THE CIRCULATION PLAN

2.1 GOALS AND OBJECTIVES

Goals are long term, slowly evolving statements of community values. Objectives are mid-term measurable targets which guide the city to its ultimate goals. The purpose of the goals and objectives are to set direction for the City's policies, principles, standards, and programs.

VISION STATEMENT

During the Circulation Element preparation process, a Task Force representing various community interest groups was created to help establish community goals and objectives and to provide input to the Circulation Element document. The Task Force, in preparing the goals and objectives, first developed a vision statement for the future of Glendale:

A circulation system which preserves and enhances the quality of life in the city by allowing for commerce to thrive, protecting the character of residential neighborhoods, and minimizing adverse environmental impacts.

Based on the vision of the future, the Circulation Element Task Force identified the following goals and objectives:

GOAL 1

Preservation and enhancement of the quality of life in Glendale's unique communities.

Objectives

- Minimize non-local vehicular traffic and parking in both single and multiple family residential neighborhoods through land use management and traffic/parking control.

- Support and enhance existing neighborhood commercial centers to continue to serve the needs of nearby residents.

- Maintain acceptable noise levels in residential areas as defined in the Noise Element by managing traffic volumes and speed.

- Discourage high speeds on residential streets through roadway design and traffic enforcement.

- Develop acceptable thresholds of traffic volume in residential zones based on environmental capacity.

GOAL 2

Minimization of congestion, air pollution, and noise associated with motor vehicles.

Objectives

- Increase/support public and high occupancy vehicle transportation system improvements through mitigation of traffic impacts from new development.

- Develop parking policies which support reduced automobile travel in the most congested areas of Glendale.

- Construct the complete bikeway system for Glendale as identified in the Bikeway Master Plan and continue to consider additions or adjustments to the planned system.

- Support Transportation Demand Management and Transportation System Management policies.

GOAL 3

Reasonable access to services and goods in Glendale by a variety of transportation modes.

Objectives

- Encourage growth in areas and in patterns which are or can be well served by public transportation.

- Encourage housing around and in commercial centers.

- Provide opportunities for successful neighborhood retail uses.

- Ensure transportation connections to regional systems by a variety of modes.

- Meet special transportation needs of the physically challenged.

GOAL 4

Functional and safe streetscapes that are aesthetically pleasing for both pedestrians and vehicular travel.

Objectives

- Provide and maintain high quality streetscape and pedestrian amenities (i.e. bus shelters, street trees, street furniture, wide sidewalks, etc.)

- Support the enhancement of existing and creation of new pedestrian-oriented retail centers.

GOAL 5

Land use which can be supported within the capacity constraints of existing and realistic future infrastructure.

Objectives

- Balance land use/zoning with roadway capacity by establishing congestion thresholds and avoiding unacceptable levels of congestion from future development.

2.2 IMPLEMENTATION

The implementation measures are means by which a commitment can be made to achieving the goals and objectives of this element. Implementation measures include policies, plans, principles, standards and programs. The measures have been grouped by topic and they include both existing and proposed measures. The measures should be carried out as soon as is practically possible to ensure movement towards the goals and objectives of this element.

STREET IMPROVEMENTS

- The Street Classification Policies and Map and design standards shown in Section 2-3 shall be the official plan for street improvements in Glendale. These shall be used in conjunction with other applicable plans, policies, principles, and standards when the City is considering its capital improvements investment, roadway widenings, right-of-way dedications, right-of-way vacations, new land-use development, and changes to development zones or standards.
- A Master Plan of Streets shall be prepared to identify, in detail, future roadway improvements and right-of-way dedications consistent with the goals, objectives, policies, and programs of this element. The process to prepare this master plan shall include public participation with a mix of interest groups. Right-of-way dedications and/or improvements from new development shall be obtained as building permit conditions to assist in bringing the street to its planned dimensions.
- The design standards and cross-sections in Section 2-3 are the minimum acceptable design standards for new public streets dedicated to the City and for new private streets. Street improvements and dedications on existing streets as part of new development shall also be consistent with the standards in these exhibits, unless detailed differently in the Master Plan of Streets or found by the City Engineer to be infeasible.
- Right-of-way improvement plans need to provide for the maintenance or enhancement of sidewalks and avoid the creation of sidewalks narrower than depicted in Section 2-3 unless the narrow width is fully mitigated by providing other enhancements.
- Street lighting improvements shall utilize design based on the adopted Street Lighting Guidelines and Design Criteria.

TRAFFIC CALMING

- Traffic calming techniques are applicable to community and neighborhood collectors and local streets as determined appropriate by the City. These techniques include engineering, education, and enforcement as adopted by the City in its traffic calming program. The City shall continue to implement its Traffic Calming Program to achieve the following goals:
  - Reduce demonstrated accident patterns on local streets where feasible.
  - Eliminated or discourage non-local, cut-through traffic on predominant residential local or collector streets by focusing traffic on the arterial roadway system.
  - Reduce traffic speeds on residential streets with demonstrated problems to levels consistent with other non-impacted local streets in the city.
  - Limit the shifting of traffic intrusion or speeding problems from one residential street to another.
  - Ensure citizen participation throughout the program by seeking the input of affected residents, non-resident property owners, and, if applicable, business owners; and
  - Minimize impacts on emergency vehicle response time due to implementation of neighborhood traffic control measures.

BIKEWAY IMPROVEMENTS

- Phase 1 and 2 of the Bikeway Master Plan shall continue to be implemented . Phase 1 includes short term recommendations consisting of Class 2 and Class 3 bikeways, Phase 2 involves the construction of more Class 2 bikeways into a complete network. Bicycle facilities (lanes and routes) shall be installed in accordance with the plan as part of any resurfacing or other major roadway construction project when sufficient width is available. The Bikeway Master Plan should be reviewed every 3-5 years to assess its ability at meeting needs. The update should address:
  - The new demand for bikeways resulting from new development;

- Consistency and compliance with other planning efforts; and
- Connections to bikeways in adjacent cities.

Transit Improvements

- The short-range and long range transit plan shall be updated as needed and implemented to serve the growing transit needs of Glendale's residents and businesses.

Parking

- A comprehensive parking program will be prepared to address specialized downtown parking needs including shared parking, "park-once" uses, satellite parking, and parking standards.
- Off-street parking standards for new development should be evaluated to determine if parking standards can be modified where transit service, bicycle facilities or pedestrian amenities are available in order to encourage transit uses, bicycling, or walking.
- The City will continue to allow neighborhoods to seek permit parking to reduce commercial traffic and parking spillover in residential areas. Approval will be based on sound engineering judgement and fiscal limitations.
- The City will continue to seek the development of additional park and ride facilities to meet commuter needs.
- The City will provide public parking facilities with electric vehicle recharging stations to meet estimated needs.

Land Use

- The City shall evaluate zoning in the commercial and industrial areas of the City and establish floor area ratios based on the availability of existing or proposed street capacity to accommodate future growth. The standards for determining floor area ratios need to be correlated with intersection capacity. A minimum desired level of service is "D" during afternoon peak hours, except at intersections along major arterials, where a minimum desired level of service is "E".
- The City will continue in its neighborhood and community planning efforts to provide balanced land uses and reduce vehicle trips through the support and enhancement of existing neighborhood and community retail and service centers.
- Mixed-use development opportunities shall be encouraged where the development is consistent with other City goals, objectives, and policies, in order to reduce vehicle trips.

Transportation Demand Management

- The Trip Reduction Ordinance shall continue to be enforced and the Congestion Management Program (CMP) requirements shall be monitored to ensure the City's compliance. The Trip Reduction Ordinance should be updated and expanded as needed to maintain compliance with the CMP, to consider non-commercial development and to seek an average vehicle ridership goal of 1.5 in the downtown area.
- Appropriate trip reduction credit should be given for development that provides public or high-occupancy vehicle transportation improvements.

Transportation Systems Management

- The City's Advanced Traffic Management System will continue to be utilized and expanded to eventually monitor and operate all signals within the City. This system will be set up for fine tuning of signal timing to minimize delay and will incorporate the following intelligent transportation system components:

  - Smart Traffic Control System Module to provide real-time adaptive traffic signal control.
  - Incident Management Module to detect abnormal traffic patterns and assist operators in monitoring and managing traffic incidents.
  - Emergency Response Module to interface with an emergency vehicle preemption system which provides signal clearance to emergency vehicles.
  - Traveler Information System Module to cover a variety of technologies ranging from pre-trip planning information to en-route guidance.
  - Transit Management System Module to provide transit priority at signalized intersections; to geographically track and monitor all transit vehicles operated in the City; and to provide real-time transit scheduling information to the public.

FUTURE STREETS

State law requires the Circulation Element to address proposed major thoroughfares in addition to existing major thoroughfares. As an urban city near its land use buildout, Glendale's most significant streets for traffic flow (arterials) are generally already established by the City's existing street network. New arterial streets would only be added under the following conditions:

- New major private or public development proposals which require more street capacity than currently available;
- Specific plans for areas which involve potential replatting of streets; or
- Public or staff initiated proposals to redirect traffic through new roadway connections.

Other than the recommended street classification in Chapter 2, arterial identification would be too speculative for this document, since current proposals are only in preliminary discussion. Two planning documents, the Greater Downtown Strategic Plan and the San Fernando Design and Implementation Feasibility Plan have both proposed changes to the City's street network. The Greater Downtown Strategic Plan as adopted did not include changes to the City's arterial network. The San Fernando Design and Implementation Feasibility Plan has recently been accepted by City Council. Any changes to the City's existing street classifications would require an amendment to the Circulation Element, thus affording appropriate analysis and public involvement.

