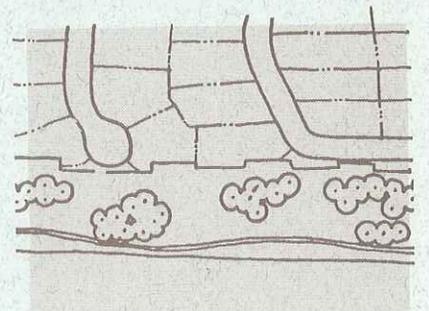
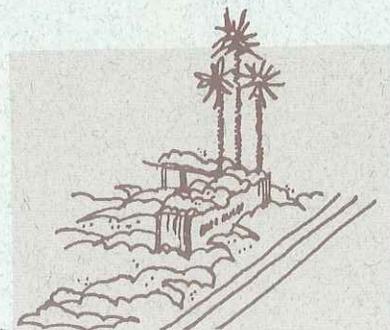
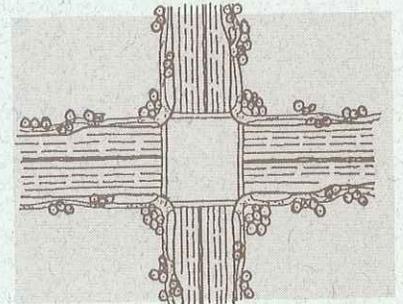
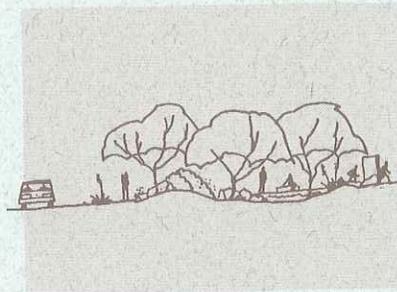
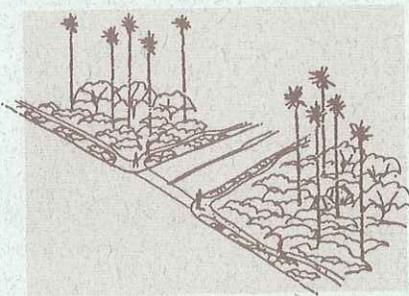
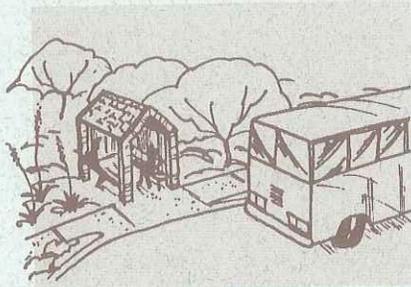
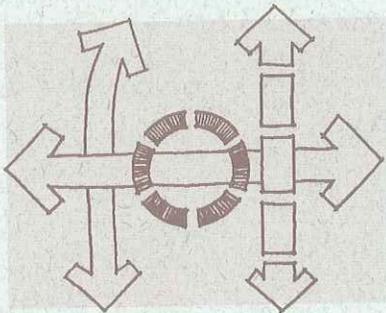
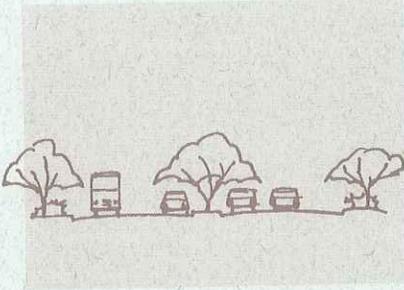


West Glendale Avenue Design Plan



**ADOPTED FEBRUARY 12, 1991
BY THE GLENDALE CITY COUNCIL**

**GLENDALE
CITY COUNCIL**

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Vice Mayor
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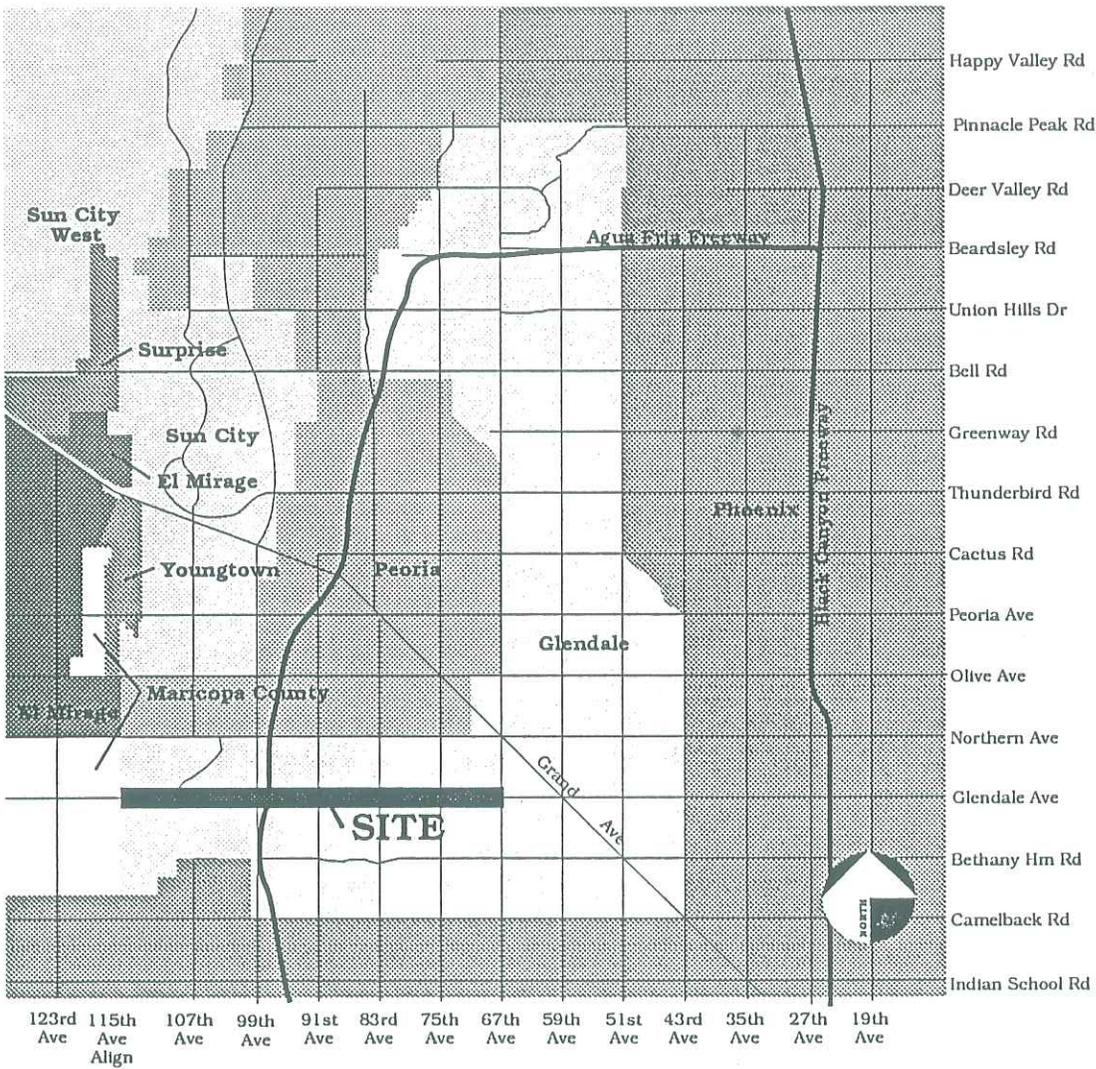
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REGIONAL VICINITY MAP 1



INTRODUCTION

The purpose of the West Glendale Avenue Design Plan, which extends from 67th to 115th Avenues, is to provide for a high-quality environment along the Glendale Avenue corridor through application of specific design guidelines and policies (see Map 1). The enhancement of this corridor will improve the visual quality of development, and will support and stimulate appropriate economic development adjacent to Glendale Avenue. This plan represents the City's vision for the design of the street and adjacent development.

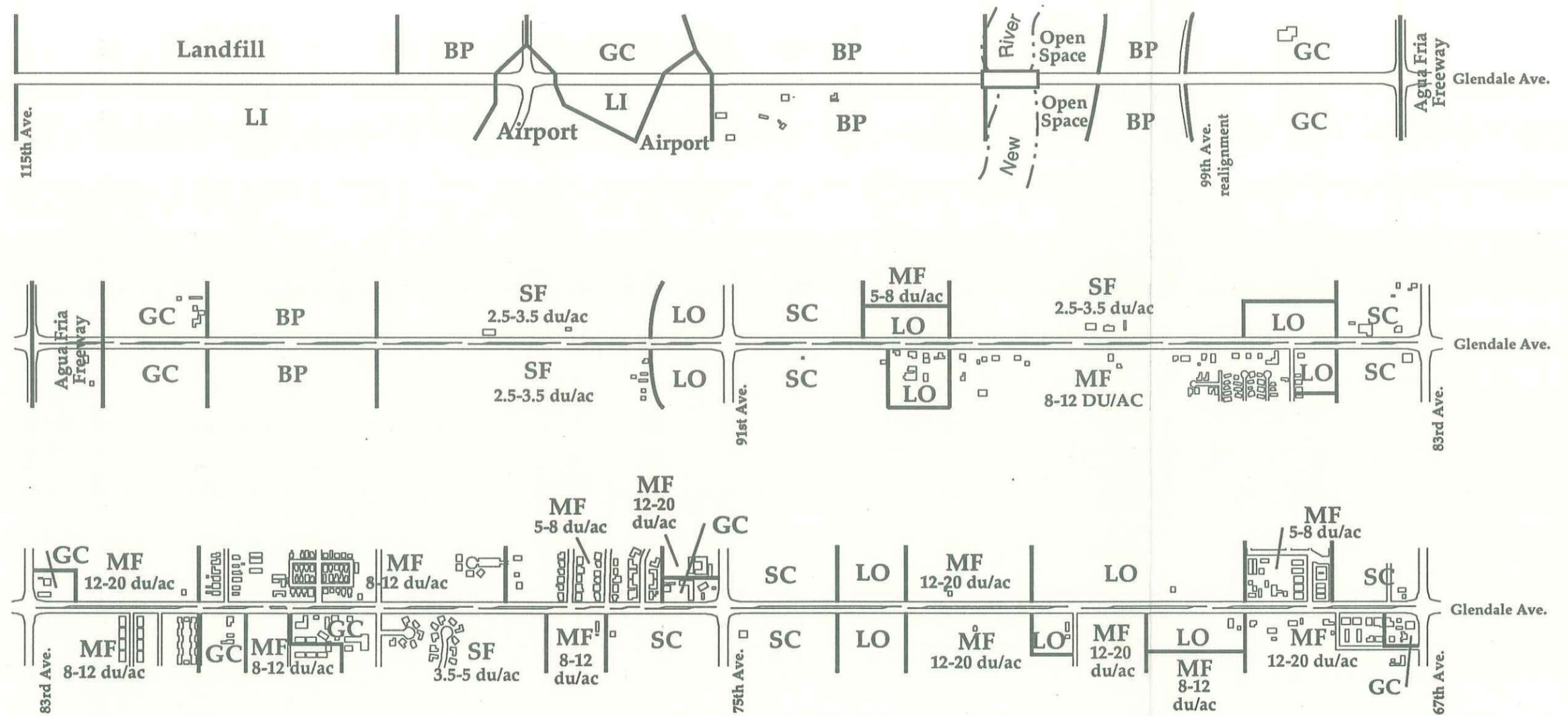
This plan implements policies in the Parkside and Glenaire Character Areas of the City of Glendale General Plan. These policies state that a street frontage urban design plan should be prepared for Glendale Avenue from 67th to 115th Avenues addressing vehicular access, building orientation, setbacks, wall designs, and landscape themes. Design is important along this corridor due to the wide variety of land uses identified in the General Plan (see Map 2).

City officials and developers will use this plan to ensure proper design in the earliest stages of planning a specific development project or capital improvement. These various stages may include the development plan review process, subdivision platting, rezonings, or identifying capital improvements for this portion of Glendale Avenue.

The plan includes four sections: Streets and Paving-Engineering, Public Amenities, Land Use Design Guidelines, and Implementation. The four sections provide clear direction for carrying out the design goals for west Glendale Avenue. These goals are:

- To develop Glendale Avenue as a high-quality, distinctive urban corridor.
- To develop Glendale Avenue as a superior corridor location for public and private investment.
- To create an urban environment along Glendale Avenue that promotes the highest-quality private- and public-sector development.
- To create a streetscape design that enhances the visual environment and maintains the function, capacity, and design of Glendale Avenue as a major arterial street.
- To create an urban environment which encourages functional integration among motorized vehicles, bicycles, and pedestrians, and visual integration among dissimilar land development activities.
- To encourage efficient use of public and private funding sources required to implement the plan.

The urban design issues and concepts included in this plan are best understood by a thorough review of the graphics, along with the text, as they work in conjunction with one another. It is the combination of graphics and text that truly reflects the design standards the City anticipates along the West Glendale Avenue Corridor.

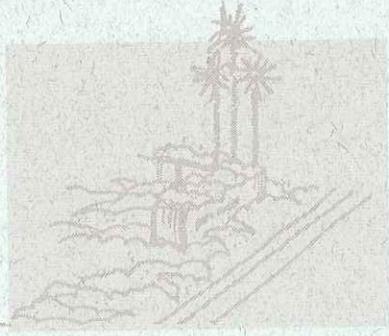
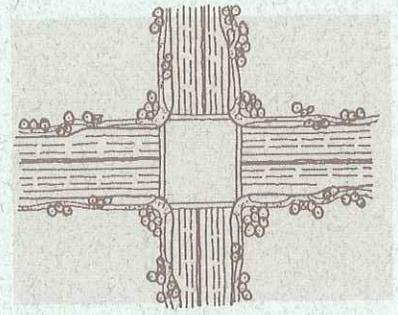
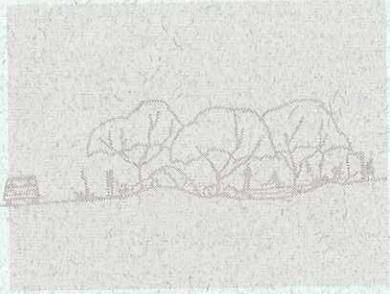
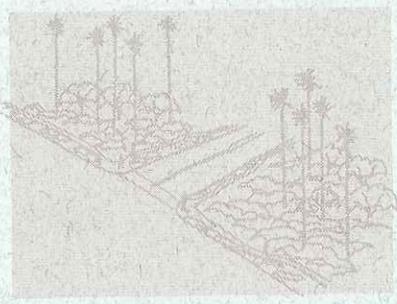
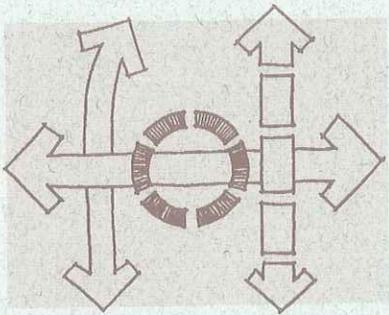


Legend

- BP** Business Park
- GC** General Commercial
- SC** Shopping Center
- LO** Limited Office
- SF** Single-Family Residence
- MF** Multifamily Residence

PLANNED LAND USES MAP 2

Streets and Paving -Engineering



STREETS AND PAVING - ENGINEERING

Engineering design standards are required to make all streets function efficiently and safely for motorists, passengers, pedestrians, and bicyclists. The following additional, specific traffic engineering guidelines are intended to assist in the cohesive development of Glendale Avenue from 67th to 115th Avenues. Several topics are discussed, including street cross section standards for street linkage and intersections, raised landscaped medians, bus stops, and sight distance requirements for motorists. Table I gives the basic information on rights-of-way, number of lanes, and turn-lane stacking distances.

TABLE I

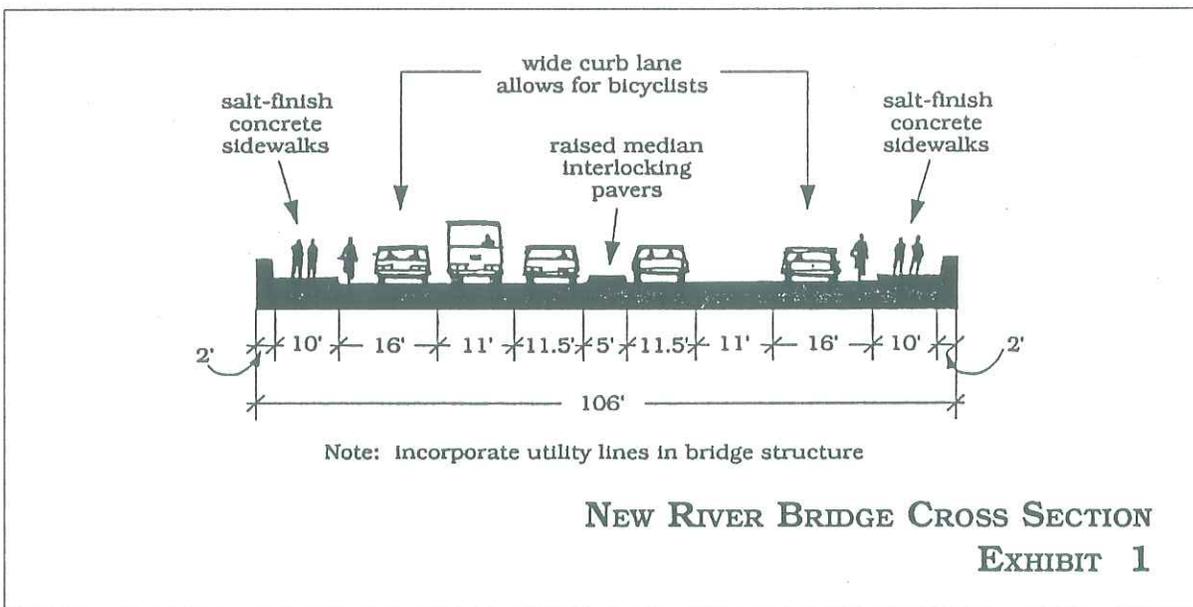
Glendale Avenue Street Guidelines

| Intersection Type | Full Width Rights-of-Way | Each Direction | | | Turn Lane Stacking Distance |
|--------------------------|--------------------------|----------------------|----------------|-----------------|-----------------------------|
| | | Through Travel Lanes | Left Turn Lane | Right Turn Lane | |
| Urban Interchange* | ADOT | 3 | 2 | 1 | 250' |
| Super Intersection | 140' | 3 | 2 | 1 | 250' |
| Major Intersection | 130' | 3 | 1 | 1 | 250' |
| Major Arterial/Collector | 130' | 3 | 1 | 1 | 150' |

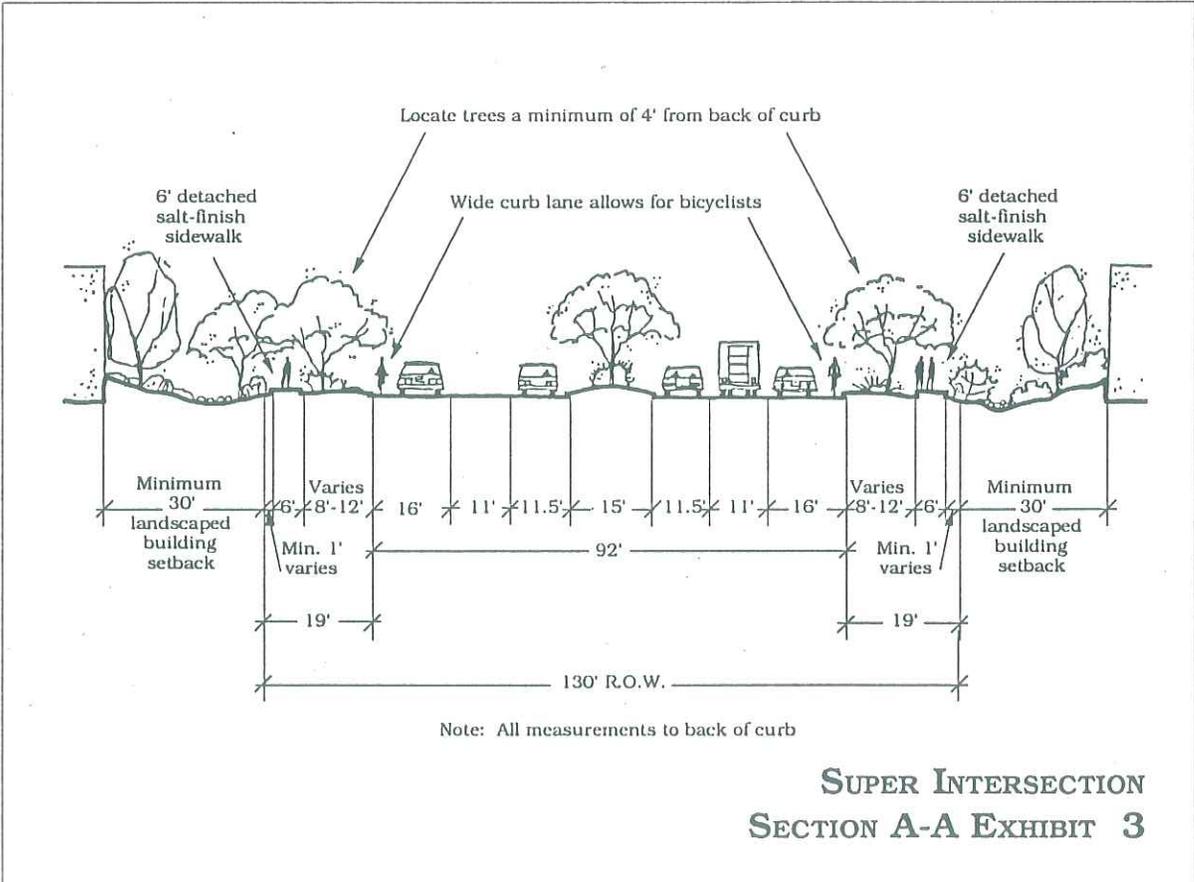
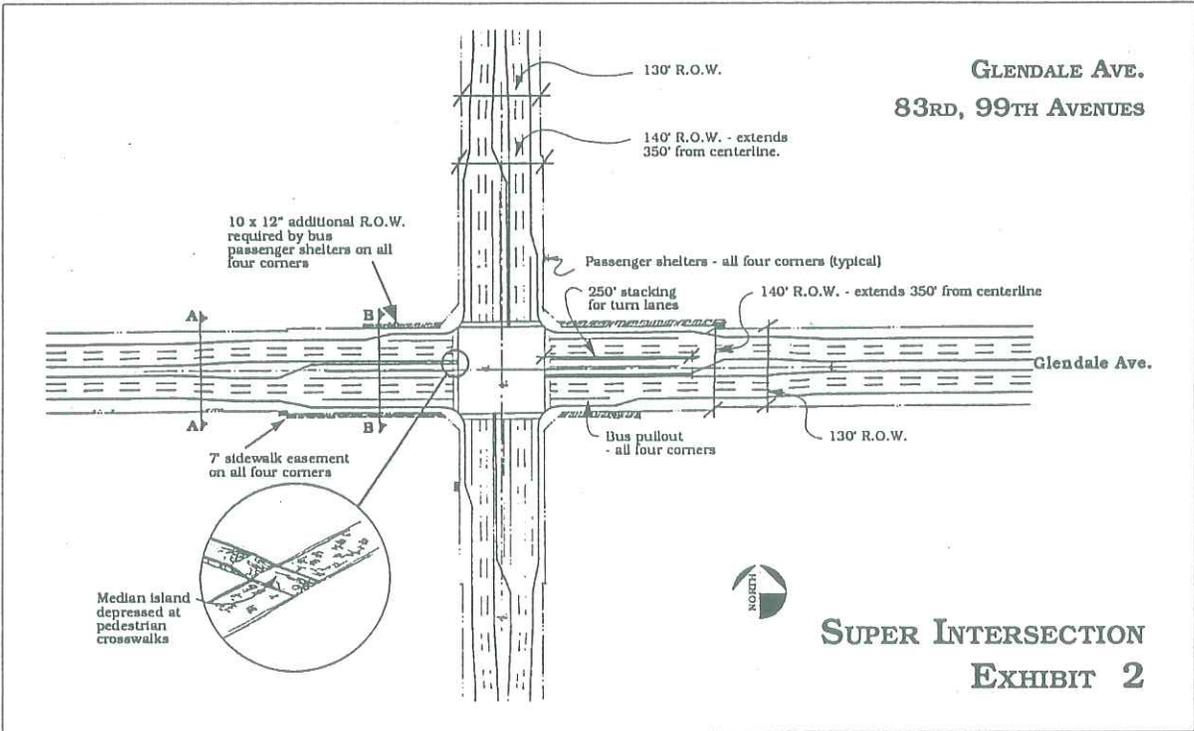
*The City of Glendale General Plan requires a specific area plan to be prepared for this interchange and the property around it to further identify appropriate vehicular access points, circulation, and land uses.

