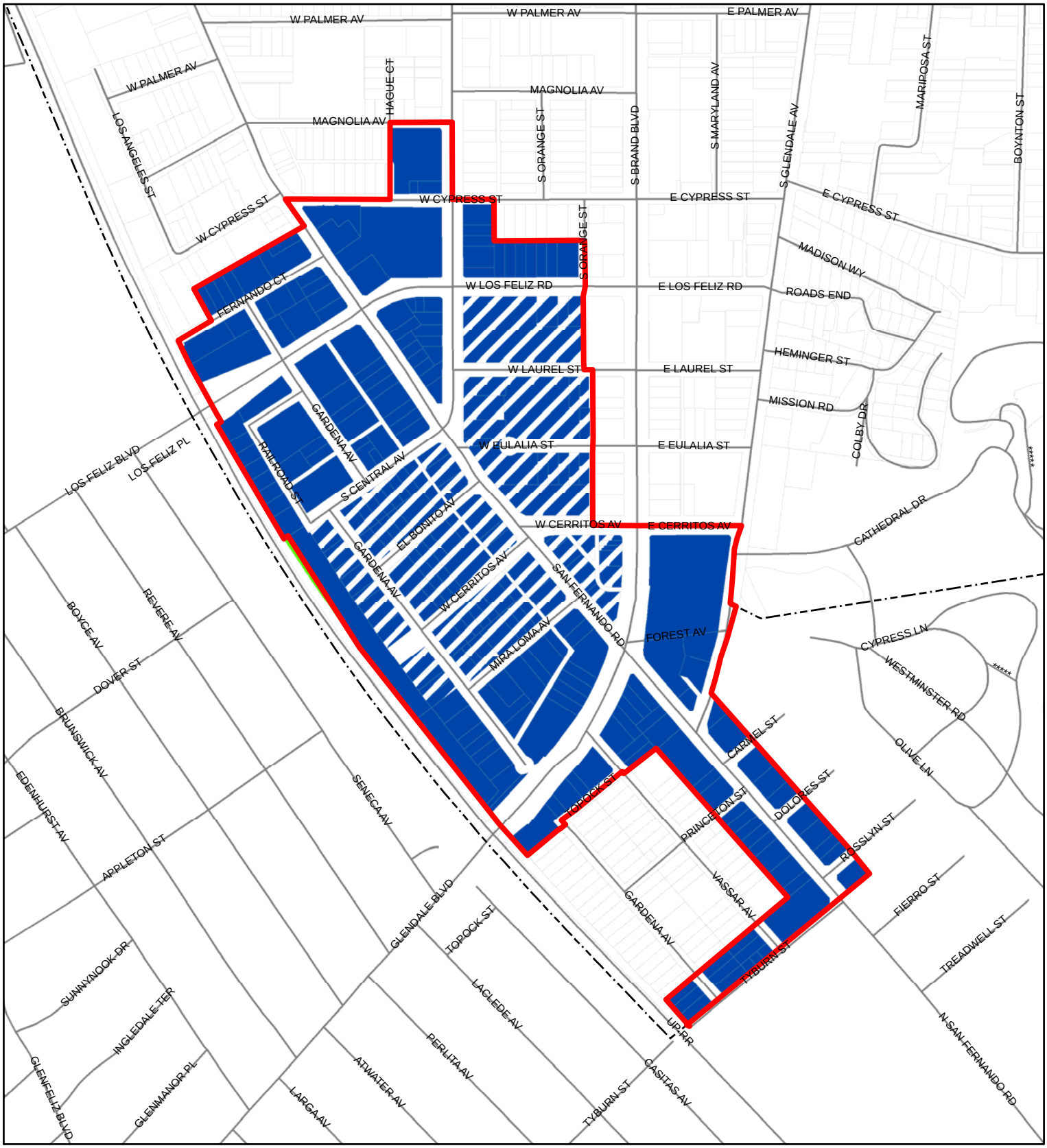
Proposed Zoning
South Glendale Community Plan
Tropico Center Plan Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
- DSP/Alex Theater
- DSP/Broadway Center
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- DSP/East Broadway
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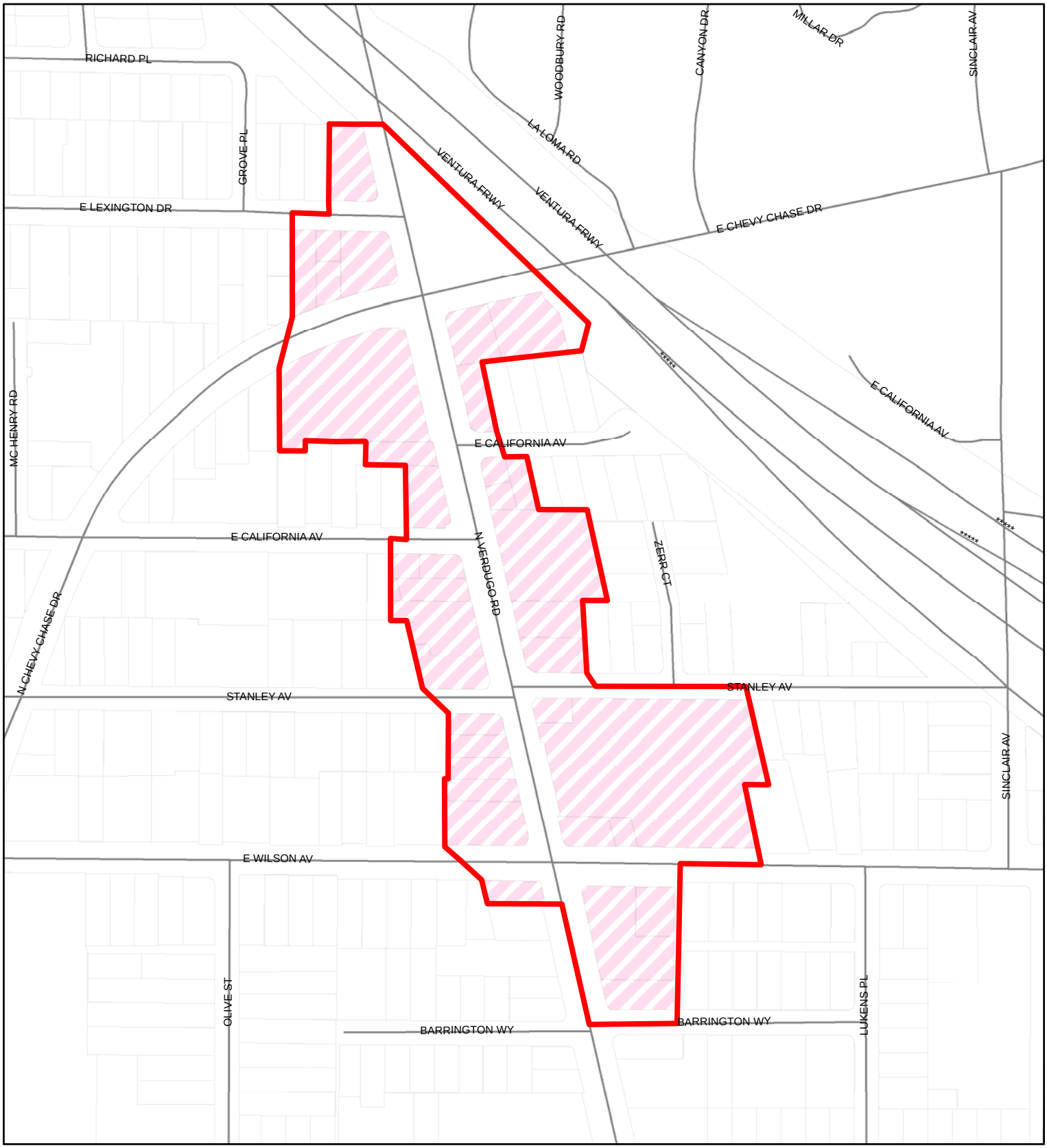
Proposed Zoning
South Glendale Community Plan
Verdugo Road Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
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DSP/Gateway
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Citywide Zones
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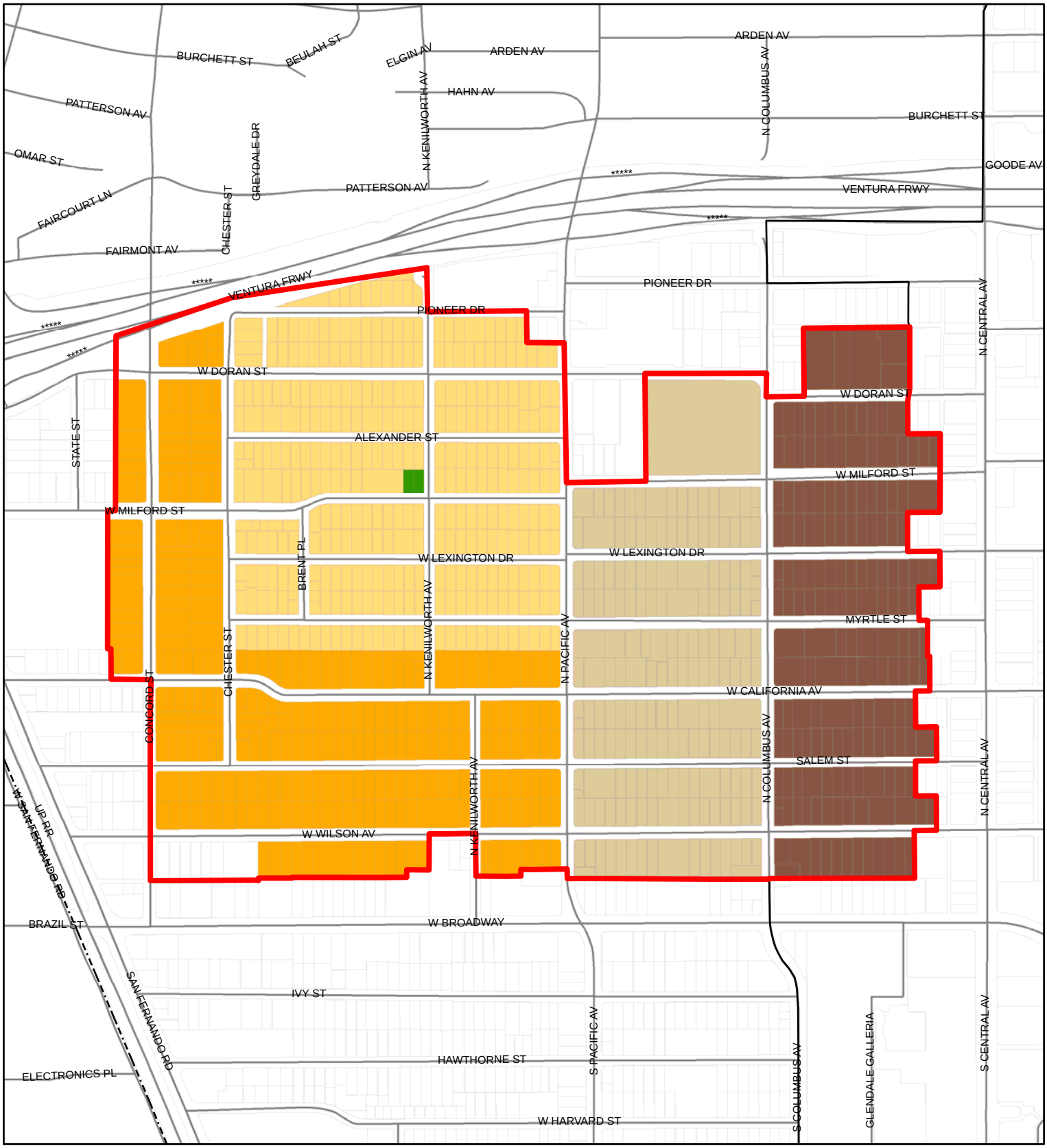
Proposed Zoning
South Glendale Community Plan
Vineyard Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
DSP/Civic Centers
DSP/East Broadway
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Citywide Zones
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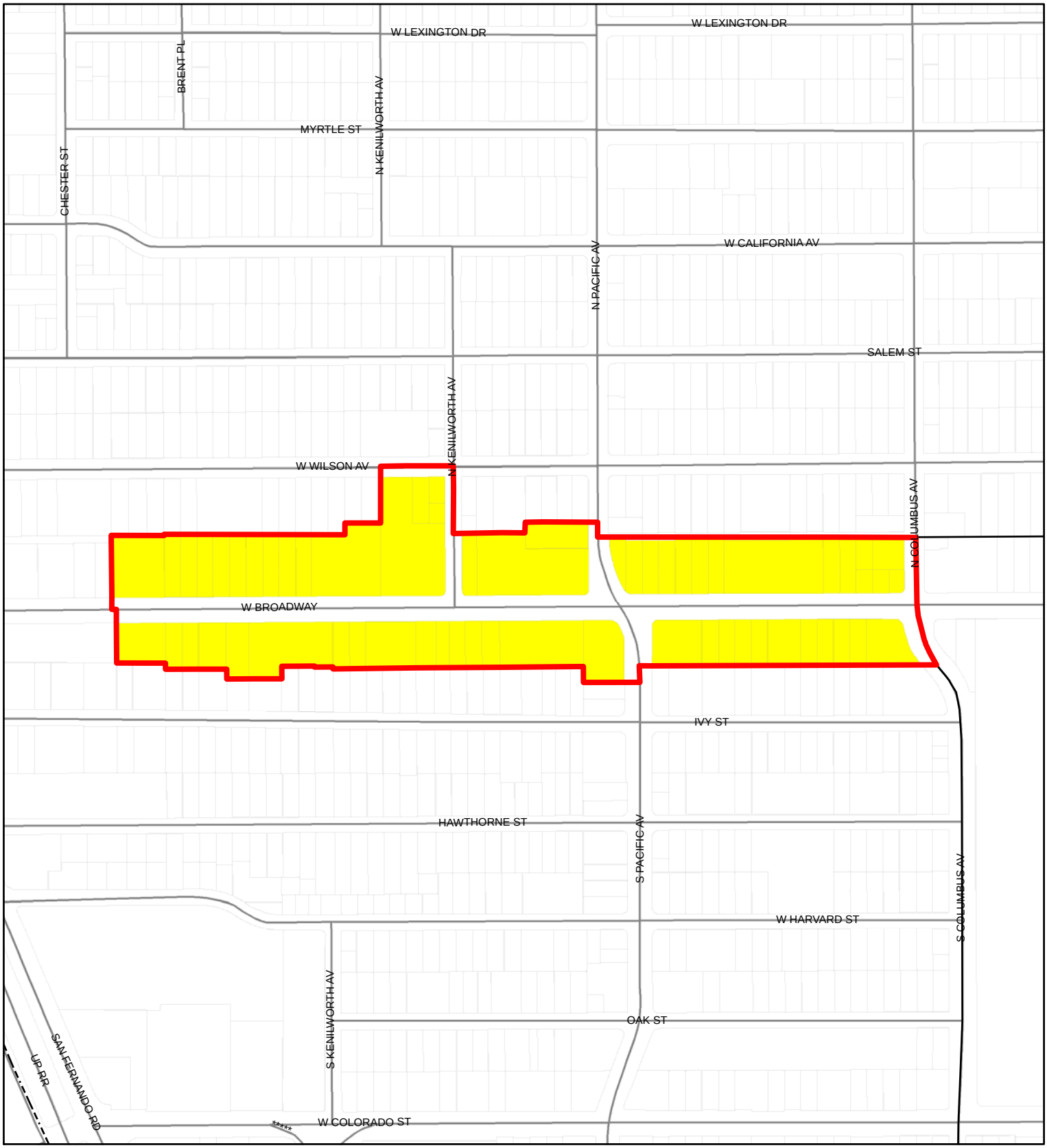
Proposed Zoning
South Glendale Community Plan
West Broadway Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
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Citywide Zones
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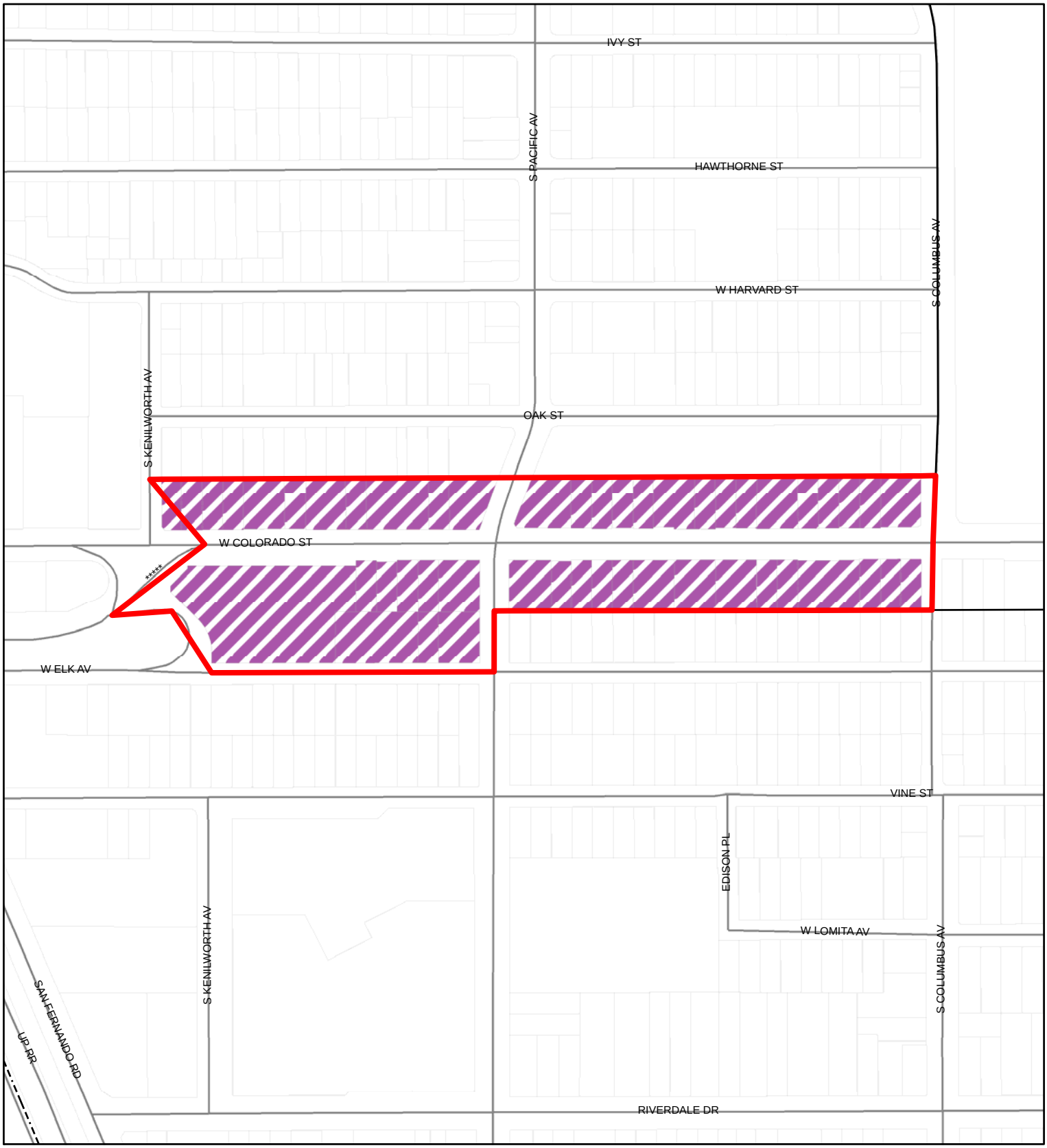
Proposed Zoning
South Glendale Community Plan
West Colorado Planning Area



City Boundary
Downtown Specific Plan

Downtown Specific Plan
DSP/Alex Theater
DSP/Broadway Center
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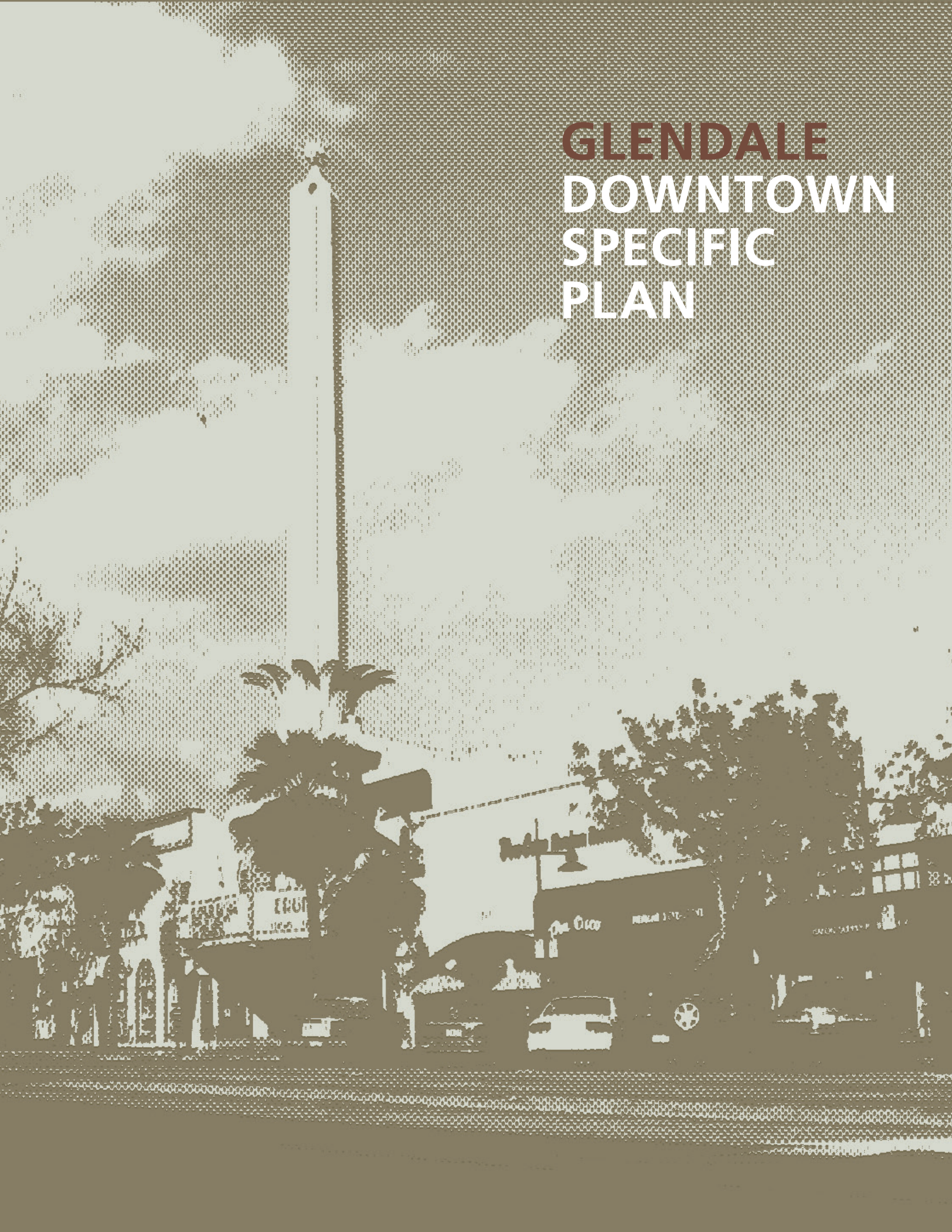
GLENDALE DOWNTOWN SPECIFIC PLAN



GLENDALE DOWNTOWN SPECIFIC PLAN

CITY OF GLENDALE, CALIFORNIA

CITY COUNCIL

Dave Weaver, Mayor
Ara Najarian
Rafi Manoukian
Frank Quintero
Bob Yousefian

PLANNING COMMISSION

Gary Gero
William Kane
Leonard Manoukian
Richard Ramirez
Jordan Torgerson

ARTS & CULTURE COMMISSION

Milene Apanian
Arlette DerHovanessian
Razmik Grigorian
Arman Keyvanian
Zen Lopez
Amador Solis
Joylene Wagner

HISTORIC PRESERVATION COMMISSION

Ruben Amirian
Deborah Dentler
Stephanie Landregan
Vrej Mardian
Siranoush Rousian

PARKS & RECREATION COMMISSION

Armond Aghakhanian
Dorothy Sharkey
Jeanette Stirdivant
Anthony Tartaglia Jr.
James Ward

TRANSPORTATION AND PARKING COMMISSION

Emil Eyvazoff
Carvel Gay
Onnik Mehrabian
Aram Sahakian
Ruby Sulayan

DOWNTOWN SPECIFIC PLAN TIMELINE

03.01.2005	1st Draft Specific Plan printed
01.11.2006	Scoping Meeting for Environmental Impact Report
04.04.2006	2nd Draft Specific Plan printed
08.17.2006	Draft EIR review by Environmental Planning Board
08.18.2006	Draft Environmental Impact Report printed
08.18.2006	3rd Draft Specific Plan printed
08.28.2006	Draft DSP and Draft EIR presented to below Commissions
09.06.2006	Public review by Parks & Recreation Commission
09.20.2006	Public hearing by Planning Commission
09.25.2006	Public review by Historic Preservation Commission
09.25.2006	Public review by Transportation and Parking Commission
09.28.2006	Public review by Arts & Culture Commission
10.02.2006	Close of 45-day EIR review period
10.20.2006	4th Draft Specific Plan printed
10.26.2006	Final EIR review by Environmental Planning Board
10.27.2006	Final Environmental Impact Report printed
10.30.2006	Public hearing by Planning Commission
10.31.2006	Public hearing by City Council / Certification of EIR
11.03.2006	5th Draft Specific Plan printed
11.07.2006	Adopted by City Council (Resolution 06-253)
03.24.2009	Amended by City Council (Resolution 09-37)
04.13.2010	Amended by City Council (Ordinance 5293)
12.14.2010	Amended by City Council (Ordinance 5720)
03.15.2011	Amended by City Council (Ordinance 5726 and 5727)
06.07.2011	Amended by City Council (Ordinance 5738)
08.16.2011	Amended by City Council (Ordinance 5746)
07.24.2012	Amended by City Council (Ordinance 5776 and 5777)
11.19.2013	Amended by City Council (Ordinance 5815)
12.10.2013	Amended by City Council (Ordinance 5819)
10.27.2015	Amended by City Council (Ordinance 5865)
02.02.2016	Amended by City Council (Ordinance 5869)
06.14.2016	Amended by City Council (Ordinance 5881)
XX.XX.XXXX	Amended by City Council (Ordinance XXXX)

VISION

Downtown Glendale will be an exciting, vibrant urban center which provides a wide array of excellent shopping, dining, working, living, entertainment and cultural opportunities within a short walking distance.

TABLE OF CONTENTS & EXECUTIVE SUMMARY

The Downtown Specific Plan is an urban design oriented plan, which sets the physical standards and guidelines as well as land use regulations for activities within the Downtown. Chapter One establishes the goals and purposes of the Plan, its physical context, its relationship to other regulations and planning documents, and provides a "users-guide" to the Plan.

CHAPTER ONE: INTRODUCTION

1.1 Plan Purpose 1-2
1.2 Plan Context 1-4
1.3 What is a Specific Plan? 1-6
1.4 How to Use the Downtown Specific Plan 1-8

PLAN DESCRIPTION

Downtown Glendale consists of a variety of districts, based on the existing building patterns within each area. The Downtown Specific Plan seeks to preserve and enhance the aspects which provide each district its unique character, while improving the attractiveness and livability of the Downtown area. Chapter Two describes the expected form and character of the Downtown.

CHAPTER TWO: DOWNTOWN DISTRICTS

2.1 Downtown Districts 2-2

DESIGN AND DEVELOPMENT STANDARDS AND GUIDELINES

Distinctive districts, streets, places and activities make Downtown a diverse and interesting destination. The Design and Development Standards and Guidelines build upon existing characteristics and promote new development that contributes to the desired uses, scale, image, and pedestrian-friendliness of Downtown. Chapter Three establishes the land use policies and standards of the Downtown Specific Plan. Chapter Four describes the urban design policies, development standards, and guidelines of the Plan. The expectations for Downtown open space in the form of streets, parks, plazas, courtyards and paseos is detailed in Chapter Five. Chapter Six articulates mobility polices reflective of a long-term vision to maximize accessibility of Downtown for pedestrians, transit-users, cyclists, and drivers.

CHAPTER THREE: LAND USE

3.1 Land Use Policies 3-2
3.2 Land Use Districts 3-4
3.3 Land Uses and Permit Requirements 3-6

CHAPTER FOUR: URBAN DESIGN

4.1 Urban Design Policies 4-2
4.2 Urban Design Standards and Guidelines 4-4

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ADMINISTRATION

As a way of encouraging desirable uses and public benefits in the Downtown, the City will allow certain development bonuses for those uses. Additionally, the City offers resources and economic development programs to assist property owners in the successful growth of existing and emerging Glendale businesses. Chapter Seven outlines the incentives and bonus program of the Downtown Specific Plan. Chapter Eight details the economic development policies and services available to property owners. Chapter Nine summarizes the development review process for the Downtown Specific Plan area, and outlines additional policies necessary to implement the Specific Plan.

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INTRODUCTION

1

Chapter One establishes the goals and purpose of the Plan, its physical context, its relationship to other regulations and planning documents, and provides a "users-guide" to the Plan.

1.1 PLAN GOALS AND PURPOSE

The Glendale Downtown Specific Plan (DSP) is an urban design oriented plan, which sets the physical standards and guidelines as well as land use regulations for activities within the Downtown Specific Plan area. The Plan's purpose is to:

1.1.1 Provide a framework and a manual to guide responsible growth and development of downtown.

1.1.2 Perpetuate a powerful physical image promoting the city's regional identity.

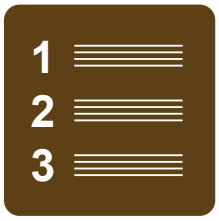
1.1.3 Ensure downtown's long-term status as a good place to do business.

1.1.4 Encourage excellence in design and quality of craftsmanship to enhance the downtown environment.

1.1.5 Strengthen downtown's pedestrian, bicycle and transit oriented characteristics while ensuring vehicular access to downtown destinations.

1.1.6 Attract a wide range of activities to maintain a dynamic atmosphere.

1.1.7 Provide incentives for a wide range of downtown housing types.



1.1.8 Present development regulations in a user-friendly, easy-to-follow manner.

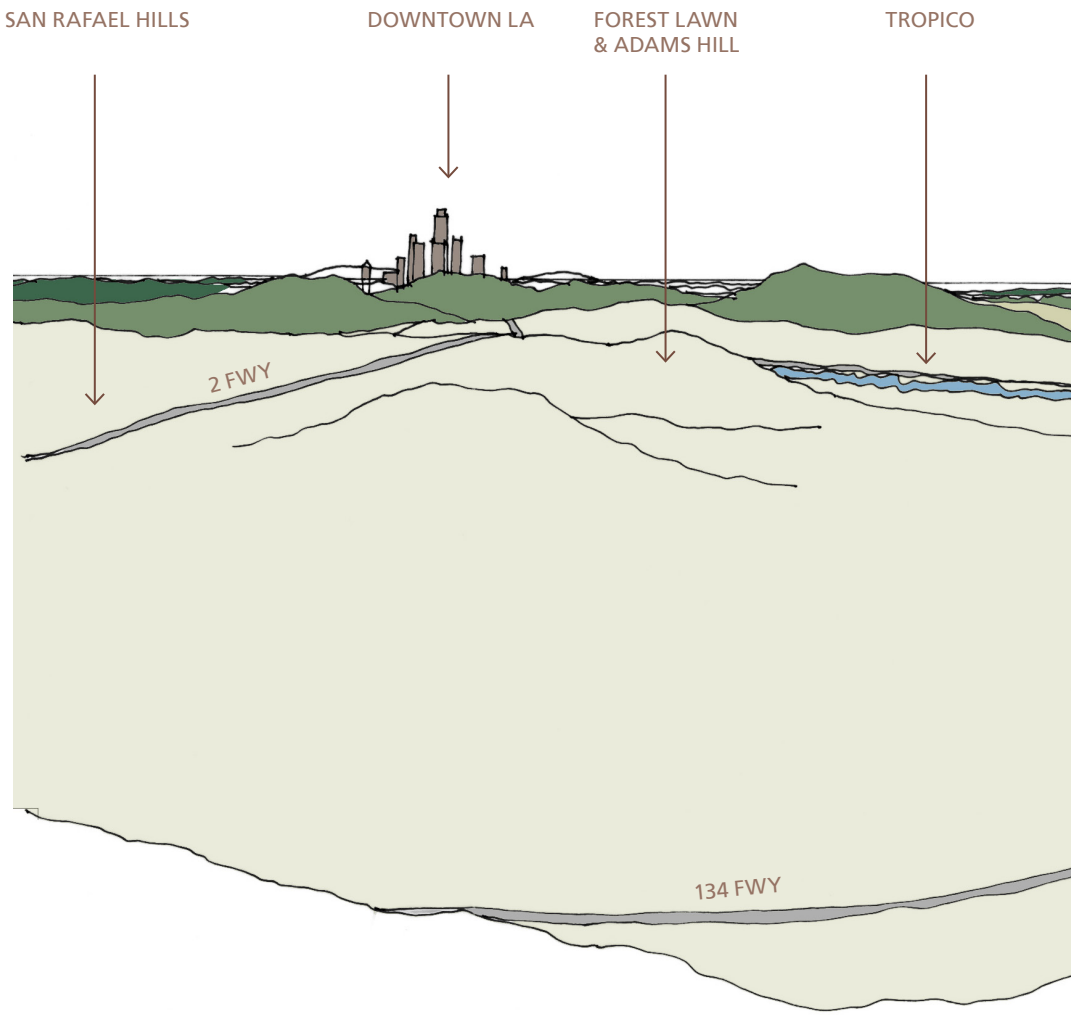
1.1.9 Preserve and enhance the distinctive character of Glendale's downtown buildings, streets and views.

