Timothy Cremins, Chair
Mark Davis, Vice-Chair
Brian Faber, Commissioner
Wendy Jarvie, Commissioner
Paulette Koss, Commissioner

PLANNING COMMISSION

7:00 PM

Tuesday, October 7, 2025
City Hall Council Chamber
116 E. Foothill Boulevard, Glendora

AGENDA

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

REORDERING OF AND ADDITIONS TO THE AGENDA

PUBLIC COMMENT

The City of Glendora encourages community participation at its public meetings. Speakers are generally allowed up to three (3) minutes to provide comment, and time may not be shared or transferred between speakers. Each person may speak once per meeting unless the City Council or legislative body(ies) grants additional time. A total of 30 minutes is reserved for public comment, which may be extended by majority vote.

• Regular Meetings: Comments may be made on both agenda and non-agenda items during the Public Comment portion. If a Public Hearing is scheduled, additional opportunities will be offered during that item.
• Special Meetings: Comments are limited to items listed on the agenda.

The City offers several ways to participate, including attending in person or submitting comments by email, phone, mail, or other available methods. Participation options may be adjusted in the event of a State of Emergency, Health Order, or Executive Order that limits in-person attendance. For more information, please see the Guide to Public Meetings and Participating in Public Meetings resources available on the City's website at www.cityofglendora.gov/citymeetings.

1. **Public Comments received**

MEMBER STATEMENTS/REPORTS

DIRECTOR/STAFF LIAISON AND ATTORNEY STATEMENTS

PUBLIC HEARINGS

Public hearings shall conform to the protocol established to conduct of public meetings, proceedings, and business in the City of Glendora. Following presentation of the staff report, the applicant/appellant will be allowed ten (10) minutes in which to make a presentation. Following the presentation of the applicant/appellant public testimony share be called, each speaker is limited to three (3) minutes, speaking once. The Presiding Officer may permit a five (5) minute rebuttal/summation by a representative of applicant/appellant. The public hearing will then be closed, and no member of the public shall be allowed to speak further unless, upon motion, and the public hearing is reopened by the governing body. Any person desiring to provide testimony during a Public Hearing item shall make his/her presence known to the Presiding officer. Speakers are entitled to submit written or other graphic evidence. All such evidence presented shall be retained by the City Clerk as part of the Clerk's record.

PLEASE NOTE: If you challenge any of the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

2. A Recommendation to the City Council on a Tentative Tract Map and Development Plan Review for a 3-story, 24-unit residential development at 363 W. Route 66 (Project File No. PLN24-0051; Applicant: The Olson Company; Property Owner: Anthony Verlingo)

Recommended Action that the Planning Commission:

— Open and conduct the Public Hearing, accept evidence and testimony presented, and in the absence of substantial evidence to the contrary recommend that the City Council consider the following related to project file number PLN24-0051.

— 1. Adopt a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) for the project; and

— 2. Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL APPROVING TENTATIVE TRACT MAP (NO. 84726) AND DEVELOPMENT PLAN REVIEW FOR SUBDIVISION OF LAND TO CONSTRUCT TWENTY-FOUR (24) RESIDENTIAL CONDOMINIUM UNITS ON CERTAIN PROPERTY LOCATED AT 363 WEST ROUTE 66, GLENDORA, CALIFORNIA (APN #8639-020-003) (FILE NO. PLN24-0051)."

3. Adoption of an Ordinance Amending Title 21 (Zoning) of the Glendora Municipal Code to Establish Objective Design Standards and Streamline Existing Regulations in Alignment with the City's Adopted Housing Element and State Law

Recommended Action that the Planning Commission:

Opens and conducts the Public Hearing, accept the evidence and testimony presented, and in the absence of substantial testimony to the contrary, recommend City Council approval of the following:

— 1. Find and determine that the Ordinance is exempt from the California Environmental Quality Act (CEQA); and

— 2. Adopt an Ordinance entitled, "AN ORDINANCE OF THE CITY COUNCIL AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO ESTABLISH OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS IN ALIGNMENT WITH THE ADOPTED HOUSING ELEMENT AND STATE LAW (File # PLN22-0042)."

4. Adopt an Update to the General Plan Safety Element

Recommended Action that the Planning Commission:

Open and conduct the Public Hearing, accept the evidence and testimony presented, and in the absence of substantial testimony to the contrary, recommend City Council approval of the following:

— 1. Find and determine that the Safety Element update is exempt from the California Environmental Quality Act (CEQA); and

— 2. Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE AMENDED SAFETY ELEMENT, INCORPORATING THE MOST RECENT FEMA FLOOD INSURANCE RATE MAP."

CONSENT CALENDAR

Items on the Consent Calendar will be enacted by one motion without individual discussion. There will be no separate discussion of these items unless a member of the governing body requests specific item(s) be removed from the Consent Calendar for separate action. Items removed from the Consent Calendar will be considered after the regular items. Anyone wishing to address a Consent Calendar item should do so during the Public Comment Period.

5. **Affirm minutes from the August 28, 2025 Special Joint Meeting and September 2, 2025 Regular Meeting**
   Recommended Action for the Planning Commission:
   — 1. Affirm minutes as presented.

MEMBER/STAFF CLOSING COMMENTS

ADJOURNMENT

Date Posted: September 30, 2025 05:07 pm

STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**October 7, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**2**
SUBJECT:	**A Recommendation to the City Council on a Tentative Tract Map and Development Plan Review for a 3-story, 24-unit residential development at 363 W. Route 66 (Project File No. PLN24-0051; Applicant: The Olson Company; Property Owner: Anthony Verlingo)**		

RECOMMENDATION
That the Planning Commission:

Open and conduct the Public Hearing, accept evidence and testimony presented, and in the absence of substantial evidence to the contrary recommend that the City Council consider the following related to project file number PLN24-0051.

1. Adopt a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) for the project; and
2. Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL APPROVING TENTATIVE TRACT MAP (NO. 84726) AND DEVELOPMENT PLAN REVIEW FOR SUBDIVISION OF LAND TO CONSTRUCT TWENTY-FOUR (24) RESIDENTIAL CONDOMINIUM UNITS ON CERTAIN PROPERTY LOCATED AT 363 WEST ROUTE 66, GLENDORA, CALIFORNIA (APN #8639-020-003) (FILE NO. PLN24-0051)."

STRATEGIC FOCUS AREAS
Not Applicable

EXECUTIVE SUMMARY
The proposed project, submitted by The Olson Company, involves a Tentative Tract Map and Development Plan Review for the construction of 24 three-story residential townhomes at 363 W. Route 66. As part of the project, three units will be designated as affordable housing, income-restricted to moderate-income households, thereby qualifying the development for benefits under the State Density Bonus Law (SDBL). With these affordable units, the project achieves eligibility for a density bonus, one development concession, and multiple waivers of development standards, allowing flexibility in setbacks, street frontage, parking, and storage requirements. The project is Categorically Exempt from CEQA and will proceed under a Notice of Exemption (NOE) filing.

PROJECT SUMMARY:

Applications: Tentative Tract Map No. 84726 and Development Plan Review

Date of Application: December 23, 2024

Property Owner/Applicant: Property Owner: Anthony Verlingo; Applicant: The Olson Company

Property Address: 363 West Route 66

Assessor Identification Number(s) (AIN): 8639-020-003

Description of Property: The subject property is a relatively flat 0.73-acre site with an abandoned and condemned commercial structure, formerly used as a mortuary facility.

General Plan Designation: Route 66 Corridor Specific Plan

Zoning: Town Center Mixed Use (TCMU)

Surrounding Uses:

Table -	*Project Surroundings*		
	Existing Uses	**General Plan**	**Zoning**
North	Mobile homes	*Route 66 Corridor SP*	*Town Center Mixed Use (TCMU)*
South	Residential	*Route 66 Corridor SP*	*TCMU*
East	Commercial	*Route 66 Corridor SP*	*TCMU*
West	Office	*Route 66 Corridor SP*	*TCMU*

PROJECT ANALYSIS:

Project Description: The project proposes the development of 24 three-story townhome units ranging in size from 1,334 to 1,554 square feet. Each unit will include three or four bedrooms and three to four bathrooms, along with two garage parking spaces. Twelve of the units will utilize tandem garage configurations. The project also provides three guest parking spaces located centrally between the four proposed buildings.

A central community open space with a shade structure, picnic tables, BBQ equipment, benches, turfed recreation area, bicycle racks and a pet waste station will serve as amenities to residents, located between the four buildings.

Drought-tolerant landscaping with canopy trees, ornamental shrubs, vines and native grasses are proposed throughout the site.

Zoning:

Development Feature	***Required (TCMU Zone)***	**Provided**	**Compliant?**	**Waiver**
Front setback	15 feet	12.3' to 12.6' to accommodate mechanical closet and HVAC equipment at the ground level in the front setback area. Buildings comply with 15 feet front setback minimum. In addition, a permitted bay window second-floor projection into the front setback area is allowed.	No and Yes	Yes and No
Side setback	0 feet; when abutting residential, 10 feet for first 2 stories above ground level. Thereafter, 5 feet for each additional story.	9’ to 12.3’	Yes	
Rear setback	10 feet for first 2 stories above ground level. Thereafter, 5 feet for each additional story.	10’ first/ second/ third story	No	Yes
Minimum required street frontage	150 feet	128.26 feet	Legal non-conforming	
Maximum height limit	45 feet/3 stories	36 feet	Yes	
Open space	100 sf per dwelling unit	2nd story deck: 34 sf/du	No	Yes

Garage size/minimum interior clearance	20’ x 20’ side by side 10’ x 20’ tandem	20’ x 19’-2” side by side 10’ x 19’ tandem	No	Yes
Garage storage area	150 cu. ft. two bedroom 200 cu. ft. three bedroom 250 cu. ft. four bedroom	0 cu. ft. two bedroom 0 cu. ft. three bedroom 0 cu. ft. four bedroom	No	Yes
Resident parking spaces for 2-4 bedrooms/units	*City Code (for reference):* 2 bedrooms: 2.4 spaces 3 bedrooms: 2.6 spaces 4 bedrooms: 2.8 spaces Total: 62.4 spaces *State Density Bonus Law (for reference)*: 1 bedroom: 1.5 spaces 2,3 bedrooms: 2 spaces 4 bedrooms: 2.5 spaces Total: 36.5 spaces **Applicable Per State Law (AB2097)* <u>No parking is required</u> as the site is located within 1/2 mile of the Metro A Line Station	48 spaces	Yes	
Guest parking spaces	*City Code (for reference):* 0.4 spaces/unit Total: 9.6 spaces **Applicable Per State Law (AB2097)* <u>No Guest parking is required</u> as the site is located within 1/2 mile of the Metro A Line Station	3 spaces	No	Yes

Concessions, Waivers, Incentives:

Pursuant to Government Code Section 65915(d)(2)(C), the project is entitled to one incentive and unlimited waivers. The waivers requested include reduced front and rear setbacks, reduced street frontage, elimination of garage storage requirements, reduced parking in compliance with Assembly Bill 2097, and smaller garage dimensions.

Affordable Housing:

Three (3) affordable units will be provided as income-restricted to moderate-income households, thereby qualifying the development for benefits under the State Density Bonus Law (SDBL). The project site is listed in the General Plan's Housing Element Sites Inventory and is consistent with the required minimum dwelling units per acre (80 percent of the maximum = 18 units).

Open Space and Trees:

Common and private open space will be provided on site with community areas and private balconies per unit. There is one existing mature tree (Deodar Cedar) on the site, which will be removed in order to construct the proposed project. This tree removal will be replaced with new trees on the site and in compliance with adopted City tree replacement policies.

Circulation:

Vehicles access the site from Route 66 and are able to park within garage parking spaces or guest parking spaces. Pedestrians are able to access the site via walkways from the sidewalk to each unit's front entrance areas.

Infrastructure, Utilities, and Fire:

The project site has access and connections to existing public utilities, drainage, etc., including services regarding waste disposal, sanitation, water, public safety (police and fire), electricity, and flood control. An improved water line is proposed, in conjunction with the development will serve the proposed development, in addition to the surrounding residential area.

Hazard Areas:

A Phase I & II Environmental Site Assessment on the property identified arsenic in shallow soil from historical agricultural use, above Department of Toxic Substances Control background levels. With removal and confirmation sampling as conditioned in the subject Resolution, impacts are limited and anticipated non-hazardous.

Special Considerations:

There are no special policies or geographic designations that apply to this site or project.

Community Outreach and Public Input:

As of the writing of this report, no public comments were received prior to the public hearing.

Public Hearing Notice:

A public hearing notice was published in the *San Gabriel Valley Examiner*, notices were mailed to all property owners within 300 feet of the project site and notice was posted to the site notification board.

FISCAL IMPACT

There is no fiscal impact for this project, and the Applicant has paid all fees associated with processing the requested land entitlements. Beyond the City's review, if the residential townhouses are approved the development would provide one time revenue to the City in the form of building and development impact fees. In the long term, the development would also provide increased property tax revenue.

ENVIRONMENTAL DETERMINATION

Pursuant to Government Code Section 65457 and CEQA Guidelines Section 15182(c), residential projects that are consistent with a specific plan that has already undergone environmental review may be exempted from further environmental review. Specifically, Government Code Section 65457 exempts such projects if the specific plan was supported by a certified Environmental Impact Report (EIR) after January 1, 1980. An Environmental Impact Report (EIR) was prepared for the Route 66 Corridor Specific Plan [*State Clearinghouse # 2003041051]* and adopted in 2003. This EIR included the full analysis for future construction of up to 1,128 residential units at realistic buildout within the City's portion of the Route 66 corridor. The Specific Plan's EIR is applicable to all future residential development plans if they are in conformance with the specific plan, thus requiring no further environmental documentation. As this project is consistent with the intent of the Route 66 Corridor Specific Plan and is approved with a determination that it follows the specific plan's intent, then no further environmental review is necessary.

Prepared By:	Yalini Siva, Senior Planner
Reviewed By:	Mark Carnahan, City Planner Jeff Kugel, Community Development Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Moises Lopez, Assistant City Manager

Legal Review:	Jessica M. Santiago, Assistant City Attorney
CEQA Review:	Not Applicable

Attachments

A_Draft_Resolution.pdf

B_CEQA_Notice_of_Exemption_NOE.pdf

C_Project_Plans.pdf

D_Public_Hearing_Notice.pdf

E_Presentation_Slides.pdf

RESOLUTION CC 2025-XX

A RESOLUTION OF THE CITY COUNCIL APPROVING TENTATIVE TRACT MAP (NO. 84726) AND DEVELOPMENT PLAN REVIEW FOR SUBDIVISION OF LAND TO CONSTRUCT TWENTY-FOUR (24) RESIDENTIAL CONDOMINIUM UNITS ON CERTAIN PROPERTY LOCATED AT 363 WEST ROUTE 66, GLENDORA, CALIFORNIA (AIN #8639-020-003) (FILE NO. PLN24-0051)

THE CITY COUNCIL
City of Glendora, California

WHEREAS, the California Subdivision Map Act (codified at California Government Code, Title 7, Division 2, commencing with §66410) establishes the legal framework regarding the division of land; and

WHEREAS, Glendora Municipal Code (GMC) §21.02.040 establishes procedures for the review of development applications proposed through a Development Plan Review (DPR) application; and

WHEREAS, the property at 363 West Route 66, Glendora, California, is located in an established neighborhood of commercial and residential type uses; and

WHEREAS, GMC §21.02.040 provides that the purpose of a DPR is to establish procedures "*whereby development plans can be reviewed to ensure orderly development, aesthetic design, safe and harmonious placement and to:*

1. *Prevent or minimize adverse impacts on property in the vicinity;*
2. *Implement the general plan and applicable specific plans;*
3. *Protect the public health, safety and welfare;*
4. *Site structures and other improvements in a manner that is in harmony with the terrain and existing developments in the vicinity;*
5. *Encourage and promote energy-efficient design.";* and

WHEREAS, GMC §21.02.040(G) provides that the reviewing body (in this case, the City Council) may impose such conditions as it deems necessary to ensure that the project will meet the development standards of the zone and the purpose and intent of the DPR; and

WHEREAS, on December 23, 2024, the Olson Company, (Applicant), filed an application for a Tentative Tract Map (TTM) (No. 84726) for condominium purposes and a DPR for twenty-four (24) three-story, residential condominium townhomes on certain property located at 363 West Route 66, Glendora, California (File No. PLN24-0051); and

WHEREAS, the City of Glendora (City), as the lead agency, is responsible for preparing environmental documentation in accordance with the California Environmental Quality Act (CEQA) to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment; and

WHEREAS, a CEQA Environmental Impact Report (EIR) was prepared for the Route 66 Corridor Specific Plan [*State Clearinghouse # 2003041051]* and adopted by the City Council in 2003. This EIR included the full analysis for future construction of up to 1,128 residential units at realistic buildout within the City's portion of the Route 66 corridor. The Specific Plan's EIR is applicable to all future residential development plans if they are in conformance with the specific plan, thus requiring no further environmental documentation; and

WHEREAS, pursuant to §21.03.130, "Affordable housing density bonuses and other incentives" of the GMC and Government Code §65915 "Density Bonusses and Other Incentives", the subject project provides three (3) homes (12.5% of total homes) to be offered and restricted to moderate income qualified buyers, under California State law, pursuant to Government Code §65915. This provision allows the Applicant to request concessions, waivers, or incentives to support the inclusion of affordable housing; and

WHEREAS, if the subject proposal for the subdivision and development of twenty-four (24) residential condominium townhomes is approved with a determination that it follows the Route 66 Corridor Specific Plan's intent, then no further CEQA review is necessary, and a Notice of Exception (NOE) can be submitted as the project's CEQA compliance; and

WHEREAS, a Notice of Exemption was prepared pursuant to CEQA Guidelines §15182(c), for residential projects that are consistent with a specific plan that has already undergone environmental review may be exempted from further environmental review. As this project is consistent with the intent of the Route 66 Corridor Specific Plan and is approved with a determination that it follows the specific plan's intent, then no further environmental review is necessary; and

WHEREAS, a public hearing was held by the Planning Commission of the City, on October 7, 2025, after due notice was given as required by law, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division staff of the City; and

WHEREAS, on October 7, 2025, the Planning Commission recommended approval of the TTM and DPR (Project File No. PLN24-0051) to the City Council; and

WHEREAS, a public hearing was held by the City Council of the City, on October 28, 2025, after due notice was given as required by law, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Commission of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The above recitals are all true and correct and are incorporated by this reference as findings of fact.

SECTION 2. The City Council hereby makes Findings of Facts, regarding the Tentative Tract Map (TTM) (No. 84726), which are hereby incorporated in full as follows:

FINDINGS OF FACTS FOR TENTATIVE TRACT MAP

1. The proposed map is consistent with applicable general and specific plans as specified in §65451 of the California Government Code.

FACT: Pursuant to Government Code §66473.5, the proposed Tentative Tract Map (TTM) (No. 84726) together with the provisions for its design and improvements are consistent with the City's General Plan Land Use Element Designation of Route 66 Corridor Specific Plan. The proposed TTM is for a 24-unit, residential condominium townhome development that will provide housing ownership opportunities for the community and redevelop an abandoned blighted property. The proposed residential is consistent with the allowed uses for the Route 66 Corridor Specific Plan. Finally, the project location is in general proximity to City employment areas, active and passive recreational opportunities, a variety of commercial areas, and multi-modal transportation routes, within ½ mile of a new Metro A Line Station.

2. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

FACT: The proposed development of residential homes is consistent with the General Plan and complies with the applicable goals, objectives and policies of the City's General Plan Elements. The residential development provides a diverse housing choice for future residents (Land Use Element Goal LU-7: A diverse range of housing choices; LU-10: Quality Infill Development; LU-18: Compatibility of Adjacent Uses; & LU-21: Preservation of Neighborhood Character). The subject site is located within a neighborhood with access to commercial areas and multiple transportation options (Housing Element Goal 3: Range of Housing Opportunities). The development project will use the latest energy conservation features to conserve natural resources and lower energy costs. The development project includes mitigation measures to ensure that noise and vibration will not exceed normally accepted levels (Noise Element Goal N-3: Coordinated Land Use Planning and Noise Mitigation). The development project complies with the General Plan Land Use Designation and zoning ordinance standards, with permitted deviations, allowed per State law, which have been identified. Finally, the Route 66 Corridor Specific Plan identifies several areas that specifically relate to the project site's development, which upon review have been determined to be compatible with the General Plan.

3. The site is physically suitable for the type of development and can accommodate the development standards of this title or as is otherwise required.

FACT: The site is designed and graded to be physically suitable for the 24-unit residential condominium townhome development. The project site has frontage on Route 66, which provides access and connections to existing public utilities. Private driveways provide adequate vehicular (including Fire Department equipment access) access through the site. The Fire Department has reviewed and accepted the site layout.

4. The site is physically suitable for the proposed density of development.

FACT: The proposed site is designed and graded to be physically suitable for the 24-unit, residential condominium townhome development. Based on the site's gross acreage of 0.73 acres and a base density of 30 dwelling units per acre, the maximum allowable residential density is 21 units. The applicant proposes three moderate-income affordable units, which represents 14.29 percent of the base units. Under Government Code §65915(f)(4), this percentage qualifies the project for a 9 percent density bonus. Applying the bonus to the base units yields 1.98 units, which rounds up to two bonus units pursuant to §65915(f)(5). Therefore, the total number of units permitted with the density bonus is 24 dwelling units. In addition, the project site is listed in the General Plan's Housing Element Sites Inventory and is consistent with the required minimum dwelling units per acre (80 percent of the maximum = 18 units).

5. **The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat**.

FACT: The subject site plan is located within an established urban neighborhood and the 24-unit residential condominium subdivision is considered an infill project. There are no fish or wildlife, or related habitats present on the property, and none would be affected by the project. A previous environmental review was conducted pursuant to CEQA and concluded that the project along Route 66 will have no significant environmental impact. The design of the subdivision and proposed improvements will not cause environmental damage.

6. **The design of the subdivision or type of improvements is not likely to cause serious public health, safety, or welfare problems.**

FACT: The design of the subdivision and the proposed improvements will not result in public health, safety, and welfare problems. The subdivision includes private and common open space for recreational opportunities for residents. The subdivision design complies with Los Angeles County Fire Department emergency vehicle access requirements.

7. **The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.**

FACT: The subdivision will not conflict with any existing public easements and new easements will be recorded as necessary for public utilities, drainage, and other issues.

SECTION 3. The City Council hereby makes Findings of Facts, regarding the Development Plan Review (DPR) (Project File No. PLN24-0051), which are hereby incorporated in full as follows:

FINDINGS OF FACT FOR DEVELOPMENT PLAN REVIEW

1. **The use is authorized by Development Plan Review pursuant to this title.**

FACT: Pursuant to Glendora Municipal Code (GMC) §21.02.040(B), the construction of multiple-family projects—apartments, condominiums, and cooperatives—is permitted with the approval of a Development Plan Review application.; and as 24 units are proposed, Planning Commission review is required.

2. The use is consistent with the general plan and other applicable plans.

FACT: The proposed development of residential homes is consistent with the General Plan and complies with the applicable goals, objectives, and policies of the City's General Elements. The residential development provides a diverse housing choice for future residents (Land Use Element Goal LU-7: A diverse range of housing choices; LU-10: Quality Infill Development; LU-18: Compatibility of Adjacent Uses; & LU-21: Preservation of Neighborhood Character). The subject site is located within a neighborhood with access to commercial areas and multiple transportation options (Housing Element Goal 3: Range of Housing Opportunities). The development project will use the latest energy conservation features to conserve natural resources and lower energy costs. The development project includes mitigation measures to ensure that noise and vibration will not exceed normally accepted levels (Noise Element Goal N-3: Coordinated Land Use Planning and Noise Mitigation). The development project complies with the General Plan Land Use Designation and zoning ordinance standards, with permitted deviations. Finally, the Route 66 Corridor Specific Plan identifies several areas that specifically relate to the project site's development, which upon review have been determined to be compatible with the General Plan.

3. The site can accommodate the development standards of this title or as is otherwise required.

FACT: The proposed project, located at 363 W. Route 66, is zoned *Town Center Mixed Use (RT-66-TCMU)* and is 0.73 acres in size. The proposed residential project is comprised of 24 attached, three-story, residential condominium townhomes with two-car garages; a project density of 32.9 units is consistent with the minimum dwelling units per acre (80 percent of the maximum = 18). Based on the site's gross acreage and a base density of 30 dwelling units per acre, the maximum allowable residential density is 21 units. The applicant proposes three moderate-income affordable units, which represents 14.29 percent of the base units. Under Government Code §65915(f)(4), this percentage qualifies the project for a 9 percent density bonus. Applying the bonus to the base units yields 1.98 units, which rounds up to two bonus units pursuant to §65915(f)(5). Therefore, the total number of units permitted with the density bonus is 24 dwelling units. The proposed project will conform to the City's current residential density for this zone in place for the Route 66 Corridor.

4. The site is adequately served by streets, utilities, and other services, facilities and improvements.

FACT: The subject property has street frontage on Route 66. The site is served by services and utilities provided by Athens Waste Disposal, Los Angeles County Sanitation District, City of Glendora Water Division, Glendora Police Department, Los Angeles County Fire Department, Southern California Edison, Los Angeles County

Flood Control District, and all other public and private services that accommodate the operation of an attached residential condominium development.

5. The use will not adversely affect the character and integrity of the area, the utility and value of properties in the area, and the health, safety and welfare of the public.

FACT: The proposed project will result in the construction of 24 residential townhouse condominiums in an established urban neighborhood (which contains both commercial and residential uses). Therefore, the proposed residential condominium project is compatible with the neighborhood. The development of the lot will not adversely affect the character and integrity of the area or the health, safety, and welfare of the public. The project will not cause any serious health, safety, or welfare problems in that its design and related construction will be performed per the requirements of all applicable codes, including zoning and building.

SECTION 4. The City Council hereby adopts a NOE as the projects required findings and filing for CEQA compliance.

SECTION 5. The City Council hereby approves TTM and DPR (Project File No. PLN24-0051) for the subdivision and development of a 24-unit residential condominium project as described by the report and depicted on project plans attached to the City Council Agenda Report for PLN24-0051, and after determining that the project meets the requirements of GMC §21.02.040 and the California Subdivision Map Act, subject to the following Conditions of Approval:

CONDITIONS OF APPROVAL

1. The Applicant shall sign and submit to the Planning Division a statement indicating agreement with an acceptance of the adopted Conditions of Approval prior to the issuance of grading and building permits.

2. The subject property shall be developed in substantial conformance with project plans attached to the City Council Agenda Report for PLN24-0051, as modified by these Conditions of Approval.

3. The City shall have the right of entry to inspect the premises to verify compliance with the Conditions of Approval and the Glendora Municipal Code.

4. The City shall retain the right and the jurisdiction to review the TTM and DPR (No. PLN24-0051) in the event the use conducted herein is modified, changed in scope, or the owner or operator seeks to expand, alter, reconfigure, or change the use. This reservation of the right of review is in addition to, and not in lieu of, the right of the City to review and revoke the TTM and DPR (Project File No. PLN24-0051) or to modify the permit for any violation of the Conditions imposed.

5. The Applicant agrees as a condition of issuance of this entitlement to indemnify, protect, defend, and hold harmless, the City, and any agency or instrumentality

thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes or action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorney's fees and disbursements (collectively, "Claims") arising out of or in any way relating to the issuance of this entitlement, any actions taken by the City related to this entitlement or the environmental review conducted under the California Environmental Quality Act, Public Resources Code §21000 et seq., for this entitlement and related actions.

Planning

6. The Applicant shall maintain consistency with the approved architectural plans including colors and materials submitted to the Planning Division. Modification(s) of the approved building elevations, including but not limited to, changes of finished material(s) or alterations to building articulation are not permitted without prior written approval from the Community Development Director. Requests shall be made in writing and include:

    a. A written and illustrative description of the proposed revision; and

    b. The reason and justification for the request.

    In approving a revision, the Director shall find that the requested modification is minor and substantially conforms with the approved architectural plans.

7. The delivery of materials and equipment and the outdoor use of equipment, hammers, and power tools shall be limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, with no work allowed on Saturdays, Sundays, or Federal holidays, with the exception of interior work. Outdoor yard work is permitted, wherein it does not involve heavy equipment or noise-producing equipment.

8. A final wall and fence plan shall be submitted to the Planning Division for review and approval prior to the issuance of building permits. Approved walls and fences shall be installed prior to final occupancy.

9. The Applicant shall prepare Covenants, Conditions, and Restrictions (CC&Rs) for the development including articles establishing a condominium association. A copy of the draft CC&Rs shall be submitted to the Planning Division and City Attorney for review and approval prior to Final Map approval. The Applicant will be responsible for payment to cover all City staff and City Attorney time required to review said CC&Rs. A recorded copy of the approved CC&Rs shall be submitted to the Planning Division prior to final occupancy as well as final payment to cover any City costs for review. CC&Rs shall include the following requirements:

    a. The condominium association shall maintain all common areas including private driveways, sidewalks, lighting, landscaping, irrigation, recreation equipment, fixtures, and other improvements.

    b. The condominium association shall maintain all landscaped areas, including front yard landscaping.

    c. The condominium association shall provide all water needed for irrigation

of the common landscaped areas and for any landscaping and trees in the public right-of-way fronting the project.

d. The condominium association shall maintain landscaping and irrigation in the public right-of-way.

e. The CC&Rs shall clearly identify building and site maintenance responsibilities.

f. The CC&Rs shall specify that the parking and/or storage of recreational vehicles, boats, trailers (recreational or business-related) equipment, and similar such vehicles, is prohibited everywhere onsite.

g. The CC&Rs shall require that residents use the provided garages and private driveway assigned to their unit to park their vehicles and not for long-term storage.

h. The CC&Rs shall include a time limit for guest parking space use.

i. The CC&Rs shall not be amended without the written consent of the City of Glendora.

j. All maintenance shall be performed to the satisfaction of a duly authorized official of the City and no public nuisances shall be created.

k. The City shall be listed as a third-party beneficiary to the CC&Rs and should have the right to enforce the provisions of the CC&Rs including, but not limited to, the lien rights to recover costs of enforcement.

10. The Applicant is responsible for submitting forms and fees associated with the formal assignment of addresses for each residential unit. The process is initiated with the Community Development Department (Planning Division) and is concluded by the City Clerk's Office.

11. The project is subject to compliance with the City's Community Art Program (CAP) - Ordinance 2083 and Resolution CC 2024-04. As per the requirements outlined in GMC §21.03.150, applicable projects are required to install approved artwork in conjunction with their project (encouraged) or pay an in-lieu contribution equal to a minimum percentage of the total building permit valuation (BPV). Specifically, this project must adhere to the following guidelines adopted into the City's Master Fee Schedule: New residential developments consisting of 11 or more units/houses and new mixed-use with residential as the primary component - An artwork installation approved by the city or an in-lieu contribution equal to 0.25% of the BPV is required. To ensure compliance with the CAP, the applicant must submit a CAP application and coordinate with the City's Planning Division. Approval of CAP application is required prior to building permit issuance.

12. The Applicant shall enter into an Affordable Housing Agreement (AHA) with the City prior to issuance of the first residential unit(s) Building Permit. The AHA is related to the Project's use of State law for concessions/incentives in exchange for inclusion of moderate-income units (total of 3 or 15% of development). The Applicant is responsible for actual costs incurred by City associated with application, preparation, legal review, and processing of the AHA.

13. All mechanical equipment, including air conditioning units, for the units along West Route 66 Highway, shall be screened from street view with landscape and/or physical screening barriers. The proposed entry monuments shall identify the project name on the west monument and the address range on the east monument.

14. All plans submitted for building, grading and landscape plan checks shall show consistency in building and unit numbering.

Landscaping

15. A Water Efficient Landscaping Application and MWELO compliance shall be completed and submitted to both the Planning Division (for landscape) and the Water Division (for irrigation) for review and approval prior to the issuance of building permits. The plan shall be prepared by a licensed landscape architect and shall demonstrate compliance with the Water Efficient Landscape Ordinance (Assembly Bill 1881). Approved landscaping and irrigation shall be installed prior to final occupancy (GMC §21.03.060). This plan shall also address existing tree removal replacement requirements per City code/policies.

16. Pedestrian path crossings of the drive aisle (crosswalks) and project entrances shall utilize decorative paving and should be shown on the landscape plan submitted to the Planning Division.

17. All light fixtures, including freestanding and building-mounted, shall be decorative and complementary to the architectural style of the buildings and shall be subject to approval by the Planning Division, prior to building permit issuance.

18. All common area landscaping shall be installed by the developer and maintained by the condominium association.

Air Quality

19. The best available control measures to minimize fugitive dust emissions shall be utilized, including but not limited to watering soils as necessary to minimize dust generation. (SCAQMD Rule No. 403)

Building & Safety Division

20. The construction documents shall show detailed compliance with the Glendora Municipal Code and current California Building Standards Code, including, but not limited to, the following codes:
    a. 2022 California Building Code (CBC)
    b. 2022 California Residential Code (CRC)
    c. 2022 California Electrical Code (CEC)
    d. 2022 California Mechanical Code (CMC)
    e. 2022 California Plumbing Code (CPC)
    f. 2022 California Energy Code (CEnC)

g. 2022 California Fire Code (CFC) including LA County amendments.
h. 2022 California Green Building Standards Code (CalGreen)

21. Approval from the Los Angeles County Fire Department (LACoFD) is required. Please provide a plan approved by LACoFD confirming compliance with applicable fire safety requirements. Submittals to LACoFD are made online at epicla.lacounty.gov. For questions, contact LACoFD directly.

22. Park Development Fees for new development shall be applied.

23. A Certificate of Compliance from the school district is required.

24. A Geotechnical Investigation Report is required. Provide an update letter for a report older than one year.

25. An automatic fire sprinkler system is required.

26. An engineered design provided by a State of California Registered Design Professional is required.

27. All easements on the property shall be shown, labeled, and dimensioned on the plan.

28. A demolition permit is required for the demolition of existing structure(s). This requires a separate permit application and plan submittal to the Building Division. This demolition permit must be issued prior to the building permit.

29. The existing building must be evaluated for asbestos, lead-based paint, and other hazardous materials before demolition. If hazardous materials are identified, they must be properly abated and disposed of in compliance with all applicable local, state, and federal regulations, prior to demolition.

30. An asbestos survey report, prepared by a Certified Asbestos Consultant, is required to be submitted along with the demolition plan submittal.

31. Underground storage tanks or septic systems discovered during demolition must be properly removed and disposed of in accordance with all applicable federal, state, and local regulations.

32. All recognized environmental conditions (including arsenic-impacted soil conditions) identified for the site in the Phase I and Phase II Environmental Site Assessment, dated October 2, 2024 (2024 ESA), must be addressed and remediated per all applicable regulatory requirements and in accordance with the recommendations under the 2024 ESA, with verification sampling confirming compliance before issuance of grading permits and/or approval of Final Map. Specifically, an updated Phase II ESA demonstrating the removal of such recognized environmental conditions, including the arsenic-impacted soil, along with appropriate confirmation sampling to verify its removal and confirm that the remaining soil does not pose a risk to human health or a threat to groundwater shall be provided by the Applicant prior to the issuance of grading permits and/or approval of a Final Map. The Applicant shall

comply with all remediation and applicable regulatory requirements pursuant to California State Law, the requirements of any applicable regulatory agency, including the California Division of Occupational Safety and Health (CalOSHA), South Coast Air Quality Management District (SCAQMD), the California Department of Transporation (DOT), and the California Environmental Protection Agency (CalEPA), and shall obtain all regulatory permits required in connection with such remediation. The remediation and cleanup of the site shall be overseen by a California registered and licensed environmental and geological engineer.

33. Prior to issuance of any grading or building permit, and before any off-site transport of excavated soil or construction debris, the applicant shall obtain a Haul Route Permit from the Public Works/Engineering Department.

34. Retaining walls shall be a separate submittal to the Building Division, with the walls accurately shown on a grading plan approved by the City of Glendora Engineering Division.

35. Signs, if any, shall be under a separate permit application and plan submittal.

36. Combustible rubbish, and waste material kept within or near a structure shall be stored in accordance with CFC Sections 304.3.1 through 304.3.4 (CFC 304.3).

37. Exterior walls shall have a fire-resistance rating not less than that specified in CBC Table 601 and 705.5. The required fire-resistance rating of exterior walls with a fire separation distance of less than or equal to 10 feet shall be rated for exposure to fire from both sides.

38. Openings in exterior walls shall comply with CBC 705.8.

39. Means of egress shall comply with Chapter 10 of the California Building Code.

40. Plans shall show detailed compliance with the Housing Accessibility requirements of CBC Ch. 11A, including, but not limited to the following items:
    a. At least 10 percent but not less than one of the multistory dwellings shall comply with CBC 1102A.3. Any fraction thereof shall be rounded to the next highest whole number.
    b. Garages and parking facilities, which are accessory to covered multifamily dwelling units, shall be accessible as required in Section 1109A.
    c. Covered multifamily dwellings without elevators shall be designed and constructed to provide at least one accessible entrance on an accessible route (CBC 1106A.1).
    d. Each parking facility provided for covered multifamily dwellings and facilities that serve covered multifamily dwellings shall provide accessible parking (CBC 1109A.1).
    e. Exterior accessible routes shall comply with CBC 1110A.

41. Covered multifamily dwellings may be subject to the requirements of more than one jurisdiction or law, which would require compliance with each law. Where federal, state, or local laws differ, the more stringent requirements apply. For additional information, see the Joint Statement of the Department of Housing and Urban

Development and the Department of Justice issued April 30, 2013 (www.hud.gov).

42. EV ready parking spaces with receptacles: Forty (40) percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles. EV charging receptacles required by this section shall be located in at least one assigned parking space per dwelling unit where assigned parking is provided but need not exceed forty (40) percent of the total number of assigned parking spaces provided on the site. (CGBSC 4.106.4.2).

43. EV ready parking spaces with EV chargers: Ten (10) percent of the total number of parking spaces shall be equipped with Level 2 EV chargers. At least fifty (50) percent of the required EV chargers shall be equipped with J1772 connectors. Where common use parking or unassigned parking is provided, EV chargers shall be located in common use or unassigned parking areas and shall be available for use by all residents or guests (CGBSC 4.106.4.2).

44. EV ready spaces and EVCS in multifamily developments shall comply with California Building Code, Chapter 11A, Section 1109A (CGBSC 4.106.4.2.2.1.2)

45. Separate water meters or submeters are required for each residential dwelling unit of a multiunit residential or mixed-use residential and commercial structure (CPC 601.2.1).

46. Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room (CBC 1206.4).

47. Additional submittal requirements can be found on the Submittal Requirements checklist available at *https://www.cityofglendora.gov/files/assets/city/v/1/community-development/building-division/documents/submitreqsmatrixlist-multifamilymixeduse_1.pdf*

Land Development Division

Final Tract Map/Site Development

48. A final tract map is required. The final map will be reviewed for technical accuracy by the City's contract Land Surveyor. Applicant is responsible for all such costs. A title report/subdivision report less than 3 months old is required at the time of submittal. Include copies of all underlying documents/easements of record referenced in the title report. Show all easements to remain and proposed easements on the project civil engineering drawings. Label, dimension and identify.

49. An Indemnity Agreement and a Subdivision Improvement Agreement must be signed by the Applicant prior to final map approval. The agreements must be reviewed by the Land Development Division and the City Attorney, and the final documents must be approved by the City Council. The Applicant is responsible for all fees associated with this review. Bonds for faithful performance, labor, and materials are required as part of the Subdivision Agreement.

50. The development of this project requires the following engineering maps, drawings, and reports: final tract map, combined grading and drainage plan; erosion control/Local Storm Water Plan; LID plan; retaining wall and fence plan; composite utility plan (will include the plan for the public sewer connection and on-stie private sewer lateral, cleanouts, and house connections to each unit); public water plan; private water plans for domestic water and fire water supply; geotechnical report; drainage studies (including hydrology, hydraulics, and low impact development); and focused sewer study. These maps, drawings, and reports shall be prepared by California Registered Professional Engineers and Licensed Professional Land Surveyors. Additional information on these items is available on the City website. The California Building Code (latest adopted edition), the Glendora Municipal Code, the LA County Low Impact Development Standards Manual, City of Glendora Engineering Standards and Specifications, the California Fire Code with LA County Amendments, and the U.S. Postal Service Handbook PO-632 apply to this project. Engineering will also review drawings related to the building plan checks and planning reviews including landscaping plans, site electrical, and plumbing plans.

51. Emergency vehicle access, driveway widths and radii will be reviewed and approved by L.A. County Fire Department for accessibility. The final map must be reviewed and approved by LACFD.

52. At time of first plan check, the Applicant shall provide a Composite Utility Plan for review. The Composite Utility Plan shall show proposed City and private water meters, facilities, and lines; mainline sewer lines, maintenance holes, and lateral connections; electrical; telecommunication; cable tv; and natural gas lines (if any) for the project.

53. A Site Demolition Plan prepared by a registered Civil Engineer or licensed Architect is required prior to removing any buildings, improvements, or utilities from the project site. A Local Storm Water Plan including Erosion Control and Site BMPs is required at time of demolition where any removal of paving, building foundations, and soil disturbance is done during demolition work.

54. Plan Check and review fees will be determined upon actual submittal of Engineering Plans, Maps, and Reports. Plans being checked by third-party consultant will be charged as per actual cost and a deposit will be required to be submitted for plan check services at time of first plan check.

Stormwater

55. This project is required to comply with Federal, State, and City Stormwater regulations including National Pollutant Discharge Elimination System Requirements and Municipal Separate Storm Sewer System (MS4) Permit requirements. Projects subject to the MS4 are to implement post-construction low impact development (LID) storm water runoff water quality control measures to reduce downstream runoff. Follow Section 21.03.090 of Glendora Municipal Code to determine Applicability and Performance Criteria. An LID Report and plans for the construction of LID improvements will be required for the project and must be submitted at time of first plan check submittal. Follow LA County LID Standards Manual for design and format of LID Report. The soils engineer of record must review and approve the infiltration

system.

56. This project is required to provide a Local Storm Water and Erosion Control Plan at time of first plan check. Detailed plans for erosion control and Best Management Practices (BMPs) must be included.

Grading and Drainage

57. A combined grading and drainage plan (incorporating rough and precise grading) and required supporting documents (such as geotechnical, drainage/hydrology/LID reports/plans) must comply with any recommendations of the geotechnical engineer of record and will be submitted and reviewed according to the City's Grading Plan Checklist to Land Development Engineering. A permit from the City of Glendora and a grading bond will be required prior to the start of construction. Show all existing and proposed easements on the improvement plans. Label, dimension and identify easement holders. Submit the rough grading and drainage plan at time of first plan check submittal to Land Development Engineering review. Retaining and freestanding walls may be shown on plans submitted to the Building Division for plan check and referenced on the grading plans. Provide top of wall, top of footing, profiles, and sections on the grading plans for proposed walls. Provide 6-inch concrete curb along the project frontage at the back of sidewalk on Route 66.

58. The project will be required to have on-site inspection services during grading operations. The Applicant shall be responsible for arranging for said services and all costs associated with an on-site inspector during grading as determined by the City Engineer.

59. All structural BMPs for the project must be shown in detail on the grading plans. The grading plan will need to be reviewed/approved by the soils engineer. A minimum ½" per hour percolation rate must be verified by the soils engineer for the project via a percolation test for any areas where storm water is proposed to be infiltrated.

60. Glendora Municipal Code (GMC) 20.36.010 requires underground utility services in new developments. The Applicant shall coordinate with utility agencies as necessary and show all utilities and any relocated utilities on the composite utility plan.

61. A final geotechnical report is required with the initial plan check submittal, and it must address over-excavation and recompaction requirements. While the City does require reports be prepared following the L.A. County GMED manual, we have not adopted their building code. Prior to approval of project Grading Plans, they shall be signed and stamped by the geotechnical engineer stating that the Grading Plan is in conformance to the geotechnical/soil engineer recommendations. As necessary, provide an update letter if the soils report is greater than one year old. The geotechnical report for this project may be peer reviewed by the city's contract consultants or LA County Public Works (GMED). The Applicant is responsible for all costs.

62. A final Drainage Study Report is required, and it must follow the City's Hydrology & Hydraulics report format and discuss the offsite stormwater run-on flows (if any) from

properties surrounding the site. The report should analyze both off site storm water run-on and on-site storm water flow. The Low Impact Development (LID) Report and Plan must also be included and follow the LA County LID Manual. Where drainage flow is directed to City streets prior to collection in an underground storm drain system, show existing and proposed street hydraulic capacities in the drainage study.

63. Storm Drain Plans with profiles and details of the proposed drains, inlets, and facilities may be required. For connection to a L.A. County storm drain, reports and plans required by the County must be submitted to the City and L.A. County for plan check and permitting.

64. When grading plans are submitted for first plan check a fee is required based on the cubic yards of earth moved. A plan check fee will be collected at the time of first submittal based on the quantity on the submittal. The Applicant shall include over excavation and re-compaction quantity in calculation of the cut and fill quantities. At the time of issuing grading permit, final plan check fees will be adjusted accordingly with additional fees paid or refunded determined by final yardage. A Grading Bond will be required.

Water/Fire Service

65. Water is served by the City of Glendora Public Works Department Water Division (PW Water Division). Frontage fees may apply to this project. Applicant may be required to replace, upgrade, or bring up to current City standards, all the existing water utilities fronting the Project, and upsize existing water lines as necessary to meet requirements stipulated in water models, hydraulic calculations, or studies performed for the proposed development. Water improvement plans shall be prepared in accordance with City guidelines. They shall be submitted for Engineering and PW Water Division. All fees associated with plan review, permitting, inspecting and installation of water improvements will be incurred by the Applicant. There may be other applicable fees or requirements imposed by the City or the Los Angeles County Fire Department (LACFD) related to this development.

66. Exact service locations to be determined during the plan check phase, but they shall not be in drainage features or where water could pond. Easements may be required to access the water meters and other water devices.

67. Abandonment of the existing water service lateral in the public right-of-way is required. Include abandonment details, per PW Water Division requirements, on the public water improvement plan for the project.

68. Installation of public and private water mains is required to serve the proposed development. Separate public and private water plans are required for any new or upgraded water mains, fire hydrants or fire water lines which will serve the site. The plan must include approved city construction standards and materials for the proposed domestic and fire water services in the public right-of-way on Route 66. The submittal must be complete and contain sufficient information to demonstrate full compliance with city standards for plan check approval. That plan is a separate submittal to the Engineering Division as well as the L.A. County Fire Department for review and

approval. The plan will be prepared using the City of Glendora title block and must show the connection in the public right of way and must have a signature block for the L.A. County Fire Department. The private water plan must be submitted to the Building Division for plan check and permitting.

69. A water easement must be shown on the final tract map and recorded for plan check approval. The fire service main shall be centered within a minimum 10-foot-wide easement to the PW Water Division with the double check detector assembly installed on private property. If water easements or any other easements are required and not shown on the final tract map, follow the Engineering guidelines for preparing legal descriptions and plats. The City uses an outside land surveying firm to perform the review of any documents prepared by a land surveyor which the Applicant is required to pay.

70. Fire flow tests will be required. Contact the Public Works Desk at (626) 914-8246 to request fire flow testing. Requirements are determined by the LA County Fire Department.

71. The proposed 4-inch fire service connection to the existing 6-inch City water main fronting the property on the north side of Route 66 is acceptable. Installation shall be completed with an approved full circle tapping sleeve and no system shutdown. If the fire service size must be increased to meet flow requirements, the project will be required to connect to the existing 12-inch main on the south side of Route 66 to meet this additional demand.

72. Submit building plans for both private on-site domestic and fire water installations. The plans must include approved City and American Water Works Association (AWWA) construction standards including the materials for the private domestic and fire water mains. Review by the City's water, engineering and building division's will be required for plan check approval.

73. A public master meter is required and shall be installed in the public right-of-way. Manifold (12 gang) meter assemblies on Route 66 will not be approved for this project. Provide the total expected domestic water demand and supporting engineered calculations for the sizing of the domestic master meter(s) and service lateral. This shall be provided during the plan check phase and included in any relevant building and engineering plan check submittals.

74. Installation of approved backflow prevention assemblies for domestic, irrigation, and fire water connections will be required. Installation of these devices shall be suitable for potable water and conform to the City's construction standards. Annual recertification of these device(s) is required, and copies of the recertification reports shall be submitted to the water division.

Sanitary Sewer

75. The City of Glendora owns the sanitary sewer collection system, but it is operated and maintained for the City as part of the County's Consolidated Sewer Maintenance

District (CSMD). The plan check process for any public sewer improvement plans will go through both the City of Glendora and Los Angeles County Public Works following County guidelines and requirements. The plan check process for private sewer improvements connecting to a public sewer will go through the City of Glendora Building Division plan check (plumbing and private sewer lateral plans) and Land Development Engineering plan check (composite utility plans). If a new saddle is required then, a Tap and Saddle Permit from the CSMD is required.

76. The treatment system for Glendora's sewer is owned and operated by the Los Angeles County Sanitation District No. 22. The Applicant shall contact the District to obtain a treatment will serve letter as well as pay the appropriate fees. For further information, please contact District Staff at (562) 908-4288, extension 2717.

77. The on-site sanitary sewer for the project a private lateral (estimated to be a 6-inch diameter pipe) with clean outs to grade along the center line of the proposed driveway with 4-inch diameter house connections for each unit. The portion of the lateral in the public right of way of Route 66 shall be Vitrified Clay Pipe (VCP) with a clean out to grade installed at the north right of way line. The proposed sewer shall be shown in plan view with details and construction notes on the composite utility plan. Permits from the Public Works Department and the Building Division are required for construction. A saddle installation permit from LA County CSMD is also required when a new saddle is required. Applicant will be responsible for all the Plan Check fees for the City and the County. Sewer acreage and frontage charges may be applicable.

78. Existing septic tank shall be removed if encountered during redevelopment activities and disposed of off-site.

Street Improvements

79. A street improvement plan is required. Street improvements for this project will include removal of unused driveway approaches, constructing new concrete sidewalk along the project street frontage of Route 66, constructing new ADA compliant driveway approaches to serve the project site, constructing 6-inch concrete curb at the back of sidewalk, installing street trees along the project frontage, signing/striping, and rehabilitating the pavement on the north half of Route 66 from the west side to the east side of the project site. Damaged or non-standard improvements and facilities must be reconstructed per City Standards.

80. All street improvements, utility, and trench work require a permit from the City of Glendora. All City Standards are available online on the City website (cityofglendora.gov).

81. Construction temporary traffic control plans for Route 66 must be prepared and submitted to the Public Works Department for review/approval prior to the issuance of permits in the Route 66 right of way.

Landscape/Irrigation Plan

82. Landscape/Irrigation Plan will be processed through both the Planning and Engineering (for landscape) and the PW Water Division (for irrigation). All the irrigation and landscape plans shall be Water Efficient.

Waste Management

83. All construction, demolition, and renovation projects within the city with a total valuation cost for the new or remodeled construction as determined by the City Building Official which are, or projected to be, greater than or equal to one hundred thousand dollars ($100,000.00) shall submit a Waste Management Plan to the Planning Department for review and approval prior to issuance of any permits in compliance with the City's Construction and Demolition Ordinance No. 1811. The approved Waste Management Plan shall be implemented upon start of demolition, grading, and construction and maintained throughout the project until issuance of a certificate of occupancy. The City may review and amend the plan as needed. Guidelines are available from the recycling coordinator (GMC 6.09).

Los Angeles County Fire Department

84. The Final Map shall be submitted to the Los Angeles County Fire Department for review and approval prior recordation. Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.

85. The Private Driveways proposed as private streets for access throughout the development shall be labeled as "Private Driveway" on the Final Map. The portion of the private driveway intended for fire apparatus access shall be identified as "Fire Lane" on the Final Map. All widths and dimensions shall be clearly delineated with a reciprocal access agreement is required for all private driveways. Compliance required prior to Final Map clearance.

86. Review and approval by the County of Los Angeles Fire Department, Fire Prevention Engineering Section Building Plan Check Unit may be required for this project prior to building permit issuance. Please contact the Fire Prevention Engineering Section at 909-569-0758 for information on EPICLA submittals.

Term

87. The approved use and/or construction work shall commence within twenty-four (24) months after the effective date of the approval, or such other period specified as a condition of approval and shall be carried on diligently to completion. If the use or construction work is not started within the required time and carried on diligently to completion, the permit shall become void; however, the Director may extend the time limit in the case of unavoidable delay. The applicant must submit a written request to the reviewing body or Director for a time extension at least thirty days before the original time limit expires. Consideration of a time extension does not require a public hearing even if a hearing was required for the original permit. (GMC §21.02.010 E.)

Enforcement

88. The Applicant shall pay the costs of any code enforcement activities, including attorney's fees, resulting from the violation of any conditions of approval or any provision of the GMC. (GMC §1.18)

89. Any violation of the Zoning Ordinance or any entitlement granted is considered a misdemeanor punishable by a fine not to exceed one thousand dollars ($1,000.00) and/or by imprisonment in the County jail for a period not to exceed six (6) months. Each day or portion of a day during which any violation of the Zoning Ordinance occurs or continues constitutes a separate offense and shall be punishable as provided. (GMC §21.01.030 H.)

SECTION 6. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption of this Resolution, and the same shall thereupon take effect on _____, 2025 subject to a 15 calendar-day appeal and be enforced in accordance with the terms and Conditions thereof.

PASSED, APPROVED and **ADOPTED** by the City Council of the City of Glendora this ___ day of_____, 2025.

BY:

_____
DAVID FREDENDALL
Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
DANNY ALESHIRE
City Attorney

CERTIFICATION

I, do hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Glendora at a regular meeting held on the ___ day of _____, 2025, by the following vote:

AYES: MEMBERS:
NOES: MEMBERS:
ABSENT: MEMBERS:
ABSTAIN: MEMBERS:

I further certify that said Resolution was published as required by law in a newspaper of general circulation in the City of Glendora, California on the _____ day of _____, 2025.

Dated:

_____
KATHLEEN R. SESSMAN
City Clerk/Communications Director

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

NOTICE OF EXEMPTION

Project Title: PLN24-0051

Project Location: 363 West Route 66, Glendora, CA

Project Applicant: Olson Company

Mailing Address: 3010 Old Ranch Pkwy #100, Seal Beach, CA 90740

General Plan Land Use Designation: *Route 66 Corridor Specific Plan*

Zoning Designation: *RT-66 Town Center Mixed Use*

Project Description: The project involves a Tentative Tract Map and Development Plan Review for a three-story multi-family residential development of 24 townhomes.

Surrounding Land Uses and Setting: Properties surrounding the site are zoned Town Center Mixed Use, including mobile homes, residential units, commercial units and offices.

The Planning Commission recommends the following exempt status / findings:

- ☐ Ministerial (Sec. 15073)
- ☐ Declared Emergency (Sec. 15071(a))
- ☐ Emergency Project (Sec. 15071(b) and (c))
- ☐ Categorical Exemption

  Type: Section:
- ☒ Statutory Exemption. Code Number: CEQA Guidelines 15182(c) Specific Plan Exemption
- ☐ Other

Reasons why project is exempt:
Pursuant to Government Code Section 65457 and CEQA Guidelines Section 15182(c), residential projects that are consistent with a specific plan that has already undergone environmental review may be exempted from further environmental review. Specifically, Government Code Section 65457 exempts such projects if the specific plan was supported by a certified Environmental Impact Report (EIR) after January 1, 1980. An Environmental Impact Report (EIR) was prepared for the Route 66 Corridor Specific Plan [*State Clearinghouse # 2003041051]* and adopted in 2003. This EIR included the full analysis for future construction of up to 1,128 residential units at realistic buildout within the City's portion of the Route 66 corridor. The Specific Plan's EIR is applicable to all future residential development plans if they are in conformance with the specific plan, thus requiring no further environmental documentation. As this project is consistent with the intent of the Route 66 Corridor Specific Plan and is approved with a determination that it follows the specific plan's intent, then no further environmental review is necessary.

_____ Date: _____

Jeff Kugel, Director of Community Development

The above recommended exempt status and findings were adopted by the following body:

City of Glendora Planning Commission on October 8, 2025

Date:

Yalini Siva, Senior Planner (626) 914-8213

363 W. ROUTE 66

GLENDORA, CALIFORNIA

OWNER/APPLICANT:

THE OLSON CO
3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740
562-370-2290

ARCHITECT:
THE KTGY GROUP, INC.
17911 VON KARMAN AVE., SUITE 200
IRVINE, CA 92614
949-851-2133

CIVIL:
ADVANCED CIVIL GROUP
30251 GOLDEN LANTERN, SUITE E, PMB 251
LAGUNA NIGUEL, CA 92677
866-338-5778

LANDSCAPE
STUDIO PAD, INC
23195 LA CADENA DR., SUITE 103
LAGUNA HILLS, CA 92653
949-770-8530

SHEET INDEX

ARCHITECTURE

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A0.1 SHEET INDEX

A1.0 ARCHITECTURAL SITE PLAN
A1.1 STREET SCENE

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A2.1 BUILDING C-101 (6-PLEX) - EXTERIOR ELEVATIONS
A2.2 BUILDING C-100/C-101 (6-PLEX) - BUILDING PLANS

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CIVIL

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C-3 PARKING PLAN

C-4 VESTING TENTATIVE TRACT MAP

C-5 CONCEPT GRADING PLAN

C-6 SECTIONS

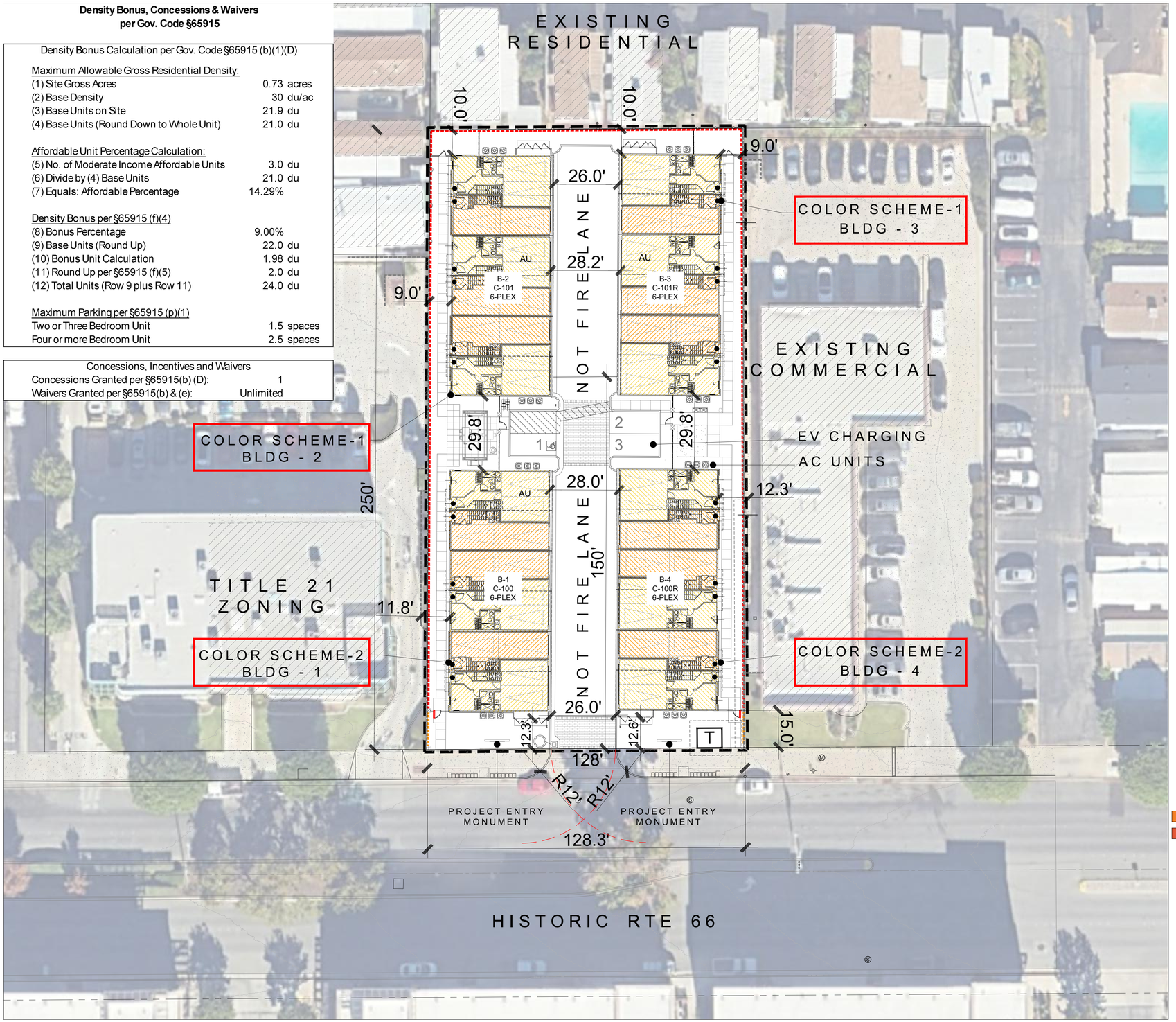
Density Bonus, Concessions & Waivers per Gov. Code §65915

Density Bonus Calculation per Gov. Code §65915 (b)(1)(D)

Maximum Allowable Gross Residential Density:		
(1) Site Gross Acres	0.73	acres
(2) Base Density	30	du/ac
(3) Base Units on Site	21.9	du
(4) Base Units (Round Down to Whole Unit)	21.0	du
Affordable Unit Percentage Calculation:		
(5) No. of Moderate Income Affordable Units	3.0	du
(6) Divide by (4) Base Units	21.0	du
(7) Equals: Affordable Percentage	14.29%	
Density Bonus per §65915 (f)(4)		
(8) Bonus Percentage	9.00%	
(9) Base Units (Round Up)	22.0	du
(10) Bonus Unit Calculation	1.98	du
(11) Round Up per §65915 (f)(5)	2.0	du
(12) Total Units (Row 9 plus Row 11)	24.0	du
Maximum Parking per §65915 (p)(1)		
Two or Three Bedroom Unit	1.5	spaces
Four or more Bedroom Unit	2.5	spaces

Concessions, Incentives and Waivers

Concessions Granted per §65915(b) (D):	1
Waivers Granted per §65915(b) & (e):	Unlimited



SITE INFORMATION

Address:	363 W Route 66
City:	Glendora, CA
APNs:	8639-020-003
County:	Los Angeles County
Zoning:	Town Center Mixed Use - RTE 66 Specific Plan
Area:	±0.73 AC (±31,798 sf Gross)
Fire Department:	LACFD
Density:	32.9 DU/AC
Type Construct:	V-B
Occupancy Type:	R2
Fire Sprinkler Type:	NFPA 13 (Full)

363 W. ROUTE 66 - Ch 21.10 ROUTE 66 SPECIFIC LPAN TCMU (2024) **(KTGY: 2025-05-09)**

DEVELOPMENT STANDARDS § 21.10.350	REQUIRED PER Table 6-2:	STATE DENSITY BONUS LAW (SDBL)	PROVIDED	CONCESSION	WAIVER
Min. Lot Size	1 AC		±0.73 AC (±31,798 sf Gross)		
Max. Dwelling Units per Acre	30 D.U.A		32.87 D.U.A		
Min. Dwelling Units per Acre	24 D.U.A		32.87 D.U.A		
Affordable Units		Total Units: 24 (12.5%) Total Affordable Units: 3 Total Density Bonus: 3			
SETBACKS					
Min. Lot Frontage	150'		128.26'		X
Frontage Setback	15'		12'-4"		X
Interior Side Setback	0'; when abutting residential, 10' for first 2 stories above ground level		29.8'		
Rear Setback	10' First/Second Story 15' Third Story		10' First/Second Story 10' Third Story		X
Min. Distance Between Buildings on Same Parcel	10'		28'		
Max. Building Height	45'		36', 3-Stories		
OPEN SPACE (Common + Private)					
Private Open Space			2nd Story Deck (Plan 1 & 2): 34 SF/DU **Total: 816 sf**		
Common Open Space			Refer to Landscape Plan		
GARAGE/PARKING § 21.03.020					
			Spaces provided		
Garage Size/Min. interior clearance	20' x 20' - Side by Side 10' x 20' - Tandem		20' x 19'2" - Side by Side 10' x 19' - Tandem		X
Garage Storage Area	150 cu ft. - two bedroom 200 cu ft. - three bedroom 250 cu ft. - four bedroom		0 cu ft. - two bedroom 0 cu ft. - three bedroom 0 cu ft. - four bedroom		X
2, 3, 4Bd	2 Bd: 2.4 sp/unit 3 Bd: 2.6 sp/unit (62.4 sp) 4 Bd: 2.8 sp/unit **Required: 62.4 sp**	1 Bd: 1.5 sp/unit 2, 3 Bd: 2 sp/unit (36 Sp) 4 Bd +: 2.5 sp/unit **Required: 36 Sp**	48 Spaces		X
Guest	0.4 sp/1 units 9.6 spaces required		3 Spaces		
Totals Required	**72 Total Spaces Required**		**51 spaces (See below for breakdown)**		

#	Unit Type	Area(G.S.F)	Bdrms	
12 -	Plan 1	1334 sf	3bd/3ba, 2-car tandem	(477 sf)
12 -	Plan 2	1554 sf	3bd+flex/4.5ba, 2-car sxs	(432 sf)
24	Totals:	34,452 sf	(Avg. 1,435 sf)	(10,908 sf)

(Total Building Area: 46,176 sf, includes garages & open areas)

PARKING DATA: (Table 24 City of Glendora 21-29 Housing Elements)

Parking Provided:

RESIDENT GARAGE	48
GUEST	3
Totals:	51 Spaces

OPEN PARKING STALLS 1, 2, AND 3 TO BE: 9' x 20'

AU = Accessible Unit

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888.456.5849
ktgy.com

The Olson Co
3020 Old Ranch Pkwy #100
Seal Beach, CA 90740

363 W. ROUTE 66
GLENDORA, CA # 240360

SCHEMATIC DESIGN
September 19, 2025

1st Planning Submittal:	2024.12.18
2nd Planning Submittal:	2025.03.06
3rd Planning Submittal:	2025.05.15
3rd Planning Resubmittal:	2025.05.30

0 10 20 40

ARCHITECTURAL SITE PLAN

A1.0

COLOR SCHEME 2

COLOR SCHEME 1

Street Scene Elevation Along Historic Route 66

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0 4 8 12

STREET SCENE

A1.1

LEGEND

1 Stucco
2 Low Profile Concrete "S" Roof Tile
3 Faux Decorative Recessed Gable End Vent
4 Exposed Truss Tails
5 Fiberglass Entry Door
6 Stucco Faux Chimney/Finial
7 Stucco Sill Trim
8 Bay Window w/ Faux Wood Trim
9 Vinyl Window
10 Stucco o/ Foam Corbel
11 Stucco Arched Soffit
12 Metal Juliet Railing
13 Decorative Exterior Lights & Address Sign
14 Metal Sectional Garage Door

NOTE: Any and all proposed lighting shall be shielded and facing downward upon the subject site only.

Front Elevation
(FACING HISTORIC RTE 66)

Right Elevation

Rear Elevation

Left Elevation

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Scale: 1/4" = 1'-0"
0 2 4 8

C-100 BUILDING ELEVATIONS

A2.0

LEGEND

1 Stucco
2 Low Profile Concrete "S" Roof Tile
3 Faux Decorative Recessed Gable End Vent
4 Exposed Truss Tails
5 Fiberglass Entry Door
6 Stucco Faux Chimney/Finial
7 Stucco Sill Trim
8 Bay Window w/ Faux Wood Trim
9 Vinyl Window
10 Stucco o/ Foam Corbel
11 Stucco Arched Soffit
12 Metal Juliet Railing
13 Decorative Exterior Lights & Address Sign
14 Metal Sectional Garage Door

NOTE: Any and all proposed lighting shall be shielded and facing downward upon the subject site only.

Front Elevation

Right Elevation

Rear Elevation

Left Elevation

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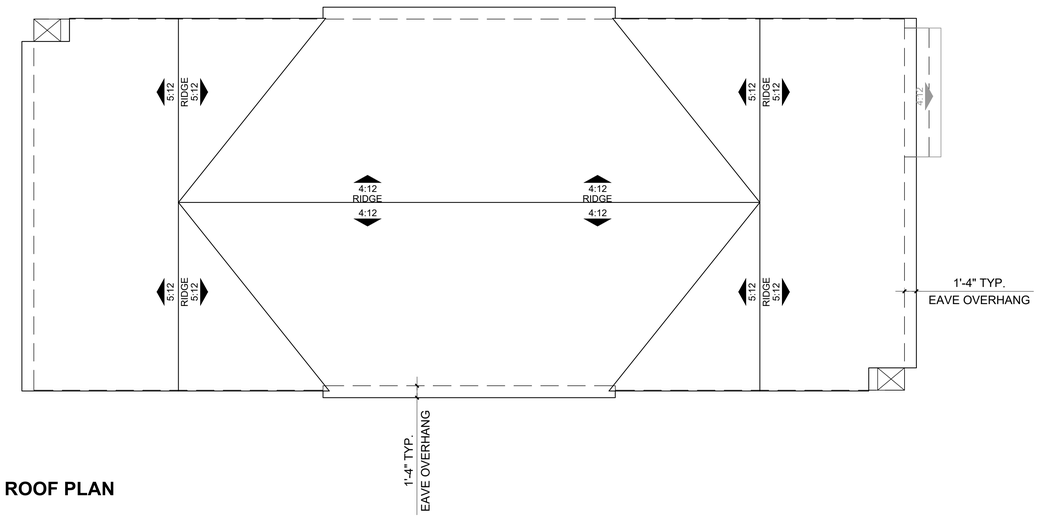
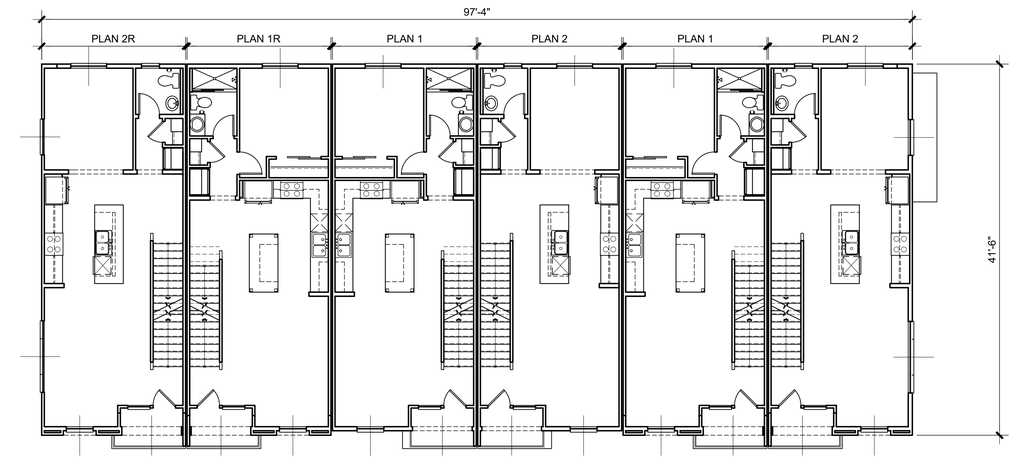
Scale: 1/4" = 1'-0"
0 2 4 8

C-101 BUILDING ELEVATION

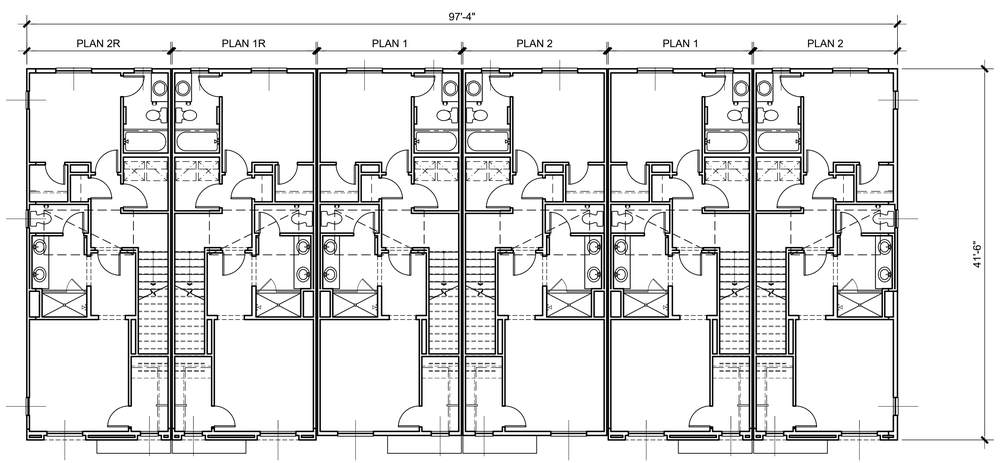
A2.1



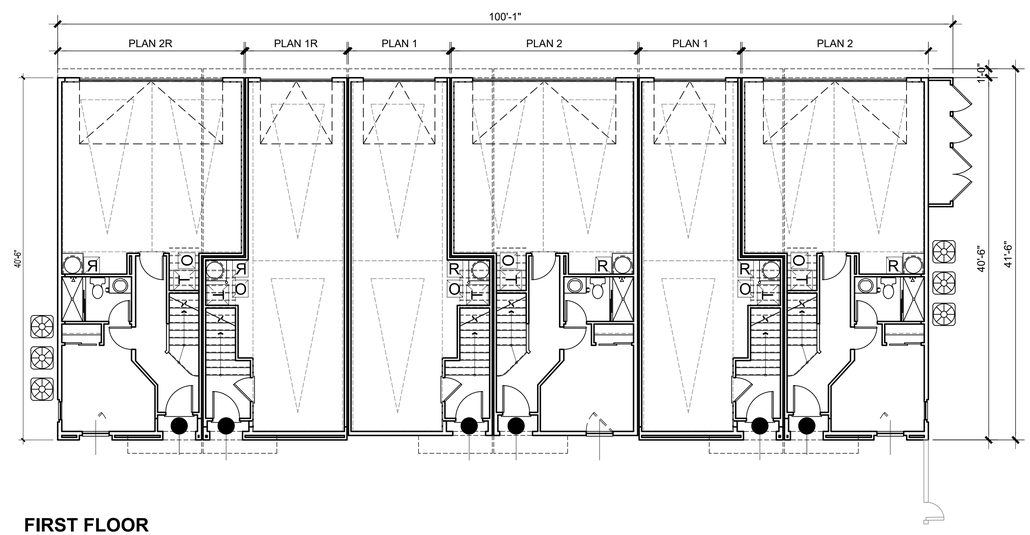
ROOF PLAN



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

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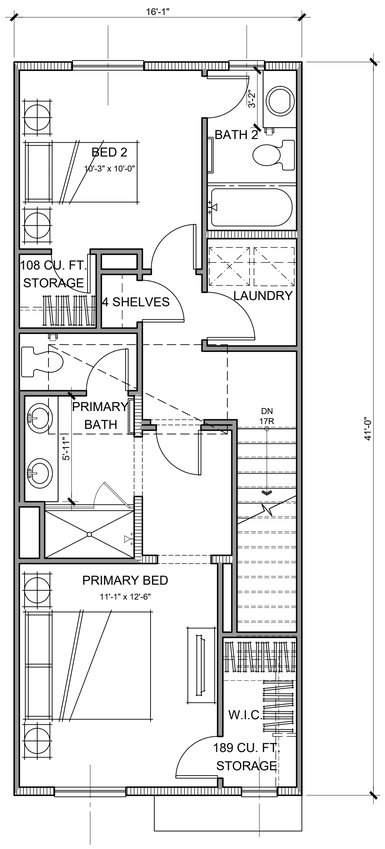
0 4 8 16

C-100 A BUILDING PLAN

A2.2



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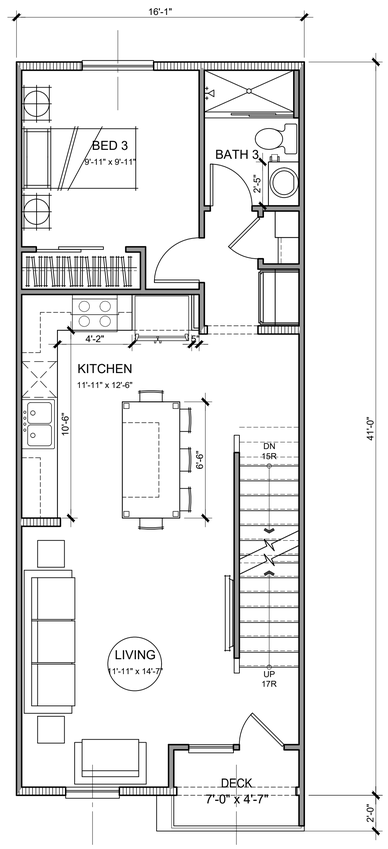
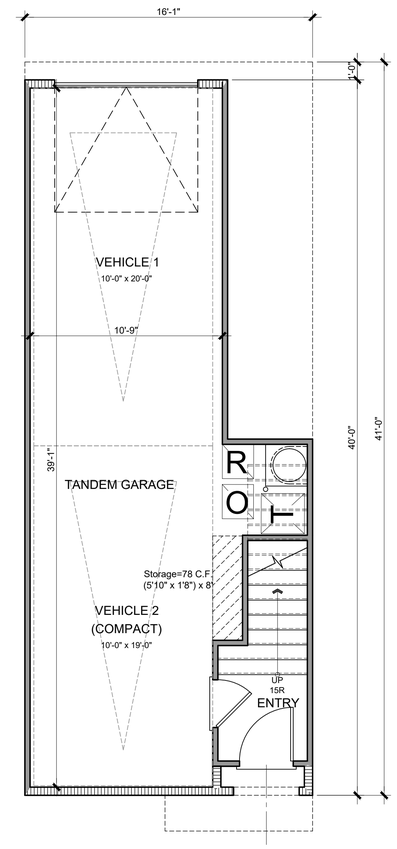


SECOND FLOOR



FIRST FLOOR

GROSS S.F.	
1ST FLOOR	62 SQ. FT.
2ND FLOOR	641 SQ. FT.
3RD FLOOR	614 SQ. FT.
TOTAL LIVING	1317 SQ. FT.
GARAGE	477 SQ. FT.
DECK	34 SQ. FT.

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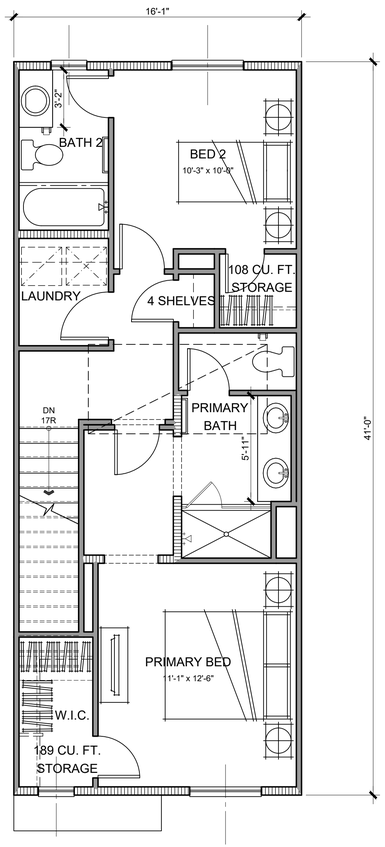
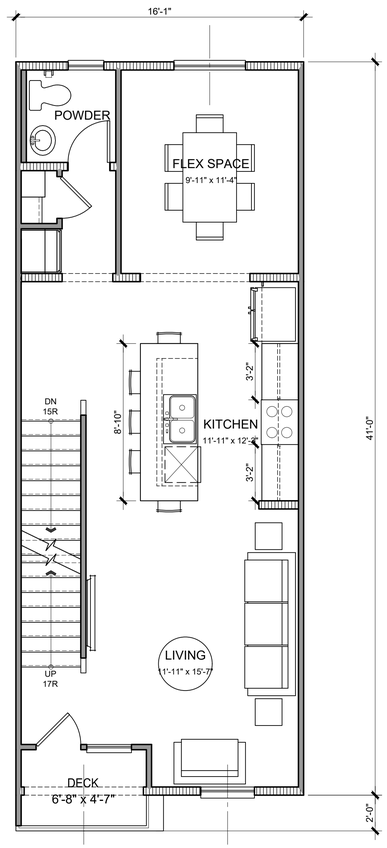
0 2 4 8

PLAN 1 FLOOR PLANS
3-STORY INTERLOCKING UNIT

A4.0

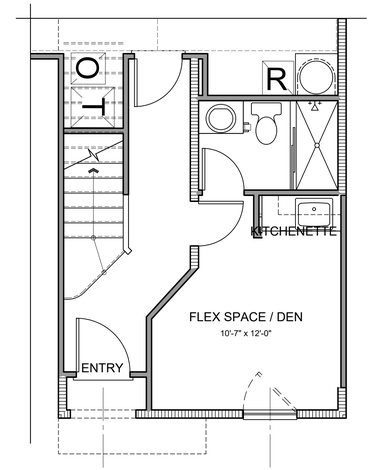


THIRD FLOOR

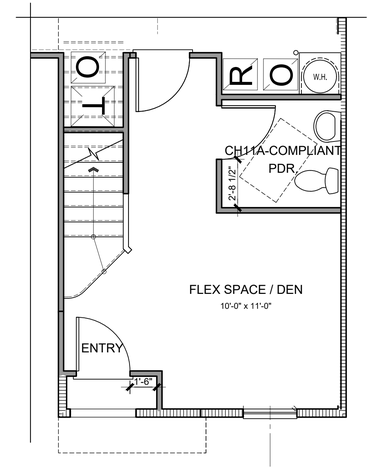


SECOND FLOOR

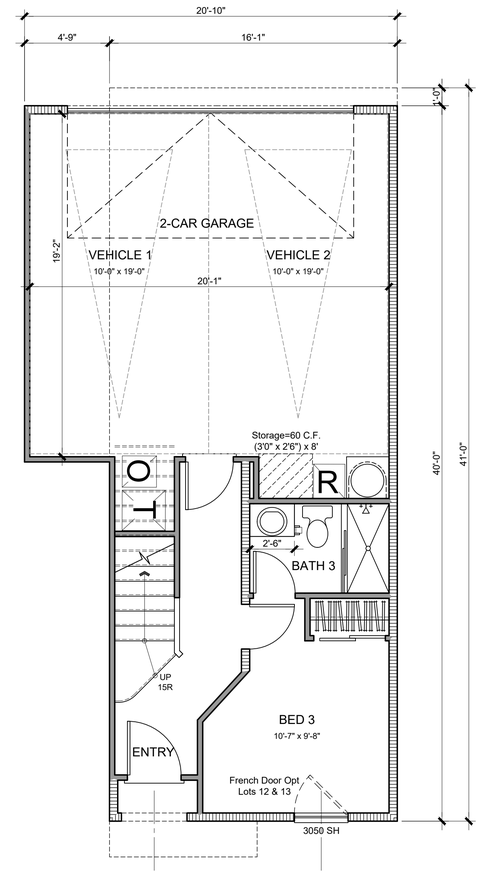
OPT. ENH



OPT. FLEX/DEN



CH11A-COMPLIANT



FIRST FLOOR

GROSS S.F.	
1ST FLOOR	299 SQ. FT.
2ND FLOOR	641 SQ. FT.
3RD FLOOR	614 SQ. FT.
TOTAL LIVING	1554 SQ. FT.
GARAGE	432 SQ. FT.
DECK	34 SQ. FT.

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0 2 4 8

PLAN 2 FLOOR PLANS
3-STORY INTERLOCKING UNIT

A4.1

BODY STUCCO/ UTILITY DOORS -
SW 7008 ALABASTER

PRECAST EMULATE (WINDOW SILLS)
SW 7533 KHAKI SHADE

GARAGE -
SW 6152 SUPERIOR BRONZE

TRUSS TAILS/ FASCIA/ BAY WINDOW/
WOOD LIKE ELEMENTS -
SW 7041 VAN DYKE BROWN

METAL RAILING/ BRACKETS -
SW 6990 CAVIAR

SPANISH 'S' TILE - EAGLE ROOFING
CAPISTRANO 3773 WALNUT CREEK BLEND

VINYL WINDOWS -
WHITE

SCHEME 1

FRENCH DOORS -
SW 2819 DOWNING SLATE

DOOR 1/ SHUTTERS -
SW 7605 GALE FORCE

DOOR 2 -
SW 6992 INKWELL

CANVAS AWNING -
ROYAL NAVY #2079-0060

SCHEME 2

FRENCH DOORS -
SW 6193 PRIVILEGE GREEN

DOOR 1/ SHUTTERS -
SW 6195 ROCK GARDEN

DOOR 2 -
SW 6994 GREENBLACK

CANVAS AWNING -
IVY #4632-0000

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COLOR & MATERIALS

A5.0

LEGEND:

- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- VAULT — EX UNDERGROUND UTILITY VAULT
- EX IRRIGATION METER
- EX ELECTRICAL METER
- EX WATER VALVE COVER
- EX WATER METER
- EX MANHOLE
- EX STREET SIGN
- EX BOLLARD
- EX MONUMENT
- T — EX TRANSFORMER
- EX FIRE WATER STRUCTURE
- EX GAS STRUCTURE
- EX GAS VALVE
- EX PROPERTY BOUNDARY
- EX STREET CENTERLINE
- EX RIGHT-OF-WAY
- EX PROPERTY LINE
- EX EASEMENT
- EX MAJOR CONTOUR
- EX MINOR CONTOUR
- SS — EX SEWER LINE
- DW — EX DOMESTIC WATER LINE
- FW — EX FIRE WATER LINE
- RW — EX RECYCLED WATER LINE
- SD — EX STORM DRAIN LINE
- OHE — EX OVERHEAD ELECTRIC
- UE — EX UNDERGROUND ELECTRIC
- GAS — EX GAS LINE
- EX IRON FENCE
- EX CHAIN LINK FENCE
- EX WOOD FENCE
- EX WALL
- EX CURB AND GUTTER
- EX SWALE
- EX STRIPING
- EX SLOPE
- EX CONCRETE
- EX STRUCTURE FOOTPRINT

ASSESSOR PARCEL NO.

8639-020-003

SITE ADDRESS

363 ROUTE 66
GLENDORA, CA 91740

CLIENT:

THE OLSON COMPANY
3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740

BENCHMARK:

L.A.C.P.W. VERTICAL CONTROL BM NG4975

DESCRIPTION:
L&BR IN N CB W END C B 23 FTE/O BCR @ NE COR GRAND AVE & ALOSTA AVE

YEAR LEVELED: 2013

ELEV: 704.190'

BASIS OF BEARING:

CENTERLINE OF ROUTE 66 BEING N89°38'40"E PER TRACT NO. 82949 RECORDED IN BOOK 1436 PAGE 61 OF MAPS IN THE OFFICE OF COUNTY RECORDER OF LOS ANGELES.

LEGAL DESCRIPTION:

REAL PROPERTY I THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOW:

A PORTION OF THE SOUTH HALF OF THE EAST HALF OF LOT 2 SECTION 31, TOWNSHIP 1 NORTH, RANGE 9 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE APPROVED PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICE, IN THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF SAID LOT 2 WITH THE CENTER LINE OF ALOSTA AVENUE, AS SHOWN ON MAP OF TRACT NO. 9233, RECORDED IN BOOK 122, PAGE 72 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG SAID EASTERLY LINE OF LOT 2, NORTH 0° 31' 18" EAST 50.01 FEET TO THE NORTHERLY LINE OF ALOSTA AVENUE, 100 FEET IN WIDTH; THENCE ALONG THE NORTHERLY LINE OF SAID ALOSTA AVENUE, SOUTH 89° 39' WEST 327.77 FEET TO A 2 INCH PIPE AND THE TRUE POINT OF BEGINNING; THENCE ALONG SAID NORTHERLY LINE SOUTH 89° 39' WEST 128.42 FEET TO A 2 INCH IRON PIPE; THENCE NORTH 0° 16' 30" EAST 250.00 FEET TO A 2 INCH IRON PIPE; THENCE NORTH 89° 39' EAST 126.42 FEET TO A 2 INCH IRON PIPE; THENCE SOUTH 0° 11' EAST 250.00 FEET THE TRUE POINT OF BEGINNING.

AREA

GROSS AREA = 0.730 AC
NET AREA = 0.730 AC

SCALE: 1"=20'

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN, SUITE E, PMB 251
LAGUNA NIGUEL, CA 92647
(866) 338-5778 PHONE
WWW.ADVANCEDCIVILGROUP.COM

SEAL—ENGINEER
REGISTERED PROFESSIONAL ENGINEER R. STEVEN AUSTIN No. 68795 CIVIL STATE OF CALIFORNIA

PHOTOGRAPHIC SURVEY

TOC - GLENDORA - ROUTE 66
363 ROUTE 66
GLENDORA, CA

DRAWN BY: RSA
DESIGNED BY: RSA
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 2/28/2025
REVISIONS:

PROJECT NUMBER: 106824

SHEET NO.
C-1

LEGEND:

- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- EX UNDERGROUND UTILITY VAULT
- EX IRRIGATION METER
- EX ELECTRICAL METER
- EX WATER VALVE COVER
- EX WATER METER
- EX MANHOLE
- EX STREET SIGN
- EX BOLLARD
- EX MONUMENT
- EX TRANSFORMER
- EX FIRE WATER STRUCTURE
- EX GAS STRUCTURE
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- EX FIRE WATER LINE
- EX RECYCLED WATER LINE
- EX STORM DRAIN LINE
- EX OVERHEAD ELECTRIC
- EX UNDERGROUND ELECTRIC
- EX GAS LINE
- EX IRON FENCE
- EX CHAIN LINK FENCE
- EX WOOD FENCE
- EX WALL
- EX CURB AND GUTTER
- EX SWALE
- EX STRIPING
- EX SLOPE
- EX CONCRETE
- EX STRUCTURE FOOTPRINT

ASSESSOR PARCEL NO.

8639-020-003

SITE ADDRESS

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CLIENT:

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3010 OLD RANCH PARKWAY, SUITE 100
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BENCHMARK:

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DESCRIPTION:
L&BR IN N CB W END C B 23 FTE/O BCR @ NE COR GRAND AVE & ALOSTA AVE

YEAR LEVELED: 2013

ELEV: 704.190'

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CENTERLINE OF ROUTE 66 BEING N89°38'40"E PER TRACT NO. 82949 RECORDED IN BOOK 1436 PAGE 61 OF MAPS IN THE OFFICE OF COUNTY RECORDER OF LOS ANGELES.

LEGAL DESCRIPTION:

REAL PROPERTY I THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOW:

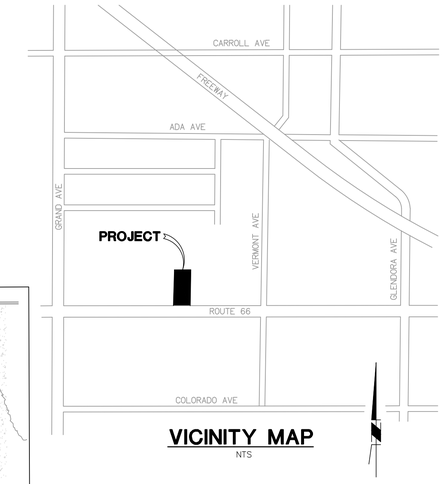
A PORTION OF THE SOUTH HALF OF THE EAST HALF OF LOT 2 SECTION 31, TOWNSHIP 1 NORTH, RANGE 9 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE APPROVED PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICE, IN THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF SAID LOT 2 WITH THE CENTER LINE OF ALOSTA AVENUE, AS SHOWN ON MAP OF TRACT NO. 9233, RECORDED IN BOOK 122, PAGE 72 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG SAID EASTERLY LINE OF LOT 2, NORTH 0° 31' 18" EAST 50.01 FEET TO THE NORTHERLY LINE OF ALOSTA AVENUE, 100 FEET IN WIDTH; THENCE ALONG THE NORTHERLY LINE OF SAID ALOSTA AVENUE, SOUTH 89° 39' WEST 327.77 FEET TO A 2 INCH PIPE AND THE TRUE POINT OF BEGINNING; THENCE ALONG SAID NORTHERLY LINE SOUTH 89° 39' WEST 128.42 FEET TO A 2 INCH IRON PIPE; THENCE NORTH 0° 16' 30" EAST 250.00 FEET TO A 2 INCH IRON PIPE; THENCE NORTH 89° 39' EAST 126.42 FEET TO A 2 INCH IRON PIPE; THENCE SOUTH 0° 11' EAST 250.00 FEET THE TRUE POINT OF BEGINNING.

AREA

GROSS AREA = 0.730 AC
NET AREA = 0.730 AC

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY



VICINITY MAP
NTS

SCALE 1"=20'

20 10 0 20 40 60
SCALE: 1"=20'

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN,
SUITE E, PMB 251
LAGUNA NIGUEL, CA 92647
(866) 338-5778 PHONE
WWW.ADVANCEDCIVILGROUP.COM

SEAL—ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

EXISTING CONDITIONS - SITE PLAN

TOC - GLENDORA - ROUTE 66
363 ROUTE 66
GLENDORA, CA

DRAWN BY:	RSA
DESIGNED BY:	RSA
CHECKED BY:	RSA
APPROVED BY:	RSA
DATE:	2/28/2025
REVISIONS:	
PROJECT NUMBER:	106824

SHEET NO.
C-2

LEGEND:

- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX SEWER CLEANOUT
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- EX UNDERGROUND UTILITY VAULT
- EX IRRIGATION METER
- EX ELECTRICAL METER
- EX WATER VALVE COVER
- EX WATER METER
- EX MANHOLE
- EX STREET SIGN
- EX BOLLARD
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- EX TRANSFORMER
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- EX GAS STRUCTURE
- EX GAS VALVE
- EX PROPERTY BOUNDARY
- EX STREET CENTERLINE
- EX RIGHT-OF-WAY
- EX PROPERTY LINE
- EX EASEMENT
- EX MAJOR CONTOUR
- EX MINOR CONTOUR
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- DW — EX DOMESTIC WATER LINE
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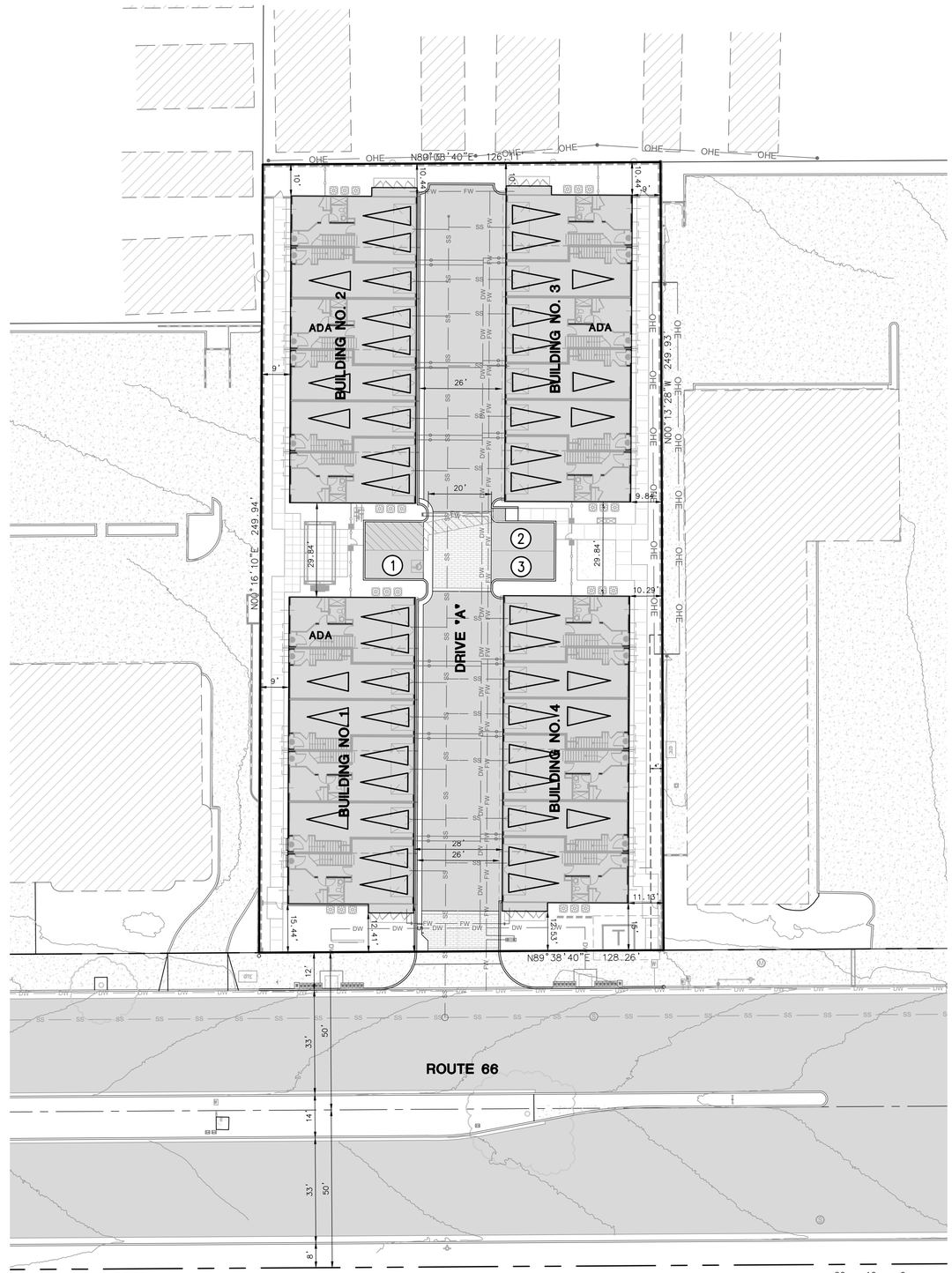

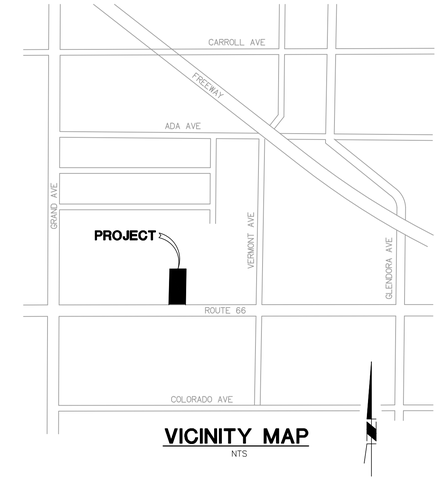

VICINITY MAP

NTS

ASSESSOR PARCEL NO.

8639-020-003

SITE ADDRESS

363 ROUTE 66
GLENDORA, CA 91740

CLIENT:

THE OLSON COMPANY
3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740

PARKING LEGEND

	DESCRIPTION	QUANTITY
1	ONSITE PARKING - GUEST	3 EACH (1 ACCESSIBLE)
	GARAGE - RESIDENT	48 EACH
		51 EACH

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
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SEAL—ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

PARKING PLAN

TOC - GLENDORA - ROUTE 66
363 ROUTE 66
GLENDORA, CA

DRAWN BY: CPK
DESIGNED BY: CPK
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 5/28/2025
REVISIONS:

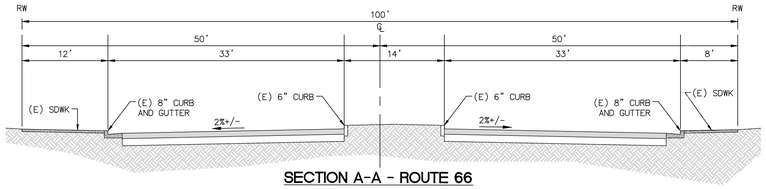
PROJECT NUMBER: 106824

SHEET NO.
C-3
3 OF 6

VESTING TENTATIVE TRACT MAP NO. 84726

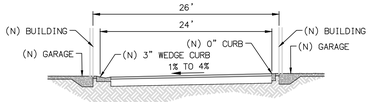
FOR CONDOMINIUM PURPOSES

IN THE CITY OF GLENDORA
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA



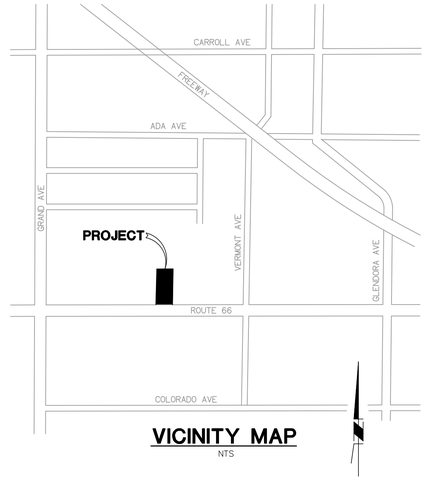
SECTION A-A - ROUTE 66

NTS



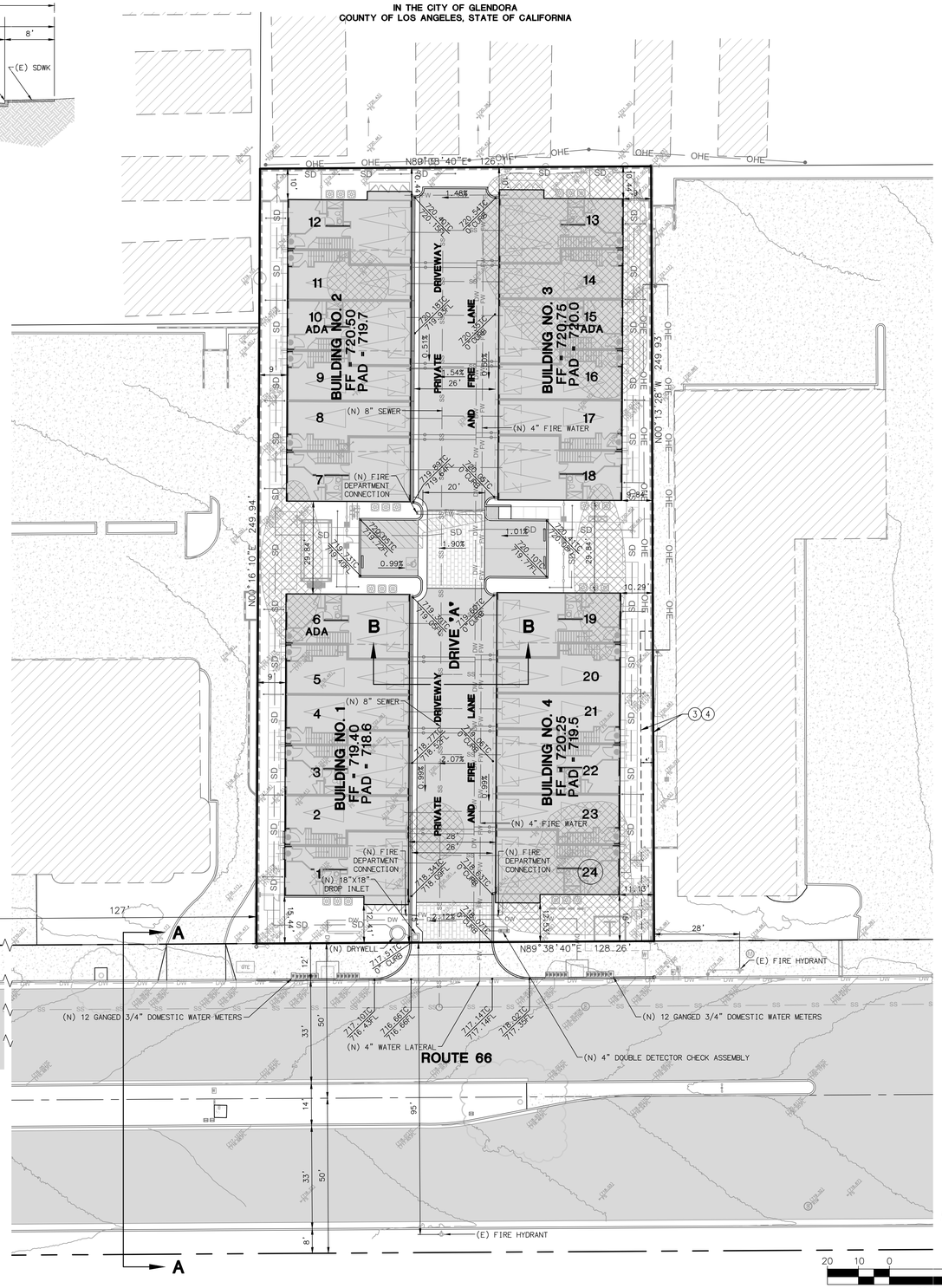
SECTION B-B - DRIVE "A"

NTS



VICINITY MAP

NTS



SCALE: 1"=20'

LEGEND:

- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX SEWER CLEANOUT
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
- EX CATCH BASIN
- EX POWER POLE
- EX TRAFFIC LIGHT
- EX UNDERGROUND UTILITY VAULT
- EX IRRIGATION METER
- EX ELECTRICAL METER
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ABBREVIATIONS

D	DELTA
EX	EXISTING
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FF	FINISHED FLOOR
INV	INVERT
L	LENGTH
MIN	MINIMUM
NTS	NOT TO SCALE
PL	PROPERTY LINE
PR	PROPOSED
R	RADIUS
TC	TOP OF CURB
TG	TOP OF GRATE
TW	TOP OF WALL
TYP	TYPICAL

REMEDIATION AREA

SHALLOW DEPTH ARSENIC IMPACTED SOIL TO BE REMOVED PER PHASE II ESA REPORT.