2.3 CLASSIFICATION OF ROADWAYS

Functional classification is the grouping of streets and highways according to the character of their service. The functional classification of a street defines the part which that particular street should play in serving the flow of trips through a roadway network. Local streets emphasize land access (driveway connections between streets and abutting land uses), while arterials emphasize mobility for through movement. Collectors offer a compromise between both functions, often providing a through connection between arterials and local streets along with a high level of land access.

The system is hierarchical based on land use and street layout patterns, access and mobility requirements, and traffic volumes. Local streets, which make up the largest number of streets and street mileage in Glendale, receive most of their traffic from abutting land uses. Arterials, which are the fewest in number and mileage and generally carry the highest volumes of traffic, receive most of their traffic from collector and local streets instead of from abutting land uses. The following detailed description of the various characteristics of street classifications is based on the functional, land use, traffic volume, and access control considerations. Exhibits 2-1 through 2-6 show the official classifications and design standards for Glendale's roadways.

FREEWAYS

Freeways carry the highest percentage of intra- and inter-regional traffic entering, leaving, or travelling through the urban area. They provide important service to regional traffic generators, major population centers, commercial, and industrial areas. Access to freeways is restricted by grade-separated interchanges.

Glendale's four freeways are: the Golden State (Interstate 5), the Ventura (State Route 134), the Foothill (Interstate 210), and the Glendale (State Route 2) Freeway.

MAJOR ARTERIALS

FUNCTIONAL PURPOSE

Major arterials are characteristically the widest (4-6 lanes) urban streets and carry the heaviest traffic volumes (up to 45,000 vehicles per day). They generally provide motorists with the most continuous, efficient routes throughout the City since traffic signals, parking limitations and prohibitions, and access are utilized to maximize traffic flow.

Major arterials distribute traffic to freeways, other arterials, collectors (urban, community and neighborhood), activity and business centers, and other major traffic generators within and outside the City. They also serve regional traffic between adjacent cities, are generally truck routes, corridors of high transit service and patronage, and potential bicycle lane or route locations.

Examples of major arterials include San Fernando Road, Glendale Avenue, Central Avenue, Foothill Boulevard, and Brand Boulevard.

INTERSECTIONS

Intersections with freeways other arterials and collectors should be designed to facilitate the movement of traffic. When warranted, intersections would be controlled by traffic signals, often with multi-phasing. At intersections, traffic on local streets should yield right-of-way to traffic on major arterials.

LAND USE AND DEVELOPMENT

Auto-oriented land uses should be encouraged to locate along major arterials. Major development centers (commercial, office, retail), which attract trips from both within and outside the City, should locate along major arterials.

DESIGN TREATMENT AND TRAFFIC OPERATIONS

Design treatment and traffic operations on major arterials will generally follow these guidelines:

1. Lane Configuration and Width

    - Traffic lanes- twelve (12) feet.
    - Bike lanes- five (5) feet.
    - Parking lanes-eight (8) feet.

2. Access Control (the following measures are access control tools)

    - Raised medians or striping.
    - Restrictions of mid-block left turns or U-turns.
    - Limitations on driveway spacing and proximity to intersections.
    - Utilization of center left-turn lanes.

3. Signalization

   - Quarter (1/4) mile spacing desirable; in down town 800-1000 feet.
   - Pedestrian crossings at least every 1,500 feet or every four blocks minimum.
   - Turn restrictions or prohibitions to provide efficient through traffic movement.

4. Parking

   - Restrict parking to provide additional lanes as needed
   - On-street parking, where permitted, should generally serve short-term parking needs.
   - Encourage suitable transportation management alternatives and off-street parking.

SIGNATURE STREETS

Brand Boulevard between Colorado Street and Glenoaks Boulevard is designated a signature street. This section of Brand Boulevard is a signature street, since it connects a primary regional freeway (Route 134) into the heart of Glendale's downtown office, retail, and restaurant district. This section of Brand Boulevard has a unique streetscape (sidewalk dining, ample parking, and curb bumpouts) and a land use pattern which gives it a high level of identity. Brand Boulevard also has a high pedestrian-friendly atmosphere and a higher level of bus transit service.

MINOR ARTERIALS

FUNCTIONAL PURPOSE

Minor arterials are characteristically 4 lanes wide. These streets augment the major arterial system by forming a street network between local, collector, and arterial streets. Minor arterials generally carry up to 30,000 vehicles per day, have fewer parking limitations and prohibitions, and fewer access controls to adjacent land uses than major arterials.

Minor arterials also provide access to freeways, serve activity centers within the community, satisfy intermediate trips within the City rather than trips to adjacent communities, serve truck traffic to a lesser extent than major arterials, serve as transit routes, and can be candidates for bicycle lanes or routes.

Examples of minor arterials include Broadway, Flower Street, Victory Boulevard, and Chevy Chase Drive west of Glenoaks Boulevard.

INTERSECTIONS

Intersections of minor arterials with both collector streets and streets of higher classification should be designed to facilitate the safe movement of traffic along each street, as well as turning movements between such streets. At intersections with local streets, the traffic on local streets should yield right-of-way access to the traffic on minor arterials.

LAND USE DEVELOPMENT

Development centers which attract trips from within the City should locate along minor arterials.

DESIGN TREATMENT AND TRAFFIC OPERATIONS

Design treatment and traffic operations on minor arterials will generally follow these guidelines:

1. Lane Configuration and Width

   - Traffic lanes- twelve (12) feet.
   - Bike lanes- five (5) feet.
   - Parking lanes- eight (8) feet.

2. Access Control (the following measures are access control tools)

   - Raised medians or striping.
   - Restrictions of mid-block left turns or U-turns.
   - Limitations on driveway spacing and proximity to intersections.
   - Utilization of center left-turn lanes.

3. Signalization

   - Quarter (1/4) mile spacing desirable; in down town 800-1000 feet.
   - Pedestrian crossings at least every 1,500 feet or every four blocks minimum.
   - Turn restrictions or prohibitions to provide efficient through traffic movement.

4. Parking

   - Restrict parking to provide additional lanes as needed.
   - On-street parking, where permitted, should generally serve short-term parking needs.

- Encourage suitable transportation management alternatives and off-street parking.

Signature Streets

Broadway from Glendale Avenue to Central Avenue is designated as a signature street . This section of Broadway has a unique streetscape (storefront commercial uses and decorative sidewalks) which gives it a high level of identity. Broadway also has a pedestrian-friendly atmosphere and a high level of bus transit service.

Urban Collectors

Functional Purpose

Urban collectors are streets with adjacent land dominated by commercial, industrial, and/or multi-family residential uses. These streets take traffic from local streets and along the urban collector and distribute that traffic to the major/minor arterial street system. They generally carry up to 10,000 vehicles per day. Parking limitations or prohibitions and/or access control to adjacent land use may or may not be imposed along urban collectors depending on the generation characteristics of adjacent land use, street width, and the location within the City. Urban collectors also serve light truck traffic to a lesser extent than minor arterials, serve as transit routes, and can be candidates for bicycle lanes or routes.

Urban collectors are generally 2-lane roadways with street width available for parking on one or both sides, or other uses of the roadway, such as center left-turn lanes, at the discretion of the City.

Examples of urban collectors include California Avenue, Columbus Avenue, Lexington Drive, Maryland Avenue, and Maple Street.

Intersections

Intersections of urban collectors with other collectors or streets of higher classification should be designed to facilitate the safe movement of traffic along each street, as well as turning movements between such streets. Traffic on local streets should yield right-of-way to traffic on urban collectors at intersections.

Land Use Development

Land uses adjacent to urban collectors are generally mixed density residential, commercial, institutional, and industrial including offices, hospitals, shopping centers, schools, libraries, and government buildings.

Design Treatment and Traffic Operations

Design treatment and traffic operations on urban collectors will generally follow these guidelines:

1. Lane Configuration and Width

    - Traffic lanes-twelve (12) feet.
    - Bike lanes- five (5) feet.
    - Parking lanes- eight (8) feet.

2. Access Control (the following measures are access control tools)

    - On-street striping for access control.
    - Restrictions of left-turns or U-turns mid block.
    - Limitations on driveway spacing and proximity to intersections.
    - Utilization of center left-turn lanes.

3. Signalization

    - Quarter (1/4) mile spacing desirable
    - Pedestrian crossings at least every 1,500 feet or every four blocks minimum.
    - Turn restrictions or prohibitions to provide efficient through traffic movement.
    - Widening at key intersection approaches (not necessarily signalized)

4. Parking

    - Allow on-street parking to the extent possible to generally service short term parking needs in commercial and industrial areas.
    - Restrict parking to provide additional lanes during peak hours in commercial and industrial areas.
    - Encourage suitable transportation management alternatives and off-street parking.

Signature Streets

Honolulu Avenue from Las Palmas Avenue to Verdugo Road is designated as a signature street since it traverses the "Montrose Shopping Park", a highly unique specialty retail, restaurant, neighborhood commercial activity center in northern Glendale. A serpentine two lane roadway with ample on-street parking, curb bumpouts, sidewalk dining, street trees, and pedestrian friendliness, are special characteristics of this street section.