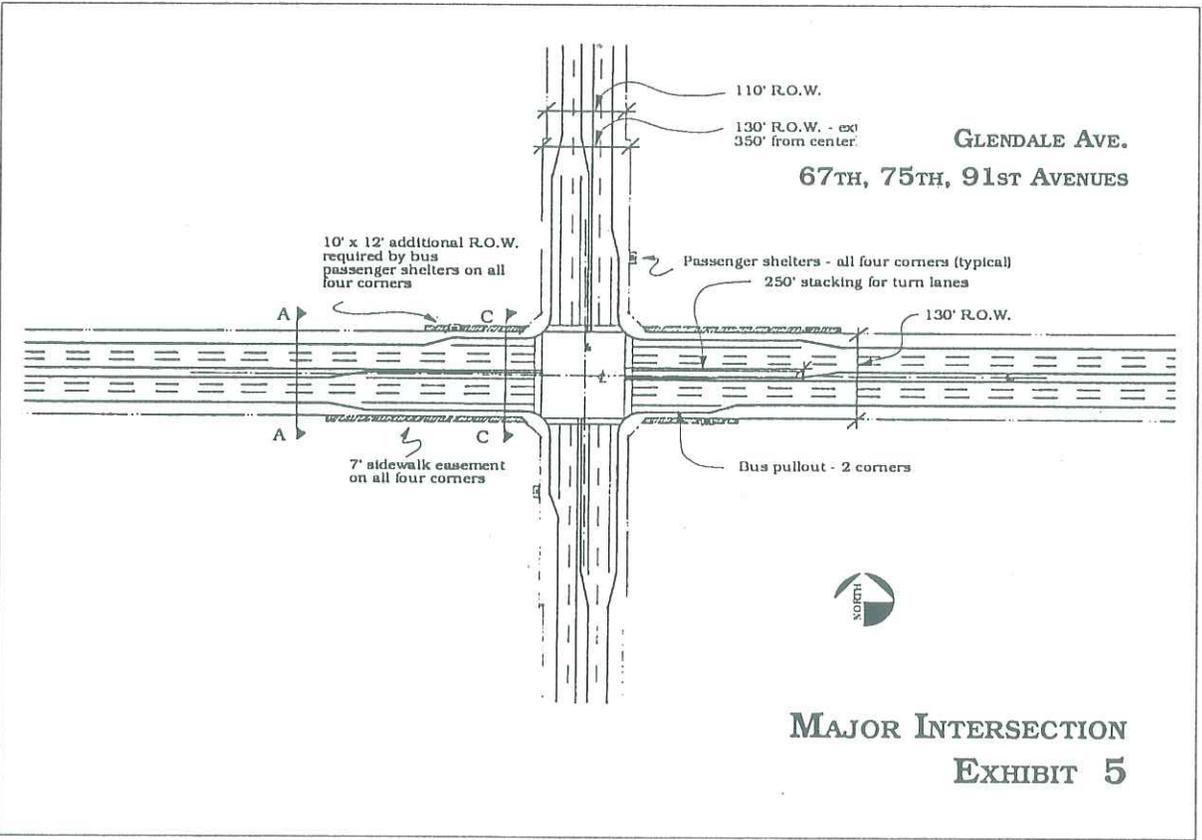
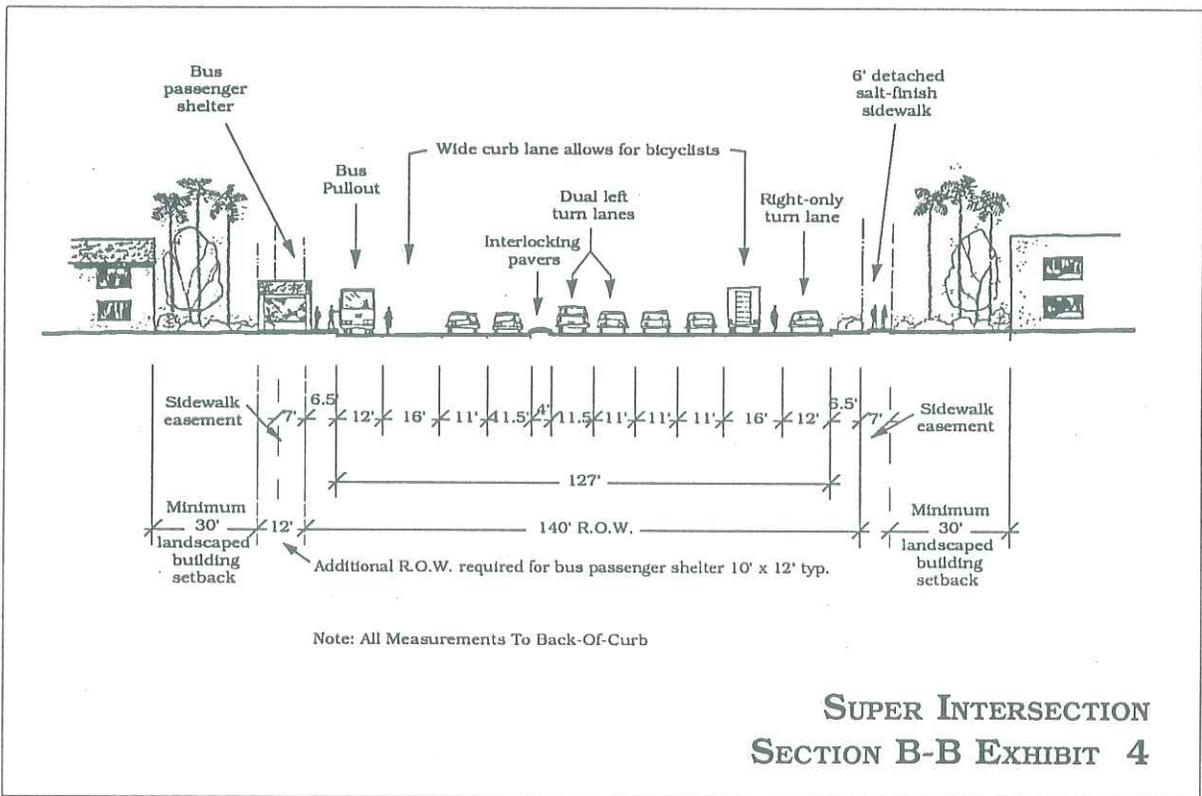
Cross Section Standards

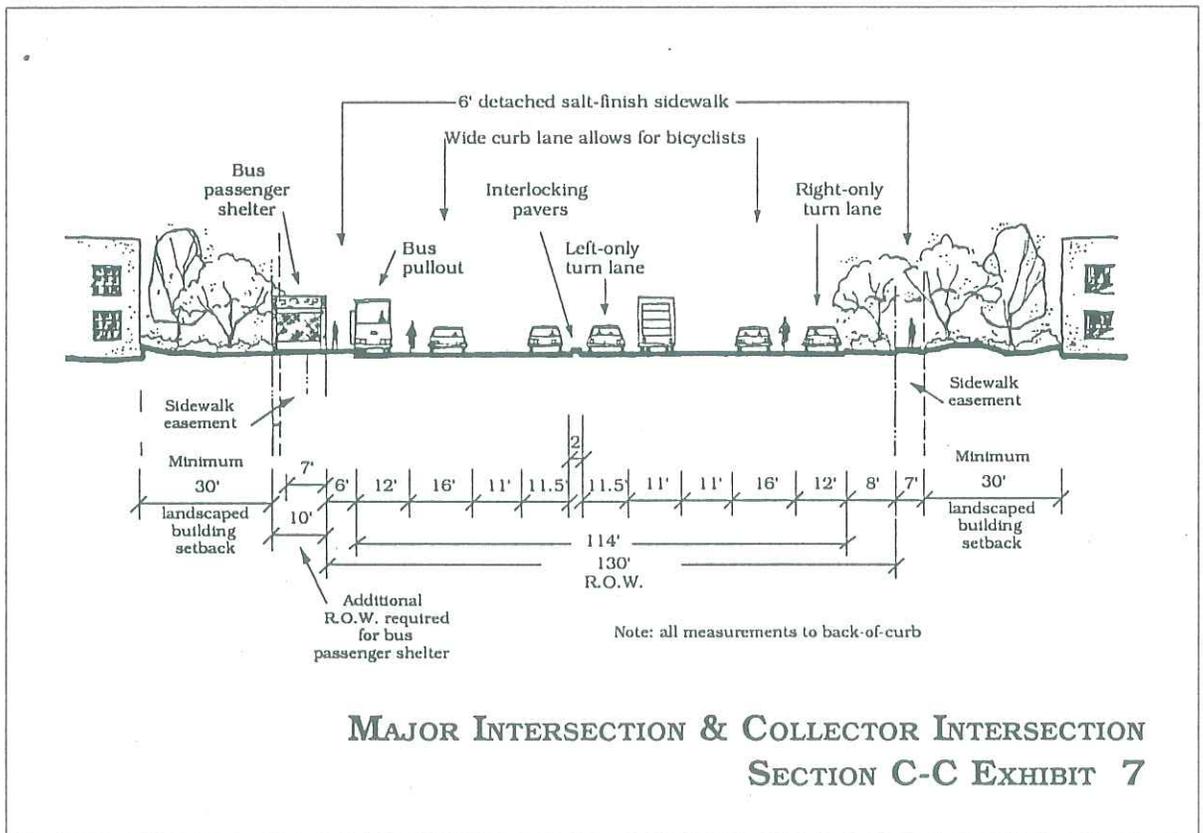
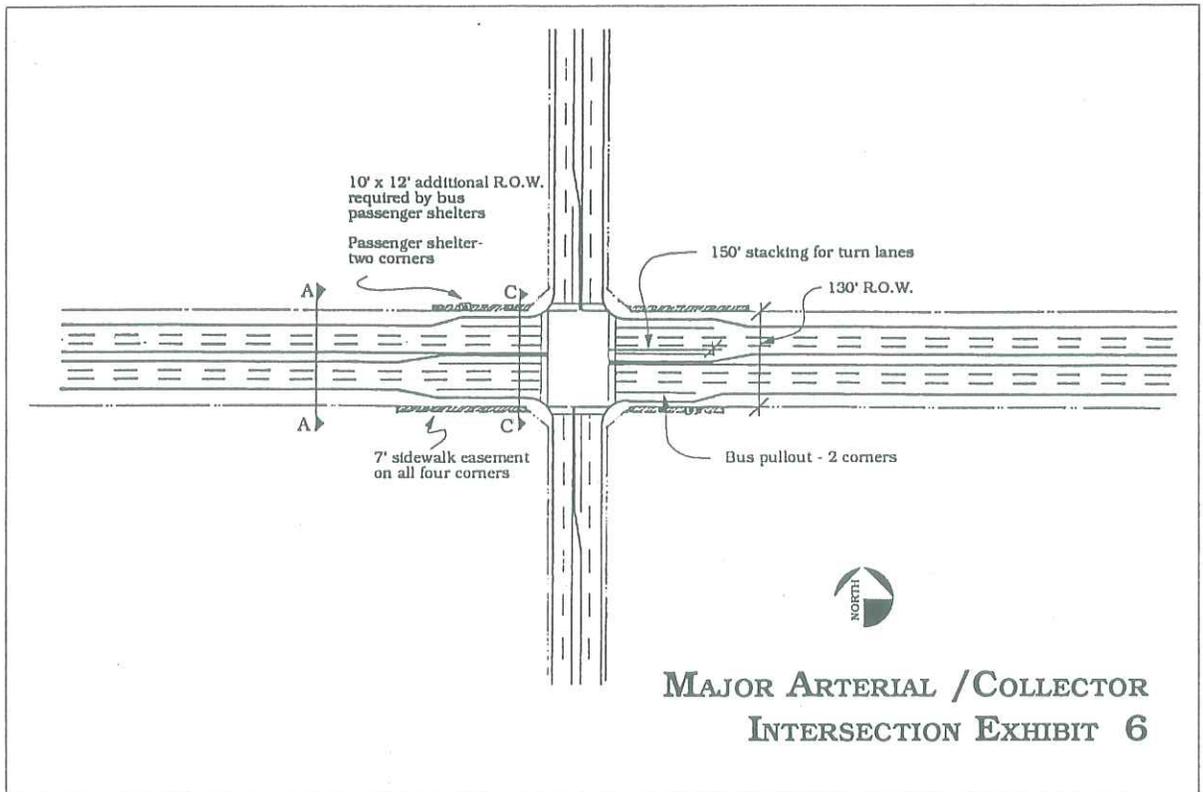
The City of Glendale has standards for different street classifications ranging from major arterial to local streets. The Glendale General Plan identifies Glendale Avenue as a major arterial street with standard requirements of 130 feet of rights-of-way. These requirements increase at super intersections (major arterial crossing major arterial) and at the Agua Fria Freeway interchange. The variation of rights-of-way at intersections establishes a hierarchy of intersections based on projected demands for traffic movements. The following guidelines provide direction for engineering improvements to Glendale Avenue.



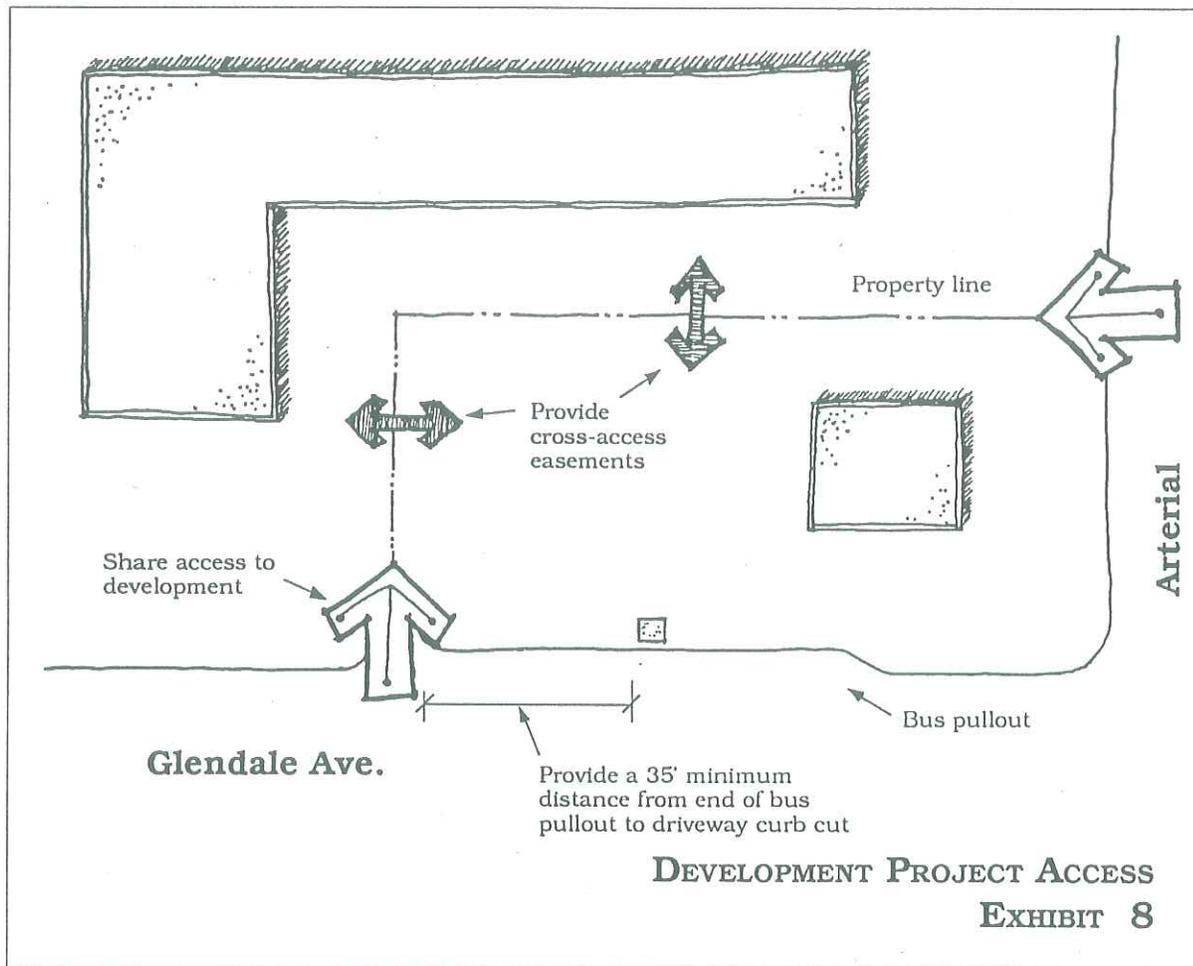
1. Reconstruct the bridge at New River to accommodate six lanes with a raised median of interlocking pavers and 10-foot-wide, salt-finish, concrete sidewalks on both sides (see Exhibit 1). Incorporate public utility lines in the bridge structure.
2. Glendale Avenue improvements shall be installed in accordance with the following intersection plans and cross sections (see Exhibits 2 - 7). Although not illustrated, all utilities, other than electric service of 69kV and larger, shall be located underground in accordance with the City of Glendale Utility Undergrounding Ordinance (Ordinance No. 1629 New Series) and the City's Design Guidelines for Site Development and Infrastructure Construction.





