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

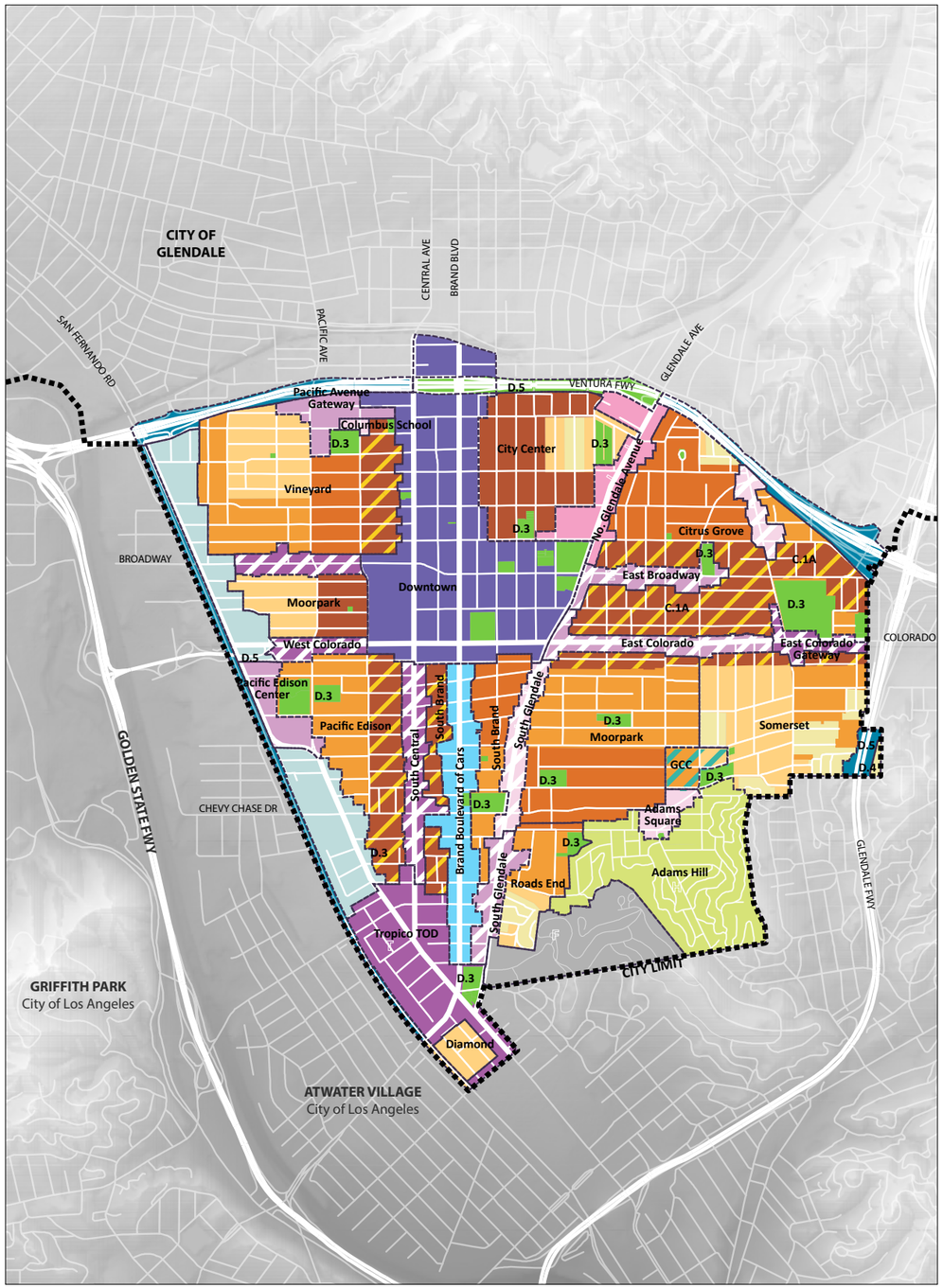
A. Centers
- A.1 Downtown
- A.2 Urban Center
  - A.2a Tropico TOD
- A.3 Town Center
  - A.3a Pacific Avenue Gateway
  - A.3b Pacific Edison
- A.4 Village Center
  - A.4a Adams Square
  - A.4b Columbus School

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

Chapter 4 Introduction and Development Groups



4A Centers

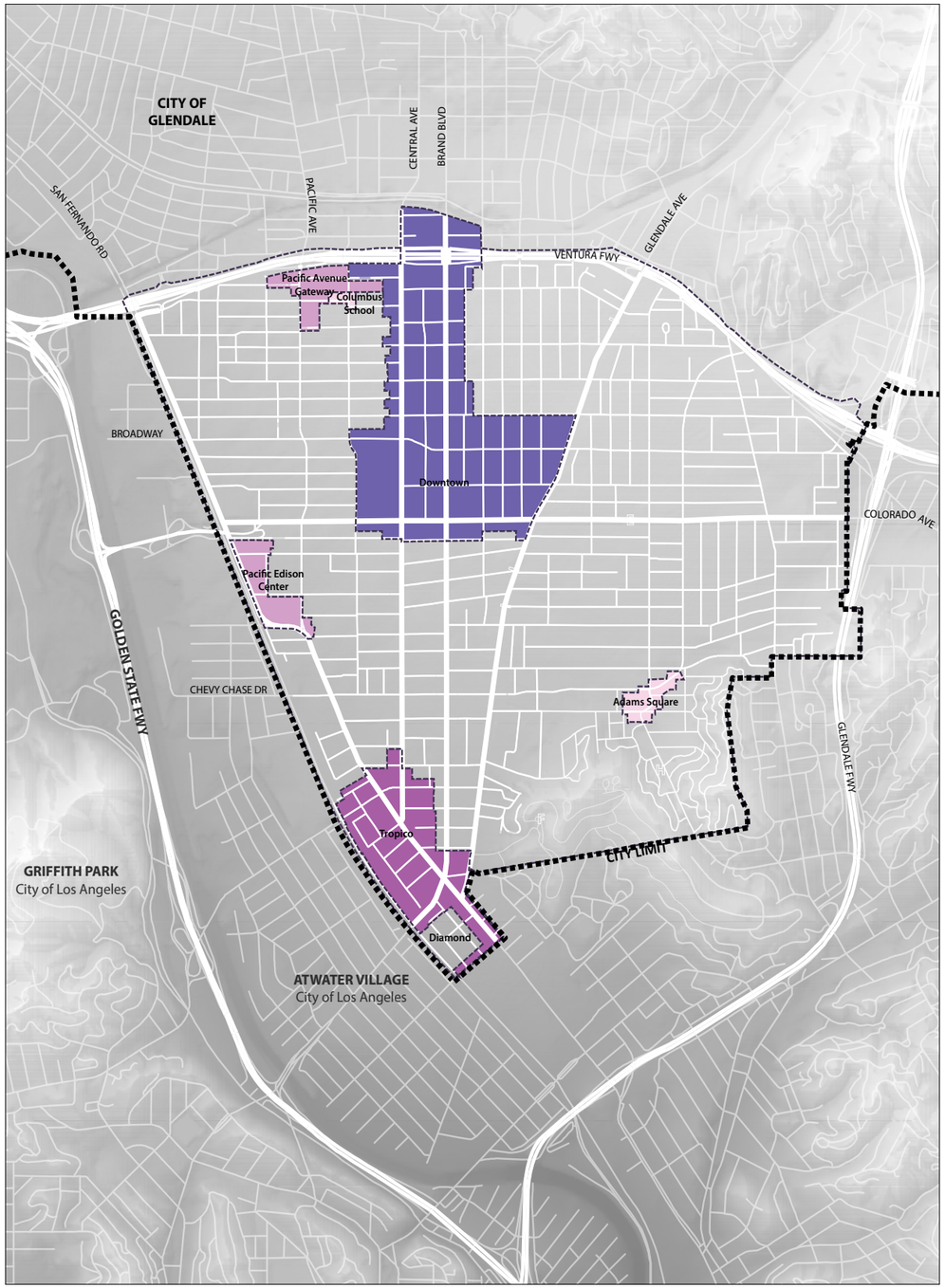
Glendale recognizes four types of centers, ranging from high density Downtown to lower density neighborhood-based Village Centers. Centers are areas with concentrated development which may be organized around a centralized mixed-use location, or clustered around a single major use such as a hospital 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


3


4


6

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.


7

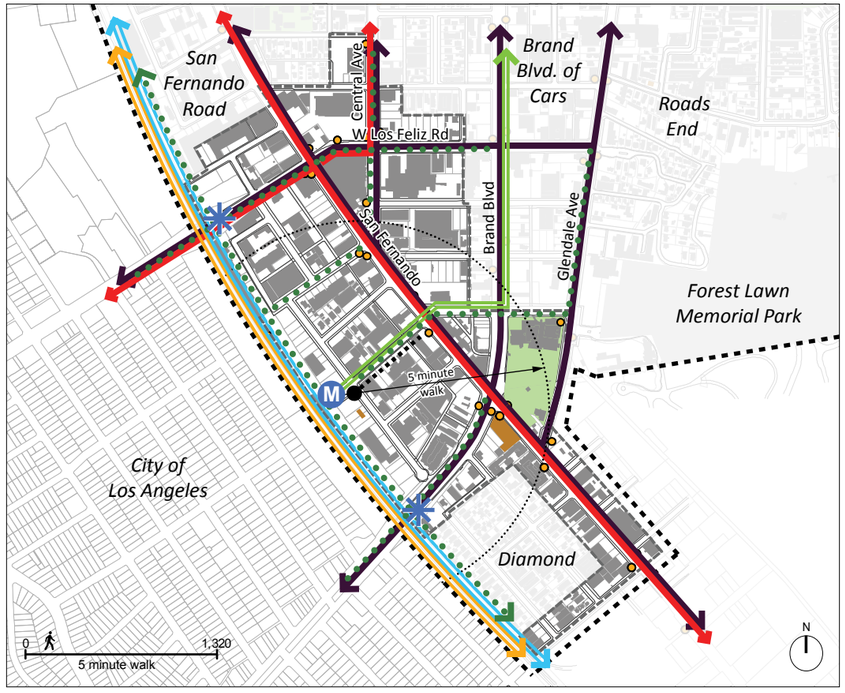

9


11

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.



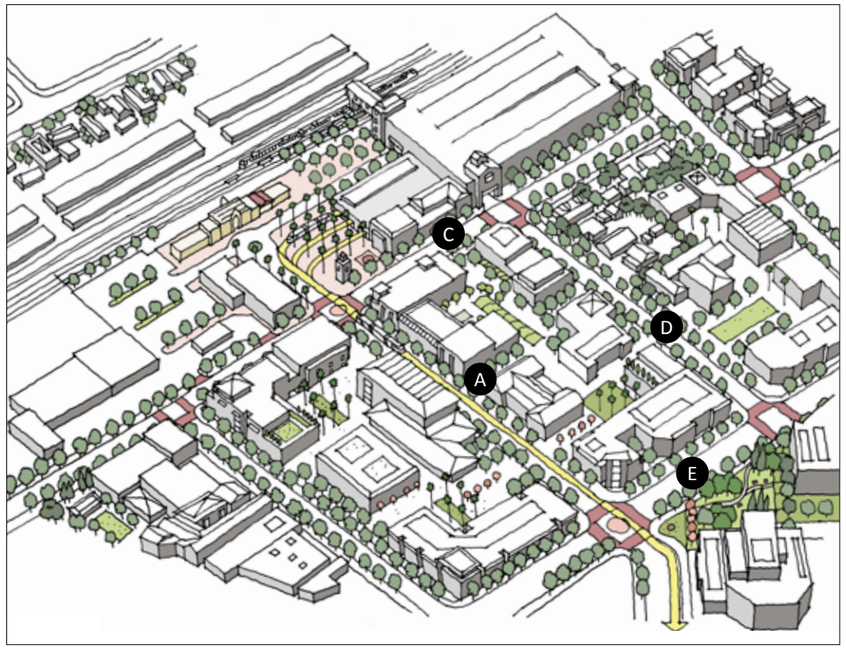
Vision

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.

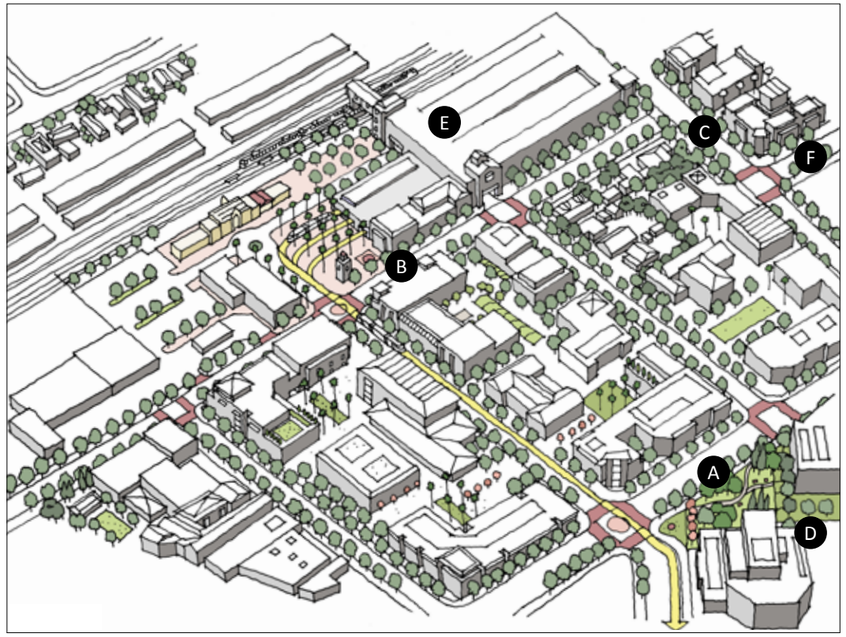
E. Unifying Landscape and Public Art

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.

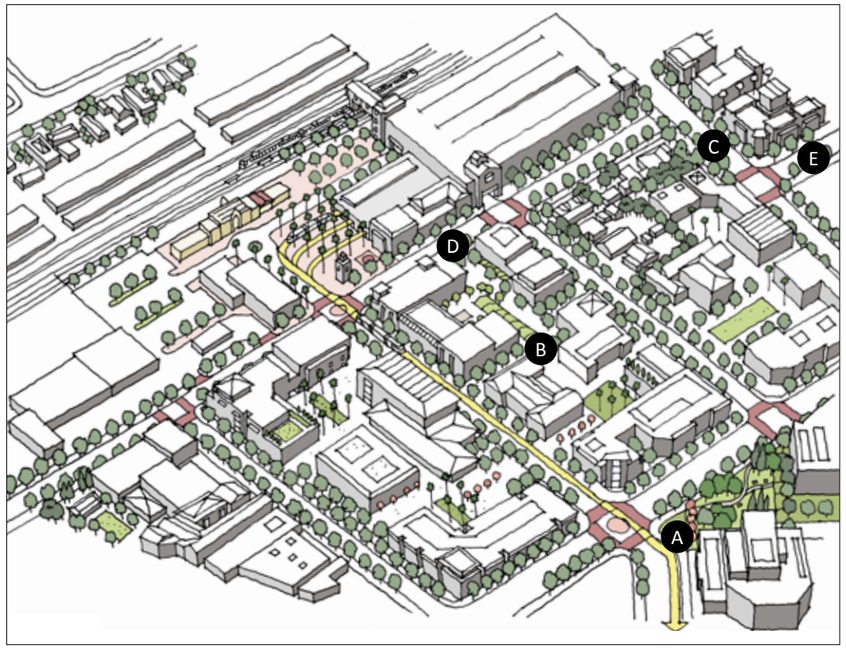
E. Parking Structure Integration and Access

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.

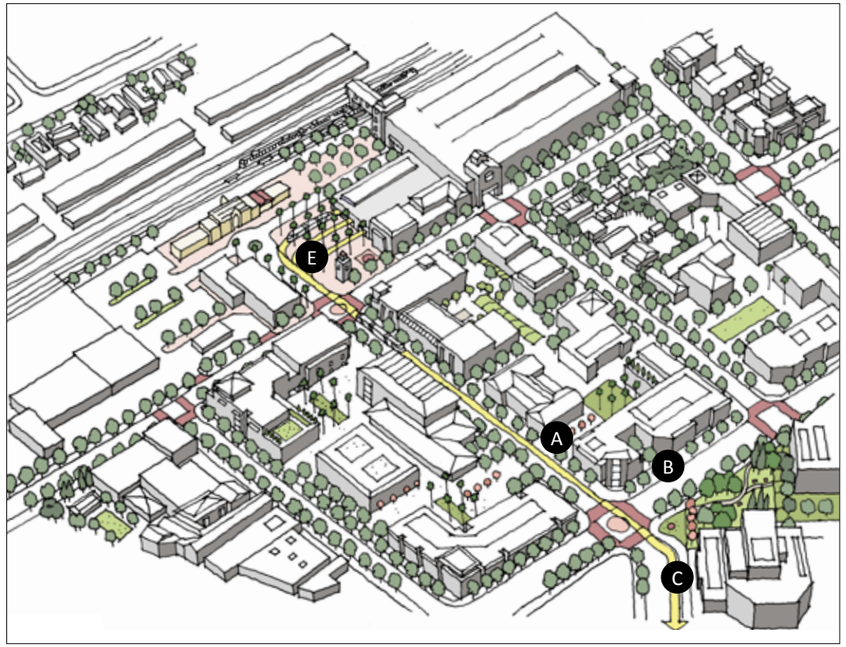
E. Add Building Breaks to Reduce Mass

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.

