

4.9 LAND USE AND PLANNING

This section of the EIR analyzes the potential environmental effects on land use and planning from implementation of the proposed project. Data for this section were taken from Glendale Downtown Mobility Study, the DSP, SCAG Comprehensive Plan, and SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Full reference-list entries for all cited materials are provided in Section 4.9.5 (References).

4.9.1 Environmental Setting

The City is located at the eastern end of the San Fernando Valley in Los Angeles County. The City is bordered to the northeast by La Cañada Flintridge and the unincorporated area of La Crescenta, to the east by Pasadena, to the south and southeast by the city of Los Angeles, to the west by Burbank, and to the northwest by the Tujunga neighborhood of Los Angeles.

■ South Glendale Community Plan Area

The proposed SGCP area comprises 2,952 acres and includes all of the neighborhoods within the City south of SR-134, including Downtown Glendale, Adams Hill, and Tropic (see Figure 3-3). Downtown Glendale has experienced significant growth in high density mixed-use commercial and residential buildings since the adoption of the DSP (Glendale 2006) and the Downtown Mobility Study (Glendale 2007). Just south of Downtown is the Brand Boulevard of Cars, which contains a regional concentration of auto dealerships, and the Tropic town site, the City's historic industrial base and a growing mixed-use and residential neighborhood centered on the Larry Zarian Transportation Center, Glendale's historic Metrolink/Amtrak rail station. The Adams Hill neighborhood is bordered by Chevy Chase Drive and Acacia Avenue on the north, Verdugo Road and the City limits on the east and south, and Glendale Avenue to the west. Adams Hill is a hillside neighborhood that was developed mostly in the 1920s and 1930s and includes many narrow, winding streets, and historic homes, alongside more modern homes.

■ Proposed South Glendale Community Plan

The proposed SGCP builds on the existing Glendale General Plan to provide a vision and policies for how South Glendale should develop between its adoption and the year 2040. It consists of a comprehensive set of incentives, standards, and requirements that work together to realize this vision. It has been developed to encourage positive community change and foster sustainable land use, while balancing the character of the community with citywide policies and regional initiatives, including multi-modal connectivity through new active transportation improvements and TOD.

Specifically, the proposed SGCP would provide incentives for TOD and economic development, such as reduced parking requirements and increased housing density to promote mixed-use development around key resources including Larry Zarian Transportation Center and the Glendale Memorial Hospital and Health Center.

The proposed SGCP is designed to function as a manual for residents, business owners, decision makers, and other stakeholders to use as a guide for future development in South Glendale. The proposed project includes an amendment to the Glendale General Plan Land Use Element text and Land Use Map to reflect the SGCP (Figure 3-7). Amendments to the Land Use Element Map and the DSP would modify the boundaries of the DSP in six locations and implement and apply new land use designations in South Glendale (within the SGCP) to foresee the vision of the community. Additionally, amendments to the

Circulation Element will be necessary to ensure consistency with the SGCP. A detailed description of these project components is included in Chapter 3 (Project Description) of this EIR.

SGCP Principles

Glendale follows guiding principles in its operation as a full-service City. These guiding principles represent core values for Glendale's approach to long range planning and provide a link between actions citywide and actions within the proposed SGCP area. A brief description of these principles is provided below.

- **Manage Growth**—Focus development along existing commercial corridors, where infrastructure and transportation is already provided.
- **Economic Development**—Create and enhance vibrant commercial areas to meet the wide range of economic needs of residents, businesses, and the City; provide employment opportunities; and take advantage of Glendale's proximity and connections to surrounding areas.
- **Housing**—Provide a balanced mix of housing opportunities and services available and affordable to all current and future residents, including those with special needs.
- **Urban Design and Land Use**—Provide a policy framework that recognizes the capacity of existing and proposed infrastructure, promotes vital and attractive commercial areas, preserves the character of existing residential neighborhoods, and encourages a healthy lifestyle for the community.
- **Mobility**—Foster a well-planned, comprehensive and safe transportation system that enhances mobility through infrastructure, technology, design, and multi-modal options.
- **Infrastructure and Sustainability**—Manage change to the built environment, providing high quality, reliable Glendale services and infrastructure without compromising options and needs of future generations.
- **Community Services and Parks**—Provide and enhance a variety of high quality parks, trails, community centers and open space, regionally integrated, equitably distributed and accessible to all, to contribute to the character of the community and offer personal enrichment, and educational and recreational opportunities.
- **Wellness and Safety**—Ensure Glendale remains a healthy community by supporting social services and health care opportunities, providing an environment that is physically safe and by preparing for emergencies and natural disasters through good planning.
- **Natural Resources**—Protect, restore, and enhance Glendale's natural environment and resources.
- **Access to Government Services and Community Facilities**—Ensure that all community members have open access to government, high quality public institutions, meaningful participation in governmental actions, and take responsibility for their neighborhoods and city.
- **Historic Resources**—Identify and protect cultural, historical, archaeological, and paleontological resources that are important to the community.

SGCP Design Guidelines

The proposed SGCP divides the SGCP area into four distinctive development groups: neighborhoods, centers, corridors, and districts (refer to Figures 3-3, 4.9-1, 4.9-2, and 4.9-3, respectively). Each group contains sub-categories based on density, distinctive character or development characteristics. Each development group includes the following sections to guide future development:

- A vision for the future based on existing characteristics and the community’s desires and expectations. The vision is intended to describe the growth and land use policies outlined in Chapter 3 of the proposed Plan.
- Public improvements to the street system, transit network, bikeways, utilities, and parks that are a key component for implementing the vision.
- Design guidelines specific to each area help implement the vision. The design guidelines function as a design framework for every proposed addition or new building, and are intended to convey overall best practices; however, conditions vary from site to site, and there may be more appropriate solutions that are not included in the guidelines. Innovative design solutions consistent with the spirit of the neighborhood vision will be considered and encouraged. As needed, these guidelines can be supplemented by the applicable sections of the Comprehensive Design Guidelines or Specific Plans.

4.9.2 Regulatory Framework

■ Federal

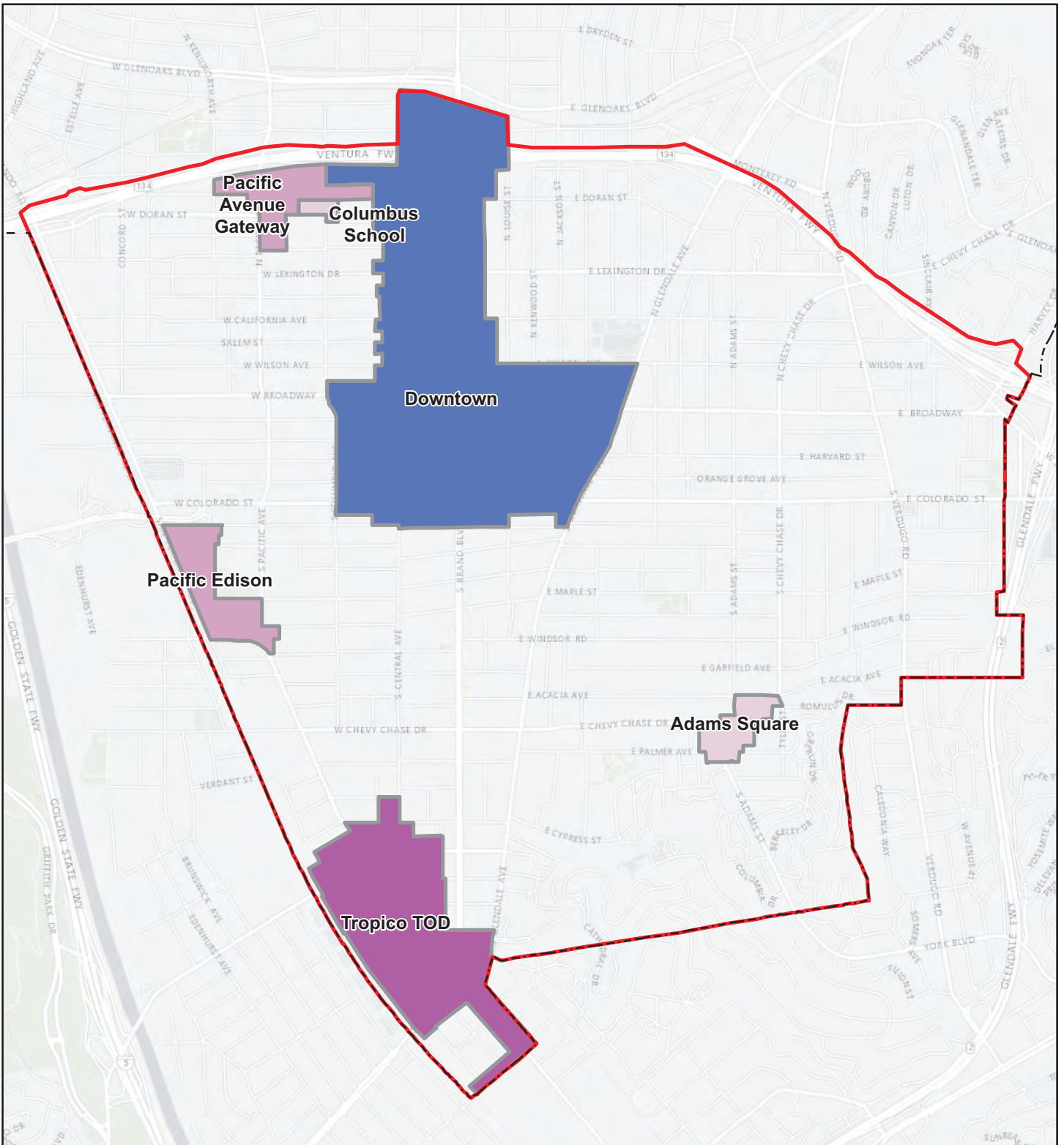
No federal plans, policies, regulations or laws related to land use apply to the SGCP area.



■ State

California Planning Law and General Plan Guidelines

California planning law requires cities and counties to prepare and adopt a “comprehensive, long-range general plan” to guide development (Government Code Section 65300). To successfully guide long-range development, general plans require a complex set of analyses, comprehensive public outreach and input, and public policy covering a broad range of topics. State law also specifies the content of general plans. Current law requires preparation of the following seven mandated elements:

- | | |
|----------------|--------------|
| ■ Circulation | ■ Noise |
| ■ Conservation | ■ Open Space |
| ■ Housing | ■ Safety |
| ■ Land Use | |



 City Limit
 Proposed SGCP Area

Centers

Downtown

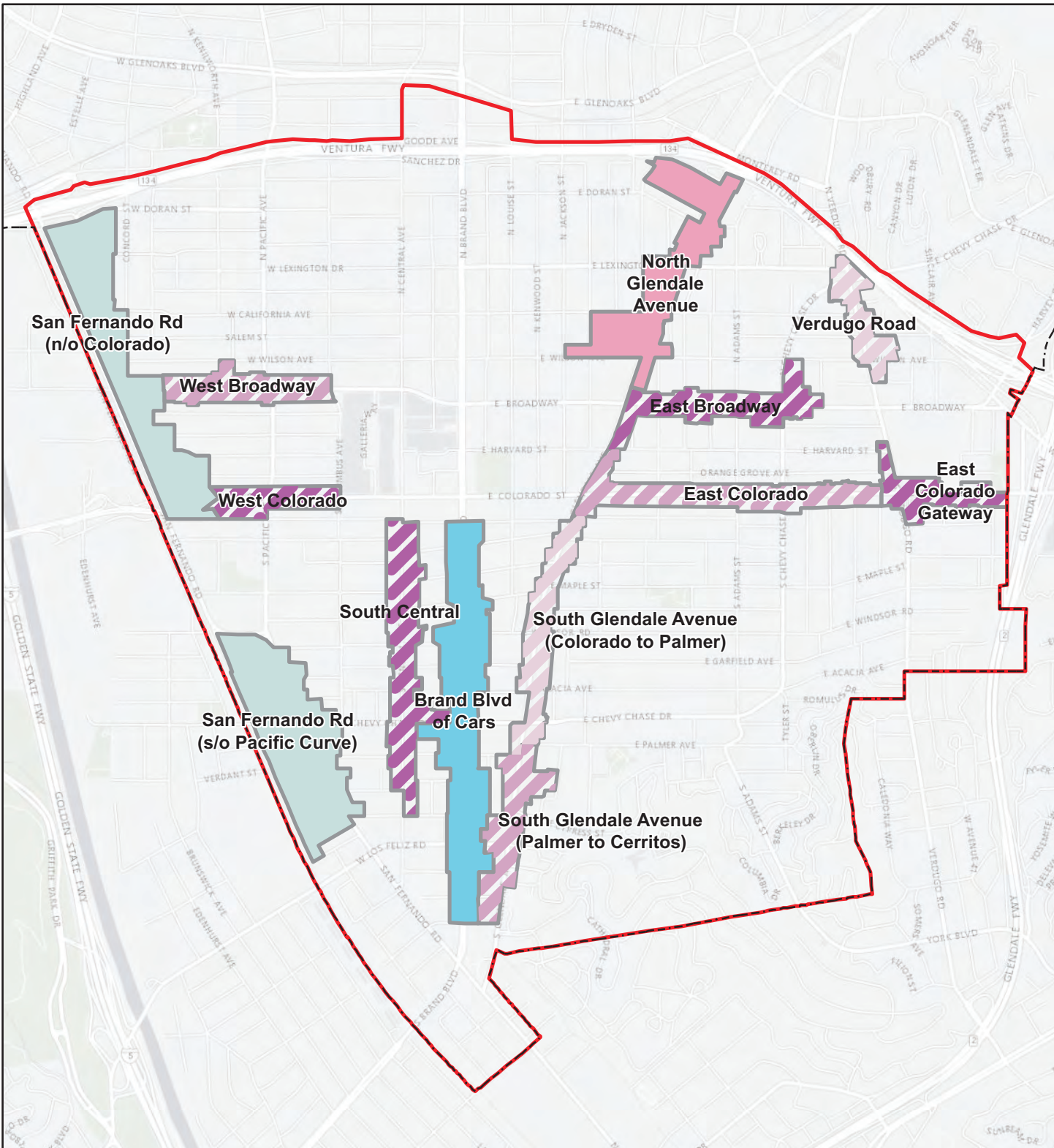
Urban Center

Town Center

Village Center



No Scale

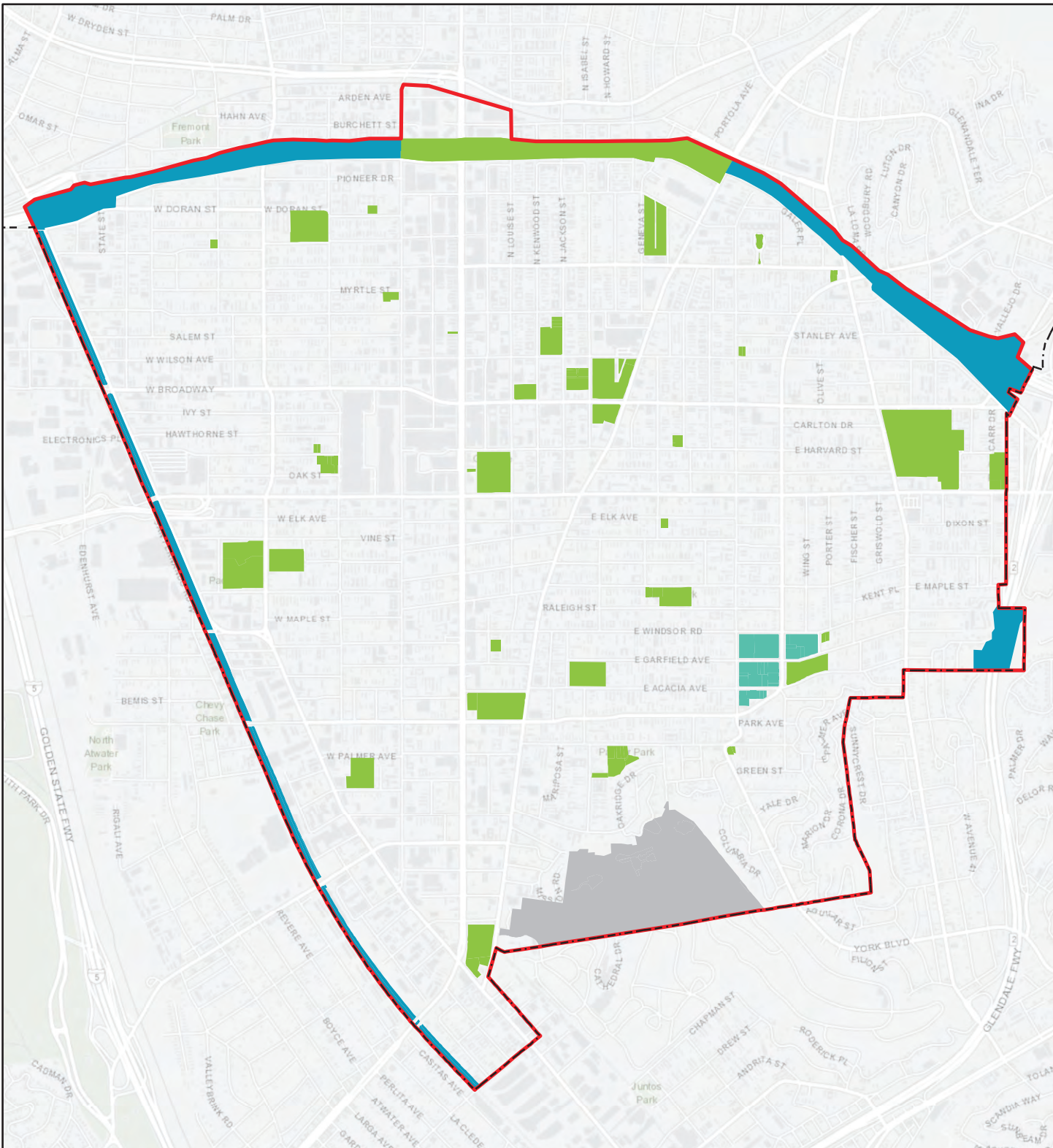


City Limit
 Proposed SGCP Area

Corridors

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





City Limit

Proposed SGCP Area

Special Districts

Campus

Cemetery

Civic

Recreation/Open Space

Transportation



No Scale



**FIGURE 4.9-3
SGCP Districts**

100042606 South Glendale Community Plan PEIR

Source: City of Glendale 2017

■ Regional

Southern California Association of Governments Regional Comprehensive Plan

SCAG is the designated Metropolitan Planning Organization (MPO) for six southern California Counties (Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial) and 191 cities, including Glendale, and is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality.