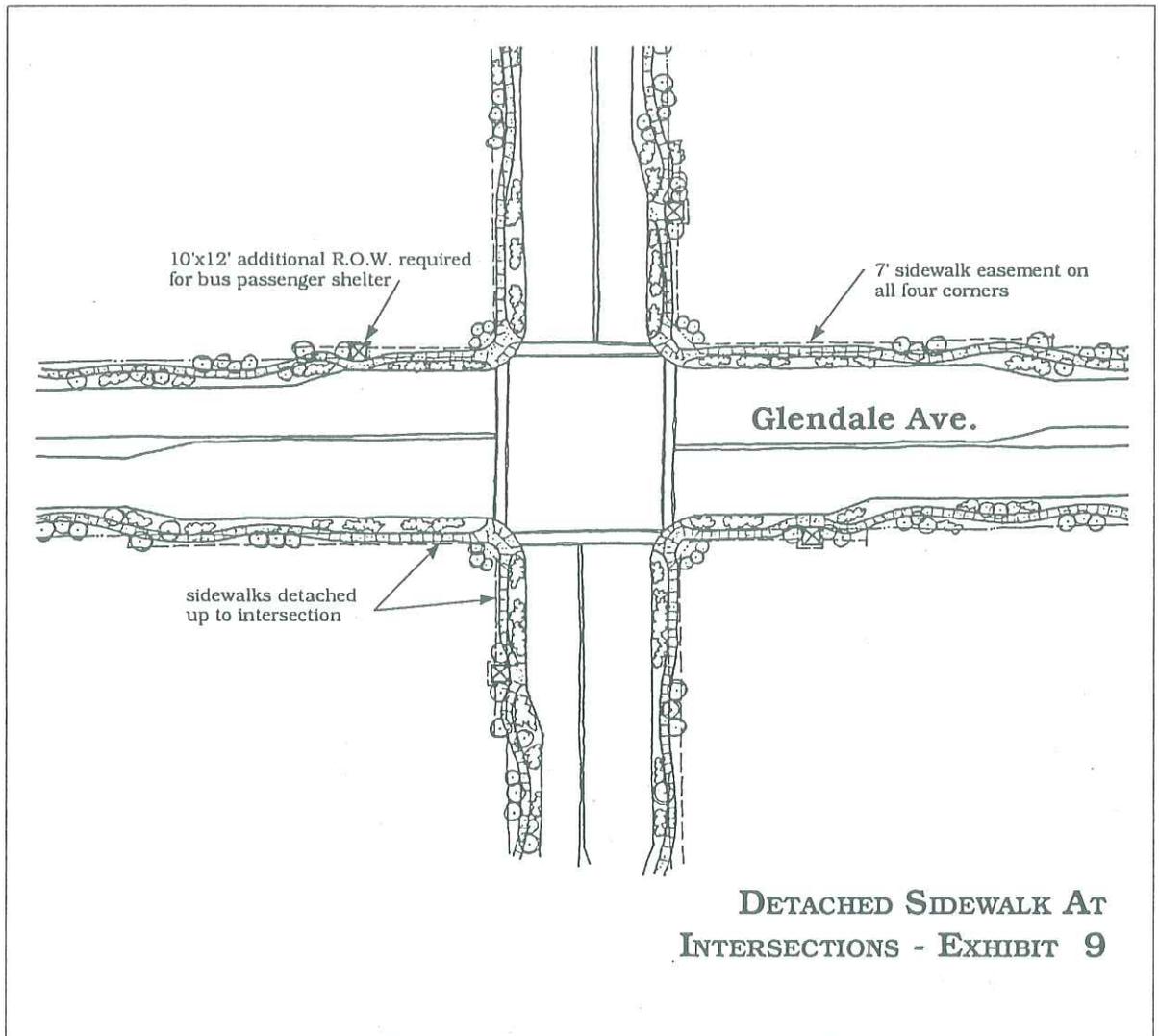


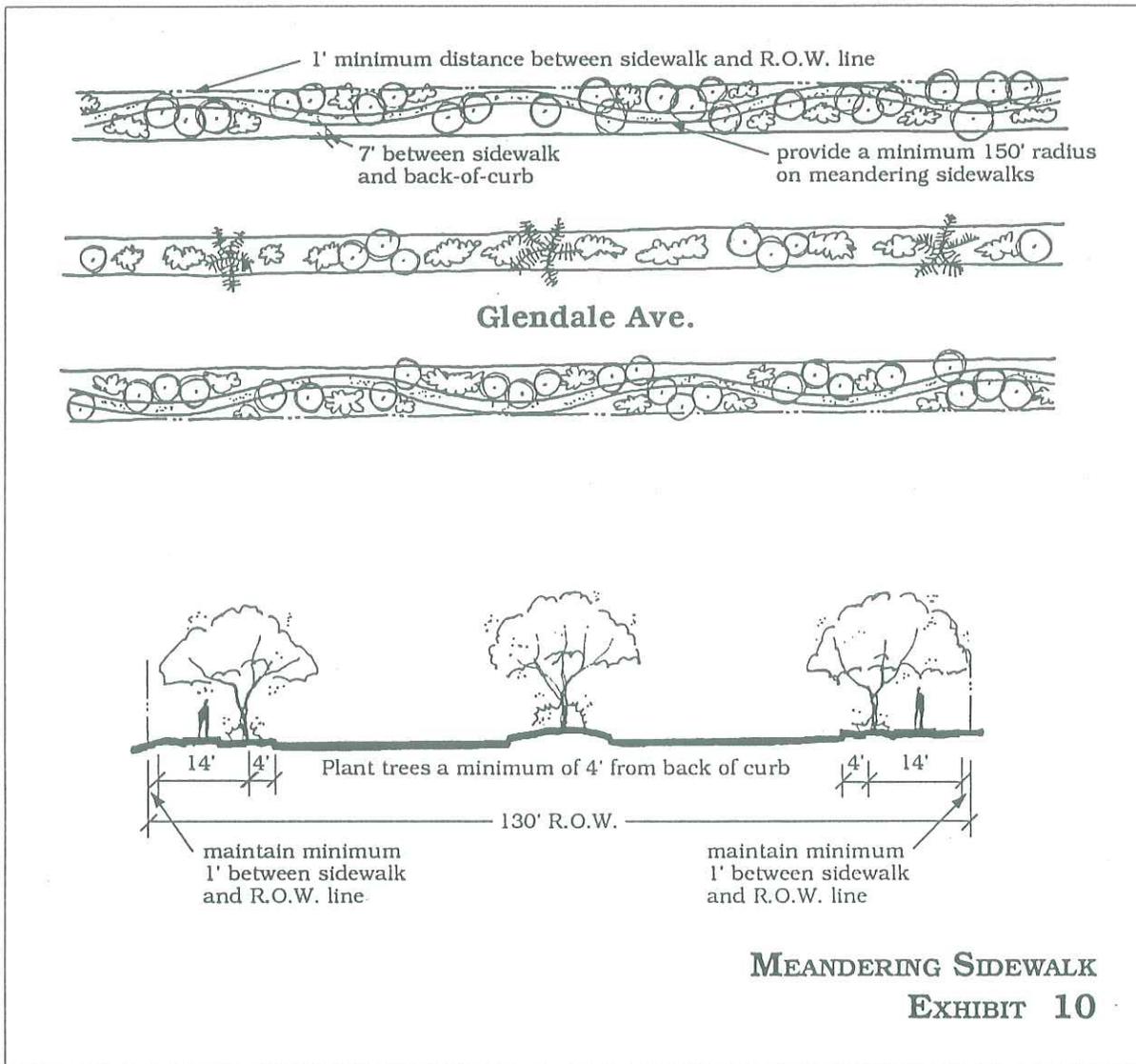
3. Provide deceleration lanes with 100-150 feet of stacking distance on Glendale Avenue for access to development projects that will produce a high projected traffic volume, as determined by the City traffic engineer (see Exhibit 8).
6. As Glendale Avenue is developed to six through lanes, incorporate a 16-foot-wide curb lane on both sides to accommodate bicycle traffic.



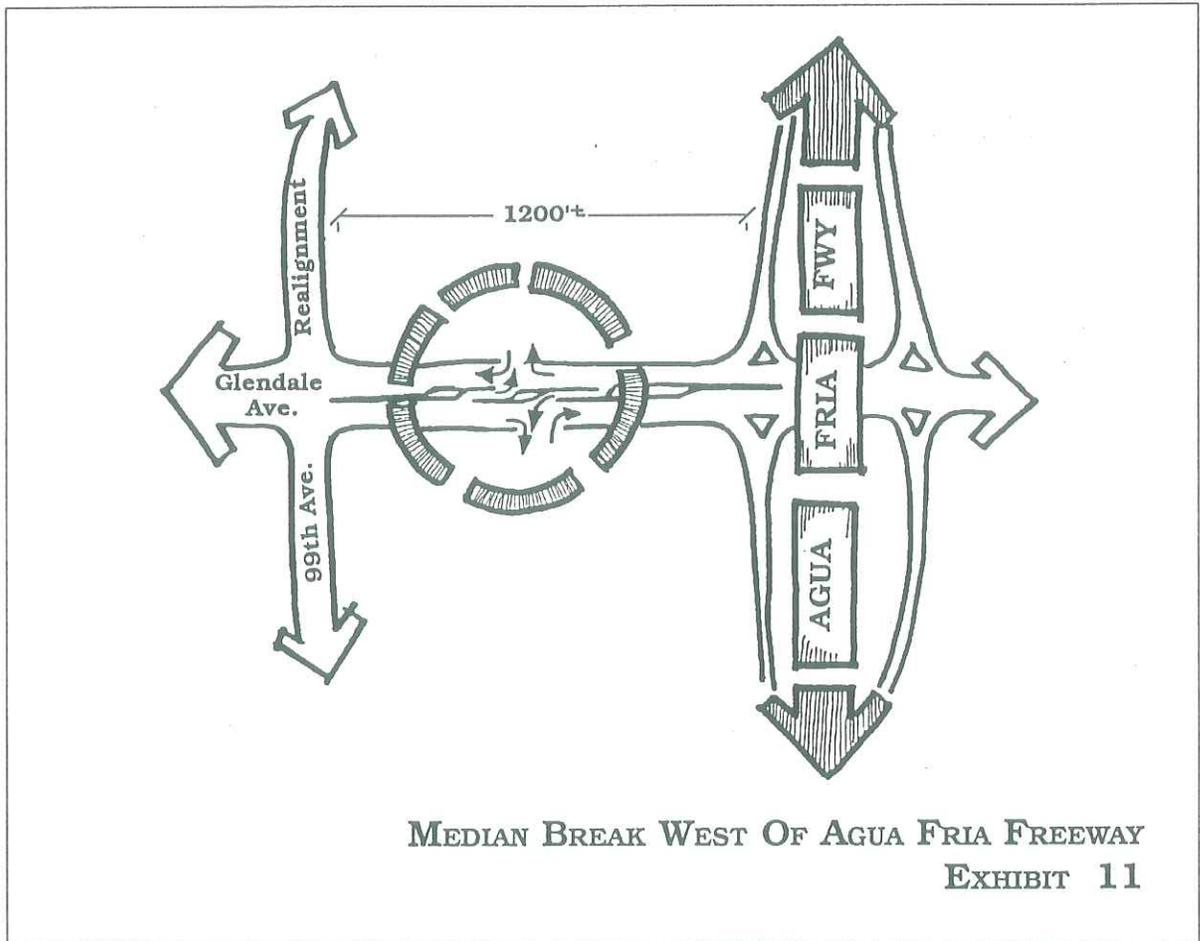
4. Encourage the use of shared entry points and cross access easements for new development and redevelopment projects along Glendale Avenue in order to safely regulate traffic flow. The location of either is to be evaluated at the time of development plan review (see Exhibit 8).
5. Provide a minimum 35-foot distance from the departure end of the bus pullout to any driveway curb cuts (see Exhibit 8).
7. To allow for bicycle traffic along the curb lane along the length of Glendale Avenue, landscape the roadside immediately adjacent to the street where no limbs, leaves, needles, or other foliage overhangs into the street below 96 inches as measured from street grade.

8. Provide salt-finish, concrete sidewalks that are detached from the street curb. This will allow for a landscape buffer between vehicles and pedestrians that enhances pedestrian safety and improves the visual quality of the street. At intersections, an additional landscape/sidewalk easement will be required to accommodate detached sidewalks (see Exhibit 9).
9. Provide a meandering sidewalk with a minimum 150-foot radius within the area specified on Exhibit 10.





10. Provide left-turn-only median breaks and right-out-only drives to the properties located between the Agua Fria Freeway interchange and 99th Avenue off of Glendale Avenue (see Exhibit 11).
11. Develop signalized collector intersections at approximately half-mile intervals along Glendale Avenue.



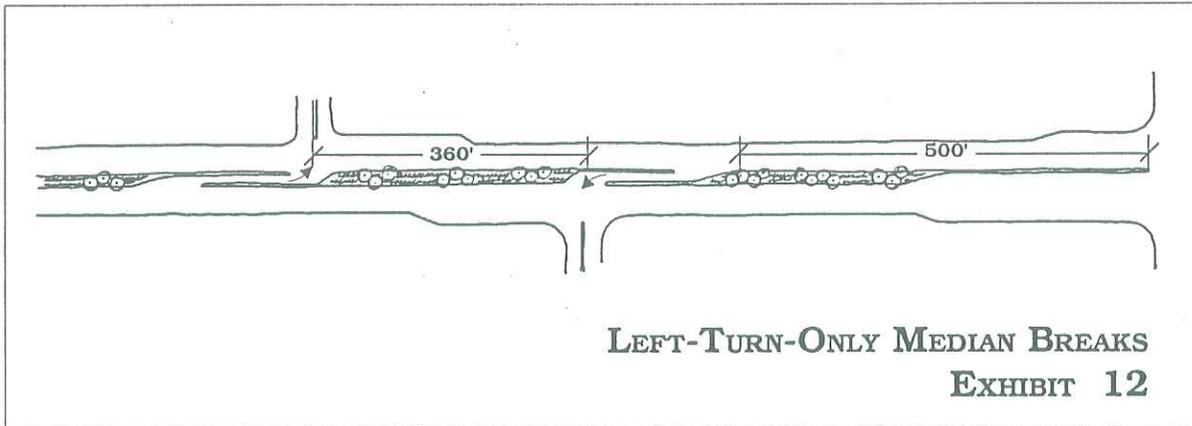
Raised Landscape Medians

Raised landscaped medians serve three purposes: 1) to regulate traffic flow for vehicular and pedestrian safety reasons; 2) to provide visual relief from expanses of pavement; and 3) to enhance the movement of traffic. A portion of Glendale Avenue currently has raised medians without landscaping. Reconstruction of the existing medians in several locations is necessary, as is the addition of medians west of 99th Avenue.

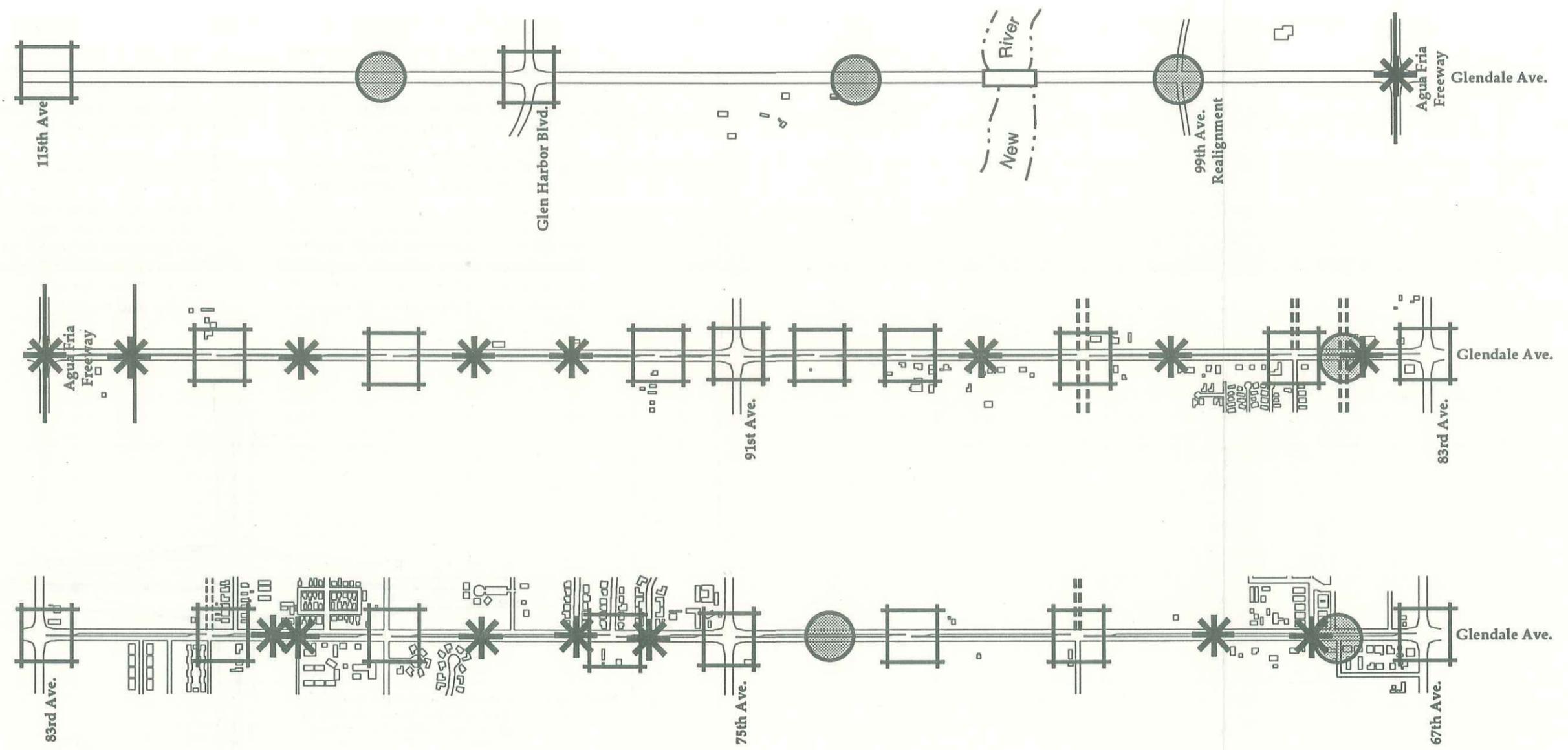
12. Construct 15-foot-wide, measured back-of-curb to back-of-curb, landscaped medians where otherwise non-existent in accordance with the cross sections included in this plan.
13. Reconstruct medians at super and major intersections to increase left-only turn lanes to a 250-foot vehicle stacking distance.
14. Reconstruct medians at major arterial/collector intersections to increase left-only turn lanes to a 150-foot vehicle stacking distance.

Currently there is an excessive number of median breaks along Glendale Avenue. The number of median breaks needs to be reduced in accordance with these guidelines to create safer traffic situations and to move traffic more efficiently. Location of restrictive median breaks must be coordinated with all affected property owners at the time of development plan review. Specific guidelines are included in a separate document, Glendale's Design Guidelines for Site Development and Infrastructure Construction.

15. Locate full median breaks at approximately half-mile collector streets and at other collector intersection locations, as determined by the traffic engineer. Map 3 indicates which median breaks are to be eliminated, left alone, or added.
17. Provide a minimum distance between median cuts of 360 feet with the approval of the City traffic engineer (see Exhibit 12).
18. Locate all restricted left-turn-only median breaks for major development projects' driveways no closer than 500 feet from a major or super intersections (see Exhibit 12).
19. Eliminate existing full median breaks that do not provide access to half-mile and other approved collector streets or are inconsistent with additional median policies in the Design Guidelines for Site Development and Infrastructure Construction, as determined by the City traffic engineer.



16. Provide restricted left-turn-only median breaks at other collector street and driveway locations in accordance with this Plan, additional guidelines in the Design Guidelines for Site Development and Infrastructure Construction, and upon approval of the City traffic engineer (see Exhibit 12).



Legend

-  Leave
-  Eliminate
-  Add Collector Street
-  Add Median Break

MEDIAN BREAKS AND COLLECTORS MAP 3

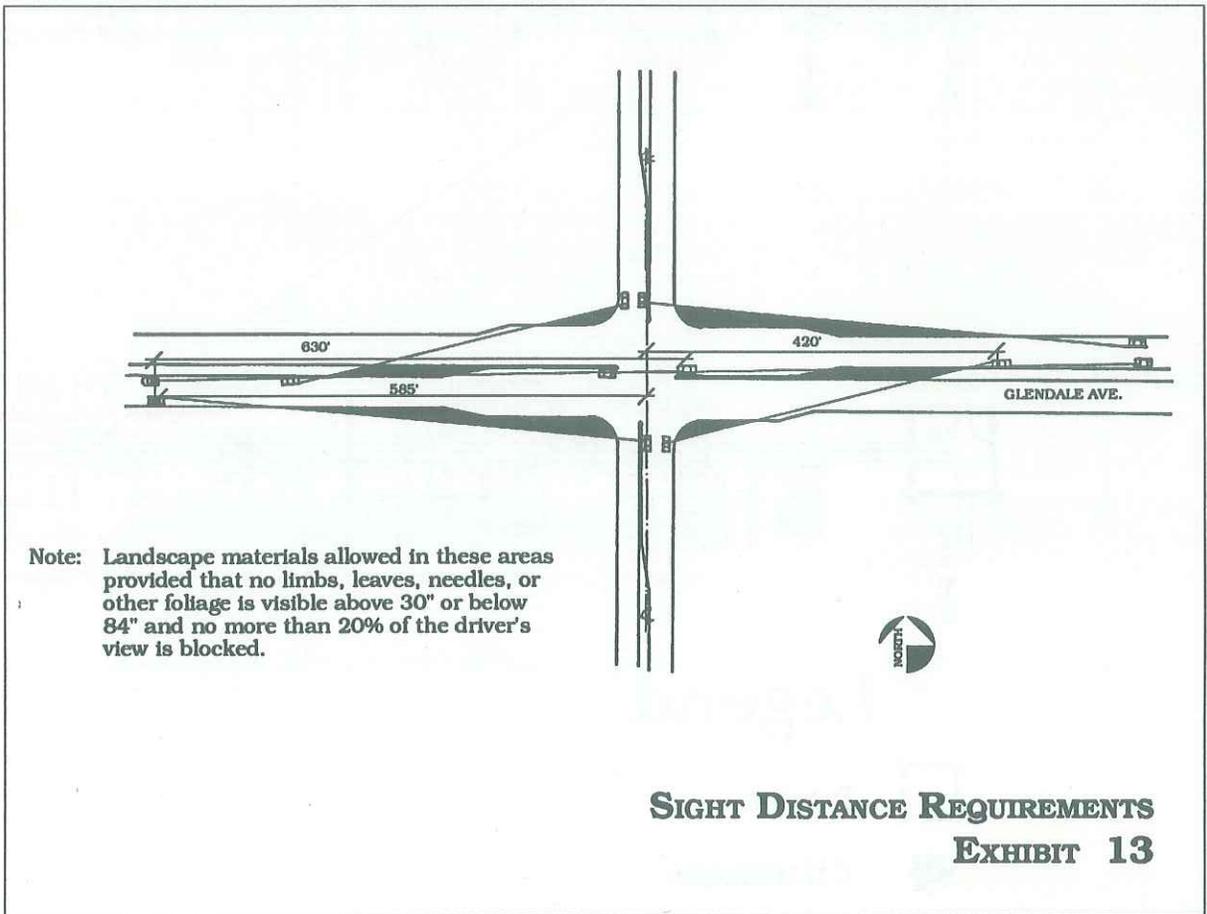
Visibility - Sight Distance

Glendale Avenue is a major arterial with vehicular speeds in excess of 40 miles per hour, in addition to numerous turning movements. To provide for the safety of pedestrians, bicyclists, and motorists, the City of Glendale has engineering standards for motorist sight distance requirements for the different types of streets and intersections.

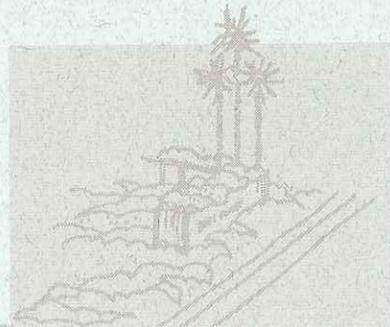
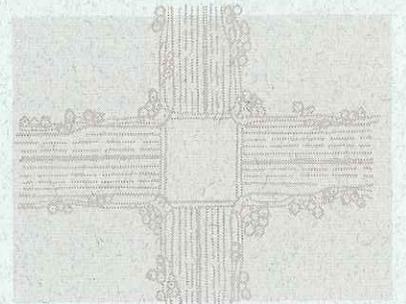
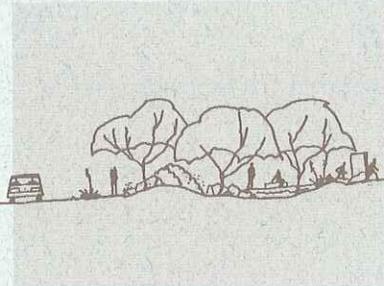
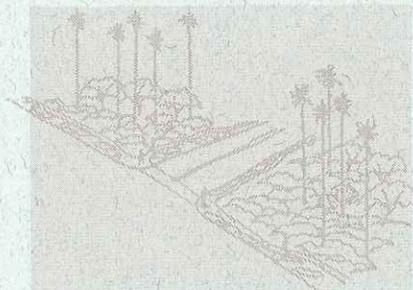
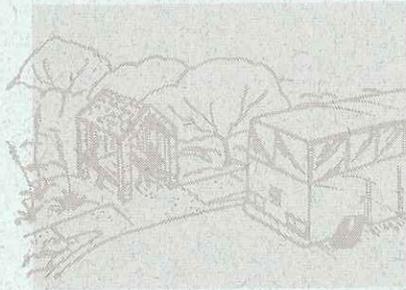
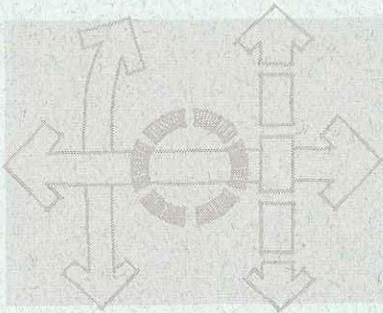
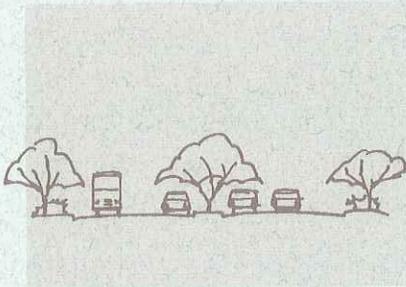
20. Utilize existing City standards for sight distance requirements for all intersections (super intersections, major/minor arterial intersections, major arterial/collector, and major arterial/drive-

way intersections) when determining the placement and types of planting materials, design features, and utility boxes to be used (see Exhibit 13). Refer to Design Guidelines for Site Development and Infrastructure Construction for further details.