COMMUNITY COLLECTORS

FUNCTIONAL PURPOSE

Communities are relatively large areas containing several neighborhoods which share common commercial or public centers that serve the surrounding residents. Community collectors are streets that connect communities to each other and are usually longer than neighborhood collectors. Adjacent land uses are predominantly low density residences. These streets collect traffic from local streets and along the community collector, and distribute that traffic to the major/minor arterial street system. They generally carry up to 10,000 vehicles per day, are typically 2-lane roadways with parking generally permitted on one or both sides, and generally have full access to adjacent properties. Community collectors also serve light truck traffic to a lesser extent than minor arterials, serve as transit routes, and can be candidates for bicycle lane or routes.

Examples of community collectors include Kenneth Road, New York Avenue, Stocker Street west of Louise Street and Chevy Chase Drive north of Glenoaks Boulevard.

INTERSECTIONS

Intersections with other collector streets and streets of higher classification should be designed to facilitate the safe movement of traffic along each street, as well as turning movements between such streets. Traffic on local streets should yield right-of-way to traffic on community collectors at intersections.

LAND USE DEVELOPMENT

Generally low density residential (predominantly single-family)

DESIGN TREATMENT AND TRAFFIC OPERATIONS

Design treatment and traffic operations on community collectors will generally follow these guidelines:

1. Lane Configuration and Width

    - Traffic lanes-twelve (12) feet.
    - Bike lanes- five (5) feet.
    - Parking lanes- eight (8) feet.

2. Access Control

Full access will generally be allowed to adjacent properties except under special circumstances

3. Signalization

    - Quarter (1/4) mile spacing desirable
    - Limited turn restriction during peak hours to provide sufficient through traffic movement.

4. Parking

    - Parking on-street generally permitted.
    - Restrictions or prohibitions limited to special circumstances (at corners, adjacent to driveways), often for safety considerations.

5. Traffic Calming

Traffic calming measures could be implemented where appropriate on community collectors in accordance with the City's Neighborhood Traffic Calming Program.

NEIGHBORHOOD COLLECTORS

FUNCTIONAL PURPOSE

Neighborhoods are residential areas which are bounded by major roads, commercial land uses or natural features defined in size by comfortable walking distance. Neighborhood collectors are streets with low density (predominantly single family) residential uses that collect traffic from local streets and along the neighborhood collector and distributes that traffic mostly to other collectors and to a lesser degree to major/minor arterials. They generally carry lesser traffic (less than 5,000 vehicles per day) over shorter distances than community collectors do.

They are generally 2-lane roadways with parking on one or both sides and generally have full access to adjacent properties.

Examples of neighborhood collectors include Dryden Street, a portion of Country Club Drive, and Lauderdale Avenue.

INTERSECTIONS

Intersections with community collectors and streets of higher classification should be designed to facilitate the movement of traffic and allow all turning movements. Traffic on local streets should yield right-of-way to traffic on neighborhood collectors at intersections.

LAND USE DEVELOPMENT

Generally low density residential (single-family)

Design Treatment and Traffic Operations

Design treatment and traffic operations on neighborhood collectors will generally follow these guidelines:

1. Lane Configuration and Width

    - Traffic lanes- twelve (12) feet.
    - Parking lanes- eight (8) feet.
    - Bike lanes- five (5) feet.

2. Access Control

    - Full access will generally be allowed to adjacent properties except under special circumstances.

3. Signalization

    - Signalization less likely than on other collectors or arterials.
    - Limited turn restriction during peak hours to provide sufficient through traffic movement.

4. Parking

    - Parking on-street generally permitted.
    - Restrictions or prohibitions limited to special circumstances (at corners, adjacent to driveways), often for safety considerations.

5. Traffic Calming

Traffic calming measures could be implemented where appropriate on neighborhood collectors in accordance with the City's Neighborhood Traffic Calming Program.

Local Streets

Functional Purpose

Local streets perform a variety of functions and accommodate both vehicular, bicyclist, and pedestrian traffic. In most instances, they serve the residential needs of the immediate community, carrying low volumes of traffic to and from collectors and arterials (typically 500-700 vehicles per day but up to 2,500 vehicles per day).

Since the primary functions of local street is to provide access to adjacent properties, they should not carry through traffic. Moving from one part of the city to another should be discouraged along local streets, particularly in residential areas. Local streets are generally 2-lane roadways with street width available for parking on one or both sides.

Examples of local streets are Windsor Road, Thompson Avenue, and Altura Avenue.

Intersections

Intersections of local streets with both collector streets and streets with higher classification should be designed to facilitate the safe movement of traffic along each street, as well as turning movements between such streets. Traffic on local streets should yield right-of-way to traffic on collector streets.

Land Use Development

Land use adjacent to local streets are generally single and multiple family residential.

Design Treatment and Traffic Operations

Design treatment and traffic operations on local streets will generally follow these guidelines:

1. Lane Configuration and Width

    - Traffic lanes- ten (10) feet.
    - Parking lanes- eight (8) feet

2. Access Control

    - Full access will generally be allowed to adjacent properties except under special circumstances.

3. Signalization

    - Intersections are typically either controlled by stop signs or are uncontrolled.
    - Signalization less likely than on collectors or arterials.
    - Limited turn restriction during peak hours to provide sufficient through traffic movement.

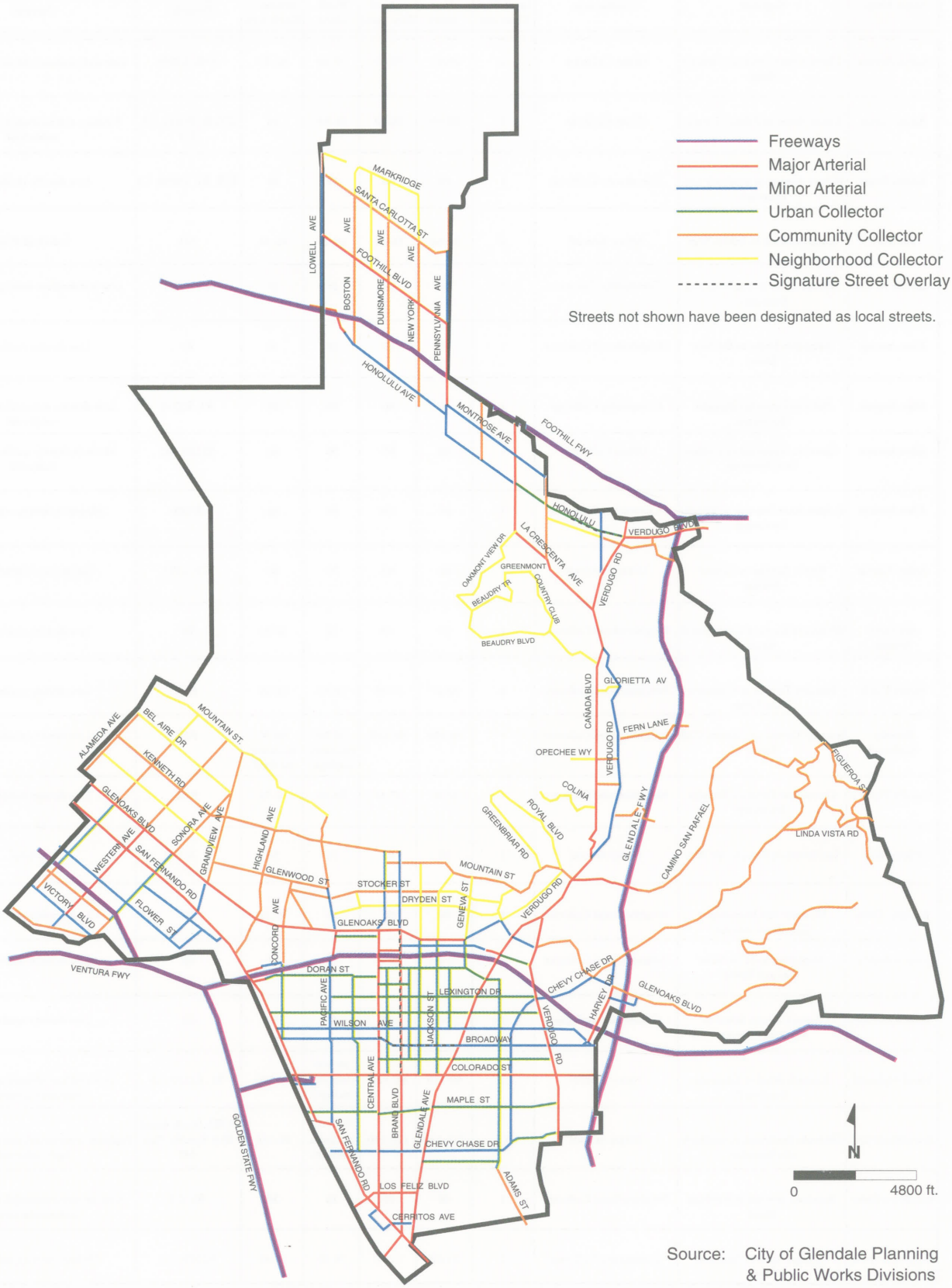
4. Parking

    - Parking on-street generally permitted.
    - Restrictions or prohibitions limited to special circumstances (at corners, adjacent to driveways), often for safety considerations.

5. Traffic Calming

Traffic calming measures could be implemented where appropriate on local streets in accordance with the City's Neighborhood Traffic Calming Program.