SCAG prepared the 2008 Regional Comprehensive Plan (RCP) (SCAG 2008) to address regional issues, goals, objectives, and policies related to growth and infrastructure challenges in the Southern California region. The RCP is a plan to address issues, such as housing, traffic/transportation, air quality, and water, and serves as an advisory document to local agencies for their use in preparing local plans that deal with issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. The RCP is based on the growth management framework of the Compass Blueprint, but further promotes environmental policies to support the RTP/SCS discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 RTP/SCS. This updated plan outlines transportation system improvements through 2040. The RTP/SCS is a long-range, regional visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. This plan, mandated by California State and the federal government, is updated by SCAG approximately every four years as demographic, economic, and policy circumstances change and to address regional transportation needs. The overall proposed transportation investments meet the State's mandates compared to 2005 levels of an eight percent reduction in GHG emissions per capita by 2020, and exceed the mandated reduction of 13 percent by 2035 by forecasting an 18 percent reduction by 2035. The RTP/SCS further forecasts a 21 percent reduction by 2040. The plan does so by focusing the majority of new regional housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance, greater opportunity for TOD, and reductions in vehicle miles traveled that contribute significantly to the plan's projected emissions reductions. Local

Glendale General Plan

The Glendale General Plan outlines an order of progress through which the City can grow and maintain economic and environmental integrity. As a policy, the Glendale General Plan serves as a guide to the adoption of laws necessary to execute its intent. The Glendale General Plan is composed of nine elements, as follows:

- Circulation
- Historic Preservation
- Housing
- Land Use
- Community Facilities
- Noise
- Open Space and Conservation
- Recreation
- Safety

The applicable goals, objectives, and policies of each of the above-listed elements are discussed in each resource topic in Chapter 4 of this EIR. The thresholds for analysis of land use impacts include the

identification of conflicts with goals and policies. As such, applicable goals and policies in the Glendale General Plan Land Use Element related to land use that are potentially relevant to the proposed SGCP are analyzed below in Section 4.9.3, under Impact 4.9-1.

The City’s General Plan Land Use Element identifies the land use designations within Glendale. Development standards and controls that consider principles and proposals for each type of land use are also included in this element. These development standards determine type, pattern, and intensity that would be permitted as part of new developments to achieve compatible land use patterns that promote the character of Glendale. Table 4.9-1 presents the land use designations within the SGCP area.

Table 4.9 1 Existing Land Use Designations within SGCP Area

<i>Designations</i>	<i>Location</i>
Low Density Residential	Adams Hill, Roads End, City Center, Mariposa, Somerset
Moderate Density Residential	City Center, Moorpark, <u>Roads End</u> , Somerset, Vineyard
Medium Density Residential	Citrus Grove, Mariposa, Pacific Edison, Roads End , Somerset, South Brand, Vineyard
Medium High Density Residential	Citrus Grove, Mariposa, Vineyard
High Density Residential	City Center, Downtown, Vineyard
Neighborhood	East Colorado Gateway/East Colorado, North and South Glendale, Roads End, South Brand, Verdugo Road
Community Services	Brand Boulevard of Cars, East Broadway, East Colorado Gateway/East Colorado, South Central, South Glendale, Verdugo Road
Public/Semi-Public	Citrus Grove, Downtown
Recreation/Open Space	Adams Hill, Citrus Grove, Mariposa, Pacific Edison
Industrial	South San Fernando Road
Mixed Use	North and South San Fernando Road, West Broadway
Cemetery	Forest Lawn Memorial Park

Source: Draft South Glendale Community Plan

Glendale Zoning Ordinance

The regulation of land use through zoning is governed by the Zoning Ordinance (Glendale Municipal Code, Title 30). The purpose of the ordinance is to consolidate and coordinate all zoning regulations and provisions into one comprehensive zoning ordinance. The objective of the Zoning Ordinance is to designate, regulate, and restrict the location and use of buildings, structures, and land to protect residential, commercial, and industrial and recreation/open space areas alike from harmful encroachment by incompatible uses. To achieve these objectives, the City is divided into zones of such number, shape, and area as may be deemed best suited to carry out these regulations and provide for their enforcement. The Zoning Ordinance also identifies the applications and processes involved in seeking specific development or planning entitlements, including historic districts. Additionally, the Zoning Ordinance outlines the rules for zoning interpretations. Table 4.9-2 presents the zoning designations within the proposed SGCP area.

Glendale Community Plans

Community Plans implement land use designations based on the concept of places, such as neighborhoods, centers, corridors, and districts. As the Community Plans are adopted individually and over several years, some of the land use designations in the plan appear duplicative. Eventually, the City will adopt Community Plans to cover the entire City, at which time repetitious land use designations will be revised.

Glendale Specific Plans

A Specific Plan is a tool for the systematic implementation of the Glendale General Plan. It links implementing policies of the Glendale General Plan to the individual development proposals in a defined area. Specific Plans are intended to specify the types of uses to be permitted, development standards (e.g., setbacks, heights, landscape, architecture), and circulation and infrastructure improvements that are broadly defined by the Glendale General Plan. Specific Plans are often used to ensure that multiple property owners and developers adhere to a single common development plan and to provide flexibility in development standards beyond those contained in the Zoning Ordinance as a means of achieving superior design.

Table 4.9 2 Existing Zoning within SGCP Area

Zone	Name	Location
Residential Zones		
R1R	Restricted Residential	Adams Hill, Somerset/Mariposa, <u>Roads End</u>
R1	Residential	City Center/Citrus Grove, Adams Hill, Somerset/Mariposa
R-3050	Moderate Density	City Center/Citrus Grove, Diamond, Moorpark/Vineyard, Pacific Edison, Roads End, Somerset/Mariposa, South Brand, GCC Garfield Campus, Adams Square
R-2250	Medium Density	
R-1650	Medium High Density	
R-1250	High Density	
Commercial Zones		
C1	Neighborhood Commercial	South Glendale South of Palmer, Adams Square, East Colorado, Verdugo Road, East Broadway, East Colorado Gateway
C2	Community	Verdugo Road, North Glendale Avenue
C3	Commercial Service	Pacific Avenue Gateway, Pacific Edison, Tropic TOD, South Glendale Avenue, North Glendale Avenue, East Colorado Gateway, East Colorado, East Broadway, South Central, Forest Lawn
CA	Commercial Auto	Brand Boulevard of Cars, Tropic TOD
Industrial Zones		
IND	Industrial	South San Fernando Road
Mixed Use Zones		
IMU	Industrial/Commercial	Pacific Avenue Gateway, Pacific Edison, North San Fernando Road, South San Fernando Road, Tropic TOD
IMU-R	Industrial/Commercial-Residential	Pacific Avenue Gateway, Pacific Edison, North San Fernando Road, South San Fernando Road, Tropic TOD
SFMU	Commercial/Residential	Tropic TOD, West Broadway, West Colorado
DSP	Downtown Specific Plan	Downtown
Special Districts		
CEM	Cemetery	Forest Lawn
SR	Special Recreation	Somerset/Mariposa, Pacific Edison, East Colorado Gateway, Moorpark/Vineyard, City Center/Citrus Grove

Source: Draft South Glendale Community Plan, Appendix I to this EIR

Greater Downtown Strategic Plan

The Greater Downtown Strategic Plan (GDSP), adopted in 1996, includes the Downtown area and the adjacent residential neighborhoods. Goals of the GDSP include significantly increasing the amount of public open space and developed parkland in Downtown Glendale and strengthening the interdependence between Downtown and the surrounding neighborhoods. The GDSP was followed by the DSP in 2006 to further refine the initial vision, goals, and policies of the GDSP.

Downtown Specific Plan

The DSP is an urban design oriented plan, which sets the physical standards and guidelines as well as land use regulations for activities within the DSP area. The objectives of the DSP include providing a framework and manual to guide responsible growth and development of Downtown; perpetuating a powerful physical image promoting Glendale's regional identity; ensuring Downtown's long-term status as a good place to do business; encouraging excellence in design and quality of craftsmanship to enhance the downtown environment; strengthening Downtown's pedestrian, bicycle, and transit oriented characteristics while ensuring vehicular access to downtown destinations; attracting a wide range of activities to maintain a dynamic atmosphere; providing incentives for a wide range of downtown housing types; presenting development regulations in a user friendly, easy to follow manner; preserving and enhancing the distinctive character of Glendale's Downtown buildings, streets and views; and concentrating growth in Downtown – a transit rich entertainment, employment and cultural center – to relieve development pressures on existing residential neighborhoods.

4.9.3 Project Impacts and Mitigation

■ Analytic Method

The analysis in this section addresses the compatibility of land uses identified in the proposed project with existing and planned uses within and adjacent to the SGCP area, as well as consistency with any applicable land use plans, policies or regulations. Analysis of other elements of the Glendale General Plan is provided in the applicable resource sections of this EIR.

■ Thresholds of Significance

The following thresholds of significance are based on the 2017 CEQA Guidelines Appendix G. For purposes of this EIR, implementation of the proposed project may have a significant adverse impact on land use/planning if it would do any of the following:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

■ Effects Found Not Significant

Threshold	Would the project physically divide an established community?
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The proposed SGCP would not physically divide an established community. The proposed project involves the adoption of the SGCP, amendments to the Glendale General Plan to reflect the proposed SGCP, an amendment to the DSP to modification of the boundaries of the DSP, and an amendment to the Zoning Ordinance and Zoning Map to apply zoning consistent with the proposed project for the purpose of implementing the SGCP. Further, implementation of the proposed SGCP would not cut off an existing or proposed transportation route and would provide guidance to accommodate future growth through infill redevelopment of an existing urban environment. Therefore, no impact would occur, and no further analysis is required in the EIR.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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There are no applicable HCPs or NCCPs for the SGCP area. The proposed SGCP area is currently a built urban environment with limited landscape or natural features. Therefore, no impact would result, and no further analysis of this issue is required in the EIR.

■ Less Than Significant Impacts

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
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Impact 4.9-1 Implementation of the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. This would be a *less than significant* impact.

The proposed project includes amendments to the Land Use Element text and Land Use Map, Circulation Element, and Housing Element of the Glendale General Plan to reflect the proposed SGCP (see Figure 3-7). The project also proposes to modify the southern and western boundaries of the DSP (Figure 3-8) and implement and apply new land use designations within the proposed SGCP to bring about the principles and vision of the community.

The following land use designations would be added to the Glendale General Plan.

■ Residential

- **Single Family Hillside**—Applicable in the City’s single-family developed neighborhoods and vacant subdivided properties in mountainous terrain. For all land with slopes greater than 60 percent, the maximum density shall not exceed 0.45 dwelling units per acre. This density may be increased proportionately to a maximum density of 3 dwelling units per acre with 0 percent slope. Clustering of development is encouraged to preserve natural features. The primary focus of this land use category is to preserve and maintain these neighborhoods and to ensure that new and infill development is compatible. This designation is appropriate for

Adams Hill, and portions of Glenoaks Canyon and Chevy Chase Canyon based as existing development patterns.

- **High Density Residential**—High density residential development is generally centered around the DSP. Urban Centers and Mixed-Use High Corridors may be appropriate for high density residential. This designation is suitable for affordable housing corridors located within two blocks of identified transit streets following implementation of public transportation improvements. High Density Residential densities range from 27 to 35 units per acre, with additional density for affordable housing and lot widths up for 43 units per acre.
- **Commercial**—The following commercial design categories are consistent with the Neighborhood Centers and Community Commercial Services/Centers commercial land use designations: Town Center (distinct from Town Center Specific Plan), Village Center, Suburban Corridor, and Main Street/Neighborhood Commercial Corridor. Urban Center and Urban Corridor are discussed under the Mixed-Use Development areas.
 - **Town Center**—Town Center is an area with moderately-high commercial and mixed-use centers that meet a variety of shopping, entertainment, service, and employment needs for surrounding neighborhoods and the community at large; it is distinct from the Town Center Specific Plan governing the Americana at Brand regional retail center. Town Centers are pedestrian-friendly and may feature shared parking facilities. Town Centers have freeway access; primary access is by minor arterials and urban collectors. Where residential uses are permitted, residential densities in town centers generally range up to 50 dwelling units per acre. This designation is appropriate for Pacific Avenue Gateway and Pacific Edison.
 - **Village Center**—Village Center is an area with medium density mixed-use centers that cater to everyday shopping, service or entertainment needs of residents living within walking or biking distance. Village centers are pedestrian-friendly and served by local transit. Building heights up to 50 feet and residential densities up to 35 dwelling units per acre are envisioned. This designation is appropriate for Adams Square and Columbus School.
 - **Suburban Corridor**—Suburban Corridor is a medium-density, mixed-use corridor with community-serving retail and offices, and limited residential. Transportation and Complete Streets features include bike facilities, on-site parking, traffic calming and safety features, sidewalks, street trees, and pedestrian-scale lighting. Suburban corridors are often not pedestrian- or transit-friendly, although design guidelines for new commercial and mixed-use development encourages pedestrian- and transit-friendly design. Suburban corridors may be either predominately residential or commercial, but generally have limited residential-mixed use. Building heights up to three stories and residential densities up to 35 dwelling units per acre are envisioned. Typically, buildings are low scale and no more than 50 feet in height. This designation is appropriate for North Glendale Avenue.
 - **Main Street/Neighborhood Commercial Corridor**—Main Street/Neighborhood Commercial Corridors have low-scale community and neighborhood-serving retail and offices with pedestrian-scale detailing. Transportation and Complete Streets features include enhanced pedestrian crossings, bike facilities, traffic calming and safety features, sidewalks, street trees, pedestrian-scale lighting, and street furniture. Buildings are generally located adjacent to the sidewalk, with limited parking located behind buildings. Building heights up to three stories and residential densities up to 35 dwelling units per acre are envisioned. This designation is appropriate for South Glendale Avenue south of Palmer and Verdugo Road.

- **Mixed-Use Development**—Mixed-Use Development areas are generally located along the City’s major arterials. These areas generally allow for a compatible mix of commercial, industrial, and residential land uses, or stand-alone commercial, industrial, or residential land uses in various combinations depending on the specific zoning district designation. Urban Corridors, Urban Centers, Mixed-Use High Corridors, and Mixed-Use Low Corridors may be appropriate land use design categories for mixed-use development areas.

Residential densities generally range from a low of 35 to a high of 100 dwelling units per acre, with the specific density being adjusted depending on the adjoining land use and zoning district designation to help ensure compatibility between land uses. Residential development (mixed use or free-standing) at even higher densities may be permitted in the Downtown area or in Urban Centers within a transit-oriented district, and are discussed under the DSP area and Urban Center land use categories.

With expansion of public transportation, zoning for affordable housing may be located adjacent to mixed-use development corridors and may provide opportunities for shared facilities and site consolidation.

- **Mixed-Use High Corridor**—Mixed-Use High corridors provide for commercial, retail, and residential uses with high densities that range up to 50 dwelling units per acre that features a creative skyline and 24-hour activity. Transportation and Complete Streets features include Transit Priority Areas for regional and local transit service, frequent transit headways, transit connections to rail, freeway access, improved bus stops, wide sidewalks, street trees, pedestrian-scale lighting, and Transportation Demand Management for new buildings. Building heights up to 60 feet are envisioned. This designation is appropriate for East Broadway, East Colorado Gateway, South Central, West Broadway, and West Colorado.
- **Mixed-Use Low Corridor**—Mixed-Use Low corridors provide for commercial, retail, and residential uses with densities that range up to 43 dwelling units per acre. Building heights up to 50 feet are envisioned with buildings located close to the sidewalk, parking underground, and easy pedestrian access. Transportation and Complete Streets features include local transit service and possibly regional transit service, a focus on walkability, bus stops, sidewalks, street trees, pedestrian-scale lighting, street furniture, and Transportation Demand Management for new buildings. This designation is appropriate for East Colorado and South Glendale south of Palmer.
- **Urban Center**—Urban Center is an area that balances higher-density mixed-use centers served by regional and local transit with improved bus stops, wide sidewalks, and street trees. Urban centers are well served by the street network, freeways or public transportation locations, and make use of “park once” strategies. TOD is located within Urban Centers. Residential densities in Urban Centers generally range up to 87 dwelling units per acre and up to 100 dwelling units per acre within TOD areas. Urban Centers will allow development up to 60 feet. This designation is appropriate for the Tropico transit-oriented district. For hospitals within the TOD area a height of 200 feet may be permitted. TOD areas may promote land uses such as medical offices and residential congregate living facilities that support hospital uses.