EXISTING EASEMENTS

1. AN EASEMENT FOR ALL PIPE LINES AND INCIDENTAL PURPOSES, RECORDED AS BOOK 3079, PAGE 37 OF DEEDS.

   LOCATION CANNOT BE DETERMINED

2. AN EASEMENT FOR PIPE LINE AND AND INCIDENTAL PURPOSES, RECORDED AS BOOK 3543, PAGE 51 OF DEEDS.

   LOCATION CANNOT BE DETERMINED

3. AN EASEMENT FOR IRRIGATION LINE AND INCIDENTAL PURPOSES, RECORDED JANUARY 27, 1948 AS INSTRUMENT NO. 2015-Q OF OFFICIAL RECORDS.

4. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 24, 1985 AS INSTRUMENT NO. 85-1260693 OF OFFICIAL RECORDS.

LEGAL DESCRIPTION:

REAL PROPERTY I THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOW:

A PORTION OF THE SOUTH HALF OF THE EAST HALF OF LOT 2 SECTION 31, TOWNSHIP 1 NORTH, RANGE 9 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE APPROVED PLAT OF SAID LAND ON FILE IN THE DISTRICT LAND OFFICE, IN THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF SAID LOT 2 WITH THE CENTER LINE OF ALOSTA AVENUE, AS SHOWN ON MAP OF TRACT NO. 9233, RECORDED IN BOOK 122, PAGE 72 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG SAID EASTERLY LINE OF LOT 2, NORTH 0° 31' 18" EAST 50.01 FEET TO THE NORTHERLY LINE OF ALOSTA AVENUE, 100 FEET IN WIDTH; THENCE ALONG THE NORTHERLY LINE OF SAID ALOSTA AVENUE, SOUTH 89° 39' WEST 327.77 FEET TO A 2 INCH PIPE AND THE TRUE POINT OF BEGINNING; THENCE ALONG SAID NORTHERLY LINE SOUTH 89° 39' WEST 128.42 FEET TO A 2 INCH IRON PIPE; THENCE NORTH 0° 16' 30" EAST 250.00 FEET TO A 2 INCH IRON PIPE; THENCE NORTH 89° 39' EAST 126.42 FEET TO A 2 INCH IRON PIPE; THENCE SOUTH 0° 11' EAST 250.00 FEET THE TRUE POINT OF BEGINNING.

ASSESSOR PARCEL NO.

8639-020-003

SITE ADDRESS

363 ROUTE 66
GLENDORA, CA 91740

CLIENT:

THE OLSON COMPANY
3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740

BENCHMARK:

L.A.C.P.W. VERTICAL CONTROL BM NG4975

DESCRIPTION:
L&BR IN N CB W END C B 23 FTE/O BCR @ NE COR GRAND AVE & ALOSTA AVE

YEAR LEVELED: 2013

ELEV: 704.190'

BASIS OF BEARING:

CENTERLINE OF ROUTE 66 BEING N89°38'40"E PER TRACT NO. 82949 RECORDED IN BOOK 1436 PAGE 61 OF MAPS IN THE OFFICE OF COUNTY RECORDER OF LOS ANGELES.

DENSITY CALCULATIONS:

PROPOSED CONDOMINIUMS:	24 UNITS
NET AREA:	0.730 AC
PROPOSED DENSITY:	32.9 DU/AC

GENERAL NOTES

1. EXISTING LAND USE: COMMERCIAL BUILDING
2. PROPOSED LAND USE: RESIDENTIAL MULTI-FAMILY
3. EXISTING ZONING: RT66 CORRIDOR SP - TOWN CENTER MIXED USE
4. WATER SERVICE PROVIDED BY: CITY OF GLENDORA
5. SEWER SERVICE PROVIDED BY: CITY OF GLENDORA
6. ELECTRICAL SERVICE PROVIDED BY: SOUTHERN CALIFORNIA EDISON
7. GAS SERVICE PROVIDED BY: SOCAL GAS CO.
8. TELEPHONE SERVICE PROVIDED BY: SPECTRUM
9. CABLE TELEVISION PROVIDED BY: SPECTRUM
10. PROJECT IS WITHIN GLENDORA UNIFIED SCHOOL DISTRICT
11. ALL LOTS SHALL BE HOMEOWNER MAINTAINED
12. NO KNOWN ACTIVE FAULTS ARE KNOWN TO PROJECT THROUGH THE SITE NOR DOES THE SITE LIE WITHIN THE BOUNDARIES OF AN "EARTHQUAKE FAULT ZONE" AS DEFINED BY THE STATE OF CALIFORNIA IN THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT.
13. PROPERTY IS LOCATED WITHIN FLOOD ZONE "X" PER FIRM PANEL 06037C1440F EFFECTIVE ON 9/26/2008
14. ASSESSOR'S PARCEL NUMBER: 8639-020-003

STATEMENT OF OWNERSHIP:

WE, THE UNDERSIGNED, DO HEREBY STATE THAT WE ARE THE RECORD OWNERS OF THE PROPERTY COMPRISING THIS TENTATIVE TRACT MAP AND THAT WE HAVE CONSENTED TO THE FILING OF SAID MAP.

OWNER: _____

BY: _____ DATE: _____

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

SCALE: 1" = 20'
GROSS AREA: +/-0.730 ACRES
CONTOURS: 1 FOOT
TOTAL LOTS: 1 NUMBERED
24 CONDOMINIUM

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN,
SUITE E, PMB 251
LAGUNA NIGUEL, CA 92647

(866) 338-5778 PHONE

WWW.ADVANCEDCIVILGROUP.COM

SEAL-ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

VESTING
TENTATIVE TRACT MAP NO. 84726
TOC - GLENDORA - ROUTE 66
363 ROUTE 66
GLENDORA, CA

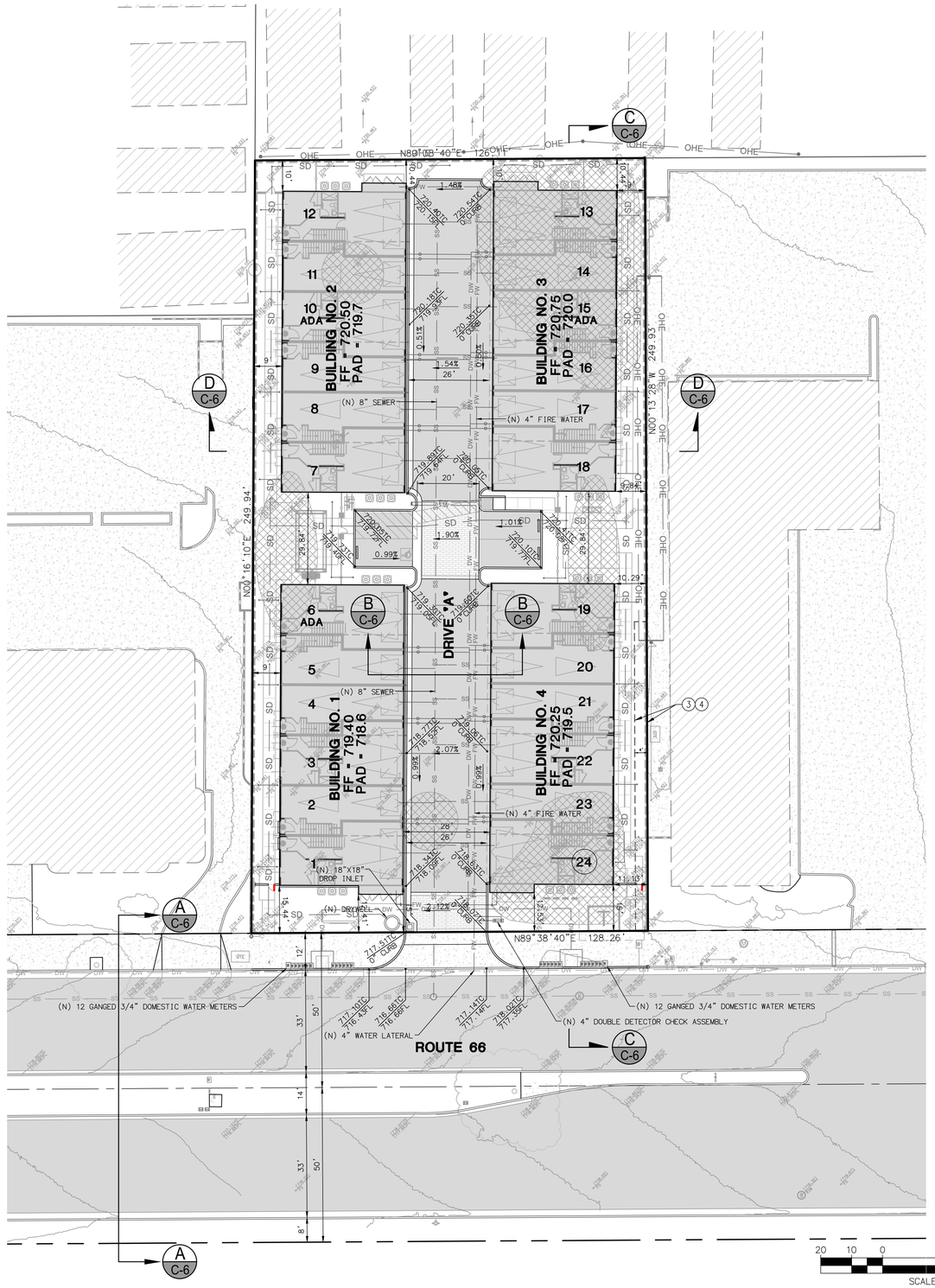
DRAWN BY: CPK
DESIGNED BY: CPK
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 5/29/2025
REVISIONS:

PROJECT NUMBER: 106824

SHEET NO.
C-4

CONCEPT GRADING AND DRAINAGE PLAN

VESTING TENTATIVE TRACT MAP NO. 84726



LEGEND:

- EX PALM TREE
- EX TREE
- EX SEWER MANHOLE
- EX SEWER CLEANOUT
- EX STREETLIGHT
- EX FIRE HYDRANT
- EX UTILITY BOX
- EX STORM DRAIN MANHOLE
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- PR SWALE

REMEDIATION AREA

SHALLOW DEPTH ARSENIC IMPACTED SOIL TO BE REMOVED PER PHASE II ESA REPORT.

SCALE VERIFICATION
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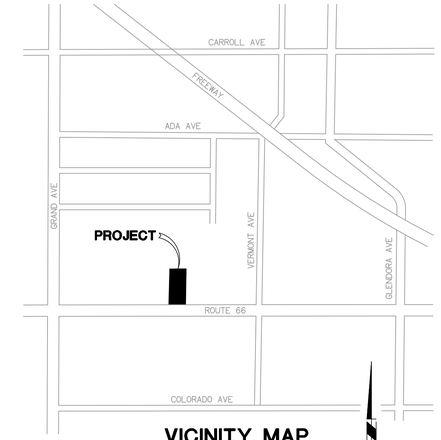

VICINITY MAP

NTS

ASSESSOR PARCEL NO.

8639-020-003

SITE ADDRESS

363 ROUTE 66
GLENDORA, CA 91740

CLIENT:

THE OLSON COMPANY
3010 OLD RANCH PARKWAY, SUITE 100
SEAL BEACH, CA 90740

BENCHMARK:

L.A.C.P.W. VERTICAL CONTROL BM NG4975

DESCRIPTION:
L&BR IN N CB W END C B 23 FTE/O BCR @ NE COR GRAND AVE & ALOSTA AVE

YEAR LEVELED: 2013

ELEV: 704.190'

BASIS OF BEARING:

CENTERLINE OF ROUTE 66 BEING N89°38'40"E PER TRACT NO. 82949 RECORDED IN BOOK 1436 PAGE 61 OF MAPS IN THE OFFICE OF COUNTY RECORDER OF LOS ANGELES.

EARTHWORK CALCULATIONS:

CUT
GENERAL = 520 CYDS
OVER EX = 2,355 CYDS

FILL
GENERAL = 1,059 CYDS
OVER EX = 2,235 CYDS

IMPORT = 539 CYDS

*EARTHWORK QUANTITIES ABOVE AREA ESTIMATES
NO BREAKUP OF QUANTITIES DETERMINED FOR BUILDINGS AND DRIVEWAY

PROJECT AREA:

AREA = 31,787.09 SF
0.730 ACRES

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SEAL—ENGINEER

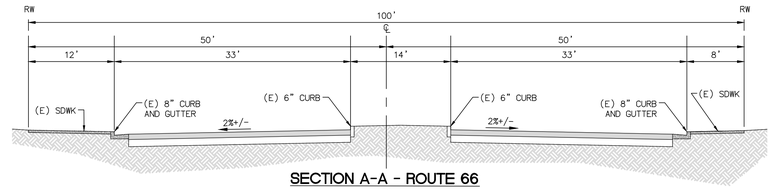
REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

CONCEPT GRADING AND DRAINAGE PLAN
VESTING TENTATIVE TRACT MAP NO. 84726
TOC - GLENDORA - ROUTE 66
363 ROUTE 66
GLENDORA, CA

DRAWN BY: CPK
DESIGNED BY: CPK
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 5/29/2025
REVISIONS:

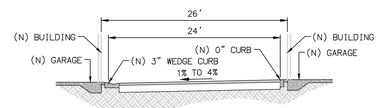
PROJECT NUMBER: 106824

SHEET NO.
C-5



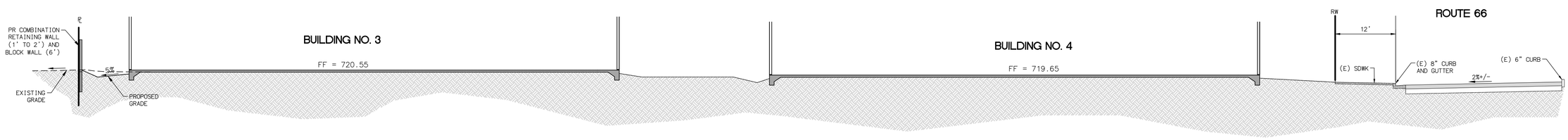
SECTION A-A - ROUTE 66

NTS



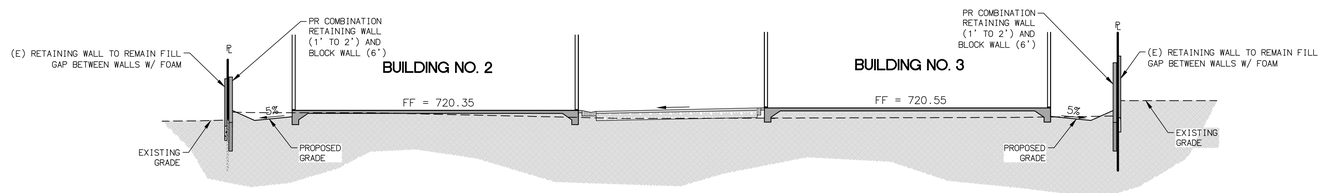
SECTION B-B - DRIVE "A"

NTS



SECTION C-C

NTS



SECTION D-D

NTS

SCALE VERIFICATION
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SEAL—ENGINEER

REGISTERED PROFESSIONAL ENGINEER
R. STEVEN AUSTIN
No. 68795
CIVIL
STATE OF CALIFORNIA

SECTIONS

VESTING TENTATIVE TRACT MAP NO. 84726
TOC - GLENDORA - ROUTE 66
363 ROUTE 66
GLENDORA, CA

DRAWN BY:	CPK
DESIGNED BY:	CPK
CHECKED BY:	RSA
APPROVED BY:	RSA
DATE:	5/28/2025
REVISIONS:	
PROJECT NUMBER:	106824

SHEET NO.

C-6

6 OF 6

*Conceptual images (provided herein are conceptual and subject to change)

LEGEND

1. Central community open space area with wood/metal shade structure, picnic tables, electric free-standing BBQ, trash receptacle, and bench seating for small social events and group gatherings, per L-2 Enlargement.
2. Community turf area for active and passive recreation, per L-2 Enlargement.
3. Two community cluster mailboxes, per USPS review and approval.
4. Proposed wall, pilaster, gate or fence, per L-3 Wall & Fence Plan.
5. Enhanced paving at main project entry and between parking stalls.
6. Proposed tree, per L-4 Planting Plan.
7. 4' wide community natural colored concrete sidewalk, with light top-cast finish and saw-cut joints.
8. 4' wide unit entry natural colored concrete walk, with light top-cast finish and saw-cut joints.
9. Accessible parking stall and striping, per Civil plans.
10. Guest parking stall.
11. Natural colored concrete driveway, with light broom finish and tooled joints.
12. Common area landscape, builder installed and HOA maintained.
13. Community dog bag station (black in color), for pet owners.
14. Property line.
15. Public street R.O.W.
16. Proposed public street sidewalk, per Civil plans.
17. Transformer to be screened with landscape, quantity and final locations to be determined.
18. Short term bike parking (1 bike rack to accommodate 2 bike stalls).
19. Proposed AC condenser locations, per Architecture plans.
20. Project entry monument.

0 10' 20' 40'
Scale: 1" = 20'

The Olson Company

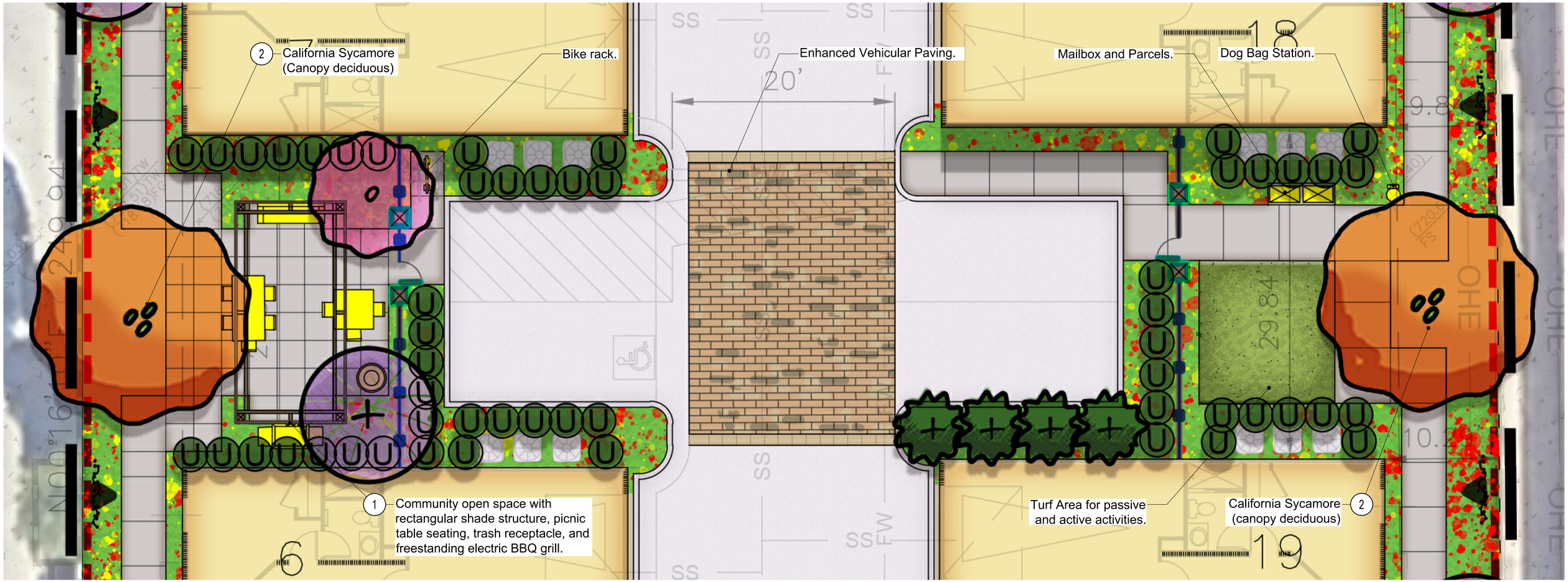
Schematic Landscape Plan

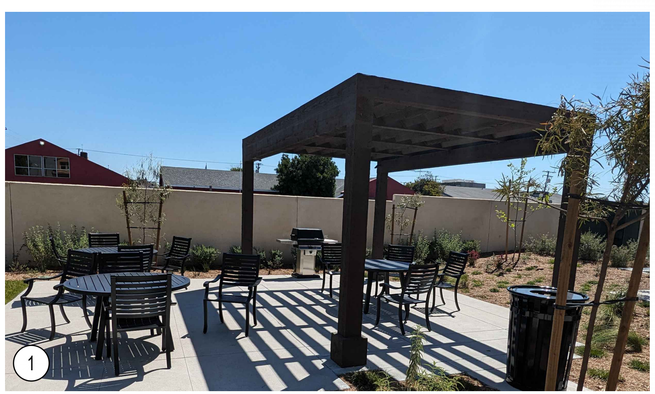
2nd City Submittal | Project No.: TOC66-D
Date: Mar. 07, 2025

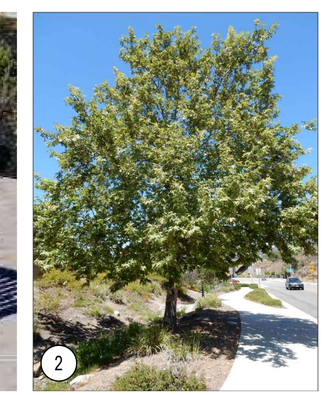
L-1

Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture







*Conceptual images (provided herein are conceptual and subject to change)

0 2' 4' 8'
Scale: 1/4" = 1'-0"

Schematic Open Space Enlargement Plan

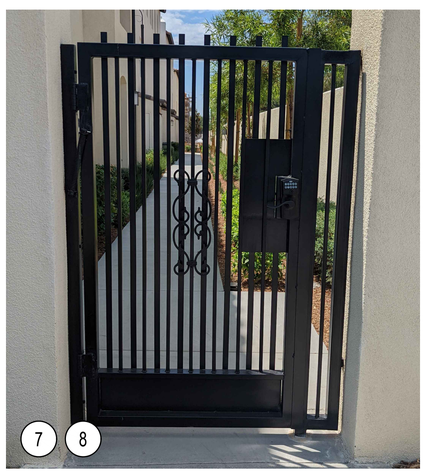
The Olson Company

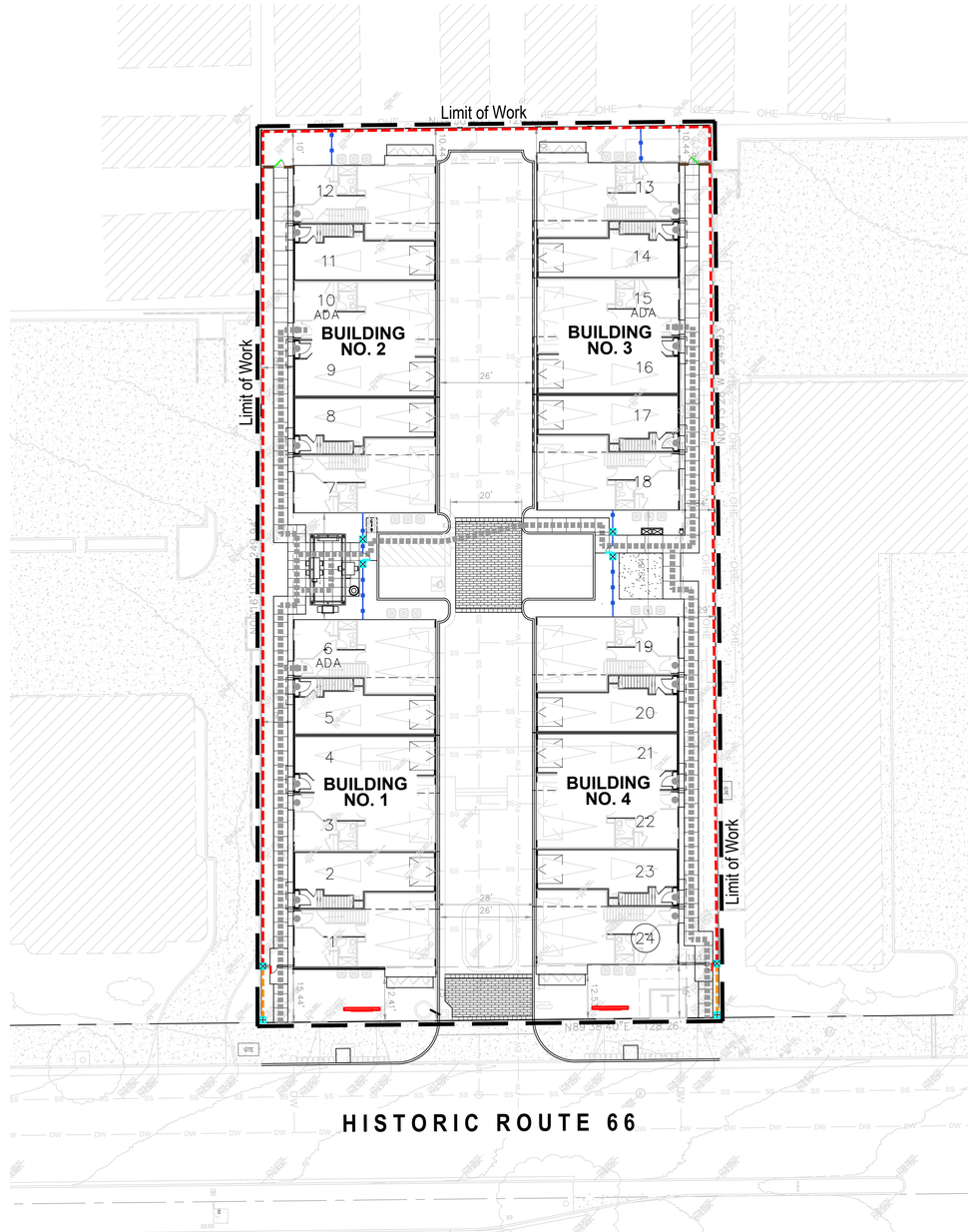
2nd City Submittal | Project No.: TOC66-D
Date: Mar. 07, 2025

L-2

Rte 66 & Vermont, Glendora

studio PAD Landscape Architecture

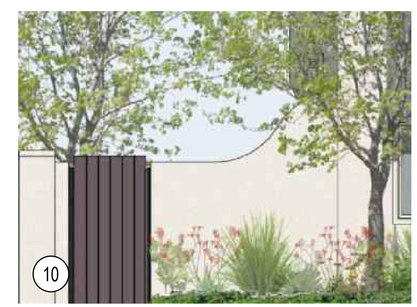




WALL LEGEND

1. 6'-0" High Gray Precision CMU wall with single-side stucco, on exposed face, with flat stucco cap (color to match architecture).
2. 5'-0" High stucco over CMU wall, with flat stucco cap (color to match architecture).
3. 3'-6" High stucco over CMU wall, with flat stucco cap (color to match architecture).
4. 5'-6" High tube steel fence (black paint color).
5. 6'-6" High (18" sq.) stucco over CMU wall, with flat stucco cap (color to match architecture).
6. 4'-0" High (18" sq.) stucco over CMU wall, with flat stucco cap (color to match architecture).
7. 5'-6" High metal pedestrian gate (black powdercoat color).
8. 5'-0" High metal private yard gate (black powdercoat color).
9. Project monument signage, wall-mounted lettering.
10. Stucco wall with decorative gate, per architecture.

ADA Path of Travel



*Conceptual images (provided herein are conceptual and subject to change)

0 10' 20' 40'
Scale: 1" = 20'

Schematic Wall & Fence Plan

The Olson Company

2nd City Submittal | Project No.: TOC66-D
Date: Mar. 07, 2025

L-3

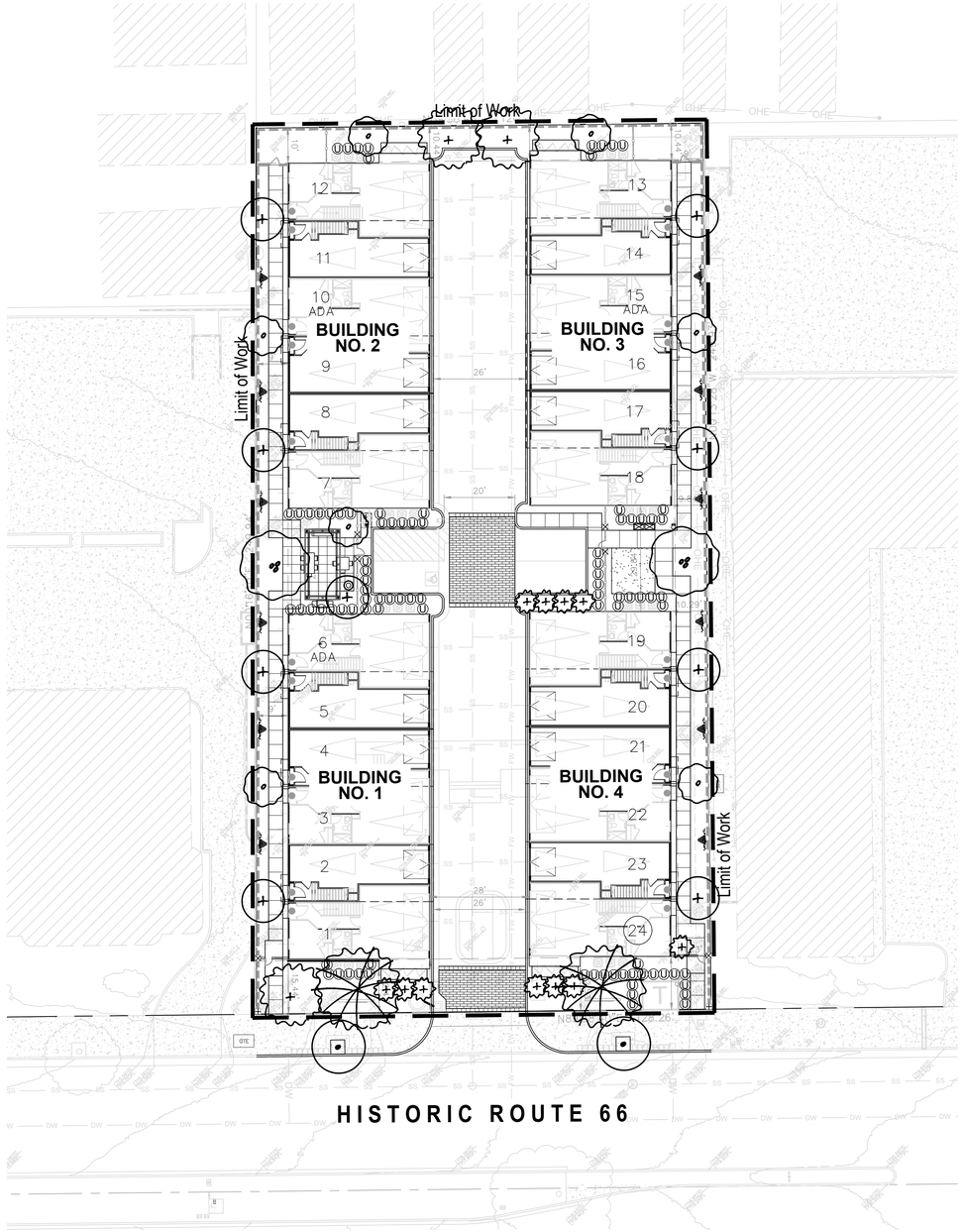
Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23196 La Cadena Drive (Site 100)
Laguna Hills CA 92653 (www.studio-PAD.com)

SHRUBS and GROUND COVER		WUCOLS (R4)	
Anigozanthos	Kangaroo Paw	Low	
Agave spp.	Agave	Low	
Aloe spp.	Aloe	Low	
Bougainvillea spp.	Bougainvillea	Low	
Callistemon citrinus 'Little John'	Dwarf Bottlebrush	Low	
Carex divulsa	Berkeley Sedges	Low	
Chamaerops humilis	Mediterranean Fan Palm	Low	
Dasylirion longissimum	Mexican Grass Tree	Low	
Delosperma spp.	Trailing Ice Plant	Low	
Dianella revoluta 'Little Rev'	Little Rev™ Flax Lily	Low	
Grevillea lanigera 'Prostrate'	Prostrate Woolly Grevillea	Low	
Hesperaloe parviflora	Red / Yellow Yucca	Low	
Kalanchoe thyrsiflora	Flapjack Paddle Plant	Low	
Lavandula stoechas 'Larkman Hazel'	Hazel™ Spanish Lavender	Low	
Stipa (Nassella) pulchra	Purple Needlegrass	Very Low	Native
Muhlenbergia capillaris	Pink / Hairy Awn Muhly	Low	
Muhlenbergia rigens	Deer Grass	Med	Native
Rosmarinus o. 'Huntington Carpet'	Groundcover Rosemary	Low	
Westringia spp.	Westringia	Low	
Xylosma congestum 'Compact'	Compact Xylosma	Med	
Yucca gloriosa	Spanish Dagger	Very Low	

VINES & ESPALIERS		
Antigonon leptopus	Coral Vine	Low
Bougainvillea 'Monka' (Oo-La-La® Bougainvillea)	Bougainvillea	Low
Macfadyena unguis-cati	Cat's Claw Vine	Low
Pandorea jasminoides 'Lady Di'	White Bower Vine	Med
Trachelospermum jasminoides	Star Jasmine	Med

NOTES:
1. Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1881) .
2. Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
3. Landscape lighting (landscape up-lights, path lights/bollards, etc.) to be coordinated with Electrical Engineer in future phase.
4. The plant palette listed provides a list of plant material to select from when preparing final landscape construction documents for this project. However, substitutions may be required due to availability, soils tests, or other conditions.
5. All trees within 5' of hardscape to be installed with deep root barriers.



PLANTING LEGEND

Symbol	Type/Form	Suggestions Botanical Name (Common Name)	Trunk	Size	WUCOLS (R4)	Qty.
	TREES					
	Specimen	Olea europaea 'Wilsonii' (Wilsonii Olive)	Multi	36" Box	Low	2
	Canopy Deciduous	Platanus racemosa (California Sycamore)*	Single	36" Box	Mod.	2
	Street	Tristania conferta (Brisbane Box)	Single	24" Box	Mod.	3
	Evergreen Flowering	Eriobotrya deflexa (Bronze loquat)	Single	15 Gal.	Mod.	9
	Evergreen Flowering	Arbutus u. 'Marina' (Marina Strawberry Tree)	Single / Multi	15 Gal.	Mod.	7
	Columnar	Cupressus sempervirens (Italian Cypress) Laurus nobilis (Sweet Bay)	Single	15 Gal.	Low	11
	Tree Well	Geijera parvilflora (Australian Willow) Per city's urban forestry manual	Single	24" Box	Low	2
					Total =	36
	SHRUBS					
U	Utility Screen	Westringia fruticosa 'Wynabbie Gem' (Coast Rosemary)	Single	15 Gal.	Low	89
		Ligustrum japonicum (Japanese privet)	Single	15 Gal.	Mod.	
	VINES					
	Vines	Macfadyena unguis-cati (Cat's Claw)	-	5 Gal.	Low	12

*Existing 32" DBH Cedrus Deodar to be replaced with 36" Box Tree from approved list, per Tree Manual.

0 10' 20' 40'
Scale: 1" = 20'

Schematic Planting Plan

The Olson Company

2nd City Submittal | Project No.: TOC66-D
Date: Mar. 07, 2025

L-4

Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23196 La Cadena Drive (Ste 100)
Laguna Hills CA 92653 (www.studio-PAD.com)

ZONING SCHEDULE

SYMBOL	NOTES	ACRES
	PERMEABLE LANDSCAPE AREAS	0.13

0 10' 20' 40'
Scale: 1" = 20'

The Olson Company

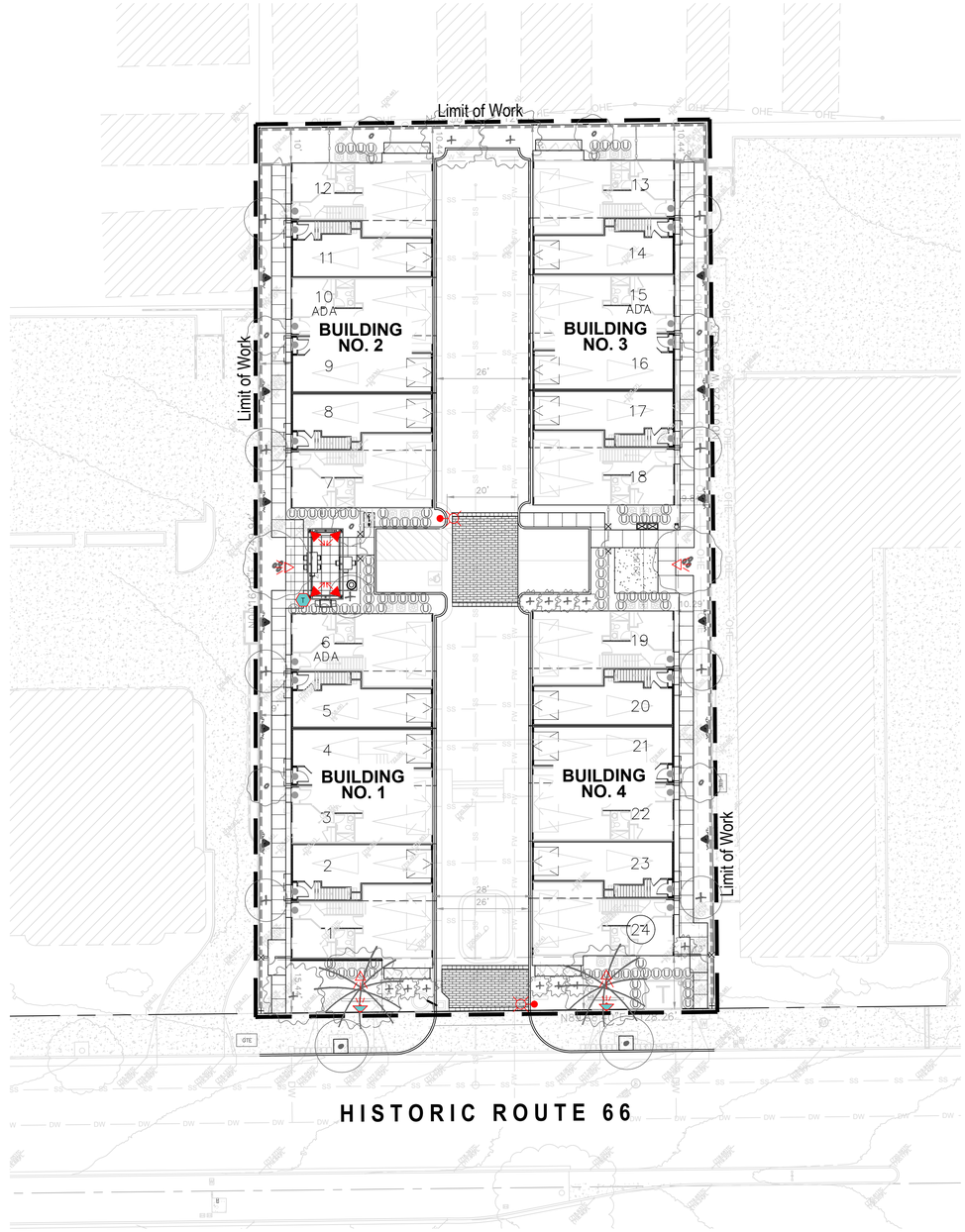
Schematic Permeable Landscape Area Plan

2nd City Submittal | Project No.: TOC66-D
Date: Mar. 07, 2025

L-5

Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23195 La Cadena Drive (Site 103)
Laguna Hills, CA 92653 (www.studio-PAD.com)



LIGHTING SCHEDULE

PHOTO	SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
		FX Luminaire JB Surface mounted to shade structure, hide conduit & connections. Order code: JB, Aluminum Alloy, (BZ) Bronze Metallic Lamp: JB-3LED, 4.5W, 2700K, Beamspread: Spot	4
		FX Luminaire FB Fits well into tight spaces. Order code: FB, Aluminum Alloy, (BZ) Bronze Metallic, Adjustable Lamp: FB-3LED, 4.5W, 2700K, Beamspread: Spot	4
		SVE-3 - Pole Light Area Pole Light, HID - Direct Lighting Sales, Model San Vicente #SVE-3 Cast Aluminum, Textured Bronze, RA21 Radius, On DBC-1 Base & 10` round pole. Lamp: Per Elec. Eng., Per Elec. Eng., Per Elec. Eng. Accessories: On DBC-1 Base & 10` round pole.	2
		FX Luminaire XW-70 Die-cast aluminum high-output wall wash light with adjustable body. IP67 rated. Order code: XW-70, Aluminum, (BZ) Bronze Metallic, 3-Prong Spike Lamp: XW-70-H1, 18W / 23VA, 2700K, Beamspread: Ultra Wide Flood	2
		PX - 300 - TPC - BZ Low-voltage transformer - FX luminair. model #PX - 300 - TPC - BZ. Cast Aluminum, Metallic Bronze., Wall, Install with Mechanical Transformer Timer (#15557BK & Plug-In Transformer Remote Photocell (#15534K). Lamp: 300W, 300W	1

0 10' 20' 40'
Scale: 1" = 20'

The Olson Company

Schematic Lighting Plan

2nd City Submittal | Project No.: TOC66-D
Date: Mar. 07, 2025

L-6

Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23195 La Cadena Drive (Ste 103)
Laguna Hills CA 92653 (www.studio-PAD.com)

NOTICE OF PUBLIC HEARING
Planning Commission

NOTICE IS HEREBY GIVEN that the City Council of the City of Glendora will hold a public hearing pursuant to §21.01.030 (E) and §21.02.040, of the Glendora Municipal Code in the City Council Chamber of City Hall, 116 E. Foothill Boulevard, Glendora, California, to receive and consider all evidence and reports relating to the following application/project:

Hearing Date:	**Tuesday, October 7, 2025, at 7:00 p.m.**
File Number:	PLN24-0051
Subject Property:	363 W. Route 66
Request:	Development Plan Review (DPR) and Vesting Tentative Tract Map (VTTM) to develop a 3-story, 24-unit multi-family residential condominium development.
Applicant:	The Olson Company
General Plan Land Use / Zoning:	*Route 66 Specific Plan / Route 66 Specific Plan TCMU (Town Center Mixed Use)*
Environmental:	Pursuant to Government Code §65457 and CEQA Guidelines §15182(c), the project is exempt from further environmental review under CEQA. The project is a residential development that is consistent with the development standards and policies established by the Route 66 Specific Plan, for which an Environmental Impact Report (EIR) was previously certified.
Contact Person:	Yalini Siva, Senior Planner (626) 914-8213 or *ysiva@cityofglendora.gov*

All interested parties are invited to attend said hearing and express their views on this matter. Should you be unable to attend the public hearing, your testimony must be made in writing and delivered prior to the scheduled hearing date as follows: City Clerk Department, 116 E. Foothill Blvd, Glendora, CA, 91741, City_Clerk@cityofglendora.gov.

Further information on this item will be posted to the city's website at *CityofGlendora.gov/citymeetings* and will be on file for public inspection and copying for the cost of duplication, at the office of the City Clerk, 116 E. Foothill Blvd, Glendora, CA, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays, within those hours for agenda posting and public inspection as required by the Ralph M. Brown Act, California Government Code § 54950 et seq. as applicable to this meeting.

Further Information on the above application may be obtained or viewed at the Community Development Department Planning Division, located at 116 E. Foothill Blvd, Glendora, CA, 91741 or by telephone at (626) 914-8214.

If you challenge this action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

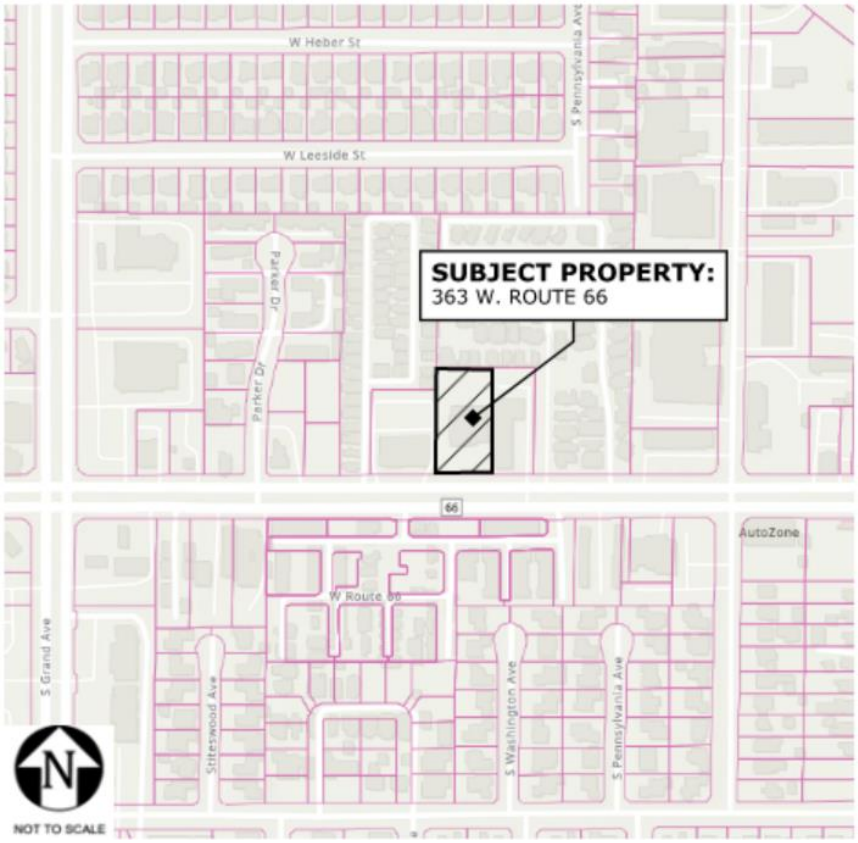
Kathleen R. Sessman, MMC
City Clerk

Mailed: September 25, 2025
Published: September 25, 2025 (*San Gabriel Valley Examiner*)

CERTIFICATION

I, hereby certify that I posted a copy of this Notice on the bulletin board outside the City Hall Council Chamber, 116 E. Foothill Boulevard on September 25, 2025.

Kathleen R. Sessman, MMC
City Clerk



DEVELOPMENT PLAN REVIEW AND TENTATIVE TRACT MAP
363 W. ROUTE 66

COMMUNITY DEVELOPMENT
PLANNING COMMISSION
OCTOBER 7, 2025
YALINI SIVA, SENIOR PLANNER

PROJECT / REQUEST

- Tentative Tract Map No. 84726 to subdivide land to create 24 residential condominium townhomes.
- Development Plan Review for approval of the project's development plans.
- CEQA Notice of Statutory Exemption.

PROJECT LOCATION

LOWER INCOME HOUSING DEVELOPMENT

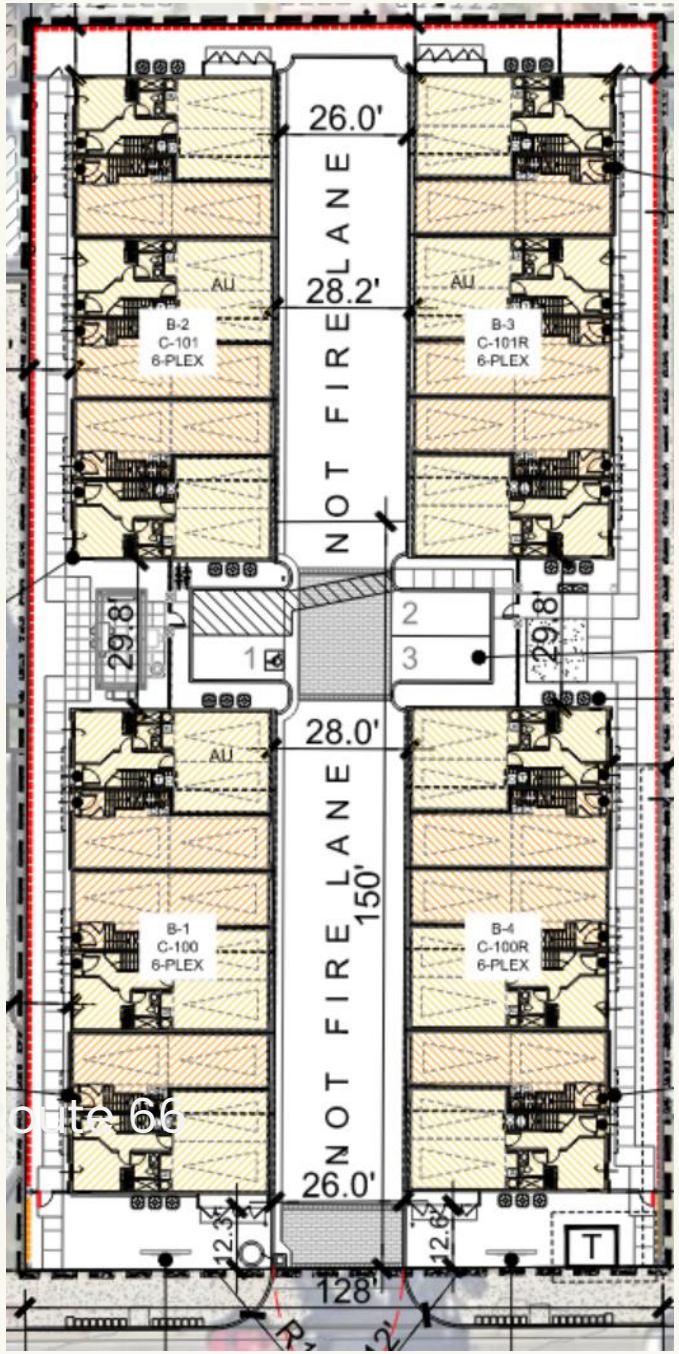
Three of the 24 homes will be available for purchase to moderate income qualified buyers. State law allows developers to request concessions, waivers and incentives.

- Reduced front and rear setbacks
- Garage sizes and garage storage area

SITE PLAN

26.0'
NOT FIRE LANE
28.2'
28.0'
150'
NOT FIRE LANE
26.0'
128'
Adam Snyder
Route 66
423
429
433
441
337
308
313
430
422
418

SITE PLAN


26.0'
NOT FIRE LANE
28.2'
AU
AU
B-2
C-101
6-PLEX
B-3
C-101R
6-PLEX
29.8'
29.8'
2
1
3
28.0'
AU
NOT FIRE LANE
150'
B-1
C-100
6-PLEX
B-4
C-100R
6-PLEX
Route 66
26.0'
12.3'
12.6'
T
128'

LANDSCAPE PLAN

ELEVATIONS

Front Elevation
(FACING HISTORIC RTE 66)

Right Elevation

Rear Elevation

Left Elevation

ELEVATIONS

Front Elevation

Right Elevation

Rear Elevation

Left Elevation

STREET VIEW RENDERING

COLOR SCHEME 2

COLOR SCHEME 1

PUBLIC NOTICE

- September 25, 2025 – Notices were sent out to all property owners within 300 feet of the site per GMC.
- September 25, 2025 – Notice was published in the San Gabriel Valley Examiner.

RECOMMENDATIONS

That the Planning Commission:

Recommend approval to the City Council for the requested Tentative Tract Map No. 84726 and Development Plan Review for a three-story multi-family residential project of 24 townhomes on certain property located at 363 W. Route 66 (File No. PLN24-0051). The project meets necessary requirements, will provide needed housing units to the City, and help revitalize the Route 66 Corridor.

STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**October 7, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**Adoption of an Ordinance Amending Title 21 (Zoning) of the Glendora Municipal Code to Establish Objective Design Standards and Streamline Existing Regulations in Alignment with the City's Adopted Housing Element and State Law**		

RECOMMENDATION

That the Planning Commission:

Opens and conducts the Public Hearing, accept the evidence and testimony presented, and in the absence of substantial testimony to the contrary, recommend City Council approval of the following:

1. Find and determine that the Ordinance is exempt from the California Environmental Quality Act (CEQA); and
2. Adopt an Ordinance entitled, "AN ORDINANCE OF THE CITY COUNCIL AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO ESTABLISH OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS IN ALIGNMENT WITH THE ADOPTED HOUSING ELEMENT AND STATE LAW (File # PLN22-0042)."

STRATEGIC FOCUS AREAS

2023-2025 Strategic Plan

Goal 1: Implement strategic economic development (ISED)

Objective 5: Sixth cycle housing element follow-up

Task 3: Develop objective design guidelines.

2025-2027 Strategic Plan

Goal 1: Suburban living

Outcome 1: Increased targeted housing density and housing options at all income levels

Action 1.1. Objective design guidelines

EXECUTIVE SUMMARY

This Ordinance is intended to streamline development approvals while establishing a baseline level of design quality and flexibility. It was developed in response to State legislation, goals made in the City of Glendora's (City) General Plan, commitments outlined in the City's Housing Element, and priorities identified in the City's Economic Development Action Plan. The proposed Ordinance will simplify the review process while ensuring consistent, high-quality design outcomes for new development projects throughout the City.

In 2019, the State enacted Senate Bill 330 (the Housing Crisis Act), which prohibits jurisdictions from imposing or enforcing new design standards for multi-family residential and mixed-use projects after January 1, 2020, unless those standards are "objective." California Government Code Section 66300(a)(7)) defines objective design standard as: "*a design standard that involves no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application*." California State bills that initiated this requirement include Senate Bill 35 (SB35, "Affordable Housing Streamlined Approval Process"), Senate Bill 330 (SB 330, "Housing Crisis Act"), and Assembly Bill 2011 (AB 2011, "The Housing and High Roads Job Act").

Glendora's existing Zoning Code and the Arrow Highway and Route 66 Specific Plans contain a mix of objective and subjective design standards, scattered across multiple sections, that were amended on an *ad hoc* basis over the years. These documents sometimes apply different standards to similar types of development, such as those along the Arrow Highway and Route 66 corridors. Certain types of development, such as single-family residences, often lack meaningful design standards outside of these corridors — and even between the two, the guidelines vary. This fragmented system has resulted in a confusing, inconsistent, and difficult-to-administer regulatory framework.

To resolve this, the City has developed a unified set of Objective Design Standards (ODS) intended to replace the existing scattered standards, thereby streamlining and consolidating the Zoning Code and certain Specific Plans. These standards will apply to qualifying residential and mixed-use projects, as well as most commercial and industrial developments, with limited exceptions. This effort fulfills a key Housing Element commitment, aligns with State law — including recent updates to the State Density Bonus Law — and was partially funded through the State SB 2 Grant (Task 2). In 2023, the City issued an RFP and contracted with PlaceWorks Inc. to prepare the new Objective Design Standards. This Ordinance represents the culmination of over three years of work to meet State mandates while enhancing the City's design review process.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

California Government Code Section 65913.4 requires that design standards for qualifying residential and mixed-use developments be "objective," meaning they must involve no personal or subjective judgment by public officials and must be uniformly verifiable using clear, external benchmarks known to both applicants and officials before submittal. State law further requires objective design standards for SB 9 residential lot splits, additional dwelling units (ADUs), and accessory dwelling units.

Glendora's 2025 General Plan contains a range of relevant land use goals and policies related to the design of the built environment. Goal LU-10, Quality Infill Development, includes Policy LU-10.1, which directs the City to "ensure the design and development of infill projects complements existing development in terms of scale, character, and pedestrian quality." Goal LU-3, Integrated Mixed-Use Development, includes Policy LU-3.1, calling for the City to "establish development standards and design guidelines for mixed-use development in the city's primary activity nodes." Goal LU-12, Preservation of Existing Historic Neighborhoods, includes Policy LU-12.7, which calls for the City to "develop design guidelines to preserve neighborhood character and control mansionization." Similarly, Goal LU-21, Preservation of Neighborhood Character, contains Policy LU-21.1, committing the City to "establish design guidelines and development regulations that enhance neighborhood quality." In addition, the General Plan includes a variety of other policies addressing aspects of the built environment — including pedestrian activity at the street interface, the design of walls and fences, open space, retail expansion, and improved development-business relationships — that remain relevant to Glendora's approach to community design.

On April 25, 2022, the City held a joint meeting of the City Council and Planning Commission to review draft revisions to the Housing Element in response to comments from the California Department of Housing and Community Development (HCD) and to gather additional community input. The adopted Housing Element (December 13, 2022) includes Project 2, Action Item 28, which directs the City to "revise design guidelines to be objective and remove language requiring interpretation of design quality." This action is intended to eliminate subjective evaluations of architectural quality, creating greater consistency in building design. Additionally, Program 13 of the 2021-2029 Housing Element commits the City to ODS in accordance with SB 330, ensuring local standards align with State law during project review.

The development of ODS also aligns with the City's broader economic goals. The 2023-2025 Strategic Plan, adopted on April 11, 2023, builds on insights from the 2022 Community Survey and input from the City Council, boards, commissions, and staff. Embedded within the FY 2023-2025 Two-Year Budget under the guiding principle "what gets funded, gets done," the Strategic Plan prioritizes implementing strategic economic development. Goal 1 of the Plan, "implement strategic economic development," includes updating the Economic Development Action Plan to attract desired housing, restaurants, and commercial venues to Glendora, including identifying necessary changes to the Route 66 and Arrow Highway Specific Plans.

The 2024-2025 Economic Development Action Plan (EAP) further outlines business retention and attraction goals, including incentives for new restaurant development and addressing retail sales leakage, alongside non-monetary incentives such as streamlined permitting and fast-tracking entitlement reviews. These efforts aim to reduce the complexity and time involved in starting or expanding businesses in targeted sectors and locations (City of Glendora EAP, 2024, pp. 33-34).

On Thursday, August 28, 2025, the City held a special joint meeting of the City Council and Planning Commission to review the draft standards issue guidance. As a result of the meeting, the following key changes were made:

1. **Architectural style limitation** | The number of permitted architectural styles for large multifamily developments (11 units or more) was reduced to Craftsman and Spanish Revival. Also, Farmhouse was removed as an approved style. However, developers may still propose alternative designs through the Development Plan Review (DPR) process. The below Table shows the approved architectural styles per development type.
2. **Code Revisions relative to fire safety** | To improve fire safety, wood shingle roofs were removed from the code.
3. **Decking material restrictions** | The use of real wood for decking was eliminated as an option due to concerns related to fire risk and durability.
4. **Off-street parking** | The ODS does not alter the parking stall dimensions and minimum off-street parking requirements in the Zoning Code. Changes to those could be explored in future code updates.

[Proposed] 21.15.090, Table A. Architectural Styles

Style	Building Type						
	Single-Family	Accessory	Small-MF	Large-MF	Small-MU	Large-MU	Comm
Craftsman	x	x	x	x	x	x	x
Googie					x		x
Main Street					x	x	x
Mid Century Modern	x	x	x		x		x
Postmodern					x		x
Ranch	x	x	x				
Spanish	x	x	x	x	x	x	x

Table Notes:

1. *Craftsman height limit is three (3) stories, with a smaller 4th story per §21.15.090.B0*
2. *. Googie only permitted along specific corridors (Route 66 and Arrow Highway)*
3. *Postmodern refers to contemporary commercial/industrial development*
4. *The height limit for ranch style architecture is two (2) stories.*
5. *Small MU means 10 or fewer residential units and total commercial square footage under 25,000 sq feet e.g. a development with 15 residential units and 5,000 sq ft of commercial would be large MU.*

Additionally, technical comments from the roundtable discussion were incorporated into the revised draft.

Table 1: State Law ODS Summary Table

Law / Bill	Applies To	Key Requirement
SB 35	Multifamily/mixed-use affordable housing	Objective design standards mandat streamlined review
SB 330	All qualifying housing projects	Ban on new subjective standards po
GC (§ 65589.5)	Housing with objective compliance	Approval required if meets all object
SB 9	Duplexes and lot splits	Compliance only with objective stan
SB 6 / AB 2011	Residential in commercial zones	By-right with objective review
SB 9 ADU Law	Accessory/SB 9 Dwelling Units	Objective design criteria only
Density Bonus Law	Projects seeking incentives	Must use objective standards

AB 1397 / Housing Element Rezones	By-right housing / rezones	Objective standards enforcement
Emergency Shelter Laws	Shelters/navigation centers	Objective design required

Public Engagement Process

The development of the Objective Design Standards (ODS) was shaped by a comprehensive and multi-faceted community and stakeholder engagement process. The City kicked off this effort in April 2024 by launching a community design standards survey, first introduced at the Earth Day event. Promoted extensively on social media, the survey remained open through October 2, 2024, and ultimately received over 560 responses (a summary of the responses follows). This was considered a remarkable turnout—PlaceWorks, the City's consultant, noted that even larger jurisdictions often see far fewer responses for similar efforts.

To broaden outreach and gather more in-person feedback, the City hosted a combined ODS and Glendora Station Vision Plan Open House on October 1, 2024, at the Bidwell Forum. The event was widely advertised through social media and the City's website, while mailed invitations were sent to all property owners within the planning area, which included much of the area Glendora Station, including much of the Glendora Village. That same evening, the Planning Commission held a study session to review the draft standards and solicit direct public input, providing multiple forums for community engagement.

On July 22, 2025, the City of Glendora, in collaboration with consultant PlaceWorks, hosted a virtual Developer and Architect Roundtable to solicit feedback on the City's draft Objective Design Standards (ODS). Invitations were extended to approximately 40 architects, developers, and other professionals with experience working in Glendora or interest in future projects. The virtual format allowed participants to join the live session or review materials asynchronously. The presentation provided an overview of the draft ODS and associated streamlining efforts in Section 21.03 of the Development Code, with a focus on receiving targeted input on the clarity, feasibility, and real-world implications of the proposed standards.

Fourteen participants joined the live session and offered comments on several key topics, including the influence of public feedback on the draft, the distinction between for-sale and rental housing, and guidance on acceptable driveway materials. Further discussion addressed the need for a design standards checklist, subdivision review impacts, and the integration of the ODS with broader development regulations. Written comments submitted separately included concerns about the 400-square-foot FAR exemption for garages—suggesting it did not adequately account for wall thickness when applied to single-family homes and ADUs—and recommendations to include midcentury modern and ranch-style homes in the architectural styles list, along with clarification of the term "postmodern." The roundtable played a vital role in aligning the draft standards with both community values and professional insight, ensuring a more responsive and practical regulatory framework. Staff amended the draft ordinance to incorporate this feedback.

Throughout the process, the City maintained a commitment to transparency and accessibility. Draft materials—including the Objective Design Standards, General Regulations of the Zoning Code, a user's guide with illustrations, and the draft Ordinance with tracked changes—were made available on a dedicated webpage. The City updated these materials regularly to reflect public comments, Planning Commission feedback, and technical refinements, ensuring stakeholders had access to the most current information.

Feedback from all engagement activities directly informed the refinement of the draft ODS and Ordinance language. Community input emphasized the importance of preserving neighborhood character, enhancing pedestrian experience, and promoting quality infill development. Industry stakeholders provided technical suggestions on design elements, flexibility, and implementation strategies. This feedback loop between the City, community members, and development professionals shaped a set of standards aimed at balancing design quality with regulatory clarity.

The ODS process reflects Glendora's ongoing effort to align local design expectations with State law while enhancing transparency and consistency in project review. By combining broad-based community outreach, targeted stakeholder engagement, and transparent document access, the City worked to create a thoughtful, enforceable set of standards that support both community character and high-quality development outcomes.

DISCUSSION

The ODS establish clear expectations for architecture and site design. Glendora's current Zoning Code (i.e., Title 21 of the Glendora Municipal Code ("GMC")) and certain Specific Area Plans include various standards, guidelines, and definitions related to architecture and site planning. Of particular significance to housing are Chapter 21.14 Arrow Highway Specific Plan and Chapter 21.10 Route 66 Corridor Specific Plan. For example, Article V. Route 66 Corridor Design Guidelines includes subjective provisions such as "the siting of buildings should consider the existing neighborhood context…" and "developments should generally be oriented parallel to the public street or to the development's internal streets, with some setback variation to provide visual interest". Accordingly, many of Glendora's design guidelines are written in the form of suggestions or advice, as opposed to required standards that must be met. This has the impact of making development review and City expectations ambiguous for property owners, developers, architects and site designers, applicants, and city staff. In addition, vague and ambiguous standards are non-compliant with State law.

Because the new Ordinance is essentially being developed from scratch— it is not a one-for-one replacement of everything in Glendora's Zoning Code. It repeals and replaces entire sections of Glendora's Zoning Code, while introducing the new Objective Design Standards. Therefore, it is impractical to detail every change in a staff report. Instead, the following provides an overview and summary of the major updates:

- **New Chapter 21.15 – Objective Design Standards:** The old Appendix 21.B has been completely replaced with the ODS as Chapter 21.15. Previously, Appendix 21.B consisted solely of architectural definitions that were vague and lacked clear requirements for developers or guidance on implementation. The new Chapter constitutes the core of the updated ODS, with varying standards for detached homes, multi-family homes (small and large developments), mixed-use development, as well as commercial and industrial uses. This chapter also delineates architectural styles all developments must adhere to.
- **Applicability:** The ODS apply to all types of development, with the exception of hillside residential projects (which are subject to a separate discretionary Development Plan Review process) and pre-approved ADU plans. Applicants have the option to request a DPR review for larger projects if they choose not to follow the prescribed ODS, or wish to apply for a new architectural style not found within Chapter 21.15.

- **Process Changes:** The new ODS align with previous Zoning Code changes that streamline approval for multifamily developments with 10 units or fewer, allowing them to move directly to building permits, similar to residential houses. Additionally, Chapter 21.02 of the GMC specifies commercial developments of 25,000 square feet or less do not require development plan review, allowing these projects to go straight to building permits, further simplifying the process. This change reflects the EAP's call for non-monetary incentives, such as simplified permitting processes, to reduce time and complexity in starting or expanding businesses.

- **Route 66 Corridor and Arrow Highway Specific Plans:** Both of these specific plans contain subjective design guidelines and extraneous language that is not consistent with the requirements specified in the Government Code and the objectives outlined in the EAP. For example, the Arrow Highway Specific Plan includes sections on community outreach and challenges, which are better suited to the General Plan. As a result, large portions of these specific plans have been repealed and replaced with the new GMC Chapter 21.15.

- **Section 21.03 – General Regulations:** This section of the Zoning Code addresses off-street parking, landscaping, lighting, mechanical equipment, refuse storage, mailboxes, and fences and walls. These development-related sections have been amended to be more objective and consistent with the ODS.

- **Existing Code Clean-Up**: Glendora's existing mix of Zoning Code provisions, certain Specific Plans, and General Regulations includes, in some cases, a complete lack of design standards—and in others, a patchwork of design guidelines that vary by zone or plan area. Many of these are subjective and often confusing for both staff and applicants. As a result, a key focus of this effort was to eliminate redundant or unclear standards and replace them—while also filling gaps where standards were missing—with a streamlined, cohesive, and easier-to-administer framework.

- **User's Guide:** To help clarify the new design standards, PlaceWorks has created a User's Guide that illustrates common building typologies and a sampling of standards that are applicable to these building types. The ordinance also includes staff authorizes to develop and amend, as necessary, user guides, checklists, and other policy documents to support the ODS standards.

It is important to note that the ODS focus specifically on architecture and site planning. They do not replace development standards related to height, density, or setbacks. However, the ODS introduce additional constraints in areas where higher-density or higher-intensity uses transition to single-family residential zones, as well as along busy arterial streets. The ODS apply to new construction and major renovations—defined as demolishing or removing 50% or more of the exterior walls or roof—across all zoning districts, including single-family, multi-family, mixed-use, commercial, and industrial developments. Exceptions include Rural Hillside Residential (RHR), the Glendora Commercial Specific Plan, The Village on the Green Specific Plan, Diamond Ridge Specific Plan, William Lyon Homes Arboreta Specific Plan, and the Monrovia Nursery Specific Plan. Furthermore, the ODS do not apply to minor renovations or routine maintenance.

Finally, it's important to emphasize that the ODS provide a path for alternative designs. They allow applicants to propose alternative architectural designs, provided that the alternative design undergoes discretionary review as part of the DPR process. An additional finding must be made that the design will not adversely affect the character or integrity of the area, the utility and value of surrounding properties, or the health, safety, and welfare of the public.

FISCAL IMPACT

Adoption of this Ordinance is not expected to have a direct fiscal impact on the City. However, it is anticipated that the Ordinance will streamline the processing time and reduce staff time associated with new development and construction, and by streamlining the path to development, it is expected to have a positive impact on the City in terms of property and sales tax revenue.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), the adoption of the Ordinance implementing the City's objective design standards does not constitute a "project" within the meaning of Public Resources Code Section 21065, 14 Cal. Code Regs. Section 15060(c)(2) because it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Even if the adoption of the Ordinance implementing the objective design standards did constitute a project under CEQA, the Ordinance is exempt from the CEQA pursuant to State CEQA Guidelines Section 15061(b)(3) (the "common sense" exemption), which excludes projects where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The proposed Ordinance introduces objective design standards but does not alter any underlying density or height limitations, and will not allow any development that is not consistent with existing City codes, standards, or policies, and therefore it can be seen with certainty that the recommended Ordinance could not have a physical effect on the environment. Therefore the proposed Ordinance does not warrant further environmental review.

Prepared By:	Hans Friedel, AICP, Principal Planner
Concurs With:	Not Applicable
Reviewed By:	Jeff Kugel, Community Development Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Moises Lopez, Assistant City Manager
Legal Review:	Jessica Santiago, Assistant City Attorney
CEQA Review:	Jeff Kugel, Community Development Director

Attachments

A_Draft_Ordinance_9-29-25.pdf
B_Users_Guide-2025091925.pdf
C_Notice_of_Public_Hearing_PC.pdf
D_CEQA_Notice_of_Exemption.pdf
E_Survey.pdf
F_Complete_Survey_Results.pdf
G_Presentation.pdf

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO ESTABLISH OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS IN ALIGNMENT WITH THE ADOPTED HOUSING ELEMENT AND STATE LAW (FILE # PLN22-0042)

THE CITY COUNCIL
City of Glendora, California

WHEREAS, SB 167, Housing Accountability Act, requires that a local government may not deny, reduce density, or make infeasible housing projects consistent with objective design standards; and

WHEREAS, SB 35, Streamlined Affordable Housing requires approval of qualified housing projects based on objective regulatory standards; and

WHEREAS, SB 330, Housing Crisis Act, prohibits imposing or enforcing new design standards established on or after January 1, 2020 that are not objective; and

WHEREAS, objective design standards are defined under State law as "standards that involve no personal or subjective judgement by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal" (California Government Code, Section 65913.4); and

WHEREAS, the City of Glendora 6th Cycle RHNA Housing Element Program 16, Action #24 commits the City to "Revise design guidelines to be objective and remove language requiring interpretation of design quality. This action item intends to eliminate subjective evaluation regarding the architectural quality of a development. Objective standards would also produce more consistency in building design;" and

WHEREAS, the City of Glendora adopted a comprehensive Strategic Plan for 2023-2025, which prioritizes strategic economic development based on community feedback and aims to facilitate commercial growth; call for creating "an incentive package for identified industry clusters that includes possible development subsidies and a streamlined, fast-tracked, development process" (Objective 1, Task 2); and commits the City to "Develop objective design guidelines" (Objective 5, Task 3); and

WHEREAS, the City of Glendora Economic Action Plan calls for streamlining the permitting and entitlement process for targeted businesses groups; and

WHEREAS, the City conducted a robust, multifaceted public engagement effort including a social media campaign in 2024, an online survey open between April and October

2024, an open house to the public on October 1st, 2024, and a Planning Commission Study Session on October 1st, 2024; and

WHEREAS, the City Council and Planning Commission conducted a special, joint meeting on August 28, 2025 to provide feedback on the draft Objective Design Standards and code cleanup; and

WHEREAS, the Planning Commission held a public hearing on October 7, 2025, after due notice was given as required by law, and recommended adoption of this Ordinance; and

WHEREAS, the City Council held a public hearing on XX, XX 2025, after due notice was given as required by law, at which time oral and documentary evidence was introduced along with the recommendation of the Planning Commission.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION 2. The City of Glendora (City), serving as the lead agency, is tasked with preparing environmental documentation in compliance with the California Environmental Quality Act (CEQA). The proposed Ordinance implementing the City's objective design standards does not constitute a "project" within the meaning of Public Resources Code Section 21065 because it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and furthermore, the amendments to the City's Municipal Code (GMC) proposed by this Ordinance consist of minor adjustments to development standards and general or administrative processes, and will not allow for any new development and as such, it can be seen with certainty that this Ordinance will not cause any significant environmental impacts, and is exempt from CEQA pursuant to the CEQA Guidelines Section 15061(b)(3).

SECTION 3. The following sections of Title 21 (Zoning) of the Glendora Municipal Code (GMC) are hereby added to the GMC and/or amended as shown below (with unaltered text provided for context and added text in ***bold italic*** and deleted text shown ~~stricken~~ through):

SECTION 4. "City Council authorizes staff to develop and amend, as necessary, user guides, checklists, and other policy documents to clarify these standards."

§ 21.02.040 Development Plan Review

A. Purpose. This section provides procedures whereby development plans can be reviewed to ensure orderly development, aesthetic design, safe and harmonious placement and to:

1. Prevent or minimize adverse impacts on property in the vicinity;
2. Implement the general plan and applicable specific plans;

3. Protect the public health, safety and welfare;
4. Site structures and other improvements in a manner that is in harmony with the terrain and existing developments in the vicinity;
5. Encourage and promote energy-efficient design.

B. Projects Requiring Development Plan Review (the reviewing body is in parenthesis):

1. Hillside development (~~c~~***C***ommission);
2. Residential projects;
   a. One ***(1)*** — ten (***10)*** dwelling units ***(i.e.,*** one ***(1)*** — ten ***(10)*** units, allow***ed*** by-right (applicants apply directly for building permits—No DPR required)***)***,

   b. Eleven ***(11)*** — twenty-five ***(25)*** dwelling units (~~d~~***Director***),

   c. More than twenty-five ***(25)*** dwelling units (~~c~~***Commission***).

3. Construction of nonresidential building area over ~~five thousand~~ ***25,000*** square feet (~~c~~***C***ommission);
4. Planned redevelopment (~~c~~***C***ommission, ~~c~~***C***ouncil);
5. Planned development (~~c~~***C***ommission, ~~c~~***C***ouncil);
6. Civic Center Area plan development, exclusive of permits for signage and awnings***, and unless otherwise designated as straight to Building Permit*** (~~c~~***C***ommission);
7. Mobilehome park overlay development (~~c~~***C***ommission);

~~8. Nonresidential construction greater than two 2 stories (commission);~~

~~9.~~ ***8.*** Mixed-Use development, ***with nonresidential building area greater than 25,000 square feet and/or residential units greater than ten (10)*** (~~c~~***C***ommission) ***(e.g., a 10,000 square foot commercial development with 11 residential units would go to the Commission)***;

~~10.~~ ***9.*** Temporary structures (~~c~~***C***ommission);
~~11. Relocated structures (cCommission);~~
~~12.~~ ***10.*** Tennis courts (~~c~~***C***ommission);
~~13.~~ ***11.*** Public facilities located in residential zones (~~c~~***C***ommission);
14. ***12.*** Recycling facilities, except single-feed vending machines (~~d~~***D***irector);
~~15.~~ ***13.*** Open space development (~~c~~***C***ommission);
~~16.~~ ***14.*** Gated communities (~~c~~***C***ommission, ~~c~~***C***ouncil);
~~17.~~ ***15.*** Radio and television broadcasting antennae, private transmitting antennae and satellite receiving antennae (~~d~~***D***irector).
~~18. Cantilevered decking (d***D***irector).~~

C. Reviewing Body. Development plan review applications shall be considered by the ~~d~~***D***irector, ~~c~~***C***ommission, or ~~c~~***C***ouncil as listed in subsection B. For those projects where both the ~~c~~***C***ommission and ~~c~~***C***ouncil are listed, the commission shall make a recommendation to the ~~c~~***C***ouncil and the ~~c~~***C***ouncil shall take action to approve or deny the application.

D. Public Hearing. The reviewing body shall hold a public hearing on each application for a development plan review. Notice of the hearing shall be given as prescribed in Section 21.01.030(E) of this title, except that no notice shall be required to be published. Public hearing shall not be required when the director is the reviewing body. In lieu of a public hearing, a courtesy notice shall be mailed to all property owners within a radius of five hundred feet from the proposed project at least ten days prior to the director's decision date.

E. Action by Reviewing Body. The reviewing body shall take action by resolution either granting or denying approval of the development plans. The action of the reviewing body shall be final unless appealed as prescribed in Section 21.01.030(F) of this title. When an application for a development plan review is processed in conjunction with another application for which final council action is required, the director shall take no action and the commission shall take action by recommending either approval or denial of the development plan. The council shall take action by resolution either granting or denying approval of the development plan.

F. Findings for Approval. The reviewing body shall grant approval of a development plan if all of the following findings are made:

1. The use is authorized by development plan review pursuant to this title;
2. The use is consistent with the general plan and other applicable plans;
3. The site can accommodate the development standards of this title or as is otherwise required;
4. The site is adequately served by streets, utilities and other services, facilities and improvements;
5. The use will not adversely affect the character and integrity of the area, the utility and value of properties in the area, and the health, safety and welfare of the public. ***This finding only applies to nonresidential developments. Where the objective designs standards are applicable, the additional findings in Section 21.15 apply.***

G. Conditions of Approval. The reviewing body may impose such conditions as it deems necessary to ensure that the project will meet the development standards of the zone and the purpose and intent of this section.

H. Time Limit. Any development plan approved pursuant to the provisions of this section is conditional upon construction work beginning within eighteen months after the effective date of approval or such other period specified as a condition of approval. If construction work is not begun within the required time and carried on diligently to completion, the development plans shall become void; however, the reviewing body may extend the time limit in the case of unavoidable delay. The applicant must submit a written request to the reviewing body for a time extension before the original time limit expires.

I. Amendment. Amendment of an approved development plan, other than the time limit, shall require the filing of an application for a development plan review as set forth in this section.

J. Revocation or Modification.

1. The reviewing body may revoke or modify an approved development plan if it makes any of the following findings:
    a. The project is detrimental to the public health, safety or welfare;
    b. One or more of the conditions of approval have not been complied with;
    c. The approval was obtained by fraud.

2. The reviewing body shall hold a hearing upon the question of the revocation or modification. Notice of the hearing shall be given as prescribed in Section 21.01.030(E) of this title, except that no notice shall be required to be published.

3. The reviewing body shall take action by either revoking or modifying the development plan or allowing the development plan to remain unchanged. The action of the reviewing body shall be final unless appealed as prescribed in Section 21.01.030(F) of this title.

(Ord. 2017 § 2, 2017; Ord. 2050 §§ 3 ,4, 2020; Ord. 2081, 1/9/2024; Ord. 2085, 5/28/2024; Ord. 2090, 10/22/2024)

CHAPTER 21.03 GENERAL REGULATIONS

§ 21.03.010. Property development standards

A. Purpose. This section contains general regulations and procedures to provide for the use and development of properties in a manner that promotes, preserves and protects a visually attractive community and minimizes hazards and inconveniences to the public.

B. Underground Utilities. All wires, conductors, cables, raceways and conduits for electrical, telephone, CATV and similar services that provide direct service to any property being developed shall, within the boundary lines of such property, be installed underground. Associated equipment and appurtenances such as surface-mounted transformers, pedestal-mounted terminal boxes, meters and service cabinets may be placed aboveground when screened and located behind the front setback line.

C. Street Frontage. ***Every parcel of land shall front on a public or private street. Street frontage design standards shall comply with the requirements of Chapter 21.15 (Objective Design Standards).*** ~~Every parcel of land shall front on a public or private street.~~

D. Setbacks. Except as stated in this subsection and otherwise provided for in this title, no structure shall be located closer to any property line than the setback requirements of the zone in which the structure is located.

1. Setback Exceptions.

    a. Architectural features, including cornices, belt courses, fireplaces, eaves and bay windows, may project into required setback areas a distance not to exceed two feet.

    b. ***Balconies may encroach twenty-five (25) percent into side and rear setbacks.***

c. Unroofed decks, patios, porches, landings, steps, walks and driveways not exceeding thirty-six inches in height as measured from finish grade may be located in the required setback areas.

d. Canopies and awnings without any supports to the ground may project into required setback areas, but no closer than three feet to a side property line and no more than four feet into the front and rear setbacks.

e. Swimming pools may be located in the required rear and side setback areas, but no closer than six feet to a property line.

f. Flag poles may project twenty-five percent into required front and rear setback areas.

g. Mechanical equipment may project into the required rear or side setback area, but no closer than three feet to a property line.

h. Additions to lawfully constructed residences within the following single-family estate zones of E-3, E-4, E-5, E-6 and E-7, which do not meet the minimum side yard setback requirements may project into the required side yard setbacks, but in no event shall the setback be less than five feet from the property line. Street side yard setbacks shall maintain the minimum required by Table A.

E. Height. No structure or any portion shall exceed the maximum building height specified in the development standards of the zone in which the structure is located, except for elevators, stairways, equipment, screening, chimneys, antennas, architectural features, or as otherwise provided for in this title.

F. Fences and Walls. Fences and walls shall be permitted and/or required as specified in this subsection~~:~~.

~~1. Fences and walls not exceeding four feet in height shall be permitted within the front yard setback if no more than three feet or fifty percent is solid and the remainder is at least fifty percent open.~~

~~2. Fences and walls not exceeding six feet in height shall be permitted behind the front yard setback. Fences and walls exceeding six feet in height may be permitted at public facilities, subject to approval by the city council.~~

~~3. Fences or walls shall be required for development projects involving two or more single-family residences subject to the following:~~

~~a. Fences or walls shall be required along side and rear property lines;~~

~~b. Fences and walls shall be designed to complement the design, colors and materials of the dwelling units;~~

~~c. Solid fences and walls shall be articulated at least every fifty feet of length as measured from the end of a fence or wall and/or the intersection of two or more fences or walls. Fences and walls shall be articulated with either a jog, which measures a minimum of eighteen inches deep by eight feet wide, or other architectural treatment at least eight feet wide;~~

~~d. Walls adjacent to the Gold Line railroad right-of-way may be up to eight feet in height for noise attenuation purposes. Walls greater than eight feet in height may be permitted subject to the preparation of an approved noise study by an acoustical engineer.~~

1. General Provisions

a. Front Yard Setbacks

i. Fences and walls shall not exceed four (4) feet in height if at least fifty percent (50%) of the fence area is visually open (e.g., wrought iron, picket, tubular steel).

ii. Solid (non-transparent) fences shall not exceed three (3) feet in height.

iii. A fence with a solid lower portion (up to three (3) feet) may include a visually open upper portion not exceeding one (1) foot, for a total height not to exceed four (4) feet.

b. Side and Rear Yards

i. Fences and walls may be up to six (6) feet in height behind the front yard setback.

ii. Heights above six (6) feet may be allowed for public facilities, subject to City Council approval.

c. Corner Lot Visibility. No solid fence or wall over thirty (30) inches in height shall be located within ten (10) feet of the intersection of two public streets.

d. Metro or Caltrans Right-of-Way.

i. Fences or walls adjacent to railroad or state highway rights-of-way may be up to eight (8) feet in height for noise mitigation.

ii. Any wall exceeding eight (8) feet in height requires a noise study by a licensed acoustical engineer, subject to approval by the Community Development Director.

e. Prohibited Materials. The following materials are prohibited for fences and walls in residential, commercial, and mixed use zones:

i. Barbed wire, razor wire, concertina wire, or electrified fencing;

ii. Reflective or unfinished metal fencing;

iii. Untreated or unfinished wood, including plywood; and/or

iv. Broken glass, sharp objects, or hazardous features.

2. Multifamily Residential Development (11 or More Units).

a. Perimeter Fencing Fences or walls shall be installed along all side and rear

property lines.

b. Wall articulation--Design Requirements for Solid Walls Longer Than 50 Feet. For solid walls exceeding 50 linear feet in length, two or more of the following features must be incorporated every 20 to 50 feet:

i. A jog or offset of at least 18 inches in depth and 8 feet in width.

ii. A decorative pilaster or column (may exceed the maximum height limit by up to 8 inches for design purposes).

iii. Material variation.

iv. Landscape features such as planted pockets or vines.

c. Capstone and Finish. All solid walls shall include a decorative cap to provide both visual interest and weather protection.

d. Material Standards.

i. Permitted materials include aluminum, brick, concrete block, precast concrete, steel, vinyl, and pressure-treated or sealed wood.

ii. Stucco-over-CMU walls must include concrete capstones.

iii. Unfinished or low-durability materials are not permitted.

e. Front Yard Fencing. If provided, front yard fencing shall consist of visually penetrable materials such as wrought iron or tubular steel.

f. Color and Compatibility. Fence and wall colors shall match or complement the primary building colors. Wood elements shall be painted or sealed with a water-repellent finish.

3. Mixed-Use, Commercial, and Industrial Zones.

a. Fences and walls may be installed only where needed for security, screening, or buffering.

b. In mixed-use developments, fences and walls are prohibited in open space areas and along street frontages, except:

i. Along the side and rear property lines.

ii. Where required to screen utilities, mechanical equipment, or refuse/recycling enclosures.

c. Buffering Adjacent to Residential Zones. Where a non-residential use abuts a residential zone, a six (6) foot high solid masonry wall (measured from the highest adjacent grade) shall be constructed along the shared property line.

d. Street Frontage Treatment. Walls and fences facing public streets shall be softened with landscaping features such as berms, hedges, planter strips, or

climbing vines.

G. Mechanical ***and Utility*** Equipment. ~~Mechanical equipment, except solar collector panels, shall be screened from public view. Plans for screening shall be submitted to the director for review and approval. Roof-mounted equipment, except solar collector equipment and antennas, is prohibited in the residential zones.~~

1. ***Ground Mounted Utility Equipment. All ground mounted utility equipment, including heating and air conditioning units, shall comply with the following standards:***

   a. ***Screening Requirements. All utility equipment shall be screened through at least one of the following standards:***

      iii. Landscaping. Use live plant material of sufficient height and maturity to fully obscure equipment from public view at the time of installation or within one growing season.

      iv. Architectural Features – Screening. Provide a minimum three (3) foot high screen using architectural elements that are consistent in design, material, and color with the primary structure. Screening shall include similar finishes, and detailing. Fences used for screening shall meet the following requirements:

         (A) Minimum height of four (4) feet, up to a maximum of five (5) feet;

         (B) Constructed of durable, weather-resistant materials such as block or vinyl;

         (C) Shall not obstruct drivers' line-of-sight at driveways or intersections;

         (D) Chain link, slatted chain link, and similar fencing types are prohibited.

      v. Vinyl Wraps. In addition to landscape and screening, wraps may be applied directly to equipment, subject to the following:

         (E) Wrap designs shall visually integrate with the surrounding environment;

         (F) Wrap materials shall include anti-graffiti protection;

         (G) Wraps shall be maintained in good condition to ensure continued screening and aesthetic performance.

   e. Right-of-Way Encroachment. No ground-mounted utility equipment shall encroach into the public right-of-way, including sidewalks or areas located behind the property line.

   f. Transformer Placement and Wrap. If visible from a public sidewalk, transformers shall be screened with landscaping and/or wrap that meets utility provider standards.

2. ***Rooftop Equipment. All roof mounted equipment, including roof access, mechanical***

equipment, air conditioning units, and other features, over two (2) feet in height shall comply with the following standards:

a. Setback from Edge. Roof-mounted equipment and screening of roof-mounted equipment shall be stepped back from top of parapet a minimum of ten (10) feet from the parapet or roof edge.

b. Screening Height. Roof-mounted equipment greater in height than the parapet wall shall be screened to a height equal to the height of the equipment.

H. Irrigation. Areas required to be landscaped by any provision of this title shall be provided with automatic irrigation systems installed in conformance with the requirements of applicable codes.

I. ~~Solar Energy Systems. Plans shall be submitted to the reviewing body as shown in Table E, in the appendix of the zoning code, for review and approval.~~

I. Antennas. Plans for antennas, except common skeletal type antennas used to receive UHF and VHF frequencies, shall be submitted to the reviewing body as shown in Table E, in the appendix of the zoning code, for review and approval.

~~J. Landscaping. Required setbacks adjacent to a street shall be landscaped with drought-tolerant plant materials and permanently maintained.~~

J. Refuse Storage (Multifamily, mixed-use, commercial and industrial zones).

1. Refuse storage areas shall be screened by walls six (6) feet in height and a solid gate not less than five (5) feet in height.

2. Refuse storage areas shall be conveniently accessible for trash removal by standard refuse disposal vehicles.

3. Refuse storage areas that are visible from the upper stories or adjacent structures shall have an opaque or semi-opaque horizontal cover/screen to mitigate views into the storage areas.

4. Refuse storage areas shall not be closer than twenty (20) feet from doors or operable windows of adjacent structures.

5. Waste and recycling enclosure capacities shall be provided at the following ratios:

a. For sites with eleven (11) to twenty-five (25) units, a minimum thirty-six (36)-square-foot waste and thirty-six (36)-square-foot recycling enclosure shall be provided.

b. For sites with more than twenty-five (25) units, every additional twenty-five (25) dwellings or fraction thereof shall require an additional forty-eight (48) square feet for solid waste and forty-eight (48) square feet for recyclables.

K. Mailboxes (Multifamily, mixed-use, commercial and industrial zones). Residential developments over 10 units shall provide mailboxes as follows:

1. Mailboxes shall be located in a highly visible location within four hundred (400) feet of the residential units. Mailboxes may be located within a lobby, central commons room and/or clubhouse.

2. A bench and/or seating area and a trash receptacle shall be located adjacent to the mailboxes.

3. If located outdoors, mailboxes shall be finished using materials consistent with the development's architectural style.

L. Exterior Lighting Standards (Multifamily, mixed-use, commercial and industrial zones). To ensure safety, energy efficiency, and minimize light spillover into adjacent properties, all new development projects shall comply with the following lighting standards:

1. ***Light illumination levels shall not exceed 1.0 foot-candle measured at property line.***
2. ***A photometric lighting plan is required for all projects requiring a DPR. The plan must:***
   a. ***Be drawn to scale, indicating fixture locations, types, mounting heights, and light output in foot-candles.***
   b. ***Include horizontal illuminance levels across the site and at property boundaries.***
   c. ***Demonstrate compliance with the foot-candle limits and shielding requirements.***
3. ***Lighting Fixture Design. All exterior lighting fixtures shall be:***
   a. ***Fully shielded and cut-off to prevent glare, uplight, and light trespass.***
   b. ***Directed downward and designed to minimize impacts on adjacent residential uses and the night sky.***

(Ord. 1618 § 1 (Exh. A), 1993; Ord. 1737 § 1, 2001; Ord. 1771 § 1, 2003; Ord. 1778 § 2, 2003; Ord. 1822 § 2 (Exh. B), 2005; Ord. 1836 §§ 21, 22, 2006; Ord. 1957 § 2, 2012; Ord. 2026 § 2, 2017; Ord. 2085, 5/28/2024)

21.03.015. Landscape standards (Multifamily, mixed-use, commercial and industrial zones).

A. Applicability. These standards apply to all of the following:

1. New residential developments with 11 or more units.

2. New commercial developments over 1,000 square feet.

3. Major additions or site improvements involving 25% or more of the gross site area.

4. Parking lot reconfigurations affecting more than 10 spaces.

5. ***Publicly accessible open space areas within private developments.***

B. ***Model Water Efficient Landscape Ordinance (MWELO) requirements:***

1. ***MWELO requirements apply to new landscapes with an aggregate landscape area of 500 square feet or larger that require a building or landscape permit, plan check, or design review regardless of above thresholds.***

2. ***MWELO requirements apply to rehabilitated landscapes with an aggregate landscape area of 2,500 square feet or larger that require a building or landscape permit, plan check, or design review regardless of above thresholds.***

C. ***Minimum Landscape Area by Use. Landscaping shall be provided based on gross lot area, at the following minimum percentages:***

1. ***Residential: 15%***

2. ***Commercial & Mixed-Use: 10%***

3. ***Medical: 15%***

4. ***Industrial: 5%***

D. ***Landscape Location and Configuration.***

1. ***Landscaped areas shall be in the following areas:***

a. ***All required front, side, and rear setbacks;***

b. ***Common open space areas;***

c. ***Along pedestrian pathways and building entrances; and/or***

d. ***Within and adjacent to parking lots and drive aisles.***

2. ***All landscape areas must comply with visibility and safety requirements in § 21.03.010(F) (Fences and Walls) and maintain clear sight distance at intersections.***

E. ***Planting System and Material Requirements.***

1. ***Planting System. Landscaped areas must include:***

a. ***Ground Cover, Shrubs and Vines.***

i. ***Live plants only; gravel and bark do not qualify.***

ii. ***Minimum planting size: 1-gallon container.***

iii. ***Must not obstruct required sightlines at maturity.***

b. ***Trees. One (1) tree per 500 square feet of open space or per 50 linear feet of frontage, whichever yields more trees. A multi-trunk tree counts as two (2).***

2. ***Species Diversity. To promote biodiversity and avoid monoculture, projects with lot sizes of ½ acre or more:***

a. No more than 1/3 of any single species.

b. No more than 1/3 of any single genus.

c. No more than 1/3 of any single plant family.

F. Water Efficiency.

1. Projects must comply with MWELO where required and receive City-approval for landscape plans.

2. All new planting areas must be mulched with 2–4 inches of organic mulch.

G. Setback Landscaping Standards. Front and street-facing setbacks shall include:

1. One (1) 36-inch box shade tree per 50 linear feet of lot width, evenly spaced. Multi-trunk trees count as two (2).

2. Shrubs at a density of one (1) shrub per 4 square feet.

3. Hardscape elements shall be limited to 50% of the total landscaped setback area, except in the Civic Center Area Plan district.

4. Parking-adjacent setbacks must include a continuous screen or landscaped buffer with:

a. Shrubs not exceeding 36 inches in height; or

b. Berms or walls between 30 and 36 inches high; or

c. Low screen walls meeting height requirements of this code

H. Parking Lot Landscaping.

1. Perimeter Landscape Strip.

a. Minimum 5-foot-wide strip along public rights-of-way.

b. Includes one (1) 24-inch box tree per 35 linear feet and a continuous row of shrubs.

2. Interior Parking Lot Landscaping.

a. Minimum 10% of the parking area must be landscaped.

b. One (1) tree per eight (8) parking spaces and include shade trees within its mix.

c. Tree planters must:

i. At least be 4 feet wide × 8 feet long but smaller 4 feet wide × 4 feet long (diamond planter) may be allowed to accommodate site conditions but limited to 50% or total onsite planters.

ii. Allow a 2-foot vehicle overhang if adjacent plants are less than 18 inches tall.

I. Tree Planting Standards.

1. ***Minimum Tree planting Sizes.***

   a. ***Minimum standard tree size: 15-gallon trees.***

   b. ***Projects must also include other tree sizes such as 24-inch, 36-inch and 48-inch box trees.***

J. ***Urban Tree Preservation and Replacement.***

1. ***Applicability. These regulations apply to the removal of trees on all privately owned parcels within City limits under the following conditions:***

   a. ***The tree is located outside the public right-of-way.***

   b. ***The tree is proposed for removal for reasons other than emergency or hazardous conditions, as determined by a certified arborist and confirmed by the City Arborist.***

   c. ***The tree has a Diameter at Breast Height (DBH) of 8 inches or more.***

   d. ***The tree is associated with any discretionary land use or zoning application, including but not limited to Development Plan Reviews, Conditional Use Permits (CUP), Tentative Parcel/Tract Map, MWELO.***

2. ***Tree Removal for Discretionary Applications. For projects requiring discretionary land use or zoning approvals, including Development Plan Review, CUP, or Variance:***

   a. ***Required tree replacement must comply with the standards set forth in this section.***

Replacement Standards for Non-Native Trees

Tree DBH (inches)	*Replacement Tree Size*	*Replacement Ratio*
8" – 15"	*24" boxed tree*	*1:1*
16" – 36"	*36" boxed tree*	*1:1*
37" – 48"	*48" boxed tree*	*1:1*
49" or greater	*48" boxed tree*	*2:1*

Replacement Standards for Native Trees

Tree DBH (inches)	*Replacement Tree Size*	*Replacement Ratio*
8" – 15"	*36" boxed tree*	*2:1*
16" – 36"	*48" boxed tree*	*3:1*
37" or greater	*48" boxed tree*	*4:1*

Multi-Trunk Trees

Calculate the total DBH by summing the DBH of each trunk measuring 4 inches or greater.
Use the total DBH to determine replacement requirements based on the standards for native or non-native trees.

One (1) new multi-trunk trees can count as two (2) for replacement purposes.

3. ***Tree Replacement Implementation. Compliance must be met by one of the following methods if not satisfied through a payment-in-lieu as described in Section 21.03.015.J.4.***
    a. ***On-Site Replacement.***
        i. ***Plant trees onsite per the replacement tables set forth in Section 21.03.015.J.2.***
        ii. ***Trees must be planted within 24 months of removal.***
        iii. ***Planted trees must be maintained and monitored for a minimum of three years.***
4. ***Payment In-Lieu.***
    a. ***If on-site planting is infeasible due to space or site constraints, pay the Tree Replacement Fee as established in the Master Fee Schedule.***
    b. ***Funds will be deposited into the City Tree Fund and used for urban forestry projects within five years.***
    c. ***Unused funds after five years shall be refunded to the applicant.***
5. ***Hybrid Compliance.***
    a. ***A combination of on-site planting and payment in-lieu is allowed.***
6. ***Species Selection and Approval. All replacement trees and planting locations must be reviewed and approved by appointed City Forester for suitability as part of the project's landscape review. Priority shall be given to native species and drought-tolerant, regionally adapted trees.***
7. ***Exceptions and Exemptions. Tree replacement requirements may be waived:***
    a. ***The tree is dead;***
    b. ***The tree is dying, or presents an immediate hazard, as certified by a certified arborist;***
    c. ***The tree is identified as an invasive species on an established invasive species list; and/or***
    d. ***Removal is necessary to protect critical public infrastructure, emergency access routes, or public utilities.***

K. Irrigation Requirements.

1. ***All landscaped areas not covered by structures or pavement shall be irrigated by a permanent automatic irrigation system that complies with the Uniform Plumbing Code and the MWELO.***

2. ***Irrigation systems must use weather- or soil moisture-based controls and prevent runoff, overspray, or low-head drainage.***

3. ***Establishment period for irrigation of trees must be included with landscape irrigation plans submitted for MWELO and per established best management practices set by the ISA (international society of arborists).***

4. ***Screening and Safety. Screening and safety requirements shall be in accordance with Section 21.03.010.F (Fences and Walls) and shall be in accordance with the following features:***

    a. ***Shrubs at least thirty-six (36) inches tall separating children's recreation areas from vehicular zones;***

    b. ***Berms, walls, and/or hedges shall be used in the required setbacks to separate parking facilities from abutting streets and shall be a minimum of three (3) feet in height; and***

    c. ***Trees and shrubs shall be planted and maintained so that at maturity they do not interfere with traffic safety sight areas or public safety.***

21.03.020. Off-street parking and loading.

A. Purpose. The purpose of this section is to ensure that sufficient off-street parking and loading areas are provided and properly designed and located in order to meet the parking and loading needs of specific uses and to protect the public health, safety and welfare.

B. Regulations for Off-Street Parking.

1. Off-street parking shall be provided according to the provisions of this section for:

    a. Any new structure;

    b. Any new use;

    c. Any addition to, or change in the use of, a structure. The additional off-street parking shall be required only for the addition or change of use and not for the entire structure or use, except when the addition expands the original structure by twenty-five percent or more or when the change in use involves ~~twenty-five~~ ***25*** percent or more of the area of the original use, then the parking area for the entire structure or use shall be brought into conformance with this section.

2. Required off-street parking shall be provided on the same parcel as the structure or use for which the parking is required, unless reciprocal parking or other arrangement is authorized pursuant to this title.

3. Required off-street parking shall be maintained in accordance with the requirements of

this section for the duration of the use.

4. Required off-street parking shall be used exclusively for the temporary parking of vehicles and shall not be used for the sale, display, repair or storage of vehicles, merchandise or equipment or for any other use, unless authorized pursuant to this title.

C. ***Parking*** Development ***and Design*** Standards.

1. Parking Stall Dimensions.

Parking Stall	**Width**	**Depth**
Standard	9′	20′
Standard, adjacent to a side wall	10′	20′
Parallel*	10′	25′
Compact	8′	17′

* Smaller parallel parking stalls may be permitted depending upon location, street width and traffic flow, driveway width, and other safety considerations to accommodate additional landscape areas subject to approval of the city engineer.

2. Parking Aisle Widths.

Angle of Parking Stall	**Aisle Width One-Way**	**Aisle Width Two-Way**
Parallel	14′	18′
30 degree	14′	18′
45 degree	18′	20′
60 degree	18′	20′
90 degree	26′	26′

3. Compact Parking Stalls. For any use that provides more than ten open parking stalls, a maximum of twenty-five percent of the parking stalls in excess of ten may be compact parking stalls. All compact parking stalls shall be clearly marked: "COMPACT."

4. ***Accessible*** ~~Handicapped~~ Parking. ***Each lot or parking structure where parking is provided for the public as clients, guests, or employees shall include parking accessible to handicapped or disabled persons as near as practical to a primary entrance and in accordance with the standards `for the number of spaces, size, location, signing, and markings/striping set for in Chapter 71, "Site Development Requirements for Handicapped Accessibility" of Title 24 of the California Code of Regulations*** ~~Handicapped parking shall be provided in accordance with the requirements and standards as specified by the state of California.~~

~~5. Location of Parking Stalls. Parking stalls shall not be located in any required yard~~

~~setback that is adjacent to a public right-of-way, except alleys.~~

~~6. Paving. Parking stalls and aisles shall be paved and maintained with asphaltic concrete or other materials approved by the city engineer.~~

~~7. Landscaping.~~

~~a. The parking area shall include landscaping equivalent to at least five percent of the total lot area. Setback areas required to be landscaped by other sections of this title shall not be considered part of the required five percent landscaping.~~

~~b. Parking area landscaping shall include a minimum of one twenty-four-inch box tree for every three parking stalls and appropriate ground cover. Such landscaping shall be located throughout the parking area and planted according to the city forester's recommendations.~~

~~5. Screening. Parking areas shall be screened from public rights-of-way and adjacent land uses. Screening may consist of walls, fences, landscaping, berms or any combination to form an opaque screen three feet in height within the front or street side yard setback and six feet in height behind the front or street side yard setback as measured from finish grade. Parking areas may be lowered in grade to reduce the screening height requirements.~~

5. Surface Parking. The following standards apply to surface parking:

a. ***Location. Parking shall be located to the rear or side of the primary building and away from the street or street intersections.***

b. ***Screening.***

i. Surface parking visible from streets, sidewalks, or located along rear, side, or interior lot lines shall be buffered with a minimum five (5)-foot landscape buffer and shall be in accordance with Section 21.03.015(H) (Landscaping).

ii. Screening. Screening shall be provided in accordance with Section 21.03.010(F) (Fences and Walls).

c. ***Pedestrian Connectivity.***

i. Parking lots shall be connected to all building entrances via internal pedestrian walkways.

ii. Walkways shall be a minimum of five (5) feet wide.

d. ***Driveway Access. Access drives shall be located at least two hundred (200) feet apart and at least one hundred fifty (150) feet from street intersections unless the driveway location does not create a traffic hazard to adjacent property. Shared driveways may be used to access two properties while maintaining a two***

hundred (200) foot separation requirement.

e. ***Driveway Distance from Street. A maximum of one (1) driveway from the street is permitted for every two hundred (200) feet of street frontage.***

f. ***Paving. Parking stalls and aisles shall be paved and maintained with asphaltic concrete or other materials approved by the city engineer.***

g. ***Landscaping. All parking areas shall comply with the following standards:***

i. Parking areas shall provide a five (5)-foot-wide landscaped strip adjacent to side or rear property lines.
ii. Parking areas shall provide a fifteen (15)-foot-wide a landscaped strip adjacent to streets and the public right-of-way.
iii. Parking lot areas shall provide landscaping in accordance with Section 21.03.015 (Landscaping).