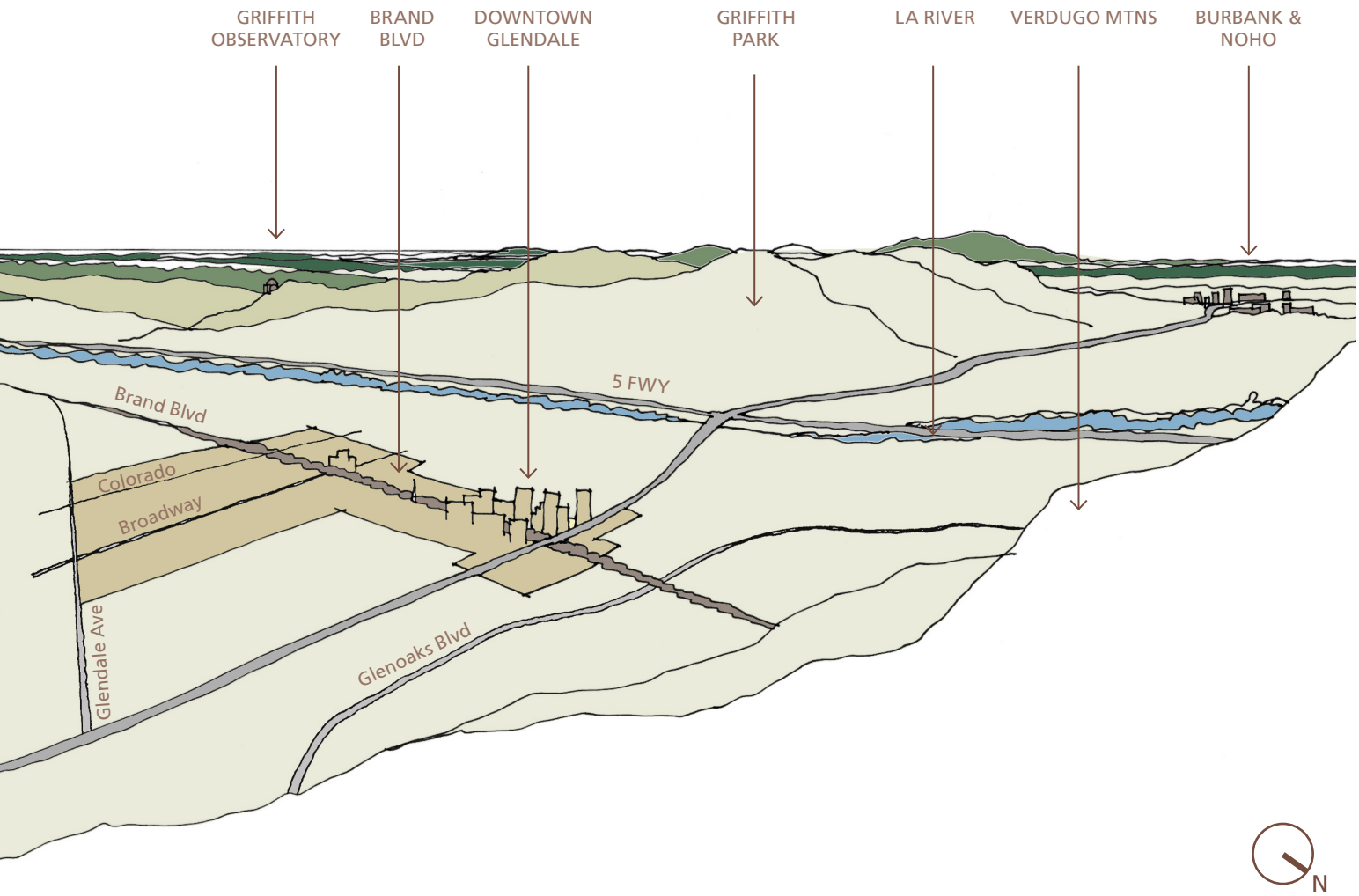
1.1.10 Concentrate growth in the downtown - a transit-rich entertainment, employment and cultural center - to relieve development pressures on existing residential neighborhoods.

1.2 PLAN CONTEXT

Downtown Glendale is located at the southern base of the Verdugo Mountains, in a valley "bowl" also bounded on the west by the Los Angeles River and Griffith Park and to the east by the San Rafael Hills. This valley is also referred to as the "Golden Triangle" and further defined by the 2, 134, and 5 Freeways, from which Downtown Glendale has unique and immediate regional access to neighboring communities such as Burbank, Pasadena, North Hollywood, La Crescenta, and Downtown Los Angeles.

Within the city of Glendale, Downtown is the convergence of a number of primary local streets - Brand Boulevard, Central Avenue, Glendale Avenue, Colorado Street, Broadway, and Glenoaks Avenue - that lead to surrounding neighborhoods and districts. The South Brand "Boulevard of Cars" is a regional concentration of auto dealerships. South Brand also links Downtown to the historic Tropico town site, now a burgeoning mixed-use and residential neighborhood centered around the Metrolink station and Glendale Memorial Hospital. The Adams Hill neighborhood and the Forest Lawn Memorial Park cemetery are also to the south. The North Brand district, a localized retail area, serves the residential neighborhoods north of Downtown and the 134 Freeway.




GRIFFITH OBSERVATORY
BRAND BLVD
DOWNTOWN GLENDALE
GRIFFITH PARK
LA RIVER
VERDUGO MTNS
BURBANK & NOHO
5 FWY
Brand Blvd
Colorado
Broadway
Glendale Ave
Glenoaks Blvd
N

1.3 WHAT IS A SPECIFIC PLAN?

A specific plan is a regulatory tool that local governments use to guide development in a local area consistent with the General Plan. While the General Plan is the primary guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. A Specific Plan is enacted pursuant to Section 65450 et seq. of the California Government Code.

1.3.1 Consistency with California Specific Plan Requirements

According to California Law, a specific plan implements all or part of the area covered by a general plan. The Glendale Downtown Specific Plan applies to only a part of the Glendale General Plan area. The purpose of the Downtown Specific Plan is to specify, in greater detail, requirements which are significant for this area.

Infrastructure has been discussed in various General Plan Elements. Build-out of the DSP would require equal or less infrastructure than the build-out of the current land use regulations and is consistent with the General Plan.

1.3.2 Relationship with other Documents and Plans

A. **General Plan Consistency** - To ensure consistency between the Downtown Specific Plan and the city of Glendale General Plan, the General Plan will be amended concurrent with the adoption of this Plan to include a Downtown Specific Plan Land Use Designation to replace the General Plan designations for the area.

B. **Zoning Ordinance Consistency** - To ensure consistency between the Downtown Specific Plan and the Glendale Zoning Code and Map, the Zoning Code and Map will be amended concurrent with the adoption of this Plan to include a Downtown Specific Plan zone to replace the zoning for that area. Where land use regulations and/or development standards of the Glendale Zoning Code are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail. Any issue not specifically covered in the Specific Plan shall be subject to the regulations in the Zoning Code and/or Municipal Code. Interpretations may be made by the Zoning Administrator if not specifically covered in the City's existing regulations.

C. **Redevelopment Plan Consistency** - The Glendale Redevelopment Agency was created in 1972 for the purpose of improving, upgrading and revitalizing specific areas within the City that had become blighted because of deterioration, disuse, and unproductive economic conditions. The Central Glendale Redevelopment Project Area covers 263 acres in the heart of the City and is fully encompassed within the Downtown Specific Plan boundaries, with the exception of the Glenoaks area. The Central Redevelopment Project Area is generally bounded by Colorado Street to the south, Glenoaks Boulevard to the north, Central Avenue and Columbus on the western periphery and Louise Street and Maryland Avenue on the east. Additionally, a small portion of the San Fernando Road Corridor Redevelopment Project Area is located within the Downtown Specific Plan on Colorado Street west of Central Avenue. The mission of the Redevelopment Agency was to enhance and improve the quality of life and to promote positive growth in the city of Glendale by facilitating retail, cultural arts, housing and office projects, providing tax revenue and jobs that benefit all of the city's residents. Although the Redevelopment

Agency was dissolved on February 1, 2012 by State statute AB 1X 26, the Downtown Specific Plan supports and expands upon its objectives.

D. **The Town Center Specific Plan** - The Town Center Specific Plan addresses the Town Center District of the Downtown Specific Plan. If any inconsistencies are identified between the Downtown Specific Plan and the Town Center Specific Plan, then the Town Center Specific Plan shall prevail for all activities within the Town Center District.

E. **The Greater Downtown Strategic Plan** - The Downtown Specific Plan is designed to implement the vision, goals and policies of the Greater Downtown Strategic Plan (1996), which includes the downtown and adjacent residential neighborhoods. Among the Greater Downtown Strategic Plan goals are "significantly increasing the amount of public open space and developed parkland in the downtown" and "strengthening the interdependence between downtown and surrounding neighborhoods." In case any inconsistencies are identified between the two plans, the Downtown Specific Plan and/or Glendale Zoning Code shall prevail.

F. **The Galleria Development Agreement** - The Glendale Galleria is subject to disposition and development agreement between the Glendale Redevelopment Agency and the Galleria Owners. Any new land use activity not covered in the Glendale Redevelopment Agency's agreements with the Galleria shall be subject to the Downtown Specific Plan.

G. **Downtown Design Guidelines** - A variety of Design Guidelines have been produced for areas within the Downtown Specific Plan, including the "East Broadway Design Guidelines" (2004) and "Urban Design Information and Guidelines" (1990). The Downtown Specific Plan incorporates and supersedes these guidelines.

H. **Downtown Specific Plan Environmental Impact Report** - The DSP-EIR evaluates the implications of the Downtown Specific Plan through a series of technical analyses, as required by the California Environmental Quality Act. As necessary, the DSP-EIR also proposes mitigations of undesirable impacts of the Downtown Specific Plan.

I. **Glendale Mobility Study** - The Glendale Mobility Study, in preparation at the time of Downtown Specific Plan adoption, outlines a series of policies and programs intended to enhance mobility in the Downtown area. "Chapter 6: Mobility" of the Downtown Specific Plan is written to support the goals of the Glendale Mobility Study.

1.4 HOW TO USE THIS PLAN

The DSP is designed to function as a manual for residents, business owners, property owners, developers, designers, City staff and appointed and elected officials involved in review of proposed development projects. If you are using this plan for the first time, it may be useful for you to know the main components of the document and how to navigate it. We suggest the following steps as a quick way to understand the different sections of the plan and how best to focus on finding the answers to your questions.

Step 1: Find out what Downtown District your project is in.

Downtown Glendale has been divided into eleven (11) different districts. In addition to general standards and guidelines that apply to the entire area, each district may have its own distinctive set of development standards and permitted uses.

☐ Locate your project location on the area map in "Chapter Two: Downtown Districts" to determine in which district your project belongs.

DISTRICT_____

☐ Review the narrative description for that particular district to identify whether your proposed project complies with the intent of the Specific Plan for that district. Descriptions for each district can be found in "Chapter Two: Downtown Districts."

_____

Step 2: Review the Summary Tables & Maps.

Many answers to basic questions are clearly listed in the maps and tables. The maps show the boundaries and districts, as well as the basic transportation infrastructure. The summary tables list out the permitted uses, height and density standards / bonuses, and general and district specific standards and guidelines.

☐ Once the project district has been identified, review the Use Table in Chapter Three to establish if your proposed use is permitted in that district.

_____

☐ Review the Height and Setback Table in Chapter Four to determine the permitted height and setback requirements for the particular district.

HEIGHT_____ STORIES_____ FAR_____

_____

_____

☐ Review the Incentives and Bonuses Table in Chapter Seven and "Chapter Eight: Economic Development" to determine whether your proposed project is eligible for any development bonuses.

_____

_____

Step 3: Review the Standards and Guidelines Text

The City of Glendale has developed a set of Policies, Standards, and Guidelines that apply to all downtown properties. As such, the Specific Plan Policies, Standards, and Guidelines supersede those identified in the Zoning Code. When the Specific Plan is silent, the City's Zoning Code requirements will apply. The text further defines the information that is provided in the tables, maps, and charts. The Standards and Guidelines is divided by three main topics: Urban Design, Open Space and Mobility.

☐ Examine "Chapter Four: Urban Design" and "Chapter Five: Open Space" to learn which design standards are required for your project.

_____

_____

☐ Review "Chapter Six: Mobility" to understand how the location of your project fits into the pedestrian-vehicular framework of the Downtown and to determine which transportation standards apply to your project.

_____

_____

Step 4: Review the Zoning Ordinance (Glendale Municipal Code Title 30)

Projects in the Downtown Specific Plan area are subject to additional regulations and development standards as defined by the Zoning Ordinance.

Step 5: Follow the Appropriate Application Process

Depending on the location of the project and time of application, the application will be processed through the Glendale Planning Department and the Development Services Department. Please refer to Chapter Nine to determine the application procedures.

DOWNTOWN DISTRICTS

2

Downtown Glendale consists of a variety of districts, based on the existing building patterns within each area. The Downtown Specific Plan seeks to preserve and enhance the aspects which provide each district its unique character, while improving the attractiveness and livability of the Downtown area.

2.1 DOWNTOWN DISTRICTS

The Downtown Specific Plan area consists of approximately 220 acres located in the center of the City of Glendale. The area is generally bounded to the north by Glenoaks Avenue, to the west by Central and Columbus Avenues, to the east along Maryland and Glendale Avenues and to the south by Colorado and Elk Streets. The majority of the Glendale Central Redevelopment Area falls within the DSP area. Eleven distinct districts make up Downtown Specific Plan.

Downtown districts are:

ALEX THEATRE

BROADWAY CENTER

CIVIC CENTERS

EAST BROADWAY

GALLERIA

GATEWAY

MARYLAND "ART & ENTERTAINMENT" DISTRICT

MID-ORANGE

ORANGE CENTRAL

TOWN CENTER

TRANSITIONAL - consisting of three non-contiguous areas along Central Avenue, Colorado Street, and North Maryland Avenue

The expected form and character for each district is described in the following pages through illustrative perspectives and photographs. The sequence of the district descriptions follows a narrated walk through the Downtown, departing from the Alex Theatre, heading north the Gateway District, then south through on Central Avenue and Orange Street to Broadway Center and the Galleria / Town Center areas, ending on the east side of Downtown in the Maryland, East Broadway and Civic Center districts.

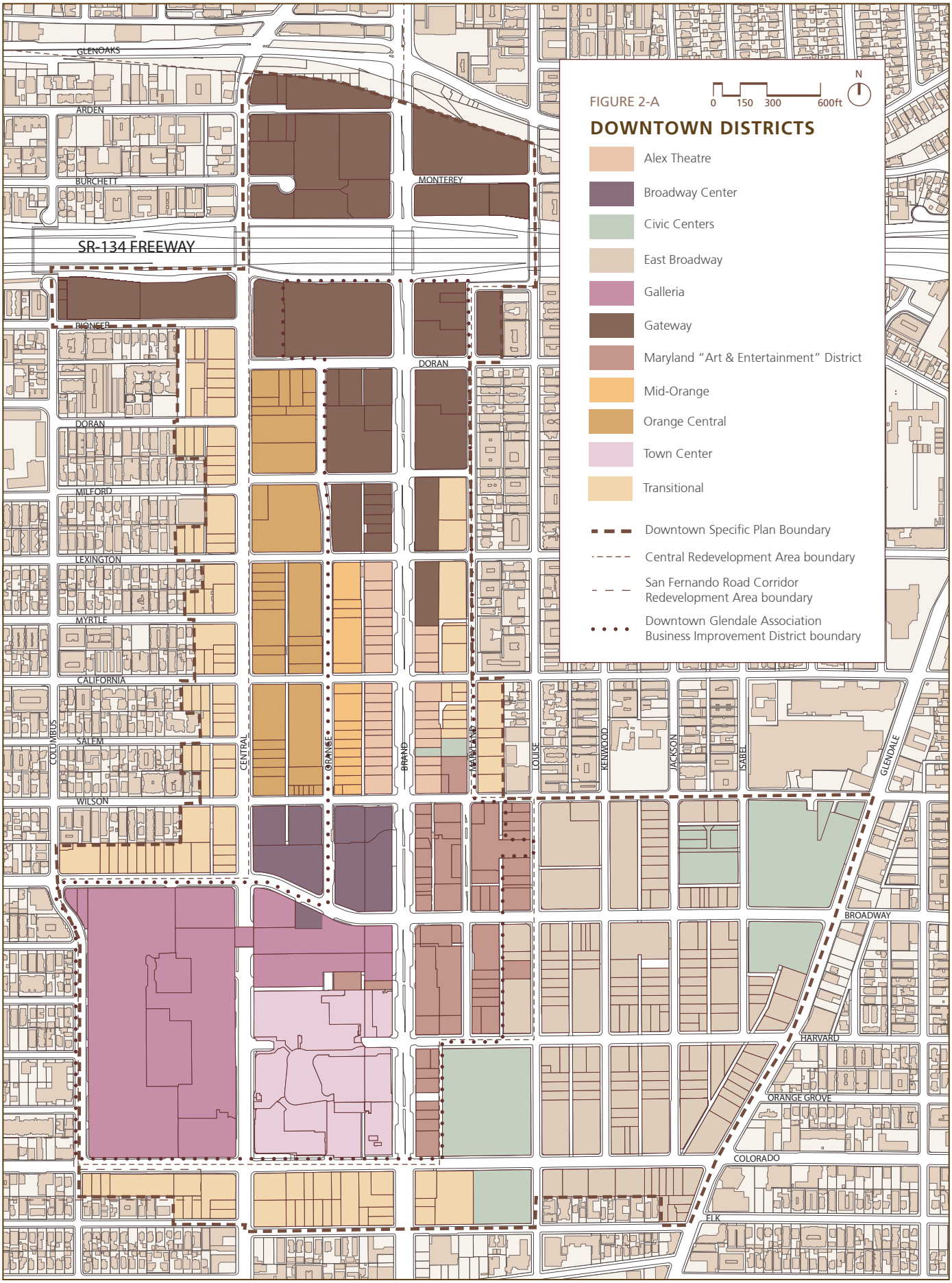


FIGURE 2-A
DOWNTOWN DISTRICTS
0 150 300 600ft
N
Alex Theatre
Broadway Center
Civic Centers
East Broadway
Galleria
Gateway
Maryland "Art & Entertainment" District
Mid-Orange
Orange Central
Town Center
Transitional
Downtown Specific Plan Boundary
Central Redevelopment Area boundary
San Fernando Road Corridor Redevelopment Area boundary
Downtown Glendale Association Business Improvement District boundary
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
MARYLAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK

2.1.1 ALEX THEATRE DISTRICT

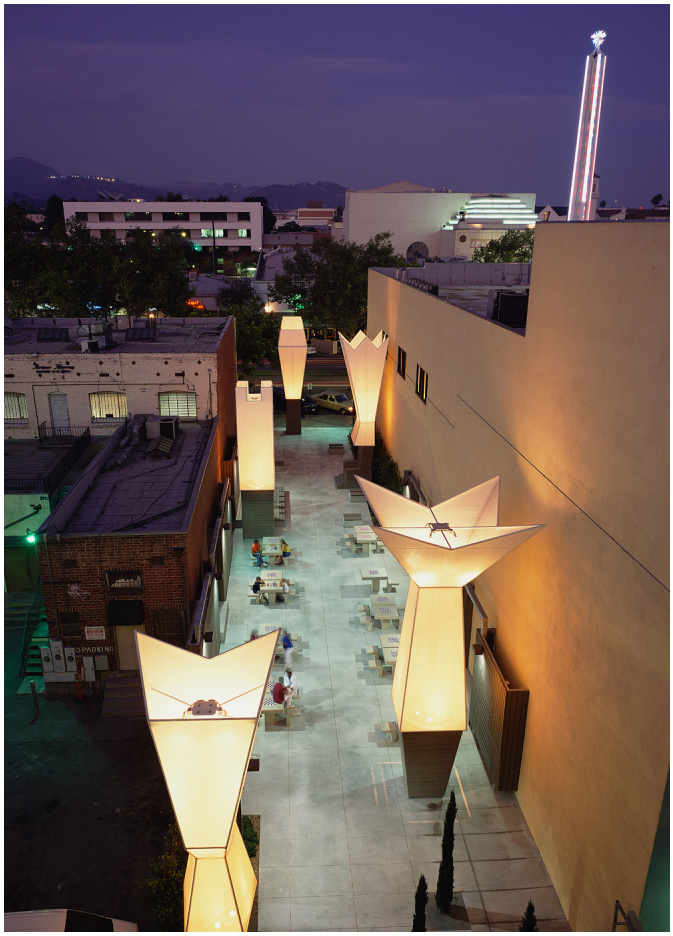
The historic Alex Theatre is the focal point for this low-scale commercial strip of Downtown Glendale. Concentrated along Brand Boulevard, north of Wilson and south of Lexington, this two block commercial area features a variety of intimate-scale retail, restaurant and service uses located within traditional storefronts. The Alex Theatre district encourages entertainment activities, restaurants, small-scale retail businesses and other such pedestrian-oriented activities. New development must be sensitive to the landmark status of Alex Theatre and the traditional "old downtown main street" character of this section of Brand Boulevard.

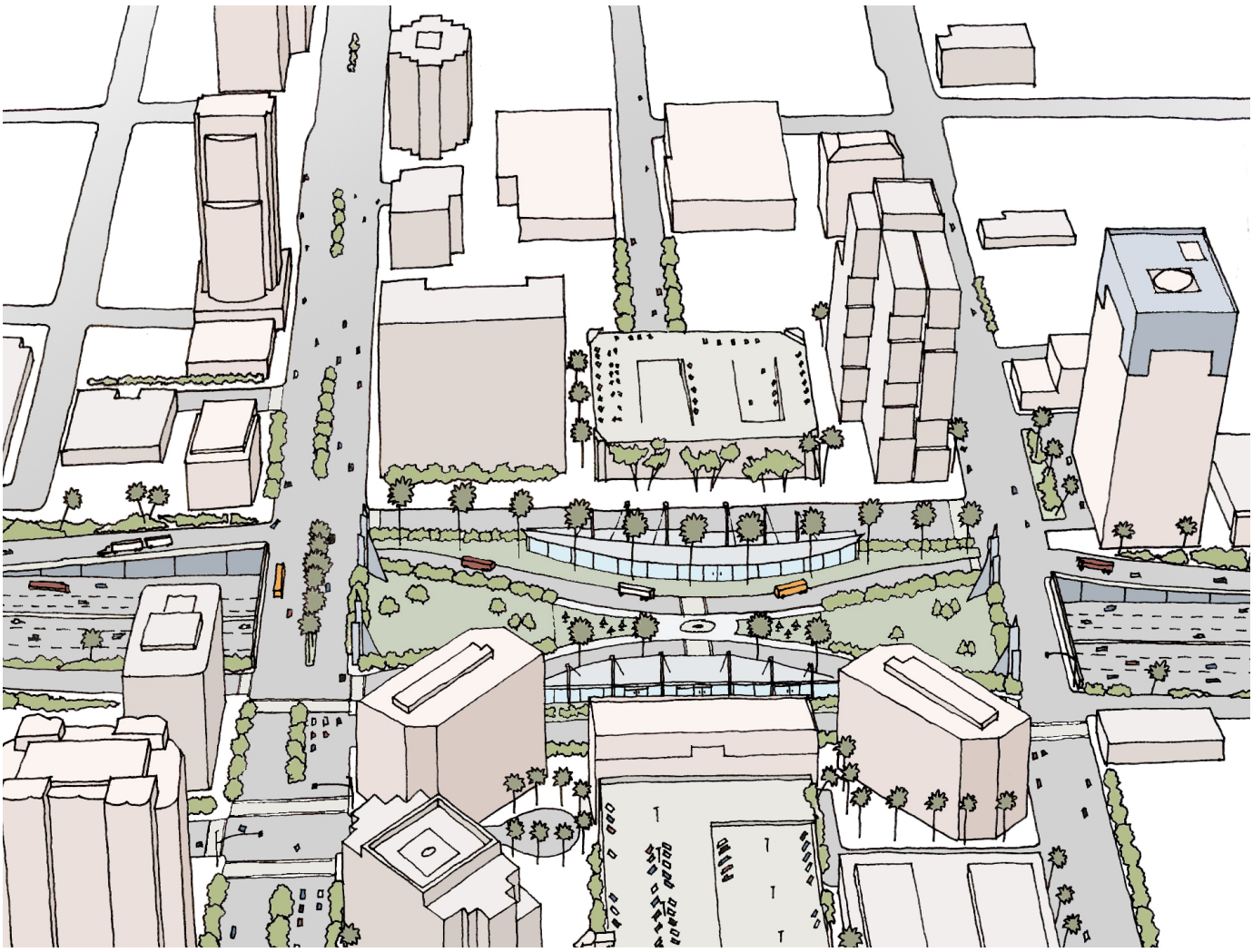
OPPOSITE: As the focus of the district, the Alex Theatre spire and forecourt are the dominant features. The rendering illustrates future development to the north and south of the Theatre, with courtyards that combine with the Alex Theatre court to create a rich pattern of outdoor spaces and passages for dining, entertainment, and receptions.

RIGHT: The Chess Park, an award-winning design by Rios Clementi Hale Studios, is a creative and inventive solution to the need for open space and pedestrian linkages in the Downtown. More than an inviting passage between the Orange Street Garage and Brand Boulevard, the Chess Park also creates an identifiable and unique place in a narrow site too small for a traditional park.

BELOW RIGHT: The Alex Theatre district retains the small-town Main Street feel that has historically characterized this stretch of Brand Boulevard. One and two-story commercial buildings with traditional storefronts and shop windows will continue to be the development standard for the district.

BELOW: The iconic Alex Theatre spire and marquee provide the anchor to this entertainment, dining and shopping oriented district, and create a focus for night-time energy.





2.1.2 GATEWAY DISTRICT

Located at the northern portion of the Downtown Specific Plan area, the Gateway district features the most visibly noted skyline of Downtown Glendale. Characterized by high-rise development, the district is home to numerous corporate headquarters and businesses whose multi-storied towers are visible from the various viewpoints throughout the city and the 134 Freeway. The focus of the area is the continued promotion and location of corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service and retail businesses at the street level, as well as the introduction of appropriate night-time entertainment uses.

OPPOSITE: Between Brand and Central, a "lid" could be built over the 134 Freeway in the form of a transit plaza. This deck would create a significant open space resource, restore north-south pedestrian connections in the Gateway area, and serve as terminal for transfers between local transit service and a future regional east-west transit line.

RIGHT: The preferred land uses in this district are high rise office and residential, hotels, and other uses which support the adjacent office uses and employees.

BELOW: The Gateway area includes Glendale's highest concentration of high rise, high intensity regional office uses. Many of Glendale's leading corporations are located at this highly visible location along the 134 Freeway. The area includes high rise residential uses, hotels and distinctive headquarters buildings, and creates the dominant visual image of Glendale for freeway users.

2.1.3 ORANGE-CENTRAL DISTRICT

Centrally located within Downtown, the Orange-Central district is bordered by Doran Street on the north, Wilson Avenue on the south, Central Avenue on the west, and Orange Street to the east. This district currently features an amalgamation of surface parking lots and miscellaneous free-standing businesses. Because of its walkable proximity to major retail and employment areas, the Orange-Central district is suitable for new, urban housing development both as mixed-use or free-standing residential buildings. Central Avenue has the potential to be transformed over time with mid-rise mixed-use structures, while Orange can become a more intimate and pedestrian-oriented residential street. Areas adjacent to this district on Central and Orange are defined by the complementary, but less intense, Central Transitional and Mid-Orange districts that adjoin existing low-rise areas of the downtown and surrounding neighborhoods.

2.1.4 CENTRAL TRANSITIONAL DISTRICT

Though not a part of the Central Glendale Downtown Redevelopment Area, the west side of Central Avenue and adjoining leg of Broadway provide an important transition between the high-intensity, mixed-activity of Downtown and a higher density residential neighborhood to the west. The Central Transitional District currently features a variety of lower-scale commercial and medical office buildings. This area should evolve into a mid-rise mixed-use development, with an emphasis on ground floor commercial uses along Central Avenue.

2.1.5 MID-ORANGE DISTRICT

The east side of Orange Street between Lexington Drive and Wilson Avenue mediates the height, uses, and intensities of the mid-rise Orange-Central district and the low-rise Alex Theatre District. Arts-oriented uses, such as galleries and stage theatres, are encouraged along these blocks, as well as low-rise mixed-use development.

ABOVE: Central Avenue as rendered in this view from California is a vibrant mixed-use street. An eclectic mix of destination, service and neighborhood-serving retail stores is at the sidewalk. In newer buildings, the upper levels are residences with balconies and patios overlooking the street-life.

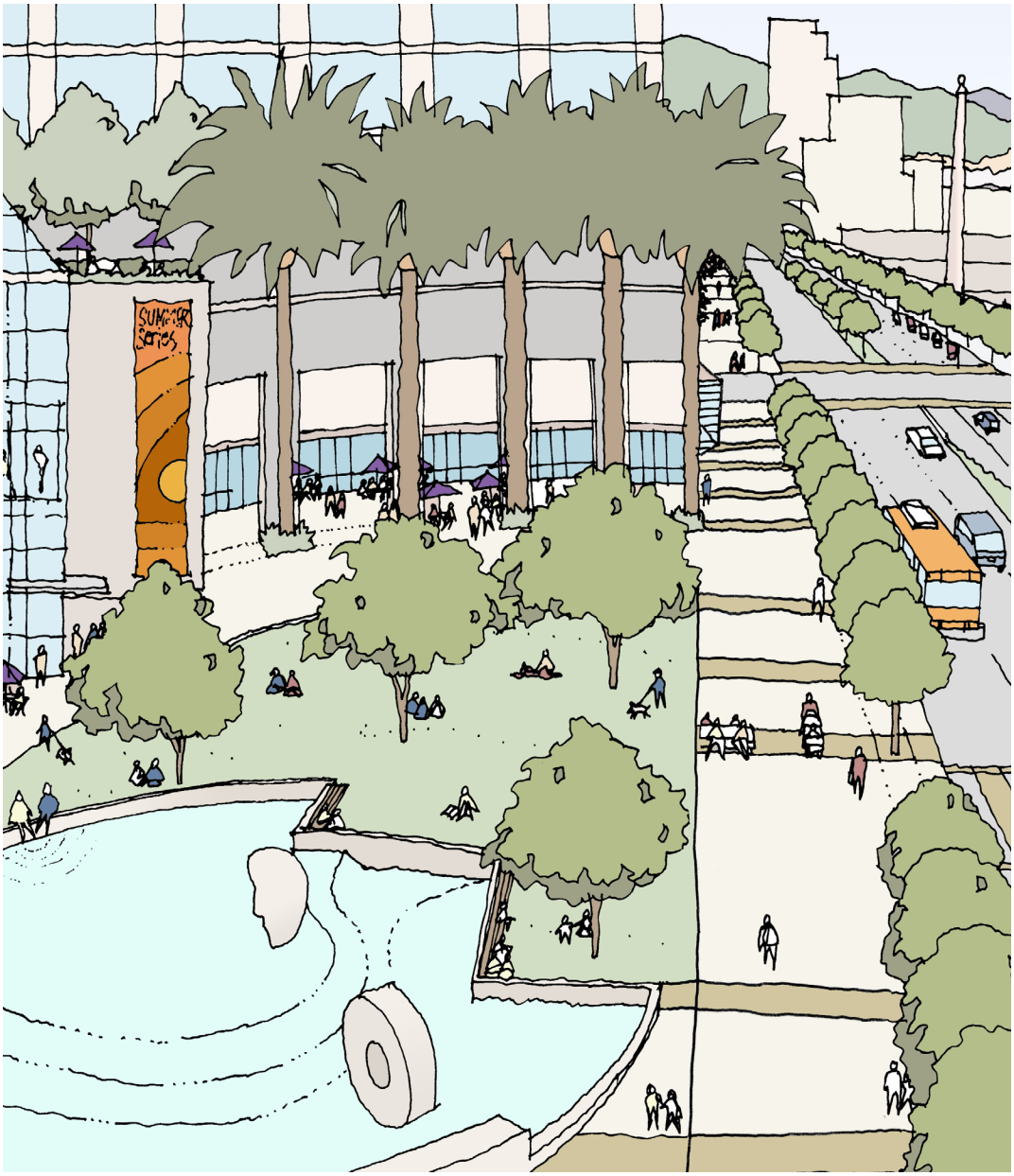
RIGHT: As a demonstration of the design policies, standards and guidelines of the Specific Plan, this diagram imagines a redevelopment of the "Sears Block" at Orange/California/Central/Wilson. The block is divided into four smaller quadrants by intimate pedestrian paseos and alleys fronted by townhouses. In exchange for the dedication of one quadrant as a public park, a pair of 12-story residential towers are allowed through the bonus/incentive program described in Chapter Seven. Quadrants facing Central Avenue are developed as mid-rise residential or large-format retail stores.

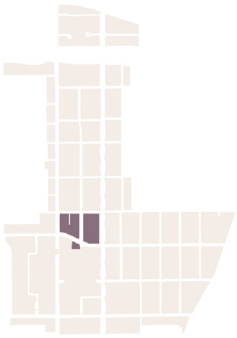
BELOW: 4 to 5-story mixed use buildings, such as these precedents in Santa Monica and Pasadena, are the expected development type along most of Central and Orange Avenues. These buildings include ground-floor retail with upper level residential and/or office uses.

LEFT: This illustration shows Orange Street as the premier residential address in Downtown Glendale. New street landscape has created inviting pedestrian sidewalks and new townhouse style residences front the street with stoops (where today there are parking lots). Across the street is the Orange Street Garage, where the ground floor has been transformed into a gallery/market. Beyond are the high-rise residential towers of the Broadway Center district.

2.1.6 BROADWAY CENTER DISTRICT

Located south of Wilson, north of Broadway, east of Central and west of Brand, this two-block district features an existing high rise office tower and several other commercial buildings. Apart from the existing office tower located in the north-west corner of Broadway and Brand and the existing office building on the north-east corner of Broadway and Central, this area is subject to possible redevelopment, with the opportunity for high-rise residential, office, or mixed-use development. The existing high-rise office building in the Broadway Center district and its proximity to significant retail activity areas in the Galleria and Town Center make this a prime target area for higher end, urban residential towers. Given a permitted height limit of 16 stories by right and up to 4 additional stories through the Incentives and Bonus Program (see Chapter Seven), this downtown district would constitute the second cluster of high rise development in Downtown.





ABOVE: The Galleria Tower is strategically located at a gentle curve along Broadway, and therefore serves as visual terminus to the street. A creative resurfacing of the Tower's skin and opening of its ground floor could take further advantage of this location.

ABOVE RIGHT: The City Center tower defines the "south hill" of high rises on downtown Glendale skyline. A mixed-use building with ground level retail and a large plaza facing Brand Boulevard, it establishes the visual image of Broadway Center district.

RIGHT: The small scale storefronts on Wilson Avenue may begin to support a vibrant "restaurant row" catering to downtown residents and visitors as new residential, hotels, office and other uses concentrate in Broadway Center, Alex Theatre and the Orange-Central districts.

OPPOSITE: The Broadway Center district includes a large, semi-circular plaza associated with the City Center office tower. As illustrated here, a creative and selective redesign of this plaza could transform it into an inviting open space facing Brand Boulevard. Instead of pavement, grass and shade trees are planted. The edges of the existing fountain are lined with benches, so pedestrians can enjoy the water. Finally, the form of the semi-circle is completed and lined with additional restaurants, outdoor cafes, and defined by a ring of palm trees.