21. Landscape these areas so that no limbs, needles, or other foliage is located above 30 inches or below 84 inches. A minimum vertical clearance of eight feet six inches must be maintained over sidewalks and roadways.



Public Amenities



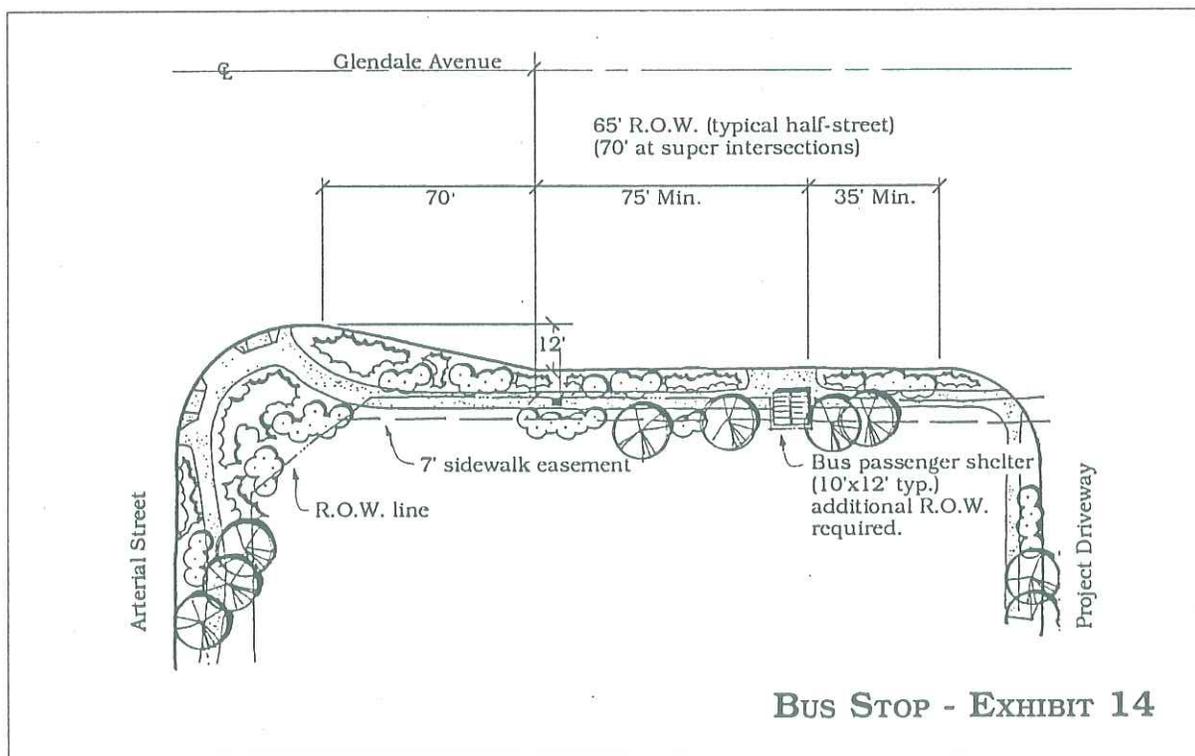
PUBLIC AMENITIES (WITHIN RIGHT-OF-WAY OR EASEMENTS)

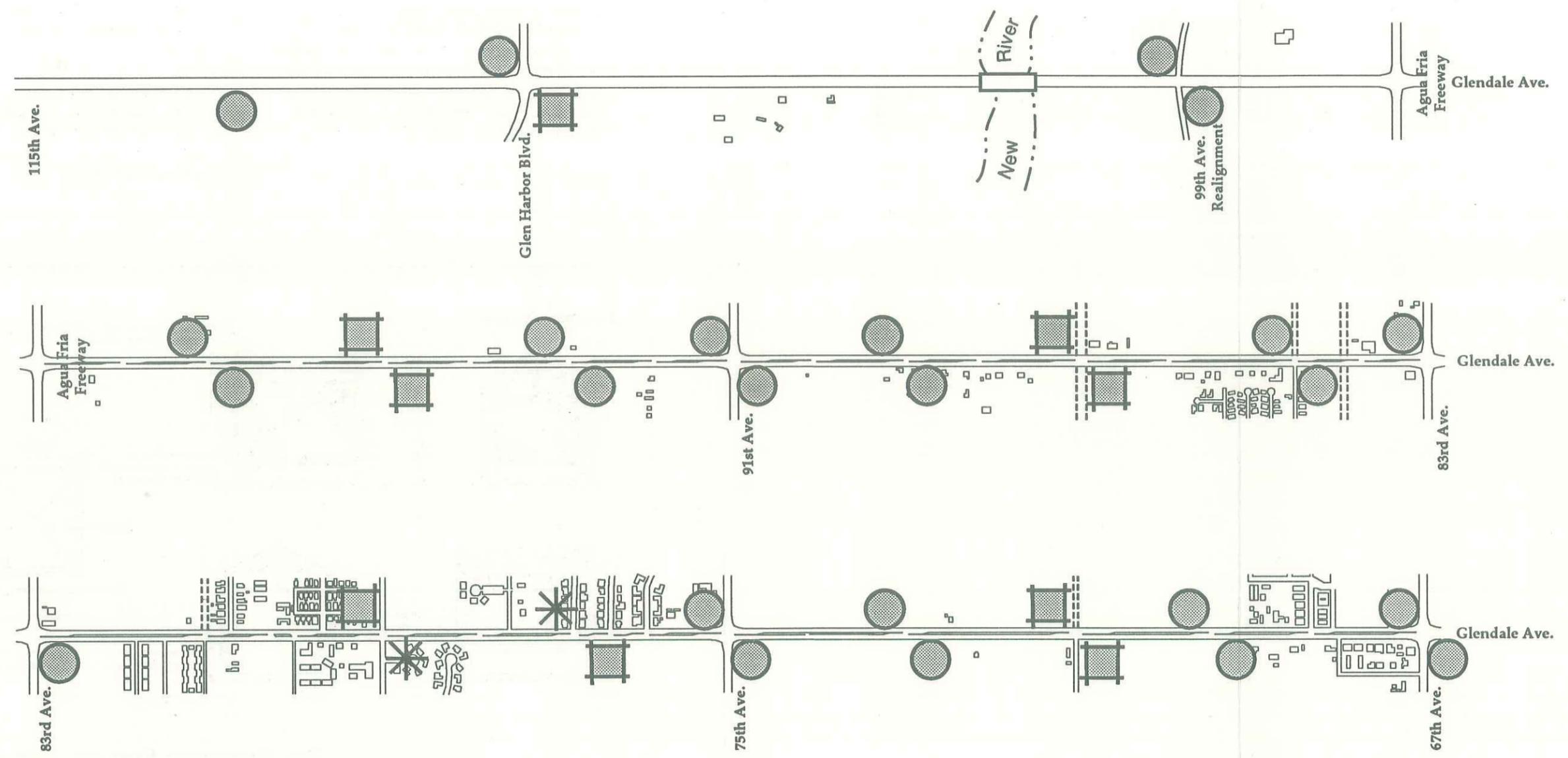
The design of Glendale Avenue requires certain public amenities in addition to basic street paving and utility requirements. These public amenities accommodate pedestrians, public transit services, bicycles, open space, landscaping, sidewalks, crosswalks, streetlights, traffic control devices, City entry monuments, and public art. Through careful selection and design of these various amenities, a street design theme will emerge creating continuity and identity for Glendale Avenue from 67th to 115th avenues. This section provides direction concerning the design and location of each of these amenities.

Bus Stops

The Glendale General Plan identifies Glendale Avenue as a major bus transit route connecting the downtown, Glendale Airport area, and Luke Air Force Base employment centers. The bus stops identified for this route are to include bus passenger shelters which incorporate benches, trash receptacles and an area to post bus schedules. Some bus stops will include bus pullouts. Bus pullouts and passenger shelters are required to meet the safety and comfort needs of bus operators and patrons.

22. Provide bus stops on the departure side of all designated arterial and collector street intersections (see Map 4).
23. Provide bus pullouts at the mile arterials and major arterials; and at half-mile intersecting streets where appropriate (see Map 4).
24. Construct bus pullouts in accordance with the illustrated design standard (see Exhibit 14). Bus pullouts cannot be constructed at some bus stop locations due to existing development. Existing older development, with minimal building setbacks, is precluded from constructing bus pullouts until such time that these areas are redeveloped. These locations are identified on Map 4. Retrofit bus pullouts at these locations when redevelopment of existing land uses occurs.
25. When practical, combine deceleration lanes with bus pullouts as they approach driveways into development projects (see Exhibit 14).
26. Provide a minimum distance of 35 feet between the bus passenger loading area in a bus pullout, and an adjacent development projects driveway (see Exhibit 14).



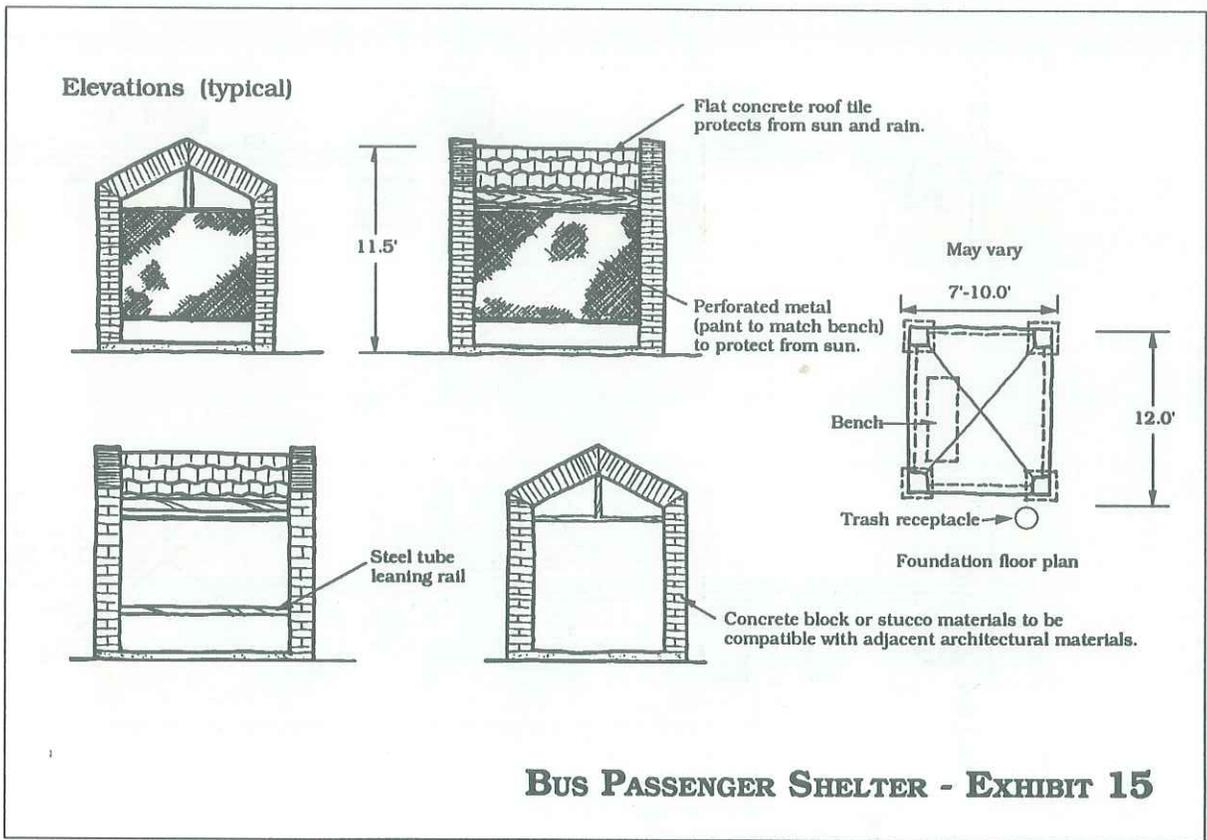


Legend

-  **Bus Stops - Locate On Departure Side Of Arterial Or Collector Street Intersections**
-  **Landscape Oasis - Include Bus Stops**
-  **Bus Pullouts Cannot Be Located**

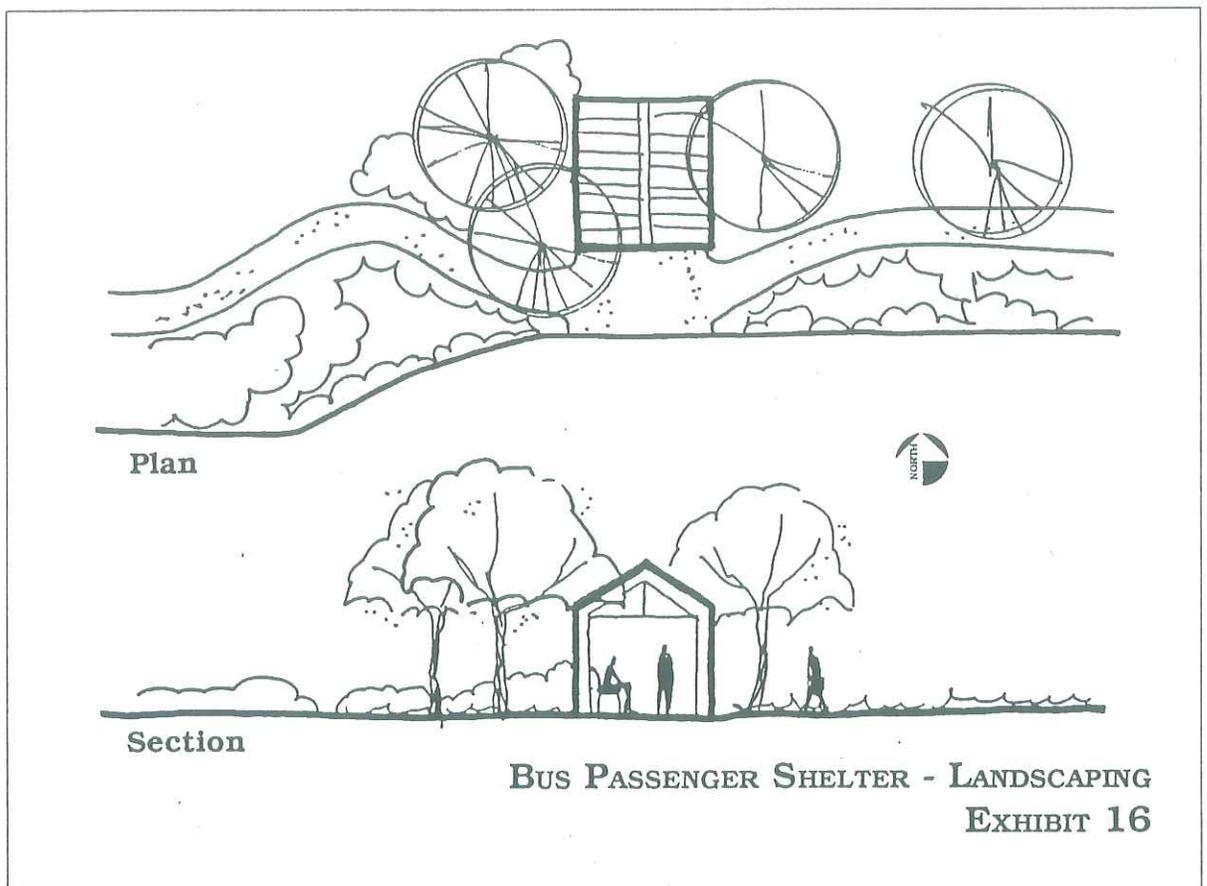
**BUS STOPS AND
LANDSCAPE OASES
MAP 4**

- 27. Provide passenger shelters that protect bus riders from rain and sun. Include benches, trash receptacles, and a place to post bus schedules (see Exhibit 15). Use the same basic bus passenger shelter design that is currently in use on segments of Glendale Avenue between 43rd and 51st Avenues with some variation in size and materials.
- 28. Provide variations in the orientation of the passenger shelter in relation to the surrounding development and location of the sun during hot periods of the year.
- 29. Plant trees and shrubs in optimal locations adjacent to bus passenger shelters to provide protection from the sun and heat during the hottest months (see Exhibit 16).



BUS PASSENGER SHELTER - EXHIBIT 15

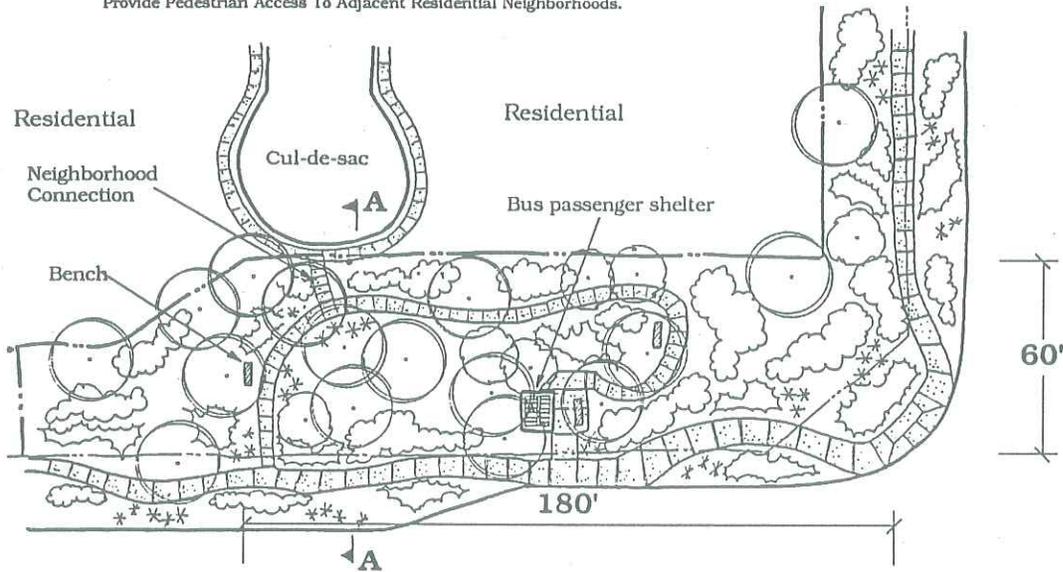
- 30. Locate bus passenger shelters adjacent to street lighting to help provide safety for bus passengers.
- 31. Provide access between neighborhoods and bus stops by incorporating periodic breaks in residential perimeter walls (see Exhibits 17 and 30).
- 32. Modify bus passenger shelter materials to match the materials of adjacent new development.



Landscape Oasis Conceptual Design

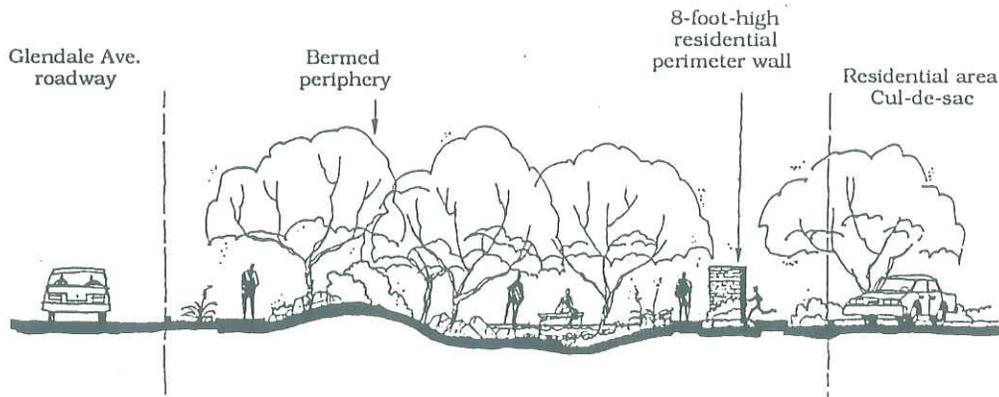
Approximately 1/4 Acre @ 180'x60'. Include Mounding & Retention Areas.
Heavy Landscape

Provide Pedestrian Access To Adjacent Residential Neighborhoods.



- Canopy Tree
- Large Shrub or Small Tree
- Shrubs
- Groundcover
- Accent Plants

Conceptual Example



Section A-A

Notes:

Provide bermed areas to enhance the privacy of the passive inner landscape area.

Provide a heavily-planted, recessed area as a retreat for pedestrians in addition to providing some retention.

Provide substantial shade trees.

LANDSCAPE OASIS - EXHIBIT 17

Landscape Oases

Landscape oases are small oasis areas of one-quarter acre or less, typically providing more dense vegetation and a shaded pedestrian seating area. Landscape oases provide periodic visual relief from the continuous view of buildings, walls, parking lots, and paved streets for motorists, pedestrians, and bicyclists.

Landscape oases are identified in conjunction with some bus stops. They are to be located next to selected bus stops closest to areas where pedestrian traffic is likely to be heaviest, predominantly residential neighborhoods.

33. Develop landscape oases in conjunction with bus stops that are generally closest to residential neighborhoods (see Map 4).
34. Integrate the landscaping and design of landscape oases with bus passenger shelters, sidewalk paving, light fixtures, and adjacent land use projects (see Exhibit 17).
35. Provide benches or seatwalls as part of the design and construction of landscape oases.