- **Industrial/Creative**—Industrial/Creative development features light manufacturing, assembly, and wholesale/warehousing facilities and activities. The Glendale General Plan indicates industrial/creative manufacturing and uses along San Fernando Road south of SR-134. Some light industrial uses, oriented to retail trade, are planned for inclusion in the community commercial category and other commercial categories. Some very light industrial uses may be compatible with residential uses in mixed-use areas and mixed-use projects along San Fernando Road. Industrial/Creative land use accommodates a range of heights and mixed-use densities. Heights up to six stories and residential densities up to 87 dwelling units per acre may be permitted, depending upon neighboring uses.
- **Transportation**—Transportation land use category identifies properties within railroad, freeway or other transportation ROW. The Transportation land use designation is being established to include existing “T” zoned properties, and the “T” zone would be applied to properties within the Caltrans State highway ROW that fall within the boundaries of the proposed SGCP area. This designation is appropriate for SR-134, SR-2, and the Southern California Regional Rail Authority (SCRRA) ROW.
- **Civic**—Civic supports uses for the benefit of the general public, such as government offices and service yards, public schools, parks, public parking, libraries, public safety facilities, hospitals, and utilities.
- **Brand Boulevard of Cars**—Includes automobile dealerships and complementary commercial uses. Development regulations remain unchanged. Applied to the Brand Boulevard of Cars corridor.

The proposed SGCP would be an update to the Glendale General Plan in order to promote, enhance, and regulate future development in South Glendale. The proposed SGCP has been prepared consistent with State requirements and is based on the City’s long-term vision for the area. It has been developed to change and foster sustainable land use, while balancing the character of the community with citywide policies and regional initiatives, including multi-modal connectivity and TOD. Many parcels within the proposed SGCP area have inappropriate zoning standards to accommodate high-density, mixed-use, urban-style development typically associated with transit-oriented districts. Existing zones permit only limited mixed-use development, subject to the open-space standards, “wedding cake” style setbacks, and 34-unit/acre density limit developed for “Garden Apartment” neighborhoods. These standards have consistently proven impractical for contemporary urban mixed-use development.

The proposed SGCP includes amendments to Glendale Municipal Code Title 30 to modify the Zoning Ordinance and Zoning Map to implement the vision of the proposed SGCP and the revised land use plan. The proposed Zoning Map would include application of the new zones within community centers and corridors consistent with proposed Glendale General Plan map revisions (see Figure 3-9). Other modifications include application of the “T” Transportation Zone to properties within the Caltrans State highway ROW that fall within the boundaries of the proposed SGCP area.

Changes to the Zoning Ordinance would include the addition of the following five new zones: TOD I, TOD II, MX1, MX2, and MX3, and corresponding development regulations. The new zones would accommodate medium to high density, mixed-use TOD at key centers and corridors within the community. Development standards include a comprehensive set of incentives, standards, and requirements to accommodate urban multi-modal development.

In addition to the new zones and corresponding development regulations, some existing development regulations in the Zoning Ordinance would be modified in conjunction with the proposed SGCP. The R-1250 High Density Residential Zone development regulations would be modified to eliminate “wedding cake” setback requirements for properties with commercial frontage. New height limits would be introduced in mixed use zones where they abut non-DSP zones. An affordable housing at R-1250 densities may be established within two blocks of public transportation corridors such as South Central, East Broadway, and East Colorado, should an expansion of public transit occur.

The proposed SGCP’s consistency with each applicable goal, policy, and objective from the various elements of the SCAG RTP/SCS and Glendale General Plan is discussed in Table 4.9-3 and Table 4.9-4, respectively. As demonstrated, the proposed SGCP would not be in conflict with the applicable polices and goals of the SCAG RTP/SCS and the Glendale General Plan. This impact is considered less than significant, and no mitigation is required.

Consistency Analysis

Regional Policies

The 2016 RTP/SCS provides a regional investment framework to address the region’s transportation and related challenges through the year 2040. The RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 RTP/SCS. SCAG identified regional goals that reflect a balanced approach to transportation planning and decision-making (SCAG 2016).

Although implementation of the proposed SGCP does not include any direct changes to the existing transportation system in the planning area or vicinity, the mere implementation of permitted increased mixed-use density throughout the planning area is reflective of the above-listed RTP goals. Mixed-use projects encourage alternative modes of transportation by allowing more live-work opportunities to reduce automobile trips and subsequently help to improve regional air quality. Therefore, by permitting a higher density of mixed uses to occur throughout the planning area, the proposed SGCP would not conflict with the RTP goals. Table 4.9-3 presents the consistency analysis of the proposed SGCP with the SCAG RTP/SCS.

Table 4.9 3 Consistency with SCAG RTP/SCS

<i>SCAG Goal/Policy</i>	<i>Analysis of Relevant SGCP Principles/Policies/Guidelines</i>
<p>Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p>Consistent: The proposed SGCP further supports retention and expansion of the economic development areas identified in the 2006 Long Range Plan (3.3.2). The continued improvement of the economic development areas is crucial to the economic vitality of South Glendale and the region. The proposed SGCP includes specific policies to enhance existing major regional commercial uses in its Urban Centers (4A.2) and the Brand Boulevard of Cars (4B.5) through enumerated public investments and strategies, supported by urban design guidelines.</p>
<p>Goal 2: Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Consistent: The proposed SGCP has specific design guidelines that will maximize mobility and accessibility throughout the SGCP area. Measures that achieve this goal include improved transit service and frequency (see section 3.6.2, 4A.2.1(A)); incorporating transit stops near new development (3.2.2, 3.4.2); enhanced accessible rider accommodations (3.2.2, 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.5.1(B), 4B.4.1(A), 4B.5.2(B)); street improvements to incorporate bike lanes (3.6.2, 3.8.2, 3.9.2, 4A.2.1(C), 4B.3.1(F)); expanded sidewalks and improved crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E)); and increased access to services via side streets, alleys, and clear pedestrian walkways (4.A.2.2(D), 4A.3.1(E), 4A.3.2(D), 4A.3.2(F), 4A.4.1(F), 4B.1.1(A-B), 4B.3.2(E-F), 4B.4.1(A-C), 4B.4.2(F), 4B.5.1(B), 4C.1.2(C)).</p>

Table 4.9 3 Consistency with SCAG RTP/SCS

SCAG Goal/Policy	Analysis of Relevant SGCP Principles/Policies/Guidelines
<p>Goal 3: Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Consistent: The proposed SGCP includes specific design guidelines to protect pedestrians, bicyclists (4B.3.1(F)), and vehicle operators to ensure the safe travel through South Glendale. Measures include improved and expanded sidewalks and crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E), 4B.1.1(A-B), 4B.2.1(B), 4B.2.1(D), 4B.3.1(B-C), 4B.3.2(E-F), 4B.4.1(A), 4B.4.1(C), 4B.4.2(F), 4B.5.1(B), 4B.5.2(F), 4C.2.1(C), 4C.3.2(E)); improved street lighting (4B.5.1(D), 4A.4.1(E), 4B.1.1(A), 4B.1.4(E), 4B.2.1(D), 4B.4.4(E), 4B.5.4(E), 4C.2.1(D)); traffic calming areas (4B5.1(E), 4A.4.1(F), 4C.1.1(C), 4C.2.1(E)); and signage to support safe navigation (4A.2.1(F), 4A.3.1(F), 4A.3.4(F), 4A.4.4(F), 4B.1.1(A), 4B.1.1(F), 4B.1.4(F), 4B.2.1(E), 4B.2.4(F), 4B.4.4(F), 4B.5.1(A), 4B.5.4(F), 4C.3.1(F). The proposed SGCP supports the enhancement of transit stops and service (3.2.2, 3.6.2, 4A.2.1(A), 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.5.1(B), 4B.4.1(A), 4B.5.2(B), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B)).</p>
<p>Goal 4: Preserve and ensure a sustainable regional transportation system.</p>	<p>Consistent: The proposed SGCP includes guidelines for encouraging and enhancing the transportation system in South Glendale and the surrounding region. Provisions designed to increased rider participation include locating aesthetically inviting and comfortable transit amenities near transit stops (4A.2.1(A), 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B), 4B.5.2(B)), managed parking and reduced parking requirements (4B.1.1(E)), and expanding local and regional transit opportunities (3.6.2). The proposed SGCP also implements the Tropico Center Plan, which encourages transit, walking, and bicycling by focusing transit-oriented development (“TOD”) around Tropico’s transit resources through TOD zoning (Tropico 3.3), parking management (Tropico 3.7, Tropico 5.3), pedestrian-oriented design guidelines (Tropico Chapter 4), Complete Streets (Tropico 3.6, Tropico 4.5, Tropico 5.1), transit service and stop enhancements (Tropico 3.5, Tropico 5.2), and wayfinding (Tropico 3.8).</p>
<p>Goal 5: Maximize the productivity of our transportation system.</p>	<p>Consistent: South Glendale’s mobility vision includes maintaining existing local transit, expanding regional transit along corridors with Bus Rapid Transit and streetcar service, providing improved transit stops (4A.2.1(A), 4A.2.2(B), 4B.1.1(C)), and implementing the Bicycle Transportation Plan (3.6.2) and proposing new bikeways (3.8.2, Tropico Center Plan 3.6). Compliance with the City of Glendale’s Complete Streets policy, parking management strategies and transportation demand management policies (3.6.2) will enhance the productivity of the transportation network in Glendale. The proposed SGCP also implements the Tropico Center Plan, which encourages transit, walking, and bicycling by focusing transit-oriented development (“TOD”) around Tropico’s transit resources through TOD zoning (Tropico 3.3), parking management (Tropico 3.7, Tropico 5.3), pedestrian-oriented design guidelines (Tropico Chapter 4), Complete Streets (Tropico 3.6, Tropico 4.5, Tropico 5.1), transit service and stop enhancements (Tropico 3.5, Tropico 5.2), and wayfinding (Tropico 3.8).</p>
<p>Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (i.e. non-motorized transportation, such as bicycling and walking).</p>	<p>Consistent: The proposed SGCP includes guidelines that encourage non-motorized forms of transportation and safety measures to protect people who engage in active transportation, including improved pedestrian streets, crossings, access, and pedestrian-oriented urban design (4A.2.1(A), 4A.3.1(C), 4A.3.1(E), 4A.2.2(D), 4A.3.2(D), 4A.3.2(F), 4B.1.1(A), 4B.1.1(B), 4B.2.1(D), 4B.3.1(B-F), 4B.3.2(E-F), 4B.4.1(A-F), 4B.4.2(F), 4B.5.1(A-E), 4C.1.2(C), 4C.2.1(A-E)); and bike lanes and bike stations (4A2.1(C), 4B.3.1(F)). The proposed SGCP includes implementation of the Citywide Pedestrian Plan and the Tropico Center Plan; the latter of which encourages walking, and bicycling through pedestrian-oriented design guidelines (Tropico Chapter 4), Complete Streets (Tropico 3.6, Tropico 4.5, Tropico 5.1), and wayfinding (Tropico 3.8).</p>
<p>Goal 7: Actively encourage and create incentives for energy efficiency, where possible.</p>	<p>Consistent: Principles within the SGCP area that encourage energy efficiency include the Glendale Smart Grid technology and public benefits programs that improve service and promote energy-efficiency and conservation. Parks and community centers within the SGCP area utilize recycled water, auto shut-off faucets, drought tolerant landscaping, reduced turf areas, high efficiency irrigation systems, permeable ground materials, and shade structures to reduce the heat island effect and water demand. Additionally, affordable housing projects sponsored by the City must be rated Greenpoint or Silver Level LEED equivalent or better (3.7.2).</p>

Table 4.9 3 Consistency with SCAG RTP/SCS

SCAG Goal/Policy	Analysis of Relevant SGCP Principles/Policies/Guidelines
<p>Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.</p>	<p>Consistent: The proposed SGCP encourages mixed-use buildings in South Glendale’s centers and transit-oriented development around the Larry Zarian Transportation Center (3.2.2), the proposed Colorado Street Metrolink station and along the proposed Bus Rapid Transit routes (3.4.2). Additionally, the proposed SGCP allows for the development of affordable housing (3.1, 3.2.2, 3.4.2, 3.7.2) and expansion of housing choices in areas near transportation facilities (3.4.2). Further, the proposed SGCP includes design guidelines that encourage non-motorized forms of transportation in mixed-use areas and elsewhere, including new or enhanced bikeways; and improved pedestrian streets, crossings, access, and pedestrian-oriented urban design (3.6.2, 4A.2.1(A), 4A.2.1(C), 4A.2.2(D), 4A.3.1(C), 4A.3.1(E), 4A.2.2(D), 4A.3.2(D), 4A.3.2(F), 4B.1.1(A), 4B.1.1(B), 4B.2.1(D), 4B.3.1(B-F), 4B.3.2(E-F), 4B.4.1(A-F), 4B.4.2(F), 4B.5.1(A-E), 4C.1.2(C), 4C.2.1(A-E)). The proposed SGCP also implements the Tropic Center Plan, which focuses transit-oriented development (“TOD”) around Tropic’s transit resources through TOD zoning (Tropico 3.3), parking management (Tropico 3.7, Tropico 5.3), pedestrian-oriented design guidelines (Tropico Chapter 4), Complete Streets (Tropico 3.6, Tropico 4.5, Tropico 5.1), transit service and stop enhancements (Tropico 3.5, Tropico 5.2), and wayfinding (Tropico 3.8).</p>
<p>Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>Partially Consistent: The proposed SGCP does not directly include monitoring or coordination guidelines; however, it does include a framework for expansion and reliance on the transit system throughout the SGCP area (3.6.2); and supportive policies such as transit street and transit stop improvements (4A.2.1(A)); wayfinding (4A.2.1(F), 4A.3.1(F), 4A.3.4(F)); and improved pedestrian conditions (3.6.2, 4A.2.1(A), 4A.2.1(C), 4A.2.2(D), 4A.3.1(C), 4A.3.1(E), 4A.2.2(D), 4A.3.2(D), 4A.3.2(F), 4B.1.1(A), 4B.1.1(B), 4B.2.1(D), 4B.3.1(B-F), 4B.3.2(E-F), 4B.4.1(A-F), 4B.4.2(F), 4B.5.1(A-E), 4C.1.2(C), 4C.2.1(A-E)). Refer to the discussions above, Goal 2-Goal 5, for explanation as to how the proposed SGCP will achieve an expanded and safer transportation network.</p>
<p>Policy 4: Transportation demand management (TDM) and active transportation will be focus areas.</p>	<p>Consistent: The proposed SGCP will implement transportation demand management measures for South Glendale’s office and government employees; TDM has been identified as a top priority (3.6.2, Tropico 3.7.1). Additionally, see response to Goal 6, above, for a discussion regarding active transportation.</p>
<p>Policy 5: HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged.</p>	<p>Consistent: See response to Goal 2 and Goal 3, above, for a discussion regarding accessibility and reliability, and measures to increase ridesharing throughout the SGCP area.</p>
<p>Policy 7: The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.</p>	<p>Consistent: See response to Goal 5, above, for a discussion regarding transportation efficiency and response to Goal 6 regarding development and expansion of the non-motorized transportation system.</p>

Source: Glendale 2017

Local Policies

The analysis of whether the proposed SGCP is consistent with each applicable policy from the Glendale General Plan is included in Table 4.9-4. The proposed project includes consistency amendments to the Glendale General Plan, such that the proposed SGCP would be consistent with the goals, policies, and objectives of the Glendale General Plan; these include amendments to the Circulation Element, Housing Element, and to the Land Use Element as described in Table 4.9-4.

