



CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

AGENDA ITEM

Report: Stage I Preliminary Design Review (Case No. PDR 2212056) Pertaining to the Proposed Development of a New 682-Unit, Eight-Story Multi-Family Development with 935 Parking Spaces and Public Open Space Area on 4.57 acres located at 216-236 North Central Avenue, 212 West California Avenue, 201 West California Avenue, and 301-315 North Orange Street

1. Motion to Approve Stage I Preliminary Design Review

COUNCIL ACTION

Item Type: Public Hearing

Approved for December 6, 2022 **calendar**

EXECUTIVE SUMMARY

A Stage I Preliminary Design Review package is being presented to City Council for consideration. The proposal consists of the demolition of the existing retail building (formerly Sears) located at 216 - 236 N. Central Avenue, the existing three-level parking structure addressed as 212 W. California Avenue, and the existing vehicle repair buildings (formerly Sears Auto Center) located at 201 W. California Avenue and 309-315 N. Orange Street, and the construction of a new 682-unit, eight-story multi-family development with 935 parking spaces (216-236 N. Central Avenue and 212 W. California Avenue), and public open space area on the north-west corner of W. California Avenue and N. Orange Street (former Sears Automotive site). The entire project site consists of 4.57 acres ("Project"), and is located in the Downtown Specific Plan (DSP) Orange Central District.

The project includes:

- 37 studio units, 489 1-bedroom units, 138 2-bedroom units, one 3-bedroom unit, and 17 live-work units at the ground floor.
- 935 parking spaces are provided in one level above-grade and two levels of subterranean parking.
- Units and associated amenities will be dispersed in two separate buildings and connected by the ground-level parking area and second-floor common open space areas.
- Publicly accessible open space at the ground floor, including a mid-block pedestrian paseo from N. Central Avenue to N. Orange Avenue, and a 38,131

square-foot mini-park located on the former Sears Auto Center site (201 W. California Avenue and 309-315 N. Orange Street).

- Indoor and outdoor residential amenity areas and decks throughout the project.
- Future vacation of an existing north-south, 7,253 square-foot alley that bisects the existing retail building and parking structure and which is accessed from California Avenue.

The proposed FAR is 3.30 and the building height is 95 feet, while 3.0 FAR and 95 feet are the maximums permitted by right in the DSP Orange Central District and 5.20 FAR and 245 feet are the maximums per the DSP Community Benefits Chapter 7 for SB 1818 Affordable Housing projects. In accordance with AB 2345 and the City's Inclusionary Housing Ordinance, the project is requesting an approximately 50% density bonus and will set aside 15% of the base density residential units for very low-income households.

COUNCIL PRIORITIES

Balanced, Quality Housing

One of the City's major goals is to maintain, preserve, and develop balanced housing opportunities.

The high-density development proposes 682 new residential units in a prime Downtown location with direct access to jobs, services, transit, and other Downtown amenities. The Project also contributes a significant number of housing units to meet the City's Regional Housing Needs Assessment (RHNA) numbers. Furthermore, in compliance with the Inclusionary Housing Ordinance and AB 2345, the project is requesting an approximately 50% density bonus and will set aside 15% of the base density residential units for very low income households.

RECOMMENDATION

Staff recommends the City Council approve the Stage I Preliminary Design for the proposed multi-family development located at 236 N. Central Avenue, subject to staff's recommendations.

BACKGROUND AND SITE DESCRIPTION

The 199,120 SF (4.57 acre) project site consists of two sites that are separated by West California Avenue. Site A, located west of Central Avenue, south of California Avenue and east of Orange Street, is 161,007 SF (3.69 acres) and consists of four parcels addressed as 216-236 N. Central Avenue and 212 W. California Avenue, and an alley bisecting the site on a north-south axis that is to be vacated. The site was originally developed in 1934 for Sears department store, which operated at this location until the store's closing in 2020. There is also an existing three-level parking structure on the easterly side of the site that was developed in 1956. The second site, to be identified as Site B, is 38,113 SF (0.87 acre), consists of three parcels and was originally developed in 1948 as a vehicle repair garage for Sears. All of the existing buildings and structures

on these sites will be demolished as part of the project.

Zoning and Surrounding Uses

The Downtown Specific Plan (DSP) designates the blocks between of Central Avenue and Orange Street, and between Doran Street to the north and Wilson Avenue to the south as the Orange Central District. The district currently features a concentration of the newest high-density, multi-family residential and mixed-use developments. Because of its walkable proximity to major retail and employment areas, this district is suitable for additional urban housing development both as mixed-use or free-standing residential buildings. Central Avenue has been transformed over time with mid-rise, mixed-use structures, while Orange has the potential to become a more intimate and pedestrian-oriented residential street. Areas adjacent to this district on Central Avenue and Orange Street are defined by the complementary, but less intense, Central Transitional and Mid-Orange districts that adjoin existing low-rise areas of the downtown and surrounding neighborhoods.

