

# TROPICO CENTER PLAN

City of Glendale, California

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# EXECUTIVE SUMMARY

## PLAN PURPOSE AND VISION

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

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

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

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

## PLAN ORGANIZATION

The Tropico Center Plan is organized in the following manner:

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

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

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

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

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



# TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b>	<b>1</b>
--------------------------	----------

## **PLAN INTRODUCTION**

### **Chapter 1: Introduction**

1.1 Purpose & Background	1:2
1.2 Tropico Today	1:4
1.3 Public Input	1:8

## **PLAN DESCRIPTION**

### **Chapter 2: Transit-Oriented Development**

2.1 TOD Principles	2:2
2.2 Relationship to Regional Transit	2:4
2.3 Tropico Vision	2:6
2.4 Planning Framework	2:8

## **DESIGN AND DEVELOPMENT STANDARDS AND GUIDELINES**

### **Chapter 3: Policy Recommendations**

3.1 General Plan	3:2
3.2 Zoning – Existing	3:4
3.3 Zoning – Proposed	3:6
3.4 Building Heights	3:8
3.5 Transit	3:10
3.6 Complete Streets & First/Last Mile	3:12
3.7 Parking Management	3:14
3.8 Wayfinding and Signage	3: 16

### **Chapter 4: Design Recommendations**

4.1 Glendale Transportation Center	4:2
4.1a Public Plaza and Transit Operations Center	4:4
4.1b Parking Garage	4:5
4.1c High-Speed Rail	4:6
4.2 Glendale Memorial Hospital and Health Center	4:8
4.3 TOD Private and Residential Development	4:10
4.4 Industrial & Creative Uses	4:14



4.5	Complete Street Standards	4:16
4.6	San Fernando Road	4:18
4.7	Central Avenue	4:19
4.8a	Cerritos Avenue west of San Fernando Road	4:24
4.8b	Cerritos Avenue east of San Fernando Road	4:26
4.9	Los Feliz Road	4:30
4.10	Glendale Avenue	4:34
4.11	Brand Boulevard	4:38
4.12	Gardena Avenue	4:44
4.13	Laurel Street	4:45

### **Chapter 5: Mobility & Access Framework**

5.1	Mobility and Access Framework - Glendale Transportation Center	5:2
5.2	Mobility and Access Framework - Transit	5:6
5.3	Mobility and Access Framework - Parking	5:12
5.4	Mobility and Access Framework - Other City Plans and Policies	5:22

## **ADMINISTRATION**

### **Chapter 6: Implementation**

6.1	Short Term	6:2
6.2	Medium Term	6:3
6.3	Long Term	6:5



# Chapter 1

## INTRODUCTION

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



## 1.1 Purpose & Background

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



Historic Train Depot, Glendale Transportation Center

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



Metro Rapid 780 connects Tropico with destinations across Los Angeles County



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

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

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

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



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

## 1.2 Tropico Today

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

### Opportunities

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

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

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

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

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



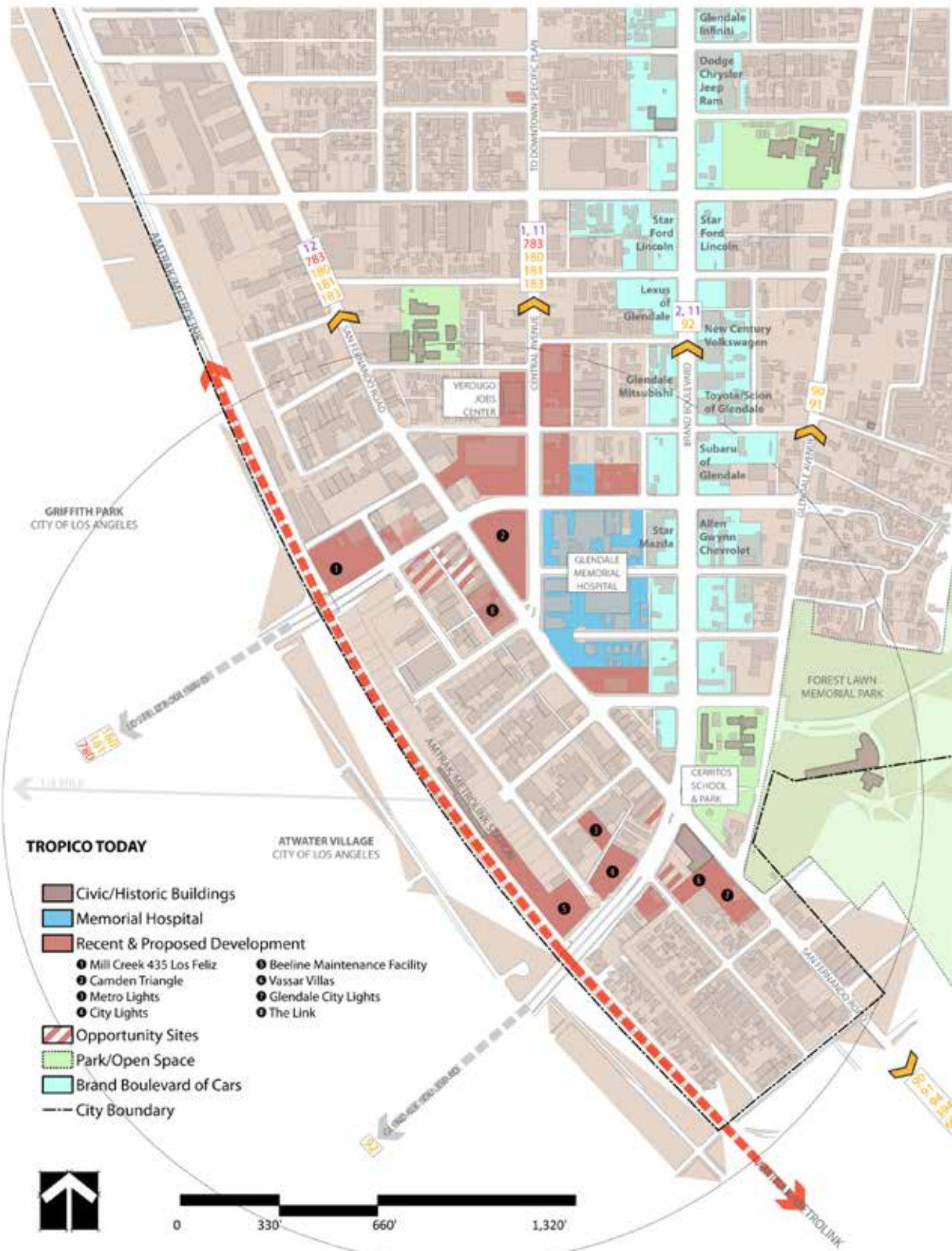


Figure 1: Tropic Today

## Challenges

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

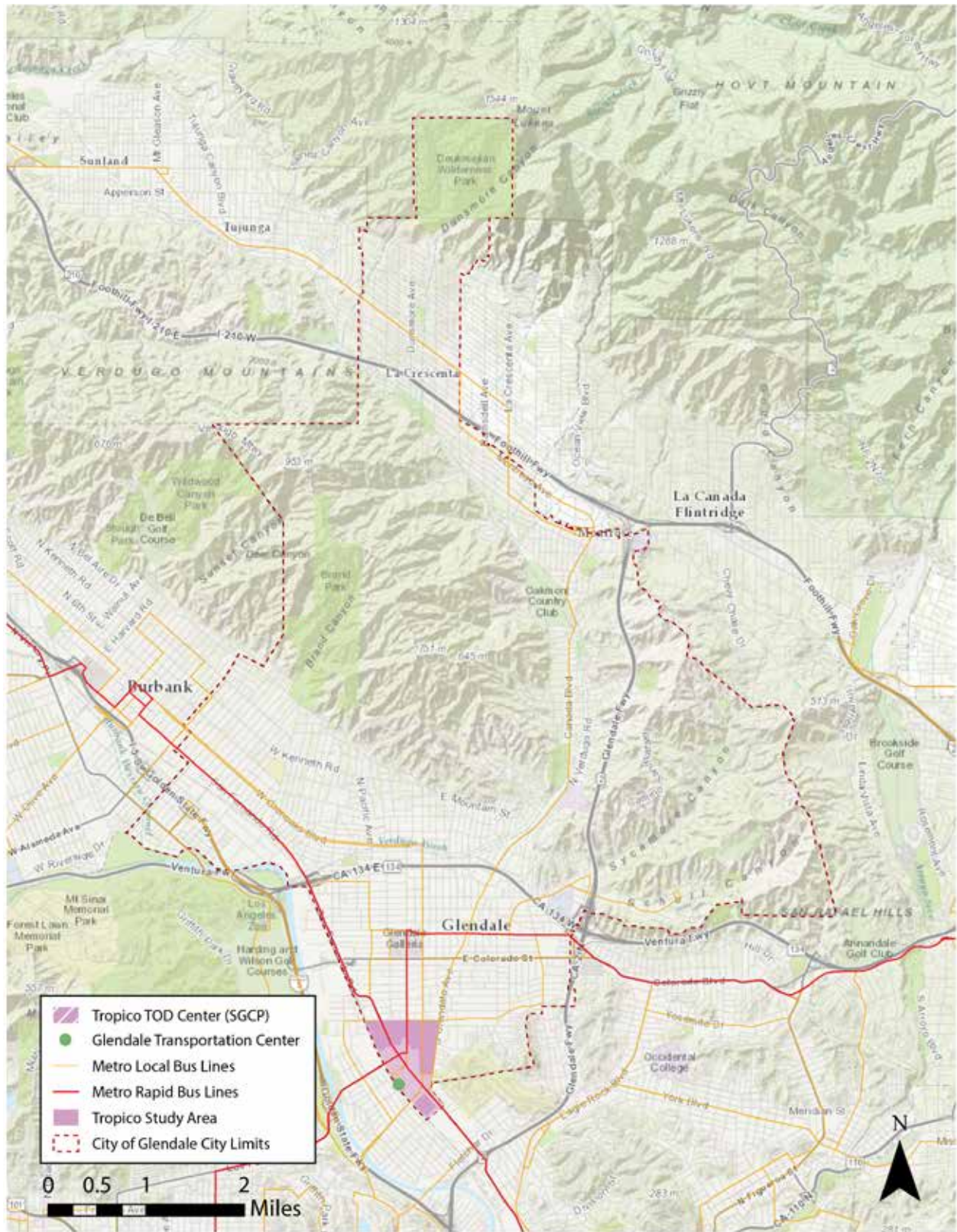
**Zoning Standards.** Many potential redevelopment sites in Tropico have zoning standards that preclude high-density, mixed-use, urban-style development typically associated with transit-oriented districts. While the City did introduce mixed-use zoning standards to the area in 2004, the majority of large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

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

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

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





**Figure 2: Tropic Regional Context**



## 1.3 Public Input

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

### Walking Tour of Tropico at Great American Clean-Up

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

#### Key Insights

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



Tropico Walking Tour Participants, May 2013

## Food and Film at the Train Tracks

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

### Key Insights

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



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



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

## Fall Festival in the Park

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



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

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

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

### Key Insights

- General suggestions from an on-site survey distributed at the festival included support from 74 percent of respondents for physical improvements in Tropico, including bicycle and pedestrian infrastructure, bicycle parking, traffic calming, wider sidewalks, and street trees. Thirty-three percent of respondents stated they would like to see more neighborhood-serving retail.
- Among existing residents, 87 percent of respondents indicated strong support for neighborhood improvements, including more stores (20 percent), employers (20 percent), entertain-

ment (27 percent), personal services (6 percent), and new apartments/condominiums (13 percent). Specific improvements discussed included more crosswalks and safer roads, lighting, improved security, improved pedestrian safety, and landscaping.

- Among 109 respondents from outside the neighborhood, recommended improvements included additional “stores” (21 percent), followed by new restaurants and bars (19 percent), entertainment (18 percent), no changes (14 percent), new apartments/condominiums (12 percent), employers (11 percent), and personal services (4 percent).
- Forty-four percent of respondents cited convenience as the main factor in whether or not they use public transit.
- Ninety-two percent of respondents said they would use a green streets network to exercise or get around; the same number would walk or use a bicycle. Ninety-seven percent of respondents supported protected bike lanes. A large majority (83 percent) supported reducing vehicular travel lanes to provide wider sidewalks and bike lanes, specifically citing Brand Boulevard, Glendale Boulevard, San Fernando Road, Chevy Chase Drive, and Central Avenue.
- Some survey responses indicated a desire for a mix of land uses within neighborhoods.



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



## Halloween Spooktacle (2015)

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

### Key Insights

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



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





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

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

## Halloween Spooktacle (2016)

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

### Key Insights

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



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

## South Glendale Community Plan Outreach (2016-2017)

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

### Key Insights relevant to Tropico

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

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

### Key Words from Comments by South Glendale Residents:





# Chapter 2

## VISION FOR A TRANSIT-ORIENTED DISTRICT

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



## 2.1 TOD Principles

### What is a TOD?

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

### How can the Tropicico district become a TOD?

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

### Recommended Principles

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

### TOD Site Visits

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



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



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

## 2.2 Relationship to Regional Transit

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

- 1. Bus Rapid Transit (BRT) between North Hollywood and Pasadena.** The North Hollywood to Pasadena BRT will provide quicker trips to the San Gabriel Valley and San Fernando Valley than can be achieved by existing buses that share lanes with automobile traffic. The City’s current preferred route is a freeway-running BRT along the 134 Freeway’s high occupancy vehicle (HOV) lanes while in Glendale, complemented by a streetcar as described in #3, below. This alternative would provide fewer stations relative to a street-running alignment but

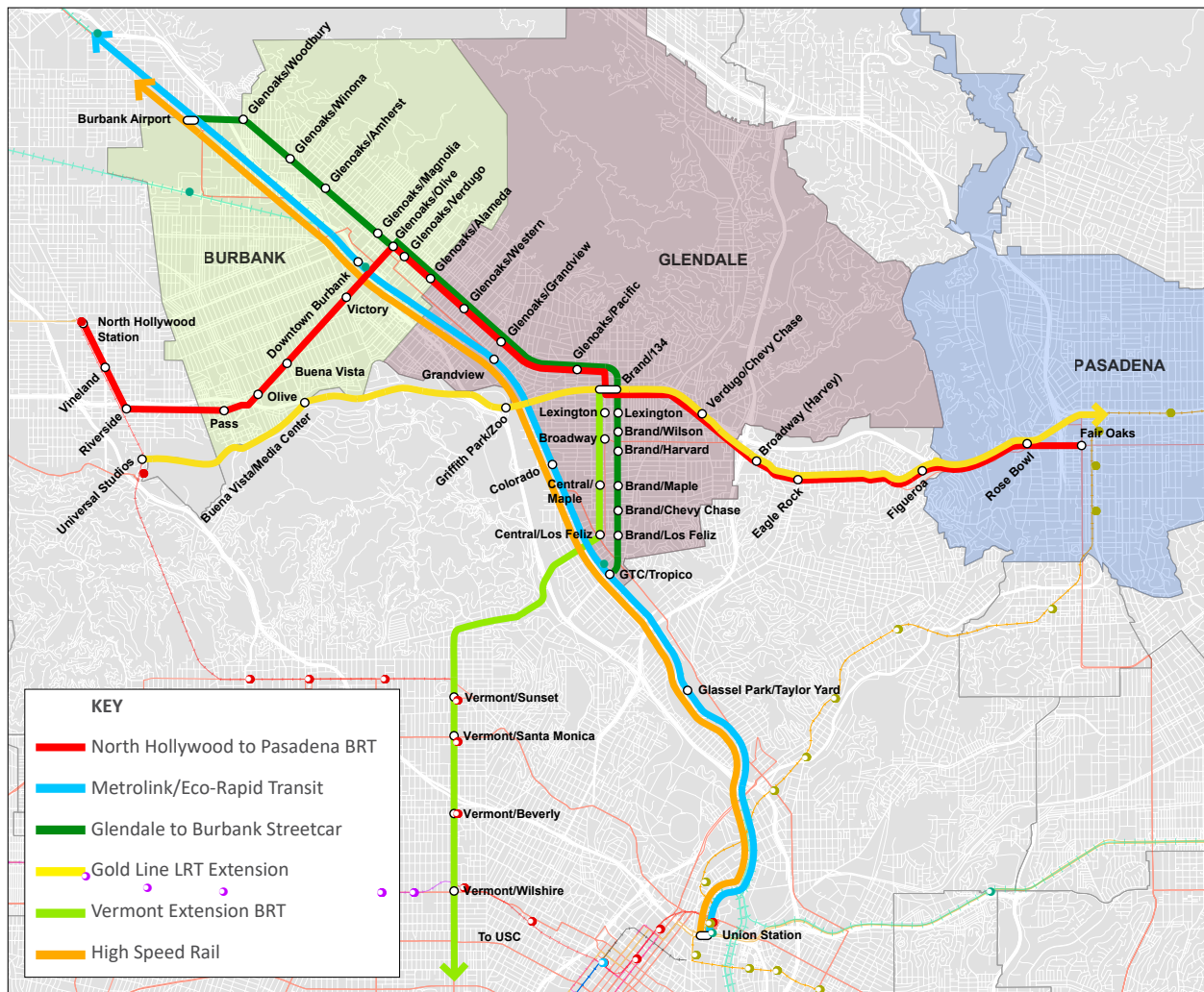


Figure 4: Proposed Regional Transit Network

faster service between Pasadena and North Hollywood, and with fewer impacts to Glendale circulation. A street-running BRT alternative also under consideration by Metro begins at the Del Mar Gold Line Station in Pasadena, runs along Colorado Boulevard through Eagle Rock to Glendale, then north along Central Avenue through Downtown Glendale before heading west along Glenoaks Boulevard to Burbank, terminating at the North Hollywood Red Line/Orange Line station, among other potential alternatives.

- 2. Improvements to existing Metrolink service for more frequent connections to Downtown Los Angeles, Burbank, and beyond.** Assuming High Speed Rail (HSR) will eventually serve the long haul passengers along the Antelope Valley Metrolink route – the estimated HSR travel time from Burbank to Palmdale is 14 to 16 minutes – Metrolink service can transform into a more local train service that also feeds HSR. Accordingly, more frequent service and more stations can be introduced along the route, particularly if the Metrolink locomotives train sets are replaced with either DMUs (diesel multiple units) or electric powered trains, enabling trains to accelerate into and out stations quicker and make more frequent stops. New Glendale stations are proposed at Colorado near Pacific Edison Center and Grandview to serve Northwest Glendale neighborhoods and the GC3 Disney/Dreamworks campus. Given that the tracks are directly adjacent to Fernando Road, bus connections at these stations would be more efficient than at the Glendale Transportation Center.
- 3. A Streetcar between the Glendale Transportation Center and Hollywood Burbank Airport and the proposed Burbank High Speed Rail Station via Downtown Burbank.** A median-running streetcar is introduced along Brand Boulevard, linking Tropic with the downtown retail core. Continuing through Downtown Glendale, the streetcar turns west on Glenoaks Boulevard, heading towards Hollywood Burbank Airport and the future high speed rail station. Conveniently, the right-of-way for such a streetcar already exists, as this 10-mile route follows the historic Pacific Electric Railway streetcars that connected Downtown Los Angeles, through Glendale, to Burbank. This system is imagined as a local service, built and operated through a joint agreement between Glendale and Burbank, funded by a combination of Measure M dollars, local development impact fees, transportation assessment districts, and High Speed Rail (HSR) local connection funds.
- 4. Gold Line Light Rail Transit (LRT) Extension between Pasadena and North Hollywood.** Eventually the Measure M plan calls for an extension of the Gold Line Light Rail from Pasadena through Glendale to the San Fernando Valley. The Glendale Connected Plan sees this as a cross-regional route, running down the 134 Freeway center median for much of its length, with Glendale stations located at Glendale Adventist Medical Center (Verdugo/Chevy Chase), Brand/134, and Griffith Park/LA Zoo. From Griffith Park, access to the GC3 Disney/Dreamworks employment center is via a foot bridges across the Los Angeles River.
- 5. BRT between Glendale and Hollywood and points beyond.** Funded by Measure M, Metro is proposing to introduce Bus Rapid Transit (BRT) between Hollywood Boulevard in Hollywood and 120th Street in Los Angeles. Glendale Connected proposes to extend this BRT into Glendale. The route would run along Los Feliz Road, through Atwater Village, with a stop near Tropic/GTC, and then along Central Avenue into Downtown Glendale, terminating at Space 134. The BRT could run through Glendale within dedicated lanes, flanked by cycle tracks.



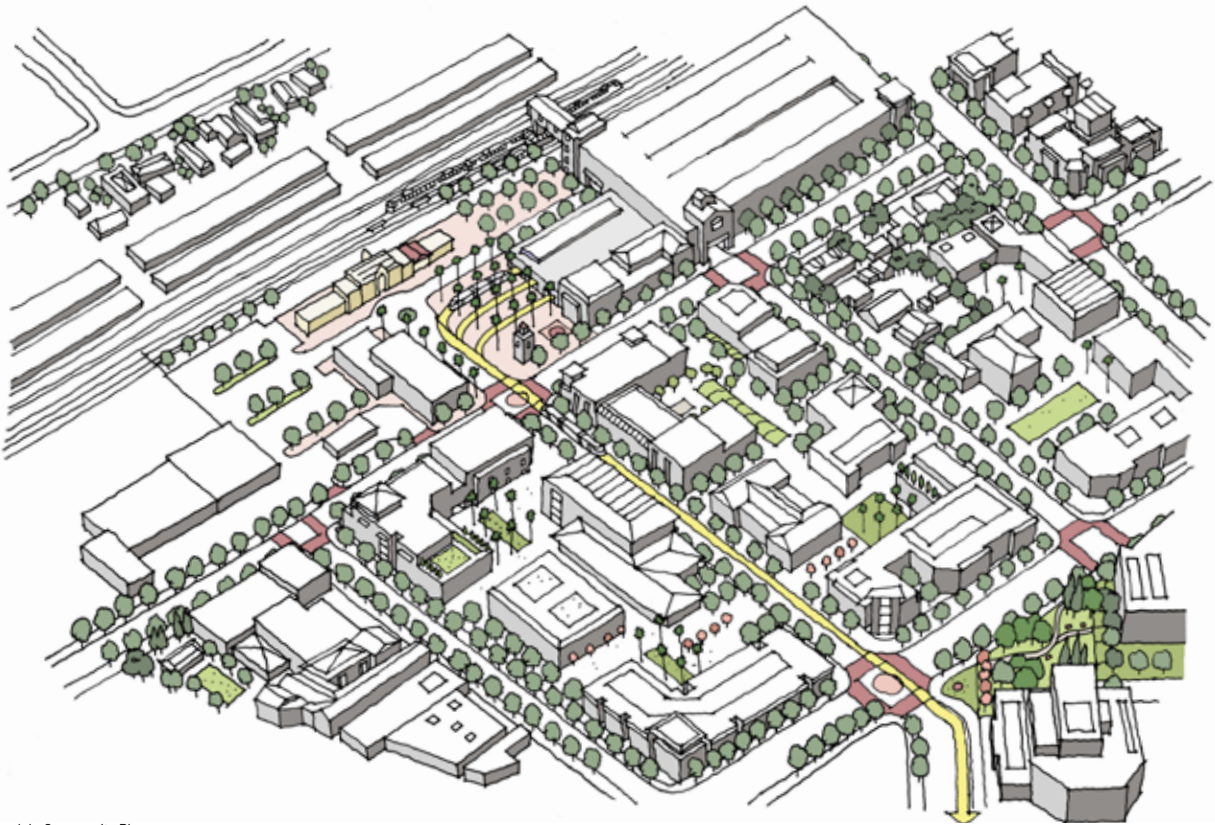
## 2.3 Tropico Vision

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

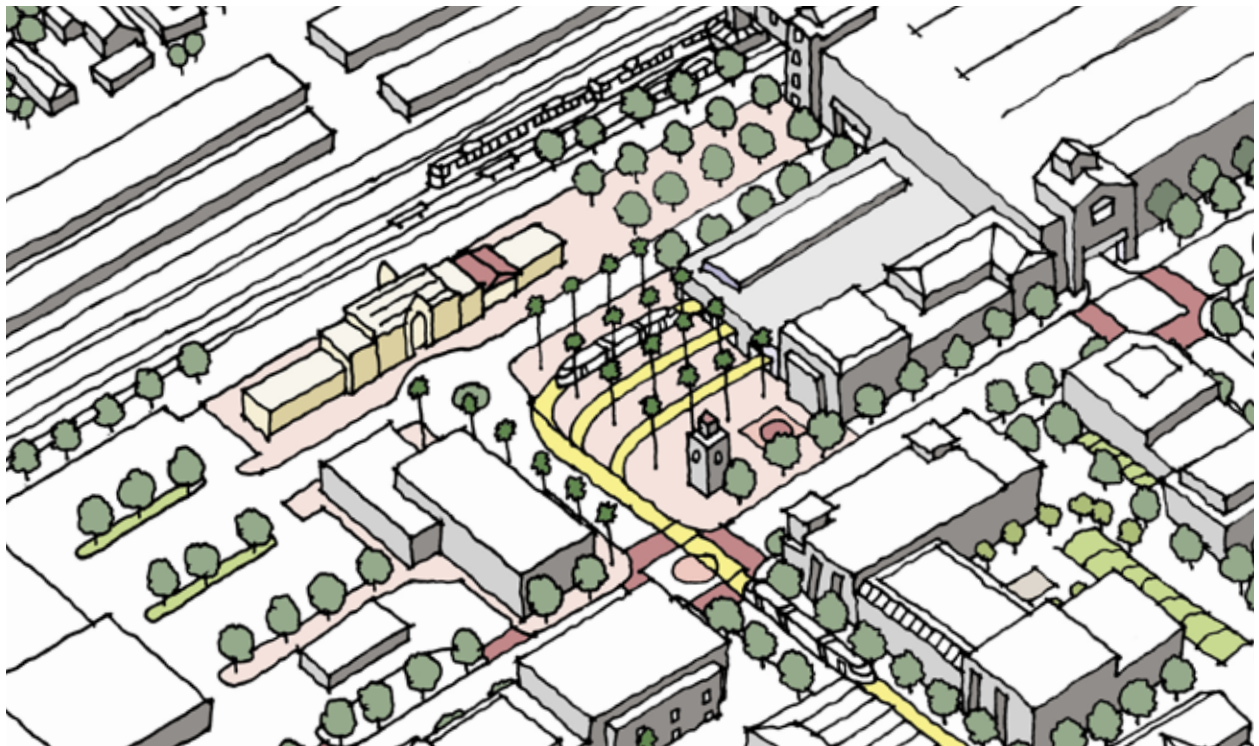
A plaza and parking structure are introduced in the existing surface parking lots in front of the station north of Cerritos Avenue between Gardena Avenue and the existing bus station and Metrolink/Amtrak platforms. The plaza, the heart of Tropico, welcomes to Glendale residents, workers, and visitors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

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

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



Birds-eye view of the Tropico transit-oriented district



Birds-eye view of Tropic Station plaza

## 2.4 Planning Framework

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

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

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

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

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

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

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





Figure 13 Framework Diagram

Existing Conditions

Figure 3: Planning Framework





# Chapter 3

## **POLICY RECOMMENDATIONS**

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



## Proposed General Plan Land Use Designations

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



Figure 8: Proposed General Plan Land Use Designations



## 3.2 Zoning - Existing

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

Key zoning districts in Tropico include the following.