Table 4.9 4 Consistency with Glendale General Plan

General Plan Goal/Policy	Proposed SGCP Compliance with Goal/Objective/Policy/Program
<p>Circulation Element</p> <p>Goal 1: Preservation and enhancement of the quality of life in Glendale’s unique communities.</p>	<p>Consistent: The proposed SGCP includes principles that will maintain the existing character and uniqueness of neighborhoods in the SGCP area (See SGCP Chapter 4 entries on Adams Hill, Citrus Grove-City Center, Diamond, Forest Lawn, Mariposa, Moorpark, North Glendale Avenue, Pacific Edison Neighborhood, Roads End, Somerset, South Brand, Vineyard, and Transportation Districts; and principle/policy 3.1, 3.2.2, 3.4.2, 3.5.2, 3.12.2); enhance areas that have appropriate uses, but require façade, streetscape, and public improvements in order to improve the quality of life and enhance sustainability (See SGCP Chapter 4 entries on Adams Square, Brand Boulevard of Cars, Columbus School, East Colorado, San Fernando Road, South Glendale Avenue (Colorado St. to Palmer Ave.), and West Broadway; and principle/policy 3.1, 3.2.2, 3.3.2, 3.4.2, 3.5.2); and transform areas that require change in order to achieve consistency with the historic character and quality of Glendale (See SGCP Chapter 4 entries on Downtown, East Broadway, East Colorado Gateway, GCC Garfield Campus, Pacific Avenue Gateway, Pacific Edison Center, South Central Avenue, South Glendale Avenue (Palmer Ave. to Cerritos Ave.), Tropico TOD, Verdugo Road, and West Colorado; and principle/policy 3.1, 3.2.2, 3.3.2, 3.4.2, 3.5.2, 4A.1-2). Consistency will be attained through the establishment of 17 places classified as Centers, Corridors, Neighborhood, or Districts as discussed in Chapter 4 of the proposed SGCP. Except Districts, each place type receives its own design guidelines, including public improvement (See 4A.2.1, 4A.3.1, 4A.4.1 for Centers; 4B.1.1, 4B.2.1, 4B.3.1, 4B.4.1, 4B.5.1 for Corridors; 4C.1.1, 4C.2.1, 4C.3.1 for Neighborhoods), site planning (See 4A.2.2, 4A.3.2, 4A.4.2 for Centers; 4B.1.2, 4B.2.2, 4B.3.2, 4B.4.2, 4B.5.2 for Corridors; 4C.1.2, 4C.2.2, 4C.3.2 for Neighborhoods), mass and scale (See 4A.2.3, 4A.3.3, 4A.4.3 for Centers; 4B.1.3, 4B.2.3, 4B.3.3, 4B.4.3, 4B.5.3 for Corridors; 4C.1.3, 4C.2.3, 4C.3.3 for Neighborhoods), and design and detailing guidelines (See 4A.2.4, 4A.3.4, 4A.4.4 for Centers; 4B.1.4, 4B.2.4, 4B.3.4, 4B.4.4, 4B.5.4 for Corridors; 4C.1.4, 4C.2.4, 4C.3.4 for Neighborhoods) intended to preserve or enhance South Glendale’s unique quality of life. Consistency with this goal is further ensured through amendments to the Circulation Element, including those required for the document to recognize the SGCP; updating allowable Level of Service (LOS) standards for intersections where LOS may exceed Level “E” as a result of the “No Project” or the proposed SGCP; the addition of Vehicle Miles Traveled as an allowable method of analysis for general plan and development review; incorporation of traffic calming, as well as mandatory Transportation demand management measures for new development projects by Center, Corridor, Neighborhood or District as proposed in the SGCP or identified as mitigation measures in the SGCP EIR.</p>
<p>Goal 1, Objective 1: Minimize non-local vehicular traffic and parking in both single and multiple family residential neighborhoods through land use management and traffic/parking control.</p>	<p>Consistent: The proposed SGCP specifically includes policies relating to growth management (3.1, 3.2.2, 3.4.2, 3.5.2, 3.12.2), parking management and enforcement (4C.2.1(F), 4C.3.1(A)), and traffic calming policies (4B.5.1(E), 4C.1.1(C), 4C.2.1(E)) to minimize non-local vehicular traffic and parking in single and multiple family residential neighborhoods.</p>
<p>Goal 1, Objective 2: Support and enhance existing neighborhood commercial centers to continue to serve the needs of nearby residents.</p>	<p>Consistent: The proposed SGCP calls for specific public improvements and design guidelines to support or enhance neighborhood commercial centers within the SGCP area to the benefit of nearby residents; these include pedestrian-friendly streetscape, safety, and access improvements (4B.1.1(A-B), 4B.1.1(F), 4B.2.1(A-B, D-E, G), 4B.3.1(B-F), 4B.3.2(E-F), 4B.4.1(A, C, D-E), 4B.4.2(F), 4B.5.1(B-D)); expanded access to public open space (4B.1.1(D), 4B.1.2(A), 4B.2.1(C, F), 4B.3.2(A), 4B.4.1(B), 4B.4.2(D), 4B.5.2(B)); parking management (4B.1.1(E)); and improved transit service and amenities within these areas (4B.1.1(C), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B), 4B.5.2(B)).</p>
<p>Goal 1, Objective 3: Maintain acceptable noise levels in residential areas as defined in the Noise Element by managing traffic volumes and speed.</p>	<p>Consistent: The implementation of traffic calming measures in residential areas (4C.1.1(C), 4C.2.1(C-E)) will result in decreased noise levels due to reductions in traffic volume and speed within the SGCP area. Additionally, an increased emphasis on pedestrian access (4C.1.2(C), 4C.2.1(C-D)) will reduce the amount of vehicular traffic in the residential areas.</p>
<p>Goal 1, Objective 4: Discourage high speeds on residential streets through roadway design and traffic enforcement.</p>	<p>Consistent: Traffic calming areas in residential areas (4C.1.1(C), 4C.2.1(E)) will discourage high speeds. Principle 3.6.2 specifically includes support for implementation of the Citywide Pedestrian Plan, which recommends measures for improving traffic enforcement as it relates to speed, particularly in High-Collision Corridors, most of which are in South Glendale.</p>

Table 4.9 4 Consistency with Glendale General Plan

General Plan Goal/Policy	Proposed SGCP Compliance with Goal/Objective/Policy/Program
<p>Goal 2: Minimization of congestion, air pollution, and noise associated with motor vehicles.</p>	<p>Consistent: The proposed SGCP has specific design guidelines that will minimize congestion, air pollution, and noise associated with motor vehicles by encouraging the use of alternative travel modes; relevant measures include improved transit service and frequency (see section 3.6.2, 4A.2.1(A)); incorporating transit stops near new development (3.2.2, 3.4.2); enhanced accessible rider accommodations (3.2.2, 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.5.1(B), 4B.4.1(A), 4B.5.2(B)); street improvements to incorporate bike lanes (3.6.2, 3.8.2, 3.9.2, 4A.2.1(C), 4B.3.1(F)); expanded sidewalks and improved crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E)); and increased access to services via side streets, alleys, and clear pedestrian walkways (4.A.2.2(D), 4A.3.1(E), 4A.3.2(D), 4A.3.2(F), 4A.4.1(F), 4B.1.1(A-B), 4B.3.2(E-F), 4B.4.1(A-C), 4B.4.2(F), 4B.5.1(B), 4C.1.2(C)).</p>
<p>Goal 2, Objective 1: Increase/support public high occupancy vehicle transportation system improvements through mitigation of traffic impacts from new development.</p>	<p>Consistent: The proposed SGCP will increase and support public transit use by incorporating transit stops near new development (3.2.2, 3.4.2) through public improvements or as mitigation measures relative to new development where required; this is also accomplished through the provision of high-quality transit amenities adjacent to transit stops (4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B), 4B.5.2(B)).</p>
<p>Goal 2, Objective 2: Develop parking policies which support reduced automobile travel in the most congested areas of Glendale.</p>	<p>Consistent: The proposed SGCP will implement design guidelines for the most highly traveled downtown and commercial areas of the SGCP area. Guidelines include a parking management program (4C.2.1(F)) that will include shared parking facilities (4A.2.1(D), 4A.3.1(D), 4B.1.1(E), 4B.2.2(D)), off-street parking behind or below buildings (4A.2.2(E), 4A.3.1(D), 4A.3.2(F), 4A.4.2(E), 4B.1.1(E), 4B.2.1(F), 4B.2.2(D)), and on-street short term parking (4A.4.2(E), 4B.1.1(E), 4B.2.1(F), 4C.3.1(A)). These programs are designed to help mitigate any parking shortages near heavy trafficked areas and control spillover into residential areas.</p>
<p>Goal 2, Objective 3: 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.</p>	<p>Consistent: The Bikeway Master Plan was updated in 2012 and is now called the Bicycle Transportation Plan. The Bicycle Transportation Plan aims to increase the safety and attractiveness of bicycling in Glendale, while increasing the number of trips made by bike. The proposed SGCP encourages bicycle safety and implements measures to increase bicycle trips by creating a network of bicycle lanes and stations throughout the SGCP area (4A.2.1(C), 4B.1.1(A), 4B.3.1(F)) and implementing bikeway recommendations in the Tropic Center Plan (Tropico 3.6, Tropico 4.5, Tropico 5.1) and the Citywide Pedestrian Plan.</p>
<p>Goal 2, Objective 4: Support Transportation Demand Management and Transportation System Management policies.</p>	<p>Consistent: The proposed SGCP will implement transportation demand management measures for South Glendale’s office and government employees. TDM has been identified as a top priority (3.6.2). Additionally, the proposed SGCP includes guidelines that encourage non-motorized forms of transportation, such as walking and biking, and safety measures to protect people who engage in active transportation (see response to Goal 2; and Goal 2, Objective 3 above).</p>
<p>Goal 3: Reasonable access to services and goods in Glendale by a variety of transportation modes.</p>	<p>Consistent: The proposed SGCP has specific design guidelines that will maximize access to services and goods throughout the SGCP area. Measures that achieve this goal include improved transit service and frequency (3.6.2, 4A.2.1(A)) and incorporating transit stops near new development (3.2.2, 3.4.2); enhanced accessible rider accommodations (3.2.2, 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.5.1(B), 4B.4.1(A), 4B.5.2(B)); street improvements to incorporate bike lanes (3.6.2, 3.8.2, 3.9.2, 4A.2.1(C), 4B.3.1(F)); expanded sidewalks and improved crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E)); and increased access to services via side streets, alleys, and clear pedestrian walkways (4.A.2.2(D), 4A.3.1(E), 4A.3.2(D), 4A.3.2(F), 4A.4.1(F), 4B.1.1(A-B), 4B.3.2(E-F), 4B.4.1(A-C), 4B.4.2(F), 4B.5.1(B), 4C.1.2(C)).</p>
<p>Goal 3, Objective 1: Encourage growth in areas and in patterns which are or can be well served by public transportation.</p>	<p>Consistent: The proposed SGCP encourages mixed-use buildings in South Glendale’s centers and TOD around the Larry Zarian Transportation Center (3.2.2) and the proposed Colorado Street Metrolink station and along the proposed Bus Rapid Transit routes (3.4.2). Additionally, the proposed SGCP allows for the development of affordable housing (3.1, 3.2.2, 3.4.2, 3.7.2) and expansion of housing choices in areas near transportation facilities (3.4.2). Further, the proposed SGCP includes design guidelines that encourage non-motorized forms of transportation in mixed-use areas and elsewhere, including new or enhanced bikeways and improved pedestrian streets, crossings, access, and pedestrian-oriented urban design (3.6.2, 4A.2.1(A), 4A.2.1(C), 4A.2.2(D), 4A.3.1(C), 4A.3.1(E), 4A.2.2(D), 4A.3.2(D), 4A.3.2(F), 4B.1.1(A), 4B.1.1(B), 4B.2.1(D), 4B.3.1(B-F), 4B.3.2(E-F), 4B.4.1(A-F), 4B.4.2(F), 4B.5.1(A-E), 4C.1.2(C), 4C.2.1(A-E)). The proposed SGCP also implements the Tropic Center Plan, which focuses TOD around Tropic’s transit resources through TOD zoning (Tropico 3.3), parking management (Tropico 3.7, Tropico 5.3), pedestrian-oriented design</p>

Table 4.9 4 Consistency with Glendale General Plan

General Plan Goal/Policy	Proposed SGCP Compliance with Goal/Objective/Policy/Program
	guidelines (Tropico Chapter 4), Complete Streets (Tropico 3.6, Tropico 4.5, Tropico 5.1), transit service and stop enhancements (Tropico 3.5, Tropico 5.2), and wayfinding (Tropico 3.8).
Goal 3, Objective 2: Encourage housing around and in commercial centers.	Consistent: The proposed SGCP provides specific guidance on and promotion of mixed-use residential development in South Glendale’s commercial centers (Chapter 4A) and corridors (Chapter 4B). The proposed SGCP also promotes creation of affordable housing corridors adjacent to streets with expanded public transportation (3.4.2).
Goal 3, Objective 3: Provide opportunities for successful neighborhood retail uses.	Consistent: The proposed SGCP has identified the retention and expansion of local-serving businesses as crucial for economic vitality (3.3.2). This includes the regional shopping core of Downtown and the scattered low-scale shopping centers that focus on local-serving retail (4A.3.2(C)); guidelines for new development include specific considerations for such retail spaces (4B.1.2(D), 4B.2.2(C)). Improvements to pedestrian conditions as discussed in response to previous goals and objectives serve to provide new opportunities for successful neighborhood retail uses through increased or sustained foot traffic and encouraging a “park once” retail experience (4A.2, 4A.3.1(D)).
Goal 3, Objective 4: Ensure transportation connections to regional systems by a variety of modes.	Consistent: Key aspects of the proposed SGCP include maintaining existing local transit and expanding regional transit, including improvements to transit stops and amenities, along corridors with Bus Rapid Transit and streetcar service (3.6.2, 4A.2.1(A), 4A.2.2(B), 4B.1.1(C), 4B.1.1(E), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B), 4B.5.2(B)); and encourages high-quality first/last mile connections through implementation of the transit-oriented Tropico Center Plan, which encourages walking and bicycling to transit through pedestrian-oriented design guidelines (Tropico Chapter 4), Complete Streets improvements (Tropico 3.6, Tropico 4.5, Tropico 5.1), and wayfinding (Tropico 3.8). The proposed SGCP further ensures transportation connections to regional systems by a variety of modes, as discussed in response to Goal 3, Objective 1.
Goal 3, Objective 5: Meet special transportation needs of the physically challenged.	Consistent: The proposed SGCP includes design guidelines for transit stops, amenities, and siting of transit stops that increase accessibility for all travelers, including the physically challenged. This includes pedestrian accessibility improvements (3.2.2), siting stops near public services (3.9.2), providing transit amenities including seats and shade at stops (4A.2.2(B), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B), 4B.5.2(B)), access to transit information at transit stops (4B.1.1(C)), and increasing the efficiency and housing choices for special needs populations near the Larry Zarian Transportation Center, the proposed Colorado Street Metrolink station, and proposed Bus Rapid Transit service (3.4.2).
Goal 4: Functional and safe streetscapes that are aesthetically pleasing for both pedestrians and vehicular traffic.	Consistent: The proposed SGCP includes specific design guidelines to protect pedestrians, bicyclists, and vehicle operators to ensure the safe travel through South Glendale, while enhancing streetscapes and the walking environment. Measures include improved and expanded sidewalks and crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E), 4B.1.1(A-B), 4B.2.1(B), 4B.2.1(D), 4B.3.1(B-C), 4B.3.2(E-F), 4B.4.1(A), 4B.4.1(C), 4B.4.2(F), 4B.5.1(B), 4B.5.2(F), 4C.2.1(C), 4C.3.2(E)); improved street lighting (4B.5.1(D), 4A.4.1(E), 4B.1.1(A), 4B.1.4(E), 4B.2.1(D), 4B.4.4(E), 4B.5.4(E), 4C.2.1(D)); traffic calming areas (4B.5.1(E), 4A.4.1(F), 4C.1.1(C), 4C.2.1(E)); and signage to support safe navigation (4A.2.1(F), 4A.3.1(F), 4A.3.4(F), 4A.4.4(F), 4B.1.1(A), 4B.1.1(F), 4B.1.4(F), 4B.2.1(E), 4B.2.4(F), 4B.4.4(F), 4B.5.1(A), 4B.5.4(F), 4C.3.1(F)). Additionally, the proposed SGCP supports the enhancement of transit stops and service (3.2.2, 3.6.2, 4A.2.1(A), 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.5.1(B), 4B.4.1(A), 4B.5.2(B), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B)), and implements the Tropico Center Plan’s pedestrian-oriented design guidelines (Tropico Chapter 4), Complete Streets improvements (Tropico 3.6, Tropico 4.5, Tropico 5.1), and wayfinding (Tropico 3.8). Aesthetic improvements to the benefit of those who drive through South Glendale are ensured in the proposed SGCP through design guidelines relating to public improvements, site planning, and mass and scale. See the response to Goal 1.
Goal 4, Objective 1: Provide and maintain high quality streetscape and pedestrian amenities (i.e. bus shelters, street trees, street furniture, wide sidewalks, etc.)	Consistent: The proposed SGCP includes design guidelines that promote public art (4A.2.1(B, E)); the unifying of landscape (4A.2.1(E), 4A.4.4(D)); ground plane detailing 4A.2.4(E); street level detailing (4A.2.4(B), 4B.1.4(A)); street trees (4B.1.1(A)), and pedestrian-scaled ground floors (4A.4.3(C), 4A.4.4(C)). Other pedestrian amenities include wide sidewalks and high-quality crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E), 4B.1.1(A-B), 4B.2.1(B), 4B.2.1(D), 4B.3.1(B-C), 4B.3.2(E-F), 4B.4.1(A), 4B.4.1(C), 4B.4.2(F), 4B.5.1(B), 4B.5.2(F), 4C.2.1(C), 4C.3.2(E)); improved street lighting (4B.5.1(D), 4A.4.1(E), 4B.1.1(A), 4B.1.4(E), 4B.2.1(D), 4B.4.4(E), 4B.5.4(E), 4C.2.1(D)); wayfinding and attractive retail signage (4A.2.1(F), 4A.3.1(F), 4A.3.4(F), 4A.4.4(F), 4B.1.1(A), 4B.1.1(F), 4B.1.4(F), 4B.2.1(E), 4B.2.4(F), 4B.4.4(F), 4B.5.1(A), 4B.5.4(F), 4C.3.1(F)); and high-quality transit amenities (4A.2.2(B), (4B.1.1(C), 4B.3.1(A), 4B.4.1(A), 4B.5.1(B), 4B.5.2(B)).