	Zoning	Existing Uses
North	DSP – Orange Central District	6-story, mixed-use residential building (Legendary) & 5-story, multi-family residential building (Lex on Orange).
South	DSP – Orange Central District	1-story medical office building (Central Avenue) & 1-story multi-tenant commercial building (Orange St.)
East	DSP – Mid-Orange District	Orange Street, 4-story public parking structure, City of Glendale Public Parking Lot No. 6, 1-story counter service restaurant & 1-story retail building
West	DSP – Transitional District	1-story fast-food restaurant with drive-thru and surface parking lot, 2-story multi-tenant commercial building & 6-story commercial office building and surface parking lot.
Project Site	DSP – Orange Central District	Retail store (Sears), parking structure, and vehicle repair garage (Sears Auto Center)

ANALYSIS

Proposed Project

The proposed project features a new 682-unit, eight-story, 95-foot tall multi-family residential development with associated amenities (publicly-accessible open space including a park, outdoor decks for use by residents, common rooms, etc.). The units and associated amenities will be dispersed in two separate buildings that are connected by the ground-level parking area and second-floor common open space

areas. Per GMC Section 30.36 and State Density Bonus law, the project will require 925 stalls for the residential uses. The project provides 935 parking spaces in one level above-grade and two levels of subterranean parking. Vehicular access is proposed from new driveway entrances mid-block on California Avenue and Orange Street.

Parking and Circulation

The applicant will be requesting a density bonus in accordance with AB 2345 and SB 330 that will be reviewed along with the Stage II submittal. Under AB 2345, the applicant is not required to comply with a local agency's parking minimums and is entitled to reduced parking requirements. The project provides 935 parking spaces in one level of above-ground parking and two levels of subterranean parking. For reference, the table below illustrates the minimum number of parking requirements established in the zoning code (Table 30-32-A, GMC Section 30.32.050), and the parking requirements established under AB 2345. Vehicular access is proposed from new driveway entrances that are located mid-block on W. California Avenue and at the southerly portion of the site from N. Orange Street.

Unit Type	Zoning Code Standard	Required # of Spaces	AB 2345 Standard	Required # of spaces
Live/Work	3 spaces/2,000 SF	51	N/A – must comply with zoning	51
Studio	1 space/unit	37	1 space/unit	37
1-bedroom	1 space/unit	489	1 space/unit	489
2-bedroom	2 spaces/unit	276	1.5 spaces/unit	207
3-bedroom	2 spaces/unit	2	1.5 spaces/unit	1.5
Guest Parking	1 space/10 units	69	Not required	0
Total Required		925	Total Required	786
Total Provided		935	Total Provided	935

Stage I Preliminary Design Review Analysis

Design review for projects in the DSP districts is performed by the City Council. A Stage I Design indicates the completion of the schematic, conceptual design phase. The site planning, mass and scale, and architectural style and details of the Project have been analyzed by staff in regards to the DSP Orange Central District standards and objective design standards applicable to the project, as detailed below.

SITE PLANNING – DSP Chapter 4.1 Urban Design

Overall Site Plan – The project site is broken into two sites: Site A and Site B. Site A is located west of Central Avenue, south of California Avenue and east of Orange Street and is 161,007 SF (3.69 acres), while Site B is 38,113 SF (0.87 acre) in area and is located on the north of California on the northwest corner of Orange Street. The residential project is located on Site A and designed to feature two separate buildings that are connected by the ground-level parking area and second-floor common open space areas. The ground floor features a combination of live/work units, 1- and 2-bedroom residential units, as well as amenity areas (e.g., lobby, business lounge, etc.). The project complies with the building setback requirements of the DSP, which requires a minimum 18-foot setback from Central Avenue, a 16-foot setback from California Avenue, and a minimum 10-foot setback for the building along Orange Street. Complying with these setbacks will allow for parkway and sidewalk widening that will activate the pedestrian realm, another goal of the DSP. Vehicular access to the site is proposed from two new driveway entrances, located mid-block on California Avenue and at the southerly portion of the site along Orange Street. All publicly accessible open space is 100% open to the sky, oriented towards and accessed from public streets, and appropriately integrated within the project's site planning. At the ground floor, courtyard/plazas are incorporated into the site planning, with the building entries appropriately setback from the street. At the southerly portion of the site, a new public paseo has been designed that provides mid-block pedestrian access from Orange Street to Central Avenue. The project also features a substantially-sized, publicly accessible mini-park that is located on the portion of the site that is north of California Avenue and identified as Site B. Conceptual landscape plans are including with Exhibit 1, and the final programming of the publicly accessible open space will be reviewed during the Stage II Design Review application.