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

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



### 3.3 Zoning – Proposed

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

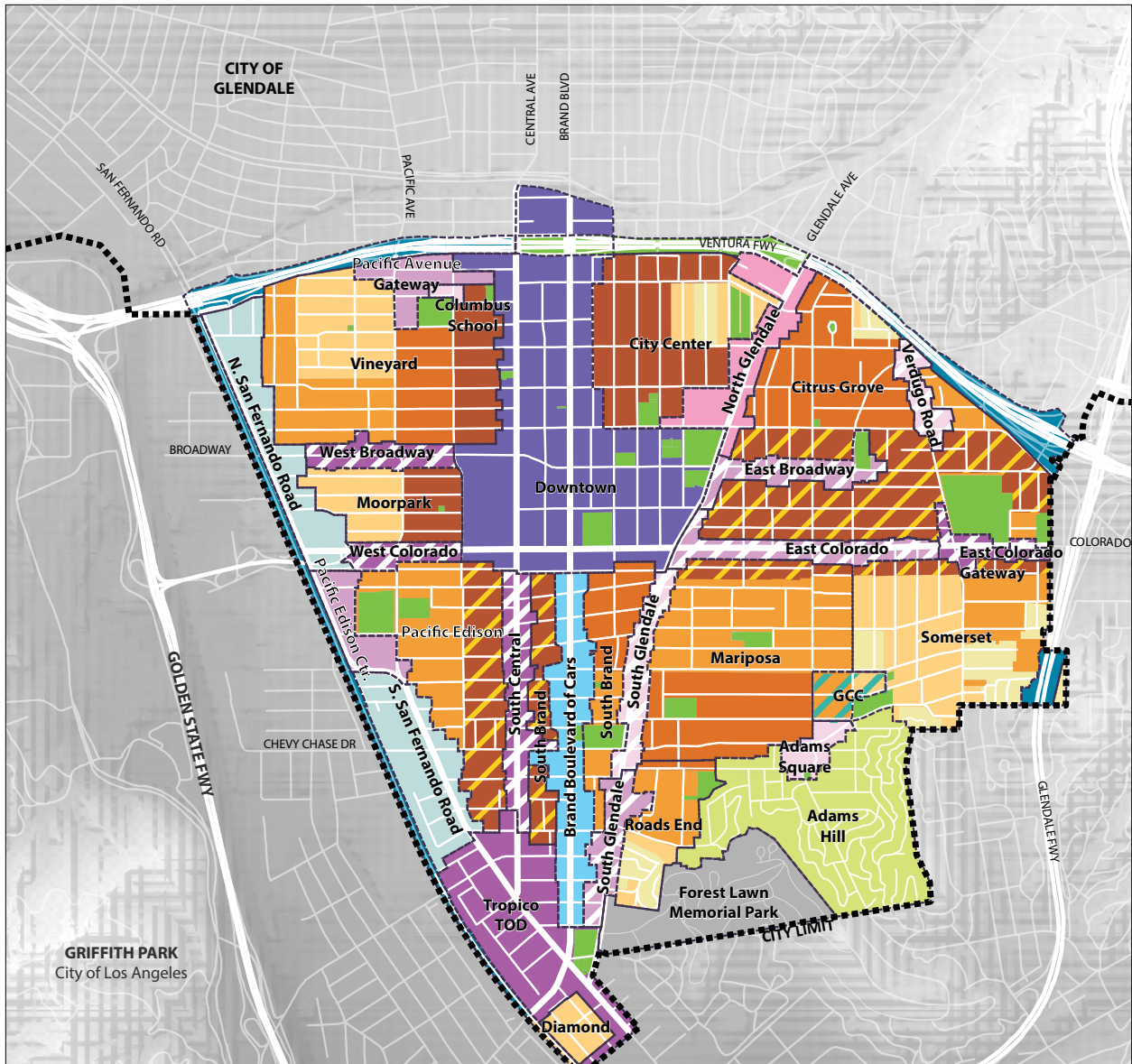
- **TOD-I**, located within a walkable 2/3 mile radius of the Glendale Transportation Center, this commercial and mixed-use district runs north along Los Feliz Road, east to the Brand Boulevard of Cars and to the southern border of the City. This zone encourages employment and housing within close proximity to Tropicco’s high quality public transportation offerings by encouraging walkable neighborhoods at urban densities up to 87 units per acre, with parking and/or height incentives that encourage job creation. As with the existing “T” Transportation zone, this zone encourages the development of rail and other public transportation facilities.
- **TOD-II**, builds on the goals of TOD-I and includes Glendale Memorial Hospital and Health center and neighboring properties west of the Brand Boulevard of Cars. This zone allows for future hospital expansion, including heights up to 200 feet and encourages uses which support the hospital, such as medical offices, treatment facilities and special needs housing, as well as residential development at up to 100 units per acre.
- **MX zones**, located along South Central Avenue, South Glendale Avenue, and San Fernando Road, create opportunities for mixed use projects to activate pedestrian activity on arterial streets served by public transportation. Mixed uses generally include commercial and industrial uses within the same building or sharing a lot, but may also include opportunities for live-work. Mixed use zones MX-1, -2, and -3 have varying densities and heights and focus on designs that encourage transit, green streets, and project designs that recognize the eclectic, transitional nature of mixed-use neighborhoods. Maximum density in these zones vary from 35 to 50 units per acre.

#### Parking Incentives

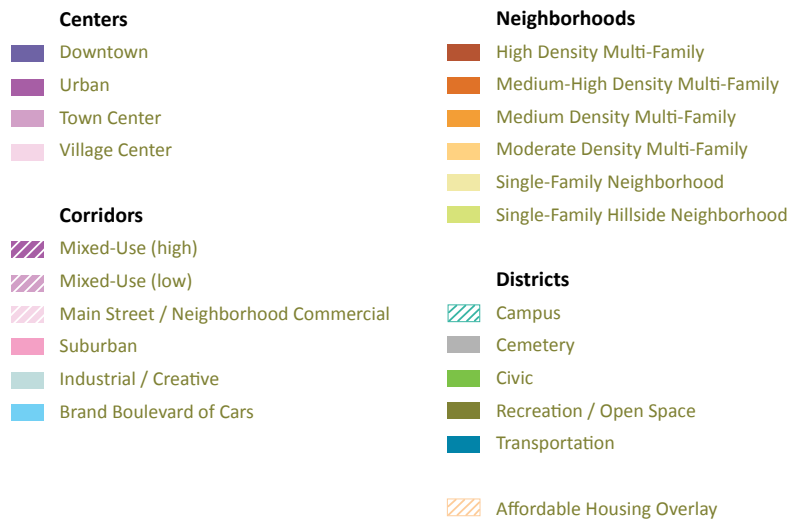
The proposed TOD-I and TOD-II zones in Tropicco include mixed-use parking standards from the city’s successful Downtown area to encourage transit ridership, carpooling, and shared parking. See Chapter 5.3 for further discussion. The above zoning changes, along with important parking reforms and comprehensive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

#### Affordable Overlay

An affordable housing overlay zone or other incentive should be applied to neighborhoods within one block of transit to promote affordable housing at transit-oriented densities (at least R-1250 density) through upzoning, entitlement incentives and targeted reinvestment. Such rezone or incentives should be established following the expansion of transit service on high quality transit corridors.



**Figure 6: Proposed Zoning**





### 3.4 Building Heights

Allowable building heights are defined by the city’s Zoning Code. **Appendix E: Zoning and Land Use Classifications in South Glendale** provides the existing and proposed allowable/maximum heights by stories and feet for the two TOD zone classifications proposed. The height limit in much of the area is six stories and/or 90 feet. Along Central Avenue north of Los Feliz Road, height is limited to three stories and 50 feet. In areas along San Fernando Road that are adjacent to residential zones, height is limited to four stories and 60 feet. This plan recommends increases in allowable height in certain areas within TOD zones.

APPENDIX E: Zoning and Land Use Classifications in South Glendale					
Where in SGCP?		Zoning Existing	Zoning Proposed	Density Stories & Height Adopted Maximum	Density Stories & Height Proposed Maximum
<b>Centers</b>					
Downtown	Downtown	DSP	DSP	See TABLE 4-A: Height / FAR Limits by District in DSP	Same
Urban Center	Tropico TOD	C3, C3 III, CA, SFMU	TOD II	Varies 35 du/ac & 50 feet to 100 du/ac & 75 feet	100 du/ac 200 feet
		C3 I, IMU IMU-R, SFMU, T	TOD I	Varies 26 du/ac & 36 feet to 100 du/ac & 75 feet	87 du/ac 5 stories/60 feet
Town Center	Pacific Avenue Gateway Pacific Edison	C3 I, & CR DSP, IMU, IMU-R, R-2250	MX2	Varies 19 du/ac & 36 feet to 35 du/ac & 25 feet	50 du/ac 4 stories/50 feet
Village Center	Adams Square Columbus School	C1, R 1250, R-1650, R-2250	MX1	Varies 19 du/ac & 36 feet to 35 du/ac & 25 feet	35 du/ac 3 stories/50 feet
<b>Corridors</b>					
Mixed-Use High	East Broadway East Colorado Gateway South Central West Broadway West Colorado	R-1650, C3-I SFMU	MX3	Varies 26 du/ac & 36 feet to 87 du/ac & 60 feet	50 du/ac 5 stories/60 feet
	Mixed-Use Low	East Colorado South Glendale (Palmer-Cerritos)	C1, C2 I, C3 I, R-1650, R-2250	MX2	Varies 19 du/ac & 36 feet to 35 du/ac & 50 feet
Main Street/ Neighborhood Commercial	South Glendale (Colorado-Palmer) Verdugo	C1, C2 I, C3 I, R-1650, R-2250	MX1	Varies 19 du/ac & 36 feet to 35 du/ac & 50 feet	35 du/ac 3 stories/50 feet
Suburban	North Glendale Avenue	C2, C3	Same	35 du/ac 3 stories/50 feet	35 du/ac 50 feet
Industrial/Creative	San Fernando Road (N of Colorado) San Fernando Road (S of Pacific Curve)	IND IMU & IMU-R	Same	100 du/ac 75 feet	35-87 du/ac Variable Heights
Brand Boulevard of Cars	Brand Boulevard of Cars	CA	Same	0 du/ac 90 feet	0 du/ac 90 feet
<b>Neighborhoods</b>					
Multi-Family	City Center / Citrus Grove Diamond Moorpark / Vineyard Pacific Edison Roads End Somerset / Mariposa South Brand	R-1250	Same	35 du/ac 2-3 stories	Same
		R-1650	Same	26 du/ac 2-3 stories	Same
		R-2250	Same	19 du/ac 2-3 stories	Same
		R-3050	Same	14 du/ac 2-3 stories	Same
Single-Family	Pockets within Multi-Family	R1, R1R	Same	Varies 8 du/ac & 25 feet to 3 du/ac & 2-3 stories	Same
Single-Family Hillside	Adams Hill	ROS, R1R	Same	3 du/ac 2-3 stories (limited)	Same

TOD I would be located on blocks directly adjacent to GTC and would limit development to six stories or 75 feet. Heights up to 10 stories or 200 feet would be permitted in the TODII and would generally be located by Glendale Memorial Hospital and Health Center from Los Feliz Road south of and fronting Central Avenue to Cerritos Avenue. The additional height in TOD II zone would encourage expansion of medical and housing services in proximity to the Glendale Memorial Hospital and Health Center, a major regional hospital serving local residents and surrounding communities.

Land Uses	Other Development Standards
Regional retail & class A office, high-density mixed-use buildings, high-density residential, entertainment venues, hotels and hospital	Downtown Specific Plan Creative Sign Ordinance Consider height averaging
Regional retail & class A office, high-density mixed-use buildings, high-density residential, entertainment venues, hotels and hospital	Consider height averaging; shared parking facilities; 200-foot height allowance for hospital; TOD zones
Community-serving retail & office, mixed-use development, high-density residential, service uses	Consider height averaging; shared parking facilities
Neighborhood-focused retail & office, mixed-use development, service uses	
<b>Other</b>	
Regional retail & class A office, high-density mixed-use, high-density residential, entertainment venues, hotels and hospital	Consider height averaging; shared parking facilities
Community-serving retail and office, mixed-use development, high-density residential, service uses	Consider height averaging; shared parking facilities
Community-serving retail and office, and limited residential	Consider height averaging; shared parking facilities
Community-serving retail and office, and limited residential	
Light manufacturing, assembly, wholesale, warehousing, and entertainment related uses	
Automobile sales, repair and service, and complementary auto-related uses	
<b>Other</b>	
High density residential	Consider affordable density overlay adjacent to transit corridors
Medium-High density residential	Consider affordable density overlay adjacent to transit corridor
Medium density residential	Consider affordable density overlay adjacent to transit corridor
Moderate density residential	Consider affordable density overlay adjacent to transit corridor
Low density residential	
Residential Open Space Restricted Residential	

**Legend**

- C Commercial
- CA Commercial Auto
- du/ac dwelling units per acre
- DSP Downtown Specific Plan
- FAR Floor Area Ratio
- IMU Industrial/Commercial Mixed-Use
- IMU-R Industrial/Commercial-Residential Mixed-Use
- IND Industrial
- MU Mixed-Use
- R Residential
- R1R Restricted Residential
- ROS Residential Open Space
- SFMU Commercial/Residential Mixed-Use
- SGCP South Glendale Community Plan
- TOD Transit-Oriented Development

## 3.5 Transit

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

- **3.5.1:** Further evaluate enhanced transit connections to Downtown Glendale. The Beeline connects GTC and Downtown Glendale, two robust transit markets. However, inefficient routing likely increases travel time. It is recommended that the City conduct a more detailed study to determine if more direct, cost-efficient, and frequent connections between the GTC and employment clusters can be provided, particularly through peak-hour service. The City should also study the feasibility of introducing a streetcar connecting the GTC to Downtown.
- **3.5.2:** Further evaluate service alternatives between GTC and Burbank Station. Route 12 is the Beeline's lowest performing route. Reliability remains a challenge given the need to meet trains at both Burbank Station and GTC. Due to nearby Metro service from Los Angeles Union Station (LAUS), most passengers do not use the route's southernmost segment. It is recommended that the City study more direct, cost-efficient, and frequent service alternatives, including a streetcar between GTC and Hollywood Burbank Airport/the future high speed rail station.
- **3.5.3:** Improve the transit experience with robust transit stop improvements. To support a developing "transit-oriented" community, it is recommended that transit amenities, particularly at key hubs like GTC, San Fernando Road and Los Feliz Boulevard and along primary transit corridors such as Central Avenue include enhanced accessible rider accommodations, including shelters, seating, and electronic schedule information.
- **3.5.4:** As transit demand in Tropic grows, lengthen service span and increase frequency on Routes 1/2. Routes 1/2 provide an all-day connection between Tropic, Downtown Glendale, and points north of the 134 Freeway. As Tropic diversifies its mix of housing, commercial, retail, office, and medical land uses, this connection will grow in importance. Routes 1/2 should provide more frequent peak period and all-day service with an extended service span that matches rail service.
- **3.5.5:** Work with regional agencies to fully integrate fare payment. In the Los Angeles region, the Transit Access Pass (TAP) card has emerged as the preferred medium by which passengers load cash fares and transit passes. Although the Beeline accepts the EZ Transit Pass, a regional pass for travel among various transit agencies, it does not currently accept TAP cards. It is recommended that the Beeline partner with Metro to facilitate the use of TAP cards on Beeline service; this integration is especially important as Tropic develops into a more transit-rich community.
- **3.5.6:** Work with Metrolink to revisit the fare structure for trips from Glendale to Los Angeles Union Station. A trip from GTC to LAUS takes approximately 14 minutes, which can be time competitive with Metro buses and travel by car. However, due to the fare structure, most passengers do not use Metrolink for this short trip. The current one-way fare from Glendale to Union Station is \$5.75, significantly higher than Metro bus service. To encourage the use of Metrolink from Tropic, it is recommended that the City of Glendale work with Metrolink to explore a fare reduction for trips from Glendale to LAUS.

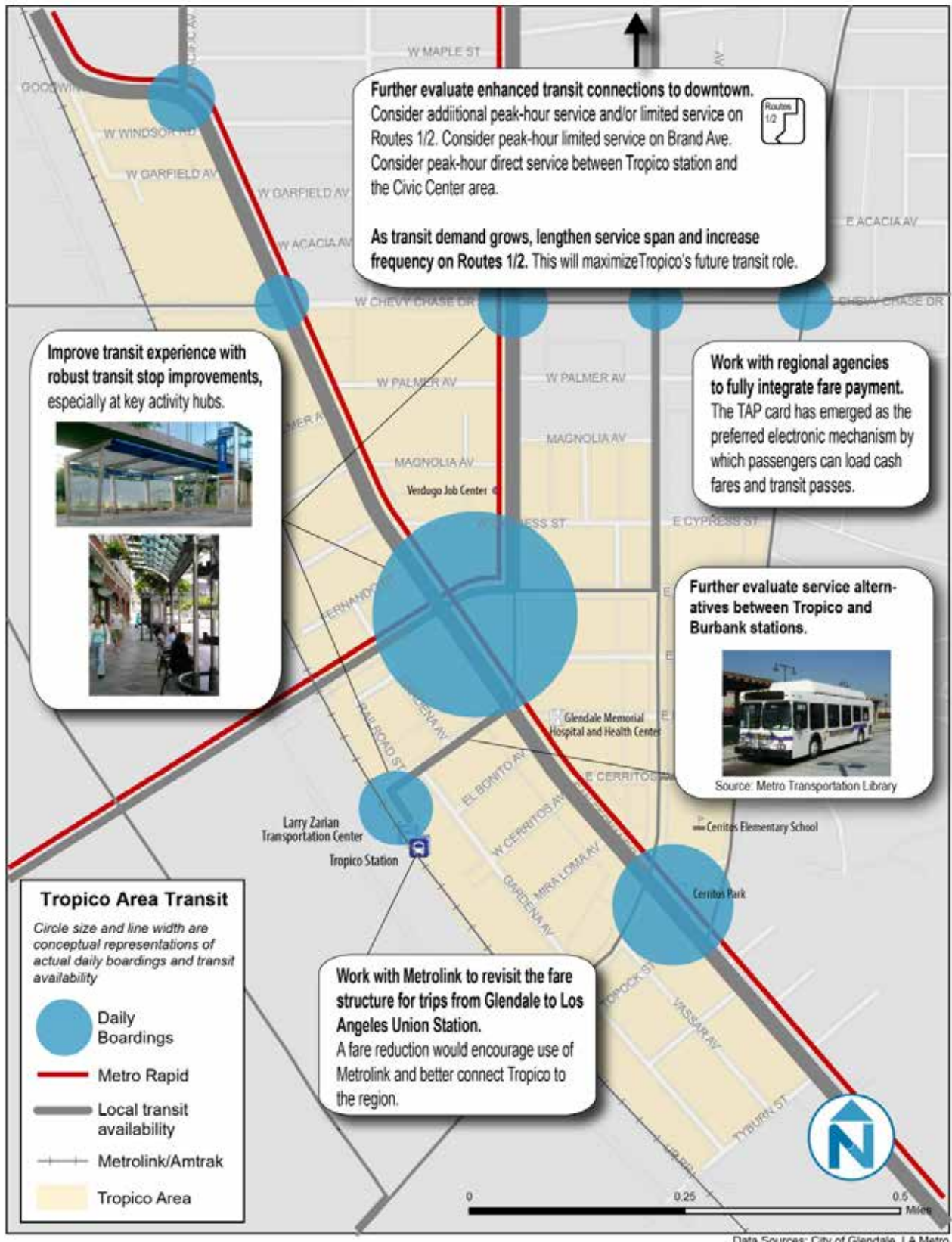


Figure 11: Tropic Area Transit Recommendations



## 3.6 Complete Streets & First/Last Mile

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

### The Tropico Green Loop

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

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

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



Figure 12: Complete Streets Recommendations



## 3.7 Parking Management

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

### Area-Wide Recommendations

- **3.7.1:** Expand the parking policies implemented in the Downtown Specific Plan (DSP) to the proposed Transit-Oriented Development (TOD) zones. Recently adopted parking code revisions, accomplished through the DSP, should be extended to the new TOD zones. Strategies include reducing minimum parking requirements, allowing tandem and stacked parking, requiring secure bicycle parking, implementing complementary transportation demand management strategies (TDM), seeking shared parking opportunities, exempting change-of-use for properties under 5,000 square feet, and instituting a parking in-lieu fee policy. Parking requirements for industrial uses within Tropicco should also be reduced, including those outside the TOD zones.
- **3.7.2:** Enhance and expand enforcement activities to ensure successful implementation of management strategies. As new parking management strategies are implemented, it is recommended that the City improve enforcement of parking regulations, particularly concerning illegal loading behaviors.
- **3.7.3:** Expand the supply of parking through shared parking and leasing agreements before evaluating the construction of new public supply. A shared parking district uses a common pool of parking facilities to allow visitors to park once and walk between nearby destinations. It is recommended that the City work with property owners and businesses to establish such agreements.
- **3.7.4:** Establish an ongoing parking data collection, monitoring, and evaluation process. You can only manage what you measure. The City should formalize its parking data collection and evaluation process for Tropicco's on- and off-street parking occupancy and turnover statistics.



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



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



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



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

## Location-Specific Recommendations

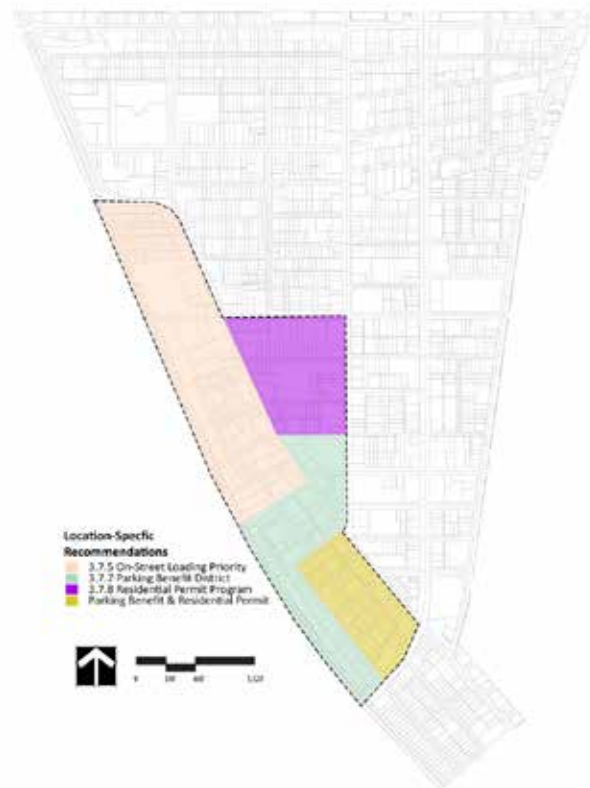
- 3.7.5:** Develop a coordinated policy for on-street loading. Many businesses in the area require on-street loading zones, which mitigate illegal or unsafe parking behaviors. However, existing loading regulations are varied, confusing, and poorly coordinated. It is recommended that the City adopt a coordinated on-street loading zone policy.
- 3.7.6:** Use demand-based pricing and new user-friendly technology to manage on-street demand and improve customer experience. To ensure parking is convenient and paying is easy, it is recommended that the City use demand-based pricing and user-friendly technology to manage parking demand. By setting availability targets and adjusting prices accordingly, motorists would no longer have to circle the block and payment would be convenient.
- 3.7.7:** Implement a Parking Benefit District (PBD) to use parking meter revenue as a means to reinvest in the neighborhood. PBDs are defined geographic areas in which any revenue generated from parking facilities within the district is reinvested into local neighborhood improvements. Support for paid parking is more likely to come from the community and local businesses if revenue reinvestment is assured.
- 3.7.8:** Implement a Residential Permit Program (RPP) to manage parking spillover. As development in the Tropico area increases and parking becomes better managed through demand-based pricing, there is potential for spillover parking into residential areas. RPPs offer a management strategy to prevent spillover and ensure residents are not adversely affected by nearby growth.