Table 4.9 4 Consistency with Glendale General Plan

<i>General Plan Goal/Policy</i>	<i>Proposed SGCP Compliance with Goal/Objective/Policy/Program</i>
Goal 4, Objective 2: Support the enhancement of existing and creation of new pedestrian-oriented retail centers.	Consistent: The proposed SGCP will implement design guidelines that cater specifically to pedestrian-oriented retail. These measures include active ground floors, street level detailing, integrated public spaces, outdoor merchandising, street furniture to entice pedestrians, and other pedestrian amenities, as detailed in responses to Goal 1, Objective 2 and Goal 3 regarding enhancing or creating walkable commercial centers in South Glendale.
Goal 5: Land use which can be supported within the capacity constraints of existing and realistic future infrastructure.	Consistent: The proposed SGCP will manage development within capacity constraints of realistic public infrastructure. This can be achieved by providing a variety of land uses to serve the community in a fiscally responsible manner (3.7.2), encouraging development that is sensitive to the surrounding context (3.5.2, 3.6.2), and encouraging growth within the urban footprint (3.2.2, 3.6.2), where infrastructure and service capacity is available.
Goal 5, Objective 1: Balance land use/zoning with roadway capacity by establishing congestion thresholds and avoiding unacceptable levels of congestion from future development.	Consistent: Consistency with this goal is ensured through amendments to the Circulation Element detailed in Chapter 6 [Alternatives to the Proposed Project] to update allowable LOS congestion thresholds for intersections where LOS may exceed Level “E” as a result of the “No Project” or the proposed SGCP, and the addition of Vehicle Miles Traveled as an allowable method of analysis for general plan and development review in the future. The proposed SGCP and the Tropic Center Plan limit unacceptable levels of congestion from future development, by directing growth where infrastructure and service capacity is available, particularly within existing and future transit corridors, and by encouraging alternative modes of transportation through supportive design guidelines and transit-oriented development.
Historic Preservation Element	
Goal 1: Preserve historic resources in Glendale which define community character.	Consistent: The proposed SGCP is committed to the preservation of the area’s historic buildings, neighborhoods, and sites as part of its overall goal of planning for the future. The history of the community is evident in the built environment, development patterns, and in the cultural resources built over the years. The proposed SGCP, similar to the Glendale General Plan, will preserve the commercial, residential, and public building and districts listed on the Glendale Register of Historic Resources (GRHR), as well as resources not yet listed (3.12.2). This can be achieved by both preservation of areas identified as historic, or by re-use of historical material, objects or locations and by encouraging building owners to list their properties on the GRHR. This principle is supported by the South Glendale Historic Context and the South Glendale Historic Resource Survey; both of which are incorporated as appendices to the South Glendale Community Plan.
Policy 1-1: Encourage support for the important history and historic preservation.	Consistent: See response to Goal 1 of the Historic Preservation Element.
Policy 1-2: Recognize archaeological and historic resources as links to community identity.	Consistent: See response to Goal 1 of the Historic Preservation Element.
Policy 1-6: Discourage the demolition of historic resources.	Consistent: See response to Goal 1 of the Historic Preservation Element.
Policy 1-7: Encourage the preservation and maintenance of historic landscaped areas.	Consistent: See response to Goal 1 of the Historic Preservation Element.
Policy 1-8: Encourage the preservation of individual historic thematic and historic geographic districts.	Consistent: See response to Goal 1 of the Historic Preservation Element.
Policy 1-9: Support the creation of historic districts of representative land use types such as residential, commercial, and industrial.	Consistent: See response to Goal 1 of the Historic Preservation Element

Table 4.9 4 Consistency with Glendale General Plan

<i>General Plan Goal/Policy</i>	<i>Proposed SGCP Compliance with Goal/Objective/Policy/Program</i>
Policy 1-10: Support the preservation and maintenance of historic street furniture including street lights.	Consistent: See response to Goal 1 of the Historic Preservation Element.
Policy 1-11: Ensure protection of historic resources through enforcement of existing codes.	Consistent: See response to Goal 1 of the Historic Preservation Element.
Policy 1-12: Support comprehensive studies to discover unrecorded historic resources.	Consistent: Principle 3.12.2 commits the SGCP to the identification and protection of significant cultural, historical, archaeological, and paleontological resources that are important to the community through education, designation, conformance with environmental laws, and sound preservation practices.
Housing Element 2014-2021	
Goal 1: A City with a wide range of housing types to meet the needs of current and future residents.	Consistent: Principle 3.2.2 in the proposed SGCP identifies three levels of future change within the SGCP area: areas to transform, areas to enhance, and areas to maintain. Areas to transform will experience deep-seated change by the introduction of new uses. This will include new housing opportunities to meet the needs of current and future residents. Future housing projects will include mixed-use buildings in South Glendale's centers, multi-family building in its neighborhoods, and more affordable housing along transit corridors. Additionally, Principle 3.4.2 calls for developers in South Glendale to work with the Housing Authority to provide housing choices for senior and special needs populations, including assisted living and residential congregate care living opportunities.
Policy 1.1: Provide a variety of residential development opportunities in the City through the zoning of sufficient land with a range of densities.	Consistent: Principle 3.5.2 in the proposed SGCP calls for amending the current land use designations found in the Glendale General Plan to include Urban Center, Town Center (distinct from Town Center Specific Plan), Village Center, Mixed-use Corridor High, Mixed-use Corridor Low, Suburban Corridor, Main Street Corridor, and Single-family Hillside. Principles 3.4.2 and 3.5.2 envision that the implementation of these zoning designations will create a range of residential development opportunities in areas with varying densities.
Policy 1.3: Provide higher density residential development in close proximity to public transportation, services, and recreation.	Consistent: Per Principle 3.2.2 in the proposed SGCP encourages mixed-use buildings in South Glendale's centers and TOD around the Larry Zarian Transportation Center, the proposed Colorado Street Metrolink station, and along the proposed Bus Rapid Transit routes. Additionally, Principle 3.4.2 in the proposed SGCP envisions the development of affordable housing and expansion of housing choices in areas near transportation facilities. Additionally, establishing mixed-use standards along public transportation corridors implements Program 2e of the Housing Element.
Policy 1.4: Continue to promote residential/mixed use development, including live-work units in appropriate locations.	Consistent: The proposed SGCP provides specific guidance on and promotion of mixed-use residential development in South Glendale's commercial centers (Chapter 4A) and corridors (Chapter 4B). The proposed SGCP also promotes creation of affordable housing corridors adjacent to streets with expanded public transportation (3.4.2). Due to their appropriateness, Chapter 4 includes a vision of new live/work uses accommodated in Urban Center and Industrial/Creative planning areas.
Policy 1.5: Encourage the development of residential units in the downtown area and along appropriate commercial corridors.	Consistent: Glendale currently encourages high intensity residential and mixed-use buildings within the Downtown area and permits such development within commercial centers and adjacent areas. The proposed SGCP will bolster existing policies and will provide additional guidance on mixed-use development in commercial centers and adjacent areas of the SGCP area (Principle 3.4.2).
Goal 2: A City with high quality residential neighborhoods that are attractive and well designed.	Consistent: The Proposed SGCP implements design principles that maintain high quality character and uniqueness of residential neighborhoods within the SGCP area (Chapter 4C). Policies in Chapter 4C encourage the dedication of open space, the lining of streets with trees, continuity within architecture and design, incorporation of unique architectural elements, reduction of massing, and the general maintenance of neighborhoods, including 4C.1.1(A-D), 4C.1.2(A-G), 4C.1.3(A-G), 4C.1.4(A-G), 4C.2.1(A-F), 4C.2.2(A-G), 4C.2.3(A-F), 4C.2.4(A-G), 4C.3.1(A-G), 4C.3.2(A-G), 4C.3.3(A-F), and 4C.3.4(A-G).

Table 4.9 4 Consistency with Glendale General Plan

<i>General Plan Goal/Policy</i>	<i>Proposed SGCP Compliance with Goal/Objective/Policy/Program</i>
Policy 2.1: Implement the Downtown Specific Plan and Town Center Specific Plan.	Consistent: The proposed SGCP proposes to modify the western and southern boundaries of the DSP (Chapter 4A.1). The proposed changes include entire properties in the DSP area that are currently split between the DSP area and citywide zoning, and to incorporate adjacent parcels into the DSP in a manner consistent with DSP and citywide goals. The remainder of the DSP will be implemented as previously adopted.
Policy 2.2: Retain the quality and prominent characteristics of existing neighborhoods while improving those in need of change through neighborhood and community planning. Monitor the effects of growth and change.	Consistent: See response to Housing Element Goal 1.
Policy 2.7: Encourage the preservation of historic resources in a manner sensitive to historic design and promote the development of historic districts through standards contained in the Historic Preservation Ordinance and by the activities of the Historic Preservation Commission.	Consistent: See response to Historic Preservation Element Goal 1.
Policy 2.8: Develop design guidelines for residential uses including the use of high quality materials, site planning and other standards.	Consistent: The proposed SGCP has established design guidelines for all land uses throughout the SGCP area, including residential (Chapter 4C). These guidelines for residential use incorporate site planning, (4C.1.2, 4C.2.2), mass and scale (4C.1.3, 4C.2.3, 4C.3.3), public improvements (4C.1.1, 4C.2.1, 4C.3.1), and design and detailing (4C.1.4, 4C.2.4, 4C.3.4) for each residential neighborhood in the SGCP area.
Policy 2.10: Respect scale, historic continuity, and a sense of community in new residential development.	Consistent: See response to Housing Element Policy 2.8 and response to Historic Preservation Element Goal 1.
Policy 2.11: Consider “target areas” as a strategy to foster safe, sanitary and secure housing; to expand public open space; and to provide a catalyst for neighborhood improvement.	Consistent: The proposed SGCP has identified areas within the SGCP area as “areas to transform.” (Principle 3.2.2) These areas include Downtown and the Tropico District, as well as areas along portions of Colorado Street, Broadway, and Glendale Avenue. The transformation will include change involving the redevelopment of key lots, the introduction of new uses, and the implementation of infrastructure improvements. These areas will be revitalized through economic development, mixed uses, new housing opportunities (Principle 3.4.2), and active streetscapes. Implementation of TOD zoning is consistent with Program 1e of the Housing Element.
Goal 3: A City with increased opportunities for affordable housing.	Consistent: Principle 3.4.2 calls for developers in South Glendale to work with the Housing Authority to provide housing choices for senior and special needs populations, including assisted living and residential congregate care living opportunities.
Goal 4: A City with housing services that address groups and special housing needs.	Consistent: See response to Housing Element Goal 4.

Table 4.9 4 Consistency with Glendale General Plan

<i>General Plan Goal/Policy</i>	<i>Proposed SGCP Compliance with Goal/Objective/Policy/Program</i>
<p>Policy 4.1: Encourage both the private and public sectors to produce or assist in the production of housing for special needs groups such as: the handicapped, the elderly, large families, single-parent households, and formerly homeless.</p>	<p>Consistent: See response to Housing Element Goal 4.</p>
<p>Goal 5: A City with equal housing opportunities for all persons.</p>	<p>Consistent: The residential neighborhoods of South Glendale have been identified as areas to maintain; therefore (Principle 3.4.2), the current zoning and allowable densities have been deemed generally appropriate, except for residential areas immediately adjacent to transit corridors, which have been identified for affordable housing overlays (Figure 3.4). Similarly, corridors and centers throughout South Glendale have been identified as areas of enhancement and transformation, respectively. One method of change will result in these areas developing a range of housing opportunities, including single-family, multi-family, mixed-use, and special needs housing (Principle 3.4.2). This range of housing opportunities will ensure that all residents of South Glendale have a housing option.</p>
<p>Goal 6: A City with housing that is livable and sustainable.</p>	<p>Consistent: The siting of populations near services will increase economic vitality and create areas that are both livable and sustainable (Principles 3.2.2, 3.3.2, 3.4.2). In so doing, the proposed SGCP implements Program 7a of the Housing Element.</p>
<p>Policy 6.2: Identify neighborhoods to facilitate community planning that maintain or improve their character and quality.</p>	<p>Consistent: The proposed SGCP identifies three levels of future change within the SGCP area: areas to transform, areas to enhance, and areas to maintain (Principle 3.2.2). The residential neighborhoods within the SGCP area have been identified as areas to maintain; therefore, the existing zoning and densities in these areas is considered generally acceptable. Maintaining South Glendale’s stable residential neighborhoods will preserve the character and quality of these areas.</p>
<p>Policy 6.3: Implement the recommendations of the Open Space and Conservation Element and the Recreation Element of the General Plan to ensure an adequate amount of public open space and developed parkland for the needs of new and existing residential development.</p>	<p>Consistent: See response to Goals and Objectives in the Open Space and Conservation Element.</p>
<p>Policy 6.5: Require residential projects to preserve major ridgelines, secondary ridgelines, blue line streams, indigenous trees and other significant environmental features.</p>	<p>Consistent: The proposed SGCP will implement design guidelines that encourage new development to avoid projecting above South Glendale’s ridgelines 4C.3.2(C). This will help protect views in the area. Additionally, design guidelines encourage the protection of natural features, including trees, natural vegetation, and rock outcroppings (4C.3.2(D)). No primary ridgelines, secondary ridgelines or blueline streams are identified in South Glendale (Principle 3.10.2).</p>
<p>Policy 6.10: Encourage the use of sustainable building practices in residential developments.</p>	<p>Consistent: The proposed SGCP will incorporate affordable housing, which by Glendale’s standards require a rating of Greenpoint or Silver Level LEED equivalent or better for City sponsored projects (Principle 3.7.2).</p>
<p>Policy 6.11: Provide opportunities for residential locations and design that encourage transit, pedestrian, bicycle, and other mobility options.</p>	<p>Consistent: See response to Circulation Element Goal 3, Objective 1. Additionally, the SGCP implements Program 7c of the Housing Element by creating housing standards for TOD through implementation of the Tropico Center Plan.</p>

Table 4.9 4 Consistency with Glendale General Plan

<i>General Plan Goal/Policy</i>	<i>Proposed SGCP Compliance with Goal/Objective/Policy/Program</i>
Land Use Element	
General Goal 1: Effectuate a moderate growth policy for the City of Glendale consistent with community needs, available services and the environment.	Consistent: The proposed SGCP identifies three levels of future change within the SGCP area: areas to transform, areas to enhance, and areas to maintain (Principle 3.2.2; Figure 3.2). The areas to enhance and transform will reflect the growth anticipated in South Glendale and provide the necessary services to the population increase in those areas. The SGCP area is nearly fully built-out and land use intensification in the identified areas is the only feasible way for the area to accommodate future growth.
General Goal 3: Form an urban environment which will provide for residential diversity and opportunity.	Consistent: The residential neighborhoods of South Glendale have been identified as areas to maintain (Principle 3.4.2); therefore, the current zoning and densities have been deemed generally appropriate. The corridors and centers of South Glendale have been identified as areas of enhancement and transformation, respectively. (Principle 3.4.2; Figure 3.4) One method of change will result in these areas developing a range of housing opportunities, including single-family, multi-family, mixed-use, and special need housing. This range of housing opportunities will ensure that all residents of South Glendale have a diversity of housing options and opportunities.
General Goal 4: Improve the livability of the total community for all Glendale residents as expressed in living, working and shopping areas, as well as community facilities.	Consistent: The proposed SGCP will enhance the livability of the neighborhoods, corridors, and centers within the SGCP area by maintaining the unique character (3.2.2, 3.5.2), improving the transit system, increasing greenways, and encouraging non-motorized forms of transportation (3.6.2); increasing the number of live-work units (4A.2, 4B.4a, 4B.4b), creating architectural and design continuity within districts through design guidelines (4A.2.4, 4A.3.4, 4A.4.4, 4B.1.4, 4B.2.4, 4B.3.4, 4B.4.4, 4B.5.4, 4C.1.4, 4C.2.4, 4C.3.4), and providing safe access to goods and services, public and private, for all people in South Glendale (3.9.2).
General Goal 5: Promote development and improvement within the community capitalizing on the location of, and access to, Glendale as adjacent to the regional core.	Consistent: See response to Circulation Element Goal 3; response to Circulation Element Goal 3, Objective 4; and response to Land Use Element General Goal 4.
Residential Goal 1: Foster stability and a high degree of continued maintenance, both private and public, within Glendale’s various residential neighborhoods.	Consistent: See response to Housing Element Goal 2.
Residential Goal 2: Promote the revitalization or, if necessary, the replacement of deteriorating neighborhoods.	Consistent: See response to Housing Element Goal 2.
Residential Goal 4: Support the creation of higher density residential development and alternative forms of medium and high density housing in those areas best suited from the standpoint of accessibility, current development, community organization, transportation and circulation facilities and economic feasibility.	Consistent: See response to Housing Element Policy 1.4 and Circulation Element Goal 3.
Residential Goal 5: Provide opportunities for a diversity in housing styles for all economic segments of the community.	Consistent: See response to Housing Element Goal 1.