4.1.2 Building Heights & Floor Area Ratios

	DSP Standards Orange Central District	Project Design
Height (by right)	95 FT maximum	95 FT
Height (w/ incentive)	245 FT maximum	
Density (by right)	3.0 FAR maximum	3.30 FAR
Density (w/ incentive)	5.20 FAR maximum	

As noted in the table, the proposed project is 95 feet high with a 3.30 FAR, and while the project complies with the maximum height permitted by right, it will exceed the maximum FAR. This increase in the maximum FAR will be a

requested concession as part of the applicant's Density Bonus request that will be completed during the Stage II submittal.

4.1.3 *Building Setbacks*

The project site features a Mixed-Use Commercial designation along Central Avenue, and a Mixed-Use Residential designation along California Avenue and the northerly portion of Orange Street. The Orange Street frontage south of California Avenue is undesignated. Projects in the DSP located along a Mixed-Use Commercial streets are required to have a minimum 18-foot setback from the curb face (5-ft. parkway, 10-ft. sidewalk, 3-ft. average building adjacent zone), projects located along Mixed-Use Residential streets are required to have a minimum 16-foot setback from the curb face (5-ft. parkway, 8-ft. sidewalk, 3-ft. average building adjacent zone), and projects located along an undesignated street are required to have a minimum 10-foot setback (4-ft. parkway, 6-ft. sidewalk). The project complies with the required streetscape and setback standards on all three frontages. For more detail, see the Pedestrian Realm – DSP Chapter 4.3 section on page 14.

4.1.4 *Publicly Accessible Open Space*

The project provides the required publicly accessible open space within courtyard/plaza areas located at the northeast and northwest corners of the site, a mid-block pedestrian paseo located along the southerly portion of the site that features courtyard/plaza entries along the street frontages, as well as a substantially-sized park that is located on the portion of the project site located north of California Avenue. The publicly accessible open space is 100% open to the sky, oriented towards and accessed from public streets, and integrated within the site planning for the project. The programming of the publicly accessible open spaces areas includes amenities, seating, hardscape and landscaping and will be reviewed during the Stage II Design Review application. The architect has submitted conceptual landscape plans that show the programming of these areas for consideration. For more detail, see the Open Space – Chapter 5 analysis on page 15.

BUILDING DESIGN – DSP Chapter 4.2 Urban Design

Overall Building Design – In addition to Site Planning, the primary focus of the Stage I Preliminary Design Review of the building design is geared towards the overall Massing & Scale of the development. The 95-foot tall residential development has appropriately incorporated the required height and façade modulations into the design which add visual interest to both the skyline, as well as at the street-level. Along each street frontage, the height modulations range from 12'-1" to 33'-9" at the upper floors. The design also incorporates step backs at the upper floors that range from 6'-5" to 48'-0", as well as the major and minor façade modulations, and required building

separations. Combined with detailing, articulation, and window patterns these height and façade modulations and the building separations provide visual interest at the pedestrian level and reduces the imposing appearance of the building's mass over the public right-of-way.

The project is a contemporary design and utilizes architectural solutions (building materials, texture, offset building massing, recessed entries, windows, canopies, and public open space) to articulate the street-facing façades. Overall, the design addresses the public sidewalk, with the design of the street-level facades appropriately detailed with human-scaled high-quality materials. The building designs use the materials to differentiate between the different volumes, which combined with the façade modulations and building separations, gives the impression of multiple buildings on the 3.69-acre project Site A. Aside from the items addressed by the staff recommended conditions approval, the Stage I submittal materials in Exhibit 1 indicate that the proposed multi-family project is largely consistent with the design standards, policies, and intent of the DSP. A general analysis of the project's architectural elements (materials, entries, canopies, etc.) is provided below, however, the final details of these elements will be reviewed thoroughly as part of the Stage II submittal. Certain subsections of Chapter 4 that are not relevant to the Project are excluded, resulting in some jumps between the numbered sections below.

4.2.2 Massing & Scale: Modulation of Height

Of the four available options in this DSP section, the project has incorporated the roofline height modulation option which requires a modulation of at least ten feet for every 150 linear feet of building along each street frontage. For this project, the height modulations range from 12'-1" to 33'-9" along the three street-frontages. The roofline height modulation adds visual interest to the skyline, while reducing the scale of the large buildings. The design also features step-backs at the upper floors ranging from that range from 6'-5" to 48'-0". These building step-backs at the upper levels allow for multiple roofline profiles, and reduce the imposing appearance of the building's mass over the public right-of-way.

4.2.3 Massing & Scale: Façade Modulation

The project has incorporated the major and minor façade modulation standards outlined in this section into the overall building design along the three street frontages, as well as the frontage along the southerly property line oriented towards the proposed pedestrian paseo. These major and minor façade modulations are illustrated on the project plans and comply with the DSP standards. Along with detailing, articulation, and window patterns, these modulations provide visual interest at the pedestrian level.