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



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



**Figure 13: Parking Management Recommendations**



### 3.8 Wayfinding and Signage

Public or privately maintained signage within Tropico, including gateways, should provide clear and consistent information that is reflective of City standards and conveys a sense of Tropicó’s unique character. Design standards should apply to wayfinding implemented for visitors, City and neighborhood gateways, and to on-site signage created for buildings and campus grounds. Tropicó has three city gateways when approaching from the south: Brand Boulevard and Los Feliz Road at the City of Los Angeles boundary and San Fernando Road near Glendale Avenue. From the north, Tropicó has four district gateways within the City of Glendale: San Fernando Road, Central Avenue, Brand Boulevard and Glendale Avenue. In all cases, signage should contribute to the overall design character of the neighborhood, be integrated with architecture/landscape, and be executed with durable materials.

#### Area-Wide Recommendations

- **3.8.1:** Wayfinding used to guide visitors to and through Tropicó should be consistent with the citywide program created to identify districts, neighborhoods and major destinations.
- **3.8.2a:** Major vehicular gateways into Tropicó should be designed to capitalize on special features, such as railroad bridge embankments or landscaped medians, which can reinforce a sense of entry into Glendale and Tropicó without providing text-based signage.



Sample auto wayfinding sign  
Hunt Design

Sample pedestrian wayfinding sign  
Hunt Design



El Cajon Boulevard Transit Plaza Gateway, San Diego, CA  
Paul Hobson



Martin Luther King, Jr. Boulevard Gateway, Portland, OR  
2.Ink Studio

- **3.8.2b:** Gateways can be created with symbolic elements like landscaping, lighting and public art that provide visual cues when arriving in Tropicco and the City of Glendale.
- **3.8.2c:** Gateways that use text-based signage should be designed consistent with Glendale’s citywide wayfinding program and Environmental Graphics Manual.
- **3.8.2d:** Gateways should be designed so they are complementary to Glendale’s Environmental Graphics Manual yet uniquely convey Tropicco’s history, culture and people.
- **3.8.3a:** On-site and building signage design should have a direct relationship to the building’s architecture in its style, scale and placement. Excessive signage that dominates or overpowers buildings should not be allowed.
- **3.8.3b:** Allow imaginative signage that is a positive contribution to its surroundings and reflects the creative spirit and history of Tropicco.
- **3.8.3c:** Signage should be designed for use and pleasure of the pedestrians and bicyclists, not just visitors who arrive by automobile.
- **3.8.3d:** Provide well-designed signage in public view to indicate location of required on-site bicycle parking.
- **3.8.3e:** Retain landmark signs with cultural or historic value as determined by City Staff.



University of Minnesota Gateway Landmark, Constance DeJong, Antoine Predock



Directional signage at Fullerton Transportation Center



Bikeway Signage, Glendale Riverdale-Maple Greenway



# Chapter 4

## DESIGN RECOMMENDATIONS

The quality of a neighborhood is largely defined by its streets, their usefulness and ability to move people; and how its buildings relate to the street. From the Glendale Transportation Center to Glendale Memorial Hospital and Health Center, to its mix of uses – industrial, creative, residential and more – this chapter provides policies and recommendations for optimal urban design and street configurations throughout Tropicco.

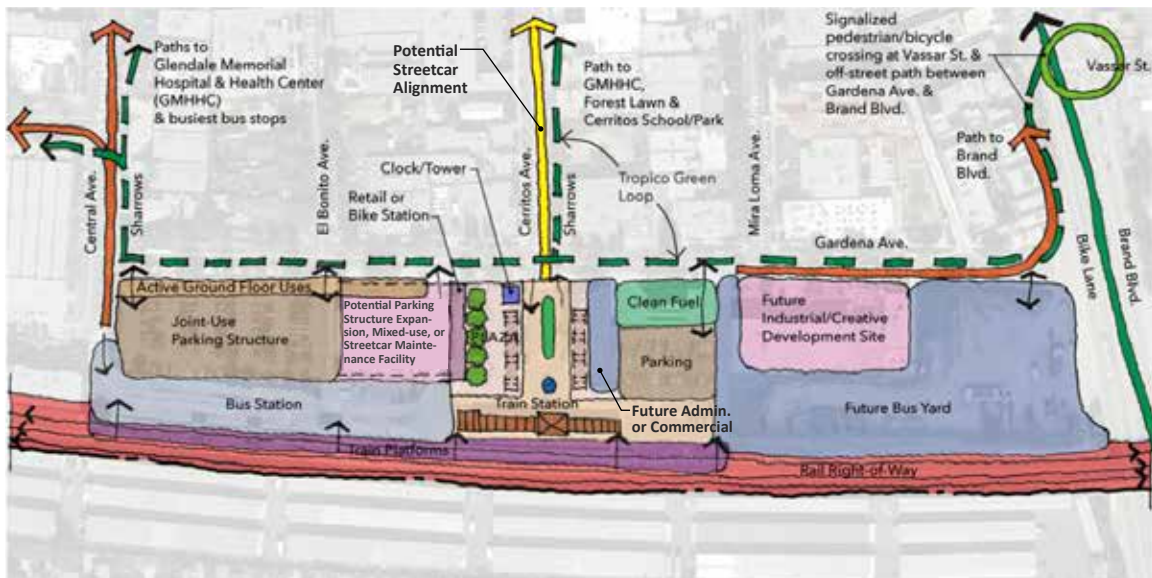


## 4.1 Glendale Transportation Center

The heart of the Tropico Center Plan is the city's Metrolink/Amtrak station, the Glendale Transportation Center, renamed from Glendale Transportation Center in honor of former Glendale Mayor Larry Zarian in November 2011. The station's focal point is a 1923 Mission Revival building, renovated in 1999 and listed on the National Register of Historic Places. The decorative main entrance anchors the west terminus of Cerritos Avenue. The public portions of the station sit back from San Fernando Road along Gardena Avenue and are invisible from Los Feliz Road and Brand Boulevard. Train and bus service are provided by Amtrak, Metrolink, Greyhound, Metro, and the Glendale Beeline. Ten Pacific Surfliner trains serve the station daily, 54 Metrolink trains serve the station each weekday, and 12 Metrolink trains serve the Antelope Valley Line on weekends.



Above: Existing



Above: Conceptual Study

## Opportunities & Challenges

Opportunities exist to address some key issues at the Glendale Transportation Center (GTC) through planning and future public-private development. Issues include the need to raise visibility and awareness of GTC as an important resource within and beyond Glendale, and the need to integrate walking, bicycling, and transit resources to improve first-mile/last-mile connectivity. Other opportunities include updating parking management strategies and, as necessary in the long-term, evaluating construction of additional parking to enhance regional transit ridership. As noted in Chapter 1, area residents believe the train station area would benefit from a café/coffee shop, improved parking, improved connections to transit, and improved wayfinding.

### Program & Future Development Recommendations

- **4.1.1:** Develop a marketing plan to enhance public awareness of GTC and the range of transit options and neighborhood destinations in Tropic Center.
- **4.1.2:** Add public open space or a plaza and program cultural events and performances raising visibility of GTC.
- **4.1.3:** Add a bike station with satellite stations to provide secure bike storage, short and long term bicycle parking, repair and rental; plan for potential bike share program.
- **4.1.4:** Develop a master plan to address future projects like high-speed rail, the GTC to Burbank streetcar, bus maintenance facilities, mixed-use or creative office, as well as growth and management of on-site parking.
- **4.1.5:** Modify transit connections to Downtown Los Angeles and Burbank; consider an attractive one-stop fare between Glendale and Los Angeles Union Station.
- **4.1.6:** Integrate a café or diner into the GTC, creating a unique destination while increasing activity and station visibility.
- **4.1.7:** Add a pedestrian/bicycle path as a “bridge” to connect the Glendale Boulevard bike lanes and sidewalks to Gardena Avenue and GTC.
- **4.1.8:** Improve pedestrian and bicycle access from Los Feliz Road to Gardena Avenue and possibly directly to the rail right-of-way to reduce the walking and bicycling distance from Atwater Village to GTC.
- **4.1.9:** Provide wayfinding signs/elements to signal proximity to GTC from adjacent transportation resources and destinations, including Metro Rapid bus routes, thereby improving first-mile/last-mile connectivity.

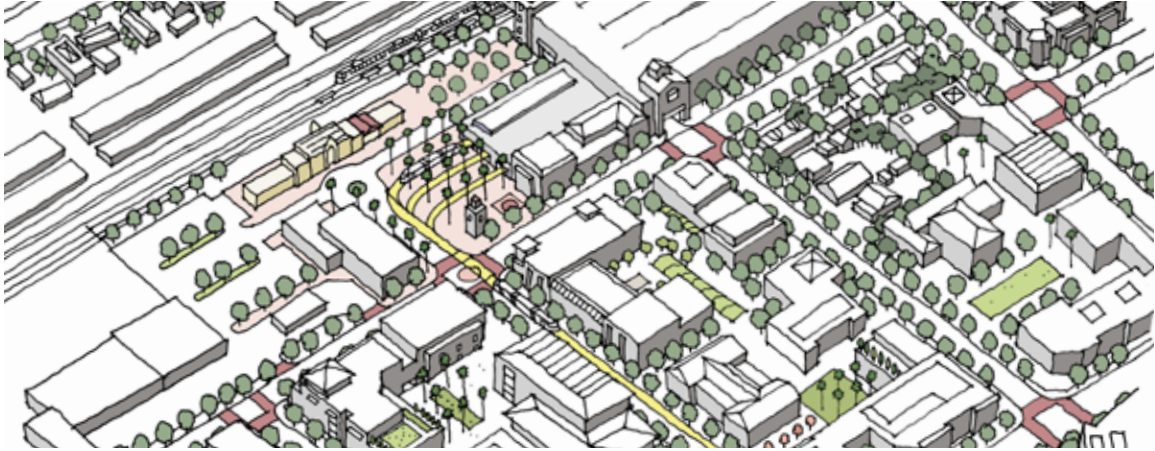
### Transit Connectivity

- **4.1.10:** Improve multimodal access to GTC and other local transit hubs. To become a fully transit-oriented community, the Tropic Plan should prioritize “360 degrees of access” to the GTC. This would include a new bicycle network, improved street crossings, as well as pedestrian and bicycle access over the railroad right-of-way to Atwater Village. These improvements should prioritize multimodal access to transit hubs in the Tropic district, as well as closing current first-mile/last-mile gaps, which will result in a vibrant multimodal neighborhood as it develops.

### Parking Management

- **4.1.11:** Revise parking management at GTC as the station area is redesigned and parking demand increases. Parking availability at GTC is adequate to meet current demand. However, it is recommended that the City revise its parking management strategies to facilitate growth near GTC through paid parking, long-term/transit user parking permits, employee parking permits, and Beeline employee-specific parking.

## 4.1a Public Plaza and Transit Operations Center



Conceptual Rendering of Proposed Transit Operations Center

As residential, commercial, and medical uses expand in Tropic, particularly west of San Fernando Road, GTC will become increasingly vital as a transit hub and public space. Throughout the Public Input process (Chapter 1.3) the community expressed a need for a clear focal point—a place—that defines Tropic. Over time, the City should work to develop GTC as a unique place defined by its uses, location, history, and how people interact with the public realm.

### Opportunities & Challenges

Importantly, the City of Glendale is constructing a new bus maintenance and operations facility on the parcel between GTC and Brand Boulevard. The City currently manages and operates the Glendale Beeline bus service, which features a fleet of low-floor Compressed Natural Gas-fueled 40-foot buses. The size of the City’s fleet has grown considerably since its inception in 1984, and as a result, the facility that it currently rents at Palmer Street and Los Angeles Street is inadequate to satisfy the maintenance, administrative, and storage needs of the Beeline bus fleet.

### Recommendations

- **4.1a.1:** Support completion of a facility that consolidates transit operations south of GTC, which are currently based at Glendale City Hall and at off-site rented facilities across the city. The new facility should include an administration building as well as bus wash, fueling, repair, and storage facilities.
- **4.1a.2:** Develop and adopt a multimodal Master Plan to coordinate site planning of the station with local and regional planning efforts. Through thoughtful site planning and best practices in “placemaking,” a GTC Master Plan will allow the City to streamline Beeline operations while augmenting Tropic Station with a public plaza, mixed-use parking complex, the southern terminus of the Glendale to Burbank streetcar and associated maintenance facility.
- **4.1a.3:** Improve the user experience at GTC by providing canopies with photovoltaic panels above waiting areas for both train and bus passengers; by providing signage to improve way-finding, including transit and local destination information; and by providing security lighting where necessary.



## 4.1b Parking Garage

The GTC encompasses the Glendale Amtrak/Metrolink Station and the Beeline/Metro bus transfer point. The station area represents a significant opportunity for residential and commercial growth over the coming decades, as dense mixed-use development projects leverage the area's robust transit assets. While recommendations for parking facilities are described below, a detailed analysis of opportunities and best practices are discussed further in Chapter 5.

- 4.1b.1: As necessary in the long-term, evaluate the construction of additional parking supply in high-demand locations, such as at GTC. As the Tropico area evolves and land uses change, it is likely that additional parking supply will need to be constructed, in addition to instituting new parking management strategies. The GTC area is a viable candidate for a new parking structure, as it would extend the reach of the regional transit system, facilitate ridership increases, divert regional trips from congested roadways, and allow on-site parking to be consolidated and land area be made available for development. This high-cost investment should be carefully evaluated and provided only once existing supply is nearly fully utilized to the greatest degree possible through policy changes and implementation of new parking management strategies discussed in Chapter 3.7.
- 4.1b.2: Utilize any new parking facilities as showcase opportunities for multimodal first-mile/last-mile solutions. A new structure should provide parking for as many connecting modes as possible, including autos, car sharing services, bicycles and bike sharing services, and electric vehicles.



Fullerton Transportation Center



Metro Gold Line Fillmore Station



Along Metro Gold Line, South Pasadena



## 4.1c High-Speed Rail

A planned high-speed rail (HSR) system, initially connecting Los Angeles with San Francisco, and later Sacramento to San Diego, is set to pass through Glendale within the next two decades. The City of Glendale and the GTC are not planned for HSR service; the train stops will bypass Tropico, stopping only at Los Angeles Union Station and at Hollywood Burbank Airport. However, planning along the corridor should be coordinated to ensure that HSR seamlessly integrates into and enhances Glendale's mobility network.

### What is High-Speed Rail?

High-Speed Rail is rail transport that operates at significantly higher speeds than conventional rail service; in California, speeds could approach 220 mph outside of urban areas.

### Proposed Alignment

The California High-Speed Rail Authority (CHSRA) has proposed that the Burbank to Los Angeles Project Section, shown in Figure 13, be fully grade-separated and on dedicated tracks. The segment is approximately 13 miles long, running parallel to the existing railroad right-of-way through Tropico. As it does so, the alignment includes existing crossings at Doran Street, Chevy Chase Drive and Broadway/Brazil Street (City of Los Angeles) that are slated for improvements and/or closure by CHSRA and by Metro.

### Recommendations

- **4.1c.1:** Assess crossing treatments to determine potential improvements. Streets that cross the rail tracks should be analyzed for improvements that would better accommodate existing and future traffic. Opportunities could include bicycle/pedestrian bridges, over- or underpasses for all modes, bicycle/pedestrian tunnels, or closure of rail crossings entirely to traffic where appropriate.
- **4.1c.2:** Determine appropriate alignment of future rail crossing improvements. Inter-jurisdictional cooperation is likely necessary to determine which streets, if any, should receive crossing improvements.
- **4.1c.3:** Support improvements to the existing Metrolink train system. including electrification of system infrastructure.
- **4.1c.4:** Support mitigations that support a true multi-modal transportation system, as well as those that improve connections between GTC and nearby Atwater Village (City of Los Angeles).
- **4.1c.5:** Plan and advocate for track alignments that pose minimal impacts on GTC, such as placing new HSR infrastructure on the western side of the train station, while connecting neighborhoods to the west of the station via pedestrian and bicycle infrastructure.
- **4.1c.6:** Encourage inter-jurisdictional coordination for planning and mitigation along the HSR corridor in light of future HSR service through Glendale and its neighbor cities, and its potential impacts on local neighborhoods and on the region's mobility network. Participants should include the cities of Glendale, Los Angeles, Burbank, as well as Metro, and Metrolink/SCRRA.



**Figure 13: Proposed Alignment for High-Speed Rail - Burbank to Los Angeles**

## 4.2 Glendale Memorial Hospital and Health Center



Glendale Memorial Hospital and Health Center, Facing Central Avenue and San Fernando Road

Glendale Memorial Hospital and Health Center and the Brand Boulevard of Cars are the primary job centers in the Tropic area. As the employees, patients, and visitors of Glendale Memorial interact with and enliven the area, the pedestrian environment around the hospital should enhance and balance the Hospital's influence on Tropic.

- **4.2.1:** Hospital/medical/health-related uses in the vicinity of Glendale Memorial Hospital and Health Center should be designed to provide pedestrian-oriented street-facing entrances for patients, visitors and staff arriving by train or bus.
- **4.2.2:** Active non-patient or private uses should be located along the sidewalk edge so they take advantage of daylight and transparency requirements at street level, including the lobby, pharmacy, gift shop, administrative offices and meeting rooms.



Glendale Memorial Hospital and Health Center, Internal Driveway

- **4.2.3:** Master plans for major institutions, including Glendale Memorial Hospital and Health Center, should integrate transit-oriented objectives and support a pedestrian-friendly environment. Their Transportation Demand Management plans should encourage bus, shuttle and train use by staff and visitors.
- **4.2.4:** Laurel Street between Central Avenue and Brand Boulevard should be vacated, as discussed in Chapter 4.13, and converted into a well landscaped, pedestrian-safe private entry drive that clearly establishes and demarcates the front door of the Glendale Memorial Hospital and Health Center.



### 4.3 TOD Private and Residential Development



Multi-Family Housing by David Baker Architects, San Francisco

**Tropico’s private realm is in transition.** Today the neighborhood retains a stock of buildings that represent a range of “development eras” and act as a record of built investment over time. There are pockets of early twentieth century single-family housing, post-war apartments, small-scale commercial buildings, a major hospital and health center, large retailers, automobile salesrooms, and industrial structures near the railroad tracks and train station.

**Tropico’s current residential trend is toward higher density (6-story maximum per current adopted standards) market-rate apartment buildings with some retail at the ground floor.**

Two of the largest private sites or campuses within Tropico are Glendale Memorial Hospital and Health Center, and Forest Lawn Memorial Park. “Brand Boulevard of Cars,” a designated commercial auto district, is comprised of contemporary showrooms, smaller auto-related uses and pre-owned sales offices. The San Fernando Road commercial corridor is mostly small neighborhood storefronts, a playhouse, small restaurants, light industrial offices, and auto-oriented uses. Creative businesses, such as furniture and clothing design, have recently been introduced into blocks that have been mostly industrial uses.

**New development projects in Tropico (including those that re-use existing structures) shall contribute to the creation of a transit-oriented neighborhood that encourages walking, bicycling, bus and train travel.** Residents, workers and visitors already have access to a number of convenient travel options in order to get to/from their home, workplace, school, public facility, stores, medical services and special destinations or attractions. The following design principles are intended to positively affect Tropico’s built environment during an important transition period, in order to help create a successful transit-oriented neighborhood that benefits Tropico, its people and institutions, and the City of Glendale.

## General

- **4.3.1:** Projects should exhibit a well-conceived architectural design approach in support of the City's commitment to design quality and innovation and respond to their context.
- **4.3.2:** Residential structures more than 30 years old need to be evaluated for potential status as a historic resource before any demolition can be permitted. Structures found to have historic significance should be retained and rehabilitated whenever possible.
- **4.3.3:** Residential development should be designed to encourage walking, bicycling, and transit use through the design and location of entrances in relation to the public sidewalks, bicycle facilities and nearby transit stops or station.
- **4.3.4:** New innovative housing types and designs for a range of income levels (such as co-housing, live-work, etc.) are encouraged to address Glendale's need for a range of housing types and their site and building design should be in character with the neighborhood context.

## Site Planning

- **4.3.5:** Building layout and façade design should maximize resident views of the street to provide a positive sense of security and community.
- **4.3.6:** Residential entrances and patios are encouraged along street frontages to help activate the street and sidewalk edge. Patios should have adequate screening and be designed to allow for views to/from the street while making them comfortable for residents to utilize.
- **4.3.7:** Open Space should be balanced in its placement on the site to provide a variety of options for residents. Some of it should have access and views from the public frontage and street. Opportunities to provide a publicly used private space are encouraged.
- **4.3.8:** Projects should be designed so building entrances are oriented to the street frontage(s) that provide the most convenient path for people to reach major bus stops and rail stations. Building entrances should be emphasized with an architectural feature that makes it obvious where pedestrians should enter.
- **4.3.9:** Projects located adjacent to a transit stop should provide basic transit amenities that are integrated into the exterior façade such as seating, weather protection, and lighting to encourage transit use.
- **4.3.10:** Projects should locate open space amenities (plazas, courtyards, paseos, patios and gardens) so they connect visually or physically to major street frontages in order to help activate the street and sidewalk and provide "eyes on the street."
- **4.3.11:** Projects should increase pedestrian connectivity through existing large parcels or blocks by providing paseos, walkways or a new system of smaller streets that are appropriately scaled for people on foot and on bicycles.
- **4.3.12:** A project's landscape design should exhibit a cohesive approach to public and private open space through its palette of plants, materials, site furnishings and exterior lighting. Plant choices should be drought-tolerant and hearty.

- **4.3.13:** Screen less attractive features (mechanical, refuse, required equipment) with architectural and landscape techniques appropriate to the building’s design and character.



Residential TOD, Fullerton

- **4.3.14:** Require development projects to provide for enhanced pedestrian activity through the following techniques:
  - o Minimize number and size of curb cuts across the sidewalk.
  - o Locate the majority of a building’s frontages in close proximity to the sidewalk edge.
  - o Encourage outdoor plazas and dining areas.
  - o Require that the majority of the linear ground floor frontage be visually and physically “penetrable,” incorporating windows and other design treatments to create an attractive street frontage.
  - o Require that ground floor uses be primarily pedestrian-oriented and encourage people to enter from the street frontage.
  - o Discourage new surface parking lots, particularly along street frontages.
- **4.3.15:** Projects along commercial corridors should have architectural transitions to adjoining residential properties that ensure compatibility of scale and a sense of privacy for the existing residences.
- **4.3.16:** Integrate and maximize sustainable design features from overall site design, to renewable energy building systems, and sustainable products and features.

- **4.3.17:** New and renovated building projects should be designed to minimize water use, storm water runoff and the heat island effect through thoughtful site design, building placement, paving material choices, landscaping and trees.

### Massing

- **4.3.18:** Building massing (the three-dimensional form of a building’s footprint and height) should respect the predominant or preferred streetwall location and complement the street as a whole. Building massing should also provide transitions to adjacent residential uses or different land uses.
- **4.3.19:** The building street wall (the predominant surface of a building along the public right of way) should form the desired “outdoor room of the street” based on the street type.

### Setbacks

- **4.3.20:** Residential buildings should be set back from the street a minimum of 6 feet except where specified in Chapter 4. A minimum setback of 10 feet will apply to buildings in the TOD-I and TOD-II zone at corner locations. These standards are similar to those in the current SFMU zone per GMC Section 30.14.030, Table 13.14b Mixed Use District General Development Standards, footnote 3.

### Design & Detailing

- **4.3.21:** Projects should provide street frontages with predominantly active uses such as lobbies, retail, office, multi-purpose or public/community use.
- **4.3.22:** Street-level building design should be mostly transparent so there is a visual connection between interior uses and the sidewalk. Street-level facades should provide human-scaled window/wall systems with adequate variety, such as smaller storefront-scale modules appropriate for a neighborhood main street, and quality and durable materials.
- **4.3.23:** Projects should be comprised of high quality, permanent building materials that do not require extensive maintenance and have been approved through the City’s design review process.



Multi-Family Housing, Southern California



#### 4.4 Industrial & Creative Uses



Arts District, Downtown Los Angeles



Arts District, Downtown Los Angeles



Creative Studio, Diamond Neighborhood

The existing brick and concrete industrial buildings located between San Fernando Road and the railroad tracks primarily house light industrial uses, although some have been adaptively re-used to accommodate creative businesses and post-production service uses. These industrial and creative uses should continue to be encouraged in this area . Existing buildings should undergo sustainable and sensitive modifications and be adaptively re-used in a manner that retains Tropicó's eclectic, industrial character.



Seeley Studios, Tropic Neighborhood



Industrial Design Studio Retrofit  
Sydney, Australia

- **4.4.1:** Industrial projects should convey the particular use(s) contained within the building. Façade design and signage should contribute to the Tropic district's overall character.
- **4.4.2:** Industrial projects should contribute positively to the street and public realm by providing building entrances that are visible and accessible for pedestrians entering from the street and sidewalk.
- **4.4.3:** Re-use of existing industrial buildings is encouraged.
- **4.4.4:** Modifications of existing buildings to accommodate new uses is encouraged in order to preserve the unique character of Tropic between San Fernando Road and the rail right-of-way.
- **4.4.5:** Industrial parking, yards and storage areas should be adequately screened from the street and sidewalk environment.
- **4.4.6:** Signage should be an integral part of the overall architectural design approach, especially for creative uses.