2.1.7 TOWN CENTER DISTRICT (The Americana at Brand)

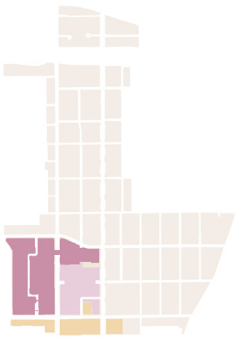
The Town Center district, bordered on the south by Colorado, on the east by Brand, on the west by Central and on the north by the Galleria parking structure (between Broadway and Harvard), is subject to the Town Center Specific Plan, not the Downtown Specific Plan. This district features a large-scale, mixed-use development. As a significant regional retail and entertainment destination with a residential component, the Town Center plays an important role in the direction of development in other Downtown districts.

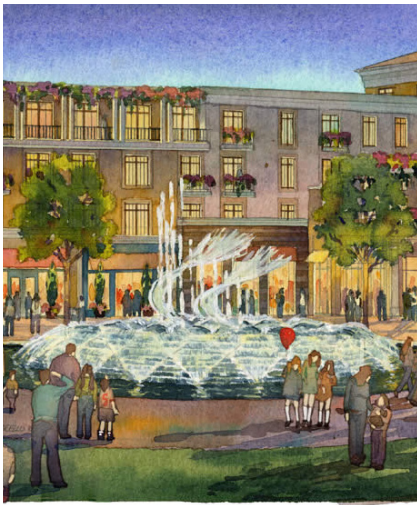
2.1.8 COLORADO TRANSITIONAL DISTRICT

This mixed-use district forms the southern edge of the Downtown area, and provides a transition from the downtown to surrounding neighborhoods and the South Brand "Boulevard of Cars". Colorado is a heavily traveled regional street, with good visibility for ground floor retail uses, and potential for upper level residential and commercial uses

2.1.9 GALLERIA DISTRICT

The Glendale Galleria district is fully developed with a regional shopping center. Its boundaries include Colorado on the south, Columbus on the west, Broadway on the north and Brand and Central on the easterly portions. The Glendale Galleria is subject to agreements between the Glendale Redevelopment Agency and the Galleria owners. All new development in the Galleria district not specifically addressed in these agreements is subject to the Downtown Specific Plan. Over time, this area should strengthen pedestrian connections between the Galleria and other parts of the downtown, and increase the vitality and interest of the Galleria buildings at the street level to enliven the pedestrian experience.





ABOVE: The Town Center will be the Downtown's southern anchor of Brand Boulevard, with retail and entertainment venues plus residential condos and apartments, surrounding pedestrian-only outdoor promenades and open space.

RIGHT: New projects on Colorado Boulevard south of the Town Center and Galleria will likely reference the traditional architectural style of the Town Center, and include residential with ground-floor retail.

BELOW RIGHT: The Glendale Galleria is a traditional indoor shopping mall, and is a significant regional destination.

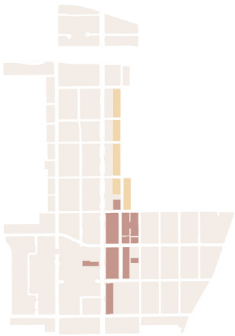
OPPOSITE: As downtown matures into a pedestrian-rich environment with new residents, the Glendale Galleria should transform from a traditional indoor-oriented shopping mall to one with increased visibility and access at the sidewalks. A key opportunity is the bridge over Central Avenue, which is envisioned in this rendering as a transparent glass-enclosed walkway, connecting the interior passages of the mall by stairs and elevators to street-level storefronts at Central and Broadway.

2.1.10 NORTH MARYLAND TRANSITIONAL DISTRICT

Maryland Avenue, north of Wilson Avenue, is a transitional zone between the high-intensity and high-rise spine of Brand Boulevard and the low-rise residential neighborhood to the east. Currently, multi-level parking structures for adjoining office towers define much of this district. Future development in this district is envisioned as additional residential uses compatible with the adjacent neighborhood.

2.1.11 MARYLAND "ART & ENTERTAINMENT" DISTRICT

The Maryland district is located between the Downtown core and the East Broadway mixed-use district to the east, and anchored to the north by the Alex Theatre and the Central Library to the south. It is home to Downtown's two more recent mixed-use commercial developments (The Exchange and the Marketplace), which include a number of restaurants, storefronts and offices. To encourage the concentration of arts, cultural and entertainment venues and associated dining and retail uses on Maryland Avenue between Harvard and Wilson, this area is specifically designated Glendale's "Art and Entertainment District."



TOP: Existing surface parking lots on North Maryland may redevelop with mid-rise mixed-use and residential buildings, such as this precedent.

ABOVE: The Marketplace and The Exchange both face Brand Boulevard with storefronts and provide pedestrian access to Maryland Avenue and public parking structures via mid-block paseos.

RIGHT: The glass entry rotunda of Borders Books & Music at the corner of Brand and Broadway properly establishes the urban prominence of this intersection and permits views into the store, connecting interior activities with the energy of the sidewalk.

OPPOSITE: The paseo at the Glendale Marketplace is illustrated here with modest modifications. Overhead "swag" lights, instead of lampposts, deliver lighting without cluttering the passage. Shade on sunny days is provided by canvas "sails" and awnings spanning across the paseo. These and other improvements are expected as a result of continued investment in the Maryland District's existing commercial developments.

2.1.12 CIVIC CENTERS

The Civic Centers are three areas: the historic Alex Theatre, the Glendale City Hall campus ("Old City Hall", Perkins Building, Municipal Services Building, the "old" Police Station Building, the "new" Police Station, the municipal parking structure, and the Glendale Court House) and Central Park, which contains the Adult Recreation Center and the Central Library. The Civic Centers include the largest publicly-owned open space within the Downtown, and the principal parks for Downtown residents, employees, and visitors.

2.1.13 EAST BROADWAY DISTRICT

The East Broadway district was created in 2003 with the adoption of the City's first official mixed-use zoning districts, Residential Mixed-Use (RMU) and Commercial Mixed-Use (CMU). This area, located between the established Central Glendale Redevelopment Area and the Civic Center, combines a number of civic and cultural uses and historic buildings. This area builds upon the mixed-use, moderate density of this area with newer mixed-use projects including upper level housing and retail along Broadway.

TOP: The FourOneSix, a mixed-use project proposed on East Broadway, typifies the development expected in this district: 3-4 stories of residential above ground-level retail storefronts.

ABOVE LEFT: Heritage Park is a 4-story affordable apartment building for seniors, and a receipt of a 2005 Glendale Urban Design Achievement Award.

ABOVE RIGHT: The Central Post Office, a National Registered landmark structure built in 1934 under the Works Progress Administration, is one of the many civic and cultural facilities on East Broadway.

OPPOSITE: There are a cluster of small and medium size opportunity sites along East Broadway that collectively can create a new downtown gateway and provide a strong storefront connection to the activities of Brand Boulevard. Louise Street can become a new residential address with its own distinctive architectural character using design elements of historic buildings such as the YMCA, Post Office, First Baptist Church and former First Federal Bank.

LAND USE

3

Downtown supports a variety of economic activities. The land use policies build on existing strengths and add amenities, services, employment and living opportunities. A mix of land uses is critical to support a diverse downtown climate, enhance the pedestrian quality of the street, reduce vehicle trips, and reinforce the existing varied character of Downtown Glendale. The land use policies encourage the clustering of certain uses as definable districts; designate key ground floor uses; identify opportunities to create mixed-use neighborhoods; and increase Downtown's supply of open space.

3.1 LAND USE POLICIES

3.1.1 Downtown Districts and Complementary Land Use Options

Include many land use options to encourage healthy urban districts with opportunities for interaction between uses. Direct certain land uses to specific areas to reduce potential land use conflicts such as noise or parking demand, while encouraging those land uses which enhance the attractiveness and convenience of the primary downtown land uses such offices and residential use.

3.1.2 The 24-Hour Downtown

Encourage appropriate land uses that extend the life of Downtown into the evenings and weekends so that daytime, weekend, and nighttime uses can support each other and share parking seven days a week. Such uses can contribute to the vitality of the downtown area and the viability of downtown businesses.

3.1.3 Ground Floor Commercial

Provide ground floor uses where appropriate in order to support a pedestrian-oriented environment in Downtown. Strategically encourage ground floor uses that will contribute to creation of primary and secondary pedestrian activity streets.

3.1.4 Infill Mixed-use and Residential

Provide mixed-use commercial and residential development in designated areas of Downtown. In addition to market rate housing, encourage affordable and senior housing in Downtown with incentives for additional height and density.

3.1.5 Land Use Incentives

Through the use of incentives, provide new public benefits that support overall success of all Downtown uses. There are substantial development incentives for certain key uses which are described further in Chapter Seven. These include:

- Affordable Housing
- Historic Preservation/Rehabilitation
- Hotel
- Public Open Space
- Reuse of Existing Buildings
- Sustainable / Green Design

3.2 PERMITTED LAND USES

3.2.1 Permitted Uses by District

Downtown is divided into eleven sub-districts, as identified in the Land Use map (Figure 3-A). Each district or district group has its own permitted uses described in Section 3.3.

3.2.2 Ground Floor Uses

To accomplish pedestrian-oriented objectives of the DSP, certain streets have use restrictions at the ground floor (see Table 3-B in Section 3.3). These use restrictions are coupled with the design standards and guidelines described by Sections 4.2.7 and 4.2.8. Streets with Ground Floor frontage restrictions are indicated on the Land Use map (Figure 3-A).

A. **Primary Frontage Streets** shall have ground floor uses including retail, restaurants and entertainment uses prescribed by the land use standards. These uses are needed to activate the street and support one another as a destination and shopping experience. All such streets shall be developed with retail storefronts or arcades incorporating features such as frequent entries and display windows to enhance the pedestrian shopping experience. Primary Frontage streets are concentrated within a 5-minute walk (approximately 1/4 mile radius) of the Brand/Broadway intersection.

B. **Entertainment Streets** are established to promote and encourage the concentration of arts, cultural and entertainment venues such as museums, galleries, theaters and nightclubs. Supportive retail and restaurants are also allowed on these streets, and therefore entertainment streets share the design standards of Primary Frontage Streets.

C. **Residential Streets** are located in the East Broadway District, where landscaped setbacks from the sidewalk are required (see Section 4.2.7). Ground floor uses may be retail, services, office, live/work and/or residential.

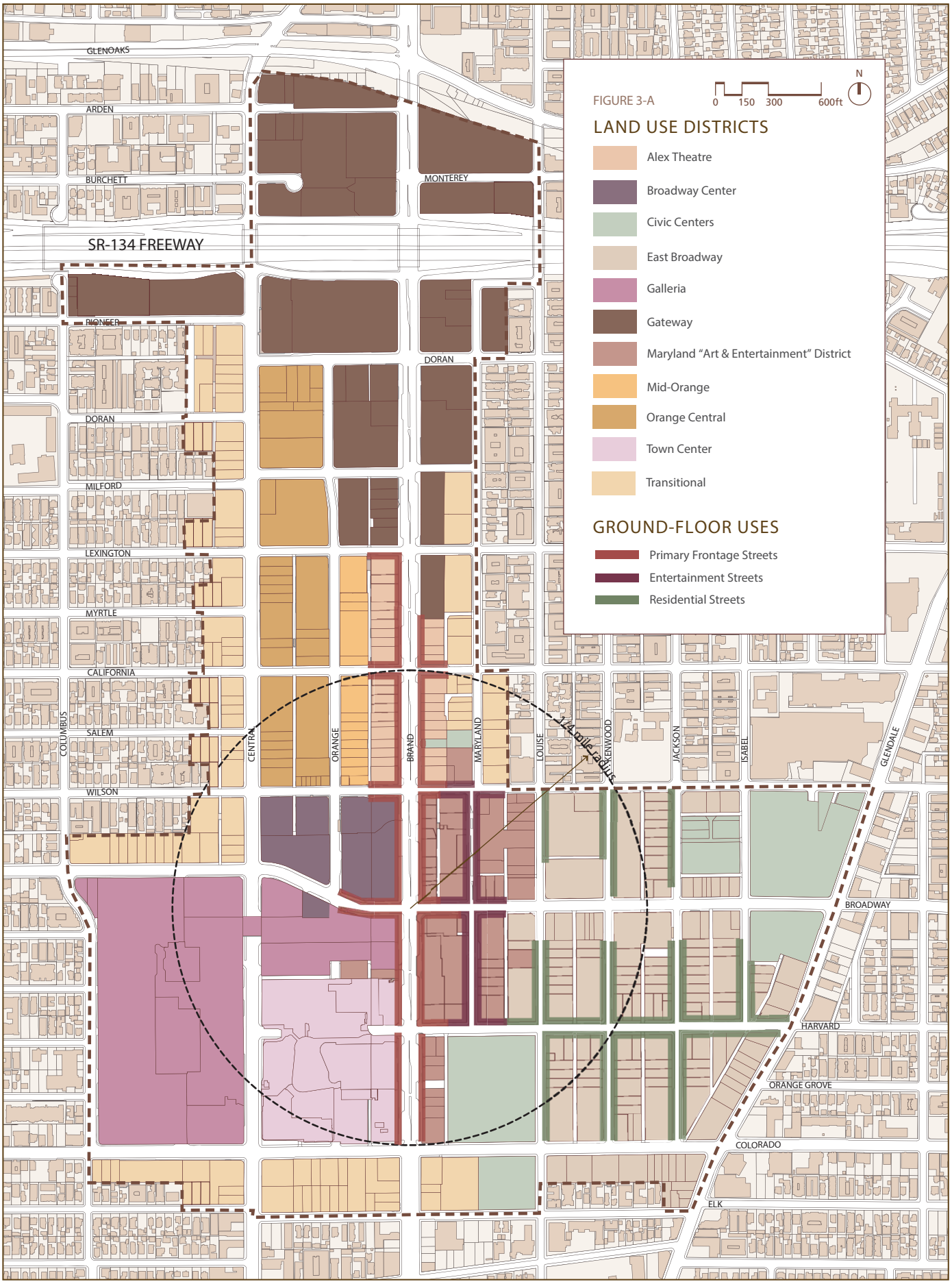


FIGURE 3-A
0 150 300 600ft
N
LAND USE DISTRICTS
Alex Theatre
Broadway Center
Civic Centers
East Broadway
Galleria
Gateway
Maryland "Art & Entertainment" District
Mid-Orange
Orange Central
Town Center
Transitional
GROUND-FLOOR USES
Primary Frontage Streets
Entertainment Streets
Residential Streets
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
MARYLAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
1/4 mile radius
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK

3.3 LAND USES AND PERMIT REQUIREMENTS

TABLE 3-A-1: Land Uses and Permit Requirements												TABLE 3-B-1		
Land Uses [1, 2]	Permit Requirements by District[3]										See Standards in GMC Section	Frontage Req'mts[4]		
Key to Permit Requirements A = Administrative Use Permit (see Chapter 30.49) P = Permitted Use C = Conditional Use Permit (see Chapter 30.42) T = Temporary Use N = Use Not Allowed	Alex Theatre	Broadway Center	Civic Centers	East Broadway	Galleria	Gateway	Maryland	Mid-Orange	Orange-Central	Transitional		Primary Frontage Streets	Entertainment Streets	Residential Streets
Accessory Buildings, Structures and Uses														
Accessory buildings and structures (associated with residential uses)	P	P	P	P	P	P	P	P	P	P	-	N	N	P
Accessory uses	P	P	P	P	P	P	P	P	P	P	-	N	N	P
Antennas (pole type) and flagpoles	N	P	P	P	P	P	P	P	P	P	-	N	N	N
Carts (freestanding, non-motorized portable type)	P	P	P	P	P	P	P	P	P	P	30.34.040	P	P	P
Dish antennas	P	P	P	P	P	P	P	P	P	P	30.34.050	N	N	N
Home occupation	P	P	N	P	P	P	P	P	P	P	30.45	N	N	P
Signs	P	P	P	P	P	P	P	P	P	P	30.33	P	P	P
Solar Energy Equipment	P	P	P	P	P	P	P	P	P	P	-	P	P	P
Education, Public Assembly Uses														
Convention Centers	P	P	P	N	P	P	P	P	N	N	-	N	P	C
Cultural Arts Centers	P	P	P	P	P	P	P	P	P	P	-	P	P	P
Gyms and health clubs	P	P	N	C	P	P	P	P	P	C	-	N	P	P
Gyms and health clubs (existing prior to June 1, 2003)	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Indoor recreation centers	P	P	N	C	P	P	P	P	P	C	-	N	P	P
Museums	P	P	P	P	P	P	P	P	P	P	-	P	P	P
Places of worship	P	P	N	C	P	P	P	P	P	C	-	N	N	P
Places of worship (existing prior to June 1, 2003)	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Private clubs and lodges	P	P	N	C	P	P	P	P	P	C	-	N	P	C
Public dances	P	P	P	P	P	P	P	P	P	P	-	P	P	P
Schools, physical instruction	P	P	N	P	P	P	P	P	P	P	-	N	P	P
Schools, private	P	P	N	C	P	P	P	P	P	C	-	N	N	P
Schools, private specialized education / training	P	P	N	N	P	P	P	P	P	N	-	N	C	P
Theaters	P	P	P	N	P	P	P	P	N	N	-	N	P	N

1 See Glendale Municipal Code Section 30.03.010 regarding uses not listed
2 See Glendale Municipal Code Chapter 30.70 for definitions of the land uses
3 Uses in the Town Center District are subject to the Town Center Specific Plan
4 Frontage Requirements apply only to the first 25 feet of lot depth of the ground floor for those streets designated with Ground Floor Uses on the Land Use Map (Figure 3-A)

TABLE 3-A-2: Land Uses and Permit Requirements												TABLE 3-B-2		
Land Uses [1, 2]	**Permit Requirements by District** [3]											**Frontage Req'mts**[4]		
Key to Permit Requirements A = Administrative Use Permit (see Chapter 30.49) P = Permitted Use C = Conditional Use Permit (see Chapter 30.42) T = Temporary Use N = Use Not Allowed	Alex Theatre	Broadway Center	Civic Centers	East Broadway	Galleria	Gateway	Maryland	Mid-Orange	Orange-Central	Transitional	See Standards in GMC Section	Primary Frontage Streets	Entertainment Streets	Residential Streets
Industrial, Manufacturing, Processing Uses														
Broadcasting studios and indoor support facilities - production	P	P	N	N	P	P	P	P	P	P	-	N	N	N
Soundstages - production	P	P	N	N	P	P	P	P	P	P	-	N	N	N
Recreation														
Adult Business Uses	P	P	N	N	P	P	P	P	P	N	30.34.010	P	P	P
Billiard establishment	P	P	N	N	P	P	P	P	P	N	30.34.015	N	P	N
Nightclubs	P	P	N	N	C	C	P	C	C	N	30.34.015	N	P	C
Taverns	P	P	N	N	C	A	P	A	A	C	30.34.015	P	P	C
Residential Uses [5]														
Domestic violence shelter	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Live/work units	P	P	N	P	P	P	P	P	P	P	30.34.090	N	N	P
Live / work units with conditionally permitted uses	C	C	N	C	C	C	C	C	C	C	30.34.090	N	N	C
Mixed Use Development, provided that all uses are permitted in zone which the project is located	P	P	N	P	P	P	P	P	P	P	30.34.100	P	P	P
Mixed Use Development, where at least one use is conditionally permitted	C	C	N	C	C	C	C	C	C	C	30.34.100	C	C	C
Multiple residential dwelling units	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Residential congregate living, Limited	C	C	N	C	C	C	C	C	C	C	-	N	N	C
Residential congregate living, Non-Medical	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Senior Housing	P	P	N	P	P	P	P	P	P	P	-	N	N	P

1 See Glendale Municipal Code Section 30.03.010 regarding uses not listed
2 See Glendale Municipal Code Chapter 30.70 for definitions of the land uses
3 Uses in the Town Center District are subject to the Town Center Specific Plan
4 Frontage Requirements apply only to the first 25 feet of lot depth of the ground floor for those streets designated with Ground Floor Uses on the Land Use Map (Figure 3-A)
5 Minimum unit size is 540 square feet (for senior or affordable units), 600 square feet (for efficiency and 1 bedroom units), 800 square feet (for two bedrooms units), 1000 square feet (for three bedroom units) w/ 90 cubic feet of private storage space (for all units)

3.3 LAND USES AND PERMIT REQUIREMENTS (cont'd)

TABLE 3-A-3: Land Uses and Permit Requirements												TABLE 3-B-3		
Land Uses [1, 2]	Permit Requirements by District [3]										See Standards in GMC Section	Frontage Req'mts [4]		
Key to Permit Requirements A = Administrative Use Permit (see Chapter 30.49) P = Permitted Use C = Conditional Use Permit (see Chapter 30.42) T = Temporary Use N = Use Not Allowed	Alex Theatre	Broadway Center	Civic Centers	East Broadway	Galleria	Gateway	Maryland	Mid-Orange	Orange-Central	Transitional		Primary Frontage Streets	Entertainment Streets	Residential Streets
Retail Uses														
Alcoholic beverage sales	A	A	A	A	A	A	A	A	A	A	-	A	A	A
Alcoholic beverage sales, in Alex Theatre, Broadway Center, Maryland districts only														
w/ Billiard Establishments	P	P					P				30.34.015	N	P	N
w/ Indoor Recreation Centers							P				30.34.015	N	P	N
w/ Nightclubs	P	P					P				30.34.015	N	P	N
w/ Restaurant, full service	P	P					P				30.34.015	P	P	P
w/ Taverns	P	P					P				30.34.015	P	P	N
w/ Theaters	P	P					P				30.34.015	P	P	N
Banquet halls	C	C	N	N	C	C	C	C	C	N	-	N	C	C
Christmas tree sales lots, when maintained between Nov 1 - Jan 9	T	T	T	T	T	T	T	T	T	T	5.44	T	T	T
Firearms, weapons sales	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Hardware Stores	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Jewelry Stores	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Liquor stores	A	A	N	A	A	A	A	A	A	A	-	A	A	A
Nurseries and garden supplies	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Paint and wallpaper stores	P	P	N	N	P	P	P	P	P	P	-	N	N	P
Paint and wallpaper stores, existing prior to June 1, 2003	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Pharmacy	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Pumpkin sales lots, when maintained between Oct 15 and Nov 1	T	T	T	T	T	T	T	T	T	T	5.44	T	T	T
Restaurant, counter service w/ limited seating	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Restaurant, fast food	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Restaurant, full service	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Retail stores, general merchandise	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Spas and swimming pools, sales and service	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Supermarkets	P	P	N	P	P	P	P	P	P	P	-	C	N	P

See Table 3-A-4, page 3-9 for Footnotes

TABLE 3-A-4: Land Uses and Permit Requirements												TABLE 3-B-4		
Land Uses [1, 2]	**Permit Requirements by District** [3]											Frontage Req'mts [4]		
Key to Permit Requirements A = Administrative Use Permit (see Chapter 30.49) P = Permitted Use C = Conditional Use Permit (see Chapter 30.42) T = Temporary Use N = Use Not Allowed W = Wireless Telecommunications Facilities Permit (see Chapter 30.48)	Alex Theatre	Broadway Center	Civic Centers	East Broadway	Galleria	Gateway	Maryland	Mid-Orange	Orange-Central	Transitional	See Standards in GMC Section	Primary Frontage Streets	Entertainment Streets	Residential Streets
Service, Office Uses														
Banks and financial institutions	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Business support services	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Contractor's office and / or storage	T	T	T	T	T	T	T	T	T	T	-	T	T	T
Day care centers	A	A	N	A	A	A	A	A	A	A	-	N	N	A
Hotels and Motels	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Massage establishment	C	C	N	C	C	C	C	C	C	C	Chapter 5.64	N	N	C
Medical and dental laboratories	P	P	N	N	P	P	P	P	P	N	-	N	N	P
Medical and dental offices	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Offices	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Personal services	P	P	N	P	P	P	P	P	P	P	-	P	P	P
Pet grooming	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Repair and maintenance, consumer products	P	P	N	P	P	P	P	P	P	P	-	N	N	P
Transportation, Communication Uses														
Non-emergency heliports	C	C	C	N	C	C	C	C	C	N	-	N	N	N
Parking lot / structure facilities	P	P	P	N	P	P	P	P	P	N	30.34.120	N	N	P
Utility and transmission facilities	C	C	C	C	C	C	C	C	C	C	-	N	N	N
Wireless telecommunications facilities	W	W	W	W	W	W	W	W	W	W	30.48	N	N	N

1 See Glendale Municipal Code Section 30.03.010 regarding uses not listed
2 See Glendale Municipal Code Chapter 30.70 for definitions of the land uses
3 Uses in the Town Center District are subject to the Town Center Specific Plan
4 Frontage Requirements apply only to the first 25 feet of lot depth of the ground floor for those streets designated with Ground Floor Uses on the Land Use Map (Figure 3-A)

URBAN DESIGN

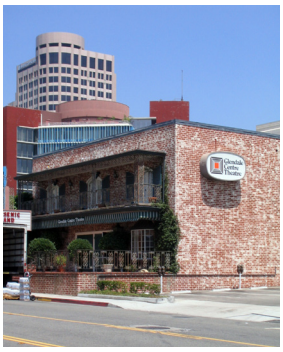
4

Downtown Glendale has evolved in the last 50 years from a suburban main street to an urban center with a skyline. But the skyline is only a part of Downtown's urban design quality. Distinctive districts, streets and places make Downtown a diverse and interesting destination. The urban design concepts build on the best of these characteristics while demonstrating how new development can contribute to the desired scale, image, and pedestrian-friendliness of Downtown. This chapter includes key urban design policies, development standards, and guidelines that describe how new development will support the community's image and environmental vision for Downtown.

4.1 URBAN DESIGN POLICIES

4.1.1 Downtown Character and Image

New development should enhance the overall image of the Downtown as an enticing destination for visitors and Glendale residents. Development should reflect the pattern of uses, height, and density envisioned by the DSP, as discussed in Chapter Two for each Downtown district.

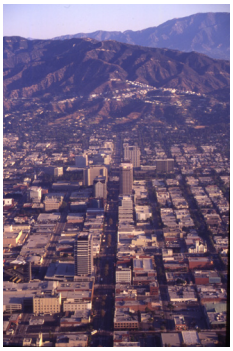


4.1.2 Context Sensitive Design

New development should be sensitive to existing places and character in Downtown. Where strong existing patterns of height, scale or use are established, new development should reinforce these patterns.

4.1.3 Historic Preservation, Rehabilitation and Adaptive Reuse

Reuse and rehabilitate the existing buildings of architectural merit that reflect the spirit and historic significance of Glendale's past and ensure that these buildings will have their place in the expressed design guidelines for new development.

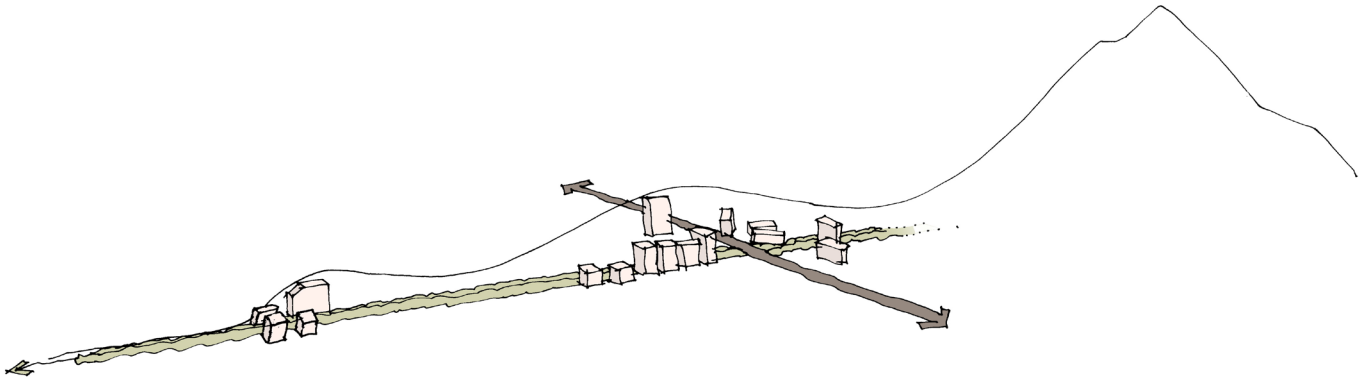


4.1.4 Views

Protect and enhance significant public views of the Verdugo Mountains, public streets, spaces, and significant architecture, including the Alex Theater and other distinctive buildings.

4.1.5 Gateways and Entries

Use sensitive design to acknowledge or highlight the sense of entry to and/or definition of Downtown.



4.1.6 Taller Buildings and Skyline

Create an attractive and striking skyline for the City. Taller buildings should be concentrated at the Gateway to the downtown, with a second, lower high-rise "hill" to the west of the existing office high-rise at Brand and Broadway. Slender residential towers may be permitted between Central and Brand linking these two "hills" in return for substantial public open space or other incentives.

4.1.7 Building Heights and Downtown District Character

Building heights in the downtown area should be regulated to create transitions from lower density neighborhoods surrounding the downtown and to provide a consistent scale within various Downtown districts. While incentives may permit maximum building heights or allowable FAR, they should not produce buildings which are out of character with the surrounding neighborhoods unless the building fulfills the DSP goals of the district.

4.1.8 Edges and Transitions

Be sensitive to the transition between various Downtown districts and the residential neighborhoods immediately surrounding Downtown. Heights of buildings should step down toward the predominantly 1-3 story development of surrounding neighborhoods, particularly in the transitional blocks at the edge of the Downtown Specific Plan area.

4.1.9 Pedestrian and Open Space Network

New development should enhance pedestrian activity by improving the physical attractiveness of the street and providing places for relaxation, shopping, living, and dining. The pedestrian experience is enhanced through the pedestrian framework of streets and open spaces (e.g., parks, plazas, paseos, and courtyards) that shape the pedestrian experience in Downtown.

4.1.10 Open Space

Use open space strategically to enhance and protect significant public views of the mountains and create a continuum of public and private open spaces in Downtown.

4.2 URBAN DESIGN STANDARDS AND GUIDELINES

The Urban Design standards and guidelines have been developed to work together to implement the Urban Design policies. The standards are required and are signified by the word "shall" or "must." The guidelines are meant to set a direction and are typically put forth using the words "should" or "may."

STANDARDS: The standards are measurable criteria for development that implement urban design policies. The standards for urban design reflect the type of form, orientation and site planning required for buildings. They also have criteria for street edge conditions. The standards are the urban form criteria for the eleven Downtown districts.

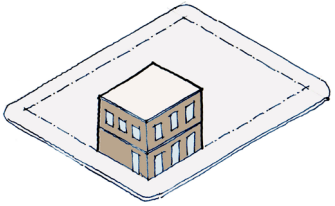
GUIDELINES: The urban design guidelines work together with the development standards to ensure desirable and lasting quality in new developments. These qualitative criteria communicate the design goals and guidelines for Downtown Glendale's open space system, building design and transition between commercial and residential areas.

4.2.1 The Urban Design Framework

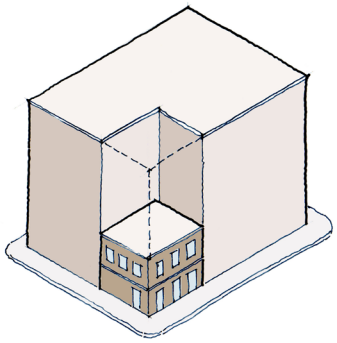
The Urban Design Framework describes the physical vision of the downtown, and establishes the basis for all subsequent design standards and guidelines. It consists of eight layers or sections, each described individually:

- Historic Preservation/Adaptive Reuse
- Building Heights and Floor Area Ratios
- Building Design: Massing and Scale
- Building Design: Transitional Massing
- Building Design: Landmark Architectural Features
- Building Design: Setbacks
- Building Design: Frontages, and
- Open Space (described in Chapter Five)

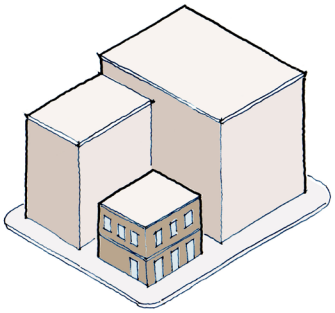
Applied to a particular site in a linear fashion, the Urban Design standards and guidelines will give physical form to a development project, as illustrated opposite.



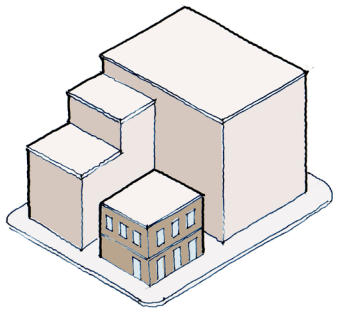
1 Identify any existing buildings to be reused or preserved (Section 4.2.2)



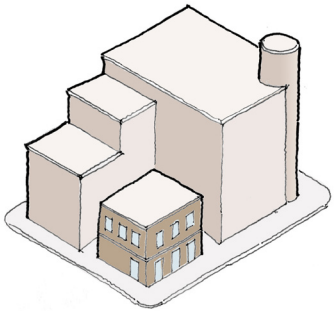
2 Determine maximum building height (Section 4.2.3)



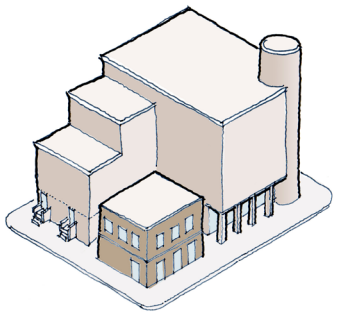
3 Determine maximum building FAR and massing (Sections 4.2.3 and 4.2.4)



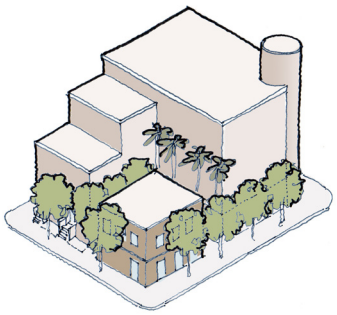
4 Apply transitional massing standards as appropriate (Section 4.2.5)



5 Design landmark architectural features at appropriate locations (Section 4.2.6)



6 Apply building frontage and facade standards (Sections 4.2.7 and 4.2.8)



7 Apply open space, sidewalk, and landscape standards (Chapter Five)

HISTORIC PRESERVATION / ADAPTIVE REUSE

4.2.2 Reuse of Existing Buildings

Glendale contains many historically significant buildings, as well as many older buildings which contribute to the distinctive character of the downtown. Reuse of existing buildings can qualify the owner for incentives as described in Chapter Seven and will comply with the following:

STANDARDS

A. Reuse shall be distinguished from new construction and shall be defined as the reuse of the structure's most distinguishing architectural features and at least 50% of the exterior walls and roof of the existing structure.