6. Structured Parking. The following standards apply to structured parking:

a. Integration with Building Design. Structured parking shall blend with the architectural style of the associated or adjacent buildings through compatible materials, fenestration patterns, or façade treatments.

b. Screening. Street-facing facades shall incorporate:

i. Architectural treatments such as false windows, decorative panels, or louvers.

ii. At least fifty (50) percent screening of parked vehicles from public view through physical or vegetative barriers.

c. Pedestrian Safety. Pedestrian pathways within structured parking facilities shall be marked and lit for safety.

d. Lighting. Interior and exterior lighting shall minimize light spillage onto adjacent properties using shielded fixtures.

e. Sustainability. Green roofs, photovoltaic panels, or living walls may be allowed to encourage sustainability practices.

7. Tuck-Under Parking. The following standards shall apply to tuck-under parking:

a. Visual Screening. Tuck-under parking shall be screened from public view through at least one (1) of the following methods:

i. A minimum of three (3) projecting bays.

ii. Contrasting materials from the primary façade (e.g., brick or stone).

iii. Architectural articulation consistent with the building's design.

iv. Landscaping with at least eighty (80) percent visual coverage.

b. Lighting. All lighting shall be shielded and downcast to prevent light trespass. Lighting shall be provided in accordance with Section 21.03.020 (Lighting).

c. Paving. Parking stalls and aisles shall be paved and maintained with asphaltic concrete or other materials approved by the City Engineer.

d. Accessibility. Pedestrian paths separated from vehicular traffic shall connect parking areas to building entrances.

e. Ventilation. Ventilation systems shall be provided for enclosed or partially enclosed tuck-under parking areas.

8. Residential Parking Garages.

a. Street Frontage Limitation. Garage doors shall not exceed forty (40) percent of the building's street frontage and shall be recessed at least eighteen (18) inches from the primary wall plane.

b. Design Enhancements. Street-facing garage doors shall include one (1) or more of the following:

i. Windows, patterns, painted trim, or similar detailing.

ii. Arbors or projecting features above the garage doors.

iii. Landscaping occupying at least fifty (50) percent of the driveway area.

c. Driveway Length. Driveways shall be at least twenty (20) feet long to prevent encroachment onto sidewalks or streets.

d. Detached Garages. Carriage-style garages facing a shared court or alley shall incorporate architectural features matching the primary building.

9. Striping. Abutting parking stalls shall be separated by double four-inch-wide stripes painted white or by other means approved by the department. All aisles, approach lanes and turning areas shall be clearly marked with directional arrows and lines as necessary to provide for safe traffic movement.

10. Lighting.

a. Parking ***and loading*** areas shall ***provide*** ~~have~~ lighting ~~capable of providing adequate illumination for security and safety.~~ ***with sufficient wattage make visible the presence of any person on or about the premises during the hours of darkness. Such lighting shall be equipped with covers. The following minimum levels of illumination shall be achieved in parking and loading areas:***

i. Open parking lots: One to two foot-candles at ground level.

ii. Pedestrian path/bike path: One-half to one foot-candle at ground level.

iii. Covered parking: Five foot-candles at ground level.

b. Lighting standards shall be in scale with the height and use of buildings.

c. Parking lots and loading areas lighting shall be designed and installed so that light and glare is not directed onto adjacent properties and public rights-of-way.

~~c. Any illumination shall be directed away from adjacent properties and public rights-of-way. Low level lighting shall be used where possible.~~

11. Noise. Parking areas, including driveways and loading areas, used for primary circulation and for frequent idling of vehicle engines shall be designed and located to minimize the impact of noise on adjacent properties.

12. Safety Features. Parking areas shall meet the following standards:

a. Safety barriers, protective bumpers, curbs and directional markings shall be provided to ensure pedestrian/vehicular safety, efficiency, protection of landscaping, and prevention of encroachment onto abutting property.

b. Visibility of pedestrians, bicyclists and motorists shall be provided when entering individual parking stalls, when circulating within a parking area, and when entering or leaving a parking area.

c. Circulation patterns and the location and direction of access drives shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety.

13. Design Standards. ***Any additional design standards for off-street parking and loading shall comply with the requirements of Chapter 21.15 (Objective Design Standards).***

~~a. The circulation system shall be designed to provide separate vehicular and pedestrian circulation systems.~~

~~b. Common driveways shall be provided when possible.~~

~~c. Angled parking shall be provided when possible.~~

~~d. Parking stalls shall not abut buildings. Parking areas shall be separated from buildings by raised concrete walkways and/or landscaping.~~

~~e. Reciprocal parking and access agreements between adjacent properties shall be provided when possible.~~

~~f. Vehicle access shall be provided along side streets when possible to minimize pedestrian/vehicular conflicts.~~

~~g. Vehicle access shall be minimized and located as far as possible from street intersections to provide adequate stacking.~~

~~h. Parking areas and pedestrian circulation shall be visible from buildings, especially entrances.~~

~~i. The circulation system shall be designed so that pedestrian circulation will be parallel with vehicle traffic.~~

~~j. The circulation system shall be designed to minimize the need for pedestrians to cross parking aisles and landscape areas.~~

~~k. The circulation system shall be designed to provide pedestrian links between buildings and the street sidewalk system.~~

~~l. The circulation system shall include adequate directional signs for entrances, exits, parking areas, loading areas, and other areas.~~

D. Single-Family Residence Standards.

1. ***Minimum Number of*** ~~Dwelling Unit~~ ***Parking Spaces Required***. ~~For each single-family residence unit there shall be~~ a minimum of two parking stalls located within a garage ***shall be provided for each single-family residence.***

2. ***Design Standards.***

a. ~~Location of~~ Carports. Carports that are not an integral part of the main residence shall be located no closer than forty feet to any street and no closer than the residence to any adjacent street.

b. Driveways. A paved driveway shall be provided from a street or alley to garages and carports. Each driveway shall have a minimum vertical clearance of eight feet and a minimum width of eight feet.

c. Vehicle Backout. A minimum unobstructed distance of twenty-five feet shall be provided for vehicle backout from garages, carports and other parking stalls as measured to a street or the opposite side of an alley.

E. ~~Multiple-Family~~ ***Multifamily*** Residence Standards.

1. ***Minimum Number of Parking Spaces Required*** ~~Dwelling Unit Parking.~~

a. ***Dwelling Units***. For each dwelling unit, there shall be one parking stall within a

garage and one parking stall which may be open or covered, i.e., carport, or two spaces within a garage.

~~b. Dwelling units having more than two bedrooms shall increase parking by two-tenths of a parking space for each bedroom in excess of two in each unit. Whenever the computation of the required number of parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls. See subsection (E)(3) for example.~~

~~c. Tandem parking may be permitted when stalls are assigned to the same dwelling unit, but may not be permitted for guest parking. Tandem parking may be located within a garage, or on a driveway which leads to a garage, carport or open parking stall and does not impede vehicular and/or pedestrian traffic.~~

~~d. Whenever the computation of the required number of parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls. For example, a multiple family development consisting of four units with three bedrooms each shall have 8.8 required parking stalls and 1.6 guest parking stalls. The 8.8 would change to nine required parking stalls and the 1.6 would change to two guest parking stalls.~~

~~e. each dwelling unit, there shall be storage area provided in the required garage of one hundred fifty cubic feet plus an additional fifty cubic feet of storage for each additional bedroom over two bedrooms per unit. The storage area shall be designated for each unit.~~

b. Guest Parking. For each dwelling unit, there shall be a minimum of 0.4 covered or open parking stalls, or a combination of open and covered parking stalls, for guest parking spaces. Whenever the computation of the required number of guest parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls.

c. Senior Housing. For each senior housing unit, there shall be one parking stall enclosed in a garage and 150 cubic feet of additional storage area provided in the required garage. The storage area shall be designated for each unit. For each two (2) senior housing units, there shall also be at least one (1) open or covered guest parking space.

d. Calculations. Dwelling units having more than two (2) bedrooms shall increase parking by 0.2 of a parking space for each bedroom in excess of two (2) in each unit. Whenever the computation of the required number of parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls.

2. Design Standards

a. Accessible Parking. For each dwelling unit designed to accommodate the disabled, the required parking shall be designed as required by The Americans with Disabilities Act and State of California.

b. Tandem Parking. Tandem parking may be permitted when stalls are assigned to the same dwelling unit, but may not be permitted for guest parking. Tandem parking may be located within a garage, or on a driveway which leads to a garage, carport or open parking stall and does not impede vehicular and/or pedestrian traffic.

i. Vehicle Backout. A minimum unobstructed distance of 25 feet shall be provided for vehicle backout from garages, carports and other parking stalls as measured to a street or the opposite side of an alley.

ii. Driveways. The minimum width of driveways shall be 16 feet for 1-15 units and 26 feet for 16 or more units. Driveways shall have a minimum vertical clearance of 8 feet.

iii. Signs. Guest parking stalls shall be provided with permanent signs identifying them as guest parking stalls and shall be maintained at all times for guest parking.

~~b. Handicapped Parking. For each dwelling unit designed to accommodate the physically handicapped, the required parking shall be designed for the handicapped as required by the state of California.~~

~~c. Guest Parking. For every dwelling unit, there shall be a minimum of four-tenths covered or open parking stalls, or a combination of open and covered parking stalls, for guest parking. Whenever the computation of the required number of guest parking stalls results in a fraction, the next higher whole number shall be the required number of parking stalls. For example, a multiple family development consisting of three units with three bedrooms each shall have 6.6 required parking stalls and 1.2 guest parking stalls. The 6.6 would change to 7 required parking stalls and the 1.2 would change to two guest parking stalls.~~

~~Guest parking stalls shall be provided with permanent signs identifying them as guest parking stalls and shall be maintained at all times for guest parking.~~

~~d. Driveways. The minimum width of driveways shall be sixteen feet for one to fifteen units and twenty-six feet for sixteen or more units. Driveways shall have a minimum vertical clearance of eight feet.~~

~~e. Vehicle Backout. A minimum unobstructed distance of twenty-five feet shall be provided for vehicle backout from garages, carports and other parking stalls as measured to a street or the opposite side of an alley.~~

~~f. Senior Housing. For each senior housing unit, there shall be one parking stall enclosed in a garage and one hundred fifty cubic feet of additional storage area provided in the required garage. The storage area shall be designated for each unit. For each two senior housing units, there shall also be at least one open or covered guest parking space.~~

~~F. Mobilehome Park Standards. For every four mobilehome sites, or fraction, there shall be a minimum of nine open parking stalls.~~

G. Commercial, Institutional, Recreational and Industrial Use Standards.

1. The required number of parking stalls shall be provided for each use as specified below. For mixed uses, the required number of parking stalls shall be the sum of the number of parking stalls required for the individual uses computed separately. Whenever the computation of the required number of parking stalls results in a fraction, the next whole number shall be the required number of parking stalls for the use. Reserved or designated parking stalls are prohibited.

Use	**Required Number of Parking Stalls**
Animal care facilities	One for each 250 square feet of gross floor area
Arcades	The number shall be established by a parking study as prescribed in Section 21.03.020(H)
Automotive services: repair, full service stations, and washes	One for each 250 square feet of gross floor area, but not less than 7, plus one for each employee
Automotive services: self-service stations	One for each 350 square feet of gross floor area, but not less than 2
Building and landscape materials	One for each 250 square feet of interior retail space and one for each 2,000 square feet of exterior retail/storage area
Child day care centers	One for each 15 children and one for each employee
Churches, theaters, clubs, auditoriums, lodge halls and other places of fixed assembly	One for each 4 permanent seats in the main assembly area and one for each 40 square feet of seating area in the main assembly area where temporary or moveable seats are provided
Community care, convalescent, nursing and assisted living facilities	One for each 3 beds and one for each 3 employees
Convenience stores in conjunction with service stations	One for each 250 square feet of gross floor area, but not less than 7, plus one for each employee
Hospitals	One for each patient bed
Hotels and motels	One for each guest room, one for each manager's unit and one 15′ x 35′ stall reserved for recreational vehicles for each 15 rooms
Libraries and museums	One for each 500 square feet of gross floor area
Manufacturing, industrial and wholesale uses	One for each 500 square feet of gross floor area for the first 10,000 square feet and one for each 1,000 square feet of gross floor area thereafter

Medical office/medical clinic	One for each 200 square feet of gross floor area, but not less than 8
Offices	One for each 250 square feet of gross floor area, but not less than 8
Recreation and sports facilities, gyms, spas and health and fitness centers	The number shall be established by a parking study as prescribed in Section 21.03.020(H)
Restaurants and other places where food or beverages are served	One for each 100 square feet of gross floor area
Retail sales and services	One for each 250 square feet of gross floor area
Retail sales and services, including shopping centers, with over fifty thousand square feet of gross floor area	One for each 250 square feet of gross floor area or the number may be established by a parking study as prescribed in Section 21.03.020(H)
School, educational	One for each employee, one for each 20 elementary and junior high school students; one for each 5 senior high school students; and 10 for each 20 college classrooms
School, vocational	One for each 2 students and one for each employee
Swap meet, indoor	The number shall be established by a parking study as prescribed in Section 21.03.020(H)
Warehousing	One for each 1,000 square feet of gross floor area for the first 5,000 square feet of gross floor area. One for each 2,000 square feet of gross floor over 5,000 square feet, plus one for each vehicle stored on the premises
Uses not otherwise specified in this subsection	The number shall be established by a parking study as prescribed in Section 21.03.020(H)

2. Drive-Through Businesses. A stacking space at least one hundred twenty feet long and ten feet wide with eight feet of vertical clearance shall be provided for drive-through businesses. The stacking space shall not block any parking stalls or any portion of a traffic lane.

3. Driveways. The minimum width of driveways shall be twenty-six feet. Driveways shall

have a minimum vertical clearance of eight feet.

H. Parking and Loading Study.

1. The ~~d~~***D***irector may require a parking and loading study. The parking and loading study shall be submitted to the director for approval. The action of the director shall be final unless appealed as prescribed in Section 21.01.030(F) of this title.

2. The parking and loading study shall be prepared by a registered traffic engineer. The study shall describe all proposed uses and show the recommended number and layout of parking stalls and loading areas including:

   a. Standard, compact and ~~handicapped~~ ***accessible*** parking stalls and the basis for the number of parking stalls proposed in each category;

   b. Access;

   c. Driveways, aisles and circulation patterns;

   d. Landscaped areas;

   e. Signs; ***and***

   f. Such other information as the ~~d~~***D***irector may deem necessary to adequately and completely describe the plan.

3. The plan shall be approved as submitted or with conditions if the following findings are made:

   a. The parking and loading plan will adequately provide for the parking and loading needs of the development;

   b. The parking and loading plan will not adversely affect traffic patterns; ***and***

   c. The parking and loading plan will not be detrimental to the public health, safety or welfare.

I. Recreational Vehicles.

1. Purpose. The purpose of the recreational vehicle (RV) code is to clearly define what is considered a recreational vehicle and to identify locations and standards for storage of recreational vehicles in residential zones and to identify requirements for temporary parking of recreational vehicles in order to protect the integrity, value and character of residential neighborhoods along with public health and safety.

2. Definitions. Recreational vehicles or RVs are defined to cover both recreational vehicles that are motorized and non-motorized.

"Motorized recreational vehicle" means a motor home built on a truck or bus chassis or a van chassis which usually has a section overhanging the cab. All these vehicles are powered by internal combustion engines that run on gasoline, diesel, batteries or other fuel. Van campers and pickup truck campers are excluded from the recreational vehicle definition. Inoperative vehicles pursuant to Section 9.36.010(8) of the Glendora Municipal Code are prohibited.

"Non-motorized recreational vehicle" means a conventional travel trailer or a fifth wheel trailer utilized for recreational purposes and designed to be towed by a vehicle. Boats, horse trailers, utility trailers for storing recreational equipment or other equipment and all-terrain vehicles stored on trailers utilized for recreational purposes are considered non-motorized recreational vehicles. Pickup truck camper shells which have been removed from the vehicle and stored are considered non-motorized recreational vehicles and shall conform to the provisions of this title.

The following diagrams represent examples of recreational vehicles as defined by this subsection and are not meant to be a complete list of examples:

RECREATIONAL VEHICLE EXAMPLES

Motor Home

5th Wheel Trailer

Travel Trailer

Tent Trailer

Sea-doo (or other equipment such as a boat or motorcycles) on trailer

Horse Trailer

Utility Trailer enclosed example

Utility Trailer open example

The following examples are exempt from the recreational vehicle definition:

Van Camper is excluded

Pickup Truck Camper is excluded

"Recreational vehicle storage" means on-site residential parking of a recreational vehicle on a parking space approved for a recreational vehicle by this section that is separate from the required off-street parking for a single-family residence.

"Temporary recreational vehicle parking" means short-term parking for the purposes of cleaning and prepping which can occur on a public street with a valid city permit issued by the city pursuant to Section 10.12.021 of the Glendora Municipal Code or on private property within the front setback on an approved driveway leading to a garage for a time period not to exceed seventy-two hours at any one time.

"RV yard area" means those areas on a residential zoned parcel where an RV may or may not be stored relative to the main residential building and orientation to the street.

"RV front yard" for the purposes of RV storage means a space extending the width of a parcel between the front property line and the front of the residence and not less than the required front setback for the zone. If the front of the residence varies relative to the front property line, the RV front yard shall follow the front of the residence, not an imaginary straight line taken from the nearest wall of the residence to the street.

"RV side yard" for the purposes of RV storage means a space extending from the RV front yard area to the RV rear yard area between the side property line and the side wall of the main residence.

"Short RV side yard" for the purposes of RV storage means a space between the side property line

and the shortest side wall of the main residence and extending from the RV rear yard area up to three feet into the RV front yard area provided it does not extend beyond the main residence building line nearest the street, does not encroach into the front setback or into the required twenty-five-foot backout distance from the garage.

"RV rear yard" for the purposes of RV storage means a space extending the width of a parcel between the rear property line and a line parallel with the rear wall of the main residence.

"Corner lot RV front yard" for the purposes of RV storage means the street frontage with the property address.

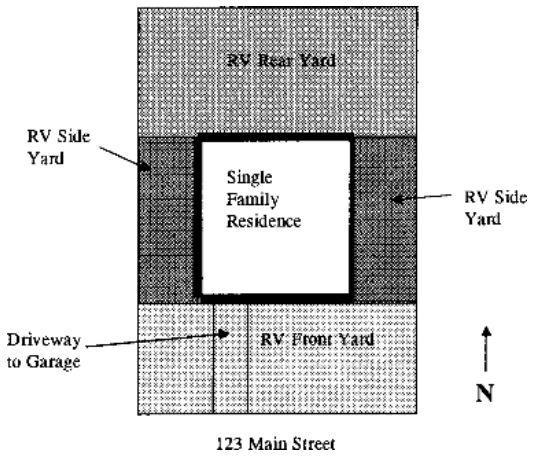
"RV street side yard" for the purposes of RV storage means the RV yard area adjacent to a street on a corner lot between the RV front yard as determined by the corner lot RV front yard definition and the RV rear yard.

"Irregular nonconforming RV lot" for the purposes of RV storage means a lot where one side is twenty-five percent or less of the other side, resulting in a lot depth of less than one hundred feet. Lot depth is measured from the mid-point of the front lot line to the mid-point of the rear lot line.

"Irregular nonconforming RV lot side yard" means the side yard for the narrowest side beginning at the side of the driveway farthest from the residence to the side property line of the narrowest side and extending from the front property line to the RV rear yard.

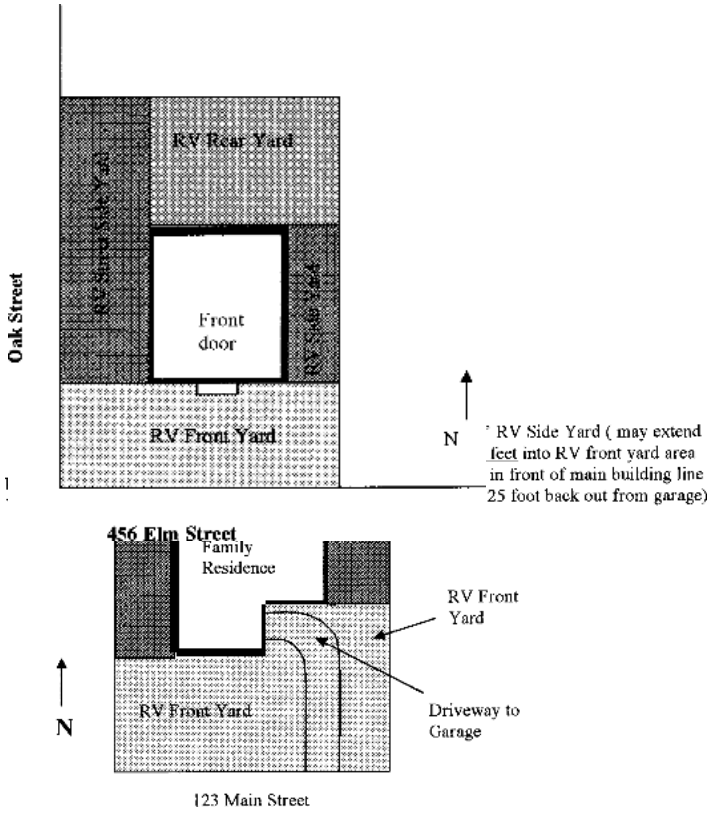
RV Yard Area Diagrams Examples (no scale):

Square residential layout

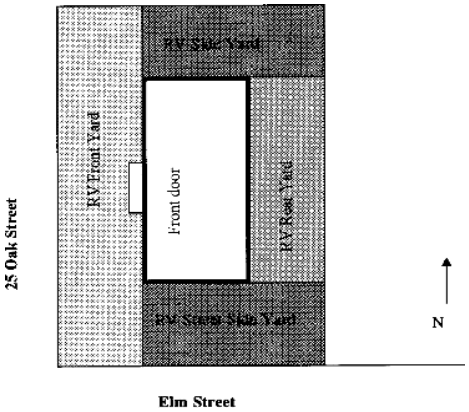


"L" residential layout

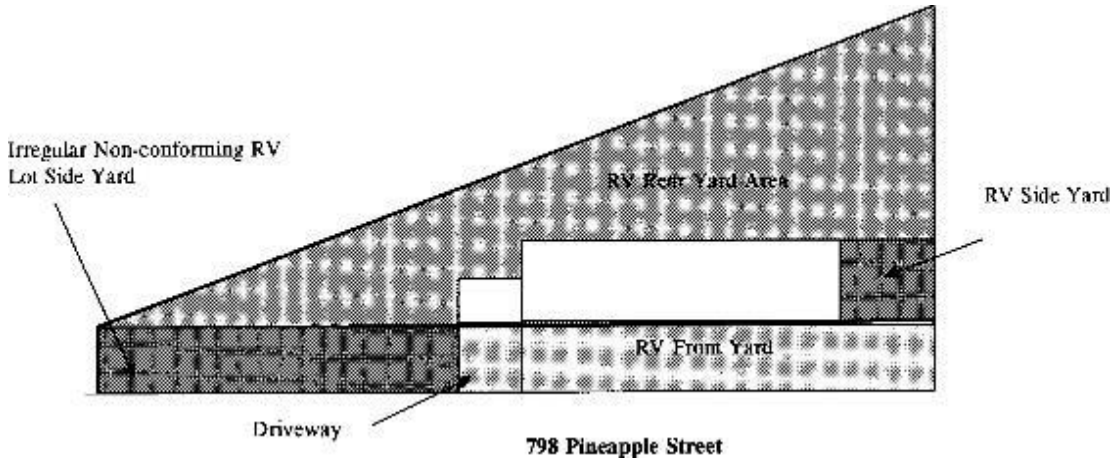
Corner lot RV yard area – Address and front door facing narrowest street frontage



Corner lot RV yard area – Address and front door facing longest street frontage



Nonconforming lot yard areas



3. Zones Which Allow RV Parking. Other than as permitted under Title 21 Use Table C and Route 66 Specific Plan Use Table 6-1, recreational vehicles may only be stored on single-family zoned lots or lots in which a single-family structure is occupying the parcel even though the lot may be zoned for multifamily structures. The ability to maintain storage of recreational vehicles on multiple-family zoned parcels shall only be permitted as long as there remains a sole single-family structure on the parcel. No commercial RV storage shall be permitted in any residential zone. Commercial RV storage facilities shall refer to Table C of Title 21 and Table 6-1 of the Route 66 Specific Plan in Title 21. In all cases, storage must maintain compliance with all other sections of this code.

4. Registered Owner. The registered owner of an RV stored on the property must either be the owner of the property or use the property as their primary residency. This subsection does not apply to a single RV stored on the property as a result of visiting guest(s) as long as the storage does not exceed seventy-two hours.

5. RV Storage Standards.

    a. Front Yard RV Storage. No storage of recreational vehicles may occur in the front yard area or in front of the main residence of the property unless an administrative review permit has been granted, with the exception of a slight encroachment extending from the side yard into the front yard not to exceed three feet and does not encroach into the twenty-five-foot back-out distance from a garage and is screened with a six-foot wall or solid fence. The only other exception to this subsection shall be the temporary parking of the RV on a driveway leading to a garage for the purpose of prepping the vehicle for use or cleaning the vehicle after its usage. In no case shall that period of time exceed seventy-two hours. Recreational vehicle temporary parking within the front setback and/or in front of the main residence on driveways leading to a garage shall not encroach onto the sidewalk area or public right-of way. This subsection shall pertain to RV

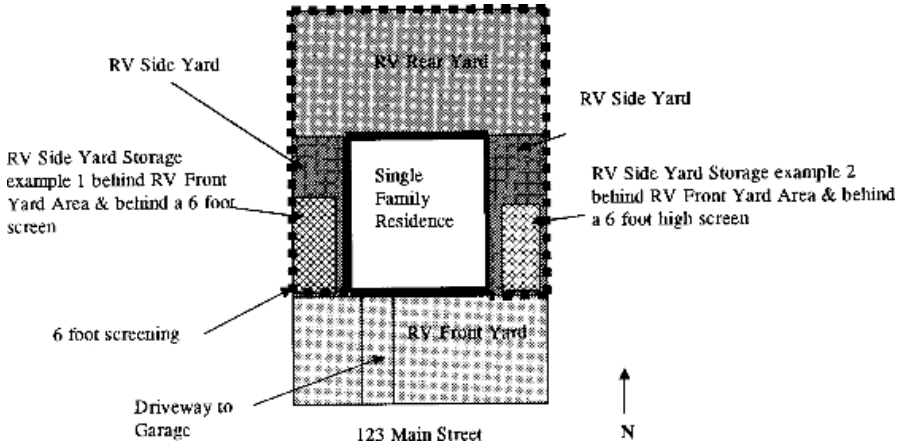
parking on private residential property. Temporary RV parking on public streets for any period of time is administered through Chapter 10.12 of the Glendora Municipal Code.

b. Rear Yard RV Storage. Storage of recreation vehicles in the rear yard area is permissible as long as there is a six-foot wall or solid fence to screen the vehicle from view. The RV shall not encroach closer to than two feet to any wall or fence. Screening walls, gates and fences shall be required to obtain any necessary review, approvals and permits.

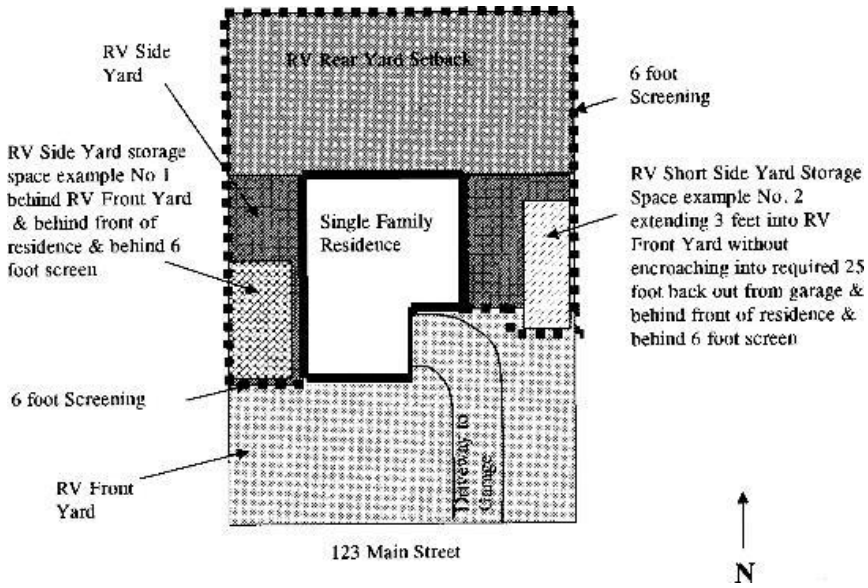
c. Side Yard RV Storage. Recreational vehicle storage is permitted in the RV side yard area behind the front setback and behind the RV front yard provided it is screened to a height of six feet as required by this title.

RV side yard storage examples:

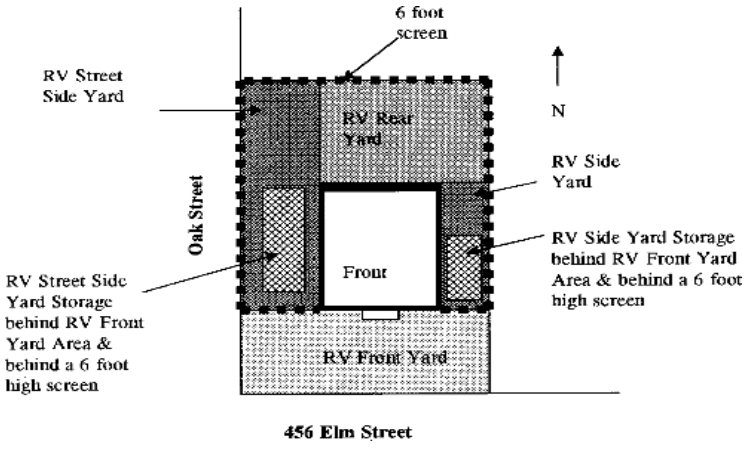
Side yard RV storage – Square residential building layout



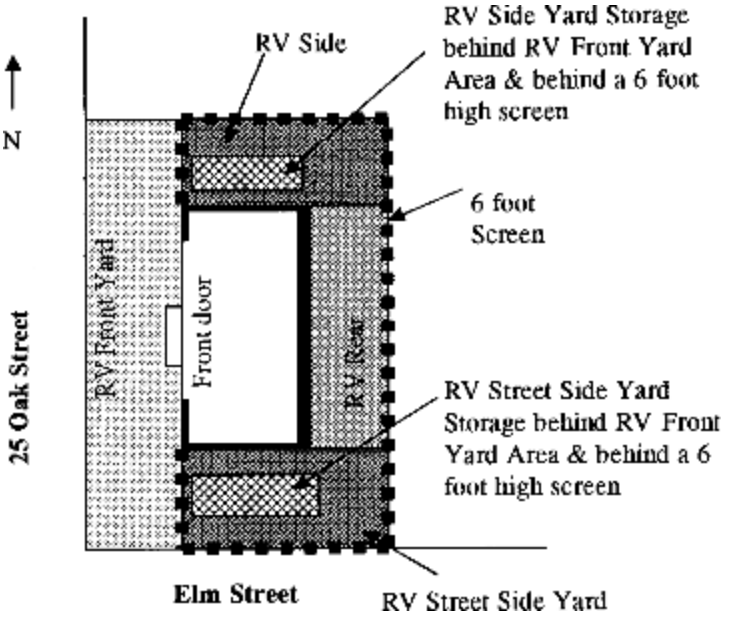
Side yard RV storage – "L" residential building layout



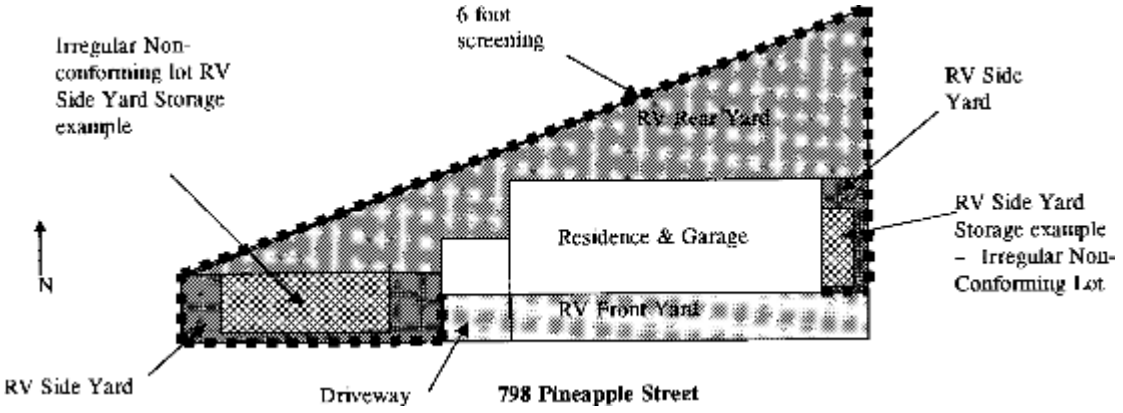
Side yard corner lot RV storage, address and front door on narrowest frontage



Side yard corner lot RV storage—Address/front door on longest street frontage



RV side yard storage—Irregular nonconforming lots



6. Parking Surface for RV Storage. RV storage may be on any surface. If the surface is vegetation, it must be maintained pursuant to GMC Section 9.36.020(4).

7. Access to Side or Rear Yard Storage Area. Generally access to side or rear yard storage areas shall be from the existing driveway. However in some cases, the access may require the recreational vehicle to access over a curb and sidewalk. In those cases, the property owner shall be responsible for the maintenance and if determined by the public works director the replacement of curb and sidewalk damaged by such use.

8. Screening. Acceptable screening is considered a wall or solid fence structure that has obtained all required approvals and permits from the city. Materials for screen fencing shall be masonry, wood or wrought iron with view-obscuring material. Materials for screening gates shall be wood or wrought iron with view-obscuring material. In no case shall an RV screening wall or fence along the side yard or rear yard be higher or lower

than six feet as measured to the highest finish grade. Recreational vehicle storage in a side yard area shall be screened from view from the public right-of-way as provided by this section. A gate is not required.

9. Temporary Coverings. No temporary coverings such as tarps or cloth screens are permitted. Fitted covers and permanent canopies are permitted and may be used as long as they are specifically designed for a recreational vehicle. All fitted covers and permanent canopies shall be maintained in good condition. Permanent canopies are structures which are permanently fixed to the ground and shall comply with all required building codes and Glendora Municipal Code Section 21.04.010(D)(2) Accessory Buildings.

10. Living Quarters. Recreational vehicles shall not be used as living quarters when stored on residential or commercial property within the city except as provided in Section 19.20.140 of the Glendora Municipal Code.

11. Temporary On-Street Parking. Temporary on-street RV parking shall be permitted for a maximum of seventy-two hours at any one time with an approved temporary RV street parking permit issued by the city as provided by Section 10.12.021, Early Morning Parking-Temporary Permits, of the Glendora Municipal Code.

12. Grandfathering of 1993 RV Parking Exemptions. The recreation vehicles granted an exemption through the 1993 ordinance and recorded with the community preservation division shall continue to be recognized as valid until the specific vehicle referenced in the exemption is no longer located on the property.

13. Enforcement. The effective date of the ordinance codified in this section shall be six months from the date of adoption by the city council.

14. Administrative Review Permit for RV Storage in RV Front Yard.

    a. Storage of an RV in an RV front yard area of a single-family residential zone or a multiple-family residential zone developed with only one residence is prohibited unless an administrative review permit is approved by the director of planning and redevelopment.

    b. The application for an administrative review permit for RV storage in a RV front yard area shall be denied unless all of the following five findings for approval can be made:

        (A) The subject property is unique in size or configuration;

        (B) There is no available space in a garage, side yard or rear yard area which can accommodate the RV in conformance with this title;

        (C) The property can accommodate screening from view from the public right-of-way and surrounding properties with a six-foot high wall/fence and gate constructed with view obscuring material. The six-foot high wall/fence and gate screening does not encroach into the front yard setback area or twenty-five-foot back-out distance from a required garage;

(D) The RV can be parked parallel to the side property line and as near the property line as possible;

(E) Only one RV can qualify for an administrative review permit for RV front yard storage on the subject property.

c. The following development standards shall be incorporated into conditions of approval for the administrative review permit:

(A) The RV storage space shall not encroach or block the required twenty-five-foot back-out distance from an approved garage;

(B) The director may impose additional conditions as needed to ensure compliance with regulations and to reduce adverse impacts to surrounding neighborhood properties.

d. The administrative permit shall be approved or denied by the director of planning and redevelopment with appeal to the planning commission. The action of the planning commission, shall be based on findings in subsections (I)(14)(b)(A) through (E) and supported by factual findings in order to grant the appeal. The action of the planning commission shall be final with no further administrative appeal possible.

J. Off-Street Loading Standards. Every nonresidential use shall have permanently maintained off-street loading spaces pursuant to the following provisions.

1. The following minimum number of loading spaces shall be provided for each use:

a. Commercial, institutional, hospital and senior group housing uses:

Gross Floor Area	**Spaces Required**
Less than 5,000 sq. ft.	None
5,000—20,000 sq. ft.	One
Each additional 20,000 sq. ft.	One additional, maximum of 6

b. Office uses:

Gross Floor Area	**Spaces Required**
Less than 10,000 sq. ft.	None
10,000—40,000 sq. ft.	One
Each additional 20,000 sq. ft.	One additional, maximum of 4

c. Wholesale, warehousing, and industrial uses:

Gross Floor Area	Spaces Required
Less than 10,000 sq. ft.	One
Each additional 20,000 sq. ft.	One additional

d. Requirements for uses not specifically listed shall be determined by the director based upon the requirements for comparable uses and upon the particular characteristics of the proposed use.

2. Design Standards. All off-street loading areas shall follow the ~~The following~~ ***design standards as provided in Section 21.03.020 Parking Development and Design Standards and the following standards*** ~~shall apply to all off-street loading spaces:~~

a. Dimensions. Required loading spaces shall be not less than fifteen (***15)*** feet in width, fifty feet in length, with fourteen feet of vertical clearance.

b. ~~Lighting. Loading spaces shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be in scale with the height and use of buildings. Any illumination shall be directed away from adjacent properties and public rights-of-way. Low level lighting shall be used where possible.~~

~~c. Location. Loading spaces shall be located and designed to ensure that all vehicular turning maneuvers occur on site. Loading spaces shall not be located in any required yard setback that is adjacent to a public right-of-way.~~

~~d. Screening. Loading areas adjacent to residentially zoned property shall have a six-foot high solid architecturally treated wall with a stucco or equivalent finish or material approved by the director.~~

~~e. Striping. Loading areas shall be striped indicating the loading spaces and identifying the spaces for loading only. The striping shall be maintained in a clear and visible manner.~~

~~f. Surfacing. Loading areas shall be surfaced with a minimum thickness of four inches of asphaltic concrete over a minimum thickness of six inches of an aggregate base material or as otherwise approved by the city engineer.~~

b. Location.

i. Loading spaces and docks shall not be provided on primary street frontages.

ii. Loading spaces shall be located and designed to ensure that all vehicular turning maneuvers occur on site.

iii. Loading spaces shall not be located in any required yard setback that is

adjacent to a public right-of-way.

c. Lighting. All off-street loading areas shall comply with the lighting requirements as provided in Section 21.03.020(C)(10) (Lighting).

d. Screening. Loading areas adjacent to residentially zoned property shall have a six- foot-high fence or wall in accordance with Section 21.03.010(F) (Fences and Walls).

e. Striping and Surfacing.

i. ***Striping. Loading areas shall be striped indicating the loading spaces and identifying the spaces for loading only. All loading spaces shall be clearly outlined with striping, and all aisles, approach lanes, and turning areas shall be clearly marked with directional arrows and lines to provide for safe traffic movement.***

ii. ***Surfacing. Loading areas shall be surfaced with a minimum thickness of four inches of asphaltic concrete over a minimum thickness of six inches of an aggregate base material or as otherwise approved by the city engineer. All surfacing shall allow for proper drainage and subject to the approval of the City Engineer.***

~~K. Accessory Dwelling Unit Standards. Parking is not required for an accessory dwelling unit or junior accessory dwelling unit.~~

(Ord. 2015 § 2, 2017; Ord. 2017 § 2, 2017; Ord. 2053 § 2, 2020)

The following sections are not being revised and will remain unchanged in the Code: 21.03.030, 21.03.040, 21.03.050, 21.03.060, 21.03.070, 21.03.080, 21.03.090, 21.03.100, 21.03.110, 21.03.120, 21.03.130, 21.03.140, and 21.03.150.

CHAPTER 21.04 RESIDENTIAL ZONES

§ 21.04.010. Single-family residence.

A. Purpose. The purpose of single-family residential zones is to protect and promote the unique single-family nature of the city by limiting the uses in such zones to residential and residentially compatible uses and by requiring standards for the use, maintenance and development of single-family residential zoned properties. The single-family residence zones are:

1. R-1 (Single-family residential);
2. E-3, E-4, E-5, E-6 and E-7 (Single-family estate);
3. RHR (Rural hillside residential).

B. Permitted Uses.

1. Single Family Residences, Accessory Dwelling Units, SB 9 Units, and Accessory Buildings. Any combination of one single-family residence, an accessory dwelling unit, a junior accessory dwelling unit, a secondary SB 9 unit, and accessory buildings, as provided for herein or under state law.

2. Home Occupations as an Accessory Use to a Single-Family Residence. The establishment and conduct of home occupations shall comply with all of the following requirements to ensure that the use will be compatible with, and not detrimental to, the neighborhood:

    a. There shall be no exterior evidence of the conduct of a home occupation.

    b. The home occupation shall be conducted only within the enclosed living area of the residence or an enclosed, roofed accessory building.

    c. There shall be no storage of hazardous materials.

    d. Only the residents of the residence shall be engaged in the home occupation.

    e. There shall be no sale of goods on the premises.

    f. The establishment and conduct of the home occupation shall not change the principal character of the residence.

    g. There shall be no signs posted other than those permitted in the zone in which the residence is located.

    h. The required residential off-street parking shall be maintained.

    i. The conduct of the home occupation shall not create greater vehicular or pedestrian traffic than is normal for the zone in which it is located.

    j. There shall be no outside storage of goods, supplies, equipment or other materials.

    k. There shall be no pickups or delivery of goods, supplies, equipment, or other materials, except between the hours of seven a.m. and six p.m.

    l. The conduct of the home occupation use shall not create noise levels in excess of those permitted in the zone in which the residence is located.

3. Boarding House. Except as otherwise permitted by state or federal law, a boarding house is prohibited in single-family zones. Any boarding house use which is nonconforming by reason of adoption of this subsection or any amendment thereto or by annexation to the city of territory upon which a boarding house is located shall be abated, that is, removed or made to comply with the provisions of this chapter, within six months.

4. Care facilities including intermediate care facility/developmentally disabled habilitative which serves six or fewer persons or an intermediate care facility/developmentally disabled-nursing which serves six or fewer persons or a congregate living health facility, a "residential facility" defined by Section 1502 of the Health and Safety Code, or a "residential care facility" defined by the Health and Safety Code Section 1568.013 shall

be considered a residential use of property and shall comply with the provisions of this chapter.

C. Uses Permitted Subject to Conditional Use Permit.

1. Churches;
2. Educational schools;
3. Lodge halls;
4. Child daycare centers in conjunction with a church;
5. Outdoor swap meets.

D. Development Standards.

1. Single-Family Residences. The minimum lot area, lot width, lot depth, floor area, setbacks and building height shall be as specified in Table A (see appendix to this title).

2. Accessory Buildings.

   a. Accessory buildings that are not accessory dwelling units or secondary SB 9 units shall be subject to the floor area ratio or lot coverage standards of the underlying zone.

   b. The maximum height shall be ~~sixteen~~ ***16*** feet, but not exceeding one story.

   c. The maximum area of an accessory building shall not exceed 1,200 square feet.

   ~~c.~~ ***d.*** Detached accessory buildings shall be set back a minimum of four ***(4)*** feet from side and rear property lines and located no closer to a street than the front and street side yard setbacks.

   ~~d.~~ ***e.*** Attached accessory buildings shall be subject to the setback requirements of the single-family residence zones as specified in Table A (See Appendix to this title).

   ~~e.~~ ***f*** The architectural design and detailing, roof pitch and material, and exterior color and finish materials of an accessory building over two hundred fifty square feet shall match the primary dwelling or be consistent with the city's adopted objective design standards for residential development.

3. Patio Structures. Open patio structures that are attached to a single-family residence may project into the required rear yard setback, but no closer than four ***(4)*** feet to the rear property line.

4. Guest Houses.

a. The guest house shall be limited to one bedroom and a three-quarter bathroom (sink, toilet and bathtub or shower only).

b. The guest house shall not include kitchen facilities.

c. The guest house shall meet the development standards for accessory buildings.

d. The architectural design and detailing, roof pitch and material, and exterior color and finish materials of a guest house hall match the primary dwelling or be consistent with the city's adopted objective design standards for residential development.

5. Churches.

a. The minimum lot area shall be one gross acre.

b. The maximum building height shall be thirty-five feet, but not exceeding two stories.

c. A six-foot-high masonry wall shall be constructed and maintained on all property lines abutting residentially zoned properties.

d. Church sites shall abut and have vehicular access directly from a minimum thirty-foot-wide public street, as measured from curb to curb.

e. No building shall be located closer than twenty-five feet to any property line constituting the parcel boundary.

f. A detached single-family residence shall conform to the development standards specified in Table A (see appendix to this title).

6. Educational Schools.

a. The minimum lot area shall be five gross acres.

b. The maximum building height shall be thirty-five feet, but not exceeding two stories.

c. No building shall be located closer than twenty-five feet to any property line constituting the parcel boundary.

7. Lodge Halls. The minimum lot area shall be twice that specified in Table A (see appendix to this title). The minimum lot width, lot depth, floor area ratio, floor area, setbacks and building height shall be as specified in Table A (see appendix to this title).

8. Public Facilities.

a. The minimum setback for structures exceeding nine hundred square feet in area shall be as specified for the underlying zone, except that there shall be no minimum setback along property boundaries adjacent to another public facility, wash, freeway, railroad, building- or use-restricted area, or other similar rights-of-way or easements.

b. The minimum setback for structures not exceeding nine hundred square feet in area shall be three feet, except that there shall be no minimum setback along property boundaries adjacent to another public facility, wash, freeway, railroad, building- or use-restricted area, or other similar rights-of-way or easements.

c. The maximum lot coverage shall be determined by the reviewing body.

d. The maximum floor area ratio shall be determined by the reviewing body.

e. The maximum height of structures shall not exceed thirty-five feet.

9. Gated Communities.

a. Planning Commission and City Council Review. A gated community for new or existing areas shall be established within the city only after being reviewed by the planning commission and receiving approval from the city council pursuant to subsection 21.02.040(B)(16) of this title. The city council may impose conditions of approval deemed necessary for the public health, safety and welfare. Persons desiring a gated community shall submit an application for same to the city on forms obtained from the planning and redevelopment department. The application shall be accompanied by a fee as established by resolution of the city council.

b. Requirement. The following must be presented in conjunction with an application to establish a gated community:

i. Area to be Served. A plan showing that the control gates will serve a well-defined, independent neighborhood. In no event, shall a plan be approved or considered by the city where the purpose, intent or effect is to create a gated community within a gated community. Furthermore, no plan shall be approved or considered by the city where access to the proposed gated community requires vehicles to pass through more than one common gate, unless the application clearly demonstrates that the inner gate will be removed upon construction of the outer gate.

ii. Neighborhood Support and Financial Plan. The application shall include a petition containing the notarized signatures of one hundred percent of the property owners within the proposed gated community, as shown on the latest equalized assessment roles of the Los Angeles County Assessor's office, clearly stating their support for the creation of a gated community, a homeowners' association and acceptance of ongoing maintenance responsibilities. A financial plan shall be submitted in connection with the petition demonstrating that the gate, roadways and other public improvements that may be vacated in connection with their request will be properly maintained on a permanent basis.

iii. Design and Access Standards.

(A) The gating mechanism shall provide for the installation of a system override device (e.g. Knox-box) as approved by the Chief of Police, Los Angeles County Fire Department, and other emergency and public utility

service providers. Refer to Chapter 9.54 for Police Department requirements.

(B) The gating mechanism shall be set back a distance as established in a queuing study prepared by a licensed traffic engineering firm, which is reviewed by the city and approved by the city council.

(C) A minimum thirty-six foot radius turnaround shall be provided in front of the gating mechanism to ensure unrestricted access to and from the gate area and the public street system. This requirement may be increased based upon site specific considerations of the public health, safety and welfare at the discretion of the city.

(D) An application for a gated community shall be accompanied by written approval from the Los Angeles Fire Department, the city police department, and other emergency service providers for the proposed development or conversion of an existing neighborhood.

(E) The neighborhood served by the proposed gating mechanism shall be self-contained, which means that it shall not contain any public use or through streets.

(F) The gated community must not restrict established public traffic circulation.

(G) The gated community shall not eliminate access to existing or potential future developments or public or privately owned public use recreation resources, trails or schools. Plans for gated communities shall clearly show how these will continue to be accessible.

iv. Utility Coordination. The plan shall show the layout of adjacent utility facilities. Any utilities that conflict with the proposed gating mechanism, or need to be relocated to provide accessibility as determined by the appropriate utility company, shall be relocated at the applicant's expense. The plan shall also provide access to the neighborhood to perform their function.

v. Vacation of Public Streets. When vacation of all or a portion of the public right-of-way is needed to facilitate a gated community, the applicant shall first process a street vacation application through the public works department. No action shall be taken on the gated community request until the city council has taken final action on the street vacation request.

10. Outdoor Swap Meet Standards.

a. The purpose of this section is to regulate the use of outdoor swap meets to ensure that the use will be compatible with and not detrimental to the health, safety and welfare of the public in addition to surrounding residential land uses.

b. Outdoor swap meets shall comply with all of the following criteria:

i. The outdoor swap meet shall be located on real property used principally as

a public school.

ii. The site must encompass a minimum area of ten acres.

iii. The outdoor swap meet shall be located on property with vehicular ingress and egress to two collector streets.

iv. Vehicle parking and traffic circulation shall be in conformity with all applicable state laws and regulations and subsection 21.03.020(H).

v. All vehicle parking shall be located on-site. Each site for which a swap meet is proposed must be sufficiently sized to provide adequate vehicle traffic circulation.

vi. All swap meet vendors shall obtain a California State Board of Equalization seller's permit which shall be displayed in a conspicuous location at all times.

vii. Sanitary facilities, electrical plans, and ADA accessibility shall be in conformity with all applicable state laws and regulations.

viii. All food services shall be licensed by the Los Angeles County Health Department.

ix. Rides and amusement attractions are prohibited.

x. The sale of alcoholic beverages is prohibited.

xi. The sale of animals is prohibited.

11. Detached Accessory Structures. Properties in the RHR zone are permitted to have up to ~~two~~ ***2*** detached accessory structures not to exceed ~~one thousand~~ ***1,000*** square feet in combined total area. Detached accessory structures shall be at least ~~six~~ ***6*** feet from the main residence, no closer than ~~three~~ ***4*** feet from the side and rear property line and shall not exceed more than ~~sixteen~~ ***16*** feet in height. One detached open patio up to ~~four hundred~~ ***400*** square feet in area shall be allowed and exempted as a detached accessory structure. Any open patio structure exceeding ~~four hundred~~ ***400*** square feet in area shall be counted as a detached accessory structure, and the area exceeding ~~four hundred~~ ***400*** square feet will be added to the ~~one thousand~~ ***1000*** square foot total calculation. For example, if there is an existing ~~six hundred~~ ***600*** square-foot detached garage and a new ~~five hundred~~ ***500*** square-foot detached open ratio is proposed, the detached open patio will be considered a detached accessory structure and ~~one hundred~~ ***100*** square feet of the open patio shall be included in the ~~one thousand~~ ***1000*** square foot calculation. Therefore, the total number of detached accessory structures will increase to ~~two~~ ***2*** and the combined total area of detached accessory structures shall be ~~seven hundred~~ ***700*** square feet. Open patios are structures without walls, and either a solid or a lattice roof.

E. Rural Hillside Residential (RHR). Properties in the RHR zone shall be subject to the requirements of Section 21.04.030 and the following:

1. For any subdivision, the number of lots shall be determined in part by the following formula, A=1/[1.089— 0.01778(S)], where "A" is the area factor in acres and "S" is the average slope of the subdivision in percentage (S = x%) as computed pursuant to Section 21.04.030 of this chapter. When the average slope of the subdivision exceeds forty-five percent, the average net lot area shall be ten acres. As used in this section, net lot area means the area of a lot unrestricted by recorded instruments for ingress and egress, utilities, flood control or other purposes which prohibit the use of the land for single- family purposes. While net lot area may be less than one acre, in no event shall the minimum gross lot size be less than one acre.

2. The maximum number of lots shall be determined by dividing the net area of the subdivision by the area factor and rounding down the next whole number.
3. For any subdivision, no lot that can be subsequently subdivided under this section shall be included in the formula to determine the number of lots unless the development rights beyond one dwelling unit for such lot are dedicated to the city.

4. For any subdivision, lots in excess of the maximum number permitted may be created if dedicated to the city.

5. Care facilities including intermediate care facility/developmentally disabled habilitative which serves six (6) or fewer persons or an intermediate care facility/developmentally disabled-nursing which serves (6) six or fewer persons or a congregate living health facility, a "residential facility" defined by Section 1502 of the Health and Safety Code, or a "residential care facility" defined by the Health and Safety Code Section 1568.013, supportive housing, and transitional housing, shall be considered a residential use of property and shall comply with the provisions of this chapter.

(Ord. 1618 § 1 Exh. A, 1993; Ord. 1675 §§ 3, 4, 1998; Ord. 1713 § 3, 2000; Ord. 1724 § 2, 2000; Ord. 1756 §§ 1—3, 2002; Ord. 1773 §§ 1—2, 2003; Ord. 1777 § 2, 2003; Ord. 1782 §§ 6, 7, 10, 2003; Ord. 1836 § 15, 2006; Ord. 1934 §§ 3, 4, 2010; Ord. 1949 § 3, 2011; Ord. 2006 § 2, 2016; Ord. 2015 § 2, 2017; Ord. 2053 § 2, 2020; Ord. 2081, 1/9/2024; Ord. 2085, 5/28/2024~~)~~

§21.04.020. Multiple-family residence.

A. Purpose. The purpose of the multiple-family residential zones is to provide for the development of multiple-family residences and compatible uses in a manner that harmonizes with the residential character of the city. This designation is intended for medium to high density residential development. The multiple-family residence zones are:

   1. R-2 (Restricted multiple-family residence);
   2. R-3 (Multiple-family residence);
   3. GA (Garden apartments);

4. LGA (Limited garden apartments).

B. Permitted Uses.

1. Multiple-Family Residences and Accessory Buildings. Development shall be subject to development plan review prior to the issuance of permits in accordance with Section 21.02.040.

2. Single-Family Residence Zone Uses. Uses permitted in the single-family residence zones subject to the development standards of the R-1 single-family zone.

3. City Facilities. Development shall be subject to development plan review prior to the issuance of permits in accordance with Section 21.02.040.

4. Supportive housing, and transitional housing.

C. Uses Permitted Subject to Conditional Use Permit.

1. Uses permitted subject to a conditional use permit in the single-family residence zones;

2. Retention of an existing single-family residence or accessory building on property being developed with multiple-family residences, with the exception of properties being developed with an accessory dwelling unit.

D. Development Standards.

1. Multiple-Family Residences. Lot area, lot area per unit, lot width, lot depth, floor areas, building heights and setbacks shall be as specified in Table B (see Appendix 21.A).

2. Accessory Buildings. The following requirements shall apply to accessory buildings with the exception of properties that include an accessory dwelling unit as defined in Section 21.01.020(C) and required by Section 21.04.040 of this title:

a. The floor area of a detached accessory building shall not exceed one thousand six hundred square feet.

b. The maximum height shall be sixteen feet, but not exceeding one story.

c. Detached accessory buildings shall be set back a minimum of four feet from side and rear property lines and located no closer to a street than the main building or the front and street side yard setbacks, whichever distance is greater.

d. Detached accessory buildings with direct vehicular access from a public alley shall be located a minimum of twenty-five feet from the opposite side of the alley.

e. Attached accessory buildings shall be subject to the setback requirements of the main buildings.

~~3.~~ Refuse Areas. ***All refuse storage requirements for multifamily residential zones shall comply with the design standards in this Section and Chapter 21.15 (Objective Design Standards).*** ~~Refuse areas shall be provided for the storage of refuse containers. All refuse shall be deposited in refuse containers in the refuse areas which shall be screened~~

~~by walls six feet in height and a solid gate not less than five feet in height. The gate shall be maintained in good working order and shall remain closed except when in use. The refuse containers shall be of sufficient size to accommodate the trash generated.~~

4. ~~Usable~~ Open Space. ***All open space requirements for multifamily residential zones shall comply with the design standards provided in Section 21.03.015 (Landscaping) and Chapter 21.15 (Objective Design Standards).*** ~~Each multiple-family development shall provide a minimum of four hundred square feet of usable open space per residential unit, subject to the following standards:~~

   a. ~~The usable open space may be comprised of common open space shared by more than one (1) residential unit or private open space for the exclusive use of the residents of one (1) unit;~~

   b. ~~Common open space at the ground level shall have a minimum area of two hundred twenty-five square feet and no dimension less than fifteen feet. Private open space located at the ground level shall have a minimum area of one hundred fifty feet square feet and no dimension less than ten feet. Open space provided on a balcony or roof deck shall have a minimum area of sixty square feet and no dimension less than six feet;~~

   c. ~~Private open space located at the ground level adjacent to a street shall be screened to a minimum height of five (5) feet;~~

   d. ~~Parking facilities, driveways, service areas, required setback areas abutting a street and portions of balconies or roof decks, which extend into required setback areas, are not usable open space.~~

5. ~~Required~~ Landscaping. ***All landscaping requirements for multiple-family residential zones shall comply with the design standards provided in Section 21.03.015 (Landscaping) and Chapter 21.15 (Objective Design Standards).*** ~~All land not covered by structures, walkways, driveways and parking shall be landscaped and irrigated with an automatic irrigation system installed in accordance with the Uniform Plumbing Code. The plant material shall be of drought tolerant species and permanently maintained. Berms, walls and/or hedges shall be used in the required setbacks to separate parking facilities from abutting streets.~~

E. Design Standards. ***All architectural design standards for multiple-family residential zones shall comply with the design standards provided in Chapter 21.03 (General Regulations) and Chapter 21.15.090 (Architectural Styles).***

   1. ~~New development shall be architecturally compatible with surrounding neighborhoods.~~

   2. ~~Vehicular access shall be provided from alleys whenever possible.~~

   3. ~~Buildings shall incorporate the following:~~

      a. ~~For each dwelling unit, at least one architectural projection not less than two feet from the wall plane, not less than four feet wide, and extending the full wall height of a single-story building and at least one-half the wall height of a two-story~~

~~building;~~

~~b. For each two dwelling units, a change in wall plane of at least three feet for at least twelve feet;~~

~~c. Relatively durable and low maintenance materials;~~

~~d. For each dwelling unit, at least one balcony, porch or patio;~~

~~e. Access points to dwelling units shall be clustered;~~

~~f. Entrances to individual units shall be visible from a common open space area or the public right-of-way;~~

~~g. Distinctive architectural elements and materials shall denote prominent entrances;~~

~~h. Exterior stairways shall complement the architecture of the building;~~

~~i. Stairs shall not be visible from the public right-of-way;~~

~~j. The design and architecture of accessory buildings shall complement the main buildings;~~

~~k. Gutters and down spouts shall be concealed or designed as architectural features and treated to complement or match fascia or wall material;~~

~~l. Vents shall be concealed or treated to complement or match surrounding architectural materials.~~

(Ord. 1618 § 1 Exh. A, 1993; Ord. 1782 §§ 12, 14, 2003; Ord. 1949 § 4, 2011; Ord. 2015 § 2, 2017; Ord. 2081, 1/9/2024)

§ 21.04.030. Hillside development.

A. Purpose. The purpose of this section is to regulate the use of land in hillside areas so that natural characteristics such as land forms, vegetation, wildlife, scenic qualities and open space can substantially be maintained, and more specifically to:

1. Preserve unique and significant geological, biological and hydrological features;

2. Encourage alternative approaches to conventional hillside development practices by achieving land use patterns and intensities that are consistent with natural characteristics;

3. Protect predominant vistas of hillside areas in order to maintain the identity, image, environmental quality and aesthetic quality of the city;

4. Protect the public health and safety from potentially hazardous conditions related to the hillsides.

B. Development Plan Review Required. The provisions of this section shall apply to all parcels with an average slope of ten percent or greater as calculated pursuant to this section. No grading or building permit shall be issued, nor tentative tract map or parcel map approved on any parcel where more than one hundred fifty cubic yards of grading is involved, until a

development plan is approved in accordance with Section 21.02.040.

C. Average Slope Determination. For the purposes of this section, the average slope of any parcel shall be determined by the formula, S = [0.0023(I)(L)] A, where "S" is the average slope in percentage (x%), "I" is the contour interval in scale feet, "L" is the combined length of contour lines in scale feet and "A" is the gross area of the parcel in acres. The topographic map used for the determination of average slope shall have a maximum contour interval of five feet and a scale of one inch equals twenty feet for parcels up to five acres in size and one inch equals forty feet for parcels in excess of five acres in size.

D. Development Standards. In addition to the standards specified for the zone in which the parcel is located, hillside development shall comply with the following:

1. Lot Coverage.

a. Lot coverage shall include all impervious surface area of the lot with the exception of the following:

i. Streets located on a parcel leading to other properties;

ii. Fire department access turnaround requirements;

iii. Utility structures located in easement areas such as debris basins or maintenance roads managed by the Los Angeles County flood control district or other utility;

iv. Approved driveways leading to a two-car garage;

v. Paved pathways or walkways up to three feet in width on flat pad areas adjacent to a residence;

vi. Retaining walls;

vii. Water surface area of pools and spas (pool decking is not excepted).

b. The maximum lot coverage on any parcel shall be as follows:

Average Slope	Maximum Lot Coverage
10%—less than 25%	25%
25%—less than 35%	20%
35%—less than 40%	15%
40%—less than 45%	10%
45% or greater	5%

2. Prohibited Grading. Grading shall be prohibited in any area where the natural slopes exceeds thirty-five percent. To evidence compliance with this section, the applicant shall submit a digital topographic map in a format designated by the department of planning and redevelopment under any of the following conditions:

a. Where grading of more than one hundred fifty cubic yards is proposed on an un-graded parcel.

b. Where grading of more than one hundred fifty yards is proposed on a previously graded parcel which was not authorized by the city of Glendora.

c. Where grading of more than one hundred fifty cubic yards is proposed on a previously graded parcel which was authorized by the city of Glendora (unless the digital topographic map is already on file with the city of Glendora).

d. For any proposed parcel map or subdivision map.

3. Natural Land Form. Development of parcels shall conform to the natural land form and require minimal grading.

4. Canyons. Development near canyons shall be prohibited to protect the watershed and preserve large areas of undeveloped space and significant natural features.

5. Design of Structures. Structures shall be designed to relate to the overall form of the terrain and fit into the hillside rather than altering the hillside to fit the structures.

a. Structures shall be designed to preserve or enhance vistas, particularly those seen from public property.

b. Structures shall be designed to preserve visually significant rock outcroppings, natural hydrology, native plant materials and areas of visual or historical significance.

c. No structure shall be located within fifty horizontal feet of a ridge line.

d. Structures shall be designed to use the natural ridge line as a backdrop.

e. Structures shall be designed to use plant materials as a backdrop.

f. Structures shall be designed to conceal manufactured slopes.

g. Stepped foundations shall be required to minimize grading.

h. Interior fire sprinklers and fire retardant building materials shall be required.

i. Building materials and colors shall reviewed and approved by staff and be compatible with the natural setting. The exterior colors shall be limited to earth tones found in nearby natural vegetation, soil or come from natural sources (e.g., rock, stone, wood) or resemble a natural appearance whenever possible.

j. Reflective materials (e.g., mirrored glass, polished metal) (except for non-mirrored glass) shall not be apparent (as viewed from over one hundred feet away) on the exterior of dwelling units, accessory structures, or equipment located on the parcel to provide for utilities.

6. Streets. Streets shall be designed to generally follow the natural contours and land form to minimize grading.

7. Retaining Walls. Retaining walls visible from public rights-of-way shall not exceed six feet in height as measured from the base of the walls. Crib walls visible from public rights-of-way shall not exceed fifteen feet in height as measured from the base of the walls.

8. Trails. Handicapped access, bicycle, hiking and equestrian trails shall be integrated into the overall circulation plan.

9. Landscaping and Irrigation. Manufactured slopes and disturbed areas shall be landscaped and irrigated to prevent erosion, provide aesthetic relief and blend in with existing vegetation.

    a. Landscaping shall be adequate to protect against erosion. Such landscaping shall include at least one five-gallon shrub for each one hundred square feet of slope area or disturbed area and sufficient ground cover to cover the area within one year from time of planting.

    b. Landscape and irrigation plans shall be submitted to the director for review and approval. A functional test of the irrigation system shall be performed in the presence of a building inspector and subject to the inspector's approval.

    c. Landscaping and irrigation shall be maintained by the developer until the property is occupied. The developer shall provide guarantees, satisfactory to the reviewing body, for maintenance.

    d. The interface between new development and natural open space shall be designed to provide a gradual transition from manufactured areas into natural areas. Landscaping (which is compatible with natural vegetation) shall be designed so that it extends out from developed areas and forms a cohesive pattern with existing natural vegetation. The purpose is to blend the new landscape with the natural vegetation. (It is intended that the transition between manufactured areas and natural areas occur sufficiently beyond residential structures so as to permit the development to meet applicable fire department brush clearance requirements.)

    e. Landscaping along the slope side of development shall be designed to maintain views from the residence yet screen and soften the architecture from views at lower elevations.

    f. Structures visible from lower elevations shall be softened with landscape screening. Walls over four feet in height and over twenty-five feet in length shall be softened and screened with plant materials. Landscape plans shall be reviewed and approved by the planning commission. Landscape materials selected should be of a size and variety to provide any required screening within four years after planting. Approved landscape shall be installed prior to issuance of occupancy permits. Such landscaping shall be consistent with fire department fuel modification requirements and recommended plant species.

    g. Trees and shrubs shall be arranged in informal, randomly spaced masses, and shall be placed selectively to reduce the scale of and help to blend manufactured slopes into natural terrain.

h. Landscape palettes shall be derived from the Los Angeles County fire department's fuel modification plan desirable plant list and shall use native plant species to the greatest extent feasible.

i. Plant materials that are used to stabilize a graded slope shall blend with the surrounding native plant materials in color and texture to the greatest extent feasible.

j. For fire prevention purposes, a fuel modification plan consistent with Los Angeles County fire department fuel modification plan requirements shall be submitted to the department of planning and redevelopment and department of public works for review and approval prior to issuance of building permits.

k. Building Restriction Areas. For properties with city designated building restriction areas, these designated areas shall remain in their natural state to the greatest extent feasible consistent with fuel modification plan requirements. In any case, all landscaping within building restriction areas required by a fuel modification plan shall be done with complementary native plant materials identified on the Los Angeles County fire department fuel modification plan desirable plants list. Any plant material not listed on the Los Angeles County fuel modification Appendix II desirable plants list shall be reviewed and approved by the planning commission.

10. Manufactured Slopes. Manufactured slopes shall conform to the following standards:

a. The overall shape, height and grade of any slope shall be developed in concert with existing natural contours and scale of the natural terrain.

b. Where slopes intersect, the intersection shall be rounded and blended.

c. Where slopes intersect the natural grade, the intersection shall be rounded and blended with the natural contours to present a natural slope appearance.

d. Horizontal contours of slopes shall be developed in concert with existing contours.

(Ord. 1618 § 1 Exh. A, 1993; Ord. 1756 § 4, 2002; Ord. 1768 § 5, 2003; Ord. 1868 § 2, 2007)

§ 21.04.040. Accessory dwelling units and secondary SB 9 units.

A. Purpose. This section is intended to implement provisions of Government Code Sections 65852.2, 65852.22, 66452.6, 65852.21, and 66411.7 and, in case of ambiguity, shall be interpreted to be consistent with such provisions.

B. Applicability.

1. Accessory dwelling units shall be permitted on any lot where single-family or multifamily dwelling units are permitted. Accessory dwelling units do not exceed the allowable density for the lot upon which the accessory dwelling unit is located and will be considered a residential use that is consistent with the existing general plan and zoning designation for the lot.

2. Secondary SB 9 units and primary dwelling units shall be permitted on any lot zoned for single-family residential except as limited herein. Secondary SB 9 units shall not

exceed the allowable density for the lot upon which they are located and are considered a residential use that is consistent with the existing general plan and zoning designation for the lot.

C. Accessory Dwelling Units.

1. Location.

a. An accessory dwelling unit shall be located on a lot that is zoned to allow single or multifamily residential uses and includes a proposed or existing dwelling.

b. The accessory dwelling unit is either attached to the existing primary dwelling unit, attached to a secondary SB 9 unit, or detached and located on the same lot.

c. An accessory dwelling unit shall not be permitted in a very high fire hazard severity zone where the lot is not served by a public or private street that meets city standards.

2. Standards.

a. An accessory dwelling unit must be located on the same lot as the proposed or existing primary dwelling.

b. An accessory dwelling unit may be either attached or detached from the primary dwelling, attached or detached from any secondary SB 9 units, and in multifamily or mixed-use zones, attached or detached from any other accessory dwelling units.

c. ***Attached and detached accessory dwelling units shall comply with the building orientation requirements provided in Chapter 21.15.040.B (Site Layout and Building Orientation).*** ~~Attached or detached accessory dwelling units shall provide a separate entrance from the primary dwelling.~~

d. Accessory dwelling units shall have their address clearly labeled on the main entrance, and if the main entrance is not viewable from the street that the primary dwelling fronts, a corresponding address marking shall be viewable from the street.

e. The application of zoning standards shall not preclude the construction of an accessory dwelling unit that is up to one thousand two hundred square feet and maintains four-foot side and rear setbacks, and is otherwise in compliance with all other local design, development standards.

f. ***Attached and detached accessory dwelling units shall comply with the Architectural style requirements provided in Chapter 21.15.040.F (Building Design).*** ~~The architectural design and detailing, roof pitch and material, and exterior color and finish materials including trim and windows of an accessory dwelling unit shall match the primary dwelling or be consistent with the city's adopted objective design standards for residential development.~~

g. An accessory dwelling unit may not be sold or otherwise conveyed separate from the primary dwelling.

h. Neither the primary dwelling nor the accessory dwelling unit shall be rented for a period of less than thirty days.

i. Accessory Dwelling Unit Development Standards:

Location	Attached or detached from an existing dwelling unit.
Size	Minimum size: efficiency unit as defined in the California Health and Safety Code § 17958.1. Maximum size shall be 1,200 square feet.
Setbacks	Front setback shall be the same as the regulatory setback of the zoning district. Minimum side and rear setbacks shall be 4 feet.
Height	Maximum of 2 stories, not to exceed 25 feet in height.
Off-street parking	Not required, but 1 space per dwelling unit recommended.

D. Junior Accessory Dwelling Units.

1. Location.

a. A junior accessory dwelling unit may be located on a lot within a single-family zone.

b. A junior accessory dwelling unit shall be constructed within the walls of a proposed or existing single-family residence.

2. Standards.

a. A junior accessory dwelling unit shall not exceed five hundred square feet and shall be constructed within the walls of an existing or proposed single-family dwelling. An additional one hundred fifty square feet beyond the physical dimensions of the existing structure is permitted to accommodate ingress and egress to the junior accessory dwelling unit.

b. ***A junior accessory dwelling units shall comply with the building orientation requirements provided in Chapter 21.15.040.B (Building Orientation).*** ~~A junior accessory shall include a separate exterior entrance from the main entrance to the primary dwelling unit.~~

c. A junior accessory dwelling unit shall include at least an efficiency kitchen which shall include all of the following: (i) a cooking facility with appliances; and (ii) a food preparation counter and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

d. A junior accessory dwelling unit may include separate sanitation facilities or share sanitation facilities with the existing primary dwelling.

e. A junior accessory dwelling unit shall require owner-occupancy of the primary dwelling or the junior accessory dwelling unit. Before permit issuance, the city

shall be provided a copy of a recorded deed restriction which shall include: (i) restrictions on the size and attributes of the junior accessory dwelling unit; (ii) prohibition of the sale of the junior accessory dwelling unit separate from the primary dwelling; (iii) if the junior accessory dwelling unit or primary dwelling is rented, the term shall not be for a period of less than thirty days; (iv) requirement that either the junior accessory dwelling or the primary dwelling be occupied by the property owner; and (v) a statement that the deed restriction shall be enforced against future owners.

E. Density and Conversion of Existing Structures.

1. The number of accessory and junior accessory dwelling units shall be permitted as follows:

a. One accessory dwelling unit on a lot located within a single-family zone.

b. One junior accessory dwelling unit on a lot located within a single-family zone.

c. The junior accessory dwelling unit is allowed on the same lot as an accessory dwelling unit and secondary SB 9 unit provided that the junior accessory dwelling unit is within the walls of a proposed or existing primary single-family dwelling.

d. An existing detached accessory structure, regardless of size, may be converted to an accessory dwelling unit. No setback is required for the conversion or replacement of an existing living area, garage, or accessory structure to an accessory dwelling unit where the dimensions and location of the existing structure will not change.

e. Two accessory dwelling units located on a lot with an existing or proposed multifamily dwelling.

f. Portions of a multifamily dwelling structure that is not used as livable space, including, but not limited to, storage rooms, boiler rooms, passageways, attics, basements, or garages may be converted to an accessory dwelling unit if each unit complies with state building standards for dwelling. The number of accessory dwelling units created by converting non-livable space shall not exceed twenty-five percent of the multifamily dwelling units. Where the number of existing dwelling units is seven or less, one accessory dwelling unit by conversion may be created.

F. SB 9 Units.

1. Location.

a. SB 9 lot splits and dwelling units shall be located on a lot within a single-family zone excluding the following:

i. A very high fire hazard severity zone where the lot is not served by a public or private street that meets city standards;

ii. A lot located within the Historic Preservation Overlay Zone (HPOZ);

iii. A property that is on the State Historic Resources Inventory, or a site designated as a city or county landmark, or historic property or district;

iv. Sites in 100-year floodplains and floodways unless a letter of map revision has been issued by FEMA or meets the minimum National Flood Insurance Program requirements as defined by FEMA;

v. Designated habitat for a protected species; or

vi. Undeveloped lots not improved with an existing single-family dwelling are ineligible for an SB 9 lot split.

2. Application Eligibility.

a. An applicant for SB 9 lot split must be an individual property owner of record meaning a natural person holding fee title individually or jointly in the person's own name or a beneficiary of a trust that holds fee title, verifiably live on the subject project from the time of application, and agree to live on the subject property by signing a legal affidavit under penalty of perjury for false statements, to intend to live on the subject property for three years from the date of the application. An applicant may not include any corporation or corporate person of any kind except for a community land trust or a qualified nonprofit corporation.

b. Parcels created through a prior SB 9 lot split shall not be further subdivided. Neither the owner of the parcel being divided nor any other person acting in concert with the owner shall have previously subdivided any adjacent parcel under SB 9.

3. Standards.

a. A secondary SB 9 unit must be located on the same lot as the proposed or existing primary dwelling.

b. A secondary SB 9 unit may be either attached or detached from the primary dwelling, attached or detached from any accessory dwelling units.

c. Attached or detached SB 9 dwelling units shall provide a separate entrance from the primary dwelling.

d. SB 9 units shall have their address clearly labeled on the main entrance, and if the main entrance is not viewable from the street that the primary dwelling fronts, a corresponding address marking viewable from the street.

e. The architectural design and detailing, roof pitch and material, and exterior color and finish materials including trim and windows of an SB 9 unit shall match the primary dwelling or be consistent with the city's adopted objective design standards for residential development.

f. An SB 9 unit shall not be sold or otherwise conveyed separately from the primary dwelling unit sharing the same lot.

g. Neither the primary dwelling nor the SB 9 unit shall be rented for a period of less

than thirty days.

h. The application of zoning standards shall not preclude the construction of a secondary SB 9 unit that is up to one thousand two hundred square feet and maintains four-foot side and rear setbacks, and is otherwise in compliance with all other local design, development standards. Secondary SB 9 units are exempt from floor area ratio requirements.

i. If there is a combination of SB 9 units, ADUs, and/or JADU, the parking requirement for each unit shall be according to the standards for that unit in the Glendora Municipal Code.

j. One off street parking space per SB 9 unit shall be required, outside of the required setbacks abutting a public or private street, according to the standards prescribed in Section 21.03.020, unless:

   i. The parcel is located within a one-half mile walking distance of a high-quality transit corridor, or a major transit stop (see definitions in Public Resources Code Sections 21155 and 21064.3);

   ii. There is a car share vehicle located within one block of the parcel. For Glendora, the only eligible transit facilities known are Metro's "APU/Citrus" station and the future "Glendora" station.

k. SB 9 Unit Development Standards:

Location	Attached or detached from an existing dwelling unit.
Secondary SB 9 Unit Size	Minimum size: efficiency unit as defined in the California Health and Safety Code § 17958.1. Maximum size shall be 1,200 square feet.
Proposed Primary SB 9 Unit Size on an undeveloped lot created through an SB 9 lot split.	Maximum allowable under the underlying zone's floor area ratio (FAR). For example, on a 10,000-square-foot lot with a 35% FAR, a proposed SB 9 primary unit may be up to 3,500 square feet. On a 5,000-square-foot lot, the primary dwelling unit may be up to 1,750 square feet.
Setbacks	Front setback shall be the same as the regulatory setback of the zoning district. Side and rear setbacks shall be 4 feet.
Height	2 stories, not to exceed 25 feet in height.
Open Space	200 square feet of open space shall be provided per dwelling unit on SB 9 developments. This may be common open space and no dimension shall be less than 10 feet. Parking facilities, driveways, and service areas are not usable open space.

Off-Street Parking	1 off-street parking space, meeting city standards, is required per SB 9 unit. For example, on a development with a primary dwelling unit, an ADU, and a secondary SB 9 unit, two spaces are required (1 for the primary dwelling, and 1 for the secondary SB 9 unit, with ADUs exempt from parking requirements).

4. Density and conversion of existing structures. The number of SB 9 units shall be permitted as follows:

   a. One primary SB 9 unit on a lot created through an urban lot split.

   b. One secondary SB 9 unit on a lot located within a single-family zone.

   c. The total number of dwelling units within the area of the original single-family lot shall not exceed four regardless of whether the lot is split or not i.e. SB 9 is not a pathway to get eight units on two lots created from one original lot.

   d. Possible residential dwelling unit configurations if lot is not split under SB 9:

      i. Primary dwelling, secondary dwelling

      ii. Primary dwelling, JADU

      iii. Primary dwelling, ADU

      iv. Primary dwelling, ADU, JADU

      v. Primary dwelling, secondary dwelling, ADU

      vi. Duplex (primary and secondary dwelling attached)

      vii. Duplex (primary and secondary dwelling attached), ADU(s)

      viii. Primary dwelling, detached ADU(s), and JADU

      ix. Quadplex (Primary dwelling, secondary dwelling, ADU, and JADU)

   e. Possible residential dwelling unit configurations if a lot is split under SB 9:

      i. Primary dwelling, secondary dwelling

      ii. Duplex (one primary and one secondary dwelling attached)

      iii. Primary dwelling with a JADU

      iv. Primary dwelling with an existing ADU (attached or detached)

      v. If a lot already has a primary dwelling, an ADU, and a JADU, then the undeveloped lot can only have a primary dwelling, keeping the total number of structures in the area of the original lot to four.

   f. A primary dwelling unit that was legally established prior to the SB 9 lot split may

only be enlarged to the maximum square footage allowable under the FAR. If an existing primary dwelling unit exceeds the allowable FAR, then the primary dwelling unit may not be enlarged.

g. Unless superseded by state law, the granting of variances for relief from any development standard or requirement for any permit under SB 9 is prohibited.

(Ord. 2053 § 3, 2020; Ord. 2085, 5/28/2024; Ord. 2090, 10/22/2024)

§ 21.04.020 Multiple-family residence.

A. Purpose. The purpose of the multiple-family residential zones is to provide for the development of multiple-family residences and compatible uses in a manner that harmonizes with the residential character of the city. This designation is intended for medium to high density residential development. The multiple-family residence zones are:

1. R-2 (Restricted multiple-family residence);

2. R-3 (Multiple-family residence);

3. GA (Garden apartments);

4. LGA (Limited garden apartments).

B. Permitted Uses.

1. Multiple-Family Residences and Accessory Buildings. Development shall be subject to development plan review prior to the issuance of permits in accordance with Section 21.02.040.

2. Single-Family Residence Zone Uses. Uses permitted in the single-family residence zones subject to the development standards of the R-1 single-family zone.

3. City Facilities. Development shall be subject to development plan review prior to the issuance of permits in accordance with Section 21.02.040.

4. Supportive housing, and transitional housing.

C. Uses Permitted Subject to Conditional Use Permit.

1. Uses permitted subject to a conditional use permit in the single-family residence zones;

2. Retention of an existing single-family residence or accessory building on property being developed with multiple-family residences, with the exception of properties being developed with an accessory dwelling unit.

D. Development Standards.

1. Multiple-Family Residences. Lot area, lot area per unit, lot width, lot depth, floor areas, building heights and setbacks shall be as specified in Table B (see Appendix 21.A[1]).

   [1] Editor's Note: Appendix 21.A is included as an attachment to this title.

2. Accessory Buildings. The following requirements shall apply to accessory buildings with the exception of properties that include an accessory dwelling unit as defined in Section 21.01.020(C) and required by Section 21.04.040 of this title:

   a. The floor area of a detached accessory building shall not exceed one thousand six hundred square feet.

   b. The maximum height shall be sixteen feet, but not exceeding one story.

   c. Detached accessory buildings shall be set back a minimum of four feet from side and rear property lines and located no closer to a street than the main building or the front and street side yard setbacks, whichever distance is greater.

   d. Detached accessory buildings with direct vehicular access from a public alley shall be located a minimum of twenty-five feet from the opposite side of the alley.

   e. Attached accessory buildings shall be subject to the setback requirements of the main buildings.

~~3. Refuse Areas. Refuse areas shall be provided for the storage of refuse containers. All refuse shall be deposited in refuse containers in the refuse areas which shall be screened by walls six feet in height and a solid gate not less than five feet in height. The gate shall be maintained in good working order and shall remain closed except when in use. The refuse containers shall be of sufficient size to accommodate the trash generated.~~

~~4. Usable Open Space. Each multiple-family development shall provide a minimum of four hundred square feet of usable open space per residential unit, subject to the following standards:~~

~~a. The usable open space may be comprised of common open space shared by more than one residential unit or private open space for the exclusive use of the residents of one unit;~~

~~b. Common open space at the ground level shall have a minimum area of two hundred twenty-five square feet and no dimension less than fifteen feet. Private open space located at the ground level shall have a minimum area of one hundred fifty feet square feet and no dimension less than ten feet. Open space provided on a balcony or roof deck shall have a minimum area of sixty square feet and no dimension less than six feet;~~

~~c. Private open space located at the ground level adjacent to a street shall be screened to a minimum height of five feet;~~

~~d. Parking facilities, driveways, service areas, required setback areas abutting a street and portions of balconies or roof decks, which extend into required setback areas, are not usable open space.~~

~~5. Required Landscaping. All land not covered by structures, walkways, driveways and parking shall be landscaped and irrigated with an automatic irrigation system installed in accordance with the Uniform Plumbing Code. The plant material shall be of drought tolerant species and permanently maintained. Berms, walls and/or hedges shall be used in the required setbacks to separate parking facilities from abutting streets.~~

~~E. Design Standards.~~

~~1. New development shall be architecturally compatible with surrounding neighborhoods.~~

~~2. Vehicular access shall be provided from alleys whenever possible.~~

~~3. Buildings shall incorporate the following:~~

~~a. For each dwelling unit, at least one architectural projection not less than two feet from the wall plane, not less than four feet wide, and extending the full wall height of a single-story building and at least one-half the wall height of a two-story building;~~

~~b. For each two dwelling units, a change in wall plane of at least three feet for at least twelve feet;~~

~~c. Relatively durable and low maintenance materials;~~

~~d. For each dwelling unit, at least one balcony, porch or patio;~~

~~e. Access points to dwelling units shall be clustered;~~

~~f. Entrances to individual units shall be visible from a common open space area or the public right-of-way;~~

~~g. Distinctive architectural elements and materials shall denote prominent entrances;~~

~~h. Exterior stairways shall complement the architecture of the building;~~

~~i. Stairs shall not be visible from the public right-of-way;~~

~~j. The design and architecture of accessory buildings shall complement the main buildings;~~

~~k. Gutters and down spouts shall be concealed or designed as architectural features and treated to complement or match fascia or wall material;~~

~~l. Vents shall be concealed or treated to complement or match surrounding architectural materials.~~

(Ord. 1618 § 1 Exh. A, 1993; Ord. 1782 §§ 12, 14, 2003; Ord. 1949 § 4, 2011; Ord. 2015 § 2, 2017; Ord. 2081, 1/9/2024)

CHAPTER 21.05 COMMERCIAL AND INDUSTRIAL ZONES

A. Purpose. To provide for the development of commercial areas for retail and service establishments, professional and office uses, and related enterprises in a manner that implements the general plan and accommodates the needs of community residents. Specifically, these regulations are designed to provide appropriate locations for retail, service, office and professional uses; promote and encourage convenient access to developments; promote and encourage aesthetically pleasing design; and ensure adequate size, shape and space to meet the needs of development. The commercial and professional zones are as follows:

   1. C-1 (professional);
   2. C-2 (limited retail business);
   3. C-3 (retail commercial);
   4. CM (commercial-manufacturing).

B. Permitted Uses. Uses permitted are specified in Table C (see appendix).

C. Permitted Uses Subject to a Conditional Use Permit and Minor Conditional Use Permit. Uses permitted subject to a conditional use permit and minor conditional use permit are specified in Table C (see appendix) and are described by the terms CUP and MCUP.

D. Development Standards.

1. General Standards. The maximum lot area, minimum lot width, minimum setbacks, maximum building height, and minimum floor area shall be as specified in Table D (see appendix).

2. ~~Required Walls.~~ ***Walls and Fences. All wall and fence design standards shall comply with the requirements of Section 21.03.010(F)(4) (Commercial and Professional Zones) and Chapter 21.15.080 (Commercial and Industrial).*** ~~Masonry walls of six feet, measured from the highest adjacent grade, shall be provided on property lines contiguous to residential zones.~~

3. Refuse Areas. Refuse areas shall be provided for the storage of refuse containers. All refuse shall be deposited in refuse containers in the refuse areas which shall be screened by walls six feet in height and a solid gate not less than five feet in height. The gate shall be maintained in good working order and shall remain closed except when in use. The refuse containers shall be of sufficient size to accommodate the trash generated***, as specified in Section 21.03.010(J).***

4. Adult Businesses. Adult businesses shall not be located closer than one thousand feet to any residential zone, church, school**,** or day care facility.

5. Service Stations. Service stations shall be permitted subject to conditional use permit approval only in the zones specified in Table C (see appendix). When authorized by a conditional use permit, the following minimum standards shall apply. This subsection shall not replace or reduce any minimum zoning, building or other ordinance requirements; however, when the requirements of this subsection are more restrictive, the requirements of this subsection shall control.

    a. Service stations shall be permitted only at the intersections of arterial and/or collector streets. The total number of service stations permitted at the intersection of two or more through streets shall not exceed two ***(2)***. The total number of service stations permitted at "T" intersections shall not exceed one ***(1)***. Service stations shall not be permitted within ~~two hundred fifty~~ ***250*** feet of any property used as a school, church, theater**,** or other place of assembly.

    b. A minimum of four ***(4)*** pumps shall be provided before a convenience store is permitted.

    c. The minimum lot area for a full-service station shall be ~~twenty-two thousand five hundred~~ ***22,500*** square feet with minimum street frontage of ~~one hundred fifty~~ ***150*** feet on each adjacent street.

    d. The minimum building floor area for a full-service station without a convenience store shall be ~~one thousand two hundred~~ ***1,200*** square feet. One ***(1)*** accessory structure of not less than ~~one hundred fifty~~ ***150*** square feet may be provided when located beneath a canopy. No other accessory structures except public phone booths and refuse areas shall be permitted.

    e. The minimum building floor area for a full-service station with a convenience store shall be ~~two thousand eight hundred~~ ***2,800*** square feet. At least ***1,600*** ~~one thousand six hundred~~ square feet of floor area shall be devoted to the operation of a

convenience store. At least ~~one thousand two hundred~~ ***1,200*** square feet of floor area shall be devoted to repair facilities. No other accessory structures except public phone booths and refuse areas shall be permitted.

f. The minimum lot area for a self-service station without a convenience store shall be ~~fifteen thousand~~ ***15,000*** square feet with a minimum street frontage of ~~one hundred twenty-five~~ ***125*** feet on each adjacent street.

g. The minimum lot area for a self-service station with a convenience store shall be ***22,000*** square feet with a minimum street frontage of ~~one hundred fifty~~ ***150*** feet on each adjacent street.

h. The minimum building floor area for a self-service station without a convenience store shall be ~~one hundred fifty~~ ***150*** square feet when beneath a canopy or in a building of not less than ~~six hundred~~ ***600*** square feet. No other accessory structures except ~~public phone booths and~~ refuse areas shall be permitted.

i. The minimum building floor area for a self-service station with a convenience store shall be ~~one thousand six hundred~~ ***1,600*** square feet. No other accessory structures except ~~public phone booths and~~ refuse areas shall be permitted.

E. No service station shall have more than two ***(2)*** access ways on any one street frontage.

a. Public restrooms shall be provided at full-service stations and at self-service stations when a building is provided exclusive of canopies. Restroom entrances shall be screened from view of adjacent property and public rights-of-way.

b. Air and water facilities shall be made available for public use.

c. Landscaping. ***All landscaping standards shall comply with the requirements of Section 21.03.010(K) (Landscaping).*** ~~in addition to that otherwise required by this title, shall include two hundred square feet of planting area, raised by curbs six inches in height, at the intersection of street property lines and planters three feet wide, raised by curbs six inches in height, along interior property lines except where building placement prevents the placement of such planters.~~

d. ***Lighting. All landscaping standards shall comply with the requirements of Section 21.03.010(N) (Outdoor Lighting).*** ~~Exterior lighting shall be arranged and shielded to prevent spill over on adjoining property and the public right-of-way.~~

e. Each pump island may include computerized payment stations. Such stations shall be situated in a manner that will not cause interference with circulation or the sale of motor fuels.

f. Merchandise, wares and crates, in the form of storage or displays, shall be within the confines of the building provided that outside placement of soft drink dispensers when associated with a water cooling system may be approved by the director.

g. A convenience store's display area shall be divided between the display of beverage and food items and nonfood items such that nonfood items shall account

for at least ~~sixty-five~~ **65** percent of the display area.

h. Hours of operation for the sale of motor fuels, lubricating oils, brake and cooling fluids, and such services and replacements as are permitted without the confines of a building are unlimited. Automobile repair operations required to be within a building shall be conducted between the hours of ~~seven~~ *7* a.m. to *7* ~~seven~~ p.m. Delivery of products, excluding automobile fuels, are limited to the hours between ~~seven~~ *7* a.m. to ~~ten~~ ***10*** p.m.

i. For each ~~twenty~~ ***20*** lineal feet of pump island fascia that is served by a nozzle, one- half of one parking stall shall be deducted from the required parking for a convenience store. No more than three ***(3)*** parking stalls may be deducted in this manner.

2. Convenience Stores.

a. The site shall have frontage along an arterial or collector street. The site shall not have direct access to a local residential street.

b. One access drive shall be permitted on each street frontage. The design and location of access drives shall be subject to the approval of the ~~d~~***D***irector.

c. A bicycle rack designed to accommodate a minimum of three ***(3)*** bicycles shall be installed in a convenient location visible from the inside of the store.

d. Restrooms shall be provided within the store.

e. Public pay telephones provided on-site shall be featured with call-out service only.

f. Video games shall not be installed or operated on the premises.

3. Hotels and Motels. Hotels and motels shall be permitted subject to conditional use permit approval only in the zones specified in Table C (see appendix). When authorized by a conditional use permit, the following minimum standards shall apply:

a. The minimum floor area for a guest room shall be ~~two hundred seventy-five~~ ***275*** square feet, except that a guest room with a kitchenette shall have a minimum floor area of ~~three hundred~~ ***300*** square feet.

b. The minimum floor area for a manager's unit shall meet the dwelling unit floor area requirements of the R-3, multiple-family residence zone.

c. The minimum lot area to develop a hotel or motel shall be three acres.

d. The maximum number of vending machines shall be limited to a ratio of one ***(1)*** machine for every five ***(5)*** guest rooms. All outdoor vending machines are to be enclosed on three ***(3)*** sides and located so as not to be visible from a public street.

4. Public Storage Facilities. Public storage facilities shall be permitted subject to

conditional use permit approval only in the zones specified in Table C (see appendix). When authorized by a conditional use permit, the following minimum standards shall apply:

a. The use shall be limited to the lease or rental of separate storage spaces. On-site, ~~twenty-four~~ ***24-***hour management shall be provided. Outdoor storage, sale, washing, repair or maintenance of boats, vehicles or other equipment or materials shall not be permitted.

b. The use shall only be permitted along arterial streets.

c. The minimum lot area shall be ~~forty thousand~~ ***40,000*** square feet and the minimum street frontage shall be two hundred feet.

d. The maximum building height shall be ~~twenty-five~~ ***25*** feet, but not exceeding two ***(2)*** stories, except that any building or portion of a building within ~~twenty-five~~ ***25*** feet of the front or street side setback shall have a maximum height of ~~ten~~ ***10*** feet.~~, but not exceeding one *(1)* story.~~

5. Swap Meets, Indoor. Indoor swap meets shall be permitted subject to conditional use permit approval only in the zones specified in Table C (see appendix). When authorized by a conditional use permit, the following minimum standards shall apply:

a. The use shall not be located on any parcel within two hundred fifty feet of a residential zone;

b. The minimum building size shall be thirty thousand square feet;

c. Each business tenant shall conduct the sale of new or used goods and merchandise from a tenant enclosure;

d. Each tenant enclosure shall have a minimum area of nine hundred square feet with a minimum dimension of thirty feet;

e. Each tenant enclosure shall be surrounded on three sides by an eight-foot-high wall, which shall be constructed out of material approved by the Uniform Building Code;

f. Each tenant enclosure shall have a wall covering of one-half-inch drywall, which shall be fire taped and painted and four-inch base molding within one-fourth-inch of the finish floor of the enclosure. Other material may be used as approved by the director;

g. Each tenant enclosure wall shall be appropriately secured to a building wall or foundation;

h. Each business tenant shall have a seller's permit from the State Board of Equalization;

i. A building manager, over the age of twenty-one years, must be present during all business operating hours;

j. A minimum one thousand square feet of storage area shall be provided for each ten thousand square feet of gross floor area or fraction thereof.

6. Beauty/Health Spa or Ancillary Massage Therapy Use in Conjunction with a Beauty/ Health Spa or Gym.

a. An ancillary massage therapy use in conjunction with a beauty/health spa or gym shall not occupy more than thirty percent of the gross floor area of the primary use.

b. A beauty/health spa or ancillary massage therapy use shall be located only on the ground-floor of a building.

c. Curtains or blackened windows that obscure retail storefronts or retail windows containing beauty/health spa or ancillary massage therapy uses shall not be allowed.

7. Pawn Shops and Gold and Silver Dealers.

a. The purpose of this subsection is to regulate the locations and general operation and maintenance standards for pawn shops and gold and silver dealers within the city to ensure security and compatibility with surrounding uses and properties and to avoid any impacts associated with such uses.

b. Site Location, Operation and Development Standards. The standards set forth in this subsection shall apply to pawn shops and gold and silver dealers unless otherwise specified in this subsection.

i. Site Location Standards.

(A) Pawn shops and gold and silver dealers shall be limited to CM, commercial manufacturing zones.

(B) A minimum separation distance of five hundred feet is required between each commercial manufacturing zoned parcel containing a pawn shop or gold and silver dealer use, and no more than one pawn shop or gold and silver dealer is allowed per parcel.

(C) No pawn shops or gold and silver dealers are allowed on commercial manufacturing zoned parcels that abut residentially zoned parcels. No pawn shops or gold and silver dealer uses are allowed on commercial manufacturing zoned parcels that are located within fifty-nine feet of a residentially zoned parcel.

(D) No ingress or egress is allowed onto a residential street from a commercial manufacturing zoned parcel containing a pawn shop or gold and silver dealer.

ii. Operation and Development Standards.

(A) The business shall have lighting to provide illumination for security and safety of parking and access areas. On-site lighting plans shall be submitted to the city for review and approval prior to issuance of a

business license.

(B) A security plan shall be provided to the Glendora police department and planning department for review and approval prior to issuance of a business license.

(C) The business windows shall not be tinted or obscured in any way, including by temporary or painted window signs, and the interior lighting of the business from the exterior of the business shall remain at adequate levels to clearly see into the business from the exterior of the business.

(D) A sign shall be posted in the front of the business indicating that no loitering is permitted per the Glendora Municipal Code.

(E) Prior to occupancy of the business, the business owner shall sign a trespass authority letter authorizing the Glendora police department to enforce trespass law. A copy of this letter shall be provided to the planning department.

(F) Hours of operation shall be limited to nine a.m. to seven p.m., Monday through Sunday.

~~F. Design Standards. The provisions of this section shall apply to work requiring a building permit within any commercial zone except the civic center district, which is regulated by the civic center district overlay development standards.~~

~~1. Site Planning. Placement of buildings shall consider the existing context of the commercial area, the location of incompatible land uses, the location of major traffic generators as well as an analysis of a site's characteristics and particular influences.~~

~~a. Buildings shall be sited in a manner that will complement adjacent buildings. Building sites shall be developed in a coordinated manner to provide order and diversity and avoid a jumbled, confused development.~~

~~b. New buildings shall be clustered to create plazas and pedestrian malls and to prevent long rows of buildings. When clustering is impractical, a visual link shall be established between separate buildings. This link shall be accomplished through the use of an arcade system, trellis or other open structure.~~

~~c. Outdoor spaces between buildings shall have clear, recognizable shapes that reflect careful planning and not simply "left over" areas between buildings. Such spaces shall provide pedestrian amenities such as shade, benches, fountains, etc.~~

~~d. Freestanding, singular commercial buildings shall be oriented with their major façade and entry toward the street.~~

~~e. Outdoor spaces shall be clustered into large, predominant landscape areas rather than distributed into areas of low impact such as at building peripheries, behind buildings, or in areas of low visibility when not required as a buffer or setback.~~

~~2. Landscaping.~~

a. ~~Landscaping shall be used to define specific areas such as entrances to buildings and parking areas, transitions between land uses, and screening for loading and equipment areas.~~

b. ~~Landscaping shall be in scale with adjacent buildings at maturity.~~

c. ~~Landscaping shall be provided around the base of buildings to reduce building mass and height.~~

d. ~~Trees shall be located throughout the parking area and not simply at the ends of parking aisles.~~

e. ~~Landscaping shall be protected with raised planting surfaces, depressed walks, or curbs. Mowing strips shall be provided between turf and shrub areas.~~

f. ~~Vines and climbing plants shall be provided on building walls, trellises, and garden walls.~~

g. ~~Boxed and tubbed plants in clay or wood containers shall be provided, especially along pedestrian walks.~~

h. ~~Landscaping shall be maintained to provide adequate visibility.~~

3. ~~Walls and Fences.~~

a. ~~Walls and fences shall not be used, unless needed or required for screening, security, or buffering land uses. Walls and fences shall be as low as possible while performing these functions.~~

b. ~~Walls shall be compatible with building architecture and site design. Landscaping shall be used in combination with such walls when possible.~~

c. ~~Chain link fences shall not be visible from public rights-of-way.~~

d. ~~Long expanses of fence or wall surfaces shall be architecturally designed to prevent monotony. Landscape pockets shall be provided.~~

4. ~~Screening. Screening shall be compatible with building architecture and site design.~~

5. ~~Architectural Design Standards.~~

a. ~~Buildings shall relate to open spaces to allow adequate sun and ventilation, provide protection from prevailing winds, create views of mountains and hills, and minimize obstruction of views of mountains and hills.~~

b. ~~Buildings shall be compatible with the height and scale of surrounding buildings. The height of new buildings shall transition from the height of adjacent buildings to the maximum height of the proposed buildings.~~

c. ~~Planes of exterior walls shall be varied in depth and/or direction. Wall planes shall not exceed fifty feet in length without an offset.~~

d. ~~The height of a building shall be varied to give the appearance of divided, distinct~~

~~massing elements.~~

~~e. Different parts of a building façade shall be articulated by the use of color, the arrangement of elements, or a change in materials.~~

~~f. Building scale shall be reduced through window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures and other details.~~

~~g. Building scale shall be related to pedestrian areas such as plazas and courtyards.~~

~~h. Large buildings shall be broken up by creating horizontal emphasis through the use of trim; adding awnings, eaves, windows or other architectural ornamentation; using combinations of complementary colors; and using landscape materials.~~

~~i. Large areas of intense white or dark colors shall be avoided. Subdued colors shall be used as dominant overall colors. Bright colors shall only be used for trim.~~

~~j. Colors shall be compatible with that of adjacent buildings, unless colors of adjacent buildings strongly diverge from these standards.~~

~~k. The number of colors on building exteriors shall not exceed three.~~

~~l. Primary colors shall only be used to accent building elements, such as door and window frames and architectural details.~~

~~m. Architectural detailing shall be painted to complement the façade and adjacent buildings.~~

~~n. Wall materials shall be chosen that will withstand abuse by vandals or accidental damage from machinery and equipment.~~

~~o. Roller shutter doors shall be located on the inside of buildings.~~

~~6. Roofs:~~

~~a. Roof lines shall not exceed fifty feet in length without an offset or jog.~~

~~b. Nearly vertical roofs shall not be permitted. Mansard roofs shall wrap around the entire building perimeter.~~

~~c. Corrugated metal, high contrast surfaces, brightly colored surfaces, highly reflective surfaces and illuminated roofing shall not be permitted.~~

~~7. Awnings:~~

~~a. Awnings used along a row of contiguous buildings shall be of the same form and uniformly located with a minimum vertical clearance of eight feet.~~

~~b. Awnings shall be of canvas, treated canvas, matte finish vinyl or fabric.~~

~~c. Internally lit awnings shall not be permitted.~~

~~8. Lighting:~~

~~a. Adequate lighting shall be provided for the security and safety of areas such as parking areas, loading areas, vehicle and pedestrian circulation areas, building entrances and working areas.~~

~~b. Light fixtures and supports shall be compatible with building architecture and site design. Illuminators shall be integrated within the architectural design of buildings.~~

~~c. Lighting shall be shielded to prevent spillover.~~

(Ord. 1618 § 1 Exh. A, 1993; Ord. 1648 § 1, 1996; Ord. 1827 § 1, 2005; Ord. 1924 § 11, 2009; Ord. 1962 § 3, 2012; Ord. 1984 § 3, 2014)

§ 21.05.020. Medical services zone.

A. Purpose. The purpose of this zone is to provide for the development of hospitals, health care and other medical related facilities in a manner that implements the policies and programs of the general plan. These regulations are designed to ensure that adequate land area is provided and that the facilities are aesthetically pleasing.