Table 4.9 4 Consistency with Glendale General Plan

<i>General Plan Goal/Policy</i>	<i>Proposed SGCP Compliance with Goal/Objective/Policy/Program</i>
Commercial Goal 1: Promote an aggressive and positive attitude toward providing improved retail facilities within Glendale in the form of unified, convenient and functional commercial facilities scaled to the needs and the economic potential of the various community areas.	Consistent: See response to Circulation Element Goals 3 Objective 3
Commercial Goal 3: Improve the economic situation and the visual image of the present semi-commercial development found along several of Glendale’s major streets.	Consistent: See response to Land Use Element General Goal 3.
Industrial Goal 3: Provide for the improvement of existing industrial districts through the addition of parking facilities, visual amenities, and the elimination of incompatible influents and blight.	Consistent: The proposed SGCP includes design guidelines that will improve the industrial areas of South Glendale by creating pedestrian friendly areas, increasing open space, addressing graffiti, lining streets with trees, encouraging land use transitions to include landscaping, reducing massing, and installing architectural elements for visual pleasure (Chapter 4B.4).
Circulation Goal 1: Insure that existing development is provided with adequate and safe streets.	Consistent: See response to Circulation Element Goal 4 Objective 1.
Circulation Goal 3: Promote adequate public transportation within the City limits and within the region.	Consistent: The proposed SGCP includes guidelines for encouraging and enhancing the transportation system in South Glendale and the surrounding region. Measures that achieve this goal include improved transit service and frequency (3.6.2, 4A.2.1(A)); enhanced accessible rider accommodations (3.2.2, 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.5.1(B), 4B.4.1(A), 4B.5.2(B)); and street improvements to incorporate bike lanes (3.6.2, 3.8.2, 3.9.2, 4A.2.1(C), 4B.3.1(F)) and expanded sidewalks and improved crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E)) to address first-last mile connectivity.
Circulation Goal 4: Develop clusters of uses which will facilitate the development of public transportation networks	Consistent: See response to Land Use Element Circulation Goal 4.
Economic Goal 2: Provide opportunities for the expansion of revenue producing industrial and commercial establishments within the parameters of other community goals.	Consistent: See response to Housing Element Policy 1.4 and Circulation Element Goal 3 Objective 3.
Noise	
Goal 1: Reduce noise impacts from transportation noise sources.	Consistent: See response to Circulation Element Goal 1 Objective 3.
Policy 1.3: Reduce transportation noise through proper design and coordination of routing.	Consistent: See response to Circulation Element Goal 1 Objective 3.

Table 4.9 4 Consistency with Glendale General Plan

General Plan Goal/Policy	Proposed SGCP Compliance with Goal/Objective/Policy/Program
Open Space and Conservation Element	
<p>Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.</p>	<p>Consistent: See response to Housing Element Policy 6.5 and Historic Preservation Element Goal 1.</p>
<p>Goal 5: Preserve prominent ridgelines and slopes in order to protect Glendale’s visual resources.</p>	<p>Consistent: See response to Housing Element Policy 6.5.</p>
<p>Objective 2: Establish standards and design criteria which minimize the visual intrusion/impact of development in hillside areas.</p>	<p>Consistent: The proposed SGCP will implement design guidelines that establish standards for safe hillside development, minimize landform alteration, protect ridgelines, and preserve natural features (4C.3.1(F), 4C.3.2(A), 4C.3.2(C), 4C.3.3(D), 4C.3.3(A)).</p>
<p>Goal 7: Continue programs which enhance community design and protection environmental resource quality.</p>	<p>Consistent: The proposed SGCP will create and support thriving neighborhoods and districts that encourage quality development that is sensitive to the surrounding context (3.5.2), will support designation of individual historic resources and historic districts (3.12.2), and will respect the visual character of neighborhoods through architectural design and attractive, well maintained public and private structures (3.4.2, 3.5.2, Chapter 4C).</p>
<p>Objective 1: Extend landscape treatments along major arterials, into major activity centers, at major city/neighborhood access points and along parkways and medians to provide aesthetic continuity and solidify open space linkages.</p>	<p>Consistent: See response to Circulation Element Goal 4 Objective 1.</p>
<p>Objective 4: Provide for comprehensive, non-obstructive signage which identifies and links roads, bikeways, trails and parks, vista points, recreational facilities, historic and cultural sites and scenic drives.</p>	<p>Consistent: The proposed SGCP emphasizes the utilization of clear and easily discernable wayfinding signs throughout the SGCP area for all uses and purposes including travel, commercial signage, and gateways ((4A.2.1(B, F), 4A.3.1(F), 4A.3.4(F), 4A.4.4(F), 4B.1.1(A), 4B.1.1(F), 4B.1.4(F), 4B.2.1(E), 4B.2.4(F), 4B.4.4(F), 4B.5.1(A), 4B.5.4(F), 4C.3.1(F)), Tropic 3.8).</p>
<p>Objective 6: Foster design objectives which ensure development that respects the character of existing neighborhoods and the natural setting.</p>	<p>Consistent: See response to Circulation Element Goal 1.</p>
<p>Goal 10: Integrate safety concerns into the management of natural resources including recognition of geologic hazards and flood, fire and seismic risks.</p>	<p>Consistent: The proposed SGCP will encourage development that results in a community that is physically safe and prepared for emergencies, and will reduce environmental hazards to life and property through proper planning (3.11.2, 4C.3.2(G)).</p>

Table 4.9 4 Consistency with Glendale General Plan

General Plan Goal/Policy	Proposed SGCP Compliance with Goal/Objective/Policy/Program
Objective 6: Minimize fire damage risk through subdivision and building design and proper emergency vehicle access.	Consistent: The proposed SGCP includes design guidelines that will conform with the Glendale Fire Department landscape requirements by encouraging fuel modification in areas of high fire risk (4C.3.2(G)).
Recreation Element	
Goal 1: To have a variety of recreational opportunities.	Consistent: South Glendale provides a number of recreational opportunities to residents and visitors, including community centers, public parks and open space, and privately-owned public open space at the Americana at Brand regional commercial center (3.8.2, 4C.1.1(A), 4C.2.1(A)).
Goal 3: Conservation and preservation of cultural, historical archaeological and paleontological structures and sites as links to community identity.	Consistent: See response to Historic Preservation Element Goal 1.
Goal 4: Management of aesthetic resources, both natural and man-made, for a visually pleasing city.	Consistent: See response to Circulation Element Goal 4
Objective 1: Incrementally expand the quantity and quality of recreational experiences for residents and visitors to the City of Glendale now and far into the future.	Consistent: See response to Recreation Element Goal 1.
Policy 1: The City shall provide a range of recreational opportunities to meet the needs, desires and interest of all population groups in the city.	Consistent: See response to Recreation Element Goal 1.
Objective 3: The City shall continue management of existing facilities to provide a broad range of recreational opportunities for all city residents now and far into the future.	Consistent: See response to Recreation Element Goal 1. The proposed SGCP includes discussion of the Space 134 Vision Plan, which would provide for an additional 25 acres of parkland within the SGCP area (3.8.2).
Objective 9: Facilitate development of walkways and urban bikeways that connect major destinations and recreation centers in developed portions of the community beginning immediately.	Consistent: The proposed SGCP includes design guidelines that maximize pedestrian accessibility throughout the SGCP area through improved pedestrian streets, crossings, access, and pedestrian-oriented urban design (3.6.2, 4A.2.1(A), 4A.2.1(C), 4A.2.2(D), 4A.3.1(C), 4A.3.1(E), 4A.2.2(D), 4A.3.2(D), 4A.3.2(F), 4B.1.1(A), 4B.1.1(B), 4B.2.1(D), 4B.3.1(B-F), 4B.3.2(E-F), 4B.4.1(A-F), 4B.4.2(F), 4B.5.1(A-E), 4C.1.2(C), 4C.2.1(A-E)), (Tropico Chapter 4); Complete Streets (Tropico 3.6, Tropico 4.5, Tropico 5.1); and wayfinding (Tropico 3.8).
Policy 2: The City shall link urban bikeways, commercial areas, recreational facilities, paths and trails and other activity centers.	Consistent: See response to Recreation Element Objective 9.
Objective 10: The City shall continue local street enhancement and beautification	Consistent: See response to Circulation Element Goal 1.

Table 4.9 4 Consistency with Glendale General Plan

<i>General Plan Goal/Policy</i>	<i>Proposed SGCP Compliance with Goal/Objective/Policy/Program</i>
programs.	
Policy 1: The City shall continue to provide for enhancement, maintenance and replacement of street trees and parkway improvements as needed.	Consistent: The proposed SGCP has design guidelines that encourage the utilization of trees along heavy-traffic streets.
Policy 2: The City shall require the incorporation of new street trees and parkway improvements as requirements in the development approval process.	Consistent: See response to Recreation Element Objective 10 Policy 1.
Safety Element	
Goal 1: Reduce the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation and other impacts resulting from seismic hazards.	Consistent: The proposed SGCP includes design guidelines that address seismic hazards (4C.3.1(F)). Adherence to these guidelines will reduce impacts associated with earthquakes in areas identified as high risk.
Goal 2: Reduce the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation and other impacts resulting from geologic hazards.	Consistent: The proposed SGCP includes design guidelines that address geologic hazards, such as mudslides and erosion (4C.3.1(C), 4C.3.1(D), 4C.3.1(F)). Adherence to these guidelines will reduce impacts associated with these geologic hazards in areas identified as high risk.
Policy 2-1: The City shall avoid development in areas of known slope instability or high landslide risk when possible, and will encourage that developments on sloping ground use design and construction techniques appropriate for those areas.	Consistent: See response to Safety Element Goal 2.
Goal 4: Reduce the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation and other impacts resulting from fire hazards.	Consistent: The proposed SGCP includes design guidelines that address fire hazards (4C.3.1(F), 4C.3.2(G)). Adherence to these guidelines will reduce impacts associated with wildland fires in areas in areas identified as high risk.
Policy 4-2: The City shall require that all new development in areas with a high fire hazard incorporate fire resistant landscaping and other fire hazard reduction techniques into the project design in order to reduce the fire hazard.	Consistent: See response to Safety Element Goal 4.

Table 4.9 4 Consistency with Glendale General Plan

General Plan Goal/Policy	Proposed SGCP Compliance with Goal/Objective/Policy/Program
Air Quality Element	
<p>Goal 4, Policy A: Coordinate land-use planning with existing and planned transportation systems to encourage the use of public transportation systems and non-polluting transportation in future development.</p>	<p>Consistent: The proposed SGCP has specific design guidelines that will coordinate land-use planning with existing and planned transportation systems to encourage the use of public transportation systems and non-polluting transportation in future development; relevant measures include improved transit service and frequency (see section 3.6.2, 4A.2.1(A)); an emphasis on transportation demand management for new development (3.6.2, Tropic 3.7.1); incorporating transit stops near new development (3.2.2, 3.4.2); enhanced accessible rider accommodations (3.2.2, 4A.2.2(B), 4B.1.1(C), 4B.3.1(A), 4B.5.1(B), 4B.4.1(A), 4B.5.2(B)); street improvements to incorporate bike lanes (3.6.2, 3.8.2, 3.9.2, 4A.2.1(C), 4B.3.1(F)); expanded sidewalks and improved crosswalks (3.2.2, 3.6.2, 3.8.2, 3.9.2, 4A.3.1(C), 4A.4.1(F), 4B.2.1(B), 4B.3.1(B-C), 4B.5.2(B), 4C.1.1(C), 4C.2.1(C), 4C.2.1(E)); and increased access to services via side streets, alleys, and clear pedestrian walkways (4A.2.2(D), 4A.3.1(E), 4A.3.2(D), 4A.3.2(F), 4A.4.1(F), 4B.1.1(A-B), 4B.3.2(E-F), 4B.4.1(A-C), 4B.4.2(F), 4B.5.1(B), 4C.1.2(C)). Additionally, the proposed SGCP encourages mixed-use buildings in South Glendale’s centers and TOD around the Larry Zarian Transportation Center (3.2.2), the proposed Colorado Street Metrolink station, and along the proposed Bus Rapid Transit routes (3.4.2). The proposed SGCP also calls for the development of affordable housing (3.1, 3.2.2, 3.4.2, 3.7.2) and expansion of housing choices in areas near transportation facilities (3.4.2); and implements the Tropic Center Plan, which focuses TOD around Tropic’s transit resources through TOD zoning (Tropic 3.3), parking management (Tropic 3.7, Tropic 5.3), pedestrian-oriented design guidelines (Tropic Chapter 4), Complete Streets (Tropic 3.6, Tropic 4.5, Tropic 5.1), transit service and stop enhancements (Tropic 3.5, Tropic 5.2), and wayfinding (Tropic 3.8).</p>
<p>Goal 4, Policy B: Promote the use of public transportation and nonpolluting transportation in standards for new construction.</p>	<p>Consistent: The proposed SGCP will implement transportation demand management measures for South Glendale’s office and government employees, including promotion of the use of public transportation and nonpolluting transportation for new construction (3.6.2, Tropic 3.7.1); the project includes amendments to the Circulation Element to incorporate mandatory Transportation Demand Management measures for new development projects by Center, Corridor, Neighborhood, or District as proposed in the SGCP or identified as mitigation measures in the SGCP EIR.</p>
<p>Goal 4, Policy C: Expand existing public transportation and non-polluting transportation systems and develop new systems in order to reach a greater number of potential users. Continue to seek federal, state, and regional funding sources.</p>	<p>Consistent: South Glendale’s mobility vision includes maintaining existing local transit, expanding existing transit with new Bus Rapid Transit and streetcar service, providing improved transit stops (4A.2.1(A), 4A.2.2(B), 4B.1.1(C)), implementing the Bicycle Transportation Plan (3.6.2), and proposing new bikeways (3.8.2). The proposed SGCP includes guidelines that encourage non-motorized forms of transportation and safety measures to protect people who engage in active transportation, including improved pedestrian streets, crossings, access, and pedestrian-oriented urban design (4A.2.1(A), 4A.3.1(C), 4A.3.1(E), 4A.2.2(D), 4A.3.2(D), 4A.3.2(F), 4B.1.1(A), 4B.1.1(B), 4B.2.1(D), 4B.3.1(B-F), 4B.3.2(E-F), 4B.4.1(A-F), 4B.4.2(F), 4B.5.1(A-E), 4C.1.2(C), 4C.2.1(A-E)); and bike lanes and bike stations (4A.2.1(C), 4B.3.1(F)). The proposed SGCP also implements the Tropic Center Plan, which encourages transit, walking, and bicycling by focusing TOD” around Tropic’s transit resources through TOD zoning (Tropic 3.3), parking management (Tropic 3.7, Tropic 5.3), pedestrian-oriented design guidelines (Tropic Chapter 4), Complete Streets (Tropic 3.6, Tropic 4.5, Tropic 5.1), transit service and stop enhancements (Tropic 3.5, Tropic 5.2), and wayfinding (Tropic 3.8).</p>

Source: Glendale 2017

Proposed Glendale General Plan Amendments

The proposed project involves amendments to the Glendale General Plan. The following changes in the Glendale General Plan text are proposed. All changes are noted in strikeout for deleted text and underlined for proposed new text, including the relevant General Plan page number where the revisions are located.

Land Use Element

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The following is a brief description of the categories of land use identified in the Land Use Plan. Application of these categories should permit development to the maximum densities in each category unless some other criteria apply. Figure 2 provides the acreage, estimated dwelling units and population capacity for each land use classification.

Land use designations are organized into residential, commercial, mixed use, industrial, and specialized categories. Community Plans implement plan land use designations based on the concept of places as centers, corridors, neighborhoods and districts. As the Community Plans are adopted individually and over several years, some of the land use designations in the plan may be duplicative. Eventually, the City will adopt Community Plans to cover the entire City at which time repetitious land use designations will be revised.

Pages 13 to 15

Residential designations include very low density residential/open space, single family hillside residential, low density residential, moderate density residential, medium density residential, medium high density residential and high density residential. These designations are described as follows:

VERY LOW DENSITY RESIDENTIAL/OPEN SPACE development is indicated as desirable in respect to Glendale's major mountainous areas, in the Verdugo Mountains, San Rafael Hills, and the lower slopes and canyons of the San Gabriel Mountains. The requirements of this category include a variable density standard based upon the steepness of slope (being defined as the ratio of the horizontal distance to the vertical change of the topography). On land which slopes more than 60 percent, the maximum density shall not exceed 0.45 units per acre. This density shall be increased proportionately to a maximum density of three (3) units per acre with 0 percent slope. Clustering of development is encouraged to preserve natural features. Development should respect and be sensitive to the important natural resources of the property to be developed and should provide open space. Community Plans may provide additional design guidance for hillside areas.

SINGLE FAMILY HILLSIDE RESIDENTIAL development is applicable in Glendale's single family developed neighborhoods and vacant legally subdivided properties in mountainous terrain. For all land with slopes (being defined as the ratio of the horizontal distance to the vertical change of the topography) more than 60 percent, the maximum density shall not exceed 0.45 units per acre. This density may be increased proportionately to a maximum density of 3 units per acre with 0 percent slope. Clustering of development is encouraged to preserve natural features. For the further division of steeply sloping property (greater than 30 percent) in existing neighborhoods, the density shall not exceed 1.5 units per acre. For gently sloping properties (less than 30 percent), the density standard shall reflect existing development patterns but should not exceed a density of 8 units per acre.