## 4.5 Complete Street Standards

While the character, quality, and accessibility of Tropicó's urban environment can vary widely from one street to the next, some standards can be applied broadly to ensure and encourage multimodal access to the neighborhood's diverse uses and destinations. These Complete Streets standards are based on community sentiment as described in Chapter 1.3. Outreach participants called for specific improvements to the bicycle and pedestrian environment, including street trees, wider sidewalks, pedestrian-scale lighting, protected bike lanes, and high-visibility crosswalks.

This plan considers standards as they apply to streets identified as Primary Pedestrian/Bicycle streets in Chapter 3.6 to provide safe lane configurations and high-quality infrastructure for all modes of travel, including safety, aesthetic, and traffic calming features, generally along Tropicó's major thoroughfares and connections.

While not all streets are good candidates for reconfiguration, particularly based on their traffic volume, some such as Los Feliz Road exhibit Average Daily Trips (ADT) well below the generally accepted threshold for a 4-to-3 lane reduction that does not increase delay. This threshold is typically 20,000 to 24,000 ADT, or a bi-directional peak hour volume of 1,700 vehicles or directional peak hour volume of 1,000 to 1,200 vehicles. Notably, the City of Los Angeles is currently implementing 4-to-3 lane reconfigurations on streets with ADT as high as 27,000 and directional peak hour volume of 1,200.

Streets that are not designated as Primary Pedestrian/Bicycle streets in Tropicó are nonetheless intended to be Complete Streets that are welcoming and safe for all users, including consistent street trees, as well as sidewalks, parkways, and appropriate travel speeds.

### Primary Pedestrian/Bicycle Streets

- **4.5.1:** Install Continental (zebra-striped) crosswalks at all legs of all intersections.
- **4.5.2:** Install curb extensions at all corners, *except* where the curb lane is needed as a right-turn lane (typically where peak hour turn volumes exceed 200).
- **4.5.3:** Provide walkways and parkways as recommended in Sections 4.6-4.13.



- **4.5.4:** Landscape the parkways with drought-tolerant plants; irrigate with in-line drip or other low-water use irrigation system and provide a 12-inch wide walkable surface at the back of curb, except at bus stops where large tree wells (12 feet long) may be provided.
- **4.5.5:** Plant 36" box street trees with 25-30 foot spacing that provide shade, and are attractive and drought-tolerant.
- **4.5.6:** Install pedestrian-scale lighting between existing roadway lights.
- **4.5.7:** Require property owners to install and maintain parkways, walkways, trees, pedestrian lighting, and improvements outlined above when property is improved or developed (excepting crosswalks and curb extensions). When existing sidewalks or crosswalks serving new development are non-compliant or otherwise deficient, they should be brought up to standard rather than closed to access.
- **4.5.8:** Encourage property owners to develop parklets adjacent to their business on streets with only one through lane in each direction.
- **4.5.9:** Consider streets for vacation/closure should it provide greater pedestrian and bicycle access to destinations or within a campus without impacting vehicular access.
- **4.5.10:** Consider use of signage identifying pedestrian zones requiring special attention from drivers such as senior facilities, health and medical facilities.

#### **All Other Streets in Tropic**

- **4.5.11:** Provide 4 to 5-foot wide walkways on local and collector streets, with the remainder of the sidewalk as parkway, consistent with historic conditions.
- **4.5.12:** Plant 24" box street trees with 25-30 foot spacing that provide shade, and are attractive and drought-tolerant.
- **4.5.13:** Require property owners to install and maintain parkways, walkways, trees, pedestrian lighting, and other improvements outlined above when property is improved or developed (excepting crosswalks and curb extensions).
- **4.5.14:** Set back buildings from the street a minimum of 6 feet except where otherwise specified in Chapter 4. Set back buildings at corner locations in the TOD I and TOD II zones a minimum of 10 feet, similar to the current SFMU zone (see Glendale Municipal Code Section 30.14.030, Table 13.14b Mixed Use District General Development Standards, footnote 3).

#### **Bus Stops**

- **4.5.15:** Work with adjacent property owners to enhance stops at Los Feliz Road and San Fernando Road with additional seating, bicycle parking, lighting, shade and other amenities.
- **4.5.16:** Enhance stops at Brand Boulevard and San Fernando Road with seating and shade.
- **4.5.17:** Develop distinctive identity elements at regional bus stops to improve wayfinding and to enhance first-mile/last-mile connections.

#### **Bicycle Facilities**

- **4.5.18:** Explore a bike share facility and station at GTC with satellite stations connecting Tropic to Downtown Glendale and other points of interest.
- **4.5.19:** Provide long- and short-term bicycle parking in conjunction with all new development.



## 4.6 San Fernando Road



Conceptual Rendering

### Tropico's Main Street

San Fernando Road should transform into Tropico's "main street," building upon the existing gems of small storefronts, a playhouse, and notable industrial style buildings.

As new projects are developed over time, they should be set back from the street to accommodate wider sidewalks with parkways, consistent street tree planting and pedestrian lighting to make San Fernando Road a more inviting place to walk. Commuting bicyclists would be able to ride along this street, but the average rider would be expected to use local streets designated as part of Tropico's Green Street Loop as shown in Figure 11 (Section 3.6).



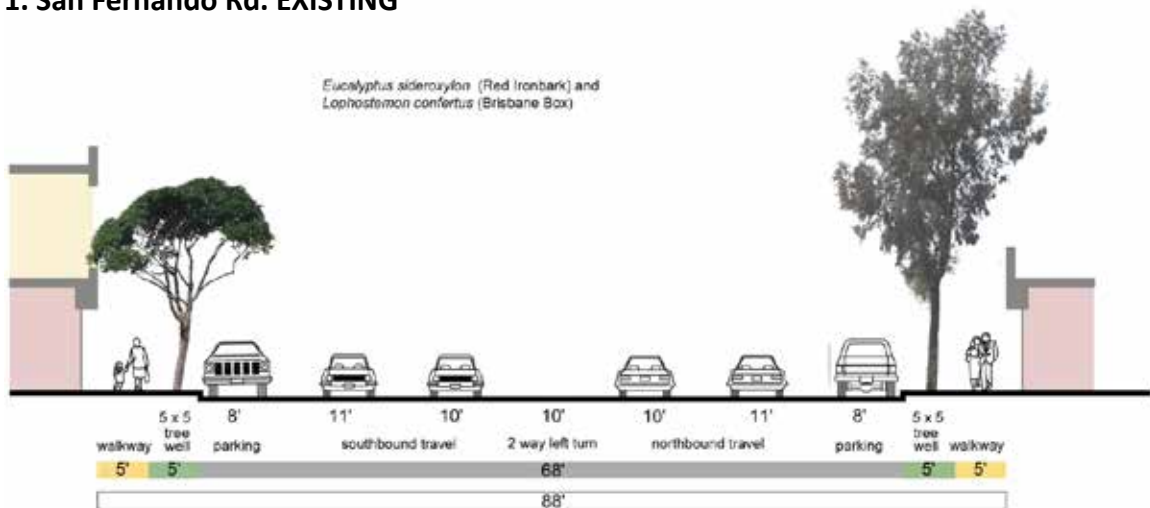
Existing (Google Street View)

## Street Design

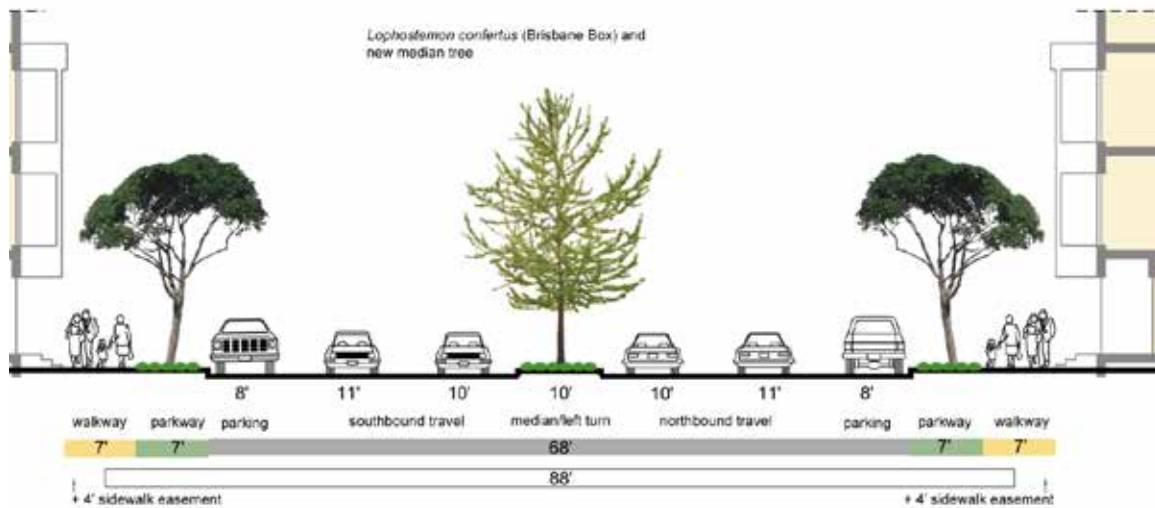
- **4.6.1:** Maintain existing roadway configuration.
- **4.6.2:** Widen sidewalks from existing 10 feet to 14 feet as properties redevelop through a 4-foot setback.
- **4.6.3:** Install landscaped medians where feasible.
- **4.6.4:** Conform to Recommended Cross Section 1a below..



### 1. San Fernando Rd. EXISTING



### 1a. San Fernando Rd. RECOMMENDED



## 4.7 Central Avenue



Conceptual Rendering

### Tropico's Complete Mixed-Use Boulevard

Central Avenue should evolve as a mixed-use boulevard that accommodates buses, pedestrians and bicycles, as well as cars, and links Tropico and the GTC with Downtown Glendale. A critical artery in closing the first-mile / last-mile gap, it should become Tropico's most "complete street." Its future land use, urban form and street cross section as it passes through Tropico should be similar to its emerging character in Downtown Glendale, which would be a dramatic transformation from how it looks today.



Existing (Google Street View)

Central Avenue should become Tropico's primary bicycle and pedestrian link to Downtown. The roadway should be widened 6 feet on each side to accommodate bicycle lanes, consistent with the north-south bicycle route that already exists on Central Avenue north of Broadway. It should connect Tropico to the Riverdale-Maple Greenway, which in turn would link it to the Columbus Avenue and Louise Avenue bicycle routes identified in the adopted Bicycle Transportation Plan.

As Central Avenue is redeveloped with residential and healthcare mixed use projects with active ground floor uses, buildings should be set back a few feet to restore its walkable 15-foot wide sidewalks with tree-lined parkways, and accommodate buffered bike lanes or cycle tracks.

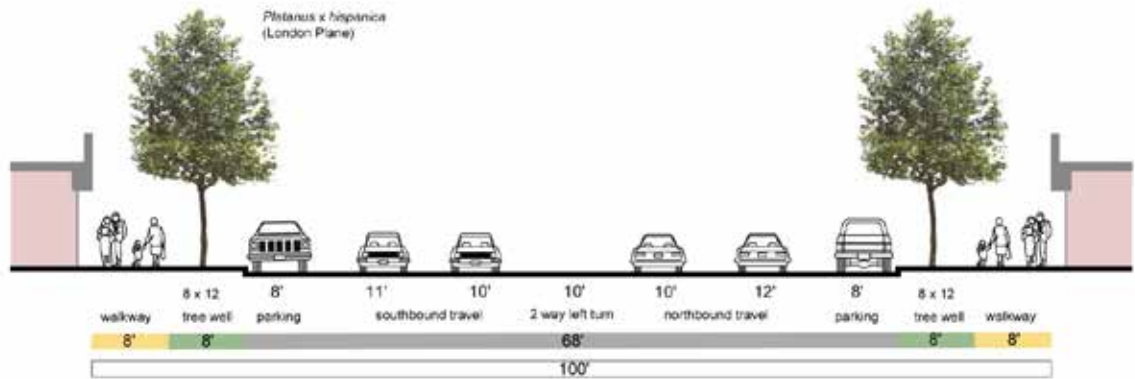
## Street Design

### Gardena Avenue to San Fernando Road

- **4.7.1:** Maintain existing street configuration with the existing ROW: 44-foot roadway and 8-foot wide sidewalks with 13 to 15-foot wide parkways.
- **4.7.2:** Paint sharrow markings to advise motorists to share the lane with cyclists.

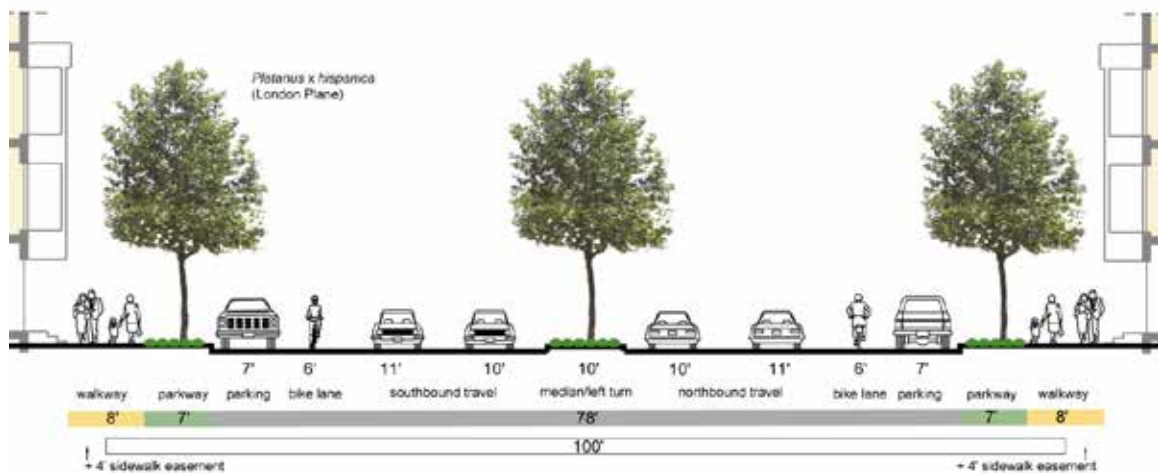


### 2. Central Ave. EXISTING – north of San Fernando Rd.



### 2a. Central Ave. RECOMMENDED – north of San Fernando Rd.

Consistent with Central Avenue Downtown, widen roadway 5' each side & add bike lanes





***Central Avenue/San Fernando Road intersection***

- **4.7.4:** Reconfigure the Central Avenue/San Fernando Road intersection to reduce crossing distances and improve safety by:
  - a. Either replacing the westbound Central Avenue to northbound San Fernando Road slip lane with a conventional right-turn lane or reducing its width and installing a stop sign.
  - b. Extending the sidewalks (aka curb extensions or bump-outs) on all corners.

***San Fernando Road to Chevy Chase Drive***

- **4.7.6:** Reconfigure the street within the existing ROW to accommodate bike lanes by widening the roadway 5 feet on each side.
- **4.7.7:** Provide 6' parkways on the resulting 11-foot wide sidewalks (reduced from the existing 16-foot width).
- **4.7.8:** Over time, require new buildings to be set back 5 feet to restore sidewalk to their current 16-foot width with 8-foot wide parkways.
- **4.7.9:** Conform to Recommended Cross Section 2a on following page.



## 4.8a Cerritos Avenue west of San Fernando Road



Conceptual Rendering

### Tropico's Park Street

The most important street in the Tropico Green Loop (see Section 3.6), Cerritos Avenue brings people directly to the front door of the historic train station and connects it to significant destinations to the east, including Glendale Memorial Hospital and Health Center, Cerritos Park, Cerritos Elementary School, Forest Lawn Memorial Park, and the San Fernando Road Corridor. As new residential projects and renovated industrial buildings are introduced west of San Fernando Road, and especially if the Glendale to Burbank streetcar is introduced, this street should become an active transit-oriented public space featuring a pedestrian and bicycle-friendly design with narrower roadways, curbside parking, comfortable sidewalks, stormwater infiltration parkways, new street trees and pedestrian lighting. Future development should be setback from the street with a landscape buffer. New entry patios, front porches and outdoor dining would bring a more urban character and energetic street life to the blocks nearest the station. New residents would be regular users of the trains and buses in the area and able to access daily services via the Tropico Green Loop, as shown in Figure 11 (Section 3.6).



Existing (Google Street View)

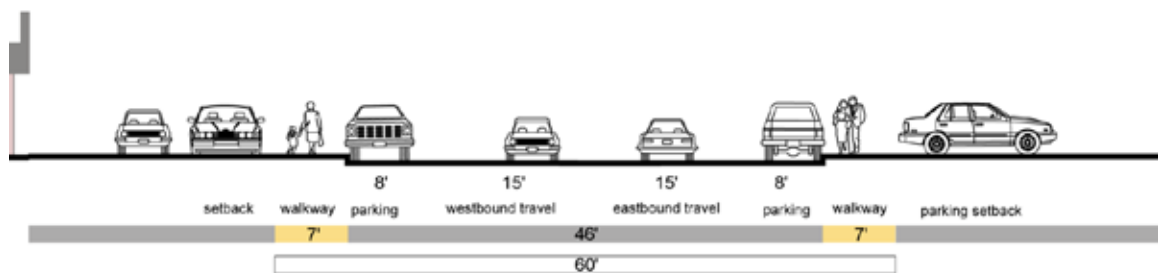
## Street Design

### Gardena Avenue to San Fernando Road

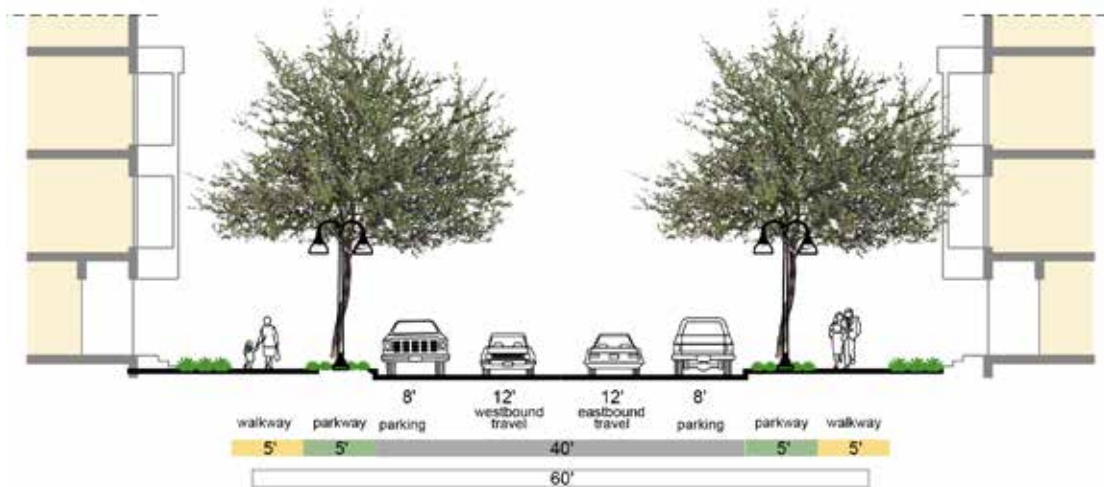
- **4.8a.1:** Reduce the roadway width to 40 feet, enhancing side-walks with the addition of 5-foot parkways.
- **4.8a.2:** Paint sharrow markings to alert motorists to share the lane with cyclists.
- **4.8a.3:** Plant stormwater infiltration parkways with shade trees, for example, native Channel Islands Oak (*Quercus tomentilla*), which are columnar in form to frame views of the historic train station, to provide a shaded walkway from the Transportation Center into the heart of Tropico.
- **4.8a.4:** Conform to Recommended Cross Section 3a below, adjusting as necessary to accommodate the proposed streetcar.



### 3. Cerritos Ave. west of San Fernando Rd. EXISTING



### 3a. Cerritos Avenue west of San Fernando Road RECOMMENDED Narrow roadway





## 4.8b Cerritos Avenue east of San Fernando Road



Conceptual Rendering

East of San Fernando Road, Cerritos Avenue would become a true Complete and Green Street by utilizing excess roadway to introduce a linear park on one side for the enjoyment of residents and visitors. It could become an active, health and exercise-oriented public space connected to Glendale Memorial Hospital and Health Center, and to Cerritos Elementary School just beyond. It also provides a nice thematic and first-mile/last-mile connection between GTC, Cerritos Park and School, and Forest Lawn Memorial Park further east. Notably, the Public Input process described in Chapter 3.1 yielded responses specific to Cerritos Avenue, particularly with regard to its width and as a street that is “uncomfortable” to cross, as well as general calls for more green space, parks, and trees in Tropic; recommendations in this chapter are in direct response to the community’s call for environmental improvements and neighborhood amenities in the heart of Tropic.



Existing (Google Street View)

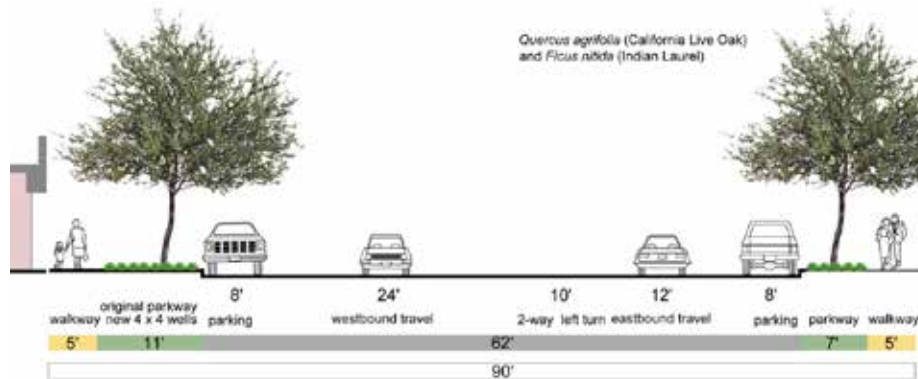
## Street Design

### San Fernando Road to Glendale Boulevard

- **4.8b.1:** Narrow the existing ROW width to 36 feet to match the segment between Gardena Avenue and San Fernando Road. Provide a 12-foot wide sidewalk with 7-foot wide parkway on the south side and 27 to 42-foot wide linear park on the north side.
- **4.8b.2:** Design the linear park with community members to accommodate facilities they would like introduce in their neighborhood, including seating, play elements and public art, as well stormwater infiltration, lighting, low-water-use plants and other functional elements.
- **4.8b.3:** Paint sharrows to alert motorists to share the lane with cyclists.
- **4.8b.4:** Plant trees to match those between the Gardena Avenue and San Fernando Road to maintain continuity and provide shade.
- **4.8b.5:** Conform to Recommended Cross Sections 4a below and 5a on following page, adjusting the segment west of Brand Boulevard as necessary to accommodate the proposed streetcar.