EXHIBIT 2-1 CITY OF GLENDALE STREET CLASSIFICATION MAP



Source: City of Glendale Planning & Public Works Divisions

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-Way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
Acacia Avenue	Chevy Chase Drive to Verdugo Road	Urban Collector	1	50-60	50-60	30-40	36-40	R1R, R3050	Low and moderate density residential
Adams Street	Doran Street to Palmer Avenue	Urban Collector	1	50-60	56-60	36-38	40	R2250, R1650, C3, C1	Medium and medium-high density residential
Adams Street	Palmer Avenue to southerly city boundary	Community Collector	1	50	50	38	38	R1R, R1, R3050, C1	Low density residential
Air Way	Sonora Avenue to Bekins Way	Minor Arterial	1	50-64	56-60	46-48	46-48	M1	Industrial Park
Alameda Avenue	Bel Aire Drive to southerly city boundary	Community Collector	1	60	60	36	40	R1, R2250	Low and medium density residential
Allen Avenue	Mountain Street to Bel Aire Drive	Neighborhood Collector	1	60	60	36	36	R1	Low density residential
Allen Avenue	Bel Aire Drive to Glenoaks Boulevard	Community Collector	1	60	60	36	36	R1, R2250	Low density and medium density residential
Allen Avenue	Glenoaks Boulevard to Golden State Freeway	Urban Collector	1	60	60	36	36	R2250, M2	Medium density residential; light industrial
Allen Avenue	Golden State Freeway to Victory Boulevard	Community Collector	1	60	60	36	36	R3050	Moderate density residential
Arden Avenue	Pacific Avenue to Central Avenue	Urban Collector	1	60	60	40	40	C2, CPD	Community Commercial
Ard Eevin Avenue	Mountain Street to Cumberland Road	Neighborhood Collector	1	50	50	30	30-36	R1	Low density residential
Barnes Circle	Beaudry Terrace to Oakmont View Drive	Neighborhood Collector	1	37-47	37-47	28-36	28-36	R1R	Low density residential
Beaudry Boulevard	Beaudry Terrace to Country Club Drive	Neighborhood Collector	1	50-100	50-100	36-70 (includes median)	36-70 (includes median)	R1R	Low density residential
Beaudry Terrace	Greenmont Drive to Beaudry Boulevard	Neighborhood Collector	1	37-47	37-47	30-36	30-36	R1R	Low density residential
Bekins Way	San Fernando Road to Air Way	Minor Arterial	1	80	80	56	56	M1	Industrial
Bel Aire Drive	Westerly city boundary to Grandview Avenue	Neighborhood Collector	1	60	60	30	30-36	R1	Low density residential
Boston Avenue	Markridge Road to Santa Carlotta Street	Neighborhood Collector	1	55-66	55-66	42	42	R1	Low density residential
Boston Avenue	Santa Carlotta Street to Honolulu Avenue	Community Collector	1	66	66	42	42	R1	Low density residential
Brand Boulevard	Kenneth Road to Glenoaks Boulevard	Minor Arterial	2	60-130	60-130	50-100 (includes median)	50-100	R1, R1250, C3	Low and high density residential; community commercial
Brand Boulevard	Glenoaks Boulevard to southerly city boundary	Major Arterial	2,3	120-140	120-140	96-116 (includes median)	96-116	CBD, South Brand Blvd Specific Plan, M2	Regional commercial; automobile retail; light industrial
Broadview Drive	Roselawn Avenue to Verdugo Road	Neighborhood Collector	1	60	60	36	36	R1, C3	Low density residential; community commercial center
Broadview Drive	Verdugo Road to Stancrest Drive	Community Collector	1	51-60	51-60	36-40	36-40	R2250, M1	Medium density; industrial

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS (CONT'D)

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
Broadway	San Fernando Road to Wilson Avenue	Minor Arterial	2	80-100	80-100	28-78	28-78	R1, R2250, R1650, C2, C3,CBD, M2	Medium and med high density residential; neighborhood and regional commercial center; educational facility; light industrial
California Avenue	San Fernando Road to Verdugo Road	Urban Collector	1,2	54-60	54-60	36-40	36-40	R2250, R1650, R1250, C2, CBD, M2	Medium, medium-high, and high density residential; community commercial center; regional commercial
Camino San Rafael	Foxkirk Road to Flintridge Drive	Community Collector	1	55-70	55-70	40-44	40-44	R1R, SR	Low density residential; open space
Cañada Boulevard	North Verdugo Road intersection to southerly Verdugo Road intersection	Major Arterial	2	90-110	90-110	58	58	R1, R1650, C1, C2, SR	Low and medium-high density residential; neighborhood and community commercial; community park
Central Avenue	Kenneth Road to Stocker Street	Urban Collector	1	60-80	60-80	40-57	40-57	R1, R1250, C1	Low and high density residential; neighborhood commercial center
Central Avenue	Stocker Street to Glenoaks Boulevard	Minor Arterial	1	60-76	60-76	45-48	45-48	R1250, C1, C3	High density residential; neighborhood commercial center
Central Avenue	Glenoaks Boulevard to San Fernando Road	Major Arterial	2,3	84-100	84-100	56-76	64-76	C1, C2, C3, CBD, South Brand Boulevard Specific Plan	Community commercial; regional commercial center; automobile retail
Central Avenue	San Fernando Road to southerly terminus	Minor Arterial	1	80	80	44	44	M2	Light industrial
Cerritos Avenue	Gardena Avenue to Glendale Avenue	Minor Arterial	1	60-92	60-92	46-64	46-64	South Brand Boulevard Specific Plan, M2	Community commercial; light industrial
Chevy Chase Drive	Westerly city boundary to Glenoaks Boulevard	Minor Arterial	1,2	60-100	60-100	51-71	51-71	R1, R3050, R2250, R1650, C1, C3, M1, M2	Low, moderate, mediam and medium-high density residential; neighborhood and community commercial; light industrial
Chevy Chase Drive	Glenoaks Boulevard to northeasterly city boundary	Community Collector	1,2	50-80	50-80	34-43	34-43	R1, R1R, R2250, SR	Low and medium density residential; health facility
Colina Drive	Sunshine Drive to Canada Boulevard	Neighborhood Collector	1	51	51-55	40	40	R1R, R1, SR	Low density residential; community park
Colorado Street	San Fernando Road to easterly city boundary	Major Arterial	2	75-92	80-92	56-66	66	C1, C3, CBD, M1, SR	Light industrial; neighborhood, community and regional commercial; neibhborhood park; library
Columbus Avenue	Stocker Street to Dryden Street	Neighborhood Collector	1	60	60	40	40	R1, R1250	High density residential
Columbus Avenue	Doran Street to Chevy Chase Drive	Urban Collector	1,2	50-80	56-80	30-60	40-60	R2250, R1650, R1250, CBD	Medium, medium-high and high density residential; regional commercial center
Concord Street	Glenwood Road to Fairmont Avenue	Community Collector	1,2	50-60	50-80	30-40	36-66	R1, R3050, R2250	Low, moderate and medium-high density residential; educational facility
Concord Street	Fairmont Avenue to Broadway	Urban Collector	1,2	60-82	60-82	40-66	40-66	R2250, M2	Medium density residential; light industrial
Country Club Drive	Cañada Boulevard to Greenmont Drive	Neighborhood Collector	1	60-70	60-70	30-44	30-44	R1R, R1, SR	Low density residential; recreational facility
Cumberland Road	Ard Eevin Avenue to Pacific Avenue	Neighborhood Collector	1	50	50	30	30-36	R1R, R1	Low density residential
Doran Street	San Fernando Road to Commercial Street	Major Arterial	1	80	80	64	64	M2	Light industrial
Doran Street	Commercial Street to Adams Street	Urban Collector	1	55-80	60-82	36-64	40-64	R3050, R1650, R2250,R1250 CBD, M1	Moderate, medium, medium-high and high density residential; regional commercial; light industrial
Dryden Street	Pacific Avenue to Rossmoyne Avenue	Neighborhood Collector	1	60	60	36-40	36-40	R1, R1250	Low and high density residential

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS (CONT'D)

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-Way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
Dunsmore Avenue	Markidge Road to Santa Carlotta Street	Neighborhood Collector	1	66	66	42	42	R1	Low density residential
Dunsmore Avenue	Santa Carlotta Street to Honolulu Avenue	Community Collector	1	66	66	42	42	R1, SR	Low density residential; recreation
Elk Avenue	San Fernando Road to Golden State Freeway	Minor Arterial	1	60	60	44	44	M2	Light industrial
Emerald Isle Drive	Camino San Rafael to Chevy Chase Drive	Community Collector	1	60	60	40	40	R1R	Low density residential
Ethel Street	Glenoaks Boulevard to Mountain Street	Neighborhood Collector	1	50	50	30	30-36	R1	Low density residential
Fairmont Avenue	San Fernando Road to Ventura Freeway ramp	Major Arterial	1	80	80	64	64	R1, M1	Low density residential; industrial
Fairmont Avenue	Ventura Freeway ramp to Concord Street	Minor Arterial	1	82	82	64	64	R1, CPD	Low density residential; community commercial
Fern Lane	Verdugo Road to easterly Fern Lane terminus	Community Collector	1	60-80	60-80	44-64	44-64	R1R, SR	Low density residential; open space
Figueroa Street	Northeasterly city boundary to southeasterly city boundary	Community Collector	1	60	60	38-43	38-43	R1R, SR	Low density residential; open space
Flower Street	Westerly city boundary to Air Way	Minor Arterial	1	60-80	60-80	40-66	42-66	M1, M2, SR	Light industrial; neighborhood park
Foothill Boulevard	Westerly city boundary to easterly city boundary	Major Arterial	2	100	100-105	80	80	C3	Community commercial
Foothill Freeway (Interstate 210)	Westerly city boundary to easterly city boundary	Freeway	4	330	330	170	170	R1, R3050, SR	Low and moderate density residential
Gardena Avenue	Central Avenue to Cerritos Avenue	Minor Arterial	1	70	70	42	42	M2	Light Industrial
Geneva Street	Mountain Street to Glenoaks Boulevard	Neighborhood Collector	1	70	70	42	42	R1	Low density residential
Geneva Street	Glenoaks Boulevard to Doran Street	Urban Collector	1	60-68	60-68	36-52	36-52	R1, R1250	Low and high density residential
Glendale Avenue	Verdugo Road to San Fernando Road	Major Arterial	2,3	66-134	84-134	42-110 (includes median)	65-110	R1, R2250, C1, C2, C3	Neighborhood and community commercial; government facility
Glendale Freeway (Route 2)	Northerly city boundary to southerly city boundary	Freeway	4	370	370	145	145	R1R, R2250, SR	Low and medium density residential; open space
Glenoaks Boulevard	Westerly city boundary to Geneva Street	Major Arterial	2,3	74-160	84-160	56-140 (includes median)	64-140	R1, R3050, R2250, C1, C2, C3, CBD	Low, moderate, and medium density residential; neighborhod, coomunity and regional commercial
Glenoaks Boulevard	Geneva Street to Verdugo Road	Minor Arterial	1	60-80	68-80	36-56	42-56	R1, R2250,C1	Low and medium density residential
Glenoaks Boulevard	Verdugo Road to easterly Glenoaks Boulevard terminus	Community Collector	1	60-80	60-80	40-56	40-56	R1, R1R, R2250, C3, SR	Low and medium density residential;neighborhood and community commercial; recreational and open space facility
Glenwood Road	Westerly city boundary to Grandview Avenue	Neighborhood Collector	1	60	60	36	36	R1, R2250, CEM	Low and medium density residential; cemetary
Glenwood Road	Grandview Avenue to Pacific Avenue	Community Collector	1	60-70	60-70	35-46	40-46	R1, R1650	Low and medium density residential; educational facilities