The purpose of the SINGLE FAMILY HILLSIDE RESIDENTIAL (SFHR) category is to implement Glendale's hillside development policies within developed residential areas, particularly those areas that were previously subdivided where many residential lots in the neighborhood are smaller than 7,500 square feet or where public or private roadways are less than 24 feet in width. This focus of the SFHR category is to preserve and maintain existing neighborhoods and to ensure that new and infill development is compatible. Community Plans provide additional information for lands designated Single

Family Hillside within plan areas. This designation is appropriate for Adams Hill and portions of Glenoaks Canyon and Chery Chase Canyon and other developed residential areas in mountainous terrain based on existing development patterns.

LOW DENSITY RESIDENTIAL development is compatible with Glendale's existing single family developed neighborhoods and vacant subdivided properties. The plan identifies neighborhoods and properties for preservation and maintenance at existing levels. The requirement of this category includes a variable density standard based upon the steepness of slope and the development of characteristics of existing neighborhoods. For all land which slopes (being defined as the ratio of the horizontal distance to the vertical change of the topography) more than 60 percent, the maximum density shall not exceed 0.45 units per acre. This density may be increased proportionately to a maximum density of 3 units per acre with 0 percent slope. Clustering of development is encouraged to preserve natural features. For the further division of steeply sloping property (greater than 30 percent) in existing neighborhoods, the density shall not exceed 1.5 units per acre. For gently sloping properties (less than 30 percent), the density standard shall reflect existing development patterns but should not exceed a density of 8 units per acre. Development should respect and be sensitive to the important natural resources of the property and provide open space. Community Plans provide additional information for lands designated Low Density Residential within plan areas.

MODERATE DENSITY RESIDENTIAL development areas are sparsely located in the western, southeastern, and northern portions of the City and reflect locations for townhouse complexes mixed with medium-sized garden apartments. These locations are ideal with respect to convenience and access to the regional transportation network, as well as functioning as buffer or transition areas between intensive development and areas designated for less intensive uses. This class maintains a relatively flexible density standard of from 9 to 14 dwelling units to the acre, with an overall average of approximately 20 units per acre. Community Plans provide additional information for lands designated Moderate Density Residential within plan areas.

MEDIUM DENSITY RESIDENTIAL development is located mainly in the southern portions of the City, south of the Ventura Freeway. Small pockets occur in the western and northern portions. Intended for these areas are medium size garden apartments at a density of 15 to 19 dwellings to the acre. Community Plans provide additional information for lands designated Medium Density Residential within plan areas.

MEDIUM HIGH DENSITY RESIDENTIAL development is located sparsely in North Glendale and Central Glendale. Intended for these areas are medium size garden apartments at a density of 20 to 26 units to the acre. Community Plans provide additional information for lands designated Medium High Density Residential within plan areas.

HIGH DENSITY RESIDENTIAL development is generally centered around the Downtown Specific Plan area, with a relatively small pocket located in North Glendale. These locations provide ideal access to the regional freeway network as well as close-in convenience to the major shopping facilities of the Downtown. The standards provide for larger size garden apartments at a density of 27 to 35 units to the acre. Urban Centers and Urban Corridors may be appropriate for high density residential. This designation is suitable for affordable housing corridors located within two blocks of identified transit streets in the South Glendale Community Plan following implementation of public transportation improvements. Community Plans provide additional information for lands designated High Density Residential within plan areas.

DENSITY BONUS. In the multiple dwelling residential categories of medium, medium high and high densities, a density bonus (i.e. 25%) may be added to lots/parcels which are combined to create a building site in order to promote greater quality/amount of open space and amenities. Density bonuses may also be granted to projects in all residential ~~zones~~ and mixed use land use areas in order to provide for affordable housing as expressed by state housing policies. For the purpose of subdivisions, it shall be recognized that all developments which comply with these density bonus criteria remain in compliance with the density parameters expressed in the General Plan.

COMMUNITY PLAN areas provide additional land use and urban design guidance at the community and neighborhood level. Community plans identify design characteristics for land use designations and provide a link between general land uses and other land use regulations such as zoning and design guidelines.

SPECIALIZED USE areas are identified on the map and in Community Plans. This category includes parks, schools, and such specialized commercial activities as medical and automotive centers. Cemeteries are also included in this category. Community Plans provide additional information for specialized uses.

CAMPUSES are large specialized use areas, typically dominated by one or two single employers or organizations, such as hospitals, movie studios, colleges or religious institutions. Campuses are usually large, contiguous areas that contain a variety of buildings and uses geared toward a primary purpose. In addition to the properties controlled by the primary user, campuses may include surrounding properties that are impacted with peripheral and related development. Often specialized retail or services will locate near or in a campus to meet the needs of those on campus. If present, residential tends to be limited to dormitory-type facilities. Because campuses focus on a large primary land owner, they are good candidates for development agreements, specific plans or other kinds of third party master plans.

MIXED USE DEVELOPMENT areas are generally located along the City's major arterials. These areas generally allow for a compatible mix of commercial, industrial, and residential land uses, or just (stand alone) commercial, industrial, or residential land uses in various combinations depending on the specific zoning district designation. Urban Corridors, Urban Centers, Mixed Use High Corridors, and Mixed Use Low Corridors ~~and Campus~~ may be appropriate land use design categories for mixed use development areas.

Residential densities generally range from a low of 35 to a high of 100 dwelling units to the acre (du/ac), with the specific density being adjusted depending on the adjoining land use and zoning district designation to help ensure compatibility between land uses. ~~For example, the 35 du/ac density is available to sites abutting a single-family zoning district designation, the 87 du/ac density is available to sites abutting a multi-family zoning district, while the highest allowable density of 100 du/ac is only available to sites abutting nonresidential zoning districts.~~ Residential development (mixed use or free-standing) at even higher densities may be permitted in the downtown area and in urban centers within a transit-oriented district, and ~~is~~ are discussed under the Downtown Specific Plan area and Urban Center land use ~~category~~ categories.

MIXED USE HIGH corridors provide for commercial, retail and residential uses with densities that range up to 87 dwelling units to the acre (du/ac), with the specific density being adjusted depending on the adjoining land use and zoning district designation to help ensure compatibility between land uses. Heights up to 60 feet are envisioned. Additional density may occur where provided by state law. Mixed Use High corridors are generally located along arterials and other streets well served by public transportation.

MIXED USE LOW corridors provide for commercial, retail and residential uses with densities that range up to 43 dwelling units to the acre (du/ac), with specific density being adjusted depending on the adjoining land use and zoning district designation to help ensure compatibility between land uses. Heights up to 50 feet are envisioned.

COMMERCIAL CENTERS AND DEVELOPMENT DISTRICTS other than those in the Downtown area, feature a major commercial center in the Montrose Shopping Park; community serving retail and services along most major traffic arterials; and neighborhood convenience shopping centers dispersed throughout the City at locations in or adjacent to the neighborhood served. The use of two colors on the land use map differentiates the distribution of the two categories of commercial use: Neighborhood and Community/Services. The commercial uses located in the Downtown Specific Plan Area are discussed in the Downtown Specific Plan Area Land Use category.

Community Plans provide vision and urban design guidance for commercial, mixed use, and specialized use areas within Community Plans. The intent of providing such guidance for commercial areas is to identify the nature of desired future growth and aid in establishing appropriate general urban design criteria.

Community Plans are organized by place characteristics which differ by plan area. These place characteristics are organized into four broad categories or development groups: Centers, Corridors, Neighborhoods and Districts. Centers include the Downtown Specific Plan Area, Urban Center, Town Center and Village Center. Corridors include Mixed Use Corridors, Main Street Corridors, and Suburban Corridors. Neighborhoods are residential and feature residential land use designations described above. Districts and specialized uses are land use designations which do not fall into the other categories.

The following commercial design categories are consistent with the Neighborhood and Community/Services Commercial designation: Town Center, Village Center, Urban Corridor, Suburban Corridor, Main Street Corridor and Campus. Urban Centers may be appropriate in mixed use development areas and transit-oriented development.

DOWNTOWN SPECIFIC PLAN AREA. *The Downtown Specific Plan (DSP) area, a mixed-use development district encompassing most of the Central Glendale Redevelopment Project Area, is located in the center of the city. It provides for a vibrant array of commercial (retail, service, office, entertainment) uses, in addition to very high density, urban housing and mixed use developments. Residential density will be determined, in part, by the limits pertaining to individually defined districts. Very dense urban development is envisioned as high-rise projects within districts currently dominated by large office towers. Elsewhere in the DSP area, such developments are envisioned as mid-rise to low-rise projects depending on their location. The Town Center (Americana at Brand), as well as other major shopping centers; a park and network of paseos and open spaces; office towers; and historic buildings are located within the DSP area.*

URBAN CENTER *is an area that balances higher-density mixed uses that accommodate retail, offices, housing and other services. Ideally, an Urban Center provides a mix of uses; however, a Center may cluster around a single major use such as a hospital. Urban Centers typically cover a large area of at least several acres and provide uses and services that attract people from throughout the region. Urban Centers are well served by the street network, freeways or public transportation and are ideal locations to be served by “park once” strategies. Transit-oriented district development is located within Urban Centers. Residential densities in Urban Centers generally range up to 87 dwelling units to the acre (du/ac) and up to 100 dwelling units to the acre within transit-oriented district areas designated in a community plan. Specific density in Urban Centers will be adjusted depending on the adjoining land use and zoning district designation to help ensure compatibility between land uses. Urban Center areas will allow development up to 60 feet. Development up to 200 feet in height may occur in the Tropicito transit-oriented district area within the Glendale Memorial Hospital and Health Center campus.*

TOWN CENTER *is an area with commercial and mixed-uses that meet a variety of shopping, entertainment, service and employment needs for surrounding neighborhoods and the community at large. It is characterized by mixed use buildings with ground-floor retail and residential uses above. Town centers are pedestrian-friendly and may feature shared parking facilities. Town Centers vary in purposed and each are described further in Community Plans. Heights up to 50 feet are envisioned for Town Centers. Where residential uses are permitted, residential densities in Town Centers generally range up to 50 dwelling units to the acre (du/ac). Affordable housing projects may have additional height and density as provide by the State.*

VILLAGE CENTER *is an area with neighborhood-focused commercial and mixed uses that cater to everyday shopping, service or entertainment needs of residents living within walking or biking distance. Village Centers are pedestrian-friendly and include convenience shopping, restaurants, personal services and function as a local destination. Building heights up to 50 feet and residential densities up to 35 dwelling units to the acre (du/ac) are envisioned. Affordable housing projects may have additional height and density as provided by the State.*

MAIN STREET/NEIGHBORHOOD COMMERCIAL CORRIDOR *has similar neighborhood serving uses to the Village Center but is organized in a linear pattern along a street. Main Streets/Neighborhood Commercial corridors are walkable, with convenience shopping, restaurants, personal services and function as a local destination. Buildings are generally located adjacent to the sidewalk, with limited parking located behind buildings. Building heights up*

to three stories and residential densities up to 35 dwelling units to the acre (du/ac) are envisioned. Typically buildings are low scale and no more than three stories in height.

SUBURBAN CORRIDOR is located along heavily travelled, auto-oriented streets generally lined with local-serving businesses. Big box retail businesses also favor Suburban Corridor locations due to easy access by automobiles and on-site parking. Suburban Corridors are often not pedestrian- or transit-friendly, although design guidelines for new commercial and mixed-use development encourages pedestrian- and transit-friendly design. Suburban Corridors may be either predominately residential or commercial, but generally have limited residential-mixed use. Building heights up to 50 feet and residential densities up to 35 dwelling units to the acre (du/ac) are envisioned. Typically, buildings are low scale and no more than three stories in height.

BRAND BOULEVARD OF CARS is an auto-oriented commercial district within the Brand Boulevard corridor between Colorado Avenue on the north and Cerritos Avenue on the south. Land uses that support automotive activities including dealerships, car rental, auto repair, auto service and related activities are encouraged in this area.

INDUSTRIAL DEVELOPMENT features light manufacturing, assembly and wholesale/warehousing facilities and activities. Generally, the plan indicates manufacturing in the western section of the City between San Fernando Road and the Golden State Freeway and along San Fernando Road south of the Ventura Freeway. Some light industrial uses, oriented to retail trade are planned for inclusion in the community commercial category and other commercial categories. Some very light industrial uses may be compatible with residential uses in mixed use areas and mixed use projects along San Fernando Road.

INDUSTRIAL/CREATIVE DEVELOPMENT features light manufacturing, assembly and wholesale/warehousing facilities and activities. Generally, the Plan indicates industrial/creative and uses along San Fernando Road south of the Ventura Freeway. Some light industrial uses, oriented to retail trade are planned for inclusion in the community commercial category and other commercial categories. Some very light industrial uses may be compatible with residential uses in mixed use areas and mixed use projects along San Fernando Road. Industrial/ Creative land use accommodates a range of heights and mixed-use densities. Heights up to six stories and residential densities up to 87 dwelling units to the acre (du/ac) may be permitted, depending upon neighboring uses. Community Plans provide additional information for Industrial/ Creative areas.

RECREATION/OPEN SPACE is specifically shown for major public/semi-public properties in the City. The larger concentrations are located in the Verdugo Mountains and San Rafael Hills. Other smaller areas include larger City parks, Camp Max Straus, and the Oakmont and Chey Chase golf courses.

PUBLIC/SEMI-PUBLIC areas support uses for the benefit of the general public, such as government offices and service yards, schools, parks, recreation facilities, transportation facilities, parking, hospitals and utilities. Public/Semi-public areas frequently take the form of campuses and may include both public and private lands.

CIVIC supports uses for the benefit of the general public, such as government offices and service yards, public schools, public parking, libraries, public safety facilities, hospitals and utilities. Utilization of space above or below public rights-of-ways such as the proposed Space 134 freeway cap park would be appropriate for Civic designation. Community Plans provide additional information for lands designated Civic within plan areas. Certain Civic uses may cover multiple acres, in which case they may share a Campus special designation. Glendale City Hall is a primary example of a Civic Campus.

TRANSPORTATION identifies properties within railroad, freeway or other transportation rights-of-way. The primary purpose of this designation is to allow transportation infrastructure and activities such as freeways, railroad tracks and station platforms as parking lots and transit stops, as well as others complementary to these uses.

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RESIDENTIAL

Very Low Density/Open Space – In order to provide for growth and development as recommended by the Plan in the areas shown as very low density/open space, it will be necessary to develop new and innovative municipal ordinances which will limit development to a maximum of three dwelling units to the acre and provide for the retention of natural open space. In these areas it is recommended that slope criteria be used to limit density and control extensive development and/or clustering techniques utilizing the construction of patio homes could provide greater flexibility in hillside areas. Community Plans may provide additional design guidance for subdivision in hillside areas.

Single Family Hillside – New development in existing single family neighborhoods located in mountainous terrain need design guidance to preserve and retain the character of the existing neighborhood consistent with Glendale’s Hillside Development Review Policy, applicable Community Plans, and the Comprehensive Design Guidelines. New infill single family hillside development on lots with protected ridgelines or blueline streams will not be permitted unless the development avoids impacts to the ridgeline or the blueline stream. In order to ensure orderly development, building permits will not be issued for new single family hillside development on lots that are landlocked, lots that are without public utility service (including sanitary sewer), or on lots that have inadequate fire safety access. Where a new single family hillside development combines more than one substandard lot, such lots shall be permanently combined to ameliorate the substandard condition. Building permits will not be issued for lots created illegally except where such lot is consistent with current zoning standards. Community Plans provide additional information for lands designated Single Family Hillside within plan areas. Among other areas, this designation is appropriate for Adams Hill and portions of Glenoaks Canyon and Chevy Chase Canyon and other developed residential areas in mountainous terrain based on existing development patterns. The development standard should be set at from 1 to 8 units per acre, with an average of 3 units per acre. New subdivisions on sloped properties will have lower density established through a slope density formula. Hillside development should also reflect the recommendations of the 1990 Open Space, Recreation and Conservation Elements and Recreation Element.

Low Density – Glendale’s existing ordinances have generally proven successful in encouraging viable single family home neighborhoods. Recreational facilities are an important aspect of the residential neighborhood. Therefore, the dedication of recreation lands in conjunction with subdivision activity and the development of park programs in existing neighborhoods should be continued, when a need is found to exist in the immediate area or the total community. Monitoring of blighting influents such as use incompatibility and property deteriorations should be supported throughout the life of the plan. The development standard should be set at from 1 to 8 units per acre, with an average of 3 units per acre.

Moderate, Medium and High Density – In order to meet the objectives of the Land Use Plan and to coordinate with other implementation procedures, it is necessary to revise the multiple unit residential ordinances. Major recommendations include improvement of development design criteria such as height, variable setbacks, landscaping, illumination and parking requirements. A procedure for creation of small lot single-family homes at moderate, medium and high density may be established to expand the range of housing choice. Maximum density should be limited to 14 units per acre for moderate, 19 for medium, 26 for medium/high and 35 for high density.

Density bonuses may be applied in the medium, medium high, and high density areas where lots are combined to establish larger building sites. Where this occurs, it is appropriate to establish greater open space requirements. In addition, density bonuses may be granted for the provision of affordable housing in accordance with state regulations.