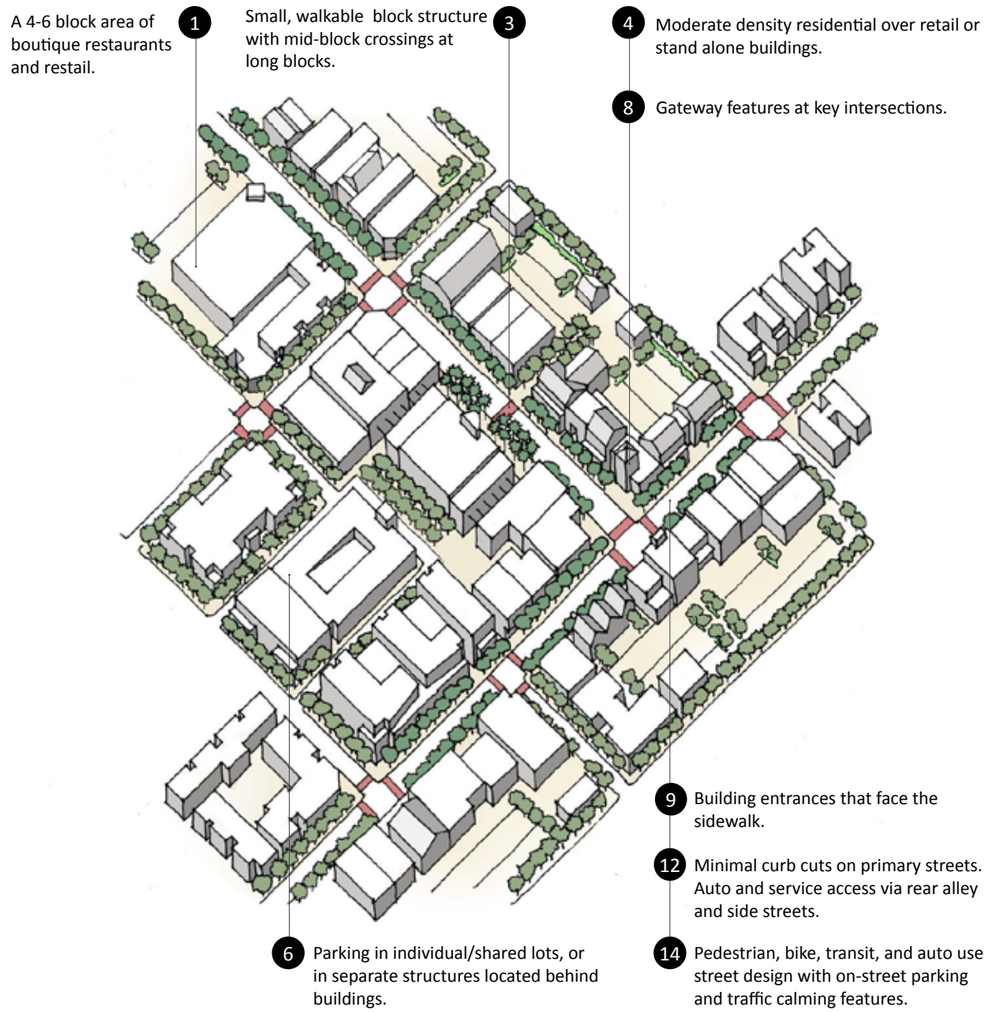
4A.3 Town Center

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:

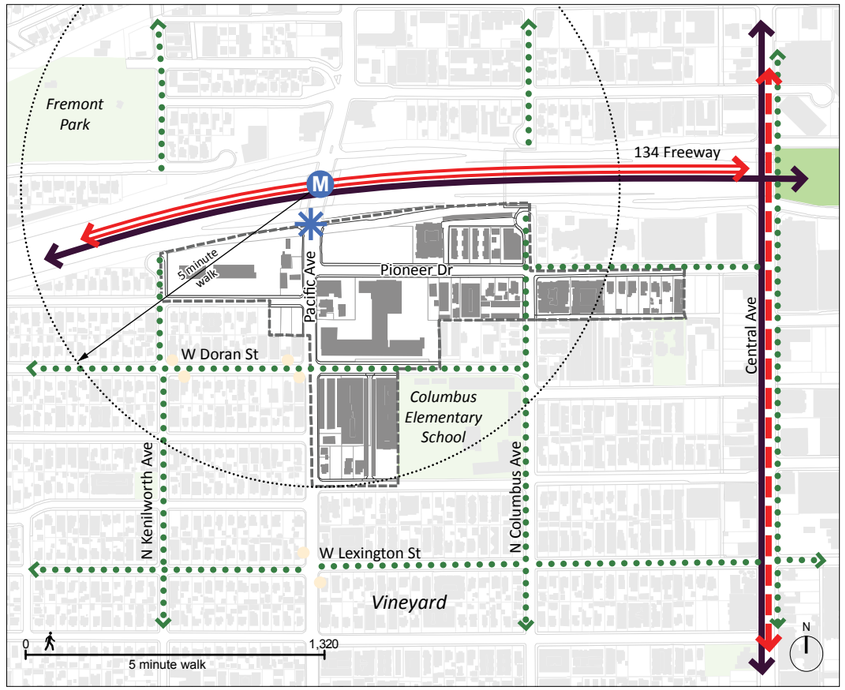
1. A 4 to 6 block area of boutique restaurants and retail.
2. 2- to 4-story buildings that define the street edge with fine grain massing and facade articulation.
3. Small, walkable block structure with mid-block crossings at long blocks.
4. Moderate density residential over retail or stand alone buildings.
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.



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: 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.

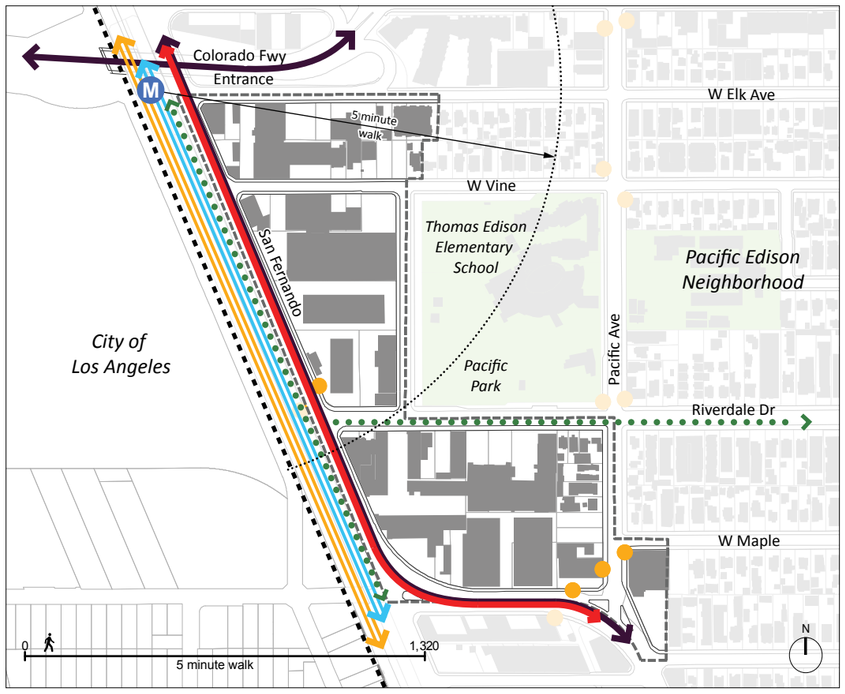
Existing Condition: View along Pacific Avenue looking north from Doran Street.

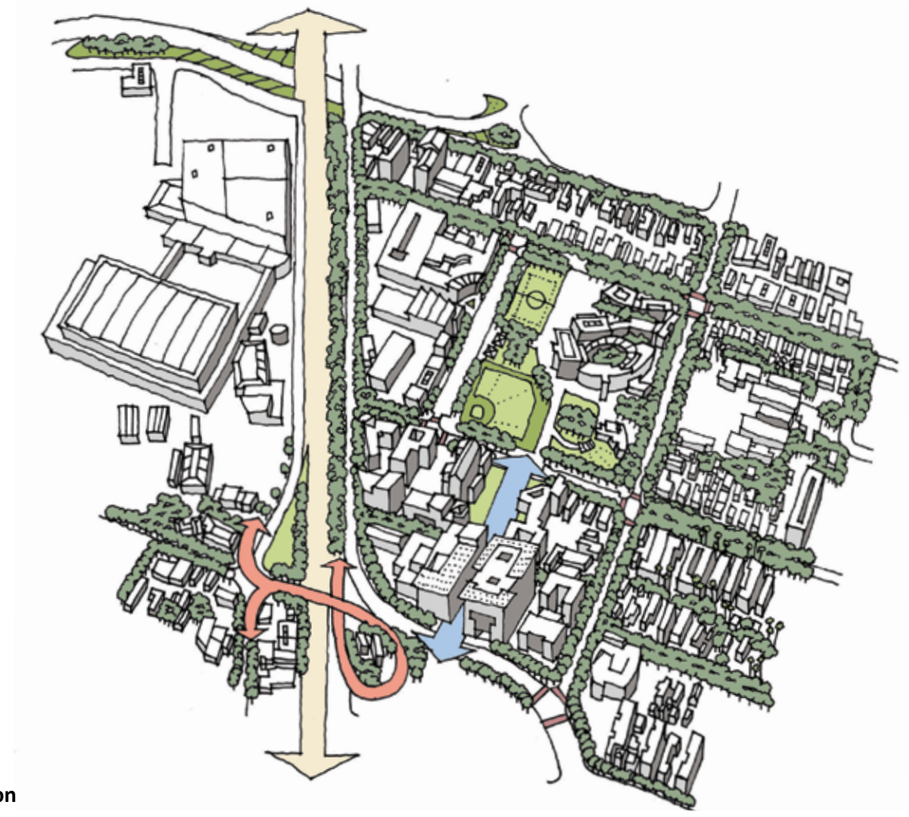
4A.3b Pacific Edison Center

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.

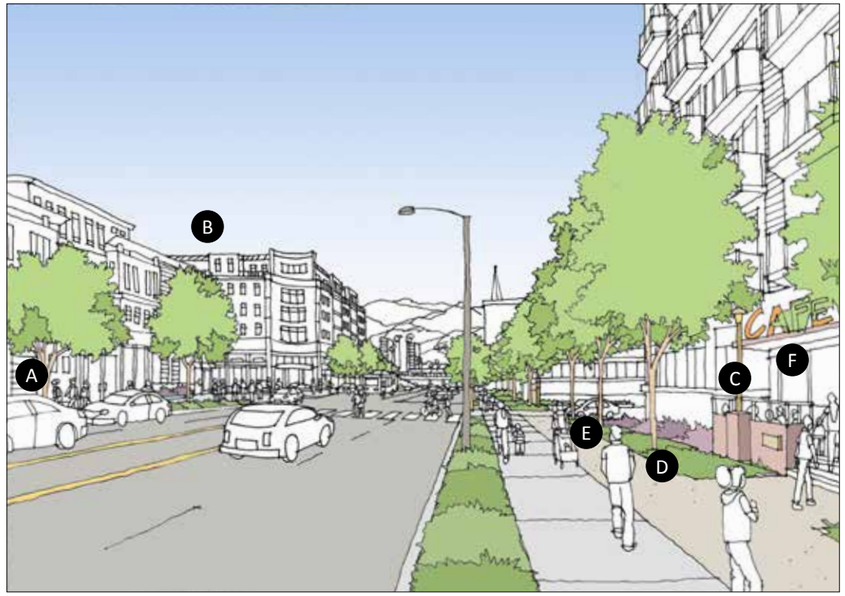
E. Vary Heights

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

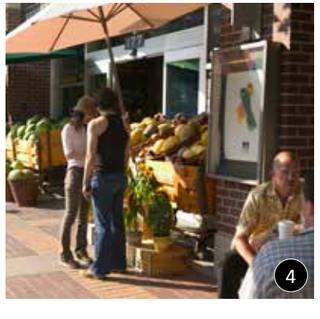
Dumpsters, utilities and other services should be screened from the view of the street, on-site pedestrian paths, parking lots, and common open spaces with attractive enclosures, fences, walls, and landscaping. Surface parking should be planted with drought-tolerant landscaping and canopy trees and should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

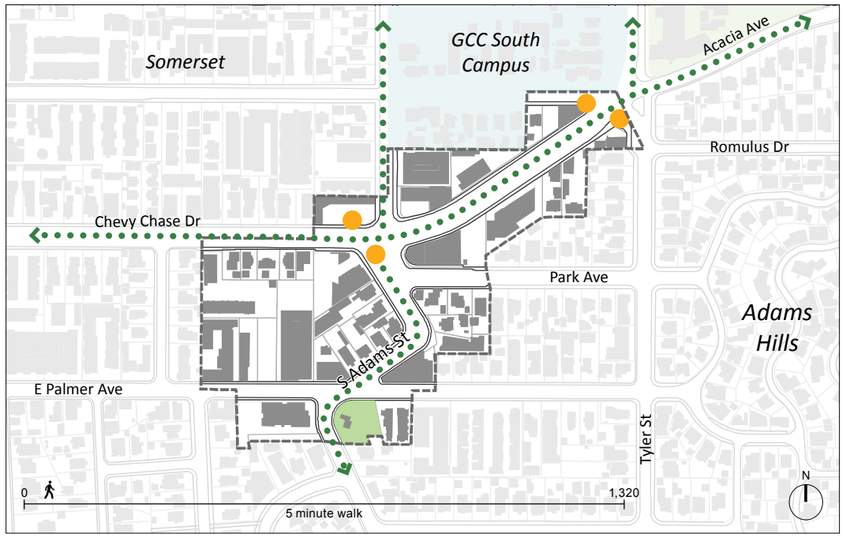
A **VILLAGE CENTER** typically includes the following:

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.



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

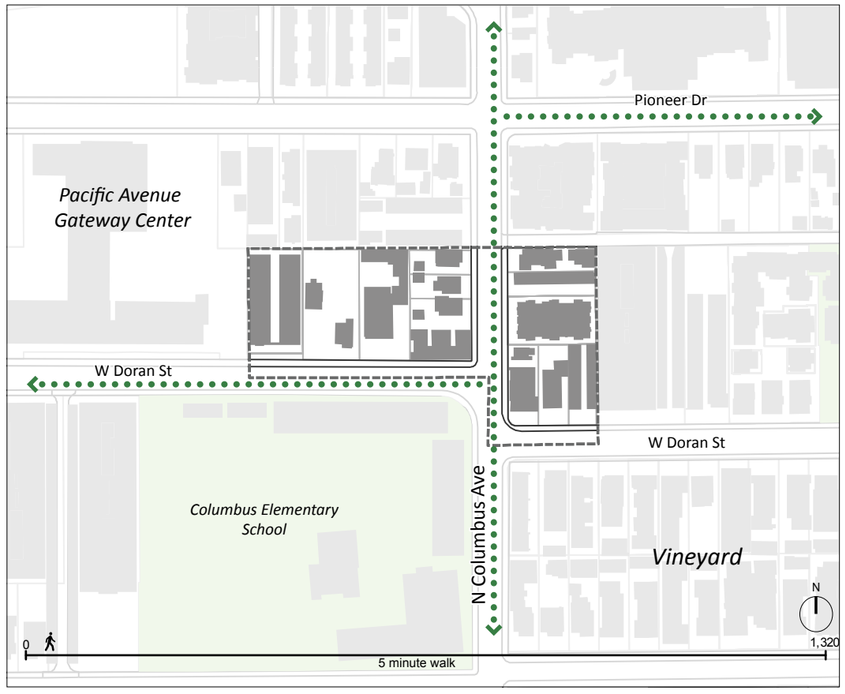
ENHANCE: Adams Square evolves into a lively, charming pedestrian-friendly neighborhood center. New village-scale development with small public spaces is introduced on under-utilized parcels and its streetscape is improved with new street trees, street furnishings, and the introduction of replicas of 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.



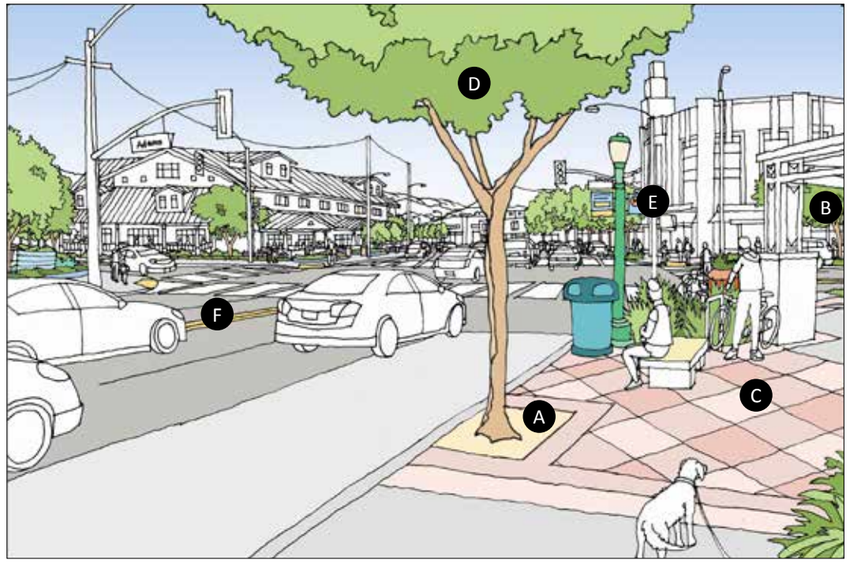
Vision

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.