GUIDELINES

B. High-quality materials should be used in the reuse of existing building exteriors in such a way that the exterior of the building is physically improved and that the building complements surrounding structures. All elevations of the building should be treated in a consistent manner.
C. Visual access to the interiors of buildings will be encouraged.
D. Un-articulated building walls should be visually enhanced to mitigate their undesirable appearance and to create visual interest. Windows, lighting, artwork, building materials, and other façade improvements should be considered in achieving appropriate architecture.
E. The existing ground floor should be redesigned to attract and encourage pedestrian traffic and/or accommodate pedestrian uses.

Additionally, preservation of a building on the local Glendale Register of Historic Resources in accordance with the Secretary of Interior's Standards for Rehabilitation can qualify the owner for other significant incentives (see Chapter Seven).

RIGHT: Security Trust and Savings Bank, circa 1924 - Glendale's first six story building. Located at Brand/Broadway on the site of the Glendale Depot of the Los Angeles Interurban Railway (the Pacific Electric "Red Cars")

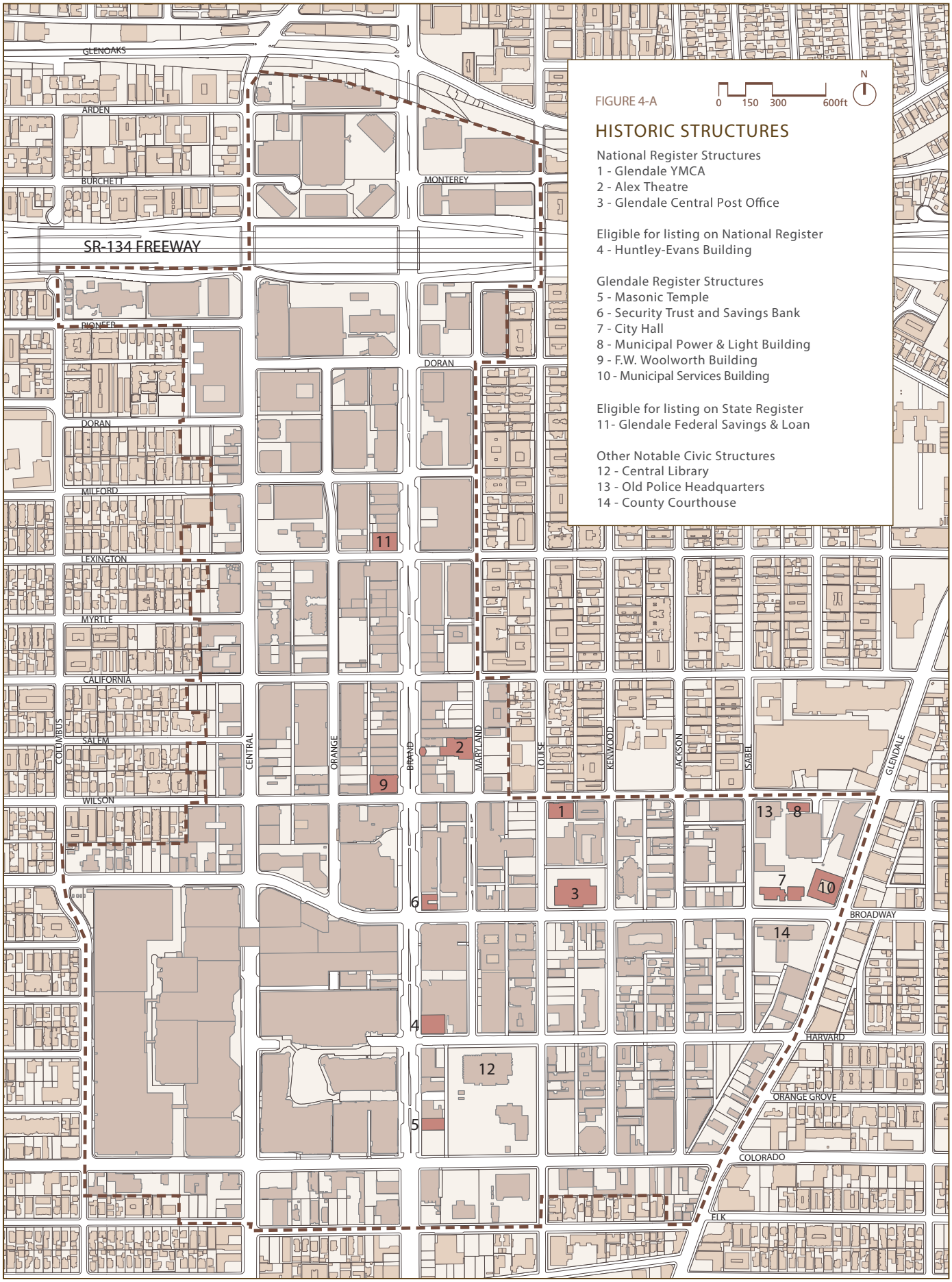


FIGURE 4-A
0 150 300 600ft
N
HISTORIC STRUCTURES
National Register Structures
1 - Glendale YMCA
2 - Alex Theatre
3 - Glendale Central Post Office
Eligible for listing on National Register
4 - Huntley-Evans Building
Glendale Register Structures
5 - Masonic Temple
6 - Security Trust and Savings Bank
7 - City Hall
8 - Municipal Power & Light Building
9 - F.W. Woolworth Building
10 - Municipal Services Building
Eligible for listing on State Register
11- Glendale Federal Savings & Loan
Other Notable Civic Structures
12 - Central Library
13 - Old Police Headquarters
14 - County Courthouse
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
MARYLAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK

4.2.3 Height and Floor Area Ratio (FAR) Limits

Each Downtown district has height and floor area criteria. A bonus system has been included as part of the DSP that allows for additional height or floor area for qualified projects. Bonuses are granted to projects which provide additional public benefits, such as open space, reuse of existing buildings, or affordable housing. The available bonuses are discussed in Chapter Seven.

	Alex Theater Area A[2]	Alex Theater Area B	Broadway Center Area A	Broadway Center Area B	Broadway Center Area C	Civic Centers [3]	East Broadway	Galleria	Gateway [4]	Maryland	Mid-Orange	Orange Central	Town Center [5]	Transitional
Maximum Height and FAR by Right														
HEIGHT IN STORIES[7]	2	4	6	12	16	N/A	4	5	18	4	4	6	TCSP	4
HEIGHT IN FEET [1]	35′	65′	95′	185′	245′	N/A	65′	80′	275′	65′	65′	95′	TCSP	65′
PERMITTED FAR [6]	2.00	2.50	3.00	5.20	7.00	N/A	2.50	2.75	7.25	2.50	2.50	3.00	TCSP	2.50
Maximum Height and FAR with Incentives														
HEIGHT IN STORIES[7]	3	6	12	16	20	N/A	5	6	25	6	6	12	TCSP	6
HEIGHT IN FEET [1]	50′	95′	185′	245′	305′	N/A	80′	95′	380′	95′	95′	185′	TCSP	95′
MAXIMUM FAR	2.25	3.00	5.20	7.00	7.50	N/A	2.75	3.00	7.50	3.00	3.00	5.20	TCSP	3.00

TABLE 4-A: Height/FAR Limits by District

1 In all cases, height limits shall include feet and stories. A mezzanine shall not be considered a story (see Glendale Municipal Code Chapter 30.70). For exceptions to height limits for wireless telecommunications facilities, see Chapter 30.48 of the Zoning Code.
2 Properties two parcels north and south of the Alex Theater are limited to a maximum of two stories and 35 feet. Those properties on the east side of Brand Boulevard and on the west side of Brand north of California are limited to a maximum of three stories or 50 feet.
3 Civic Centers, as sites for public facilities, are subject to civic planning efforts and public review of proposed projects, rather than Height and Density Standards.
4 Building height of 25 stories or 380′ is available only to projects qualifying for the Signature Design incentive. All other incentives or combination of incentives are limited to a maximum height / density of 22 stories or 305′ and a FAR of 7.50.
5 Subject to Town Center Specific Plan (TCSP).
6 FAR, or Floor Area Ratio, is a common measure of building mass, expressed as a ratio of building area to land area. For example: a 20,000 sq ft parcel assigned a FAR of 1.0 may accommodate a maximum of 20,000 sq ft of building floor area, as a 1-story building with 100% lot coverage or a 2-story building with 50% lot coverage, or a 5-story building with 20% lot coverage, or other ratio consistent with the FAR and height standards for the district. Notwithstanding Glendale Municipal Code Section 30.70 (Definitions), above grade parking shall not be counted towards FAR if the parking is screened or "wrapped" by active uses such as office, retail, residential or other inhabitable space on facades fronting public streets or parks.
7. Mechanical equipment rooms and architectural projections which do constitute floor area as defined by the Zoning Code shall not be considered a story when determining maximum height by number of floors.

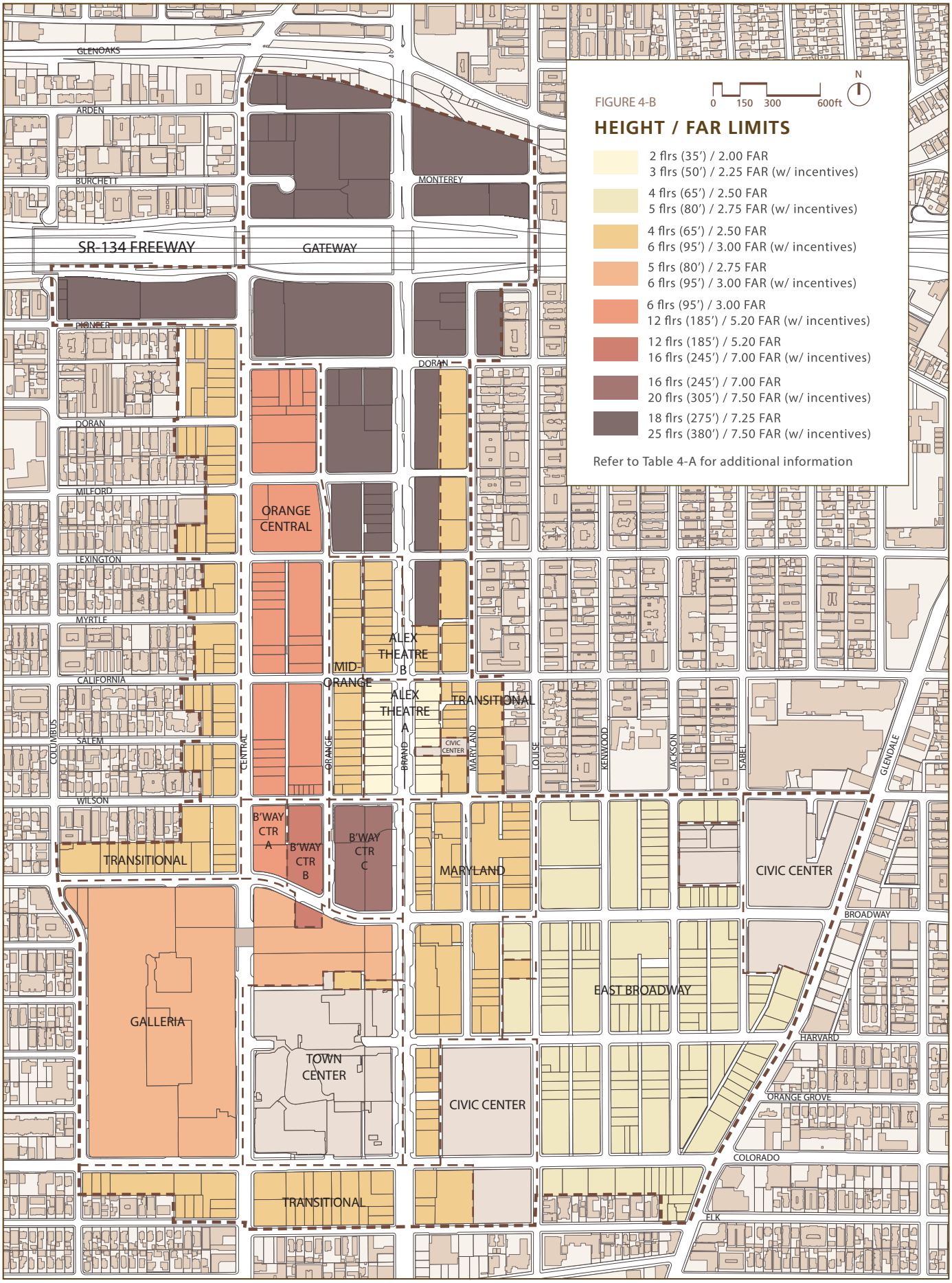


FIGURE 4-B
HEIGHT / FAR LIMITS
0 150 300 600ft
N
2 flrs (35') / 2.00 FAR
3 flrs (50') / 2.25 FAR (w/ incentives)
4 flrs (65') / 2.50 FAR
5 flrs (80') / 2.75 FAR (w/ incentives)
4 flrs (65') / 2.50 FAR
6 flrs (95') / 3.00 FAR (w/ incentives)
5 flrs (80') / 2.75 FAR
6 flrs (95') / 3.00 FAR (w/ incentives)
6 flrs (95') / 3.00 FAR
12 flrs (185') / 5.20 FAR (w/ incentives)
12 flrs (185') / 5.20 FAR
16 flrs (245') / 7.00 FAR (w/ incentives)
16 flrs (245') / 7.00 FAR
20 flrs (305') / 7.50 FAR (w/ incentives)
18 flrs (275') / 7.25 FAR
25 flrs (380') / 7.50 FAR (w/ incentives)
Refer to Table 4-A for additional information
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
GATEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
MARYLAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK
ORANGE CENTRAL
MID-ORANGE
ALEX THEATRE B
ALEX THEATRE A
CIVIC CENTER
TRANSITIONAL
B'WAY CTR A
B'WAY CTR B
B'WAY CTR C
MARYLAND
CIVIC CENTER
EAST BROADWAY
GALLERIA
TOWN CENTER
CIVIC CENTER
TRANSITIONAL
TRANSITIONAL

BUILDING DESIGN: MASSING AND SCALE

4.2.4 Building Massing and Design Standards

The City welcomes innovative designs that will create landmark buildings. Additional bonus development (FAR and/or height) is granted when a proposal is officially recognized for landmark design (please see Chapter Seven). At a minimum, the following standards and guidelines shall apply to new Downtown development projects:

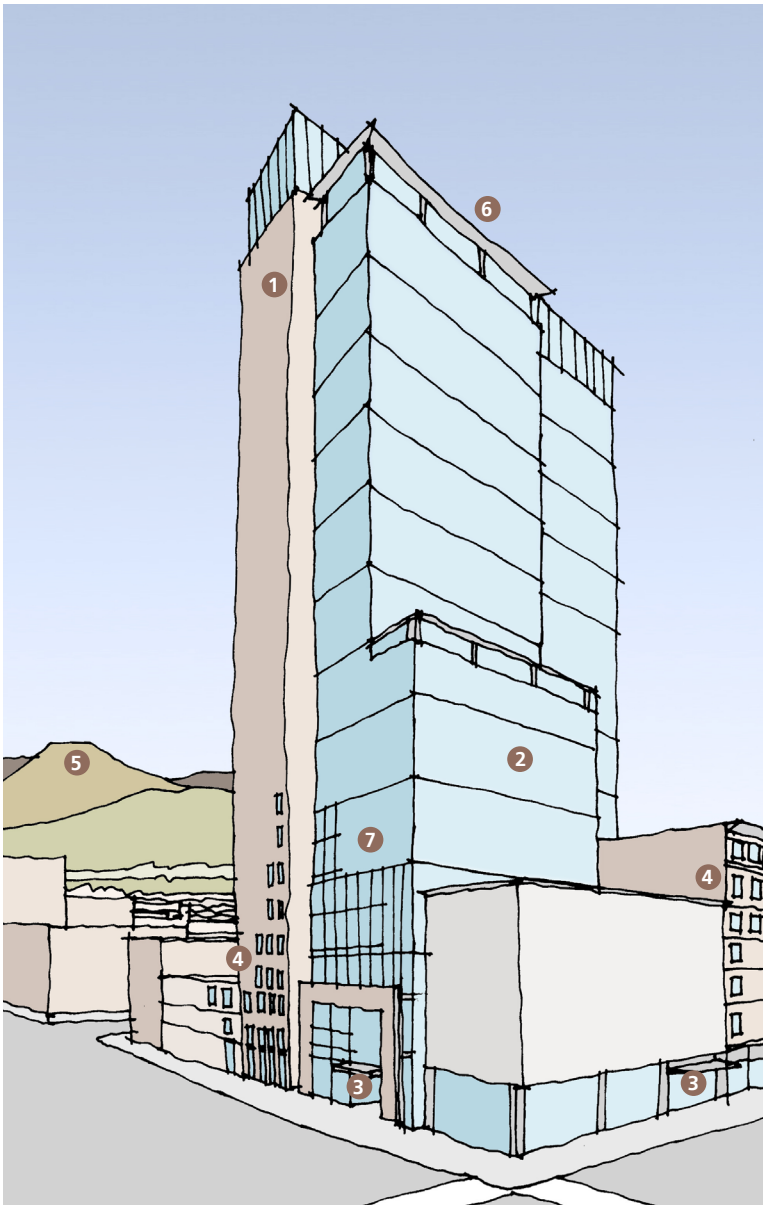
STANDARDS

A. Tall buildings within the downtown shall create a "hill" like effect created by a collection of light colored slender towers in the Gateway District, with a smaller hill at the Broadway Center District near existing tall buildings.
B. Buildings above six stories shall be tall, slender towers which enhance the skyline without blocking significant views from other buildings.
C. The bulk of new development shall be reduced through the articulation of building massing and building façades.
D. View opportunities shall be integrated into the massing of new development at appropriate locations.
E. Lighting shall be designed to consider safety and to reduce glare.

GUIDELINES

F. To improve the consistency of scale on the streets, new buildings should respond to the scale and placement of design features of earlier buildings adjacent to them. Such design features include cornice lines, colonnades, fenestration, and materials.
G. Design of new construction should intend to establish landmark buildings. Massing, façade articulation, quality of building materials, signage, lighting, building projections (e.g., towers), and other architectural features will be considered in establishing a landmark building.
H. Where the new building façade is further set back from the street than the existing adjacent buildings, the connection between new construction and adjacent buildings should be designed to minimize dark corners and blank walls and create a continuous, attractive, pedestrian environment.
I. Rooftop design should prevent unsightly rooftops as viewed from above, either by screening mechanical systems from view, creating a significant top or landmark, or designing the roof for use.
J. New development should step down to a scale similar to adjacent low-rise residential uses.
K. Projects built adjacent to historic structures that are smaller in scale should step down at the street wall to align with the existing cornice.
L. Facades above the ground floor should be stepped back or be architecturally designed. Blank or utilitarian facades are undesirable.
M. Existing views of the mountains and other local landmarks from nearby buildings should be preserved wherever feasible.
N. Floor plates above six stories should not exceed a maximum diagonal dimension in plan of 130 feet (approximately 75 x 100) unless the resulting structure achieves the goal of tall, slender towers.

1. High rise towers should be relatively slender
2. High rise massing should be divided to reduce overall bulk and step graciously down towards lower adjacent structures
3. Primary building entrances should be clearly marked
4. Cornice lines should be consistent where new buildings meet existing structures
5. New buildings should maintain key views
6. A building's top should delineated with a change of detail and meet the sky with a thinner form, or tapered overhang
7. Curtain walls should be designed with detail and texture, while employing the highest quality materials

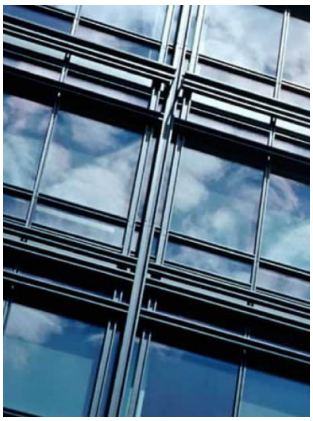


BELOW LEFT: High rise curtain walls should be designed with the highest quality materials and some texture and surface relief from the glass plane to provides scale and visual interest from either adjacent towers and or as viewed from a distance.

BELOW MIDDLE LEFT: Towers should taper as they reach skyward and assume forms that represent the most slender and elegant addition to Glendale's downtown skyline.

BELOW MIDDLE RIGHT: Large buildings should have an appropriate scale where they meet the sidewalk and street level. Towers should be significantly separated from each other to provide light, air and views between them. Where new buildings are adjacent to smaller or historic structures, their cornice lines and other façade elements should be aligned.

BELOW FAR RIGHT: High rises should have a lower story base that steps down toward the street. The main entrance should be clearly marked with an architectural canopy or other scaling element.



BUILDING DESIGN: TRANSITIONAL MASSING

4.2.5 Buffers between Downtown and Residential Zones

Sites located at the edges of the Downtown Specific Plan area are adjacent to low-rise residential neighborhoods, consisting largely of 2- and 3-story apartments and condos. New development on these sites needs to recognize this change in scale from the downtown through transitional massing and other buffers. All new development and retrofitting of existing buildings will be evaluated according to the following standards and guidelines for buffers between Downtown and residential zones outside of the Downtown:

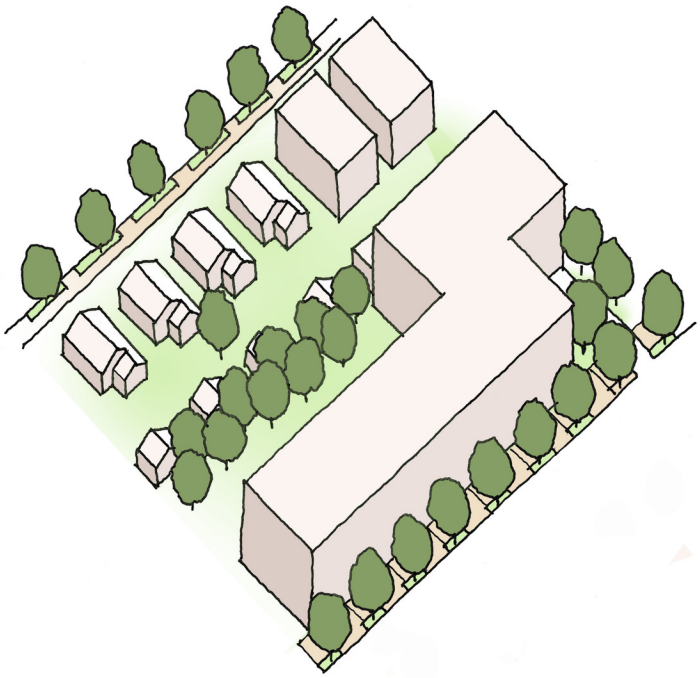
STANDARDS

A. A 5-foot setback shall be required in a Downtown development where it abuts a R-3050, R-2250, R-1650, or R-1250 zone. Landscaping and emergency access can be provided within that setback. The setback should be designed for safety, including lighting and visual access.
B. A decorative masonry wall designed as a buffer shall be required between non-residential uses (including parking) and any residential zones adjacent to the DSP area.
   1. A decorative masonry wall shall not be less than 5 1/2 feet in height.
   2. A wall next to a driveway shall be set back from the sidewalk to ensure visual access for cars and space for landscaping.
C. Parking structures facing residential zones adjacent to the DSP area shall have all walls designed as facades, compatible with the context.

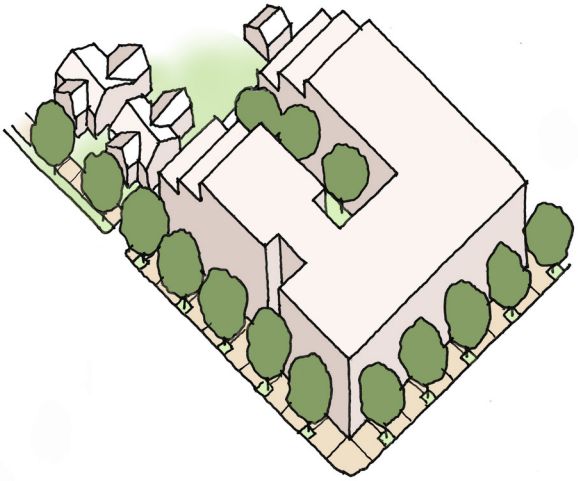
GUIDELINES

D. For larger developments, the portion adjacent to residential zones should be designed to appear as a separate building, with different setbacks, massing, height and architectural character from the Downtown-facing portion.
E. For larger developments, a change of architectural style may be appropriate where projects face or abut residential zones. The style and materials should relate to the predominate characteristics of the residential neighborhood.
F. Grading measures, such as sunken parking areas or landscaped berms, should be used as a means to screen parking lots from adjacent residential zones and/or elevation change.

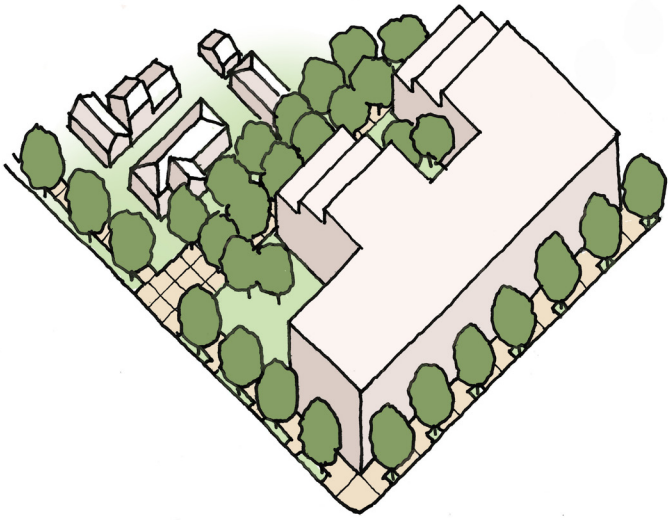
Where a residential zone is divided from a commercial or parking use by a significant topographic or elevation change, requirements for setbacks, landscaped buffers, or decorative walls may be waived by the City review authority in exchange for superior design solutions.



Courtyard facing residential



Terracing down to residential



Open space as mid-block passage

4.2.6 Landmark Architectural Features

Various sites in the downtown, such as terminated vistas and corners at primary intersections that mark entries to downtown, are ideal locations for landmark architectural features. These may include towers, prominent building entries, specialized signage or public art. Landscaped setbacks and public pocket parks may also be used to identify these locations. Additionally, East Broadway is designated a Civic Promenade, where the architectural style, massing and character of new development should defer to existing civic buildings such as the City Hall and the Central Post Office. Finally, the Open Space Network (see Chapter Five) identifies various potential pedestrian and/or vehicle passages to augment existing alleys and paseos. These passages represent opportunities to create intimate, pedestrian-scaled walkways through the downtown. Such features (identified in Figure 4-C) help provide visual landmarks and enhance the image of Downtown.

TOP LEFT: Entry corner indicated by architectural tower and primary entrance

TOP RIGHT: Entry corner at Brand and Broadway indicated by architectural rotunda and primary entrance

MIDDLE: Street vista terminated by a prominent building entrance

BOTTOM LEFT: Entry corner indicated by architectural tower

BOTTOM RIGHT: Entry corner indicated by signage

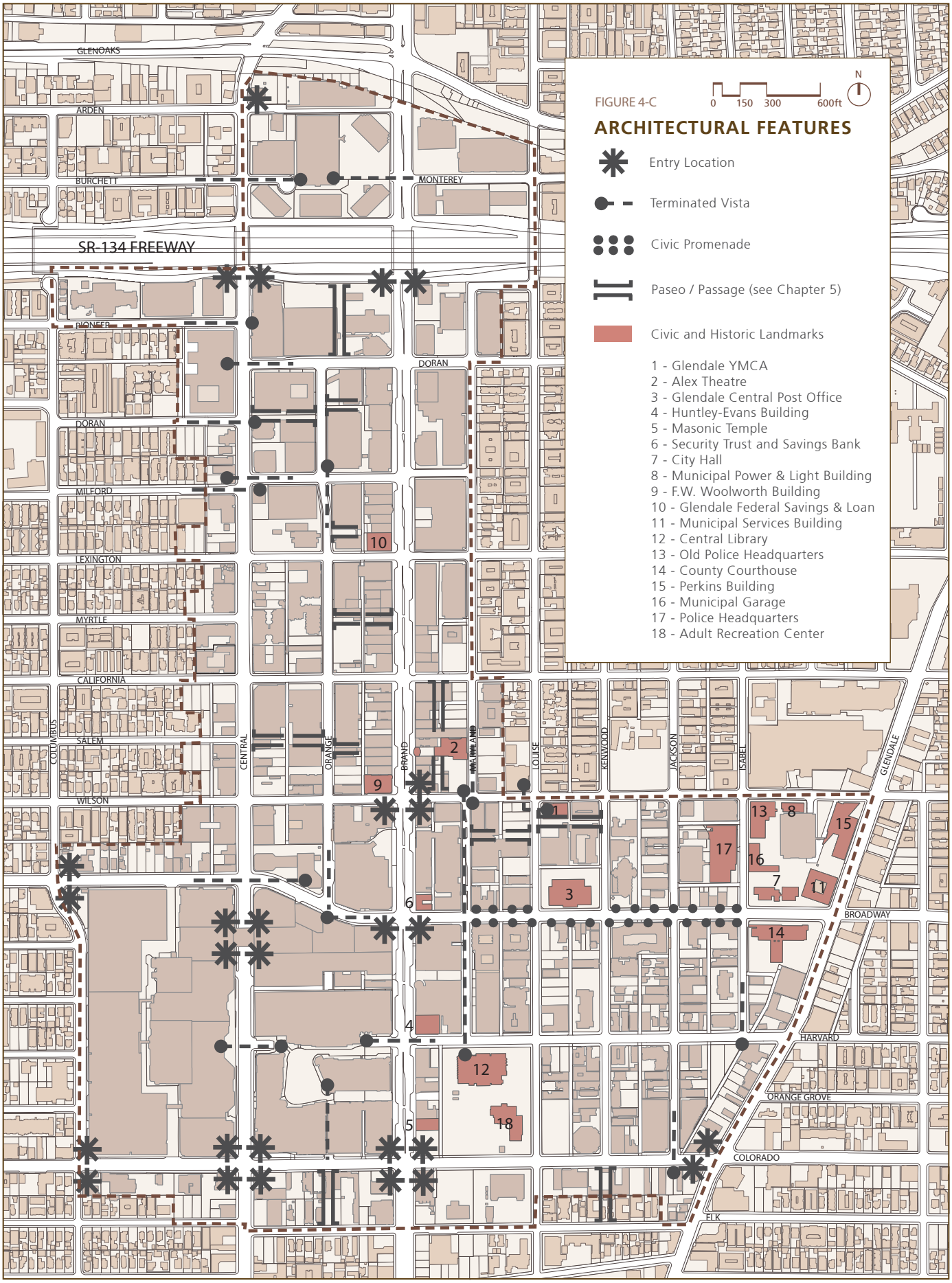


FIGURE 4-C
0 150 300 600ft
N
ARCHITECTURAL FEATURES
Entry Location
Terminated Vista
Civic Promenade
Paseo / Passage (see Chapter 5)
Civic and Historic Landmarks
1 - Glendale YMCA
2 - Alex Theatre
3 - Glendale Central Post Office
4 - Huntley-Evans Building
5 - Masonic Temple
6 - Security Trust and Savings Bank
7 - City Hall
8 - Municipal Power & Light Building
9 - F.W. Woolworth Building
10 - Glendale Federal Savings & Loan
11 - Municipal Services Building
12 - Central Library
13 - Old Police Headquarters
14 - County Courthouse
15 - Perkins Building
16 - Municipal Garage
17 - Police Headquarters
18 - Adult Recreation Center
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK

4.2.7 Setback Requirements

Downtown's image and comfort largely are determined by proportions of streets, as defined by facing buildings, their frontages, setbacks and the streets themselves. Collectively, these shape the pedestrian experience by creating a sense of enclosure and well-defined pedestrian zones. Street and setback dimensions directly affect the pace and quality of the pedestrian experience. Setbacks from the street shall comply with the following:

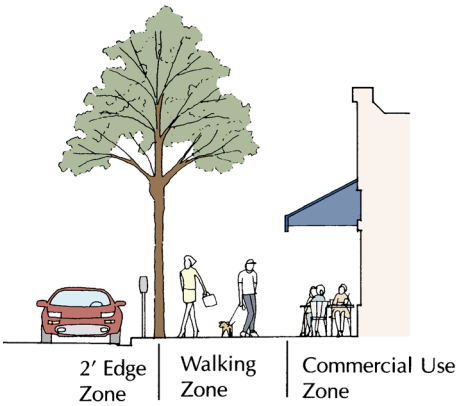
A. There shall be a minimum average setback on the ground floor of 12 feet from the curb to the building frontage on public streets (excluding alleys), except on frontages designated Residential Streets in Figure 4-D.
   1. This space shall include both public (the sidewalk) and private open space.
   2. Street trees and street furniture may be placed within this space.
   3. A clear area allowing pedestrian passage of a minimum of six (6) feet shall be provided. Street furniture, street trees, and street signage are permitted within the clear area provided all ADA requirements are met.
   4. The area within the setback which is not specified as clear passage for pedestrians may be used for other pedestrian-oriented outdoor uses, such as outdoor dining, open space, landscaped plazas, benches, etc.
   5. Building extensions above the ground floor may not extend into the 6-foot clear area or public right of way.
   6. New construction or major remodels of buildings 10,000 square feet or more may be required to install streetscape elements as specified in Section 5.3.1.

B. Additional requirements and/or restrictions may apply, as determined by frontage requirements identified in the map opposite (Figure 4-D) and Table 4-B.

TABLE 4-B: Additional setback requirements and restrictions

FRONTAGE	MINIMUM SETBACK	MAXIMUM SETBACK (except for open space features)
Primary	12 ft minimum	16 ft from curb
Entertainment	16 ft minimum	16 ft from curb
Residential	6 ft minimum	No Maximum
All Other	12 ft minimum	No Maximum

C. Frontages designated Residental Streets in Figure 4-D shall have a 6 ft setback from the property line.



BELOW LEFT: Sidewalks must allow pedestrians to move through a clear walking zone a minimum of six feet wide. Street trees and other amenities are permitted in an edge zone along the curb. A commercial use zone for dining, seating or planter boxes can be accommodated against the building frontage where sidewalks are deemed adequately wide.

BELOW RIGHT: Example of clear sidewalk zones on a twenty-four foot wide sidewalk with a double row of trees that define the pedestrian walking zone.