4.2.4 Massing & Scale: Building Separations

The standards outlined in this section are applicable to design proposals where the length of the building façade exceeds 200 feet. For this project, the building façade lengths range from 65'-2" along Orange Street to 166'-0" along the paseo, with the exception of the southerly façade along Central Avenue that has a length of 200 feet. The project provides six building separations that terminate at the second floor of the project and range from 23 feet to 80 feet along all three street frontages and the paseo. The building separation along the southerly façade along Central Avenue is 80 feet, where 40 feet is the minimum required for a building façade that exceeds 200 feet. These separations are appropriate and meet the DSP standards. For developments such as this that occupy large blocks, these building separations are key to reducing the scale, and provide opportunities for open space, as well as allow for visual relief by creating the appearance of two or more distinct buildings.

4.2.6 Massing & Scale: Landmark Architectural Features

The DSP identifies landmark architectural features, including entry locations, terminated vistas, civic promenades and paseos. The southerly portion of the project site is identified in the DSP as a paseo landmark architectural feature. The project is proposing a paseo at this location, which is consistent with the architectural features outlined in the DSP. Paseos provide an opportunity to create pedestrian-scaled walkways that are intimate, and that enhance the image of the Downtown. Although it is not identified in the DSP, the drawings identify the northeast corner of the development along Orange Street and California Avenue to be a landmark entry corner architectural feature that features a landscaped plaza/courtyard area with seating.

4.2.7 Architectural Elements

The project incorporates a number of architectural elements and design features that articulate the building façades, including high quality and varied building materials, texture, offset building massing, recessed entries, windows and awnings. These features create a design that is unique and identifiable, while recognizing the priorities of the DSP to enhance ground level architectural elements to be human-scaled and to promote pedestrian activity. The project features ground level parking that is wrapped by habitable spaces consistent with the DSP requirements. The ground floor of each building features recreational rooms (e.g., fitness center, business lounge, game room, etc.), live/work units, and 1- and 2-bedroom residential units. This mix of uses at the ground-floor is consistent with the DSP requirements to provide active and engaging uses at the street-level. Overall, the street-level façades are incorporated into the over building design while also addressing the public sidewalk by providing differentiation in the base of the building. At the ground level, the design also

features open space and streetscape improvements along the three frontages and the proposed paseo that improve the pedestrian environment. The base and top of windows are differentiated in the building design, and at the ground floor the large expanses of glass subdivided into smaller units. The ground level floors are visually separated from the floors above through the use of building materials, awnings, canopies, and by recessing the ground-floor from the floors above. In addition to widening the sidewalks to comply with the building setback requirements and providing parkway improvements, at the ground floor the project features landscaped plazas/courtyards, pockets of landscaping providing a buffer for the ground floor residential units, and a landscaped paseo. The improvements to the public right-of-way and programming of the publicly accessible open space will be reviewed in detail as part of the Stage II Design Review application for this project. The architect has submitted conceptual landscape plans that show the programming of these areas for consideration.

4.2.8 Architectural Elements: Materials

The project features a combination of traditional and modern materials and finishes includes metal panels, Trespa laminate-clad panels, Hardie Plank fiber cement siding, plaster finishes, thin brick, and cast-in-place concrete. The proposed materials are consistent with the contemporary aesthetic of the design, and the standards outlined in this section of the DSP which encourage human-scaled materials to reinforce the pedestrian character of the public realm. The building designs use the materials to differentiate between the different volumes. Combined with the façade modulations and building separations, the application of the materials gives the impression of multiple buildings on the 3.69-acre project site. At the upper floors, portions of the building façades are clad with plaster, where the DSP restricts no more than 60% of the building elevations to be clad with such material. Staff will work with the design team to ensure that this standard is being met, and a detailed look at the building materials will be reviewed during the Stage II Final Design Review application.

4.2.9 Architectural Elements: Storefronts

Storefronts have been incorporated into the design of each building at the ground floor frontages where the amenity rooms (e.g., business lounge, lobby, etc.) and the live/work units are located. As required by the DSP, the ground floor storefronts are provided on at least half of the façades, will have at least 75% transparency, and will feature canopies and marquees on at least 50% of the entire façade. The design of the ground floor storefronts appropriately establishes the base of each building, with the storefronts and building entrances recessed from the building façades which creates depth and contrast. Staff will continue to work with the design team during Stage II to ensure that the final

details for the ground floor storefronts incorporate all of the standards such as pedestrian-oriented signage and pedestrian-scaled lighting.

4.2.10 Architectural Elements: Building Lobbies & Entries

The Project features three ground floor residential lobby entrances that are accessed from the corner plazas/courtyards, and are significantly setback from their street frontages while maintaining visibility and connectivity to the public realm. The building along Orange Street has a main entry plaza/courtyard is located along the northeast corner of California Avenue and Orange Street, and a secondary lobby area accessed from the southeast corner along the paseo. The building along Central Avenue has a main entry plaza/courtyard that is located along the northwest corner of California Avenue and Central Avenue. The proposed residential lobby entries comply with the standards specified in the DSP because they are integrated into the overall building designs through the use of materials, feature canopy designs and glazing that create distinct and identifiable entry points, and paving materials are incorporated to differentiate the entrance path for pedestrians.