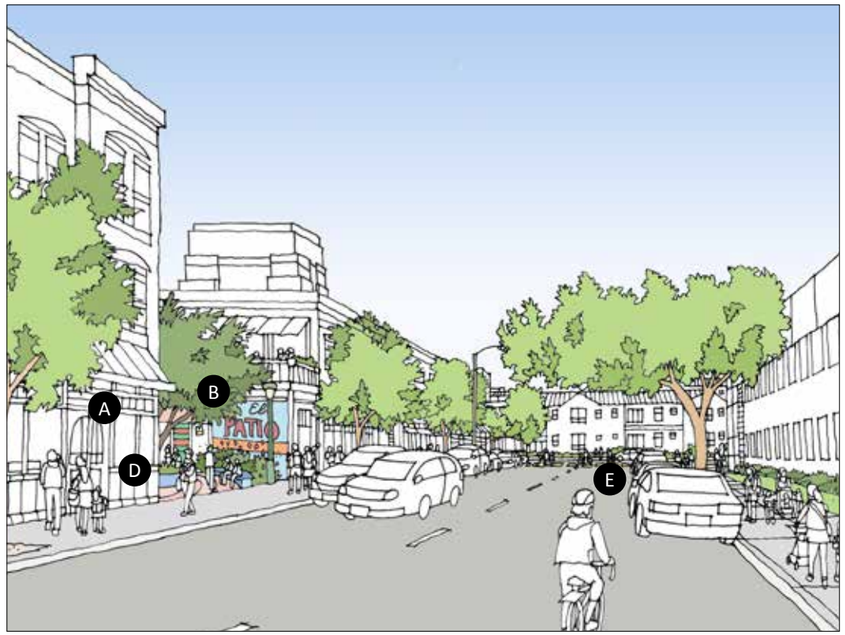
E. Pedestrian-Scaled Light Standards

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 (chamfering), 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.

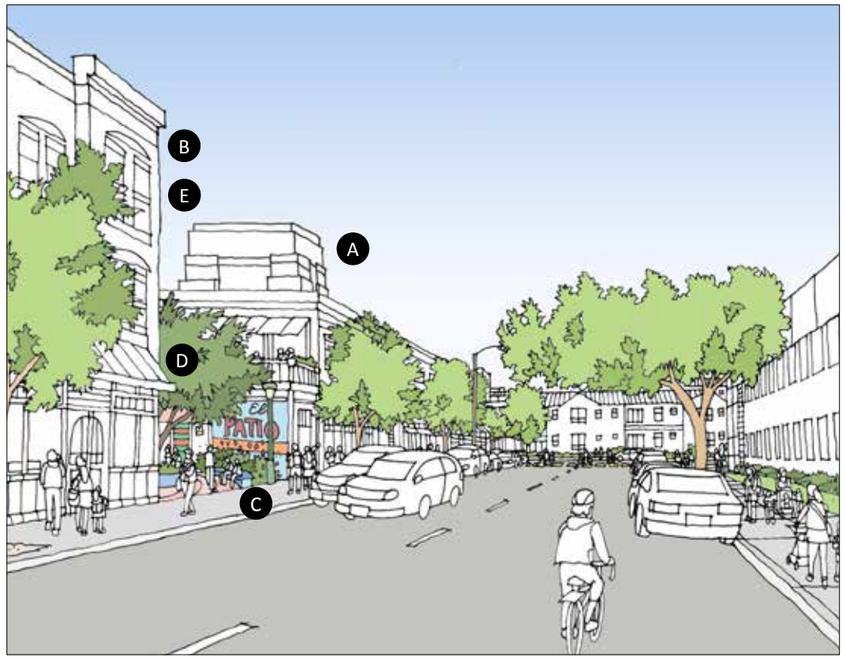
E. Parking Behind Buildings or On-Street

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.

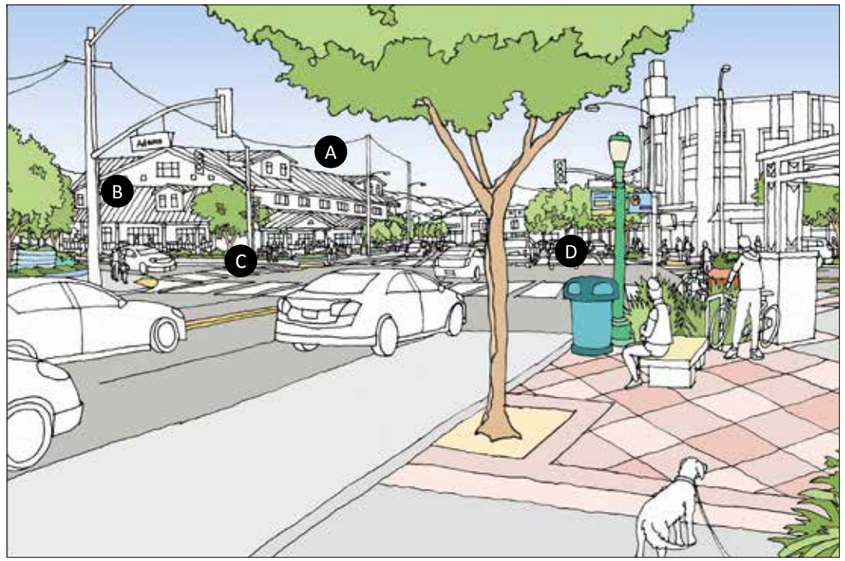
E. Window Proportions Influence Scale

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

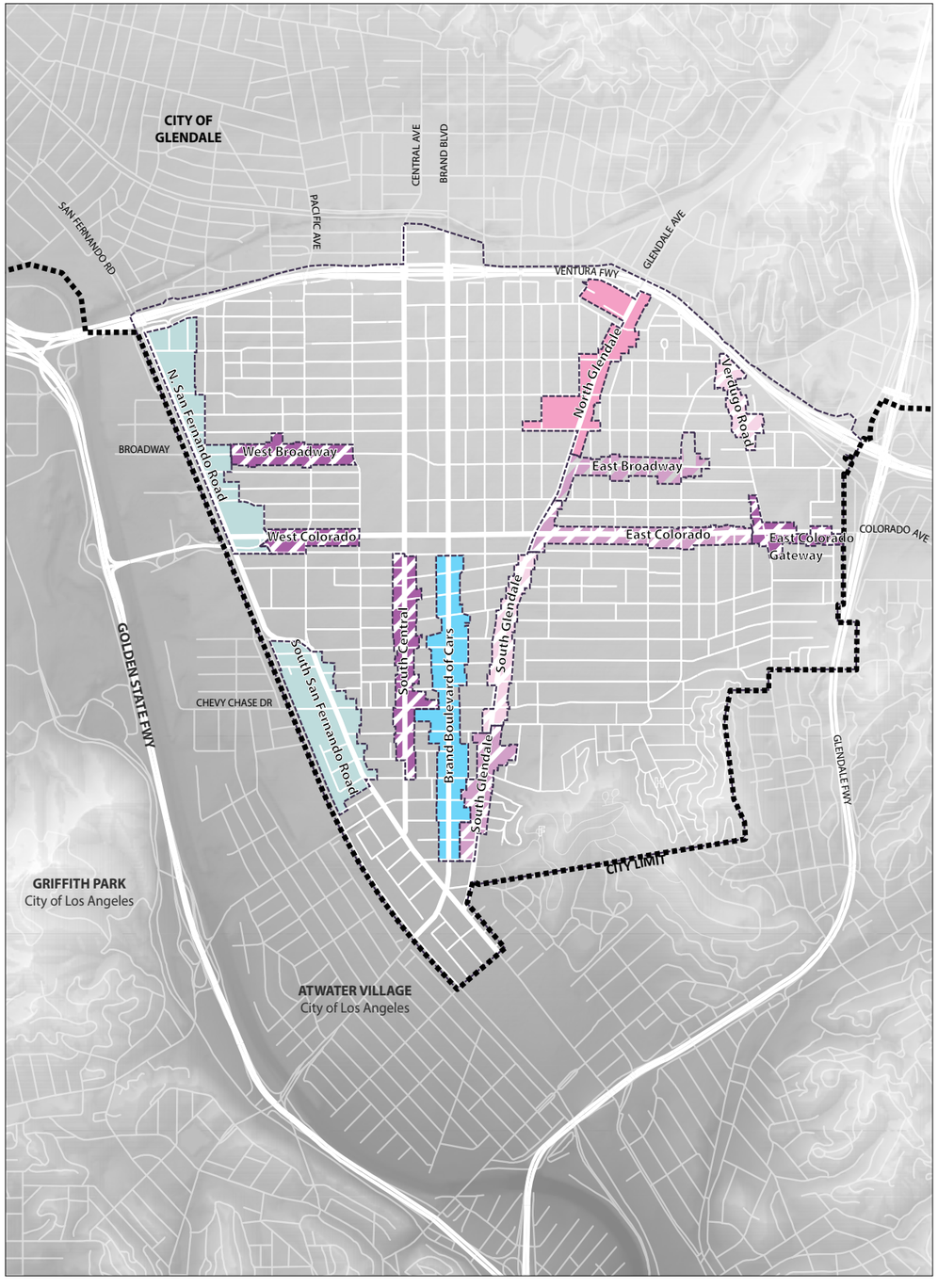
Mixed-Use Low

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).

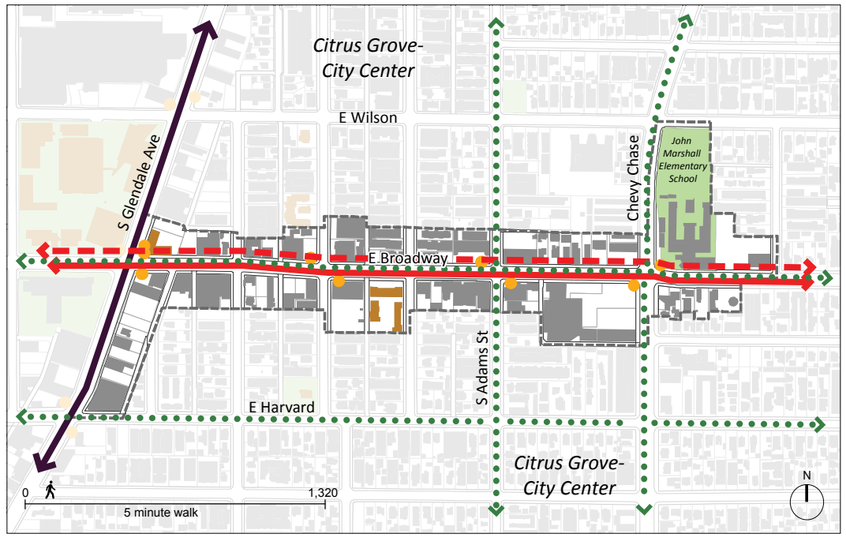
A **MIXED-USE** corridor typically includes the following:

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.

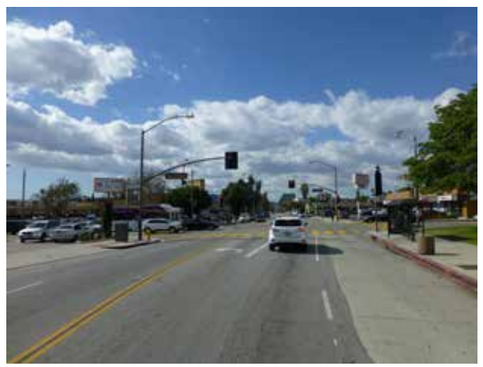


Chapter 4B.1a East Broadway

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.

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.

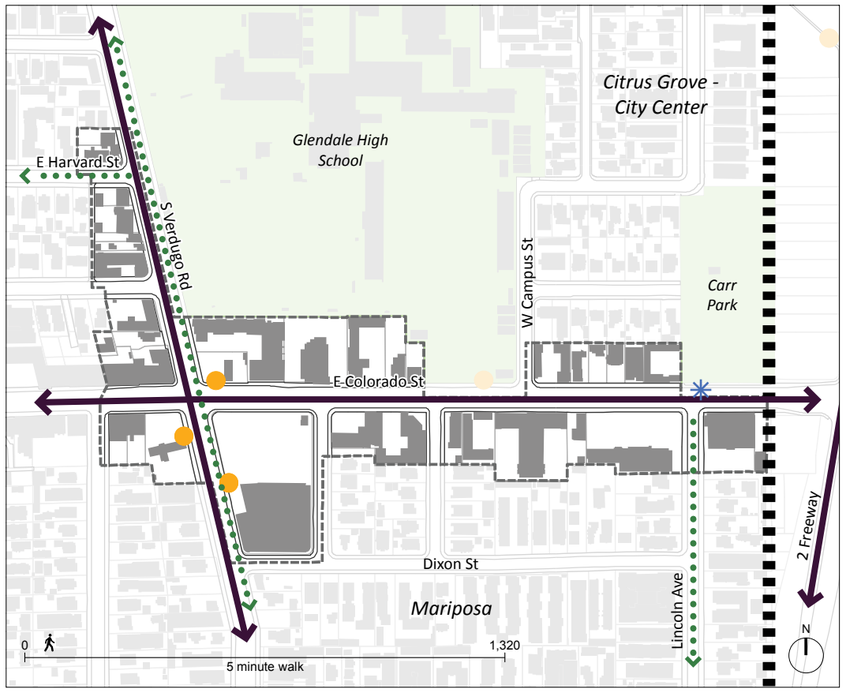


Existing Condition: View along Broadway looking west towards Chevy Chase Drive.

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.



Chapter 4B.1b East Colorado Gateway

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.

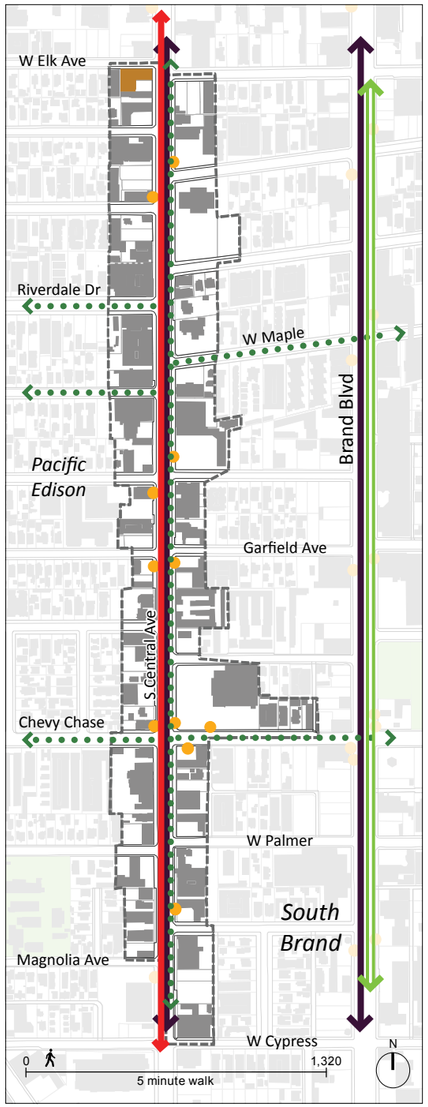
Existing Condition: View along Verdugo Road looking south towards Colorado Street.

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.



Chapter 4B.1c South Central

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.

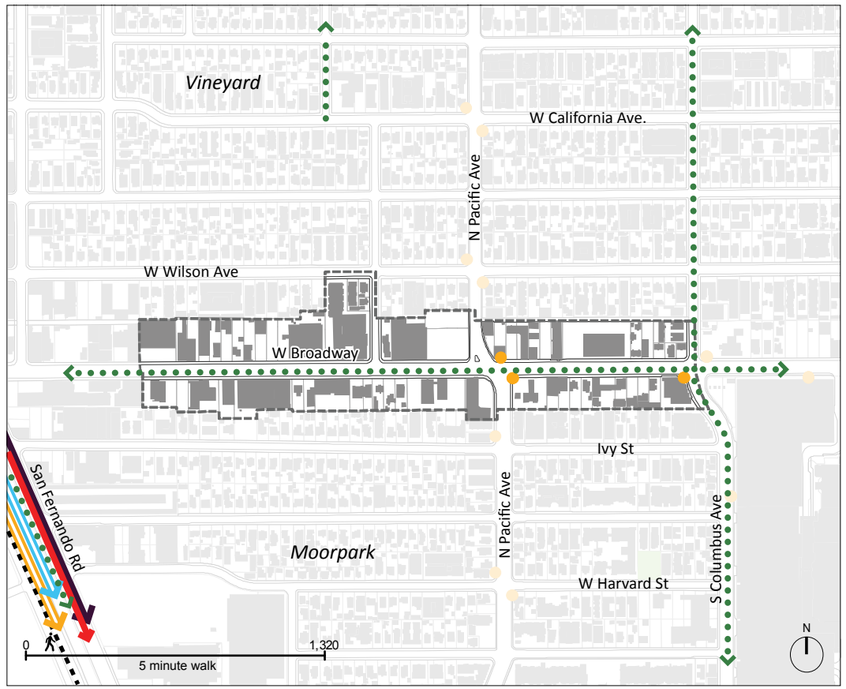
Buildings form a very consistent and continuous streetwall along Central Avenue. Facades are very well composed and clad with quality, durable materials. Common open space for residential uses is located at the back of the lot, next to the adjacent residential neighborhoods. The introduction of improved 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.