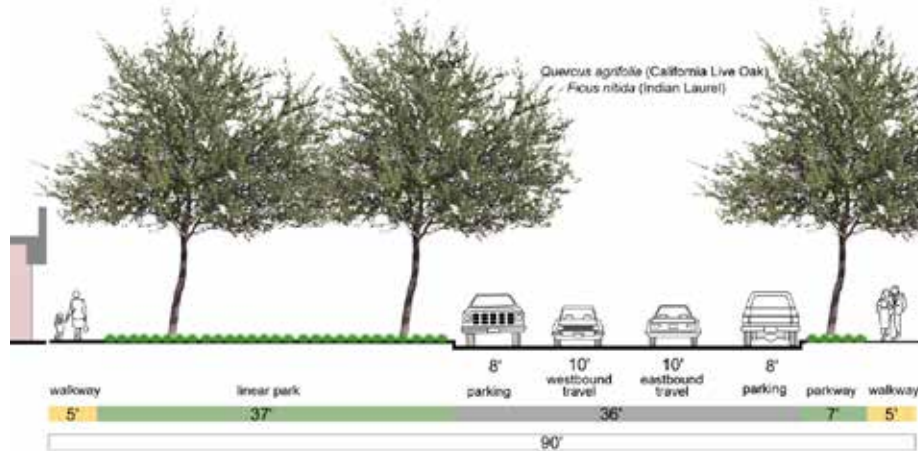


#### 4. Cerritos Ave. east of San Fernando Rd. EXISTING – San Fernando Rd. to Brand Blvd.

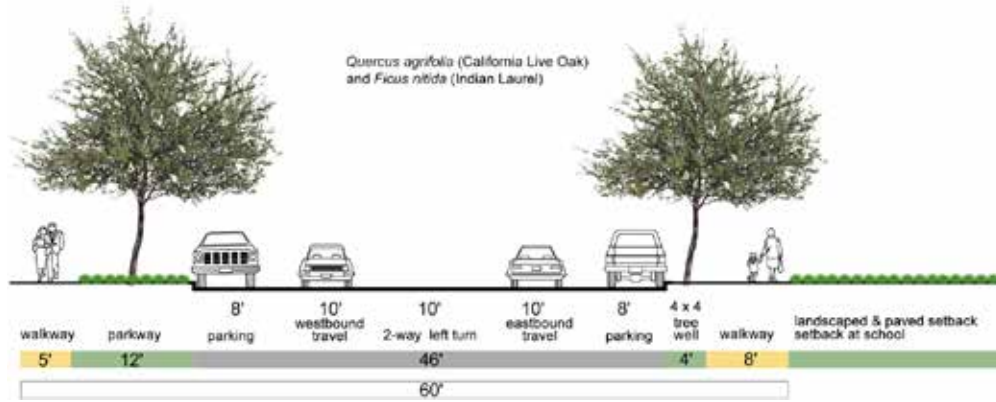


#### 4a. Cerritos Ave. east of San Fernando Rd. RECOMMENDED – San Fernando Rd. to Brand Blvd.

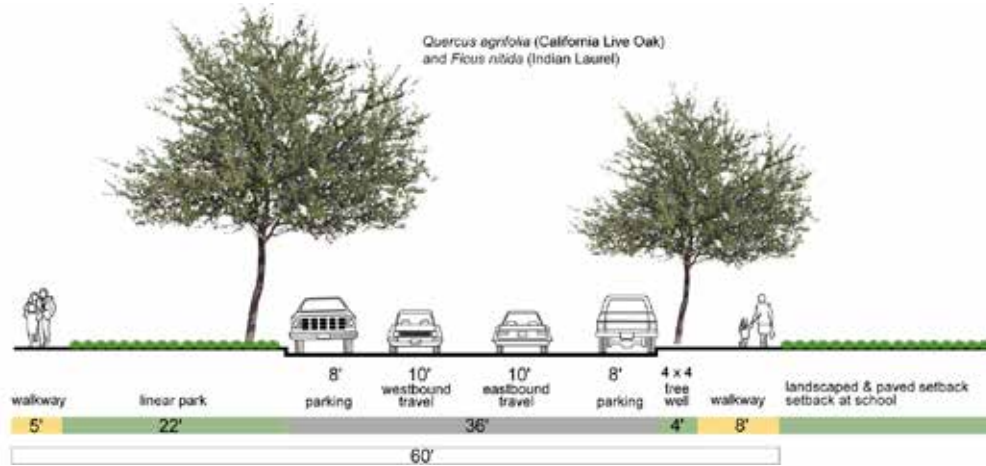
Eliminate 2-way left-turn lane; create linear park. Shift roadway approaching Brand Blvd. per current striping



**5. Cerritos Ave. east of San Fernando Rd. EXISTING – Brand Blvd. to Glendale Blvd.**



**5a. Cerritos Ave. east of San Fernando Rd. RECOMMENDED – Brand Blvd. to Glendale Blvd.**  
Eliminate 2-way left-turn lane







## 4.9 Los Feliz Road



Conceptual Rendering

### Tropico's Gateway from Atwater Village

Los Feliz Road is an important gateway and first-mile/last-mile connection from Tropico to Atwater Village and the City of Los Angeles; Chapter 1.3 details the public process that informed these recommendations, which includes improved connections to Atwater Village. The gateway is currently defined by the railway bridge, depressed street, narrow sidewalks, and sloped embankments. The segment



Existing (Google Street View)

between the city boundary and Gardena Avenue should be dramatically transformed into a Complete Street by converting extra roadway space into wider sidewalks with multi-use parkways, including cycle tracks. A dramatic gateway statement into Glendale and Tropico can be created by planting both embankments and introducing public art such as murals under the railroad bridge, painting the bridge itself, and/or introducing new lighting along both sides of the street.

New, multi-story, mixed-use development projects also create a more formalized gateway statement.

Los Feliz Road east of Gardena Avenue should evolve over time as new creative industrial, residential, healthcare and mixed use uses are introduced. In the near term, bike lanes should be added by narrowing vehicular travel lane widths. In the longer term, as existing driveways are consolidated as part of new development, the street should be restriped to accommodate one travel lane each way, a center turn lane, and cycle tracks buffered by stormwater infiltration parkways. Alternatively, if the short-term lane configuration is maintained, new buildings could be set back to make room for wider, more walkable sidewalks lined with continuous parkways and shade trees.

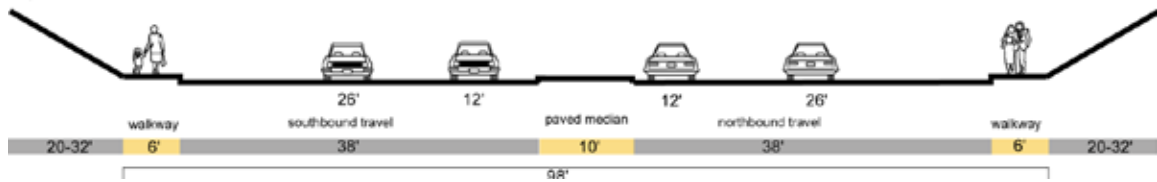
## Street Design

### City Limit to Gardena Avenue

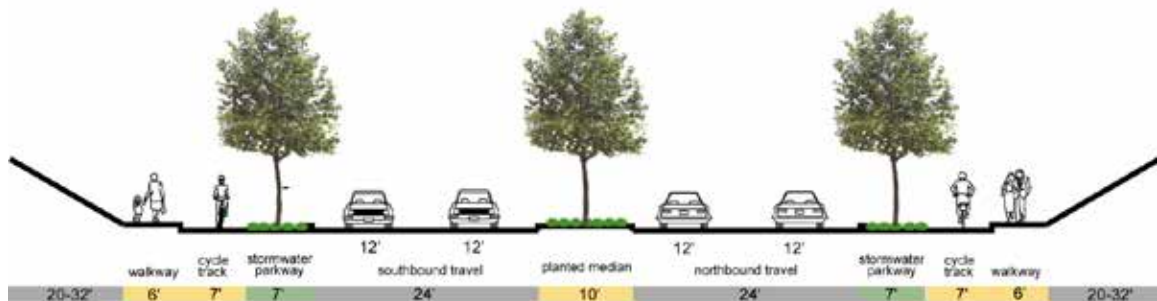
- 4.9.1:** Install stormwater infiltration parkways between the city limit and San Fernando Road and Gardena Avenue. The parkways should be designed to collect and infiltrate or filter stormwater. Trees, landscaping, and public art would provide a dramatic gateway from Los Angeles into Glendale.
- 4.9.2:** Accommodate bicycles by providing 5 or 6 feet of additional roadway width for buffered or protected bikeways, either between the parkway and walkway or between the parkway and travel lane, to accommodate cyclists who use this route currently and to provide high-quality first-mile / last-mile bicycle access to Atwater Village and the City of Los Angeles in the future.
- 4.9.3:** Conform to Recommended Cross Sections 6a and 7a on this and the following page.



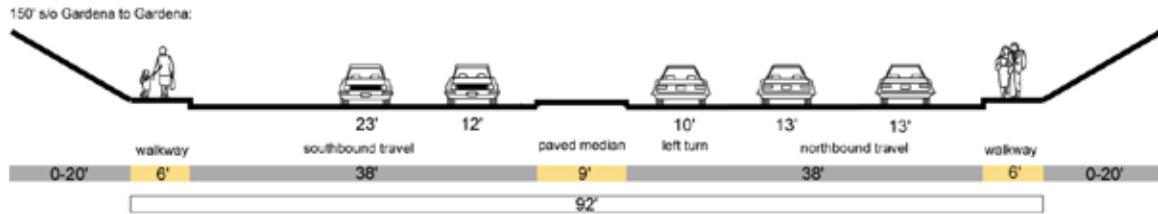
### 6. Los Feliz Rd. EXISTING – City Limit at Railroad Undercrossing to 150’ south of Gardena Avenue



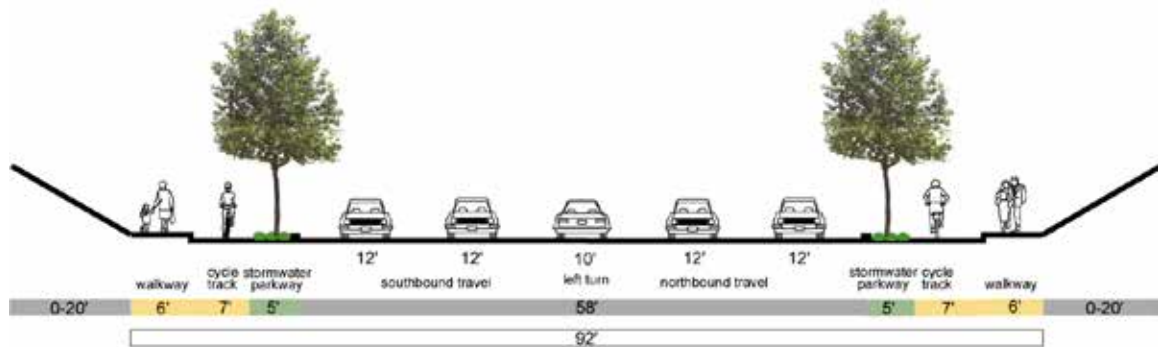
### 6a. Los Feliz Rd. RECOMMENDED – City Limit at Railroad Undercrossing to 150’ south of Gardena Ave.



**7. Los Feliz Rd. EXISTING – 150' south of Gardena Ave. to Gardena Ave.**



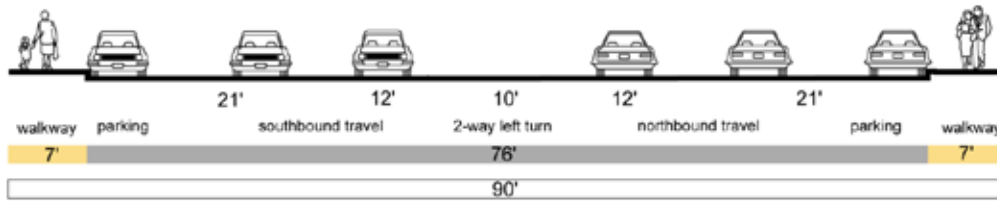
**7a. Los Feliz Rd. RECOMMENDED – 150' south of Gardena Ave. to Gardena Ave.**



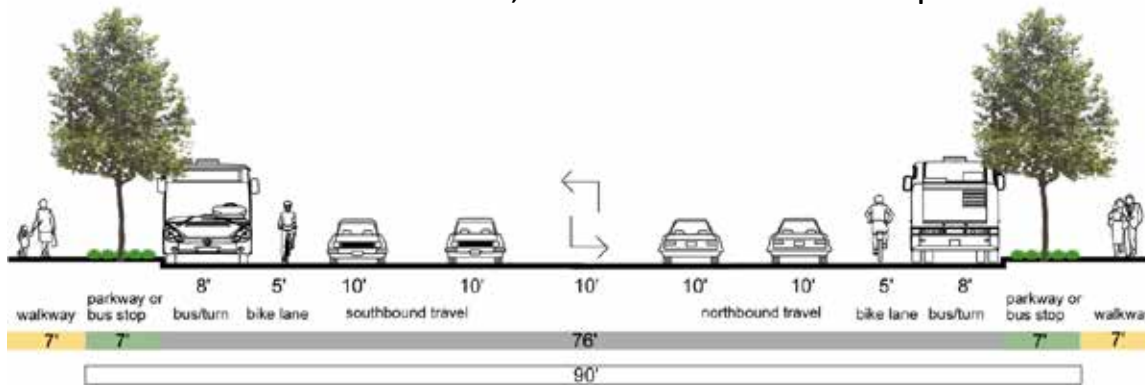
**Gardena Avenue to Glendale Avenue**

- **4.9.4:** Provide bike lanes in the short term by reducing lane widths. Add bike lanes within the existing roadway without eliminating the number of lanes or curbside parking by striping 10' vehicular travel lanes as are typically in the vicinity. However, a 12' center turn lane should be provided between Central Avenue and San Fernando Road where roadway widening in conjunction with adjacent development makes it possible to do so.
- **4.9.5:** Convert bike lanes to cycle tracks, in the future, between San Fernando Road and Glendale Avenue, buffered by stormwater infiltration parkways or widen sidewalks to accommodate parkways by reducing travel lanes from 4 to 3.
- **4.9.6:** If parkways are not provided within the existing right-of-way between San Fernando Road and Glendale Avenue, require future development to setback seven feet and install 7-foot wide parkways in lieu of seven feet of the total required building setback.
- **4.9.7:** Conform to Recommended Cross Sections 8a, 8b, or 8c on the following page.

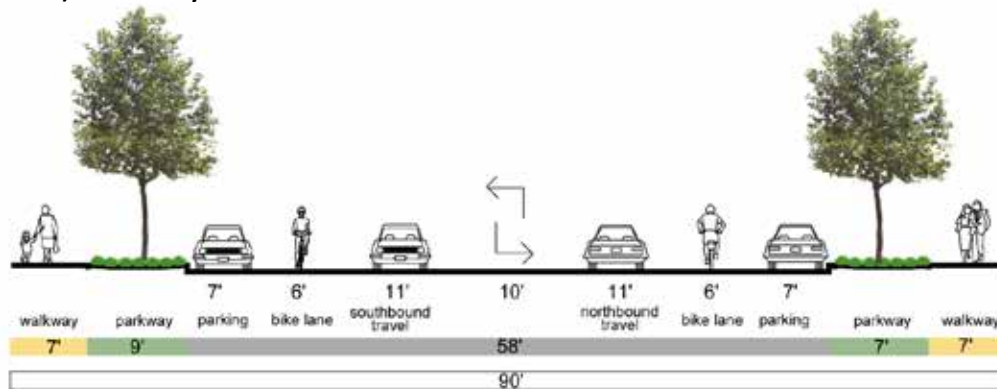
**8. Los Feliz Rd. EXISTING – Gardena Ave. to Glendale Ave.**



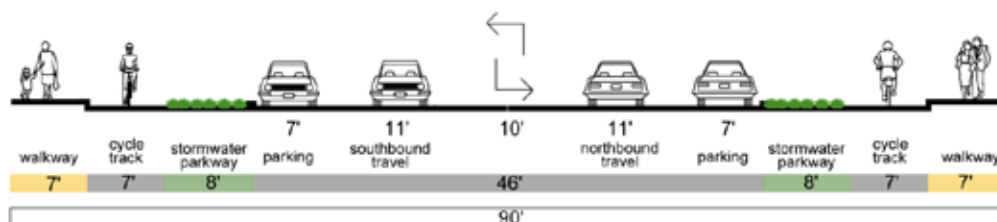
**8a. Los Feliz Rd. RECOMMENDED – Gardena Ave. to Central Ave.**  
 Narrow lanes to accommodate bike lanes; widen sidewalks with future development



**8b. Los Feliz Rd. RECOMMENDED – Central Ave. to Glendale Ave.**  
 Option 1: Restripe; add stormwater infiltration parkway at either sidewalk elevation (shown) or roadway elevation



**8c. Los Feliz Rd. RECOMMENDED – Central Ave. to Glendale Ave.**  
 Option 2: Restripe; install cycle track with stormwater infiltration parkways





## 4.10 Glendale Avenue



Conceptual Rendering

### Tropico's Parkway Street

Glendale Avenue should continue to define Tropico's eastern edge and be associated with the front door of Forest Lawn Memorial Park. It should retain its character as a tree-lined street with parkways that carry cars that also need to share the road with bicyclists. It forms one of the important legs of Tropico's Green Loop, which would allow residents and visitors to walk and bicycle readily between transit, destinations, work and home.



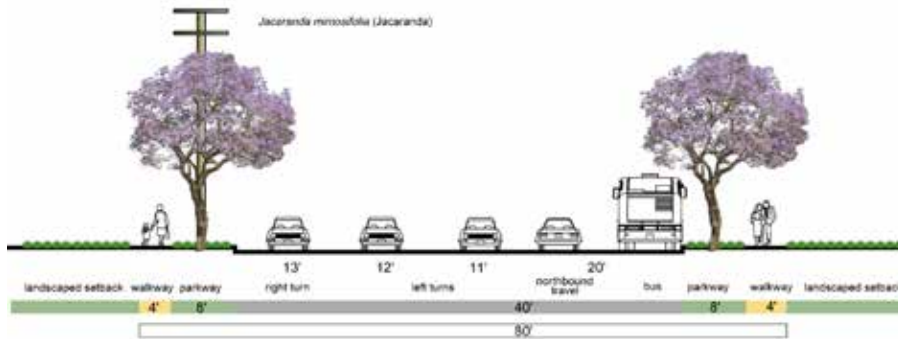
Existing (Google Street View)

## Street Design

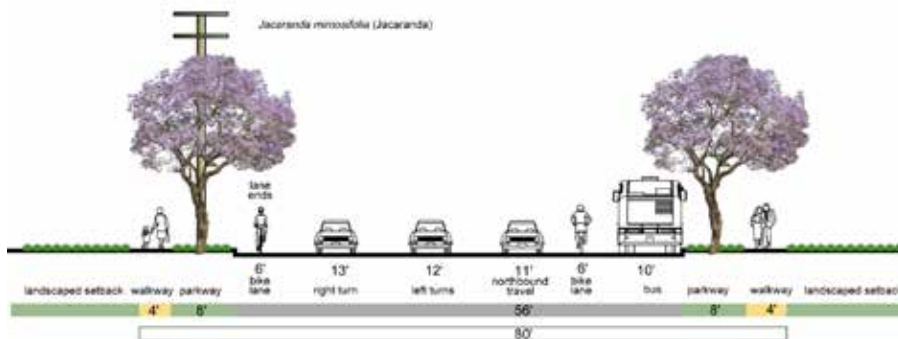
- **4.10.1:** In the short term, paint sharrow markings to alert motorists to share the lane with cyclists.
- **4.10.2:** In the future, introduce bike lanes by reducing the number of travel lanes from 4 to 3.
- **4.10.3:** Consider a traffic signal at Cerritos Avenue to calm traffic along Glendale Avenue, especially until a 4-to-3 lane reduction can be implemented to calm traffic.
- **4.10.4:** Maintain existing 13-foot wide sidewalks with 8-foot wide continuous parkways.
- **4.10.5:** Conform to Recommended Cross Sections 10a, 10c, and 11a on the following pages.



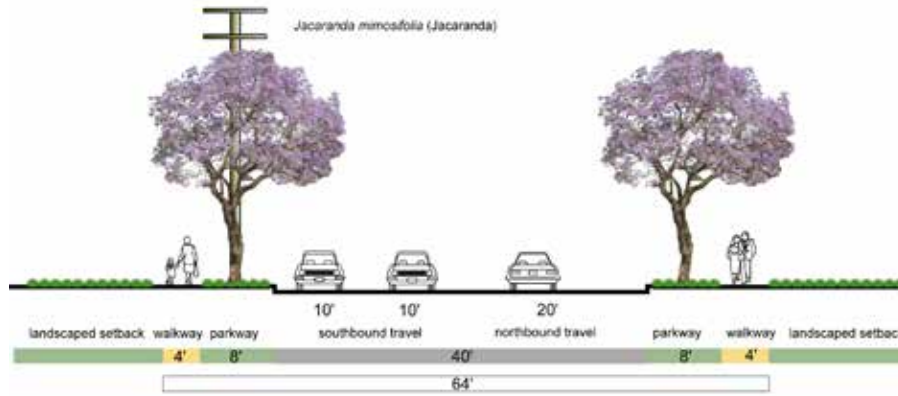
### 10. Glendale Avenue EXISTING – San Fernando Road to 150' north of San Fernando Road



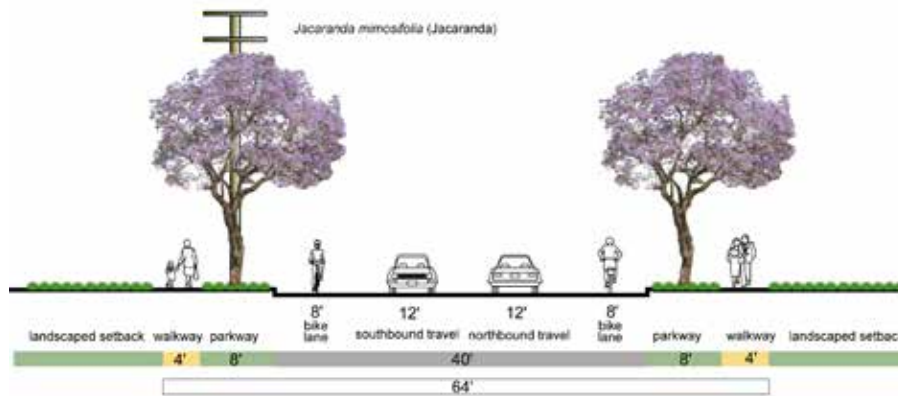
### 10a. Glendale Avenue RECOMMENDED – San Fernando Road to 150' north of San Fernando Road



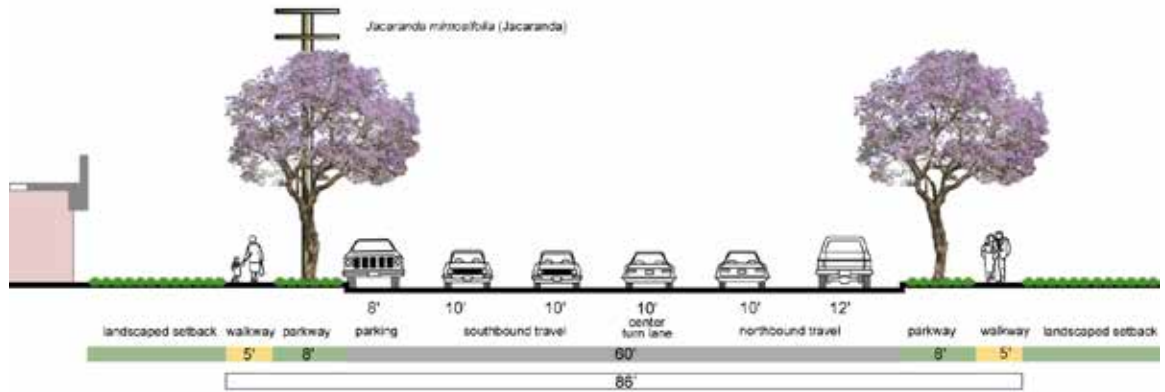
**10b. Glendale Avenue EXISTING – 150’ north of San Fernando Road to 500’ south of Cerritos Avenue**



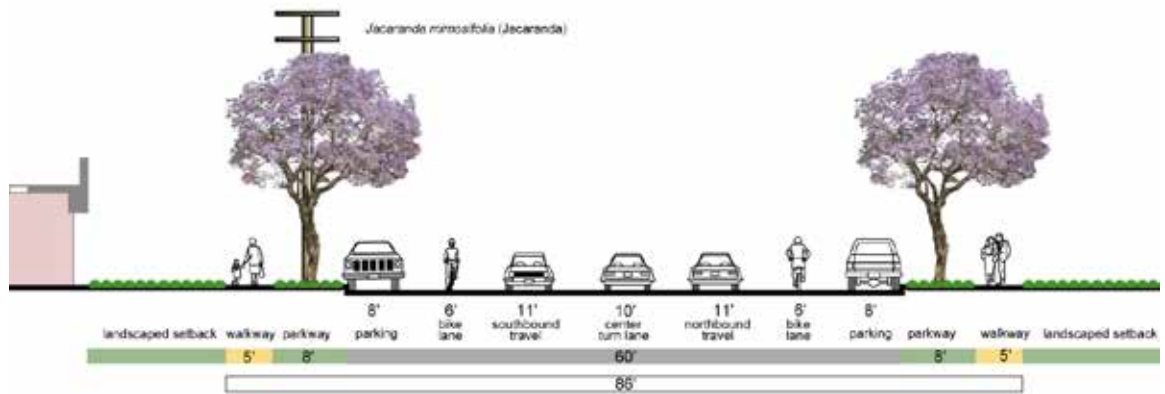
**10c. Glendale Avenue RECOMMENDED – 150’ north of San Fernando Road to 500’ south of Cerritos Avenue**



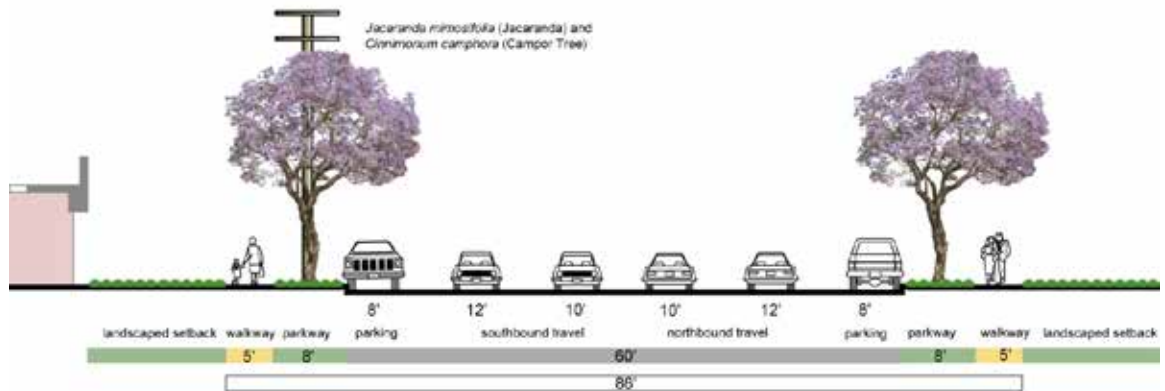
**11. Glendale Avenue EXISTING – 500' south of Cerritos Avenue to Eulalia Street**



**11a. Glendale Avenue RECOMMENDED – 500' south of Cerritos Avenue to Los Feliz Road**



**11b. Glendale Avenue EXISTING – north of Los Feliz Road**  
No changes recommended





## 4.11 Brand Boulevard



Conceptual Rendering

### **Boulevard of Cars and Gateway to Glendale**

Brand Boulevard should remain Glendale's iconic automobile sales corridor, one of the largest in the region. Future Complete Street improvements should be designed to feature the city's array of auto dealerships. To create a more dramatic gateway and first-mile/last-mile connection to the "Brand Boulevard of Cars" from the southern parts of Tropic, unused roadway can be transformed into a long landscaped buffer on both sides of Brand Boulevard between the City limit and Cerritos Street.