4.2.11 Architectural Elements: Stoops & Ground Level Residential Entries

The drawings identify stoops and ground level entries for the residential and live/work units, but there are no details at this time. The details for the stoops and ground level entries will be reviewed during the Stage II Final Design Review application. Staff will continue to work with the design team during Stage II to ensure that the stoops and ground level entries for the residential units, including the live/work units, are designed to comply with the DSP standards that require engaging entries within the public realm that activate the street and support a residential character as required per the DSP.

4.2.12 Architectural Elements: Corners

These standards apply only for projects that incorporate the corner feature into their design to comply with the height modulation required by Section 4.2.2 of the DSP. As detailed above, the project is incorporating the roofline height modulation standard into the design, so these requirements are not applicable to the proposal. That being said, the project design does incorporate many of the standards specified in this DSP section to enhance the aesthetic quality at the building corners and provide prominence for primary entry points. The corners are located at the street intersections, as well as the intersections of the streets with the paseo at the southerly portion of the site. The use of materials including siding and glazing at these corner intersections provides for a distinct design that still complements the overall building masses. Furthermore, distinct paving materials is used at the ground level to emphasize their prominence, and feature

canopies and plazas/courtyards at the entry points to create a sense of place within the public realm.

4.2.13 Architectural Elements: Canopies

The DSP requires a minimum of 50% of the street elevations including canopies or marquees. The design incorporates architectural marquees/canopies at the ground floor of all three street-facing facades that complement the overall building aesthetic and material palette. At the street elevations, at least half of the ground floor façades include these canopies, as required. Material and detail specifications will be reviewed as part of the Stage II Design Review application.

4.2.14 Architectural Elements: Balconies

The Project includes a variety of roof-deck, projecting and recessed balconies for the residential units. Per the DSP, no balconies overhang the public right-of-way or building setback, and no more than 40% of the balconies shall extend beyond the façade of the building (25% maximum projection of balcony's full depth). The balcony materials include glass railings and vertical metal railings that are compatible with the overall building designs. The proposed balconies are not repetitive or identical, but instead, create a dynamic and visually interesting façade within the well-articulated building elevations.

4.2.15 Architectural Elements: Fenestration

The project provides variety of window sizes along the different façades that create visual complexity and helps improve the façade modulations, and scale of the building. The fenestration design also distinguishes the base of the building, middle, and top of the building designs. The window designs avoid large expanses of glazing, and differentiation is provided at the base and the top of the windows for the residential units. Final details and specifications regarding the fenestration will be reviewed as part of the Stage II Final Design Review application.

4.2.16 Architectural Elements: Fences, Walls and Gates

The drawings do not identify and ground-floor fences, walls, and gates. At the second-floor security fencing is likely going to be necessary. The details for the fences, walls and gates will be reviewed during the Stage II Final Design Review application. Staff will continue to work with the design team during Stage II to ensure that any fences, walls and gates that are necessary are designed to comply with the DSP standards.

4.2.17 Architectural Elements: Planters

The conceptual landscape plans primarily show at-grade landscaping as part of the design for both Sites A and B. Raised planters for trees and other plantings are shown as well, however, in general, the design minimizes the use of planters. The park located to the north of the multi-family residential development does feature an elevated lawn platform that doubles as bench seating. This is consistent with the goals of the DSP to avoid barriers at the ground floor that privatize public open space. Details and specifications regarding the landscaping will be reviewed as part of the Stage II Final Design Review application.

4.2.20 Architectural Elements: Garage Entries

The project features 935 parking spaces in one level above-ground parking and two levels of subterranean parking. Vehicular access is proposed from new driveway entrances that are located mid-block on W. California Avenue and at the southerly portion of the site from N. Orange Street.

Garage entries shall be integrated into the overall building design, while not detracting from the streetscape and pedestrian realm. The details and specifications regarding the entry will be reviewed as part of the Stage II Final Design Review application. Garage entries located on the street shall conform to the following standards:

- a. Utilities shall not be visible from the street frontage. Projects shall provide screening, dropped ceilings, or locate utilities away from areas visible from the pedestrian level.
- b. Garage doors or gates shall be setback from the face of the building.
- c. A unique or enhanced paving pattern shall be provided on the driveway, equal to the width of the garage entry to create visual separation and acknowledge potential conflicts with other modes of transportation.
- d. The width of the garage opening shall be as narrow as possible.

4.2.21 Architectural Elements: Utilities

The electrical transformer rooms are is proposed within the main body of the building fronting California Street. The DSP requires that the electrical transformer rooms be screened and incorporated into the building to provide the visual appearance of a storefront. The details and specifications regarding utility locations and integration into the building design will be reviewed as part of the Stage II Design Review application. All utilities will be required to comply with the standards outlined in this section.