B. Permitted Uses.

1. Medical offices and laboratories;

2. Pharmacies, limited to the sale of drugs and supplies only, associated with a hospital, medical office or care facility.

C. Uses Permitted Subject to Conditional Use Permit.

1. Community care, convalescent and nursing facilities;

2. Hospitals;

3. Senior housing;

4. Accessory buildings and dormitories.

D. Development Standards.

1. Lot Area. The minimum lot area shall be ~~sixty thousand~~ ***60,000*** square feet.

2. Lot Width. The minimum lot width shall be ~~one hundred~~ ***100*** feet.

3. Lot Depth. The minimum lot depth shall be ~~*two hundred*~~ ***200*** feet.

4. Front Yard. The minimum front yard shall be ~~twenty-five~~ ***25*** feet.

5. Side Yards. The minimum side yard shall be ~~twenty~~ ***20*** feet.

6. Rear Yard. The minimum rear yard shall be ~~twenty-five~~ ***25*** feet.

7. Height. The maximum height shall be ~~thirty-five~~ ***35*** feet, but not exceeding two ***(2)*** stories.

8. Building Area. The minimum gross floor area for each building shall be one ~~thousand six hundred~~ ***1,600*** square feet.

9. Refuse Areas. Refuse areas shall be provided for the storage of refuse containers. All refuse shall be deposited in refuse containers in the refuse area, which shall be screened by a wall ~~six~~ ***6*** feet in height and a solid gate not less than f~~ive~~ ***5*** feet in height. The gate shall be maintained in good working order and shall remain closed except when in use. The refuse containers shall be of sufficient size to accommodate the trash generated.

10. Population Density. The total number of patient and dormitory beds shall not exceed one ***(1)*** bed for each ~~eight hundred~~ ***800*** square feet of lot area.

11. Outdoor Recreation Area. For all uses with patient or dormitory beds, a minimum of ~~fifty~~ ***50*** square feet of outdoor recreation or patio area shall be provided for each bed.

E. Design Standards. ***All other design standards for medical service zones shall comply with the design standard requirements of commercial and industrial zones as provided in Chapter 21.03 (General Regulations) and Chapter 21.15.080 (Commercial and Industrial).***~~The design standards governing the medical services zone shall be the same as those delineated for the commercial and professional zones, Section 21.05.010(E).~~

F. Development Plan Review Required. Development shall be subject to development plan review prior to the issuance of permits in accordance with Section 21.02.040.

(Ord. 2017 § 2, 2017)

§ 21.05.030. Manufacturing and industrial zones.

A. Purpose. These zones provide for the development of manufacturing and industrial areas in a manner that implements the general plan and ensures that uses are compatible with other uses in the community. These regulations are designed to provide appropriate areas for manufacturing and industrial uses; encourage convenient access to developments; promote aesthetically pleasing design; and ensure minimal adverse impacts on adjoining properties and the community. The manufacturing and industrial zones are as follows:

1. M-1 (light manufacture);

2. M-1A (limited industrial);

3. IP (industrial park).

B. Permitted Uses. Uses permitted by right are specified in Table C (see appendix).

C. Permitted Uses Subject to Conditional Use Permit. Uses permitted subject to conditional use permit are specified in Table C (see appendix).

D. Development Standards.

1. General Standards. The minimum lot area, minimum lot width, minimum lot depth, maximum lot coverage, minimum setbacks and maximum building height shall be as specified in Table D (see appendix).

2. Refuse Areas. Refuse areas shall be provided for the storage of refuse containers. All

refuse shall be deposited in refuse containers in the refuse area, which shall be screened by walls six feet in height and a solid gate not less than five feet in height. The gate shall be maintained in good working order and shall remain closed except when in use. The refuse containers shall be of sufficient size to accommodate the trash generated.

E. Design Standards. ***All other design standards for manufacturing and industrial zones shall comply with the design standard requirements as provided in Chapter 21.03 (General Regulations) and Chapter 21.15.080 (Commercial and Industrial).***~~The provisions of this section shall apply to work requiring a building permit within any manufacturing and industrial zone.~~

~~1. Site Planning.~~

~~a. Building setbacks shall be provided proportionate to the scale of buildings and in consideration of adjacent development.~~

~~b. Building placement shall create patios, plazas, courts or gardens.~~

~~c. Adequate buffering shall be provided to minimize impacts on adjacent land uses.~~

~~d. The site shall be designed to preserve existing stands of trees when possible.~~

~~2. Landscaping.~~

~~a. Landscaping shall be used to define specific areas such as entrances to buildings and parking areas, transitions between land uses and screening for loading and equipment areas.~~

~~b. Landscaping shall be in scale with adjacent buildings at maturity.~~

~~c. Landscaping shall be provided around the base of buildings to reduce building mass and height.~~

~~d. Trees shall be located throughout the parking area and not simply at the ends of parking aisles.~~

~~e. Landscaping shall be protected with raised planting surfaces, depressed walks, or curbs. Mowing strips shall be provided between turf and shrub areas.~~

~~f. Vines and climbing plants shall be provided on building walls, trellises and garden walls.~~

~~g. Boxed and tubbed plants in clay or wood containers shall be provided, especially along pedestrian walks.~~

~~h. Landscaping shall be maintained to provide adequate visibility.~~

~~i. A minimum five-foot landscape strip shall be provided between parking areas and the office portion of a structure.~~

~~3. Walls and Fences.~~

~~a. Walls and fences shall not be used, unless needed or required for screening,~~

~~security or buffering land uses. Walls and fences shall be as low as possible while performing these functions.~~

~~b. Walls shall be compatible with building architecture and site design. Landscaping shall be used in combination with such walls when possible.~~

~~c. Chain link fences shall not be visible from public rights-of-way.~~

~~d. Long expanses of fence or wall surfaces shall be architecturally designed to prevent monotony. Landscape pockets shall be provided.~~

~~4. Screening. Screening shall be compatible with building architecture and site design.~~

~~5. Architectural Design Standards.~~

~~a. Buildings shall relate to open spaces to allow adequate sun and ventilation, provide protection from prevailing winds, create views of mountains and hills and minimize obstruction of views of mountains and hills.~~

~~b. Buildings shall be compatible with the height and scale of surrounding buildings. The height of new buildings shall transition from the height of adjacent buildings to the maximum height of the proposed buildings.~~

~~c. Planes of exterior walls shall be varied in depth and/or direction. Wall planes shall not exceed fifty feet in length without an offset.~~

~~d. The height of a building shall be varied to give the appearance of divided, distinct massing elements.~~

~~e. Different parts of a building façade shall be articulated by the use of color, the arrangement of elements or a change in materials.~~

~~f. Building scale shall be reduced through window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures and other details.~~

~~g. Building scale shall be related to pedestrian areas such as plazas and courtyards.~~

~~h. Large building shall be broken up by created horizontal emphasis through the use of trim; adding awnings, eaves, windows or other architectural ornamentation; using combinations of complementary colors; and using landscape materials.~~

~~i. Large areas of intense white or dark colors shall be avoided. Subdued colors shall be used as dominant overall colors. Bright colors shall only be used for trim.~~

~~j. Colors shall be compatible with that of adjacent buildings, unless colors of adjacent buildings strongly diverge from these standards.~~

~~k. The number of colors on building exteriors shall not exceed three.~~

~~l. Primary colors shall only be used to accent building elements, such as door and window frames and architectural details.~~

~~m. Architectural detailing shall be painted to complement the façade and adjacent~~

~~buildings.~~

~~n. Wall materials shall be chosen that will withstand abuse by vandals or accidental damage from machinery and equipment.~~

~~o. Rolling shutter doors shall be located on the inside of buildings.~~

~~6. Roofs.~~

~~a. Roof lines shall not exceed fifty feet in length without an offset or job.~~

~~b. Nearly vertical roofs shall not be permitted. Mansard roofs shall wrap around the entire building perimeter.~~

~~c. Corrugated metal, high contrast surfaces, brightly colored surfaces, highly reflective surfaces and illuminated roofing shall not be permitted.~~

~~7. Lighting.~~

~~a. Adequate lighting shall be provided for the security and safety of areas such as parking areas, loading areas, vehicle and pedestrian circulation areas, building entrances and working areas.~~

~~b. Light fixtures and supports shall be compatible with building architecture and site design. Illuminators shall be integrated within the architectural design of buildings.~~

~~c. Lighting shall be shielded to prevent spillover.~~

F. Development Plan Review Required. Development shall be subject to development plan review prior to the issuance of permits in accordance with Section 21.02.040.

(Ord. 1618 § 1 Exh. A, 1993)

CHAPTER 21.06 SPECIAL USE ZONES

§ 21.06.010. Cemetery zone (B).

A. Purpose. The purpose of the cemetery zone is to provide for cemetery uses in accordance with state of California regulations.

B. Permitted Uses. Cemeteries, mausoleums, crematories, mortuaries, florists and agricultural uses, including a caretaker's house.

C. Development Standards.

1. The minimum setback shall be twenty-five feet.

2. The maximum fence or wall height shall be eight feet.

3. The maximum building height shall be thirty-five feet, but not exceeding two stories.

(Ord. 1618 § 1 Exh. A, 1993)

§ 21.06.020. Planned redevelopment zone (PR).

A. Purpose. The purpose of the planned redevelopment zone is to provide for development on a comprehensive basis by using site planning techniques not permitted through the literal application of zoning and subdivision regulations and to produce an environment of stable, desirable character in harmony with existing and potential development in the surrounding area. The planned redevelopment zone is intended to achieve the following:

1. To protect the public health, safety and welfare;
2. To implement the policies and programs of the general plan and applicable specific plans;
3. To preserve the environmental and natural resources;
4. To attain the physical, social and economic advantages of comprehensively planned land uses;
5. To ensure aesthetic development;
6. To provide for adequate amenities, facilities, infrastructure and services;
7. To promote the efficient use of the land.

B. Development Requirements. Development standards, covenants, conditions, restrictions and other requirements shall be established by council.

C. Permitted Uses. Permitted uses and uses permitted, subject to a conditional use permit, shall be established by the council.

D. Development Plan Review Required. Development or modification of an approved plan shall be subject to development plan review in accordance with Section 21.02.040 of this title.

(Ord. 1618 § 1 Exh. A, 1993)

§ 21.06.030. Planned development zone (PD).

A. Purpose. The purpose of the planned development zone is to provide for residential development on a comprehensive basis by using site planning techniques not permitted through the literal application of zoning and subdivision regulations and to produce an environment of stable, desirable character in harmony with existing and potential development in the surrounding area. The planned development zone is intended to achieve the following:

1. To protect the public health, safety and welfare;
2. To implement the policies and programs of the general plan and applicable specific plans;
3. To preserve the environment and natural resources;
4. To attain the physical, social and economic advantages of comprehensively planned land uses;

5. To ensure aesthetic development;

6. To provide for adequate amenities, facilities, infrastructure and services;

7. To promote the efficient use of the land.

B. Development Requirements. Development standards, covenants, conditions, restrictions and other requirements shall be established by the council.

C. Permitted Uses. Permitted uses and uses permitted, subject to a conditional use permit, shall be established by the council.

D. Development Plan Review Required. Development or modification of an approved plan shall be subject to development plan review in accordance with Section 21.02.040.

(Ord. 1618 § 1 Exh. A, 1993)

§ 21.06.040. Railroad zone (R-4).

A. Purpose. The purpose of the railroad zone is to provide for railroad uses within the railroad rights-of-way.

B. Permitted Uses. All property located in an R-4 zone shall be used for railroad purposes and passenger and freight facilities only.

(Ord. 1618 § 1 Exh. A, 1993)

§ 21.06.050. Open space—Natural zone (OSN).

A. Purpose. The purpose of the open space—natural zone is to: (1) conserve and manage natural resources which may include biological resources, watercourses, hills, canyons, major rock outcroppings, etc.; (2) protect the public health and safety by including areas requiring management due to hazardous or special conditions such as fire, flood and earthquake fault; and (3) provide outdoor recreation including areas of scenic, historic or cultural value. The OSN zoning designation shall only be applied to public and quasi-public property; provided, however, that a private property owner may request and be considered for a change of zone to OSN.

B. Permitted Uses. All property located in an OSN zone shall be left in its natural, wilderness state except for the following uses: riding and hiking trails, picnic and playground areas, flood control structures and facilities, and utility substations and related equipment and structures.

C. Development Requirements. Development standards for the OSN zone shall be determined on a site-by-site basis. Consideration shall be given to surrounding properties and developments in order to blend the development with, and to keep it consistent with, the surrounding area. Factors to be considered for determination of standards shall be topography, water drainage, circulation, use of site, and any other environmental factors related to the site.

D. Development Plan Review Required. Development or modification of an approved plan shall be subject to development plan review in accordance with Section 21.02.040.

(Ord. 1637 § 3, 1995)

§ 21.06.060. Specific plan zone (SP).

A. Purpose. The purpose of the specific plan (SP) zone is to provide for the development and administration of specific plans, prepared in accordance with the Government Code and consistent with the city's general plan. The specific plan (SP) zone is intended to achieve the following:

1. To protect the public health, safety and welfare;

2. To implement the goals, objectives, policies and programs of the general plan;

3. To preserve the environmental and natural resources;

4. To attain the physical, social and economic advantages of comprehensively planned land uses;

5. To ensure aesthetic development;

6. To provide for appropriate amenities, facilities, infrastructure and services; and

7. To provide a process for initiation, review and regulation of large-scale comprehensively planned developments that affords the maximum flexibility in site planning within the context of an over-all development program and specific, phased development plans coordinated with the provision of necessary public services and facilities.

B. General Requirements.

1. The specific plan zone designation shall not be applied to any one or more contiguous parcels that are less than fifteen net acres in area.

2. Permitted uses shall be as established by the approved specific plan.

3. Conditionally permitted uses shall be as established by the approved specific plan.

4. The minimum lot width, lot depth, lot area, floor area ratio, floor area, setbacks, building height, and other site development standards shall be as established by the approved specific plan.

5. Existing uses within the area covered by a specific plan at the time of its adoption shall be deemed allowable and incorporated in the specific plan, unless terminated, discontinued or changed pursuant to a specific time schedule incorporated in the specific plan.

6. No specific plan application shall be accepted for processing unless the area proposed to be included in the specific plan has a specific plan (SP) zoning designation or is accompanied by an application for a zone change to the specific plan (SP) district.

7. Any specific plan established pursuant to this section shall be consistent with any zoning standards or restrictions enacted by a vote of the people pursuant to the initiative or referendum process.

C. Submittal Requirements. A specific plan application shall be filed with the department of planning and redevelopment accompanied by the appropriate fee as established by city council resolution.

D. Content Requirements of the Specific Plan. The specific plan shall include text and a diagram or diagrams, drawn to scale, which specify all of the following in detail:

1. A map which indicates the total acreage of property governed by the specific plan and which shows the proposed specific plan boundaries and the relationship of the proposed specific plan to existing and/or planned land uses and structures within a three hundred foot radius of the proposed specific plan;

2. A map and aerial photograph of the proposed district, and property within a three hundred foot radius of the proposed district boundaries, which shows the locations of existing development;

3. The distribution, location and extent of the uses of land, including open space, within the area covered by the plan;

4. The location and width of proposed streets, points of ingress and egress, and their points of intersection with roads and other major highways outside of the project boundaries;

5. The location of areas subject to geologic, seismic, flood, and other natural hazards;

6. A preliminary grading plan showing sufficient topographic data to indicate the character of the terrain and the type, location and condition of trees and other natural vegetation;

7. The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;

8. Standards and criteria by which development will proceed;

9. Standards and criteria for the conservation, development and utilization of natural resources, where applicable;

10. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the plan;

11. A statement of the plan's relationship to and consistency with the city's general plan;

12. Any other subject(s) that in the judgment of the department of planning and redevelopment are necessary or desirable for the implementation of the specific plan or the city's general plan.

E. Application Processing.

1. After receiving a specific plan application, the department of planning and redevelopment shall conduct an environmental review in accordance with all applicable laws.

2. After completion of environmental review, the specific plan application shall be submitted to the planning commission for review and recommendation to the city council in accordance with all applicable laws. The planning commission shall hold at least one noticed public hearing to consider the specific plan. Notice of the public hearing shall be given as prescribed in Section 21.01.030(E) of the Glendora Municipal Code. Any public hearing may be continued from time to time.

3. Upon recommendation by the planning commission, the city council shall review and make a final decision on the specific plan application. The city council shall hold at least one noticed public hearing to consider the specific plan. Notice of the public hearing shall be given as prescribed in Section 21.01.030(E) of the Glendora Municipal Code. Any public hearing may be continued from time to time.

F. Adoption of a Specific Plan. The adoption of a specific plan shall be by ordinance in accordance with all applicable laws. Each adopted specific plan shall be indicated on the official zoning map by the letters (SP) followed by a reference number identifying the plan.

G. Administration. A specific plan adopted by ordinance of the city council of the city shall be administered as prescribed by the adopted specific plan, consistent with the Government Code, Section 65450 et seq.

H. Review of Plans. Application for building permits for projects in an area which is zoned specific plan (SP) shall only be accepted if the project plans are consistent with a valid specific plan.

I. Amendment of a Specific Plan. Amendments to an approved specific plan shall follow the same procedures for adopting a specific plan.

(Ord. 1679 § 3, 1998)

§ 21.06.070. CCAP zoning development standards.

A. Purpose and Intent.

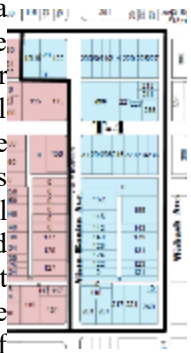
1. The Civic Center Area Plan zone (CCAP) encompasses the area of the village from Foothill Boulevard north to Bennett Avenue and from Pennsylvania Avenue to Wabash Avenue. The village is the historic center of the city, and it remains an important symbol of the community. Several buildings in the area date back to the late 1800's and early 1900's. The overall character of the area is one of charm and small scale village ambiance.

2. The purpose of the CCAP development standards is to provide guidance to property owners and developers who wish to make changes, additions or new construction that complement the scale and ambiance of the existing village community. The CCAP development standards also establish the types of uses allowed by right or with approval of an entitlement for the CCAP zone. The CCAP zone is designed to reflect the evolving attitudes and expectations of the community and to encourage a vibrant pedestrian scale district that incorporates a compatible mix of retail and residential uses.

B. CCAP Zone Subdistricts.

C. T-4, Village Edge—Intent and Description.

Village Edge neighborhood future development concept



The T-4 Village Edge subdistrict is a residential area including single and multifamily residential uses. The character of the area is a neighborhood of pre-war bungalows and cottages and multifamily infill development constructed from the 1950's onward. Wide front setbacks, one- and two-story homes and apartments fronting narrow, tree-lined streets create a wonderful pedestrian experience. The historic character and pedestrian scale provide important context for the adjacent T-5 Village Core subdistrict. The T-4 standards are intended to preserve the pedestrian scale and character of the residential neighborhood while allowing additional density as provided by the general plan.

D. T-4, Village Edge Standards.

1. Lot Configuration.

   a. Minimum lot size: 10,000 square feet.

   b. Minimum lot width: 80 feet.

c. Minimum lot depth: 125 feet.

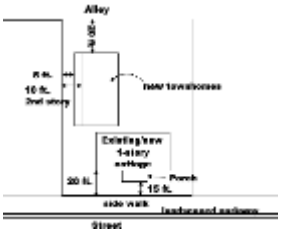
d. Nonconforming lots: refer to Section 21.03.030(B) of this title.

2. Multifamily Residential Unit Density. Up to thirty dwelling units per acre.

3. Single-Family Standards. If a single-family residence exists or is proposed on a lot, follow the R-1 standards in Section 21.04.010 and Section 21.A.A, Table A, Development standards, single-family residence zones, of this title.

4. Minimum Multifamily Unit Size. Follow the minimum floor area standards listed in Section 21.A.B, Table B, Development standards, multiple family residence zones.

5. Building Placement. The development goal for the T-4, Village Edge subdistrict is to preserve the existing character of the small scale residential neighborhood to the greatest extent possible. Therefore, on properties with an existing single-family cottage in front, new development is encouraged to be located behind the existing cottage. If the cottage is to be removed, new development is encouraged to present a one-story front profile to the street. New development should consider single-story front porch designs that address the street and provide the desired neighborhood scale.



Examples of preferred new multifamily development behind existing cottages at 316 and 310 E. Foothill Boulevard

a. Front setback first story: 20 feet.

b. First story front porch or stoop: 15 feet.

c. Front setback second story: 25 feet (if no front porch).

d. Rear setback: 20 feet.

e. Side setback first story: 5 feet.

f. Side setback second story: 10 feet.

g. Street side setback (corner lot): 20 feet.

6. Building Form.

a. Maximum height: 25 feet plus an additional 5 feet for architectural features.

b. Maximum stories: 2 stories.

c. Unless the selected architectural style indicates otherwise, all building wall planes shall provide thoughtful articulation using variations in wall planes, window fenestration and entry openings to break up wall planes. Large expanses of blank walls are strongly discouraged.

d. Maximum floor area ratio for single-family development: refer to Section 21.A.A, Table A, Development standards, single-family residence zones, of this title.

e. Maximum second floor to first floor area ratio for single-family development: refer to Section 21.A.A, Table A, Development standards, single-family residence zones, of this title.

f. Multifamily unit sizes: refer to Section 21.A.B, Table B, Development standards, multiple family residence zones, of this title.

E. T-5, Village Core—Intent and Description.

Future Village Core two- and three-story development concept

The T-5 Village Core subdistrict is the city's oldest commercial district and heart of the community. The character of the area is a pedestrian-scale village street with one- to three-story buildings that reflect the predominant period of development in the area. A number of distinctive buildings from the early 1900's are still a part of the Village. These buildings contribute to the historic ambiance of the place. The T-5 standards provide guidance to allow additional development which also preserves and enhances the village as both a destination and a unique place to live, work and shop. Allowable uses include multifamily development and general commercial and retail businesses. Residential uses are allowed on upper floors fronting Glendora Avenue. Ground floor units fronting Glendora Avenue are reserved for commercial, retail and personal services that enhance the pedestrian experience. Sidewalk café dining standards are designed to encourage a vibrant community atmosphere while ensuring adequate pedestrian safety and access.

F. T-5, Village Core Standards.

1. Lot Configuration.

   a. Minimum lot size: 10,000 square feet.

   b. Minimum lot width: 75 feet.

   c. Nonconforming lots: refer to Section 21.03.030(B) of this title.

2. Multifamily Residential Unit Density. Up to thirty dwelling units per acre. A twenty-five percent residential density bonus and a one-story height increase are allowed for mixed-use projects if keeping or rebuilding same or greater commercial square footage as existing. All other applicable Zoning standards set forth by the GMC and State law apply.

3. Mixed Use Definition. The term "mixed use" is defined for the CCAP zone development standards to mean a mix of residential and commercial/retail uses on the same property.

4. Building Placement.

   a. Properties fronting on Glendora Avenue:

i. Front setback: zero.

ii. Rear setback: zero.

iii. Side setback: zero.

iv. Street side setback: zero.

b. Properties not fronting on Glendora Avenue:

i. Front setback: five feet.

ii. Rear setback: zero.

iii. Side setback: zero.

iv. Street side setback: five feet.

5. Building Form.

a. Maximum height: forty-five feet plus an additional five feet for architectural features.

b. Maximum stories: three stories.

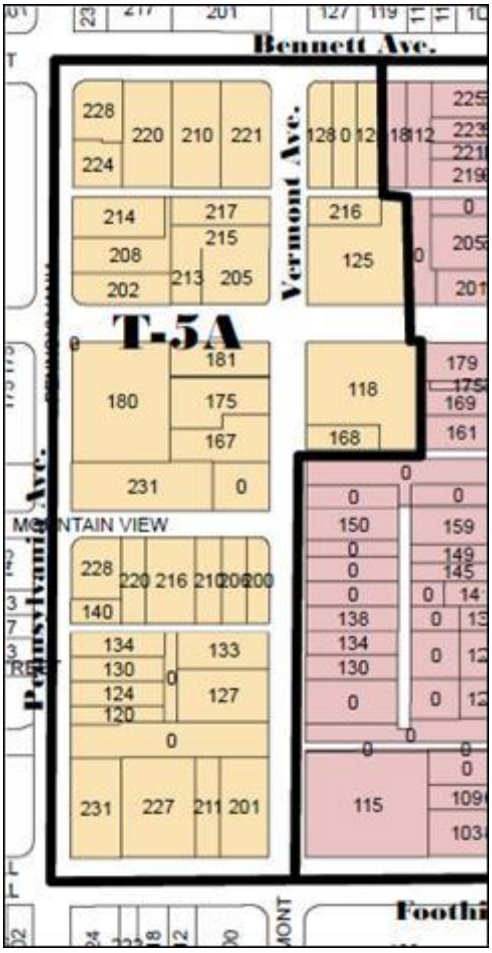
c. Arcades, balconies and gallery spaces shall have a minimum depth of six feet.

d. Unless the selected architectural style indicates otherwise, all building wall planes shall provide thoughtful articulation using variations in wall planes, window fenestration and entry openings to break up wall planes. Large expanses of blank walls are strongly discouraged.

G. T-5A, Village Transition—Intent and Description.

Mixed use ground floor commercial with residential above development concept

The T-5A, Village Transition subdistrict is an eclectic mix of residential and commercial/retail/ office uses. The area is characterized by historic folk cottage architecture, craftsman and Spanish colonial bungalows, post-war multifamily development, and various commercial buildings. The T-5A standards provide guidance to enhance the quality of the area as a mixed use extension of the village with its own identity, mixing residential uses and compatible commercial/retail/office uses. The goal is to provide guidance for future quality mixed use development that will bring a unifying, identifiable theme to the subdistrict, its own "sense of place." Permitted uses include a broad mix of residential, commercial and office uses.



H. T-5A, Village Transition Development Standards.

1. Lot Configuration.
   a. Minimum lot size: 10,000 square feet.
   b. Minimum lot width: 100 feet.
   c. Minimum lot depth: 100 feet.
2. Residential Unit Density. Up to thirty dwelling units per acre. A 25% residential density bonus and a one-story height increase are allowed for mixed-use projects if keeping or rebuilding same or greater commercial square footage as existing. All other applicable Zoning standards set forth by the GMC and State law apply.
3. Building Placement.
   a. Commercial and Mixed Use Multifamily.
      i. Front setback first story: five feet.
      ii. Side setback: zero when adjacent to commercial.

iii. Side setback: five feet when adjacent to exclusively residential uses.

iv. Street side setback: five feet.

v. Rear setback: zero when adjacent to commercial.

vi. Rear setback: fifteen feet when adjacent to exclusively residential uses.

b. Exclusively Residential.

i. Front setback first story: ten feet.

ii. Front setback second/third story: fifteen feet.

iii. First story front porch or stoop: five feet.

iv. Side setback: five feet.

v. Side setback second/third stories: ten feet.

vi. Street side setback: five feet.

vii. Rear setback: fifteen feet.

4. Building Form.

a. Maximum height: forty-five feet plus an additional five feet for architectural features.

b. Maximum stories: three stories.

c. Arcades, balconies and gallery spaces shall have a minimum depth of six feet

d. Unless the selected architectural style indicates otherwise, all building wall planes shall provide thoughtful articulation using variations in wall planes, window fenestration and entry openings to break up wall planes. Large expanses of blank walls are strongly discouraged.

I. CCAP Parking Standards.

1. General Standards.

a. Single-Family Residential. Refer to Section 21.03.020(D).

b. T-4 Multifamily Residential. Refer to Section 21.03.020(E).

c. Guest parking spaces in multifamily development in the T-4 subdistrict shall be labeled "Guest Parking" in eight-inch block letters.

d. Parking Location. All access to parking garages, parking lots, parking structures including podium structures shall be provided from alleys if available. No curb cuts or direct access to parking structures or podium style parking structures shall be allowed from Glendora Avenue with the exception of city-owned public parking lots.

e. Parking clear back-out distance from face of garage doors: 25 feet back-out distance may include the width of alley if needed.

f. Residential multifamily mixed use or stand alone residential parking in the parking exemption district: one space per bedroom.

g. Residential multifamily mixed use or stand alone residential parking in the parking reduction district: one space per bedroom and 0.1 space per bedroom for guest parking.

2. Parking Structures.

a. Multifamily residential parking is recommended to be located in subterranean or podium parking structures.

b. Street adjacent portions of parking structures, including podium-style parking structures, shall be located and designed to be screened from view from the public street.

c. Parking structures shall be designed to blend harmoniously and architecturally with the surrounding village context.

3. Parking Exemption District. The parking exemption district exempts all commercial development within the boundaries of the district from the requirement to provide on-site parking as part of new commercial development. This is based on the fact that there is public parking available in city parking lots, private parking lots and street parking. (See map in subsection J of this section.)

4. Parking Reduction District. The parking reduction district exempts one thousand square feet of new commercial/retail development from the requirements for on-site parking as described in Section 21.03.020, Off-street parking and loading. New commercial/retail development in excess of the one-thousand-square-foot exemption shall comply with Section 21.03.020 of this title. (See map in subsection J of this section.)

5. Village Parking District. The purpose of the Village Parking District is to ensure an adequate supply of public parking for existing and future land uses and development within the CCAP. To maintain a supply of public parking, permitted land uses within the Village Parking District shall be limited to free public parking. New development or rehabilitation of public parking shall comply with Section 21.03.020 of this title. (See map in subsection J of this section.)

J. Parking Exemption/Reduction/Village Parking Districts.

K. CCAP Design Standards.

1. Introduction ~~and Table of Contents.~~

   a. This section establishes the design standards, which are intended to enhance the existing character and provide guidance for future development. All projects for new or remodeled or expanded development will be reviewed based on these design standards.

   b. The typical characteristics and photographs provided are not intended to be the exclusive design characteristics allowed. They are intended to inspire discussion and dialogue toward development of designs that reflect the applicable architectural style. The intent of these regulations is to guide the range of architectural expression within the subdistricts and to promote architectural harmony so that the outdoor public spaces framed by the buildings will be well defined and conducive to the goals envisioned by the general plan for the zone.

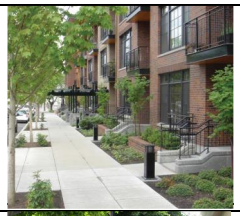
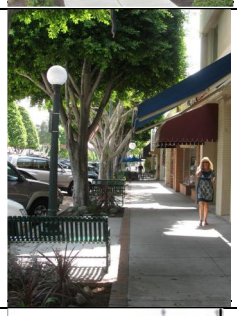
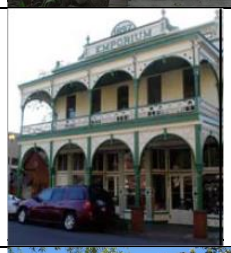
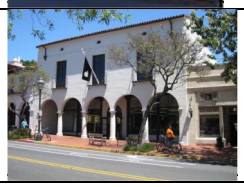
~~2. CCAP Design Standards Table of Contents.~~

   ~~a. Subsection L, Table of Recommended Frontage Types (refer to Appendix Section 21.B.A for descriptions).~~

   ~~b. Subsection M, Table of Recommended Architectural Styles (refer to Appendix Section 21.B.B for descriptions and examples).~~

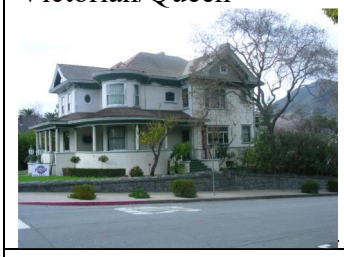
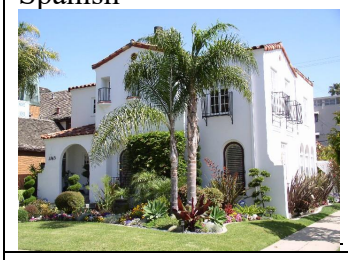
~~c. Subsection N, Table of Landscape Standards.~~

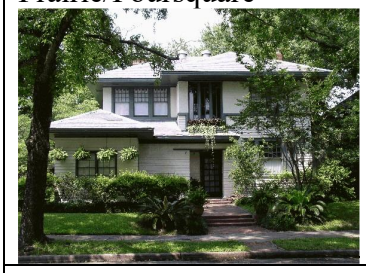
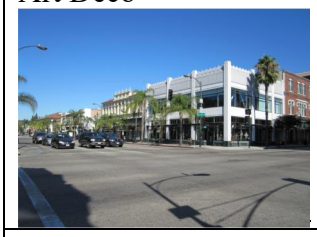
~~L. Table of Frontage Types Allowed (Shaded) in Each Subdistrict.~~

~~**Frontage Type**~~	~~**Illustration**~~	~~**T4 Village Edge**~~	~~**T5 Village Core with frontage on Glendora Avenue**~~	~~**T5 Village Core without frontage on Glendora Avenue**~~	~~**T5A Village Transition**~~
~~Residential Front Yard~~					
~~Porch~~					
~~Forecourt~~					
~~Stoop~~					
~~Shop Front~~					
~~Gallery~~					
~~Arcade~~					

~~M. Table of Architecture Styles Allowed (Shaded) in Each Subdistrict.~~

~~**Architectural Style**~~	~~**T-4**~~	~~**T-5**~~	~~**T-5A**~~
~~Romaneque Revival~~			

~~Victorian/Queen Anne~~ 			
~~Neoclassical Revival~~			
~~Main Street~~			
~~Spanish Revival~~ 			
~~Mission Revival~~			
~~Craftsman Bungalow~~			

~~Prairie/Foursquare~~ 			
~~Art Deco~~ 			
~~New Urbanism~~			

~~N. Open Space and Landscape Standards.~~

~~**Standard (shaded cells indicate applicability to specific subdistrict)**~~	~~**Subdistrict**~~		
	~~**T-4**~~	~~**T-5**~~	~~**T-5A**~~
~~All front and street side setback areas shall be landscaped with drought tolerant (low water use) plant material*~~			
~~A minimum of at least one shade tree (36-inch box size) as approved by the city shall be provided within the front setback area for each 50 feet of lot width.~~			
~~Maximum hardscape or paved area for front setback not to exceed 25% of actual front setback area from the main structure.~~			

~~Minimum open space per unit for multifamily development excluding required setback areas shall be 400 square feet per unit (may be a combination of private and common areas).~~			
~~Open space minimum length and width in any direction shall be not less than 10 feet and a minimum area not less than 150 square feet.~~			
~~All ground floor residential front and street side setbacks and courtyards shall be designed and landscaped to enhance the interface between the public and private realm by providing visual and/or physical accessibility from the public areas into the landscaped setback areas.~~			
~~Residential ground floor development front setback areas shall include landscaping with drought tolerant (low water use) plant material** and decorative paving.~~			
~~Ground floor commercial/retail/office development with front and street side setbacks, recessed entries and forecourts, shared walkways and courtyards shall incorporate pedestrian amenities including shaded seating, decorative paving and landscaped planter areas to enhance the pedestrian experience.~~			
~~All street corner development shall provide a minimum public landscaped plaza space of 500 square feet including seating, decorative paving, and lush planter landscaping to enhance the pedestrian experience.~~			
~~Mixed use residential development on second and third stories shall provide a minimum of one 150 square foot balcony (minimum 10 foot by 15 foot) per unit. The architectural style of balconies shall be consistent with the architectural style of the proposed development.~~			
~~Parking Lot Screening and Shading. All parking lots shall provide landscape screening along public rights-of-way. Shade trees (minimum 24-inch box size) shall be planted throughout the parking lot at a minimum of one tree for every three parking spaces.~~			

~~*~~ ~~For lists of drought tolerant or low water use plants, refer to A Guide to Estimating Irrigation Water Needs of Landscape Plantings in California by the University of California Cooperative Extension and the California Department of Water Resources - Low and Very Low water use designated plants, or Landscape Plants for Western Regions by Bob Perry.~~

~~**~~ ~~Ibid.~~

L. Outdoor Dining.

a. Purpose. The purpose and intent of this section is to provide regulations for outdoor dining operated in conjunction with a "dining" or "fast food restaurant," or "wine/beer tasting room" as defined in Section 21.01.020 of the Glendora Municipal Code.

b. The provisions of this section are applicable to sidewalk and parklet dining located in the public right-of-way in the CCAP T-5 and T5A zones.

c. Outdoor Dining Use Agreement. Any dining or fast-food restaurant, or wine/beer tasting room desiring to utilize the adjacent public right-of-way for outdoor dining shall submit an application for an outdoor dining use agreement ("agreement").

i. The community development director and public works director shall review, approve with conditions, or deny all applications for an outdoor dining use agreement.

ii. The planning commission shall review, approve with conditions, or deny all applications for serving alcoholic beverages or including entertainment in conjunction with outdoor dining.

iii. Outdoor dining use agreements shall be valid for one year and may be renewed annually.

d. Outdoor Dining Standards.

i. Outdoor Dining—No Alcoholic Beverages Permitted. Sidewalk outdoor dining without the sale or service of alcoholic beverages is permitted by this section and shall be subject to the following standards:

1. Only dining or fast-food restaurants, or beer/wine tasting rooms as defined in Section 21.01.020 of the Glendora Municipal Code, may be issued an outdoor dining use agreement.

2. The business shall provide clean, attractive, serviceable, and sturdy furniture.

3. Tables, chairs, umbrellas, potted plants, exterior lighting, and delineation devices may be permitted as part of an outdoor dining use agreement. No item, however, shall be placed within the primary pedestrian path. The primary pedestrian path on Glendora Avenue is a minimum six-foot unobstructed clearance along the public sidewalk extending from the red brick border adjacent to the tree wells towards the private property line; the primary pedestrian path on CCAP streets other than Glendora Avenue is a minimum five-foot unobstructed clearance along the public sidewalk.

4. Outdoor dining on the sidewalk shall comply with the Americans with Disabilities Act (ADA). A minimum, unobstructed pedestrian path of at least sixty inches in width shall be maintained along the entire length of the sidewalk. The city may require more clearance

area based on the location of sidewalk obstructions, pedestrian traffic, and outdoor dining standards.

5. The restaurant owner shall keep the outdoor dining area clean and clear of trash or other debris.
6. The business owner shall maintain insurance policies and requirements, including general liability insurance, as required by the city. Current certificates of required insurance shall be submitted to the city annually for the duration of the sidewalk outdoor dining use.
7. Chairs and tables shall be arranged on the sidewalk or parklet, in order to prevent encroaching into the required pedestrian path. Chairs and tables shall not be placed within twelve inches of the edge of a curb. Additional distance may be required as determined by the city.
8. Outdoor dining on the sidewalk shall not be allowed closer than three feet to a street curb where parallel parking of vehicles is permitted. This three-foot distance shall be delineated with a barrier to ensure the maintenance of the safe distance from vehicle doors. Where street parking is angled, sufficient access from the parking to the sidewalk shall be provided, as determined by the city.
9. The use of bolts, drilling, adhesives, or other manner of affixing any item to the sidewalk, parklet, or public right-of-way is prohibited, unless an exception is approved by the city.
10. Umbrellas shall be no more than ten feet in height and shall be a primary, solid color. Logos, letters, stripes, and/or other designs are prohibited.
11. Lighting shall not face the street, be pointed downward, and shielded to prevent light glare.

12. Overhead hanging electrical cords are prohibited.

13. Violations of the agreement may result in penalties including fines and revocation of an Agreement to use the public right-of-way.
14. The city may, at their sole discretion, place additional conditions upon the issuance of the outdoor dining use agreement in order to insure the protection of the public rights-of-way and the rights of all adjoining property owners and the health, safety, and welfare of the public.
15. Outdoor Dining Use Agreements may be terminated by the city, with or without cause, regardless of the nature and scope of financial or other interest in, or on account of the agreement or the permitted use.

ii. Outdoor Dining—Alcoholic Beverages Permitted. In addition to the requirements contained in this section, dining and fast-food restaurants, and wine/beer tasting rooms may apply for the service and consumption of alcoholic beverages in conjunction with an outdoor dining use agreement, and shall comply with the following:

1. Only dining restaurants, fast-food restaurants, or wine/beer tasting rooms as defined in Section 21.01.020 of the Glendora Municipal Code may be issued an outdoor dining use agreement.
2. A conditional use permit has been approved for alcoholic beverage service, including the provision for outdoor dining.
3. The California Department of Alcoholic Beverage Control has issued a license for the sale and service of alcoholic beverages.
4. Attractive portable barrier delineation of sidewalk dining areas serving alcoholic beverages, such as theater-style posts and swag roping, decorative fencing, potted plants, and similar devices shall be required.
5. Alcohol shall not be served later than 11:00 p.m. or as established by the conditional use permit for alcoholic beverage service in conjunction with a restaurant, or wine/beer tasting room.

e. Fees Required. Outdoor dining use agreement application, initial term and renewal fees are established by the city council. Outdoor dining use agreements are only valid for one year and renewal fees shall be paid annually and prior to the execution of any agreement.

f. Calls for Review. The city may initiate a review of the outdoor dining use agreement of any business due to noncompliance with any of the conditions of approval at any time.

g. Revocation or Modifications of an Outdoor Dining Use Agreement. The community development director and public works director may revoke or modify any outdoor dining use agreement. The planning commission may revoke or modify any conditional use permits that allow service of alcoholic beverages or entertainment. Violation of any of the following constitutes grounds for revocation or modification:

i. When continuation of the agreement and/or permit would be contrary to the public's health, safety, or welfare.

ii. The misrepresentation of a material fact by an applicant in their application.

iii. A public nuisance, including, but not limited to, loitering, littering, poor site maintenance, public drunkenness, defacement and damaging of structures, pedestrian obstructions, traffic circulation and parking conflicts, or noise disturbances.

iv. Violation of any condition of the agreement.

v. Violation of any municipal, state, or federal laws.

M. CCAP Application-Permit Review Process.

a. Outdoor Dining Use Agreement. An outdoor dining use agreement will be entered into upon approval of a completed outdoor dining application from the community development and public works directors

i. Submittal Requirements. A complete outdoor dining application in addition to the following submittal attachments:

1. A dimensioned site plan indicating the location and setbacks to buildings, curbs, etc., of tables and chairs, and of the required pedestrian path of travel in relation to the sidewalk width, building access and location of seating areas, and any other items associated with the application.

2. Information must be provided regarding the proposed outdoor dining furniture, including visual representations and dimensions of outdoor dining furniture. Outdoor dining furniture includes tables, chairs or other seating, shade structures, umbrellas, planters, and barriers.

3. Type of portable barrier delineation (i.e., temporary fencing, posts and rope, potted plants, etc.) and visual representations, illustrations, photos or cut sheets of proposed barrier type.

4. Outdoor dining site plan review application and application fees as adopted by council resolution.

ii. Appeals. Decisions of the community development director and public works director may be appealed to the planning commission within ten days. Decisions of the planning commission are final unless a conditional use permit is involved, in which case, the final appeal decision is made by the city council pursuant to Section 21.02.020(D) of this title.

b. Other Permits. Uses and development requiring a conditional use permit or minor conditional use permit are referred to Table 21.A.C, Permitted and Conditionally Permitted Uses, and Chapter 21.02, Permits, of this title.

(Ord. 1858 § 3, 2007; Ord. 1958 § 3, 2012; Ord. 1989 § 2, 2014; Ord. 2015 § 2, 2017; Ord. 2053 § 2, 2020; Ord. 2075 §§ 2, 3, 2023; Ord. 2090, 10/22/2024)

CHAPTER 21.10 ROUTE 66 CORRIDOR SPECIFIC PLAN

Article V Route 66 Corridor Design ~~Guidelines~~ *Standards*

§ 21.10.200 This Section is replaced by the Zoning Code Chapter 21 B, City of Glendora's Objective Design Standards and all other applicable provisions of the Glendora Zoning and Subdivision Codes. Sections 21.10.210 – 21.10.270 are intentionally left blank to preserve the order of the Specific Plan. If there is conflict between any provision in this Specific Plan and the Objective Design Standards, or any other provision of the Zoning Code, the more restrictive standard shall prevail.

~~Route 66 Corridor Design Guidelines~~

~~§ 21.10.200. Design guidelines user's guide.~~

~~The user's guide to the Route 66 design guidelines is intended to provide interested persons with straightforward guidance for optimizing the use of the design guidelines for projects and improvements to properties within the Route 66 specific plan area (see Figure 1). The user's guide includes a description of the purpose and applicability of the design guidelines, an overview of how to get started using the design guidelines, a step- by-step summary of the design process, and information on where to get additional help with the design guidelines.~~

~~The Route 66 Design Guidelines are based on both Glendora's History and its Future Vision~~

~~A. Purpose and Applicability of the Design Guidelines.~~

~~1. The way in which land is developed and buildings are built or rehabilitated influences both the overall image of a community as perceived by residents and visitors and the attractiveness of a place to prospective and existing investors and businesses. The Glendora general plan, through its land use element, supports quality design throughout the community. Additionally, the city of Glendora relies on its project approval process to pursue excellence in architectural and overall project design; including development and redevelopment within the Route 66 Corridor.~~

~~2. The purpose of the Route 66 specific plan design guidelines, therefore, is to provide consistent design guidance for the development and redevelopment of the Route 66 Corridor that reflects the Glendora community's commitment to quality, true-to-Glendora design and economic development. To this end, a driving intent of the Route 66 specific plan design guidelines is to be user- friendly (i.e., easy to find information and use of simple, understandable language), easy to implement (by property owners, small business owners, investors, design professionals, city staff, planning commission, etc.), and well-illustrated to help articulate the design objectives for the Route 66 specific plan area.~~

~~Building using Design Guidelines~~

~~Building not using Design Guidelines~~

~~3. The guidelines will be used by city staff, the planning commission, and the city council in the review of proposed projects in compliance with requirements of the city's general plan and Municipal Code. The guidelines are applicable to the following types of projects within the Route 66 specific plan area:~~

~~a. Any construction requiring a building permit;~~

~~b. Projects/uses requiring a discretionary zoning application such as a development plan review or conditional use permit;~~

~~c. Any construction (whether or not a building permit or zoning application is required) that affects the exterior elevation of an existing building or structure (e.g., replacing doors or windows);~~

~~d. A change in the exterior appearance of a building (e.g., painting, reroofing, replacing siding) or similar changes; and~~

~~e. A change in the use of an existing building that requires additional parking.~~

~~4. During its review of applicable projects, city staff, the planning commission, and the city council will use discretion in applying the various provisions in the Route 66 specific plan design guidelines to specific projects. It is not anticipated that each guideline will apply equally to every project. In some circumstances, one guideline may be relaxed to facilitate compliance with another guideline determined by the city to be more important in a particular case. The overall objective is to ensure that the intent and spirit of the guidelines are followed and that the project respects its surroundings in terms of scale, character, and orientation.~~

~~B. How to Get Started. To most effectively get started using the Route 66 design guidelines, the following basic process is recommended:~~

~~Step 1: Read the Route 66 Design Context section below for an understanding of general design priorities for the corridor.~~
~~Step 2: The Route 66 specific plan area is divided into the following 9 land use districts:~~

- ~~Barranca Gateway~~
- ~~Grand Avenue Commercial Gateway~~
- ~~Town Center Mixed Use~~
- ~~Glendora Avenue Gateway~~

- ~~Route 66 Service Commercial~~
- ~~Central Route 66 Residential~~
- ~~Lone Hill Gateway~~
- ~~Glendora Technology, Commerce, and Office~~
- ~~Grand/Route 66 Gateway~~

~~Review Exhibit 5-1 to determine the Route 66 land use district in which your project(s) is located.~~

~~Step 3: Turn to the section of district-specific design guidelines below that is written for the land use district in which your project(s) is located. This section will provide you with specific design guidance that will help your project(s) be compatible with the character desired for your district.~~

~~Step 4: Once you have reviewed the district-specific design guidelines, review the area-wide design guidelines section for guidance on a range of items that will help your project(s) be compatible with the design features desired for the entire Route 66 corridor.~~

~~Step 5: Subsequent to completing Steps 1 through 4, schedule a meeting with the Glendora planning department to review your ideas, identify processes and requirements, ask questions, and discuss potential issues, solutions and approaches. The department is more than happy to help you be a successful part of the Route 66 corridor.~~

~~Step 6: If you have any additional questions, please call, write, or e-mail the Glendora planning department. (Ord. 2019 § 2, 2017)~~

~~§ 21.10.210. Design context.~~

~~Route 66 serves many important existing and envisioned roles in the Glendora community. It is a major transportation corridor, an economic backbone of local businesses, a symbol of a rich history and future promise, and a place that many call home. It is also a corridor in transition, evolving from a collection of different types of development that occurred individually and incrementally (reflecting the era in which they built) to one that seeks to achieve more compatibility between adjacent uses and a strong design image that unifies the vernacular architecture that does and will always exist.~~

~~To achieve the community's vision for a more vital and visually enhanced Route 66, it is important that project designers both recognize the unique design context of the corridor and make specific efforts to enhance it. The elements that help define the envisioned character of Route 66 include:~~

- ~~Identifiable landmark buildings amidst understated buildings and signs;~~
- ~~Views to surrounding hills and mountains and connections to nearby natural resources;~~
- ~~Pedestrian scale environments within a larger auto-oriented environment;~~
- ~~Good quality development with a feeling of being "handmade" and "true-to-Glendora."~~

~~To successfully maintain and strengthen the Route 66 Corridor's existing character, project designers will be required to integrate design features that support the city's efforts to preserve the authenticity of Glendora and maintain an image of quality development. Following the Route 66 specific plan design guidelines will help achieve this goal.~~

~~A. Common Design Principles. While every project is unique, each should demonstrate adherence to certain design principles that are central to enhancing the quality of the development along Route 66. This section provides the basic design goals that each project is expected to address—building upon the Route 66 design context section above. Newly-constructed projects will have a greater opportunity to address each~~

~~of the design principles more fully, while projects that involve additions or remodeling may be more limited in their ability to address each specific principle.~~

~~The following common design principles contribute to nurturing compatible relationships between new projects, existing uses, and future development – all in an effort to help ensure that projects along Route 66 are well-integrated and demonstrate respect for Glendora's unique character and sensitivity to the contextual influences of the area, especially in terms of building scale and architectural design. It is expected that all project proponents will strive to implement the principles outlined below to the greatest degree possible. The information in this design guidelines manual will help in achieving this goal.~~

~~1. High Quality. Maintain a high level of expectation for quality development.~~

~~Quality of development can be expressed in a variety of ways: through the adherence to authentic architectural styles and details; the honest and simple use of materials and colors; the provision of useable open space (plazas and courtyards); the concern for human scale and pedestrian orientation; and the use of landscaping to soften the otherwise hard surfaces of structures and pavement. All projects are expected to achieve a high level of quality.~~

~~Building of Higher Quality~~

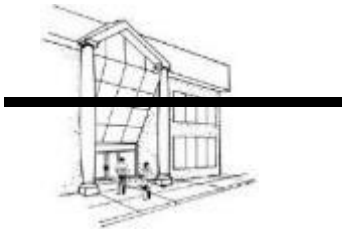
~~Building of Average Quality~~

~~2. Human Scale. Develop buildings that include human-scale details, pedestrian amenities, and create new linkages between and within developments where possible.~~

~~Glendora is a community that prides itself on its heritage as a city and the history of its people. An important aspect of the Route 66 Corridor is to respond to the importance of people, while also acknowledging the roles of transit and automobile transportation. The extension of a human scale character throughout the Route 66 Corridor is a basic design principle to be addressed by all projects. Project proponents should demonstrate how the proposed project contributes to the goal of human scale development along Route 66.~~

~~Building with Many Human Scale Qualities~~

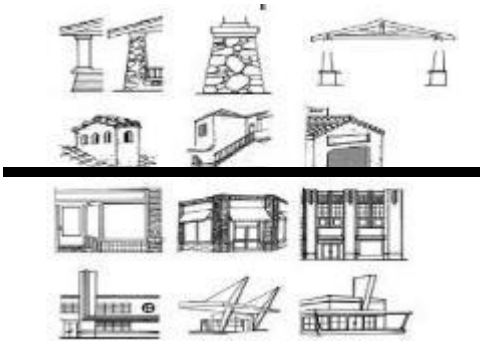
~~Building with Few Human Scale Qualities~~



~~3. Vernacular Character. Protect the existing vernacular character of Route 66 and promote diversity in new development.~~

~~The vernacular nature of existing development contributes to the unique identity of Route 66. New projects are expected to promote a diversity of architectural style while maintaining continuity of scale, pedestrian amenities, patterns of open space, and use of landscaping. The guidelines accommodate a variety of architectural styles, including: mission revival; Spanish colonial revival; art deco; moderne; craftsman; traditional storefront; and contemporary highway vernacular. Choosing which architectural style to use is in part a matter of personal choice, keeping in mind both the existing architectural context and the desired architectural character defined in the district-specific design guidelines. Through these design guidelines, individual project designs should respond to the basic character-defining features of each of these styles as described later in this document (see the section on area-wide design guidelines).~~

~~Many Architectural Styles Along Route 66 Contribute to a Vernacular Character~~



~~4. Development Character. Promote a consistent and coherent rhythm of structures and open spaces along the street edge.~~

~~The structures, and the spaces and landscaping between them, create a variety of physical environments – rhythms – along Route 66. The desired character within the Route 66 Corridor varies depending upon the rhythms that exist or that are envisioned, as described in each of the district-specific design guidelines sections provided later in this document. Development character is achieved through the thoughtful provision and arrangement of front and side building setbacks, location of structures, plazas and courtyards, outdoor dining areas, pedestrian paseos and linkages, view corridors and vistas to surrounding hills/mountains, landscaped areas and other natural features, and other details that, when aggregated, will create a positive rhythm along Route 66. Development character also entails protecting adjacent residential uses from the impacts of non-residential development.~~

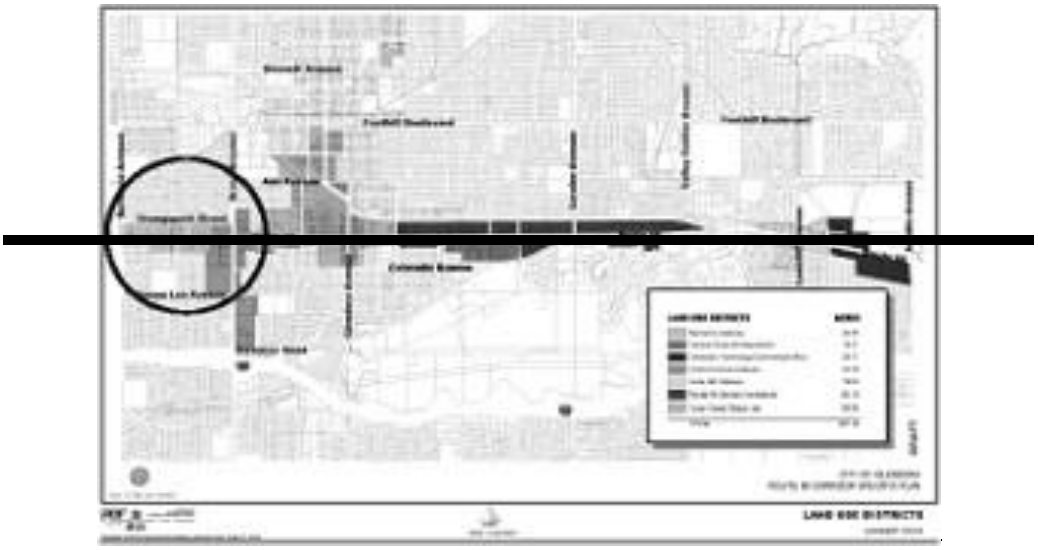
~~Optimal Development Character Created Through a Coherent Rhythm of Building Design, Streetscape, and Open Space~~

~~Unpleasant Development Character Created Through Uncoordinated Building Design, Open Space Placement, and Miscellaneous Streetscape~~

~~(Ord. 2019 § 2, 2017)~~

~~§ 21.10.220. District-specific guidelines.~~

~~A. Barranca Gateway.~~



~~1. Character Area Description.~~

~~a. The Barranca gateway district is intended to serve as the western gateway into the city. The Barranca gateway district seeks to provide the western "front door" to the city, through the establishment of distinctive architecture, streetscape, hardscape and other on-site and off-site amenities. The Barranca gateway district is envisioned to capitalize on adjacent market potential introduced by Azusa Pacific University and Citrus College. A high-level of street-oriented development and strong pedestrian comfort is envisioned to attract nearby students and residents to this district. Uses appropriate for this district include residential, retail sales, offices, and other service uses that provide for the daily needs of local residents. The district is intended to promote stable and attractive commercial development that is compatible with adjacent residential use. Commercial uses are strongly encouraged at intersection locations.~~

~~b. Key Objectives:~~

~~i. City's western gateway;~~
~~ii. Street-oriented development;~~
~~iii. Pedestrian focus;~~
~~iv. Mix of uses (residential/commercial/retail);~~
~~v. Capitalize on adjacent market potential;~~
~~vi. Respect adjacent residential development.~~

~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Barranca gateway district within the Route 66 Corridor.~~

~~a. Relationship Between Building and Street – Street Orientation – Pedestrian Orientation. For the Barranca gateway district, this edge treatment encourages orienting buildings to have the front face the street, but providing an adequate setback and pedestrian space between buildings and the road. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.~~

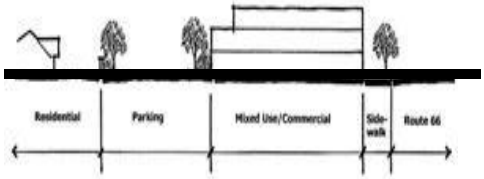
~~As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~i. Enhancing quality of pedestrian environment along the sidewalk with building setbacks and enhanced sidewalk spaces.~~
~~ii. Creating continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings, blank walls and parking lots.~~
~~iii. Creating pedestrian connections to parking lots at the rear or sides of buildings.~~
~~iv. Using building indentations to create small pedestrian plazas along the street wall.~~

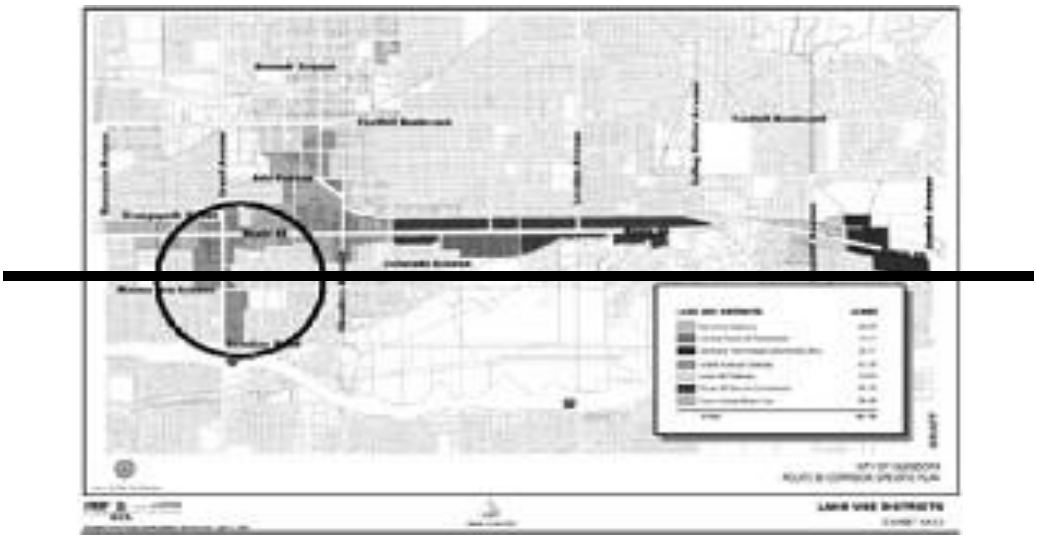
~~b. Relationship Between Building and Rear Yard – Setback, Buffer and Stepback. Within the Barranca gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66-fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. Landscaping and parking generally comprise the rear yard area, designed to optimize compatibility with adjacent residences. As illustrated below, the key features of this relationship between buildings and rear yards include:~~

~~i. Introducing generous landscaping along rear property line to optimize buffer;~~
~~ii. Installing low-scale light standards, using light shields, and setting back building to minimize light spillover from parking area and building to adjacent properties;~~
~~iii. Stepping back upper stories of buildings and introducing parking areas or drive aisles in rear yards to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.~~

~~Setback, Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Barranca Gateway District (Section View, below)~~



~~B. Grand Avenue Commercial Gateway.~~



~~1. Character Area Description.~~

~~a. The Grand Avenue commercial gateway district is intended to enhance Grand Avenue's function as a primary commercial/retail district within the city. The district is envisioned to serve as a primary southern gateway to the Route 66 Corridor through the provision of higher intensity commercial development catering to the local and regional market, with buildings envisioned of a maximum two stories in height. Distinctive architecture and pedestrian amenities compatible with adjacent residences, is encouraged. The district is intended to provide a wide range of retail sales, business and personal services primarily oriented to the automobile customer. The district is envisioned as a primary node for serving the general commercial needs of the city through the promotion of stable and attractive retail development.~~

~~b. Key Objectives.~~

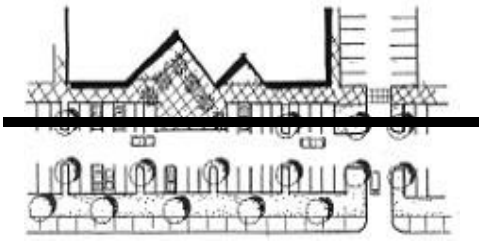
~~i. A primary commercial node;~~
~~ii. Primary southern gateway;~~
~~iii. Higher intensity commercial development;~~
~~iv. Capture local and regional market;~~
~~v. Auto-oriented gateway.~~

~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Grand Avenue commercial gateway district within the Route 66 Corridor.~~

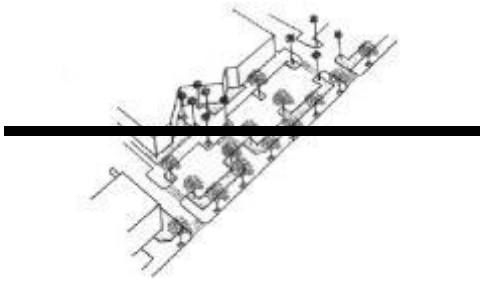
~~a. Relationship Between Building and Street – Setback from Street – Balanced Parking Orientation. For the Grand Avenue commercial gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with generous parking lot landscaping, and landscaped parkways and street trees accenting the sidewalk edge. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.~~

~~As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~i. Create pedestrian linkages from the public sidewalk to building perimeter and entries.~~
~~ii. Provide vehicular access and pedestrian connections to adjoining parcels whenever possible.~~
~~iii. Provide accent landscaping and enhanced paving at vehicular entries.~~



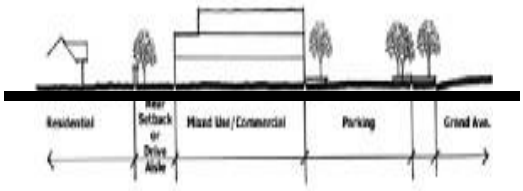
~~Relationship Between Building and Street: Setback from Street – Balanced Parking Orientation is Encouraged for the Grand Avenue Commercial Gateway District (Plan View above; Axonometric View below)~~



~~b. Relationship Between Building and Rear Yard – Buffer and Stepback. Within the Grand Avenue commercial gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Grand Avenue-fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. As buildings are located closer to rear property lines (since parking is predominant in front and side yard areas), a generous landscaped buffer and other screening techniques are employed in rear yard areas to optimize compatibility with adjacent residences. As illustrated below, the key features of this relationship between buildings and rear yards include:~~

~~i. Introducing generous landscaping along rear property line to optimize buffer.~~
~~ii. Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.~~
~~iii. Stepping back upper stories of buildings to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.~~

~~Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Grand Avenue Commercial Gateway District~~



~~C. Town Center Mixed Use.~~

~~1. Character Area Description.~~

~~a. The town center mixed use district is intended to provide for a complementary mix of land use and development types that are compatible with and reinforce pedestrian activity and transit utilization. The town center mixed use district will emphasize a complementary mix of development types, including multifamily residential, commercial uses and smaller-scale street-oriented retail development in buildings no taller than three stories in height.~~

~~b. Key Objectives.~~

~~i. Future transit use potential;~~
~~ii. Expanded housing opportunities;~~
~~iii. Street-oriented/pedestrian-friendly.~~

~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the town center mixed use district within the Route 66 Corridor.~~

~~a. Relationship Between Building and Street – Street Orientation – Pedestrian Orientation. For the town center mixed use district, orient buildings to have the front face the street, but providing an adequate setback and pedestrian space between buildings and the road. This street facing orientation serves to create a strong relationship between buildings and the street. This edge treatment also encourages a strong relationship between on-street transit stops, adjacent buildings, and pedestrian connections. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street to the maximum degree possible.~~
~~Key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~i. Enhancing quality of pedestrian environment along the sidewalk with building setbacks and enhances sidewalk spaces.~~

~~ii. Creating continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings, blank walls and parking lots.~~
~~iii. Creating pedestrian connections to parking lots at the rear or sides of buildings.~~
~~iv. Using building indentations to create small pedestrian plazas along the street wall.~~
~~v. Accommodating on-street transit stops.~~

~~b. Relationship Between Building and Rear Yard – Setback, Buffer and Stepback.~~

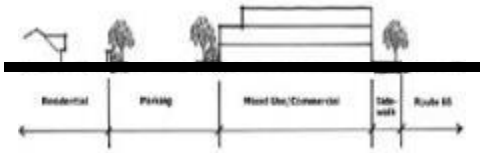
~~i. Within the town center mixed use district, three relationships between buildings and rear yard areas exist that require specific design guidance:~~

~~(A) Rear yard adjacent to residential;~~
~~(B) Rear yard adjacent to residential street or alley;~~
~~(C) Rear yard adjacent to rail.~~

~~ii. For this district, upper stories of buildings are encouraged to be stepped back away from rear-adjacent features and uses to minimize visual intrusion and balance sun and shade impacts. Landscaping and parking generally comprise the rear yard area, designed to optimize compatibility with adjacent residences. As illustrated below, the key features of this relationship between buildings and rear yards include:~~

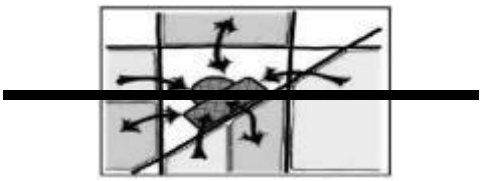
~~(A) Introducing generous landscaping along rear property line to optimize buffer.~~
~~(B) Installing low-scale light standards, using light shields, and setting back building to minimize light spillover from parking area and building to adjacent properties.~~
~~(C) Stepping back upper stories of buildings and introducing parking areas or drive aisles in rear yards to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.~~

~~Setback, Buffer and Stepback Relationship Between Buildings and Rear Yards Adjacent to Residential is Encouraged for the Town Center Mixed Use District (Section View, below)~~

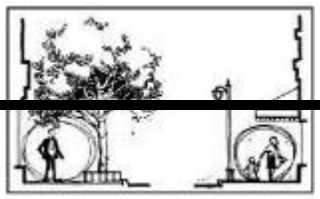


~~c. Transit Supportive Design Guidelines. Unlike the other districts within the specific plan area, the town center mixed use district will realize transit-supportive development and redevelopment as a result of future service by the Metro Gold Line (light rail). To optimize the benefits of light rail transit service to district businesses, visitors and residents, the following transit supportive design guidelines are recommended for new development, redevelopment, and rehabilitation.~~

~~i. Every project within the district should be designed in consideration of the future Metro Gold Line station as a pedestrian destination by including accessible and attractive connections to the larger pedestrian (i.e., sidewalk or pathway) system and adjacent developments.~~

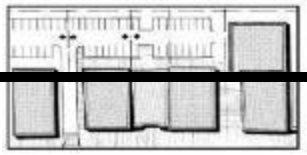


~~ii. All projects within the town center mixed use district should demonstrate pedestrian orientation by including weather protection (sun, wind, rain) elements such as awnings, colonnades, or canopies; building entrances and storefronts fronting on a segment of the pedestrian system; and the use of interesting paving, pedestrian- scale lighting, benches, fountains, bicycle racks, trash receptacles, landscaping, public art, and/or other similar amenities.~~

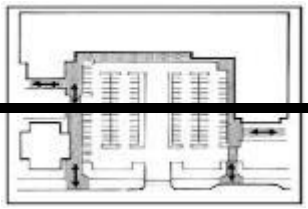


~~iii. Encourage shared (reciprocal access) parking, centrally located public parking, structured parking, to encourage transit use, walking, and bicycling and to maximize the development potential of sites within the town center mixed use district.~~

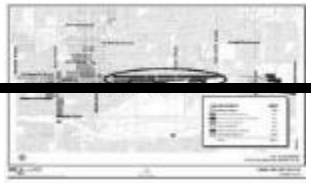
~~Shared parking and access agreements are encouraged~~



~~Parking lot designs should include pedestrian connections from transit stops to storefronts convenient access to adjacent buildings~~



~~D. Route 66 Service Commercial.~~



~~1. Character Area Description.~~

~~a. The Route 66 service commercial is intended to provide for a variety of smaller-scale commercial, office and light industrial/manufacturing uses in buildings generally no taller than two stories in height. Flexible commercial and low-intensity industrial development allowing for office/ assembly and warehousing under one roof is encouraged. The district is envisioned a primary node for locally-serving businesses and commercial activity. The Route 66 commercial district is envisioned contribute to a positive visual image along Route 66 through the establishment of streetscape elements, landscaped buffers and quality site design.~~

~~b. Key Objectives.~~

~~i. Primary locally-serving commercial uses;~~
~~ii. Auto-oriented focus;~~
~~iii. Larger landscape buffers/screening;~~
~~iv. Improved streetscape;~~
~~v. Focus on site improvement (façade, etc.);~~
~~vi. Lot consolidation.~~

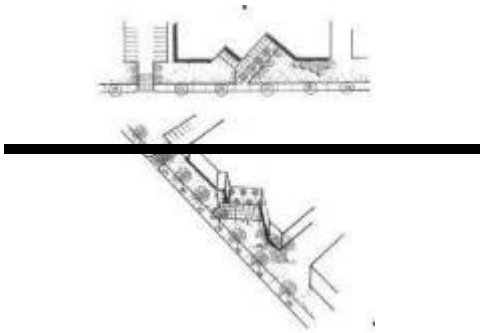
~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Route 66 service commercial district within the Route 66 Corridor.~~

~~a. Relationship Between Building and Street – Setback from Street – Balanced Parking Orientation. For the Route 66 service commercial district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with parking lot landscaping, and landscaped parkways and street trees accenting the sidewalk edge. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.~~

~~As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~i. Create pedestrian linkages from the public sidewalk to building perimeter and entries.~~
~~ii. Provide vehicular access and pedestrian connections to adjoining parcels whenever possible.~~
~~iii. Provide accent landscaping and enhanced paving at vehicular entries.~~
~~iv. Small retail and service uses are encouraged.~~
~~v. Provide for larger front landscaped setbacks and parking to the side and rear of structures.~~

~~Relationship Between Building and Street: Setback from Street – Balanced Parking Orientation is Encouraged for the Route 66 Service Commercial District (Plan View above; Axonometric View below)~~



~~b. Relationship Between Building and Rear Yard – Buffer and/or Connection.~~

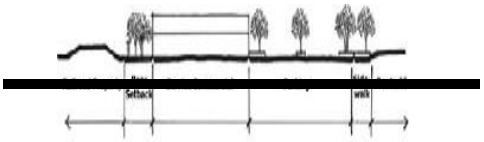
~~i. Within the Route 66 service commercial district, two primary relationships exist between buildings and rear yard areas that require specific design guidance:~~

~~(A) Rear yard adjacent to rail property;~~
~~(B) Rear yard adjacent to wash or hillside.~~

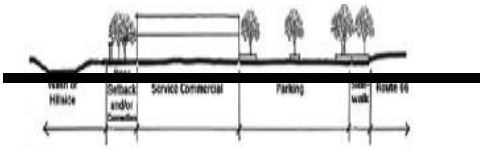
~~ii. On the north side of Route 66, the focus of Route 66 fronting properties is on providing an adequate and aesthetic buffer from the adjacent rail corridor. On the south side of Route 66 fronting properties share rear property lines with the Big Dalton Wash and the South Hills. A generous landscaped buffer and, where applicable, connections to the natural areas are employed in rear yard areas as the primary methods of optimizing the relationship between the wash or hillside and adjacent buildings. As illustrated below, the key features of this relationship between buildings and rear yards include:~~

~~(A) Introducing generous landscaping along rear property line to optimize buffer.~~
~~(B) Providing safe connections to the natural areas where applicable.~~
~~(C) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.~~

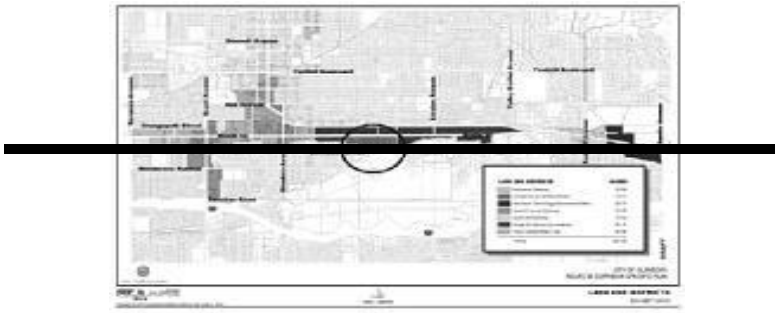
~~Buffer and/or Connection Relationship Between Buildings and Rear Yards Adjacent to Railroad Property is Encouraged for the Route 66 Service Commercial District~~



~~Buffer and/or Connection Relationship Between Buildings and Rear Yards Adjacent to Wash or Hillside is Encouraged for the Route 66 Service Commercial District~~



~~E. Central Route 66 Residential.~~



~~1. Character Area Description.~~

~~a. The central Route 66 residential district is intended to contribute to the mix of housing choices offered to Glendora residents and provide consistency with the Glendora general plan housing element, through the provision of higher density multifamily residential development. Locally- serving retail and other residential-compatible commercial uses that cater to nearby residents at corner locations are encouraged within this district.~~

~~New residential development in this district is envisioned to establish a positive visual image along the Route 66 Corridor and encourage pedestrian connections to adjacent trailways, transit stops, commercial uses, and public sidewalks.~~

~~b. Key Objectives.~~

~~i. Consistency with general plan;~~
~~ii. Higher density residential (sale/rental);~~
~~iii. Locally-serving retail commercial at corner locations;~~
~~iv. Enhanced streetscape.~~

~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the central Route 66 residential district within the Route 66 Corridor.~~

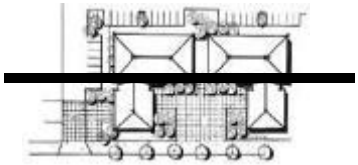
~~a. Relationship Between Building and Street – Setback from Street – Landscape Orientation and Street Adjacent – Pedestrian Orientation. For residential development within the central Route 66 residential district, this edge treatment encourages landscaped setbacks between buildings and streets, interrupted only by pedestrian areas, plazas, and sidewalks. Parking areas are largely invisible from the Route 66 Corridor, and fences and walls are attractively designed and soften through generous landscaping,~~

~~reinforcing a positive image. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.~~

~~i. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~(A) Create pedestrian connections between buildings and to nearby transit stops.~~
~~(B) Use landscaped setbacks to create "outdoor rooms" with plazas and gardens.~~
~~(C) Parking absent from front yards and landscaped setbacks. Parking is typically located behind or between buildings, in a location that maximizes visibility and accessibility by residents, yet is secondary to community open space.~~

~~Relationship Between Building and Street: Setback from Street—Landscape Orientation is Encouraged for Residential Development in the Central Route 66 Residential District~~



~~ii. For commercial development that occurs within the central Route 66 residential district, this edge treatment encourages placing the front elevation of new commercial buildings with an appropriate setback from the property line to create a strong relationship between buildings, an adequately sized public sidewalk and the street, excluding architectural projections or other architectural features. This edge treatment also encourages a strong relationship at corner locations, between on-street transit stops, adjacent buildings, nearby residences, and pedestrian connections.~~

~~iii. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~(A) Providing building setbacks from the sidewalk edge to serve as a buffer between private residential space, pedestrian sidewalk, and vehicular traffic.~~
~~(B) Creating continuous pedestrian space in an uninterrupted sequence by minimizing gaps between buildings, blank walls and parking lots.~~
~~(C) Creating pedestrian connections to parking lots and adjacent residential areas (as applicable and appropriate) at the rear or sides of buildings.~~
~~(D) Using building indentations to create small pedestrian plazas along the street wall.~~
~~(E) Accommodating on-street transit stops.~~

~~b. Relationship Between Buildings and Rear/Side Yards—Buffer and/or Connection.~~

~~i. Within the central Route 66 residential district, two primary relationships exist between buildings and rear yard areas that require specific design guidance:~~

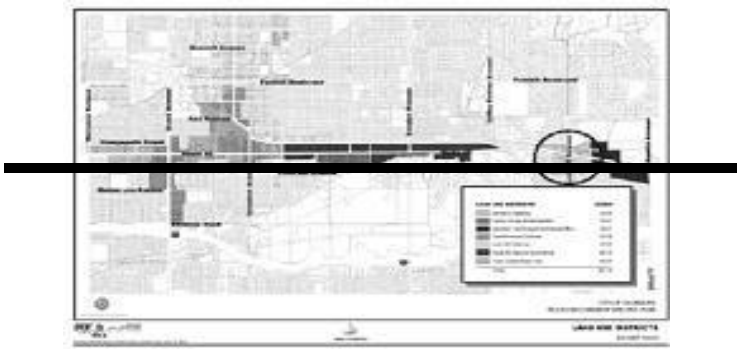
~~(A) Rear yard of residential development adjacent to wash;~~
~~(B) Rear yard of commercial development adjacent to wash.~~

~~ii. Both residential and commercial development fronting on Route 66 within this district share rear property lines with the Big Dalton Wash. A generous landscaped buffer and, where applicable, connections to the natural areas are employed in rear yard areas as the primary methods of optimizing the relationship~~

~~between the wash and adjacent buildings. As illustrated below, the key features of this relationship between buildings and rear yards include:~~

~~(A) Introducing generous landscaping along rear property line to optimize buffer.~~
~~(B) Providing safe connections to the wash where applicable.~~
~~(C) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.~~

~~F. Lone Hill Gateway.~~



~~1. Character Area Description.~~

~~a. The Lone Hill gateway district is intended to serve as the eastern gateway of Glendora's Route 66 Corridor. The Lone Hill gateway seeks to provide a welcoming "front door" through streetscape, quality architecture, views to the San Gabriel Mountains while promoting stable and attractive commercial development that is compatible with neighboring residential uses. The district is envisioned as a node for locally-serving retail uses catering to residents and the day-time population generated by adjacent employment. The district is envisioned to include a complementary mix of locally-serving retail, service commercial, and professional offices within buildings no taller than two stories in height.~~

~~b. Key Objectives.~~

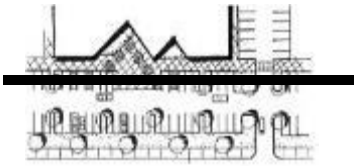
~~i. Streetscape enhancement;~~
~~ii. View preservation;~~
~~iii. Locally-serving commercial node;~~
~~iv. Capitalize on adjacent employment.~~

~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Lone Hill gateway district within the Route 66 Corridor.~~

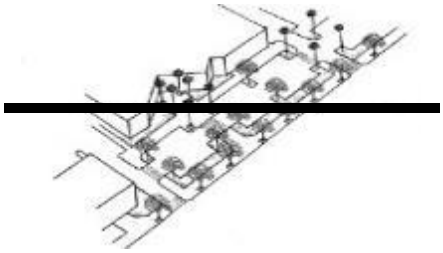
~~a. Relationship Between Building and Street – Setback from Street – Balanced Parking Orientation. For the Lone Hill gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with parking lot landscaping, and generous landscaped parkways and street trees accenting the sidewalk edge. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.~~

~~i. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~(A) Create pedestrian linkages from the public sidewalk to building perimeter and entries.~~
~~(B) Provide vehicular access and pedestrian connections to adjoining parcels whenever possible.~~
~~(C) Provide accent landscaping and enhanced paving at vehicular entries.~~



~~Relationship Between Building and Street: Setback from Street – Balanced Parking Orientation is Encouraged for the Lone Hill Gateway District (Plan View above; Axonometric View below)~~

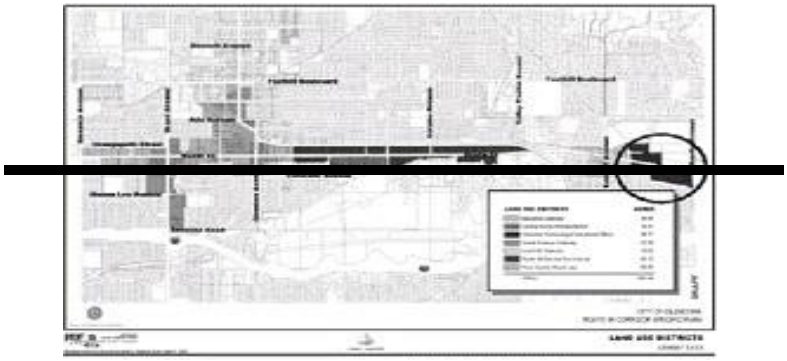


~~b. Relationship Between Buildings and Rear/Side Yards – Buffer and Stepback. Within the Lone Hill gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Lone Hill-fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. As buildings are located closer to rear property lines (since parking is predominant in front and side yard areas), a generous landscaped buffer and other screening techniques are employed in rear yard areas to optimize compatibility with adjacent residences.~~

~~i. As illustrated below, the key features of this relationship between buildings and rear yards include:~~

~~(A) Introducing generous landscaping along rear property line to optimize buffer.~~
~~(B) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.~~
~~(C) Stepping back upper stories of buildings to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.~~
~~Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Lone Hill Gateway District~~

~~G. Glendora Technology, Commerce and Office.~~



~~1. Character Area Description.~~

~~a. The Glendora technology, commerce, and office district is intended to serve as a primary employment center within the city. The district is intended to promote uses including administrative, professional research, and retail/service commercial uses limited to accessory uses – all within buildings no taller than three stories in height. The district is envisioned to promote strong internal and external pedestrian circulation that provides on-site amenities and enhanced connections to adjacent retail and commercial development.~~

~~b. Key Objectives.~~

~~i. Employment generation;~~
~~ii. Strong internal/external circulation;~~
~~iii. On-site amenities;~~
~~iv. Connections to adjacent commercial node.~~

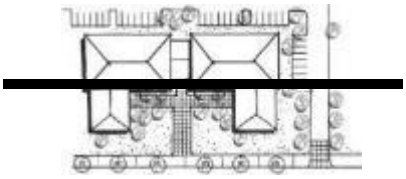
~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Glendora technology, commerce, and office district within the Route 66 Corridor.~~

~~a. Relationship Between Building and Street – Setback from Street – Landscape Orientation. For development within the Glendora technology, commerce, and office district, this edge treatment encourages landscaped setbacks between buildings and streets, interrupted only by pedestrian areas, plazas, and sidewalks. Parking areas are largely screened from the Route 66 Corridor, and fences and walls are attractively designed and soften through generous landscaping, reinforcing a positive image. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.~~

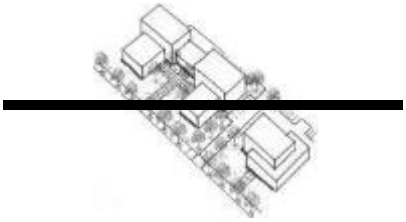
~~i. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~(A) Create pedestrian connections between buildings and to nearby transit stops.~~
~~(B) Use landscaped setbacks to create "outdoor rooms" with plazas and gardens.~~

~~(C) Parking absent from front yards and landscaped setbacks.~~



~~Relationship Between Building and Street: Setback from Street – Landscape Orientation is Encouraged for the Glendora Technology, Commerce and Office District (Plan View above; Axonometric View below)~~

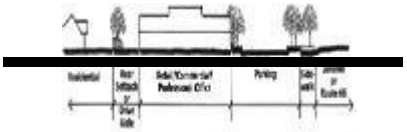


~~b. Relationship Between Buildings and Rear Yards – Buffer and Stepback. Within the Glendora technology, commerce, and office district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66 fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. As buildings are located closer to rear property lines (since parking is predominant in front and side yard areas), a generous landscaped buffer and other screening techniques are employed in rear yard areas to optimize compatibility with adjacent residences.~~

~~i. As illustrated below, the key features of this relationship between buildings and rear yards include:~~

~~(A) Introducing generous landscaping along rear property line to optimize buffer;~~
~~(B) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties;~~
~~(C) Stepping back upper stories of buildings to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.~~

~~Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Glendora Technology, Commerce, and Office District~~



~~H. Grand/Route 66 Gateway.~~

~~1. Area Character Description.~~

~~a. Key Objectives.~~

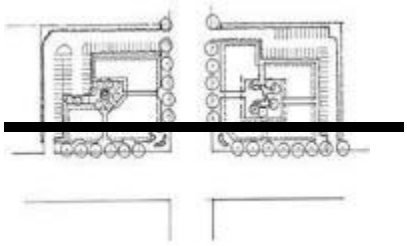
~~i. Pedestrian-oriented site planning and design;~~
~~ii. Provision for public spaces, plazas and courtyards;~~
~~iii. Minimum height, mass and scale standards to highlight the importance of the intersection;~~
~~iv. Provision for a mix of office/retail uses;~~
~~v. Excellence of architectural design, materials and landscaping creating a sense of place;~~
~~vi. Uses specified to enhance the gateway theme for the district.~~

~~2. Character-Defining Design Features and Guidelines.~~

~~a. The Grand/Route 66 Gateway district is envisioned as a key gateway focal point for people arriving to the city from the 210 Freeway. Due to its location as a key intersection of two major thoroughfares at Grand Avenue and Route 66, high quality architecture and appropriate building mass and scale are important design elements to ensure the sense of gateway entry to the city from the 210 Freeway. Buildings which provide a dramatic architectural presence to the gateway intersection would provide the character and dramatic gateway theme sought by the Route 66 specific plan.~~

~~Architectural features to promote a pedestrian scale and sense of place would be required. Storefronts would be oriented to the sidewalk or courtyards. Landscape features including sidewalk planters, street trees, courtyards and plazas supporting pedestrian activity would be necessary elements of any proposed design. Courtyards would be designed as shared space between all uses and public spaces.~~
~~b. Pedestrian-Oriented Site Planning. Site planning should incorporate public plazas and setback spaces. Parking and driveways should be oriented to sides and rear areas. Arcades and openings in the façade leading from the street into the structure or interior plazas should be considered. Upper stories should step back from the ground floor plane or provide balcony opportunities. Pedestrian amenities and access to bus transit must be considered. Trees and landscape treatments which further define and soften the scale of the structure are required. Intersection treatment must be integrated into the Route 66 street enhancement plan.~~

~~Example:~~

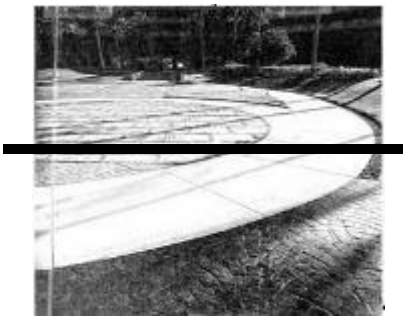


~~c. Materials and Colors. The overuse of stucco façade treatment is discouraged. Developers are encouraged to incorporate other façade materials including wood, stone, metal and glass in the design. Materials and colors should reflect the themes and heritage of the physical landscape, such as granite, river rock, sand, and wood. Colors should reflect soft pastel and earth tones indicative of the coastal sage environment of the San Gabriel foothills. The use of glass to integrate interior and exterior designed space is encouraged in appropriate areas. The use of materials from sustainable, environmentally friendly sources is strongly encouraged.~~

~~d. Courtyards and Public Spaces. Courtyards incorporating natural features, water features and garden elements as well as pedestrian amenities such as tree shaded seating are encouraged. Integration of exterior and interior spaces is encouraged. Pavement treatment is also a key element of courtyard and sidewalk~~

~~public space. Varied paving materials which are integrated into and support the overall design are encouraged.~~

~~From The Master Architect Series V, Architects 49, Selected and Current Works published by Images Publishing, 2002.~~



~~(Ord. 2019 § 2, 2017)~~

~~§ 21.10.230. Area-wide guidelines.~~

~~A. This section provides design guidelines and concepts, which are applicable area- wide to projects within the Route 66 specific plan area. It is organized into the following subsections to ensure the creation of good community design and quality development:~~
~~1. General commercial;~~
~~2. Special consideration commercial;~~
~~3. Industrial/business park;~~
~~4. Multifamily residential;~~
~~5. Architectural styles;~~
~~6. Public space amenities;~~
~~7. Signage.~~

~~Users of the design guidelines should consult city planning staff for assistance with identifying the most appropriate subsections for the subject project.~~

~~B. General Commercial. This subsection provides design guidelines and concepts, which are applicable to commercial projects within the Route 66 specific plan area, including retail, service, and office uses. It should also be noted that the general commercial guidelines found below will also be utilized for review of the special use commercial projects found in the special consideration commercial guidelines subsection.~~

~~1. Site Planning and Design Details.~~

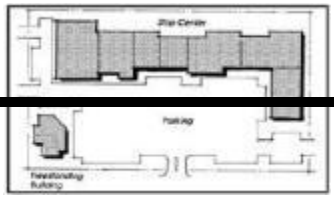
~~a. Introduction. Proper site planning and design of new commercial development contributes greatly to a quality visual environment and to a higher degree of compatibility with surrounding uses. The following guidelines should be incorporated into the design of commercial projects in the Route 66 specific plan area to optimize site planning and design attributes.~~

~~b. Building Siting.~~

~~i. The siting of buildings should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, and character.~~
~~ii. Building siting and design should encourage pedestrian activity.~~
~~iii. Buildings should face the primary street frontage and provide direct linkages to the public sidewalk.~~
~~iv. When possible, freestanding buildings should be sited along street frontages. Buildings sited along street frontages in conjunction with landscaping treatment helps to screen parking areas.~~
~~v. Where buildings are sited along street frontages, ensure adequate space for public sidewalk and landscaping. Additional building setback should be provided to provide a sufficient and comfortable pedestrian space between the building and street traffic.~~

~~Freestanding building sited along street frontages creates a link to the sidewalk~~

~~Whenever possible, place freestanding buildings along street frontages~~



~~c. Compatibility.~~

~~i. Commercial development uses should be buffered from residential as much as possible. Building orientation, landscaping, and increased setbacks should be used to provide adequate separation between incompatible uses.~~

~~Substantial landscaping is encouraged to buffer residential structures~~

~~ii. Commercial development use should not face residential streets.~~

~~d. Pedestrian Activity Areas.~~

~~i. The sitting and design of buildings should facilitate and encourage pedestrian activity.~~

~~Building siting and design should facilitate and encourage pedestrian activity~~

~~ii. Development should provide site amenities and other design features that encourage pedestrian utilization.~~

~~Providing amenities at corner locations offer opportunities for pedestrian activities~~

~~Plazas at corner locations are encouraged~~

~~iii. When possible, buildings should be clustered to create courtyards, plazas, and outdoor dining areas.~~
~~iv. Commercial buildings should be designed to maximize the relationship with adjacent street frontage.~~
~~v. Pedestrian activity areas at mid-blocks corner locations are encouraged.~~

~~2. Parking and Circulation Guidelines.~~

~~a. Introduction. Properly functioning parking areas are beneficial to property owners, tenants, and customers and they contribute to the design success of a property. Parking lots need to allow customers and deliveries to reach the site, circulate through the parking lot, and exit the site easily and safely. The following guidelines should be incorporated into the design of commercial projects in the Route 66 specific plan area.~~

~~b. General.~~

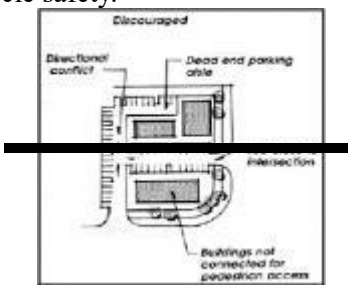
~~i. Parking space and aisle dimensions should conform to city standards.~~
~~ii. A vehicle entering any commercial parking area in Glendora should not be required to enter a street to move from one location within the same parking facility or premises. Parking areas should be~~

~~iii. Parking lots should be designed with a clear hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces.~~
~~iv. Parking lots should be divided into a series of connected smaller lots utilizing raised landscape strips and raised walkways.~~
~~v. Parking aisles and parking spaces directly adjacent to the building are strongly discouraged. Raised walkways and landscape strips may be utilized adjacent to buildings to create this spatial separation.~~
~~vi. Parking should not dominate the site in areas adjacent to any street. Parking should be concentrated in areas away from the street, behind buildings and well landscaped.~~

~~Parking lots should not dominate the site~~

~~c. Project Entry Design.~~

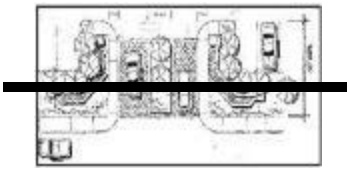
~~i. Entry drives should be adequately spaced apart from one another and from street intersections to optimize vehicle, pedestrian, and bicycle safety.~~



~~ii. A main entry drive should extend from the public street to the front cross aisle and should:~~

~~(A) Include medians located between the public street to the first bisecting parking aisle;~~
~~(B) Include sidewalks from the street to the front cross aisle on both sides;~~
~~(C) Include landscaped parkways flanking both of its sides and not have any parking stalls along it.~~

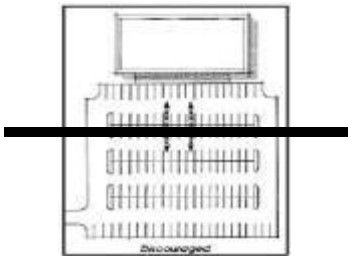
~~Utilize special accents at project entries~~



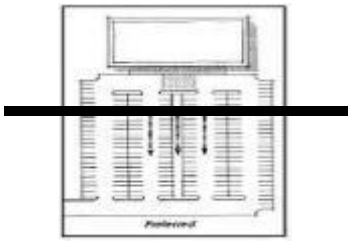
~~d. Pedestrian Circulation.~~
~~i. Avoid vehicle access lanes located near major building entries where pedestrians will enter or exit.~~

~~ii. Design parking areas so that pedestrians walk parallel to moving cars in parking aisles to minimize the need for the pedestrian to cross parking aisles and landscape islands to reach building entries.~~

~~Don't do this~~



~~Do this~~



~~iii. Clearly defined pedestrian access should be provided from parking areas to primary building entrances.~~

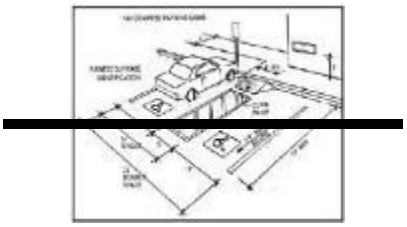
~~Clearly define pedestrian access~~

~~iv. All commercial projects should connect onsite pedestrian circulation system to offsite public sidewalks. At a minimum this connection should:~~

~~(A) Be located on one side of the main entry drive aisle;~~
~~(B) Be adequately wide for optimal accessibility at all points including locations where signs, poles, fire hydrants, etc., are placed in the walkway;~~
~~(C) Be raised and protected from the drive aisle by a curb;~~
~~(D) Be constructed of concrete or interlocking paving stone systems.~~

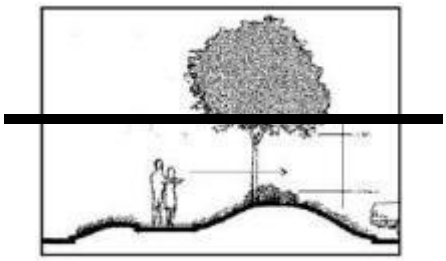
~~v. Emphasis on pedestrian crossings of driveways and major circulation aisles should be accentuated at building entries by extending pedestrian walkways into the parking aisle/lane.~~
~~vi. Access by disabled persons shall be incorporated into the overall pedestrian circulation system.~~

~~The project design should be in compliance with all existing disability access laws~~



~~e. Bus Turnouts. Bus turnouts should be constructed in the Route 66 specific plan area wherever the potential for auto/bus conflicts warrants separation of transit and passenger vehicles. Bus turnouts should be considered by the traffic safety committee when warranted based on traffic conditions, passenger volumes, vehicle speed, and/or accident patterns.~~
~~f. Screening.~~
~~i. All parking lots should incorporate screening at their street periphery. Screening should maintain a clear visual zone and may be implemented utilizing one of the following alternatives:~~

~~(A) Utilize a low-lying, continuous evergreen hedge;~~
~~(B) Utilize low-lying earth berm;~~
~~(C) Installing non-deciduous (evergreen) trees.~~



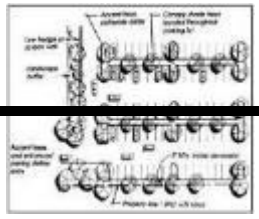
~~All parking lots should maintain a clear visual zone~~

~~ii. The use of walls in a front or street side yard setback is inappropriate.~~
~~iii. Walls or landscaping should not be located where they block the sight lines of drivers entering, leaving or driving throughout the site.~~

~~Appropriate screening of a parking lot~~

~~c. Parking Lot Landscaping.~~
~~Intermediate planting island in parking lot~~

~~i. Parking lot landscaping should be evenly distributed throughout the parking area.~~
~~ii. Parking lots should include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.~~
~~iii. Provide continuous landscape planting strips between every row of parking. Planting strips should include shade trees and should be constructed with a concrete mow strip on both sides.~~
~~iv. Create large planting islands at the ends of parking rows that are planted with shade trees, low shrubs and/or groundcover.~~
~~v. Provide interior planting islands between parking spaces to avoid long rows of parked cars.~~
~~Provide planting strips between every row of parking~~



~~d. Parking Lot Lighting.~~
~~e. The style of lighting fixtures for parking lots should match or compliment the style utilized within the public right-of-way. (See Article IV of the Route 66 Corridor specific plan.)~~

~~i. The type and location of parking area lighting should preclude direct glare onto adjoining property, streets, or skyward.~~
~~ii. Pedestrian scale/decorative parking lot lighting is encouraged.~~

~~Example of pedestrian-scale lighting in a parking lot~~

~~iii. The color of the parking lot lighting poles should be either black, brown, bronze, hunter green, or midnight blue.~~
~~iv. "High mast" flood lighting above the height of the tallest building on site is discouraged.~~
~~v. Lighting systems need to be designed for two levels. One to be on during normal operations hours and one to be a reduced intensity level throughout late non-operational hours (for security purposes).~~

~~i. Paving.~~
~~i. Parking Surfaces. Decorative paving treatments are encouraged to be incorporated into parking lot design, driveway entries, and pedestrian crosswalks.~~
~~ii. Sidewalks and Pedestrian Ways.~~

~~(A) The design, materials, and colors of pedestrian areas should compliment the architectural style of the primary buildings and should make a positive contribution to the aesthetic and function of the site. Paving should blend with the architectural style of the site~~

~~(B) Texture and color variation in paving material should occur where pedestrian and vehicular areas overlap.~~

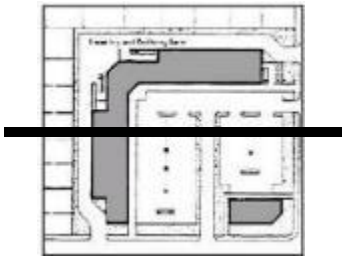
~~Rough paving will slow traffic down~~

~~(A) The use of stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the negative impact of large expanses of black asphalt pavement.~~

~~Pedestrian walkways should encourage decorative paving treatments~~

~~c. Loading and Delivery.~~

~~i. Loading facilities should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are generally more appropriate at the rear of the site.~~
~~Loading and delivery at side and rear of building is encouraged~~



~~ii. When commercial buildings back to residential properties, loading and delivery will need to be planned to occur at the side of the building away from residences. Loading and delivery areas should not be located in a required setback area.~~

~~1. Architectural Design Elements.~~

~~a. Introduction. There are no particular styles required for new commercial development, commercial redevelopment, and commercial rehabilitation within the Route 66 specific plan area. However, at least eight common architectural styles exist within Route 66 and elsewhere in Glendora that can provide inspiration to and help shape new development, redevelopment, and rehabilitation (see the architectural styles section below). The following guidelines for architectural design elements are presented to encourage a quality and completeness of commercial project design that will contribute to the overall quality of the envisioned Route 66 built environment.~~

~~b. Architectural Imagery.~~
~~i. The use of standardized "corporate franchise" architectural styles are strongly discouraged.~~
~~ii. Architectural styles should consider compatibility with surrounding character, including a building's style, form, size, materials, and roofline.~~
~~iii. Design features should be consistent on all elevations of a structure. Side and rear elevations should not be minimized because they are oriented away from public view.~~

~~c. Building Form and Mass.~~

~~i. Height and scale of infill developments should complement existing adjacent structures while providing a sense of human scale and proportion.~~

~~ii. New structures should be designed to avoid blank façades, instead providing storefront windows, doors, entries, transoms, awnings, cornice treatments and other architectural features designed to add visual interest.~~
~~iii. Building mass/height should relate to adjacent sites to allow maximum sun and ventilation, protection from prevailing winds, and to enhance public views and minimize obstruction of view from adjoining structures.~~
~~iv. Building heights should vary so that the building appears to be divided into distinct components.~~

~~d. Building Façades.~~

~~i. Building façades should be articulated with architectural elements and details. Buildings should be segmented in distinct massing elements. Vertical and horizontal offsets should be provided to minimize large blank walls and reduce building bulk.~~
~~ii. Building façades should be broken down into a series of appropriately proportioned "structural bays" or components typically segmented by a series of columns, masonry piers, or other architectural treatments.~~

~~Create interesting building façade with unique architectural elements~~

~~i. Primary building entries should be easily identified. Use of projections, columns, or other design elements that articulate entries should be utilized.~~

~~Building entries should be easily identified~~

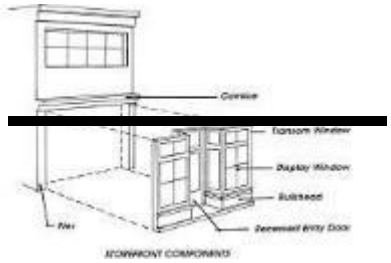
~~ii. The size and location of doors and windows should relate to the scale and proportions of the overall structure.~~
~~iii. Blank building façades along side property lines are strongly discouraged as they diminish the visual quality of contiguous properties as well as the Route 66 Corridor specific plan area. To optimize the quality of side property line facing building façades, including firewalls and parapet walls for zero lot-line construction, project applicants are strongly encouraged to include one or more of the following elements in architectural design plans:~~

~~(A) Public art (e.g., murals, wall mounted sculptures, etc.);~~
~~(B) Architectural details;~~
~~(C) Architectural lighting;~~

~~(D) Landscaping (e.g., vines).~~

~~b. Storefront Proportion.~~
~~i. Overall commercial projects should have details that are repeated across the face of the building integrating the storefront components into the character of the entire façade of the commercial project.~~

~~Storefronts in shopping center~~



~~ii. The main entry into a store should be emphasized at the street to announce a point of arrival in one or more of the following ways:~~

~~(A) Flanked columns, decorative fixtures or other details;~~
~~(B) Covered by means of a portico (formal porch) projecting from or set into the building face; and~~
~~(C) Punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.~~

~~Storefronts should be visually pleasing~~

~~iii. Buildings situated at the corner of a public street should provide a prominent corner entrance to retail shops.~~
~~iv. Commercial storefront entries are typically recessed and/or sheltered by a covered arcade structure, canopy or awning. This provides more area for display space, a sheltered transition area to the interior of the store, and emphasizes the entrance. The recessed entry should be well illuminated twenty-four hours a day.~~

~~Commercial storefront entries should employ shelter by utilizing a covered arcade, canopy, or awning~~

~~v. Doors of storefronts (especially retail shops) should contain a high percentage of clear glass in order to view the retail contents.~~
~~vi. Storefront windows should be clear and as large as possible to maximize the visibility to the storefront displays and retail interior.~~