Landscape

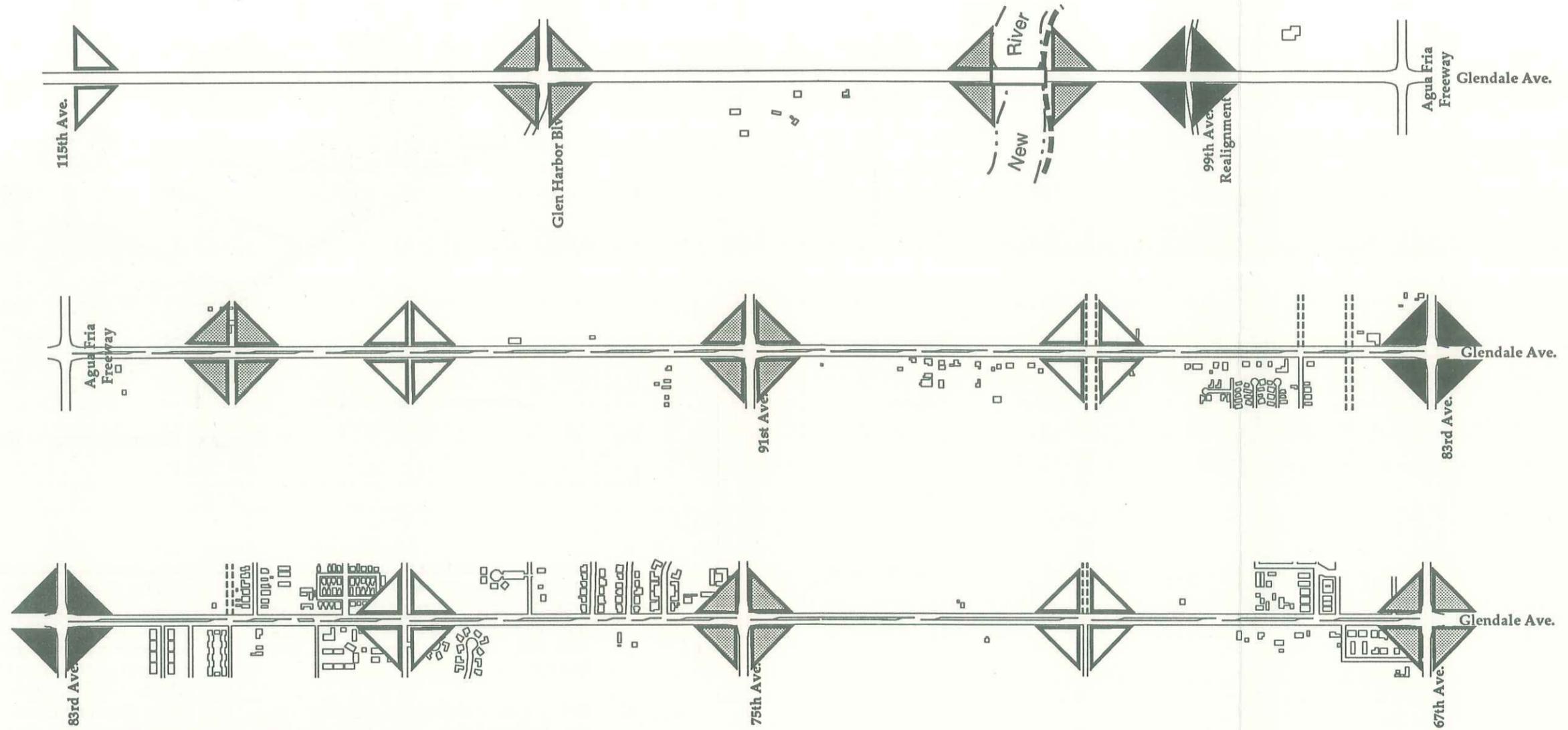
Street landscaping along Glendale Avenue helps identify the hierarchy of intersections through the intensity, arrangement, and height of landscape materials. It emphasizes different degrees of formality of land uses. Landscaping provides shade for pedestrians, while adding texture and color to the street environment. Continuity is provided to the street scene, through landscaping, which is difficult to accomplish through the architectural design of buildings and walls alone.

36. Landscape street linkages along Glendale Avenue with low water use vegetation using several varieties of trees in conjunction with clusters of shrubs to repeat a landscape theme that provides a sense of continuity to the street scene.
37. Integrate development project site landscaping with the right-of-way landscaping theme to enhance continuity and assist in developing an identity for Glendale Avenue.
38. Incorporate berms and recessed areas in landscape areas to create varied contours of the topography. Avoid exaggerated slopes and depths.

39. Require planting a mix of flowering shrubs, trees, and ground cover, as listed on the plant matrix, to provide color throughout the year (see Exhibit 18).
40. Provide a hierarchy of landscape features at intersections (see Map 5).

| WEST GLENDALE AVENUE CORRIDOR DESIGN PLAN | | | | | | |
|---|-----|--------|-----|----------|----------|----------|
| PLANT MATRIX | | | | | | |
| Botanical name Common name | ROW | MEDIAN | ROW | LANESIDE | LANESIDE | LANESIDE |
| | ROW | MEDIAN | ROW | LANESIDE | LANESIDE | LANESIDE |
| TREES | | | | | | |
| Caesalpinia pulcherrima Red Bird of Paradise | | ● | | | | ● |
| Phoenix dactylifera Date Palm | ● | ● | | | | |
| Olea europaea "Swan Hill" "Swan Hill" Olive | ● | ● | | | | |
| Eucalyptus spathulata Narrow leaf gimlet Eucalyptus | | ● | | | | |
| Eucalyptus leucoxyton White ironbark Eucalyptus | | ● | | | | |
| Eucalyptus torquata Coral gum Eucalyptus | | ● | | | | |
| Acacia saligna Weeping Wattle | | ● | ● | | | |
| Acacia salicina Cooba | | ● | ● | | | |
| Cercidium floridum Blue Palo Verde | | ● | ● | | | |
| Cercidium praecox Palo Brea | | ● | ● | | | |
| Prosopis spp. & hybrids South American Mesquite (thornless) | | ● | ● | | | |
| GROUNDCOVERS | | | | | | |
| Lantana spp. Lantana | | ● | ● | | | ● |
| Rosmarinus officinalis "prostrata" Prostrate Rosemary | | | ● | | | ● |
| Myoporum parvifolium Myoporum | | | ● | | | ● |
| SHRUBS | | | | | | |
| Drosanthemum speciosum Ice Plant | | | ● | | | ● |
| Nerium oleander-dwarf varieties Dwarf Oleander "Petite Salmon" | ● | ● | ● | | | |
| Nerium oleander-dwarf varieties Dwarf Oleander "Petite Pink" | | ● | ● | | | |
| Lantana camara Bush Lantana | | ● | ● | | | |
| Cassia spp. Cassia | | ● | ● | | | |
| Calliandra californica Fairy Duster | | ● | ● | | | |
| Justicia spigera Mexican Honeysuckle | | ● | ● | | | |
| Ongerup acacia Acacia Ongerup "Desert Carpet" t.m. | | | ● | | | ● |
| Gazania spp. Gazania | | | ● | | | ● |
| ACCENT PLANTS | | | | | | |
| Dasyliion wheeleri Desert Spoon | | ● | ● | | | |
| Hesperaloe parviflora Red Yucca | | ● | ● | | | ● |
| Carnegia gigantea Saguaro | | | ● | | | |

PLANT MATRIX - EXHIBIT 18

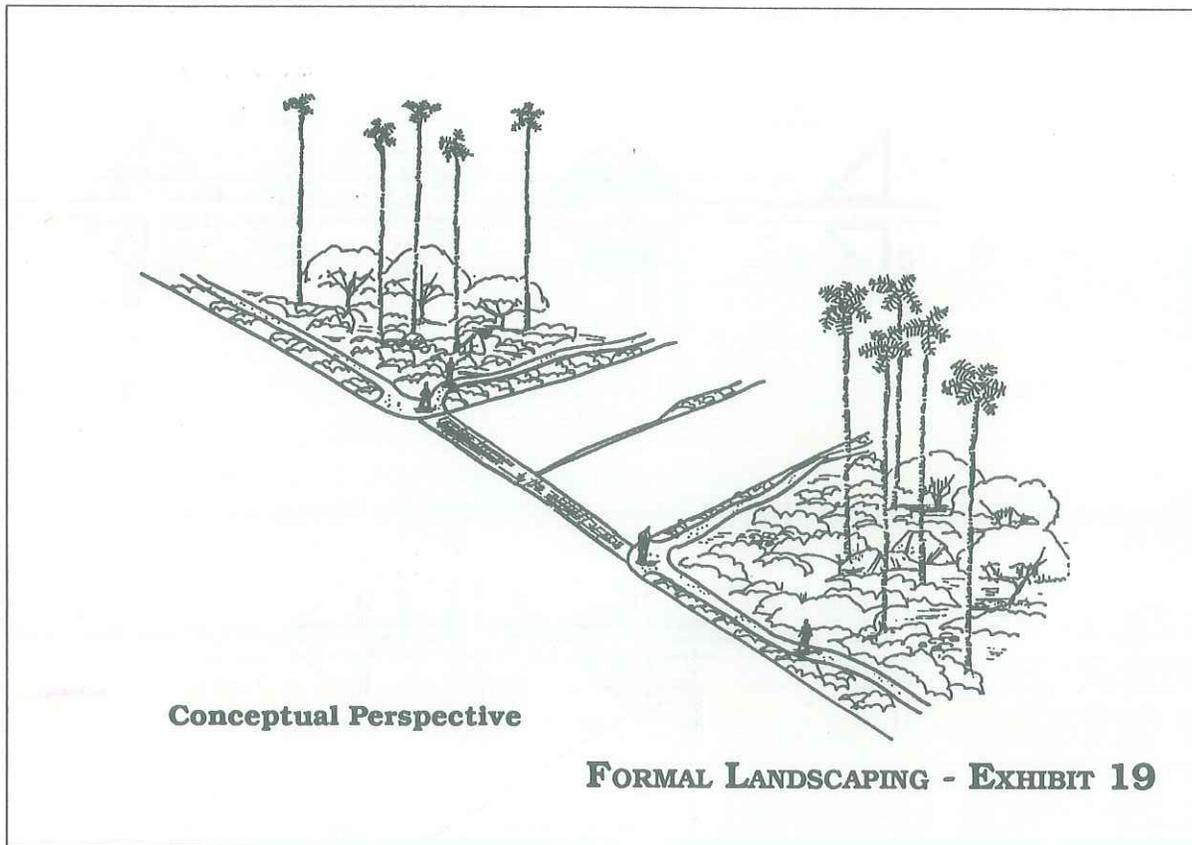


Legend

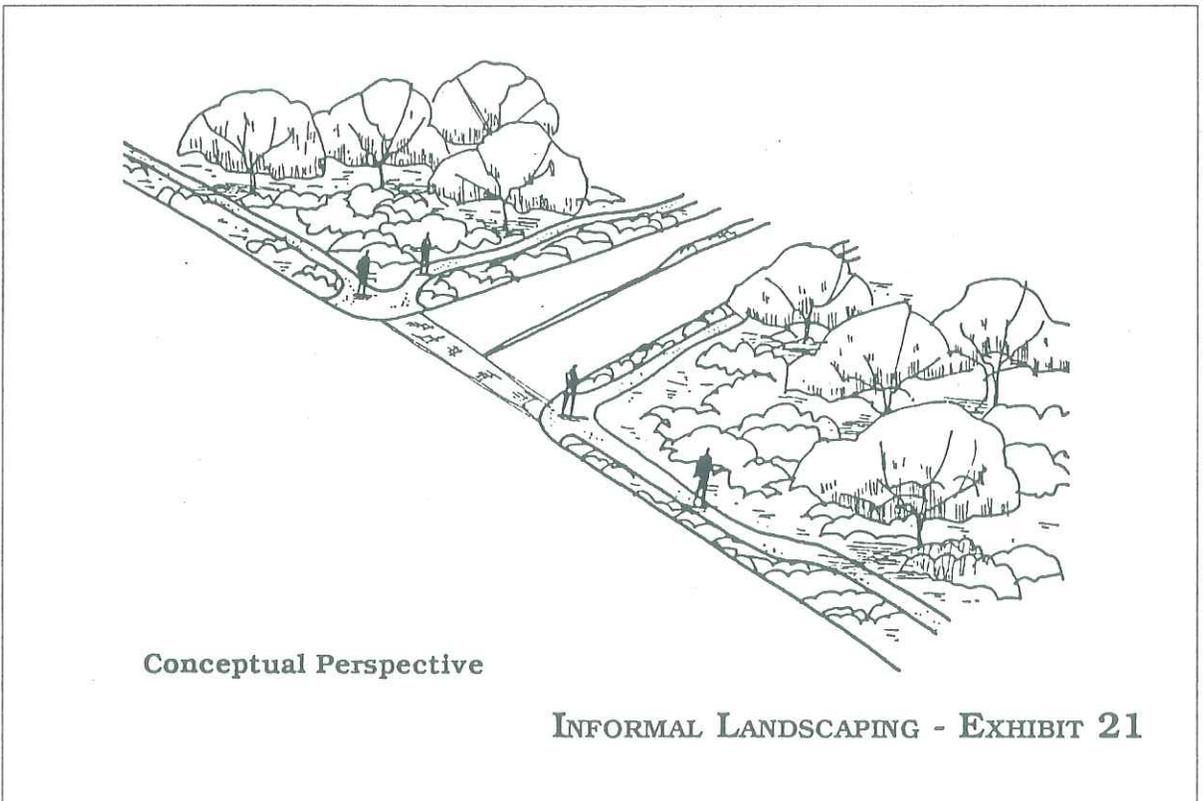
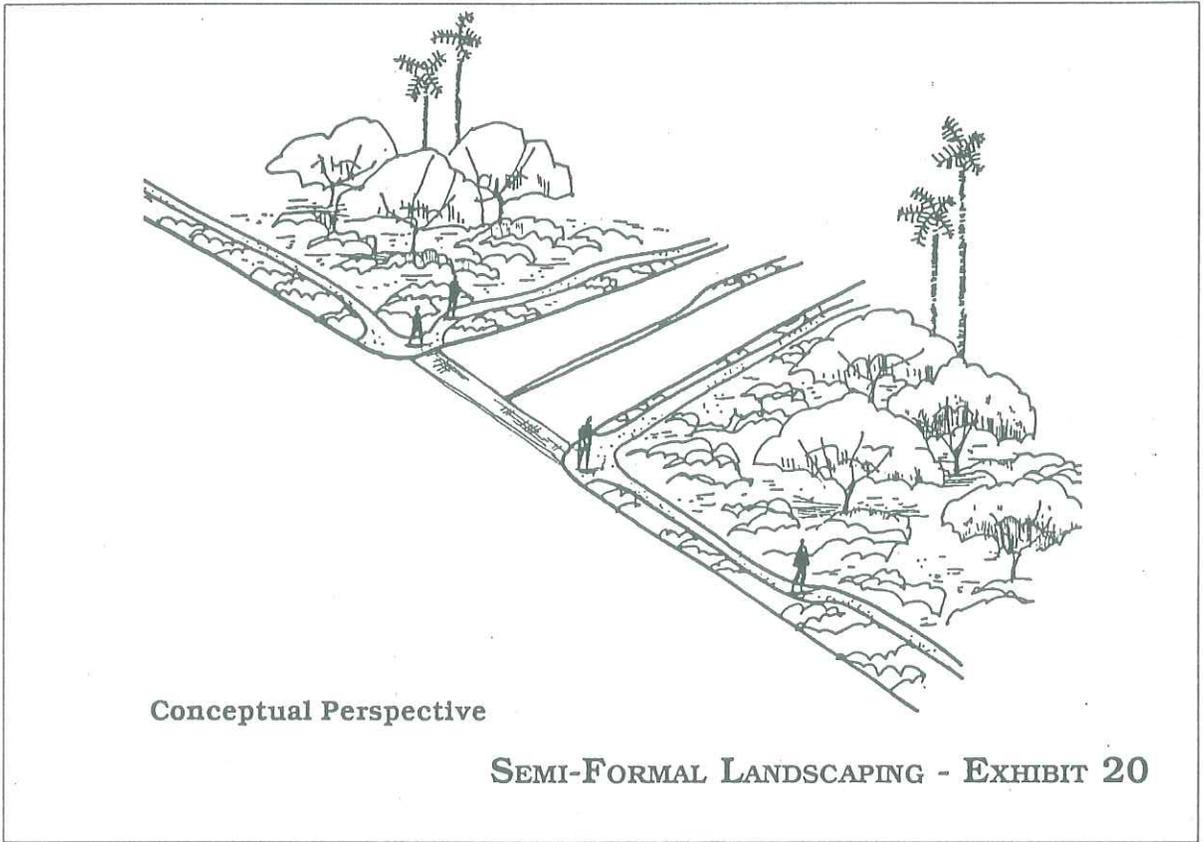
-  Major Landscape Feature (90' Triangle*)
-  Secondary Landscape Feature (80' Triangle*)
-  Landscape Feature (65' Triangle*)
-  Trail System Located Along East Side Of The New River

*Triangle Measured From Back-Of-Curb

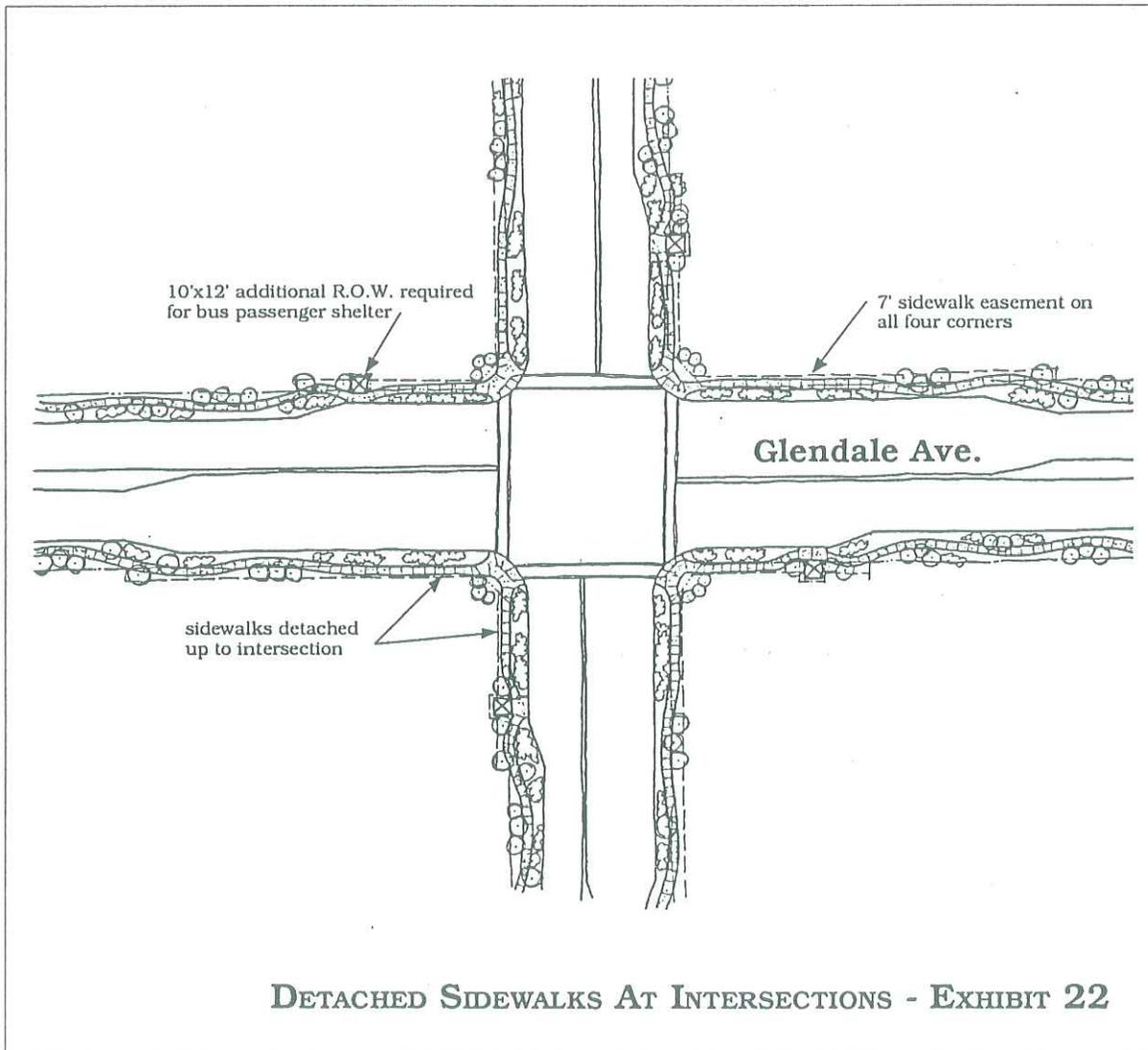
**INTERSECTION
LANDSCAPE HIERARCHY
MAP 5**



41. Require the planting of tall date palms, along with special plant materials and ground cover, to provide a sense of formality and importance at the 83rd and 99th Avenue intersections (see Exhibit 19).
42. Require the planting of a mix of accent and canopy trees, along with shrubs and ground cover, to provide a sense of informality, yet importance, at the 67th, 75th, and 91st Avenue intersections (see Exhibit 20).
43. Require the planting of canopy trees, shrubs, and ground cover to provide an informal setting at collector street intersections (see Exhibit 21).
44. Require additional landscape treatment at entry points to development projects. Where appropriate, integrate with the project signage. The appropriate type and scale of landscape materials will be determined based on the relative location to different types of intersections along Glendale Avenue at the time of development plan review.
45. Locate street trees a minimum of four feet from back of street curb.
46. Landscape raised medians with low-water-use vegetation and clusters of shrubs according to the plant matrix (see Exhibit 18).