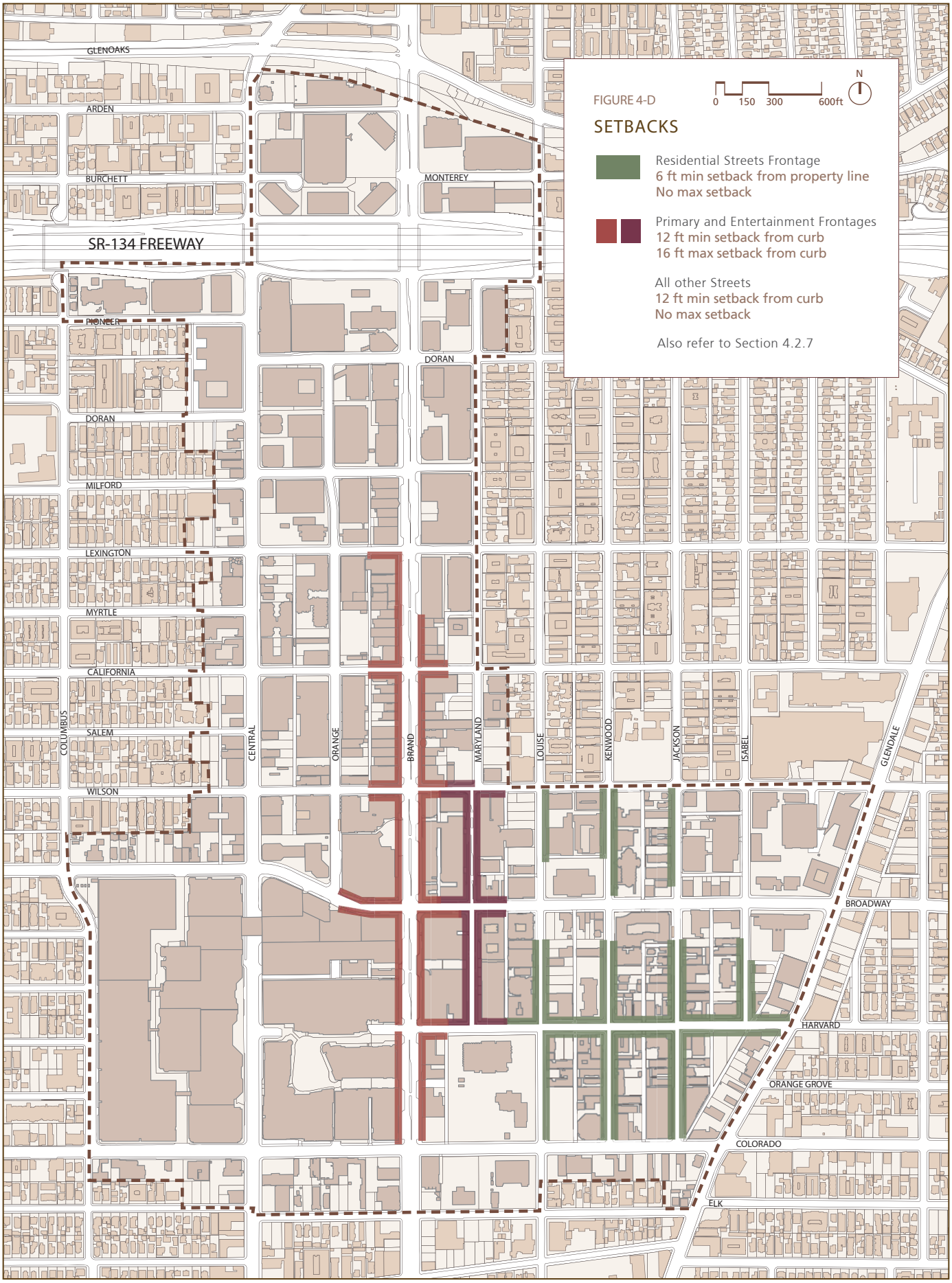


FIGURE 4-D
SETBACKS
0 150 300 600ft
N
Residential Streets Frontage
6 ft min setback from property line
No max setback
Primary and Entertainment Frontages
12 ft min setback from curb
16 ft max setback from curb
All other Streets
12 ft min setback from curb
No max setback
Also refer to Section 4.2.7
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
MARYLAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK

BUILDING DESIGN: FRONTAGES

4.2.8 Frontage and Facade Design

Buildings should address the street in ways that reinforce pedestrian activity. All development must be designed to enhance ground-level architectural elements on a human scale. Entry conditions, building materials, canopies and awnings, display windows, lighting and well-designed signage can all contribute to conditions ideal for attracting pedestrians.

A. All development will comply with the following design standards and guidelines:

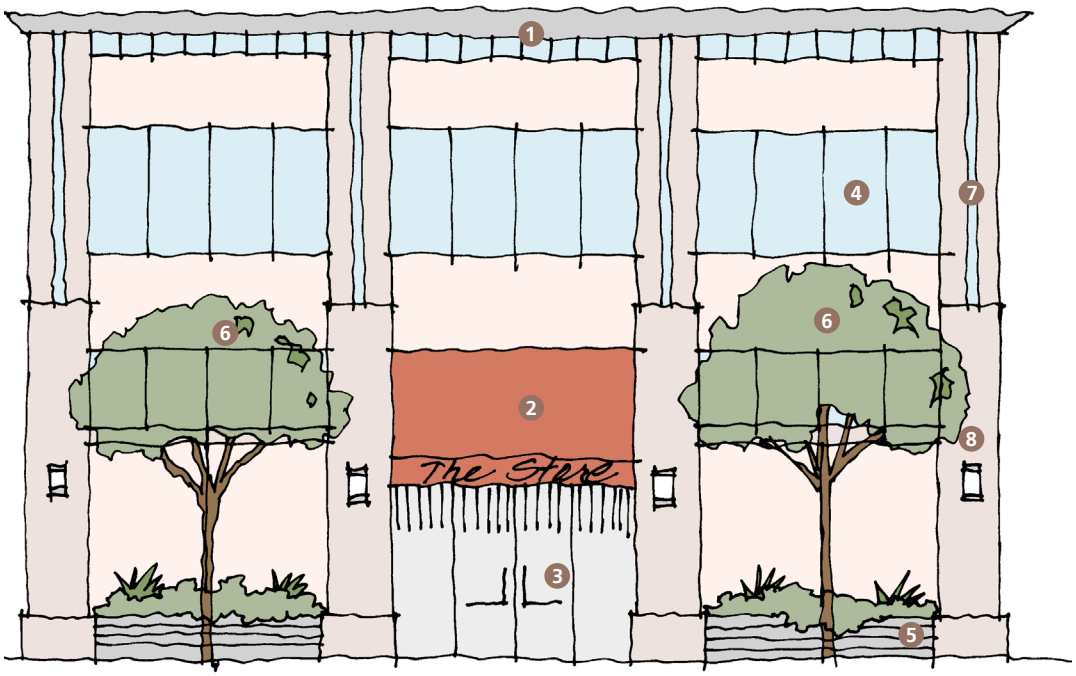
STANDARDS

1. The building façade shall use architectural solutions (e.g., building materials, texture, offset building massing, repetition of columns, recessed entries, windows, and awnings) to avoid the creation of impenetrable, un-articulated building facades.
2. Facades shall be constructed in a manner to appear substantial, avoiding low-quality building materials and construction details that contribute to the perception of a façade as flimsy, or are inconsistent with the materials and architectural style.
3. No ground level parking garages are permitted, except for garage entries on Primary Frontage Streets. Any parking at ground level must have active retail or other habitable ground floor uses facing the sidewalk.

GUIDELINES

4. New development, or the retrofitting of existing development, should address the public sidewalk. Design of the sidewalk-level façade should be incorporated into the design of the overall building.
5. Ground-level façades should have entryways at reasonable intervals of no more than 50 feet apart. For residential use at the ground floor, a stoop and a ground floor level no more than 3 feet above grade level is acceptable, while office or retail uses should be within 1 foot of ground level. On a sloping site, the primary entrance should be at grade level, and secondary entrances may be above or below.
6. Ground-level facades of buildings Primary Frontage Streets should be designed with entrances, windows, display windows, or other display devices.
7. Ground-level facades should be augmented with streetscape or open space improvements that improve the pedestrian environment.
8. At the ground level, un-articulated glass curtain walls should be avoided, unless their design is considered of exceptional quality while allowing full transparency into an attractive, active interior use. Facades of buildings should be divided into individual storefronts or entries.
9. Large expanses of glass should be subdivided into smaller units.
10. Differentiation should be provided at the base and the top of windows.
11. The ground-level floors should be visually separated from floors above through the use of architectural elements that could include awnings, canopies or lintels, or by recessing the ground-floor level from the floor above.
12. A visible and delineated roofline should be created to visually demarcate where the building silhouette meets the sky. All buildings shall have a suitable termination at the roofline, such as a cornice, reveal, pediment, or related visual trim, such as neon or tiles. The upper termination of a building shall be more strongly developed in building with a flat or slightly sloping roof.

13. Store entrances should be recessed from, not flush with, the edge of the building façade, to provide a shelter for persons entering and exiting and to articulate the facade.
14. Landscaping is encouraged to provide additional texture and planted features the ground-level elevation for the pedestrian, but should increase the level of pedestrian interest at street level rather than separating pedestrians from views into buildings.



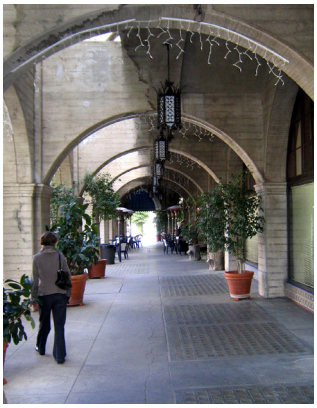
1. Delineated roofline
2. Canopy separating ground floor from second floor
3. Recessed entrance
4. Subdivided glass at large windows
5. Planted feature at street level
6. Street trees and streetscape improvements
7. Column articulation
8. Lighting that enhances the architecture

B. For streets with ground floor use restrictions/requirements as described in Chapter Three, certain frontages are also required or restricted. These are described in Table 4-C and described in detail in the following pages:

TABLE 4-C: Frontage Design Standards

	PRIMARY FRONTAGE	ENTERTAINMENT FRONTAGE	RESIDENTIAL FRONTAGE
Arcade	Allowed	Allowed	Not Allowed
Storefront	Allowed	Allowed	Not Allowed
Stoop	Not Allowed	Not Allowed	Allowed
Porte-cochere	Allowed	Allowed	Not Allowed
Other	Not Allowed	Not Allowed	Allowed

BUILDING DESIGN: FRONTAGES (cont'd)



1. **Arcades** function as an extension of the public sidewalk, providing shelter from the sun and offering expanded opportunities for design on narrow lots. These will be encouraged on the sunny sides of designated pedestrian-oriented streets. Examples in Downtown Glendale include the Brand frontage of the City Center building. All covered sidewalk arcades will conform to the following design standards and guidelines:

STANDARDS

a) **Arcades** shall be accessible to pedestrians and have a minimum depth of 8 feet.
b) Minimum interior height for sidewalk arcades shall be 12 feet above the finished grade.
c) The arcade shall be no more than two stories high.
d) Pavement patterns shall be consistent with patterns regulated by the City and shall provide adequate drainage.
e) All sites adjoining an existing arcade, a similarly proportioned arcade should be considered for the new construction.

GUIDELINES

f) An arcade should be designed to function as an extension of the public sidewalk.
g) Priority locations for arcades are to extend an existing system of arcades within a single block, or to provide shade and weather protection on Primary Frontage streets.
h) The first-floor setback of at least 12 feet from the curb may be under the arcade.
i) An arcade should be covered with a flat or sloping roof. When there is not a second floor over the arcade, the roof of an arcade may be utilized as an open-air terrace or as a space for outdoor dining.
j) A landscaped planter with a minimum width of one foot should be located in front of the columns of the arcade. This planter should contain climbing vegetation which is capable of reaching a height of 15 feet or more and connected to an irrigation system.
k) Design of an arcade should be consistent along its entire length and should be integrated into the design of the building as a whole.
l) The columns of the arcade should be substantially thick, and the openings between columns should be vertically proportioned.
m) Connections should be made between the arcade and the property adjacent to it.
n) Storefronts located along the arcade should comply with all applicable storefront design guidelines.
o) To ensure proper penetration of daylight, the projection roof over an arcade should not be deeper than it is tall.

2. **Storefronts** are public entrances to retail or service uses from sidewalks or open spaces. Storefronts are commonly equipped with cantilevered shed roof(s), fixed canopies, or awning(s). In storefront areas, residential units are not allowed on the ground floor, although such uses are appropriate at upper levels. This type is prevalent along Brand Boulevard and Broadway in Downtown Glendale. All storefronts will conform to the following design standards and guidelines:

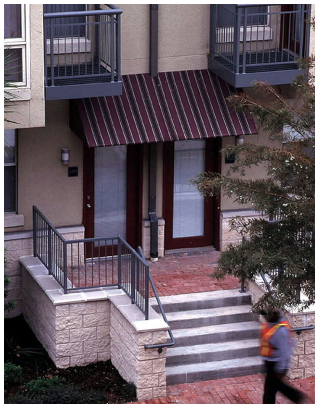
STANDARDS

a) **Storefronts** shall be between 10 feet and 16 feet tall, as measured from the adjacent sidewalk.
b) The corresponding storefront(s) opening(s) along the primary frontage shall be at least 65% of the 1st floor wall area and not have opaque or reflective glass or be blocked by display areas.
c) Storefronts shall be open and accessible during normal business hours.
d) Storefront remodels that include all openings on a building should be informed by and complement the structure's architectural style, proportions, and materials. For buildings with limited stylistic embellishment, new storefronts should provide quality design that enhances the pedestrian environment.
e) Storefront remodels that do not include all openings should be informed by aspects of the adjacent storefronts, including their proportions and materials, whenever the existing design enhances the pedestrian environment. When this is not the case, the new design should be of a quality that establishes a benchmark for future storefront remodels in the building.

GUIDELINES

f) Storefront windows should not extend to the ground unless the design is of exceptional quality and appropriate to the overall appearance of the building. They should have a solid base surfaced with high-quality durable materials, such as ceramic tile, marble, granite, limestone, or slate.
g) Awnings, signs and similar projections may encroach over the sidewalk as permitted by the Glendale Municipal Code and the Building Code.

BUILDING DESIGN: FRONTAGES (cont'd)



3. **Stoops** are entry porches/stairs that step up to an elevated ground story, securing privacy for the windows and front rooms. Stoops are suitable for ground-floor residential uses close to the sidewalk. A porch or shed roof may also cover the stoop. All stoops will conform to the following design standards and guidelines:

STANDARDS

a) Stoops shall be required for all ground level residential units unless otherwise explicitly approved by the design review authority.
b) Stoop or storefront access shall be required for all ground level live/work units, where the street frontage exceeds 100 feet, unless otherwise explicitly approved by the design review authority.
c) Stoop porches, not including stairs, shall be a minimum of 20 square feet.

GUIDELINES

d) Stoops should correspond directly to the building entry and be at least 4 feet wide.
e) Stoops may be enclosed with walls, railings, or vegetation.
f) Stoops may have an over-hanging roof or awning.

4. **Porte-Cocheres** are recessed entry courts within a storefront or arcade frontage. Porte-cocheres are commonly used for vehicular drop-off or utility off-loading, but may also accommodate gardens, dining, retail storefronts. This frontage should be used sparingly. All porte-cocheres will conform to the following design standards and guidelines:

STANDARDS

a) Porte-cocheres shall not be more than 40 feet deep from the facade.

GUIDELINES

b) The porte-cochere may be enclosed with a roof or other overhead structure for protection from sun and rain.
c) The materials and architectural detailing of the porte-cochere should be consistent with the street facade of the building.
d) A covered passage or arcade may be located over the entrance to the porte-cochere from the sidewalk.
e) Entrances to the porte-cochere should generally be narrow, so as to minimize the disruption of the dominant frontage pattern at the sidewalk.

PARKS & OPEN SPACE

5

Downtown's planned open space system emphasizes physical and functional linkages between neighborhoods within and around the Specific Plan area and parks. A variety of Downtown parks and pocket parks, an adult recreation center, and several formal plazas are anticipated in this document. In addition, development incentives have been provided to encourage creation of courtyards and outdoor activity areas in conjunction with private development. These policies are intended to create open spaces within five minute walking distances in Downtown.

5.1 OPEN SPACE POLICIES

5.1.1 Comprehensive Open Space System

Develop a comprehensive open space system that provides a diverse range of outdoor opportunities for residents, workers, and visitors.

5.1.2 Walking Distance

Provide public open space within walking distance of all Downtown residents and employees.

5.1.3 Access to Regional Open Space Sites

Improve accessibility to regional recreational, leisure, and cultural opportunities outside the DSP area, such as Griffith Park, the LA Zoo and Autry Center, the Los Angeles River, and the Verdugo Mountains.

5.1.4 Excellent Design

Make the new public parks, plazas and courtyards harmonious, inspirational, and sources of community pride and identity through design excellence.

5.1.5 Parkland Acquisition Program

Establish a comprehensive program to obtain new open space locations in Downtown using a variety of techniques. Ideally, one large park or civic space, at least one acre in size, will be provided in the northwestern portion of the downtown, as a counterpoint to the current Central Park. The Orange Central district would make an ideal location for this park, which would serve open space needs of moderate to high rise residential projects in the downtown, downtown employees, and adjacent neighborhoods.

5.1.6 Smaller Open Spaces

Pursue opportunities to enhance existing and create new smaller open spaces. These smaller spaces can include public plazas, courtyards, fountains and pocket parks, on portions of blocks throughout Downtown to supplement the larger public open spaces, provide local focus points, and diversify the built environment.

5.1.7 Green Streets

Focus on excellent urban design to improve Downtown streets as an essential element of the open space system as tree-lined open spaces and continuous recreational paths.

5.1.8 Private Open Space

Require private common open space as part of all large new residential or mixed use developments.

5.1.9 Strategic Improvements of Existing Open Space

Implement a program to reclaim open spaces that have deteriorated, have design features that limit access and use opportunities, and/or are in need of activity and revitalization.

5.2 OPEN SPACE NETWORK

The open space network shows the existing pattern of pedestrian streets and open spaces, and potential opportunities for new pedestrian connections and open spaces. Besides conventional parks, the open space standards and urban design concepts also emphasize non-traditional use of public lands such as small urban plazas, upgrading alleys as paseos, dedicating portions of wide sidewalks for social and recreational uses, and street closings for special events. Land use policies provide an incentive density bonus to projects that contribute to the overall system of open spaces.

Pedestrian streets include shopping streets such as Brand Boulevard and future pedestrian streets such as Orange Street. Pedestrian connector streets are also an essential part of the overall walking system in Downtown. These streets have wider sidewalks, streetscape and ground floor uses that result in a comfortable and continuous pedestrian experience. Wilson, Lexington and California are important east-west pedestrian connector streets. Orange and Maryland are important north-south pedestrian streets. Brand Boulevard is Glendale's "main signature street" and Broadway is an important civic street. Both of these streets emphasize pedestrian friendly design. Standards and Guidelines for setbacks and building frontages are described in Chapter Four; mobility standards for pedestrian streets are discussed in Chapter Six.

Existing public open spaces include public parks and open spaces. The Central Park containing the Adult Recreation Center and Central Library has served as the primary downtown public park. The City Hall campus grounds, also known as the Perkins Plaza, is a second public open space within the Downtown. The Town Center project adds a third urban open space.

Potential open spaces are candidate sites for additional or expanded public parks and plazas. A fourth park opportunity exists south of the Central Park at the site of the Glendale Armory. A fifth site may be created by "capping" the 134 Freeway between Central Avenue and Brand Boulevard, potentially in conjunction with a transit plaza for transfers between local and regional east-west commuter traffic (additionally described in Chapter Six). The need for a sixth site has been identified in the Orange-Central area. Additional opportunities are identified for "pocket parks" or mini-plazas at sites located on minor view corridors (also see Section 4.2.6 Signature Architectural Features).

Private pedestrian plazas, paseos and courtyards add variety and scale to the public open space system. The open space networks identifies potential links to the existing system of private open spaces in the Downtown.

Opportunities for strategic improvements to current public parks and private plazas within the Downtown are identified in the interest of maximizing present open space resources. Some of the sites identified are currently drive-through areas which could be rec on figured for use as parks or plazas; some are under-utilized plazas associated with office buildings; others are paseos through private development for which physical enhancements are desired; and others include the public parks within Downtown.

Potential pedestrian passages include existing alleys, opportunities for mid-block passages and enhanced sidewalk access to existing developments such as the Glendale Galleria mall and Exchange mixed-use complex. These passages will provide additional access to Downtown's attractions and amenities by creating a secondary pedestrian network in addition to the present sidewalks aligned with the street grid.

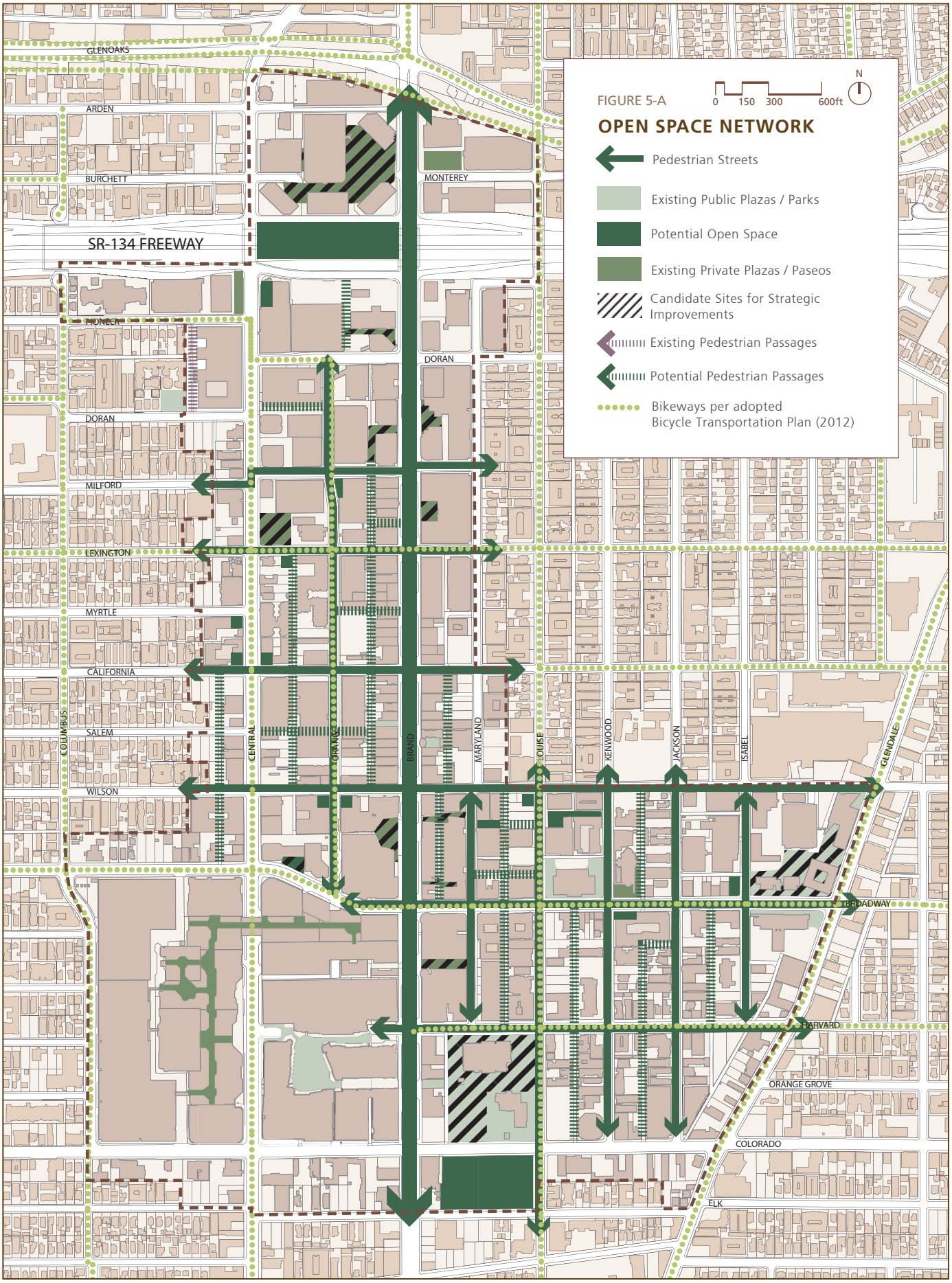


FIGURE 5-A
OPEN SPACE NETWORK
0 150 300 600ft
N
Pedestrian Streets
Existing Public Plazas / Parks
Potential Open Space
Existing Private Plazas / Paseos
Candidate Sites for Strategic Improvements
Existing Pedestrian Passages
Potential Pedestrian Passages
Bikeways per adopted Bicycle Transportation Plan (2012)
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
MARYLAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK

5.3 OPEN SPACE REQUIREMENTS

5.3.1 Sidewalk Requirements

Beautiful sidewalks with comfortable and attractive paving, generous landscape, shade trees, and attractive and functional lighting create a pleasant experience for Downtown pedestrians.

New construction and major remodels of buildings 10,000 square feet or more may be required to install streetscape elements as follows, or contribute in lieu payment for City installation of such improvements:

STANDARDS

A. Install sidewalk paving pattern and materials as specified by the City.
B. Plant street trees and street landscaping as specified by the City, spaced a minimum of 25 feet apart or as required by the City.
C. Install light standards as specified by the City.
D. Install pedestrian curb extensions on designated pedestrian-oriented streets as required by the City.
E. Install sidewalk furniture (benches, drinking fountains, etc) as required by the City.

GUIDELINES

F. Developers may install sidewalk elements, such as commemorative plaques or artwork, as approved by the City, at the main entrance to buildings.

ABOVE LEFT: The Brand Boulevard streetscape

ABOVE RIGHT: Streetscape including sidewalk landscape and street trees

5.3.2 Open Space Requirement

Open space as part of all new development will help make Downtown Glendale a pleasant and hospitable environment that encourages outdoor activity throughout the year. The Plan requires open space in conjunction with new development to meet the needs of residents, businesses and other users. In order to meet the diverse needs of all users while increasing usable open space in Downtown, the following will be required:

STANDARDS

A. **Open Space:** All new development shall provide *Open Space* as a percentage of the total gross site area per Table 5-A.

	Alex Theater Area A	Alex Theater Area B	Broadway Center Area A	Broadway Center Area B	Broadway Center Area C	Civic Centers	East Broadway	Galleria	Gateway	Maryland	Mid-Orange	Orange Central	Town Center	Transitional
Project Size	**Open Space Requirement as Percentage of Overall Site**													
<10,000SF	0%	5%				N/A	5%						TCSP	5%
≥10,000SF to 3.0 FAR	0%	5%	10%			N/A	10%						TCSP	10%
Over 3.0 FAR	N/A		10% + additional open space at a ratio of 1% for every 0.5 FAR											

TABLE 5-A

- The following areas shall be considered open space, either individually or in combination: Required front setbacks (see Section 4.2.7 Setback Requirements); Plazas, courtyards and paseos (see Section 5.4 Open Space Standards and Guidelines); and outdoor dining and landscaping within any of the above.
- Open space may assume a variety of different forms as needed to best address site specifics, but all open space shall be expansive and uninterrupted with a minimum dimension of 20 feet x 20 feet.
- Open space shall be designed to be integrated into the overall design of new developments, surrounding buildings, and existing open space.
- Any space that cars drive on or occupy shall not be considered open space.

B. **Publicly Accessible:** At least half of open space required by 5.3.2(A) shall be publicly accessible open space; AND at least half of all publicly accessible open space shall be open to the sky, meaning no overhangs or other building projections may occupy this space at any level of the building.

C. **Residential Development**: New residential development shall meet the requirements of 5.3.2(A) and (B) and in addition provide *outdoor space* equal to a minimum of 140 square feet per residential and/or live-work unit.
   - Outdoor space may be provided as: *publicly accessible, common,* or *private outdoor space.*

GUIDELINES

D. For project sites which contain designated cultural resources, minimum open space requirements may be reduced by the Review Authority.

Properties can be developed to a greater height in exchange for the provision of additional open space (see Chapter Seven). Wherever possible, such open space should be directly accessible from one or more public streets for maximum visibility and access.

5.4 OPEN SPACE DESIGN STANDARDS AND GUIDELINES

Projects will be evaluated with the following open space design standards and guidelines:

5.4.1 Open Space Location

STANDARDS

A. Open space usable by the general public should be physically and visually connected to the public sidewalk along one or more public streets.
B. Open space must be designed for a mix of active and passive uses and/or activities.

GUIDELINES

C. Open space should be designed as one large, contiguous space and not many scattered, separate spaces. Exceptions to this will be allowed if justified by physical and/or design constraints or exemplary urban design that successfully links the smaller, separate spaces.
D. For projects that consist predominantly of office use, open space should be at the main building entrance and at the same grade as the sidewalk.
E. For projects that consist predominantly of retail use at the ground level, the required public open space may occur on the upper levels of a project.
F. When possible, open space should be located with access to sunlight.

5.4.2 Overall Design

STANDARDS

A. Seating is to be provided through the use of portable or fixed-site furniture or edges along planters and/or fountains.
B. Open space shall be adequately lighted to address safety.

GUIDELINES

C. Open space should contain high-quality hardscape and focal elements, such as water features or artwork.
D. Blank walls at the pedestrian level should be constructed for visual interest by incorporating artwork, or a planter at the base or the top so that, at a minimum, clinging vines can be utilized to soften the expanse of blank wall. Irrigation and maintenance concerns regarding the use of vines and small or narrow planters should be considered early on the design phase of the building.

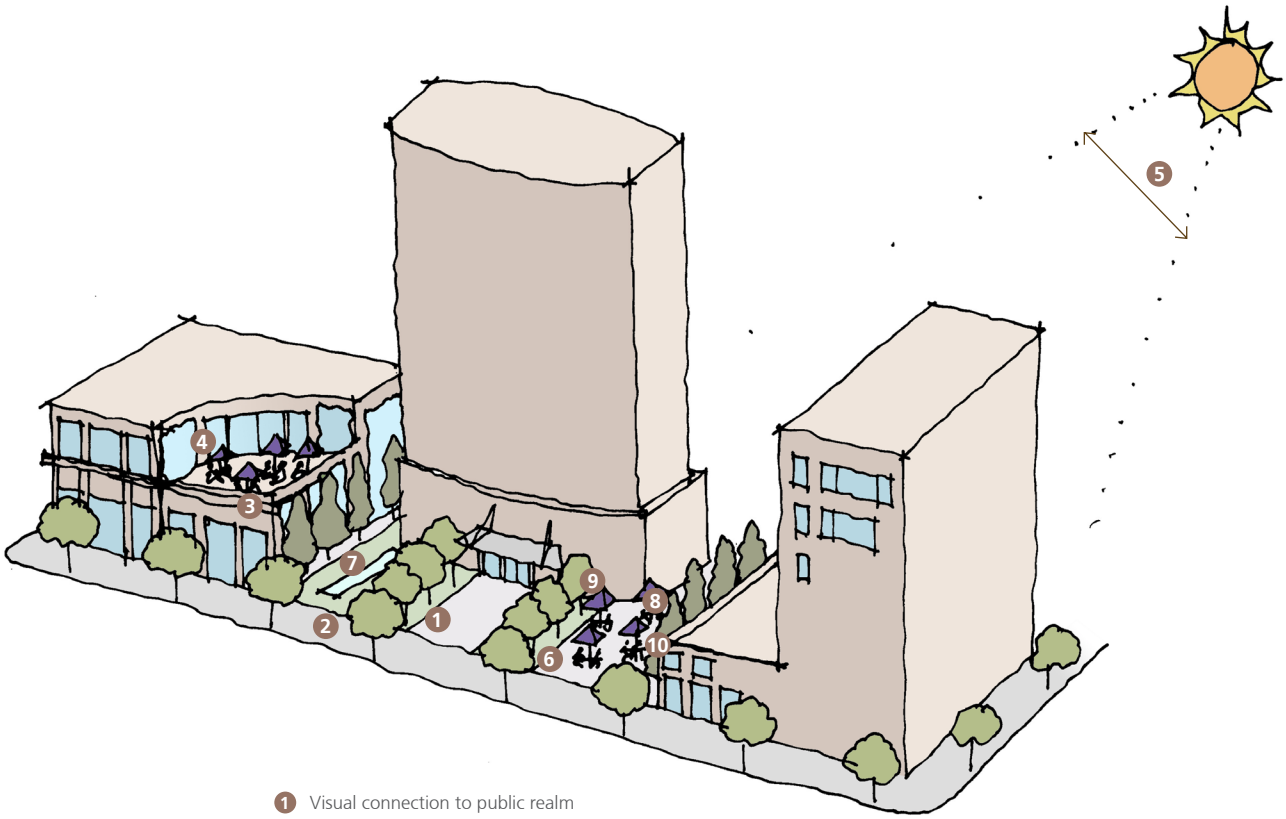
5.4.3 Landscaping

STANDARDS

A. The property owner or his/her agent shall maintain open space and landscaping that is located on private property.
B. All landscaped areas shall contain a combination of low, medium, and tall plant materials as appropriate.
C. Irrigation shall be provided and where possible, landscaping shall be drought-tolerant.

GUIDELINES

D. A minimum of 10% of the required open space should be landscaped.
E. Landscaping of new projects should enhance the building's architecture and public and common open spaces, and buffer adjacent residential land use.



1. Visual connection to public realm
2. Conceived as a large contiguous spae
3. Windowless walls should be planted
4. Retail may employ open spaces at upper levels
5. Access to sunlight and southern exposure
6. Accommodate a mix of active & passive uses
7. High quality materials and water feature if appropriate
8. Outdoor furniture and comfortable seating
9. Minumum landscaped area & canopied trees
10. Buffer adjacent residential uses

F. Landaping should include shaded areas with canopy trees. The tree species, when grown to a mature height and healthy spread, should be of a scale to reduce the vertical proportioning of the plaza or courtyard.

G. In heavily used open spaces, trees which are not contained in raised planters or in a large planter area should include the use of tree grates at their base.