~~f. Building Wall Articulation.~~

~~i. Long, blank, unarticulated building walls that face public view are discouraged and should be divided into a series of structural bays (e.g. characterized by masonry piers that frame window and door elements).~~
~~ii. Flat, monolithic building walls are strongly discouraged. Monolithic building walls should be "broken" by vertical and horizontal articulation (e.g., sculpted, carved or penetrated wall surface defined by recesses and reveals) characterized by: (a) breaks (reveals, recesses) in the surface of the wall itself; or (b) placement of window and door openings; or (c) the placement of balconies, awnings and canopies.~~
~~iii. Storefronts with no windows and small doors are not permitted. Large window and door openings on commercial storefronts are very desirable, as they are more inviting.~~

~~Wall façades employing both vertical and horizontal articulation~~

~~g. Roofs.~~

~~i. Full gabled, hipped, and shed roofs are encouraged.~~

~~Full roofs are encouraged~~

~~ii. Continuous mansard roofs or "tacked on" brow mansard roofs are discouraged.~~

~~iii. Long, unbroken, monotonous, horizontal rooflines are strongly discouraged. Vertical or horizontal articulation is required.~~
~~iv. Radical roof pitches that create overly prominent or out-of-character buildings such as A-frames, geodesic domes, or chalet-style buildings are discouraged.~~
~~v. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.~~
~~vi. Interior rooftop access is encouraged.~~
~~vii. Cornice lines of new buildings (horizontal rhythm element) should be aligned with buildings on adjacent properties to avoid clashes in building height.~~

~~h. Materials/Colors.~~

~~i. Exterior materials, textures and colors should compliment the architectural style or theme of a building.~~

~~ii. Materials that contribute to good quality architecture are:~~

~~(A) Stucco, smooth, sand or light lace finish;~~
~~(B) Clay or concrete roof tiles;~~
~~(C) Native fieldstone;~~
~~(D) Sandstone and flagstone;~~
~~(E) Brick, as an accent material;~~
~~(F) Wrought iron (rust proof; anodized aluminum);~~
~~(G) Tile, as an accent material;~~
~~(H) Slumpstone garden walls;~~
~~(I) Split face concrete block;~~
~~(J) Slump block (for building walls);~~
~~(K) Metal accents;~~
~~(L) Concrete block as bulkhead or accent material only;~~
~~(M) Clapboard or shingle siding;~~
~~(N) Brick or stone use in foundations and chimneys.~~

~~iii. Materials that detract quality architecture are:~~

~~(A) Reflective metal or aluminum siding/roofing;~~
~~(B) Plywood siding;~~
~~(C) Plastic tile;~~
~~(D) Pipe railings;~~
~~(E) Metal/concrete stairs;~~
~~(F) Precision architectural concrete block;~~
~~(G) Bare aluminum window frames;~~
~~(H) Simulated rock applied vertically on walls.~~

~~iv. Color is one of the primary theme-conveying elements of commercial development. The following color guidelines are recommended for commercial development within the Route 66 Corridor specific plan area:~~

~~(A) Exterior materials, textures and colors should complement the architectural style or theme of a building.~~

~~Materials, colors, and textures should complement the overall architectural style of a building~~

~~(B) Colors and materials should be durable and weather resistant.~~
~~(C) Avoid use reflective or metallic colors that create glare.~~
~~(D) Avoid fluorescent or bright colors.~~
~~(E) Colors should not contrast greatly with adjacent structures.~~
~~(F) Colors should be consistent with the architectural style of the building.~~
~~(G) Natural, subdued colors are encouraged.~~
~~(H) Franchise/corporate businesses should incorporate the architecture and color theme of the overall commercial project to form a consistent theme throughout.~~

~~i. Equipment and Utility Screening.~~

~~i. All mechanical equipment should be concealed from view of public streets and neighboring properties. Concealment of the elements behind walls, landscaping or undergrounding is encouraged.~~
~~ii. Roof-mounted equipment, utilities, or other appurtenances should be screened on all four sides by a structural feature that is an integral part of the building architectural design. Screening material should be compatible with the material used on the building and not exceed the height of all vents and mechanical equipment.~~
~~iii. Ground-mounted equipment, utilities, or other appurtenances should be screened from view by a decorative wall or landscape feature that is compatible with the architecture of the development site or placed in underground vaults.~~
~~iv. Electronic surveillance equipment or alarm hardware should be as invisible and unobtrusive as much as possible.~~

~~j. Security Grilles.~~

~~i. Permanent, fixed security grilles in front of windows are discouraged. If security grilles are necessary, they should be placed inside the building behind the window display area.~~

~~ii. The use of scissors grilles is discouraged since they communicate a message of high crime and cannot be integrated visually into the overall design of a building or storefront.~~

~~C. Special Consideration Commercial.~~

~~1. The guidelines contained in this subsection provide supplementary design guidance addressing the more challenging development types within the Route 66 specific plan area. Certain types of development present design challenges that require unique solutions. Development types in this subsection include:~~

~~a. Offices;~~
~~b. Vehicle dealerships (new/used);~~
~~c. Service stations and car washes;~~
~~d. Auto repair services;~~
~~e. Drive-through business;~~
~~f. Big box retail;~~
~~g. Mixed use projects;~~
~~h. Telecommunication facilities;~~

~~i. Religious institutions;~~
~~j. Shopping centers;~~
~~k. Specialty retail centers;~~
~~l. Hotels and motels.~~

~~Development applicants should consult other applicable design provisions in addition to those contained within this subsection.~~

~~2. Offices.~~

~~a. Description. Office development is located within the Route 66 specific plan area commercial and industrial districts. Although appropriate for these districts, office uses have physical and functional characteristics that are not typical of traditional commercial and industrial development. These features include:~~

~~i. Scale of buildings are typically larger;~~
~~ii. Intensity of development is lower;~~
~~iii. Higher utilization of on-site parking;~~
~~iv. Uses typically occur in multi-story buildings;~~
~~v. Fewer public entries;~~
~~vi. Buildings not typically featured directly on the street frontage;~~
~~vii. Consistency in types of tenants.~~

~~Contemporary office building~~

~~b. Site Organization.~~

~~i. Office buildings should consider the characteristics of the site and should relate to the surrounding built environment in function, pattern, and scale.~~
~~ii. Office buildings should be placed at the minimum required front setback. No parking should be permitted to occur between the front of the building and the street. Surface parking should be located at the rear of the site or at the side of the building.~~

~~Parking should be located at the rear or side of office development~~

~~c. Building Design.~~

~~i. Office development should incorporate variations in vertical and horizontal wall planes to reduce scale and massing.~~

~~ii. Building heights for office development should be designed to minimize conflicts with adjacent residential uses.~~
~~iii. Primary building entries should be well defined and provide a "sense of entry" for the building.~~
~~iv. Office buildings should have the primary entry visible from the public street and be accessible from pedestrian pathways or parking areas.~~

~~Building entries should be well defined~~

~~3. Vehicle Dealerships (New/Used).~~

~~a. Description. Vehicle dealerships specialize in the sale and servicing of new and used automobiles. The sale and services of automobiles present a variety of design challenges. These features include:~~

~~i. Vehicle display oriented toward the street;~~
~~ii. On-site vehicle servicing and repair;~~
~~iii. Vehicle drop-off and pick up areas;~~
~~iv. Use of heavy equipment and machinery.~~

~~Vehicle dealership~~

~~b. Site Organization.~~

~~i. Outdoor vehicle displays oriented to a public street should be compatible with the architecture of primary structures on a site.~~
~~ii. Sufficient space should be provided for service drop-offs to prevent back up on a public street and new vehicle delivery.~~
~~iii. Potentially noisy activity, such as vehicle repair, cleaning, or testing should be oriented to minimize impacts to adjacent residential properties.~~
~~iv. Service or repair bay openings should be oriented away from public street frontage or residential properties.~~
~~v. Storage areas for daytime storage items and utilities, equipment, or similar facilities should be screened from view from the public street and any adjacent residential area.~~

~~c. Building Design.~~

~~i. Indoor storage areas should be architecturally consistent with the primary structure on a site.~~
~~ii. Service uses should be contained entirely within a building of solid (e.g., masonry) construction. The access points to the service bays should not face the public street.~~
~~iii. Vehicle washing areas should be designed and located so they are not visible or audible from public streets or residential areas.~~

~~iv. Cashier kiosk, under canopies and other ancillary structures, should be complementary to the architecture of primary buildings on a site.~~

~~d. Landscaping, Walls, Fences.~~

~~i. Landscaping should be provided along building perimeters and parking lots.~~
~~ii. Chain-link fences, barbed wire, razor wire, or similar should never be used.~~
~~iii. When vehicle displays are provided, landscaping should be designed to provide buffering to adjacent rights-of-way.~~

~~e. Other.~~

~~i. The use of public address systems is discouraged. Should a public address system be utilized, noise should not impact adjacent properties.~~
~~ii. Compressors and other pneumatic equipment (except HVAC) should be located within the interior of a building to minimize noise impacts on adjacent properties.~~
~~iii. Indoor storage facilities should be provided on-site for vehicle, parts, and potentially hazardous materials (oil, lubricants, etc.).~~

~~Dealership service bays should face away from public streets and residential uses~~

~~4. Service Stations and Car Washes.~~

~~a. Description. Service stations and car washes are highly utilized uses that are characterized by unique site features. These features include:~~

~~i. Intensive on-site vehicle utilization;~~
~~ii. On-site repair and servicing;~~
~~iii. Large expanses of paving;~~
~~iv. Use of equipment and machinery;~~
~~v. Use of potentially hazardous materials.~~

~~Reduce visual impacts with landscaping along perimeters~~

~~b. Site Organization.~~

~~i. Building elevations containing service or repair bays should not face toward a public street or toward residential uses.~~
~~ii. Structures on a site should be grouped together and integrated into the overall design of a site.~~
~~iii. Service bay door and car wash openings should be oriented to reduce visibility from public streets and should be oriented away from adjacent noise sensitive uses.~~

~~Orient bay door openings to reduce visibility from the street.~~

~~iv. When commercial development abuts a service station, two-way vehicular access that is integrated with the adjacent development should be provided.~~
~~v. A fuel delivery truck lane should be provided through the site and oriented to provide for right side unloading of the vehicle into underground tanks.~~
~~vi. Site design for projects located at street corners should provide structural or strong design elements to anchor the corner. This can be accomplished using built elements or with strong landscaping features.~~

~~Service station that has landscaping features to anchor the corner~~

~~vii. Storage facilities should be enclosed within the primary structure on the site.~~
~~viii. The siting of self-serve carwash bays, drying and vacuuming areas should not conflict with on-site vehicle circulation.~~
~~ix. Self-service car wash bays, and drive-through car wash facilities should be designed to ensure all drainage is confined on-site.~~
~~x. When commercial development abuts a services station, two-way vehicular access integrated with the adjacent development should be provided where feasible.~~

~~c. Building Design.~~

~~i. Building elevations facing public streets should be architecturally detailed. Building design should be given equal design consideration on all elevations.~~
~~ii. Service station building design should consider the context of the site and area.~~
~~iii. Corporate or franchise design is strongly discouraged.~~
~~iv. The roof of structures, including pump canopies, should incorporate full roof treatments with a low to moderate pitch. Flat roof structures or mansard roof applications are strongly discouraged.~~

~~Canopies and primary structures should be architecturally compatible~~

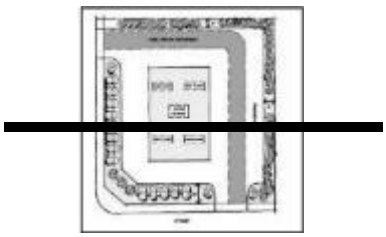
~~v. Pump island canopies should be designed with a hip, gable, barrel vaulted, or other roof system to match the architecture of primary structures on the site.~~
~~vi. High quality, durable building materials should be used. Service stations and car washes should incorporate façade material to produce texture design. Reflective, glossy, and fluorescent surfaces are discouraged.~~
~~vii. Car wash equipment should be enclosed within a permanent structure. Exceptions can be made for self-serve vacuuming equipment.~~

~~viii. Car wash building design should incorporate noise control measures that minimize noise generated by machinery, blowers or other mechanical equipment.~~
~~ix. When service stations/car washes include retail uses, the storefront facing a public street should be designed to optimize the amount of unobstructed, clear glass.~~
~~x. When service stations/car washes include retail uses, cash registers should be clearly visible from adjacent public streets.~~
~~xi. When service stations/car washes include retail uses, a clearly defined pedestrian path should be proved from required on-site parking to the primary customer entrance.~~

~~d. Circulation and Parking.~~

~~i. Fuel trucks should be able to enter and exit a site with ease. Maneuvering to park and unload should be minimized.~~

~~Fuel truck driveways should not obstruct vehicle circulation and parking areas.~~



~~ii. The location of filling pumps, carwash bays, or other on-site facilities should be designed to avoid vehicle stacking or overflow onto adjacent streets.~~
~~iii. Self-service facilities, such as water and air, or telephone should be located so that they do not obstruct on-site circulation.~~
~~iv. Parking for on-site retail uses should be located in close proximity to the primary customer entry.~~

~~Buildings facing the public street should provide architectural details~~

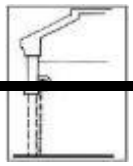
~~e. Landscaping, Walls, Fences.~~

~~i. When service stations/car washes front public streets, a berm and hedge should be provided.~~
~~ii. Landscaped planters along the footprint of the entire building, except at pedestrian and vehicle entries, are strongly encouraged.~~
~~iii. Required perimeter walls and fencing should provide flowering vines at regular intervals to discourage graffiti.~~

~~iv. Security fencing, in addition to required perimeter walls should be decorative and should be consistent with adjacent architecture.~~

~~Landscaping, especially at street corners, should be used extensively~~

~~Roll-up door hood enclosure located on the interior wall~~



~~v. Service bays should be provided with roll-up (or similar) doors. All operating mechanisms should be located within the interior of the structure.~~

~~Landscape berms and/or hedges should be provided along all streets~~

~~5. Auto Repair Services.~~

~~a. Description. A major problem with older auto repair and service facilities is inadequate storage for vehicles being serviced, resulting in cars, etc., being parked on the street, sidewalks, landscaping, and neighboring properties. Additionally, auto repair service facilities can be problematic uses due to noise, traffic, and the presence of hazardous materials.~~

~~Auto Repair Service Facility~~

~~b. Site Organization.~~

~~i. The interior of service bays should not be visible or audible from adjacent public streets, nearby residential structures, or active open space.~~

~~ii. Sufficient space should be provided for vehicle drop-off. Site design should provide space for vehicle stacking during peak hours.~~

~~Architectural design of auto repair uses should be compatible in architectural style with adjacent development~~

~~iii. High quality, durable building materials should be used. Service stations and car washes should incorporate façade material to produce texture design. Reflective, glossy, and fluorescent surfaces are discouraged.~~

~~c. Building Design.~~

~~i. Building design should be clean and simple, stylistically consistent, and related to surrounding buildings through use of similar scale, materials, colors, and/or detailing.~~
~~ii. Building structures should be permanent, lightweight metal or other temporary appearing structures are discouraged.~~
~~iii. Special design considerations should be made for the storage of oil, lubricants and other potentially hazardous materials.~~
~~iv. All equipment (except HVAC) should be located entirely within a building.~~
~~v. Building elevations facing public streets should maximize the use of clear glass and should minimize blank walls.~~

~~d. Circulation and Parking.~~

~~i. Auto repair service access should not occur on streets with adjacent residential uses.~~
~~ii. Sufficient on-site vehicle stacking areas should be provided to avoid vehicle stacking on adjacent public streets.~~
~~iii. A clearly defined pedestrian walkway should be provided from the required on-site parking to the primary customer entrance.~~

~~e. Landscaping, Walls, Fences.~~

~~i. Landscaping should be incorporated within all setback areas, along the building base, adjacent to customer entries, and along property lines visible from offsite or from customer access areas.~~

~~ii. When auto repair services front public streets, a berm and hedge should be provided.~~

~~Landscaping should be incorporated throughout a project site~~

~~iii. When appropriate, landscaped planters should be provided along the footprint of the building.~~
~~iv. Required perimeter walls and fencing should provide flowering vines at regular intervals to discourage graffiti.~~
~~v. Security fencing, in addition to required perimeter walls should be decorative and should be consistent with adjacent architecture.~~

~~f. Other.~~

~~i. Public address systems should not be used in outdoor areas. Any public address system should confine noise to within an enclosed building.~~
~~ii. Adequate indoor storage/trash areas should be designed to accommodate disposal of junk parts packing from parts shipments, and used oil and lubricants pending recycling. (All items should be stored indoors.)~~

~~6. Hotels and Motels.~~

~~a. Description. Hotels and motels can be considered both a commercial and residential type use. Therefore, the design and orientation of hotel and motel develop must consider both the impacts of hotel/motel uses on adjacent development and the impacts from adjacent development. The following guidelines should apply to hotel and motel development in the Route 66 specific plan area.~~

~~Hotel/Motel~~

~~b. Site Organization.~~

~~i. The primary visual presence along the major street frontage should be the building and driveway approach, not the parking lot.~~
~~ii. Some short-term parking spaces should be provided near the office for check-ins and check-outs.~~
~~iii. Delivery and loading areas should be screened to minimize impact on incompatible uses.~~
~~iv. Loading and unloading areas should be located in the rear of the building lot.~~

~~Minimize the presence of a parking lot with landscaping~~

~~v. Recreational facilities such as swimming pools should be designed to offer privacy to facility users and to minimize noise impact on adjacent uses.~~
~~vi. Utilize parking lots and other open spaces on the site to help buffer the hotel/motel from any adjacent incompatible uses.~~
~~vii. Hotels and motels should provide adequate common open space.~~

~~c. Building Design.~~

~~i. All sides of a building should be architecturally consistent. Long unarticulated wall façades are discouraged and should be divided into structural bays.~~
~~ii. The scale of buildings should be related to surrounding development patterns. Upper floors should be set back to lessen the appearance or mass and bulk.~~
~~iii. For structures over two stories, access to guestrooms should be provided from hallways interior. Avoid room entrances directly adjacent to parking lots or exterior walkways.~~

~~Setback upper floors to minimize the appearance of mass and bulk~~

~~iv. Exterior building materials should include natural stone (marble, granite, slate, etc.) and/or cultured stone. The choice of materials should be complementary to the design of the entire structure.~~
~~v. Avoid locating driveway, garage ramps or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guestrooms.~~
~~vi. All mechanical equipment of all types, including swimming pool equipment and air conditioning units, should be located within a building.~~
~~vii. Walkway, stairway, and balcony railings and other similar details should be architecturally consistent with the basic building design.~~

~~Covered drop-off zones~~

~~Balcony railings should complement the building~~

~~viii. Exterior corridors on multi-level buildings over two stories located adjacent to residential uses are strongly discouraged.~~

~~d. Parking and Circulation.~~

~~i. A porte-cochere and/or covered drop-off zone for vehicles and pedestrians, independent of drive aisles, should accommodate guest loading and drop-off and serve as the primary entry to the hotel.~~
~~ii. Primary walkways are those that connect pedestrians from the street to the main entry and from a building to on-site amenities. The width of primary pedestrian walkways should exceed minimum city standards than standards for sidewalks along public streets.~~

~~iii. Avoid locating driveway, garage ramps, or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guestrooms.~~

~~e. Landscaping, Walls, Fences.~~

~~i. In addition to all standards that may apply to hotel/motel development, the site should be landscaped according to commercial landscape design standards and guidelines.~~
~~ii. Landscaping is encouraged in all street front setback areas, along the building base, adjacent to entrances to hotels and motels, and along property lines visible from offsite or from customer access areas.~~
~~iii. Walls and fences along side a rear property lines should be designed to complement the architecture of the primary buildings on a site. Decorative elements, or flowering vines should be incorporated.~~
~~iv. The height of walls and fences should be minimized when adjacent to parking, driveways and pedestrian access. Decorative elements, or flowering vines should be incorporated.~~
~~v. Landscaped buffers should separate ground floor units from on-site walkways, parking facilities and other on-site amenities.~~

~~f. Other.~~

~~i. Hotel and motels should provide outdoor and indoor amenities for guest. The design of amenities should be consistent with the architecture of primary structures on the site. Amenities should include spa, pool, weight room/training stations and a business center.~~
~~ii. Landscaped areas should separate ground floor units from pedestrian walkways, project amenities and drive aisles/parking areas.~~
~~iii. Decorative walls or fences should be incorporated along the perimeter of the property.~~

~~Decorative walls and fences are encouraged~~

~~7. Drive-Through Businesses.~~

~~a. Description. Drive-through businesses include restaurants, banking institutions with drive up teller/ATM access, or other similar facilities. Drive-through businesses require additional site design considerations to mitigate vehicular access, on-site circulation visual and noise impacts. The following supplementary guidelines should be incorporated into any development providing drive-through service.~~

~~Drive-through businesses should be architecturally compatible with other buildings in the same commercial development~~

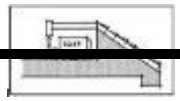
~~b. Site Organization.~~

~~i. The primary visual presence along the major street frontage should be the building, not parking, drive-through window, or a drive- through lane. Buildings should be "built to" the minimum front setback lines with parking, drive-through windows, and drive- through lanes located at the rear or side of the property.~~
~~ii. Menu board speaker placement should protect adjacent residential areas from excessive noise. Drive-through aisles should be located away from adjacent residential structures.~~
~~iii. The main entrance should be sited at the maximum distance from drive-through aisles.~~
~~iv. Drive-through lanes should accommodate car back up at menu board.~~

~~c. Building Design.~~

~~i. Building elevations facing public streets, whether such elevations function as the front, side, or rear of the building should be architecturally detailed.~~
~~ii. Buildings should incorporate a full roof with built-in roof top equipment wells hidden through wood/metal trellis work.~~

~~Equipment concealed with a horizontal wood trellis~~



~~iii. If the drive-through is a pad building for a shopping center, the architecture should be compatible with the design of the center in which it is located.~~
~~iv. Franchise identifying features should only be located on the main structure.~~

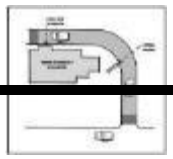
~~d. Other.~~

~~i. Drive-through aisles should be screened from the view of street frontage and adjacent parking areas. Landscaped berms, low masonry walls, or thick shrub landscaping should be utilized.~~

~~Screen drive-through aisles from street~~

~~ii. Drive-through traffic should be separated from pedestrian traffic, vehicular traffic and parking. The drive-through lane should be a separate and distinct lane; it should be distinctly separate from the parking area.~~
~~iii. Queuing and circulation related to drive-through lanes must not interfere with ingress and egress at driveways.~~

~~Delineate drive-through aisles and driveway entry and exit with enhanced paving~~



~~8. Big Box Retail.~~

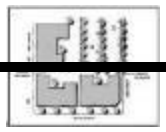
~~a. Description. Big box retail development describes commercial development characterized by larger than average retail square footage under one roof. Big box retail development requires extensive parking to accommodate higher than average parking demand. The following guidelines shall apply to all big box retail development.~~

~~Example of big box retail~~

~~b. Site Organization.~~

~~i. Parking lots for big box retail should not occur entirely in front of the building.~~
~~ii. The number of entrances and exits should be designed and located to avoid interference with traffic flow along adjacent streets.~~

~~When possible, locate vehicle entries on side streets~~



~~c. Building Design.~~

~~i. A variety of roof types are encouraged. Distinct and interesting rooflines instead of flat roofed structures are recommended.~~
~~ii. A substantial cornice should be used at the top of a parapet wall or roof curb.~~

~~Design big box retail buildings with distinctive architectural features. Avoid plain, box-like structures and create an identifiable base~~

~~iii. The big box building should contain an identifiable base.~~
~~iv. Base materials should be highly resistant to damage, defacing and general wear and tear. Precast decorative concrete, stone masonry, brick and commercial grade ceramic tile are examples of acceptable base material.~~
~~v. Big box buildings should be designed with in-line shops with entrances from interior and exterior of the big-box buildings to create a more human scale setting.~~
~~vi. Building entries should be readily identifiable. Design building entrances with architectural features and distinctive materials and colors to articulate entrances.~~
~~vii. Exterior wall treatments such as arcades, portico's, insets, colonnades, and wing walls should be used to successfully mitigate the appearance of the typical big-box building appearance.~~

~~Articulate façades with inset, arcades, and window recesses~~

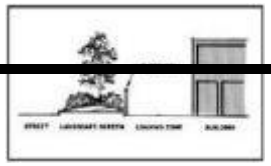
~~viii. The perimeter of the building should be surrounded on all four sides by landscaping and/or enhanced pedestrian pathways.~~
~~ix. Permitted storage areas should be consistent with the architecture of the primary building.~~

~~Outdoor storage areas should be consistent with the architecture design of the primary building~~

~~d. Other.~~

~~i. The design of loading areas should prevent truck back-up maneuvers from or onto the public rights-of-way.~~
~~ii. Loading should be located and designed to minimize direct exposure to public view. These areas should be screened with landscaping to reduce visual impacts.~~

~~Loading areas should be designed to minimize direct exposure to public view~~



~~9. Mixed-use Projects.~~

~~a. Introduction. The following guidelines apply to mixed-use development. Multiple or mixed-use projects are defined as developments which combine commercial/office and residential uses or structures on a single lot, or as components of a single development. The uses may be combined either vertically within the same structure, or spread horizontally on the site in different areas and structures. The primary design issue related to mixed-use projects is the need to successfully balance the requirements of residential uses with the needs of commercial uses.~~

~~Mixed use projects should successfully balance commercial and residential uses~~

~~b. Site Organization.~~

~~i. Organize mixed-use development sites to orient buildings to the street and to minimize the visual impact of driveways, parking areas, and utilities.~~
~~ii. Mixed-use development sites should be organized to maximize usable onsite space that enlivens the street edge, provides for pedestrian interest, and offers users with active and passive places to spend their time.~~
~~iii. Mixed-use development should optimize the provision of common areas, designed as integral components to the overall project design. Common areas for commercial uses should provide a strong relationship to the street, while usable private space provided for residential uses should be oriented and accessible only to those uses (i.e., separated from commercial uses). Courtyards, gardens, plazas, and similar common areas are encouraged.~~
~~iv. Loading/service areas, including refuse/recycling enclosures, should be located out of public view, must not front onto a primary shopping street, and should be placed as far as possible from residential units and be completely screened from adjacent residential development. The location and design of refuse/recycling enclosures should minimize potential nuisances from odors.~~
~~v. Electrical and communication transformers/cabinets located in the public right-of-way should be installed below grade in the right-of- way or located on-site and screened from public view.~~
~~vi. The use of freestanding accessory structures in mixed-use developments should be minimized and avoided. All mechanical equipment, storage, and other facilities should be contained within spaces and enclosures designed as integrated components of mixed- use buildings. Where accessory structures are warranted, they should be located to the rear of primary buildings within the mixed- use development and designed to minimize the visual impacts of adjacent properties.~~

~~c. Building Design.~~

~~i. When horizontal mixed-use projects (uses dispersed on a site) are appropriate, the design of structures should be complementary in scale and architectural treatments and be perceived as an integrated, interdependent development.~~
~~ii. Minimize the perceived scale of a mixed-use building by stepping down the height toward the street and neighboring smaller structures. The front wall of a mixed-use building should not exceed two stories to maintain a human scale. Where the front wall of mixed-use buildings exceeds two stories, they should be set back to minimize the appearance of mass and bulk.~~

~~iii. Break up the perceived mass of a mixed-use building by dividing the building front into "modules" or into separate structures that are similar in size to buildings traditionally in the Village. Use a ratio of solid to void (wall to window) as seen from the public right-of-way that is similar to that found on traditional structures in the Village.~~

~~iv. Separate, easily identifiable and secure entrances should be provided when residential and commercial uses are provided in the same structure.~~
~~v. Integrate porches, awnings, balconies, bay windows, and stoops to provide visual interest and human scale to mixed-use buildings, consistent with architectural designs traditionally found in Glendora.~~
~~vi. Architectural style and use of materials should provide consistency throughout the entire mixed-use project. Building details that create and maintain the simple and traditional character found in Glendora are desired.~~
~~vii. Simple material finishes are encouraged. Building colors should evoke a sense of richness and liveliness to complement and support the overall character of the envisioned character for the district.~~
~~viii. Exterior building lighting should be used to accentuate the building design and highlight architectural details and features. Innovative lighting is encouraged and commercial looking "wall packs" are discouraged as exterior lighting features.~~
~~ix. The placement of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans should consider impacts to noise-sensitive uses.~~
~~x. Backflow prevention/anti-siphon valves must be integrated into the building design and concealed from public view. Such devices may not be located within the right-of-way on primary pedestrian streets.~~
~~xi. All other mechanical equipment must be located behind or on top of the building and screened from public view with parapet walls, landscaping, etc.~~

~~Architectural styles and use of materials should be consistent throughout mixed-use projects~~

~~d. Circulation and Parking.~~

~~i. Site access drives and parking facilities for residential uses and commercial uses should be separated, and should incorporate distinctive signage, architectural elements and landscape features to differentiate access to commercial and residential parking areas. Residential parking areas should be secured, the entries for which should be controlled through a special entry code or remote control assigned to each resident.~~
~~ii. When enclosed parking is provided for all uses of a mixed-use development, residential and commercial uses should be provided with separate parking.~~
~~iii. Parking lot security lighting for mixed-use developments must be a primary consideration and should not spill over or otherwise impact adjacent uses, especially residential areas.~~

~~e. Landscaping, Walls, Fences.~~
~~i. Mixed-use developments should be landscaped according to commercial landscape design standards and guidelines.~~
~~ii. Landscaping and other amenities of mixed-use development projects should compliment the streetscape palette envisioned for adjacent public rights-of-way.~~
~~iii. Landscaping should be an integral component to all usable common space of mixed-use developments.~~
~~iv. The use of walls and fences in mixed-use developments is discouraged, except for screening of mechanical equipment, refuse and recycling enclosures, etc. Where used, the design of walls and fences should compliment the design of the primary structures.~~
~~v. Secured residential access gates should be opaque to provide a clear line of site as residents enter.~~

~~10. (Reserved)~~

~~11. Religious Institutions.~~

~~a. Description. Religious institutions include a wide variety building types typically utilized by faith-based organizations. Religious institutions are characterized by higher profile architectural design and significant on-site parking requirements. In addition, religious institutions may be located in a variety of land use districts including commercial, industrial and residential. The following guidelines apply to the design and development of religious institutions.~~
~~b. Site Organization.~~

~~i. The orientation of buildings and the positioning of other elements on the site, such as entries, parking lots, and driveways, should be designed to minimize traffic and noise impacts on adjacent properties.~~
~~ii. Religious institutions should be placed at the minimum required setback. The building's façade should be parallel to the street(s).~~
~~iii. Avoid locating parking between the front of the building and the street. Parking should be located at the rear and/or side of the property.~~
~~iv. Exterior space, plazas, and courtyards are encouraged and should relate to the surrounding structures.~~
~~v. Site design should ensure minimal shadow impacts onto adjacent properties.~~

~~c. Building Design.~~

~~i. Height and scale of religious institutions should compliment adjacent structures.~~
~~ii. Building façades should be detailed in such a way to make them appear smaller in scale.~~
~~iii. Building elevations facing streets, whether they function as the front, side, or rear or the building should be architecturally detailed to avoid being perceived as the back of the building.~~
~~iv. Long, blank, unadorned, façades are strongly discouraged. Monolithic façades should be broken up by the provision of vertical and horizontal design elements.~~
~~v. Spires and towers should be designed as an architecturally integrated element of the building design and should not appear as an "add-on" or "tacked-on" object of the site and building. Spires and towers should be designed in scale and character with the building and adjacent development.~~

~~d. Circulation and Parking.~~

~~i. Parking should be located in close proximity to the primary entrance. A safe pedestrian path should be provided from all parking areas to the main entrance.~~
~~ii. Parking should be screened from public view by walls and landscaping or other appropriate methods.~~
~~e. Landscaping, Walls, Fences. Screening and buffering should be provided between the church property and adjacent residential uses to minimize any potential impacts.~~

~~12. Neighborhood Shopping Centers.~~

~~a. Description. Neighborhood centers typically include grocery store/drug store anchor(s) with a series of smaller shops. They may also have one or more freestanding building sites. Because they are usually located in or next to residential areas, the major design problem related to neighborhood centers is the interface between the center's service activities and adjacent residences. Proximity of loading and storage to residences should be avoided. This section applies to centers having a gross square footage of under three hundred thousand square feet.~~

~~Neighborhood Commercial Center~~

~~b. Site Organization.~~

~~i. All buildings on the same site should demonstrate a strong spatial and functional relationship to each other. In addition, buildings should demonstrate a variety in size and mass.~~
~~ii. Portions of primary buildings and freestanding buildings should be located at the street setback lines.~~
~~iii. Parking should be provided within convenient walking distances of all tenants. Walking paths to building from street should comply with ADA specifications.~~
~~iv. In areas where the shopping center adjoins smaller residential neighborhoods, the apparent or perceived scale of the shopping center should respect the neighborhood. This can be achieved in a number of ways. For example:~~

~~(A) Keeping buildings as small as possible, particularly in height;~~
~~(B) Reducing scale through building articulation and ornamentation;~~
~~(C) Avoiding large flat walls and large scale design elements; and~~
~~(D) Distributing the project floor area among a complex of smaller buildings.~~

~~c. Building Design.~~
~~i. Where long buildings are unavoidable, their linearity should be mitigated by changes in the building height, wall plane, and spatial volumes and by varied use of window areas, arcades, materials, and roof elements.~~
~~ii. Portions of commercial buildings adjacent to and visible from residential properties should always be stylistically consistent with the more public portions of the commercial building.~~
~~iii. Building elements, such as large blank building walls, loading areas, etc., which disrupt the continuity of shops and businesses, are discouraged along major pedestrian corridors.~~
~~iv. The use of arcades, awnings, or similar architectural treatments is encouraged to provide relief from the sun.~~

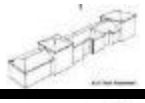
~~Changes in height, wall plane and volume mitigate the linearity of long buildings and provide an interesting environment~~

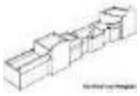
~~The use of arcades is strongly encouraged~~

~~Tower elements or other vertical architectural treatments are required~~

~~v. Incorporate tower elements or other vertical architectural features on "ends" of shopping center, which do not exceed twice the height of the building they are attached to.~~
~~vi. Flat roofs, mansards and veneer parapets are discouraged. Full roof treatments are encouraged, over decorative parapets hiding flat roofs.~~

~~Full roof treatments are encouraged, over decorative parapets hiding flat roofs~~





~~13. Specialty Retail Centers.~~

~~a. Description. Specialty retail centers are unanchored retail centers that provide specialty goods and/or services that are generally unavailable in the surrounding area. The market for a specialty center is as large as a regional center, a ten-to-fifteen-mile radius. The specialty retail center functions as recreation for many shoppers. Shoppers at these centers are less inclined to visit only one shop, and tend to spend time browsing through several shops. Specialty retail centers typically rely for their appeal on particularly attractive and often thematic architecture as well as unusual goods and services.~~

~~Specialty Retail Center~~

~~b. Site Organization.~~

~~i. The site should be organized to encourage pedestrian circulation throughout. Walkways should be attractive and embellished with landscaping, ornamental lighting fixtures, furniture, trellises, and/or other decorative features.~~
~~ii. Multiple buildings in a single project should employ variety in size and mass to provide visual interest.~~
~~iii. Landscape intensity should be significantly greater for specialty shopping centers, and should typically include substantial amounts of plantings around buildings, walkways, and plazas.~~

~~c. Building Design.~~

~~i. Building design should express a single strong architectural theme with substantial and consistent architectural detailing, except that individual storefronts may exhibit different but compatible themes.~~

~~Storefronts should exhibit different but compatible themes~~

~~ii. All other site features, including landscaping, outdoor furniture, and site fixtures are required to conform to the architectural theme.~~
~~iii. Full variable roof planes and building height is encouraged.~~

~~14. Parking Garages.~~
~~a. Description. Parking garages once thought of as purely utilitarian structures that simply housed vehicles have begun to be recognized as structures that play vital roles in cities beyond places where vehicles are stored. They contribute to the architectural character of their surroundings and can provide valuable commercial space at the ground floor level. Typical issues to be addressed in the design of parking garages relate to security for users and the need to integrate the parking garage from an architectural standpoint into its surroundings.~~

~~b. Site Organization.~~

~~i. Where appropriate, parking garages should incorporate ground floor retail adjacent to the public sidewalk.~~
~~ii. A landscaped setback should be provided on all sides of the parking structure except where ground floor in-line retail space is provided.~~

~~c. Access and Circulation.~~

~~i. Vehicle stacking areas for entering and exiting traffic should be sufficiently long to minimize the back up of traffic onto surrounding streets or within the garage.~~
~~ii. As rules of thumb, one inbound lane should be provided for a garage with a capacity of up to five hundred vehicles; at least two inbound lanes should be provided for garages with a capacity of more than five hundred vehicles.~~
~~iii. As a rule of thumb, exit lanes should be provided at a ratio of one lane for each two hundred to two hundred fifty vehicles.~~

~~d. Security and Lighting.~~

~~i. A minimum of level of lighting should be provided inside parking structures to optimize visibility. Higher levels are recommended for remote areas subject to security problems such as stairways, elevators, and other pedestrian access points.~~
~~ii. Lighting levels should be equally distributed to provide uniform illumination over the entire parking area.~~
~~iii. The architectural design of the garage should eliminate possible hiding places and openings that could allow random pedestrian access.~~
~~iv. During periods when parking activity is substantially less than the garage capacity, as during night operations, there should be a means of securing unused parking levels from use, including stairwells and elevators. If the garage is not operated on a twenty-four-hour basis the entire facility should be secured from access during hours when the facility is closed.~~
~~v. For security reasons, at least one or two sides of the stair tower should include glass running vertically the height of the tower. Elevators should be provided with glass-back cabs and shafts.~~
~~vi. Stairs and elevators should be located adjacent to a street on the exterior of the structure where lobbies can be exposed to outside view.~~

~~e. Building Design. Parking structures should be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses.~~

~~The following design guidelines should be implemented to the greatest extent feasible whenever they apply:~~

~~i. Conceal view of vehicles in the garage through a combination of screen walls and plantings.~~
~~ii. Design the garage's exterior elevations to avoid a monolithic appearance. This can be accomplished as follows:~~

~~(A) Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.~~
~~(B) Use simple, clean geometric forms, and coordinated massing.~~
~~(C) Step back upper levels of the garage.~~
~~(D) Coordinate openings in the parking garage with the size and modulation of adjacent windows, structural bays, and storefronts if the parking garage contains other uses.~~
~~(E) Use masonry materials that are predominantly light in color, but avoid unpainted concrete.~~
~~(F) Avoid a sloping ramp appearance by providing level and uniform spandrels.~~
~~(G) Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing.~~

~~(Ord. 2019 § 2, 2017; Ord. 2071 § 2, 2022)~~

~~§ 21.10.240. Industrial/business park.~~

~~Well-designed industrial business park building~~

~~A. Introduction. The following design guidelines seek to assure high quality development in industrial and business park districts by:~~

~~1. Achieving well-planned, quality designed industrial development;~~

~~2. Ensuring compatibility between new industrial development and existing community character; and~~
~~3. Creating environments in which industrial, research and development activities and operations may be conducted with minimal impact on the natural environment and surrounding land uses.~~

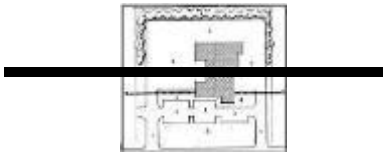
~~B. Site Planning Guidelines.~~

~~1. General Site Planning Guidelines. These guidelines are developed to protect adjoining uses from excessive noise, odor, objectionable views and unrestricted vehicular circulation.~~

~~a. The main elements of good industrial site design as illustrated on the graphic on this page include:~~

~~i. Controlled site access (1);~~
~~ii. Service areas located at the sides and rear of buildings (2);~~
~~iii. Convenient public access and visitor parking (3);~~
~~iv. Screening of storage, work areas, and mechanical equipment (4);~~
~~v. Storage and service area screen walls, as required by the Zoning Ordinance (5);~~
~~vi. Emphasis on the main building entry and landscaping (6).~~

~~Appropriate Industrial Site Layout Prototype~~



~~b. A variety of building setbacks should be provided in order to avoid long monotonous building façades and to create diversity.~~
~~c. Larger than minimum required building setbacks should be provided on buildings thirty feet high or higher.~~
~~d. Avoid large expansive parking lots along street frontages. Place buildings not parking along industrial frontages.~~
~~e. A development should be located and designed to carefully fit into the surrounding environment and to not dominate the existing character of the area.~~
~~f. Auxiliary structures associated with industrial buildings or complexes such as trash enclosures and storage areas should be compatible with and integrated into the overall design of a business park.~~

~~2. Site Access.~~

~~a. Industrial/business parks should be marked by entry features, such as a monument sign, special paving, or landscaping.~~
~~b. The entry to each development area should be clearly visible to motorists.~~

~~3. Views and Screening.~~

~~a. Buildings should be located to minimize alteration of the natural topography and tree removal.~~
~~b. Landscape screening and building orientation should be used to minimize the visual impact of new development.~~
~~c. Buildings should not detract from the scenic and visual quality of the community, and should not impair views from major public roads, trails, or vehicular turnouts.~~

~~4. Screen Wall Guidelines.~~

~~a. If walls are not required for a specific screening or security purpose they should not be utilized. The intent is to keep walls as low as possible while performing their screening and security functions.~~
~~b. Walls should be designed to blend with the site's architecture. Landscaping is encouraged to be used in combination with walls.~~

~~Landscaping should be used to minimize impact~~

~~Landscaping along security walls is encouraged~~

~~Walls should be constructed with quality materials~~

~~c. When security fencing is required it should be a combination of solid pillars, or short solid wall segments and wrought iron grille work.~~
~~d. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided in intervals along the wall. Also, include vines on wall surfaces to break up flat surfaces.~~
~~e. Walls and fences should be designed with architectural treatment or a decorative appearance on both sides, and should be solidly constructed of attractive and quality materials such as wood, masonry, native stone, detailed wrought iron, brick, or decorative block.~~
~~f. Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.~~
~~g. Gates should be provided in walls or fences where necessary to allow emergency access.~~
~~h. High solid walls and fences along public streets can have a negative impact and should be minimized.~~

~~i. Perimeter walls and fences topped with barbed wire, razor wire, or broken glass is strongly discouraged.~~

~~High solid walls along public streets are discouraged~~

~~5. Amenities.~~

~~a. Building placement that creates opportunities for plazas, courtyards, patios, or outdoor dinning is strongly encouraged. Setback areas may be used to provide space for these areas.~~
~~b. Recreational facilities such as jogging trails, bicycle paths, etc., should be encouraged within industrial/business parks. Jogging trails and bicycle paths should connect with a regional or subregional bicycle path system.~~

~~Provide small commercial services within industrial/business parks~~

~~6. Natural Features. Business parks should demonstrate an effort to retain significant existing natural features characteristic of the surrounding setting. Where possible, existing vegetation, waterways, drainage courses, views, rock outcroppings, and other natural features should be protected, preserved, and integrated into the development plan where feasible.~~

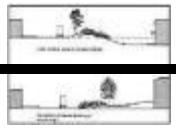
~~a. All areas that are not paved or not covered by buildings should be retained in existing vegetation or landscaped.~~
~~b. Altered areas should be restored and revegetated to replicate the natural conditions prior to construction.~~
~~c. Mass grading that results in building sites separated by steep, geometric slope embankments should be avoided. Contour grading should be employed to replicate preconstruction site conditions.~~

~~C. Parking and Circulation Guidelines. The design of industrial/business park onsite circulation systems should address the needs of different user groups; visitors, employees and truck loading and unloading.~~

~~1. Parking lots and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building should be avoided in favor of smaller multiple lots separated by landscaping.~~
~~2. Parking lots adjacent to and visible from public streets should be screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof.~~
~~3. Optimize shade coverage of parking lots.~~
~~4. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, provide adequate maneuvering and stacking areas, and consideration for emergency vehicle access and security gating systems.~~
~~5. Entrances and exits to and from parking and loading facilities should be provided in compliance with applicable city development requirements.~~

~~6. A vehicle entering the parking facility should not be required to enter a street to move from one location to any other location within the parking facility or premises.~~
~~7. Safe and convenient pedestrian walkways should be provided between buildings and building entrances and parking areas.~~
~~8. Pedestrian access should be provided between transit stops and buildings. Transit shelters should be provided where appropriate.~~
~~9. Pedestrian walkways should be accessible, safe, visually attractive, and well defined by decorative pavement, landscaping, low walls, and low-level lighting.~~

~~Use berming or grade differentials to screen parking lots~~



~~Provide clearly paved pedestrian walkways within parking lots~~

~~Pedestrian walkways should be visually attractive~~

~~D. Loading Facility Guidelines.~~

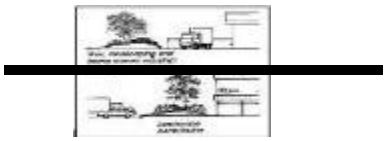
~~1. Location.~~

~~a. To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screened them from view. Such facilities are more appropriate at the rear of the site.~~
~~b. When it is physically not possible to locate loading facilities at the rear of the building, loading docks and overhead doors should be located along the side of the building.~~

~~2. Screening.~~

~~a. Loading facilities need to be sited with care on the industrial site. Whenever possible, these facilities need to be screened from public view as much as possible.~~
~~b. Where screening is required by applicable development regulations, a combination of elements should be used including solid masonry walls, berms, and landscaping.~~
~~c. The method of screening should be architecturally integrated with the adjacent building in terms of materials, colors, shape, and size.~~

~~Screen all loading facilities~~



~~E. Landscaping and Lighting Guidelines.~~

~~Landscaping should be used to soften building exteriors~~

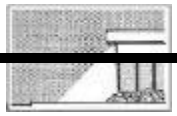
~~1. Landscaping.~~

~~a. Landscaping should be used to define areas such as entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties, and provide screening for outdoor storage, loading and equipment areas.~~
~~b. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.~~
~~c. Buildings should be located on "turf-islands." A large landscape strip, including mow strips, should be provided between parking areas and the office (front) portion of a structure.~~
~~d. Landscaping around the entire base of the building softens the edge between the parking lot and building and should be accented at entrances to provide focus.~~
~~e. Use changes in building elevation or berming at the edge of the building in conjunction with landscaping to reduce structure mass and height along street façades.~~
~~f. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips are desired between turf and shrub areas.~~
~~g. In the instance where an industrial use is adjacent to a non-industrial use, appropriate buffering techniques such as additional setbacks, walls, screening and landscaping may be required on a case-by-case basis to mitigate any negative effects of the industrial use.~~
~~h. Use of vines on walls is strongly encouraged in industrial areas to reduce their visual impact and opportunities for graffiti.~~

~~2. Lighting.~~

~~a. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects. High-mounted, widely spaced pole fixtures that illuminate large areas from a single source are not appropriate.~~
~~b. Lighting fixture placement should provide the best illumination for outdoor areas such as parking, shipping and receiving, pedestrian walkways, and work areas.~~
~~c. The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site buildings. If possible, a light standard theme should be provided throughout the industrial/business park.~~

~~Confine light spread to within the site boundaries~~



~~F. Architectural Guidelines. Unlike the general commercial design guidelines, the guidelines for industrial/business park development seek not to impose strict scale and articulation guidelines, but to promote high quality and creative development, which will be an asset to the city. These guidelines will assist the developer in understanding the city's concept of "quality" design relative to industrial and business park projects.~~

~~Placing building not parking along industrial frontages is encouraged~~

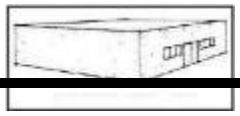
~~Example of a quality industrial/business park building~~

~~1. General.~~

~~a. Each business park should have a distinct architectural concept that is consistent in theme but rich in subtle variation. Buildings within the same industrial park should be designed to provide a clear, unified, and easily identifiable image. Methods to achieve this include using similar architectural styles and materials, complementary roof forms, signage, colors, and decorative pavement.~~
~~b. The architectural qualities and design elements for industrial buildings that are encouraged are:~~

~~i. Building modulation indentations and architectural details;~~
~~ii. Building entry accentuation;~~
~~iii. Screening of equipment and storage areas; and~~
~~iv. Landscaping to soften building exteriors and buffer between uses.~~
~~c. The elements that are prohibited include:~~
~~i. Large blank, flat surfaces;~~
~~ii. Exposed, untreated concrete block walls (except split face);~~
~~iii. Unscreened loading doors facing the street; and~~
~~iv. Exposed roof drains.~~

~~Plain box-like structures are discouraged~~



~~2. Height and Mass.~~

~~a. The design of industrial buildings should consider the visual and physical relationship to adjacent uses. A structure which dominates its environment by its relative size is discouraged.~~
~~b. Varying building heights/massing and setbacks to define different functions such as offices and warehousing is encouraged.~~

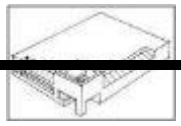
~~3. Building.~~

~~a. Employ variety in building forms to create visual character and interest.~~
~~b. Avoid long unbroken building façades. Façades with varied front setbacks are required.~~
~~c. Front and sidewall elevations should provide building offsets and architectural details.~~
~~d. Entrances to individual buildings should be readily identifiable to visitors and architectural integrated within overall building composition.~~
~~Entrances should be identifiable to visitors~~

~~4. Roofs.~~

~~a. Roof drains and rooftop equipment should be screened from view by architectural features integrated with the design of the structure.~~
~~b. Roofs should be integral to the architectural theme of industrial buildings. Rooflines of industrial buildings should include variations to avoid long, continuous planes.~~

~~Screening rooftop equipment is encouraged~~



~~5. Materials/Colors.~~

~~a. Materials and colors should be used to produce diversity and visual interest.~~
~~b. Use various siding materials, i.e., masonry, concrete texturing, cement or plaster to produce effects of texture and relief that provide architectural interest.~~
~~c. Avoid materials with high maintenance such as stained wood, clapboard, or shingles.~~
~~d. Plant material should be utilized immediately adjacent to walls to discourage graffiti. Vines where planted should be maintained on walls.~~
~~e. Materials should be chosen to withstand abuse by vandals or accidental damage by machinery. False façades and other simulated materials and ornamentation are discouraged.~~
~~f. Compatible colors in a single façade or composition add interest and variety while reducing building scale and breaking up plain walls.~~

~~g. Light, neutral colors should be used on industrial buildings to help reduce their perceived size. Contrasting trim and color bands can help break up the vertical monotony of flat walls.~~
~~h. Brightly colored industrial/business park buildings are strongly discouraged.~~
~~(Ord. 2019 § 2, 2017)~~

~~§ 21.10.250. Multifamily residential.~~

~~A. Introduction.~~

~~1. By their nature, multifamily developments are large in scale and tend to dominate their surroundings if not properly designed. Additionally, issues of parking, circulation, open space, site amenities, and resident safety need to be addressed.~~
~~2. The purpose of this section is to provide design guidelines that address the particular issues associated with multifamily developments. The guidelines cover attached-type dwellings in general, including apartments, condominiums, and townhouses. Multifamily development exists and is planned for the central Route 66 residential district of the specific plan area.~~
~~3. The primary objective of the design guidelines in this section is to ensure quality development that will stand the test of time, be safe and convenient for its residents, and be compatible with the character of the city.~~

~~B. General Design Objectives. The design guidelines for multifamily developments are based on the following objectives.~~

~~1. Establish multifamily residential architectural designs that complement and that support high quality development.~~
~~2. Provide attractive, functional, and convenient site arrangements.~~
~~3. Identify landscape materials and designs that enhance the appearance of multifamily housing developments and contribute to the overall quality of the Glendora community.~~
~~4. Provide for amenities appropriate to the different age groups of multifamily residential developments within an area.~~
~~5. Apply the principles of crime prevention through environmental design (CPTED) to enhance safety and security within multifamily residential developments.~~

~~C. Site Planning.~~

~~1. Context.~~

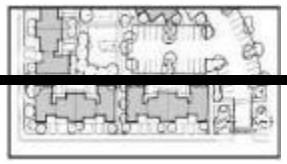
~~a. New multifamily residential development should be compatible with other development in the immediate area through the use of complementary building arrangements, buffers, and avoidance of overwhelming building scale and visual obstructions.~~
~~b. Landscaping should complement existing landscape materials, location, and massing on adjacent developments.~~

~~2. Building and Facilities Location. Appropriate building siting can reduce the perceived density of multifamily developments, maximize open space areas, provide "eyes on the street" surveillance, and enhance neighborliness by creating community gathering spaces.~~

~~Dwelling units oriented to the street~~

~~a. The siting of buildings should consider the existing neighborhood context. Developments should generally be oriented parallel to the public street or to the development's internal streets, with some setback variation to provide visual interest.~~

~~Buildings sited to reinforce "eyes on the street"~~



~~b. The clustering of multifamily units should be a consistent site planning element. Whenever possible, buildings should be configured around courtyards, gathering areas, and open spaces.~~

~~Buildings are configured to form a centralized open space area for children's outdoor play~~

~~c. Buildings should be oriented to provide some privacy yet still relate to the street and the existing community. Doors should be visible from the street and windows should allow residents to have "eyes on the street" for natural surveillance.~~

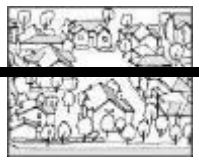
~~Doors and windows encourage "eyes on the street"~~

~~d. Energy efficiency and energy conservation should be considered in building siting. Buildings should be oriented to take advantage of prevailing breezes whenever possible.~~
~~e. Where public transit is located near the development the site design should consider convenience and comfort factors for residents. These include direct access, widened sidewalks, shaded seating areas, and weather protection provided near public transit stops.~~

~~3. Open Space. Common open space provides opportunities for casual social interaction and safe play areas for children, and it reduces the perceived density of the development. Private open space serves as an outdoor room for residents and a protected play area for toddlers.~~

~~a. Residents should have access to useable open space for recreation and social activities. Open spaces should be conveniently located for the majority of units.~~

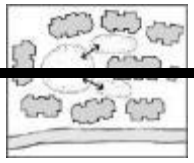
~~Centralized open space provides convenient access for many units~~



~~b. Open space areas should be sheltered from the noise and traffic of adjacent streets or other incompatible uses. Open space siting should take advantage of prevailing breezes and sun orientation in order to provide a comfortable environment.~~

~~c. A series of connected open space areas of varying shape, appearance and usage are encouraged. Smaller areas may directly relate to a cluster of units, while the larger areas may serve several clusters as common open space.~~

~~Large and small open spaces are connected~~



~~Private open space at rear of unit~~

~~d. Boundaries between private and common open spaces should be clearly defined by low walls or plant materials.~~

~~e. Buildings should be sited and designed so that windows of neighboring units do not overlook private open spaces likely to be used for private activities.~~

~~f. Private open space should be provided adjacent to the units it serves and should be immediately adjacent to the public right-of-way or common open space.~~

~~Private open space adjacent to common open space~~

~~4. Outdoor Play Areas. On-site outdoor play areas can provide children with a safe and interesting environment, and allow parents to easily view play areas in order to supervise play activities. Children, especially those in the five-to twelve-year-old age group, tend to play throughout the entire grounds of a development, not just in designated play areas. Therefore, their needs, as well as maintenance requirements, should be important design considerations.~~

~~a. Children's play areas should be visible from as many units as possible and from private open space areas. Direct, convenient access from ground level, private open space to the communal play area is encouraged.~~

~~Units with views and convenient access to the play area~~

~~b. Outdoor play areas should be located adjacent to laundry rooms, community centers, or similar common facilities. Play areas should not be located near public streets, parking, or entry areas unless physically separated by appropriate walls, fencing, or dense landscaping.~~
~~c. Hard surface areas for outdoor activities (e.g., bicycle riding, skating, rope jumping, and hopscotch) should be provided. These active play areas should be safely separated from vehicular use areas.~~
~~d. In larger developments, separate, but not necessarily segregated, play areas or informal outdoor spaces should be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).~~

~~Create separate play areas for the activities of younger and older children~~

~~e. Seating areas should be provided where adults can supervise children's play and also where school-age children can sit. Seating location should consider comfort factors, including sun orientation, shade, and wind.~~

~~5. Miscellaneous Site Elements.~~

~~a. Walls and Fences.~~

~~i. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties. To facilitate quick removal of graffiti, all wood fences should be painted. Paint color used on fences should be common colors readily purchased and kept readily available on the development's premises.~~

~~ii. If front yard fences are provided, visually penetrable materials (e.g., wrought iron or tubular steel) should be used.~~

~~Penetrable wrought iron fences allow views~~

~~Low retaining walls in the front yard~~

~~iii. Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance. Concrete capstones on stucco walls are encouraged to help prevent water damage from rainfall and moisture.~~
~~iv. Individual dwelling unit patio and rear yard fences and walls visible from the development's open space should be of a height not to preclude natural surveillance by residents into and out of these areas. Outdoor privacy walls between units, however, may be higher. To increase privacy, it is encouraged that the privacy walls be solid.~~

~~b. Site Furniture.~~

~~i. The design, selection and placement of all site furnishings (e.g., tables, benches, bollards, and trash receptacles) should be compatible with the overall site design and architectural character of the development.~~
~~ii. Seating opportunities should be provided in both sunny and shaded areas. Seating in areas that offer opportunities for social interaction and informal surveillance, (e.g., a bench near the communal mailbox area or benches near tot lot areas and laundry rooms) are strongly encouraged. A variety of sitting area designs, from formal arrangements (benches) to informal arrangements (low walls or steps) are encouraged. In general benches should be located in areas that have some provision for shade.~~

~~Seating areas in a shaded location~~

~~iii. A drinking fountain located near each children's play area is encouraged. Drinking fountains should be "high/low" to accommodate various age groups and disabled persons.~~
~~iv. Onsite trash receptacles should be located in or adjacent to high use areas (e.g., community facilities, play areas, and laundry rooms).~~

~~c. Refuse Storage Areas.~~

~~i. Refuse storage areas should be located in convenient but not prominent areas, such as inside parking courts, or at the end of parking bays. They should be well screened in compliance with requirements of the Development Code.~~

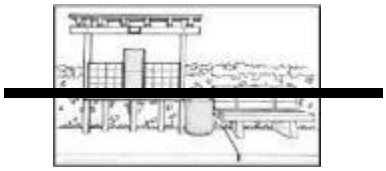
~~A trellis and gate screen the trash enclosure~~

~~ii. Trash receptacles should be accessible for trash collection but should not block circulation drives near loading areas or conflict with parking. For security reasons, trash enclosure locations should not create blind spots or hiding areas.~~

~~d. Mailboxes.~~

~~i. Mailboxes should be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety. A bench or seating area in close proximity to the mailbox location is strongly encouraged, and a trash receptacle should be located adjacent to the mailboxes.~~
~~ii. Incorporation of design features, such as a built frame consistent with the development's architectural style, is encouraged.~~

~~A bench near the mailbox offers an opportunity to socialize~~



~~e. Signs.~~

~~i. Signs contribute to the development's identity as a unique environment. Professionally designed, creative signs are strongly encouraged, especially for internal directions and building identification.~~
~~ii. Clear legible entry signs should be provided to identify the development. Internal circulation signs and visitor parking areas should also be clearly indicated. A directory that shows the location of buildings and individual dwelling units within the development is encouraged.~~
~~iii. Building numbers and individual unit numbers should be readily visible, in a consistent location, well lit at night, and compatible with the overall design of the development.~~

~~Visible building numbers help visitors to easily locate units~~

~~D. Architecture. It is not intended that these guidelines designate a particular architectural style or a specific design character. The primary focus should be to construct a high quality residential environment that is compatible with the surrounding community. The architectural guidelines address the overall external appearance of the development, including building forms, details, and proportions. Use of single-family residential design elements (e.g., pitched roofs, porches, individual entries) are recommended to reduce perceived density, give identity to the development and its individual dwelling units, add visual interest, and be compatible with the context.~~

~~1. General.~~

~~a. Architectural styles most appropriate to influence the design of multifamily developments within the specific plan areas include: Monterey, Craftsman, Mission Revival, and Spanish Colonial Revival.~~
~~b. To create a unified appearance, all support buildings in the development, (e.g., laundry facilities, recreation buildings, carports, garages, and the management office) should be compatible in architectural design with the rest of the development.~~

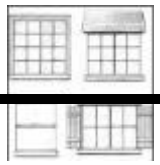
~~2. Building Scale and Height.~~
~~a. Buildings should incorporate smaller-scale architectural forms such as bays, recessed or projecting balconies, and dormers to visually reduce the height and scale of the building and emphasize the definition of individual units. Architectural elements such as bay windows, porches, projecting eaves, awnings, and similar elements that add visual interest to the development are strongly encouraged.~~
~~b. In order to "scale down" façades that face the street, common open space, and adjacent residential structures, it may be desirable to set back portions of the upper floors of new multifamily buildings.~~
~~c. Varied building heights are encouraged, both to provide visual interest and give the appearance of a collection of smaller structures. Building heights at the development's edge should be considered within the context of the project's surroundings, the adjacent uses, and the distance from adjacent buildings. The development's building height should create a transition from the heights of adjacent existing residential development, rather than form abrupt height changes.~~

~~Height transition from existing one-story dwelling to new two-story development~~

~~3. Façade Modulation.~~

~~a. Boxy and monotonous façades that lack human scale dimensions and have large expanses of flat wall planes should be avoided. Architectural treatments, such as recessed windows, moldings, decorative trim, and wood frames, should be used to add visual interest to the façade. Windows of varied shape, size, and placement are encouraged.~~

~~Examples of various windows styles that create visual interest on a building~~



~~b. Building façades that enclose stairwells should include residential type windows to reduce the visual bulk of the stairwell and enhance safety. Building façades enclosing elevator shafts should use architectural treatments to reduce the visual mass.~~
~~c. To provide visual interest and avoid an identical appearance, garage doors should incorporate some architectural detailing that is consistent with the overall development's architectural design, such as patterned garage doors or painted trim.~~

~~4. Building Entries.~~

~~a. Courtyard doors or gates used at building entries should be attractively designed as an important architectural feature of the building or development.~~
~~b. Individual entries should have a strong relationship with a fronting street, internal walkway, or courtyard, as appropriate to the overall siting concept. A transitional area from the public space or walkway to the private dwelling unit entry, such as a porch, steps, or landscaped walkway, should be provided.~~

~~c. Each dwelling unit's entry should be emphasized and differentiated through architectural elements such as porches, stoops, or roof canopies, and detailing. Opportunities should be provided for residents to personalize their entry by providing ground level space or a wide ledge for potted plants.~~

~~A wide ledge creates opportunities to personalize the dwelling unit~~

~~5. Stairs.~~

~~a. Minimize the number of second floor dwelling units served by a single flight of stairs. Where appropriate for the architectural style, the stairway design should be open to allow for natural surveillance.~~

~~Open stairways allow natural surveillance~~

~~b. Where prefabricated metal stairs are used, additional design features such as screen walls, enhanced railings, or accent colors should be used to enhance their appearance. The additional design features should be consistent with the overall building design.~~

~~6. Building Materials.~~

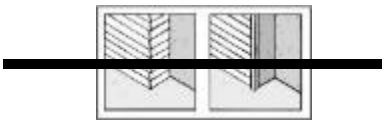
~~a. The development's dwelling units, community facilities, and parking structures should be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and porches, should utilize materials and colors that are compatible with the rest of the development.~~
~~b. Building materials should be durable, require low maintenance, and be of comparable quality and image to what is used in the surrounding neighborhood. Frequent changes in building materials should be avoided.~~

~~7. Roofs.~~
~~a. Roof pitches and materials should appear residential in character and should consider the prevailing roof types in the neighborhood, including flat roofs, hipped or gabled roofs, and mansard roofs. The roof pitch for a porch may be slightly lower than the roof pitch of the main building.~~
~~b. Roof lines should be broken up and varied within the overall horizontal plane. Combinations of roof heights that create variation and visual interest are encouraged.~~
~~c. Carport roofs visible from buildings or streets should incorporate the roof pitch and materials of the main buildings.~~

~~8. Color.~~

~~a. Color should be used as an important design element in the development's appearance. The predominant colors for the dwelling units and accessory structures should be natural or muted tones. Appropriate use of more than one predominant paint color is encouraged. Compatible accent colors are encouraged to enhance important building elements.~~
~~b. The color of shadow patterns, relief, decorative trim, and wood frames should be distinctive yet compatible with the overall building color.~~
~~c. Materials such as brick, stone, copper, etc. should be left in their natural colors. Such materials should not appear thin and artificial. Veneer should turn corners and avoid exposed edges.~~

~~Veneer materials should turn corners and avoid exposed edges~~



~~9. Mechanical Equipment and Vents.~~

~~a. On-site mechanical equipment visible from buildings or a public street should be screened.~~
~~b. Roof flashing and vents exposed to public view should be painted to match adjacent surfaces or concealed in a manner consistent with the building's appearance.~~

~~E. Landscaping. Landscaping serves many functions in a multifamily housing development. Plant materials can create unique identity, visually connect areas, soften the architecture, provide shade, and screen unattractive areas. Landscaping is important to site design and safety/security issues, as it helps to define outdoor space and edges and can be used to discourage graffiti. An attractive, well- maintained~~

~~landscaped environment contributes to overall resident satisfaction in the development and it also enhances the appearance of the surrounding neighborhood.~~

~~1. Use of Landscaping.~~

~~a. Landscape design and selection of plant materials are an important component in multifamily developments. The development's budget should provide for quality landscaping design, proper installation, and plant sizes that will "fill in" and beautify the development within a reasonable period of time.~~

~~b. Use of landscaping is encouraged to define and accent specific areas such as building and parking lot entrances and the main walkways to community facilities.~~
~~c. Plant materials should be used to define the territorial edge between public and private space, buffer adjacent uses, when appropriate, and screen service areas.~~

~~2. Landscape Design.~~

~~a. Landscaped areas should generally use a three-tiered planting system consisting of ground cover; shrubs and vines; and trees. Grass is a high- maintenance ground cover that should be used primarily for active recreation areas. Grass should not be used in narrow strip areas; groundcover or shrubs are more appropriate.~~

~~Groundcover, shrubs and trees help to create an attractive development~~

~~b. Different landscape designs and plant materials should be used in the various courtyards and common open space areas of the development to create an individual identity for each space.~~
~~c. Landscape designs that emphasize water-efficient plants are encouraged. Water-intensive landscaping, such as grass, should be concentrated in areas of high visibility and use.~~
~~d. Vines and climbing plants on buildings, trellises, perimeter walls, and fences are encouraged, both to provide an attractive appearance and to minimize graffiti.~~
~~e. Landscape plantings should be used to help define property lines and distinguish private space from public space by creating a strong edge through a distinct change of plant material, form, height and/or color.~~
~~f. Trees and shrubs should be selected based on their mature size and root characteristics. Plants with root systems that uplift hardscape materials should be avoided.~~
~~g. Landscape materials should be used to help screen trash enclosures and mechanical equipment so that they are not exposed to view from the street or major walkways within the development.~~
~~h. Trees and shrubs should not be planted so close together that they create maintenance and security problems at maturity. They should not completely obstruct views into the development from the public right-of- way, especially views to dwelling entries and common open space areas.~~
~~i. Tree height and spread should consider the location of light standards in order to avoid conflicts and maintenance problems as the tree grows.~~
~~j. The following are design concepts that are encouraged in all developments:~~

~~i. Use specimen trees and accent plant materials at major focal points, such as the entry to the development or where major walkways intersect with the common open space area.~~

~~ii. Use landscaping to help define the edges of common open space areas and to distinguish the boundary between private and common open space areas.~~
~~iii. Use plantings to soften building lines and emphasize the positive features of the site. Use plantings to create shadows and patterns against walls.~~
~~iv. Use dense landscaping to physically separate children's outdoor play areas from vehicular parking or entry areas.~~
~~v. Use trees to create canopy and shade, especially in parking areas and passive open space areas. Trees with open branching structures and less dense foliage should be used to allow "filtered" views to parking lots for security purposes.~~

~~k. Hardscape materials should be consistent with the architectural design or style of the development. The use of interlocking pavers, scored concrete, or rough-textured concrete to define site entries is strongly encouraged. Stamped concrete or colored concrete is not recommended due to excessive maintenance and repair costs associated with its use.~~

~~F. Parking and Circulation. Safe and efficient parking and circulation arrangements take into consideration the needs of pedestrians, children at play, parking lot appearance, and prevention of car theft or damage.~~

~~1. Parking.~~

~~a. One large parking area where cars would dominate views and increase perceived density should be avoided. Parking areas should be divided into a series of small parking courts with convenient access that relates to adjacent dwelling units. For security reasons, dwelling units should have sight lines out to the parking areas, but these views should be partially filtered through use of appropriate landscaping, such as trees.~~

~~Small parking courts with trees that filter views from dwelling units~~

~~b. Parking areas should be located in the development's interior and not along street frontages. Parking areas should not compete with open space. Carports and tuck-under parking should not be visible from a public street.~~
~~c. Parking structures, such as garages and carports, should be located where they do not obstruct natural surveillance.~~
~~d. Entry drives should have an adjacent pedestrian entry path.~~
~~e. Special accents that define the main entry, create territorial reinforcement, and provide visual interest are strongly encouraged. Examples include architectural detailing, specialty lighting, textured paving, a hardscape decorative border strip along the driveway, and accent plant materials such as specimen trees and flowering plants.~~

~~Entry drive with textured paving and border strip~~

~~f. Carports, detached garages, and accessory structures should be designed as an integral part of the development's architecture. They should be similar in material, color, and detail to the main buildings of the development. If prefabricated metal carports are used, architectural detailing consistent with the main building should be incorporated.~~

~~g. Parking courts should be well designed, with consideration given to landscaping, lighting, building massing, and pedestrian/vehicular circulation.~~

~~h. Visitor and disabled parking should be clearly identified and distributed throughout the development to provide convenient access to groups of dwellings and community facilities.~~

~~i. For convenience, parking spaces should be assigned, but the parking space numbering system should not identify the dwelling unit that is assigned to the space.~~

~~2. Pedestrian Circulation. Pedestrian circulation provides safe, efficient access to facilities and dwelling units for residents, encourages opportunities for casual social encounters, and allows natural surveillance by residents.~~

~~a. Convenient pedestrian connections should be provided to adjoining residential developments, commercial projects, and other compatible land uses.~~

~~b. Pedestrian access to adjacent existing or planned open space areas and corridors should be provided for the development's residents.~~

~~Provide access to adjacent open space corridors~~

~~c. Cross circulation between vehicles and pedestrians should be minimized. A continuous, clearly marked walkway should be provided from the parking areas to main entrances of buildings.~~

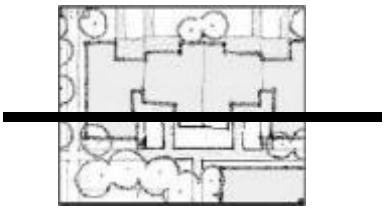
~~d. Walkways should be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between walkways and building façades is strongly encouraged.~~

~~e. Adequate lighting should be provided along all walkways.~~

~~3. Access to Dwellings. Access to dwellings should provide a unique identity for the individual unit, allow opportunities for social interaction and increase natural surveillance.~~

~~a. The main entry to each dwelling unit should be clearly visible from the nearest public circulation walkway. A porch, covered stoop, or similar entry feature should be provided at each unit's front entry.~~

~~Individual private walkways lead to each ground level unit~~



~~b. Stairwells should be centrally located to the units served and should be visible from as many units as possible.~~
~~c. Minimize the number of units sharing a common entry or stairway.~~
~~d. To minimize the outdoor clutter that can accumulate in private open space areas, private storage space for strollers, bicycles, etc., should be provided for each dwelling unit. Its location should be either inside the unit, or outside and immediately adjacent to the unit.~~
~~e. Walkways and access to dwelling units should be designed to facilitate the moving of furniture by considering minimum widths, heights, and turning angles.~~

~~G. Public Safety Through Design. Residents have a basic right to feel safe and secure in their homes. The following guidelines promote the use of site planning, landscaping, community involvement, and physical and psychological barriers to create a safe environment and to prevent crime, vandalism, and graffiti. The principles of crime prevention through environmental design (CPTED) are used extensively. The lighting guidelines are less detailed, and recognize that specific illumination levels are dependent on the individual site characteristics.~~

~~1. Crime Prevention Through Environmental Design (CPTED). The following CPTED strategies should be incorporated into the design of multifamily developments, whenever possible.~~

~~a. Use the concept of natural surveillance, or "eyes on the street," by promoting features that maximize the visibility of people, parking, and building entrances.~~
~~b. Use the concept of territorial reinforcement by promoting features such as landscape plantings, paving designs, and gateway treatments that define property lines and distinguish private space from public space.~~
~~c. Use the concept of natural access control by designing streets, walkways, building entrances, and development entries to clearly indicate public routes and to discourage access to private areas.~~

~~2. Opportunities for Surveillance.~~

~~a. Windows and entries should be placed to maximize natural surveillance of the site. Sight lines from dwelling units to the parking area should be provided.~~
~~b. Open spaces, courtyards, circulation corridors, and individual dwelling unit entrances should be designed to be visible from as many dwelling units as possible. Enclosure of private open space should not prevent common open space surveillance by residents.~~
~~c. The management office should be located in a central, visible location, and community meeting rooms and other amenities should also be located close to other heavily used areas.~~

~~Security is enhanced with a management office that is in a highly visible location~~

~~d. Laundry rooms should be located adjacent to the children's play area to facilitate supervision. Doors and walls should have windows to allow natural surveillance both into the laundry room and outside to the surrounding area.~~

~~A laundry room with windows allows open views out to the surrounding area~~

~~3. Hierarchy of Space.~~

~~a. Development design should use a "hierarchy of space" to define territory for public space (streets), community space (common open space, play areas, communal laundry, community center, etc.), and private space (individual units and private open space.) The use of design elements to define the public/private edge, such as special paving, change in building materials, and grade separations, or physical barriers such as landscaping, fences, walls, screens, or building enclosures, are encouraged.~~

~~Grade separation and low retaining walls establish a public/private edge and define~~

~~b. Building entrances and individual dwelling unit entries should be accentuated by architectural elements, lighting, and/or landscaping to further emphasize their private nature.~~

~~4. Access.~~

~~a. Doors to community facilities should contain some transparency and be key-controlled by residents. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.~~

~~b. All front doors in individual dwelling units should have a peephole or other feature to allow residents to see who is at the door before opening it. To prevent break-ins, doorknobs should be located beyond easy reach from any windowpane. Single cylinder dead bolt locks should be installed on the exterior doors of all individual dwelling units. Sliding glass doors should have one permanent door on the outside and the inside moving door should have a locking device and a pin.~~
~~c. If security bars are provided, they should be located only on the inside of windows and have proper emergency release mechanisms.~~

~~5. Lighting.~~

~~a. Lighting levels should vary depending on the specific use and conditions, but the overall consideration should be to provide lighting levels sufficient that intruders cannot lurk in shadows, steps and other grade changes are apparent, residents can easily unlock their door or identify visitors on their doorstep, and opportunities for theft and vandalism are eliminated.~~
~~b. Street lighting should be installed along the internal circulation streets. Lighting should be designed to shine downward and eliminate skyward glare. Light standards should be residential/pedestrian in scale and be spaced appropriately for the fixture, type of illumination and pole height.~~
~~c. Lighting in parking areas should be arranged to prevent direct glare into adjacent dwelling units and onto neighboring uses/properties.~~
~~d. Pedestrian-scaled lighting should be located along all walkways within the development. Lighting bollards should not be used as they do not illuminate large enough areas and are subject to vandalism. Light standards heights are recommended that concurrently allow proper illumination, discourage vandalism, and have a pedestrian scale. Site lighting may be located on buildings to illuminate site areas not covered by individual light standards.~~
~~(Ord. 2019 § 2, 2017)~~

~~§ 21.10.260. Architectural styles.~~

~~A. Mission Revival.~~

~~1. Introduction.~~

~~a. The following architectural styles are presented to encourage architectural diversity and quality within the Route 66 specific plan area. It is not the intent of this section to dictate preferences of architectural styles. This section should be used by city staff and officials, as well as project applicants, to more effectively achieve the image envisioned for the Route 66 specific plan area.~~
~~b. As the name implies, the mission style finds its roots in the architecture of the California missions. In the late 1800s, several innovative California architects began to advocate the mission style in a response to other "revivalist" movements taking place then on the east coast. They chose as their inspiration local Hispanic design elements and adapted these elements to adorn traditional building shapes whether residential or nonresidential. The mission style found great impetus when the Santa Fe and Southern Pacific railroads adopted the style for their stations.~~

~~2. Character-Defining Features.~~

~~a. Parapets with coping fashioned after the California missions.~~
~~b. Full pitched roofs over most of the building. Simple low pitch hip or gable roofs are preferred. Shed roofs may be appropriate when attached to taller walls. Minor portions of the roof may be flat.~~
~~c. Symmetrical façades are most common but asymmetrical designs are also acceptable.~~
~~d. Clay tiled roofs using two-piece tile of consistent color. "S" type tile and multi-colored tile are prohibited.~~
~~e. Simple box-like massing with the appearance of thick walls. Windows and doors are recessed to expose thickness of walls.~~
~~f. Arched doors and windows with semicircular shapes preferred. Large windows are multi-paned.~~
~~g. Arcades used to define courtyards and walkways.~~
~~h. Smooth plaster/stucco walls with hand-troweled finish.~~
~~i. Exposed timber structural elements for beams, rafter tails, and corbels. Color is dark stain.~~
~~j. Simple wrought iron grillework railings, window grilles, and decoration.~~
~~k. Quatrefoil windows on primary façade.~~
~~l. Tile accents used around door and window openings, built in seating, paving, and general decoration.~~
~~m. Building colors are white, off-white, or earth tone with contrasting door and window trim colors.~~
~~n. Larger structures may incorporate mission-like bell towers.~~
~~B. Spanish Colonial Revival. The Spanish colonial revival style borrows from the full range of Spanish architecture. Beginnings of the style derive primarily from the Panama-California Exposition of 1915. Until that time, mission-style architecture was more popular. The exposition showcased the richness of Spanish and Latin American architecture and trendsetting architects of the time found new inspiration in this style during the 1920s and 1930s.~~

~~1. Character-Defining Features.~~

~~a. Simple low-pitched roofs are preferred. Shed roofs may be appropriate when attached to taller walls. Minor portions of the roof may be flat.~~
~~b. Asymmetrical façades are most common.~~
~~c. Multi-level clay tiled roofs using two-piece tile of consistent color. "S" type tile and multi-colored tile are prohibited.~~
~~d. Eaves with little or no overhang.~~
~~e. Simple box-like massing with the appearance of thick walls. Windows and doors are recessed to expose thickness of walls.~~
~~f. Large windows are multi-paned.~~
~~g. Arcades used to define courtyards and walkways.~~
~~h. Smooth plaster/stucco walls with hand-troweled finish.~~
~~i. Decorative masonry or tile vents.~~
~~j. Exposed timber structural elements for beams, rafter tails, and corbels. Color is dark stain.~~
~~k. Simple wrought iron grillework railings, window grilles, and decoration.~~
~~l. Tile accents used around door and window openings, built in seating, paving, stairs, and general decoration.~~
~~m. Building colors are white, off-white, or earth tone with contrasting door and window trim colors.~~
~~n. Larger structures may incorporate round or square towers.~~

~~C. Monterey. The Monterey style is essentially a two-story adaptation of early Spanish colonial styles. As trade opened up the west coast, Anglo immigrants arrived in the territory with their own building traditions. As these were superimposed on the traditional adobe construction, the two-story versions came to be called Monterey style after the colonial capital of California. A revival of the style from 1925 to 1940 favored Spanish detailing while versions from the 1940s and 1950s emphasize English colonial details. Because this style is always two-story and therefore may be larger in scale than adjacent buildings, the Monterey style should be used carefully and with appropriate consideration to the style and scale of surrounding buildings.~~

~~1. Character-Defining Features.~~

~~a. Low pitched gabled roofs.~~
~~b. Second-story balcony, usually cantilevered and covered by main roof.~~
~~c. Clay tiled roofs.~~
~~d. Simple box-like massing with the appearance of thick walls. Windows and doors are recessed to expose thickness of walls.~~
~~e. Large windows are multi-paned.~~
~~f. Arcades used to define courtyards and walkways.~~
~~g. Smooth plaster/stucco walls with hand-troweled finish.~~
~~h. Exposed timber structural elements for beams, rafter tails, and corbels. Color is dark stain.~~
~~i. Wood grillework, railings, window grilles, and decoration.~~
~~j. Staircases are fully enclosed.~~
~~k. Building colors are white or off-white with contrasting door and window trim colors.~~

~~D. Art Deco. Art deco architecture also gained prominence during the Chicago Tribune competition. It preceded its counterpart, art moderne, and differs from it in a number of ways. Art deco buildings emphasize the vertical through towers and other projections. Façade details include decorative zigzags, chevron and other geometric and stylized motifs.~~

~~1. Character-Defining Features.~~

~~a. Smooth wall surface, usually stucco;~~
~~b. Decorative zigzags, chevrons, and other geometric motifs;~~
~~c. Towers and other vertical projections give vertical emphasis.~~

~~E. Art Moderne. The art moderne style of architecture gained recognition in the early 1920s in conjunction with a worldwide competition to design the Chicago Tribune building. In the moderne style, one or more corners may be curved and it is common for windows to turn those corners. These houses generally have smooth wall surfaces, flat roofs, and a strong horizontal emphasis through balustrades and detailing. The use of glass block and small round windows is common.~~

~~Moderne building~~

~~1. Character-Defining Features.~~

~~a. Smooth wall surface, usually stucco;~~
~~b. Flat roof with small ledge or coping at roofline;~~
~~c. Horizontal grooves, lines, or balustrades offer horizontal emphasis;~~
~~d. Asymmetrical façades most common.~~

~~F. Craftsman. The craftsman style was inspired by the work of the Greene brothers who practiced architecture in Pasadena from 1893 to 1914. The craftsman style represented a philosophy of life that featured honesty, integrity, and a return to nature. Natural woods, shingles, earth colors, brick, stone, river rock, and heavy wooden beams signified a oneness with nature. The rocks and bricks were often used on foundations, chimneys, foundations, and railings to set a unifying theme. Oriental, Tudor, and Swiss-influenced elements lent variety to the style. Since the craftsman style is predominantly residential in character, its use for commercial buildings should be approached cautiously. This style is most appropriate for buildings that do not require large commercial display windows. Restaurants and office buildings are two examples.~~

~~1. Character-Defining Features.~~

~~a. Low-pitched gable roof.~~
~~b. Clapboard or shingle siding.~~
~~c. Exposed timber structural elements, rafter tails, brackets, corbels.~~
~~d. Large open porches with columns.~~
~~e. Square or tapered columns.~~
~~f. Overhanging eaves with exposed rafters.~~
~~g. Projecting brackets/beams.~~
~~h. Large front window(s) usually in three parts.~~
~~i. Front door with sidelights.~~
~~j. Doors and windows outlined with heavy wood molding.~~

~~k. Colors are typically medium to dark earth tones.~~

~~G. Traditional Storefront. Traditional storefront commercial architecture has its roots in American downtowns. This style of architecture includes large display windows on the ground floor (to allow people to see in and out of the building) and one or more stories above (to provide opportunities for accessory uses to occur above). Regardless of the period of American history in which a building was constructed, this style of architecture includes three character-defining elements: the storefront; the upper façade; and the cornice. While these elements are shared, buildings falling within the traditional storefront architectural style may also possess thematic or stylistic traits of other architectural styles (e.g., Victorian, etc.).~~

~~1. Character-Defining Features.~~

~~a. The storefront is the ground-level of the front façade, containing large display windows with bulkheads (or kick plates) and often including transoms above the display windows.~~
~~b. The upper façade, which is the area above the ground-floor storefront opening, typically contains both wall material (i.e., brick, wood, or stucco) and windows.~~
~~c. The cornice provides a cap for the entire façade, typically detailed in design, and screening utilities on the roof.~~
~~d. Height and width of buildings are in proportion with surrounding buildings.~~
~~e. Proportional relationship exists between door and window openings, creating a rhythm.~~
~~f. Human scale and typically abutting sidewalk.~~

~~H. Contemporary Highway Vernacular—Context-Sensitive. Contemporary highway vernacular architecture includes buildings that are used for selling products or services, but are not of the "pure architecture," such as commercial buildings designed by famous architects. They are generally easy to construct, designed by industrial designers, and are characterized by a main structure subservient to the signs upon the exterior. This architectural style is based on a concept known as "product-place-packaging," wherein a business or franchise does not rely on creating a structure for a specific landscape, but creates a fully internalized atmosphere that is identical across all the stores. As a result, this architectural style varies by business type and company; however, a building fitting this style is typically built exactly (or near exactly) the same way in each location.~~

~~Gas stations, hotels and motels, fast food establishments, and drug stores provide the most common examples of contemporary highway vernacular architecture. The aggregate of this architectural style has become known as the "commercial strip": large signs, franchised organizations, and large parking lots. In many locales, this type of architecture is regulated as "formula businesses," having to adhere to design guidelines and development standards which require conformance to more traditional architectural styles valued by the community—in an effort to move away from an "Anywhere USA" image. For the Route 66 specific plan area, contemporary highway vernacular architecture is encouraged so long as it demonstrates a high level of sensitivity to the envisioned architectural context for the planning area.~~

~~Most franchises or corporate businesses will work with communities to modify their typical building design to better fit the local context~~

~~1. Character-Defining Features.~~

~~a. Main structure subservient to the signs upon the exterior;~~
~~b. Internalized atmosphere that is identical across all the stores;~~
~~c. Exterior easily recognized and identified with a certain company across all the stores;~~
~~d. Surrounded by large parking areas;~~
~~e. Often regulated to conform to locally supported traditional architectural styles.~~
~~(Ord. 2019 § 2, 2017)~~

~~§ 21.10.270. Public space amenities.~~

~~A. Site amenities form elements of commonality, which help to establish the identity of a commercial area and provide comfort and interest to its users. Individual site amenities within a commercial setting should have common features, such as color, material, and design to provide a cohesive environment and a more identifiable character.~~

~~Private development is encouraged to include site amenities compatible with the Route 66 Specific Plan Streetscape Furniture~~

~~B. Seating is an important amenity that should be provided throughout commercial areas within the Route 66 specific plan area. Seating in the public right-of-way should coordinate with other streetscape furnishings.~~
~~C. Walls and fences are generally used for security purposes to define ownership, to mitigate nuisances such as noise, and to screen areas from public view. Walls and fences should be kept as low as possible while performing their functional purpose.~~
~~D. Landscaping should be used in combination with walls to soften the otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help reduce graffiti.~~

~~Provide seating in a shaded area~~

~~E. Pedestrian scale lighting is strongly encouraged. The style and color of lighting should relate to the overall architectural design of the primary commercial structure.~~
~~F. Tree grates should occur along street edges and plazas where a continuous walking surface is needed. Grate sizes should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter for supporting a larger tree trunk as the tree grows.~~
~~G. Tree guards should extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards should be narrow and painted in a similar color and relate to other site furnishings.~~

~~Compatible tree grate and guard~~

~~H. Bollards are intended to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design should coordinate with other streetscape furnishings. In locations where emergency access may be necessary, removable bollards are encouraged.~~

~~Bollards are encouraged to promote safety of pedestrians~~

~~I. Trash receptacle design should coordinate with other streetscape furnishings.~~
~~J. Pots and planters should be located where pedestrian flow will not be obstructed.~~
~~K. Pots and planters should be durable and have natural color tones that compliment the adjacent structures.~~

~~Pots should be clustered together and away from pedestrian flow~~

~~L. Directories should be provided near pedestrian entrances of commercial centers to assist visitors in orienting themselves.~~

~~Directories help customers find businesses~~

~~M. Kiosks that serve as information booths and/or shelter for small vendors are encouraged. Kiosks should be located where pedestrian flow will not be obstructed.~~
~~N. Bicycle racks should be selected that are durable and visually subdued. Based on their performance, "loop racks" and "ribbon bars" are encouraged, and should be sized according to parking requirements.~~
~~O. The design of newspaper boxes should be consolidated into one rack. The rack should be attractive on all sides and properly anchored.~~

~~Newspaper racks should be designed as attractive public amenities~~

~~P. Bus stops should be as transparent as possible to increase unobstructed visibility from the ground level up in all directions.~~
~~Q. Visual features, such as fountains, should be incorporated into commercial developments to attract pedestrians.~~

~~Pop-set fountains are increasingly popular visual fixtures in commercial developments~~

~~(Ord. 2019 § 2, 2017)~~

§ 21.10.280. Signage *(Previous Sections have been removed).*

A. Introduction. Signs are one of the most noticeable visual elements throughout the Route 66 specific plan area. Not only do signs communicate something about the goods or services being offered at a particular establishment they also communicate something about the quality of the businesses and the image of the community as a whole. Taken together with other visual elements in the environment, signs play a major role in how people perceive the city's image. Well-designed signs that communicate their message

clearly, without attempting to compete for attention will help create a more pleasant visual environment with the Route 66 specific plan area.

A good quality sign enhances the aesthetic character of the development

The sign design guidelines are designed to help ensure quality signs that communicate their message in a clear fashion; however, the "guidelines" are not strict sign "standards" as are found in the city's Sign Code. The design guidelines may be interpreted with some flexibility in their application to specific signs/ projects. This is in recognition that not all guidelines may be workable or appropriate for each sign or project. In some circumstances, a particular guideline may be relaxed to facilitate compliance with another guideline determined by the city to be more important. These decisions will be made on a case-by-case basis. The primary objective is to ensure that the overall intent of the design guidelines is followed is each case.

Design guidelines ensure good quality signs

B. General Design Guidelines.

1. Sign Legibility.

a. Use a brief message. The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive. Evaluate each word carefully, and, if it does not contribute directly to the sign's message, it should probably be eliminated. Businesses

with long names are encouraged to use a generic identification (e.g., "CLEANERS") rather than force too much sign copy into the allowed sign area.
Keep signs as simple as possible

b. Ensure legibility. An effective sign should do more than attract attention; it should communicate its message clearly. Usually, this is a question of the readability of words and phrases. The most significant influence on legibility is lettering style and spacing. Use the following guidelines to help ensure sign legibility.

i. Avoid hard-to-read, intricate typefaces. Typefaces that are difficult to read reduce the sign's ability to communicate.
ii. Avoid spacing letters and words too close together. Crowding of letters, words or lines will make any sign more difficult to read. Conversely, over-spacing these elements causes the viewer to read each item individually, again obscuring the message. Lettering should not occupy more than seventy-five percent of the sign face.

Avoid typefaces that are hard to read

iii. Limit the number of lettering styles in order to increase legibility. A general rule to follow is to limit the number of different letter types to no more than two for small signs and three for larger signs.
iv. Avoid faddish and bizarre typefaces. Such typefaces may look good today, but soon go out of style. The image conveyed may quickly become that of a dated and unfashionable business.

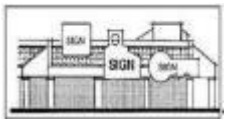
c. Use significant contrast. If there is little contrast between the brightness or hue of the message of a sign and its background, it will be difficult to read.
d. Avoid signs with strange shapes. Signs that are unnecessarily narrow or oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic, it will probably be confusing.
e. Use symbols and logos. Pictographic images will usually register more quickly in the viewer's mind than a written message.

2. Location.

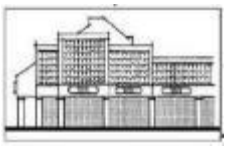
a. Signs should be designed to relate to the architectural features of the building on which they are located and create visual continuity with other storefronts in the same building and adjacent buildings.
b. Signs should be placed to indicate the location of access to a business. Signs should be placed at or near the public entrance to a building or main parking area to indicate the most direct access to the business.

c. Signs should be placed consistent with the proportions of the building's façade. For example, a particular sign may fit well on an upper, more plain wall, but would overpower and obstruct the finer detail of a lower storefront area. A sign appropriate near the building's entry may look tiny and out of place above the ground level.

Don't do this. Inconsistent sign patterns create confusion



Do this. Employ a consistent sign pattern



d. On buildings that have a monolithic or very plain façade, proper sign placement can establish appropriate rhythm, scale, and proportion.
e. Signs should not be located so that they cover or interrupt the architectural details or ornamentation of a building's façade.
f. Signs should not project above the edge of the rooflines and should not obstruct, windows and/or doorways.

3. Color.

a. Too many colors overwhelm the basic function of communication. If they compete with content for the viewer's attention. Limited use of the accent colors can increase legibility, while large areas of competing colors tend to confuse and disturb. Limit colors to three on a single sign.
b. Contrast is an important influence on the legibility of signs. The most aesthetic and effective graphics are produced when light colored letters and images are placed on a dark, contrasting colored background.

Light colored letters on contrasting background

c. Colors or color combinations that interfere with legibility of the sign copy or that interfere with viewer identification of other signs should be avoided. Bright day-glo (fluorescent) colors should be avoided as they are distracting and do not blend well with other background colors.

Avoid combinations of materials that camouflage the sign's message

d. Colors should relate to and complement the materials or paint scheme of the buildings, including accent and trim colors.

4. Illumination.

a. If the sign can be illuminated by an indirect source of light, this is usually the best arrangement because the sign will appear to be better integrated with the building's architecture. Light fixtures supported in front of the sign cast light on the sign and generally a portion of the face of the building as well. Indirect lighting emphasizes the continuity of the building's surface and signs become an integral part of the façade. Conversely, internally illuminated cabinet signs where only the sign face is illuminated tend to stand out and not appear integrated with the building's façade.

Internally illuminated signs are discouraged

b. Individually illuminated letters, either internally illuminated or back- lighted solid letters (reverse channel), are a preferred alternative to internally illuminated plastic-faced cabinet signs. Signs comprised of individual letters will be better integrated with the building because they use the building's façade as their background.

Signs illuminated by an indirect source of light are encouraged

c. The use of backlit, individually cut letter signs is strongly encouraged for all types of business and signs, including monument-type signs.

Good example of a backlit sign that is easy to read

d. The use of internally illuminated cabinet-type signs with translucent panels or panels with reflective surfaces, including, but not limited to, acrylic, fiberglass, plastic, or metal is strongly discouraged and the Sign Code prohibits their use for monument-type signs. If internally illuminated cabinet signs are used for wall signs, their sign panels should be opaque so that when illuminated only the lettering, not the background, is illuminated. The background or field should have a nongloss, nonreflective finish.

e. Whenever indirect lighting fixtures are used, care should be taken to properly shield the light source to prevent glare from spilling over into residential areas and public rights-of-way.

Backlit letter signs are encouraged

5. Materials.

a. Sign materials should be selected with consideration for the architectural design of the building's façade. Sign materials should compliment materials used on the building and should also contribute to the legibility of the sign. For example, the glossy finishes used on most cabinet signs are often difficult to read because of glare and reflections.

b. Sign materials should be extremely durable. Paper and cloth signs are not suitable for exterior use because they deteriorate quickly. If wood is used, it should be properly sealed to keep moisture from soaking into the wood and causing the sign's lettering to deteriorate.

Avoid materials that cause glare and make the sign hard to read

Select materials that are durable

Avoid cloth and other nondurable materials

6. Electrical Raceways and Conduits.

a. Electrical transformer boxes and raceways should be concealed from public view. If a raceway cannot be mounted internally behind the finished exterior wall, the exposed metal surfaces of the raceway should be finished to match the background wall, or integrated into the overall design of the sign.

b. If raceways are necessary, they should be as thin and narrow as possible and should never extend in width or height beyond the area of the sign's lettering or graphics.
c. All exposed conduit and junction boxes should be concealed from public view.

C. Design Guidelines for Specific Sign Types.

1. Wall and Building Signs.

a. A wall sign should be located where architectural features or details suggest a location, size, or shape for the sign. The best location for a wall sign is generally a band or blank area between the first and second floors of a building.

b. New wall signs in a shopping center should be placed consistent with sign locations on adjacent businesses. This will establish visual continuity among storefronts and create a unified appearance for the center.

Place signs where architectural features suggest a location

Wall signs of consistent size and placement are encouraged

c. Lettering should not occupy more than about seventy-five percent of the area of the sign to avoid a cluttered look and to help maintain the readability of the sign.
d. Wall signs should not project from the surface upon which they are attached more than the required for construction purposes.
e. Internally-illuminated cabinet-type signs are strongly discouraged. Internally-illuminated, individually-cut channel letters are preferred.

2. Projecting Signs.

a. The use of pedestrian-oriented projecting signs is strongly encouraged.
b. Projecting signs should be used for ground floor uses only.
c. Projecting signs should ensure clearance for pedestrians.
d. Sign supports and brackets should be compatible with the design and scale of the sign and the architectural design of the building.

Sign supports and brackets should be of quality materials

e. Internal illumination of a projecting sign is prohibited.
f. The text, copy, or logo face should not exceed seventy-five percent of the sign face of a projecting sign.
g. The sign should be hung at a ninety-degree angle from the face of the building.

3. Window Signs.

a. Window signs on ground level, coverage should not unsafely obstruct or overwhelm the total window area. Window signs should not be used above the second level.
b. Permanent window signs should be limited to individual letters and/or logos placed on the interior surface of the window. White or gold leaf is the recommended colors. Glass-mounted graphics may be applied by painting, silk screening, or vinyl die-cut forms. The use of nonpermanent materials such as paper is strongly discouraged.

Window signs should be limited to the business name

c. The text or sign copy of a window sign should be limited to the business name, proprietor's name, hours of operation, and brief messages identifying the type of product or service (e.g., "maternity wear" or "attorney") or pertinent information (e.g., "se habla Espanol" or "reservations required").

4. Awning Signs.

a. Signs on awnings should be limited to ground floor and second floor uses.
b. Awning signs should be limited to awnings covering a main or side/rear entrance on a street or parking lot.
~~c. The shape, design, and color of awnings should be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, the design and color of the sign awnings and all other awnings should be coordinated.~~

Good example of awning shape coordinated with window size/ shape

~~d. The shape, design, and color of awnings should be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, the design and color of the sign awnings and all other awnings should be coordinated.~~
~~e. d. Only permanent signs that are an integral part of the awning or canopy should be used. To avoid having to replace awnings or paint out previous tenant signs when a new tenant moves in, the use of replaceable valances should be considered.~~

Lettering on valance only is encouraged

5. Freestanding Monument Signs.

a. Freestanding monument-type signs (on ground) are encouraged.

A well-designed monument sign with architectural base, side frames, and cornice top

b. Sign background should not be a prominent feature of the monument sign. The sign copy should dominant the sign face.
c. Between five to ten percent of the sign area should be dedicated to identification of the street address.
d. Freestanding monument signs should be placed perpendicular to the street.
e. Freestanding monument signs should be placed so that sight lines at entry driveways circulation aisles are not blocked.

Good example of monument signs with solid base and strong cornice

f. Freestanding monument signs may be internally illuminated if the sign copy is the only portion of the sign face that is illuminated. The sign background or field should be opaque with a nongloss, nonreflective finish. Signs with individual backlit letters, or stenciled panels with three- dimensional push-through graphics are encouraged.
g. Monument signs should be designed to create visual interest and compliment their surroundings. Signs should incorporate architectural elements, details, and articulation as follows:

i. Provide a solid architectural base that supports the sign.
ii. Provide architectural elements on the sides and top to frame the sign pane(s). Use columns, pilaster, cornices, and similar details to provide design interest.
iii. Incorporate materials and colors into the sign support structures to match or be compatible with materials and colors of the development the sign serves.
iv. Utilize "quality" materials. Avoid the use of lexan, sheet metal, or other materials prone to weathering.
v. Keep the overall size of the sign in proportion with the development it serves.

h. Each monument sign should be surrounded by a landscape planter.

i. Multi-tenant monument signs. Signs with multiple tenant identification panels present a special challenge in delivering their message in a clear manner. To help overcome the problems associated with these types of signs, the following guidelines should be followed:

Freestanding monument signs, including multi-tenant signs, should minimize sign copy, be well designed, and be landscaped along their base

i. Individual tenant sign panels should be uniform in size recognizing that the major tenant or the name of the center may have a slightly larger sign panel.
ii. The size, letter style, and number of tenant names should be developed to minimize the look of a "reader board" sign.

G. Neon Signs and Architectural Lighting. The use of neon tubes for signs or architectural elements is encouraged throughout the Route 66 specific plan area, subject to the following guidelines.

1. Neon signs are allowed for use as wall signs, window signs, and freestanding monument signs. They are not allowed for use as projecting signs.
2. Neon tubing should not exceed one-half inch in diameter.
3. Neon signs and architectural lighting adjacent to residential uses should not exceed one-half footcandle in brightness measured at the property line.

Good example of neon sign

4. Neon tubing should not be combined with any reflective materials (e.g., mirrors, polished metal, highly-glazed tiles, or other similar materials) that would cause glare and increase the spread of light.
5. When used as an architectural element, neon tubing should be used only to reinforce specific architectural elements of the structure and should be compatible with the architectural style of the building and the character of the overall development. Neon building trim is limited to thirty percent of the total building trim area.
6. Neon lighting that completely surrounds a window, door, or similar element is strongly discouraged.