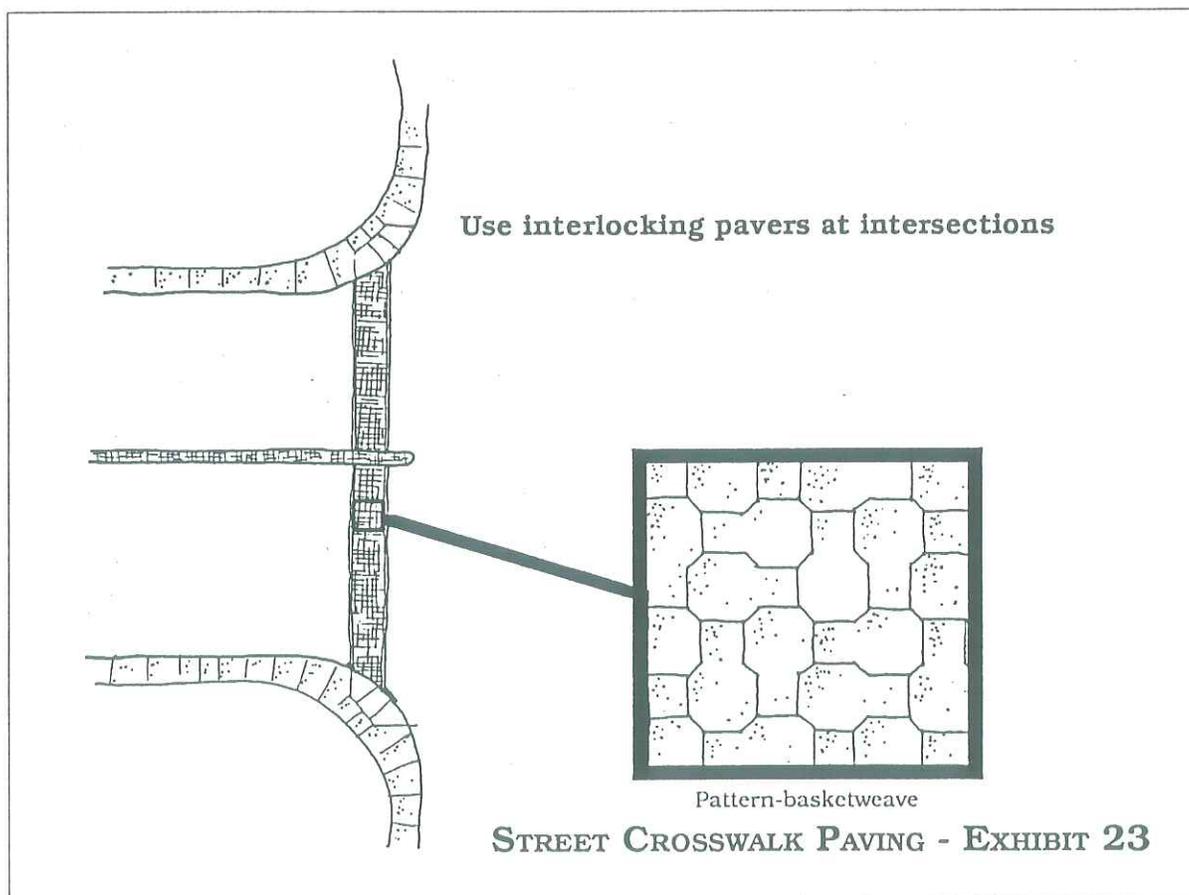
- 47. Protect the safety of vehicle operators, passengers, and pedestrians by using landscape materials that allow unobstructed views at visibility triangles near intersections, driveway entries, and left-turn lanes along medians (see section on Visibility-Sight Distance).
- 48. Require new development adjacent to New River to clean up and revegetate the banks and areas adjacent to New River with native plant materials.
- 49. Provide access from the east end of the New River Bridge to the trail system along the bed of New River.
- 50. Provide a subtle transition to native plant materials in the Glendale Avenue right-of-way east and west of the New River Bridge to assist in identifying the trail system that follows the river bed.

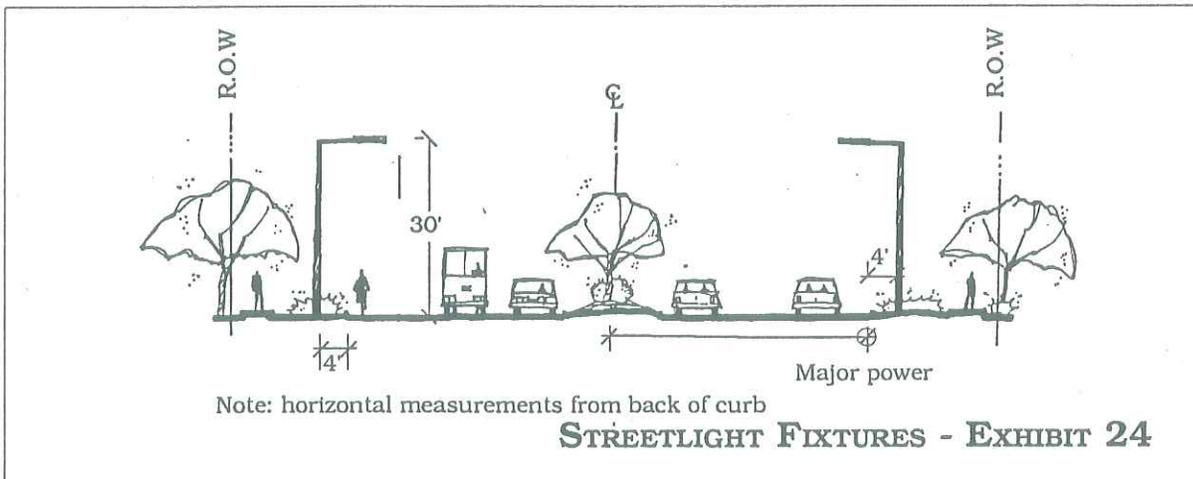


Hardscape

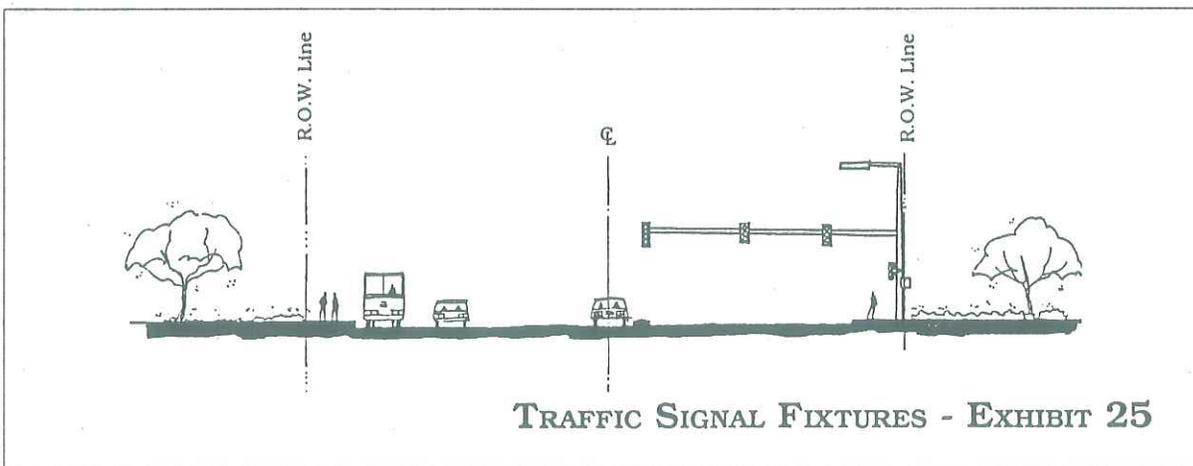
The visual appearance of Glendale Avenue is enhanced by the design of walls, sidewalks, crosswalks, benches, control boxes for lighting and utilities, streetlight fixtures, and traffic control fixtures. The repetitive use of common themes for each hardscape feature helps create the feeling of continuity along Glendale Avenue.

51. Provide six-foot-wide, salt-finish, concrete sidewalks along Glendale Avenue frontage. Continue the salt-finish theme into bus stop area, landscape oases, and into projects fronting Glendale Avenue. This finish has been used previously on Glendale Avenue from 43rd to 51st Avenues and in the downtown area. The salt-finish treatment should continue to a logical transition point on intersecting streets.
52. Provide salt-finish, concrete sidewalks that are detached from the street curb. This will allow for a landscape buffer between vehicles and pedestrians that enhances pedestrian safety and improves the visual quality of the street. At intersections an additional landscape/sidewalk easement will be required to accommodate detached sidewalks (see Exhibit 22).
53. Maintain detached sidewalks, except at access points to intersection crosswalks and bus stops (see Exhibit 22).





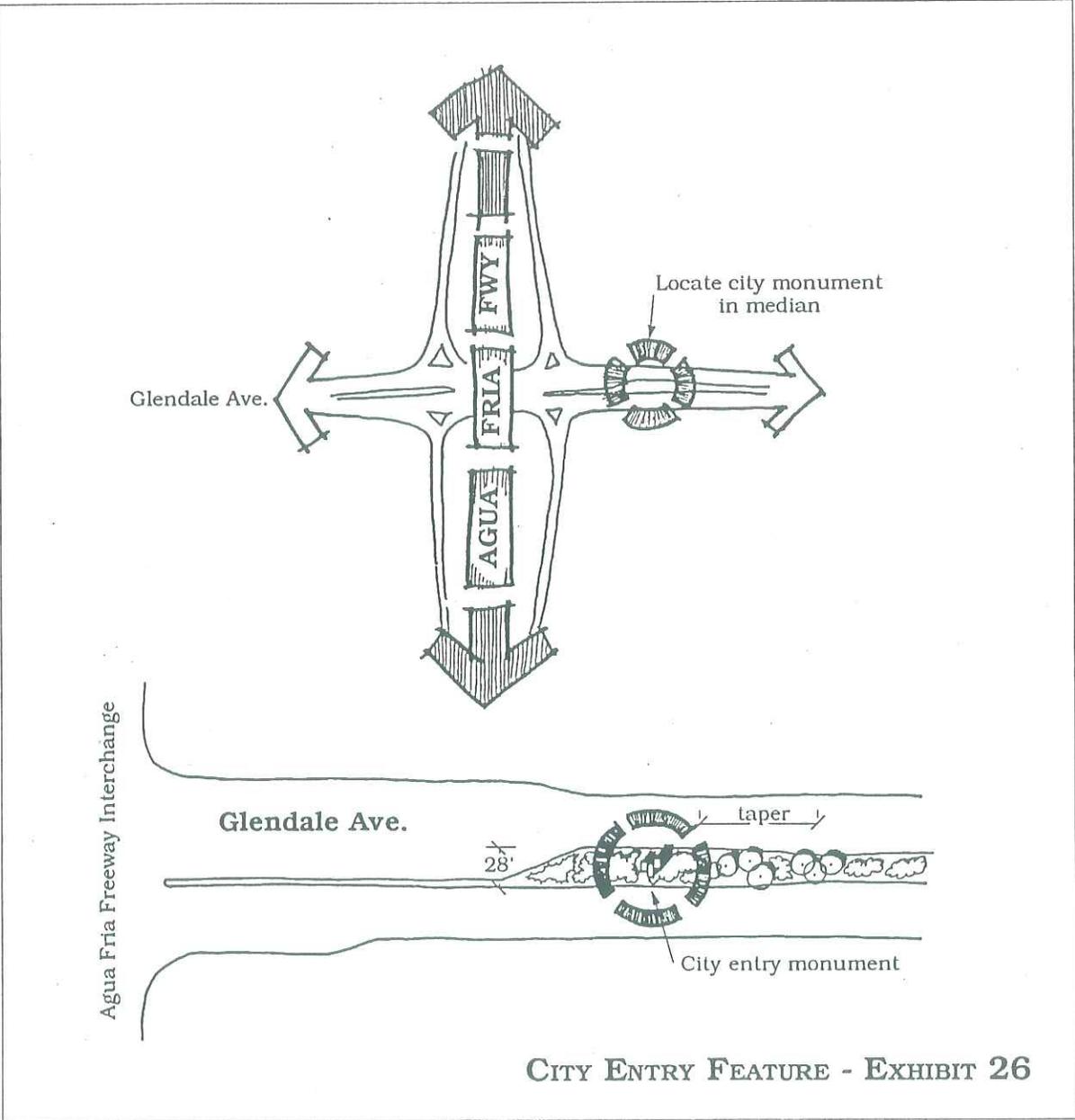
- 54. Enhance major arterial and arterial intersection crosswalks with interlocking pavers. Use interlocking pavers as previously used along Glendale Avenue from 43rd to 51st Avenues, to provide continuity with other development along Glendale Avenue (see Exhibit 23). Refer to the Design Guidelines for Site Development and Infrastructure Construction for more detail.
- 55. Provide special paving treatment at driveway and street entry points to development projects of 10 acres or more.
- 56. Require decorative streetlight fixtures for all public street lighting with the same design and color as the streetlights along Glendale Avenue from 43rd to 51st Avenues.
- 57. Locate streetlight fixtures four feet from back of curb (see Exhibit 24). For other utility locations, refer to the City's Design Guidelines for Site Development and Infrastructure Construction.
- 58. Locate utility boxes, signal controllers, and backflow prevention devices outside visibility triangles and outside public view whenever possible. Reduce the visibility of these boxes by integrating their location into the street landscape theme and painting to match screen walls of surrounding development.
- 59. Provide decorative traffic signal fixtures with the same design and color as those located along Glendale Avenue from 43rd to 51st Avenues (see Exhibit 25).



City Entry Feature

A City entry feature conveys a first impression of Glendale as people enter the City, both from the Agua Fria Freeway and from the western areas, in addition to providing the City with a sense of identity.

- 60. Locate a City of Glendale entry feature, similar in design to the monument located at 43rd and Glendale Avenues, in the median island east of the Agua Fria Freeway interchange (see Exhibit 26). Placement of the monument should be seven feet from back-of-curb; and sight distance standards must be satisfied.

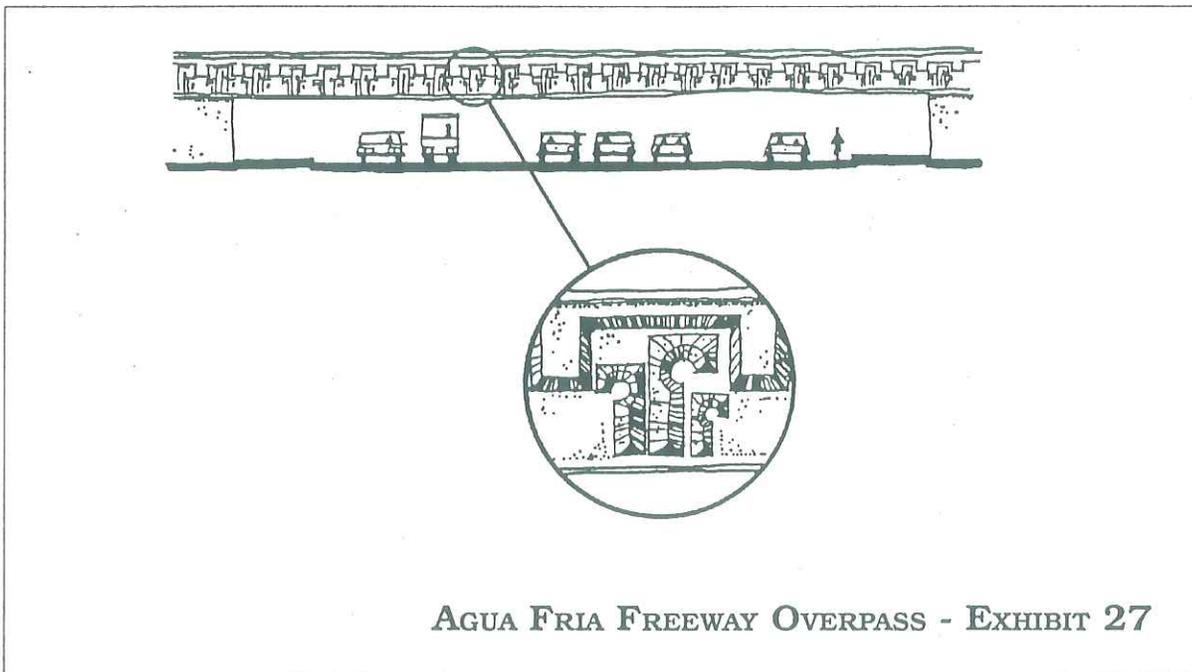


CITY ENTRY FEATURE - EXHIBIT 26

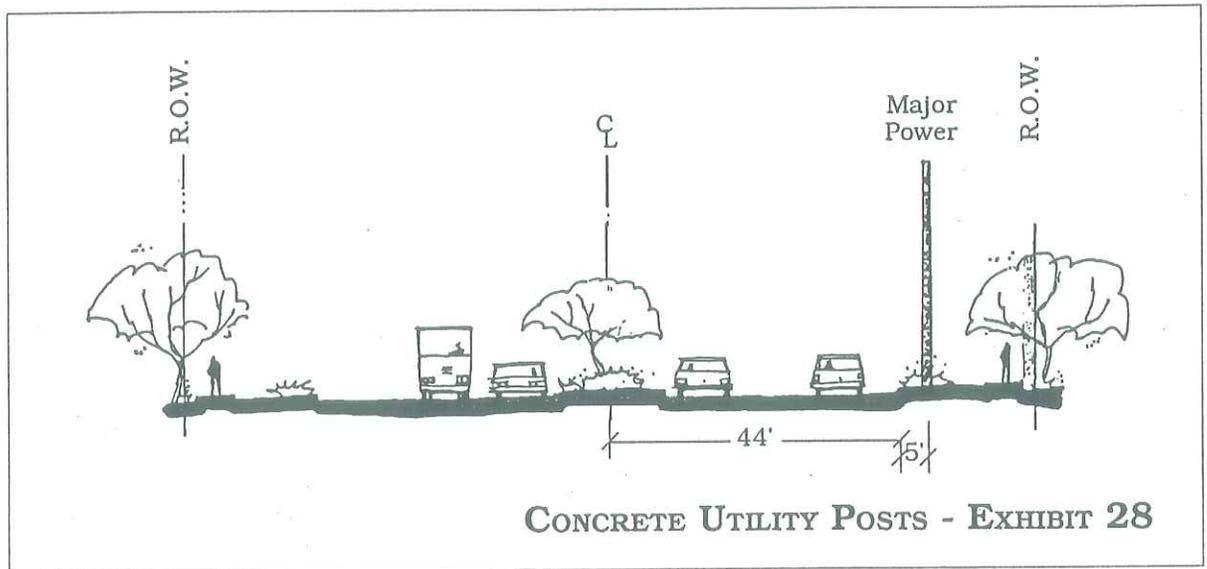
Public Art

Public art includes much more than sculpture and paintings. Functional necessities may be designed by artists to enhance the overall appearance of an area. Objects designed by artists include drinking fountains, freeway overpasses, bridges, paving patterns, benches, screen walls, and lighting. The list is endless. There are several opportunities to integrate different forms of public art into the physical development of Glendale Avenue.

61. Enhance the visual appearance of the Agua Fria Freeway overpass by including graphic or relief patterns in the concrete portions of the bridge span and abutment (see Exhibit 27).
62. When major improvements to the New River bridge are considered, involve the Glendale Arts Commission and include an artist on the design team to incorporate art into the functional bridge improvement designs.
63. Consider an enhanced design for utility boxes and other functional necessities to create visual appeal, such as featuring inset ornamental iron or a painted design. Involve the Glendale Arts Commission, through the Public Art Program, to explore the possibilities.
64. At the time of development plan review, negotiate the contribution of public art for major projects in exchange for project features desired by a developer such as additional F.A.R. and density bonuses. Involve the Glendale Arts Commission in the process of assisting in the selection of an artist and art medium.
65. Utilize open spaces created by landscape oases and project courtyards as opportunities for the placement of sculpture or other forms of public art.

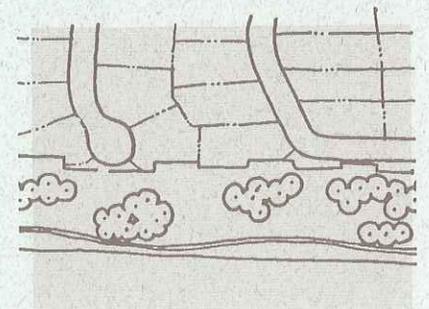
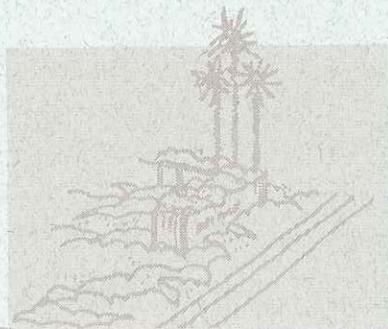
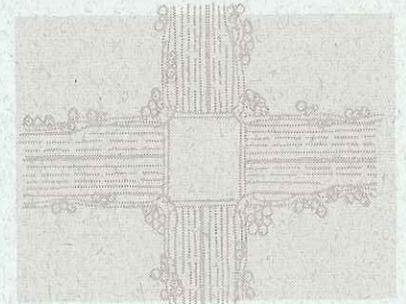
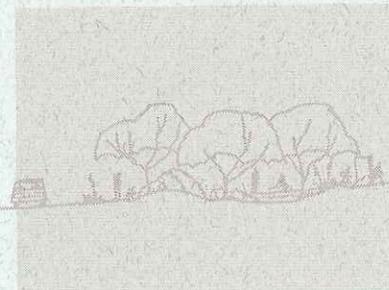
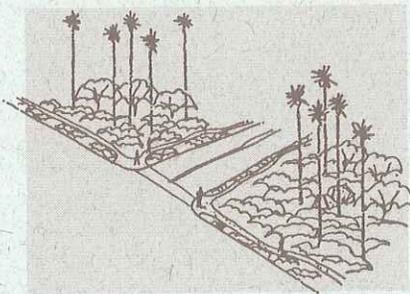
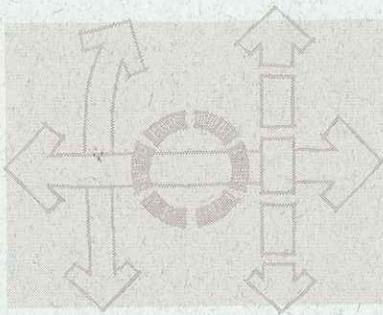
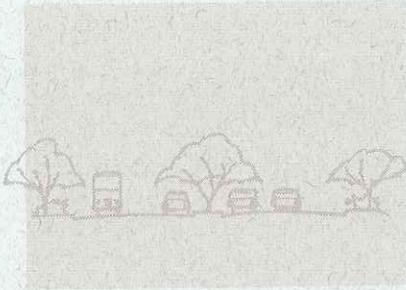


AGUA FRIA FREEWAY OVERPASS - EXHIBIT 27



66. Encourage the use of concrete support posts with sculptural relief design or exposed aggregate for overhead utility services of 69kV and larger. New concrete fixtures could replace existing wood structures either at the time of new development along property front-ages or when funds are available through aesthetic improvement programs offered by public utilities or other sources (see Exhibit 28).
67. Locate all utility poles for 69kV and larger five feet from back-of-curb (see Exhibit 28). All other electric utilities smaller than 69kV are required to be placed underground at the time of development or redevelopment in accordance with the City of Glendale Utility Undergrounding Ordinance (Ordinance No. 1629).
68. Solicit the support of the Glendale Arts Commission to identify and assist in funding the development of functional and public art along Glendale Avenue.