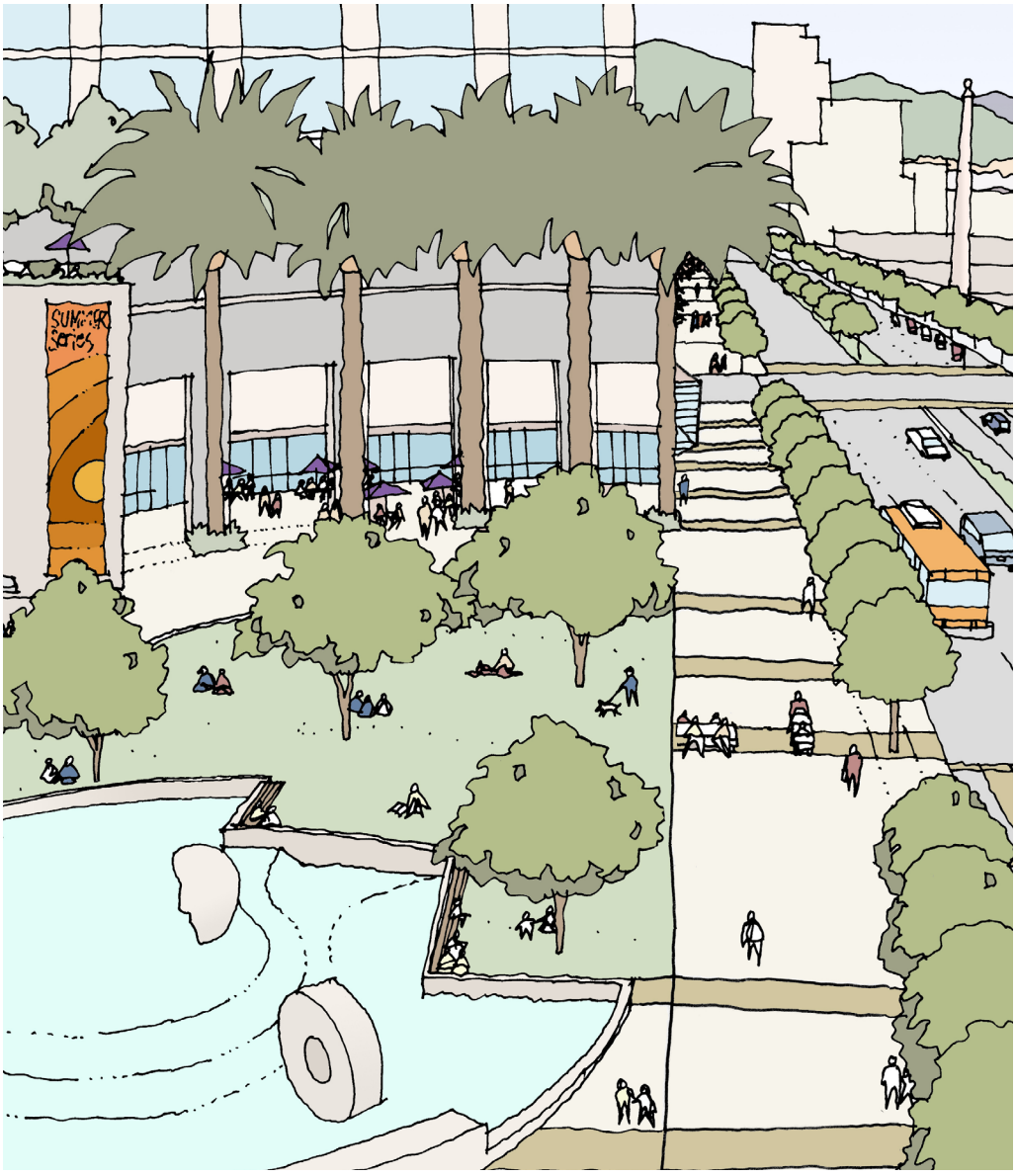
5.4.4 Outdoor Rooms

New developments are encouraged to create outdoor rooms by coordinating the open space requirements and/or outdoor dining features with all adjacent developments. Where timing makes it impossible to coordinate in the design phase, developers should anticipate future outdoor rooms in their design, creating a flexible open space that will be sensitive to future development adjacent to their project.

Outdoor Rooms may take the form of Plazas, Piazzas, Courtyards and/or Paseos, described in the following pages.

5.4.4 Outdoor Rooms (cont'd)

RIGHT: This rendering illustrates the design guidelines for plazas and piazzas applied to an existing semi-circular open space associated with the City Center office tower in the Broadway Center district (above). Instead of pavement, grass and shade trees are planted. The edges of the existing fountain are lined with benches, so pedestrians can enjoy the water. The escalators have been relocated so they do not intrude into the plaza. Finally, the form of the semi-circle is completed and lined with additional storefront restaurants, outdoor cafes, and defined by a ring of palm trees. As a result of a creative and selective redesign, this plaza could be transformed into an inviting park facing Brand Boulevard.



A. **Plazas and Piazzas** are large outdoor rooms that extend the public realm from the street and sidewalk. They enhance the downtown environment and are a benefit for the property owners. Plazas and Piazzas should comply with the following design standards and guidelines:

STANDARDS

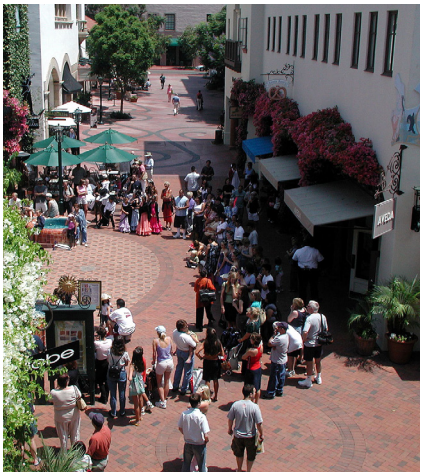
1. Plazas shall abut public areas and be physically and visually accessible from the public sidewalks. Security fences, walls, and entry gates shall not block the sidewalk edge of the plaza or views into the plaza.
2. The plaza shall be accessible to the public for at least the time of normal business hours. Signage or other mechanisms shall identify that the plaza is available for public use during business hours.
3. At least 10% of the plaza's surface shall be landscaped. Shade trees and gardens are strongly encouraged..
4. Entries to the plaza, and storefront entries within the plaza, shall be designed and lighted so they do not create hiding places.
5. Vehicular access, loading, or parking uses are prohibited within the plaza.

GUIDELINES

6. Escalators or elevators should not dominate the function and appearance of the plaza.
7. Plazas should provide at least one sitting place for each 100 square feet of plaza in addition to any permitted outdoor dining provided.
8. A majority of the gross area of the plaza should have access to sunlight for the duration of daylight hours. A mix of direct sunlight and shade should be provided. No more than 30% of a plaza should be covered with a roof. Canopies, awning, cantilevered overhangs, or balconies may project over the ground floor but should not prohibit the penetration of sunlight to the ground floor.
9. Ground-level façade standards (described in Chapter Four) should be applied to facades facing the plaza.

5.4.4 Outdoor Rooms (cont'd)

BELOW: The rendering illustrates courtyards as the focus of future development to the north and south of the Alex Theatre. The new courts combine with the Theatre court to create a rich pattern of outdoor spaces and passages for dining, entertainment, and receptions. Paseos and other passages link these courtyards together and to nearby streets.



B. **Courtyards** are exterior rooms located within the confines of a single or multiple projects, but typically not directly visible or open to the street. They are generally smaller and more intimate than plazas. Courtyards should comply with the following design standards and guidelines:

STANDARDS

1. The courtyard shall be accessible to the public for at least the time of normal business hours. Signage or other mechanisms should identify that the courtyard is available for public use during business hours.
2. Vehicular access, loading, or parking uses are prohibited within the courtyard.
3. At least 10% of the courtyard surface shall be landscaped. Shade trees and gardens are strongly encouraged.
4. Entries to the courtyard, and storefront entries within the courtyard, shall be designed and lighted so they do not create hiding places.

GUIDELINES

5. Courtyards should be physically accessible from the public sidewalks. Security fences, walls, and entry gates shall not block the sidewalk edge of the courtyard.
6. Courtyards should provide at least one sitting place for each 75 square feet of court in addition to any permitted outdoor dining provided.
7. A majority of the gross area of the courtyard should have access to sunlight for the duration of daylight hours. A mix of direct sunlight and shade should be provided. No more than 45% of a courtyard should be covered with a roof. Canopies, awning, cantilevered overhangs, or balconies may project over the ground floor but should not prohibit the penetration of sunlight to the ground floor.
8. Ground-level façade standards (described in Chapter 4) should be applied to facades facing the courtyard.
9. Escalators or elevators should not dominate the function and appearance of the courtyard.

5.4.4 Outdoor Rooms (cont'd)

RIGHT: The food-court of the Glendale Marketplace (existing above) is rendered here with modest modifications as an illustration of the design guidelines for paseos and passages. Overhead "swag" lights, instead of lampposts, deliver lighting without cluttering the passage. Shade on sunny days is provided by canvas "sails" and awnings spanning across the paseo. The existing storefronts and signage is otherwise consistent with the guidelines.

C. **Paseos** are narrow pedestrian passages that serve as mid-block crossings or access to interior courtyards. Their intimate scale and safety from vehicular traffic/noise makes them vibrant retail destinations. Paseos are common to warm climates, where their enclosure and relative shade also makes them an attractive alternative to street retail. Paseos should comply with the following design standards and guidelines:

STANDARDS

1. Paseos shall not be more than 30 feet nor less than 10 feet wide.
2. Building walls framing paseos may not be three times higher than the paseo.
3. Vehicular access, loading, or parking uses are prohibited within the paseo except during restricted hours.
4. The paseo shall be accessible to the public for at least the time of normal business hours. Signage or other mechanisms shall identify that the paseo is available for public use during business hours.
5. Entries to the paseo, and storefront entries within the paseo, shall be designed and lighted so they do not create hiding places.

GUIDELINES

6. The paseo should not be covered by overhead structures for more than 40% of its path.
7. Ground-level façade standards (described in Chapter Four) should be applied to facades facing the paseo.
8. Lighting should be provided from overhead fixtures, either mounted on the building facade or suspended from cables spanning the paseo, sculptural objects, or other means that do not obstruct the free-flow of pedestrians.
9. Shade should be provided from overhead awnings or free-standing umbrellas.
10. Landscaping should not obstruct the free flow of pedestrians.
11. Paseos should generally provide a direct visual line of sight from the street to their destination (i.e., parallel street, courtyard, or parking structure).
12. Signage should be scaled for pedestrians.

5.5 URBAN ART PROGRAM

Applicable projects shall follow the requirements of Chapter 30.37 - Urban Art, of the Glendale Municipal Code.

TOP LEFT: "Shield" by M.L. Snowden, 2004 at Glendale Police Station

TOP MIDDLE: "The Frogs" at Glendale Marketplace

TOP RIGHT: "Intersection" by Juan Nava, 1991 at City Center, 101 N Brand Blvd

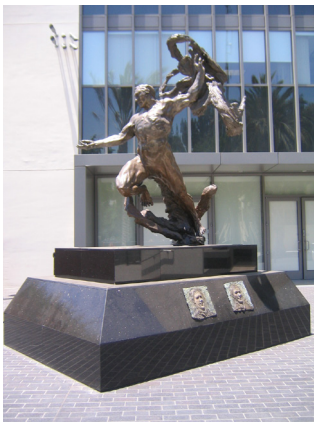
CENTER: "The Aerial" and "The DNA bench" by Larry Kirkland, 1996 at California Science Center, Exposition Park, Los Angeles

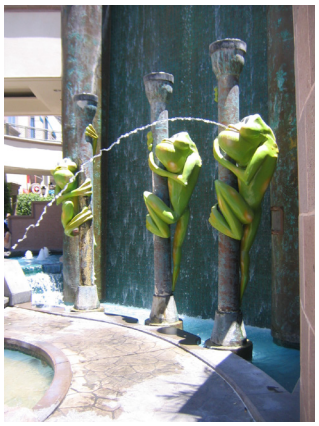
BELOW: "Evolation" sculptural elements by Jud Fine, Michael Davis and Richard Turner, 1990 at Nestle Building garden/fountain

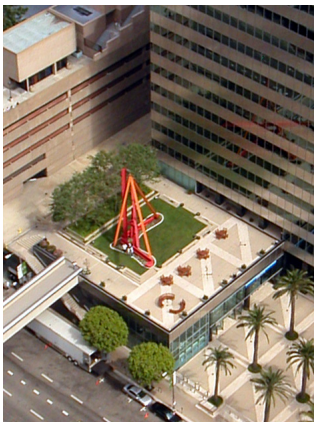
BOTTOM LEFT: "Shoshone" by Mark DiSuvero, 1982 at Citigroup, 444 S. Flower, Los Angeles

BOTTOM MIDDLE: "Animals in Pools" by Georgia Gerber, 1986 at the Downtown MAX Light Rail Project, Portland, Oregon

BOTTOM RIGHT: "Me Too" by Natalie Kroll, 1991 at Central Park







ABOVE: "California Song" by Cliff Garten Studio, 2002 at Capitol Area East End Complex, Sacramento

RIGHT: "Benjamin Franklin" by George Wayne Lundee, 1989 (bronze) at the Glendale Exchange

FAR RIGHT: "The Power and the Passion" by J. Michael Wilson, 1993 (bronze) at 500 N Brand Blvd

BOTTOM LEFT: "Sequi" by Nancy Graves, 1986 at Wells Fargo Center, Los Angeles

BOTTOM RIGHT: "Triumph" by James Thomas Russell 1997 at 701 N Brand Blvd

MOBILITY

6

The Downtown Specific Plan considers transportation as a means to accomplish the community's vision and goals for downtown in the realm of economic development, excellence in urban design, environmental quality, and quality-of-life for all residents. The Downtown Specific Plan mobility policies maximize the accessibility, safety, and efficiency of the Downtown transportation system for all users, including pedestrians, transit passengers, cyclists, and drivers of both personal and commercial vehicles.

6.1 MOBILITY POLICIES

6.1.1 Local Circulation and Regional Connections

A. Maintain acceptable levels of local circulation in the DSP area and adjacent neighborhoods and good connections with the regional circulation network for both transit and personal/commercial vehicles.
B. Develop street typology based on functional and urban design considerations, emphasizing connectivity and linkages, pedestrian and cyclist safety and comfort, increasing transit movement and reducing total person delay, and compatibility with adjacent land uses.
C. Maintain, re-establish, and enhance the street grid, to promote flexibility of movement through greater street connectivity, capture natural views, and retain the historic relationships between various streets.
D. Maintain, re-establish, and enhance the multi-modal use of Downtown alleys as an integral part of the Downtown transportation system.

6.1.2 Land Use and Transit

A. Link land use and transit development policies to maximize transit use and convenience in Downtown.
B. Cluster housing and employment around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets.
C. Make street and transit stop improvements to facilitate the safety, attractiveness and convenience of transit use. This might include transit improvements to designated transit-priority streets to keep buses moving, upgrades to transit stops to include amenities such as weather protection, and real time trip information, and other improvements.

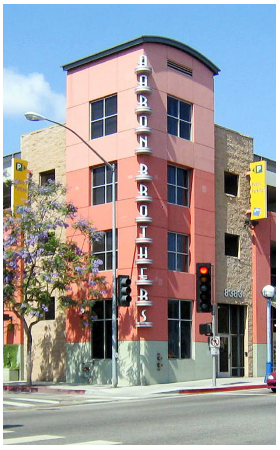
6.1.3 Multi-Modal Future

A. Increase transportation choices by providing viable alternatives to exclusive reliance on the auto for Downtown residents and visitors.
B. Through sound land use and transportation planning, emphasize diversifying modal choices, increasing number of downtown trips by transit, bicycle, and on foot, and improving pedestrian comfort and safety.

6.1.4 Encourage Pedestrian Activity

A. Provide a high level of pedestrian amenities throughout the downtown area. Minimize interruptions, such as areas for loading and trash collection, and parking garage entries, in sidewalks designated for pedestrian priority,
B. Provide pedestrian crosswalks at all intersections and consider additional improvements to promote safety in key locations with high potential for pedestrian/vehicle conflicts.
C. Consider the special mobility requirements of the young, the elderly, and wheelchair or mobility impaired users of the sidewalk network.
D. Promote increased walking for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.

6.1.5 Encourage Bicycle Travel



A. Provide designated bicycle routes with lane markings and signage within and to and from major downtown destinations.
B. Include bicycle parking, showers, and lockers to promote bicycle commuting in new development.
C. Include bicycle parking in streetscape improvements.
D. Promote increased bicycling for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.

6.1.6 Parking Management

A. Maximize the efficiency of existing and future parking facilities.
B. Create a Transportation Management District to manage parking supply and revenue policies. The District can facilitate coordination of parking pricing to promote efficient use of parking resources, policies which provide incentives for transit use for employees, and other downtown transportation programs and incentives.
C. Use shared parking where possible and establish operations guidelines and standards to minimize parking activity impacts, particularly spillover parking impacts on adjacent residential neighborhoods.
D. Require a certain portion of on-site parking for motorcycle, bicycle, and carpool/carshare vehicle parking in addition to automobile spaces.
E. Maximize the efficiency of parking by managing prices to correspond with activity and demand patterns.
F. Where an existing parking structure can be shown through parking studies to provide more parking than required for an existing facility, excess parking may be converted to other uses or parking should be made available for shared use. At off-peak times where parking is not in use by a facility, parking should be made available for shared use.
G. Reform preferential parking permit program to protect downtown-adjacent neighborhoods from spillover parking problems.

6.1.7 Reduce Traffic and Parking Impacts on Neighborhoods

Through a strategic hierarchy of pedestrian-oriented and transit and vehicular-oriented streets in Downtown, parking management, Transportation Demand Management (TDM) incentives, transportation systems management (TSM), and key infrastructure improvements, work to minimize traffic and parking spillover into downtown-adjacent neighborhoods.

6.2 MOBILITY NETWORK

The mobility network shows the proposed hierarchy and priority of transportation modes on existing streets. It also shows potential opportunities to expand this network with new streets. The network map shows a new street classification which includes Pedestrian Priority Streets, Transit Priority Streets, Bicycle Priority Streets and Auto Priority Streets and a methodology to balance the sometimes competing needs of these different modes.

Signature Streets - Brand Boulevard and Broadway are designated Signature Streets due to their unique identity. Brand Boulevard is Glendale's "Main" street and Broadway is the signature connection between the Downtown core and the Civic Center.

Primary Pedestrian Streets give first priority to creating excellent conditions for pedestrians. This designation is usually most important on primary retail and transit corridors, but also desirable on many residential streets. Typically, this means wide sidewalks, fine streetscapes, curb parking to buffer pedestrians from passing traffic, and frequent safe crossings. All primary transit streets should be considered primary pedestrian streets.

Primary Transit Streets give first priority to moving transit, even at the expense of some loss of performance for auto traffic. On these streets, measures such as signal prioritization, queue jumps or exclusive bus lanes should be installed and first priority should be given for investments in transit amenities, such as better shelters and next bus arrival time information. The web of transit priority streets will create a Primary Transit Network to provide fast, frequent, convenient transit access throughout Glendale.

Primary Bicycle Streets are the key streets in the bicycle network. Bicycle streets do not necessarily require eliminating auto or parking lanes to create a separated bicycle lane, but may be designated as a bicycle route because of their topography and minimal auto/transit conflicts.

Primary Auto Streets give first priority to moving automobile traffic and will greatly resemble the existing definition of a primary arterial street in Glendale. For example, Central Avenue and Colorado Street are the primary vehicular connectors of Downtown with the regional freeway networks and other communities. Therefore these streets are the primary auto streets in Downtown, where vehicular through traffic as well as truck and service delivery traffic should be directed. Parts of both Central and Colorado are also major bus routes for regional service such as Metro buses which will require balancing as described below.

Some streets will be multi-function streets, designated both Primary Transit and Primary Auto. Balancing the needs of different modes of transportation as they compete for limited space on Glendale streets is crucial. This new street classification should establish a rational, practical method of compromise whereby the net gain for the community can be maximized while the net impact on different modes and context can be minimized.

New streets are identified as necessary to improve the street grid.

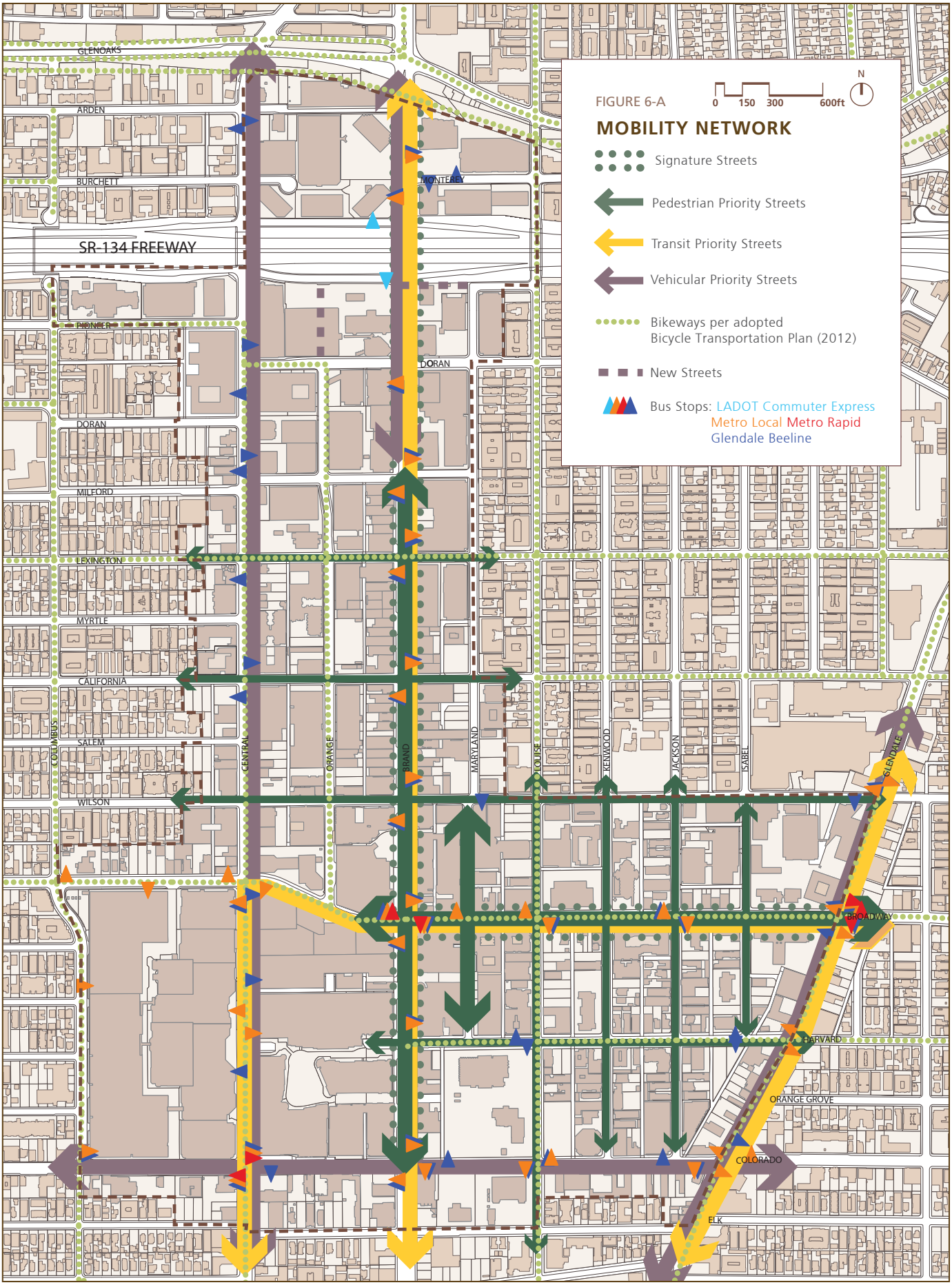
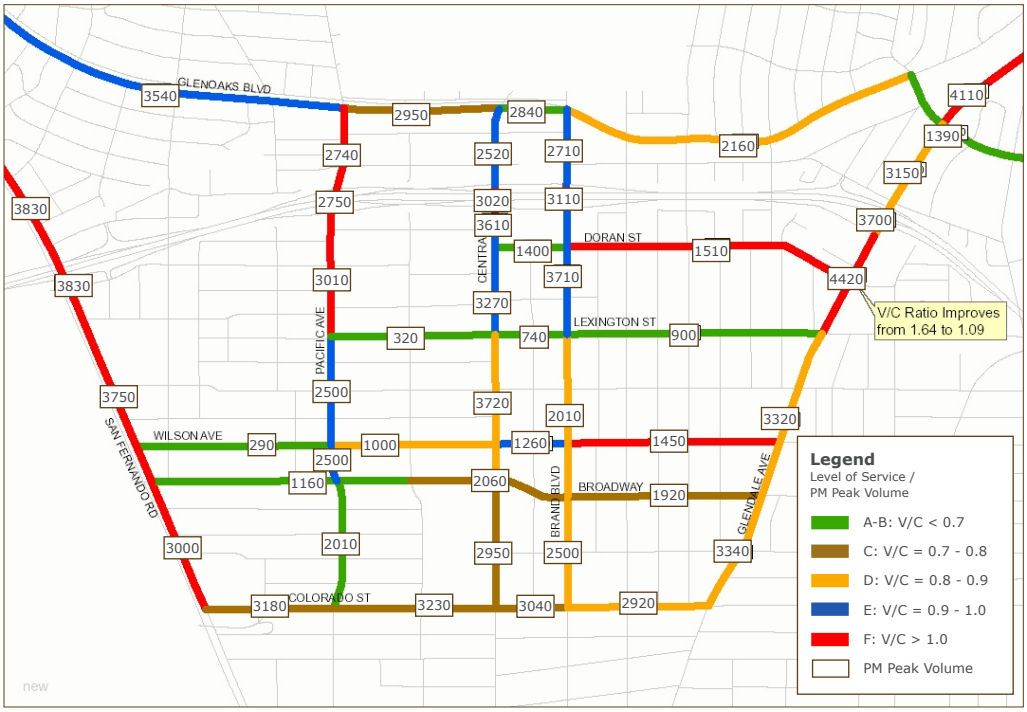


FIGURE 6-A
MOBILITY NETWORK
0 150 300 600ft
N
Signature Streets
Pedestrian Priority Streets
Transit Priority Streets
Vehicular Priority Streets
Bikeways per adopted Bicycle Transportation Plan (2012)
New Streets
Bus Stops: LADOT Commuter Express
Metro Local Metro Rapid
Glendale Beeline
GLENOAKS
ARDEN
BURCHETT
MONTEREY
SR-134 FREEWAY
PIONEER
DORAN
MILFORD
LEXINGTON
MYRTLE
CALIFORNIA
SALEM
WILSON
COLUMBUS
CENTRAL
ORANGE
BRAND
MARYLAND
LOUISE
KENWOOD
JACKSON
ISABEL
GLENDALE
BROADWAY
HARVARD
ORANGE GROVE
COLORADO
ELK

6.3 MOBILITY STANDARDS AND GUIDELINES



RIGHT: 2030 Projected Level of Service at PM Peak Hour with Downtown Specific Plan Short Term Improvements

6.3.1 Key Street Sections

A. **Brand Streetscape** - Use dramatic street trees to divide extra wide right of way into wide sidewalk area, transit priority right of way. Consider role of diagonal versus parallel parking in providing a pedestrian buffer from moving traffic and defining spaces. Look at "flexible street" design where parking area can be converted to outdoor market or special event space. Consider kiosks or other features within ROW.

B. **Central Streetscape** - Include substantial street trees and pedestrian improvements, but recognize role in accommodating through regional traffic and linking 134 and Colorado. This can be a combination of primary and secondary transit boulevards lined by moderate density 4-6 story residential buildings.

C. **Orange Streetscape** - Develop pedestrian-scaled street with narrower Right of Way, linking network of open spaces created in conjunction with residential development. Restrict cars to slow speed, but recognize need for easy access to many existing parking garages off Orange.

6.3.2 Orientation of New Development in Relation to Pedestrian- and Vehicular-Oriented Streets

A. Pedestrian entrances to new development should be located on designated pedestrian-oriented streets where applicable.
B. Vehicular access and garage entrances for new development should be located on primary auto streets.
C. Pedestrian entrances should be conveniently located in relation to transit stops and pedestrian crosswalks.

6.3.3 Bicycle Routes and Facilities

A. Construct a continuous network of bicycle lanes or bicycle boulevards to enable access throughout Glendale
B. Provide ample public bicycle storage, especially near commercial areas, transit hubs and large employers
C. Provide secure bicycle storage, showers and lockers at major employers and city facilities as required by the Glendale Municipal Code.
D. Expand education and marketing through promotional events and financial incentives

E. Publish and distribute comprehensive bicycle maps of routes, facilities, and parking
F. Prioritize police enforcement of traffic safety violations that endanger cyclists
G. Require secure bicycle parking at residential developments

6.3.4 Roadway Standards

Implement multi-modal street performance measures:

- Auto Level of Service (already adopted and utilized)
- Transit Quality and Level of Service- including frequency, span of service, reliability, loading, travel speed
- Pedestrian Level of Service
- Bicycle Level of Service
- Freight Level of Service

6.3.5 Parking

A "Park Once" district optimizes the customer/visitor experience to Downtown Glendale by providing ample centralized parking options within walking distance of many downtown attractions. It encourages a visitor to park once and walk between multiple destinations which encourages retail activity and creates a lively downtown environment. A "Park Once" District also maximizes the efficiency of all parking spaces downtown which reduces the need for construction of expensive new lots and garages and permits better urban design.

A. Create a "Park Once" District to publicly manage the largest possible pool of parking spaces.
B. Allow guest parking in residential development to be shared
C. Allow shared parking arrangements for new development in lieu of construction of unnecessary required off-street parking spaces
D. In developments where more parking exists than is needed to satisfy demand, provide incentives to share parking spaces or make available for public use.
E. Encourage/require that parking be made available for shared or public use during off-peak times when parking is not in use by a facility.

The City will encourage the construction of consolidated parking facilities that are capable of expanding to meet future parking demands. Consolidated parking uses may provide parking spaces in private, public, or joint development structures to satisfy off-street parking requirements for adjacent and surrounding properties. When a consolidated parking structure is complete, surrounding commercial uses may apply to use spaces within such a structure toward the required parking for their use with parking in-lieu fees. Commercial sites may lease out additional parking spaces that are in excess of their required parking through the parking use permit program (Chapter 30.32 of the Glendale Zoning Code). The cap on the excess number of parking may be adjusted if the original use of the commercial site is changed. When reviewing permit applications, the City will give priority to uses that:

- Share parking with other uses;
- Provide incentives to use alternative transportation sources beyond those required by the City's Transportation Management Ordinance.

The City will encourage the efficient use of parking within proposed development, and permit the zoning requirements for parking to be satisfied with the following techniques:

- Tandem parking no more than 2 cars deep with approved parking plan and meeting parking stall and driveway dimensions and all other parking design standards shall be permitted by right
- Vertically stacked parking systems or tandem parking with approved valet service more than 2 cars deep, or not meeting a parking design standards, may not be exempted from design review and shall be subject to the approval of the design review authority.

6.3.6 Transportation Management

Oftentimes it is more cost-effective and more supportive of livability goals to manage transportation demand rather than increase supply. Several transportation demand management (TDM) policies and incentives may be implemented in the DSP area in order to reduce vehicle congestion and person delay and increase the number of downtown trips made by transit, bicycle, and on foot.

A. Strengthen existing Transportation Management Association
B. Establish Downtown Transportation Resource Center
C. Provide Universal Transit passes to all downtown employees and residents
D. Require parking cash-out for all new and existing commercial development
E. Require unbundling parking prices for all residential development
F. Establish a car sharing program
G. Establish a special events / holiday traffic management plan

INCENTIVES & BONUSES

7

As a way of encouraging desirable uses and public benefits in Downtown, the City will allow certain bonuses for those uses. This chapter outlines the incentives and bonus program of the Downtown Specific Plan.

7.1 HEIGHT AND DENSITY BONUSES

The DSP provides certain bonuses intended to attract certain uses or types of development in the Downtown. The incentives and bonuses are described in greater detail in the following pages.

7.1.1 Review Authority for Height and Density Bonuses

Height and Density Bonuses according to standards outlined by the Downtown Specific Plan will be granted to applicants by the City Council, following policies and procedures adopted by the City of Glendale. Applicants utilizing the incentives and bonuses program will require a statutory development agreement with the City or a covenant acceptable to the City and developer.

7.1.2 Measuring Density and Height Bonuses

In the Downtown Specific Plan, development density is defined by the number of stories allowed within the building envelope set forth by design Standards and Guidelines in addition to Floor Area Ratio. As long as the urban design and building standards and guidelines are followed, the maximum number of stories and FAR allowed for each district may be built.

If an applicant chooses to take advantage of the height and density bonus program, multiple incentives may be provided, however only one incentive shall be considered in calculating the height and density bonus. Under no circumstances except in the application of Section 7.2.1 and/or the application of Government Code Section 65915, et seq. ("SB 1818 Affordable Housing Density Bonus Law") shall any project exceed the maximum allowable height, stories, or floor area ratio by area shown in Table 4-A relative to projects with incentives or bonuses.

7.2 HEIGHT AND DENSITY INCENTIVES

The following describes the height and density incentives, public benefits, and related bonuses. Projects may not utilize more than one of the incentives described in the Downtown Specific Plan.

7.2.1 SB 1818 Affordable Housing Density Bonus Law

PUBLIC BENEFITS

The State of California has a desire and need to increase affordable housing statewide, and incentivizes its construction through California Government Code Section 65915 et seq. The law significantly modified by and commonly referred to as SB 1818 Affordable Housing Density Bonus Law, allows for a maximum density bonus of 35 percent based on the mix and number of affordable units provided.

STANDARDS

Applicable standards relative to use of the SB 1818 Affordable Housing Density Bonus Law bonuses and incentives or concessions are defined in California Government Code Section 65915 et seq. and Glendale Municipal Code section 30.36.060 et seq.

ALLOWABLE BONUS

The maximum allowable height and/or density bonus and concessions available under this incentive are as defined in California Government Code Section 65915 et seq. and Glendale Municipal Code Section 30.36.060 et seq. For the purposes of this incentive only, Table 7-B defines baseline residential density by DSP area as measured by dwelling units per acre.

	Alex Theater Area A	Alex Theater Area B	Broadway Center Area A	Broadway Center Area B	Broadway Center Area C	Civic Centers	East Broadway	Galleria	Gateway	Maryland	Mid-Orange	Orange Central	Town Center	Transitional
Maximum Density by Right														
DWELLING UNITS PER ACRE	N/A	90	100	175	225	N/A	90	90	250	90	90	100	TCSP	90

TABLE 7-B

7.2.2 Historic Preservation

PUBLIC BENEFITS

Preservation of Downtown's significant number of historic resources are a key element of creating a unique sense of place.

STANDARDS

A. The restoration or rehabilitation of the historic resource must meet the Secretary of the Interior's Standards
B. The project must be placed on the Glendale Register prior to or concurrent with design review approval.

ALLOWABLE BONUS

The maximum allowable height and/or density bonus available under this incentive is the maximum height or density allowed with incentives by district as defined in Table 4-A.