This use of neon is strongly discouraged

7. Neon window signs should not overwhelm or over-obstruct the aggregate area of the window.
8. Neon should not be the predominate material used on signs. The use of neon on signs should be limited to the business name, logo, design, or image.
(Ord. 2019 § 2, 2017)

~~§ 21.10.290. Design tools design review checklist.~~

~~This following checklist may be adapted and used by city staff and officials to conduct design reviews on proposed projects within the Route 66 specific plan area.~~

~~Route 66 Specific Plan Area Design Review Checklist~~
~~Checklist Prepared by:~~
~~Date Plan Received:~~
~~Date Checklist Prepared:~~
~~Date Presumittal Conference~~
~~Project Name~~
~~Applicant~~
~~Name:~~
~~Address:~~
~~Phone:~~
~~Property Owner:~~
~~Name:~~
~~Address:~~
~~Phone:~~
~~Planner or Architect~~
~~Name:~~
~~Address:~~
~~Phone:~~
~~A. Land Use~~
~~1. Present Land Use:~~
~~Designation of Property~~
~~Overlay Districts:~~
~~2. Proposed Land Use:~~
~~3. Land Use Consistency – Proposed use(s) conform to permitted uses _____ Yes _____ No~~
~~Comments:~~

	~~Follows Design Guidelines~~	~~Changes Recommended~~	~~Not Applicable~~	~~Remarks~~
~~B. Site Design~~				
~~1. Height and Setbacks – Building setback and height standards are satisfied.~~				
~~2. Appropriateness of Concept – Development concept is consistent with site location and with surrounding properties.~~				
~~3. Building Location – Buildings are located in a logical and pleasing manner on the site. Buildings are related reasonably to each other, to parking facilities, and to pedestrian areas. Siting protects pedestrian movement.~~				

~~4. View Impacts—Project is designed to respect existing views by minimizing view obstruction and mitigating disruptive visual impacts of large building masses.~~				
~~5. Buffering—Trash areas, loading docks, storage areas, service areas, transformer vaults, etc., are located and screened so as to minimize visibility from streets and from building entries.~~				
~~6. Exterior Lighting—Exterior lighting design is unobtrusive, integrated with the project concept, and of low profile.~~				
~~7. Parking—All parking space and space size requirements are satisfied. All interior and boundary parking area landscaping requirements are satisfied.~~				
~~a. Parking areas are located and designed to minimize visibility from streets and to minimize visual detraction from new buildings.~~				
~~b. Parking areas are designed to provide good internal circulation, street access, and proximity of spaces to building entrances.~~				
~~c. Vehicular entry points to parking lots have received special paving accents where the drive crosses the public sidewalk.~~				
~~d. Applicant has demonstrated an attempt to share entry and/or parking with an adjacent property.~~				
~~C. Building Architecture~~				
~~1. Building Form and Scale—Architectural concept is consistent with the predominant scale of adjacent buildings.~~				
~~2. Façade Proportion—The visual composition of the façade respects the general proportion (height to width) of existing façades on the street.~~				
~~3. 360° Architecture—Architectural details are provided on all elevations.~~				
~~4. Consistency of Elevation—Design of walls, doors, and windows are consistent in styling materials, colors, and detailing on all elevations.~~				
~~5. Articulation—The architectural concept avoids large unbroken wall surfaces.~~				
~~6. Roof—The roof form is designed in conjunction with its mass and façade, so that the building and its roof form a compatible building composition within the district.~~				
~~7. Rear Entry—Appropriate identification signage and architectural detail has been provided on the rear façade.~~				
~~D. Storefront Design~~				
~~1. Storefront Components—The storefront design maintains typical elements such as bulkheads, doors, display windows, awnings, or canopies that are appropriate to the proposed style/theme.~~				
~~2. Wall to Opening Ratio—The storefront architectural concept maintains an appropriate wall to window ratio.~~				
~~3. Storefront Accessories—All mechanical appurtenances are concealed.~~				
~~4. Awnings—Awning design and color respects the scale, proportion, rhythm, and style of the building's architecture.~~				
~~5. Sign Placement—The storefront design provides a logical space for placement of a sign and building address.~~				
~~E. Signs~~				
~~1. Sign Type—Selected sign type is consistent with other signs on adjacent buildings or storefronts, and meets all applicable codes or approved sign program.~~				
~~2. Location—Sign location on building is consistent with architectural style and other design standards.~~				
~~3. Legibility—A simple typeface is utilized while color, illumination, and letter size are appropriate to the building architecture and scale.~~				
~~4. Illumination—The sign is properly lighted and does not allow glare to spill beyond the sign face.~~				
~~5. Safety—Placement of sign does not pose a safety hazard for motorists or pedestrians.~~				

~~(Ord. 2019 § 2, 2017)~~

~~§ 21.10.380 Landscaping, walls and fences.~~

~~A. Landscaping and Irrigation Required. All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this specific plan and the Glendora Municipal Code. Standards~~

~~for the provision of landscaping within the public right-of-way in conjunction with any private development shall be in compliance with the Glendora Municipal Code.~~

~~B. Tree Preservation Required. All project applicants shall consult with the city prior to the removal or modification of any existing tree within private property. It is the intent of this section to preserve historically important trees within the project area and preserve significant tree resources within the community.~~

~~C. Landscaping—Landscaping Adjacent to Streets. All street-adjacent landscaped areas shall include a combination of trees, shrubs, vines or ground cover.~~

~~D. Walls and Fences.~~

~~1. Height and Location. Perimeter fences or walls that are within a front yard setback shall not exceed a height of three feet unless specifically allowed to a height of six feet by the director of planning to achieve a specific screening purpose.~~

~~a. Exception. Walls adjacent to mobile home sites that front the public right-of-way shall be allowed up to six feet, subject to the requirements of this section and with approval by the director of planning.~~

~~2. Design. The design of walls and fences shall be consistent with the overall project design and/or adjacent streetscape.~~

~~3. Perimeter walls and fences shall be articulated by providing a minimum three-foot deep by six-foot long recession for every fifty feet of continuous wall. The design of the wall shall include an appropriate mix of materials and landscaping.~~

~~4. Chain link or similar fencing shall not be permitted within the public view.~~

CHAPTER 21.14 Arrow Highway Specific Plan

21.14.100 CORRIDOR-WIDE DEVELOPMENT STANDARDS ~~AND DESIGN GUIDELINES~~

This Section is replaced by the Zoning Code Chapter 21 B, City of Glendora's Objective Design Standards. Sections and all other applicable provisions of the Glendora Zoning and Subdivision Codes. If there is conflict between any provision in this Specific Plan and the Objective Design Standards, or any other provision of the Zoning Code, the more restrictive standard shall prevail.

~~The Arrow Highway Specific Plan design and development guidelines and standards provide specific policies for how parcels and buildings shall be developed. Policies address setback and parking requirements, height, and intensity and density limits. Implementation of the standards and guidelines are anticipated to:~~

- ~~Upgrade the image and appeal as a safe, attractive, and high-quality commercial, industrial, and residential environment.~~
- ~~Encourage high quality infill and mixed-use redevelopment of vacant lots and underutilized properties to their highest and best use, whether commercial, residential, office, entertainment, industrial, or open space.~~
- ~~Activate the street and enhance the pedestrian environment and scale.~~
- ~~Ensure compatibility between adjacent uses, especially residential neighborhoods.~~
- ~~Invite and support transit and active transportation.~~
- ~~Integrate high-quality landscape and streetscape design that is consistent throughout the corridor.~~

~~The Arrow Highway Specific Plan design and development standards provide the foundation for a distinct corridor identity. Through the use of these design guidelines and development standards, Glendora can leverage successful existing land uses, redevelop underutilized sites to their highest and best use, and capitalize on once-in-a-lifetime opportunities to redevelop several catalytic vacant sites, such as the former Vons site and the former Wonder Bread site.~~

~~Some development standards and design guidelines are applied corridor-wide. These are discussed below. Other development standards or design guidelines will vary by the Transformative District to create a specific street character. Both of the Transformative Districts' standards and guidelines are discussed later in this chapter (Section 2.6 - Transformative Districts' Development Standards and Design Guidelines).~~

The vacant "Wonder Bread" site has a high potential for adaptive reuse

New development will be subject to the Specific Plan's standards and guidelines

2.5.1 SUBDIVISIONS

Subdivisions of land and the reconfiguration of existing lots shall comply with the Subdivision Map Act and the Glendora Municipal Code. All lots shall have a minimum street frontage of 100 feet.

~~2.5.2 CORRIDOR-WIDE AMENITY ZONE~~

~~Since Glendora does not have jurisdiction over most of the Arrow Highway right-of-way, public realm improvements cannot be easily implemented without the County of Los Angeles or City of Covina acting. As such, the Specific Plan aims to create a better street life and aesthetic through the creation of an "Amenity Zone". The Amenity Zone is a setback from the front property line, which shall be landscaped and/or programmed with pedestrian amenities (Exhibit 2.7). Street trees shall be planted within the Amenity Zone at the property line. Possible pedestrian amenities include but are not limited to landscaping amenities (at-grade planting strips, planter boxes), placemaking amenities (plazas, paseos, kiosks, public art, exterior seating/dining tables), and streetscape amenities (sheltered benches, drinking fountains, bike racks or lockers, refuse receptacles), etc. While the Amenity Zone is corridor-wide, the specific setback requirements vary by the Transformative District.~~

~~Exhibit 2.7 Amenity Zone~~

~~2.5.3 CORRIDOR-WIDE SPECIFIC PLAN PARKING AND DRIVEWAY STANDARDS~~
~~Required loading space shall be determined by the standards contained within the Glendora Municipal Code, Section 21.03.020 Off-Street Parking and Loading.~~

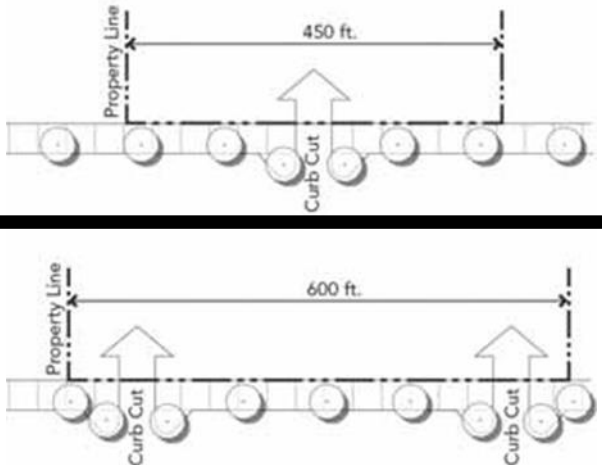
~~2.5.4 CORRIDOR-WIDE DRIVEWAY OR CURB CUT FREQUENCY~~
~~For parcels of less than 450 feet in length along Arrow Highway, only one vehicular access point shall be permitted. For all other lot frontages, a maximum of one vehicular access point for each 300 feet of street frontage is permitted, see Exhibit 2.8.~~

~~2.5.5 CORRIDOR-WIDE BICYCLE PARKING STANDARDS~~
~~Regardless of land use, onsite, designated, secure bicycle parking shall be provided at a ratio of 0.25 bicycle space per required vehicle parking space. Required bicycle spaces may be reduced where alternative measures are provided to reduce vehicle trips.~~

~~Bicycle parking spaces provided for residential use shall be covered, secure, and located separately from bicycle parking spaces provided for nonresidential use.~~

Secured, covered bike parking is required along the corridor

~~Exhibit 2.8 Curb Cuts~~



~~2.5.6 CORRIDOR-WIDE LOADING SPACE STANDARDS~~

~~Required loading space shall be determined by the standards contained within the Glendora Municipal Code, section 21.03.020 Off-Street Parking and Loading.~~

~~2.5.7 CORRIDOR-WIDE ROOF AND SKYLINE FORMS~~

~~The design of varied roof and skyline forms is encouraged. The varied roof and skyline forms can include pitched roofs, variation in roof heights on a single building, high- quality roof materials (such as tile and metal), corner towers, and mixing of pitched and flat roofs.~~

~~Penthouses, parapets, stair and elevator enclosures, air conditioning units, and mechanical equipment shall be fully integrated into the overall architectural design and expression of the building or addition through the construction of equivalent materials and colors that match the overall design. All rooftop mechanical components shall be fully screened from the view of public rights-of- way or residentially zoned properties.~~

~~2.5.8 CORRIDOR-WIDE BUILDING DESIGN~~

~~The Arrow Highway Specific Plan underscores the importance of high-quality building design in all development within the Specific Plan area.~~

Varied roof and skyline forms are encouraged along Arrow Highway

Mechanical equipment shall be integrated the building design

~~BUILDING ENTRANCES~~
~~For parcels fronting Arrow Highway, the primary entrance to a ground floor use shall face Arrow Highway. Residential uses should have their own on-street entrance.~~
~~Nonresidential uses abutting Arrow Highway shall provide at least one street-facing, pedestrian-priority entrance serving as the primary entrance to the business.~~

~~Interior space shall be arranged to orient toward the Arrow Highway entrance as the primary entrance. Signage shall be used to direct persons toward the primary entrance.~~
~~Street-facing nonresidential entrances shall be unlocked and accessible to the public during business hours.~~

~~ENTRANCE FREQUENCY~~
~~On-street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the front property line. Ground-related entrances include entrances to ground floor uses, residential units, clusters of residential units, lobbies, or private courtyards.~~

~~MIXED-USE RESIDENTIAL GROUND FLOOR, ON- STREET ENTRANCES~~
~~Residents of a mixed-use development shall have a separate and secure on-street pedestrian access to the residential units. To enhance the sense of connection between ground floor residential units and adjacent rights- of-way, entries to these units should incorporate elevated stoops, front yards separated from sidewalks by low walls and gates, entry alcoves, awnings, canopies, architectural accents, surrounds, and details.~~

~~MODULATION~~
~~Building and façade modulation is required. Porches, patios, stoops, and terraces at the entrances of ground-related units, sidewalk arcades fronting commercial uses, and open-to-the-air roof terraces and shallow stepbacks at the top floors of structures are encouraged to:~~
- ~~Create transitions from public to private spaces.~~
- ~~Emphasize sheltering at entrances.~~
- ~~Encourage indoor and outdoor use of ground-floor space, relate new buildings to existing buildings.~~
- ~~Create human-scale massing accents within the context of overall building bulk.~~

~~New buildings and additions to existing buildings shall incorporate:~~
~~Building modulation~~

~~New buildings and additions shall use modulation of mass and bulk to reference adjacent building heights and existing massing patterns seen along Arrow Highway to create transitions and relationships between new and old and to relate the scale and massing of new structures to the scale and massing of the surrounding neighborhoods.~~

~~Façade plane~~
~~The wall plane of street-facing façades shall be modulated a minimum of 18 inches perpendicular to the plane at least once every 60 feet, as measured along the property line.~~
~~Façades should be modulated with elements including but not limited to vertical and horizontal breaks in the building façade plane, stepbacks at upper levels, changes in material or color, use of ornament, changes in height, and incorporation of other design elements that create differentiation in the architecture to create visual and architectural interest.~~

~~Façade depth modulation~~
~~Window design within building facades shall emphasize individual windows that are setback into walls to create distinct patterns of shade and shadow.~~

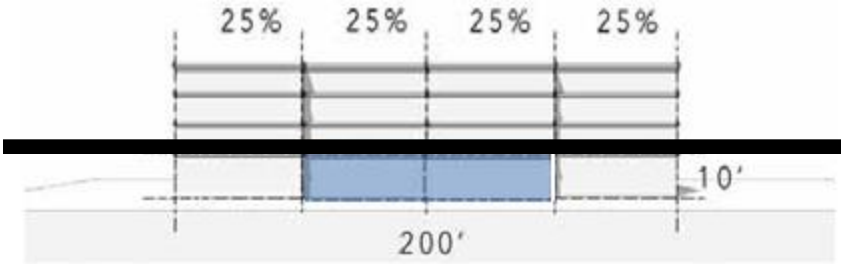
~~Façade material modulation~~

~~Use of high-quality materials like smooth finish stucco, brick, wood, and stone are encouraged.~~

~~Exhibit 2.9~~
~~Nonresidential Ground Floor Design Example~~

~~TRANSPARANCY AND GLAZING~~
~~Street-facing facades of all buildings shall incorporate glazing (windows) and openings providing light to adjacent spaces, rooms, and uses. Use of reflective or mirrored glass is prohibited. Clear glass shall be used for nonresidential buildings at the ground floor. After installation, clear glass windows at the ground floor of nonresidential uses shall not be laser treated so as to become opaque or to be blocked so as to prevent visibility of the ground floor interior from the sidewalk. Signs, posters, displays, furniture, etc. shall not inhibit transparency into a nonresidential use. Exhibit 2.10 shows an example of 50 percent (approximate) ground floor transparency.~~

~~Exhibit 2.10~~
~~Example of 50% Ground Floor Transparency for Nonresidential Buildings~~



Appropriate amount of glazing for a ground floor

~~Windows and openings facing streets shall constitute a minimum of the following percentage of street-facing building faces:~~

- ~~50 percent at commercial ground floor uses~~
- ~~30 percent at commercial upper floor uses~~
- ~~30 percent at industrial ground floor uses~~
- ~~20 percent at industrial upper floor uses~~
- ~~40 percent at residential ground floor uses~~
- ~~30 percent at residential upper floor uses~~

~~GROUND FLOOR DESIGN~~

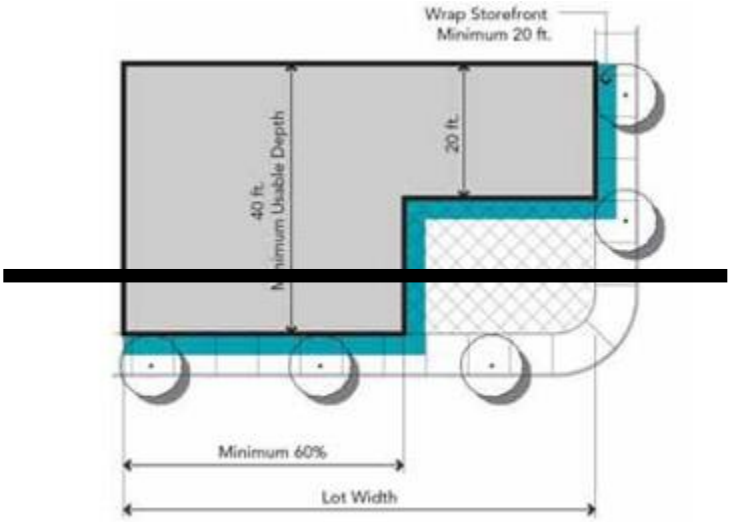
~~Ground floor design shall be high-quality and sensitive to the use. Residential units' ground floor design should be significantly different than the design for nonresidential. Storefront and industrial configurations and details providing a sense of human scale, variety, and interest within the overall context of buildings bays and groupings of bays are encouraged. Such details include but are not limited to recessed entries at storefronts and business fronts, display windows, projecting bays, integral awnings, utilization of true dividing mullions, transoms over entries, and integral signs and sign boards (Exhibit 2.9). In vertical mixed-use settings, ground floor residential units are allowed on any lot and on any street frontage, provided storefronts and usable commercial space are located along a minimum of 50 percent of the length of the building frontage adjoining Arrow Highway.~~

~~STOREFRONTS AND NONRESIDENTIAL USES GROUND FLOOR DEPTHS~~

~~Storefronts and usable nonresidential space shall be located along the required ground floor street frontages of buildings per Exhibit 2.11 and have a minimum usable depth of 40 feet along 60 percent of the length of the building frontage and in no case, be less than 20 feet in depth. At a corner lot where storefronts and~~

~~nonresidential uses are required, storefronts and nonresidential spaces shall turn and wrap around the corner for a minimum length of 20 feet.~~

~~Exhibit 2.11 Minimum Usable Depth~~



~~Exhibit 2.12~~
~~Front Door Feature~~

~~Exhibit 2.13 Significantly Articulated Secondary Elevation~~

~~FIRST FLOOR ELEVATIONS – NONRESIDENTIAL~~
~~The first habitable floor of nonresidential uses shall be located no more than four feet above or below the existing grade at any point along a street property line.~~

~~FIRST FLOOR ELEVATIONS - ROWHOUSE STYLE~~
~~The first habitable floor of a residential-only building, in a rowhouse style, should be located at least two feet above existing grade and no more than four feet along a street property line.~~

~~FIRST FLOOR ELEVATIONS – RESIDENTIAL (OTHER THAN ROWHOUSE STYLE)~~
~~The first habitable floor of any other residential building (other than rowhouse style) must provide either a "front door" feature (Exhibit 2.12) or a significantly articulated secondary elevation (Exhibit 2.13) facing Arrow Highway. Whether the elevation is the 'front door feature' or the "significantly articulated secondary elevation" is at the discretion of the Planning Director.~~

~~MINIMUM GROUND FLOOR HEIGHT~~
~~The minimum ground floor height of nonresidential ground floor spaces shall be 14 feet in the C-I, MU-I, and MU-CC zones. The minimum height of residential ground floor spaces shall be 10 feet in the C-HR, MU-CC, and MU- NC zones. This height shall be measured from the interior floor of the first story to the ceiling of the first floor. If there is no second story, the height shall be measured to the top of roof (including pitch), see Exhibit 2.14.~~

~~Exhibit 2.14~~
~~Minimum Ground Floor Height~~

~~COMMERCIAL AND RESIDENTIAL USES' SECURITY ELEMENTS AND DECORATIVE GRILLWORK AT GROUND FLOORS~~

~~Upward rolling, side folding, or moveable security grills and elements shall not be installed on the exterior side of ground floor and street-facing storefronts, windows, openings, entries, and facades. On the interior side of ground floor and street-facing storefronts, windows, openings, entries and facades, upward rolling, side folding, or moveable security grills and elements are allowed and should be designed to be integral to the architecture of the building and opening. Such devices should use dedicated interior side pockets and ceiling cavities such that the grill and all mechanisms associated with the security element are not visible from the adjacent public right-of-way and sidewalk; regardless of installation method, the grill shall be at least 80 percent open to perpendicular view. Fixed decorative grillwork and railings are allowed at the ground floor and shall be at least 80 percent open to perpendicular view.~~

Fixed decorative grillwork and railings are allowed in the Specific Plan area

At least 80 percent of grillwork shall be open to perpendicular view

~~OUTDOOR STORAGE, EQUIPMENT AND UTILITIES~~

~~Auxiliary structures, equipment and utilities shall not be located directly adjacent to the street frontage of any property.~~

~~All roof accessories including, but not limited to, air conditioning units and mechanical/electrical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties. Screening should be designed to be compatible with the architectural design of the building.~~

~~All ground-mounted mechanical/electrical equipment, including heating and air conditioning units and refuse disposal areas shall be completely screened in a solid enclosed structure from surrounding properties by use of a wall, fence or landscaping, or shall be enclosed within a building.~~

~~Outdoor storage areas shall be enclosed by a solid architecturally compatible masonry wall with a height adequate to fully screen such areas from public view.~~

~~Outdoor storage shall not be located adjacent to any street-facing property line.~~

Outdoor refuse screening can be creatively used to enhance design detail

Screened equipment storage shall not be located adjacent to the street frontage

~~2.5.9 CORRIDOR-WIDE OPEN SPACE AND RECREATION STANDARDS AND GUIDELINES~~

~~Each type of open space has a different purpose and user; the requirements for one type of open space cannot be satisfied by another.~~

~~USABLE PUBLIC OPEN SPACE-COMMERCIAL~~

~~All open space shall be public unless parcel location does not allow public access. Public open space shall not house refuse, storage, or mechanical facilities or equipment.~~

~~Public open space amenities include trees, seating, and recreational amenities. High-quality porous pavers, porous concrete or other porous paving materials shall be used for all plazas and hardscape. Shade trees should be prioritized in all open spaces. Parks and greenways should be designed with high-quality benches, lighting, paving, and landscaping (Exhibit 2.15).~~

~~Usable public open space does not include libraries, gymnasiums, nor recreation rooms. All required usable public open space (requirements outlined in Exhibits 2.16 and 2.19), shall be developed and professionally maintained in accordance with approved landscape and irrigation. All landscaping should use high-quality materials.~~

Example of a splash zone located in a public plaza of a commercial development

Landscaped walkways shall be part of the usable public open space

~~Exhibit 2.15~~
~~Usable Public Open Space Prototypes~~

Shading and landscaping that encourages gathering

Outdoor eating areas

Outdoor seating

Public plaza

~~2.5.10 CORRIDOR-WIDE SUSTAINABILITY STANDARDS AND GUIDELINES~~

- ~~Incorporate solar panels to provide alternative methods of energy generation.~~
- ~~Incorporate skylights, solar tubes, light wells, and saw-tooth roofs to provide additional opportunities for skylights to allow natural light to enter units.~~
- ~~Incorporate passive cooling techniques to capture breezes and reduce energy costs.~~
- ~~For multifamily buildings, allow common, shaded rooftop gardens to satisfy open space requirements for new developments.~~
- ~~Encourage the use of disconnected drain spouts to disrupt the flow of run-off to the stormwater system.~~
- ~~Install trees in planters on surface parking lots to reduce stormwater run-off, soften the hardscape, and reduce urban heat island effect.~~

Solar energy panels can help provide sustainable energy to homes

Rooftop gardens can serve as common space for private developments

2.6 TRANSFORMATIVE DISTRICTS' DEVELOPMENT STANDARDS AND DESIGN GUIDELINES ***(Previous Sections Removed)***

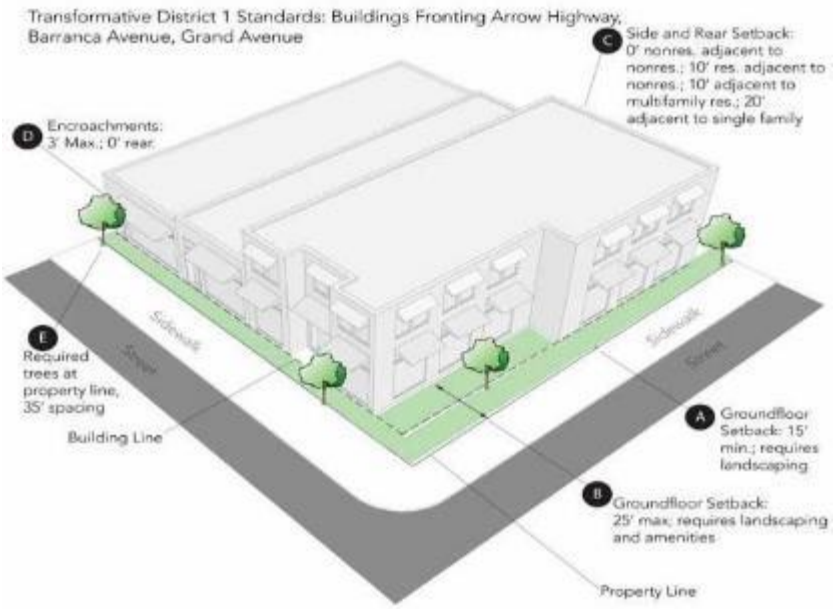
The corridor-wide standards and guidelines apply universally to all parcels within the Arrow Highway Specific Plan corridor. There are some standards and guidelines that are specific to each of the Transformative Districts. These standards and guidelines are presented by the respective District.

2.6.1 TRANSFORMATIVE DISTRICT 1: DESIGN STANDARDS

Exhibit 2.16 Transformative District 1: Development Standards	Street Frontage Type		
	Buildings Fronting Arrow Highway, Barranca Avenue, and Grand Avenue	Buildings Fronting Neighborhood Streets	See Ex 2.17
	Director. The height and location of fences and walls shall otherwise be permitted pursuant to GMC 21.03.010(F). Chain link fencing is prohibited. Fencing and walls shall be constructed of slump block, wood, or other materials approved by the Planning Director.		
Building Form			
Building Length (Maximum)	200 feet		
Upper Floor Stepback, If Adjacent Residential Use	Second Story: 15 feet required along adjacency Third Story: 20 feet required along adjacency		
Encroachments Front	Architectural features can project 3 feet (maximum) into front setback.		D
Landscaping and Open Space			
Landscaping	Trees shall be planted and maintained along the property line that faces Arrow Highway and/or an arterial road at every 35 feet on-center, unless alternate spacing is approved by the City Forester.	Trees shall be planted along the property line or within a 4 feet (minimum depth) landscaping strip at every 35 feet on-center, unless alternate spacing is approved by the City Forester.	E
Usable Public Open Space (Nonresidential and Mixed-Use)	5 percent of total parcel area minimum (inclusive of Amenity Zone)		
Required Landscaping of Public Open Space	40 percent of Useable Public Open Space		
Private Common Open Space (Residential)	Refer to Glendora Municipal Code section 21.04.020 (D) 4 Multiple-Family Residence Standards, Usable Open Space		
Private Useable Open Space (Residential)	Refer to Glendora Municipal Code section 21.04.020 (D) 4 Multiple-Family Residence Standards, Usable Open Space		
Privacy Landscaping	Required for all development two stories or higher abutting single family residential. Privacy landscaping shall be located along the property line adjacent to the single family residential home(s).		

Exhibit 2.16 Transformative District 1: Development Standards	Street Frontage Type		
	Buildings Fronting Arrow Highway, Barranca Avenue, and Grand Avenue	Buildings Fronting Neighborhood Streets	See Ex 2.17
	Director. The height and location of fences and walls shall otherwise be permitted pursuant to GMC 21.03.010(F). Chain link fencing is prohibited. Fencing and walls shall be constructed of slump block, wood, or other materials approved by the Planning Director.		
Building Form			
Building Length (Maximum)	200 feet		
Upper Floor Stepback, If Adjacent Residential Use	Second Story: 15 feet required along adjacency Third Story: 20 feet required along adjacency		
Encroachments Front	Architectural features can project 3 feet (maximum) into front setback.		D
Landscaping and Open Space			
Landscaping	Trees shall be planted and maintained along the property line that faces Arrow Highway and/or an arterial road at every 35 feet on-center, unless alternate spacing is approved by the City Forester.	Trees shall be planted along the property line or within a 4 feet (minimum depth) landscaping strip at every 35 feet on-center, unless alternate spacing is approved by the City Forester.	E
Usable Public Open Space (Nonresidential and Mixed-Use)	5 percent of total parcel area minimum (inclusive of Amenity Zone)		
Required Landscaping of Public Open Space	40 percent of Useable Public Open Space		
Private Common Open Space (Residential)	Refer to Glendora Municipal Code section 21.04.020 (D) 4 Multiple-Family Residence Standards, Usable Open Space		
Private Useable Open Space (Residential)	Refer to Glendora Municipal Code section 21.04.020 (D) 4 Multiple-Family Residence Standards, Usable Open Space		
Privacy Landscaping	Required for all development two stories or higher abutting single family residential. Privacy landscaping shall be located along the property line adjacent to the single family residential home(s).		

Exhibit 2.17
Visualization of District 1 Development Standards



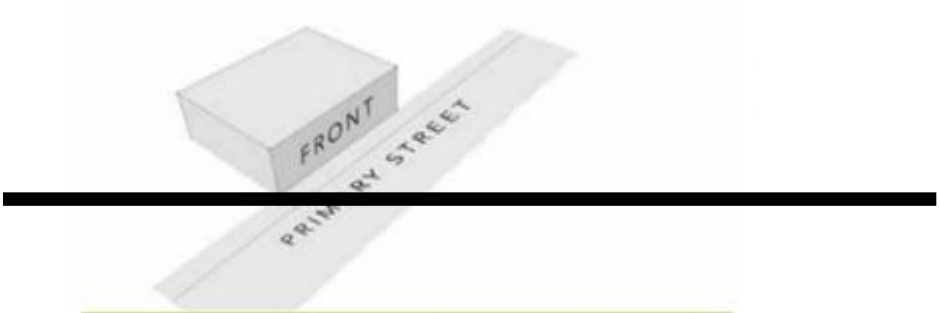
~~Exhibit 2.18~~
~~District 1 Prototypical Development~~

~~2.6.2 TRANSFORMATIVE DISTRICT 1: DESIGN GUIDELINES~~

~~ORIENTATION~~

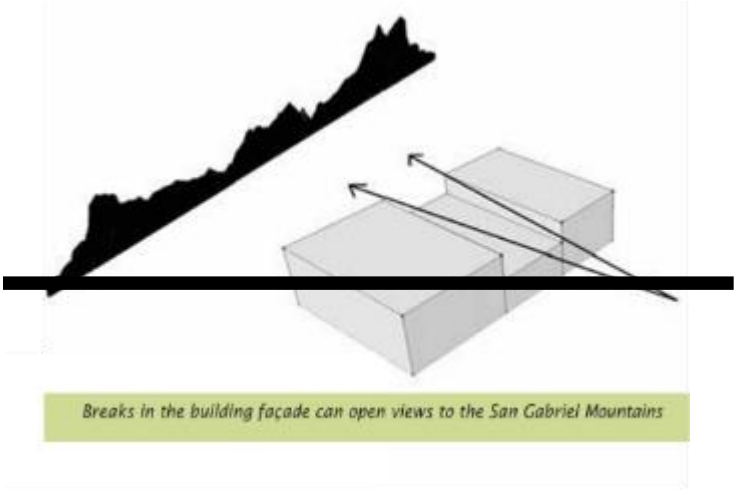
~~Mixed-Use and Residential~~

- ~~Configure rowhouses and townhomes to face arterial roads when possible. Alternatively, rowhouses and townhomes can orient inward if facing an open space or courtyard. If oriented around an open space or courtyard, provide an entry to each unit from the open space or courtyard.~~
- ~~Provide a significantly articulated secondary elevation along arterial roads.~~
- ~~Orient open spaces and courtyards to allow access from arterial roads.~~
- ~~Maximize the number of office units and storefront entries fronting the street to provide maximum visibility to the street and enhance safety.~~
- ~~Locate semi-private office and commercial spaces, such as reception desks, towards Arrow Highway or fronting arterial street to maximize "eyes-on-the street."~~
- ~~Residential developments without a frontage on Arrow Highway or surrounding arterials should face neighborhood streets.~~
- ~~Design nonresidential ground floor space to be flexible, viable for office, retail, or commercial, and to easily convert between the two as market conditions change.~~
- ~~Buildings' rear wall shall not face a street.~~



Rowhouses and townhomes should face arterial roads when possible

Residential sites can orient inward if facing an open space or courtyard



~~MASSING~~

- ~~Incorporate breaks in the building façade to retain views to the San Gabriel Mountains.~~
- ~~Incorporate change of materials, protruding balconies or inset massing balconies, and change of building façade planes to create visual interest of the building façade.~~
- ~~Minimize shadows cast on common amenities, rooftop gardens, or courtyards by incorporating upper floor step backs.~~
- ~~Residential: Design front setbacks to allow maximum opportunities for interaction between neighboring residents.~~

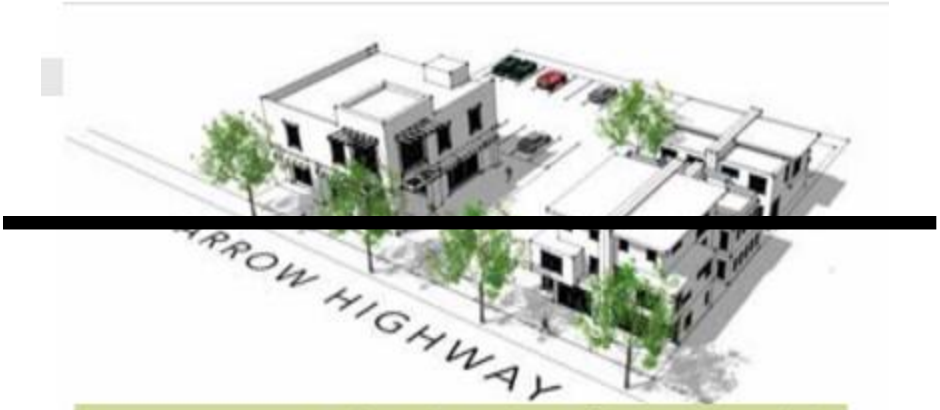
~~PARKING LOCATION, SCREENING, DESIGN, AND LIGHTING~~

~~Surface parking in Transformative District 1 is allowed along Arrow Highway, if it is located to the side of the building and not in front the building or in the Amenity Zone. Surface parking in the rear of a lot is encouraged. For corner lots, surface parking lots shall be accessed from a side street or alley.~~

~~Parking that is visible from streets and sidewalks or located along rear, side, or interior lot lines shall be buffered from the lot line by a minimum five-foot in-depth landscape buffer.~~

~~Openings to tuck-under parking spaces shall not be visible from the street or from an adjacent property.~~

~~Provide directional lighting that provides visibility, enhances safety, and minimizes light pollution to surrounding properties~~



Surface parking in the rear of the lot is recommended

Directional lighting provides visibility and safety for parking structures

2.6.3 TRANSFORMATIVE DISTRICT 2: DESIGN STANDARDS

Exhibit 2.19 **Transformative District 2: Development Standards**	Street Frontage Type Buildings Fronting Arrow Highway, Glendora Avenue, Bonnie Cove Avenue, Sunflower Avenue, and Valley Center Avenue				See Ex 2.21
Building Placement					
Ground Floor Front Setback	15 feet minimum, 25 feet maximum; all shall be landscaped				A
Amenity Zone	Ground Floor Front Setback from 15-25 feet requires inclusion of a public plaza or courtyard Other open space amenities may replace the plaza or courtyard requirement, subject to the approval of the Planning Director				B
Side and Rear Setback (Minimum)		Existing, Adjacent Use			C
	New Use	Non-Residential	Multi-Family Residential	Single Family Residential	
	Non-Residential	5' side, 0' rear	10'	20'	
	Residential	10'	10'	20'	
Ground Floor and Side Setbacks for Corner Lots	Corner lots shall be oriented towards Arrow Highway or the primary street. Site and architectural design shall be oriented towards both the primary and secondary streets. The primary ground floor front setback standard, as specified above, shall apply to Arrow Highway or the primary street. The secondary street ground floor setback (or street side setback) shall be a minimum of 10 feet.				
Property Enclosures	Fences and walls are prohibited within the minimum Front Setback facing Arrow Highway. Fences and walls (not taller than 4 feet) are permitted behind the minimum Front Setback facing Arrow Highway at the discretion of the Planning Director. The height and location of fences and walls shall otherwise be permitted pursuant to GMC 21.03.010(F). Chain link fencing is prohibited. Fencing and walls shall be constructed of slump block, wood, or other materials approved by the Planning Director.				
Building Form					
Building Length (Maximum)	200 feet				

Exhibit 2.19 **Transformative District 2: Development Standards**	Street Frontage Type Buildings Fronting Arrow Highway, Glendora Avenue, Bonnie Cove Avenue, Sunflower Avenue, and Valley Center Avenue	See Ex 2.21
Upper Floor Stepbacks, If Adjacent to Residential Use	Second Story: 15 feet required along adjacency to residential use Third Story: 20 feet required along adjacency to residential use	See Ex. 2.20
Encroachments Front	Architectural features may project 5 feet (maximum) into front setback.	D
Encroachments Rear	Not permitted	
Landscaping and Open Space		
Landscaping	At the property line fronting Arrow Highway or an arterial street, trees shall be planted and maintained 35 feet on center, unless alternate spacing is approved City Forester	E
Usable Public Open Space (Nonresidential and Mixed-Use)	5 percent of total parcel area minimum (inclusive of Amenity Zone)	
Required Landscaping of Public Open Space	40 percent of Useable Public Open Space	
Private Common Open Space (Residential Uses)	Refer to Glendora Municipal Code section 21.04.020 (D) 4 Multiple-Family Residence Standards, Usable Open Space	
Private Useable Open Space (Residential)	Refer to Glendora Municipal Code section 21.04.020 (D) 4 Multiple-Family Residence Standards, Usable Open Space	
Privacy Landscaping	Required for all development two stories or higher abutting single family residential. Privacy landscaping shall be located along the property line adjacent to the single family residential home(s).	

Exhibit 2.20
Upper Floor Stepbacks if Adjacent to Residential Use

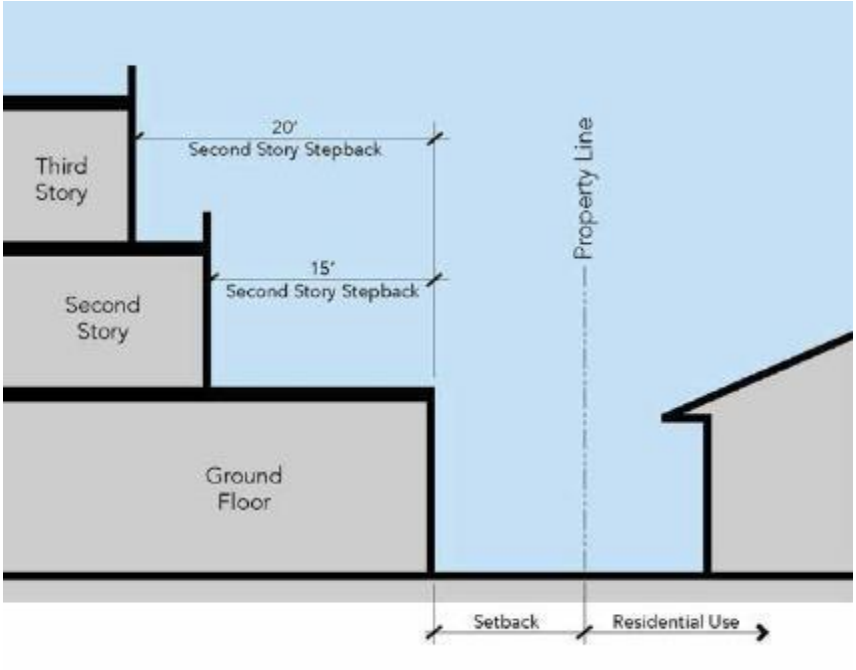
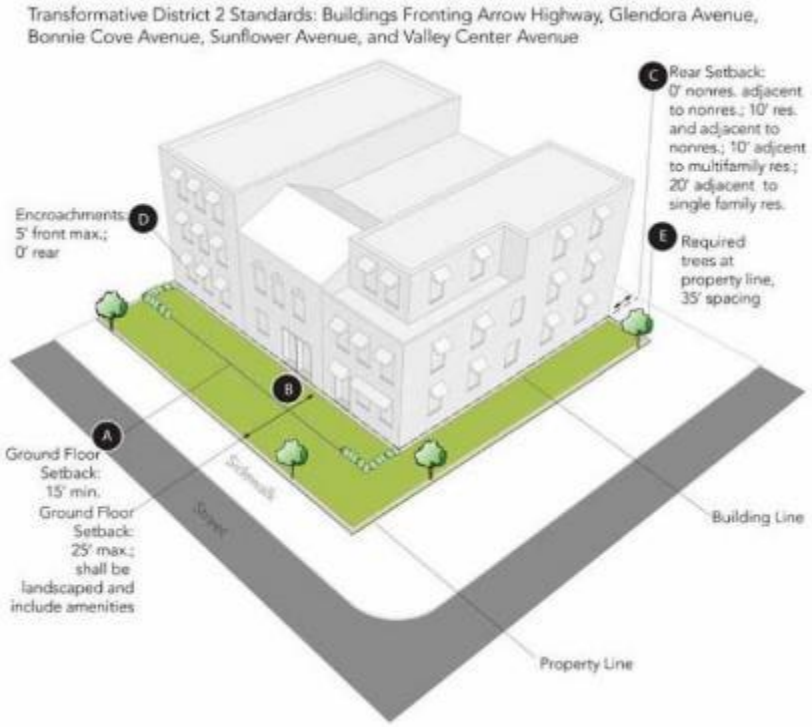


Exhibit 2.21
District 2 Prototypical Development

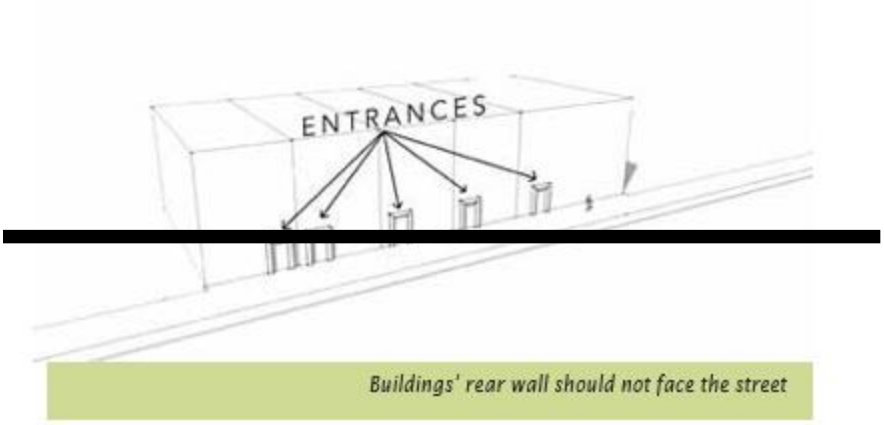


~~Exhibit 2.22~~
~~District 2 Prototypical Development~~

~~2.6.4 TRANSFORMATIVE DISTRICT 2: COMMUNITY COMMERCIAL/MIXED-USE CORE DESIGN GUIDELINES~~

~~ORIENTATION~~

- ~~Configure rowhouses and townhomes to face Arrow Highway. Alternatively, rowhouses and townhomes can orient towards an on-site open space or courtyard. If oriented around an open space or courtyard, provide an entry to each unit from the open space or courtyard. Provide an entry to each unit from the open space or courtyard.~~
- ~~All elevations facing a public street shall be significantly articulated.~~
- ~~Orient open spaces and courtyards to allow access from Arrow Highway and arterial roads.~~
- ~~Locate semi-private spaces, such as kitchens and living rooms, towards Arrow Highway or fronting arterial street to maximize "eyes-on-the street."~~
- ~~Design nonresidential ground floor space to be flexible, viable for office, retail, or commercial, and to easily convert between the two as market conditions change.~~

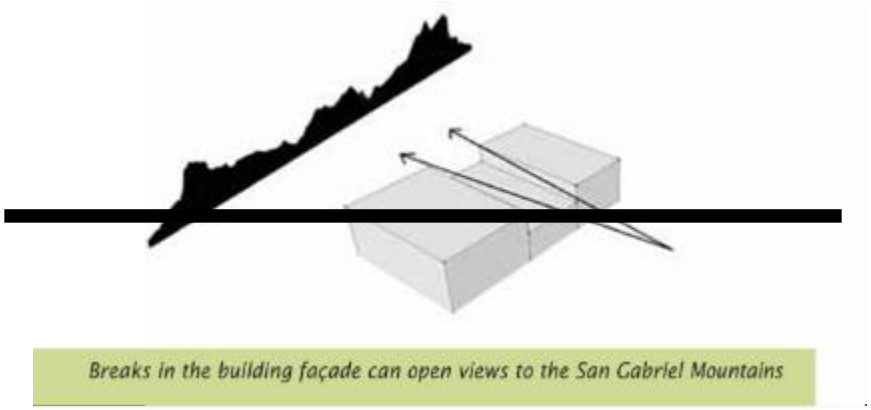


Buildings' rear wall should not face the street

Orient rowhouses and townhomes to face Arrow Highway

~~MASSING~~

- ~~Incorporate breaks in the building façade to retain views to the San Gabriel Mountains.~~
- ~~Incorporate change of materials, protruding balconies or inset massing balconies, and change of building façade planes to create visual interest of the building façade.~~
- ~~Minimize shadows cast on common amenities, rooftop gardens, or courtyards by incorporating upper floor step backs.~~
- ~~Residential: Design front setbacks to allow maximum opportunities for interaction between residents and neighbors.~~



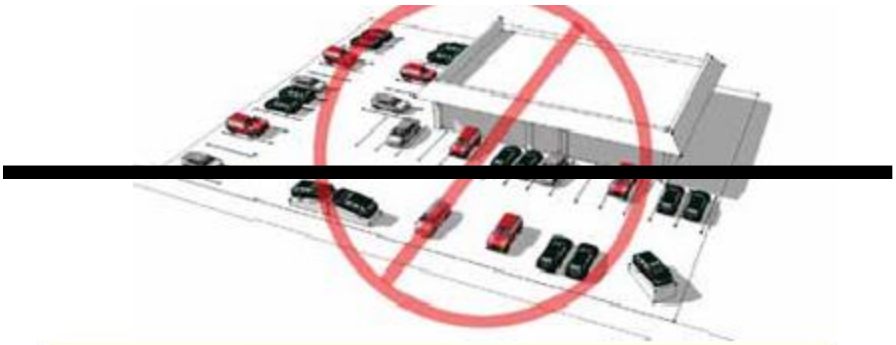
~~PARKING LOCATION, SCREENING, DESIGN, AND LIGHTING~~
~~Surface parking within Transformative District 2 is prohibited in the front of buildings facing Arrow Highway, Grand Avenue, or Bonnie Cove Avenue. Surface parking lots are encouraged to be located at the side or rear of a lot. For corner lots, surface parking lots shall be accessed from a side street.~~

~~Parking visible from streets and sidewalks or located along rear, side, or interior lot lines shall be buffered from the street, sidewalk, or lot line by a minimum five-foot in- depth landscape buffer.~~

~~Openings to tuck-under parking spaces shall not be visible from the street or from an adjacent property.~~

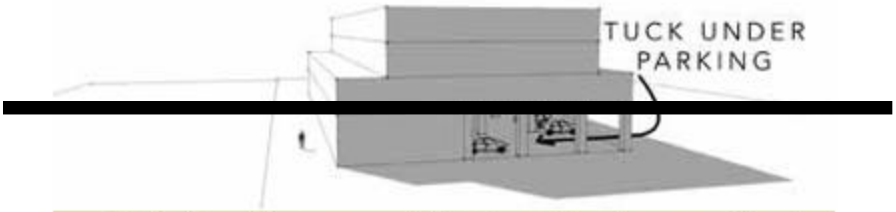
~~Incorporate stamped concrete, integral color concrete, or permeable materials (or some combination of the above) into the design and construction of parking access and driveways to create a pedestrian-friendly environment.~~

~~Provide directional lighting that provides visibility, enhances safety, and minimizes light pollution to surrounding properties.~~



Surface parking is encouraged in the rear or side of buildings

Surface parking in front of buildings is prohibited in Transformative District 2



Tuck under parking entrances shall not be seen from the street or sidewalk

2.7 STRATEGIES FOR CHANGE

Three basic development approaches will facilitate desired change:

1. New development
2. Renovation and recycling of existing development
3. Phased conformance or amortization

2.7.1 NEW DEVELOPMENT

New development is an important part of changing Arrow Highway's character. The intent of this chapter is to provide guidance while allowing flexibility for new development.

HOW DOES IT WORK?

Proposed applicants should:

1. Determine the land use designation based on the land use map and land use tables
2. Identify the frontage type: Arrow Highway and Neighborhood Street
3. Identify the appropriate Transformative District
4. Review the corridor-wide AND the Transformative District development standards and design guidelines

5. Contact City staff to discuss potential project

The images on the following page provide an example of new development on a vacant parcel.

Exhibit 2.23
Prototypical New Development

2.7.2 RENOVATION/RECYCLING OF A BUILDING OR SITE

While the planning area is significantly developed, this Plan allows for significant new development potential through the introduction of new uses and increased development intensities and densities. The allowed uses and the increased development potential are catalysts for renovation/remodeling, recycling, and adaptive reuse of vacant or underutilized buildings and parcels. An existing parcel and its buildings can be redesigned and incorporate new structures, thus capitalizing on the additional development potential.

While many underutilized, outdated, or vacant parcels and structures are within the corridor, two key opportunity sites could significantly change the function and character of the area: the former Wonder Bread (at Sunflower Avenue) site and Vons site (at Bonnie Cove Avenue). This Plan encourages the Vons site to be reimagined as a vibrant mixed-use focus for the Commercial Core Node. This site could continue to provide commercial uses along the Arrow Highway and Glendora Avenue frontages and provide residential use deeper on the parcel. This Plan encourages the Wonder Bread site to retain its building footprint and façade while being adaptively reused as a restaurant or other active community building use, as suggested in Exhibit 2.24.

Exhibit 2.24
Wonder Bread Site, Prototypical Building Recycle

~~2.7.3 PHASED CONFORMANCE PROGRAM~~

~~With the Specific Plan's adoption, some existing uses and structures may become "nonconforming" meaning that the structure was built or the use was established in conformance with development standards and permit requirements enforced at the time; however, the use or structure no longer complies with new development standards.~~

~~Section 21.03.030 of the Glendora Municipal Code allows nonconforming uses and structures to continue with certain limitations. A nonconforming use may not be expanded, intensified, or altered unless the Planning Commission approves a request for a conditional use permit. Improvements to a nonconforming structure must comply with current development standards, unless the Planning Commission approves an exception or an extension of time.~~

~~The Amortization Conformance Program (Exhibit 2.25) lists conformance improvements and time benefit associated with each improvement. Applications subject to GMC 21.03.030 shall include conditions of approval requiring improvements in exchange for an extension or continuation of the nonconforming use or structure. Subject to approval by the Planning Commission, a nonconforming use or structure may acquire a time credit pursuant to Exhibit 2.25. Time credits may be combined to achieve a longer conformance time credit. Appropriate conformance improvements and combination are subject to approval by the Planning Commission.~~

Exhibit 2.25: Amortization Conformance Program	Frequency of Improvement	Time Credit
Paint all structures onsite including trim and all façades	1 per 5 years	3 years
Install new windows on all onsite structures and on all entryways fronting Arrow Highway and/or an arterial street	1 per 10 years	5 years
Vacate, develop, and maintain the Amenity Zone in accordance with the Specific Plan	1	15 years
Install and maintain a landscaped public plaza along Arrow Highway	1	15 years
Install and maintain shrubs and groundcover between the sidewalk and parking as visual screening beyond that required	1	3 years
Install and maintain street trees between the sidewalk and parking as visual screening beyond what is required	1	4 years
Install and maintain trees in the parking lot (can be permanent or temporary in planters)	1	2 years
Install and maintain solar panels	1	5 years
Reconfigure vehicle access and remove a curb cut	1	10 years
Allow free, accessible, public parking that is clearly designated, marked, available between the hours of 5 a.m. - 9 p.m. Applies only to parcels within walking distance of Greenway Trail access points.	1	15 years
Install and maintain a green roof	1 per 3 years	7 years
Install and maintain water capture system to water landscaping areas	1 per 18 months	18 months

SECTION 3. Title 21 (Zoning) of the Glendora Municipal Code (GMC), Appendix B, Design Guidelines, is hereby repealed in its entirety, and replaced with Chapter 21.15.

CHAPTER 21.15 Objective Design Standards

21.15.010 Purpose and Intent
21.15.020 Applicability
21.15.030 Residential - Detached Houses
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§21.15.010 Purpose and Intent.

The objective design standards in this Chapter are intended to provide clear, objective criteria for residential, mixed-use, commercial, and industrial developments in the City. They aim to guide members of the public, building and design professionals, developers, and review authorities in maintaining the unique character of individual neighborhoods and sustaining a high-quality living environment.

§21.15.020 Applicability.

A. The objective design standards set forth in this chapter shall apply to all new construction and substantial renovations, as follows:

1. The construction of a building,

2. The addition or removal of more than ten (10) percent of the floor area of an existing building, or two hundred and fifty (250) square feet to an existing building, whichever is greater.

B. These standards do not apply to the following zones:

1. Rural Hillside Residential (RHR) zone;

2. Glendora Commercial Specific Plan;

3. The Village on the Green Specific Plan;

4. ***Diamond Ridge Specific Plan;***

5. ***William Lyon Homes Arboreta Specific Plan;***

6. ***Monrovia Nursery Specific Plan; and***

7. ***Planned development (PD) and Planned redevelopment (PR) zones.***

C. ***These standards supplement the underlying base zone. In case of conflict between these standards and the base zone, the more restrictive standard shall prevail.***

D. ***All new developments covered by this section must conform to one (1) of the architectural styles described in (Section 21.15.090 21.15.090, Table A. Architectural Styles).). For proposed projects which do not fall into one of the styles listed in Section 21.15.090 Table A, the applicant shall provide documentation as part of the Development Plan Review (DPR) process, including the required massing, materials, and color palette, a menu of details and ornamentations associated with said style, and no less than four (4) photographs, renderings, or illustrations of said style. All elements of the proposed architectural style shall meet all Objective Development Standards in the previous chapters, as applicable, but require additional design review. In addition to the standard DPR findings the following findings must be met when an alternative design is proposed:***

    1. ***The design demonstrates high quality, craftsmanship, and use of durable materials, aligning with the intent of applicable design standards and enhancing the area's visual quality.***

    2. ***The style fulfills the overall intent of the design standards, even if it deviates from specific requirements, without undermining broader planning goals.***

    3. ***The style enhances the public realm surrounding area by improving the pedestrian experience, activating street edges, and adding visual interest.***

    A DPR permit is required when an alternative design is proposed in place of one (1) of the architectural styles in Section 21.15.090 and does not fully conform to applicable design standards. In such cases, the alternative design must satisfy both the standard DPR findings, and the additional findings listed above.

E. ***Except for Accessory Dwelling Units and Junior Accessory Dwelling Units, SB9 secondary units, and accessory structures, all new development applications shall include a project narrative. Applications without this narrative will be considered incomplete. The narrative shall include:***

    1. ***Architectural style(s) provided in Section 21.15.090;***

    2. ***Description of use;***

3. ***Site plan description; and***

4. ***Explanation of how the development complies with applicable requirements (e.g., meeting streetscape diversity standards for residential detached houses).***

§21.15.030 Residential - Detached Houses.

A. ***Introduction. The following standards apply to new construction or substantial remodels of detached residential houses. Detached houses may have attached accessory dwelling units (ADUs) and secondary SB9 units, for which separate standards apply as described in Section 21.15.040.***

B. ***Architecture.***

1. ***New detached houses shall be designed in accordance with one of the architectural styles defined in 21.15.090 and the standards herein.***

2. ***Streetscape Diversity of Developments with Multiple Detached Houses. The following architectural style requirements shall be provided for development with multiple detached houses:***

a. ***Developments with five (5) to ten (10) detached residential units shall incorporate a minimum of two (2) different architectural styles as defined in Section 21.15.090;***

b. ***Developments with more than ten (10) detached residential units shall incorporate a minimum of three (3) different architectural styles as defined in Section 21.15.090;***

c. ***Developments with ten (10) or more detached residential units must vary in architectural roof styles or the number of stories provided when adjacent to each other;***

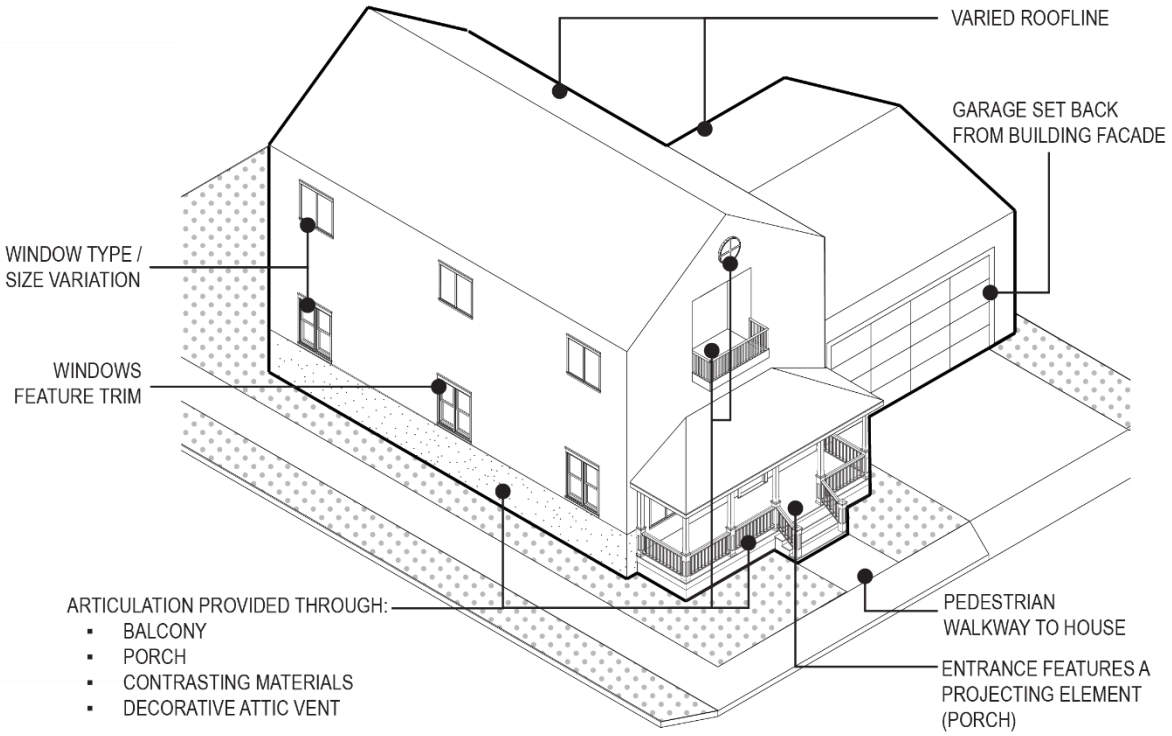
d. ***Developments with ten (10) or more detached residential units shall include floorplans with flipped elevations on at least twenty-five (25) percent rounded up to the nearest whole number. For example, a ten (10) unit subdivision would have three houses with flipped elevations;***

e. ***Developments with more than twenty-five (25) detached residential units that require garages shall provide at least two (2) garage site layout styles (e.g., front-loaded, side-loaded, rear-loaded) with no more than three (3) identical garage types adjacent to each other; and***

f. ***In developments consisting of multiple small multifamily structures—such as duplexes, triplexes, or fourplexes—the equivalent streetscape***

diversity standard applicable to the same number of detached single-family dwellings shall apply. For example, a development with five (5) duplexes shall be subject to the standard outlined in subsection (a) for five (5) houses.

C. ***Site Layout and Building Orientation.***



1. ***New detached houses must be oriented toward a public or private street, with the primary entrance facing the street associated with the detached house's address. For example, if the address is 1111 Maple Street, the front of the house and the primary entrance shall face Maple Street.***

2. ***Project proposals with six (6) or more new detached houses may deviate from this requirement and propose an alternative site layout or building orientation, such as an auto court. Any alternative must demonstrate that the design maintains a clear sense of entry for each unit, promotes neighborhood connectivity, and supports pedestrian-friendly site planning by orienting the entrance toward a visible walkway***

D. ***Vehicular Parking and Access.***

1. ***Driveways and Paving.***

a. ***Driveways shall lead to a garage, carport, or approved parking space. Driveways and parking must be constructed with durable concrete, brick, or permeable pavers (no asphalt)***

b. ***Additional driveways for RV parking are prohibited.***

E. ***Pedestrian Circulation and Access.***

1. ***Pedestrian walkways shall connect new detached houses to sidewalks where they exist, building entrances, and vehicle parking.***

2. ***Materials. Walkways shall be constructed from firm, slip-resistant materials such as concrete, permeable paving, or concrete pavers.***

F. ***Open Space and Amenities.***

1. ***Balconies shall meet the following standards:***

   a. ***Balconies must be open to the sky or open on three (3) sides;***

   b. ***Balconies may not project into the public right-of-way or across property lines.***

2. ***Roof decks shall meet the following standards:***

   a. ***Roof decks and required railings must comply with height limitations of the zone;***

   a. ***Roof decks shall not overhang into the public right-of-way, public sidewalk, or building setbacks; and***

   b. ***The lower thirty (30) percent of roof deck railings must be opaque and match the building.***

G. ***Building Design.***

1. ***Garage Frontage (New Construction Only). Garage doors facing the street must be setback or project forward at least two (2) feet from the detached residence's primary façade, and must incorporate at least one (1) of the following:***

   a. ***Windows; and/or***

   b. ***A decorative garage door matching the dwelling's style.***

2. ***Facade Details.***

a. ***General. Building facades must be articulated with at least four (4) of the following:***

i. ***Contrasting accent colors;***

ii. ***A minimum of two (2) window types or size variations;***

iii. ***Window details (moldings, decorative trim, wood frames);***

iv. ***Balconies;***

v. ***Porches;***

vi. ***Decorative light fixtures;***

vii. ***Decorative attic/gable vents;***

viii. ***Trellises/arbors;***

ix. ***Rock or brick element that projects from wall plane.***

b. ***Street-facing facades shall not exceed twenty-five (25) feet in a continuous plane without at least two (2) of the following:***

i. ***A 3-foot change in the wall plane;***

ii. ***A recessed entry of at least three (3) feet;***

iii. ***2 materials/colors on the facade; and/or***

iv. ***A stone or brick architectural element (faux chimney, column, archway, etc.) that projects at least one (1) foot from the facade.***

3. ***Roof Treatments. Rooflines longer than forty (40) feet must include at least one of the following***

a. ***A 3-foot change in the roof ridgeline height;***

b. ***Cross-gable or hipped roof lines;***

c. ***A change in roof form or slope angle; and/or***

d. ***Dormers.***

H. ***Entrances.***

1. ***Primary Entry. The primary entry must feature at least two (2) of the following:***

    a. ***Facade projection or recess of at least three (3) feet;***

    b. ***Projecting element above the entrance with a depth of at least two (2) feet;***

    c. ***Window(s) in the door;***

    d. ***Transom window above the door;***

    e. ***Porch or stoop; and/or***

    f. ***Contrasting color for entryway.***

I. ***Windows.***

1. ***Adjacency. Second-story windows must be offset by at least one (1) foot from adjacent buildings within twenty (20) feet. If not, the window must be opaque, frosted, or use glass brick.***

2. ***Recess and Trim. All windows shall either be recessed at least three (3) inches from the plane of the surrounding exterior wall or shall have a trim or windowsill at least one (1) inch in depth by 3.5 inches in width.***

3. ***Street-Facing Windows. Windows visible from a street must include at least two (2) of the following treatments:***

    a. ***Variation in window types/sizes;***

    b. ***Wood (or alternative) frames that can be painted;***

    c. ***Decorative moldings/trim;***

    d. ***Architectural brackets; and/or***

    e. ***Shutters (faux or real) that are proportionally sized to window.***

J. ***Materials and Colors.***

1. ***Durable Materials. Building facades must incorporate durable materials such as stone, brick, siding, finished wood, precast concrete, cementitious panels/siding, metal panels, or factory-finished products.***

2. ***Colors.***

a. ***Detached houses and their accessory buildings and garages must have one (1) primary color and one (1) accent color, in addition to the roof color.***

b. ***Detached houses and their accessory buildings are limited to a maximum of two (2) primary colors and three (3) accent colors, in addition to roof color.***

c. ***Primary colors are for facades, and accent colors for trim, windows, and doors.***

3. ***Four-Sided Architecture. The same materials and finishes must be uniformly applied on the building exterior elevations to create four-sided architecture.***

4. ***Material changes. Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns.***

K. ***Accessory Structures. New accessory structures over one hundred and twenty (120) square feet, such as detached garages, guest houses, pool houses, and patios, must match the primary dwelling in architecture, roof type, material, and color.***

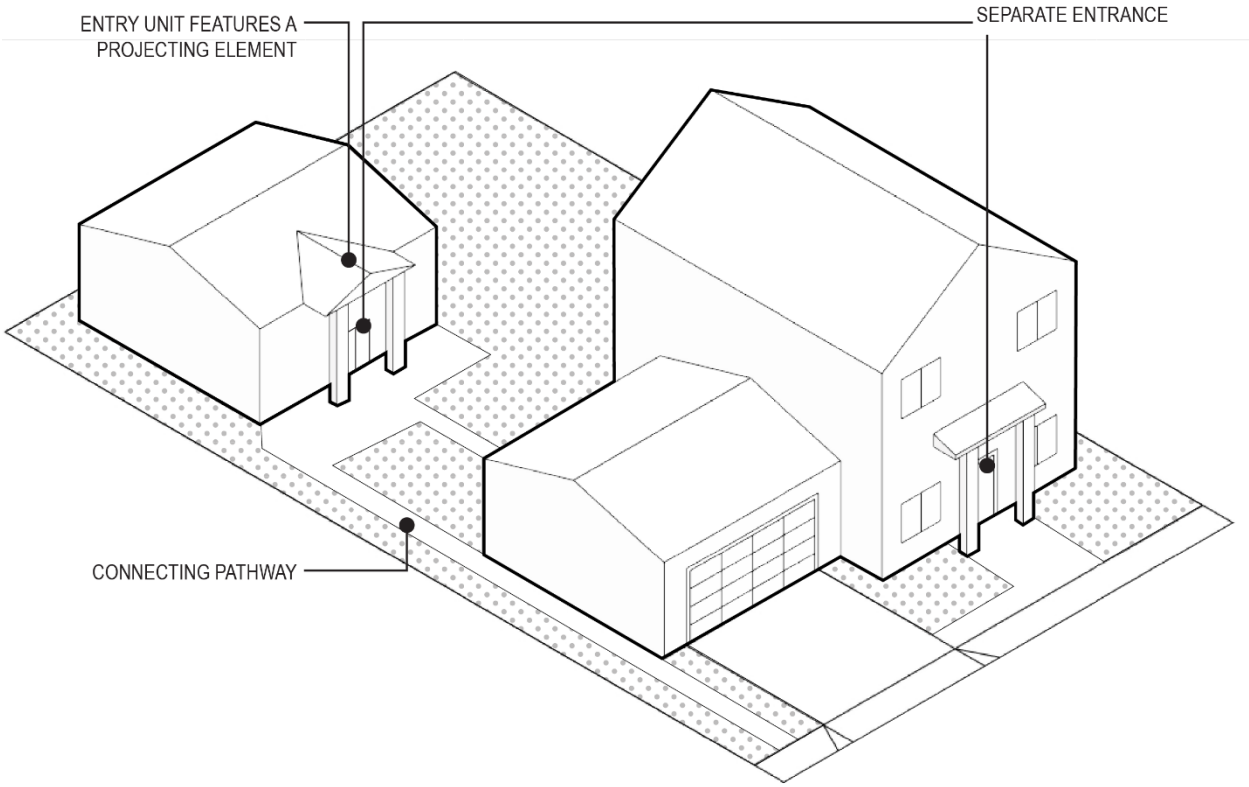
§21.15.040 Residential - Accessory Dwelling Units and Secondary Dwelling Units.

A. ***Introduction. The following standards apply to new construction or substantial remodels of accessory dwelling units (ADUs) and secondary dwelling units (SB 9).***

B. ***New accessory units shall be designed in accordance with one of the architectural styles defined in 21.15.090 and the standards herein.***

C. ***Site Layout and Building Orientation.***

1. ***ADUs and secondary units must have a separate entrance from the primary dwelling.***



D. ***Vehicular Parking and Access.***

1. ***Vehicular Parking and access standards are the same as provided for in Section 21.15.030.***

E. ***Pedestrian Circulation and Access.***

1. ***Pedestrian walkways must connect ADUs and secondary units to public sidewalks where they exist, building entrances, and vehicle parking. A driveway may count as part of the walkway to an ADU and/or secondary unit.***

2. ***Parking and driveway standards align with those for residential houses.***

F. ***Open Space and Amenities.***

1. ***Balcony and deck standards associated with an ADU or secondary unit are the same as provided in Section 21.15.030 – (Residential - Detached Houses), with the exception that they are limited to a maximum area of 400 square feet.***

G. ***Building Design.***

1. ***Design Compatibility***

    a. ***Attached Units. ADUs and secondary units attached to the primary residential unit shall match the architectural design of the primary dwelling.***

    b. ***Detached Units. Detached ADUs and secondary units shall comply with one (1) of the following:***

        i. ***Match the architectural design of the primary residential dwelling;***

        ii. ***Utilize a city-approved predesigned unit; or***

        iii. ***Conform to one of the architectural styles defined in Section 21.15.090 and comply with the additional design standards outlined in Subsections B through E of this Section.***

H. ***Additional Design Standards (Non-Matching Units)***

1. ***Facade Articulation. Building facades must incorporate at least two (2) of the following:***

    a. ***Contrasting accent colors;***

    b. ***A minimum of two (2) window types or size variations;***

    c. ***Window details (moldings, decorative trim, wood frames);***

d. Balconies/porches;

e. Decorative light fixtures;

f. Decorative attic/gable vents; and/or

g. Trellises/arbors.

2. Primary unit entry. The primary entry must feature at least one of the following:

a. Facade projection or recess of at least three (3) feet;

b. Projecting element above the entrance of at least two (2) feet;

c. Window(s) in the door;

d. Transom window above the door;

e. Porch or stoop; and/or

f. Contrasting color for entryway.

3. Exterior Staircases.

a. Exterior stairways to second-floor ADUs or secondary units must be located at the side or rear of the primary dwelling unit.

b. External staircases must be outside of the building setbacks.

4. Windows.

a. Adjacency. Second-story windows must be offset by at least one (1) foot from adjacent buildings within twenty (20) feet. If not, the window must be opaque, frosted, or use glass brick.

b. Recess and Trim. All windows shall either be recessed at least three (3) inches from the plane of the surrounding exterior wall or shall have a trim or windowsill at least one (1) inch in depth by 3.5 inches in width.

5. Materials.

a. Durable Materials. Building facades must incorporate durable materials such as stone, brick, siding, finished wood, precast concrete, cementitious panels/siding, metal panels, or factory-finished products.

b. Material changes. Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns.

6. Colors.

a. ADUs and secondary units must have one (1) primary color and one (1) accent color, in addition to the roof color.

b. ADUs and secondary units are limited to a maximum of two (2) primary colors and three (3) accent colors, in addition to roof color.

c. Primary colors are for facades, and accent colors for trim, windows, and doors.

§21.15.050 Residential - Multifamily – Ten (10) Units or Less

A. Introduction. This section applies to new multifamily projects with ten (10) units or less.

B. Architecture.

1. New multifamily projects ten (10) units or less shall be designed in accordance with one of the architectural styles defined in 21.15.090 and the standards herein.

C. Site Layout and Building Orientation.

1. Building Orientation. Primary ground-floor or individual unit entries shall face the primary street, courtyard, walkway, or private drive.

2. Unit Entries. Buildings on streets with a right-of-way 84 feet wide or greater and where individual dwelling unit entries are oriented towards the primary street, shall meet at least one (1) of the following:

a. Setback: twenty-five (25) foot arterial street setback with landscaping;

b. Courtyard: Minimum fifty (50) square feet, ten (10) feet in each direction, between unit entries and sidewalk; and/or

c. Grade Separation: Minimum two (2) foot elevation from existing grade (excluding ADA units).

D. Vehicular Parking and Access.

1. Driveways and Paving.

a. Driveways and parking spaces must be constructed with durable, all-weather materials such as asphalt, concrete, brick, and/or permeable pavers; and

b. Vehicles parking must in be in approved spaces.

2. Alley Access. Detached garages, carports, and parking spaces with alley access shall meet the following requirements:

a. Garages and carports shall have a minimum four (4) foot setback from the alley property line;

b. An unobstructed twenty-five (25) foot backup distance from the parking garage, carport or parking space to the opposite site of an alley or structure; and

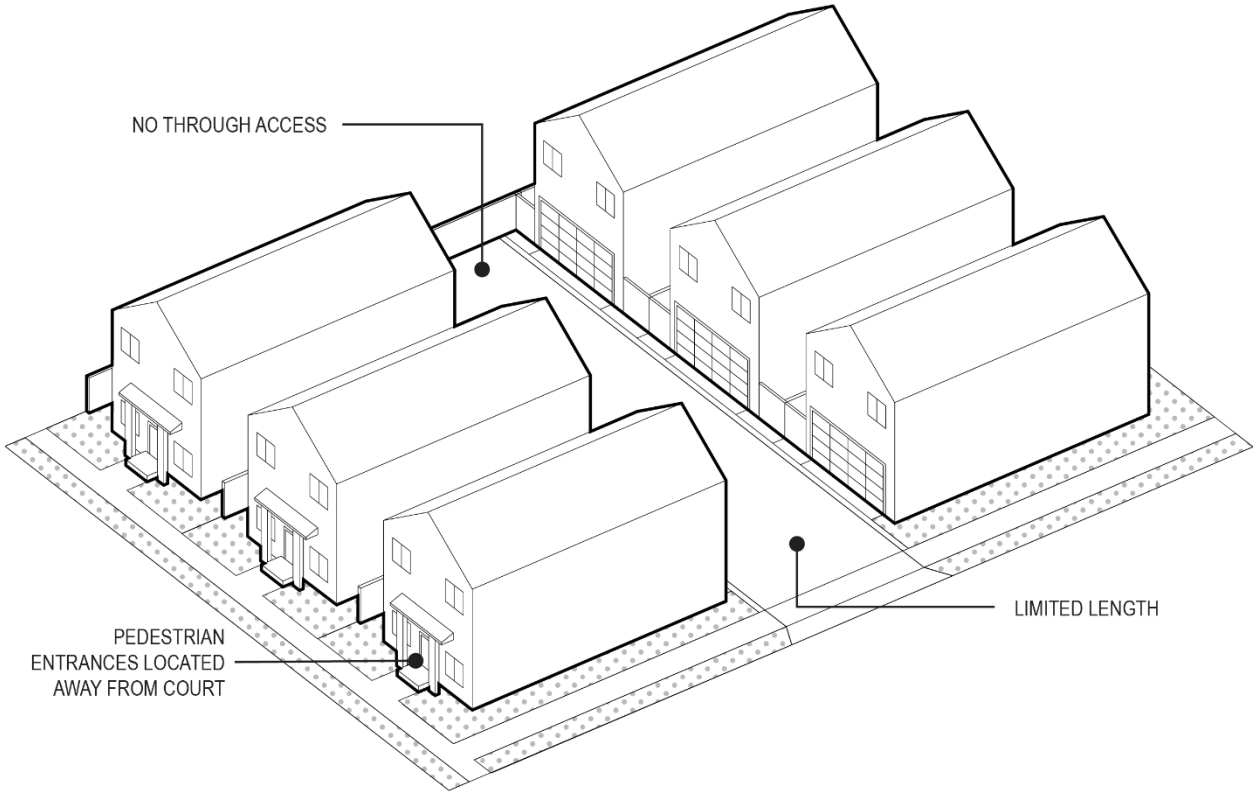
c. Garage doors shall not cross property lines when opening/closing.

3. Auto Courts. Auto Courts provide vehicular access to multiple residential units via a common driveway fronted with garages. Auto courts shall meet the following standards:

a. Auto courts shall not exceed one hundred and fifty (150) feet in length.

b. Auto courts shall have no through street access.

c. Primary pedestrian entrances are not permitted on auto courts.



E. Pedestrian Circulation and Access.

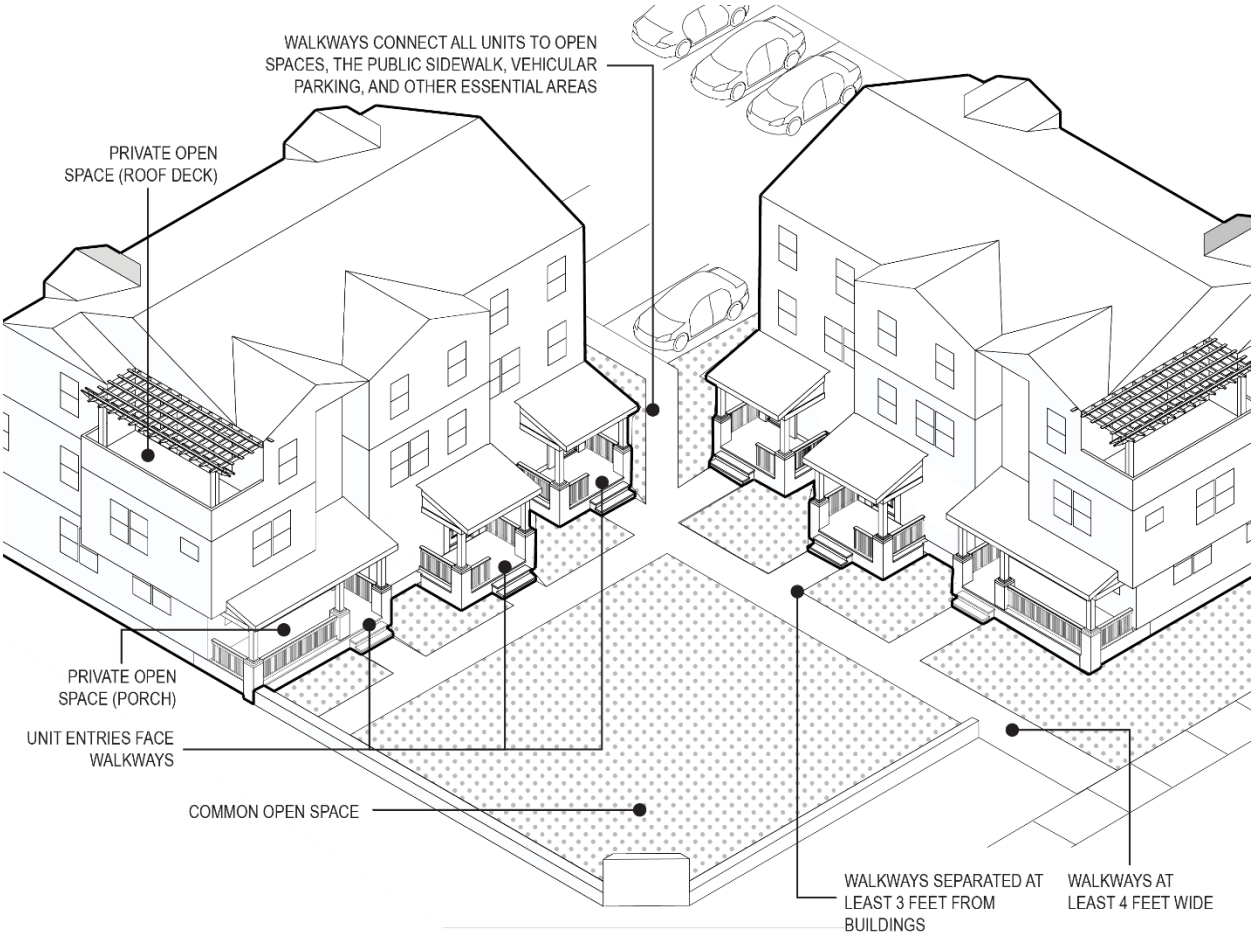
1. Pedestrian walkways shall connect residential units to essential areas such as parking, amenities, mailboxes, and waste/recycling enclosures, as well as public sidewalks, building entrances, and vehicle parking areas, including auto courts.

2. Width. Walkways shall be a minimum of four (4) feet wide with no obstructions.

3. ***Materials. Walkways shall be constructed from firm, slip-resistant materials like concrete, permeable paving, or concrete pavers.***

4. ***Setback. Walkways shall be setback a minimum of three (3) feet from building facades, with landscaping.***

5. ***Where pedestrian and vehicle paths intersect (crosswalks), enhanced paving treatments shall be used with a four (4) foot minimum width for crossings. Additional paint or striping may be required for compliance with the California Building Code (per Chapter 19.02).***



F. Open Space and Amenities. Each multiple-family development shall provide a minimum of 400 square feet of usable open space per residential unit. The usable open space may be comprised of common open space shared by more than one residential unit or private open space for the exclusive use of the residents of one unit. Parking facilities, driveways, service areas, required setback areas abutting a street and portions of balconies or roof decks, which extend into required setback areas, shall not count toward open space.

1. ***Common Open Space. If provided, common open space shall have a minimum area of 225 square feet and no dimension less than 15 feet.***

    a. ***At least seventy-five (75) percent of common space must be open to the sky.***

    b. ***At least twenty-five (25) percent of common space at ground level must be planted.***

    c. ***Up to fifty (50) percent of common open space may be paved with permeable or standard concrete.***

2. ***Private Open Space. Private open spaces may include, but are not limited to, balconies, terraces, roof decks, patios, porches, and stoops, and may overlook the street, side yards and internal courtyards, and meet the following standards:***

    a. ***Ground-Level: Private open space located at the ground level, such as a patio or porch, shall have a minimum area of one hundred (100) feet square feet and no dimension less than ten (10) feet. Private open space located at the ground level adjacent to a street shall be screened to a minimum height of five (5) feet.***

    b. ***Balconies/Roof Decks: Open space provided on a balcony or roof deck shall have a minimum area of sixty (60) square feet and no dimension less than six feet***

    c. ***Screening: Must be contiguous to the unit and screened to three (3) feet with walls, fences, and/or landscaping.***

    d. ***Location. All private open space shall be outdoors.***

2. ***Balconies.***

    a. ***Balconies may project up to ten (10) feet from the façade.***

    b. ***Balconies may not project into the public right-of-way or across property lines.***

    c. ***Balconies within ten (10) feet of the property line shall be screened with an opaque material of at least forty-two (42) inches high.***

3. ***Roof Decks.***

a. All roof decks and related railing shall be within the height limitations of the zone.

b. No roof decks shall overhang into the public right-of-way, public sidewalk, or building setbacks.

c. The lower thirty (30) percent of roof deck railings must be opaque and match the building.

G. Building Design.

1. Wall Plane Variation. For every thirty (30) feet of street-facing facade, at least thirty (30) percent of the facade length must be varied by a minimum depth of three (3) feet from the primary facade plane. This modulation can be either recessed or projected and may consist of one continuous section or multiple sections.

2. Horizontal Plane Variation. Walls visible from a public right-of-way must not present a continuous horizontal plane longer than thirty (30) feet without incorporating at least one (1) of the following features for each thirty (30) feet:

a. Windows;

b. Overhangs;

c. Cornices;

d. Canopies;

e. Columns;

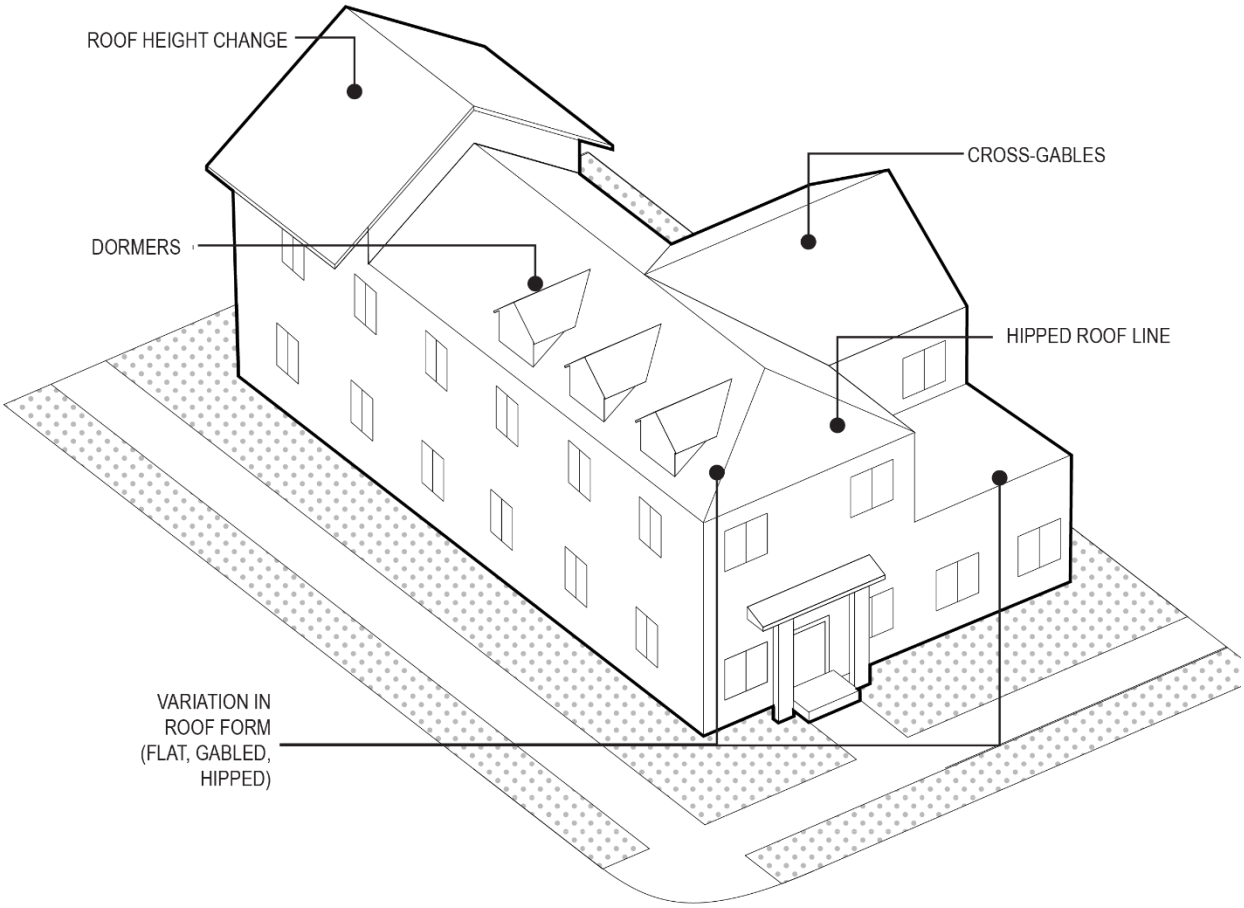
f. Trellises; and/or

3. Vertical Plane Variation. Each street-facing facade for buildings two (2) stories or greater shall achieve vertical variation through at least two (2) of the following:

a. Changes in materials, textures, or colors;

b. Variations in doors/windows; and/or

c. Horizontal projections or recesses at transitions.



4. ***Roof Line Variation. Roof lines must not extend horizontally more than thirty (30) feet in length without incorporating at least one prominent change as follows:***

    a. ***Variation in roof form (e.g., hipped, gable, shed, flat, or mansard);***

    b. ***Variation in architectural elements (e.g., parapets, varying cornices, chimneys, or reveals);***

    c. ***Use of dormers, cross-gable and/or hipped roof lines; and/or***

    d. ***Variation in roof height of at least three (3) feet for every thirty (30) feet in length.***

5. ***Flat Roofs and Parapets. Parapets are required around the perimeter of a flat roof.***

    a. ***Parapets may vary in height to provide for visual variation in roof height, as discussed in 21.15.050.G.4.d.***

b. Parapets shall be of sufficient height to screen rooftop equipment from ground-level view.

c. Rooftop equipment must be located at least five (5) feet away from any roof edge or parapet facing a public right-of-way.

d. The interior side of parapet walls must not be visible from a common recreational space or public right-of-way.

e. Parapets shall be capped with continuous banding, projecting cornices, or similar edge treatments.

H. Entrances.

1. Primary Entries. Primary dwelling unit entries shall incorporate at least two (2) of the following architectural treatments:

a. Facade projection or recess with a minimum depth of three (3) feet;

b. Projecting element above the entrance with a minimum depth of two (2) feet;

c. Window(s) in the door;

d. Transom window above the door; and/or

e. Porch or stoop.

I. Windows.

1. Adjacency. All second story windows shall be offset at least one (1) foot from any windows in adjacent buildings within twenty (20) linear feet to deflect direct line-of-sight. This can also be achieved with:

a. Clerestory windows, glass block, or opaque glass; and/or

b. Screening landscaping within rear or side setbacks.

2. Recess and Trim. All windows shall either be recessed at least three (3) inches from the plane of the surrounding exterior wall or shall have a trim or windowsill at least one (1) inch in depth by 3.5 inches in width.

3. All windows facing a public street shall feature at least two (2) of the following treatments consistent with the architectural style:

a. Variation in window types and/or sizes;

b. Moldings;

c. Wood or alternative frames that can be painted;

d. Decorative trim;

e. Architectural brackets; and/or

f. Proportional shutters (faux or real).

J. Materials and Colors.

1. Durable Materials. Building facades must incorporate durable materials such as stone, brick, siding, finished wood, precast concrete, cementitious panels/siding, metal panels, or factory-finished products.

2. Colors.

a. Multifamily structures must have at least one (1) primary color and (1) one accent color, in addition to the roof color.

b. Multifamily structures are limited to a maximum of three (3) primary colors and four (4) accent colors, in addition to roof color.

c. Primary colors are for facades, and accent colors for trim, architectural elements, windows, and doors.

3. Four-Sided Architecture. The same materials and finishes must be uniformly applied on the building exterior elevations to create four-sided architecture.

4. Material changes. Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns.

K. Accessory Structures. Accessory structures over one hundred and twenty (120) square feet must utilize the materials and/or colors of the main building(s).

§21.15.060 Residential - Multiple-family – Eleven (11) Units or More.

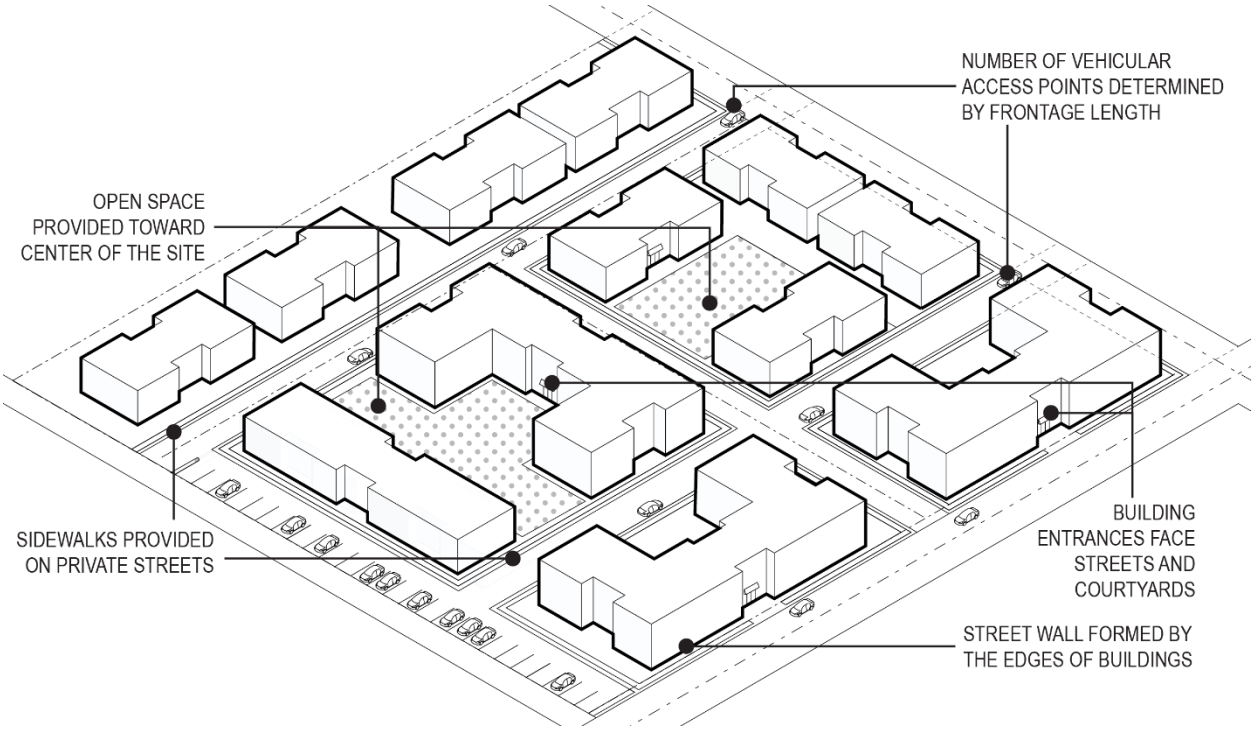
A. Introduction. These standards apply to new multifamily projects with eleven (11) or more units.

B. Architecture.

1. Multifamily projects eleven (11) units or more shall be designed in accordance with one of the architectural styles defined in Section 21.15.100.

2. Multifamily developments one (1) acre or smaller shall provide a consistent architectural style and color scheme, except where the intent is to differentiate between distinct architectural forms.

C. Site Layout and Building Orientation.



1. Building Orientation. All buildings adjacent to a public street shall maintain a continuous street wall, formed by the edge of the building, for a minimum of forty (40) percent of the lot/parcel frontage adjacent to the street.

2. Unit Entries. Primary ground-floor or unit entries must face the primary street, courtyard, or walkway unless the street has a right-of-way of 84 feet or greater or unit entrances are accessed via an internal hallway, corridor or lobby with a

primary building entrance, which shall face the main street. Corner entries and gateway arches into interior courts are acceptable.

3. ***Transitional Massing to Detached Residential. Buildings located within fifty (50) feet of single-family or hillside residential zones must comply with the following:***

    a. ***Required setbacks abutting a street do not count toward any required common open space or amenities.***

    b. ***Within fifty (50) feet of adjacent low-rise residential areas, new multifamily or mixed-use developments shall not exceed a height of 35 feet.***

    c. ***Windows must be offset by at least one (1) foot from any windows in adjacent low-rise residential buildings within twenty (20) linear feet to prevent direct line-of-sight.***

    d. ***Balconies and decks may not extend into setbacks abutting low-rise residential neighborhoods.***

D. ***Vehicular Parking and Access.***

1. ***General.***

    a. ***One vehicular access point is allowed per two-hundred (200) feet of street frontage. Additional access points required by the Los Angeles County Fire Department shall be permitted.***

    b. ***Driveways and parking spaces must be constructed with asphalt, durable concrete, brick, or permeable pavers.***

2. ***Auto Courts. Auto Courts provide vehicular access to multiple residential units via a common driveway fronted with garages.***

    a. ***Front doors to residential units are not permitted on auto courts unless accessed by a defined pedestrian walkway separated from the vehicular auto court***

    b. ***Auto courts shall not exceed one hundred and fifty (50) feet in length.***

    c. ***Auto courts shall not serve more than ten (10) individual residential units.***

    d. ***Auto courts shall have no through street access.***

    e. ***Auto courts shall have a minimum unobstructed distance or width of twenty-five (25) feet for vehicle backout from garages.***

3. ***Street Standards.***

    a. ***Private streets are internal roadways designed with a pedestrian-friendly focus, featuring sidewalks, streetlights, street trees, and curbs to enhance both walkability and aesthetic appeal.***

    b. ***Private streets must include a sidewalk on at least one side, with a minimum width of four (4) feet. The sidewalk must be equipped with pedestrian-scale streetlights, street trees, and curbs. Parallel parking is permitted along the private streets.***

E. ***Pedestrian Circulation and Access.***

1. ***General. Pedestrian walkways shall connect residential units to essential areas such as parking, amenities, mailboxes, and waste/recycling enclosures, as well as public sidewalks, building entrances, and vehicle parking areas, including auto courts.***

2. ***Width. Walkways shall be a minimum of four (4) feet wide with no obstructions.***

3. ***Materials. Walkways shall be constructed from firm, slip-resistant materials like concrete, permeable paving, or concrete pavers. The use of asphalt pedestrian walkways is prohibited.***

4. ***Setback. Walkways shall be set back a minimum of three (3) feet from building facades, with landscaping. Deviations of less than 10 linear feet are allowed due to site constraints.***

5. ***Intersection. Where pedestrian and vehicle paths intersect (crosswalks), enhanced paving treatments shall be used with a four (4) foot minimum width for crossings. Additional paint or striping may be required for Building Code compliance.***

F. ***Open Space and Amenities. Each multiple-family development shall provide a minimum of four hundred (400) square feet of usable open space per residential unit. The usable open space may be comprised of common open space shared by more than one (1) residential unit or private open space for the exclusive use of the residents of one (1) unit. Parking facilities, driveways, service areas, required setback areas abutting a street and portions of balconies or roof decks, which extend into required setback areas, shall not count toward open space.***

1. ***Common Open Space. If provided, common open space shall have a minimum area of 225 square feet and no dimension less than 15 feet.***

    a. ***At least seven-five (75) percent of common space must be open to the sky.***

b. At least twenty-five (25) percent of common space at ground level must be planted.

c. Up to fifty (50) percent of common open space may be paved with permeable or standard concrete.

2. Common Amenities. Common amenities shared by individual units on the same lot or within the same development shall be provided at the following ratios:

a. 11-50 units: one (1) major amenity or two (2) minor amenities.

b. 51-100 units: two (2) major or one (1) major plus two (2) minor amenities.

c. 101 or more units: three (3) major or one (1) major plus four (4) minor amenities.

3. Major Amenities. The following major amenities satisfy the common open space requirements. Repeating the same amenity twice will not satisfy the requirement:

a. Park with a minimum area of one-thousand five hundred (1,500) square feet, plus an additional twenty-five (25) square feet for each dwelling unit. A minimum of fifty (50) percent of the area shall be landscaped.

b. Covered shade structure with tables and chairs and a minimum area of six hundred and twenty (400) square feet.

c. Clubhouse with a minimum area of seven hundred and fifty (750) square feet, plus an additional five (5) square feet for every dwelling unit over 100.

d. Gymnasium with a minimum area of seven hundred and fifty (750) square feet, plus an additional five (5) square feet for every dwelling unit over 100.

e. Tennis, pickleball, basketball (half court and/or full court), volleyball courts, or other recreational courts.

f. Rooftop terrace with a minimum area of seven hundred and fifty (750) square feet, plus an additional five (5) square feet for every dwelling unit over 200.

g. ***Swimming pool with a minimum area of six hundred (600) square feet, and minimum dimensions of twenty (20) feet by thirty (30) feet, plus an additional two (2) square feet for every dwelling unit over 100.***

h. ***Other recreational amenities deemed adequate by the Director.***

4. ***Minor Amenities. The following listed minor amenities satisfy the common open space requirements. Repeating the same amenity twice will not satisfy the requirement; however, additional amenities are encouraged:***

   a. ***Barbeque area with a minimum of two (2) grills and eight (8) seats.***

   b. ***Dog park with a minimum dimension of 625 square feet.***

   c. ***Children's play area with a minimum area of 625 square feet with a minimum dimension of no less than twenty (20) feet in each direction. Children's play areas shall be protected from any adjacent streets or parking lots with a fence or other barrier at least four (4) feet in height.***

   d. ***Community garden with a minimum of ten (10) 4-foot by 4-foot plots or an equal surface area.***

   e. ***Courtyard with a minimum area of six hundred twenty-five (625) square feet.***

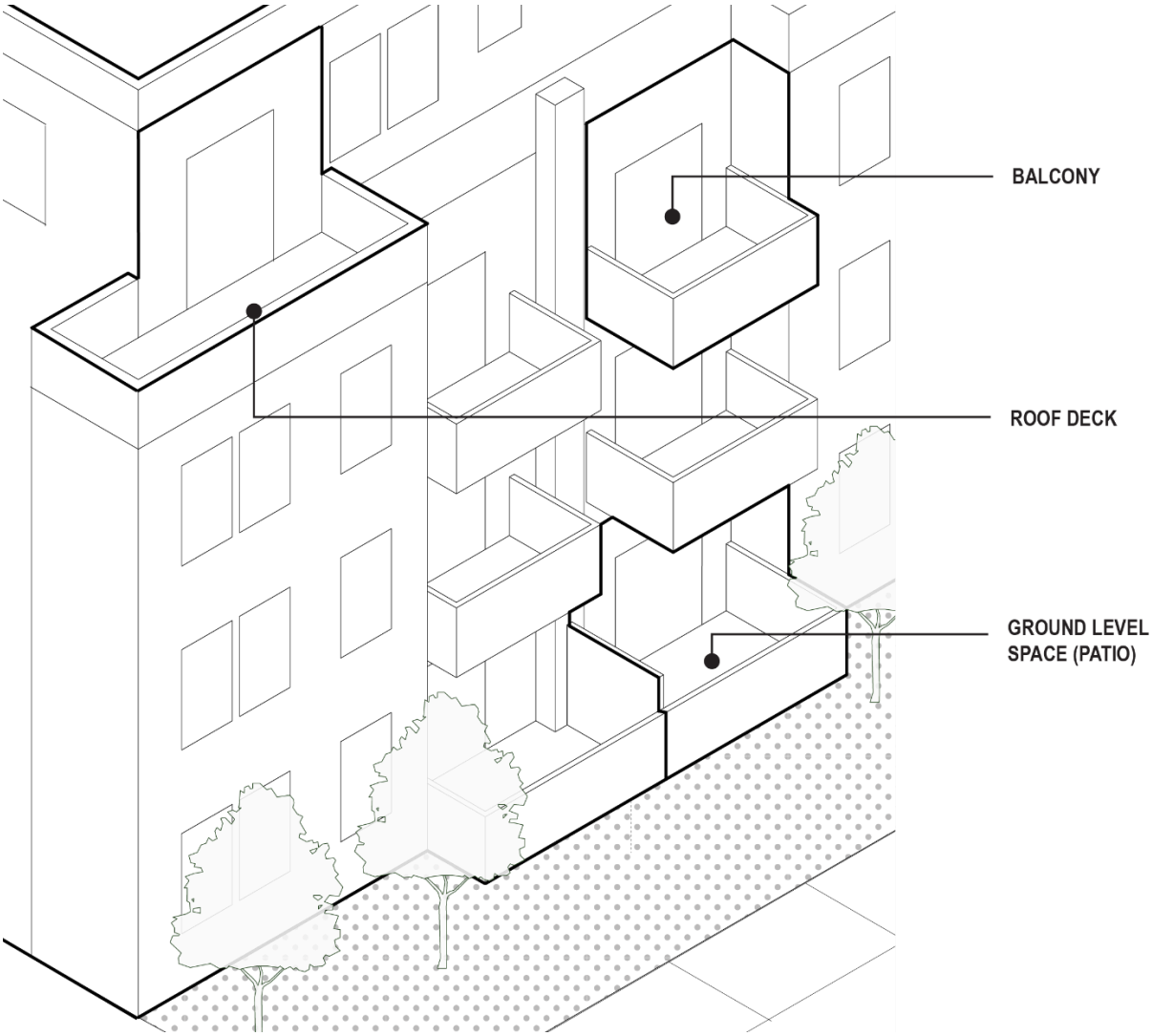
   f. ***Community room/lobby with a minimum area of five hundred (500) square feet.***

   g. ***Outdoor workout stations with a minimum of four (4).***

   h. ***Trail on private property with a minimum length of 1,250 sq feet.***

   i. ***Other recreational amenities deemed adequate by the Director.***

5. ***Private Open Space. Private open spaces may include, but are not limited to, balconies, terraces, roof decks, patios, porches, and stoops, and may overlook the street, side yards and internal courtyards, and meet the following standards:***



a. ***Ground-Level: Private open space located at the ground level, such as a patio or porch, shall have a minimum area of sixty (60) feet square feet and no dimension less than ten (10) feet. Private open space located at the ground level adjacent to a street shall be screened to a minimum height of five (5) feet.***

b. ***Balconies/Roof Decks: Open space provided on a balcony or roof deck shall have a minimum area of sixty square (60) feet and no dimension less than six (6) feet.***

c. ***Screening: Private balconies must be screened to three (3) feet with walls, fences, and/or landscaping.***

d. ***Location. All private open space shall be outdoors.***

6. ***Balconies.***

    a. ***Balconies may project up to ten (10) feet from the façade.***

    b. ***Balconies may not project into the public right-of-way or across property lines.***

    c. ***Balconies within ten (10) feet of the property line shall be screened with an opaque material of at least forty-two (42) inches high.***

7. ***Roof Decks.***

    a. ***All roof decks and related railing shall be within the height limitations of the zone.***

    b. ***No roof decks shall overhang into the public right-of-way, public sidewalk, or building setbacks.***

    d. ***The lower thirty (30) percent of roof deck railings must be opaque and match the building.***

G. ***Building Design.***

1. ***Wall Plane Variation.***

    a. ***For every fifty (50) feet of street-facing facade, at least thirty (30) percent of the facade length must be varied by a minimum depth of two (2) feet from the primary facade plane. This modulation can be either recessed or projected and may consist of one continuous section or multiple sections.***

    b. ***Major Variation. For every one hundred (100) feet of street-facing facade, in addition to the minor variation, a building separation must be provided. This separation must be at least five (5) feet deep, twenty (20) feet wide, and extend from grade to the highest story.***

2. ***Horizontal Plane Variation. Walls visible from a public right-of-way must not present a continuous horizontal plane longer than thirty (30) feet without incorporating at least one (1) of the following features for each thirty (30) feet:***

    a. ***Windows;***

    b. ***Overhangs;***

    c. ***Cornices;***

    d. ***Canopies;***

e. Columns; and/or

f. Trellises;

3. Vertical Plane Variation. Each street-facing facade for buildings two (2) stories or greater shall achieve vertical variation through at least two (2) of the following:

d. Changes in materials, textures, or colors;

e. Variations in doors/windows; and/or

f. Horizontal projections or recesses at transitions.