4.2.22 Architectural Elements: Lighting

Per GMC Section 30.30.040, all exterior lighting shall be directed onto the driveways, walkways and parking areas within the development and away from

adjacent properties and public rights-of-way. A conceptual lighting plan has been submitted, and a final lighting plan will be required as part of the Stage II Design Review application.

4.2.23 Architectural Elements: Signage

This section of the DSP outlines standards related to signage to enhance the pedestrian experiences along commercial streetscapes. Additionally, signs are regulated by the Zoning Code, and all signage will be required to comply with Chapter 30.33 of the Glendale Municipal Code. Due to the multi-family nature of the proposal, a sign program is not required for the Project.

THE PEDESTRIAN REALM – DSP Chapter 4.3 Urban Design

The project site has frontage on three streets: Central Avenue, California Avenue and Orange Avenue. Central Avenue is designated as a “Mixed Use Commercial Street”, and California Avenue is designated as a “Mixed-Use Residential Street”. Orange Avenue has two designations: north of California Avenue where the public open space is proposed, the designation is “Mixed Use Residential Street”, and the portion of Orange Avenue between California Avenue and Wilson Avenue is undesignated. While there are no detailed design standards in the DSP for undesignated streets, a minimum 4-foot wide parkway and 6-foot wide sidewalk is required to be provided; the project complies with this standard.

Necessary improvements to the public right-of-way will be reviewed in detail as part of the Stage II Design Review application. Improvements will include widened sidewalks to comply with the setback requirements in Section 4.1.3, new sidewalk paving and parkway improvements that encourage live plant material and street-trees.

4.3.2 Mixed-Use Commercial Street

Central Avenue is identified as a Mixed-Use Commercial Street, and features wide roadway widths and higher traffic volumes carrying transit vehicles with two travel lanes in each direction. This section of the DSP outlines specific standards the project will have to comply with as it relates to the ground floor and the public right-of-way. Parkway design details will be provided during Stage II Final Design Review to the City Council for design consideration. The project will have to comply with the following standards:

- All parkways shall be a minimum of five feet in width from face of curb and provide a 4-foot wide paved area every 20 feet to allow for unloading of vehicles.
- Sidewalks shall be a minimum of 10 feet wide with no overlapping use by urban amenities such as café seating, trash receptacles and signage.

- The building adjacent zone shall be a minimum of three feet in depth and used for a minimum of 50% outdoor seating. The balance shall be used for landscaping.
- The ground floor of the building frontage shall be a minimum of 16 feet in height and a maximum of 20 feet.
- Retail and neighborhood services are preferred uses along Mixed-Use Commercial streets and shall comprise more than 50% of the entire project frontage.
- Commercial storefronts shall follow the standards established in Section 4.2.9.
- 75% of the street elevation shall be transparent.
- Seating shall be provided at a ratio of one seat for every 50 linear feet in the parkway zone.
- Public art may be located within the parkway zone.

4.3.3 *Mixed-Use Residential Street*

California Avenue and the portion of Orange Street that is north of California Avenue are classified as Mixed-Use Residential Streets, and feature a narrower street width and public right-of-way. The conceptual parkway design has been provided in the submitted packet, and final parkway design details will be provided during Stage II Design Review to the City Council for design consideration. The project will have to comply with the following standards:

- All parkways shall be a minimum width of five feet from face of curb and shall provide a 4-foot-wide paved area every 20 feet to allow for unloading of vehicles.
- Sidewalks shall be a minimum eight feet wide with no overlapping use by urban amenities such as café seating, trash receptacles and signage.
- The building adjacent zone shall be an average three feet in depth and used for landscaping or commercial uses.
- All landscaped areas shall contain a combination of low, medium and tall plant materials appropriate for an interesting and effective landscape.
- The ground floor of the building frontage shall be a minimum of 12 feet in height and a maximum of 16 feet.
- Public art may be located within the parkway zone.

OPEN SPACE – DSP Chapter 5

5.3.1, 5.3.2 and 5.3.3 *Open Space Requirements*

For developments that are 100% residential and have an FAR greater than 3.0, the DSP requires 20% of the gross site area to be open space, with 10% of the gross site area to be dedicated as publicly accessible open space (50% of required open space). An additional 140 SF of residential open space is required

per residential unit (can be provided as publicly accessible open space, common open space or private open space).

	DSP Standards	Project Design
Open Space for project > 3.0 FAR	20% x 199,120 SF = 39,824 SF min.	90,139 SF
Publicly Accessible Open Space (50% of required open space)	50% x 39,824 SF = 19,912 SF min.	13,397 SF on Site A 38,131 SF on Site B
Residential Open Space (140 SF per residential unit)	140 x 682 units = 95,480 SF min.	58,311 SF

The submitted plan packet includes conceptual landscape plans that show the programming of the publicly accessible plazas/courtyards and paseo on the ground floor of the larger site and the park on the site north of California Avenue, as well as the conceptual plans for the common open space areas. Details and specifications regarding the landscaping and open space areas will be reviewed as part of the Stage II Design Review application.