7.2.3 Hotel

PUBLIC BENEFITS

Hotels are an important component of a thriving business district, and often provide amenities which are available to the general public, including entertainment, restaurants, and meeting rooms.

STANDARDS

The ground floor of hotels shall be designed to enhance the use mix and level of pedestrian activity in the area for which they are proposed. This can be accomplished with cafes and retail space along the street frontage, as well as public art and open space.

Hotel expansion will be reviewed on a case by case basis, and bonuses awarded by the review authority commensurate with the degree to which the standards have been met and to the public benefit provided.

ALLOWABLE BONUS

The maximum allowable height and/or density bonus available under this incentive is the maximum height or density allowed with incentives by district as defined in Table 4-A.

7.2.4 Public Open Space

PUBLIC BENEFITS

Open space provides the significant public good of a place to rest, relax, and congregate in an area, open to all. A well designed plaza, park, or other outdoor space provides a counterpoint to the built environment of streets and buildings, and adds a layer of texture to Downtown.

STANDARDS

A. Public open space shall meet the standards of Section 5.3.1 and 5.3.2(A).
B. Public open space shall be located at sidewalk level with no fences or other means of enclosure prohibiting physical or visual access and use of the space.
C. A unique design element, consisting of a specimen tree, fountain, or public art element consistent with the City of Glendale Art Program shall be provided. Any unique design elements proposed to meet this standard, other than those specified in this standard, shall be subject to approval by the design review authority.
D. Public Open Space shall be "open-to-public" at a minimum from 7am-10pm; public access hours shall be indicated on signage required under Section 7.2.4(E).
E. Signage consistent with the Glendale's Environmental Graphics Manual shall indicate the open space is part of the City's Privately Owned Public Open Space program. Signage shall be visible from the public right-of-way and sidewalk.
F. Seating is to be provided through the use of portable or fixed-site furniture, such as cafe tables, benches, movable chairs, or edges along planters and/or fountains.

ALLOWABLE BONUS

The amount of height and/or floor area bonus shall be in direct proportion to the increase in publicly accessible open space above the minimum total open space required by Section 5.3.2. For every one (1) square foot of publicly accessible open space provided above the total minimum required open space, an additional ten (10) square feet of floor area may be added; under no circumstances shall the total floor area exceed the maximum FAR allowed with incentives by district as defined in Table 4-A.

7.2.5 Reuse of Existing Buildings

PUBLIC BENEFITS

The re-use of existing buildings minimizes environmental impacts from demolition and disposal of building materials. In addition, the retention of distinctive visual architecture and architectural features sustains the public's familiarity and comfort with Downtown.

STANDARDS

A. Retention of distinctive architecture is encouraged.
B. Re-use of significant architectural features is encouraged.
C. The amount of the bonus received shall be in proportion to the amount and the architectural value of the building and building features which are retained, as determined by the review authority.

ALLOWABLE BONUS

The maximum allowable height increases available under this incentive is an increase of 2 stories or 30 feet; the maximum allowable density increase under this incentive is an additional 1.00 FAR.

7.2.6 Sustainable Design

PUBLIC BENEFITS

Buildings that are designed for sustainable performance in excess of existing Title 24 building standards help limit the environmental impacts of commercial and residential development in Downtown.

STANDARDS

To qualify for height/density bonuses under Sustainable Design, applications will require the following:

A. Developer shall post a performance bond equal to the value of the additional floor area enabled by the bonus.
B. The bond shall be released upon the building's post-construction certification as LEED Gold or Platinum by the U.S. Green Building Council.

ALLOWABLE BONUS

The maximum allowable height and density increases available under this incentive are as follows:

- LEED Gold: 2 stories or 30 feet; 1.00 FAR
- LEED Platinum: 3 stories or 45 feet; 1.50 FAR

ECONOMIC DEVELOPMENT

8

The Downtown Specific Plan promotes the economic vitality and growth of the Downtown. This chapter highlights the resources and economic development programs available to assist property owners and project managers in the successful growth of existing and emerging Glendale businesses.

8.1 ECONOMIC DEVELOPMENT POLICIES

The DSP is intended to provide for the orderly growth of the Downtown. New development in the Downtown will add to the tax base and provide new employment opportunities. Private sector investors that support the economic development objectives for the DSP can be eligible for City and Redevelopment Agency incentives. Economic development policies include:

1) Maintain Downtown Glendale's status as a healthy economic and employment center which encourages the location of the entertainment and trade industries, specialty retail, restaurant, office, hotel, and related uses for the benefit of the residents, employees, businesses, property owners, and visitors.
2) Establish land use priorities based on economic criteria.
3) Provide incentives to encourage new development/business activity and expansion.
4) Strengthen the City's economic base through retention, expansion, and attraction of key businesses.
5) Increase revenues for businesses and the City through tourism and visitor attraction programs.
6) Increase employment opportunities for Glendale residents in Glendale businesses.
7) Build long-term partnerships between businesses, business organizations, educational institutions and the City.
8) Develop funding mechanisms, where appropriate and feasible, to implement public improvements and business-improvement activities.
9) Maintain a centralized economic development and land information system, and actively promote economic development opportunities.
10) Allow mixed use development in all Downtown neighborhoods.
11) Continually monitor land use in downtown to ensure a balanced inventory of land for appropriate use designations and development incentives in strategic locations.

8.2 BUSINESS SERVICES

The following services assist in the success of Glendale businesses:

1) Business Assistance: Glendale's Economic Development staff proactively visits businesses to learn of issues that might present obstacles to their operations. Glendale has staff devoted to helping businesses solve problems whether permitting, inspection, legislative/policy or providing advice.
2) Permit Service Center: One-stop center for information and assistance with most City permits.
3) Verdugo Jobs Center: This center provides a statewide network for job placement and recruitment and workforce preparation and training programs.
4) Site Search: Economic Development staff assists businesses interested in Glendale with site search and selection.
5) Redevelopment Agency Assistance: Redevelopment Agency assistance is available to help businesses locate in Glendale. Assistance is considered on a case-by-case basis and is intended to help achieve Agency goals.
6) Façade Improvement Program: Grant program to help businesses and property owners update and improve exterior facades and signage.

IMPLEMENTATION & REVIEW

9

This chapter summarizes the development review process for projects within the Downtown Specific Plan area, and outlines additional policies and programs necessary to implement the Specific Plan.

9.1 REVIEW AUTHORITY AND PROCEDURE

Review authority and procedures follow established policy as adopted by the City of Glendale and/or the Glendale Redevelopment Agency. All discretionary applications, such as variances and use permits, shall proceed along the established administrative procedures in the Glendale Municipal Code. Planning and Development Services staff will work jointly to support applicants through the appropriate processes.

9.2 ENVIRONMENTAL REVIEW

Although a program EIR has been prepared for the Downtown Specific Plan, every new project in Downtown is subject to a project-specific environmental review as required by California Environmental Quality Act (CEQA). The environmental review procedure involves a comprehensive assessment of potential environmental effects of the project. The environmental review is conducted concurrently with the processing of the project application. Based on the scale and scope of a project, an Environmental Information Form (EIF) submittal may be required to determine the extent of environmental impact. If the Initial Study concludes that the proposed project will significantly affect the environment, then the preparation of a mitigated Negative Declaration or an Environmental Impact Report shall be necessary, dependent on the extent of the impact(s) on a project-by-project basis.

CEQA Guidelines dictate required noticing, proper circulation and public comment timeframes. The Director of Planning or the Environmental Planning Board (EPB) shall evaluate and analyze the prepared report to ascertain whether it is the appropriate environmental review. The resulting documentation shall be reviewed and certified (or adopted), with possible mitigation measures, by the Approving Body or Lead Agency.

9.3 IMPLEMENTATION PROGRAMS

To enact the Downtown Specific Plan, the City of Glendale, Glendale Redevelopment Agency, and/or Glendale Housing Authority will initiate and/or adopt the following polices or programs:

1) Adopt a comprehensive Mobility Program for the Downtown area that integrates vehicular traffic, transit service, pedestrian amenities, and parking management policies that are supportive of the DSP goal to create a multi-modal and pedestrian oriented district. The Mobility Program shall, at a minimum, include:

    a) A program for adjusting the local and regional transit services to meet the street typology outlined in the DSP;

    b) A parking management program to maximize the efficiency of Downtown public parking amenities;

    c) A capacity enhancement and freeway access improvement program for Glendale Avenue, Colorado Street, and Central Avenue, as depicted in the Appendix to this Specific Plan; and

d) A funding and implementation schedule, and appropriate environmental review under the California Environmental Quality Act, for all Mobility Program components. Subject to appropriate environmental review under the California Environmental Quality Act, a plan to implement the street capacity enhancement improvements not requiring the acquisition of rights-of-way identified in the "Mobility Study - Freeway Access and Capacity Enhancements" report submitted to the City Council on October 3, 2006, as more particularly depicted in Appendix A, shall be completed and submitted to the City Council no later than July 1, 2007, and shall target the complete of said improvements for no later than December 31, 2010.

2) Support and promote programs and projects that enhance Downtown's access via regional transit (ie: Rapid Bus, Busways, Light Rail)

3) Create a downtown streetscape plan, consistent with the Mobility Program, to guide improvements such as enhanced lighting, street landscaping, crosswalks and signage.

4) Build upon existing directional signage to create an integrated way-finding system that addresses pedestrian and vehicular orientation to particular locations within the Downtown, as well as to/from the Downtown.

5) Establish a specialized funding mechanism (such as a Downtown Improvement District) to implement a streetscape and signage plan.

6) Develop a Master Plan for the Central Park block to coordinate private and public development.

7) Develop a Master Plan for the "Perkins Plaza" or Civic Center to maximize public usage of this public open space resource.

8) Establish a funding mechanism (such as impact fees or Downtown Improvement District) to build new open space within the DSP area, and/or within walking distance of the DSP area.

9) Establish a new program, or expand an existing program (such as facade grants), to assist DSP area property owners in refurbishing privately owned but publicly accessible open space such that it can have greater public usage and benefit.

10) Continue existing programs (i.e., Glendale Urban Design Awards) that recognize design excellence in the Downtown.

11) Establish a program and funding mechanism to implement public artwork throughout the Downtown, including opportunities such as artist-designed utility infrastructure (manhole covers, electrical box covers, streetlight boxes, etc).

12) Establish a fee to fund utility improvements required by the cumulative impacts of growth in the DSP area.

13) Streamline the permit and design review processes for projects in the DSP area.

14) Designate an "Arts District" within the DSP area, with economic and/or planning incentives to encourage arts-related uses to locate in that District.

15) Establish a procedure for evaluating projects utilizing the Sustainable Design incentive.

16) Prepare a report and an ordinance proposing the transfer of review authority and responsibilities currently held by the Zoning Administrator and Board of Zoning Appeals, including but not limited to variances and conditional use permits, from such review authorities to City Council or the Redevelopment Agency.

17) Prepare implementation strategy for police fire, library services for the new residents contemplated by this Plan.

CREDITS

DOWNTOWN SPECIFIC PLAN ADVISORY GROUP

The DSP Advisory Group was convened by Planning and Development Services staff on March 27, 2006 and met an additional eight times during the drafting of the Plan. Comprised of a cross section of downtown interests (Business Owners/Representatives, Brokers/Developers/Architects, Current and Past Commissioners, and Neighborhood & Historic Associations), the Advisory Group participated in a series of staff-led workshops to "fine-tune" the DSP proposals and framework through advice, comment and criticism.

DOWNTOWN SPECIFIC PLAN ADVISORY GROUP MEMBERS

Gio Aliano
Chris Allaire
Barry Allen
Greg Astorian
Sheldon Baker
Vicki Barbieri
Himanshu Brahmbhatt
Ed Chuchla
Neils Cotter
Gary Cornell
Chris Cragnotti
Jim Darcey
Aspet Davidian
Dennis De Pietro
Herand Der Sarkissian
Richard Espiritu
Peter Fuad
Argishd Galvstian
Gary Gero
Vigen Ghazarian
Ann Gray
Razmik Grigorian
Margaret Hammond
Al Hofmann
Gary Hopkins
George Issaians
Judee Kendall
Rodney Khan
Bob Lemke
John Locascio
Paul Locker
Tony Maniscalchi
Barry McComb
Herbert Molano
Richard Nahas
Laura Olhasso
Ray Patel
Brooke Person
Lila Ramirez
Aram Sahakian
Emil Tatevosian
Judy Taylor
Jolene Taylor
John Thomas
Jerry Westgate
Arlene Vidor

CITY STAFF

James Starbird
City Manager

Planning Department

Elaine Wilkerson
Director of Planning
Hassan Haghani
Assistant Director of Planning
Alan Loomis
Principal Urban Designer
Tim Foy
Principal Planner
Vilia Zemaitaitis
Senior Planner
Jeff Hamilton
Senior Planner
Erik Krause
Senior Planner
Kristen Asp
Planner
Cindy Thomack
Historic Preservation Planner
Chris Patrouch
Moblity Planner
Jullie Kim and Lawson Chew
Interns

Development Services

Philip Lanzafame
Director of Development Services
Alex Hamilton
Senior Project Manager

Public Works Department

Stephen Zurn
Director of Public Works
Roubik Golanian
City Engineer
Jano Baghdanian
Traffic and Transportation Administrator
Tom Mitchell
Assistant Traffic and Transportation Administrator
Fred Zohrehvand
Planner

Parks, Recreation & Community Services

George Chapjian
Director of Parks, Recreation & Community Services
Eve Rappoport
Arts and Culture Program Supervisor

Community Development & Housing

Madalyn Blake
Director of Community Development & Housing
Peter Zovak
Housing Development & Preservation Administrator

City Attorney's Office

Scott Howard
City Attorney
Michael Garcia
Chief Assistant City Attorney
Gillian van Muyden
Senior Assistant City Attorney

CONSULTANTS TO THE CITY

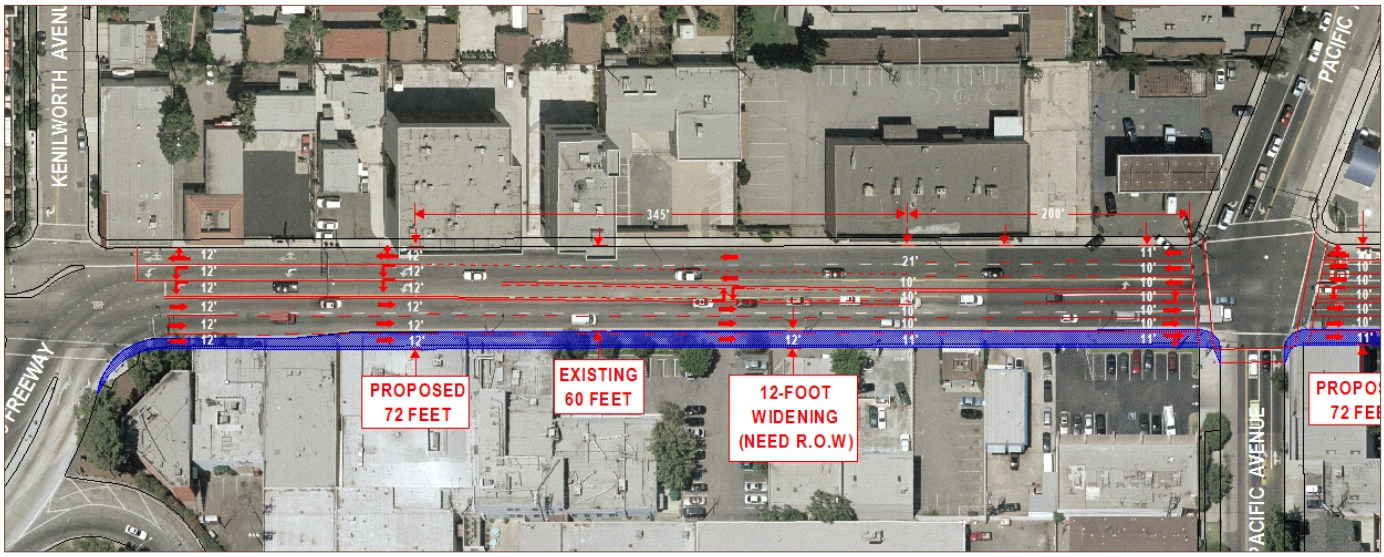
Zimmer Gunsul Frasca Partnership
Urban Design / Graphic Design
EIP Associates
Environmental Impact Report
Nelson / Nygaard Consulting Associates
Mobility
Keyser Marston Associates
Economics

APPENDIX

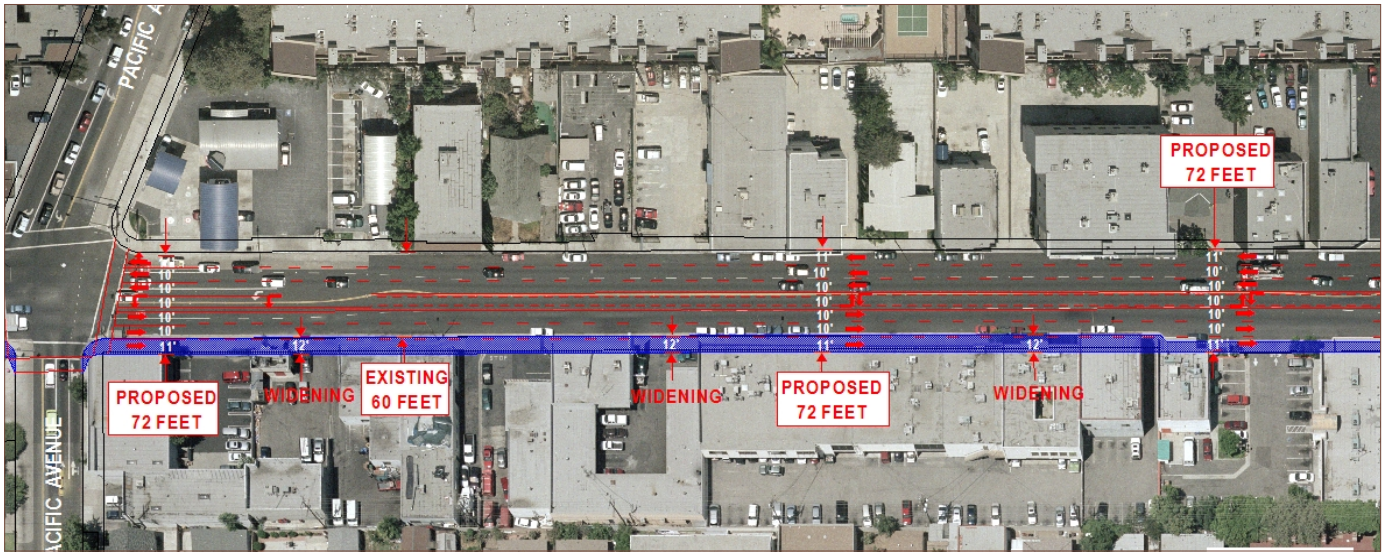
A

PROPOSED CAPACITY ENHANCEMENTS - As presented to City Council during a study session on October 3, 2006.

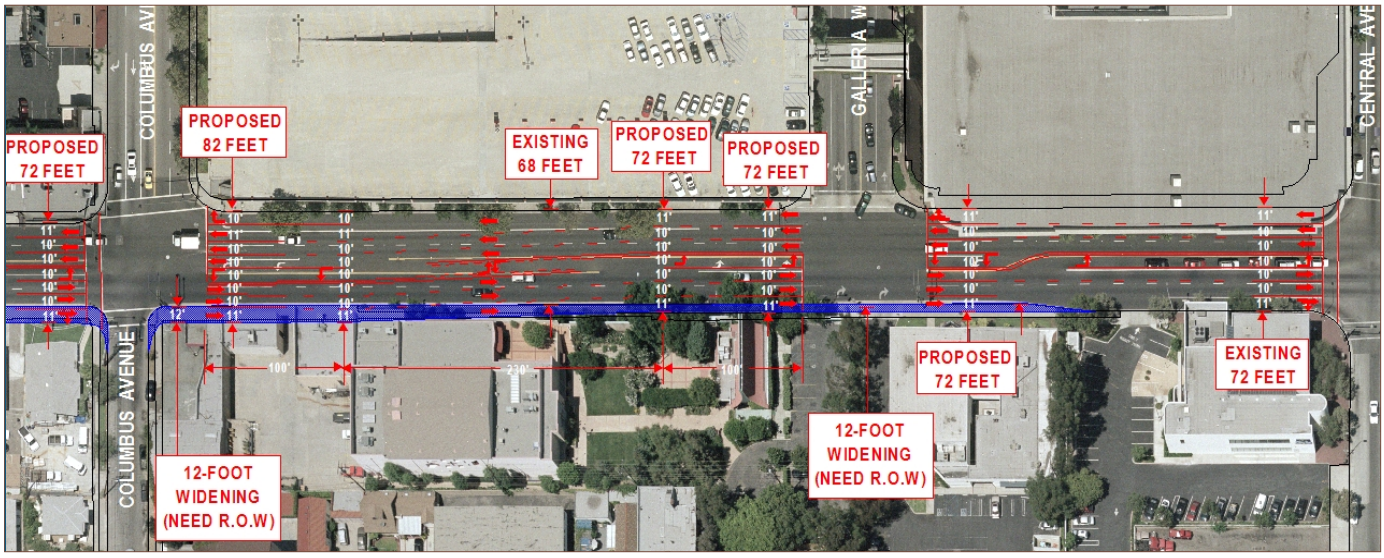
COLORADO STREET



ABOVE: West Colorado Street from Kenilworth Avenue to Pacific Avenue

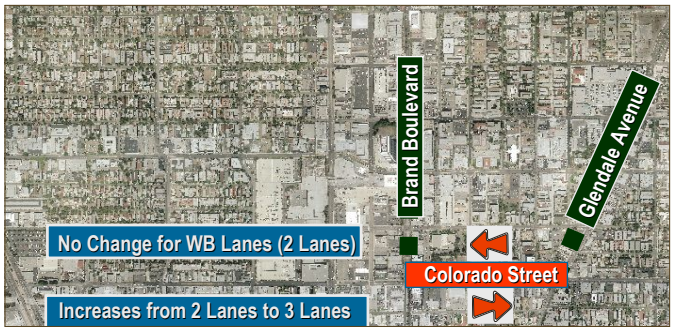


ABOVE: West Colorado Street from Pacific Avenue to Columbus Avenue

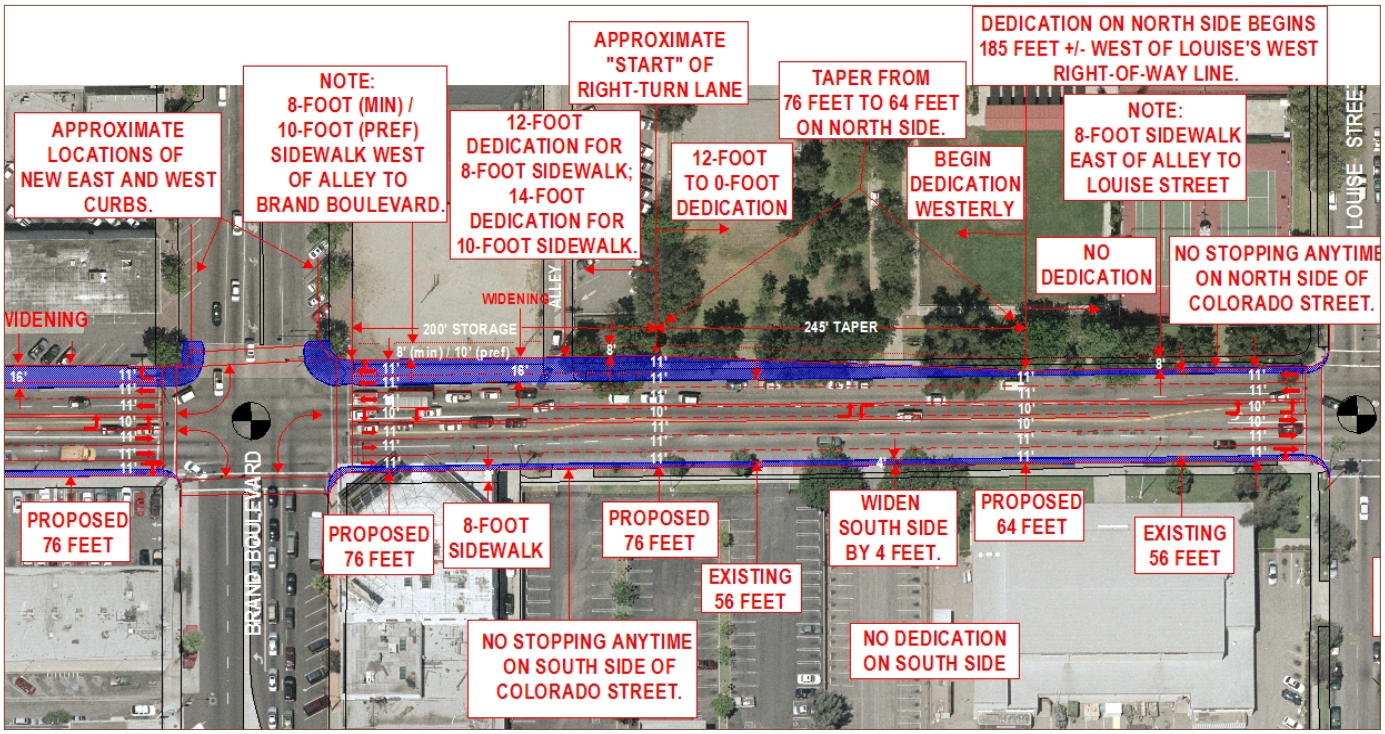


ABOVE: West Colorado Street from Columbus Avenue to Central Avenue

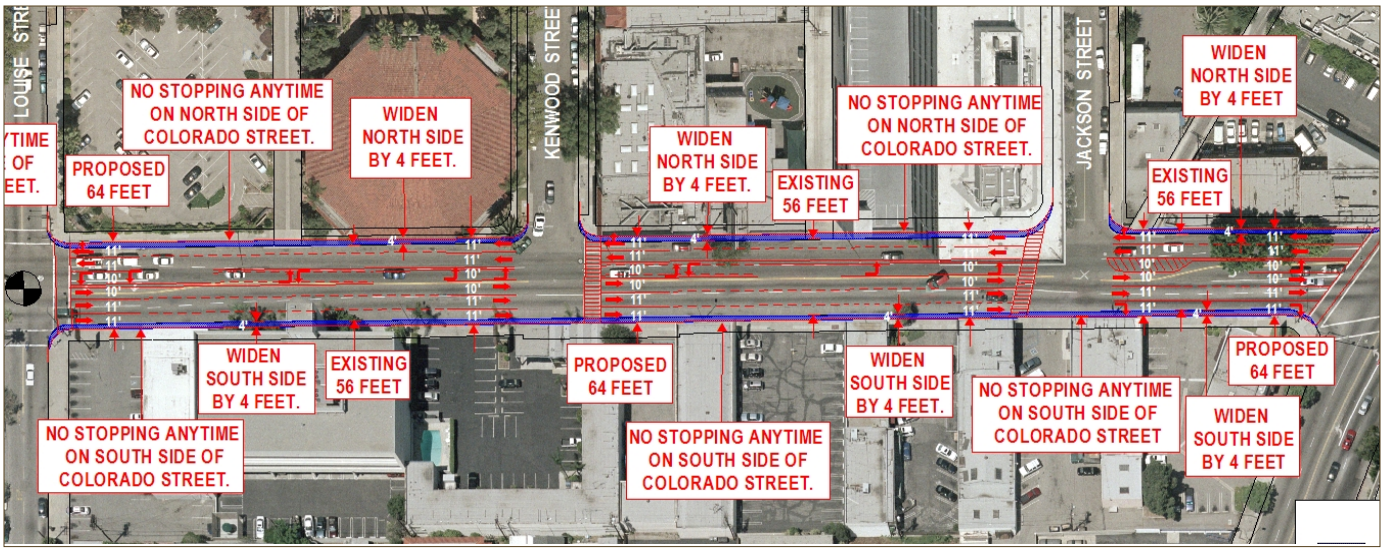
ABOVE: West Colorado Street



ABOVE: East Colorado Street



ABOVE: East Colorado Street from Brand Boulevard to Louise Street

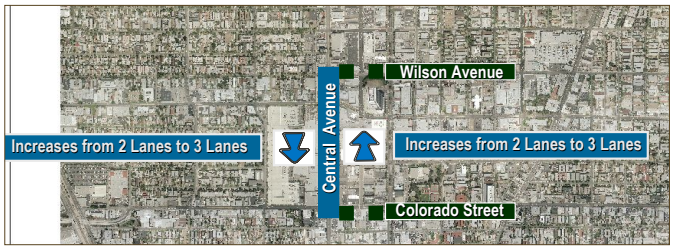


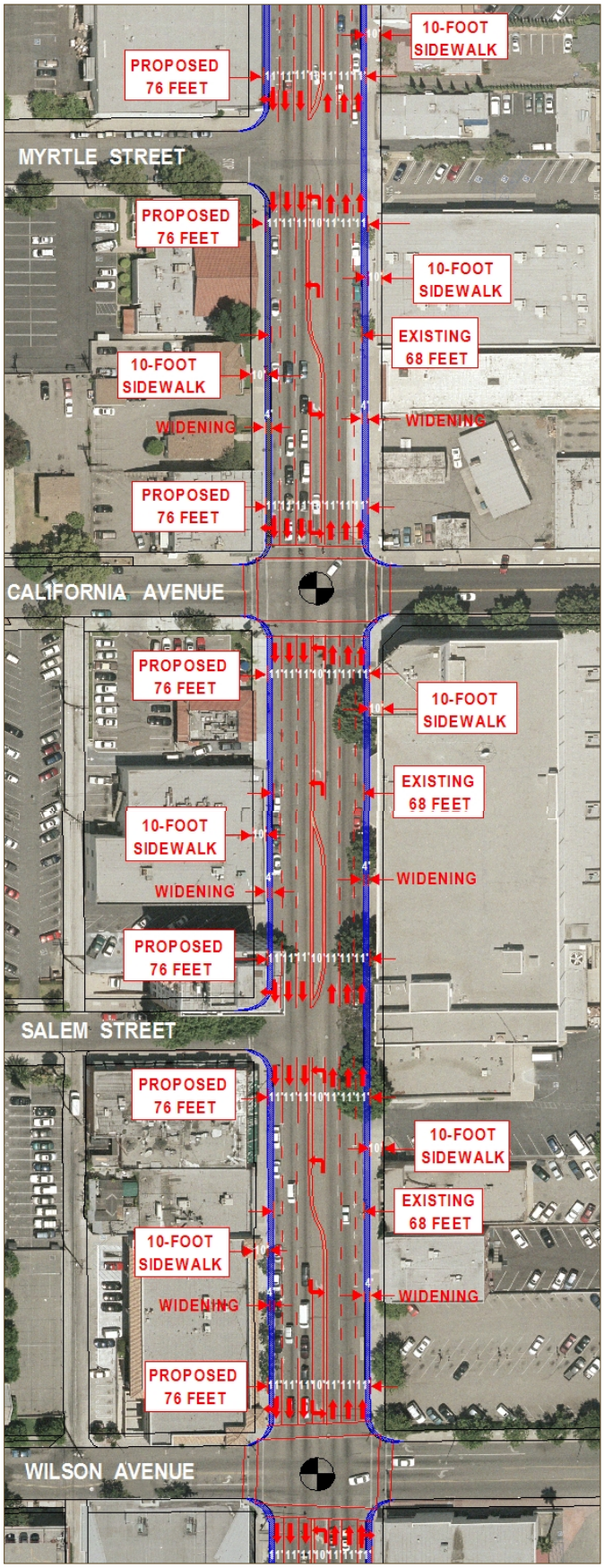
ABOVE: East Colorado Street from Louise Street to Glendale Avenue