4. Roof Line Variation. Roof lines must not extend horizontally more than thirty (30) feet in length without incorporating at least one prominent change as follows:

a. Variation in roof form (e.g., hipped, gable, shed, flat, or mansard);

b. Variation in architectural elements (e.g., parapets, varying cornices, chimneys, or reveals);

c. Use of dormers, cross-gable and/or hipped roof lines; and/or

d. Variation in roof height of at least three (3) feet for every thirty (30) feet in length.

5. Flat Roofs and Parapets. Parapets are required around the perimeter of a flat roof.

a. Parapets may vary in height to provide for visual variation in roof height, as set forth in 21.15.060.G.4.d.

b. Parapets shall be of sufficient height to screen rooftop equipment from ground-level view.

c. Rooftop equipment must be located at least five (5) feet away from any roof edge or parapet facing a public right-of-way.

d. The interior side of parapet walls must not be visible from a common recreational space or public right-of-way.

e. Parapets shall be capped with continuous banding, projecting cornices, or similar edge treatments

6. ***Corner Elements. Buildings on corner lots at the intersection with at least one (1) street with a right-of-way of 84 feet or more, must incorporate at least two (2) of the following corner features on or along both facades:***

    a. ***A distinct material application, color, or fenestration pattern for windows and doors, different from the rest of the facade, located within thirty (30) feet of the building corner;***

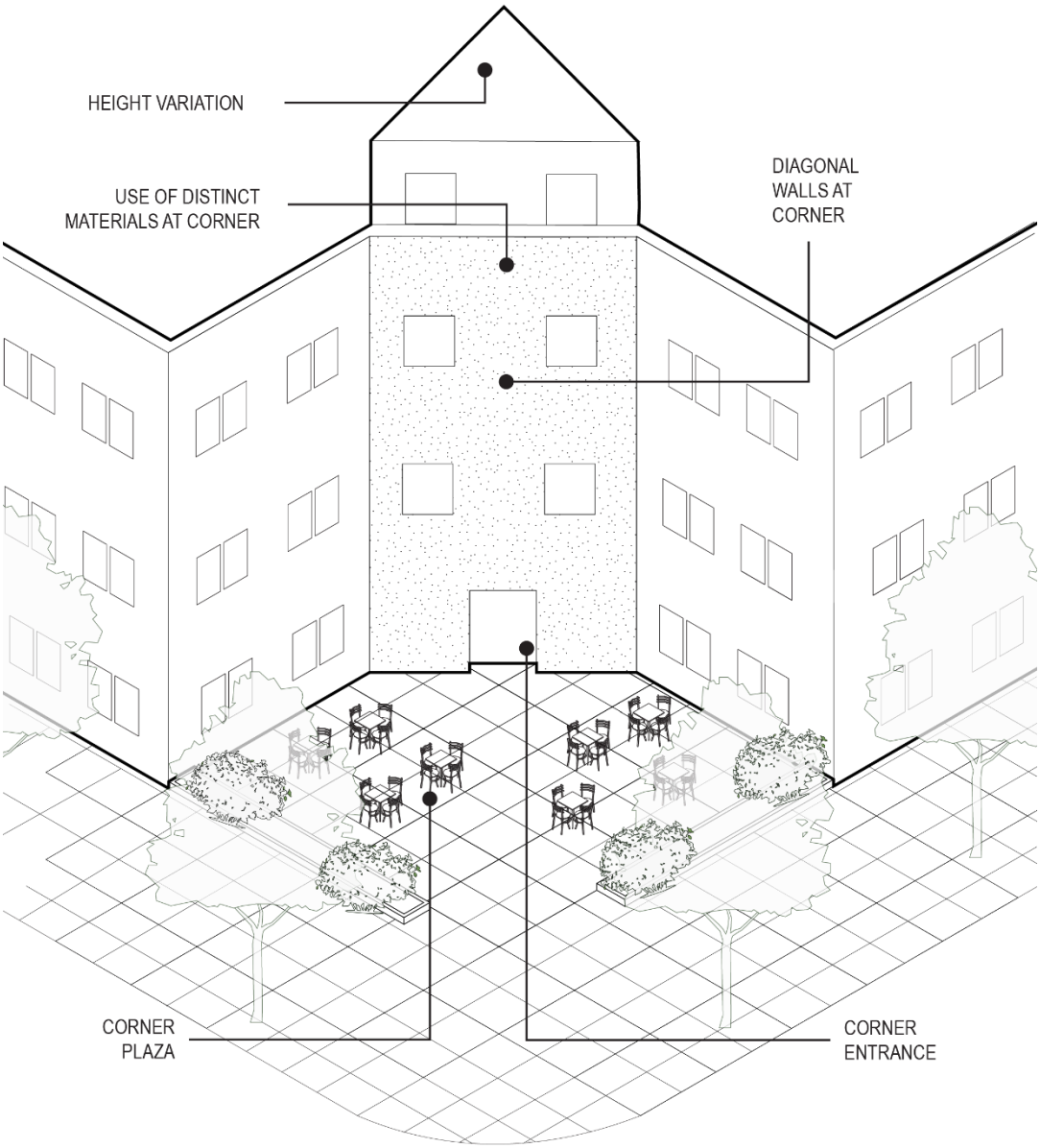
    b. ***A height variation of at least five (5) feet (either taller or shorter) compared to the height of the adjacent facade, located within forty (40) feet of the building corner;***

    c. ***A corner feature recessed or projected by at least five (5) feet from the primary facade, extending from grade to building height;***

    d. ***A corner feature with diagonal or curved walls;***

    e. ***A ground-floor commercial entrance or a primary building entrance located within twenty-five (25) feet of the building corner; and/or***

    f. ***Corner plazas or gathering areas with distinct paving or landscaping.***



H. Building Entries.

1. ***If individual dwelling unit entries face a street with a right-of-way of 84 feet or more, the entries must meet at least two (2) of the following:***

    a. Setback. A twenty-five (25) foot arterial street setback with landscaping;

    b. Courtyard. A minimum six hundred and twenty-five (625) square feet of space between unit entries and the sidewalk with a minimum dimension not less than fifteen (15) feet;

c. ***Grade Separation. A two (2) foot elevation difference between the finished floor and grade;***

d. ***Entry Patio/Stoop. An entry patio or stoop with opaque enclosure walls or railings;***

e. ***Pedestrian Articulation. A recess or projection with a minimum depth of five (5) feet.***

2. ***Ground Floor Activation. Features such as a leasing office, common lobbies, community rooms, or gym/recreation rooms shall be provided at the ground level, adjacent to the primary street. This does not apply to stand-alone clubhouses adjacent to pool areas.***

I. ***Windows.***

1. ***Adjacency. Buildings within twenty (20) feet of an adjacent building, either within or outside the project, must orient windows or similar openings to deflect direct line-of-sight into adjacent units. This can be achieved through:***

   a. ***Offsetting windows by at least one (1) foot from adjacent windows within twenty (20) feet;***

   b. ***Using clerestory windows, glass block, or opaque glass; and/or***

   c. ***Installing landscape screening in the rear or side setback areas.***

2. ***Recess and Trim. All windows must be recessed at least three (3) inches from the surrounding exterior wall or have a trim or windowsill that is at least one (1) inch deep and 3.5 inches wide.***

3. ***Windows facing a public street must feature at least two (2) of the following treatments, consistent with the architectural style:***

   a. ***Variation in window types and/or sizes;***

   b. ***Moldings;***

   c. ***Wood frames or durable materials that mimic wood (e.g., composite) and that can be painted.***

   d. ***Decorative trim;***

   e. ***Architectural brackets; and/or***

   f. ***Shutters (real or faux) that are proportionally sized to window.***

J. Materials and Colors.

1. ***Durable Materials. Building facades must incorporate durable materials such as stone, brick, siding, finished wood, precast concrete, cementitious panels/siding, metal panels, or factory-finished products.***

2. ***Expansion Joints. On stucco facades, expansion joints must align with at least one of the following to reinforce the grid pattern created by window openings:***

    a. ***Window and/or door jambs, sills, and/or headers.***

    b. ***The centerlines of windows and/or doors.***

    c. ***Wall breaks, such as recesses or soffits created by balcony openings.***

3. ***Colors.***

    a. ***Multifamily structures must have at least one (1) primary color and one (1) accent color, in addition to the roof color.***

    b. ***Multifamily structures are limited to a maximum of three (3) primary colors and four (4) accent colors, in addition to roof color.***

    c. ***Primary colors are for facades, and accent colors for trim, architectural elements, windows, and doors.***

4. ***Four-Sided Architecture. The same materials and finishes must be uniformly applied on the building exterior elevations to create four-sided architecture.***

5. ***Material changes. Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns.***

6. ***Large Sites. Multifamily developments greater than one (1) acre and consisting of three (3) or more habitable structures shall provide a minimum of two (2) distinct color schemes and material variations. A single color scheme and material variation shall be dedicated to no less than thirty (30) percent of all habitable buildings.***

K. Accessory Structures. Accessory structures over one hundred and twenty (120) square feet must utilize the materials and/or colors of the main building(s).

§21.15.070 Commercial and Industrial.

A. Introduction. The standards below apply to all commercial and industrial projects.

B. Architectural Style and Color.

1. All commercial developments and industrial projects shall be designed in accordance with at least one of the architectural styles defined in Section 21.15.090.

2. Commercial developments greater than five (5) acres shall provide a minimum of two (2) architectural styles defined in Section 21.15.090 and two (2) distinct color schemes defined in Section 21.15.070.H.

C. Site Layout and Building Orientation.

1. Buildings adjacent to a public street with less than an 84 foot wide right-of-way wide shall maintain a continuous "street wall," formed by the edge of the building, for a minimum of sixty (60) percent of the lot/parcel frontage adjacent to the street.

2. Buildings within the T-5 Village Core zone district shall maintain a continuous street wall, formed by the edge of the building, for a minimum of seventy-five (75) percent of the lot/parcel frontage adjacent to the street.

3. Anchor buildings in a commercial development shall be oriented so that the primary entrance faces the main street providing access. When two (2) or more streets provide access, the primary entrance orientation shall be the street from which the address is derived.

D. Pedestrian Circulation and Access.

1. Pedestrian Connection.

a. Pedestrian walkways shall be provided and interconnected within the site.

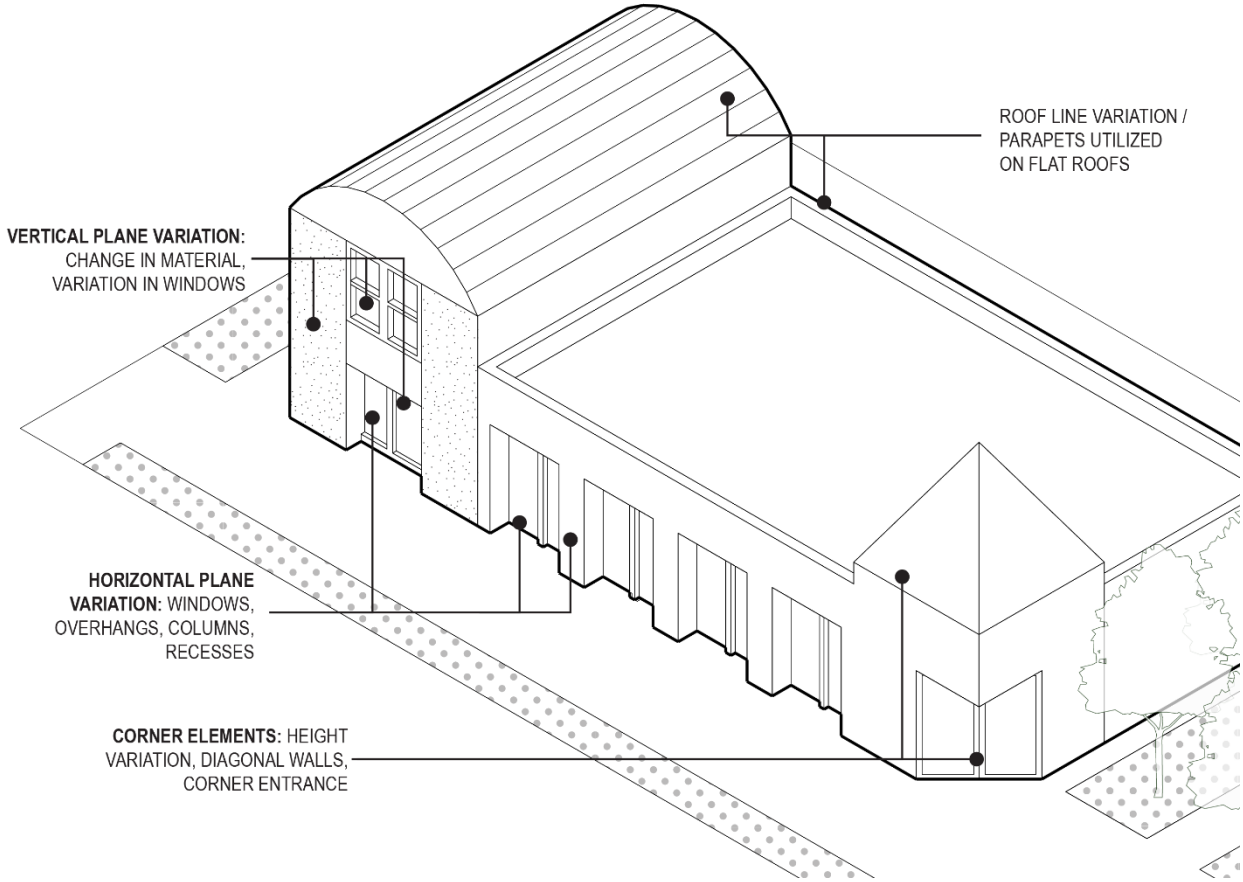
b. Pedestrian walkways shall connect public sidewalks with building entrances, vehicle parking areas, and public sidewalks along each street.

2. Width. Walkways shall be a minimum of five (5) feet wide with no obstructions.

3. Materials. Walkways shall be constructed from firm, slip-resistant materials like concrete, permeable paving, or concrete pavers. The use of asphalt pedestrian walkways is prohibited.

4. ***Intersections. Where pedestrian and vehicle paths intersect (crosswalks), enhanced paving treatments shall be used with a 6-foot minimum width for crossings. Additional paint or striping may be required for compliance with the California Building Code.***

E. Building Design.



1. ***Wall Plane Variation. When the primary façade is within fifty (50) feet of the public sidewalk, and when the façade is over one hundred (150) feet in length, at least thirty (30) percent of the façade must be varied by a minimum depth of two (2) feet from the primary facade plane. This modulation can be either recessed or projected and may consist of one continuous section or multiple sections.***

2. ***Horizontal Plane Variation. right-of-way must not present a continuous horizontal plane longer than thirty (30) feet without incorporating at least one (1) of the following features:***

    a. ***Windows;***

    b. ***Overhangs;***

    c. ***Cornices;***

    d. ***Canopies;***

    e. ***Columns;***

    f. ***Trellises; and/or***

    g. ***Clearly defined projecting or recessed architectural elements.***

3. ***Vertical Plane Variation. Each street-facing facade for buildings two (2) stories or greater shall achieve vertical variation through at least two (2) of the following:***

    a. ***Changes in materials, textures, or colors;***

    b. ***Variations in doors/windows; and/or***

    c. ***Horizontal projections or recesses at transitions.***

4. ***Roof Line Variation. Roof lines must not extend horizontally more than sixty (60) feet in length without incorporating at least one prominent change as follows:***

    a. ***Variation in roof form (e.g., hipped, gable, shed, flat, or mansard);***

    b. ***Variation in architectural elements (e.g., parapets, varying cornices, chimneys, or reveals);***

    c. ***Use of dormers, cross-gable and/or hipped roof lines; and/or***

    d. ***Variation in roof height of at least three (3) feet for every sixty (60) feet in length.***

5. ***Flat Roofs and Parapets. Parapets are required around the perimeter of a flat roof.***

    a. ***Parapets may vary in height to provide for visual variation in roof height.***

b. Parapets shall be of sufficient height to screen rooftop equipment from ground-level view.

c. Rooftop equipment must be located at least five (5) feet away from any roof edge or parapet facing a public right-of-way.

d. The interior side of parapet walls must not be visible from a common recreational space or public right-of-way.

e. Parapets shall be capped with continuous banding, projecting cornices, or similar edge treatments.

6. Corner Elements. Buildings on corner lots at the intersection with at least one (1) street with a right-of-way of 84 feet or more, must incorporate at least two (2) of the following corner features on or along both facades:

a. A distinct material application, color, or fenestration pattern for windows and doors, different from the rest of the facade, located within thirty (30) feet of the building corner;

b. A height variation of at least five (5) feet (either taller or shorter) compared to the height of the adjacent facade, located within forty (40) feet of the building corner;

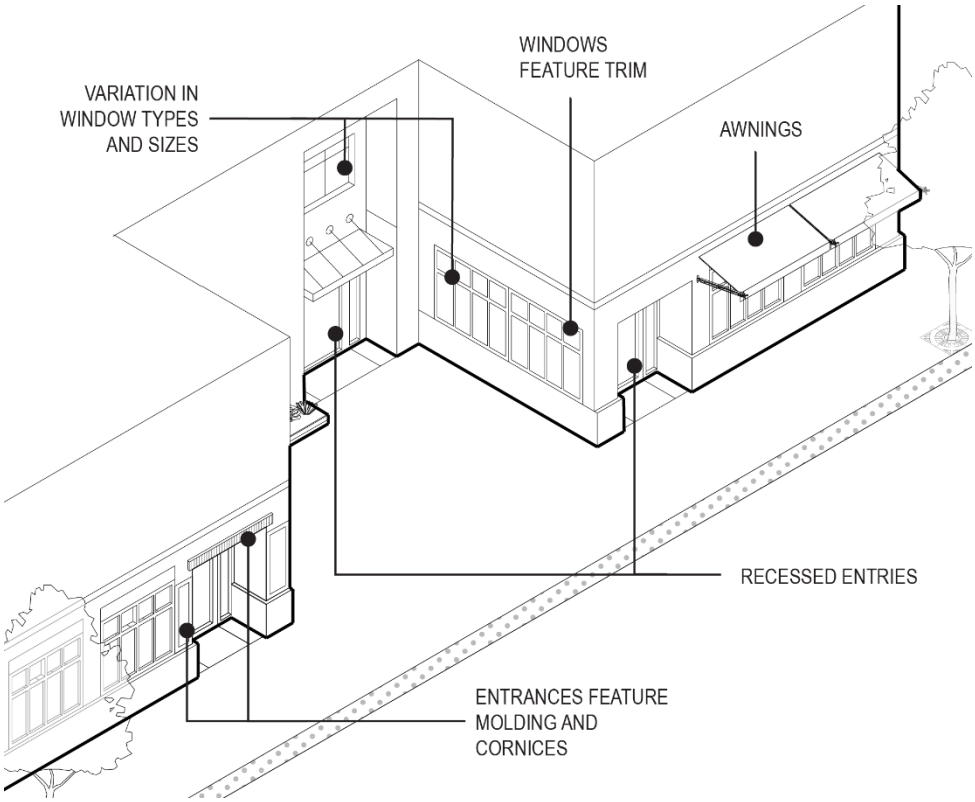
c. A corner feature recessed or projected by at least five (5) feet from the primary facade, extending from grade to building height;

d. A corner feature with diagonal or curved walls;

e. A ground-floor commercial entrance or a primary building entrance located within twenty-five (25) feet of the building corner; and/or

f. Corner plazas or gathering areas with distinct paving or landscaping.

F. Entrances.



1. ***Commercial and industrial building entrances shall be designed to promote pedestrian activity and include features such as glazing, awnings, recesses, and other elements that enhance pedestrian engagement.***

2. ***Primary pedestrian entrances to commercial and industrial building ground-floor entrances shall meet at least one (1) of the following standards:***

    a. ***The entrance shall be recessed in the facade plan at least three (3) feet in depth; or***

    b. ***The entrance shall be covered by an awning or other architectural element projecting from the facade a minimum of three (3) feet.***

3. ***Ground floor commercial uses in all zones (except the Commercial Manufacturing (CM) zone) shall face a public street, and incorporate windows, doors, or openings for at least fifty (50) percent of the street-facing facade that is between two (2) and ten (10) feet above the level of the sidewalk. Use of mirrored or reflective glass is prohibited.***

4. ***Ground floor commercial uses fronting Glendora Avenue between Bennet Avenue and Ada Avenue shall meet the following standards:***

a. ***At least fifty (50) percent of the street-facing façade shall be located within two (2) feet of the property line.***

b. ***At least sixty (60) percent of the street-facing facade located between three (3) and seven (7) feet above the elevation of the sidewalk shall be transparent windows and/or doors. Use of mirrored or reflective glass is prohibited.***

c. ***Street-facing facades shall include at least two (2) of the following architectural features:***

   i. ***Awning, canopy, or marquee above an entry no higher than 12 feet above finished grade; or***

   ii. ***Molding; or***

   iii. ***Columns; or***

   iv. ***Cornices; or***

   v. ***Transom windows; or***

   vi. ***Ornamental light fixtures***

G. Windows.

1. ***Design. All windows must be recessed at least two (2) inches from the surrounding exterior wall or have a trim or windowsill that is at least one (1) inch deep and four (4) inches wide.***

2. ***Materials. Windows facing a public street must feature at least two (2) of the following treatments, consistent with the architectural style:***

   a. ***Variation in window types and/or sizes;***

   b. ***Molding;***

   c. ***Wood frames or durable materials that mimic wood (e.g., composite) that can be painted;***

   d. ***Decorative trim;***

   e. ***Architectural bracket; and/or***

   f. ***Proportional shutters (real or faux).***

H. Materials and Colors.

1. ***Durable Materials. Building facades must incorporate durable materials such as stone, brick, siding, finished wood, precast concrete, cementitious panels/siding, metal panels, or factory-finished products.***

2. ***Expansion Joints. On stucco facades, expansion joints must align with at least one of the following to reinforce the grid pattern created by window openings:***

    a. ***Window and/or door jambs, sills, and/or headers.***

    b. ***The centerlines of windows and/or doors.***

    c. ***Wall breaks, such as recesses or soffits created by balcony openings.***

3. ***Colors.***

    a. ***Commercial structures must have at least one primary color and one accent color, in addition to the roof color.***

    b. ***Commercial structures are limited to a maximum of three (3) primary colors and four (4) accent colors, in addition to roof color.***

    c. ***Primary colors are for facades, and accent colors for trim, architectural elements, windows, and doors.***

4. ***Four-Sided Architecture. The same materials and finishes must be uniformly applied on the building exterior elevations to create four-sided architecture.***

5. ***Material changes. Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns.***

6. ***Large Sites. Commercial developments consisting of three (3) or more structures shall provide a minimum of two (2) distinct color schemes and material variations. A single color scheme and material variation shall be dedicated to no less than thirty (30) percent of all habitable buildings.***

L. Accessory Structures. Accessory structures over one hundred and twenty (20) square feet must utilize the materials and/or colors of the main building(s).

§21.15.080 Mixed Use.

A. Introduction. The following design standards apply to mixed-use projects. Detailed design standards for stand-alone residential uses are provided in Section 21.15.50 and Section 21.15.060 and for stand-alone commercial and industrial uses are provided in Section 21.15.080:

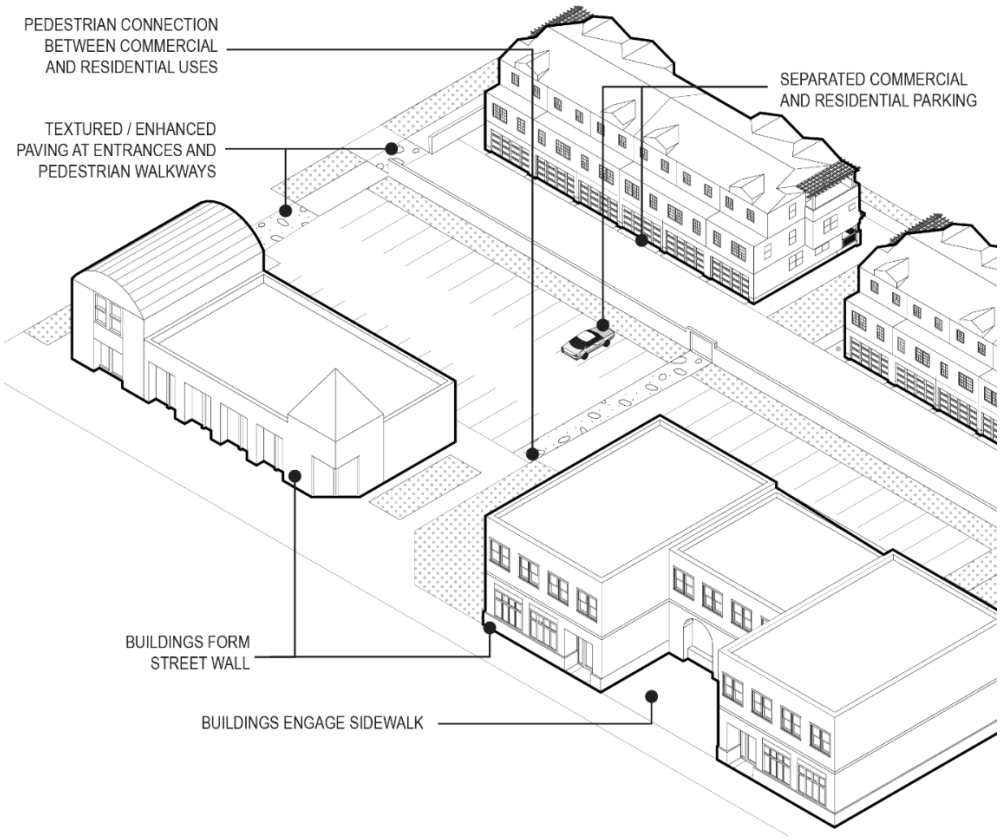
B. Architecture.

1. Mixed-use projects of eleven (11) residential units or more shall be designed in accordance with one of the architectural styles defined in Section 21.15.090.

2. Mixed-use developments one acre or smaller shall provide a consistent architectural style and color scheme, except where the intent is to differentiate between the residential and commercial uses of the structure(s).

3. Mixed-use developments five acres or larger shall provide a minimum of two (2) architectural styles and three (3) distinct color schemes. A single color scheme shall be dedicated to no less than thirty (30) percent of all habitable buildings.

C. Site Planning – Horizontal Mixed Use.



1. ***Street Wall.***

    a. ***All buildings adjacent to a public right-of-way of 84 feet or less shall maintain a continuous "street wall," formed by the edge of the building, for a minimum of sixty (60) percent of the lot/parcel frontage adjacent to the street. The remaining forty (40) percent may be devoted to parking, landscaping, and driveways, except for environmental considerations.***

    b. ***Buildings adjacent to a public street shall face public streets and engage the sidewalk to create an active and enjoyable pedestrian environment.***

2. ***Vehicle Circulation, Access, and Parking.***

    a. ***Separate site access and parking facilities shall be provided for residential uses and commercial uses.***

    b. ***Site access and internal circulation shall promote safety, efficiency and convenience. Vehicular traffic shall be adequately separated from pedestrian circulation. Vehicular entrances shall be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.***

    c. ***For properties containing more than one hundred and fifty (150) feet of street frontage, landscaped islands shall be incorporated into the driveway entry. area to separate driveway lanes for ingress and egress.***

    d. ***Adequate areas for maneuvering, stacking, and emergency vehicle access shall be provided.***

    e. ***Project entries and driveway areas shall contain design features, including landscaping and textured paving, to break up the expanse of paving in a project.***

    f. ***Screen surface parking from ground-floor residential uses with walls and/or landscaping to reduce the visual impact of large parking areas.***

3. ***Pedestrian Circulation and Walkways.***

    a. ***Mixed-use developments shall be oriented and designed to enhance pedestrian movement within the development and to adjacent uses.***

    b. ***Pedestrian connections shall be provided to link dwelling units with commercial uses in the mixed-use development, as well as with common open space, plazas and courtyards, and public sidewalks.***

    c. ***Pedestrian connections shall include design cues to help demarcate the transition between public and private spaces. Design cues may include a***

change in colors, materials, landscaping, or the dimensions of the walkway.

d. Pedestrian Walkways. Pedestrian walkways shall be designed as follows:

i. Residential pathways shall be a minimum of four (4) feet wide with no obstructions.

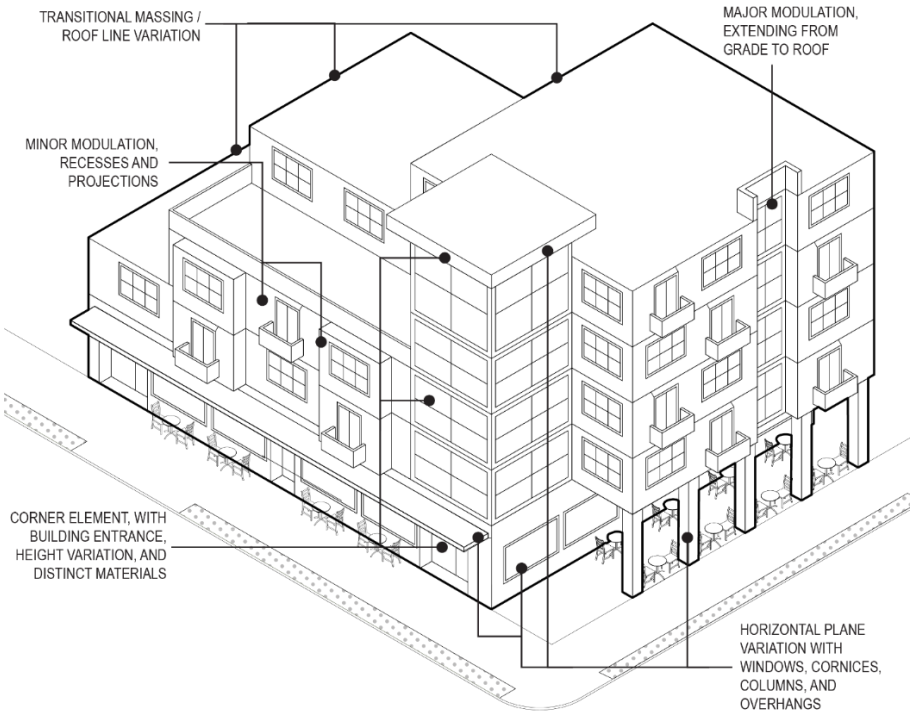
ii. Walkways shall be constructed from firm, slip-resistant materials like concrete, permeable paving, or concrete pavers.

iii. Walkways shall be setback a minimum of three (3) feet from building facades, with landscaping.

iv. Pedestrian circulation shall be separated from vehicular traffic. Pedestrian entrances and walkways shall be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.

v. Where pedestrian and vehicle paths intersect (crosswalks), enhanced paving treatments shall be used with a 6-foot minimum width for crossings. Additional paint or striping may be required for Building Code compliance.

D. Building Design – Vertical Mixed Use.



1. ***Commercial and Residential Interface.***

    a. ***The windows, doors, and other access points of commercial uses shall be oriented so as not to have a direct line-of-sight into residential uses.***

    b. ***Design and locate service entries, loading areas, and trash areas associated with commercial uses so they minimize conflicts with residential uses located on site.***

    c. ***Maximize opportunities for shared parking between residential and commercial uses that have parking demand at different times of day, to reduce the overall parcel footprint devoted to parking.***

2. ***Wall Plane Variation.***

    a. ***Minor Modulation. For every fifty (50) feet of street-facing facade, a minimum modulation of thirty (30) percent of the facade length that is a minimum of three (3) feet in depth from the primary facade plane shall be provided. Facade area used to meet this standard may be recessed behind, or project out from, the primary facade plane and may be in one continuous section or a combination of sections across the facade.***

    b. ***Major Modulation. For every one hundred (100) feet of street-facing facade, a minimum of one building separation shall be provided. The separation shall be at least six (6) feet in depth and twenty (20) feet in width and extend from grade to highest story.***

3. ***Horizontal Plane Variation. Walls visible from a public right-of-way must not present a continuous horizontal plane longer than thirty (30) feet without incorporating at least one (1) of the following features:***

    a. ***Windows;***

    b. ***Overhangs;***

    c. ***Cornices;***

    d. ***Canopies;***

    e. ***Columns;***

    f. ***Trellises; and/or***

    g. ***Clearly defined projecting or recessed architectural elements.***

4. ***Vertical Plane Variation. Each street-facing facade for buildings two (2) stories or greater shall achieve vertical variation through at least two (2) of the following:***

    a. ***Changes in materials, textures, or colors;***

    b. ***Variations in doors/windows; and/or***

    c. ***Horizontal projections or recesses at transitions, and/or***

    d. ***Changes in floor-to-floor heights at the second floor or above.***

5. ***Roof Line Variation. Roof lines must not extend horizontally more than thirty (30) feet in length without incorporating at least one prominent change as follows:***

    a. ***Variation in roof form (e.g., hipped, gable, shed, flat, or mansard);***

    b. ***Variation in architectural elements (e.g., parapets, varying cornices, chimneys, or reveals);***

    c. ***Use of dormers, cross-gable and/or hipped roof lines; and/or***

    d. ***Variation in roof height of at least three (3) feet for every thirty (30) feet in length.***

6. ***Flat Roofs and Parapets. Parapets are required around the perimeter of a flat roof.***

    a. ***Parapets may vary in height to provide for visual variation in roof height.***

    b. ***Parapets shall be of sufficient height to screen rooftop equipment from ground-level view.***

    c. ***Rooftop equipment must be located at least five (5) feet away from any roof edge or parapet facing a public right-of-way.***

    d. ***The interior side of parapet walls must not be visible from a common recreational space or public right-of-way.***

    e. ***Parapets shall be capped with continuous banding, projecting cornices, or similar edge treatments.***

7. ***Corner Elements. Buildings on corner lots at the intersection with at least one (1) street with a right-of-way of 84 feet or more, must incorporate at least two (2) of the following corner features on or along both facades:***

a. *A distinct material application, color, or fenestration pattern for windows and doors, different from the rest of the facade, located within thirty (30) feet of the building corner;*

b. *A height variation of at least five (5) feet (either taller or shorter) compared to the height of the adjacent facade, located within forty (40) feet of the building corner;*

c. *A corner feature recessed or projected by at least five (5) feet from the primary facade, extending from grade to building height;*

d. *A corner feature with diagonal or curved walls;*

e. *A ground-floor commercial entrance or a primary building entrance located within twenty-five (25) feet of the building corner; and/or*

f. *Corner plazas or gathering areas with distinct paving or landscaping.*

8. *Transitional Massing to Detached Residential. Buildings located within one hundred (100) feet of single-family or hillside residential zones must comply with the following:*

a. *Required setbacks do not count toward any required common open space or amenities.*

b. *Within fifty (50) feet of adjacent low-rise residential areas, new multifamily or mixed-use developments shall not exceed a height of thirty-five (35) feet.*

c. *Windows must be offset by at least one (1) foot from any windows in adjacent low-rise residential buildings within twenty (20) linear feet to prevent direct line-of-sight.*

d. *Balconies and decks may not extend into setbacks abutting low-rise residential neighborhoods.*

E. *Open Space and Amenities.*

1. *Residential open space and amenities shall be according to the major and minor amenity requirements as described in Section 21.15.050 Residential - Multiple-family – ten (10) Units or Less and Section 21.15.060 Multifamily – eleven (11) Units or More for the applicable number of residential units proposed with the mixed use development.*

2. *Balconies.*

a. Balconies may project up to ten (10) feet from the façade.

b. Balconies may not project into the public right-of-way or across property lines.

c. Balconies within ten (10) feet of the property line shall be screened with an opaque material of at least 42 inches high.

3. Roof Decks.

a. All roof decks and associated railing shall be within the height limitations of the zone.

b. No roof decks shall overhang into the public right-of-way, public sidewalk, or building setbacks.

e. The lower thirty (30) percent of roof deck railings must be opaque and match the building.

F. Entrances.

1. Separate entrances shall be provided for residential and commercial uses.

2. Main entries to ground-floor retail uses shall be clearly demarcated, visible and accessible from the street and/or pedestrian walkways. Secondary entries may be from parking areas.

3. All ground floor tenant spaces that have street frontage shall have entrances on a facade fronting a street.

4. There shall be a ground-floor entrance to either a commercial, residential, or open space use every fifty (50) feet along the building's street-facing frontages.

G. Windows.

1. Windows. All windows must be recessed at least two (2) inches from the surrounding exterior wall or have a trim or windowsill that is at least one (1) inch deep and four (4) inches wide.

2. Windows facing a public street must feature at least two (2) of the following treatments, consistent with the architectural style:

a. Variation in window types and/or sizes;

b. Moldings;

c. Wood frames or durable materials that mimic wood (e.g., composite);

d. Decorative trim;

e. Architectural brackets; and/or

f. Proportional shutters (real or faux).

3. Adjacency.

a. All buildings within twenty (20) linear feet of an adjacent building within and outside of the project shall orient all windows, balconies, or similar openings so as to deflect a direct line-of-sight into adjacent units or onto private patios or backyards. This can be accomplished through the following:

i. Offset windows at least one foot from any windows in adjacent buildings within twenty (20) feet;

ii. Use of clerestory windows, glass block, or opaque glass; and/or

iii. Mature landscaping within the rear or side setback areas.

H. Materials and Colors.

1. Durable Materials. Building facades must incorporate durable materials such as stone, brick, siding, finished wood, precast concrete, cementitious panels/siding, metal panels, or factory-finished products.

2. Expansion Joints. On stucco facades, expansion joints must align with at least one of the following to reinforce the grid pattern created by window openings:

a. Window and/or door jambs, sills, and/or headers.

b. The centerlines of windows and/or doors.

c. Wall breaks, such as recesses or soffits created by balcony openings.

3. Colors.

a. Mixed-use structures must have at least one primary color and one accent color, in addition to the roof color.

b. ***Mixed-use structures are limited to a maximum of three (3) primary colors and four (4) accent colors, in addition to roof color.***

c. ***Primary colors are for facades, and accent colors for trim, architectural elements, windows, and doors.***

4. ***Four-Sided Architecture. The same materials and finishes must be uniformly applied on the building exterior elevations to create four-sided architecture.***

5. ***Material changes. Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns.***

6. ***Large Sites. Mixed-use developments greater than one acre and consisting of three (3) or more structures shall provide a minimum of two (2) distinct color schemes and material variations. A single color scheme and material variation shall be dedicated to no less than thirty (30) percent of all habitable buildings.***

M. Accessory Structures. Accessory structures over one hundred and twenty (120) square feet must utilize the materials and/or colors of the main building(s).

§21.15.090 Architectural Styles.

A. ***Introduction. The following architectural styles provide a menu of required and optional features. Projects must meet the following requirements to adhere to each architectural style.***

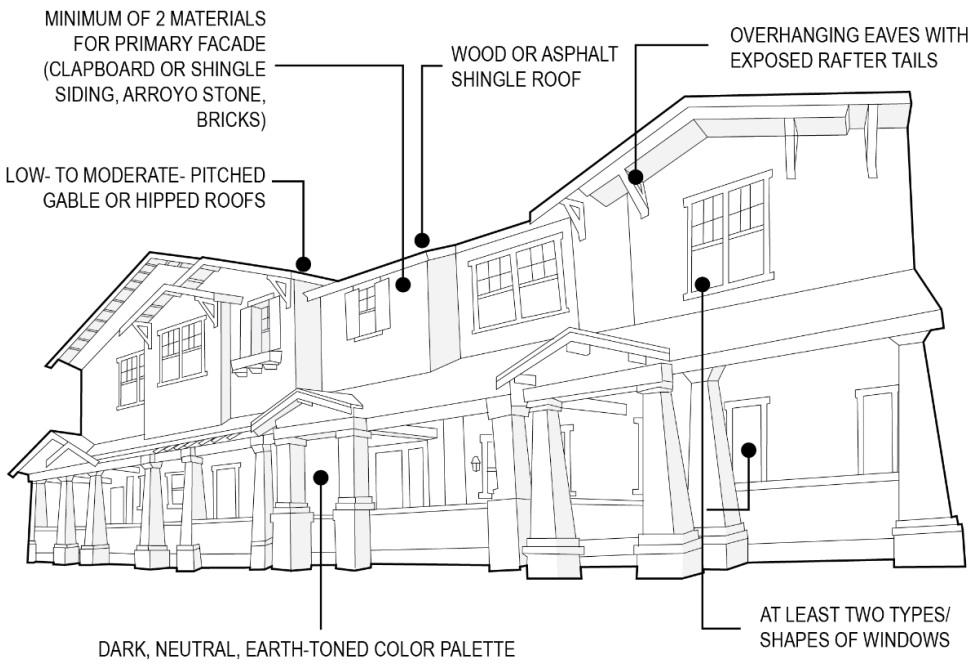
21.15.090, Table A. Architectural Styles.

Style	*Building Type*						
	Single-Family	*Accessory*	*Small-MF*	*Large-MF*	*Small-MU*	*Large-MU*	*Commercial*
Craftsman	*x*	*x*	*x*	*x*	*x*	*x*	*x*
Googie					*x*		*x*
Main Street					*x*	*x*	*x*
Mid Century Modern	*x*	*x*	*x*		*x*		*x*
Postmodern					*x*		*x*
Ranch	*x*	*x*	*x*				
Spanish	*x*	*x*	*x*	*x*	*x*	*x*	*x*

Table Notes:

1. ***Craftsman height limit is three (3) stories, with a smaller 4th story per §21.15.090.B.***
2. ***Googie only permitted along specific corridors (Route 66 and Arrow Highway).***
3. ***Postmodern refers to contemporary commercial/industrial development.***
4. ***The height limit for ranch style architecture is two (2) stories.***
5. ***Small MU means 10 or fewer residential units and total commercial square footage under 25,000 sq feet e.g., a development with 15 residential units and 5,000 sq ft of commercial would be a large MU.***

B. ***Craftsman. Craftsman style is identified by low-pitched, gabled roofs; wide overhanging eaves; exposed rafter tails; decorative brackets and corbels; front porches; and round, tapered or square porch columns. Sash windows and wood detailing of all kinds are important features. Craftsman style shall be limited to buildings three (3) stories or less, except for four (4) story buildings when the square footage of the fourth floor is less than sixty (60) percent of the third floor.***



1. ***All buildings utilizing the Craftsman style shall include the following:***

    a. ***Low- to moderate-pitched gable or hipped roofs (from 3:12 to 8:12);***

    b. ***Shingle roofs (in wood, asphalt, or fiber cement imitation or synthetic shingles);***

    c. ***Overhanging eaves (minimum 24 inches along primary elevation) with exposed rafter tails or beams;***

    d. ***Primary facade/elevation shall have a minimum of two materials /colors, with no more than ninety percent (90%) of the total wall surface in one material and/or color. Facades shall include at least one of the following materials:***

        i. ***Clapboard or shingle siding***

        ii. ***Arroyo stone***

        iii. ***Bricks***

    e. ***Use of dark, neutral, earth-toned color palette (such as browns and greens); Window and door trim color shall contrast with color of walls; lighter colors may be used for details (columns, rafter tails); and***

    f. ***At least two (2) types/shapes of windows shall be used.***

2. ***In addition, detached single-family Craftsman buildings shall include at least two (2) of the following features; small multifamily buildings (ten (10) units or less) and commercial buildings shall include at least three (3) of the following features; large multifamily and mixed-use buildings (11 or more units) shall include at least four (4) of the following features:***

    a. ***At least 80% of the windows on the primary facades/elevations shall have grilles;***

    b. ***Box-shaped, light fixtures with metal frame and geometric grille patterns;***

    c. ***Brackets or knee braces at gabled ends;***

    d. ***Chimneys visible from the exterior and arranged on a side elevation;***

    e. ***Covered front porches with tapered pillars;***

    f. ***Decorative attic/gable vents;***

    g. ***Decorative joinery;***

    h. ***Dormers located on the front façade;***

    i. ***Entry doors and/or garage doors with glass panels;***

    j. ***Exposed rafter tails and knee-brace brackets;***

    k. ***Exposed timber structural elements, rafter tails, brackets, and/or corbels;***

    l. ***Flat wood trims (typically 3.5" to 6" wide) around the primary windows and entry doors;***

    m. ***Front doors with sidelights;***

    n. ***Front-facing gable roofs;***

    o. ***Gable pediments;***

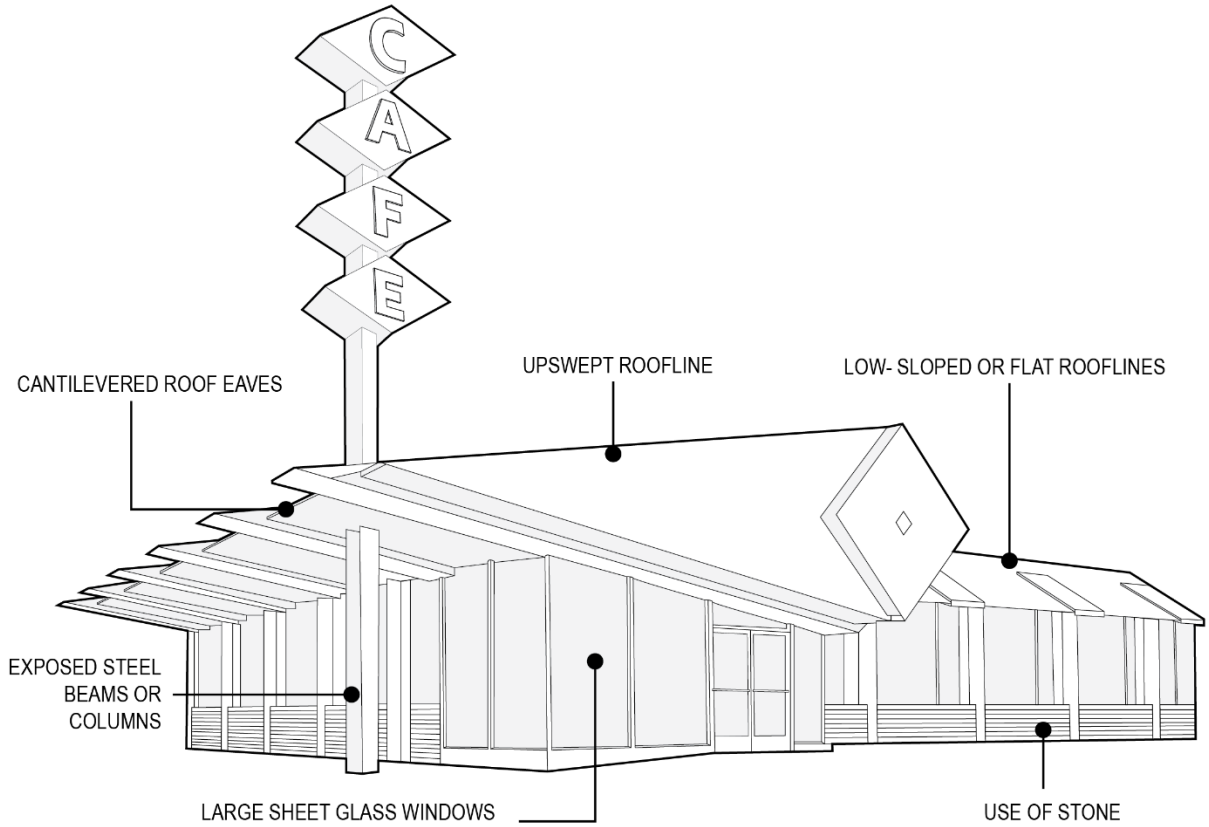
    p. ***Large front window(s) in three parts;***

    q. ***Stained glass windows;***

    r. ***Stone pier and battered wood support; and/or***

    s. ***Three (3) or more roof planes on the primary façade.***

C. Googie. The Googie style can be often seen on the historic Route 66 and is characterized by bold geometric shapes with sharp angles and sweeping curves, boomerang shapes for pillars, roofs, and signage, starburst images on signs and building facades, cantilevered rooflines, and a mixture of materials, including glass, steel, and concrete. Googie style is most appropriate for commercial structures and shall not be used on residential-only structures, nor shall it be used on multi-structure developments that exceed three (3) individual buildings. Additionally, the Googie style is limited to buildings 3 stories or less.



1. All buildings utilizing the Googie style shall include the following:

a. Flat or low-sloped (3:12 or less) rooflines;

b. Cantilevered roof eaves (at least 3 feet);

c. At least one elevation shall include an upswept roof line;

d. Large sheet glass windows (minimum 6 feet any dimension);

e. Exposed steel beams and/or columns; and/or

f. At least 15% of the primary street elevation shall be composed of Palo Verde Stone, flag-stone, aggregate stone panels, or glossy-glazed brick from ground to eave.

In addition to the above, Googie projects shall include at least two (2) of the following features; mixed-use projects eleven (11) units or more and commercial developments over 25,000 square feet shall include at least three (3) of the following features:

a. ***A pylon or pole sign which penetrates the eave/roofline, where allowed per Chapter 30.33;***

b. ***At least one wall-form between 5 and 15 degree angle;***

c. ***Decorative architectural medallions at least 3 feet in diameter representing starbursts, atomic symbols, boomerangs or amoebae shapes;***

d. ***Exterior globe- or cylinder-shaped light fixtures.***

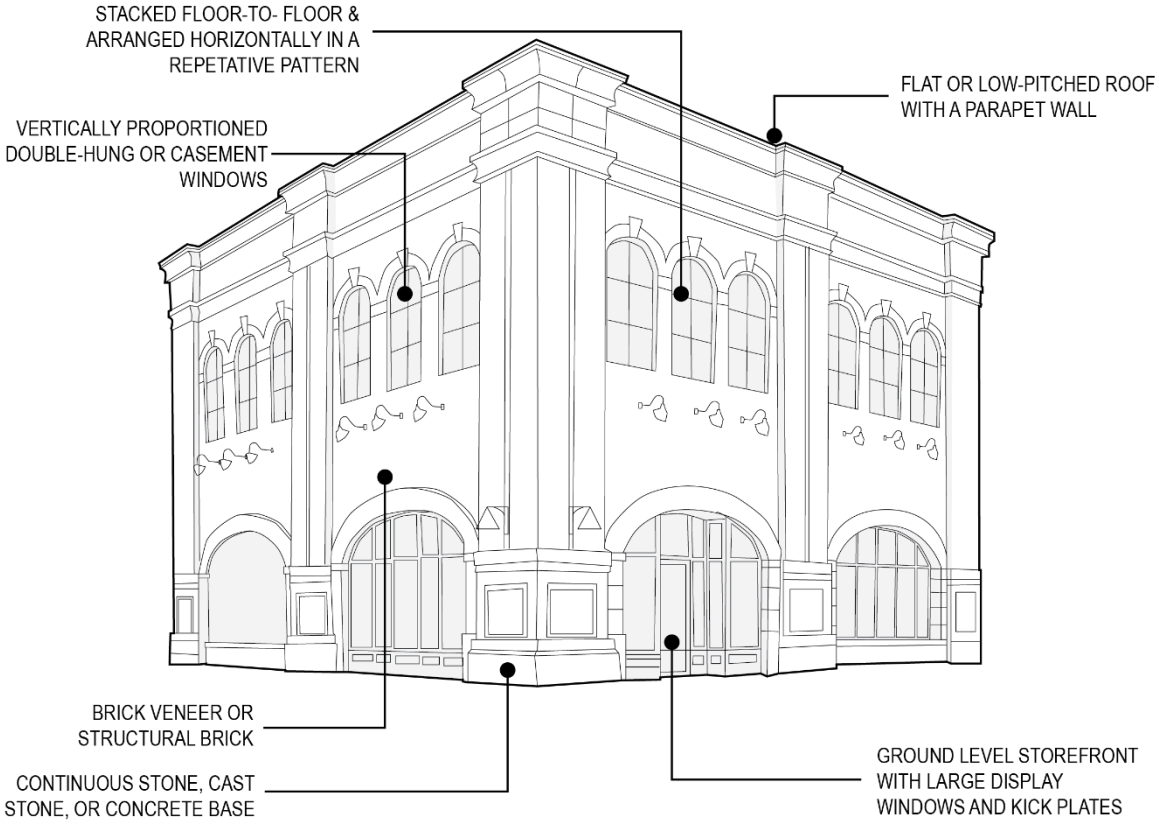
e. ***Exterior terrazzo steps/flooring/patio at the primary entry;***

f. ***Neon signage, where allowed per sign code;***

g. ***Repetitive diamond-shaped eave details; or***

h. ***Zig-Zag roof lines.***

D. Main Street. The Main Street architectural style is characterized by symmetrical, masonry buildings usually capped with a cornice and parapet and grounded with a continuous base. Windows provide symmetrical balance and rhythm to the facade. Elements such as galleries and awnings provide a secondary rhythm for the facade and allow the buildings to engage the public realm. The style is well suited for commercial and office uses as well as multi-story mixed-use buildings.



1. ***All buildings utilizing the Main Street style shall include the following:***

    a. ***Brick veneer or structural brick exterior walls (on street facades – stucco is acceptable fronting alleys and parking courts);***

    b. ***A continuous stone, cast stone, or concrete base no less than 24 inches high (on street facades; except when interrupted by storefronts);***

    c. ***Flat or low-pitched roof with a parapet wall;***

    d. ***A ground-level storefront on the street facade, consisting of:***

        i. ***Large display windows (minimum 5 foot dimension in each direction)***

        ii. ***Bulkheads or kick plates located below the display window (between 6 and 36 inches). The bulkhead shall be finished in decorative tile, brick, architectural metal or painted plaster***

e. Vertically proportioned double-hung or casement windows on upper floors and/or secondary facades; and

f. Within brick facades, upper-level windows shall be stacked floor-to-floor and arranged horizontally in a repetitive pattern. Individual window stacks shall be repeated at least three times on the street facade - acceptable rhythms are A-A-A, A-B-A, A-B-B-A, A-B-C-B-A.

2. In addition to the above, Main Street projects shall include at least two (2) of the following features; multifamily and mixed-use projects eleven (11) units or more and commercial developments over 25,000 square feet shall include at least three (3) of the following features:

a. A continuous decorative cornice no less than 24 inches high (on street facades);

b. Awnings (canvas, vinyl or fixed metal) over the storefront windows;

c. Brick course-work, stone and/or cast stone molding delineating floor lines;

d. Inset storefront entries (at least 24 inches from the primary storefront);

e. Keystone, ornamental or classical window openings on upper floors;

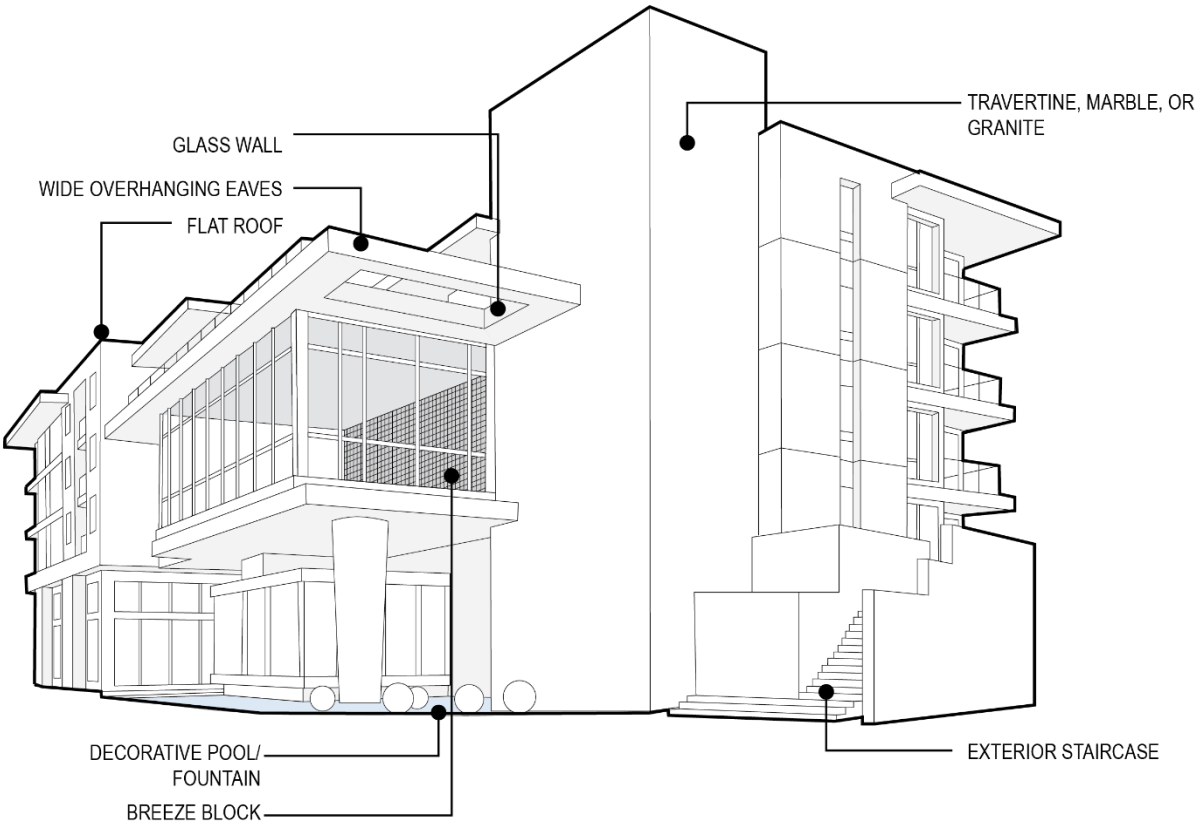
f. Ornamental caps on piers, pilasters and columns;

g. Shutters on secondary facade windows;

h. Transom windows at least 24 inches high above the storefront display windows; and/or

i. Upper floor balconies.

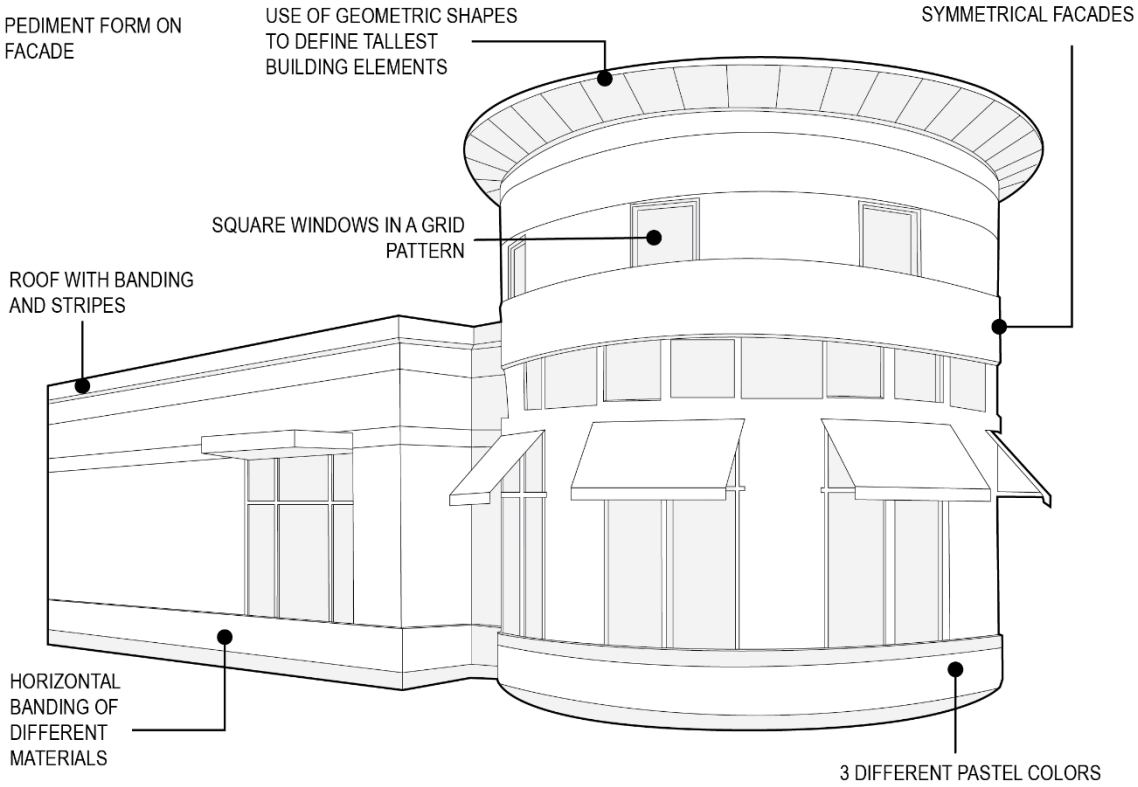
E. Mid-Century Modern. Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century Modern represents the adaptation of these elements to the local climate and topography, as well as to the postwar need for efficiently-built, moderately-priced homes. In Southern California, this often meant the use of wood post-and-beam construction. Midcentury Modernism is often characterized by a clear expression of structure and materials, large expanses of glass, and open interior plans.



1. ***Buildings utilizing Mid Century Modern style shall include at least five (5) of the following features; multifamily and mixed-use projects eleven (11) units or more and commercial developments over 25,000 square feet shall include at least seven (7) of the following features:***

    a. ***Expressed post-and-beam construction, in wood or steel, and exposed after construction.***
    b. ***Exterior staircases***
    c. ***Flat, low pitched, folded plate, or butterfly roofs.***
    d. ***A decorative pool and/or fountain, at least one hundred (100) square feet.***
    e. ***Horizontal bands of beveled windows***
    f. ***Use of colonnades***
    g. ***Use of a podium, or other raised slab foundation, at least three (3) feet above grade.***
    h. ***Use of aluminum louvers***
    i. ***Use of clerestory windows***
    j. ***Use of floor-to-ceiling windows act a glass walls.***
    k. ***Use of materials such as travertine, marble, and granite.***
    l. ***Wide overhanging eaves and cantilevered canopies***
    m. ***Use of breeze block***

F. Post Modern. Post Modern is a term that refers generally to an architecture style that imitates elements of traditional styles, while incorporating these with new forms and materials. The result is both familiar and original. It is common to reference several different historical styles within one design, creating an interesting juxtaposition of period and regional elements. While paying homage to the past, many buildings within this stylistic movement feature playful designs and ironic combinations. The elements selected could additionally be exaggerated, manipulated, and even distorted. With a Postmodern style, the result can be a building that suits the desire for historic reference, fresh design, or contradictory interpretations.



1. Buildings utilizing the Post Modern style shall include at least five (5) of the following features; multifamily and mixed-use projects eleven (11) units or more and commercial developments over 25,000 square feet shall include at least seven (7) of the following features:

a. At least three (3) arches;

b. At least three (3) separate horizontal banding or stripes wrapping around the elevations, created with brick banding, painted siding, painted stucco panels, or stone;

c. Pitched roofs incorporating banding or stripes created by alternating material colors;

d. Symmetrical facades;

e. Use of at least three (3) different pastel or primary colors;

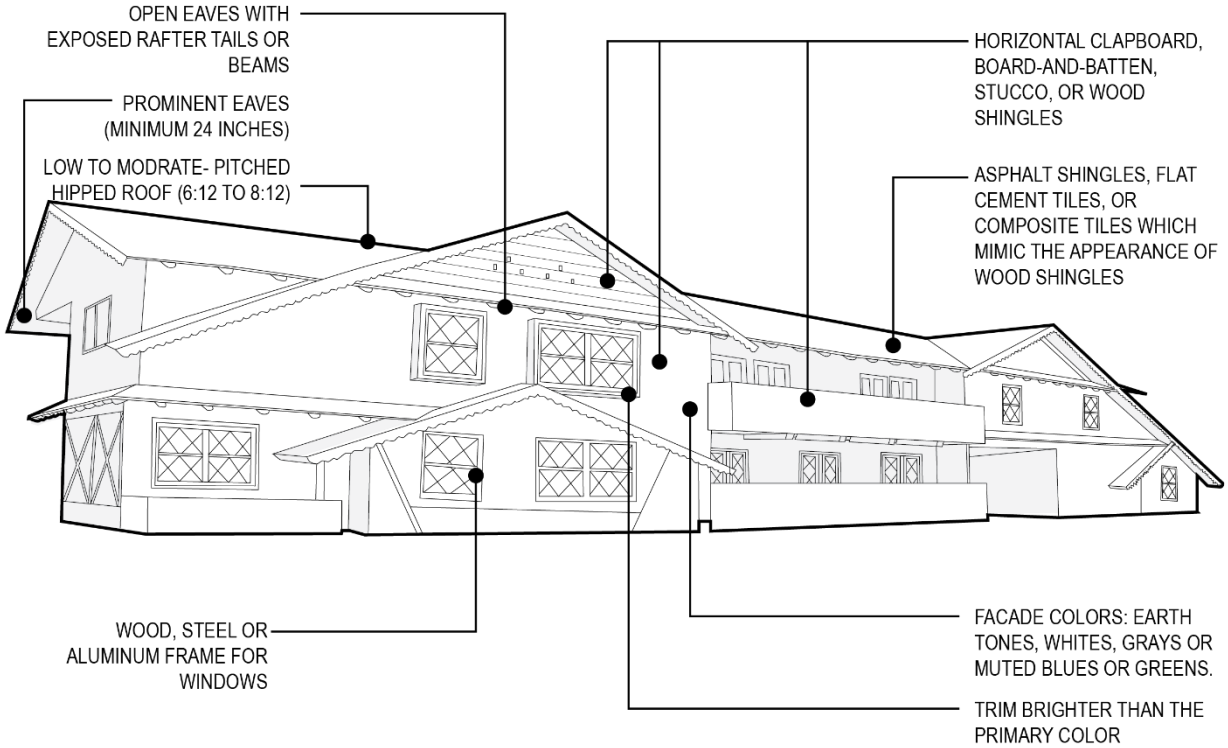
f. Use of basic geometric shapes, such as cylinders, pyramids, and cubes, to define tallest building elements;

g. Use of classical-style columns;

h. Use of gable pediment forms on the primary building façade; and/or

i. Use of square windows, applied in a grid pattern at least two (2) windows high by two (2) windows wide.

G. Ranch. Ranch style is distinguished by its rusticated appearance and incorporation of elements reminiscent of the vernacular, nineteenth century buildings of California and the American West. Buildings designed in this architectural style include several identifying characteristics such as rambling, elongated plans; a horizontal emphasis; general asymmetry; free-flowing interior spaces; and a designed connection to the outdoors. Features such as low-pitched roofs with wide eaves, a combination of cladding materials including board-and-batten siding, brick and stone chimneys, and large picture windows were commonly applied and evoked an aesthetic that was reminiscent of these past architectural traditions. Ranch style shall be limited to buildings two (2) stories or less.



1. ***All buildings utilizing the Ranch style shall include the following:***

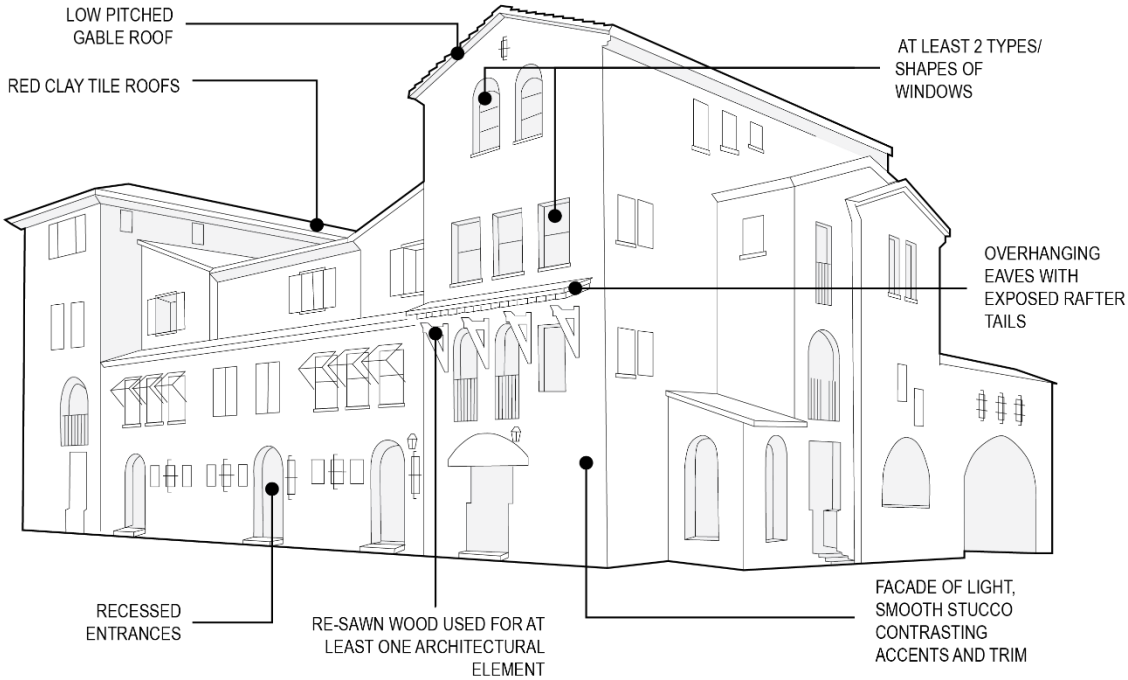
    a. ***Low- to moderate-pitch hipped, gable roofs, or gable-on-hip. Roof pitch shall be low or intermediate (from 6:12 to 8:12); No more than 20% of the roof shall be flat;***
    b. ***Roofs shall utilize architectural grade asphalt shingles, flat cement tiles, or composite tiles which mimic the appearance of wood shingles. Bay windows on the first story, if included, may utilize metal or copper roof materials;***
    c. ***Eaves shall be prominent (minimum 18 inches along primary elevation) with exposed rafter tails or beams;***
    d. ***Exterior body materials shall consist of horizontal clapboard siding, board-and-batten siding, shingle siding, brick, stone, or stucco. Stucco shall have a smooth, sand, or dash finish. Lace and skip trowel stucco finishes are prohibited;***
    e. ***Windows shall feature a wood, steel or aluminum exterior frame; and***
    f. ***Facade colors shall be earth tones, whites, grays, or muted blues or greens; and***
    g. ***Trim shall be brighter than the primary color.***

2. ***In addition to the above, detached single-family Ranch buildings shall include at least two (2) of the following features; small multifamily buildings (ten (10) units or less) and commercial buildings shall include at least three (3) of the following features; large multifamily and mixed-use buildings (11 or more units) shall include at least four (4) of the following features:***

    a. ***A bay window on the front façade;***
    b. ***A picture window on the front façade;***
    c. ***A porch recessed under the primary roof on the main façade;***
    d. ***Circular moon gates at front entrance;***
    e. ***Cupolas;***
    f. ***Dutch or French doors;***
    g. ***Decorative gable details;***
    h. ***Framed, louvered, or plank -style shutters, window boxes, or balconettes on at least 20% of the windows of a publicly visible elevation;***
    i. ***Gable ends filled with clerestory windows;***
    j. ***Hexagonal or octagonal decorative windows;***
    k. ***Horizonal board siding;***
    l. ***Oversized eaves, extending at least 5 feet from the facade, supported by columns or other supports;***

m. Plain, painted wood doors;
n. Roof dormers;
o. Scalloped bargeboards;
p. Wide brick chimney on the front or street-facing façade;
q. Wood screen; and/or
r. Wrought iron front porch column.

H. Spanish Revival. The Spanish Revival style is characterized by buildings composed of picturesque combinations of simple rectilinear forms of varying heights. The buildings are capped with gabled or hipped roofs of red clay barrel tiles with little or no eave overhang. Courtyards and well-detailed structural elements, such as pergolas, trellises or loggias and arcades often provide another layer to the massing. Elements such as balconies, towers, chimneys and other tile, wood, or wrought iron details add accents. Asymmetrical facades are common with arches over windows and doorways.



1. Buildings utilizing the Spanish Revival style shall include the following:

a. Low pitched (4:12 maximum) gable roofs. The pitch shall remain constant. Roofs shall be red-toned clay tile or concrete/cement tile roofs. Common tile shapes include both Spanish (S-shaped) and Mission (half-cylinder) types. Additional forms are permitted as follows:

i. Hipped roofs may be used in combination with gables or on a tower element.

ii. ***Shed roofs may used in conjunction with verandas and minor "lean-to" structures.***

iii. ***Flat roofs with parapets shall not exceed 40% of the total roof area.***

b. ***At least 50% of the eaves shall have a minimum overhang of 9 inches with exposed rafter tails;***

c. ***Primary facades shall be white, cream, or tan stucco with a smooth or lightly textured finish (i.e. minimum 16/20 finish, hand troweled or smaller particles). Window and doors shall be in a dark, contrasting color (such as black, navy blue, or forest green);***

d. ***At least two (2) types/shapes of windows shall be used. At least 50% of the windows shall have a vertical proportion. Large windows over 5 feet in width shall be multi-paned;***

e. ***All entrance doors shall be recessed at least 12 inches and banded with ceramic tile, molded plaster or painted accents; and***

f. ***Wood or manufactured wood products shall be for at least one architectural element (such as posts and exposed beams; balcony railings, spindles and grill work; window frames, shutters and doors).***

2. ***In addition to above, detached single-family Spanish Revival buildings shall include at least two (2) of the following features; small multifamily buildings (ten (10) units or less) and commercial buildings shall include at least three (3) of the following features; large multifamily and mixed-use buildings (11 or more units) shall include at least 4 of the following features:***

a. ***Three (3) or more roof planes and/or ridge lines;***

b. ***A minimum 3-inch wide flat casing shall be used on all non-recessed windows;***

c. ***A primary focal point, such as courtyard, tower, or fountain;***

d. ***Add-on projections such as verandas, arcades, balconies and exterior stairs;***

e. ***Balconies or window treatments (such as shutters or awnings) for at least 20% of the windows;***

f. ***Chimneys, with elaborate tops and/or small, tiled roofs.***

g. ***Decorative masonry, clay tile, or simulated vents;***

h. Decorative tile accents used around door and window openings, built in seating, paving, stairs, and general decoration;

i. Exposed, dark-stained timber structural elements such as beams, columns, and corbels;

j. Awnings with metal spear supports;

k. If windows have shutters, the shutter's color shall match the accent color that is use for doors or decorative trim;

l. Paired wood (or wood simulated) garage doors with iron or simulated iron hardware;

m. Primary facades/elevations shall be asymmetrical;

n. Primary facades/elevations shall include at least 1 arched element;

o. The ends of building masses may be stepped down to create a more pedestrian scale;

p. Upper floor cantilevered balconies;

q. Verandas, pergolas or arcades used to define courtyards and walkways;

r. Wingwall or columns on the ground level; and/or

s. Wrought iron shall be used for at least one architectural element (such as balcony railings, hardware, light fixtures, and gates).

§21.15.100 Definitions.

A. For the purpose of the provisions of this chapter concerning design standards, the following words and phrases shall be construed to have the meanings set forth below, unless it is apparent from the context that a different meaning is intended.

B. Architectural Elements.

"Arcade" means a roofed passageway or lane, or a series of arches supported by columns, piers, or pillars, either freestanding or attached to a wall to form a gallery.

"Articulation" means the organization of the building details and materials.

"Awning" means an architectural fabric or metal projection that provides weather protection, building identity, or decoration, and is wholly supported by

the building to which it is attached, consisting of a lightweight frame structure over which a cover is attached.

"Balcony" means a platform enclosed by a wall or balustrade on the outside of a building, with access from an upper-floor window or door.

"Bay" means any division of a building between vertical lines or planes.

"Building Base" means the defined bottom portion of a building, designed to reinforce pedestrian scale and ground level uses.

"Building Mass (Massing)" means the general shape and form as well as size of a building.

"Canopy" means a light roof-like structure, supported by the exterior wall of a building and columns, or wholly on columns, extending over a building entrance doorway.

"Cladding" means the application of one material over another to add an extra skin or layer to the building. Commonly used exterior wall cladding materials include brick, vinyl, wood, stone, fiber cements, metal, concrete, and stucco.

"Clerestory Windows" means vertical windows placed high on a wall, often above eye level.

"Corner Element" means a distinct architectural treatment, expressed through a change in form, mass, decoration, or any combination thereof, located on the corner of a building.

"Cornice" means a projection at the top of a building wall near a roof or ceiling, intended to protect the wall or as ornamentation.

"Courtyard" means an extent of open ground partially or completely enclosed by walls or buildings.

"Deck" means a platform, typically made of lumber and unroofed, attached to a house or other building.

"Detail" means an element of a building such as trim, moldings, other ornamentation or decorative features.

"Dome" means a rounded roof or vault, usually built in the form of a hemisphere.

"Dormer" means a structure projecting from a sloping roof, usually housing a vertical window in a small gable or a ventilating louver.

"Frontage, Street" means that portion of a lot or parcel of land that borders a public street. Street frontage shall be measured along the full width of the common property line separating said lot or parcel of land from the public street.

"Hipped Roof" means a roof that slopes upward from all four (4) sides of a building, requiring a hip rafter at each corner.

"Mansard Roof" means a multi-sided gambrel-style hip roof characterized by two (2) slopes on each of its sides, with the lower slope at a steeper angle than the upper, and often punctured by dormer windows.

"Mixed-Use" means a project allows for horizontal and/or vertical combination of residential and nonresidential buildings in a given area.

"Modulation" means changes in a building's horizontal and vertical planes.

"Modulation, Major" means an articulation which extends from the ground level to roofline of a building.

"Modulation, Minor" means an articulation which does not extend from the ground level to the roofline.

"Mullion" means a dividing piece between the lights of windows, usually taking on the characteristics of the style of the building.

"Muntin" means a secondary framing member to hold panes in a window, window wall, or glazed door; an intermediate vertical member that divides panels of a door.

"Parapet" means a low protective wall along the edge of a roof, bridge or balcony of diverse design and materials.

"Patio, enclosed" means a paved, outdoor space that is covered, providing protection from the elements while still allowing a connection to the outdoors.

"Patio, open" means a paved, outdoor space that is open to the sky, often used for recreation, dining, or lounging.

"Portico" means a porch or walkway with a roof supported by columns and leading to the entrance of a building.

"Primary Entry" means the main doorway or entrance to a building and the entrance that most people use to enter and exit the building. The main entry typically opens into an area that provides easy access to the building's rooms and corridors.

"Roof Plane" means the surface of the roof. It could be flat, pitched, or on an angle. It is also called the field of the roof.

"Shingle" means a small thin piece of building material often with one end thicker than the other for laying in overlapping rows as a covering for the roof or sides of a building.

"Shutter" means each of a pair of hinged panels, often louvered, fixed inside or outside a window that can be closed for security or privacy or to keep out light.

"Sill" means the horizontal exterior member at the bottom of a window or door opening, usually sloped away from the bottom of the window or door for drainage of water and overhanging the wall below.

"Spire" means a tall, pointed structure on top of a building.

"Stepback" means a change in the vertical plane of a multi-story building created by setting the upper story building elevation away from the story(ies) below.

"Trellis" means a light, open framework of wood or other materials used as a support for climbing plants or other landscaping approaches.

C. Site Elements.

"Auto Courts" means an access way that is privately owned and maintained, that is designed to accommodate vehicles, pedestrians, and bicycles within the same

circulation space. An auto court is not a through facility; it ends in a "court" or courtyard area used for garage access and other activities of the residents.

"Common Open Space" means open spaces accessible to all residents of a residential development project. Common open spaces include plazas, courtyards or other open space amenities open to the sky but may include shade structures, arbors, etc. Common open space does not include parking facilities, driveways, utility, service or storage areas.

"Driveway Throat" means the distance from the back of the public sidewalk to the first point along the driveway at which there are conflicting vehicular traffic movements.

"Enhanced Paving" means pavement that features decorative techniques like stamping, coloring, or specialized pavers, typically at crosswalks.

"Hardscape" means the non-living, structural elements of a landscape, such as patios, walkways, driveways, and decks.

"Pedestrian Paseos" means landscaped passageways that serve as midblock crossings and may additionally provide access to interior courtyards.

"Primary Street" means the largest street adjacent to a development project, typically providing most of the project's ingress and egress.

"Secondary Street" means a non-primary street adjacent to a development project.

"Softscape" means the living elements of a landscape, primarily plants, such as trees, shrubs, flowers, grass, groundcover, and mulch.

SECTION 4. The following sections of Title 21 (Zoning) of the Glendora Municipal Code (GMC) are hereby added to the GMC and/or amended as shown below (with unaltered text provided for context and added text in ***bold italic*** and deleted text shown ~~stricken~~ through):

CHAPTER 21.09.A APPENDIX

21.A.A Table A—Development standards, single-family residence zones.

Table A
Development Standards
Single-Family Residence Zones

Zone	Minimum Lot Area	Minimum Lot Width*	Minimum Lot Depth	Minimum Front Setback ***	Minimum Side Setback	Minimum Rear Setback	Maximum Floor Area	Maximum Second Floor Area	Maximum Height
R1	7,500 sq ft	70 ft	100 ft	20 ft	4 ft (1st story) 5 ft (2nd story)	4 ft (1st story) 25 ft (2nd story)	35% FAR not including ADUs, JADUs, and secondary SB 9 units and a ~~400~~ ***500*** sq ft attached or detached garage *****	75% of first floor excluding a 400 sq ft attached garage ******	Two stories not to exceed 25 ft
E3	8,000 sq ft	70 ft		25 ft	4 ft (1st story) 7 ft (2nd story)	4 ft (1st story) 35 ft (2nd story)			
E4	8,500 sq ft	75 ft							
E5	10,500 sq ft	85 ft							
E6	12,500 sq ft 15,000 sq ft	100 ft							
E7	See official zoning map	100 ft							
RHR	43,560 sq ft	200 ft **	200 ft **	40 ft or 10% of lot depth, whichever is greater, as measured from the street ****	30 ft side yards shall total at least 30% of the lot width ****	50 ft or 20% of lot depth, whichever is greater ****	n/a See § 21.04.030 for land coverage replacements		

* For lots fronting on a cul-de-sac, seventy-five ft in the R and E zones and 150 ft in the RHR zone.

** When necessary to preserve the natural topography or other natural features, the minimum street frontage shall be sixty feet and the minimum lot width shall be two hundred feet at a point not more than four hundred feet from the front property line as measured from the street.

*** For infill development, the minimum front setback shall be the average front setback of the two adjacent residences, but not less than the minimum specified.

**** The Director may increase or decrease the minimum setbacks to preserve the natural topography or other natural features.

***** Lots exceeding ten percent average slope are subject to Section 21.04.030 instead of the maximum floor area requirement.

****** Hillside lots may request approval of a minor modification pursuant to Section 21.02.035 to allow an increase to eighty-five percent second floor area based on findings with facts."

SECTION 5. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent

jurisdiction, such decision will not affect the validity of the remaining portions of this Ordinance. The City Council declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of this Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 6. The City Clerk is directed to certify this Ordinance and cause it to be published in the manner required by law.

SECTION 7. This Ordinance shall become effective thirty days after the date of its adoption.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Glendora this ___ day of ____, 2025.

BY: _____
DAVID FREDENDALL
Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
DANNY ALESHIRE
City Attorney

CERTIFICATION

I, Kathleen R. Sessman, City Clerk/Communications Director of the City of Glendora, do hereby certify that the foregoing Ordinance was introduced for first reading on the _____ day of _____, 2025. Thereafter, said Ordinance was duly approved and adopted at a regular meeting of the City Council on the _____ day of _____, 2025, by the following roll call vote:

AYES: MEMBERS:
NOES: MEMBERS:
ABSENT: MEMBERS:
ABSTAIN: MEMBERS:

I further certify that pursuant to Government Code Section 36933(c)(l), a summary of said Ordinance was published as required by law in a newspaper of general circulation in the City of Glendora, California on the_____ day of _____, 2025, and _____ day of _____, 2025.

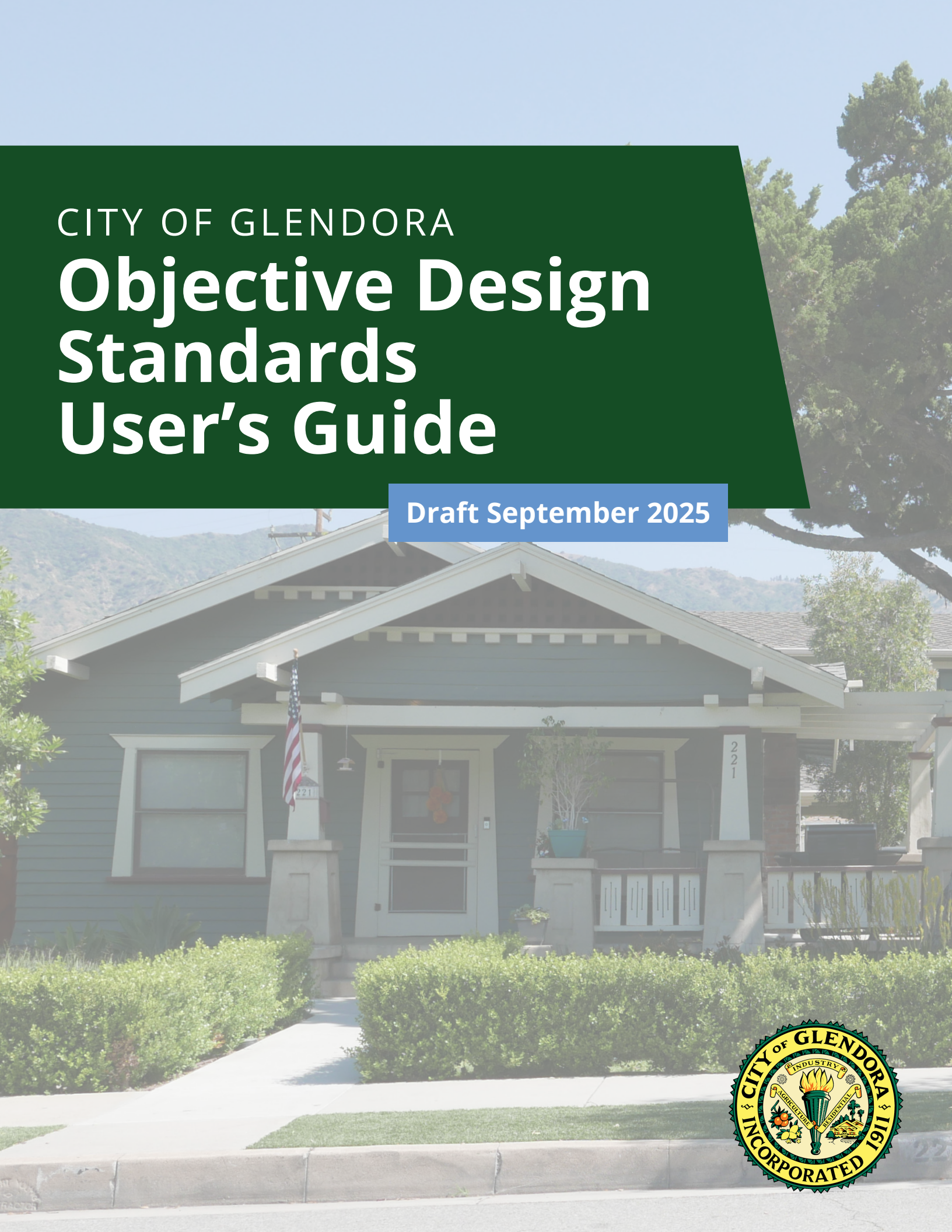
Dated:

_____
KATHLEEN R. SESSMAN
City Clerk/Communications Director

CITY OF GLENDORA

Objective Design Standards User's Guide

Draft September 2025



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Executive Summary

Introduction

Development and design standards regulate development intensity, style, size, and orientation. Objective design standards are measurable, verifiable, and quantifiable. They provide for a predictable and equitable path to housing approvals in an effort to streamline and support consistent housing design in the community.

Purpose

The City developed objective design standards (ODS) to support and guide the development of housing and affordable housing in Glendora. As the state continues to experience a housing crisis and the availability of housing is a key issue, transparency and objectivity are both tools that can streamline and support the development of new housing. Additionally, the city must comply with state legislation (Senate Bills 35 and 330), which requires jurisdictions to review new multifamily and mixed-use residential housing projects ministerially or "over-the-counter," guided by objective design and development standards. These new laws prevent cities from denying approvals for certain multifamily housing projects based on discretionary design guidelines. Furthermore, ODS can improve the quality of design.

This document is not intended to be a substitute to the City's Development Code or ODS. Instead, the goal of this document is to act as a user's guide to help applicants understand how ODS may apply to typical building typologies seen in Glendora. This document is not exhaustive of all buildings types, and ODS does not preclude other building typologies that are not included in this document.

Community Engagement

Survey

The City of Glendora launched an online and in-person survey on April 20th, 2024 at the Glendora Earth Day event to solicit input on preferred architectural styles for future multi-family and commercial developments as well as preferred open space amenities for future multi-family developments. The survey closed on October 2nd, 2024 and collected 550 responses from Glendora residents.

The results of the survey indicated that Craftsman, Farmhouse, and Spanish Revival were considered the most appropriate architectural styles for residential development in Glendora. Craftsman and Spanish Revival were also considered appropriate for commercial development in Glendora, with the Main Street architectural style being considered the most appropriate style for commercial development.

Of the most preferred open space amenities, additional green space/parks was by the far the most popular answer, with approximately twice as many responses as the second most popular choice. Of the other amenities listed, children's play areas, trails, and swimming pools were ranked second, third, and fourth respectively. Each garnered a similar number of responses.

Open House

The first community Open House for the Glendora Objective Design Standards project was held in-person at the Glendora Bidwell Forum on October 1st, 2024. The purpose of the Open House was to inform the community on the project and invite attendees to participate in the online survey. The event was attended by 33 community members, 4 City Council members, and as well as City staff and project consultants. The Open House featured an informational station describing the project and the timeline, sample User's Guide station, and a children's activity station.

Planning Commission Hearing

The City of Glendora held a second Planning Commission Hearing for the Objective Design Standards project on October 1st, 2024 following the community Open House. The City staff and project consultant provided an informational update on the status of the project and key takeaways from the survey and a summary of community preferences. The Planning Commission provided support for the project.

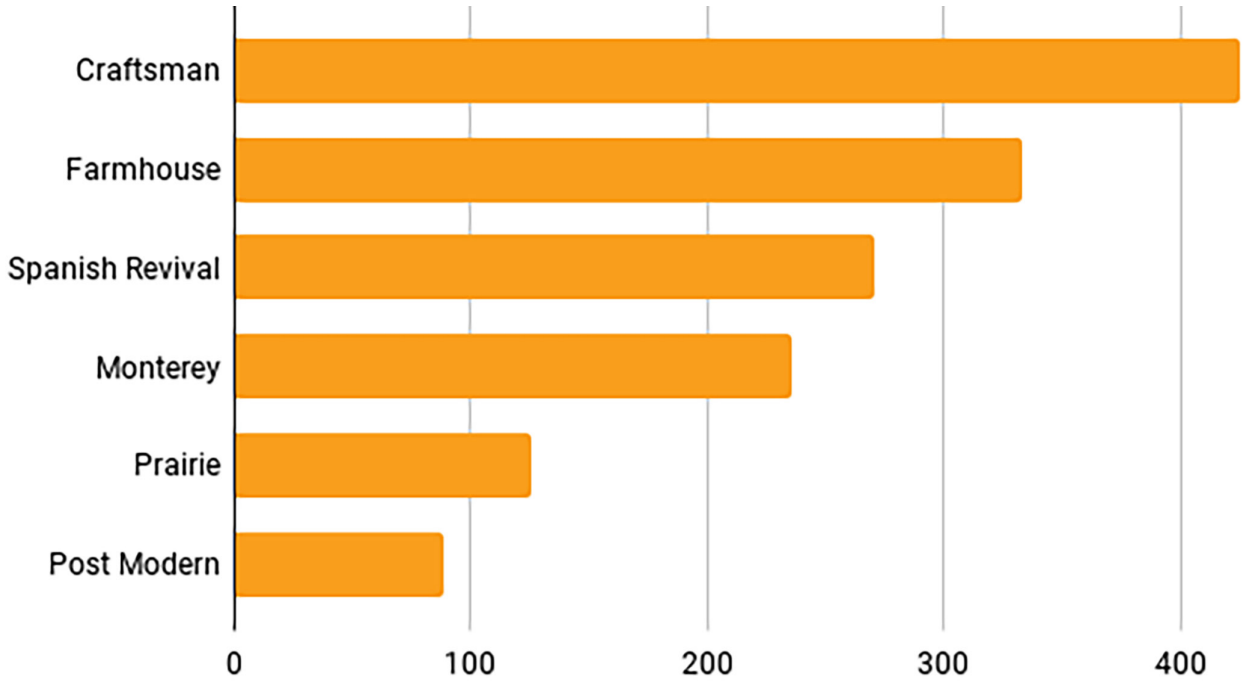
Developer Roundtable

The City of Glendora held a virtual developer roundtable on July 22, 2025. A total of 14 professionals, including developers, architects, planners, and real estate analysts. An overview of the Objective Design Standards was provided, and comments regarding driveway material, housing typologies, and a potential checklist were discussed.

Survey Summary

Below is a summary and key takeaways from the community engagement efforts.

Select the top 3 architectural styles you think are most appropriate for multi-family in Glendora.

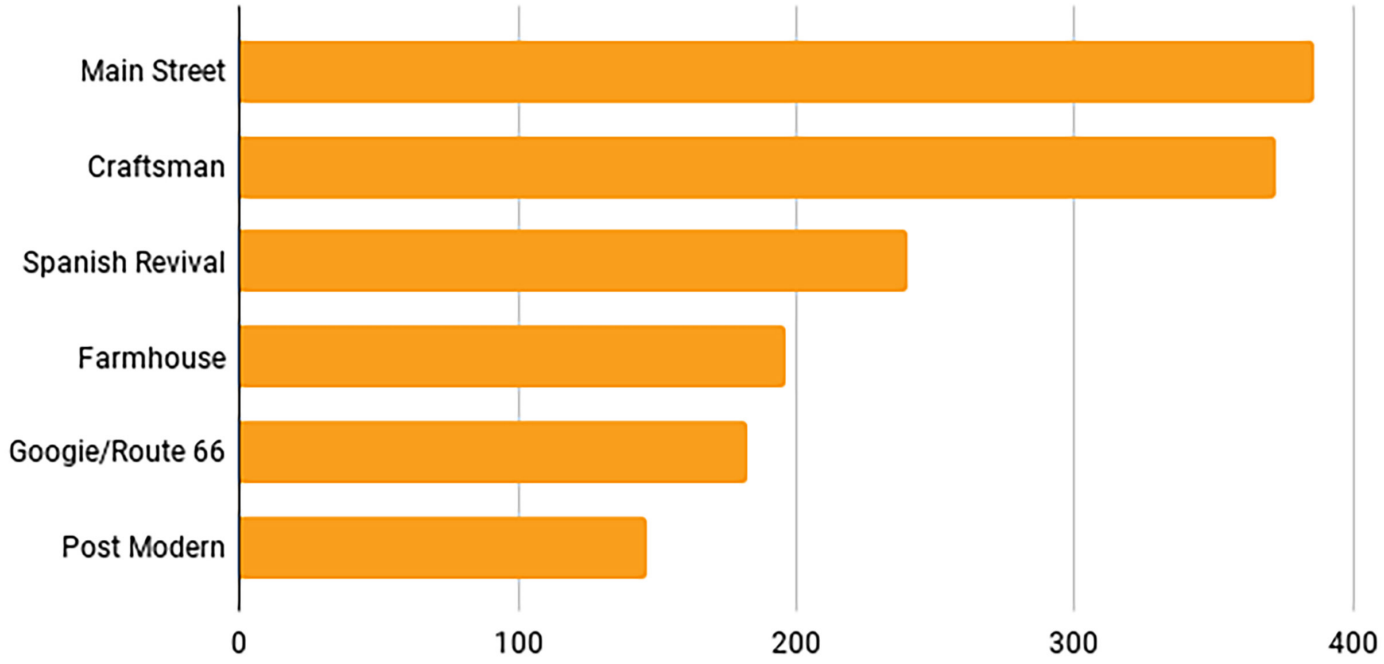


Craftsman

Farmhouse

Spanish Revival

Select the top 3 architectural styles you think are most appropriate for commercial in Glendora.

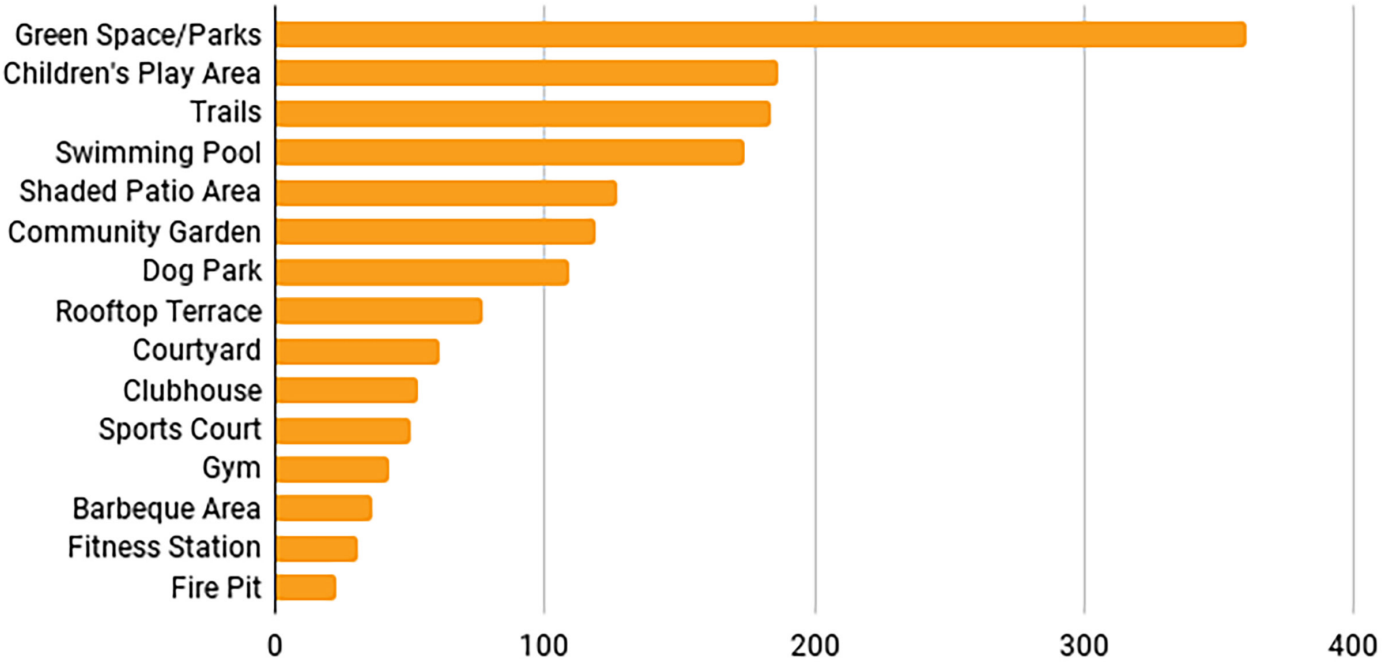


Main Street

Craftsman

Spanish Revival

Choose your top 3 preferred open space amenities for multi-family housing.



Green Space/Parks

Children's Play Area

Trails

SINGLE-FAMILY

Single-Family With Alley

Single-family homes with alley access range from 10-15 dwellings per acre, on lot sizes that range from 3,000 to 7,500 SF. They are typically one to two stories in height. These units are rear loaded fro m an alley, which offers the opportunity to create street frontages that do not have frequent curb cuts, provide more on-street parking for visitors, and encourage "eyes on the street".

Homes must be articulated with at least 4 of the following:

- Contrasting accent colors
- Variation in window type/size
- Window details
- Balconies
- Porches
- Decorative light fixtures
- Decorative vents
- Trellises/arbors
- Rock or brick projecting element

Section 21.15.030.G.2.a

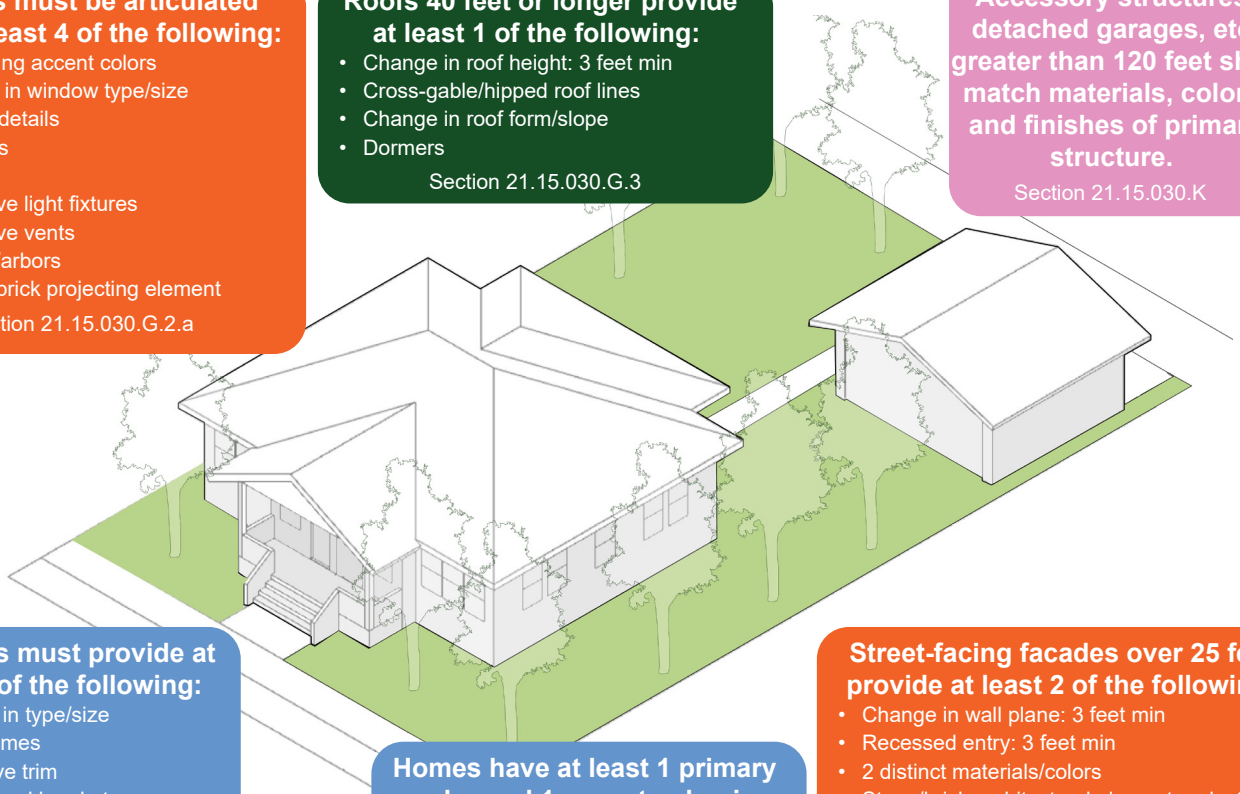
Roofs 40 feet or longer provide at least 1 of the following:

- Change in roof height: 3 feet min
- Cross-gable/hipped roof lines
- Change in roof form/slope
- Dormers

Section 21.15.030.G.3

Accessory structures, detached garages, etc. greater than 120 feet shall match materials, colors, and finishes of primary structure.