Chapter 4B.1d West Broadway

Vision

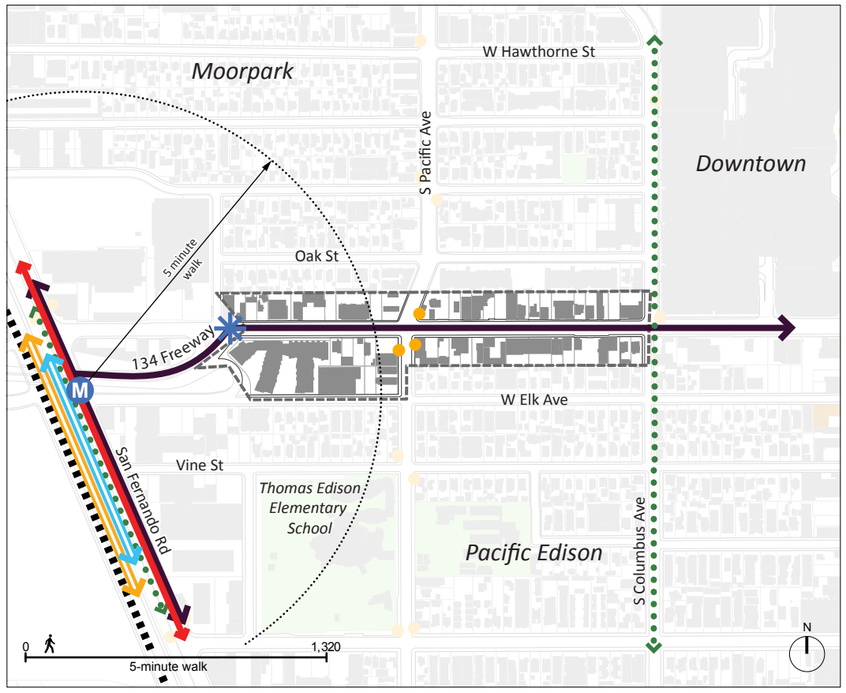
TRANSFORM: Future 2- to 4-story development, of a similar size to the existing buildings, improves West Broadway without substantially changing its character. Widened sidewalks, new street trees and improved pedestrian crossings make West Broadway safer and more appealing for pedestrians. The number 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.

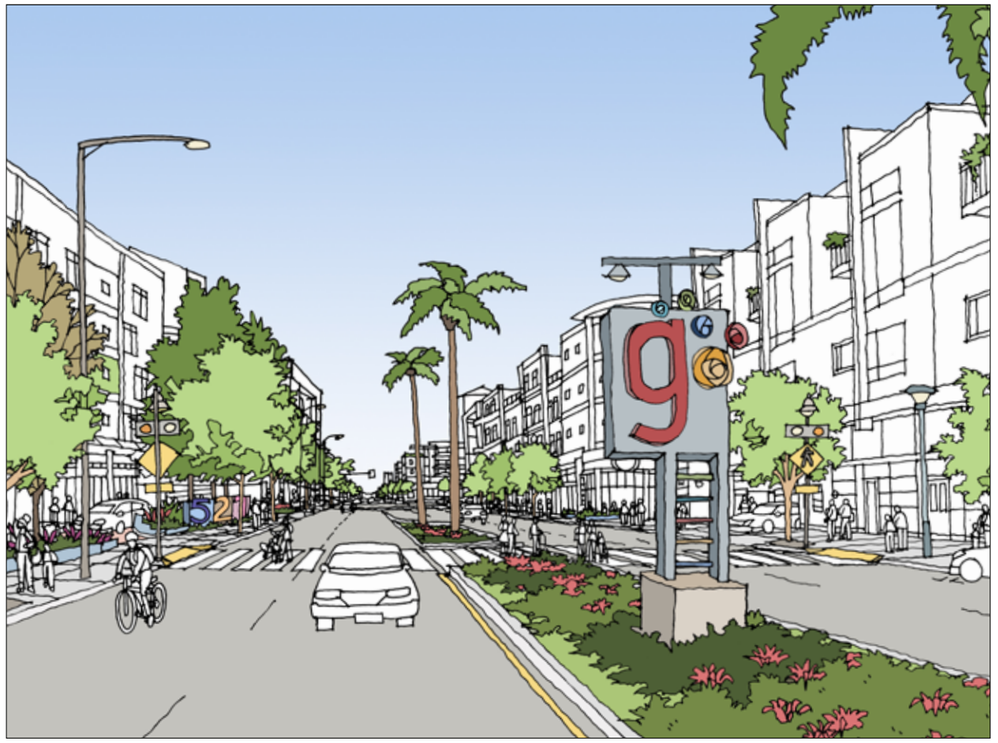
Existing Condition: View along Broadway looking east towards Pacific Avenue.

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.

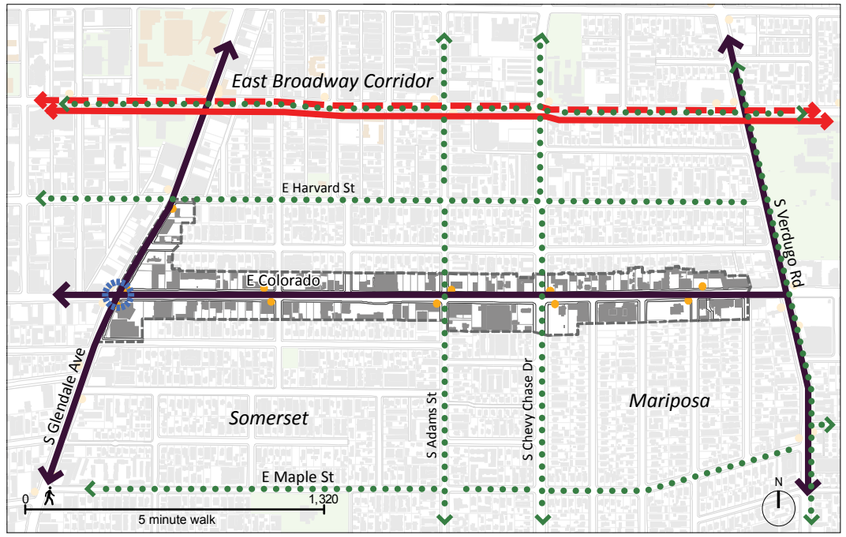
Existing Condition: View along Colorado Street looking east from near Kenilworth Avenue.

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.



Chapter 4B.1f East Colorado

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

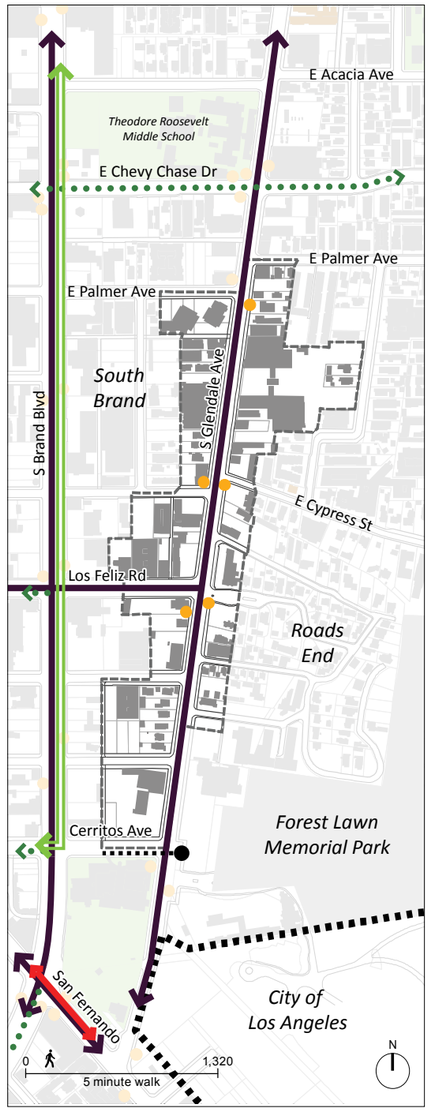
4B.1g South Glendale Avenue

(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.

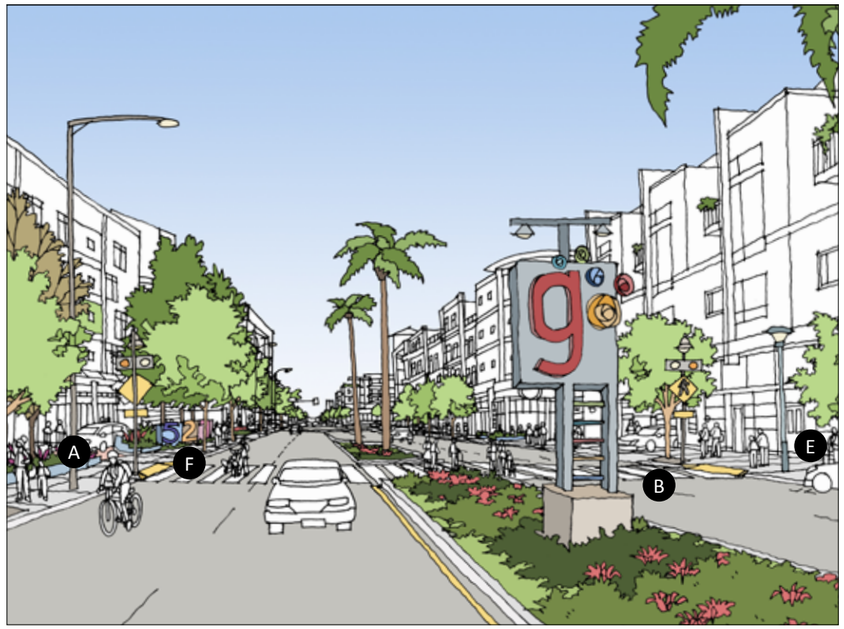


Vision

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

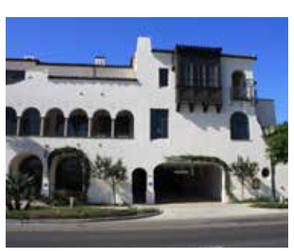
Street level residential units that face and are accessed from the adjacent sidewalk help to activate the street. A generous landscape buffer should act as a separation between the public realm of the sidewalk and the private realm of the building. Elevate residential units approximately 3-feet above 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.

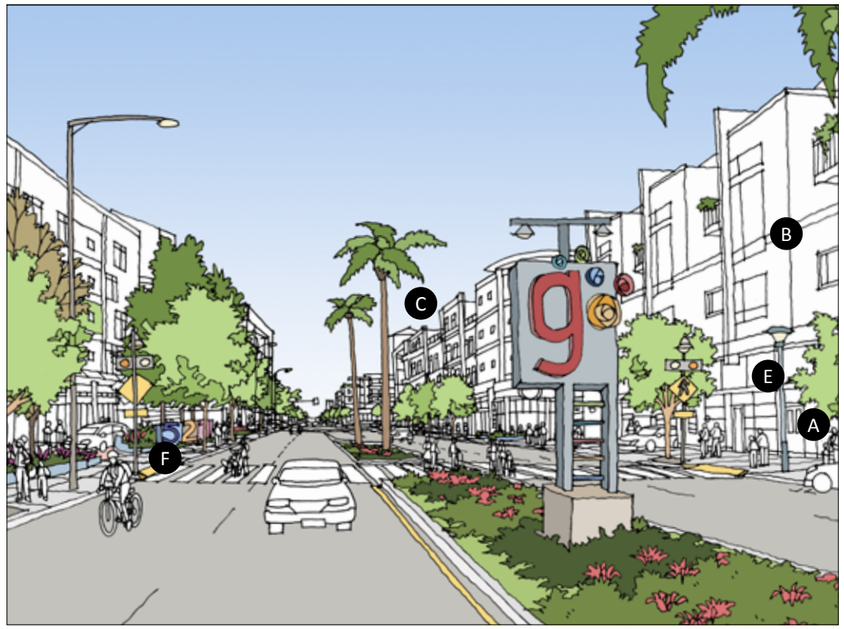
E. Window/Wall Proportions and Style

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

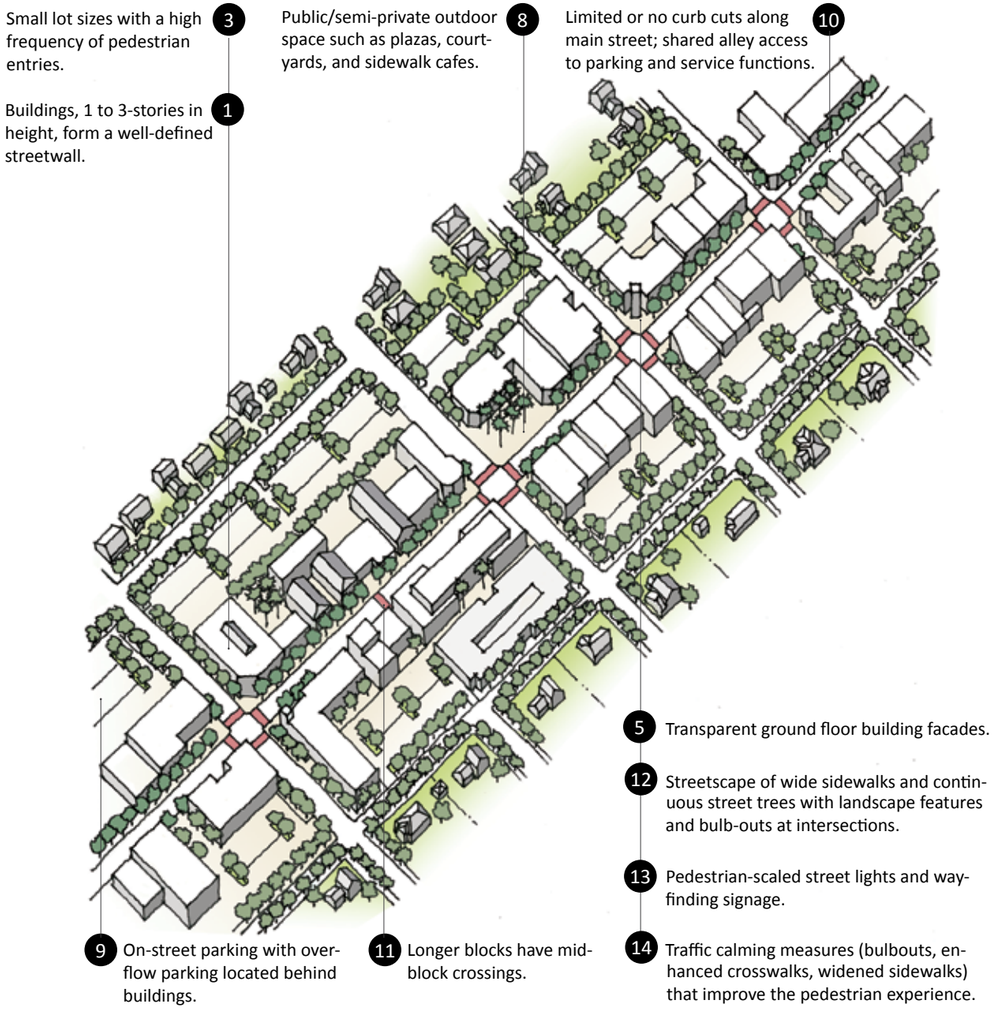
MX1
35 du/ac
3 stories/35 feet

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.

Chapter 4B.2 Main Street / Neighborhood Commercial



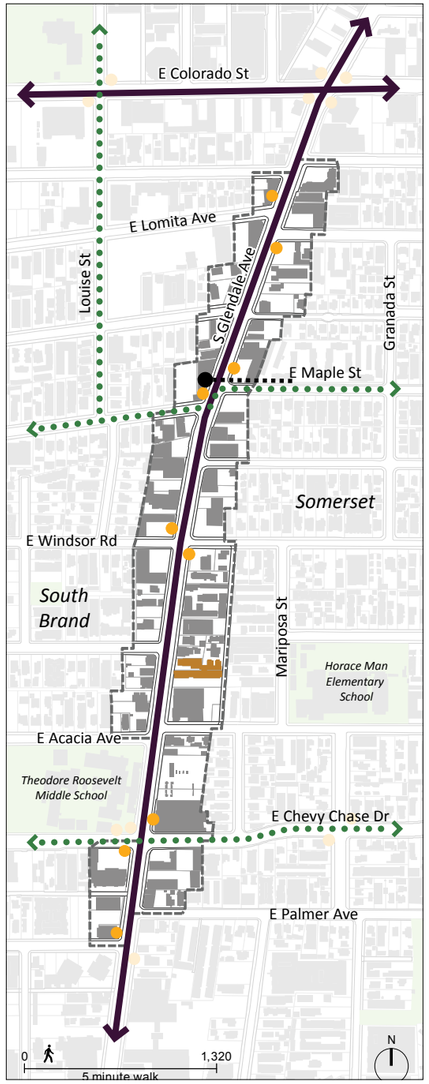
4B.2a South Glendale Avenue

(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.