Existing (Google Street View)

The buffers can accommodate sustainable landscaping; stormwater infiltration; a continuous canopy of street trees; unique gateway elements such as vertical marker/light bars, public art or environmental graphics; and dedicated bike and pedestrian paths. In the longer term, Brand Boulevard north of Cerritos Street, can accommodate the Glendale to Burbank streetcar.

## Street Design

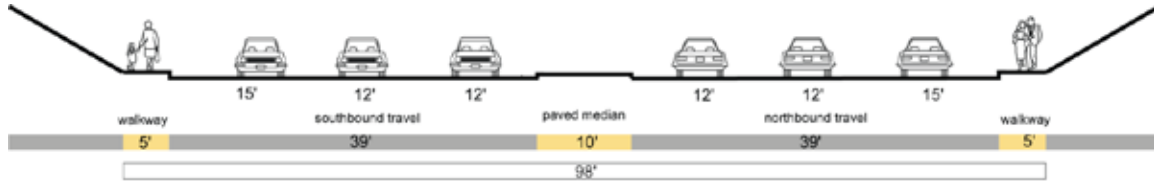
- **4.11.1:** Provide an off-street connection to Gardena Avenue at Vassar Avenue by expanding the existing pedestrian path, which is located in the public right-of-way (ROW) and is adjacent to City-owned property.
- **4.11.2:** Install marked crosswalks and traffic signals at Vassar Avenue to enable pedestrian and bicycle access to Gardena Avenue and the Transportation Center.
- **4.11.2:** Continue City of Los Angeles bike lanes along Glendale Boulevard – which currently end at the City limit – north along Brand Boulevard to Cerritos Avenue and to the Cerritos Avenue Greenway. This can be accomplished in the short term without eliminating travel lanes, but requires converting existing angled parking spaces into parallel spaces (17 angled and 8 parallel spaces along the east side of the street to 20 parallel spaces; 9 angled and 5 parallel spaces along the west side to 13 parallel spaces).
- **4.11.3:** Reconfigure the Brand Boulevard/San Fernando Road intersection to reduce crossing distances by adding curb extensions.
- **4.11.4:** Replace the curb travel lanes on both sides of the street between the City limit and San Fernando Road with stormwater infiltration parkways, while maintaining 2 travel lanes each way and a dedicated right turn from northbound Brand Boulevard to eastbound San Fernando Road. Currently these lanes are eliminated directly north of San Fernando Road. Peak hour volumes (maximum 1,500 in one direction) south of San Fernando Road require less than two lanes each way, providing capacity for future growth in traffic volumes after the lane reduction.



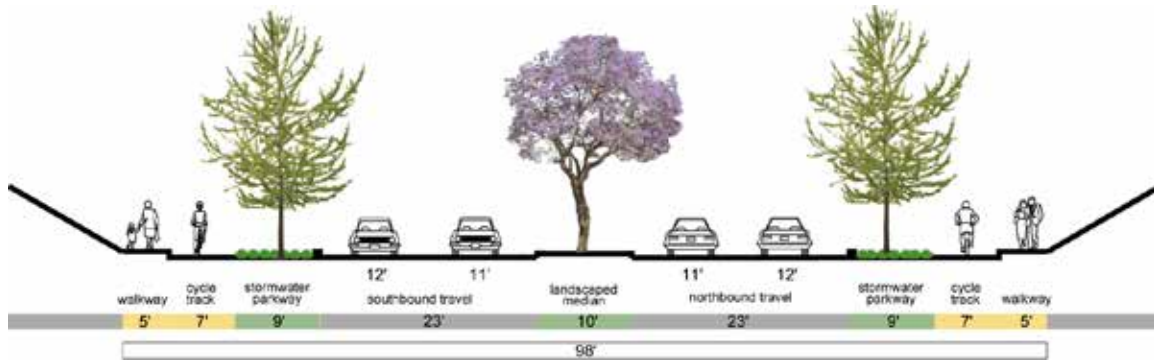
The proposed parkways may be located on the traffic side of the bike lane to provide a buffer (preferred) or between the bike lanes and pedestrian walkway. The parkways should be designed to collect and infiltrate or filter stormwater. Trees, landscaping, and public art should provide a dramatic gateway from Los Angeles into Glendale.

- **4.11.6:** Install stormwater infiltration parkways between San Fernando Road and Cerritos Avenue to continue the gateway to the Cerritos Avenue Greenway as shown in Recommended Cross Section 12a below.
- **4.11.7:** Conform to Recommended Cross Sections 12a-b, 13a-b, 14a-b, or 15a-b on the following pages, adjusting as necessary to accommodate the proposed streetcar.

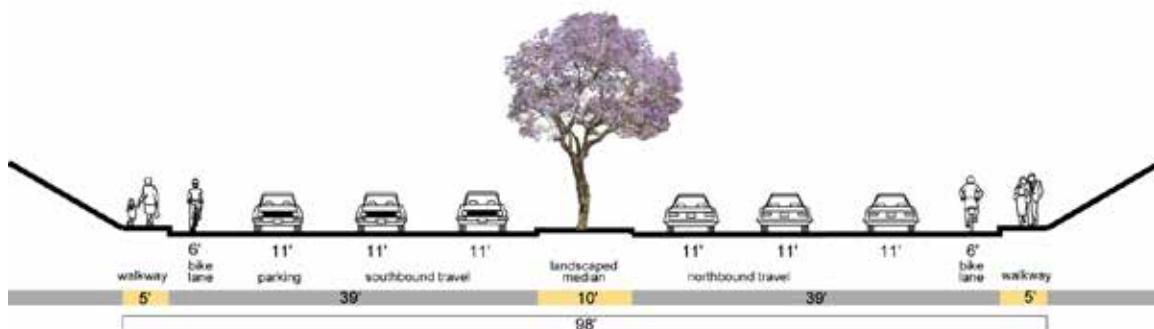
**12. Brand Boulevard EXISTING – Looking North – Brand Boulevard Railroad Undercrossing to Vassar Street**



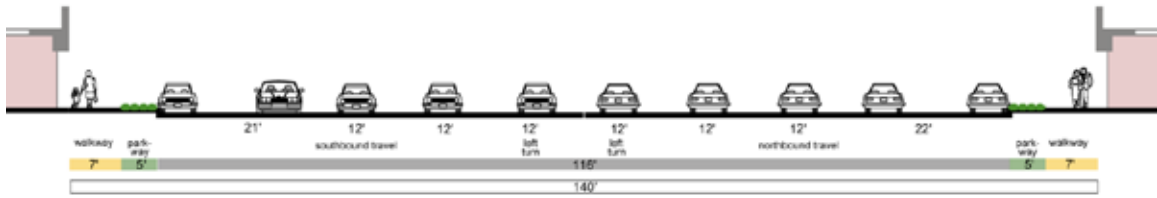
**12a. Brand Boulevard RECOMMENDED – Brand Boulevard Railroad Undercrossing to Vassar Street Option 1**



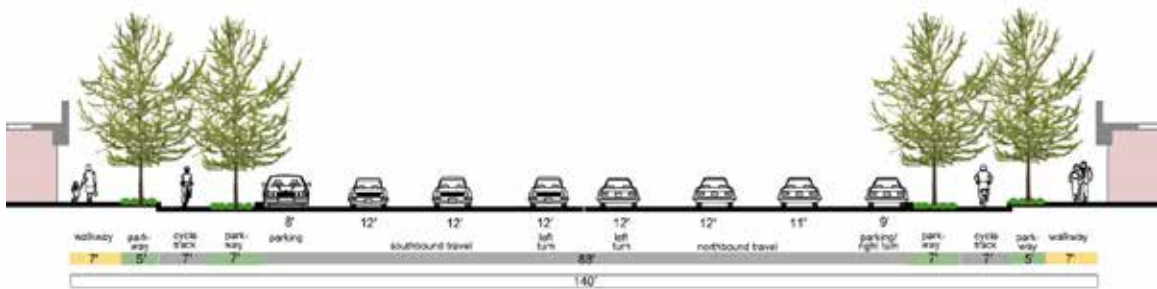
**12b. Brand Boulevard RECOMMENDED – Brand Boulevard RR to Vassar Street Option 2**



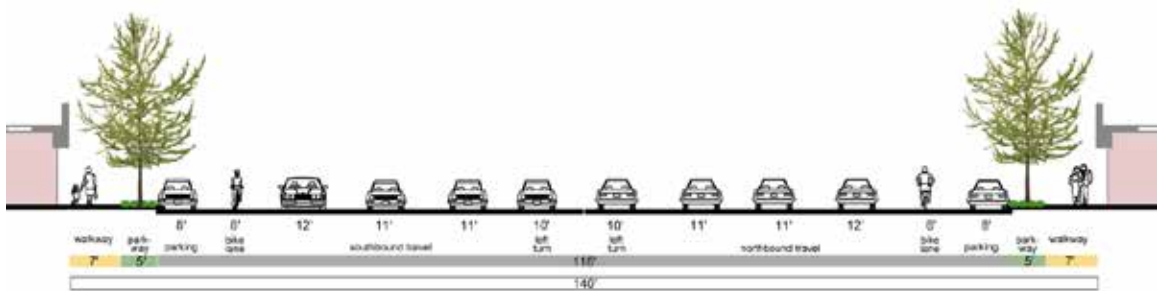
**13. Brand Boulevard EXISTING – Vassar Street to San Fernando Road**



**13a. Brand Boulevard RECOMMENDED – Vassar Street to San Fernando Road  
Option 1**

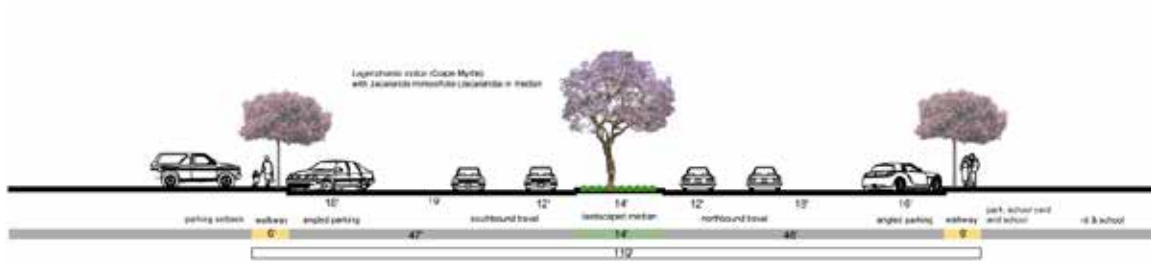


**13b. Brand Boulevard RECOMMENDED – Vassar Street to San Fernando Road  
Option 2**

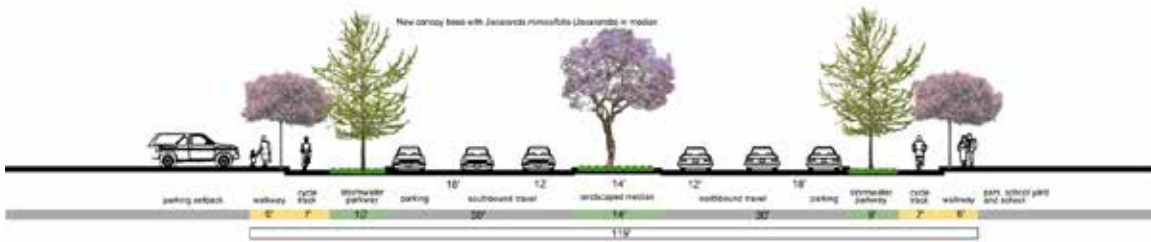




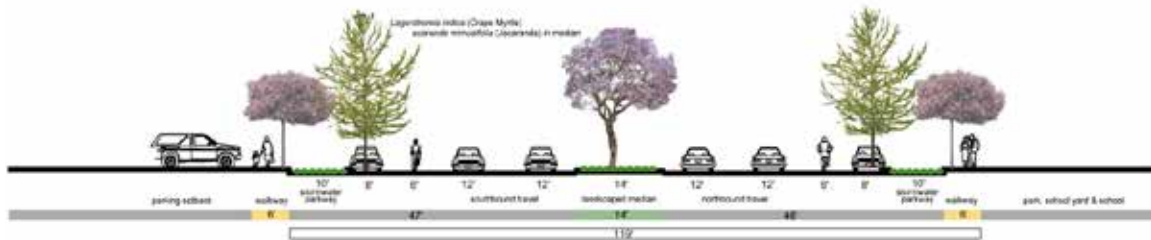
**14. Brand Boulevard EXISTING – San Fernando Road to Cerritos Avenue**



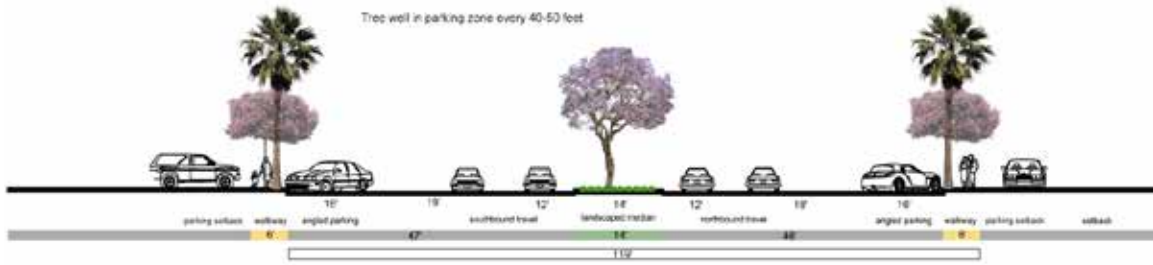
**14a. Brand Boulevard RECOMMENDED – San Fernando Road to Cerritos Avenue  
Option 1**



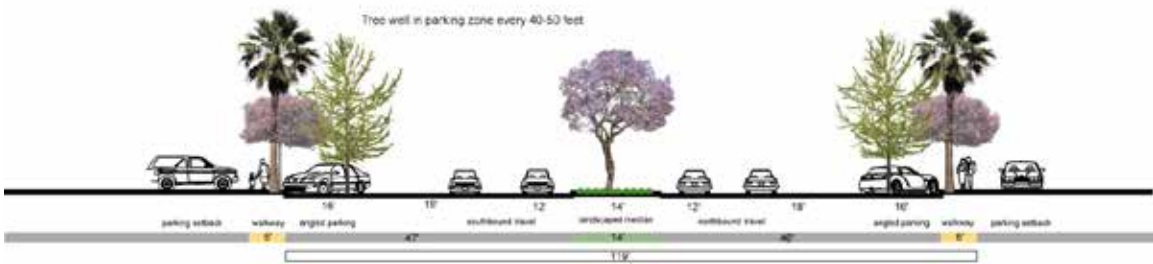
**14b. Brand Boulevard RECOMMENDED – San Fernando Road to Cerritos Avenue  
Option 2**



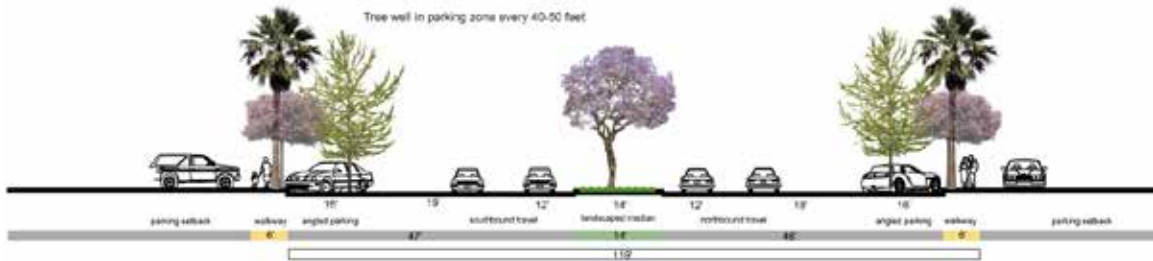
**15. Brand Boulevard EXISTING – north of Cerritos Avenue**



**15a. Brand Boulevard RECOMMENDED – north of Cerritos Avenue  
Option 1**



**15b. Brand Boulevard RECOMMENDED – north of Cerritos Avenue  
Option 2**



## 4.12 Gardena Avenue



Conceptual Rendering

### Front Door to Glendale Transportation Center

Gardena Avenue is an essential link to Tropicco's Green Loop, connecting pedestrians and bicycles from Brand Boulevard to Los Feliz Road and to Cerritos Road and the Glendale Transportation Center.



Existing (Google Street View)

It should retain its existing walkable character of relatively wide sidewalks with wide parkways and shade trees. As a local street, it should provide sharrow markings to accommodate bicycles. Over time, it should develop with buildings and uses similar to those proposed along Cerritos Avenue, resulting in an eclectic mix of creative industry, office and housing.

### Street Design

- **4.12.1:** Maintain existing street configuration within the existing ROW: 40-foot roadway and 15 to 18-foot wide sidewalks with 8 to 10-foot wide parkways.
- **4.12.2:** Paint sharrow markings to alert motorists to share the lane with cyclists.



## 4.13 Laurel Street



Conceptual Rendering

### Campus Main Street

Laurel Street between Brand Boulevard and Central Avenue provides primary vehicular access to Glendale Memorial Hospital and Health Center's main entrance, parking garage, medical office building and Cancer Center. It also provides access to alleys that serve businesses on Brand Boulevard. Given its function and adjacent uses, this residential-scaled street should be re-designed to safely accommodate pedestrians, mobility-impaired patients/visitors, bicycles and cars so it can function more like a "campus main street." An ideal addition to Tropic's Green Loop, it would provide hospital employees, patients, and visitors with a notably calmer connection between Glendale Avenue and Central Avenue than Los Feliz Road.



Existing (Google Street View)

### Design Strategies

- **4.13.1:** Install traffic calming devices on Laurel Street between Brand Boulevard and Central Avenue or at the entrance of the Glendale Memorial Hospital and Health Center campus.





- **4.13.2:** Incorporate raised mid-block crosswalk(s) that slow auto traffic without requiring pedestrians to negotiate curbs.
- **4.13.3:** Implement cohesive streetscape that conveys a healthful campus setting, with shade trees, parkways, and attractive modern roadway and pedestrian-scale lighting.
- **4.13.6:** Install wayfinding for the campus neighborhood, including a map of the Green Loop.
- **4.13.7:** Add missing seating, trash receptacles, and bicycle racks.
- **4.13.8:** Coordinate streetscape design with development plans to encourage, wherever possible, ground-floor active uses such as building entrance/lobbies, outdoor dining, plazas.

# Chapter 5

## **MOBILITY & ACCESS FRAMEWORK**

The Glendale Transportation Center, the surrounding creative-industrial neighborhoods, and Glendale’s citywide standards for parking, all present opportunities for mobility and access improvements in Tropic. This chapter presents a comprehensive foundation of information and analysis for Chapters 3 and 4 based on existing conditions, best practices, and on policy successes observed in the Downtown Specific Plan area.

## 5.1 Mobility and Access – Glendale Transportation Center

### Policy Initiatives

The Tropico Plan should maximize its transit assets through improved multimodal access to key facilities, such as the Glendale Transportation Center (GTC) itself and key regional transit routes. These access improvements are discussed in greater detail below.

*Prioritize “360 degrees of access” to the GTC with enhanced pedestrian and bicycle connections (Recommendation 4.1.10)*

This Plan recommends a new bicycle network that offers Class II bicycle lanes or Class IV cycle tracks along South Brand Boulevard, Glendale Avenue, Central Avenue, Chevy Chase Drive, and Los Feliz Road to better connect the Tropico area to Downtown Glendale, Los Angeles, and Atwater Village. These facilities are linked by an internal network of Class III bicycle routes on streets that directly serve GTC and surrounding residential neighborhoods. (Recommendation 3.6.1)

Cerritos Avenue can offer a direct “gateway” connection to GTC with new bicycle infrastructure and substantial improvements to the pedestrian realm. An improved crossing at Vassar Street to Gardena Avenue would offer a direct connection between GTC and the residential neighborhoods south of Glendale Boulevard. (Chapter 4.8a and b)

In the long-term, the City should evaluate a direct pedestrian and bicycle connection across the rail right-of-way to the residential neighborhoods just west of the station area. (Recommendation 4.1c.1) These residents here are within a few hundred feet of the station area and robust bus service along San Fernando Road, but must travel nearly a mile via the street network to get to the station area. Potential improvements include a bridge or undercrossing, especially if the future high-speed rail service planned for this right-of-way is built. This improvement would require coordination with the City of Los Angeles, Metrolink/SCRRA, and the California High-Speed Rail Authority. (Recommendations 4.1c.5, 4.1.10)

*Prioritize multimodal access to local transit “hubs” in the Tropico district (Recommendation 4.1.10)*

The intersection of San Fernando Road and Los Feliz Road has the highest number of daily passenger boardings and alightings in the study area. With two high-frequency Metro Rapid routes (Route 780 on Los Feliz Road and Route 794 on San Fernando Road) and additional local bus service, this location serves as a primary transfer point for passengers and represents one of the Tropico area’s key transit “hubs.” (Recommendation 4.1.10)

Given this location’s proximity to the hospital and future mixed-use development, the City should invest in infrastructure that capitalizes on and supports the tremendous level of transit and pedestrian activity at this site. Key investments should include bicycle facilities on Central Avenue and Los Feliz Road, the Glendale to Burbank streetcar, and significant transit stop improvements. (Recommendation 3.5.3)

*Further evaluate Beeline service between GTC and Burbank station (Recommendation 3.5.2)*

The Beeline currently operates Route 12 as a peak-hour commute service between GTC and Burbank station. The route is scheduled to meet trains at both GTC and the Burbank station, but primarily provides a connection to major employment sites along Flower Street. Despite making this unique connection, Route 12 is the lowest performing Beeline route with just 16 boardings per hour. By comparison, Route 11 has more than twice the productivity of Route 12. Route 12 presents reliability challenges because it must be scheduled to meet trains at both the Burbank station and GTC.

Furthermore, the majority of ridership for Route 12 is located near the segment along Flower Street between Grandview Drive and the Burbank station. The southern segment has very low ridership, which is perhaps due to the termination of Metrolink routes at Los Angeles Union Station, just one stop south of Tropic Station. As a result, it is unlikely that many passengers head north on Metrolink from Los Angeles Union Station to access Flower Street, as these transit riders would most likely utilize a one-seat ride on Metro bus service for this trip.

As funding becomes available, it is recommended that the City conduct a more detailed study of Route 12 to determine if more direct, cost-efficient, and frequent connections between the GTC and major employment clusters near Burbank and Flower Street can be provided. Potential options to explore include:

- i. Only operating service on the northern half of the route
- ii. Splitting the route and offering separate services to and from Burbank and GTC
- iii. Partnering with employers in the area to offer a high-quality, higher frequency, and all-day shuttle service between Burbank, Glendale, and major employers

## **Management Strategies**

*Revise parking management at GTC as the station area is redesigned and parking demand increases (Recommendation 4.1.11)*

Current parking occupancy data indicates that parking supply at GTC is adequate to meet demand for these spaces. However, it is likely that parking demand patterns at GTC will change in the coming years as more residential, commercial, and retail development occurs at or near the station.

To address the future changes in demand, it is recommended that the City revise parking management practices at GTC. The primary goal of these strategies is to ensure that parking is efficiently utilized, but that access for transit passengers remains the first priority. Establishing a target occupancy rate for the GTC lots will



Existing Parking at Larry Zarian Transportation Center



be crucial to ensuring efficient use of these lots. It is recommended that the target occupancy rate be set at 95%. This target is higher than typical target rates for on-street spaces because users of off-street lots, especially at transit stations, tend to be longer-term parkers who arrive and leave only at peak periods. Therefore, lower turnover of spaces is needed in such parking facilities. At 95% occupied, the Tropico lots would be efficiently used, but at a level that ensures availability for non-peak users.

Specific strategies for the GTC lots include:

- i. As demand approaches the 95% target rate, the City should adjust parking prices in the Tropico lots to manage demand. An initial pricing structure should be established and then adjusted periodically (i.e. quarterly or bi-annually) based on how parking demand changes. If occupancy exceeds the target rate, prices should increase.
- ii. The pricing structure should include a two-tier paid parking permit system for transit passengers, including a daily fee option and a discounted permit for monthly parkers. Parking requirements would be enforced on weekdays from approximately 5 a.m. – 4 p.m. Regulations could be enforced in a variety of ways, including license plate reader technology linked to a database of daily and monthly parkers or a validation system for motorists which would require them to enter a space number.
- iii. As demand approaches the 95% target rate, the City should eliminate long-term parking (current restriction is 72 consecutive hours) or limit the number of long-term parking spaces and require the purchase of a long-term parking permit.
- iv. As demand approaches the 95% target rate, the City should increase the pricing structure for the employee parking permit program to ensure enough capacity for transit passengers. On average, 75 employee permits are purchased each month for \$30 per permit per month. This practice makes efficient use of the currently underutilized lots. However, as demand increases, the City will need to balance local employee parking with access for transit riders. Alternatively, the City could eliminate the employee permit program altogether. Such a decision would depend on the balance of demand between transit passengers and local employees.
- v. As demand approaches the 95% target rate, the City should limit dedicated free parking for Beeline operators and employees. The proposed facility bus facility would allocate 43 of the 379 parking spaces for Beeline employees only, in addition to the elimination of an additional 35 spaces for the new bus facility. It is unclear how many spaces will be required for Beeline staff on any given day, and whether other parking alternatives might be available. The loss of approximately 20% of existing spaces at the GTC will impact parking availability for transit riders. Dedicating free parking to Beeline staff is in direct conflict with a policy that manages a shared parking facility with parking charges. As a first step towards more equitable parking management, the utilization of the Beeline dedicated spaces should be monitored with the goal of opening as many spaces to shared use as possible.