As detailed in the chart above, the entire 199,120 SF project site provides a total of 51,528 SF of publicly accessible open space. The larger residential development site features 13,397 SF of publicly accessible open space on the ground floor as plazas/courtyards and paseos. On the larger site north of California Avenue, a 38,131 SF park is proposed.

The project features total of 58,311 SF of residential open space on the project site. There will be 19,700 SF of private open space provided in the form of balconies for 394 of the residential units. The remainder is provided as common open space that is located on Levels 2, 6, and 8. The second level features 32,820 SF of common outdoor space for the residents, with the remainder provided as outdoor deck areas on the sixth and eighth floors. The landscape plans included with the Stage I submittal provide conceptual programming for these areas. They include, pool and spa areas, outdoor lounges and seating, dining, cabanas, and recreational spaces.

In addition to the open space provided as part of the project site, the applicant is also requesting a transfer of development rights (TDR). A TDR would permit the density the neighboring Sears automotive site, to the primary development site in exchange for a community benefit. The applicant is proposing to create a public park on the Sears automotive site, in exchange for this transfer. It should be noted that the City does not currently have a TDR program in place, but staff was directed to develop a program and return to Council for review. Staff anticipates returning to Council in the coming months with this program.

5.4.1 Publicly Accessible Open Space - Courtyards & Plazas

The project's publicly-accessible open space includes courtyards/plazas located at each of the building corners on the ground floor. Each plaza is 1,200 SF in area which is the minimum required by the DSP standards. Along the southerly portion of the site, the plazas will transition to the new paseos. The primary function of a plaza design is to encourage a diversity of opportunities for social interaction and activities, to expand and reinforce the public realm, and contribute to the livability of the downtown. The project will comply with the DSP requirements that includes:

- Open to the sky;
- Fully accessible on one or two sides;
- Located at the sidewalk level;
- Include a special feature such as public art, a water feature or specimen tree;
- Include large canopy trees (1 tree per 600 SF minimum);
- Provide landscaping primarily at grade (minimum 25% of open space with maximum 25% in raised planters);
- Feature pedestrian scaled lighting, signage and wayfinding, seating, waste receptacles, etc.

5.4.2 Paseos

Located along the southern portion of the site, the project's publicly accessible open space also includes a 9,966 SF paseo that connects Orange Street with Central Avenue. The paseo complies with the minimum 20-foot width required in the DSP, as well as the accessibility and material requirements. The intimate scale of paseos provides pedestrians with safety from vehicular traffic/noise on the street. The landscape plans included with the Stage I submittal provide conceptual programming for the paseo which will include landscaping, concrete walkways, and amenities that include outdoor seating, storefront/stoops for the ground floor units fronting the paseo, there are also two overhead trellis-like screening structures. The project will comply with the DSP requirements that includes

- Open to the sky;
- A width of 20 feet to 30 feet;
- Connects to a public street to another public street or alley;
- Located at the same elevation as the adjacent sidewalk;
- A special feature such as public art, a water feature, or specimen tree;
- Storefronts, stoops, or unit entries lining the edges;
- Façades with human-scaled materials;
- Large canopy trees;

- Landscaping primarily at grade;
- Pedestrian-Scaled lighting, signage and wayfinding;
- Street furnishings: seating, waste receptacles, etc.;
- Restricted vehicle access.

5.5 *Residential Development Open Space.*

The project provides a total of 58,311 SF of residential open space that includes 19,700 SF of private open space and 32,820 SF of common outdoor space. This reduction in the minimum residential open space requirement will be a requested concession as part of the applicant's Density Bonus request that will be completed during the Stage II submittal. The private open space is provided in the form of balconies for 394 of the units. The common outdoor space is primarily located on the second floor with outdoor deck areas provided on the sixth and eighth floors. The landscape plans included with the Stage I submittal provide conceptual programming for these areas which includes, pool and spa areas, outdoor lounges and seating, dining, cabanas, and recreational spaces. Final details and specifications regarding the residential open space areas will be reviewed as part of the Stage II Final Design Review application.

5.6 *Public Art Program*

Development in the DSP is required to include on-site public art, equal to 2% of project value, subject to review by the Arts & Culture Commission and approval by the City Council. Alternatively, this requirement may be met by paying an amount equivalent to 1% of project value to the City's Urban Art Fund. It is anticipated that the applicant will be paying the in lieu fee.