CENTRAL AVENUE

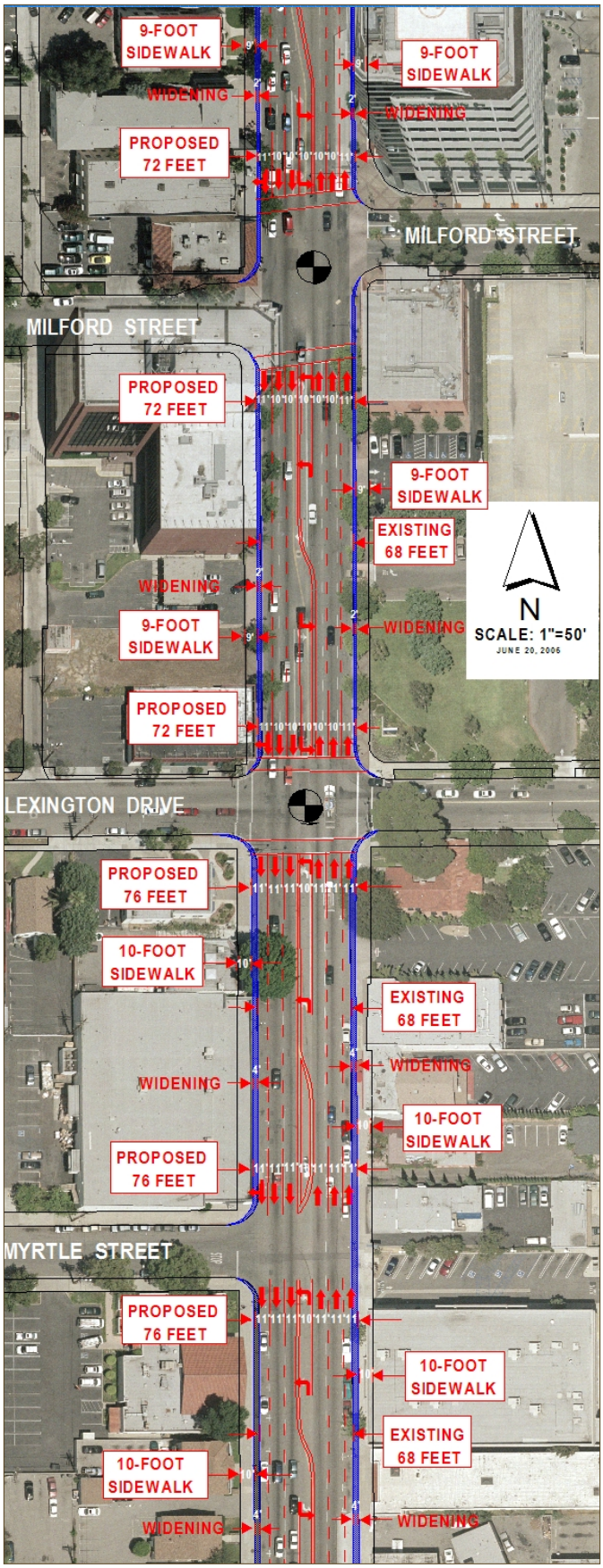
ABOVE: Additional Street Improvements

BELOW: Street Improvements Required by Americana at Brand

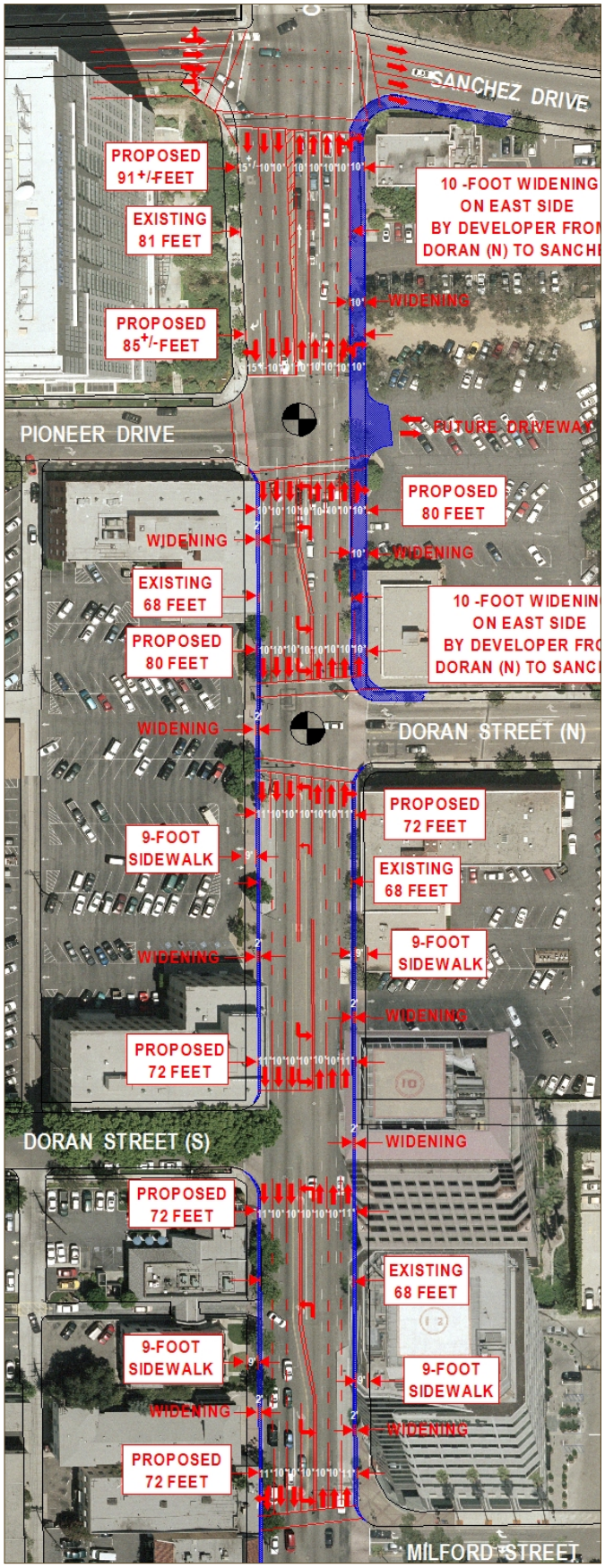




ABOVE: Central Avenue from Wilson Avenue to Myrtle Street

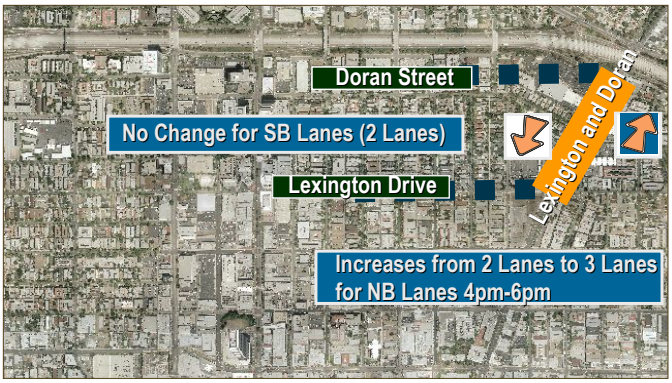


ABOVE: Central Avenue from Myrtle Street to Milford Street



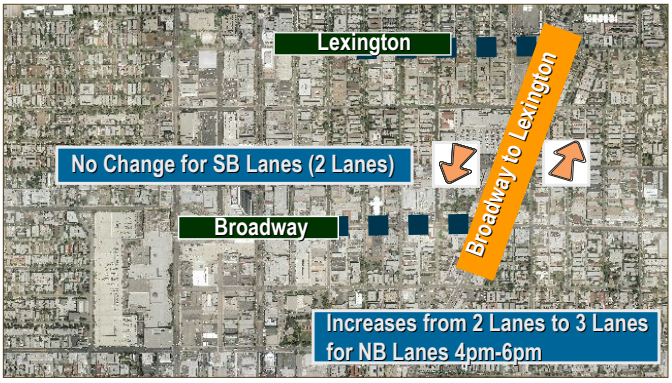
ABOVE: Central Avenue from Milford Street to Sanchez Drive / 134

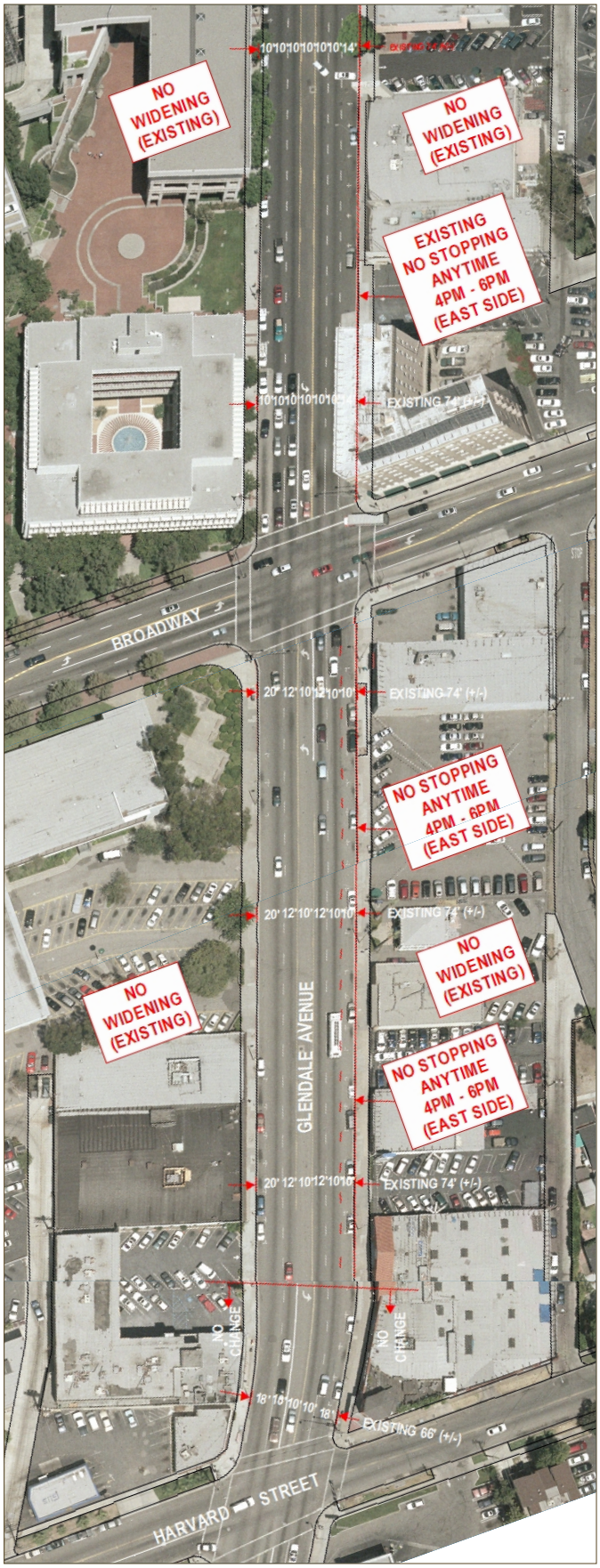
GLENDALE AVENUE



ABOVE: Glendale Avenue from Lexington to Doran / 134

BELOW: Glendale Avenue from Broadway to Lexington

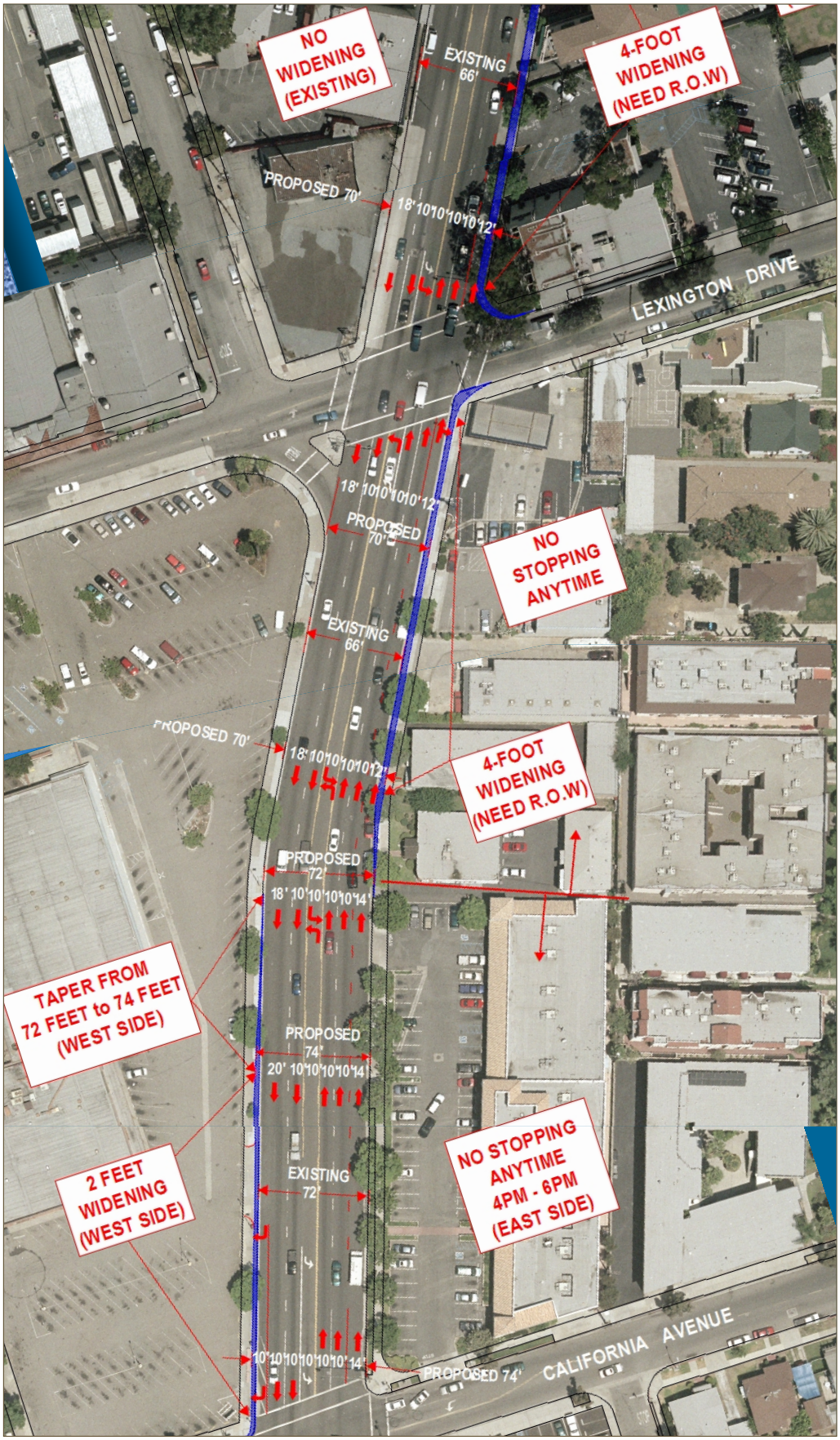




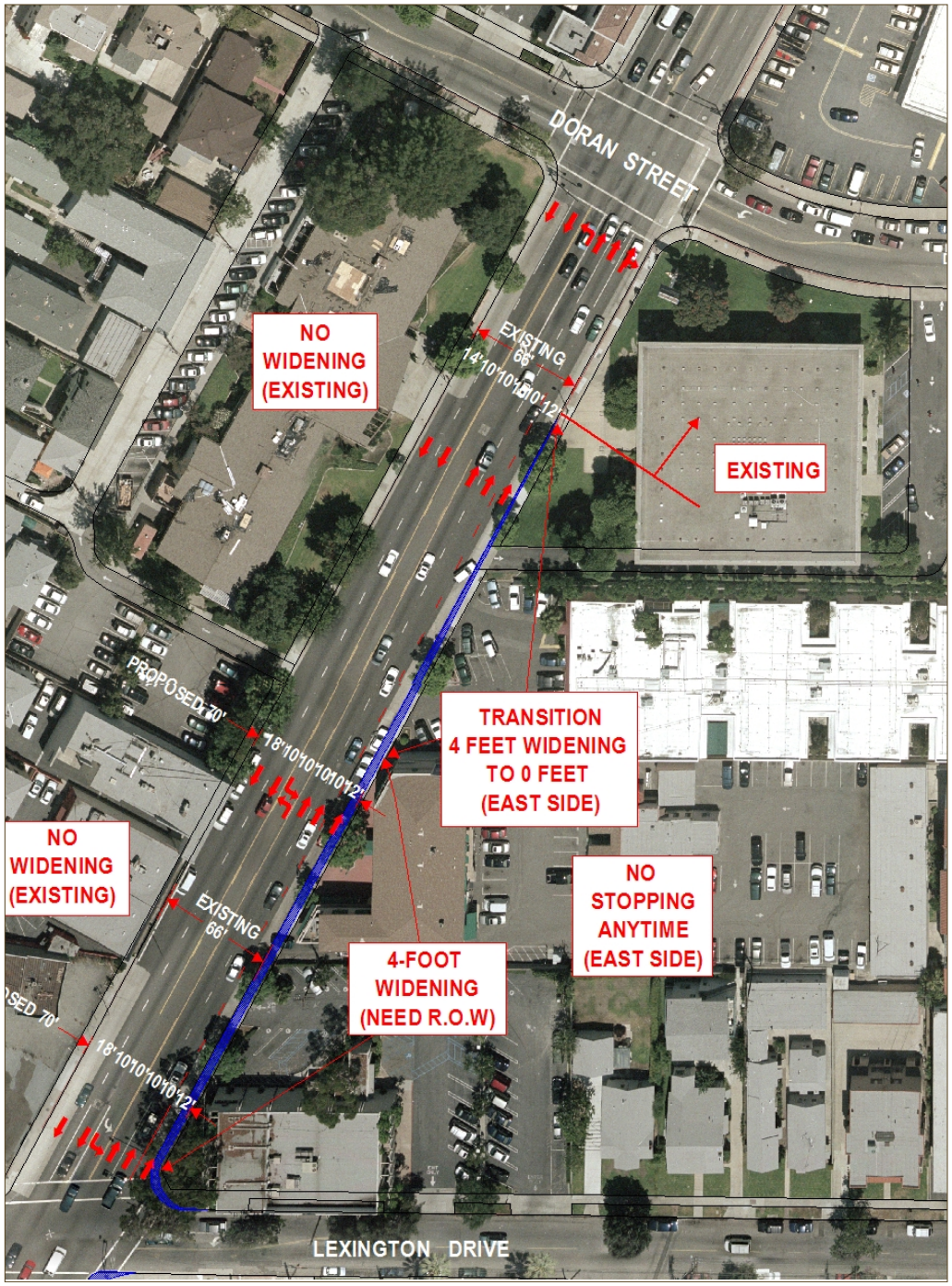
ABOVE: Glendale Avenue from Harvard Street to Civic Center

ABOVE: Glendale Avenue from Civic Center to California Avenue

GLENDALE AVENUE



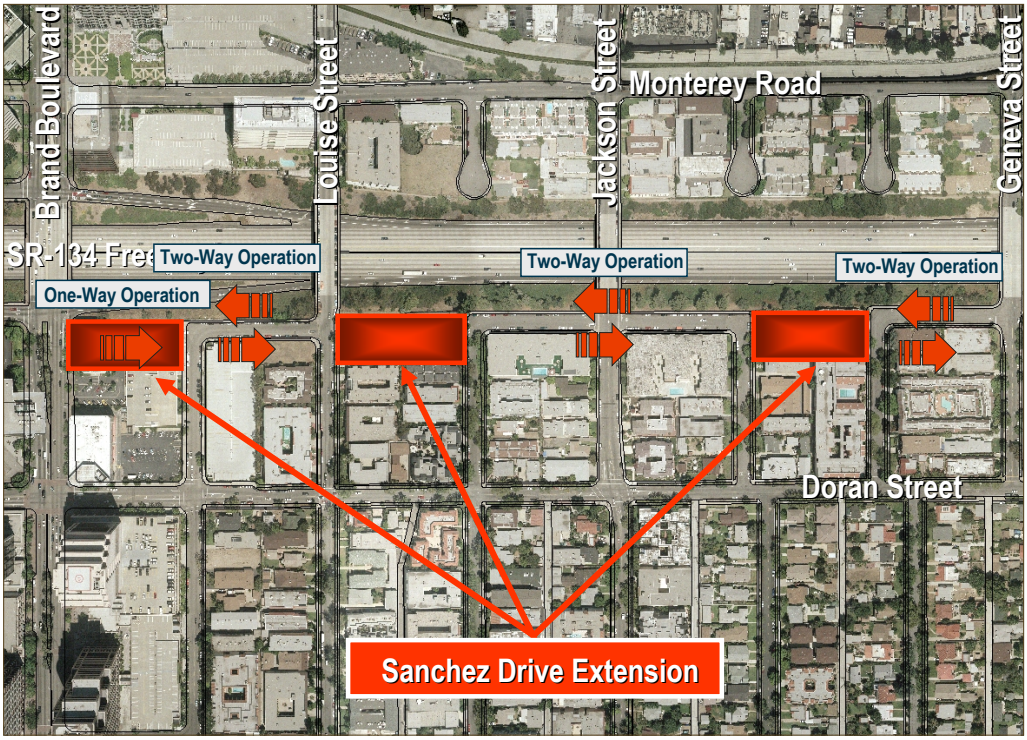
ABOVE: Glendale Avenue from California Avenue to Lexington Drive



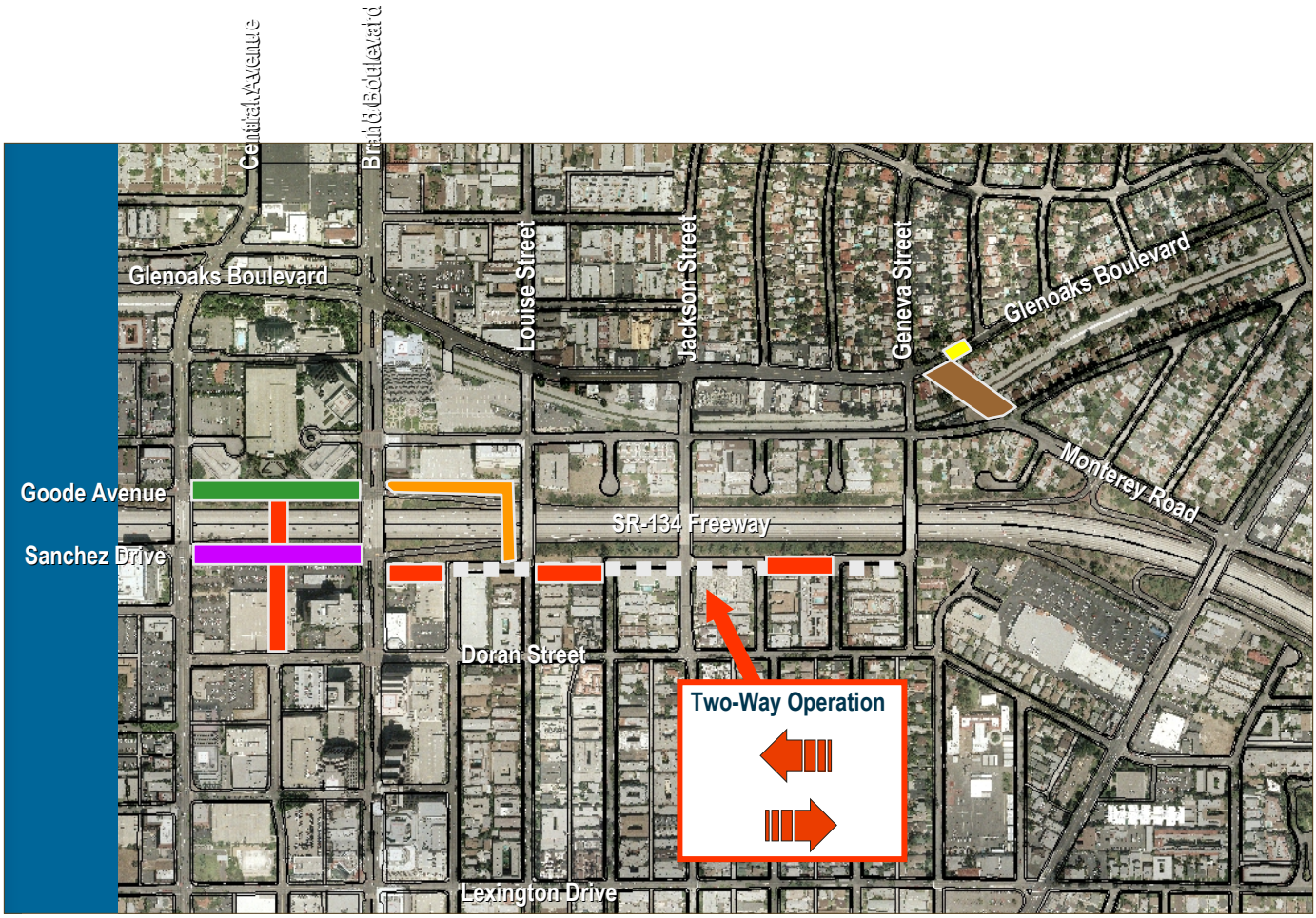
ABOVE: Glendale Avenue from Lexington Drive to Doran Street

134 FREEWAY FRONTAGE ROADS

ABOVE: Orange Street Extension to Goode Avenue



ABOVE: Sanchez Drive Extension (Two-way) to Geneva Street



ABOVE: Cumulative with Sanchez Drive Two-Way to Geneva Street

ADVANTAGES AND DISADVANTAGES OF ONE-WAY STREET OPERATIONS

Advantages

- Increase in capacity
- Reduction in conflicting traffic movements
- Increased safety
- Enhanced timing of traffic signals
- Possibility attract / divert traffic from parallel two-way streets
- Maximize on-street parking
- Increased average travel speed on arterial streets
- Improved traffic operation
- Positive impact on most businesses

The Zoning Ordinance of the City of Glendale, Title 30 of the Glendale Municipal Code, is incorporated here by reference, and is available online at http://qcodes.us/codes/glendale/

Revised 27 September 2017

South Glendale Community Plan EIR Technical Appendix: Methodologies for Buildout/Growth Projections SGCP Transportation Demand Management & GHG/VMT reduction strategies; Condominium Aggregation GIS Methodology (Addressing Parcel Stacks)

Introduction

Buildout projections for the South Glendale Community Plan used observed growth within and outside the Downtown to determine "No Project"/background growth with a 2040 horizon year, and to recommend and anticipate specific change and policies by planning area. All projections were calculated in a spreadsheet using existing conditions data and historic growth rates (and proposed growth rates in project scenarios); and then calibrated based on under-capacity or likely redevelopment sites at existing (No Project scenario) or proposed allowable densities using ArcGIS desktop software. While baseline numbers are considered exact, forecasted totals are approximate due to rounding errors and variations in projected vs. actual acreages of these likely redevelopment sites. This approach provides for more accurate traffic modeling, as the model's Transportation Analysis Zones generally do not align with planning area boundaries but do generally conform to street centerlines or parcel lines. Growth projections were not simply added to existing figures; instead, in all scenarios, existing uses on likely development sites were assumed to be replaced completely with whatever growth was calculated for those sites. Note: the purpose of identifying likely redevelopment sites is solely to affirm project assumptions and to calculate likely buildout under project scenarios at a parcel level, and NOT to permit redevelopment of any particular site with any specified project or intensity at any time.

No Project/Background Residential Growth

In order to determine natural "background" growth in Glendale, staff calculated development between 2000 and 2015 using Metro Congestion Mitigation Program (CMP) Local Implementation Reports for citywide historical rates of change, and used Design Review Board agendas and minutes to isolate commercial projects built in the East Colorado commercial corridor in the same period, the latter meant to provide study period growth rates for what staff considered a typical South Glendale commercial corridor. The CMP reports detail net development (units/square feet added and subtracted) based on building permits. The 15-year study period was set to capture development activity before, during, and following the "Great Recession" period. The formula (([Year 2015 figure]/[Year 2000 figure])^(1/15))-1 provided a historical compound annual growth rate (HCAGR) for each land use type in the CMP reports, which were grouped and analyzed in accordance with the schema in our Travel Demand Model. The HCAGR derived from 15 years of growth in each CMP land use was used to determine 2040 buildout totals by land use using the following formula: [2040 value]=[2016 value]*(1+HCAGR)^24.

Setting the Vision by Planning Area - Maintain/Enhance/Transform

Between 2005 and 2015, about 47 of the roughly 251 acres in the Downtown Specific Plan area were redeveloped (19 percent); assuming this growth was evenly distributed over 10 years, that's 4.72 acres/year, or roughly 113 acres if multiplied over 24 years (45 percent of 251). This relatively intense growth observed in the Downtown is understood to have been due to a unique confluence of factors, including pent-up market demand, delays in project financing, and the economic downturn of the last decade. Even assuming similar allowable densities; parking requirements; and development incentives as seen in Downtown Glendale, this performance is unlikely to continue in the Downtown or be repeated elsewhere in Glendale.

Given the unique circumstances that led to the considerable growth in Downtown Glendale, change in South Glendale's Transform corridors/centers is assumed to occur at no more than half the rate seen in Downtown Glendale under "normal" economic conditions; further, at its highest proposed densities, the South Glendale Community Plan allows for considerably less intense development than much of the Downtown Specific Plan.

Therefore, future development in South Glendale was forecast using three basic growth categories based on observed DSP growth: Transform (22.5% land area – half of DSP's 45 percent); Enhance (11% land area, roughly ¼ of 45 percent); and Maintain (continued growth as observed).

"Transform" (22.5% land redevelopment) is intended to enable wholesale transformation of planning areas as in the DSP through similar development incentives and parking policies, though with considerably lower maximum allowable densities than in Downtown. Transformative change is encouraged and accommodated along mixed-use transit corridors through the provision of catalytic high-quality rail, streetcar, and/or bus rapid transit service.

"Enhance" (11% land redevelopment) was assigned to neighborhoods poised for moderate growth to realize this through targeted public investment in streetscape and beautification projects, as well as through streamlining development of mixed-use projects, generally at lower allowable densities than in Transform areas.

"Maintain" (continued growth as observed) policies apply to South Glendale's stable mixed-residential and commercial neighborhoods, and are intended to maintain the neighborhoods physically while accommodating continued straight-line residential growth at the same very low levels observed between 2000 and 2015, or typical commercial development as observed in the East Colorado commercial corridor during the same period, depending on the character of the neighborhood (commercial vs. residential).

Checking Assumptions through Underdeveloped or Likely Redevelopment Sites

In order to calibrate these assumptions, project staff worked with colleagues from the Planning Division and from the City's Economic Development team to identify sites where the development community has expressed interest, or where the City desires to see property redeveloped in pursuit of the goals of the South Glendale Community Plan. An example of the latter would be a large underutilized site at an intersection critical to achieving the project goals. The proportion of land area determined to be underdeveloped or likely redevelopment sites was compared against the proposed growth rates, based on which some areas were re-categorized to a greater or less-transformative category.

In some cases, the acreage of likely redevelopment sites in a particular planning area may fall below or above its category assumption. For example, "Enhance" area Y assumes 11% of land area will redevelop, but only 10% or as much as 12 or 13% is actually identified – not exactly 11%, though not different enough to justify re-classing as "Transform" or "Maintain."

Projecting Future Growth by Land Use

Quantities of dwelling units or square feet by land use was taken from the 2016 land use database, which were then regrouped based on land use categories in the CMP reports, and then to which observed CMP growth rates were applied by land use. Example of calculating "Alternative 3 2040" growth in Entertainment:

	Entertainment (SF)	**Notes**
Baseline 2016	412,260	This is the total square footage for this land use citywide in 2016
Historical Compound Annual Growth Rate	0.3%	This is the observed annual growth rate for this land use based on 15 years of CMP reports
Projected Background Growth	30,763	This is the resulting difference in future value after applying the 0.3% HCAGR for this land use to the baseline value over 24 years
Reasonably Foreseeable Development	93,236	This is the amount of new "entertainment" use floor area in the development pipeline at the time of the Notice of Preparation
Alternative 3 Buildout	0	This is the total amount of new "entertainment" development calculated under the SGCP's Alternative 3 growth scenarios
Alternative 3 Projected Total 2040	536,259	This is the sum of the previous figures
Alternative 3 Actual Total	426,863	This is the Projected total once applied to likely redevelopment sites – that is, under Glendale's current development standards, this is how

		much of the 536,259 could actually be built based on how much land is identified as available in the GIS

No Project/Future Baseline 2040

In the example above, the figure of 412,260 + 30,763 + 93,236 equals citywide background growth of this land use type between 2016 and 2040, with or without the South Glendale Community Plan. The Alternative 3 Buildout line introduces quantities of new land use projected with the SGCP under the Alternative 3 growth scenario, as discussed in the "Summer 2016 South Glendale Community Plan Buildout" section below.

The "No Project" alternative to the South Glendale Community Plan and the Future Baseline 2040 dataset for the citywide Travel Demand Forecasting Model are based on the following assumptions over the project's 24-year horizon:

- Existing conditions as of the Notice of Preparation; plus
- Reasonably foreseeable development as identified by Planning and Economic Development staff:
    - Entitled or under construction planning applications and Downtown "Pipeline Projects" as of the Notice of Preparation; plus
    - Remaining residential capacity in DSP EIR (838 dwelling units), allocated as 660 MFU and 178 projected Condominium units per historic growth rates to staff-identified underdeveloped sites or sites of market interest using "A Sites"/"B Sites" logic from DSP EIR (TAZ 46, 414, 421, 424, 428, 431, 435); plus
    - Straight-line growth based on historical rates of change (varies by use) for reported building permits in Congestion Management Program (CMP), allocated in consultation with Current Planning staff to Transportation Analysis Zones as follows:
        - Single Family Dwelling: 7, 59, 248, 477, 521, 543, 554, 572
        - Personal Services: 27, 50, 115, 112, 228, 246, 281, 300, 339
        - Medical Office: 579
        - Government Office: 152
        - Religious: 183
        - Public Safety: 562
        - Industrial: 101, 110
        - Utility: 259
        - Religious School: 162
        - Auto Services: 167
        - Auto Repair: 167
        - Auto Dealership: 170
        - Train Station: 86; plus
    - Grand Central Creative Campus build out as described in *Grand Central Creative Campus Draft Subsequent Environmental Impact Report* (2000), Appendix B and Appendix K. Office equivalent gross square feet and office equivalent conversion factors as described in Appendix B applied to all proposed uses not yet built, and apportioned to area TAZs per Infrastructure Threshold Improvement Program Development Scenario; plus
- School Enrollment = [baseline K8SCHOOL]+((new HHs/16)*18%) or [baseline HIGHSCH]+((new HHs/13)*18%). Factor of 0.18 new students per new household based on conversation with GUSD enrollment projection consultant Bruce Terry at DecisionInsite, 4/19/2016.
- A survey of projects outside of the DSP that had earned a density bonus pursuant to SB 1818 determined that 17 percent additional units, affordable and market rate, had been enabled and built beyond those

allowed by-right. This assumption was rounded to 20 percent and applied to the background growth build out subtotals for multifamily units.

Summer 2016 South Glendale Community Plan Buildout

1. Total buildable land within a floor area * area growth rate = likely redevelopment acreage (LRA).
2. Most planning areas, all alternatives:
    a. LRA * Max DU/AC under proposed zoning = MFU buildout; (LRA * 43560 sf)*30% = Retail buildout. 30% represented maximum assumed lot coverage based on a survey of mixed-use development projects in Glendale since 2006.
    b. Downtown buildout locations and densities determined by likely redevelopment sites per Staff; applicable maximum densities based on SB1818 table in DSP Incentives chapter.
3. Transit gateway planning areas (Pacific Edison center, Pacific Avenue Gateway, Verdugo Road), Alternative 3:
    a. Additional LRA between Enhance and Transform growth rates is assumed to be medical office, given market trends in Glendale and a policy focus in the South Glendale Community Plan on encouraging medical and related uses, particularly around high-quality transit stops and existing hospitals.
    b. Medical Office typology assumptions in Alternative 3: subject to mixed use setback requirements of 5 feet interior and rear, 0 feet streetside (equals 69% of Gross Lot Area); subject to mixed use 10% open space requirement; subject to mixed use 3-story height limit. Therefore:
        i. ((Lot Size)- 10% open space)*3)*64% [((Lot Size) – (10% Open Space) - (Setbacks)) * (3 Stories))]*64% mean building efficiency ratio for 3+ stories = TOD Medical Office Project.
4. Non-Tropico TOD areas, Alternatives 2 and 3:
    a. Multifamily housing apportioned to under-capacity lots identified in “Widows and Orphans” analyses presented to City Council at SGCP workshops, July-August 2016; lots selected: non-religious parcels, 5500 sq. ft. or greater in area, contiguous with one or more other parcels; which under the Project/Alt 3 scenario, would have the greatest difference in DUs relative to the No Project 2040 scenario, to the projected buildout number. (That is, differences, sorted in descending order, summed, until the target projection number is reached. Ex: 10 units projected for the planning area; when likely redevelopment sites are sorted in descending order of difference between NP and P [representing the greatest development potential and therefore likelihood of redevelopment], the sum of future potential units count equals 10 – projected units are therefore apportioned to those parcels.)
5. Likely redevelopment sites were determined by Planning, Economic Development, and Urban Design staff based on developer interest as well as City desire for redevelopment based on economic development and Community Plan goals.
6. MFU and Retail buildout replaced existing uses where likely redevelopment sites weren’t assigned pipeline or background growth for No Project
7. Based on historic development patterns, mixed-use projects in Glendale generally consist of a single floor of retail or personal services, with the maximum allowable residential density above; Proposed Plan buildout projections assume that this development trend will continue in mixed-use zones.