Chapter 4B.2a South Glendale Avenue (Colorado St. to Palmer Ave.)

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.

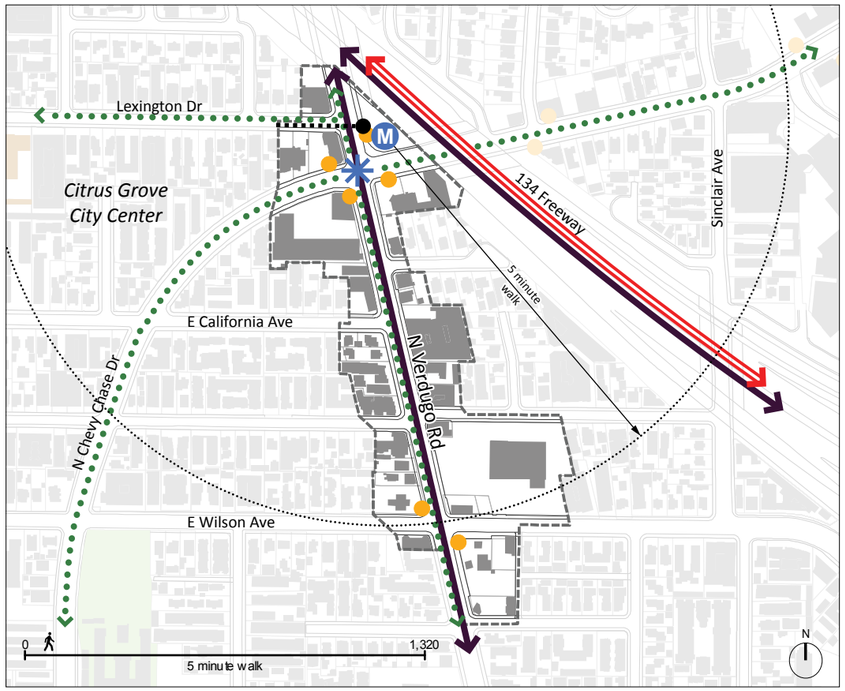
Zoning standards are modified to allow second-story and other modest additions and changes of use without additional parking. Under-performing parcels are infilled with new mixed-use buildings up to 3-stories in height and built at and accessed from the sidewalk.

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.

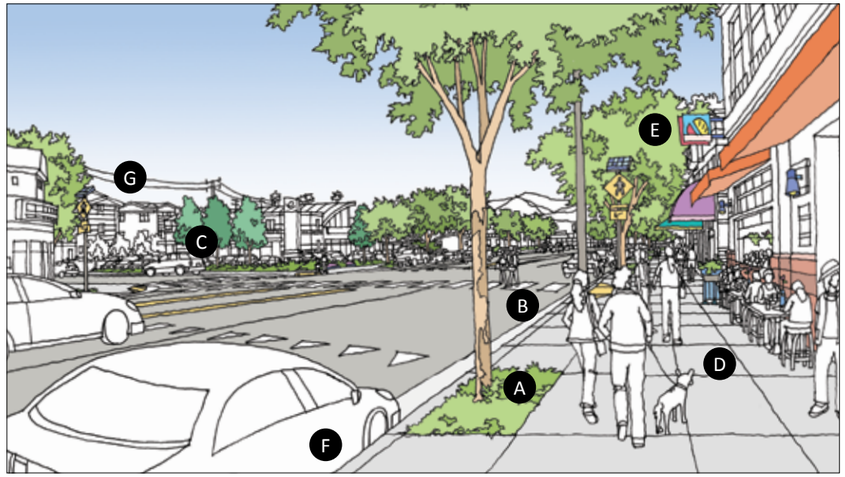


Vision

TRANSFORM: New 1- to 3-story residential, mixed-use and commercial infill buildings are introduced near to and accessed from the sidewalk and drive-ways 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 di-rection 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, landscap-ing, 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.

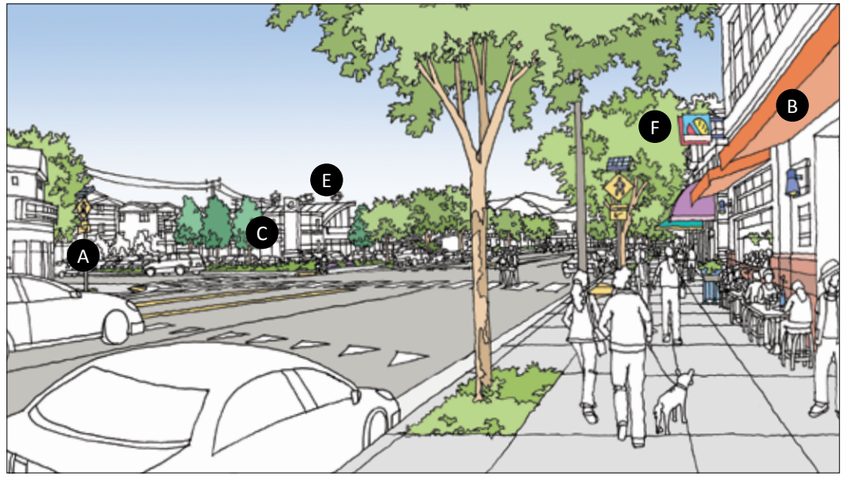
E. Turn Corners with Transparency

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.

Chapter 4B.2 Main Street / Neighborhood Commercial

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.

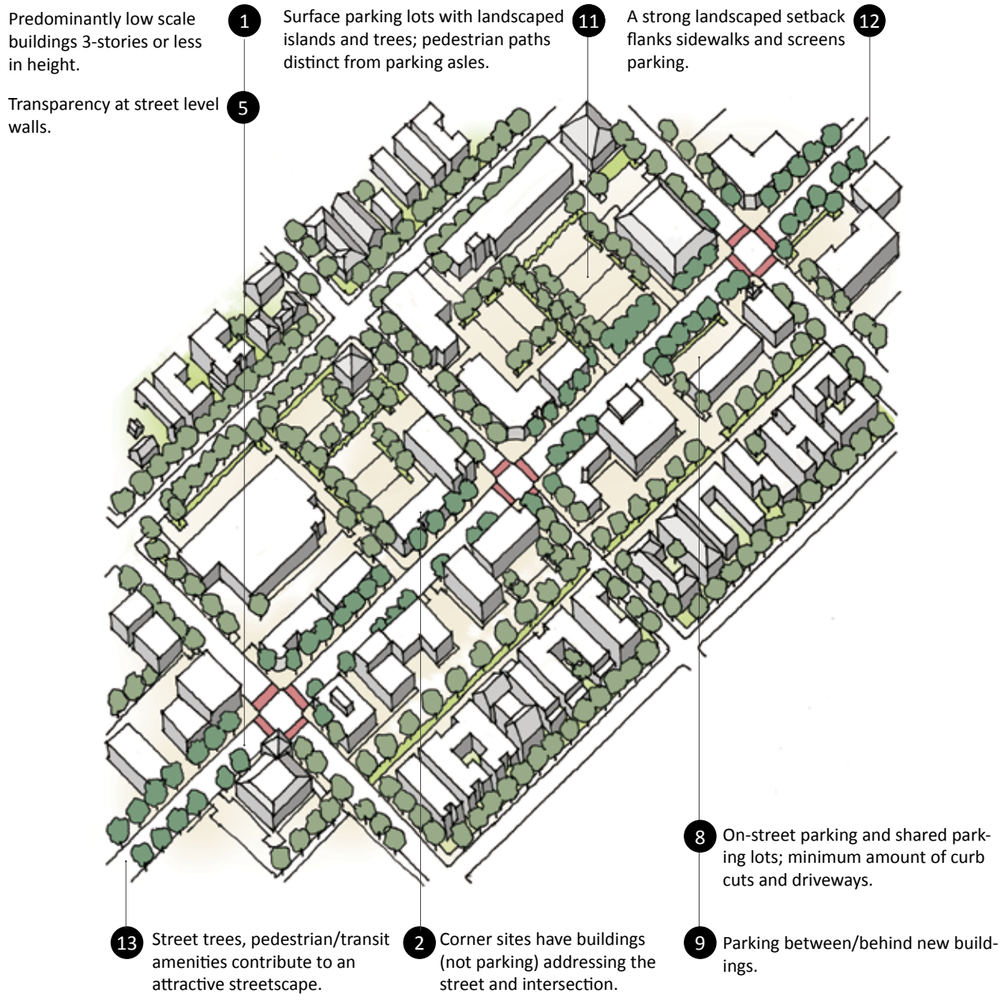
4B.3 Suburban

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. Corridors 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.

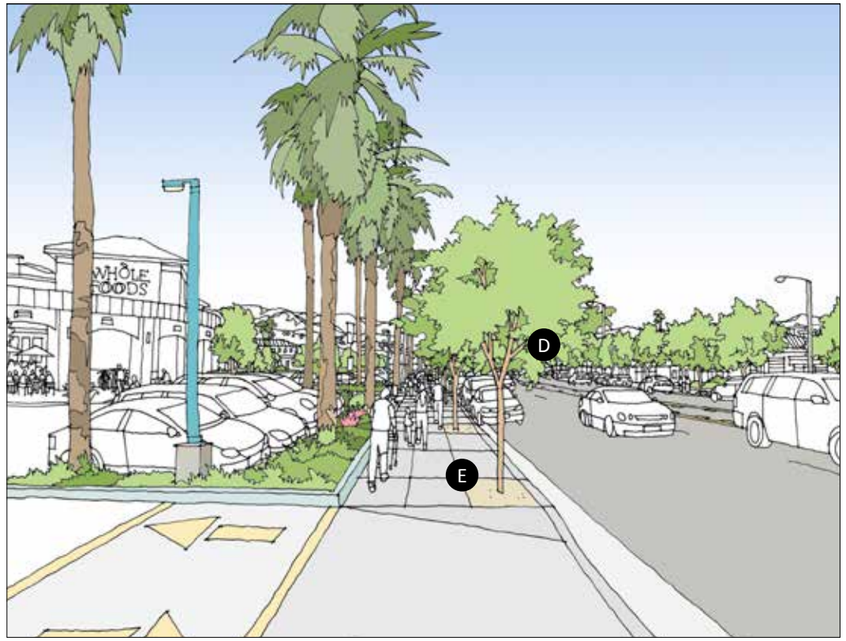
Vision

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.

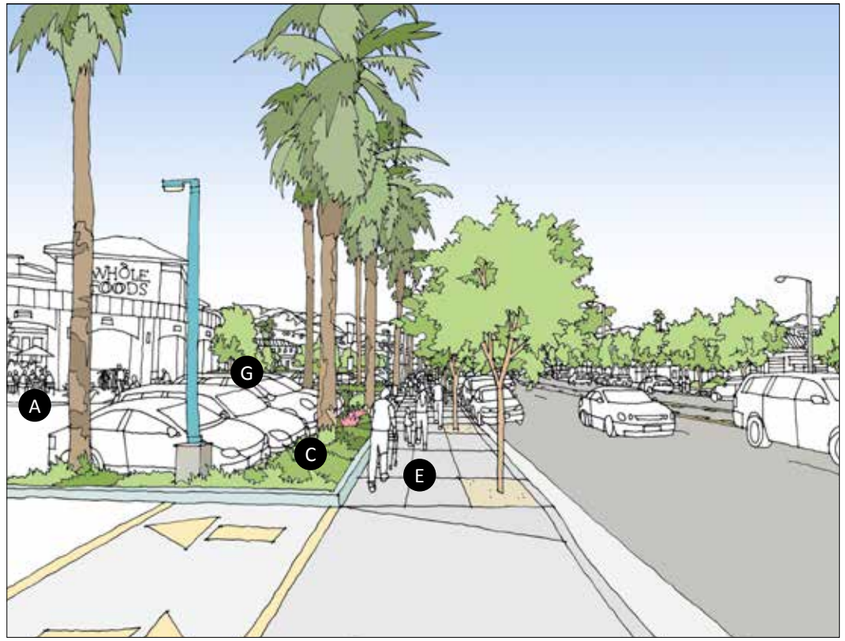
E. Improved Streetscapes

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.

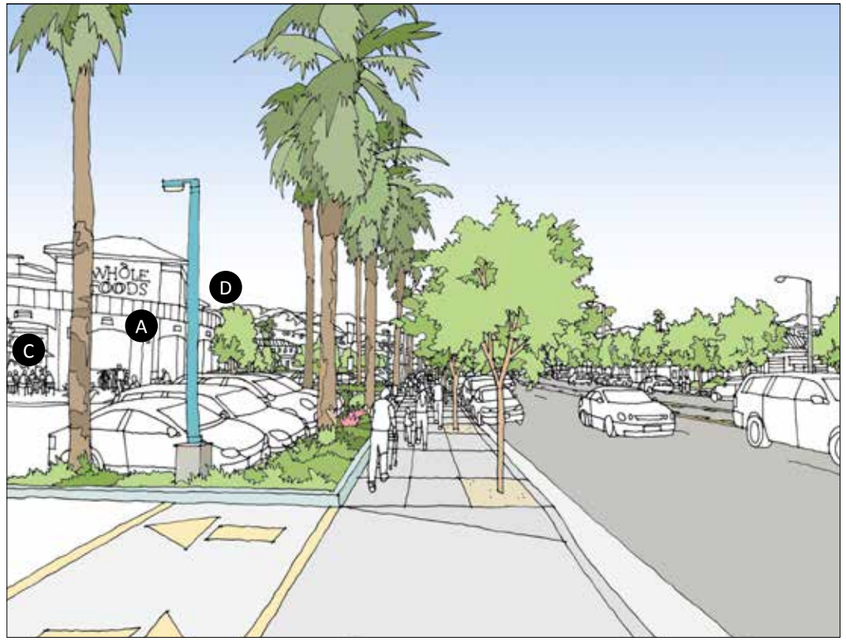
F. Defined Pedestrian Paths and Walkways

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.

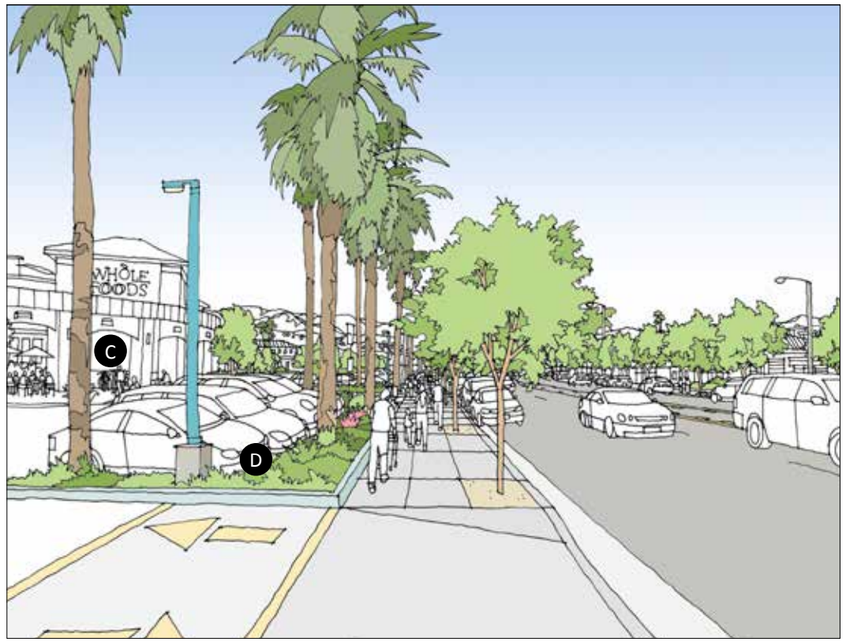
D. Varied Roof Heights

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


1


2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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.


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9


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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.

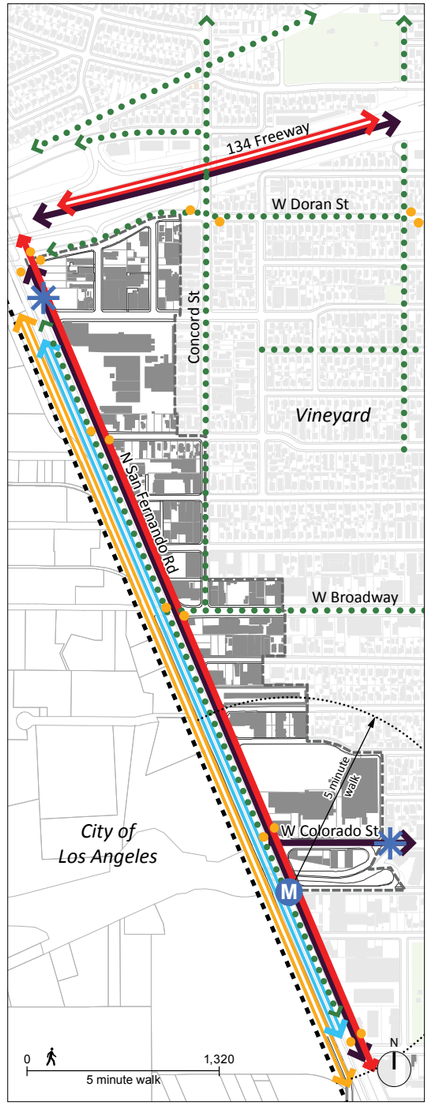
7 On-site pedestrian and vehicle paths defined and separated from one another by landscaping.