Land Use Design Guidelines



LAND USE DESIGN GUIDELINES

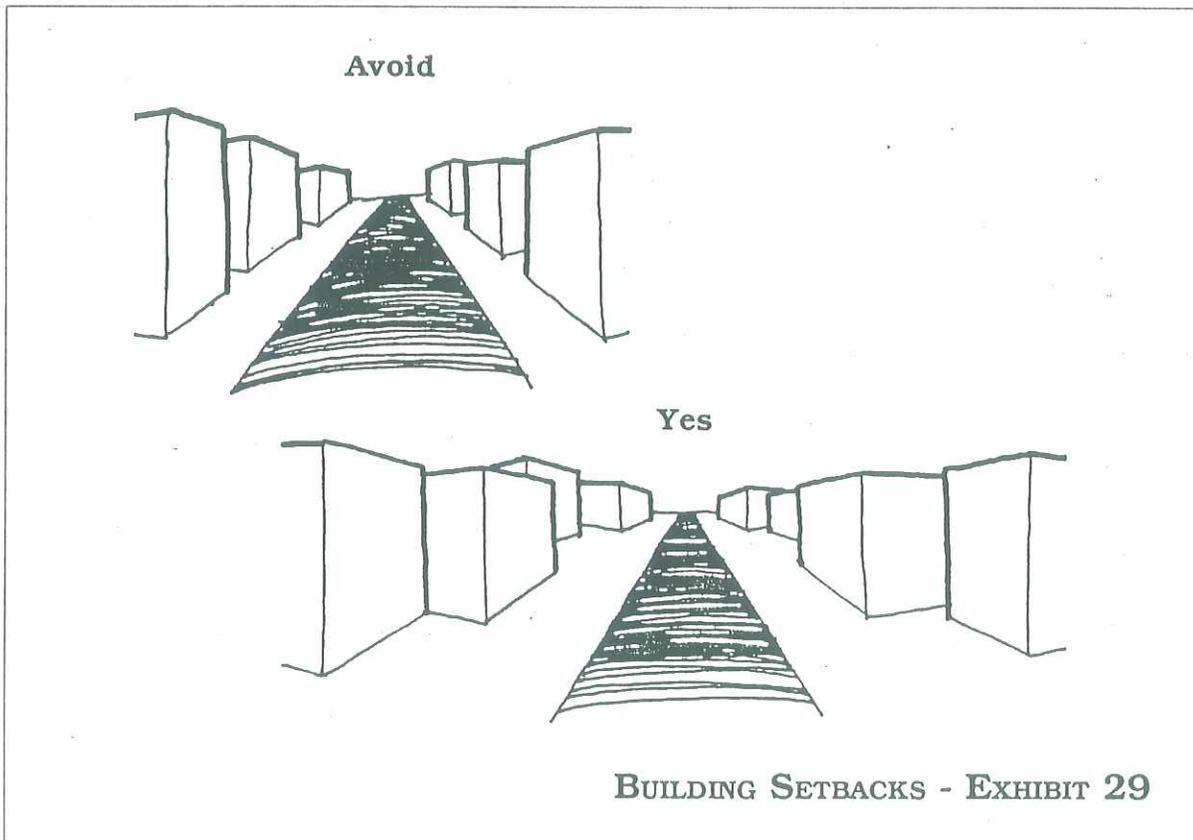
This section provides direction for the development plan review process so that the end product of several independent development projects is a street scene with reasonable design continuity. The policies intend to be flexible as long as the overall goal of creating design continuity and a visually-pleasing boulevard with a suburban look is attained.

The appearance and ultimate visual appeal of Glendale Avenue is determined by a variety of design decisions that must be made during the development plan review process for each project along the corridor. Some of these design decisions include: the depth of building setbacks; orientation of buildings relative to the street and other buildings in the area; design and location of walls and identification signs; design of project entrances; and accent lighting. These and other design features need to be considered when creating an appealing street scene.

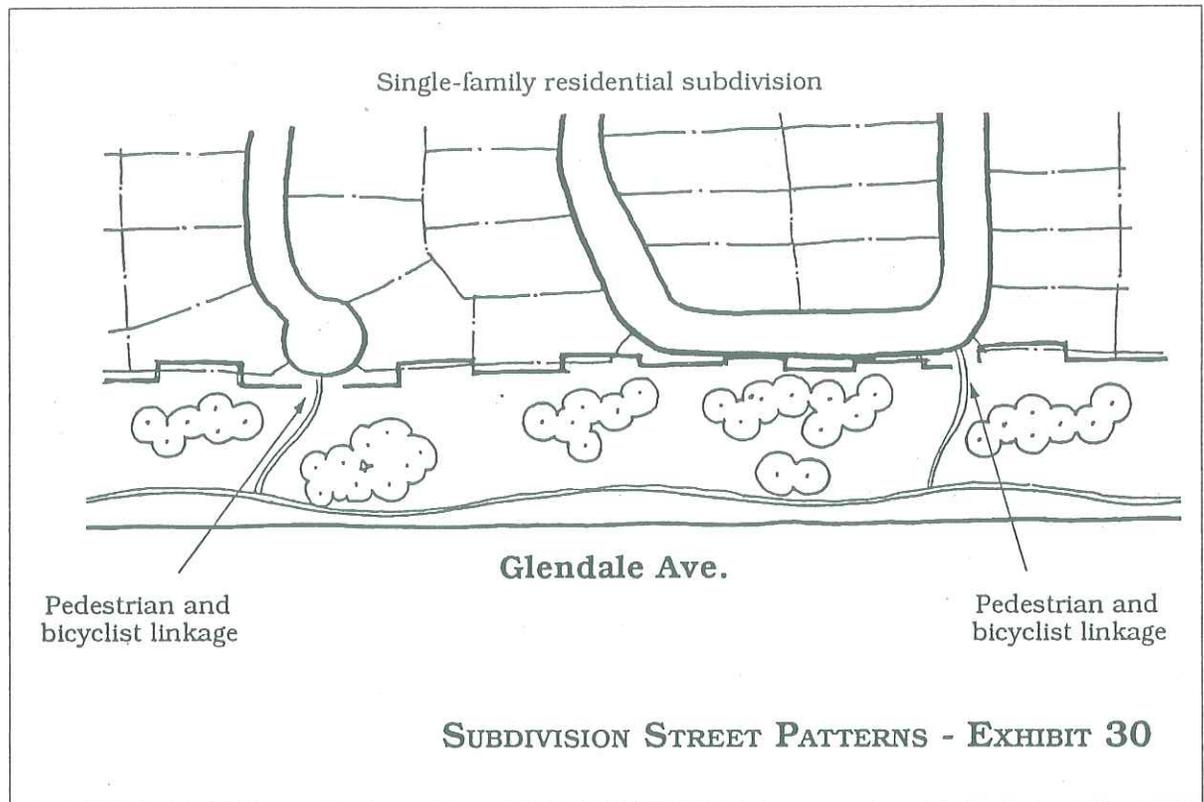
The planned residential, commercial, and business park land uses along Glendale Avenue create variety and interest along the corridor (see Map 2). The following policies intend to provide a common thread of design through all of the different land use projects along the corridor and should be used in conjunction with the City of Glendale's Subdivision Design Expectations and Commercial Design Expectations. Consistency in design will result in greater visual appeal and development success in the planning area.

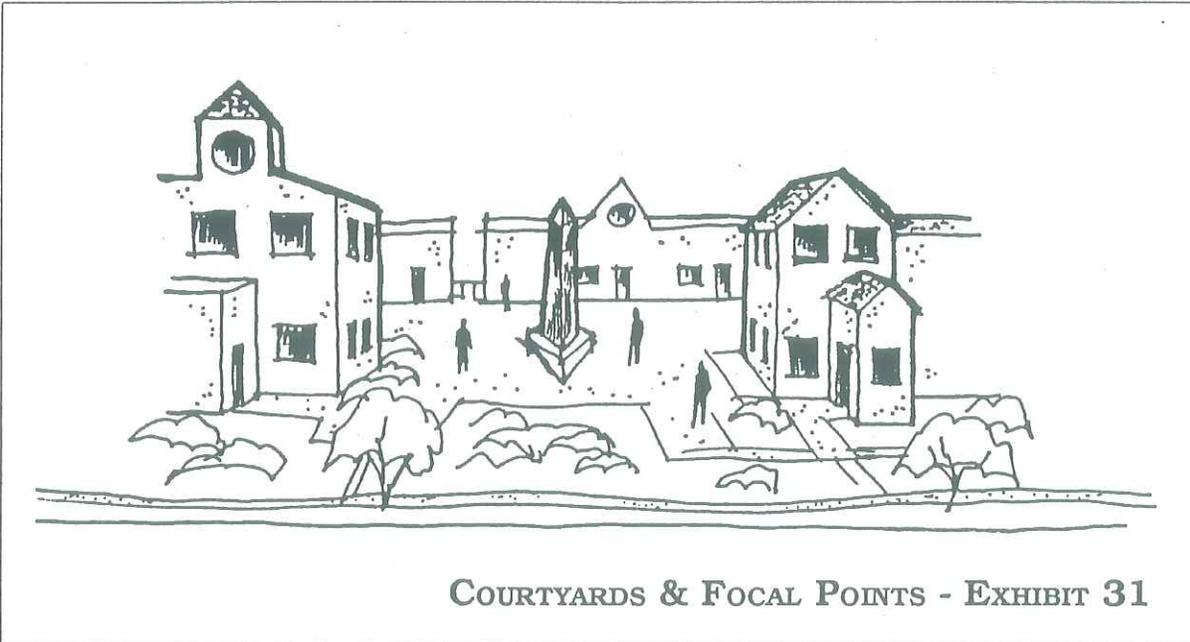
Building Orientation and Setback

69. Require all buildings, except single-family units, to front or have primary orientation to Glendale Avenue.
70. Require variations in building view angles, as seen from Glendale Avenue, to create the appearance of greater open space and staggered setbacks.
71. Require minimum building setbacks of 30 feet from street right-of-way for residential and office development between 67th and 95th Avenues. Projects of ten acres or more, with multiple buildings, shall have an average building setback of 50 feet with a minimum of 30 feet from street right-of-way.
72. Require minimum building setbacks of 30 feet from street right-of-way for development pads located in shopping centers. The setback area shall be landscaped with no parking or drives allowed in it (see Exhibit 39).
73. Require minimum building setbacks of 50 feet from the street right-of-way for development between 95th and 115th Avenues with an average of 70 feet for uses with multiple buildings.
74. Integrate private development project landscaping with the right-of-way landscaping theme to enhance continuity and assist in developing an identity for Glendale Avenue.
75. Along the length of Glendale Avenue, require variation of building setbacks. Avoid adjacent buildings using the same setback when it is apparent that it will result in a canyon effect (see Exhibit 29).



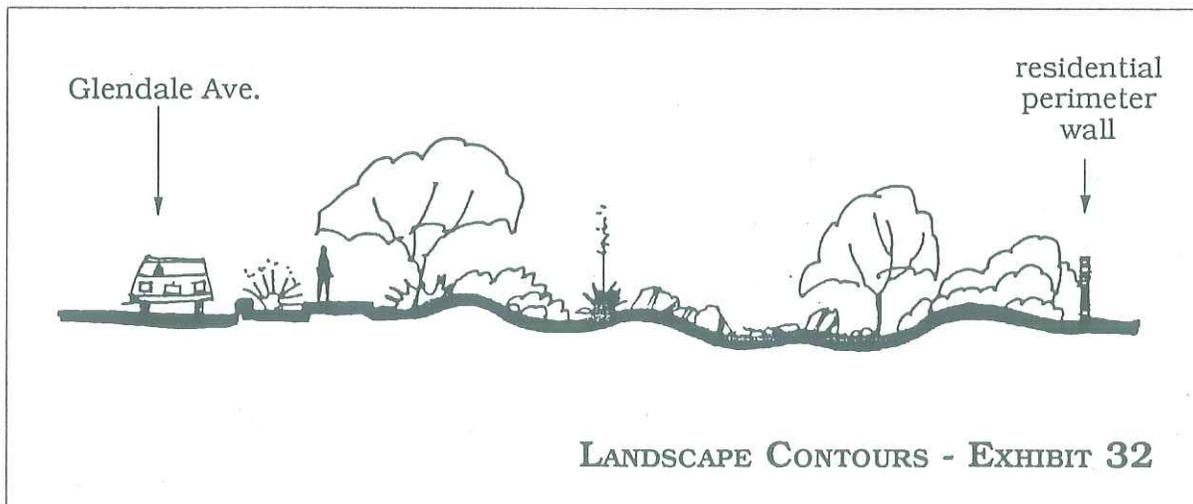
- 76. Require variety in single-family residential subdivision street patterns that result in dwelling units siding, backing, or providing other view angles rather than all units backing onto Glendale Avenue. Street designs should include cul-de-sacs and looping street patterns that encourage variation in the angular orientation of single-family units to Glendale Avenue (see Exhibit 30).
- 77. Provide deeper lots in new single-family residential subdivisions that back up to Glendale Avenue.
- 78. Create opportunities for "view windows" and focal points between walls, buildings, and landscaping so pedestrians, bicyclists, transit passengers, and motorists can view all or portions of internally-oriented project amenities that have visual appeal (see Exhibit 31).
- 79. Incorporate courtyards in development projects to create volumes of space facing Glendale Avenue (see Exhibit 31).

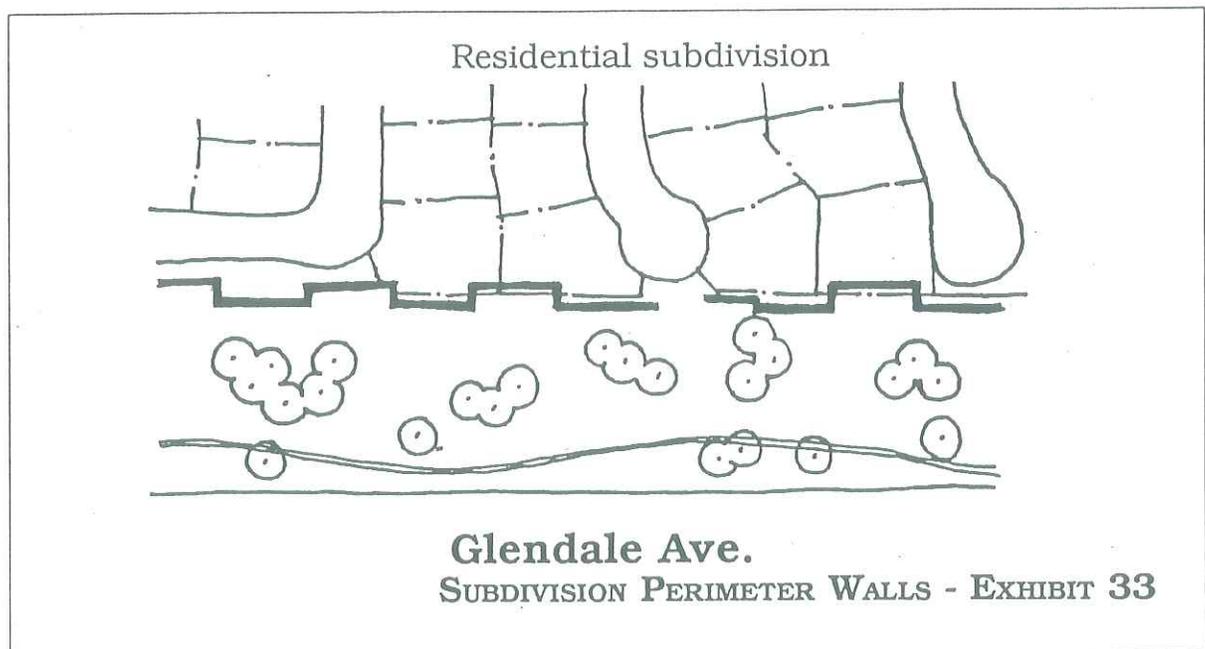




Landscape Areas

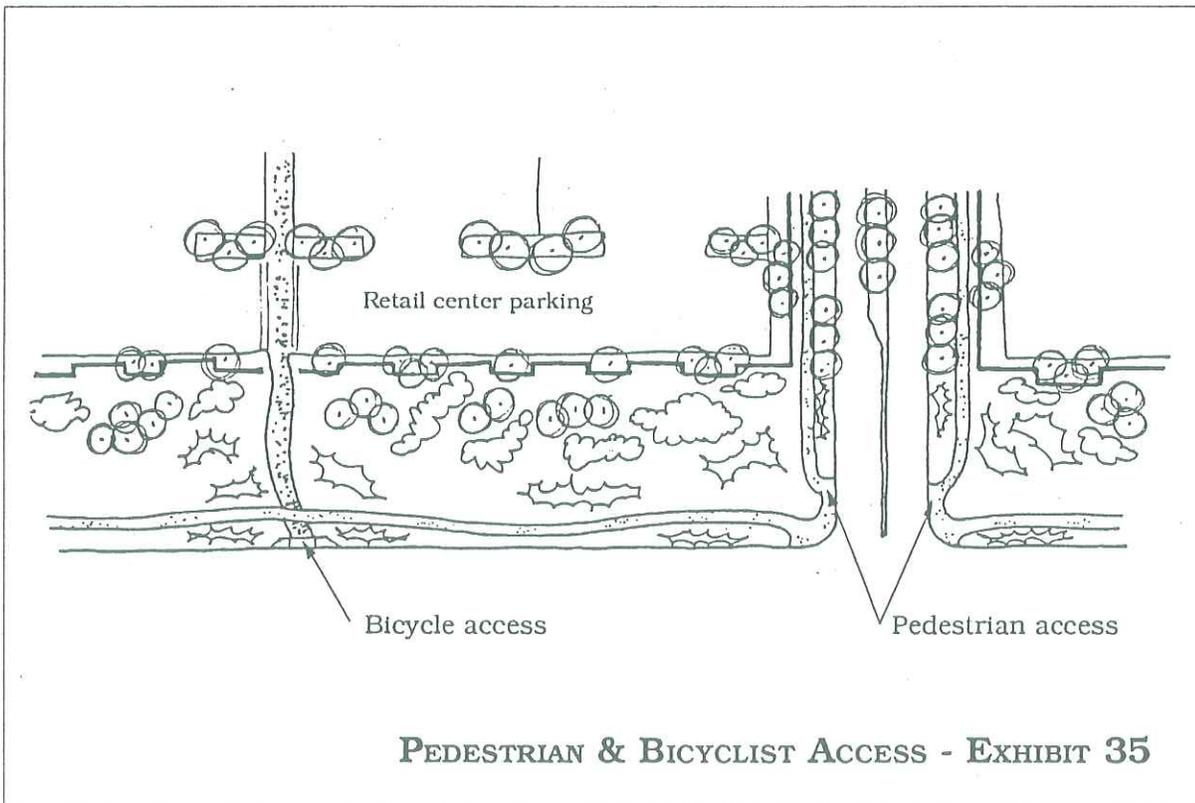
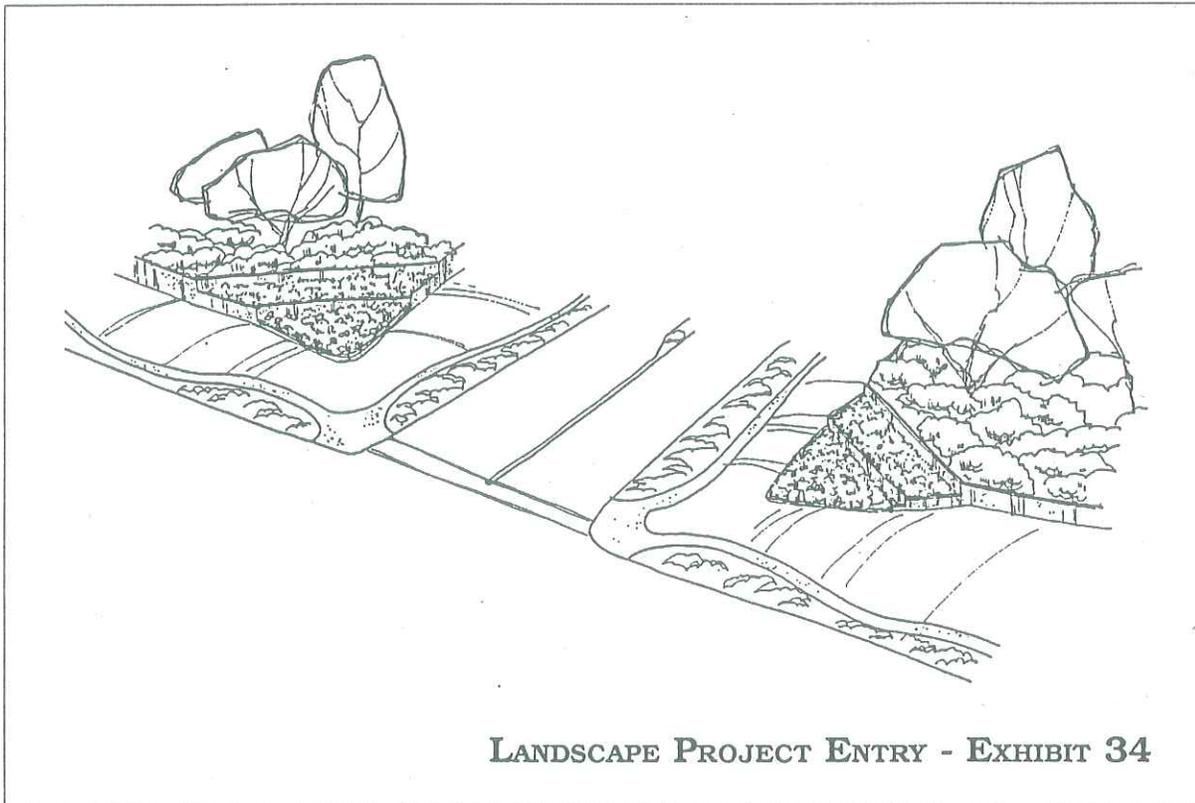
- 80. Provide low-water-use landscaping, as approved by the landscape architect, in development project building setbacks, as well as within the project, to continue the landscape theme established along the Glendale Avenue right-of-way.
- 81. When practical, require the use of limited retention areas in addition to required street rights-of-way to increase the width of street landscape areas and building setbacks. Avoid exaggerated slopes or depths.
- 82. Design retention areas along Glendale Avenue street frontage to integrate as much as possible with the contours in the required landscape areas along Glendale Avenue frontage. Avoid exaggerated slopes or depths in the landscaped setbacks (see Exhibit 32).