As necessary in the long-term, evaluate the construction of additional parking supply in high-demand locations, such as at GTC (Recommendation 4.1b.1)

As the Tropico area evolves and land uses change to those with higher parking demand, it is likely that additional parking supply will need to be constructed. The GTC area is a particularly viable candidate for a new parking structure, as it would extend the reach of the regional transit system, facilitate increases in ridership, divert regional trips from congested roadways, and allow parking to be consolidated on that site for the more efficient use of land.

However, construction of new parking should be evaluated very carefully as it involves substantial tradeoffs, primarily related to high capital and operating costs; the opportunity cost of not leveraging the value of land in transit-oriented districts with residential or retail uses; and challenges related to urban design and aesthetics, and environmental impacts due to increased local vehicle trips and congestion. For example, Figure 15 illustrates typical construction costs per net new parking space assuming various land costs. Figure 16 illustrates various land, construction, financing, and operating costs per space, annualized over 30 years.

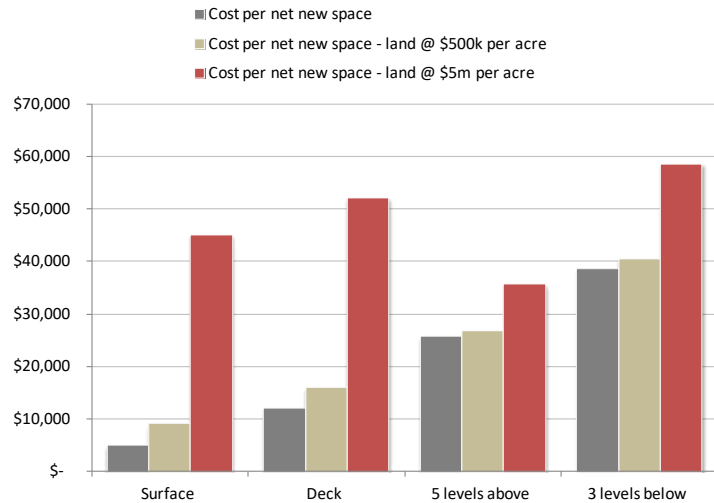


Figure 16: Sample Construction & Land Costs per Net New Space

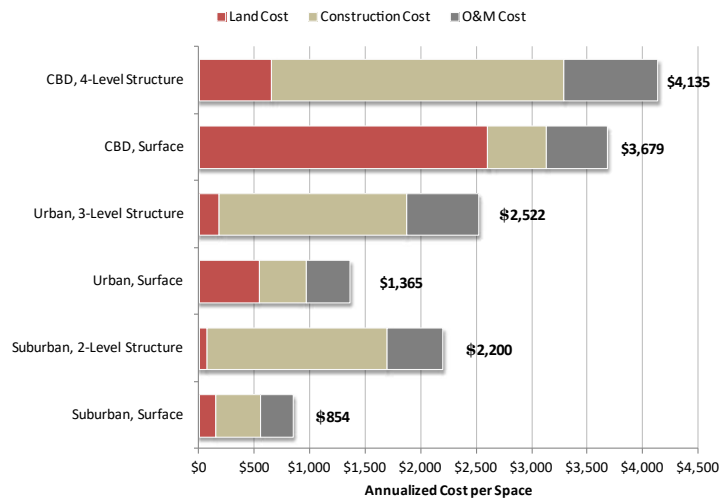


Figure 17: Sample Land, Construction, O&M Annualized Costs, by Location and Facility Type

## 5.2 Mobility and Access Framework – Transit

The Tropico district has a robust transit network defined by daily Amtrak service, two Metro-link routes, two of Metro’s high frequency, rapid bus routes, and a local bus network that offers connections to destinations throughout Glendale. The GTC anchors transit activity by offering a hub within a short walk of key local and regional destinations – Glendale Memorial Hospital and Health Center, numerous employment centers, retail opportunities along San Fernando Road, Brand Boulevard and in nearby Atwater Village, as well as emerging residential neighborhoods.

This section provides a framework for the transit recommendations found in Chapter 3.5. Given the strengths of the existing transit system, the recommendations in Chapter 3.5 do not suggest radical changes, but offer targeted improvements that the City of Glendale could implement to maximize the transit resources in the Tropico district. The recommendations should be considered in the broader context of citywide transit planning efforts currently underway.

### Policy Initiatives

#### *Further evaluate enhanced transit connections to Downtown Glendale (Recommendation 3.5.1)*

The Beeline currently operates Routes 1, 2, and 11 between GTC and Downtown Glendale. These routes provide the crucial connection between two of Glendale’s most robust transit markets. Routes 1/2 offer bi-directional service on Brand Boulevard and Central Avenue through Downtown Glendale to Stocker Street. Route 11 provides express, commute-oriented service, originating at GTC in the morning and north of downtown in the evening.

While Route 11 does offer a connection for downtown commuters, it also presents some unique challenges. For example, it serves both the municipal offices near the Civic Center area, as well as the cluster of office buildings along Brand Boulevard. By serving both destinations, the routing of Route 11 takes each distinct group of passengers out of their way and increases travel times for all passengers.

It is likely that efficiencies can be achieved by re-evaluating Route 11. As funding becomes available, it is recommended that the City conduct a more detailed study of Route 11 to determine if more direct, cost-efficient, and frequent connections between the GTC and major downtown employment clusters can be provided. Potential options to explore include:

- i. Providing additional peak-hour commute service on Routes 1/2
- ii. Providing a peak-hour “limited” service on Routes 1/2 to key employment destinations
- iii. Providing a peak-hour “limited” service on Brand Boulevard – the corridor with the highest ridership
- iv. Providing a peak-hour direct service between GTC and the Civic Center employment cluster

*As transit demand in Tropic grows, lengthen service span and increase frequency on Routes 1/2 (Recommendation 3.5.4)*

Routes 1/2 provide an all-day connection between the Tropic district, Downtown Glendale, and points north of the 134 Freeway. Current ridership patterns on this route are evenly distributed, with strong anchors at the north end near Stocker Street, in the downtown core, and at the southern end of the route near GTC and Glendale Memorial Hospital and Health Center. As of this writing, routes 1/2 operate from 6:30 a.m. to 7:00 p.m. on the weekdays and from 9 a.m. to 6 p.m. on the weekends. Frequencies for these routes range from 20-30 minutes on the weekdays and 20-40 minutes on the weekend.

As the Tropic district expands and diversifies its mix of housing, commercial, retail, office, and medical land uses, this connection will only grow in importance. For example, mixed-use, transit-oriented development in the Tropic district will result in lower vehicle ownership and greater reliance on multimodal travel. Routes 1/2 will provide a vital service for these residents wishing to access Glendale's major retail, dining, and entertainment destinations in downtown. Service that ends in the early evening and operates on limited frequencies reduces the convenience and attractiveness of transit.

To maximize Tropic's future role as a transit-oriented hub in Glendale, Routes 1/2 should ultimately provide a convenient transit connection by offering 15-minute peak period service and a service span that extends to at least 10 p.m. on weekdays and weekends. An extended service span would ensure that Metrolink passengers can connect to the final Metrolink trips – approximately 9:35 p.m. on weekdays and 9 p.m. on weekends.

*Improve the transit experience with robust transit stop improvements (Recommendation 3.5.3)*

Passenger amenities in the study area are limited, do not adequately serve the area's large numbers of transit riders, or support a developing "transit-oriented" community. It is recommended that the City prioritize investments in transit amenities for passengers, particularly at key hubs like GTC and along the primary transit corridors, such as San Fernando Road, Los Feliz Road, and Central Avenue. All transit stops should strive to maximize safety, visibility, and comfort. Outlined below are some basic guidelines to inform improvements at current stops and development of future transit stops. These guidelines should be incorporated into any standards for future development to ensure that transit stops are adequately designed.

- i. All stops should include, at a minimum, a flag sign, bench, and pedestrian scale lighting. Lighting may be provided by existing or enhanced street lights, by lights on adjacent businesses or by lighted bus shelters, but should illuminate at a minimum of 1.5 foot candles.
- ii. Stops served by Metro Rapid service and/or multiple bus routes should include the following amenities: a flag sign, a shelter that includes seating (minimum bench length 6 feet), wheelchair space, lighting (minimum 1.5 foot candles), real-time and printed transit information, as well as a combined trash/recycling receptacle.
- iii. A consistent visual appearance, guided by a set of standard and optional amenities.
- iv. Pedestrian wayfinding signage should be added at all stops along Metro Rapid routes and/or stops served by multiple routes.



- v. As feasible, utilize bus bulbs or curb extensions to facilitate faster loading for transit vehicles.
- vi. Bicycle parking should be placed in curb extensions near those stops located on designated bicycle routes.
- vii. News racks, or other such items, should be consolidated and be located outside of waiting areas in order to avoid conflicts with boarding and alighting activities and with the general pedestrian circulation. Proper clearances for obstruction free travel around stop areas should be strictly observed.
- viii. Advertising panels that limit views into and around the stop should be installed “downstream” of traffic flow to give an approaching bus driver a view of the interior of the shelter.
- ix. All amenities should be made of durable, high-quality materials that resist graffiti and wear, and visually reinforce community identity through quality design.
- x. Amenities should only be installed after sufficient funds have been identified for proper maintenance, to avoid a situation where poorly maintained transit facilities have a negative effect on the quality of the experience for transit riders, adjacent businesses and residences, and the general public.
- xi. All bus stop amenities and bus stop layouts must adhere to ADA minimum standards.



Examples of Enhanced Bus Stops

## Management Strategies

### *Work with regional agencies to fully integrate fare payment (Recommendation 3.5.5)*

In recent years, the greater Los Angeles region has sought to implement a universal electronic fare medium for use on both local and regional services. The Transit Access Pass (TAP) card has emerged as the preferred electronic mechanism by which passengers can load cash fares and transit passes.

The EZ Transit Pass is the region's pass for travel among various local and regional transit agencies. An EZ Transit Pass can be purchased starting at \$110 per month as of this writing, and allows travel on Metro and two dozen other transit providers, including the Glendale Beeline. EZ passes are electronically loaded onto the TAP card.

Although the Beeline accepts the EZ Transit Pass, it does not currently accept TAP cards. As a result, riders must acquire a stamp to allow for visual inspection of their TAP card when used on the Beeline. It is recommended that the Beeline continue to partner with Metro to facilitate the use of TAP cards on Beeline service. A fully integrated fare system will be increasingly important for the Tropic area as the transit network continues to facilitate transfers from a number of different local and regional service providers (Metrolink, Metro, and Beeline). By accepting TAP cards, the Beeline can improve transit connectivity and convenience for all transit passengers.

### *Work with Metrolink to revisit the fare structure for trips from Glendale to Los Angeles Union Station (Recommendation 3.5.6)*

A trip from Glendale's GTC to Los Angeles Union Station (LAUS) takes approximately 14 minutes, which can be time competitive with local bus service, Metro Rapid service, and travel by car (especially when accounting for traffic delays), depending on your proximity to the Metrolink stations. However, most passengers utilizing Metrolink service are not boarding in Glendale and traveling one stop to LAUS. Instead, people making such a trip either take Metro Rapid service or drive because of the higher frequencies and increased flexibility offered by those travel options.

Nevertheless, Metrolink offers a direct connection to an increasingly revitalized downtown Los Angeles, fueled by expanding retail and entertainment destinations. The proximity to downtown Los Angeles and the availability of a direct transit connection will only increase the popularity of living and working in the Tropic district.

The current one-way fare from Glendale to LAUS is \$5.75, which is significantly higher than Metro bus service. To further encourage use of the GTC and maximize trips by Metrolink service, it is recommended that the City of Glendale work with Metrolink to explore a fare reduction for trips from Glendale to LAUS.

In addition, if High Speed Rail is built to LAUS, Metrolink service can conceivably be transformed from a less frequent, longer haul, commuter-based service to a more frequent, more local service, making the trip to Union Station and other Metrolink destinations more attractive and convenient.

## 5.3 Mobility and Access Framework – Parking

This chapter provides a framework for parking recommendations found in Chapter 3.7. Above all, the recommendations are designed to make parking in Tropic Center easy and convenient for all users. Through targeted revisions to parking policy and implementation of user-friendly management strategies, it will be possible to manage parking resources in a cost-effective manner both under current conditions and as Tropic Center grows and evolves.

### Policy Initiatives

*Expand the parking policies implemented in the Downtown Specific Plan to the proposed Transit-Oriented Development (TOD) zones in the Tropic Center district to support mixed use and transit-oriented development (Recommendation 3.7.1)*

In 2012, the City of Glendale adopted substantial revisions to the parking code for the Downtown Specific Plan (DSP). The existing DSP parking requirements already include a number of progressive parking tools, which should be extended to the new TOD zones. These parking tools and policies are summarized below.

### *Reduce Minimum Parking Requirements (Recommendation 3.7.1)*

The parking standards for the City of Glendale and the DSP zone (Glendale Municipal Code (GMC) Chapter 30.32.050) are shown in Figure 1. The recommended parking standards for the proposed TOD zone are also included. In general, these parking standards mimic the adopted DSP standards, but also specifically address industrial and medical uses.

To encourage use of alternative modes, while recognizing that there will be constraints on the public parking supply, it is recommended that the minimum parking requirement for industrial uses in the TOD zones be set at 1.25 spaces per 1,000 SF, regardless of building size. For an industrial mixed-use that also includes office and/or warehouse components, parking requirements should be determined based on the square footage of each use within the proposed development.

Medical and dental offices qualify for reduced parking requirements in the DSP zone, at 4 spaces per 1,000 SF (compared to 5 per 1,000 SF in the general standards), with a reduction to 2.7 spaces per 1,000 SF for medical offices located on a lot within 500 feet of a lot containing a hospital. This reduction encourages the clustering of medical facilities and promotes a more walkable and pedestrian-oriented district. Because this is a pattern of development that should be encouraged in transit-adjacent zones, the DSP standard should be expanded to the TOD zones, and be extended to all medical facilities that co-locate within 1,000 feet of another medical facility of a size greater than 25,000 SF.

**Figure 18: Recommended Parking Standards for Tropico<sup>1</sup>**

Use	Current standards for all zones except DSP	Current standards in DSP	Proposed standards for TOD Zones
<i>Dwelling units</i>	Efficiencies and 1 bedroom units—2 spaces	1 bedroom units—1 space	Same as DSP
	2 bedroom units—2 spaces	Units of 2 bedrooms or more	
	Efficiencies of 1,501 to 2,000 SF and 3 bedroom units—2 spaces	– 2 spaces, except that only 1 parking space is required	
	Efficiencies of more than 2,000 SF and any unit containing 4 or more bedrooms—3 spaces	for each senior residential unit	
	Guest parking—1/4 space per unit for residential projects of 4 or more units	Guest parking – 1 space per 10 units for projects of 10 or more units;	
<i>Nightclubs</i>	28.6 or 1 space per each five fixed seats	20 or 1 space per each five fixed seats	Same as DSP
<i>Offices, general</i>	2.7	2	Same as DSP
<i>Restaurants, fast food</i>	12.5	5	Same as DSP
<i>Restaurants, full service</i>	10	5	Same as DSP
<i>Retail and service activities, general</i>	4	3	Same as DSP
<i>Taverns</i>	10	5	Same as DSP
<i>Medical and dental</i>	5	4; 2.7 if located within 500 ft. of a hospital	4; 2.7 if located within 1,000 ft. of a hospital.
<i>Industrial, general</i>	2 (for the first 25,000 SF); 1.5 per 1,000 between 25,000 – 50,000 SF, and 1.25 per 1,000 for more than 50,000 SF	NA	1.25
<i>Backlots/Outdoor facilities</i>	1	NA	1
<i>Office space within manufacturing or warehousing use</i>	Same parking requirement as the primary use (manufacturing or warehousing)	NA	2
<i>Research and Development</i>	2.7	NA	2
<i>Warehousing and wholesaling</i>	1	NA	.75

<sup>1</sup> Unit of measure is per 1,000 SF.



*Reduce Parking for Industrial Uses Outside TOD Zones (Recommendation 3.7.1)*

Minimum parking requirements should be reduced for all industrial uses in the Tropic area, including those that are not explicitly located within the TOD zones. The minimum parking requirement for such uses should also be 1.25 spaces per 1,000 square feet. For an industrial mixed-use that also includes office and/or warehouse components, parking requirements should be determined based on the square footage of each use within the proposed development. Administratively, this zoning change could be accomplished through a unique zoning designation or a parking overlay zone.

*Allow for Additional Reductions in Parking (Recommendation 3.7.1)*

Guided by GMC Chapter 30.32.070, the proposed TOD zones should allow for further reductions in parking based upon various qualifying project features, such as mixed use zoning, adjacency to transit, adjacency to existing parking, hospital uses, availability of shared parking, etc. In addition, the TOD zones should allow for additional reductions according to the provisions of a transportation demand management (TDM) plan. A maximum 30% reduction in parking should be permitted depending on the scope of the TDM plan and the specific measures implemented.

*Trip Reduction and Travel Demand Measures (Recommendation 3.7.1)*

Guided by GMC Chapter 30.32.171, the proposed TOD zones should require the provision of a TDM plan for projects of a certain size and type (see below), while mandating the development of a Transportation Management Association/Organization (TMA/TMO) and membership for such developments. GMC Chapter 30.32.171 describes the size thresholds for development projects and categorizes development into one of three “Tiers,” outlining TDM requirements by tier.

- i. Tier 1
  - a. All new non-residential development (including industrial uses) 25,000 SF or more of gross floor area.
  - b. Any non-residential addition of 25,000 SF or more of gross floor area.
  - c. All new residential development with 100 units or more, or mixed-use projects with 50 residential units or more and 25,000 gross SF or more of non-residential floor area.
  - d. Other projects to which the TDM requirements shall be applicable based on a covenant, development agreement, or other such binding agreement with the City.
- ii. Tier 2
  - a. Non-residential developments greater than 50,000 SF in gross floor area or an expansion resulting in a development greater than 50,000 SF.
- iii. Tier 3
  - a. Non-residential developments exceeding 100,000 SF, or an expansion resulting in a development greater than 100,000 SF.

As part of the required TDM plan, these projects should be required to provide certain bicycle, pedestrian, transit, and ridesharing facilities, as well as the provision of various TDM programs (i.e. transit passes, parking cash out, ridesharing, on-site coordinator, and provision of travel information).

*Exempt Change of Use (Recommendation 3.7.1)*

Guided by GMC Chapter 30.32.030, the proposed TOD zones should not require the provision of additional parking beyond what is currently provided on-site or in covenanted off-site spaces provided that use is a designated historic resource or the final total gross floor area does not exceed 5,000 square feet. Exempting such changes of use is often crucial to making development feasible on small parcels or with uses that have historic value, but significant site constraints.

*Allow Shared Parking (Recommendation 3.7.3)*

Different land uses have different periods of parking demand. For example, a bank adjacent to a restaurant or bar can easily share a common parking facility. Shared parking leverages these different periods of demand and can help to maximize existing resources in a cost-effective manner. This principle is a key component of the proposed TOD zones. To facilitate shared parking in the Tropico area, the following zoning policies are recommended.

- i. Require as a condition of approval that private parking in any new development or adaptive reuse projects be made available to the public when not needed for its primary commercial use.
- ii. Allow parking to be shared among different uses within a single mixed-use building by right.
- iii. Residential uses: Allow parking to be shared between residential buildings and an off-site parking facility by right, provided that the off-site facility is within 500 feet of the building entrance.
- iv. Non-residential uses: Allow parking to be shared between non-residential buildings and an off-site parking facility by right upon staff approval, provided that the off-site facility is within 1,000 feet of the building entrance.
- v. Off-site shared parking located further than 1,000 feet should be considered at the discretion of staff so long as there is documentation that conditions of approval have been made to allow off-site parkers to access the principal use.

*Permit Tandem and Stacked Parking (Recommendation 3.7.1)*

Guided by GMC Chapter 30.32.040, the TOD zones should permit the use of tandem and stacked spaces to meet parking requirements. Such parking policies can greatly improve efficiencies of parking areas, especially on constrained sites. For residential uses, a maximum of 50% of the required off-street parking spaces may be tandem or vertically stacked, provided that each set of accessible and tandem or vertically stacked parking spaces is assigned to the same residential unit. For non-residential uses, a maximum of 25% of the required off-street parking spaces may be tandem or vertically stacked, provided a valet or attendant is on duty at all times that the parking is accessible to users.



Stacked Parking, Brooklyn, New York  
Eric Fischer / CC BY 2.0



Stacked Parking, New York City  
seamusm (flickr) / CC BY-NC-SA 2.0

*Require Bicycle Parking (Recommendation 3.7.1)*

Guided by GMC Chapter 30.32.171, the TOD zones should require the provision of secure bicycle parking for designated land uses per Tier 1 DSP TDM requirements, subject to certain location and design requirements. Bicycle parking could be used to further reduce on-site vehicle parking requirements at the rate of one vehicle space reduction per five bicycle spaces, up to 10% of required parking.



Bicycle Parking Space



Bicycle Parking Space with Racks



*Allow Option of In-lieu Parking Fees (Recommendation 3.7.1)*

Guided by GMC Chapter 30.32.172, the TOD zones should provide the option to pay a fee in-lieu of the required parking. Parking in-lieu fees can increase design flexibility and are often used to “right size” on-site parking. In-lieu fees are particularly appropriate for adaptive reuse redevelopment projects that would not be financially or architecturally feasible if required to provide all the required minimum spaces on-site. An in-lieu fee can encourage new development of the highest architectural and urban design quality as well as the redevelopment of vacant, underutilized, historic, and/or dilapidated buildings.

A maximum of 50% of required parking spaces within new construction may be offset by the in-lieu fee, while change of use projects may offset any portion up to 100% of required parking. The in-lieu fee amount would be set by City Council ordinance.



*Develop a coordinated policy for on-street loading within the Tropico area (Recommendation 3.7.5)*

Existing loading zones in Tropico serve an important purpose, as many businesses in the area require accessible on-street loading zones. Such zones can help to mitigate illegal parking behaviors, such as double parking. However, many of the loading spaces within Tropico have been striped according to ad-hoc property owner and business requests. As a result, the location of loading spaces and the associated loading regulations are varied, confusing, and poorly coordinated.



**Figure 19: Existing Loading Restrictions On-Street**

Accordingly, it is recommended that the City adopt a policy to more effectively manage loading activity in the Tropic area. Key actions and elements of the policy include:

- i. Ensure compliance with GMC Chapter 30.32.150, which establishes off-street loading requirements for any new developments.
- ii. Ensure compliance with GMC Chapter 10.32, which establishes on-street loading standards and policies.
- iii. Revise on-street markings in Tropic area to establish consistent loading regulations. Existing standards include 3-, 15-, 20-, 24-, and 30-minute loading, often adjacent to each other on the same block. It is recommended that for the Tropic area, one “generic” yellow loading zone (30-minute maximum) for use by private vehicles and one “truck” yellow loading zone (30-minute maximum) be utilized to create consistency and enable ease of use.
- iv. As feasible, existing loading spaces should be repainted to establish consistent loading zones. Loading zones should also be consolidated as best as possible to provide a centralized loading zone for multiple businesses on a block or within a reasonable distance of one another.
- v. To accommodate future requests for loading zones, the City should adopt well-defined procedures for property owner and business requests. Such procedures would be applicable to the Tropic area, but could also be adopted and implemented citywide. It is recommended that property owners and/or businesses be required to submit an application for a loading zone that demonstrates that following:
  - a. The existing land use has a need for a loading space(s) as part of ongoing operations.
  - b. A lack of accessible off-street parking or loading on their property. Off-street loading zones being inaccessible due to use of these areas for employee or customer parking would not meet this requirement.
  - c. The type of proposed loading activity.
  - d. Adequate curb space within reasonable distance to property.
  - e. Lack of existing and accessible on-street loading spaces within reasonable distance to property.
  - f. Applicants would be required to pay a fee established by the City to cover the costs of processing, painting, and maintaining loading zones.

### **Management Strategies**

In addition to parking policy changes, it is crucial that City also utilize ongoing parking management strategies to ensure that parking resources are efficiently utilized and the parking experience for motorists is as convenient as possible. The City has already implemented many of these strategies in other areas throughout the City. Slight modifications may be required for implementation in the Tropic area. It is also important to note that some of these strategies may not yet be needed in Tropic, but as the area changes they will become necessary to manage new and varied parking demand.

*Use demand-based pricing and new user-friendly technology to manage on-street demand and improve customer experience (Recommendation 3.7.6)*

As demand for on-street parking increases, it is recommended that the City utilize demand-based pricing and user-friendly technology to manage demand. The primary goal of demand-based pricing is to make it as easy and convenient as possible to find and pay for a parking space. By setting specific availability targets and adjusting pricing, demand can be effectively managed so that when a motorist chooses to park, they can do so without circling the block.

For each block in Tropic, the right price is the price that will achieve efficient use of spaces, but ensure ongoing availability. For on-street spaces in the Tropic area, a target occupancy rate of 85% is recommended.

At this rate, one to two spaces per block, on average, would be available at any time. Pricing need not be uniform: the most desirable spaces may need higher prices, while less convenient spaces are less expensive. Pricing can also be based on length of stay with a higher rate charged the longer one stays. An initial pricing structure would be established and then adjusted periodically (i.e. quarterly or bi-annually) based on how parking demand changes. If occupancy exceeds the target rate, prices should increase and vice versa.