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.

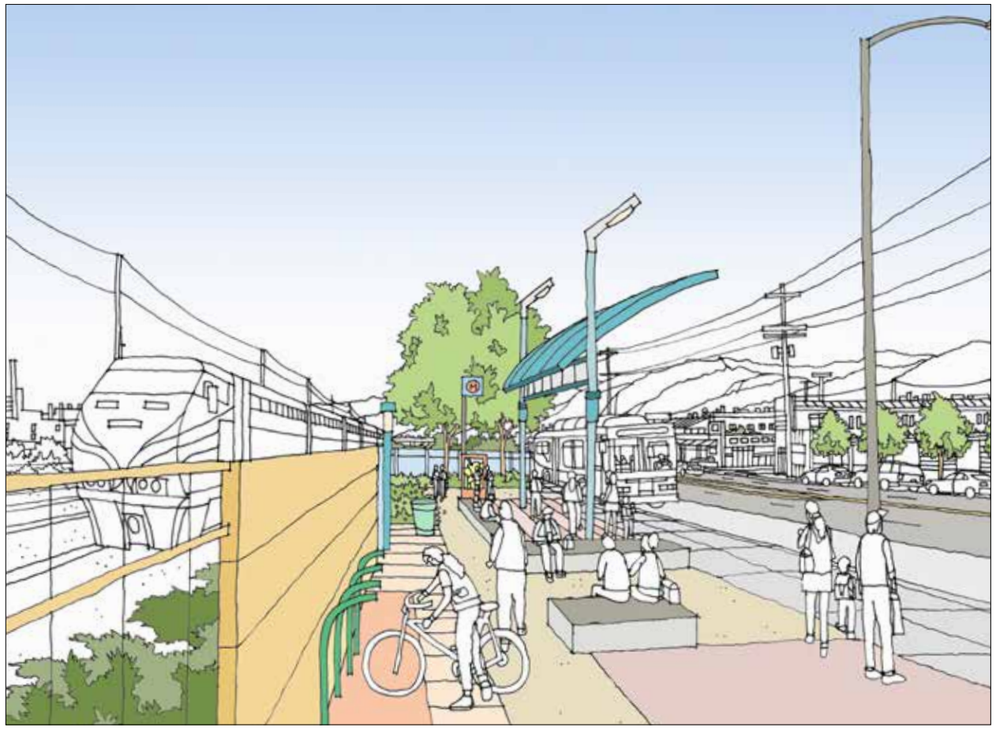


Civic
Open Space
Glendale Register
Historic District
Bus Stop
Gateway

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

Chapter 4B.4a North San Fernando Road



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.

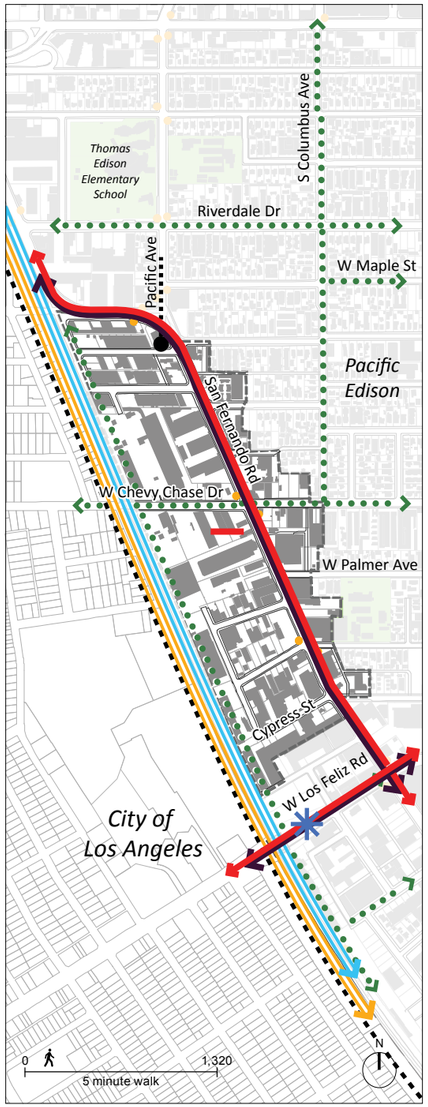
Existing Conditions: View along San Fernando Road near Broadway looking north.

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.



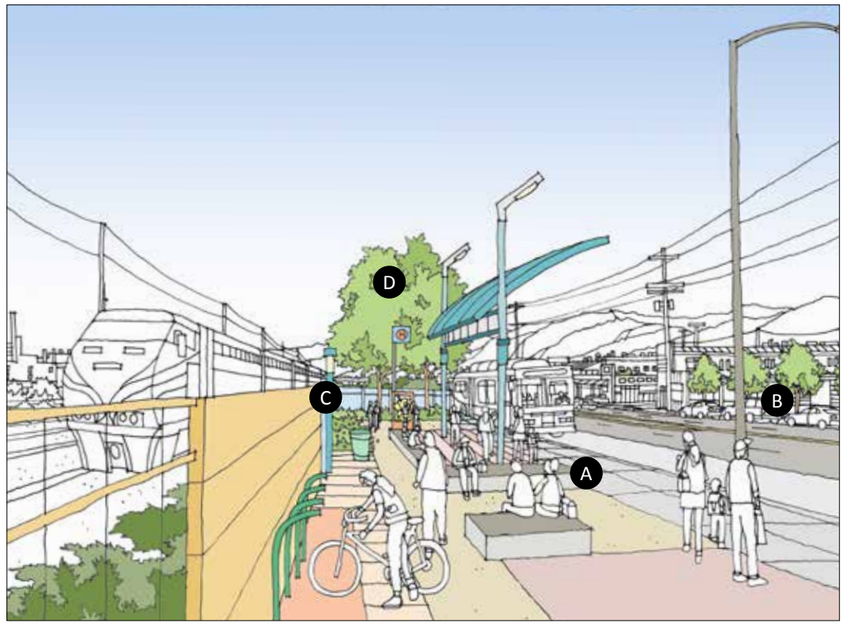
Chapter 4B.4b South San Fernando Road

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.

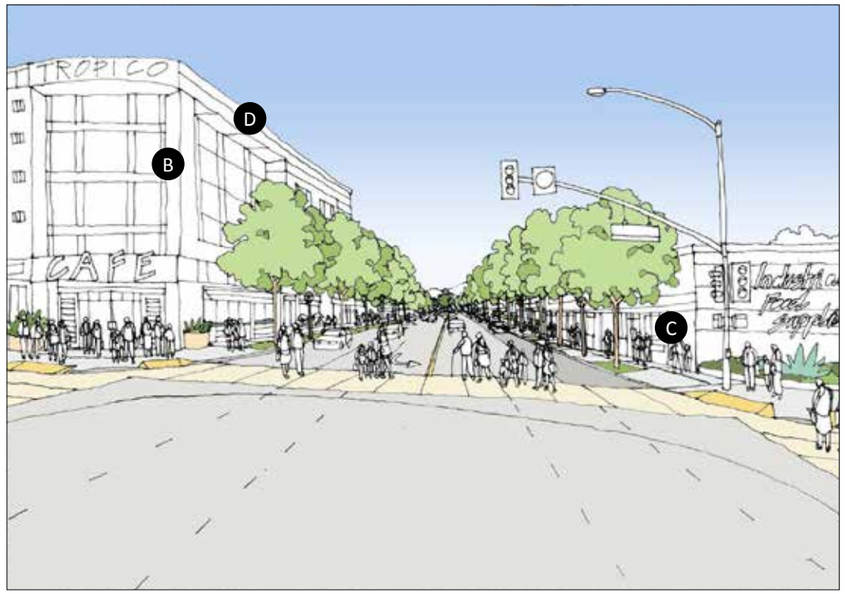
E. Transition to Adjacent Uses

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

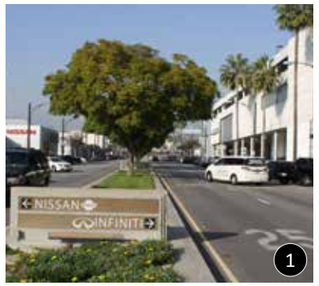
Pedestrian-scaled decorative lighting should be used to illuminate all building entries and paths of travel, and to accent architectural details. Use shielded light fixtures to direct light downward and away from adjacent properties.

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



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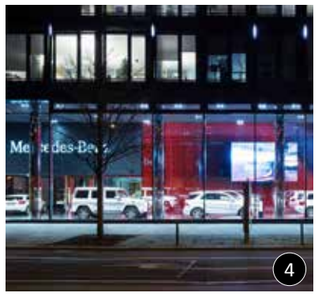

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The **BRAND BOULEVARD of CARS** designation encourages auto-related uses, one of Glendale's primary economic engines along Brand Boulevard. Uses supported within this designation include automobile sales, repair and service. Commercial and retail land 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.


5


9

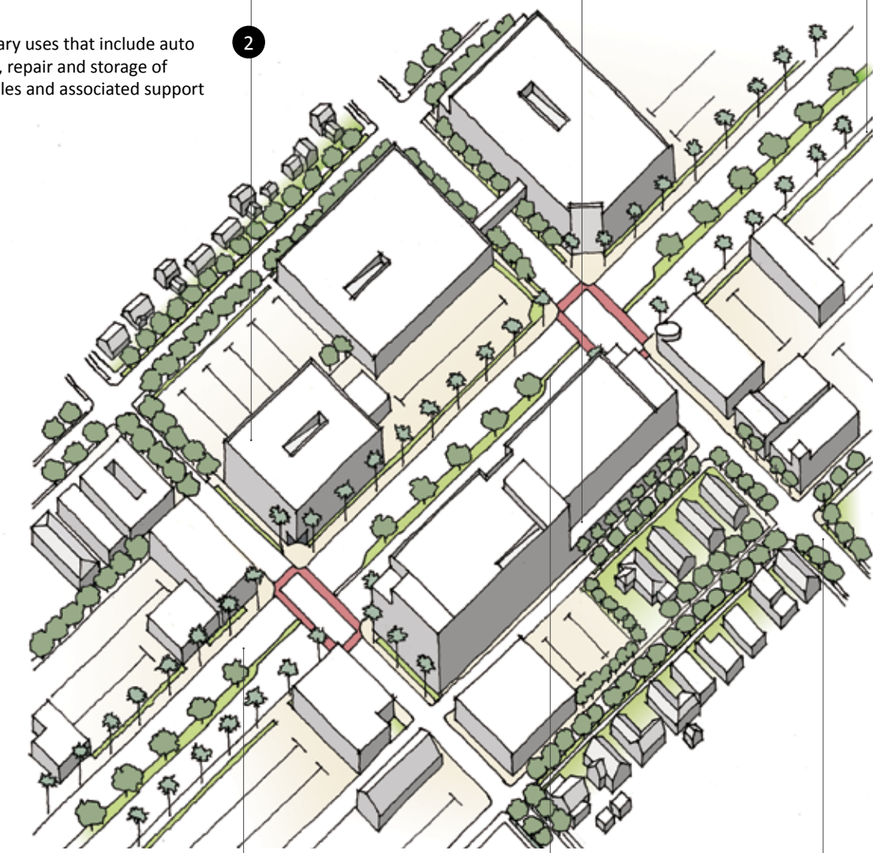

13

Buildings range from small 1-story to large multi-story structures up to 90 feet in height. 1

Primary uses that include auto sales, repair and storage of vehicles and associated support uses. 2

Buildings step down when adjacent to a residential zone. 6

A narrow landscaped setback edges the sidewalks when adjacent to parking lots. 8



A boulevard streetscape of palm tree lined sidewalks and a center median with foliage trees. 9

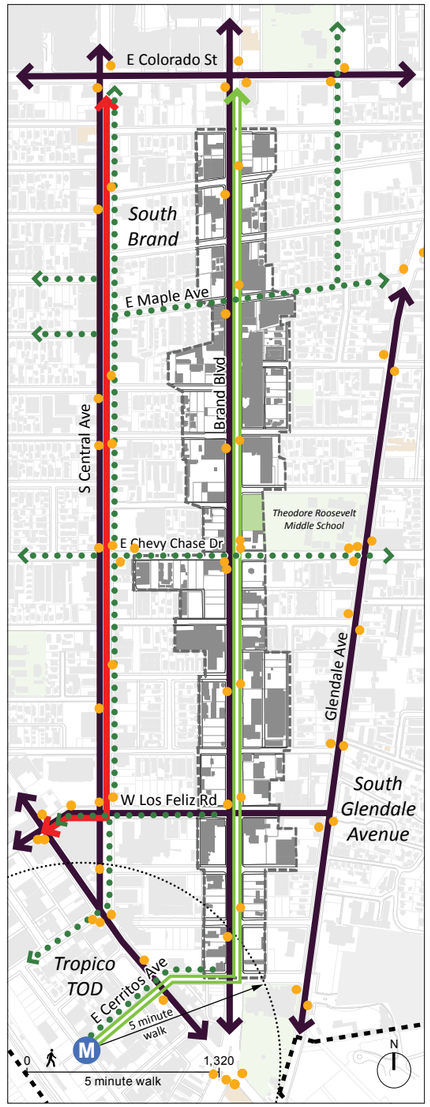
In the near term, creatively landscaped center median featuring dealership identification signs. 13

Traffic calming measures on side streets leading to residential neighborhoods. 12

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.



Chapter 4B.5a Brand Boulevard of Cars

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.

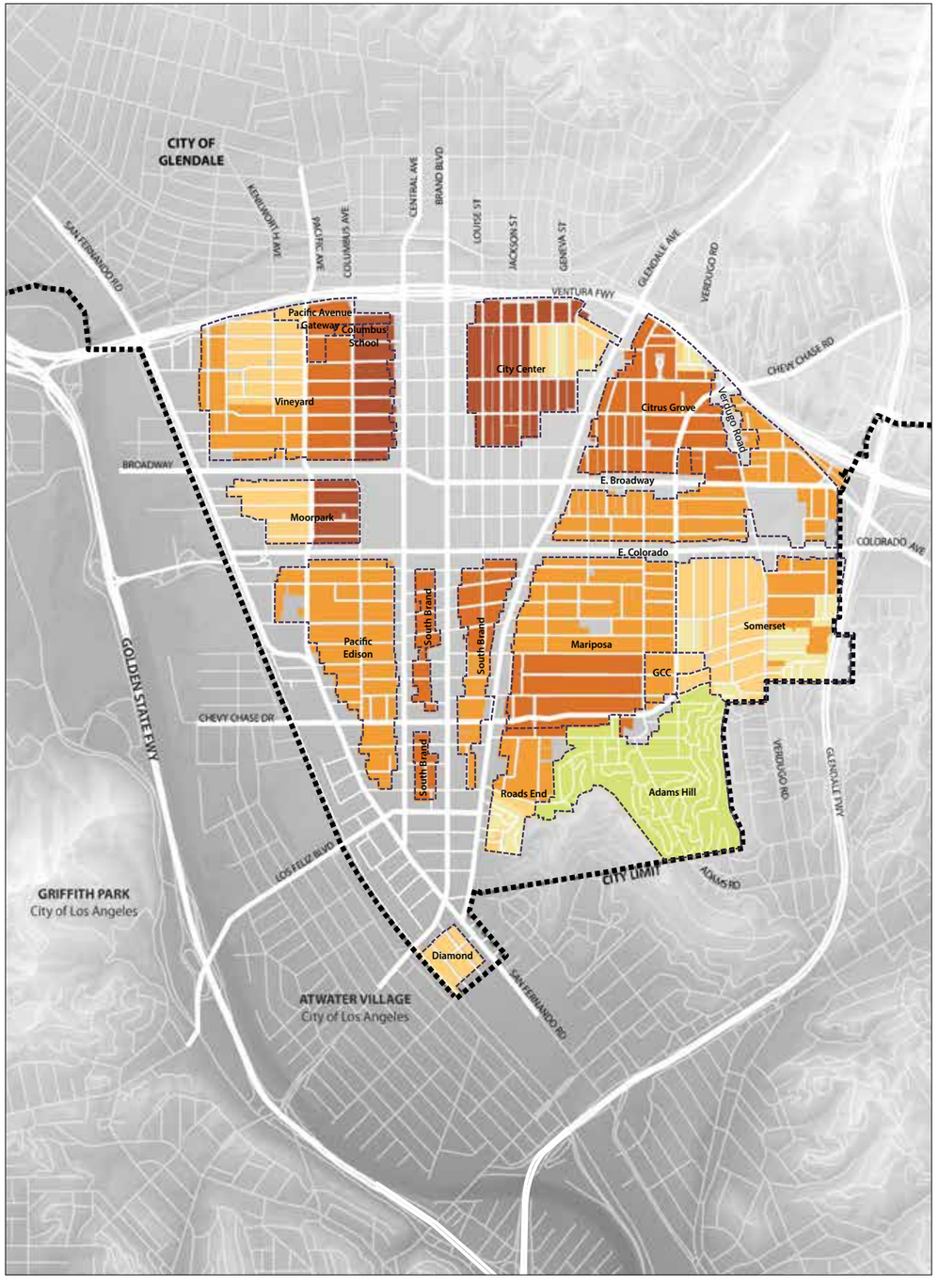
4C Neighborhoods

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

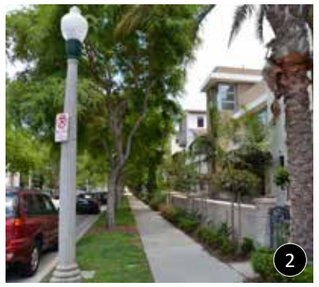
Single-Family

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:

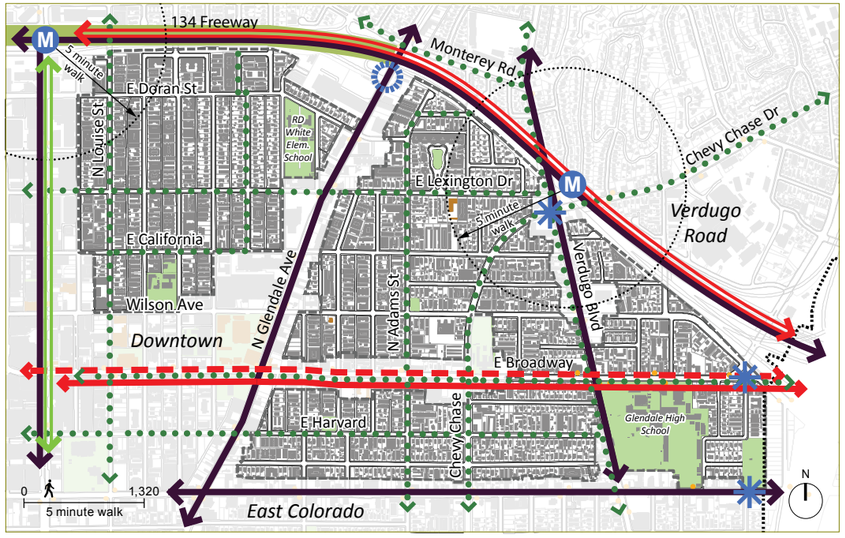
1. 1- to 3-story multi-family buildings.
2. A dominant streetwall comprised of buildings set back behind a consistent landscaped front yard and minimal side yards.
3. Combined lots maintain the fine-grain building character of the underlying lot size and neighborhood character.
4. Multi-family housing 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.



