

Chapter 5

POLICY FRAMEWORK

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

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

5.1 Public Participation and Accessibility

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

Step One: Identify Issues and Public Outreach

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

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

morial Hospital, the Glendale Association of Realtors, and the Glendale Homeowners Coordinating Council.

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

Step Two: Write the Plan

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

Draft Plan and EIR

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

5.2 Plan Timeline

2012

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

2013

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

2014

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

2015

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

2016

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

2016 (Continued)

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

2017

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

(CC) Indicates City Council meeting

(TOD) Indicates event associated with Tropic Transit Oriented Development Study

(POP) Indicates Pop-Up Booth at City Event

(PED) Indicates event associated with Citywide Pedestrian and/or Citywide Safety Education Initiative

(HOA) Indicates presentation at Neighborhood/ Homeowners Association meeting

5.3 Relationship of Community Plans to Local Glendale Policy

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

5.3.1 General Plan Elements

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

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

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

5.3.2 Linking Citywide Principles to South Glendale

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

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

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

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

Table 5.3.1

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

5.3.3 Comprehensive Design Guidelines

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

5.3.4 Historic Districts

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

5.3.5 Glendale's Quality of Life Indicators

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

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

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

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

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

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

5.3.7 Bicycle Transportation Plan (2012)

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

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

5.3.8 Glendale Citywide Pedestrian Plan

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

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

5.3.9 Glendale Safe & Healthy Streets Plan (2011)

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

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

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

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

5.3.11 Tropico Center Plan (20__)

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

5.3.12 Space 134 Vision Plans (2013 and 2016)

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

5.3.13 City of Glendale Citywide Transportation Demand Model.

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

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

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

5.3.14 Greener Glendale Plan (2012)

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

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

5.4 County Planning and Coordination with Neighboring Jurisdictions

5.3.15 Urban Water Management Plan (2016)

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

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

5.3.16 Consolidated Plan (2015-2020)

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

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

5.3.17 GWP Strategic Plan (2009)

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

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

5.4 Regional Planning

5.4.1 Southern California Association of Governments (SCAG) Compass Blueprint

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

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

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

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

- 1) **Create An Urban Growth Boundary.** Since 2003 Glendale has purchased tracts of open space in hillside where access and urban services are unavailable or costly to expand.
- 2) **Focus Growth Downtown.** In 2006 Glendale adopted the Downtown Specific Plan (DSP) which encouraged growth of commercial, residential and mixed-use development by increasing densities to up to 187 units per acre. This form-based document

encourages good design, while placing density along established transportation and transit corridors and in proximity to employment opportunities.

- 3) **Get People Out of Their Cars.** In 2007 Glendale adopted the Downtown Mobility Plan, a progressive transportation plan that encourages a variety of multi-modal transportation strategies to increase mobility in Downtown Glendale. Compass blueprint strategies such as encouraging transit-supporting densities and opportunities for pedestrians and bicyclists, in addition to cars, provides for more efficient transportation and options.
- 4) **Provide Housing For All.** Glendale has a Housing Element that is in compliance with state law and provides for a variety of housing to meet regional housing needs
- 5) **Promote Public Health.** Glendale has a Safe and Healthy Streets Plan, prepared for the purpose of improving public health through safe walking and bicycling policies.
- 6) **Strengthen Neighborhoods.** Glendale has undertaken several neighborhood revitalization projects including Adams Square and East Garfield neighborhoods. Revitalization projects encourage removal of blight, perform infrastructure upgrades and encourage private investment into existing neighborhoods, thereby encouraging economic development and infill in urban areas.
- 7) **Focus on Neighborhood Planning.** The creation of community plans as part of the General Plan Update addresses planning at the neighborhood level. The neighborhood plans bring regional planning into practice at the local level through policies for land use, urban design, mobility, housing and sustainability.
- 8) **Translate Policy into Practice.** The Urban Design Studio was formed in 2006 to provide design expertise. The Urban Design Studio focuses on architectural design, urban design, historical preservation and transportation planning to augment traditional city planning functions.

5.4.2 Regional Transportation Plan (RTP) /Sustainable Communities Strategy

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

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

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

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

5.6 State Planning

5.5 State Planning

5.5.1 Active Transportation Program (ATP)

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

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

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

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

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

5.5.3 Environmental Justice

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

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