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS (CONT'D)

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
Glorietta Avenue	Canada Boulevard to Verdugo Road	Neighborhood Collector	1	50	50	30	36	R1, SR	Low density residential; neighborhood park
Golden State Freeway (Interstate 5)	Westerly city boundary to southerly city boundary	Freeway	4	265	265	145	145	R1, R3050, R2250, M1, M2	Low and moderate density residential; light industrial
Goode Avenue	Central Avenue to Brand Boulevard	Major Arterial	3	56	56	40	40	CBD	High intensity offices; freeway
Grandview Avenue	Mountain Street to Glenoaks Boulevard	Community Collector	1	45-60	60	28-40	40	R1, R2250, C1, CEM	Low and medium density residential; neighborhood commercial center; cemetery
Grandview Avenue	Glenoaks Boulevard to Flower Street	Minor Arterial	1	80	80	56-66	56-66	M/C, M1, SR	Community commercial; industrial; neighborhood park
Greenbriar Road	Old Phillips Road to Mountain Street	Neighborhood Collector	1	40-51	40-51	30-40	30-40	R1, R1R	Low density residential
Greenmont Drive	Beaudry Terrace to Country Club Drive	Neighborhood Collector	1	40	40	30	30	R1R	Low density residential
Harvard Street	Central Avenue to Chevy Chase Drive	Urban Collector	1,2	60-80	60-80	36-58	36-58	R2250, C3, CBD	Medium density residential; regional commercial; neighborhood park; library
Harvey Drive	Chevy Chase Drive to Glenoaks Boulevard	Minor Arterial	2	78	78	64	64	R2250, SR	Medium density residential
Harvey Drive	Glenoaks Boulevard to Wilson Avenue	Major Arterial	2	70-80	80	64-76	64-76	R2250, SR	Medium density residential
Harvey Drive	Wilson Avenue to Broadway	Minor Arterial	2	80	80	64	64	R2250	Medium density residential
Highland Avenue	Cumberland Road to Kenneth Road	Neighborhood Collector	1	40-60	50-60	36	36	R1	Low density residential
Highland Avenue	Kenneth Road to San Fernando Road	Community Collector	1	50-80	50-80	30-56	36-56	R1	Low density residential
Holly Drive	Harvey Drive to Mount Carmel	Minor Arterial	1	65	80	64	64	SR	Glendale Freeway right-of-way
Honolulu Avenue	Westerly city boundary to Foothill Freeway on-ramp at Lowell Avenue	Major Arterial	2	140	140	104	104	R1, SR	Low density residential
Honolulu Avenue	Foothill Freeway on-ramp at Lowell Avenue to La Crescenta Avenue	Minor Arterial	2	66-126	80-126	60-110	60-110	R1, R3050, R2250, C1, SR	Low and moderate density residential; community park; neighborhood commercial center
Honolulu Avenue	La Crescenta Avenue to Montrose Avenue	Urban Collector	1,2	80-96	80-96	64-66 (excludes Montrose Shop Park)	64-66 (excludes Montrose Shop Park)	C2, CR	Community and regional commercial
Isabel Street	Doran Street to Wilson Avenue	Urban Collector	1	60	60	36	36	R3050, R1250, C2, C3	Moderate and high density residential; community commercial center
Jackson Street	Mountain Street to Glenoaks Boulevard	Neighborhood Collector	1	50	50	30	36	R1	Low density residential
Jackson Street	Glenoaks Boulevard to Colorado Street	Urban Collector	1	60-68	60-68	36-56	40-52	R1250, C3	High density residential; community commercial
Kenilworth Avenue	Concord Street to Glenoaks Boulevard	Community Collector	1	60	60	40	40	R3050, R1650	Moderate and medium high density residential
Kenneth Road	Westerly city boundary to Brand Boulevard	Community Collector	1	45-68	56-68	36-45	36-45	R1, C1, CEM	Low density residential; neighborhood commercial; cemetary

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS (CONT'D)

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-Way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
La Crescenta Avenue	Northerly city boundary to Verdugo Road	Major Arterial	2	66-100	84-100	56-70	56-70	R1, R1650, C2, C3	Low and medium high density residential; community commercial
Lake Street	Westerly city boundary to Sonora Avenue	Community Collector	1	60	60	40	40	R1, R3050, C1	Low and moderate density residential; neighborhood commercial center
Lauderdale Avenue	Markridge Road to Foothill Boulevard	Neighborhood Collector	1	60	60	36-40	36-40	R1	Low density residential
Lexington Drive	Pacific Avenue to Verdugo Road	Urban Collector	1	60	60	36-40	36-40	R1650, R1250, C2, CBD	Medium and medium high density residential; community and regional commercial
Linda Vista Road	Chevy Chase Drive to easterly city boundary	Community Collector	1	50-65	50-65	28-30	28-30	ROS, R1R, SR	Low density residential; open space
Los Feliz Road	Westerly city boundary to Glendale Avenue	Major Arterial	2	90	90	76	76	C3, M2	Light industrial; community commercial; South Brand Boulevard Specific Plan
Louise Street	Mountain Street to Glenoaks Boulevard	Neighborhood Collector	1	60	60	40	40	R1, R1250	Low and high density residential
Louise Street	Glenoaks Boulevard to Colorado Street	Urban Collector	1	60-66	60-66	36-52	36-52	R1250, C3, CBD	High density residential; community and regional commercial
Lowell Avenue	Markridge Road to Santa Carlotta Street	Community Collector	1,2	60-66	60-66	36-40	36-40	R1	Low density residential
Lowell Avenue	Santa Carlotta Street to southerly terminus	Minor Artrial	1,2	63-96	63-96	40-80	40-80	R1, SR	Low density residential
Maple Street	Central Avenue to Verdugo Road	Urban Collector	1	50-60	60	31-36	40	R1, R3050, R2250, R1650, C3, SR	Low, moderate, medium, and medium high density residential, South Brand Boulevard Specific Plan; neighborhood park
Markridge Road	Lowell Avenue to Pennsylvania Avenue (fragmented)	Neighborhood Collector	1	60	60	36	36	ROS, R1R, R1, SR	Low density residential; open space
Maryland Avenue	Doran Street to Harvard Street	Urban Collector	1	60	60	36-40	36-42	R1250, C3, CBD	High density residential; regional commercial
Milford Street	Central Avenue to Maryland Avenue	Urban Collector	1	55-63	55-63	40-43	40-43	CBD	Regional commercial center
Monterey Road	Brand Boulevard to Cordova Avenue	Minor Arterial	2	40-71	40-71	33-54	33-54	R1, R1250, C1, CBD	Low and high density residential; neighborhood and regional commercial
Monterey Road	Cordova Avenue to Glendale Avenue	Major Arterial	2	88-90	88-90	68-70	68-70	R1	Low density residential
Monterey Road	Glendale Avenue to Verdugo Road	Urban Collector	2	66-68	66-68	50-55 (includes median)	50-55	R1, R2250	Low and medium density residential; educational facility
Montrose Avenue	Pennsylvania Avenue to Rosemont Avenue	Urban Collector	1	90-95	90-100	64-75	64-75	R3050, R1650, C2	Moderate and medium high density residential; community services
Montrose Avenue	Northerly city boundary to Verdugo Road	Major Arterial	1	110	110	84	84	C2, CR	Community and regional comercial
Mount Carmel Drive	Glenoaks Boulevard to Holly Drive	Minor Arterial	1	68	68	52	52	ROS, R1R, SR	Low density residential; freeway right-of-way
Mountain Street	Westerly city boundary to Ard Eevin Avenue	Neighborhood Collector	1	50-70	50-70	30-35	30-36	R1, R1R, SR	Low density residential; regional park; library
Mountain Street	Central Avenue to Verdugo Road	Community Collector	1	60-97	60-97	36-66	36-66	R1, R1R, R1250, C3, SR	Low density residential; neighborhood park