Vision

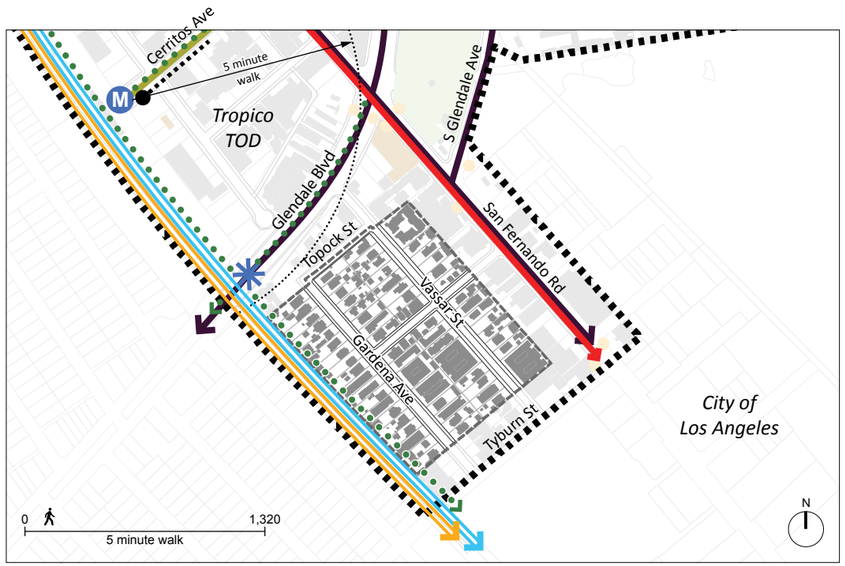
MAINTAIN and MAINTAIN/ENHANCE: The vision for the City Center and Citrus Grove neighborhoods is to maintain the existing pattern of street-facing house-scale buildings consistently set back from the sidewalk behind front yards. New multi-family buildings maintain the relatively fine-grained scale and 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.



Chapter 4C.1b Diamond

Vision

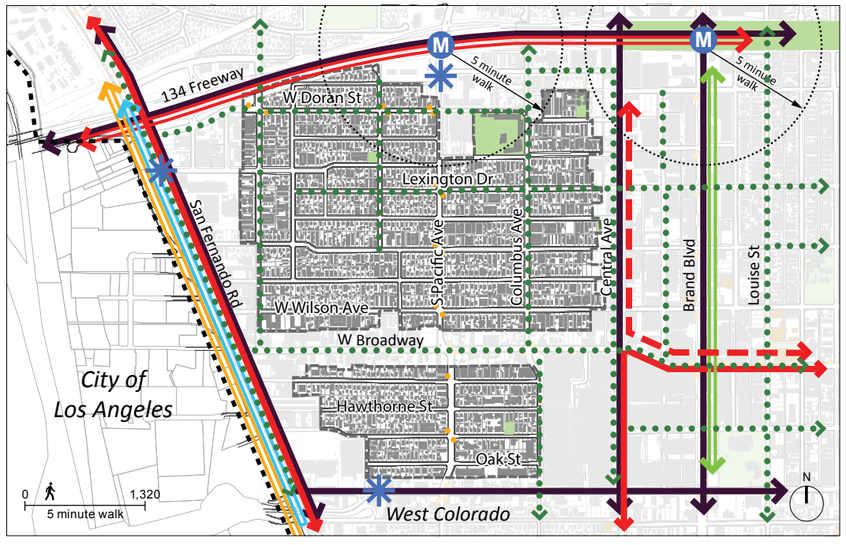
MAINTAIN: The neighborhood character is preserved and the Craftsman bungalows are preserved, particularly if a historic district is formed by interested residents. New buildings, set back behind front yards, respect the house-scale massing of the original single-family houses. Sidewalks with continuous 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.

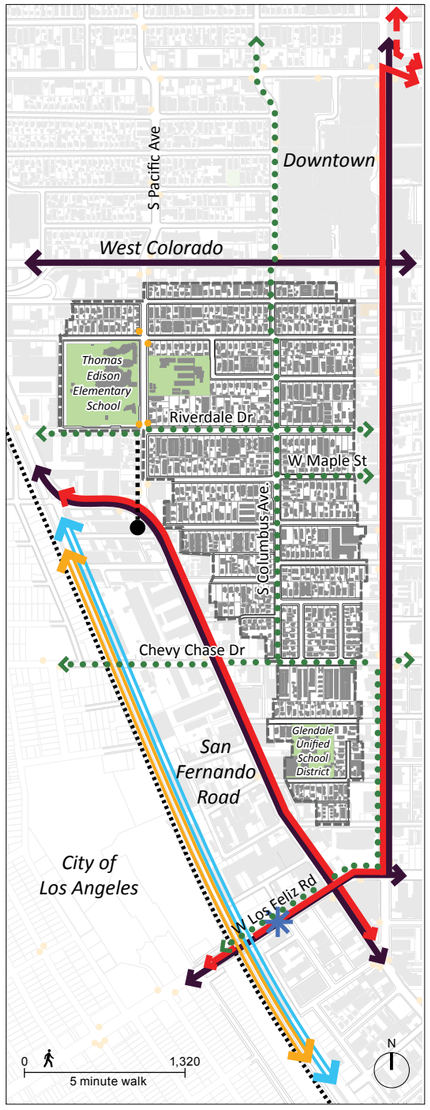
Existing Conditions: View along Columbus Avenue looking south from Lexington Drive.

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

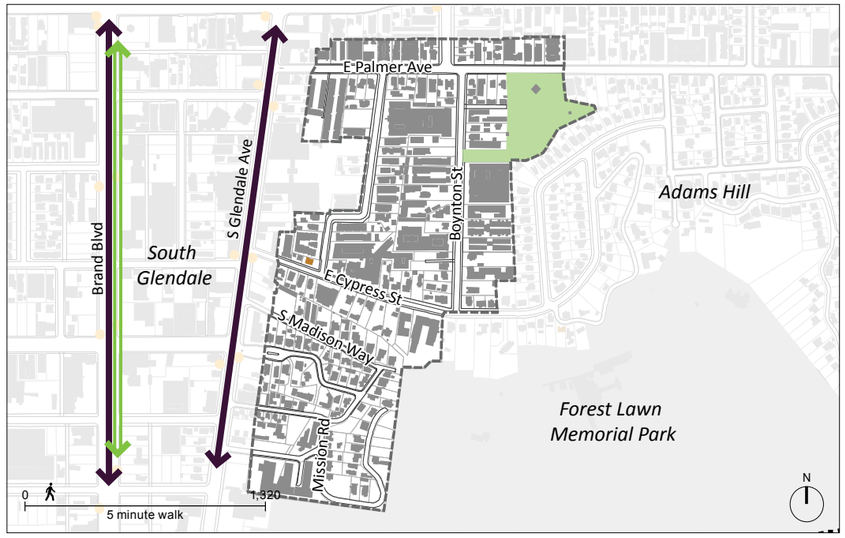
MAINTAIN and MAINTAIN/ENHANCE: Pacific Edison's neighborhood character is maintained. New buildings conform to the prevalent setbacks along the block and respect the massing and scale of existing single-family houses. Meanwhile, Pacific Edison's pre-World War II multi-family buildings are preserved. 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.

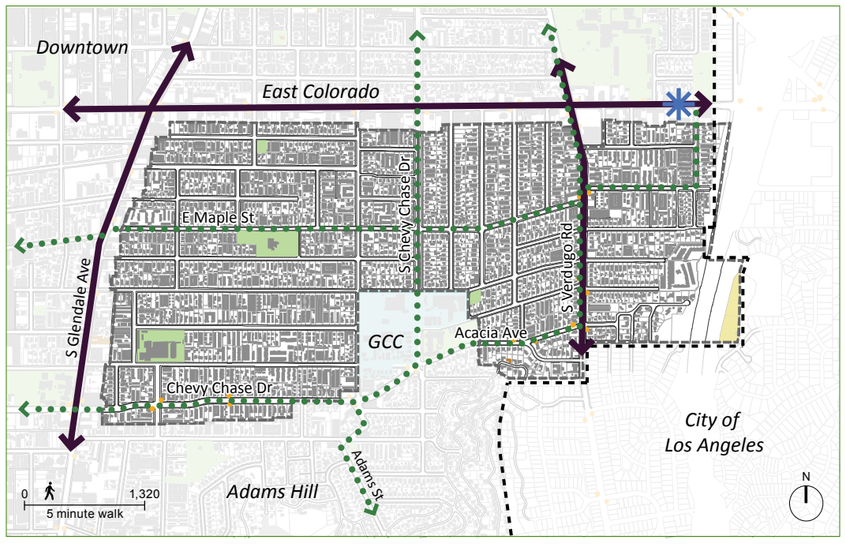
4C.1f Somerset - Mariposa

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.

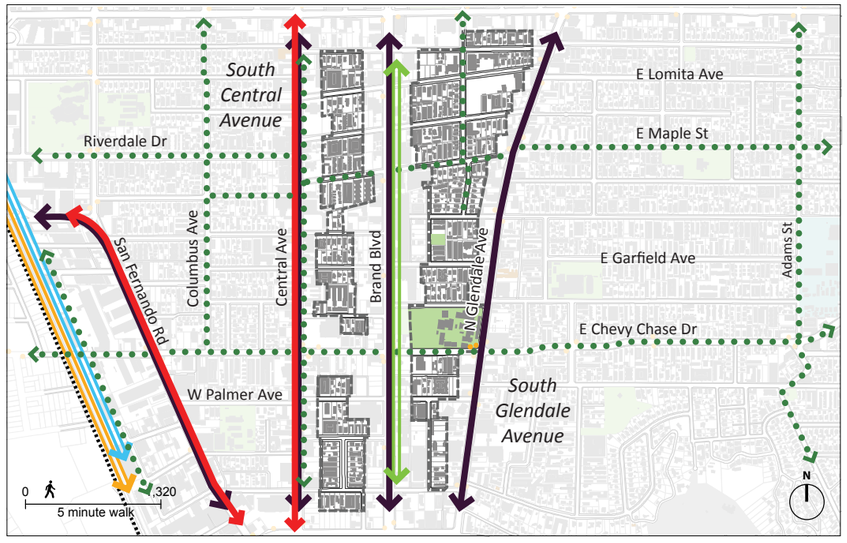
New buildings are setback behind front yards according to the prevalent setbacks along the block. They face and are accessed from the sidewalk and have facade and massing articulation that fits into the original 50-foot wide lot pattern. Missing street trees are planted and continuous parkways are maintained 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.



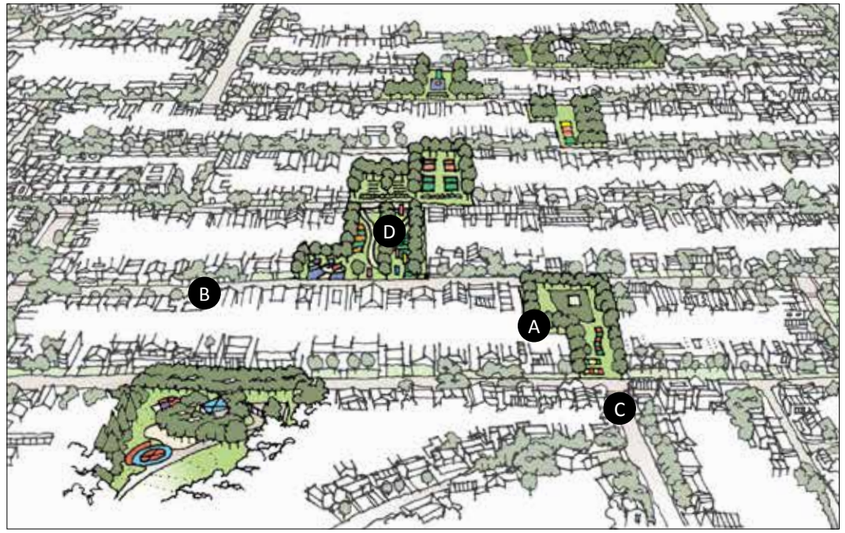
Chapter 4C.1g South Brand

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.

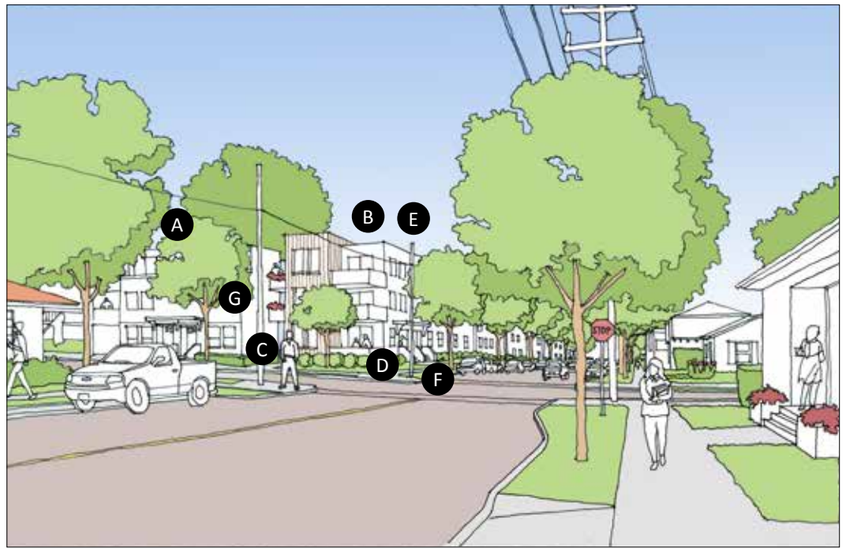
F. Walls and Fences

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

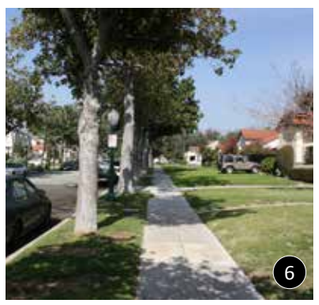
Buildings should employ a coordinated palette of complimentary colors, rather than a patchwork of competing colors. Colors should be complimentary with adjacent structures and the natural environment. Highly reflective materials, large expanses of dark colored surfaces and bright or garish colors, especially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

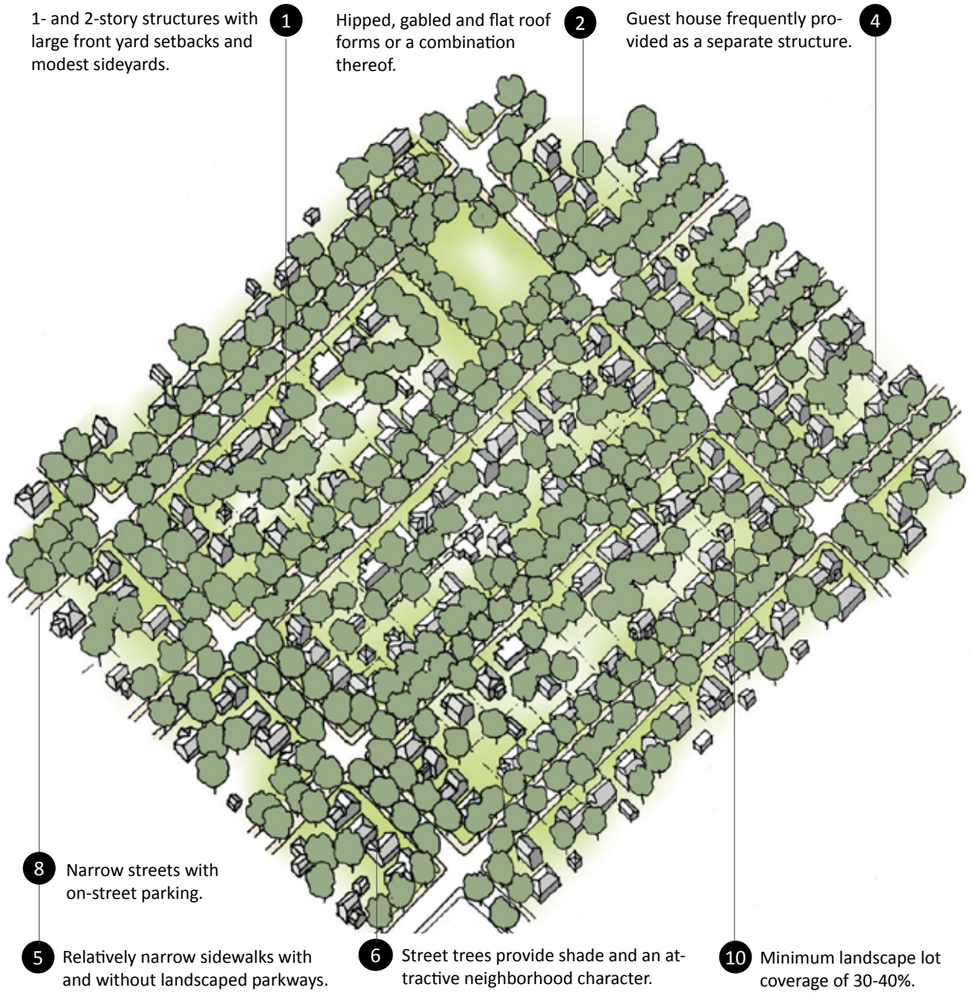


The **SINGLE-FAMILY** neighborhood designation promotes and enhances the existing quality and character of Glendale's existing flat-land neighborhoods. New houses, additions and renovations within single-family areas are compatible with the prevailing neighborhood patterns. The interconnected pedestrian-friendly 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)


1


2


3

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.