MIXED USE-DEVELOPMENT DISTRICTS: In order to provide for a compatible mix of commercial, industrial, and residential land uses, or just (standalone) commercial, industrial, or residential land uses in various combinations, a mixed use category is proposed for specific areas generally located along the city’s major arterials. Mixed use development will be implemented through the Downtown Specific Plan and Community Plans. Community Plans will organize mixed use, commercial and industrial land uses into two broad categories or development groups: Centers and Corridors. Development standards for mixed use will be developed for Centers (including areas designated Downtown

Specific Plan Area, Urban Center, Town Center and Village Center) and for Corridors (including areas designated Mixed Use Corridor High, Mixed Use Corridor Low.) While not the primary focus of commercial designations, mixed use development is permitted in Main Street Corridors, Suburban Corridors and in commercial areas described in the next section.

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COMMERCIAL: *The Land Use Plan identifies ~~two~~ multiple categories of commercial land use. They include neighborhood ~~centers~~ commercial and community commercial ~~services/centers~~. The commercial section located in the Research and Analysis portion of this report provides analysis relative to the demand for commercial services and the amount, location and land use compatibility of existing commercial facilities. The results of this analysis are reflected in the plan. In order to implement the desired objectives, several recommendations for action are necessary, including revision of many existing controls and standards. Community Plans may also provide vision and urban design guidance for commercial areas. The following will describe the implications for each of the commercial land use categories.*

Neighborhood Centers – *It is recommended that the location of convenience goods be distributed to small neighborhood shopping centers throughout the City, and that such locations be within close proximity to the residential areas from which the daily trips for this type use originate. Design and development standards for these centers should emphasize restrictive land use controls to designate compatible types of uses, height regulations, attractive landscaping and adequate off-street parking. Performance standards should be included which provide for adequate residential buffers or open space “green belts” to assure commercial-residential compatibility. These centers should be “clustered” and not permitted to “string-out” along arterials, collectors or local streets. Residential developments should not be facilitated within designated commercial centers, unless a particularly innovative plan in individual cases is presented which incorporates both residential and commercial uses.*

Community Commercial Services/Centers – *This category of commercial land use contains two distinct commercial types. The types are combined in that they both serve community shopping functions. First, community commercial centers are recommended to be very restrictive as to uses allowed, similar to the neighborhood centers but at a larger market scale. Secondly, community services should feature flexibility, in the range and type of services and facilities provided.*

Ordinances citing the range of uses permitted in these areas must consider as desirable a full range of functional services provided to the community. This may include such varied uses as personal services, shopping, offices (medical, real estate, etc.) and restricted industries which serve local retail needs such as furniture repair, automotive repair, and print shops. It must be clearly noted that these services are distinctly divided into separate categories (centers and services), and are so indicated on the Land Use Plan.

Although encouraging varied uses to locate in these areas, to maintain attract-ability and compatibility, a variety of performance/design criteria must be employed. These criteria should consider each type of use based on its performance in respect to traffic generation and required parking, structural soundproofing and appearance, landscaping, and compatibility relative to the concept of clustering of uses for mutual benefit and limiting more intense uses in a number of locations.

COMMUNITY PLANS

In 2008, City Council directed the preparation of community plans as a method for updating and implementing the Land Use Plan to reflect the individual characteristics of the various residential neighborhoods; commercial, mixed use and industrial districts; and specialized use districts. Four community plans are envisioned (North, South, East and West), with the Land Use Plan focus on analyzing areas to preserve, maintain, enhance and transform.

The North Glendale Community Plan focus is to preserving open space in hillside areas, to maintain residential neighborhoods and to enhance Foothill Boulevard commercial uses through the creation of the Commercial Hillside zone. The North Glendale Community Plan was adopted in 2011. The South Glendale Community Plan focus is to identify

existing and future transportation networks and anticipate land use changes that will improve mobility, provide new mixed use and housing opportunities, and aid the expansion of hospital services. The South Glendale Community Plan will create a transit-oriented development district by Glendale's Larry Zarian Transportation Center, also known as Tropic Station. The East and West community plans will follow and address needs identified by the community.

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DOWNTOWN SPECIFIC PLAN: *The Downtown Specific Plan was specifically created to address the specialized needs of the previous Regional Center classification. These needs included centralized parking facilities, effective transportation patterns, and architectural and aesthetic design concerns. The Downtown Specific Plan addresses these items, in addition to providing a framework to guide responsible growth and development in Downtown Glendale, supporting a variety of economic activities and mixed use development, including very dense urban housing, to provide a diverse downtown climate, seeking to preserve the distinctive character of each of the DSP's districts, and encouraging quality urban design.*

INDUSTRIAL: *Plan recommendations for industry in Glendale emphasize the need to establish performance standards and establish redevelopment districts. The creation of such standards requires a comprehensive rewriting of Glendale's industrially related ordinances. The standards developed should consider design review, evaluation of noise, emissions and other pollutants (smoke, dust, etc.), as well as related development standards (parking, setbacks, landscaping, etc.).*

The Plan indicates industrial park locations which reflect existing and proposed industrial park centers. The location and development of these centers are discussed in the research and analysis section of this report, and involve the phasing or development in conjunction with capital improvement programs and other implementation methods.

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RECREATION/OPEN SPACE: *The Plan's intent for this classification is to distinguish those lands and uses reserved for public open space and recreational activities. This includes those semi-public lands presently used in low intensity residential areas such as public schools. Implementation of this program will require the creation of a new zoning classification which permits the types of open space and recreation now in existence as well as those contemplated in the future. Certain types of recreation uses will require performance and design criteria to be included in ordinance revision.*

The adopted 1990 ~~Open Spec, Recreation and Conservation~~ Open Space and Conservation, and Recreation Elements of the General Plan ~~has recommended~~ acquisition, regulation, or preservation of major ridgelines and stream channels. These areas are shown on Map 7. The areas specified are intended to represent generalized locations of significant features, which are subject to future modification (i.e., reduction or expansion).

Acquisition of open space land can be accomplished through such measures as purchase of property in fee by the City or through dedication of land to the City by developers. Regulation and preservation can take the form of open space easements, zoning controls, subdivision controls, and conditions of approval for development in the mountainous areas.

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PUBLIC/SEMI-PUBLIC: *The Plan's intent for this classification is to identify those lands which support uses for the benefit of the general public.*

CIVIC: *The Plan's intent for this classification is to support uses on publicly controlled properties for the benefit of the general public, such as government offices and service yards, public schools, public parking, libraries, parks, community rooms, recreation facilities, public safety facilities, hospitals and utilities. Utilization of space above or below public rights-of-ways such as the Proposed Space 134 freeway cap park would be appropriate for Civic designation. Community Plans provide additional information for lands designated Civic within plan areas. Certain Civic uses may cover multiple acres, in which case they may share a Campus special designation. Glendale City Hall is a primary example of a Civic Campus.*

TRANSPORTATION: *The Plan's intent is to identify properties within railroad, freeway or other transportation rights-of-way. The primary purpose of this designation is to allow transportation infrastructure and activities such as freeways, railroad tracks and station platforms, as well as uses complementary to these uses such as parking lots and transit stops.*

FUTURE OPTIONS

During the course of the plan, changes in development pressures, economic conditions, or technological abilities may necessitate the utilization of implementation techniques other than those previously described to achieve the goals and objectives of the Land Use Plan. Methods which have little current or practical applicability and which do hold future promise, subject to state and local legislative amendments, include:

- *Land Use Intensity – a land use system based on the relationship between floor space and lot size.*
- *Permit Moratoria – prohibits the issuance of permits for certain uses for a specified period of time.*
- *Taxation Deferral – reduced tax rate on land the owner agrees to maintain in its existing state.*
- *Transfer Development Rights – development rights are separated from a particular piece of land and transferred to another parcel so as to direct growth and development.*

Further analysis of the alternative implementation methods provided herein are presented in Section V of this report.

Additionally, Community Plans identify additional programs, goals, policies and implementation to implement the Land Use Plan. Such additional programs and implementation is directed in Chapters 3, 4 and 6 of the South Glendale Community Plan and Chapters 3 and 4 of the North Glendale Community Plan.

Amending the Land Use Plan from the Land Use Element Revised 1986, page 8 as previously amended through 2013 to add the following General Goal to read as follows:

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

Establish citywide guiding principles representing Glendale's core values for long-range planning based. Citywide guiding principles are the framework for community planning and link implementation of the Land Use Plan to neighborhoods, districts, centers and corridors.

Amending the Land Use Plan from the Land Use Element Revised 1986, page 9 as previously amended through 2013 to add the following Policy Concepts to read as follows:

Prepare a historic resources survey for South Glendale to allow for designation, preservation, and re-use where appropriate.

- *In addition to the required Notice to Tribes pursuant to AB 52, the City shall notify the Fernandeano Tataviam Band of Mission Indians (the Tribe) when new development subject to CEQA includes grading of at least 1,500 cubic yards of earth on site that has not been previously excavated. A tribal representative (professional Native American Monitor) trained to identify tribal cultural resources may be required to monitor on-site grading on a case-by-case basis, as determined by consultation with the Tribe. A Consultation Form will be provided by the Tribe to the Lead Agency to forward to the Applicant at the start of consultation.*

Analysis of Potential Impacts of Changes to the Zoning Ordinance

Glendale Municipal Code Title 30 contains the Zoning Ordinance and Zoning Map. The purpose of the Zoning Ordinance is to classify land into allowable land uses consistent with the Glendale General Plan and apply development regulations that outline how the land can be developed. The Zoning Code

currently contains 24 zoning designations and eight overlay zones to implement the Glendale General Plan.

The proposed project includes amendments to Title 30 of the Glendale Municipal Code that would modify the Zoning Ordinance and Zoning Map to implement the vision of the proposed SGCP and the revised land use plan. The map includes application of the new zones within centers and corridors consistent with the proposed Glendale General Plan map revisions. The new zones include TOD-I, TOD-II, MX1, MX2, and MX3.

Overall, the new zones would accommodate medium to high density, mixed use TOD at key centers and corridors within the community. Development standards include a comprehensive set of incentives, standards, and requirements to accommodate urban multimodal development.

In addition to the new zones/development regulations, some existing development regulations in the Zoning Ordinance would be modified in conjunction with the proposed SGCP. The R-1250 High Density Residential Zone development regulations would be modified to eliminate “wedding cake” setback requirements for properties with commercial frontage.

Upon adoption, the proposed project will be consistent with the Zoning Ordinance. The analysis of potential impacts associated with the modification to Glendale Municipal Code Title 30 (Zoning Ordinance) is included within Sections 4.1 to 4.14 of this EIR.

Analysis of Potential Impacts to Changes in the Greater Downtown Strategic Plan

In 1996, the City and Glendale Redevelopment Agency prepared the GDSP, which is a non-legally binding “vision document.” The general goal of the GDSP is to focus attention on the stabilization and future direction of the City’s Greater Downtown Area. The vision of the GDSP, expressed through its goals and principles, was further refined and implemented through the DSP, and is therefore relevant to the proposed SGCP. The vision of the GDSP is a mixture of uses and activities, open space, and buildings, which will create a unique and vital urban place.

Specifically, the DSP accomplishes the following goals and principles of the GDSP:

- To balance public and private land uses and facilitate a synergy between them.
- To create a downtown area that is a pedestrian-oriented environment.
- To create a special identity and central gathering place for Glendale’s downtown.
- To significantly increase the amount of public open space and developed parkland in the downtown and surrounding residential neighborhoods.
- The character and role of major downtown streets should be recognized and enhanced.
- Brand Boulevard above Colorado Street will be recognized as a regionally significant signature street with three distinct districts.

Through its principles and policies, the proposed SGCP makes further progress toward realizing the following goals of the GDSP:

- To enhance the quality of life for Glendale residents.
- To guide and manage the growth and development of the Greater Downtown for the optimum benefit of the community.

- To provide a variety of opportunities for families and youth to enjoy the Downtown area.
- To strengthen the interdependence between the downtown and the surrounding neighborhoods.
- To ensure that Glendale continues to be a safe place to live, work and visit.
- To balance public and private land uses and facilitate a synergy between them.
- To practice community-based planning through meaningful public participation.
- To recognize and preserve where possible the characteristics of the unique districts, neighborhoods and structures within the greater Downtown area.
- To enhance and diversify the cultural fabric of the Downtown area.
- To integrate transportation systems into the mixture of land use planning of the greater Downtown area.
- To create a Downtown area that is a pedestrian oriented environment.
- To significantly increase the amount of public open space and developed parkland in the Downtown area and surrounding residential neighborhoods.

As the proposed project is consistent with the GDSP, impacts associated with the GDSP are considered less than significant and no mitigation is required.

Analysis of Potential Impacts to Changes to the Downtown Specific Plan

The DSP 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 DSP establishes a coherent and consistent regulatory framework of physical standards and guidelines, as well as land use regulations, and direct policies for economic development, streetscape improvements, transportation development, parking, pedestrian amenities, open space and land use, preservation of cultural resources, and public art. Its purpose is enumerated in DSP Chapter 1 as follows:

- **1.1.1** Provide a framework and a manual to guide responsible growth and development of downtown.
- **1.1.2** Perpetuate a powerful physical image promoting the city's regional identity.
- **1.1.3** Ensure downtown's long-term status as a good place to do business.
- **1.1.4** Encourage excellence in design and quality of craftsmanship to enhance the Downtown environment.
- **1.1.5** Strengthen Downtown's pedestrian, bicycle and transit oriented characteristics while ensuring vehicular access to downtown destinations.
- **1.1.6** Attract a wide range of activities to maintain a dynamic atmosphere.
- **1.1.7** Provide incentives for a wide range of downtown housing types.
- **1.1.8** Present development regulations in a user-friendly, easy-to-follow manner.
- **1.1.9** Preserve and enhance the distinctive character of Glendale's Downtown buildings, streets and views.

- **1.1.10** Concentrate growth in the Downtown area – a transit-rich entertainment, employment and cultural center – to relieve development pressures on existing residential neighborhoods.

The proposed project will include amendments to the DSP to modify the western and southern boundaries of the DSP. The changes are proposed to include entire properties in the DSP that are currently split between the DSP and citywide zoning, and to incorporate adjacent citywide parcels into the DSP in a manner consistent with DSP and citywide goals. The proposed project will bolster the policies of the DSP, providing additional guidance on development in Glendale’s central hub. In order to ensure consistency with the DSP, the proposed project will revert to the DSP when or if inconsistencies between the plans arise. The analysis of potential impacts associated with the modification to the DSP boundary is included within Sections 4.1 to 4.14 of this EIR.

Analysis of Potential Impacts of Proposed General Plan Amendments

Adoption of the General Plan Amendments would ensure that the proposed SGCP is consistent with the Glendale General Plan, and no issues of inconsistency therefore need to be addressed. The impacts of described changes in the development patterns and regulations are included in the impact discussions in Chapter 4 of this document, as the proposed SGCP implements the new proposed development patterns and regulations.

Since the proposed project will be consistent with the Glendale General Plan, the impacts associated with consistency of the Glendale General Plan are considered less than significant and no mitigation is required.

4.9.4 Cumulative Impacts

Threshold	Would the project physically divide an established community?
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As stated above in Effects Found Not Significant, implementation of the proposed SGCP would not result in the physical division of an established community. The proposed project involves the adoption of the SGCP, amendments to the Glendale General Plan to reflect the proposed SGCP, an amendment to the DSP to modification of the boundaries of the DSP, and an amendment to the Zoning Ordinance and Zoning Map to apply zoning consistent with the proposed project for the purpose of implementing the SGCP. Further, implementation of the proposed SGCP would not cut off an existing or proposed transportation route and would provide guidance to accommodate future growth through infill redevelopment of an existing urban environment. Therefore, the proposed SGCP would not contribute to a cumulative impact associated with the physical division of an established community.

Threshold	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
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The geographic context for the cumulative impacts associated with land use issues is in the City and city of Los Angeles, assumes the full buildout of the proposed SGCP, in combination with buildout of the county as currently planned. It is anticipated that regional growth in general would be reviewed for consistency with adopted land use plans and policies by the county and the City, in accordance with the requirements of CEQA, California Zoning and Planning Law, and Subdivision Map Act, all of which require findings of plan and policy consistency prior to entitlements for development. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies

would be less than significant. In addition, the contribution of the proposed SGCP to such cumulative impacts would not be cumulatively considerable and would result in no impact, as new development would require to be compatible with surrounding land uses and to be consistent with applicable plans, policies, and regulations. As a result, development under the proposed SGCP would not contribute to any cumulative impacts associated with plan or policy inconsistency and would result in no cumulative impact.

It is also anticipated that future growth within the City, city of Los Angeles, and Los Angeles County, in general, would primarily result in infill development. Changes to the existing land use environment in the SGCP area could occur through the conversion of low-density uses or through conversions of existing land use. However, future development would be required to be consistent with the adopted Glendale General Plan, as well as zoning requirements. Future development is anticipated to be consistent with CEQA review, mitigation requirements, and design review. Therefore, based on these requirements, future development would be compatible with existing land uses. For this reason, cumulative impacts on land use as a result of incompatibilities between existing and future development would be less than significant. The contribution of the proposed SGCP to such cumulative land use impacts would result in no impact and thus not be cumulatively considerable, because development under the proposed SGCP would be compatible with the surrounding land uses.

Threshold	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?
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As stated above in Effects Found Not Significant, the proposed SGCP area is not located in an area with an adopted HCP or NCCP; therefore, the proposed SGCP would not contribute to a cumulative impact associated with an adopted HCP or NCCP.

4.9.5 References

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