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS (CONT'D)

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-Way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
Mountain Street	Verdugo Road to Foxkirk Road	Major Arterial	2	80-98	80-98	66-84	66-84	R1R, SR	Low denisty residential; educational facility
New York Avenue	Markridge Road to Santa Carlotta Avenue	Neighborhood Collector	1	66	66	30-42	30-42	R1	Low density residential
New York Avenue	Santa Carlotta Avenue to Mills Avenue	Community Collector	1	66	66	42-46	42-46	R1, R3050, R2250, SR	Low and moderate density residential; neighborhood and community parks
Oakmont View Drive	La Crescenta Avenue to Barnes Circle	Neighborhood Collector	1	34-46	34-46	28-32	28-32	R1R, SR	Low density residential
Ocean View Boulevard	Northerly city boundary to Verdugo Road	Minor Arterial	2	70-75	70-75	45-60	45-60	C1, C3	Community commercial center
Old Phillips Road	Royal Boulevard to Greenbriar Road	Neighborhood Collector	1	47-51	47-51	40	40	R1R	Low density residential
Opechee Way	Hermosita Drive to Canada Boulevard	Neighborhood Collector	1	60	60	36	36	R1R, R1	Low density residential
Opechee Way	Canada Boulevard to Verdugo Road	Community Collector	1	60	60	36	36	R1	Low density residential
Orange Avenue	Maryland Avenue to Pennsylvania Avenue	Community Collector	1	80-130	80-130	56	56	R1	Low density residential
Orange Street	Doran Street to Colorado Street	Urban Collector	1,2	60-70	60-85	36-50	40-50	CBD	Regional commercial center
Pacific Avenue	Cumberland Road to Glenwood Road	Community Collector	1	60-70	60-70	36-42	36-42	R1	Low density residential
Pacific Avenue	Glenwood Road to Glenoaks Boulevard	Minor Arterial	1	60-80	60-80	46	46	C1, C2	Neighborhood commercial center
Pacific Avenue	Glenoaks Boulevard to Ventura Freeway	Major Arterial	2	60-80	80-94	46-74	60-74	C2	Community commercial
Pacific Avenue	Ventura Freeway to San Fernando Road	Minor Arterial	1,2	60-84	60-93	45-73	45-73	R3050, R2250, R1650, R1250, C2, M2, SR	Moderate, medium, medium-high and high density residential; community commercial; neighborhood park
Palmer Avenue	Glendale Avenue to Adams Street	Urban Collector	1	50	50	38	38	R2250, R1650, C1, SR	Medium and medium-high density residential; neighborhood commercial center;neighborhood park
Pennsylvania Avenue	Markridge Road to Orange Avenue	Community Collector	1	66	66	42	42	R1	Low density residential
Pennsylvania Avenue	Orange Avenue to Foothill Boulevard	Minor Arterial	1	66-73	66-80	42-44	42-64	R1	Low density residential
Pennsylvania Avenue	Foothill Boulevard to Montrose Avenue	Major Arterial	2	80-100	80-100	64-84	64-84	R1, R3050, R2250	Low, moderate, and medium density residential
Pennsylvania Avenue	Montrose Avenue to Honolulu Avenue	Minor Arterial	2	68-100	68-100	64	64	R1, C1, C2	Low density residential; neighborhood commercial center
Ramsdell Avenue	Northerly city boundary to Honolulu Avenue	Community Collector	1	66	66	42	42	R1, R1650	Low and medium-high density residential
Riverdale Drive	San Fernando Road to Central Avenue	Urban Collector	1	80	80	48	48	R2250, M2, SR	Medium density residential; light industrial; neighborhood park
Riverside Drive	Westerly city boundary to Victory Boulevard	Community Collector	2	100	100	55-68	68	R1, R3050, R2250, C3, CE	Low, moderate, and medium density residential; community commercial

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS (CONT'D)

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
Roselawn Avenue	Rosemont Avenue to La Crescenta Avenue	Community Collector	1	50-55	50-55	30-40	40	R1	Low density residential
Rosemont Avenue	Montrose Avenue to Roselawn Avenue	Community Collector	1	66	66	38-40	40	R1, R3050	Low and moderate density residential
Rossmoyne Avenue	Mountain Street to Glenoaks Boulevard	Neighborhood Collector	1	50-60	50-60	30-36	30-36	R1	Low density residential
Royal Boulevard	Old Phillips Road to Mountain Street	Neighborhood Collector	1	50-80	50-80	30-48	30-48	R1R	Low density residential
Sanchez Drive	Central Avenue to Brand Boulevard	Major Arterial	3	56	56	40	40	CBD	High intensity offices, freeway
San Fernando Road	Westerly city boundary to southerly city boundary	Major Arterial	2	77-86	84-86	62-66	64-66	C3, M/C, M1, M2	Community commercial, light industrial
Santa Carlotta Street	Westerly city boundary to Maryland Avenue	Community Collector	1	73-80	73-80	48-56	48-56	R1	Low density residential
Sherer Lane	Verdugo Road to Loma Vista Drive	Community Collector	1	47-60	47-60	36	36	R1R, SR	Low density residnetial
Sonora Avenue	Bel Aire Drive to Glenoaks Boulevard	Community Collector	1,2	60	60	30	30-36	R1, R2250, C2, CEM	Low and medium density residential; cemetery
Sonora Avenue	Glenoaks Boulevard to Lake Street	Urban Collector	1,2	60-90	60-90	30-64	30-64	R3050, R2250, C3, M1, M2	Moderate and medium density residential; community commercial; industrial
Sonora Avenue	Lake Street to Garden Street	Community Collector	1,2	90	90	64	64	R3050	Moderate density residential
Stancrest Drive	Broadview Drive to easterly terminus	Community Collector	1	50-60	50-60	30-40	36-40	R1R, R2250, SR	Low and medium density residential; freeway
Stocker Street	Concord Street to Jackson Street	Community Collector	1	60-70	60-70	40	40	R1, R1650, R1250, C1, C2	Low, medium-high and high density residential; neighborhood commercial center
Stocker Street	Jackson Street to Rossmoyne Avenue	Neighborhood Collector	1	60	60	36	36	R1	Low density residential
Valihi Way	Verdugo Boulevard to Broadview Drive	Community Collector	1	60-80	60-80	36-56 (includes median)	36-56	R2250	Medium density residential
Ventura Freeway (Route 134)	Westerly city boundary to easterly city boundary	Freeway	4	275-375	275-375	145	145	R1, R3050, R2250, R1650, R1250, C2, C3, CBD, M1, M2	Low , moderate, medium, medium-high, and high density residential; community and regional commercial; industrial; hospital
Verdugo Boulevard	Verdugo Road to easterly city boundary	Community Collector	2	100	100-110	78-84	78-90	R2250, C2, C3	Medium density residential; community commercial center; hospital; freeway
Verdugo Road	Verdugo Boulevard to northerly Canada Boulevard intersection	Major Arterial	3	110-130	110-130	93-104 (includes median)	93-104	R1, C3	Low density residential; community commercial
Verdugo Road	Northerly Canada Boulevard intersection to southerly Canada Boulevard intersection	Minor Arterial	2	73-100	73-100	53-68	53-68	R1R, R1, R2250, C2, SR	Low and medium density residential; community commercial; neighborhood commercial center, neighborhood park
Verdugo Road	Southerly Canada Boulevard to southerly city boundary	Major Arterial	2	73-120	73-120	56-100	56-100	R1R, R1, R3050, R2250, R1650, C1, C2,SR	Low, moderate, medium, and medium-high density residential; community commercial; neighborhood commercial center; educational facilities
Victory Boulevard	Westerly city boundary to Garden Street	Minor Arterial	2	95-100	100	68	68	C3, M/C	Community commercial
Wabasso Way	Canada Boulevard to Verdugo Road	Community Collector	1	60	60	36	36	R1, R2250	Low and medium density residential

EXHIBIT 2-2 STREET CLASSIFICATIONS AND CHARACTERISTICS (CONT'D)

Street Name	Segment	Classification	No. of Lanes Each Direction	Right-of-Way (feet)	Planned Right-of-way (feet)	Roadway Width (feet)	Planned Roadway Width(feet)	Zoning of Frontage Property	Predominant Use Character of Frontage Property
Western Avenue	Mountain Street to Glenoaks Boulevard	Community Collector	1	60-80	60-80	36	36-56	R1, R2250, C1	Low and medium density residential, neighborhood commercial
Western Avenue	Glenoaks Boulevard to Victory Boulevard	Major Arterial	2	64-110	80-110	50-76	64-76	R2250, R1650, C1, C3, M2	Medium and medium-high density residential; neighborhood commercial center; light industrial
Western Avenue	Victory Boulevard to Riverside Drive	Minor Arterial	1	80	80	50	50	R1, C3	Low density residential, commercial services
Wilson Avenue	San Fernando Road to Broadway	Minor Arterial	1	60-95	60-95	40-73	40-73	R2250, R1650, R1250, C2, C3, CBD, M2, SR	Medium, medium high and high density residential;regional and community commercial centers; light industrial; neighborhood park

EXHIBIT 2-3 SUMMARY OF DESIGN STANDARDS FOR URBAN STREETS (NON-MOUNTAINOUS)