Such a program could be implemented in phases, with the initial focus on existing “pockets” of high demand. Examples include blocks immediately adjacent to the station area, blocks near the hospital, streets serving industrial activity west of San Fernando Street, and along commercial corridors (San Fernando Road, Central Avenue, and South Brand Boulevard).

Key elements of a successful demand-based pricing program include:

- i. Meters that accept credit cards and utilize pay-by-phone technology
- ii. Ongoing monitoring of occupancy data – emerging meter and in-street sensor technologies can provide a stream of occupancy data to assist with monitoring
- iii. Hourly rates that adjust depending on fluctuation in demand – rates could be adjusted based on location, time of day, day of the week, and time of the year
- iv. Use of occupancy data to provide real-time parking availability to motorists via a web-based interface or mobile phone applications



Centralized Parking Meter



Pay-By-Phone Parking Meter,  
San Francisco, California.  
Jason Tester/CC BY-ND 2.0

*Implement a Parking Benefit District (PBD) to use parking meter revenue as a means to reinvest in the neighborhood (Recommendation 3.7.7)*

As pricing of parking is introduced in the Tropico district, it is recommended that a PBD also be implemented. PBDs are defined geographic areas in which any revenue generated from parking facilities within the district is reinvested back into local neighborhood improvements. Experience has shown that in order to secure community and business support for pricing of parking, the most important component is revenue reinvestment. When districts businesses and property owners can clearly see that parking revenue is spent for the benefit of their district and on projects that they have chosen, they are more willing to support and take an active interest in parking pricing. Although motorists often prefer not to pay for parking or to pay less for parking, a PBD can create a new local constituency for proactive parking management.

Potential PBD expenditures can include a wide variety of transportation related expenditures designed to not only improve parking management, but also improve overall mobility, accessibility, and quality of life within the district. Revenue from a Tropico PBD could be used for any of the following, as established in a PBD ordinance:

- i. Purchase and installation costs of meters (e.g., through revenue bonds or a “build-operate-transfer” financing agreement with a vendor) and ongoing operational costs
- ii. Valet parking services during peak periods
- iii. Leasing of private spaces
- iv. Construction of additional parking, if deemed to be necessary
- v. “Mobility Ambassadors” to provide assistance to visitors as well as additional security
- vi. Landscaping and streetscape greening
- vii. Multimodal wayfinding signage
- viii. Street cleaning and maintenance
- ix. Transit, pedestrian, and bicycle infrastructure and amenities
- x. Additional parking enforcement
- xi. Marketing and promotion of PBD and local businesses
- xii. Management activities
- xiii. Additional police or security services
- xiv. Transportation and parking planning

*Implement a Residential Permit Program (RPP) to manage parking spillover (Recommendation 3.7.8)*

As development in the Tropico area increases and a stronger mix of residential, retail, commercial, industrial, and transit-oriented uses is created, there is potential for spillover parking to impact certain streets, especially around the station area and near the hospital. The implemen-



tation of pricing in the GTC lots and for on-street spaces could also result in shifts in demand and parking spillover.

RPPs offer a potential management strategy to prevent spillover and ensure that residents are not adversely impacted. An RPP operates by exempting permitted vehicles from the parking restrictions and time limits for on-street parking spaces within a geographic area. A typical RPP is one that allows those without a permit to park in a non-metered, on-street space for a limited period (usually two or four hours) during a specified time frame (e.g. 8 a.m. – 6 p.m., Monday to Friday). Permit holders are exempt from these regulations. Ownership of a permit, however, does not guarantee the availability of a parking space.

RPPs can also work with metered on-street spaces, as permit holders would not need to pay the hourly rate. Such an RPP would be necessary to allow residents near the GTC to park on-street if demand-based pricing was implemented for those blocks.

In 2013, the City of Glendale adopted the South Brand Preferential Parking District, which establishes an RPP district in the South Brand area and outlines the specific policies to guide management of the RPP. Any future RPP in Tropicico should adopt similar policies to ensure citywide consistency. Key elements of a successful RPP will address the following key components:

- |   |  |
|---|--|
| i. Program eligibility                  | vi. Permit type (hangtag or “virtual”)                         |
| ii. Purchase and distribution of permit | vii. Guest parking   |
| iii. Number of permits per household    | viii. Enforcement  |
| iv. Cost per permit                     | ix. Resident procedures for initiating and/or expanding an RPP |
| v. Hours and days of operation          |  |

***Enhance and expand enforcement activities to ensure successful implementation of management strategies (Recommendation 3.7.2)***

As new parking management strategies are implemented, it is recommended that the City improve its enforcement of parking regulations and policies. Of particular importance in the Tropicico area is illegal loading behaviors, such as double parking. As land uses evolve in the Tropicico district, there will be greater potential for adverse impacts on traffic flow, safety, and parking convenience if loading activities are not effectively enforced.

In addition, the implementation of on-street pricing and an RPP could place an additional burden on enforcement staff. It is recommended that the City evaluate the use of license plate recognition (LPR) vehicles and software. LPR parking enforcement systems replace the standard tire chalking and ticket citation process. Through a combination of license plate recognition, image capture, and GPS technology, the software records vehicle location, time/date and license plate number and determines a parking violation. LPR technology can also be programmed to enforce RPP regulations, accessing a database of license plate numbers with the appropriate permit. The LPR system is capable of interfacing with pay-by-cell technology as well. While the associated capital costs of an LPR system are high (\$45,000 - \$70,000 per unit), LPRs can decrease labor costs and increase parking citation revenue.



Preferential Parking District Sign

*Expand the public supply of parking through shared parking and leasing agreements before evaluating the construction of new public supply (Recommendation 3.7.3)*

A shared parking district uses a common pool of parking facilities to allow visitors to park a single time and then walk easily between different destinations. Pooling parking resources increases the efficiency of the existing supply, while actively promotes pedestrian activity and commercial vitality. In addition to the shared parking code language recommended as part of new TOD zones, it is recommended that the City take the following actions to facilitate shared parking in Tropicco.

- i. Work with property owners and businesses to ensure that private parking in commercial and retail uses is made available to the public when not needed for its primary use.
- ii. Work with property owners and management to allow for use of shared parking at multi-family and mixed-use residential uses, especially those with underutilized parking. The City should prioritize developments within one-eighth to one-fourth mile of the GTC and Metro Rapid transit stops. Such residential uses have been developed or are in the process of being developed along Gardena Avenue, Mira Loma Avenue, Vassar Avenue, and San Fernando Road.
- iii. Any agreements should include verified occupancy rates to determine excess parking. All agreements should properly account for resident parking demand so as not to negatively impact access for residents.
- iv. Work with willing property owners and businesses to develop mutually-agreeable operating and liability arrangements for public use of private parking facilities. PBD revenues could be utilized to lease private parking for public use.
- v. Liability issues are typically covered in standard liability coverage in any land use policy to cover public passage. In addition, liability can be more comprehensively addressed through well-written lease agreements that include provisions requiring the leaser to maintain a good state of repair, ADA access, etc., along with provisions that the lessee provide adequate and appropriate signage for patrons and take actions to avoid overcrowding or other hazardous situations.

*Establish an ongoing parking data collection, monitoring, and evaluation process (Recommendation 3.7.4)*

In parking, you can only manage what you measure. Based on this maxim, the City should formalize a “measurement” process for Tropicco that includes ongoing data collection and evaluation. The City should collect parking occupancy and turnover data for both on- and off-street parking facilities on an annual basis. Depending on the parking meter technology selected, however, it is also possible that such data could be collected automatically and analyzed much more frequently. This data is essential for evaluating whether the parking recommendations are achieving their goals.

## **5.4 Mobility and Access Framework – Other City Policies and Plans**

### **5.4.1 Bicycle Transportation Plan (2012)**

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

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

### **5.4.2 Glendale Citywide Pedestrian Plan**

The Citywide Pedestrian Plan provides a consolidated, coordinated, and comprehensive approach to improving pedestrian infrastructure, safety, and programs within Glendale. Development of a pedestrian plan has long been a priority of the Community Development Department, as one of the key recommendations in the 2007 Downtown Mobility Study. The plan recommends specific improvements, programs, and policies to improve pedestrian safety, reduce collisions, and increase the attractiveness of walking in Glendale, including to and from transit. By encouraging pedestrian activity through compact development and sustainable design guidelines, the South Glendale Community Plan, as addressed in Sections 3.6 and 3.8, is consistent with the goals and policies in the Citywide Pedestrian Plan.

### **5.4.3 Glendale Safe & Healthy Streets Plan (2011)**

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

#### **5.4.4 City of Glendale Citywide Transportation Demand Model.**

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

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

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

#### **5.4.5 Greener Glendale Plan (2012)**

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

5.4 County Planning and Coordination with Neighboring Jurisdictions

#### **5.4.6 Consolidated Plan (2015-2020)**

The 2015-2020 Consolidated Plan is the primary planning document that the Federal Department of Housing and Urban Development (HUD) uses to measure the City's effectiveness and to approve the submission of Annual Plans and other funding applications to HUD. The Annual Plans are comprised of specific projects Glendale plans to implement to meet the objectives of the Five-Year Consolidated Plan. The Consolidated Plan, as



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

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





# Chapter 6

## IMPLEMENTATION

The Tropico Center Plan provides clear and comprehensive direction for the implementation of zoning, policies and projects that will enable high quality Transit-Oriented Development, and will create a vibrant Urban Center centered around the Glendale Transportation Center. Chapter 6 provides this direction through a prioritized work plan for all recommendations in the document.



## 6.1 Implementation Plan Summary

This chapter is an Implementation Plan of all critical actions that the City of Glendale must take to implement recommendations in the Tropico Center Plan. It includes a phased timeline for all Policy Recommendations (Chapter 3) and Design Recommendations (Chapter 4), to be implemented in the following manner:

- Immediate-Term actions – includes projects currently in-progress, or consists of zoning recommendations and policies to adopted concurrently with the adoption of the South Glendale Community Plan (to be implemented within the next 2 years).
- Short-Term actions – policies and projects to be implemented around 5 years after adoption of the South Glendale Community Plan.
- Medium and Long-Term actions – policies and projects to be implemented around 10-20 years after adoption of the South Glendale Community Plan.

The key to the success of the Tropico Center Plan is ensuring that zoning recommendations, policies and projects are actively incorporated into the City’s planning framework; it will therefore be a component of the South Glendale Community Plan and will be a General Plan-level policy document. Implementation of Tropico Center Plan recommendations will enable the neighborhood to evolve into one with a safe network of complete and green streets, supporting Active Transportation, and allowing for seamless first-mile and last-mile connections, ultimately improving quality of life for all living, working and visiting Tropico.

## 6.2 Immediate-Term Recommendations (Implementation within 2 Years)

Policies implemented as part of “Immediate-Term Recommendations” are items in-progress or items that will be adopted simultaneously with the adoption of the South Glendale Community Plan. Recommendations described below will likely be implemented within the next two years. These items are mostly focused on policies, including zoning standards and designations, height regulations, parking requirements and design guidelines. These items will be evaluated as part of the South Glendale Community Plan EIR and recommendations will be incorporated as part of the South Glendale Community Plan.

### **Chapter 3 – Policy Recommendations**

#### **3.2 – Zoning – Proposed**

- Adopt TOD I, TOD II and MX zoning designations in the Tropico neighborhood, replacing the existing SFMU, IMU-R, and C3 designations where new zoning classifications are designated.

#### **3.3 – General Plan – Proposed General Plan Land Use Designations**

- Implement Urban Center, Brand Boulevard of Cars and Main Street General Plan Land Use designations in the Tropico neighborhood, replacing the Community Services designation where new land uses are designated.

#### **3.4 – Building Height – Proposed Allowable Height**

- Adjust Building Heights within the Tropico neighborhood concurrently with the adoption of revised Zoning Standards.

#### **3.7 – Parking Management**

- 3.7.1 – Expand parking policies implemented in the Downtown Specific Plan area to TOD zones.
- 3.7.3 – Expand the supply of parking through shared parking and leasing agreements before evaluating the construction of new public supply.

#### **3.8 – Wayfinding and Signage**

- 3.8.1 through 3.8.10 – Incorporate wayfinding, gateway sign and on-site sign standards throughout the Tropico neighborhood upon adoption of the South Glendale Community Plan.

### **Chapter 4 – Design Recommendations**

#### **4.2 – Glendale Memorial Hospital and Health Center**

- 4.2.1 – Hospital/medical/health-related uses in the vicinity of Glendale Memorial Hospital should be designed to have pedestrian-oriented street-facing entrances.
- 4.2.2 – Active non-patient or private uses should be located along the sidewalk edge.
- 4.2.4 – Laurel Street between Central Avenue and Brand Boulevard to be vacated from City ownership.

#### **4.3 – TOD Private and Residential Development**

- 4.3.1 through 4.3.23 – Incorporate all general, site planning, massing, setbacks, and design & detailing standards for TOD Private and Residential Development.

#### 4.4 – Industrial & Creative Uses

- 4.4.1 through 4.4.6 – Incorporate design standards recommended for Industrial & Creative Uses.

#### 4.5 – Complete Street Standards

- 4.5.1 through 4.5.14 – Incorporate street standards for public or private street improvements.
- 4.5.19 – Provide long-term and short-term bicycle parking in conjunction with all new development.

#### 4.6 – San Fernando Road

- 4.6.1 – Maintain existing roadway configuration.
- 4.6.2 – Widen sidewalks from existing 10 feet to 14 feet as properties redevelop through a 4-foot setback.
- 4.6.3 – Install landscaped medians where feasible.
- 4.6.4 – Conform to San Fernando Road Cross Section 1a.

#### 4.7 – Central Avenue

- 4.7.1 – Between Gardena Avenue to San Fernando Road, maintain existing roadway configuration.
- 4.7.2 – Paint sharrow markings.
- 4.7.6 – Require new buildings to be set back an additional five feet to enable potential long-term complete street improvements along Central Avenue.

#### 4.10 – Glendale Avenue

- 4.10.1 – In the short-term, paint sharrow markings to advise motorists to share the lane with cyclists.
- 4.10.4 – Maintain existing 13-foot wide sidewalks with 8-foot wide continuous parkways.

#### 4.12 – Gardena Avenue

- 4.12.1 – Maintain existing street configuration with the existing right-of-way, 40 foot roadway and 15-18 foot wide sidewalks with 8-10 foot wide parkways.

## 6.3 Short-Term Recommendations (5 Years after Community Plan Adoption)

Policies implemented as part of “Short-Term Recommendations” are items that will likely be completed within five years after adoption of the South Glendale Community Plan. These items are either focused on policies or programs that require ongoing City Staff resources for effective management, or projects that improve first-mile/last-mile connections, complete street improvements to support active transportation, as well as safety improvements. Projects are prioritized based on their proximity to the Glendale Metrolink Station, as well as those that improve connections to local and regional destinations from Tropicco. Funding for projects, programs and policies are likely to be obtained through local and state funding opportunities, including Metro Call for Projects, Caltrans Active Transportation Program (ATP) Grants, Caltrans Sustainability Planning Grants, as well as the Southern California Association of Governments Sustainability/Compass Blueprint Grants.

### **Chapter 3 – Policy Recommendations**

#### **3.5 – Transit**

- 3.5.1 – Further evaluate enhanced transit connections to Downtown Glendale.
- 3.5.2 – Further evaluate service alternatives between GTC and Burbank Station.
- 3.5.3 – Improve the transit experience with robust transit stop improvements.

#### **3.6 – Complete Street Design**

- 3.6.1 – Provide opportunities to walk and bicycle within Tropicco on the Tropicco Green Loop.
- 3.6.2 – All streets on the Green Loop should have parkways that collect stormwater from the sidewalk.
- 3.6.3 – To address Tropicco’s shortage of open space, design the Green Loop as a linear park.
- 3.6.4 – To reduce stormwater runoff, design sidewalks to collect and infiltrate stormwater and irrigation runoff.

#### **3.7 – Parking Management**

- 3.7.5 – Develop a coordinated policy for on-street loading.
- 3.7.6 – Use demand-based pricing and new user-friendly technology to manage on-street demand and improve customer experience.
- 3.7.7 – Implement a Parking Benefit District (PBD) to use parking meter revenue as a means to reinvest in the neighborhood.
- 3.7.8 – Implement a Residential Permit Program (RPP) to manage parking spillover.

### **Chapter 4 – Design Recommendations**

#### **4.1 – Glendale Transportation Center**

- 4.1.1 – Develop a Marketing Plan to enhance public awareness of GTC.
- 4.1.3 – Add a Bike Station at GTC for secure bike storage, repair and rental.
- 4.1.4 – Develop a Master Plan for GTC to address future projects such as High-Speed Rail.
- 4.1.7 – Add a Pedestrian/Bicycle Path to connect the Glendale Boulevard bike lanes and sidewalks to Gardena Avenue and GTC.

- 4.1.9 – Provide wayfinding signs/elements to signal proximity to GTC, illustrating first-mile and last-mile connections in the surrounding neighborhood.
- 4.1.10 – Improve multi-modal access to GTC and other local transit hubs, prioritizing “360 degrees of access” to GTC.
- 4.1.11 – Revise parking management at GTC as the station area is re-designed and parking demand increases.

#### 4.1a – Public Plaza and Transit Operations Center

- 4.1a.1 – Support the construction of a facility that consolidates transit operations at GTC.
- 4.1a.2 – Develop and adopt a multimodal Master Plan to coordinate site planning of that station with local and regional planning efforts.
- 4.1a.3 – Improve the user experience at GTC by providing canopies with photovoltaic panels for bus and train users, signage to improve wayfinding, and enhanced security lighting.

#### 4.1c – High-Speed Rail (HSR)

- 4.1c.1 – Assess crossing treatments to determine potential improvements in anticipation for HSR impacts.
- 4.1c.2 – Determine appropriate alignment of future rail crossing improvements.
- 4.1c.5 – Plan and advocate for track alignments that pose minimal impacts on GTC.
- 4.1c.6 – Encourage inter-jurisdictional coordination for planning and mitigation along the HSR corridor.

#### 4.2 – Glendale Memorial Hospital and Health Center

- 4.2.3 – Master Plans for major institutions (like Glendale Memorial Hospital and Health Center) should integrate transit-oriented objectives, support a pedestrian-friendly environment and a robust Transit Demand Management (TDM) plan.

#### 4.5 – Complete Street Standards

- 4.5.15 – Enhance the Los Feliz Road/San Fernando Road intersection bus stops with additional seating, wayfinding, bicycle parking, lighting and shade.
- 4.5.16 – Enhance the Brand Boulevard/San Fernando Road bus stops with seating and shade.
- 4.5.17 – Develop distinctive identity elements at major (Rapid) bus stops to improve wayfinding.

#### 4.8a – Cerritos Avenue west of San Fernando Road

- 4.8a.1 – Reduce the roadway width to 40 feet, enhancing sidewalks with the addition of 3 foot parkways.
- 4.8a.2 – Paint sharrow markings.
- 4.8a.3 – Plant stormwater infiltration parkways with shade trees.
- 4.8a.4 – Conform to Recommended Cross Section 3a.



#### 4.11 – Brand Boulevard

- 4.11.1 – Provide an off-street connection to Gardena Avenue at Vassar Avenue by expanding an existing pedestrian path, which is located in the public right-of-way.
- 4.11.3 – Continue City of Los Angeles bicycle lanes on Glendale Boulevard from the southerly City Limit to Cerritos Avenue.
- 4.11.4 – Reconfigure the Brand Boulevard/San Fernando Road intersection to reduce crossing distances by adding pedestrian refuge islands and sidewalk extensions.

#### 4.12 – Gardena Avenue

- 4.12.2 – Paint sharrow markings to advise motorists to share the lane with cyclists.

#### 4.13 – Laurel Street

- 4.13.1 – Install traffic calming devices between Brand Boulevard and Central Avenue or at the entrances of the Glendale Memorial Hospital and Health Center Campus.
- 4.13.2 – Incorporate raised mid-block crosswalks
- 4.13.3 – Implement a cohesive streetscape, with shade trees, parkways, and pedestrian-scale lighting.
- 4.13.4 – Install wayfinding for the campus neighborhood.
- 4.13.5 – Add missing seating, trash receptacles, and bicycle racks.
- 4.13.6 – Coordinate streetscape design with development plans.

## 6.4 Medium and Long-Term Recommendations (10-20 Years after Community Plan Adoption)

Policies implemented as part of “Medium and Long-Term Recommendations” are items that will likely be completed between 10-20 years after adoption of the South Glendale Community Plan. These items likely consist of larger scale capital-intensive projects; they also may require inter-jurisdictional coordination, regional policy change, or both. Projects that are included entirely within the City of Glendale will likely require additional planning efforts or interdepartmental cooperation prior to project completion. Funding for projects, programs and policies are likely to be obtained through state and federal funding opportunities, including Metro Call for Projects, Measure R Local Match Funds, Caltrans Active Transportation Grants and TIGER Grants.

### **Chapter 3 – Policy Recommendations**

#### **3.5 – Transit**

- 3.5.4 – As transit demand in Tropicco grows, lengthen service span and increase frequency on Routes 1 and 2.
- 3.5.5 – Work with regional agencies to fully integrate fare payment.
- 3.5.6 – Work with Metrolink to revisit the fare structure for trips from Glendale to Los Angeles Union Station.

#### **3.6 – Complete Street Design**

- 3.6.5 – Connect to Atwater Village and Los Angeles to the south on Brand Boulevard and Los Feliz Road.
- 3.6.6 – Connect to Glendale from Tropicco to the north on Central Avenue by widening the roadway and striping bike lanes from San Fernando Road through Chevy Chase Drive.
- 3.6.7 – Designate a local street/sidewalk route on Orange Street, Magnolia Street, Central Avenue sidewalk and Chevy Chase Drive sidewalk to connect to the proposed Columbus Avenue Greenway or simply designate the existing 16-foot wide Central Avenue sidewalks as a bike route until bike lanes are installed.

### **Chapter 4 – Design Recommendations**

#### **4.1 – Glendale Transportation Center**

- 4.1.2 – Add public space or a plaza at GTC.
- 4.1.5 – Modify transit connections to Downtown Los Angeles and Burbank; consider an attractive one-stop fare between Glendale and Los Angeles Union Station.
- 4.1.6 – Integrate a café or diner into the GTC.
- 4.1.8 – Improve pedestrian and bicycle access from Los Feliz Road and Gardena Avenue, connecting to Atwater Village.

#### **4.1b – Parking Garage at GTC**

- 4.1b.1 – As necessary in the long-term, evaluate the construction of additional parking supply in high-demand locations, such as GTC.
- 4.1b.2 – Utilize any new parking facilities as showcase opportunities for multimodal first-mile/last-mile solutions.

#### **4.5 – Complete Street Standards**

- 4.5.18 – Explore a bike share facility at the GTC with several satellite stations in the Tropicco area.

#### 4.7 – Central Avenue

- 4.7.3 – Reconfigure the Central Avenue/San Fernando Road intersection to reduce crossing distances, including the removal of dedicated turn lanes in favor of extending sidewalks and curb extensions.
- 4.7.4 – Reconfigure the street within the existing right-of-way to accommodate bike lanes, wide the roadway 5 feet on each side.
- 4.7.5 – Provide six-foot parkways with 11 foot wide sidewalks.
- 4.7.7 – Conform to Recommended Cross Section 2a.

#### 4.8b – Cerritos Avenue east of San Fernando Road

- 4.8.b.1 – Reconfigure street to be 36 feet wide, with a 12 foot wide sidewalk and 7 foot parkway on the south side and a 27-42 foot wide linear park on the north side.
- 4.8b.2 – Re-paint sharrows on the revised street configuration.
- 4.8b.3 – Design the linear park (on north side of Cerritos Avenue) with community members to accommodate facilities they would like to have.
- 4.8b.4 – Plant the same trees as those between Gardena Avenue and San Fernando Road.
- 4.8b.5 – Conform to Recommended Cross Sections 4a and 5a.

#### 4.9 – Los Feliz Road

- 4.9.1 – Install Stormwater infiltration parkways between the City Limit and San Fernando Road.
- 4.9.2 – From Gardena Avenue to the City Limits, accommodate bicycles by providing 5-6 feet of additional roadway width for buffered or protected bikeways to provide high quality first-mile/last-mile access into Atwater Village.
- 4.9.3 – Conform to Recommended Cross Sections 6a and 7a.
- 4.9.4 – Provide bike lanes between Gardena Avenue to Glendale Avenue by reducing lane widths.
- 4.9.5 – Convert bicycle lanes on Los Feliz Road from Gardena Avenue to Glendale Avenue to cycle tracks, with an option to add stormwater infiltration parkways by reducing travel lanes from 4 to 3.

#### 4.10 – Glendale Avenue

- 4.10.2 – Provide bike lanes on Glendale Avenue, reducing travel lanes from 4 to 3.
- 4.10.3 – Consider a traffic signal at Cerritos Avenue to calm traffic on Glendale Avenue.
- 4.10.5 – Conform to Recommended Cross Sections 10a, 10c, and 11a.

#### 4.11 – Brand Boulevard

- 4.11.2 – Install marked crosswalks and traffic signals at Vassar Avenue, to allow for pedestrian and bicycle access to the GTC.
- 4.11.5 – Replace curb travel lanes on both sides of the street between the City Limit and San Fernando Road with stormwater infiltration parkways, while maintaining two travel lanes each way.
- 4.11.6 – Install stormwater infiltration parkways from San Fernando Road to Cerritos Avenue as shown in Recommended Cross Section 12a.

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