MOBILITY – DSP Chapter 6 Mobility

The DSP designates North Central Avenue at this location as a Vehicular Priority Street, with primary emphasis on moving automobile traffic to regional freeway networks and other communities, and also as a Bicycle Priority Street. There is an existing bike lane along this stretch of North Central Avenue per the Bicycle Transportation Plan adopted by City Council in 2012. There is also an existing Glendale Beeline Bus Stop located on Central, north of the project site. California Avenue is designated as a Pedestrian Priority Street in the DSP, with primary emphasis on creating excellent conditions for pedestrians including wide sidewalks, fine streetscapes, curb parking to buffer pedestrians from passing traffic, and frequent safe crossings. This designation is usually most important on primary retail and transit corridors such as Central Avenue and California Avenue, and are also desirable on residential streets. Consistent with this designation, the building's pedestrian entrances are located along California Avenue at the building corners, and oriented towards the street. Orange Street is designated as a Primary Bicycle Street in the DSP; Primary Bicycle Streets are key streets in the City's

bicycle network, as adopted in the 2012 Bicycle Transportation Plan. Bicycle Streets do not require the elimination of auto or parking lanes to create a bicycle lane and are typically designated because of their topography and minimal auto/transit conflicts. Balancing the needs of different modes of transportation as they compete for limited space is crucial, and the DSP calls for a rational, practical method of compromise whereby the net gain for the community can be maximized while the net impact on different modes and context can be minimized.

COMMUNITY BENEFITS – DSP Chapter 7

The residential project is utilizing the “Community Benefit for Certain Uses” Incentive as permitted by Section 7.2 of the DSP, and which also defines the baseline residential density as 100 dwelling units per acre. The project site is 4.57 acres and includes the future vacated alley and both Sites A and B that are separated by West California Avenue. The developer will be proposing a 50% density bonus and will set aside 15% of the base density residential units for very low-income households, in accordance with SB 1818, AB 2345, and SB 330. According to the baseline figure in the DSP Section 7.2, the base density for the 4.57-acre site would be 457 units. With the 50% density bonus increase allowed under AB 2345, the maximum density permitted would be 686 units. A total of 682 units are proposed, with 15% of the base density units to be reserved for very-low income households in exchange for the increased density. The Density Bonus application will be included with the Stage II submittal for consideration.

SUMMARY COMMENTS & RECOMMENDATION

Aside from the issue addressed by the recommended condition of approval, the Stage I submittal materials indicate that the proposed multi-family residential project is largely consistent with the design standards, policies and intent of the Downtown Specific Plan. Because conceptual Stage I submittals are not expected to be fully fleshed out, there is still an opportunity to provide more information about elements of the design that have not been finalized for Stage II.

Based on the above analysis of the project documents, staff recommends that City Council approve the Stage I Preliminary Design Review with the following condition:

1. The applicant shall provide details regarding the stoops and ground floor entries identified on the drawings for the residential and live/work units to ensure that the project complies with the DSP requirement of providing engaging entries within the public realm that activate the street and support a residential character.

STAKEHOLDERS/OUTREACH

The Code requires publication of public notices when the Council considers approval of entitlements such as design review. Staff has published all required notices and has

mailed copies of the notices to all property owners and occupants within 500 feet of the project. A public notice has also been posted on-site.

FISCAL IMPACT

There is no fiscal impact associated with the Stage I Design Submission. However, if developed, the project would have a fiscal impact consistent with other quality residential projects including new property taxes, building permit/plan check fees, and potential increased sales tax by expanding the downtown residential base. There will be an undetermined cost associated with the increased public service delivery of the project.

ENVIRONMENTAL REVIEW (CEQA/NEPA)

Environmental review is not required for Stage I Design Review; the environmental review will be prepared and presented to City Council at the Stage II Design Review.

CAMPAIGN DISCLOSURE

The names and business addresses of the members of the board of directors, the chairperson, CEO, COO, CFO, Subcontractors and any person or entity with more than 10% interest in the company proposed for contract in this Agenda Item Report are attached in Exhibit 2, in accordance with the City Campaign Finance Ordinance No. 5744.

ALTERNATIVES

City Council has the following alternatives to consider associated with the Stage I Design:

Alternative 1: Approve the Stage I Preliminary Design Submission with Staff's recommended condition;

Alternative 2: Approve the Stage I Preliminary Design Submission subject to design recommendations made by the City Council;

Alternative 3: Deny approval of the Stage I Preliminary Design Submission and direct a redesign of the project;

Alternative 4: The City Council may also consider any other alternative for the Stage I Preliminary Design Submission not proposed by staff.

ADMINISTRATIVE ACTION

Submitted by:

Bradley Calvert, Director of Community Development

Prepared by:

Vista Ezzati, Planner

Reviewed by:

Vilia Zemaitaitis, Principal Planner

Approved by:

Roubik R. Golanian, P.E., City Manager

EXHIBITS/ATTACHMENTS

Exhibit 1: Stage I Design Submission

Exhibit 2: Campaign Finance Disclosure