Type of Street	Function and Design Features	Average Daily Traffic	Number of Travel and Bike Lanes	Width of Traffic Lanes	Width of Parking Lane or Shoulder	Minimum Parkway/ sidewalk/ curb Width	Median width	Minimum Roadway Width	Minimum Right-of-Way Width	Maximum Grades	Design Speed * (Posted Speed)
Freeways	Carry intra and inter-regional traffic to and from major population centers, and commercial and industrial areas; divided with limited access; no grade crossings; no traffic stops.	50,000+	Travel lanes: 4 and up	12'	5'-10'	50'	20'	88'	188'	3%-6%	60-70 mph (65 mph)
Major Arterials	Distribute traffic to and from freeways; somewhat controlled access; parking is restricted; major access points at signalized intersections.	Up to 45,000 vehicles per day	Travel lanes: 4-6 Bike lanes:2	Travel lanes: 12' Bike Lane: 5'	8'	10'	14' (optional)	76'-86' (4 lanes with 2-way left turn lane)	96'-106' (4 lanes with 2-way left turn lane)	4%	60 mph (25-45 mph)
Minor Arterials	Provide connection between major arterials, collection and local streets; uncontrolled access; signal and stop sign where needed; parking allowed on both sides.	Up to 30,000 vehicles per day	Travel lanes:4 Bikelanes:2	Travel lanes: 12' Bike Lane: 5'	8'	10'		64' -74' (parking on both sides)	84'-94' (parking on both sides)	4%	50 mph (25-35 mph)
Urban, Community & Neighborhood Collectors	Main feeder streets to major and minor arterials and local streets; uncontrolled access; signals and stops where needed; parking allowed on both sides.	Up to 10,000 vehicles per day for Urban and Community Collectors; up to 5,000 vehicles per day for Neighborhood Collectors	Travel lanes:2 Bike lanes:2	Travel lanes: 12' Bike lane: 5'	8'	8'		40'-50' (parking on both sides)	56'-66' (parking on both sides)	5%	50 mph (25-35 mph)
Local Streets	Provide access to abutting land and connect to collector streets; uncontrolled access; stop signs where needed; parking allowed on both sides.	500-700 typical/ up to 2,500 vehicles per day	Travel lanes:2	Travel lanes: 10'	8'	5'		36' (parking on both sides)	46' (parking on both sides)	6%	45 mph (25-30 mph)

* A speed determined for design as related to physical features of a highway that might influence vehicle operation

Note: Special circumstances may affect achievement of design standards.

Source: City of Glendale Planning Division

EXHIBIT 2-4 SUMMARY OF DESIGN STANDARDS FOR MOUNTAINOUS STREETS

Type of Street	Function and Design Features	Average Daily Traffic	Number of Travel and Bike Lanes	Width of Travel Lanes	Width of Parking Lane or Shoulder	Minimum Parkway/ sidewalk/ curb Width	Median width	Minimum Roadway Width	Minimum Right-of-Way Width	Maximum Grades	Design Speed * (Posted Speed)
Community & Neighborhood Collectors	Main feeder streets to major and minor arterials and local streets; uncontrolled access; signals and stops where needed; parking may be restricted on one or both sides.	Up to 10,000 vehicles per day for Community Collectors; up to 5,000 vehicles per day for Neighborhood Collectors	Travel lanes:2 Bike lanes:2	Travel lanes: 10'- 12'	0'- 8'	2.5'- 8.5'	n/a	24'- 38'	35'- 46'	10%	(25-35 mph)
Local Streets	Provide access to abutting land and connect to collector streets; uncontrolled access; stop signs where needed; parking may be restricted on one or both sides.	500-700 typical/ up to 2,500	Travel lanes:2 Bike lanes:2	Travel lanes: 10'- 12'	0'- 8'	2.5'- 4'	n/a	22'- 36'	28.5'- 44'	12% -15%	(25 mph)

* A speed determined for design as related to physical features of a highway that might influence vehicle operation

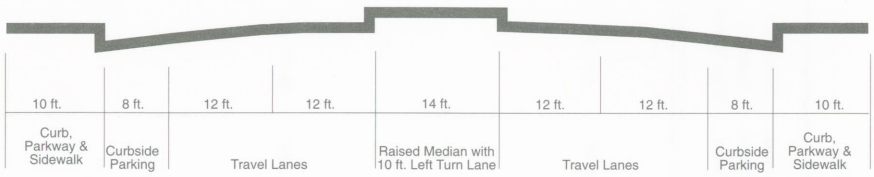
Note: Special circumstances may affect achievement of design standards.

Source: City of Glendale Planning Division

EXHIBIT 2-5 CROSS SECTIONS OF URBAN STREETS

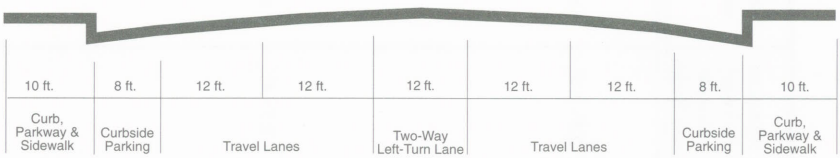
MAJOR ARTERIAL
With Raised Median

Desirable Minimum Roadway Width: 78 feet
Desirable Minimum Right-of-Way Width: 98 feet



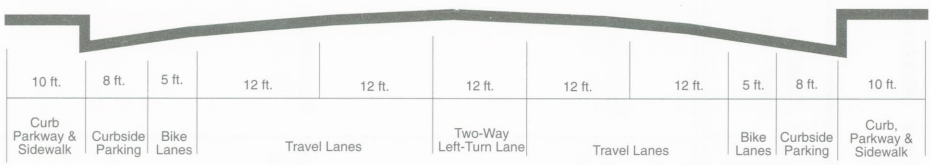
MAJOR ARTERIAL
With Two-Way Left-Turn lane

Desirable Minimum Roadway Width: 76 feet
Desirable Minimum Right-of-Way Width: 96 feet



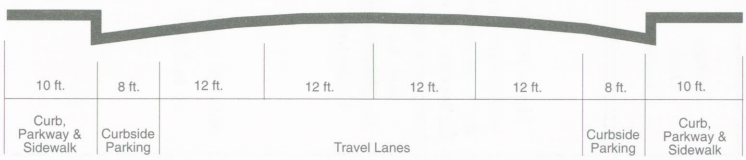
MAJOR ARTERIAL
With Two-Way Left-Turn lane, parking and bike lane

Desirable Minimum Roadway Width: 86 feet
Desirable Minimum Right-of-Way Width: 106 feet



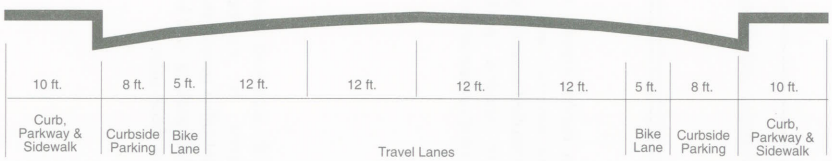
MINOR ARTERIAL

Desirable Minimum Roadway Width: 64 feet
Desirable Minimum Right-of-Way Width: 84 feet



MINOR ARTERIAL
With Bike Lane and Parking

Desirable Minimum Roadway Width: 74 feet
Desirable Minimum Right-of-Way Width: 94 feet

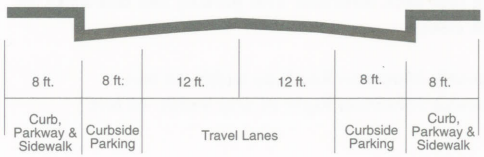


Note: Special circumstances may affect achievement of design standards. Where diffeerences exist between Exhibit 2-2 and this exhibit for existing streets, the policy stated in Exhibit 2-2 will prevail.

EXHIBIT 2-5 CROSS SECTIONS OF URBAN STREETS (CONT'D)

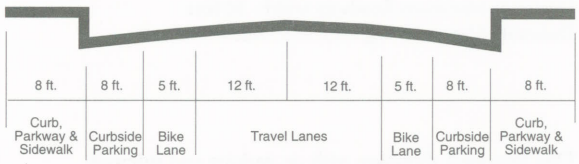
URBAN COLLECTOR
COMMUNITY COLLECTOR
NEIGHBORHOOD COLLECTOR

Desirable Minimum RoadwayWidth: 40 feet
Desirable Minimum Right-of-WayWidth: 56 feet



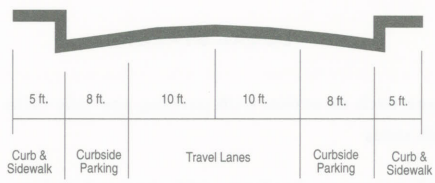
URBAN COLLECTOR
COMMUNITY COLLECTOR
NEIGHBORHOOD COLLECTOR
with Bike lane and parking

Desirable Minimum RoadwayWidth: 50 feet
Desirable Minimum Right-of-WayWidth: 66 feet



LOCAL STREET

Desirable Minimum Roadway Width: 36 feet
Desirable Minimum Right-of-WayWidth: 46 feet



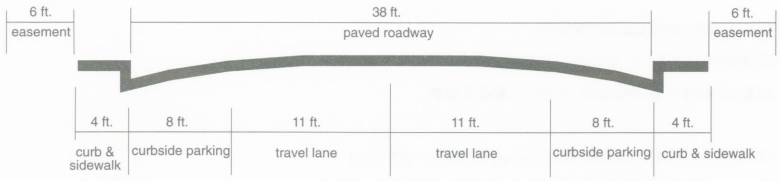
Note: Special circumstances may affect achievement of design standards. Where diffeerences exist between Exhibit 2-2 and this exhibit for existing streets, the policy stated in Exhibit 2-2 will prevail.