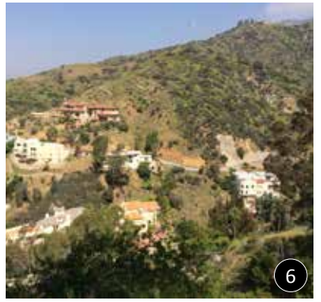
Very Low Density Residential / Open Space designation is prevalent on portions of lower slopes and canyons in Glendale's mountainous, primarily undeveloped areas. Variable densities, based on site-specific topographic conditions, range from 0.45 units per acre to three (3) units per acre.

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.


4


5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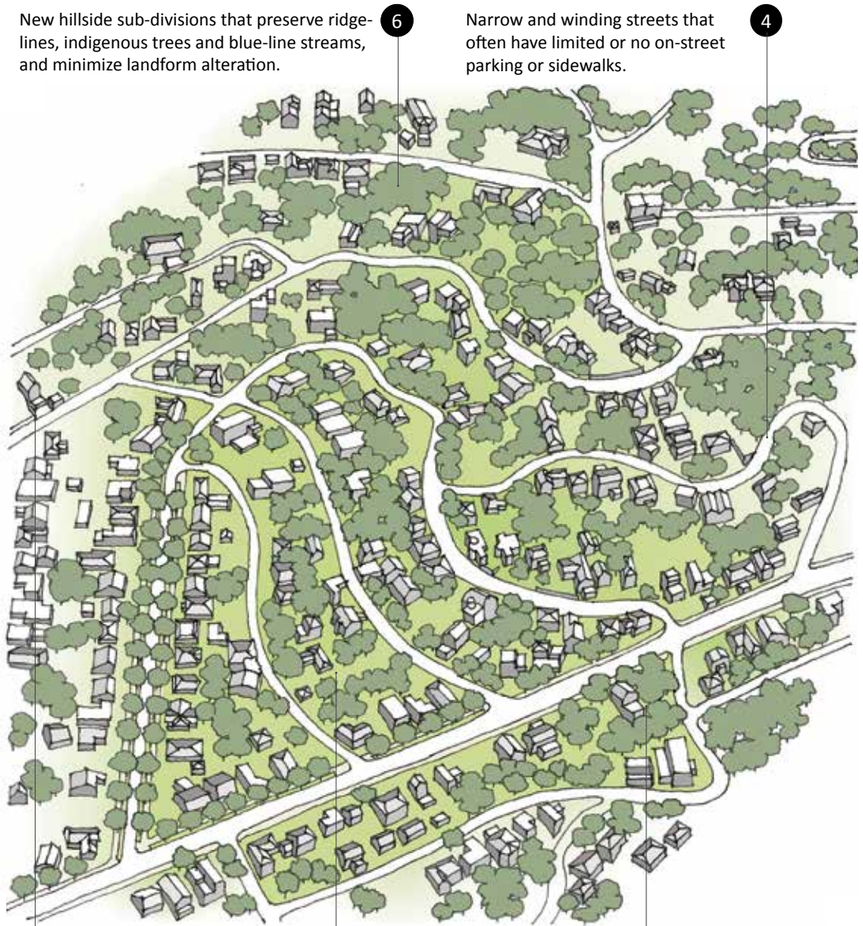
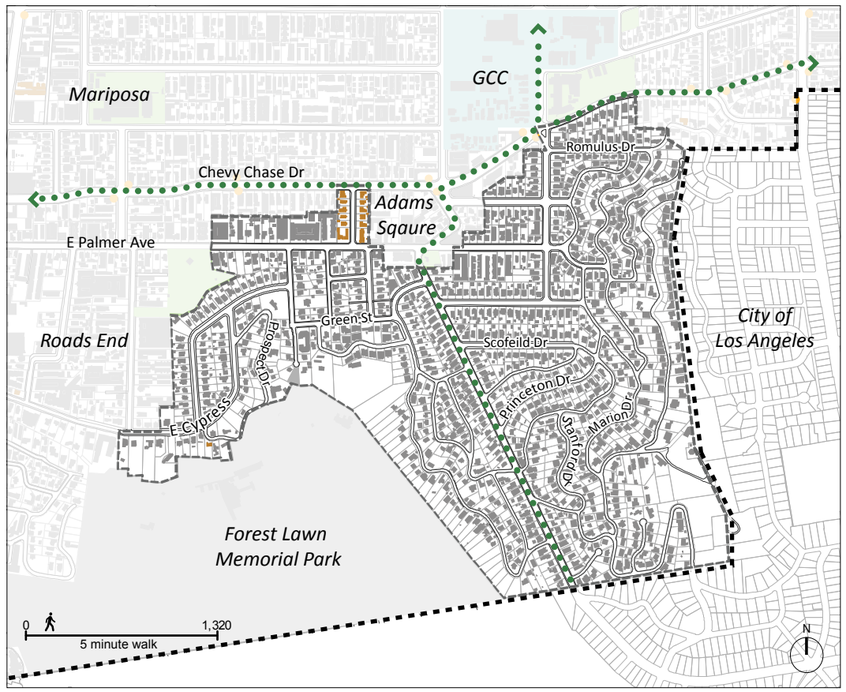


4C.3a Adams Hill Neighborhood

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.

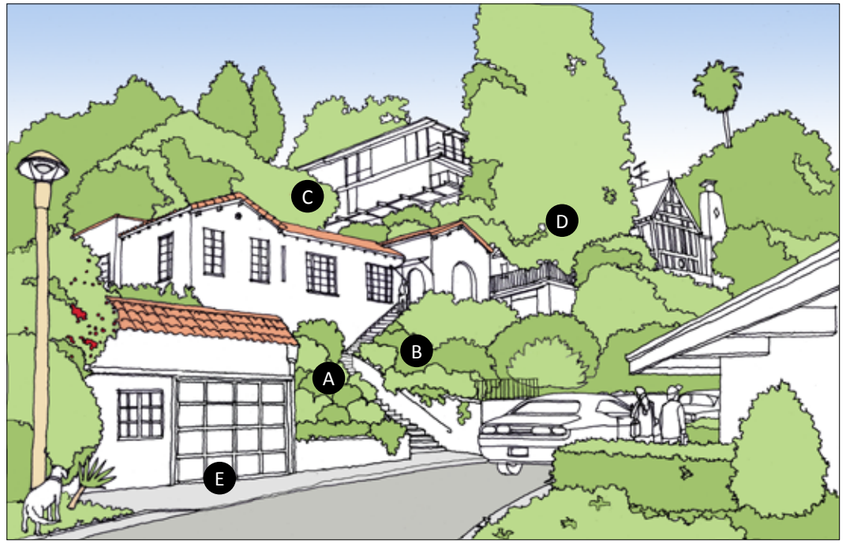
E. Roadway Surface Maintenance

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.

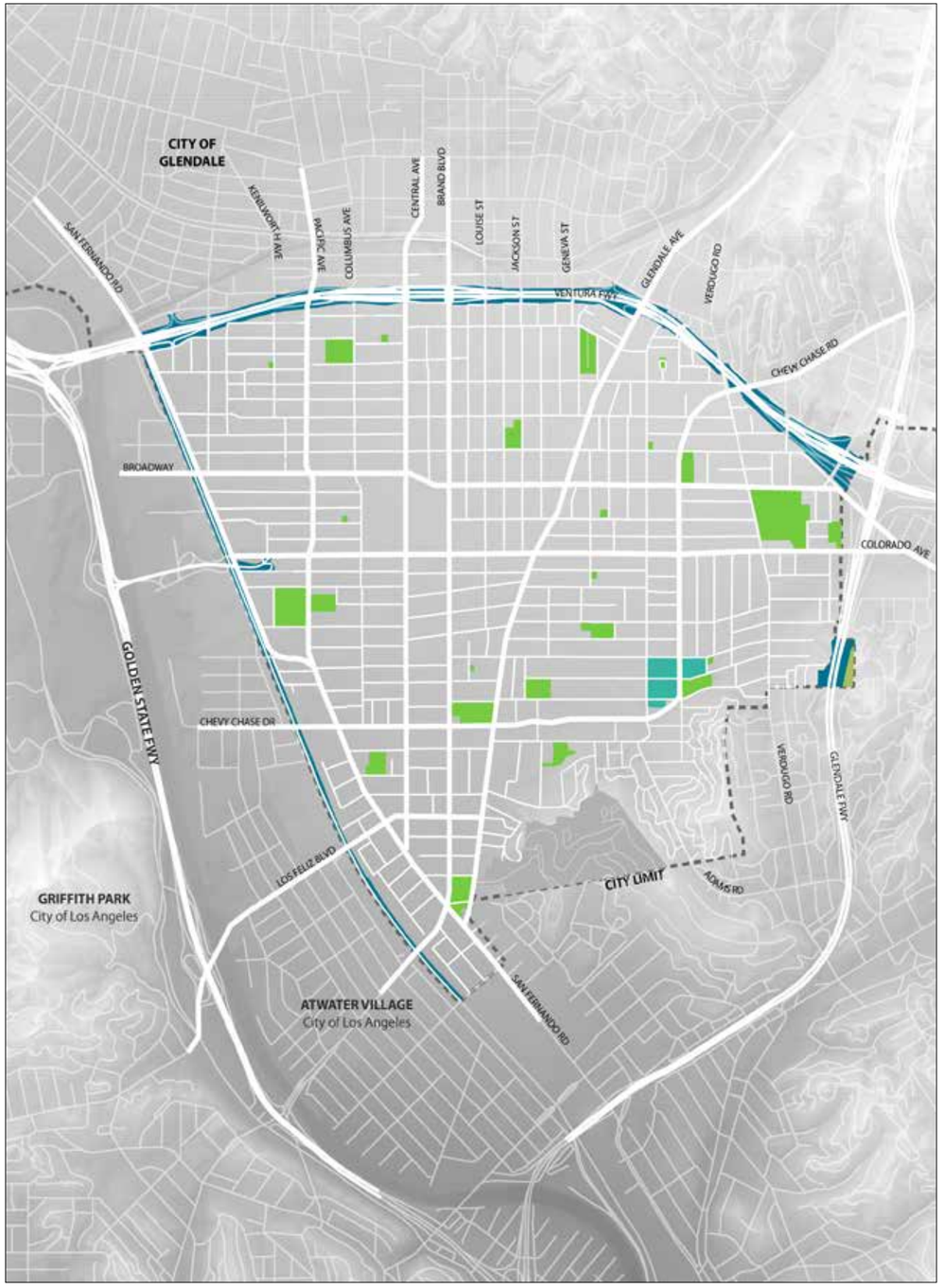
Campus

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.

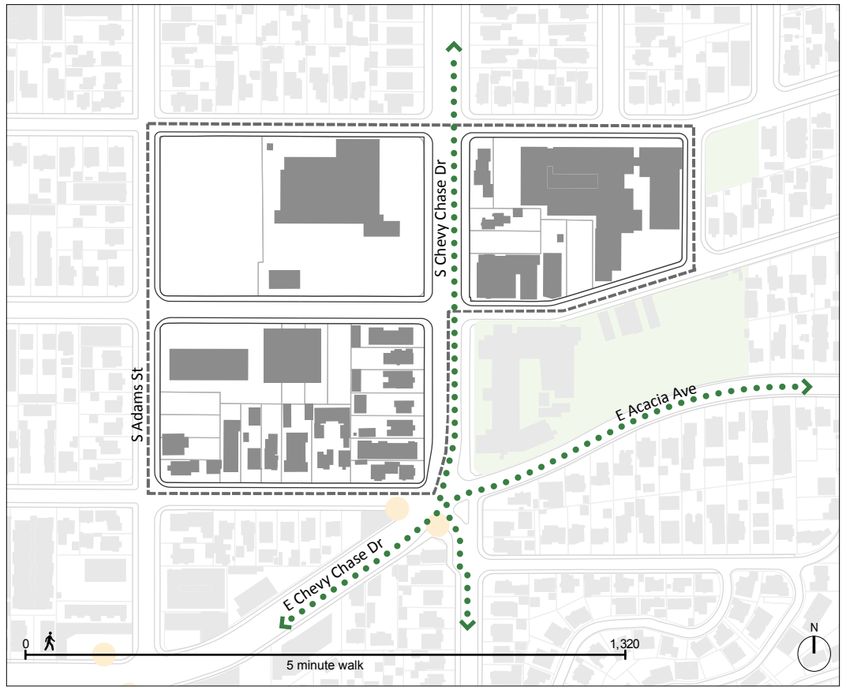
Campuses in South Glendale:

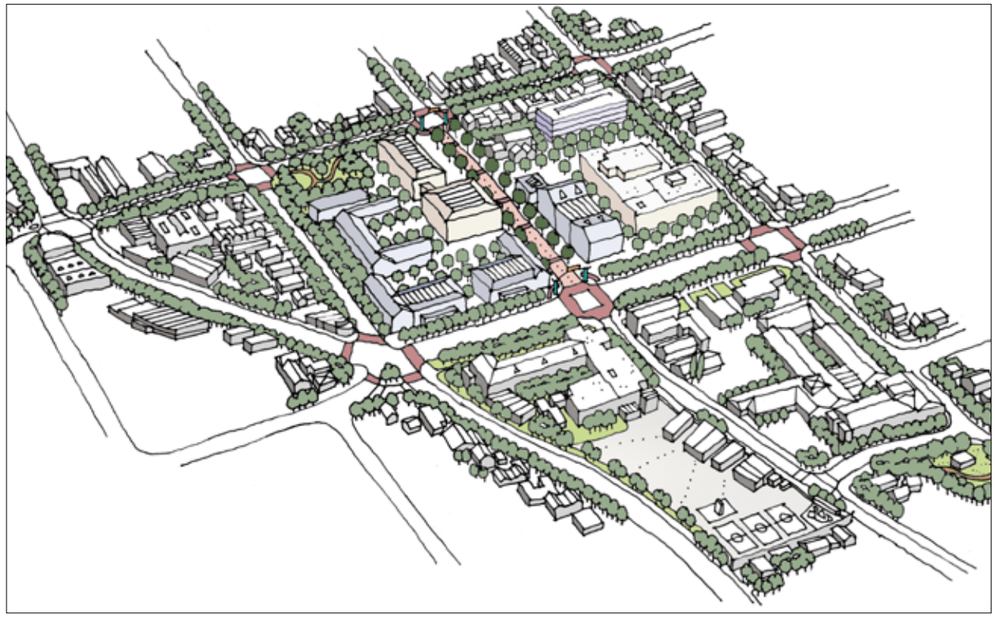
Glendale Community College - South Campus
Glendale Memorial Hospital
Glendale City Hall Campus

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.



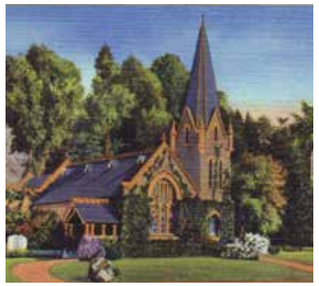


Vision

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.