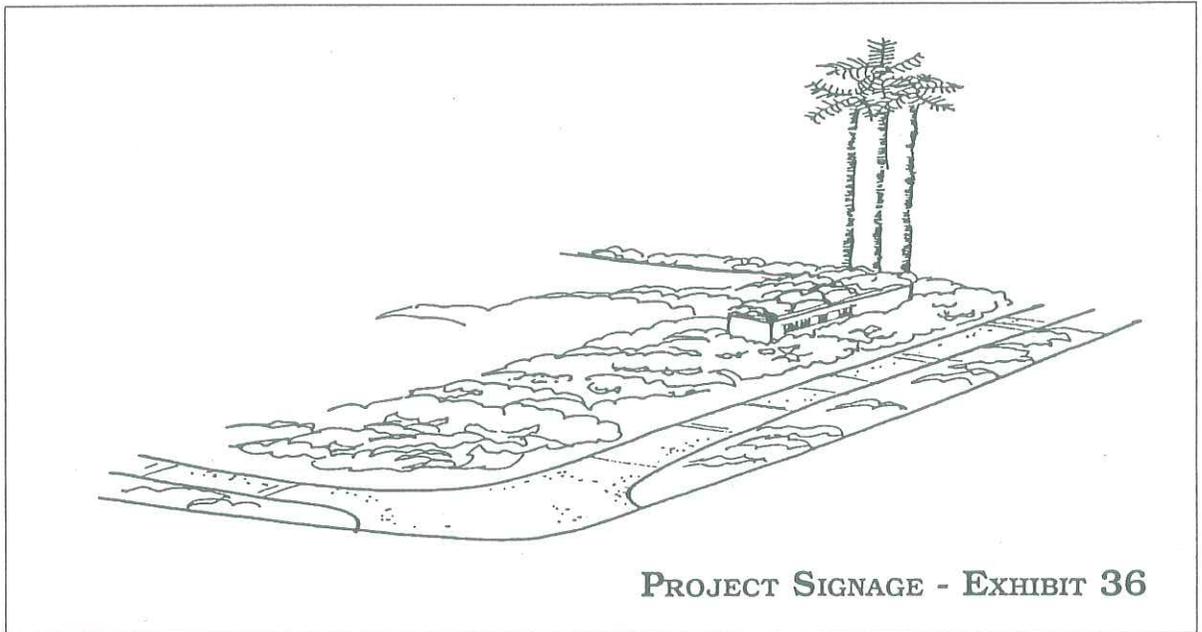
Entry Features

83. Provide variation of contours in landscape areas along Glendale Avenue frontage avoiding exaggerated slopes or depths (see Exhibit 32).
84. Require perimeter walls around residential subdivisions to vary in depth along Glendale Avenue frontage (see Exhibit 33). Creatively design residential perimeter walls that incorporate design elements such as columns, pilasters, caps, and tile banding. All perimeter walls should be finished with stucco finish or brick veneer.
85. Allow up to eight-foot-high subdivision perimeter walls in new single-family residential subdivisions that back up to Glendale Avenue.
86. Provide subdivision entry signage which creates a sense of identity for residential neighborhoods.
87. Provide entry features at major driveway or public street entrances to projects off of Glendale Avenue. Entry features should be consistent with architectural themes and scale of the buildings.
88. Integrate additional landscaping to help create a unique focal point at development project entry features. This could include additional shrubs, ground cover, annuals or other landscape materials (see Exhibit 34).
89. Provide for appropriate pedestrian and bicyclist access from public rights-of-way into projects. Provide sidewalks and paths for pedestrian and bicyclist access in addition to driveways for vehicular access into development projects (see Exhibit 35).



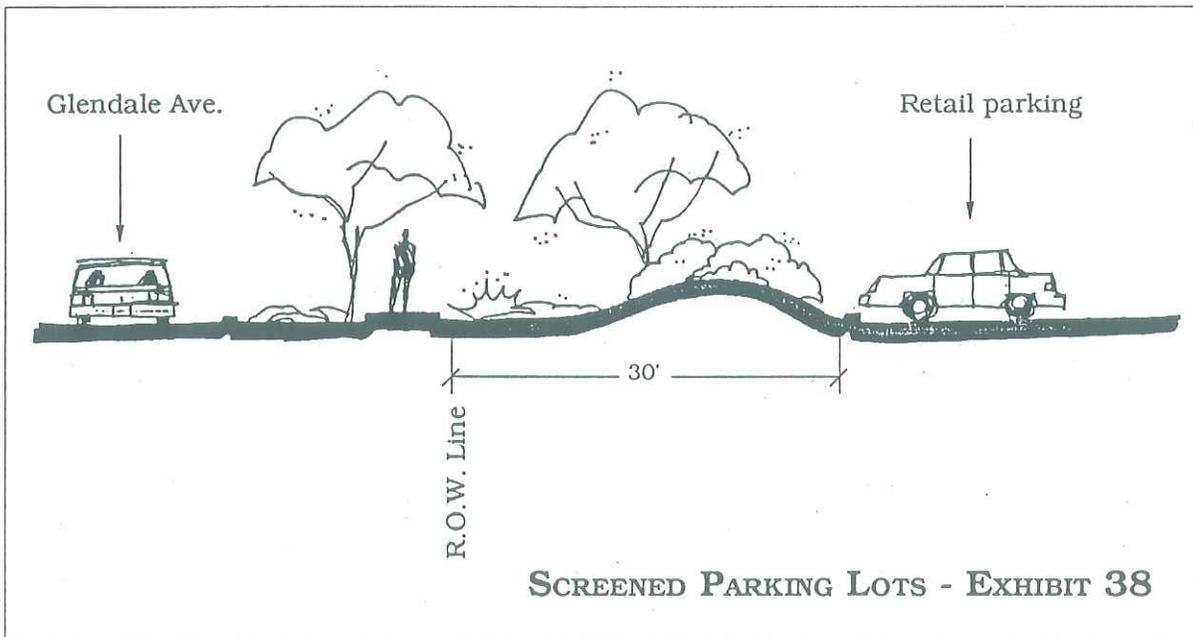
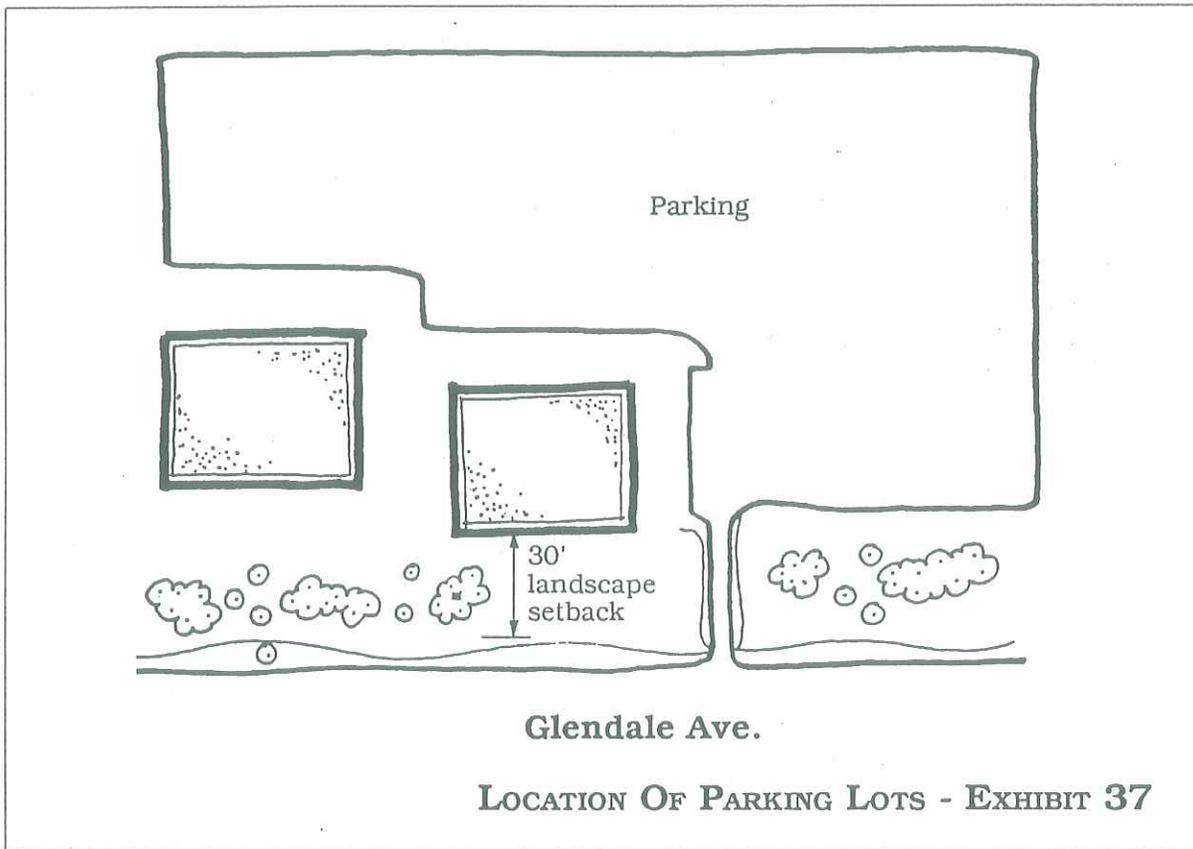
Signage

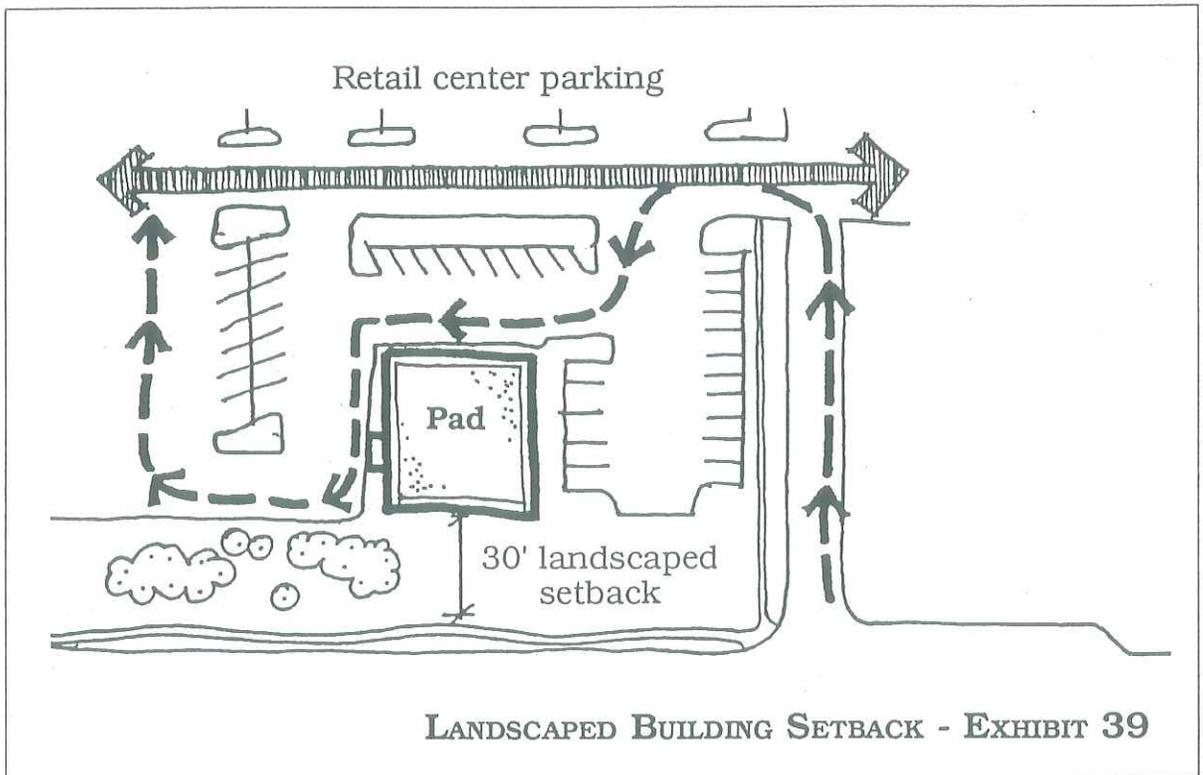
90. Place project identification signs on monuments, building facades, or on low-profile walls as part of project entry features (see Exhibit 36).
91. Design project identification signs to be consistent with the architecture and materials of the building they are used to identify.



Parking

92. Locate parking lots, except in retail developments, along the side or behind buildings, maintaining a 30-foot landscaped parking setback. This can be accomplished by locating the buildings adjacent to the street (see Exhibit 37).
93. Require retail projects to screen all parking from public view through the use of a combination of landscaping, decorative walls, berms, or by depressing the parking area (see Exhibit 38).
94. Maintain a minimum 30-foot landscaped building setback from right-of-way for independently-located pads within shopping centers, confining drives and parking behind the 30-foot landscaped setback (see Exhibit 39).
95. Place parking space shade covers along the side or behind buildings. Shade covers shall not be located along Glendale Avenue frontage between the building and the street.

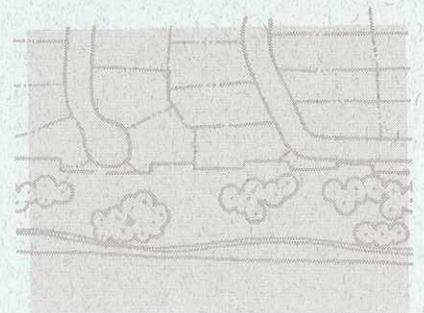
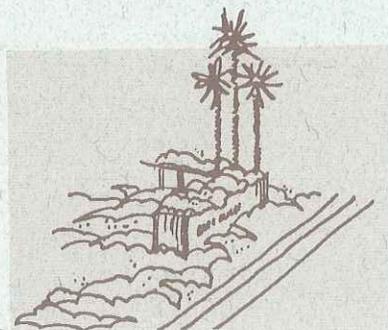
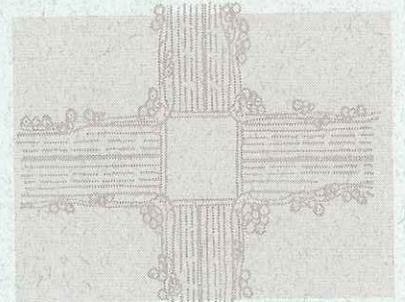
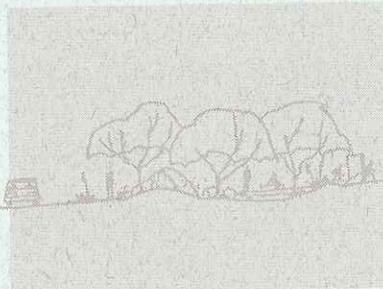
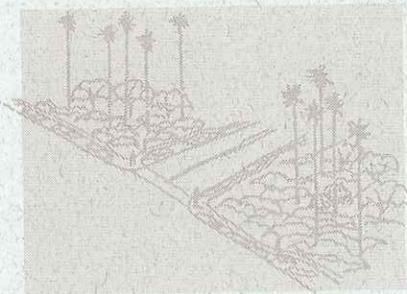
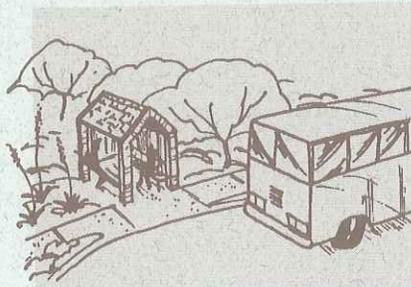
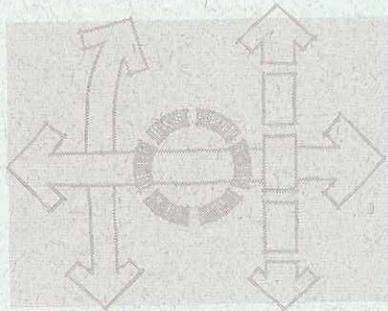
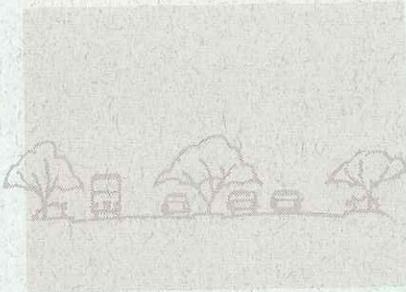




Design Amenities

96. Encourage the use of fountains, courtyards, and public art to be located in projects. These features should be located so that they are highly-visible from Glendale Avenue.
97. Encourage accent night lighting to highlight building architecture, entry features, pedestrian areas, and special landscaping. Lighting must be in accordance with the City of Glendale's Outdoor Light Control Ordinance.

Implementation



IMPLEMENTATION

There are two different property areas identified in this plan that need implementation direction. The first area includes improvements within the rights-of-way. The second area includes improvements on private property adjacent to the street. A variety of implementation measures will be used to obtain the improvements needed on both types of properties.

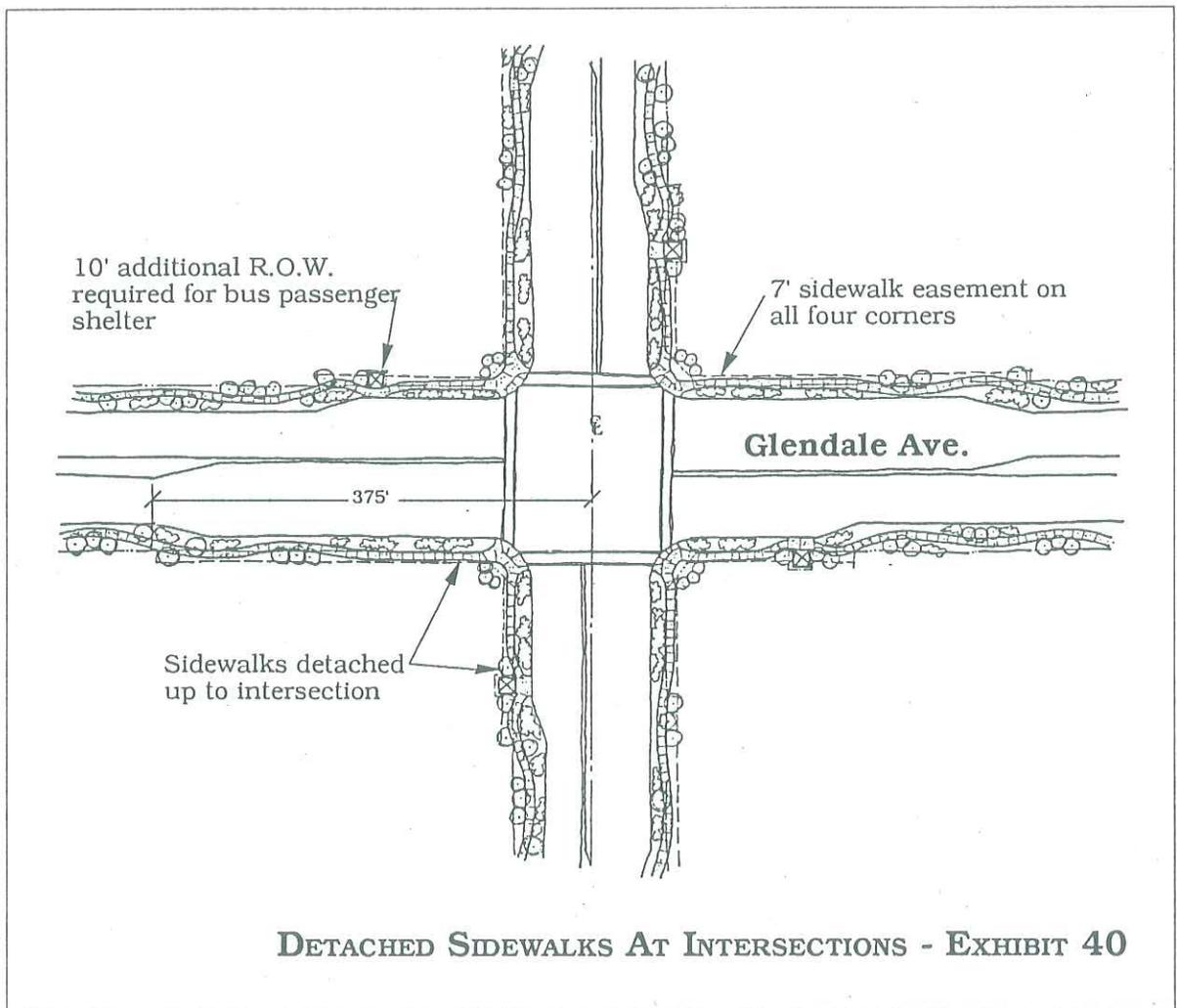
Improvements in Rights-of-Way

98. Developers are responsible for the necessary planned off-site improvements within Glendale Avenue right-of-way from their property line frontage along Glendale Avenue to the center of the median.
99. The City may option to either require developers to construct necessary off-site improvements within rights-of-way at the time a project is developed, or collect an in-lieu fee to construct the necessary improvements.
100. The City will consider requests to form Improvement Districts as a method to fund and construct off-site improvements along segments of Glendale Avenue, depending on the general benefit to the City.
101. The City shall identify which improvements to Glendale Avenue will be funded through the Capital Improvements Program (CIP). For its CIP involvement on Glendale Avenue, the City shall give priority to redeveloping frontages and medians adjacent to developed properties that are consistent with land uses identified in the General Plan.
102. Amend the Design Guidelines for Site Development and Infrastructure Construction to add the bus pullout design developed in this plan as an alternative design for bus pullout design.
103. The City shall maintain subdivision entry signage for new single-family residential subdivisions constructed along Glendale Avenue, between 67th and 115th Avenues. If a homeowners association is formed, it shall maintain the subdivision entry signage.
104. The City prefers full intersection improvements on all four corners of major intersections at one time. The City encourages the property owners on all four corners to cooperate to accomplish this goal. Those intersections include 75th, 83rd, 91st, and 99th Avenues.
105. Bus stops, including pullouts and passenger shelters, shall be constructed by developers when projects are developed on adjacent properties.
106. Bus passenger shelters require additional right-of-way, measuring 10 feet by 12 feet, which shall be dedicated to the City by the developer.
107. City entry monuments and signage will be installed by the City.
108. The City encourages developers, utilities, and ADOT to participate in providing functional art along Glendale Avenue. The City is interested in negotiating with appropriate parties when projects are in the design stage to incorporate functional art into the project.
109. Additional rights-of-way needed for sidewalks and passenger shelters near some major intersections shall be dedicated to the City at the time of rezoning or development plan approval.
110. The City encourages the use of aesthetic improvement funds designated by utilities to upgrade the visual quality of utility poles and boxes.
111. The Glendale Arts Commission should select public artwork to be incorporated into the Agua Fria Freeway bridge design. The Commission should seek a combination of funds to pay for the artwork. The City should seek grants as a method of funding from sources such as the Arizona Arts Commission and/or the National Endowment of the Arts.
112. Coordinate the timing of construction of the amenities listed in the Plan with the installation of storm sewer drains along Glendale Avenue.

Improvements on Private Property

113. Project entry features, including landscaping, signage, special paving materials at driveway entrances, salt-finish sidewalks, and other project-oriented urban design requirements, shall be constructed at the time of project development or when any phased portion of a project is developed. In the case of phased projects, improvements are expected in the phased portions only, and not for the entire project.

114. Landscape oases shall be constructed by developers at the time projects are constructed on adjacent properties. The design of these oases shall be included as part of development plans for projects on adjacent properties. Oases shall be dedicated to the City as part of the rights-of-way. The City will negotiate with developers who are required to provide these oases by allowing variations in project designs to compensate for cost and land area required.



DETACHED SIDEWALKS AT INTERSECTIONS - EXHIBIT 40

115. An additional seven-foot sidewalk easement extending 375 feet on Glendale Avenue from the centerline of the intersecting street shall be provided by the developer for all super, major, and collector street intersections. This easement will allow for the detached sidewalk to continue to the intersection (see Exhibit 40).
116. Amend the Zoning Ordinance to allow subdivision perimeter walls up to eight feet in height for single-family residences backing up to or siding to a major arterial or arterial.
117. Amend the Subdivision and Minor Land Division Ordinance to allow additional lot depth or width for those single-family residential lots backing or siding on a major arterial or arterial.



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