EXHIBIT 2-6 CROSS SECTIONS OF MOUNTAINOUS STREETS

COMMUNITY AND NEIGHBORHOOD COLLECTOR

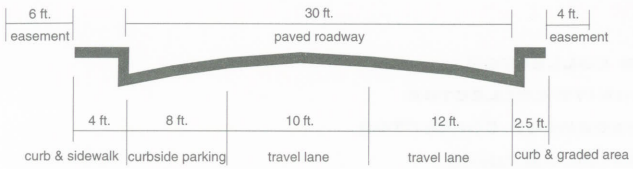
One lane each direction with parking and sidewalks on both sides

Desirable Minimum Roadway width: 38 feet
Desirable Minimum Right-of-way width: 46 feet



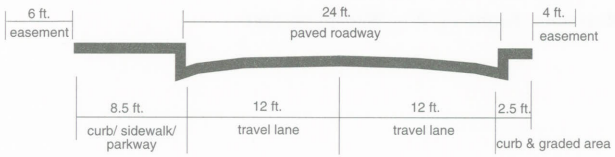
One lane each direction with parking and sidewalk on one (same) side

Desirable Minimum Roadway width: 30 feet
Desirable Minimum Right-of-way width: 36.5 feet



One lane each direction with no parking and sidewalk on one side

Desirable Minimum Roadway width: 24 feet
Desirable Minimum Right-of-way width: 35 feet

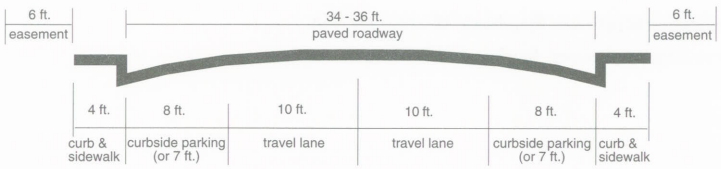


LOCAL STREET

One lane each direction with parking and sidewalks on both sides

Desirable Minimum Roadway width: 34 feet *-36 feet
Desirable Minimum Right-of-way width: 42 feet *-44 feet

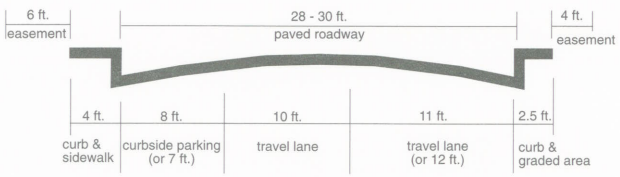
*where street serves less than 100 dwelling units



One lane each direction with parking and sidewalk on one (same) side

Desirable Minimum Roadway width: 28 feet *- 30 feet
Desirable Minimum Right-of-way width: 34.5 feet * -36.5 feet

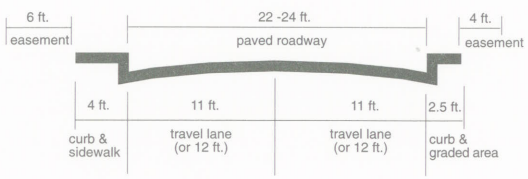
*where street serves less than 100 dwelling units



One lane each direction with sidewalk on one side with no parking

Desirable Minimum Roadway width: 22 feet* - 24 feet
Desirable Minimum Right-of-way width: 28.5 feet * -30.5 feet

*where street serves less than 10 dwelling units



Note: Special circumstances may affect achievement of design standards. Where diffeerences exist between Exhibit 2-2 and this exhibit for existing streets, the policy stated in Exhibit 2-2 will prevail.

2.4 CONSISTENCY WITH OTHER ELEMENTS OF THE GENERAL PLAN

The State of California General Plan Guidelines require that all general plan elements, whether mandatory or optional, must be consistent with each other. This internal consistency requirement has several important implications for the structure and content of the General Plan. First, it establishes that all elements of the general plan have equal legal status. Any conflicts among elements must be resolved in the general plan itself. Similarly, all goals, policies, and programs in the general plan must be consistent; the implementation programs set out in the plan must be true to and follow logically from the plan goals, objectives and policies.

Perhaps the most critical relationship in the General Plan is the relationship between the Land Use Element and the Circulation Element, since land use is governed by available street capacity more than any other infrastructural limit. Two changes to the residential densities in the Land Use Element, in 1986 and 1990, have reduced the projected maximum population in Glendale from 375,000 to 225,000. This reduction in future population has reduced projected future travel demand from residential areas of Glendale, resulting in a decreased need for arterials to serve residential areas. The commercial and industrial areas in the General Plan are restricted in their development intensity by the City's Zoning Ordinance. This Circulation Element calls for the creation of commercial and industrial floor area ratio standards in the Zoning Ordinance, ensuring that future development does not exceed roadway capacity.

Consistent with the policies of the adopted Air Quality Element of the General Plan, the Circulation Element promotes strong linkages between land use, transportation and air quality. The Circulation Element provides goals, objectives, standards, policies and programs to continually meet the changing mobility and air quality challenges faced by the City of Glendale. The goals and policies of the Circulation Element also have a close relationship to the goals of the Housing, Noise and Safety elements.

The Housing Element has as one of its goals the maintenance and enhancement of quality of residential neighborhoods. The Noise Element calls for the protection of areas with acceptable noise levels and the reduction of noise in areas where noise is unacceptable. The Safety Element addresses the need for adequate access routes in all areas of the City. The Circulation Element goals, objectives, policies, and programs are consistent and compatible with those in other parts of the City's General Plan.

2.5 Consistency with Regional and Statewide Transportation Plans

When preparing or revising a general plan, cities and counties should carefully analyze the implications of regional plans for their planning area. General plans are required to include an analysis of the extent of which the general plan's policies, standards, and proposals are consistent with regional plans.

Regional plans prepared by the Southern California Association of Governments (SCAG) and other regional agencies (e.g. LACMTA) provide the legal basis for allocating state and federal funds, as in the case of transportation. Other regional plans such as air quality plans, spell out measures which local governments may institute in order for the region to meet state and federal standards. Five of the regional plans most related to the City's Circulation Element are described below:

• South Coast Air Quality Management Plan

The South Coast Air Quality Management District, in cooperation with Southern California Association of Governments, prepares and updates a plan to achieve Federal and State clean air standards. This Air Quality Management Plan must demonstrate the attainment of Federal clean air standards by the year 2010. The modelling of future air quality is based on certain population and employment forecasts based on regional growth projections and land use plans for individual cities. The policies and programs of this Circulation Element would not result in a growth level that would impede the region from achieving clean air.

• Congestion Management Program

The Congestion Management Program (CMP) was enacted by the California State Legislature with the passage of AB 471 in July, 1989 and was codified as California Government Code Section 65088 et seq.. The requirements for the Congestion Management Program became effective upon voter approval of Proposition 111 in June 1990. The Los Angeles County Metropolitan Transportation Agency first adopted a Countywide CMP in December 1992, and has periodically updated the CMP. The program is intended to address the impact of local growth on the regional transportation system. The focus of the Congestion Management Program is on the freeway system. The Circulation Element complements the regional plan by focusing on the local street networks.

• Regional Transportation Plan (RTP)

On April 16, 1998, Southern California Association of Governments adopted the 1998 Regional Transportation Plan (RTP). It provides a detailed identification of regional transportation improvements to be funded by expected transportation revenues through the year 2020. These improvements are generally on regional routes, including freeways and rail lines, but also address improvements to public transportation systems which use local road networks. The Circulation Element is maintaining its major arterial network along the public transportation corridors, thereby meeting the needs of the Regional Transportation Plan.

• LACMTA Bicycle Plan

The Los Angeles County Bicycle Master Plan was prepared by the Los Angeles County Metropolitan Transportation Authority (MTA) for six subregions (Westside, South Bay, San Gabriel, Southeast, Central, and San Fernando Valley/North County) and adopted in April 1994. The Countywide Bicycle Master Plan provides the official reference source for MTA policy towards bicycle planning and programming in Los Angeles County. It outlines policy with respect to bicycle planning, bicycle facility design, bicycle funding guidelines, and prioritization of projects for funding by MTA. The master plan focused on commute (work-oriented) and utilitarian (shopping, school, etc.) bicycle trips. The implementation of the city's adopted Bikeway Master Plan, as called for in this Circulation Element will help in the completion of the facilities identified in the Countywide plan.

• AVTC Non-Motorized Transportation Plan

In 1994, the Governing Board of the Arroyo Verdugo Transportation Coalition (AVTC) appointed a task force consisted of staff and community representatives from each of the five cities in the AVTC subregion (Burbank, Glendale, La Canada Flintridge, Pasadena and South Pasadena) to develop the Arroyo Verdugo Subregion Non-Motorized Transportation Plan. The Arroyo Verdugo Subregion Non-Motorized Transportation Plan is intended to provide an implementation strategy to guide the subregion in enhancing bicycle and pedestrian facilities and resources in the next 10 or more years. The

Plan addresses both transportation and recreational bicycle and pedestrian travel with an emphasis on the role of bicycling and walking as a general means of transportation. This document was developed in three phases and has become a part of the SCAG Non-Motorized chapter of the updated Regional Mobility Element and the Regional Comprehensive Plan adopted by SCAG. Its intent was to ensure coordination of subregional facilities. The City's Bikeway Master Plan was developed to be consistent with the subregional plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Environmental and Planning Board considered this element on June 17, 1998, and adopted a proposed Negative Declaration, finding no significant effect. This Negative Declaration No. 97-18 was certified by City Council on August 25, 1998.