Section 21.15.030.K



Windows must provide at least 2 of the following:

- Variation in type/size
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.030.I.3

Homes have at least 1 primary color and 1 accent color, in addition to roof color

Section 21.15.030.J.2

Street-facing facades over 25 feet provide at least 2 of the following:

- Change in wall plane: 3 feet min
- Recessed entry: 3 feet min
- 2 distinct materials/colors
- Stone/brick architectural element projecting at least 1 foot

Section 21.15.030.G.2.b

E. Ada Avenue - Glendora

Ladera Ranch, CA

Single-Family Without Alley With Detached Garage

Single-family homes without alley access but with detached garages range from 10-15 dwellings per acre, on lot sizes that range from 3,000 to 7,500 SF. They are typically one to two stories in height. These units are front loaded from the street by a driveway that extends to a garage which is typically located at the back of the lot.

Homes must be articulated with at least 4 of the following:
- Contrasting accent colors
- Variation in window type/size
- Window details
- Balconies
- Porches
- Decorative light fixtures
- Decorative vents
- Trellises/arbors
- Rock or brick projecting element

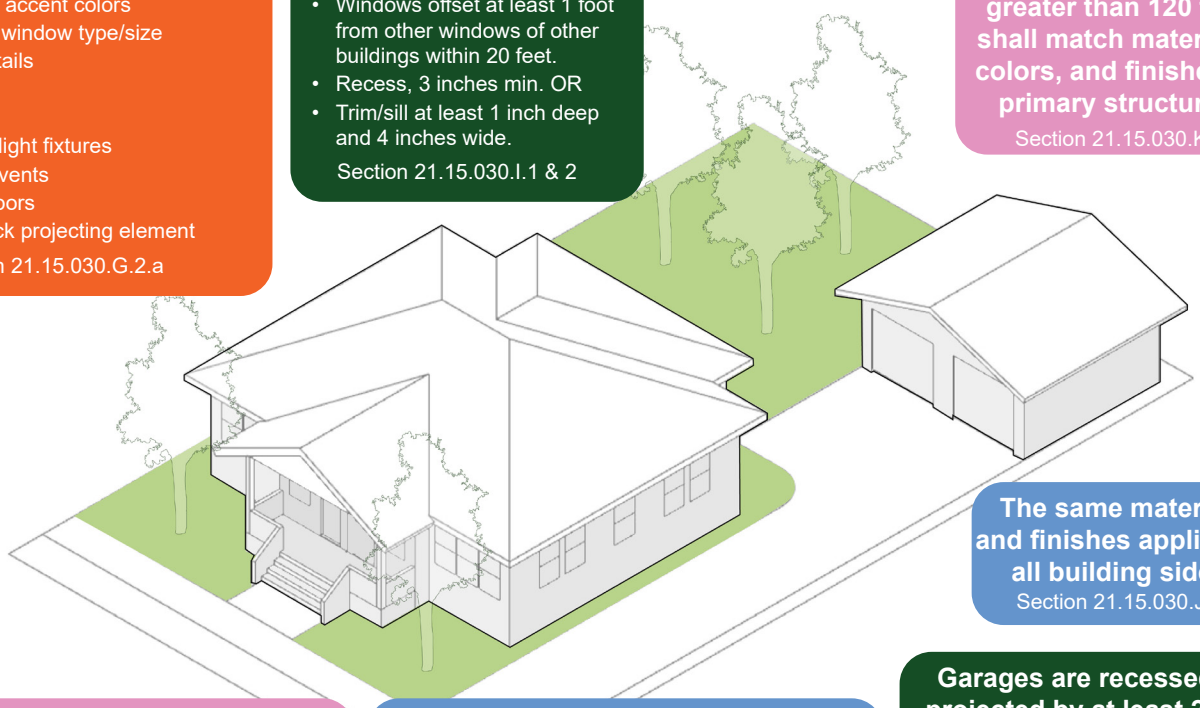
Section 21.15.030.G.2.a

Windows must conform to the following:
- Windows offset at least 1 foot from other windows of other buildings within 20 feet.
- Recess, 3 inches min. OR
- Trim/sill at least 1 inch deep and 4 inches wide.

Section 21.15.030.I.1 & 2

Accessory structures, detached garages, etc. greater than 120 feet shall match materials, colors, and finishes of primary structure.

Section 21.15.030.K



The same materials and finishes applied on all building sides

Section 21.15.030.J.3

Walkways
- Walkways connecting house to sidewalks and vehicular parking
- Must be made of concrete, brick, or pavers.

Section 21.15.030.E.1

Driveways
- Must be made of concrete, brick, or pavers, and lead to an approved parking space.
- Additional space is prohibited for RV parking.

Section 21.15.030.D.1

Garages are recessed or projected by at least 2 feet from facade and feature:
- Windows in garage doors
- Decorative garage door

Section 21.15.030.G.1

Pittsburg, CA

Myrtle Avenue - Glendora

Single-Family Without Alley With Attached Garage

Single-family homes without alleys with attached garages range from 10-15 dwellings per acre, on lot sizes that range from 3,000 to 7,500 SF. They are typically one to two stories in height. These units are front loaded from the street with a driveway that extends to a garage that is attached to the main residence. As a result, the garage door is often a significant presence on the street facade.

Primary entry provides at least 2 of the following:
- Facade projection/recess: 3 feet min
- Projection above entrance: 2 feet min
- Windows in door
- Transom window above door
- Porches or stoops
- Contrasting color.

Section 21.15.030.H.1

Homes have at least 1 primary color and 1 accent color, in addition to roof color

Section 21.15.030.J.2

Windows must conform to the following:
- Windows offset at least 1 foot from other windows of other buildings within 20 feet.
- Recess, 3 inches min. OR
- Trim/sill at least 1 inch deep and 4 inches wide.

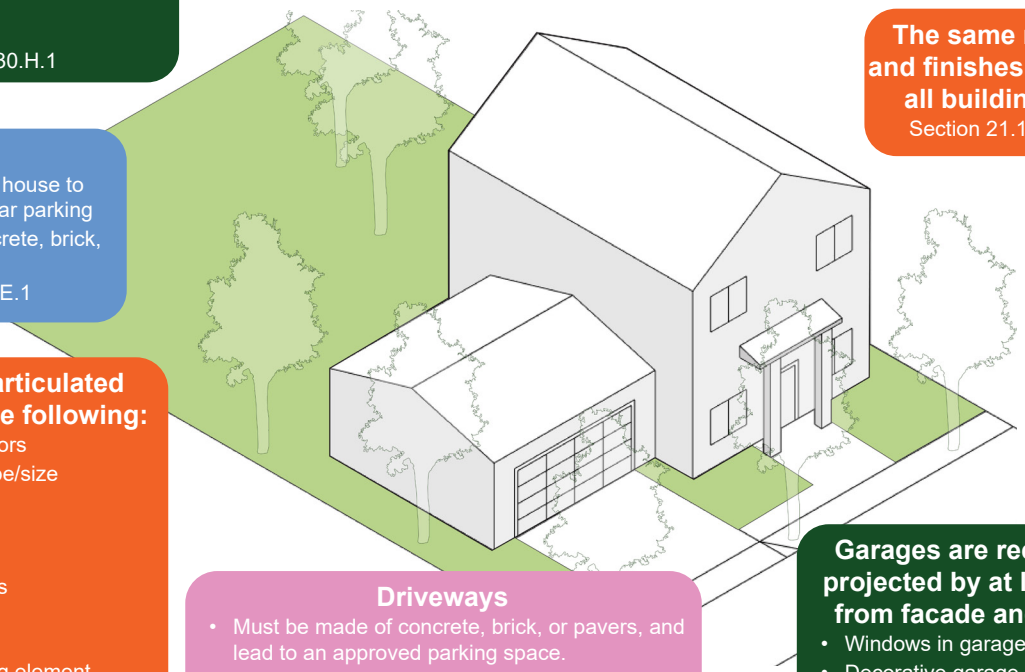
Section 21.15.030.I.1 & 2

The same materials and finishes applied on all building sides

Section 21.15.030.J.3

Walkways
- Walkways connecting house to sidewalks and vehicular parking
- Must be made of concrete, brick, or pavers.

Section 21.15.030.E.1



Homes must be articulated with at least 4 of the following:
- Contrasting accent colors
- Variation in window type/size
- Window details
- Balconies
- Porches
- Decorative light fixtures
- Decorative vents
- Trellises/arbors
- Rock or brick projecting element

Section 21.15.030.G.2.a

Driveways
- Must be made of concrete, brick, or pavers, and lead to an approved parking space.
- Additional space is prohibited for RV parking.

Section 21.15.030.D.1

Garages are recessed or projected by at least 2 feet from facade and feature:
- Windows in garage doors
- Decorative garage door

Section 21.15.030.G.1

Mission Viejo, CA

Irvine, CA

ACCESSORY UNIT

Accessory Unit Attached

An attached accessory unit is an addition to the existing primary dwelling unit, generally added to the side or back of the house. They are connected to the primary dwelling using at least one connecting wall.

Primary entry provides at least 1 of the following:

- Facade projection/recess: 3 feet min
- Projection above entrance: 2 feet min
- Windows in door
- Transom window above door
- Porches or stoops
- Material and/or color variation

Section 21.15.040.G.2

Attached Units shall match the architectural design of the primary dwelling. Section 21.15.040.F.1.a

Separate entrance is provided
Section 21.15.040.B.1

Walkways connect ADUs to public sidewalk
Section 21.15.040.D.1

Exterior stairways to second-floor ADUs must be located at the side or rear of the primary dwelling unit.
Section 21.15.040.G.3

Windows must conform to the following:

- Windows offset at least 1 foot from other windows of other buildings within 20 feet.
- Recess, 3 inches min. OR
- Trim/sill at least 1 inch deep and 4 inches wide.

Section 21.15.040.G.4

Accessory Unit Detached - Guesthouse

Guesthouses, or detached accessory dwelling units, are stand-alone units separate from the main house and are usually situated in the backyard, with direct access to the street or alley.

Windows must conform to the following:
- Windows offset at least 1 foot from other windows of other buildings within 20 feet.
- Recess, 3 inches min. OR
- Trim/sill at least 1 inch deep and 4 inches wide.

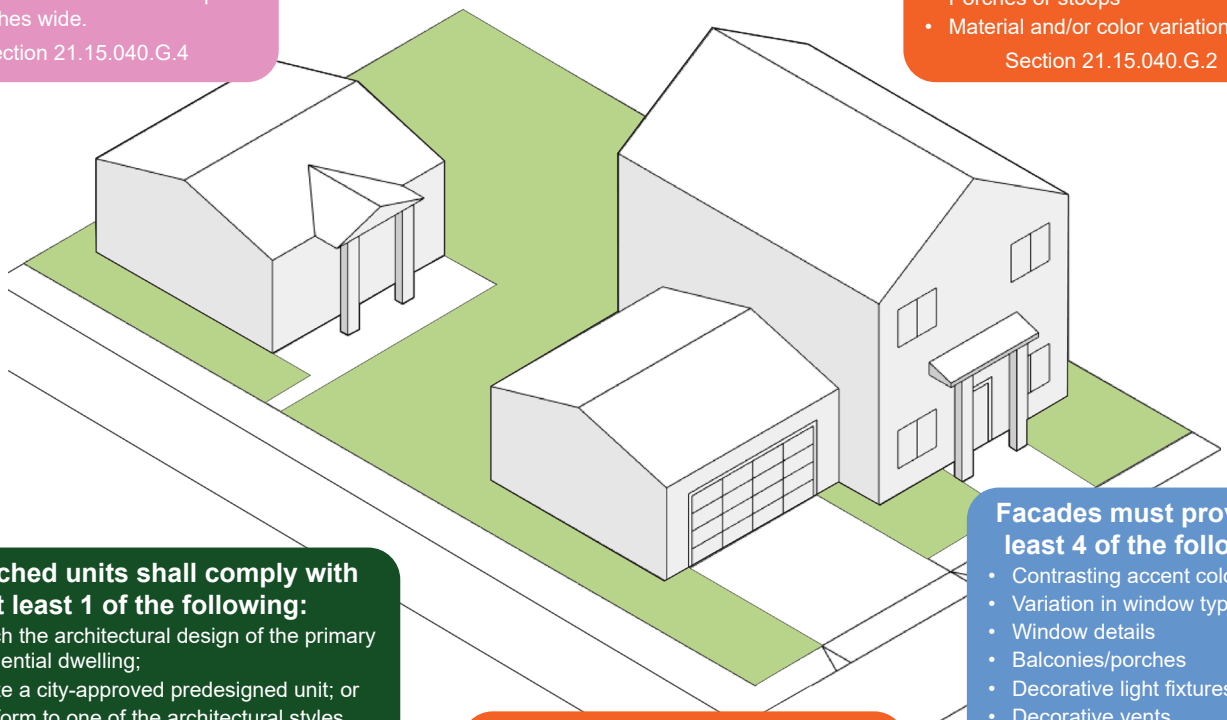
Section 21.15.040.G.4

Walkways connect ADUs to public sidewalk
Section 21.15.040.D.1

ADUs have at least 1 primary color and 1 accent color, in addition to roof color
Section 21.15.040.G.6

Primary entry provides at least 1 of the following:
- Facade projection/recess: 3 feet min
- Projection above entrance: 2 feet min
- Windows in door
- Transom window above door
- Porches or stoops
- Material and/or color variation

Section 21.15.040.G.2



Detached units shall comply with at least 1 of the following:
- Match the architectural design of the primary residential dwelling;
- Utilize a city-approved predesigned unit; or
- Conform to one of the architectural styles defined in Section 21.15.090

Section 21.15.040.F.1.b

Materials must be durable.
Section 21.15.040.G.5

Facades must provide at least 4 of the following:
- Contrasting accent colors
- Variation in window type/size
- Window details
- Balconies/porches
- Decorative light fixtures
- Decorative vents
- Trellises/arbors

Section 21.15.040.G.1

Accessory Unit Garage Addition

This is an accessory unit addition to a detached garage with access off of the street or an alley. In contrast to accessory units built over the garage, this accessory unit is a single-story structure.

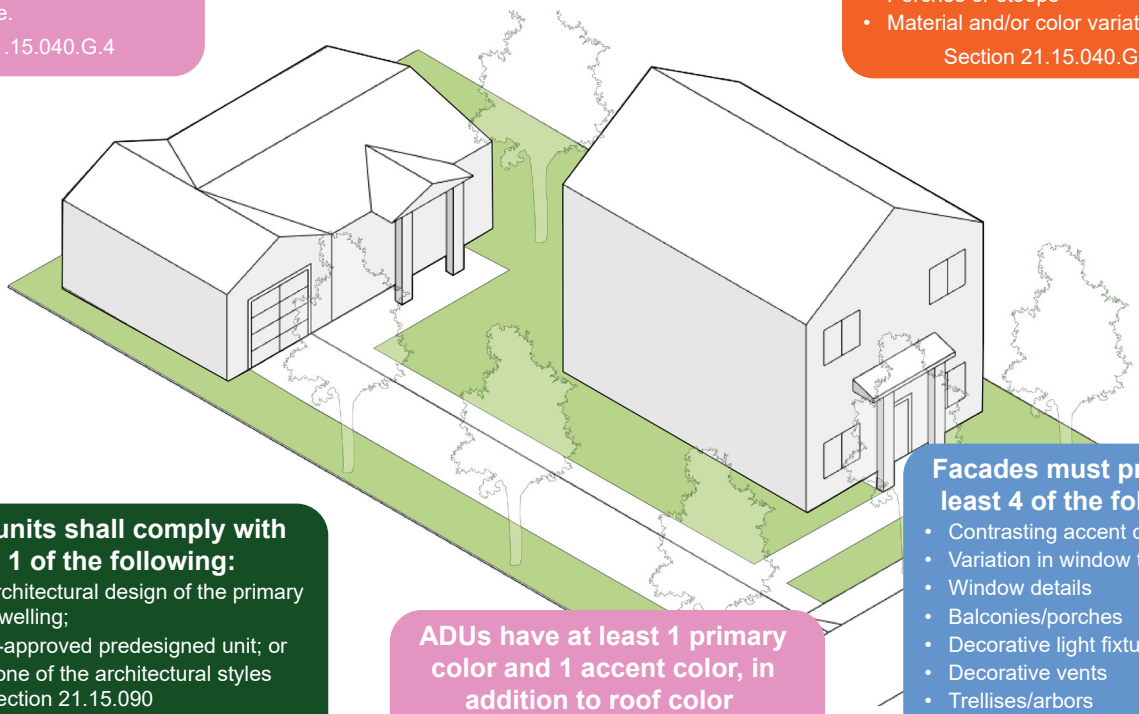
Windows must conform to the following:
- Windows offset at least 1 foot from other windows of other buildings within 20 feet.
- Recess, 3 inches min. OR
- Trim/sill at least 1 inch deep and 4 inches wide.

Section 21.15.040.G.4

Walkways connect ADUs to public sidewalk
Section 21.15.040.D.1

Primary entry provides at least 1 of the following:
- Facade projection/recess: 3 feet min
- Projection above entrance: 2 feet min
- Windows in door
- Transom window above door
- Porches or stoops
- Material and/or color variation

Section 21.15.040.G.2



Detached units shall comply with at least 1 of the following:
- Match the architectural design of the primary residential dwelling;
- Utilize a city-approved predesigned unit; or
- Conform to one of the architectural styles defined in Section 21.15.090

Section 21.15.040.F.1.b

ADUs have at least 1 primary color and 1 accent color, in addition to roof color
Section 21.15.040.G.6

Facades must provide at least 4 of the following:
- Contrasting accent colors
- Variation in window type/size
- Window details
- Balconies/porches
- Decorative light fixtures
- Decorative vents
- Trellises/arbors

Section 21.15.040.G.1

MULTIPLE-FAMILY
UNDER 10 UNITS

Bungalow Court

Bungalow courts typically consist of 4 to 8 attached or detached residential dwelling units arranged on two or three sides of a yard or garden. These types do not exceed more than 10 dwelling units per courtyard.

Buildings 2 stories or more feature at least 2 of the following:
- Change in material/texture/color
- Door/window variation
- Projections or recesses

Section 21.15.050.G.3

Accessory structures, detached garages, etc. greater than 120 feet shall match materials, colors, and finishes of primary structure.

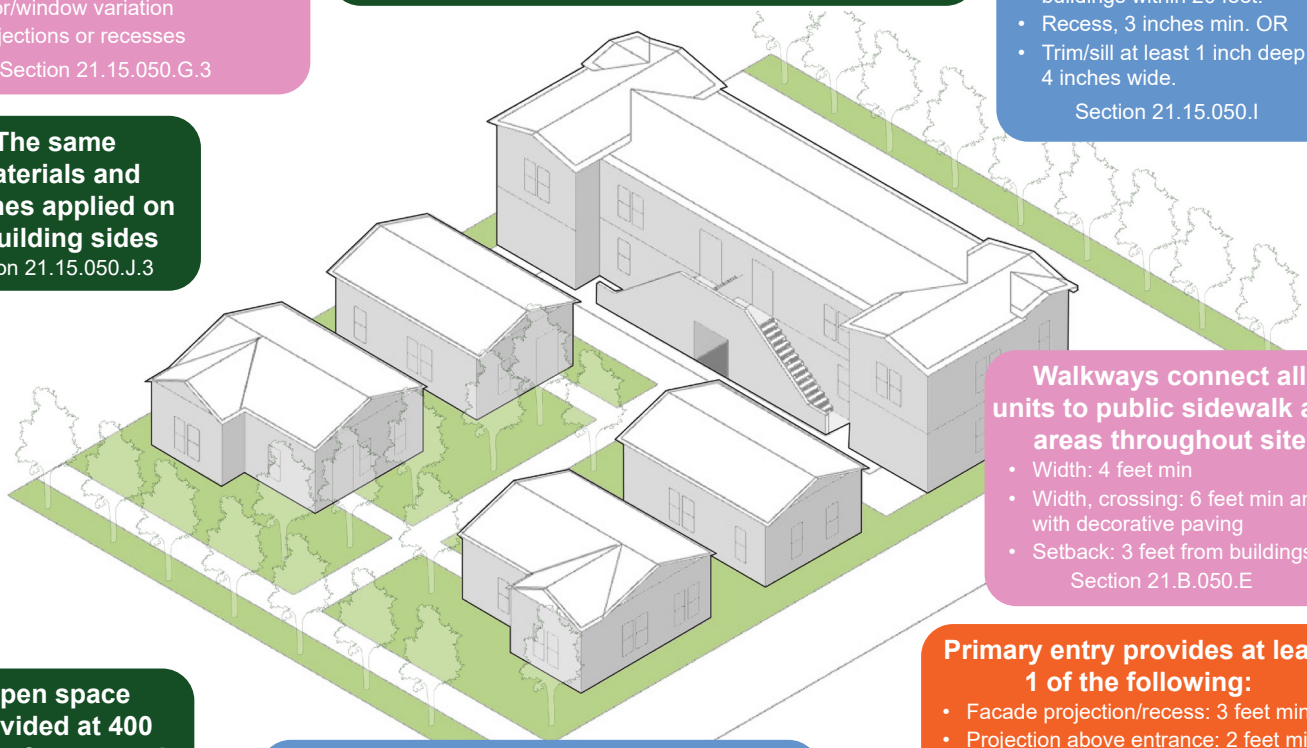
Section 21.15.050.H

Windows must conform to the following:
- Windows offset at least 1 foot from other windows of other buildings within 20 feet.
- Recess, 3 inches min. OR
- Trim/sill at least 1 inch deep and 4 inches wide.

Section 21.15.050.I

The same materials and finishes applied on all building sides

Section 21.15.050.J.3



Walkways connect all units to public sidewalk and areas throughout site
- Width: 4 feet min
- Width, crossing: 6 feet min and with decorative paving
- Setback: 3 feet from buildings

Section 21.B.050.E

Primary entry provides at least 1 of the following:
- Facade projection/recess: 3 feet min
- Projection above entrance: 2 feet min
- Windows in door
- Transom window above door
- Porches or stoops

Section 21.15.050.H

Open space provided at 400 square feet per unit, may be common, private, or both

Section 21.B.050.F

Driveways
- Must be made of asphalt, concrete, brick, or pavers, and lead to an approved parking space.

Section 21.15.050.D.1

155 N. Wabash Avenue - Glendora

229 N. Minnesota Avenue - Glendora

Rowhouse

Rowhouses are multifamily residential developments where one or two walls are shared between the two houses. They are connected in a row, with each house having its separate entrance. They are typically 2 to 3 stories high and 12-18 dwelling units per acre. They may have a front and a backyard with tuck-under or garage parking. As a result, the majority of the ground floor is usually occupied by a private garage. Small site townhouse developments are on sites that are typically no larger than one acre in size. These types are typically located in infill lots with one access point off of a single street via an alley, common court, or auto court.

Structures within 20 feet of adjacent residences employ clerestory windows, glass block, opaque glass, or landscaping

Section 21.15.050.C.3

Auto Courts

- Length: 150 feet max
- Pedestrian entry not permitted on court
- No through street access

Section 21.B.050.D.3

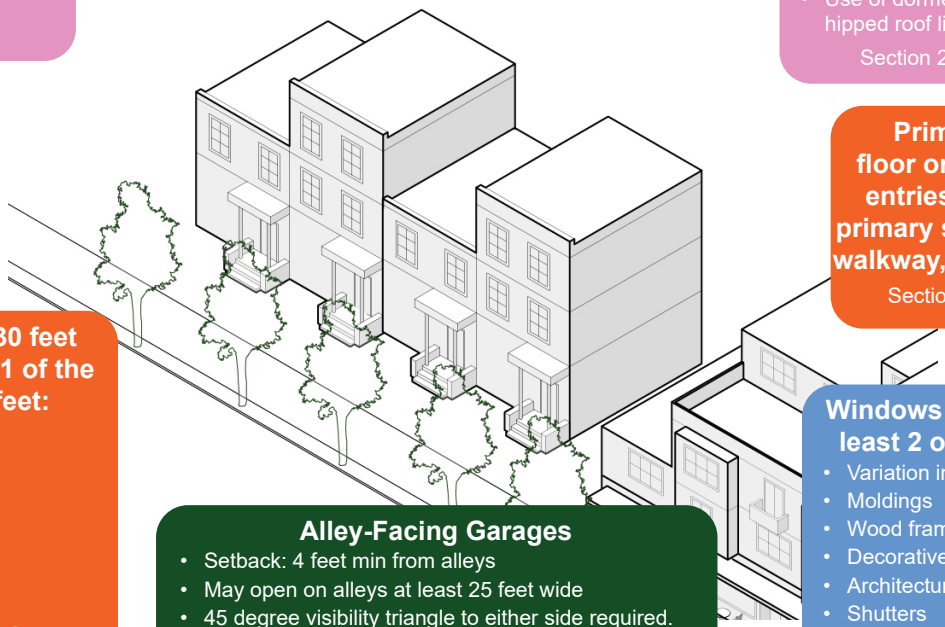
Homes have at least 1 primary color and 1 accent color, in addition to roof color

Section 21.15.050.J.2

Roofs 30 feet or longer provide at least 1 of the following:

- Change in roof height: 3 feet min
- Cross-gable/hipped roof lines
- Change in roof form/slope
- Use of dormers, cross gabled, and hipped roof lines.

Section 21.15.030.G.4



Primary ground-floor or individual unit entries shall face the primary street, courtyard, walkway, or private drive.

Section 21.15.050.C.1

Walls longer than 30 feet incorporate at least 1 of the following per 30 feet:

- Windows
- Overhangs
- Cornices
- Canopies
- Columns
- Trellises
- Projections or recesses

Section 21.15.050.G.2

Alley-Facing Garages

- Setback: 4 feet min from alleys
- May open on alleys at least 25 feet wide
- 45 degree visibility triangle to either side required.

Section 21.B.050.D.2

Windows must provide at least 2 of the following:

- Variation in type/size
- Moldings
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.050.I.4

Anaheim, CA

Milpitas, CA

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MIXED USE/ MULTIPLE-FAMILY
OVER 11 UNITS

Courtyard/Garden Apartment

Courtyard/Garden Apartments consist of up to 16 attached and/or stacked units, accessed from a shared courtyard. The shared court could be common open space (known as garden-court) or shared driveway (known as motor-court). They are typically 2 to 4 stories high and 19 to 25 units per acre. Parking may be accommodated with surface lots, tuck under garages, or a combination of both. This type is typically integrated as a small proportion of lower-intensity neighborhoods or, more consistently, into moderate-intensity neighborhoods. This typology could include mix of uses, such as residential, office, commercial, etc.

Projects greater than 1 acre and with more than 1 structure provide at least 2 color schemes.
Section 21.15.060.K.3

Auto Courts
- Length: 150 feet max
- Pedestrian entry not permitted on court
- No through street access

Section 21.15.060.E.3

Walkways connect all units to public sidewalk and areas throughout site
- Width: 4 feet min
- Width, crossing: 6 feet min and with decorative paving
- Setback: 3 feet from buildings

Section 21.15.060.E

Windows feature at least 2 of the following:
- Variation in type/size
- Moldings
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.060.I.1

Walkways connect all units to public sidewalk and areas throughout site
- Width: 4 feet min
- Width, crossing: 4 feet min and with decorative paving
- Setback: 3 feet from buildings

Section 21.B.060.E

Common Open Space
- Area: 225 sq feet min.
- Dimension: 15 feet min.

Section 21.15.060.F.1

Open space provided at 400 square feet per unit, may be common, private, or both
Section 21.B.060.F

Artesia Square, Pasadena

152 N. Vista Bonita Avenue

Townhome (Large Site)

Townhomes provide ground-level rear-access garages tucked into the building footprint. This design allows for a dense urban fabric consistent with the urban patterns and textures of many historic neighborhoods, while providing the vehicle parking necessary for a modern home. They are typically 3 stories high and 12-18 dwelling units per acre. Large site townhouse developments are on sites that are typically larger than one acre in size. These types are typically accessed through a network of connected private streets, alley, common courts and/or auto courts. This typology could include mix of uses, such as residential, office, commercial, etc.

Auto Courts
- Length: 150 feet max
- No through street access

Section 21.15.060.E.3

Unit entries shall be oriented toward primary street, unless street is 84 feet or wider.

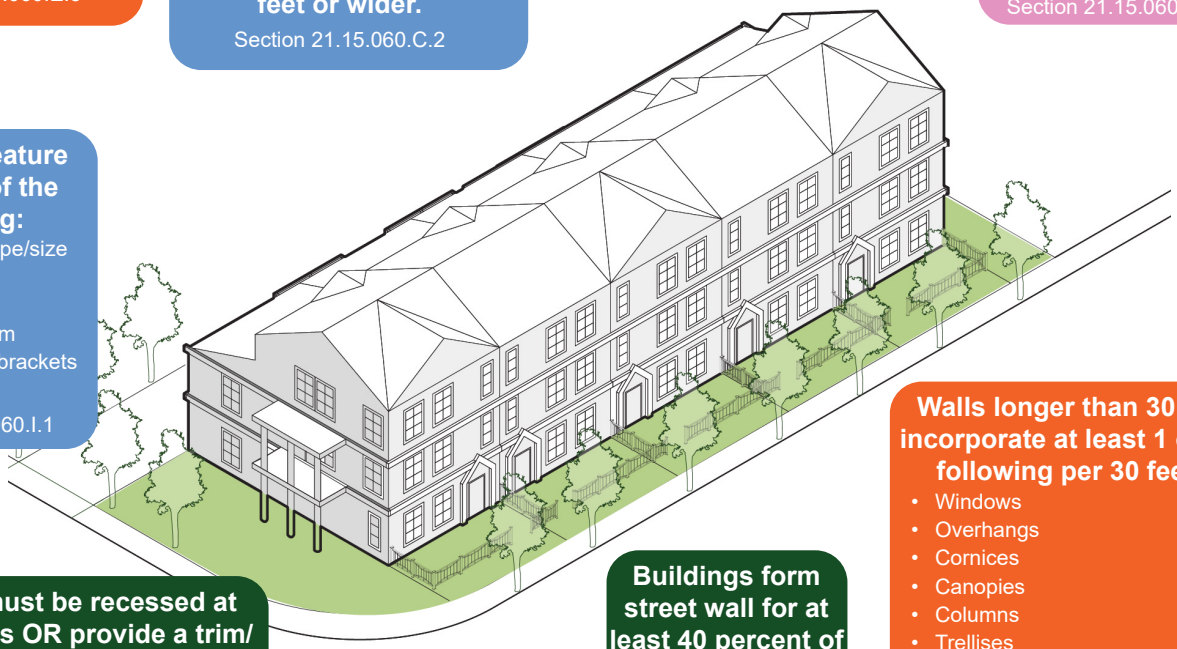
Section 21.15.060.C.2

1 vehicle access point for every 200 feet of frontage

Section 21.15.060.D.1

Windows feature at least 2 of the following:
- Variation in type/size
- Moldings
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.060.I.1



Walls longer than 30 feet incorporate at least 1 of the following per 30 feet:
- Windows
- Overhangs
- Cornices
- Canopies
- Columns
- Trellises
- Projections or recesses

Section 21.15.060.G.2

Windows must be recessed at least 2 inches OR provide a trim/ windowsill at least 1 inch deep

Section 21.15.060.I.1

Buildings form street wall for at least 40 percent of lot frontage

Section 21.15.060.C.1

Anaheim, CA

Glendora Station

Podium

Podium structures are usually by 3 to 6-story buildings. They are characterized by wood-frame "Type V" construction built over a concrete base, or podium. Primary open space is usually a courtyard located on the top of the concrete podium on the second floor the building. Upper level apartment access is from shared entries or a lobby oriented to a public sidewalk. Any ground floor units are accessed directly from public streets. Podium apartments are typically 80-110 dwelling units per acre with garage podium and/or below grade garage. This typology could include mix of uses, such as residential, office, commercial, etc. When developed as a mixed-use project, the non-residential uses are located on the ground floor within the concrete structure.

Open space provided at 400 square feet per unit, may be common, private, or both
Section 21.B.060.F

Common Open Space
- Area: 225 sq feet min.
- Dimension: 15 feet min.

Section 21.15.060.F.1

Structures within 20 feet of adjacent residences employ clerestory windows, glass block, opaque glass, or landscaping
Section 21.15.060.I.2

Roofs 30 feet or longer provide at least 1 of the following:
- Change in roof height: 3 feet min
- Cross-gable/hipped roof lines
- Change in roof form/slope
- Use of dormers, cross gabled, and hipped roof lines.

Section 21.15.060.G.4

Buildings within 20 feet of another building orient windows (1 foot min. offset) to avoid direct line-of-site with other units
Section 21.15.060.B.3

Windows feature at least 2 of the following:
- Variation in type/size
- Moldings
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.060.I.1

Primary entry provides at least 2 of the following:
- Facade projection/recess: 5 feet min
- Projection above entrance: 2 feet min
- Window detailing
- Decorative veneer or siding
- Porches or stoops
- Material and/or color variation

Section 21.15.060.I.1

Anaheim, CA

Glendora Park Place Apartments

Wrap

Wrap structures are characterized by wood-framed residential units "wrapping" around an above-grade concrete parking structure. Primary open space is usually ground-level courtyards and often a roof deck located above the parking structure. Upper level apartment access is from shared entries or a lobby oriented to a public sidewalk or a private courtyard. Ground floor units are accessed directly from public streets or the courtyard. They are typically 3 to 5 stories high and 50-100 dwelling units per acre. This typology could include mix of uses, such as residential, office, commercial, etc. When developed as a mixed-use project, the non-residential uses are typically located within the wood-frame structure on the ground floor facing public streets.

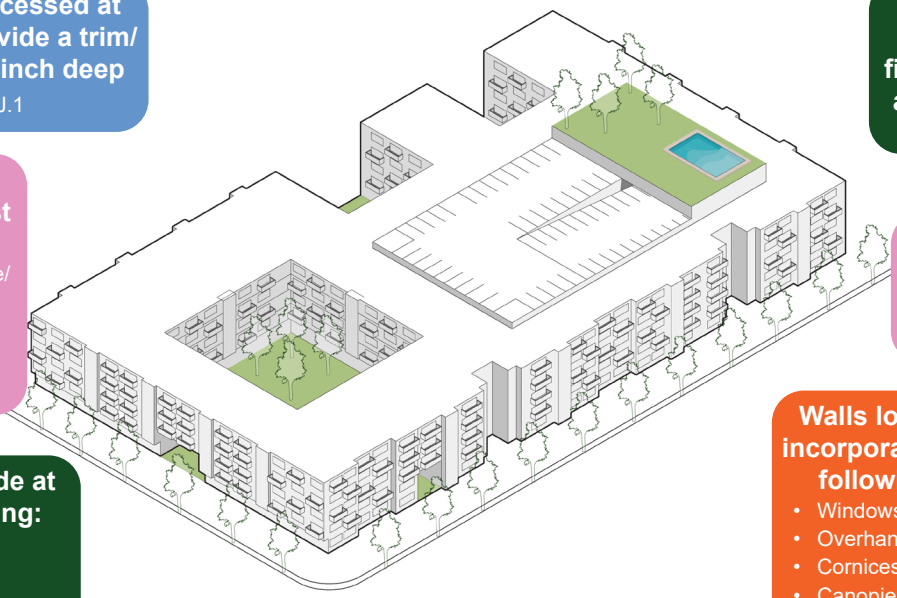
Windows must be recessed at least 2 inches OR provide a trim/windowsill at least 1 inch deep
Section 21.15.060.J.1

Buildings 2 stories or more feature at least 2 of the following:
- Change in material/texture/color
- Door/window variation
- Projections or recesses

Section 21.15.050.G.3

Windows must provide at least 2 of the following:
- Variation in type/size
- Moldings
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.060.I.2



Open space provided at 400 square feet per unit, may be common, private, or both
Section 21.B.060.F

The same materials and finishes applied on all building sides
Section 21.15.060.J.4

1 vehicle access point for every 200 feet of frontage
Section 21.15.060.D.1

Walls longer than 30 feet incorporate at least 1 of the following per 30 feet:
- Windows
- Overhangs
- Cornices
- Canopies
- Columns
- Trellises
- Projections or recesses

Section 21.15.060.G.2

Avalon Glendora

Oxnard, CA

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COMMERCIAL/ INDUSTRIAL

In-Line/Main Street Retail

Main Street retail buildings are designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for office and/or residential uses. Ground floor uses are accessed directly from the sidewalk through a shopfront. Upper floors are accessed from the street through a street-level lobby, an elevator, and corridors. Main Street building types are typically occupied by small businesses and stores catered for local consumers. Parking is typically accommodated in surface lots located behind the buildings or with on-street parking.

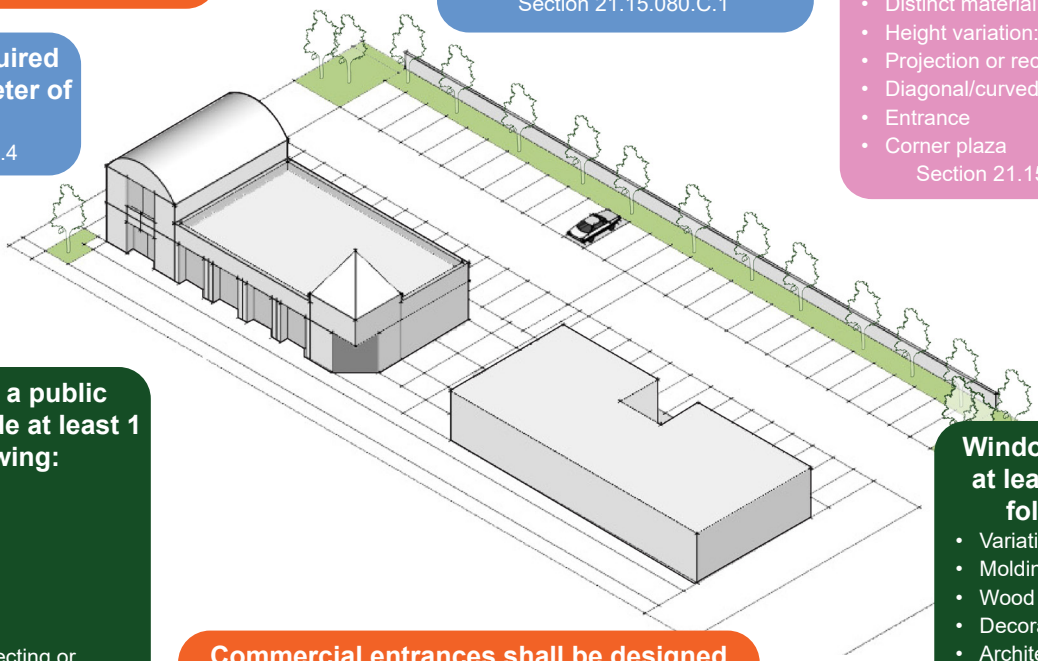
All building facades treated equally with materials and colors. Materials must be durable.
Section 21.15.080.H.1 & 4

Buildings on streets less than 84 feet wide maintain "Street Wall" for at least 60 percent of lot frontage
Section 21.15.080.C.1

Buildings on a corner of a street 84 feet or wider provide at least 2 of the following:
- Distinct material application
- Height variation: 5 feet min
- Projection or recess: 5 feet min
- Diagonal/curved walls
- Entrance
- Corner plaza

Section 21.15.080.E.5

Parapets are required around the perimeter of a flat roof.
Section 21.15.080.E.4



Facades facing a public street must provide at least 1 of the following:
- Windows;
- Overhangs;
- Cornices;
- Canopies;
- Columns;
- Trellises; and/or
- Clearly defined projecting or recessed architectural elements.

Section 21.15.080.E.1

Commercial entrances shall be designed to promote pedestrian activity
Section 21.15.080.F.1

Windows feature at least 2 of the following:
- Variation in type/size
- Moldings
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.080.G.2

Highland Park, IL

Calabasas, CA

Small Scale Strip Retail

These buildings are the basis for all auto-oriented, supermarket anchored neighborhood shopping centers. Surface parking lot is often located near the front of the lot where it is visible to motorists.

Walkways connect all units to public sidewalk and areas throughout site
- Width: 5 feet min
- Width, crossing: 6 feet min and with decorative paving
- Setback: 3 feet from buildings

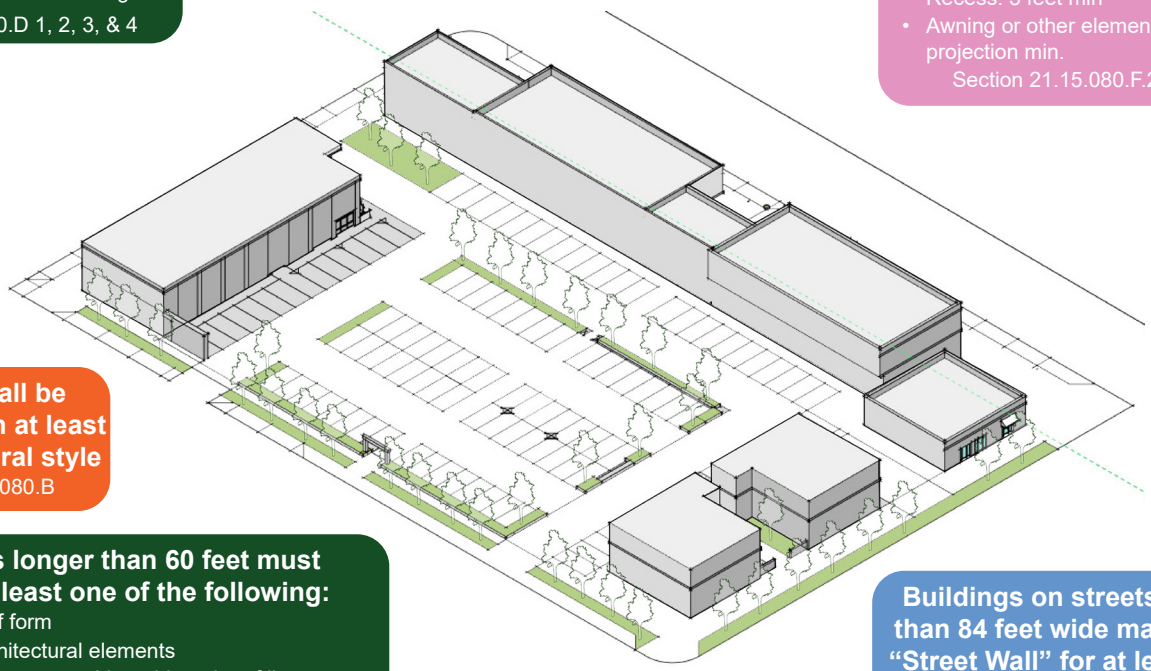
Section 21.15.080.D 1, 2, 3, & 4

Windows must be recessed at least 3 inches OR provide a trim/windowsill at least 1 inch deep
Section 21.15.080.G.1

Parapets are required around the perimeter of a flat roof.
Section 21.15.080.E.4

Entrances provide at least 1 of the following:
- Recess: 3 feet min
- Awning or other element: 3 foot projection min.

Section 21.15.080.F.2



Projects shall be developed with at least one architectural style
Section 21.15.080.B

Roof lines longer than 60 feet must provide at least one of the following:
- Variation in roof form
- Variation in architectural elements
- Use of dormers, cross-gable or hipped roof lines
- Variation in roof height

Section 21.15.080.E.3

Buildings on streets less than 84 feet wide maintain "Street Wall" for at least 60 percent of lot frontage
Section 21.15.080.C.1

Upland, CA

Crystal Cove, CA

Big-Box Center

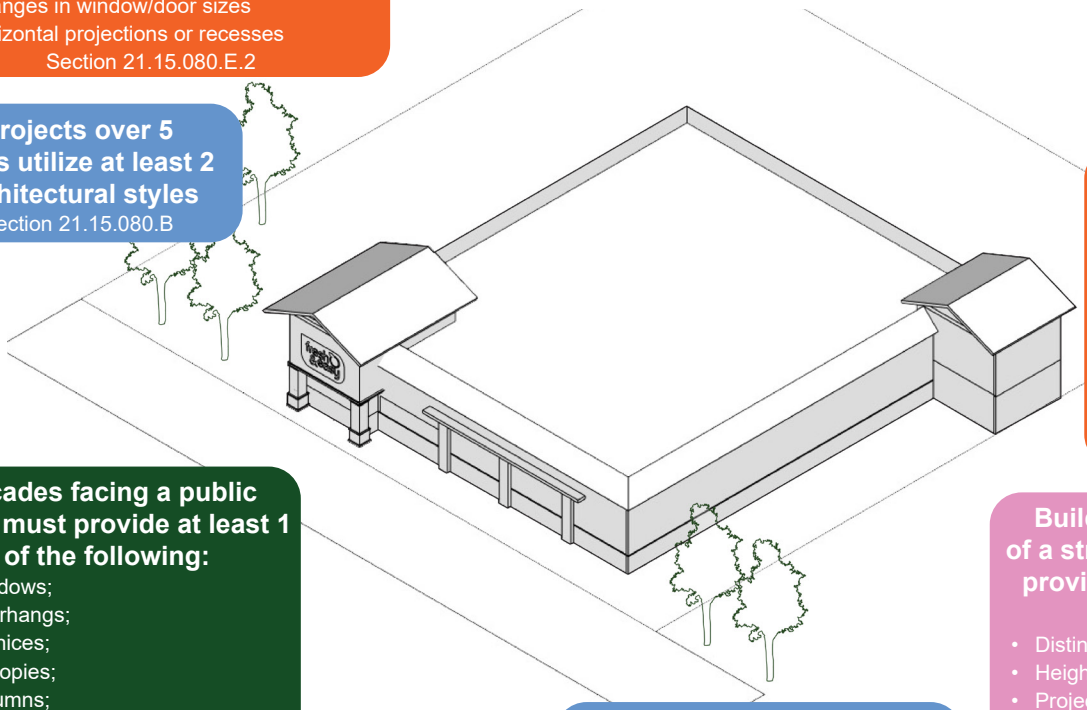
Big box retail centers occupy a large physical footprint and are designed to be a one-stop-shop for customers. These buildings typically have minimal façade articulation and are designed at a larger scale compared to Main Street retail or small scale strip retail. They typically range in size from 50,000 to 250,000 SF. Parking is accommodated in surface lots typically located in front of the lot visible from the street.

All buildings 2 stories or taller provide at least 2 of the following:
- Change in materials/textures/colors
- Changes in window/door sizes
- Horizontal projections or recesses

Section 21.15.080.E.2

Parapets are required around the perimeter of a flat roof.
Section 21.15.080.E.4

Projects over 5 acres utilize at least 2 architectural styles
Section 21.15.080.B



Windows feature at least 2 of the following:
- Variation in type/size
- Moldings
- Wood frames
- Decorative trim
- Architectural brackets
- Shutters

Section 21.15.080.G.2

Facades facing a public street must provide at least 1 of the following:
- Windows;
- Overhangs;
- Cornices;
- Canopies;
- Columns;
- Trellises; and/or
- Clearly defined projecting or recessed architectural elements.

Section 21.15.080.E.1

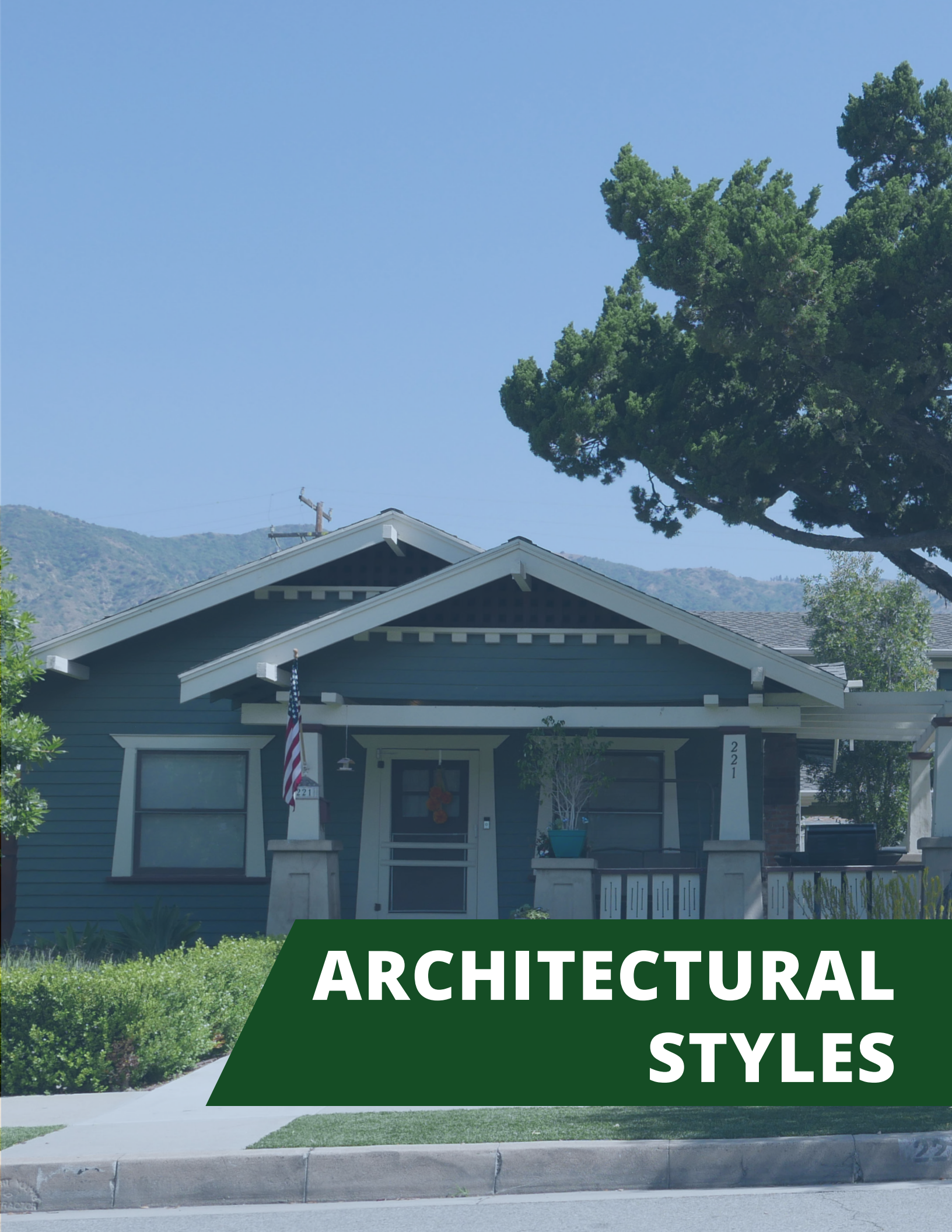
Projects with more than 3 buildings feature at least 2 color schemes
Section 21.15.080.H.5

Buildings on a corner of a street 84 feet or wider provide at least 2 of the following:
- Distinct material application
- Height variation: 5 feet min
- Projection or recess: 5 feet min
- Diagonal/curved walls
- Entrance
- Corner plaza

Section 21.15.080.E.5

Foothill Boulevard - Glendora

Santa Clarita, CA



ARCHITECTURAL STYLES

Architectural Styles

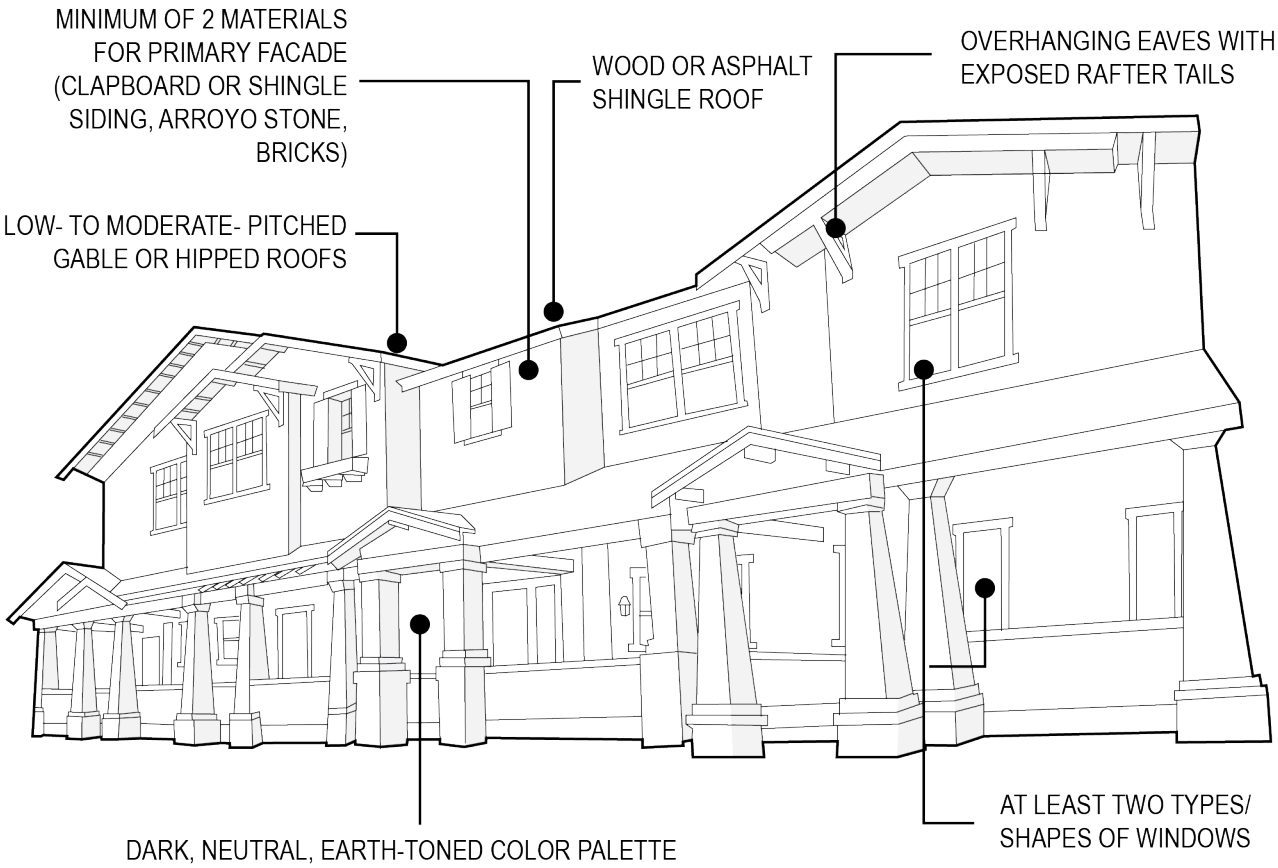
The following architectural styles have been deemed appropriate for new development in Glendora, reflecting historic architectural sytles currently present in the City, while allowing for modern and contemporary variations. Each style provides a menu required and optional features. Alternative architectural styles may be proposed but require additional design review as part of the DPR process as described in Section 21.15.020 and Section 21.02.040 of the Glendora Municipal Code.

Style	Building Type						
	Single-Family	Accessory	Small-MF	Large-MF	Small-MU[5]	Large-MU	Commercial
Craftsman[1]	x	x	x	x	x	x	x
Googie[2]					x		x
Main Street					x	x	x
Mid Century Modern	x	x	x		x		x
Postmodern[3]					x		x
Ranch[4]	x	x	x				
Spanish	x	x	x	x	x	x	x

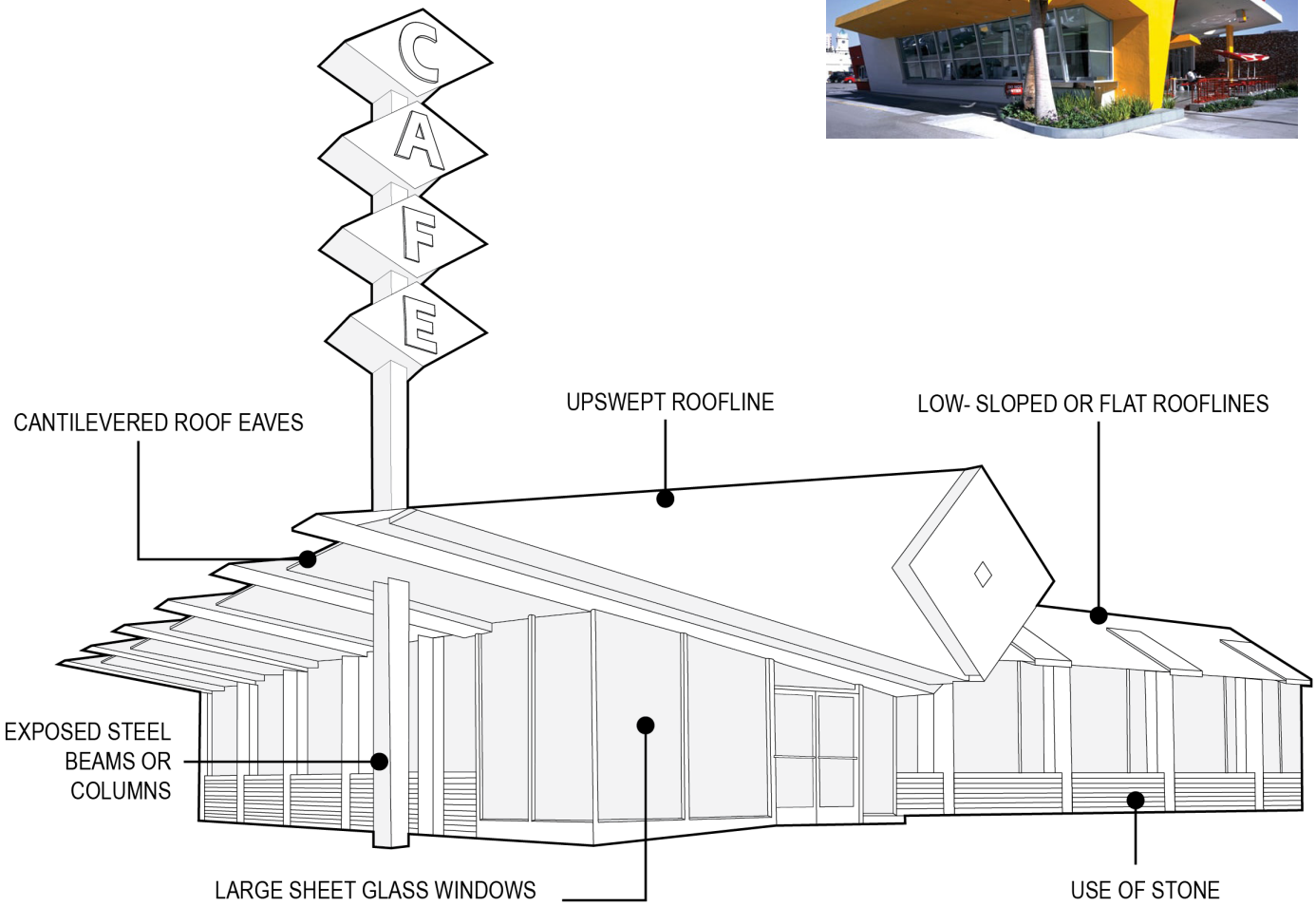
Notes:

1. Craftsman height limit is three (3) stories, with a smaller 4th story per Section 21.15.090.B0
2. Googie only permitted along specific corridors (Route 66 and Arrow Highway)
3. Postmodern refers to contemporary commercial/industrial development
4. Ranch sylte architecture height limit is two (2) stories.
5. Small MU means 10 or fewer residential units and total commercial square footage under 25,000 sq feet e.g. a development with 15 residential units and 5,000 sq ft of commercial would be large MU.

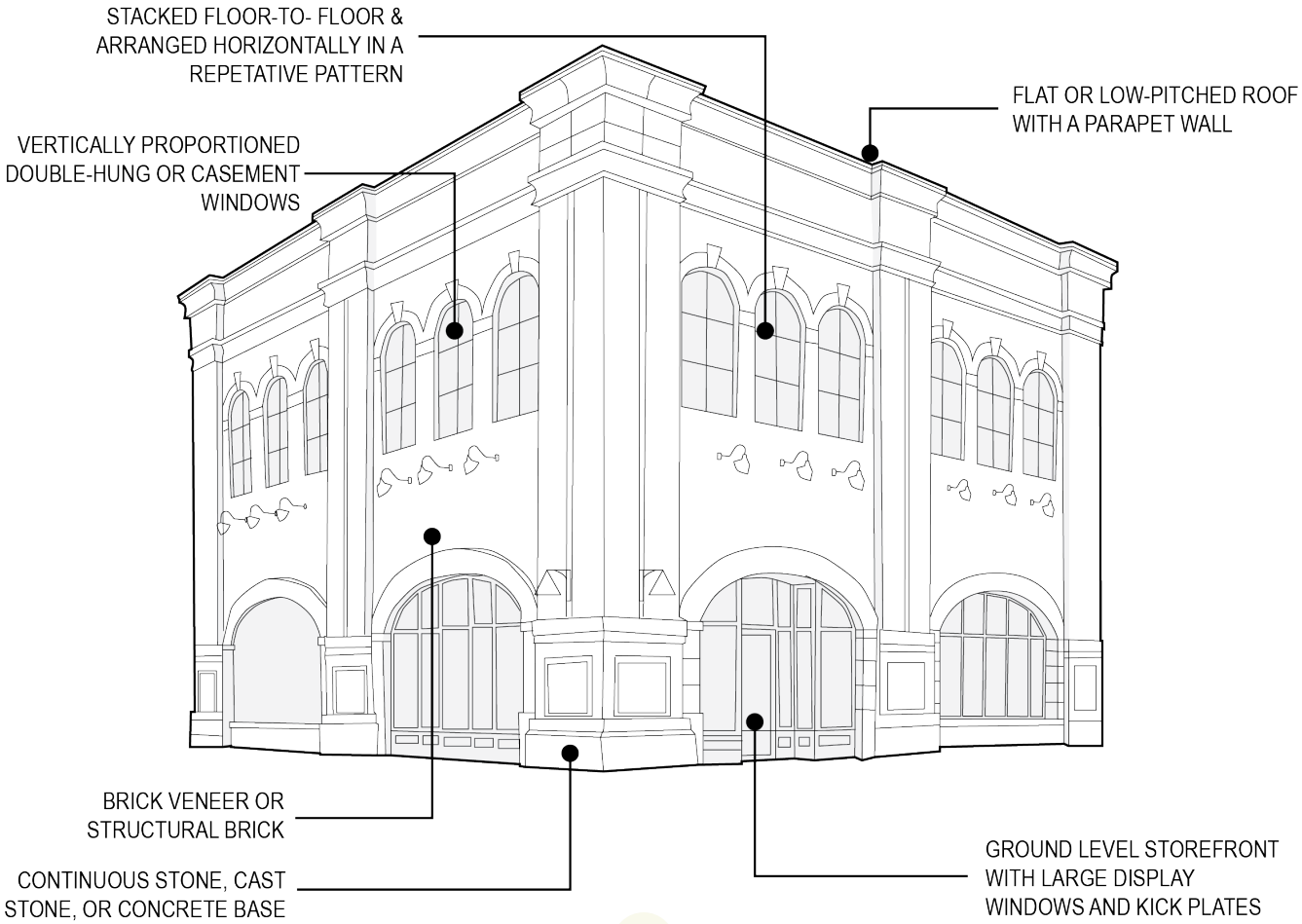
Craftsman. Craftsman style is identified by low-pitched, gabled roofs; wide overhanging eaves; exposed rafter tails; decorative brackets and corbels; front porches; and round, tapered or square porch columns. Sash windows and wood detailing of all kinds are important features.



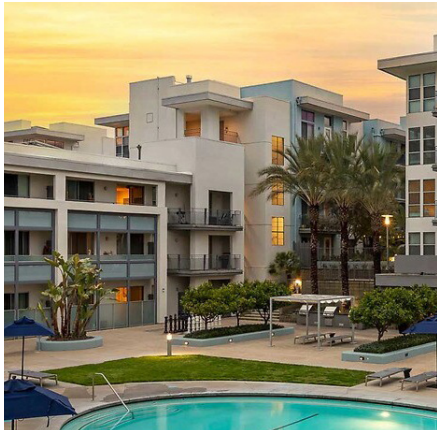
Googie/Route 66. Googie style can be often seen on the historic Route 66 and is characterized by bold geometric shapes with sharp angles and sweeping curves, boomerang shapes for pillars, roofs, and signage, starburst images on signs and building facades, cantilevered rooflines, and a mixture of materials, including glass, steel, and concrete.

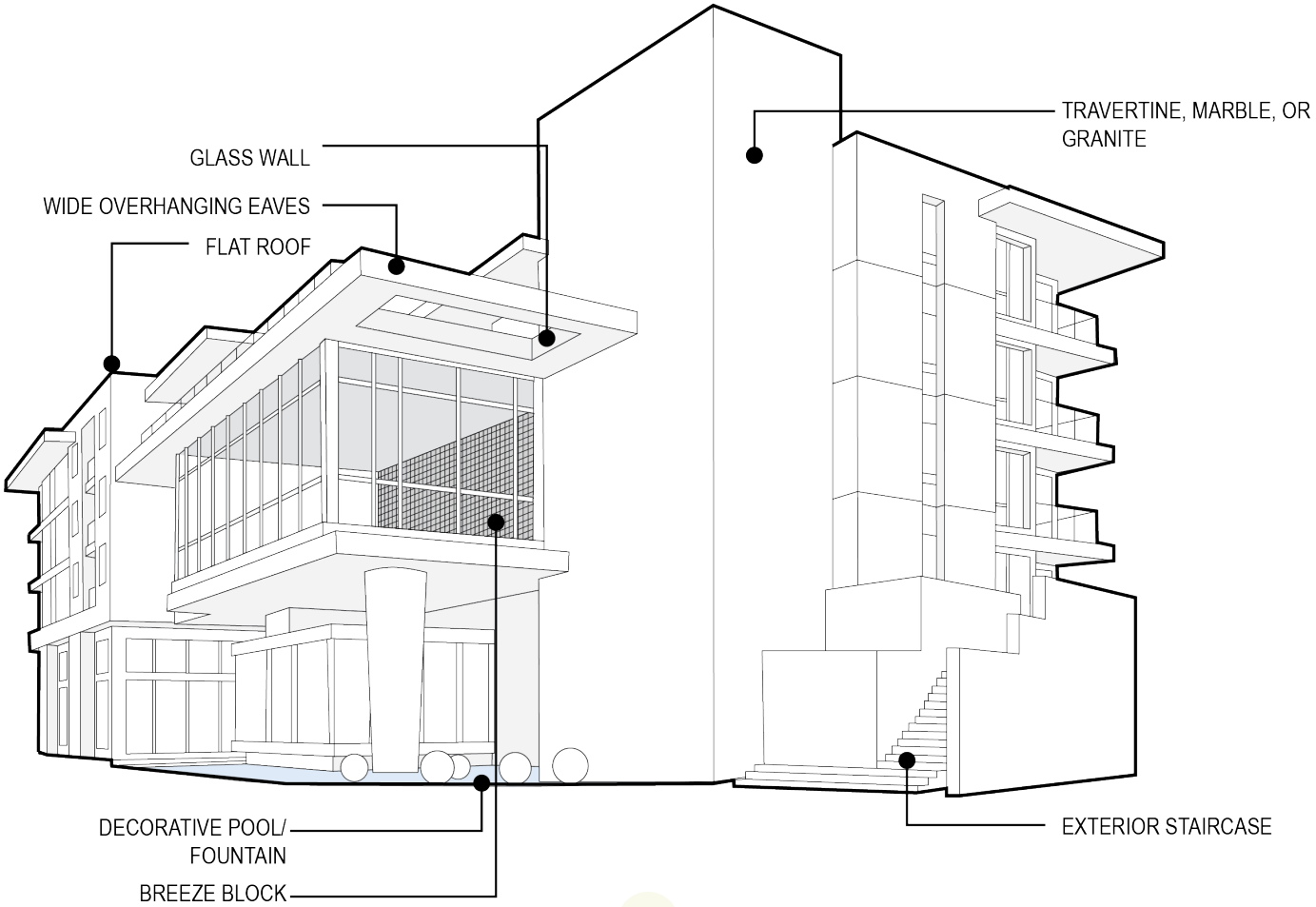


Main Street. The Main Street architectural style is characterized by symmetrical, masonry buildings usually capped with a cornice and parapet and grounded with a continuous base. Elements such as galleries and awnings provide a secondary rhythm for the façade and allow the buildings to engage the public realm. The style is well suited for commercial and office uses as well as mixed use buildings.

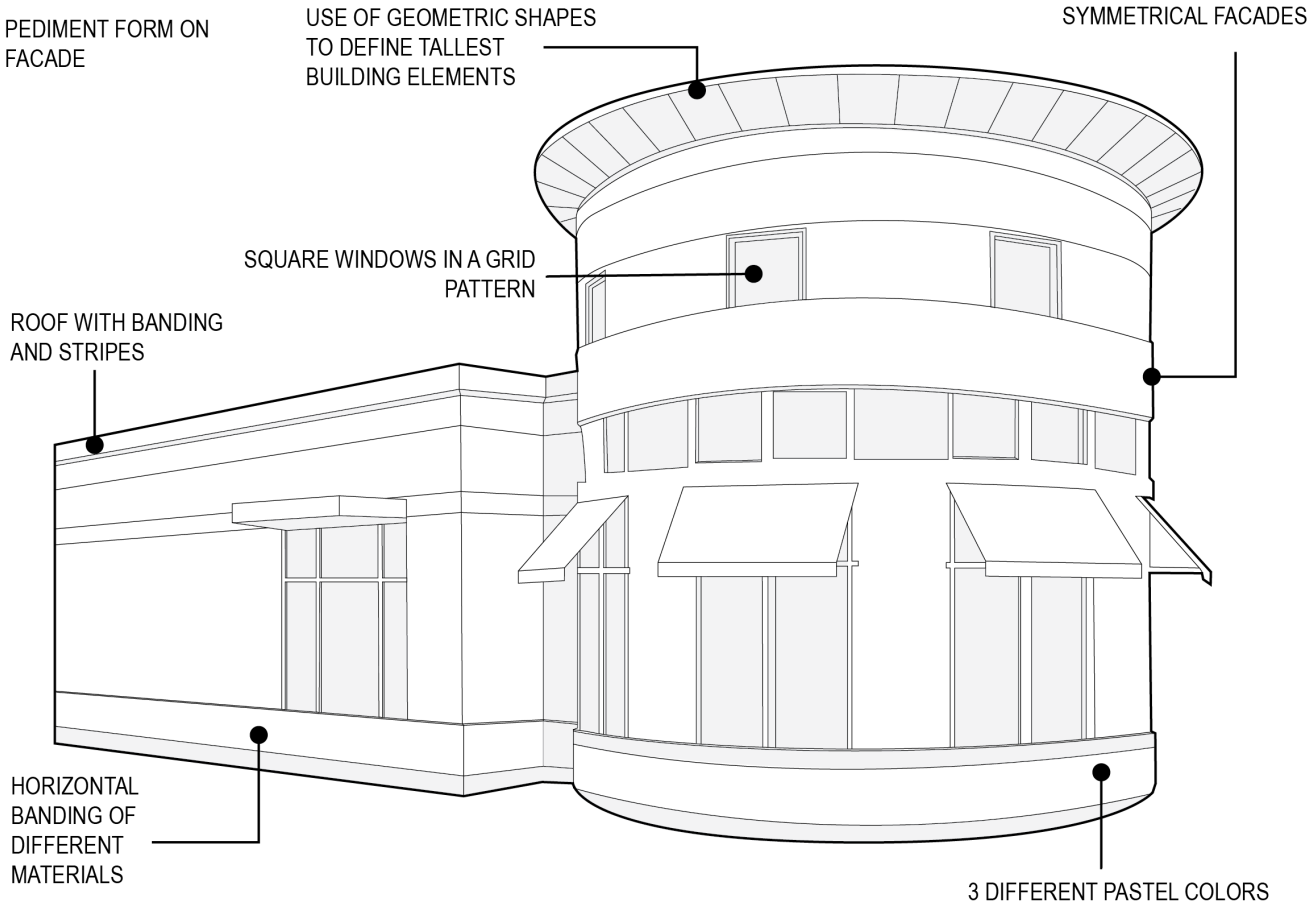


Mid-Century Modern. Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century Modern represents the adaptation of these elements to the local climate and topography, as well as to the postwar need for efficiently-built, moderately-priced homes. In Southern California, this often meant the use of wood post-and-beam construction. Mid-century Modernism is often characterized by a clear expression of structure and materials, large expanses of glass, and open interior plans.

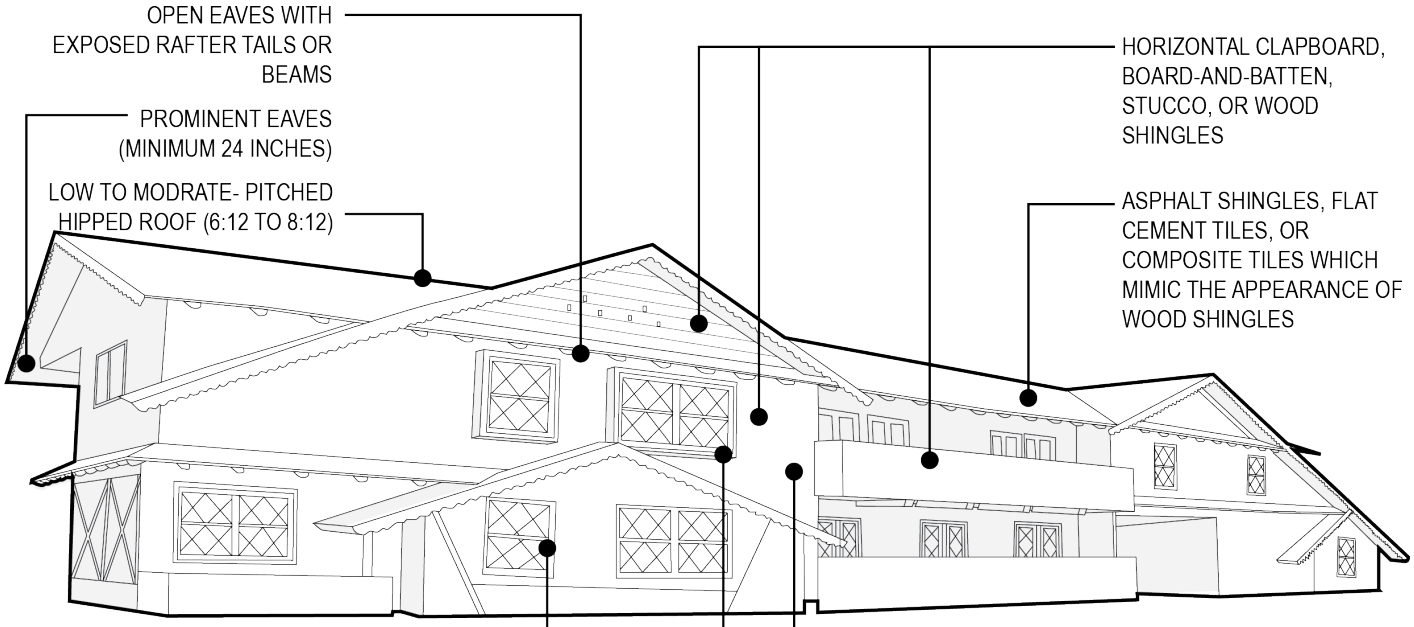




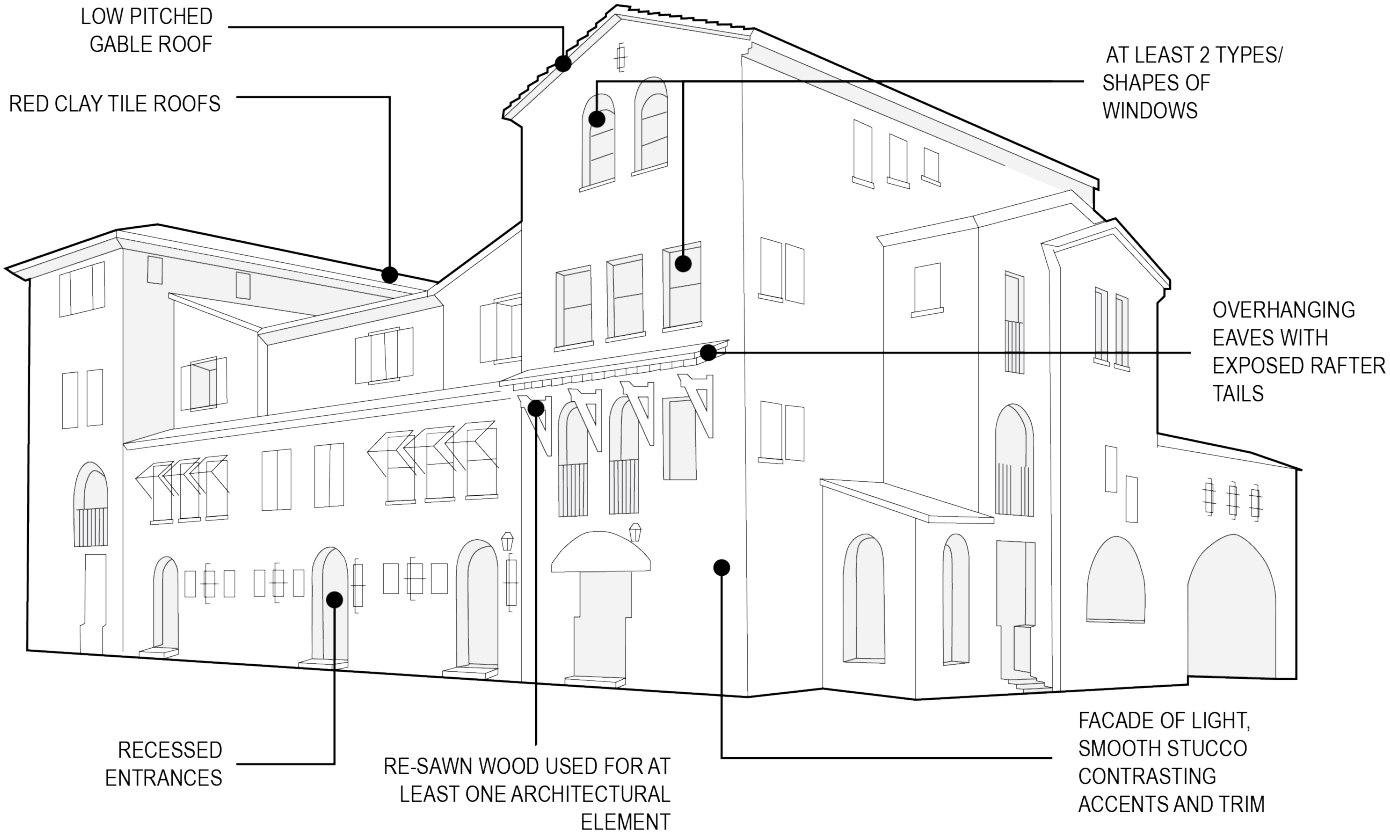
Post Modern. Post Modern is a term that refers generally to an architecture style that imitates elements of traditional styles, while incorporating these with new forms and materials. The result is both familiar and original. It is common to reference several different historical styles within one design, creating an interesting juxtaposition of period and regional elements. While paying homage to the past, many buildings within this stylistic movement feature playful designs and ironic combinations. The elements selected could additionally be exaggerated, manipulated, and even distorted. With a Postmodern style, the result can be a building that suits the desire for historic reference, fresh design, or contradictory interpretations.



Ranch. Ranch style is distinguished by its rusticated appearance and incorporation of elements reminiscent of the vernacular, nineteenth century buildings of California and the American West. Buildings designed in this architectural style include several identifying characteristics such as rambling, elongated plans; a horizontal emphasis; general asymmetry; free-flowing interior spaces; and a designed connection to the outdoors. Features such as low-pitched roofs with wide eaves, a combination of cladding materials including board-and-batten siding, brick and stone chimneys, and large picture windows were commonly applied and evoked an aesthetic that was reminiscent of these past architectural traditions. Ranch style shall be limited to buildings two (2) stories or less.



Spanish Revival. The Spanish Revival style is characterized by buildings composed of picturesque combinations of simple rectilinear forms of varying heights. The buildings are capped with gabled or hipped roofs of red clay barrel tiles with little or no eave overhang. Courtyards and well-detailed structural elements, such as pergolas, trellises or loggias and arcades provide another layer to the massing. This style is identified by wood or metal balconies, towers, chimneys and other tile or wrought iron details add accents. Asymmetrical façades are common with arches over windows and doorways.



CHECKLIST

RESIDENTIAL - DETACHED HOUSES				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
B.1,2	New detached houses shall be designed in accordance with one of the architectural styles defined in 21.15.090				
B.3	Developments of multiple detached houses feature multiple architectural styles				
C.1,2	New detached houses and their primary entrances are oriented toward the street associated with their addresses				
D.1	Driveways are constructed of an approved material (no asphalt) and lead to a garage, carport, or approved parking space				
E.1	Pedestrian walkways connect the primary entrance to sidewalks and vehicle parking				
E.2	Walkways are constructed from firm, slip-resistant materials such as concrete, permeable paving, or concrete pavers				
F.1	Balconies meet City standards				
F.2	Roof decks meet City standards				
G.1	Garages are recessed or projected from primary facade and incorporate at least 1 of the following:				
	• Windowed garage doors				
	• Decorative garage doors				
G.2.a	Facades feature at least 4 of the following:				
	• Contrasting accent colors				
	• At least 2 window types/sizes				
	• Window detailing				
	• Balconies				
	• Porches				
	• Light fixtures				
	• Attic/gable vents				
	• Trellises/arbors				
	• Projecting rock or brick element				
G.2.b	Street-facing facades do not exceed 25 feet without at least 2 of the following:				
	• 3-foot change in wall plane depth				
	• Recessed entry of at least 3 feet				
	• At least 2 different materials/colors				
	• Projecting stone or brick element				

RESIDENTIAL - DETACHED HOUSES				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
G.3	Rooflines longer than 40 feet include at least 1 of the following:				
	• 3-foot change in roofline height				
	• Cross-gable or hipped roof lines				
	• Change in roof form or slope angle				
	• Dormers				
H.1	Primary entries feature at least 2 of the following:				
	• Recess or projection of at least 3 feet				
	• Projecting element above the entrance				
	• Windows in the door				
	• Transom window above door				
	• Porch or stoop				
	• Contrasting color for entryway				
I.1	Second-story windows are offset at least 1 foot from adjacent buildings within 20 feet, or must be opaque or frosted				
I.2	Windows must be recessed 3 inches and/or feature trim/sills				
I.3	Windows visible from a street feature at least 2 of the following:				
	• Variation in types/sizes				
	• Painted frames				
	• Decorative moldings/trim				
	• Architectural brackets				
	• Shutters				
J.1	All facades are made with durable materials				
J.2	Houses feature between 1 - 2 primary colors and 1 - 3 accent colors				
J.3	The same materials and finishes are uniformly applied on exterior elevations to create four-sided architecture				
J.4	Changes in material or color occur inside corners of intersecting walls, step-backs, or exterior architectural features that break up the wall plane, such as columns				
K	Accessory structures over 120 square feet match the detached house in architectural style, roof type, materials, and colors				

RESIDENTIAL - ACCESSORY UNITS

	Standard		Applicant Response	Plan Set Page #	Staff Verified
B.1	New accessory units shall be designed in accordance with one of the architectural styles defined in 21.15.090				
c.1	ADUs and secondary units have a separate entrance from the primary dwelling				
D.1	Driveways are constructed of an approved material (no asphalt) and lead to a garage, carport, or approved parking space				
E.1.2	Pedestrian walkways (or driveways) connect the primary entrance to sidewalks and vehicle parking				
F.1	Balconies and decks meet City standards, and are limited to 400 square feet				
G.1.a	Attached accessory units match the architectural style of the primary unit				
G.1.b	Detached units meet at least 1 of the following:				
	• Match architectural style of primary unit				
	• Utilize an approved, predesigned unit				
	• Utilize an approved architectural styles				
H.1	Facades feature least 2 of the following:				
	• Contrasting accent colors				
	• At least 2 window types/sizes				
	• Window detailing				
	• Balcony/porch				
	• Light fixtures				
	• Attic/gable vents				
	• Trellises/arbors				
H.2	Primary entries feature at least 1 of the following:				
	• Recess or projection of at least 3 feet				
	• Projecting element above the entrance				
	• Windows in the door				
	• Transom window above door				
	• Porch or stoop				
	• Contrasting color for entryway				
H.3	Exterior staircases, if provided, are located to the side or rear of the primary dwelling and must be outside of required setbacks				
H.4.a	Second-story windows are offset at least 1 foot from adjacent buildings within 20 feet, or must be opaque or frosted				
H.4.b	Windows must be recessed 3 inches and/or feature trim/sills				
H.5.a	All facades are constructed with durable materials				
H.5.b	Changes in material or color occur inside corners of intersecting walls				
H.6	Units feature between 1 - 2 primary colors and 1 - 3 accent colors				

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RESIDENTIAL - SMALL MULTIFAMILY (10 UNITS OR LESS)				Plan Set Page #	Staff Verified
Standard		Applicant Response			
B.1	New development is designed in accordance with one of the architectural styles defined in 21.15.090				
C.1	Primary or unit entrances face the primary street, courtyards, walkways, or private drives				
D.1	Driveways are constructed of an approved material (no asphalt) and lead to a garage, carport, or approved parking space.				
D.2	Alley access meet City requirements				
D.3	Auto courts meet City requirements				
E.1	Pedestrian walkways connect units to public sidewalks, building entrances, parking, amenities, mailboxes, and waste/recycling enclosures				
E.2	Walkways are at least 4 feet wide				
E.3	Walkways are constructed with firm, slip-resistant materials such as concrete, permeable paving, or concrete pavers				
E.4	Walkways are set back at least 3 feet from building facades–the area between is landscaped				
E.5	Crosswalks feature enhanced paving and are at least 4 feet wide				
F	A minimum of 400 square feet of usable open space is provided per residential unit				
F.1	If provided, common open space has a minimum area of 225 square feet and no dimension less than 15 feet				
F.1.a	At least 75 percent of common space must be open to the sky				
F.1.b	At least 25 percent of common space at ground level is planted				

RESIDENTIAL - SMALL MULTIFAMILY (10 UNITS OR LESS)				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
F.1.c	Up to 50 percent of common open space may be paved with permeable or standard concrete				
F.2.a	Private open space on ground level is at least 100 square feet, and has no dimension less than 10 feet				
F.2.b	Balconies and roof decks are at least 60 square feet, and have no dimension less than 6 feet				
F.2 c.d	Private open space is contiguous to unit, features 3-foot high screening, and is outdoors.				
F.2	Balconies meet City standards				
F.3	Roof decks meet City standards				
G.1	For every 30 feet of street-facing facade, at least 30 percent of the facade is recessed or projected from primary facade plane				
G.2	Building facades feature at least 1 of the following elements for every 30 feet of facade length:				
	• Windows				
	• Overhangs				
	• Cornices				
	• Canopies				
	• Columns				
	• Trellises				
G.3	Buildings 2 or more stories feature at least 2 of the following:				
	• Color/material change				
	• Door/window variation				
	• Horizontal projections or recesses				
G.4	Rooflines longer than 30 feet include at least 1 of the following:				
	• Variation in roof from				
	• Variation in architectural elements				
	• Dormers, cross-gable, hipped roof lines				
	• 3 foot change in height for 30 linear feet				
G.5	Parapets are required around the perimeter of a flat roof, are of sufficient height to screen rooftop equipment, and capped with continuous banding, projecting cornices, or similar edge treatments				

RESIDENTIAL - SMALL MULTIFAMILY (10 UNITS OR LESS)				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
H.1	Primary entries feature at least 2 of the following:				
	• Recess or projection of at least 3 feet				
	• Projecting element above the entrance				
	• Windows in the door				
	• Transom window above door				
	• Porch or stoop				
H.2	On streets with a right-of-way 84 feet or wider, unit entrances facing this street meet at least 1 of the following:				
	• 25 foot setback				
	• Courtyard between unit and street				
	• Minimum 2 foot grade separation				
I.1	Second-story windows are offset at least 1 foot from adjacent buildings within 20 feet, or must be clerestory, opaque frosted, or shielded with landscaping				
I.2	Windows must be recessed 3 inches and/or feature trim/sills				
I.3	Windows visible from a street feature at least 2 of the following:				
	• Variation in types/sizes				
	• Moldings				
	• Frames that can be painted				
	• Decorative trim				
	• Architectural brackets				
	• Shutters				
J.1	All facades must be constructed with durable materials				
J.2	Buildings feature between 1 - 3 primary colors and 1 - 4 accent colors				
J.3	The same materials and finishes are uniformly applied on exterior elevations to create four-sided architecture				
J.4	Changes in material or color occur inside corners of intersecting walls, step-backs, or exterior architectural features that break up the wall plane, such as columns				
K	Associated accessory structures over 120 square feet match primary structure in architectural style, roof type, materials, and colors				

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RESIDENTIAL - LARGE MULTIFAMILY (11+ UNITS)				Plan Set Page #	Staff Verified
	Standard	Applicant Response			
B.1	New development is designed in accordance with one of the architectural styles defined in 21.15.090				
B.2	New development 1 acre or smaller utilizes a single, consistent architectural style				
C.1	All buildings adjacent to a public street maintain a street wall for 40 percent of the frontage				
C.1	Primary or unit entrances face the primary street, courtyards, walkways, or private drives				
C.2	On streets with a right-of-way 84 feet or wider, unit entrances facing this street meet at least 1 of the following:				
	• 25 foot setback				
	• Courtyard between unit and street				
	• Minimum 2 foot grade separation				
C.3	Buildings within 50 feet of single-family or hillside residential zones shall not exceed 35 feet, and required setbacks shall not be used as amenity space				
D.1.a	One vehicle access point is allowed per 200 feet of frontage, or as required by the LA County Fire Department				
D.1.b	Driveways are constructed of an approved material (no asphalt) and lead to a garage, carport, or approved parking space				
D.2	Auto courts meet City requirements				
D.3	Private streets feature at least one 4 foot sidewalk, and feature street lights, street tees, and curbs				
E.1	Pedestrian walkways connect units to public sidewalks, building entrances, parking, amenities, mailboxes, and waste enclosures				
E.2	Walkways are at least 4 feet wide				
E.3	Walkways are constructed with firm, slip-resistant materials such as concrete, permeable paving, or concrete pavers				
E.4	Walkways are set back at least 3 feet from building facades–the area between is landscaped				
E.5	Crosswalks feature enhanced paving and are at least 4 feet wide				

RESIDENTIAL - LARGE MULTIFAMILY (11+ UNITS)				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
F	A minimum of 400 square feet of usable open space is provided per residential unit				
F.1	If provided, common open space has a minimum area of 225 square feet and no dimension less than 15 feet				
F.1.a	At least 75 percent of common space must be open to the sky				
F.1.b	At least 25 percent of common space at ground level is planted				
F.1.c	Up to 50 percent of common open space may be paved with permeable or standard concrete				
F.2	Common amenities are provided at the required ratios				
F.3	The following major amenities are provided:				
	• Park				
	• Shade structure				
	• Clubhouse				
	• Gymnasium				
	• Ball court				
	• Rooftop terrace				
	• Swimming pool				
	• Other				
F.4	The following minor amenities are provided:				
	• Barbecue area				
	• Dog park				
	• Children's play area				
	• Community garden				
	• Courtyard				
	• Community room/lobby				
	• Outdoor workout stations				
	• Trail				
	• Other				
F.5.a	Private open space on ground level is at least 100 square feet, and has no dimension less than 10 feet				
F.2.b	Balconies and roof decks are at least 60 square feet, and have no dimension less than 6 feet				
F.5 c.d	Private open space is contiguous to unit, features 3-foot high screening, and is outdoors.				

RESIDENTIAL - LARGE MULTIFAMILY (11+ UNITS)				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
F.6	Balconies meet City standards				
F.7	Roof decks meet City standards				
G.1.a	For every 50 feet of street-facing facade, at least 30 percent of the facade is recessed or projected from primary facade plane.				
G.1.b	For every 100 feet of street-facing facade, a building separation at least 5 feet deep, 20 feet wide, extends from grade to roof				
G.2	Building facades feature at least 1 of the following elements for every 30 feet of facade length:				
	• Windows				
	• Overhangs				
	• Cornices				
	• Canopies				
	• Columns				
	• Trellises				
G.3	Buildings 2 or more stories feature at least 2 of the following:				
	• Color/material change				
	• Door/window variation				
	• Horizontal projections or recesses				
G.4	Rooflines longer than 30 feet include at least 1 of the following:				
	• Variation in roof from				
	• Variation in architectural elements				
	• Dormers, cross-gable, hipped roof lines				
	• Varied roof height every 30 feet				
G.5	Parapets are included on flat roofs, are of sufficient height to screen rooftop equipment, and capped with continuous banding, projecting cornices, or similar edge treatments				
G.6	Buildings on corner lots at the intersection with at least 1 street with a right-of-way of 84 feet or more, must incorporate at least 2 of the following corner features on or along both facades:				
	• Distinct material application				
	• Height variation				
	• Corner feature				
	• Curved or diagonal walls				
	• Entrance at the corner				
	• Corner plaza				

RESIDENTIAL - LARGE MULTIFAMILY (11+ UNITS)				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
H.1	Primary entries facing a street with a right-of-way 84 feet or wider feature at least 2 of the following:				
	• 25 foot setback				
	• Courtyard				
	• 2-foot grade separation				
	• Patio/stoop				
	• Pedestrian articulation				
	• Leasing office, common space				
H.2	Features such as a leasing office, common lobbies, community rooms, or gym/recreation room provided at ground level				
I.1	Second-story windows are offset at least 1 foot from adjacent buildings within 20 feet, or must be opaque or frosted				
I.2	Windows must be recessed at least 3 inches and feature trim/sills				
I.3	Windows visible from a street feature at least 2 of the following:				
	• Variation in types/sizes				
	• Moldings				
	• Frames that can be painted				
	• Decorative trim				
	• Architectural brackets				
	• Shutters				
J.1	All facades must be constructed with durable materials				
J.2	On stucco facades, expansion joints align with:				
	• Window and door jambs/sills/headers				
	• Centerlines of windows and doors				
	• Wall breaks				
J.3	Buildings feature between 1 - 3 primary colors and 1 - 4 accent colors.				
J.4	The same materials and finishes are uniformly applied on exterior elevations to create four-sided architecture				
J.5	Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns				
J.6	Multifamily developments greater than 1 acre and consisting of 3 or more habitable structures provide a minimum of 2 distinct color schemes and material variations				
K	Associated accessory structures over 120 square feet match primary structure in architectural style, roof type, materials, and colors				

COMMERCIAL AND INDUSTRIAL				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
B.1	New development is designed in accordance with one of the architectural styles defined in 21.15.090				
B.2	Developments over 5 acres feature at least 2 architectural styles and 2 color schemes				
C.1	Lots adjacent to a public right-of-way less than 84 feet wide maintain a street wall for a minimum of 60 percent of its frontage				
C.2	Lots in the T-5 Village Core zone maintain a street wall for 75 percent of its frontage.				
C.3	Anchor buildings in commercial developments are oriented so the primary entrance faces the main street providing access/from which the address is derived.				
D.1	Pedestrian walkways are provided and connect public sidewalks with building entrances and parking areas.				
D.2	Pedestrian walkways are at least 5 feet wide.				
D.3	Pedestrian walkways are constructed from firm, slip-resistant materials (no asphalt).				
D.4	Crosswalks and intersections feature enhanced paving and are at least 6 feet wide.				
E.1	For façades within 50 feet of the public sidewalk and over 150 feet in length, at least 30 percent of the façade varies at least 2 feet in depth from the primary facade plane				
E.2	Building facades feature at least 1 of the following elements for every 30 feet of facade length:				
	• Windows				
	• Overhangs				
	• Cornices				
	• Canopies				
	• Columns				
	• Trellises				
E.3	Buildings 2 or more stories feature at least 2 of the following:				
	• Color/material change				
	• Door/window variation				
	• Horizontal projections or recesses				

COMMERCIAL AND INDUSTRIAL			Plan Set Page #	Staff Verified
	Standard	Applicant Response		
E.4	Rooflines longer than 30 feet include at least 1 of the following:			
	• Variation in roof from			
	• Variation in architectural elements			
	• Dormers, cross-gable, hipped roof lines			
	• Varied roof height every 60 feet			
E.5	Parapets are required around the perimeter of a flat roof, are of sufficient height to screen rooftop equipment, and capped with continuous banding, projecting cornices, or similar edge treatments			
E.6	Buildings on corner lots at the intersection with at least 1 street with a right-of-way of 84 feet or more, must incorporate at least 2 of the following corner features on or along both facades:			
	• Distinct material application			
	• Height variation			
	• Corner feature			
	• Curved or diagonal walls			
	• Entrance at the corner			
	• Corner plaza			
F.1	Building entrances are designed with glazing, awnings, recesses and other elements.			
F.2	Pedestrian entrances provide at least 1 of the following:			
	• Recess of at least 3 feet			
	• Awning or other projecting element			
F.3	Ground floor commercial uses (except in the CM zone) face a public street, incorporate windows, doors, or openings for at least 50 percent of the street-facing facade at ground level			
F.4	Ground floor commercial uses fronting Glendora Avenue between Bennet Avenue and Ada Avenue are primarily within 2 feet of the property line, feature transparency on the ground level, and feature at least 2 of the following features:			
	• Awnings			
	• Molding			
	• Columns			
	• Cornices			
	• Transom windows			
	• Ornamental light fixtures			

COMMERCIAL AND INDUSTRIAL				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
G.1	Windows must be recessed at least 2 inches and feature trim/sills				
G.2	Windows visible from a street feature at least 2 of the following:				
	• Variation in types/sizes				
	• Moldings				
	• Frames that can be painted				
	• Decorative trim				
	• Architectural brackets				
	• Shutters				
H.1	All facades must be constructed with durable materials				
H.2	On stucco facades, expansion joints align with:				
	• Window and door jambs/sills/headers				
	• Centerlines of windows and doors				
	• Wall breaks				
H.3	Buildings feature between 1 - 3 primary colors and 1 - 4 accent colors.				
H.4	The same materials and finishes are uniformly applied on exterior elevations to create four-sided architecture				
H.5	Changes in material or color shall occur at plane breaks, preferably inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns				
H.6	Commercial developments greater than 1 acre and consisting of 3 or more habitable structures provide a minimum of 2 distinct color schemes and material variations				
L.1	Associated accessory structures over 120 square feet match primary structure in architectural style, roof type, materials, and colors				

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MIXED-USE				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
B.1	New development with 11 or more units is designed in accordance with one of the architectural styles defined in 21.15.090				
B.2	Developments 1 acre or smaller provide a consistent architectural style and color scheme				
B.3	Developments 5 acres or larger provide at least 2 architectural styles and 3 distinct color schemes				
E.1	Residential open space and amenities are provided in accordance with Sections 21.15.050 and 21.15.060				
E.2	Balconies meet City standards				
E.3	Roof decks meet City standards				
F.1	Separate entrances are provided for residential and commercial uses.				
F.2	Main entries to ground-floor retail uses are clearly demarcated, visible and accessible from the street and/or pedestrian walkways				
F.3	All ground floor tenant spaces that have street frontage have entrances on a facade fronting a street.				
F.4	There is a ground-floor entrance to a commercial, residential, or amenity at least every 50 feet along street-facing frontages.				
G.1	Windows must be recessed at least 2 inches and feature trim/sills				
G.2	Windows visible from a street feature at least 2 of the following:				
	• Variation in types/sizes				
	• Moldings				
	• Frames that can be painted				
	• Decorative trim				
	• Architectural brackets				
	• Shutters				

MIXED-USE				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
G.3	Windows are offset at least 1 foot from adjacent residential buildings within 20 feet, or must be opaque or frosted				
H.1	All facades must be constructed with durable materials				
H.2	On stucco facades, expansion joints align with:				
	• Window and door jambs/sills/headers				
	• Centerlines of windows and doors				
	• Wall breaks				
H.3	Buildings feature between 1 - 3 primary colors and 1 - 4 accent colors.				
H.4	The same materials and finishes are uniformly applied on exterior elevations to create four-sided architecture				
H.5	Changes in material or color occur at plane breaks, inside corners of intersecting walls, or at step-backs, or exterior architectural features that break up the wall plane, such as columns				
H.6	Commercial developments greater than 1 acre and consisting of 3 or more habitable structures provide a minimum of 2 distinct color schemes and material variations				
L.1	Associated accessory structures over 120 square feet match primary structure in architectural style, roof type, materials, and colors				

MIXED-USE				Plan Set Page #	Staff Verified
Standard		Applicant Response			
Horizontal Mixed-Use Only					
C.1	Lots adjacent to a right-of-way 84 feet or less feature a street wall along at least 60 percent of its frontage				
C.2.a	Separate site access and parking facilities are provided for residential uses and commercial uses				
C.2.b	Vehicular traffic is separated from pedestrian circulation				
C.2.c	For properties with more than 150 feet of street frontage, landscaped islands are incorporated into the entry				
C.2.d	Areas for maneuvering, stacking, and emergency vehicle access are provided				
C.2.e	Project entries and driveway areas contain design features, including landscaping and textured pavement				
C.2.f	Surface parking is screened				
C.3.a	Mixed-use developments are oriented toward the public realm				
C.3.b	Pedestrian linkages connect residential uses with commercial uses, as well as open space areas and the public sidewalk				
C.3.c	Pedestrian connections include design cues to demarcate the transition between public and private spaces				
C.3.d	Pedestrian walkways are at least 4 feet wide, constructed with firm, slip-resistant materials, located at least 3 feet from buildings, and separated from vehicle traffic				

MIXED-USE				Plan Set Page #	Staff Verified
	Standard		Applicant Response		
Vertical Mixed-Use Only					
D.1.a	Windows and doors of commercial uses do not have direct line-of-sight into residential uses				
D.1.b	Service entires, loading areas, and commercial trash enclosures are located away from residential uses				
D.1.c	Utilize shared parking between commercial and residential uses				
D.2.a	For every 50 feet of street-facing facade, at least 30 percent of the facade is recessed or projected from primary facade plane				
D.2.b	For every 100 feet of street-facing facade, a building separation at least 6 feet deep and 20 feet wide extends from grade to roof				
D.3	Building facades feature at least 1 of the following elements for every 30 feet of facade length:				
	• Windows				
	• Overhangs				
	• Cornices				
	• Canopies				
	• Columns				
	• Trellises				
D.4	Buildings 2 or more stories feature at least 2 of the following:				
	• Color/material change				
	• Door/window variation				
	• Horizontal projections or recesses				
	• Change in floor-to-floor height				
D.5	Rooflines longer than 30 feet include at least 1 of the following:				
	• Variation in roof from				
	• Variation in architectural elements				
	• Dormers, cross-gable, hipped roof lines				
	• Varied roof height every 30 feet				
D.6	Parapets are included on flat roofs, are of sufficient height to screen rooftop equipment, and capped with continuous banding, projecting cornices, or similar edge treatments				

MIXED-USE			Plan Set Page #	Staff Verified
	Standard	Applicant Response		
Vertical Mixed-Use Only (continued)				
D.7	Buildings on corner lots at the intersection with at least 1 street with a right-of-way of 84 feet or more, must incorporate at least 2 of the following corner features on or along both facades:			
	• Distinct material application			
	• Height variation			
	• Corner feature			
	• Curved or diagonal walls			
	• Entrance at the corner			
	• Corner plaza			
D.8	Within 100 feet of single-family or hillside residential zones, vertical mixed-use projects comply with the following:			
	Required setbacks are not counted toward common open space or amenities			
	Within 50 feet of adjacent low-rise neighborhoods, new development does not exceed 35 feet in height			
	Windows are offset by 1 foot from all windows for buildings within 20 feet			
	Balconies and decks do not extend into setbacks			

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NOTICE OF PUBLIC HEARING
Planning Commission

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Glendora will hold a public hearing pursuant to §21.01.030(E) of the Glendora Municipal Code in the City Council Chamber of City Hall, 116 E. Foothill Boulevard, Glendora, California, to receive and consider all evidence and reports relating to the following matter:

NOTICE IS FURTHER GIVEN *that in the event that a state of emergency is in effect and that COVID protocols are imposed that require masking, vaccination verification and/or social distancing are in effect at the time scheduled to conduct this public hearing, it may be necessary to conduct a virtual City Council meeting utilizing the Zoom Video Communications platform. Enter meeting ID# cityofglenodra.org/zoom.*

Hearing Date:	**Tuesday, October 7, 2027, at 7:00 p.m.**
Case Number:	PLN22-0042
Subject Property:	Citywide
Request:	Planning Commission recommendation to City Council regarding adoption of an Ordinance Amending Title 21 (Zoning) of the Glendora Municipal Code to Establish Objective Design Standards and Streamline Existing Regulations in Alignment with the City's Adopted Housing Element and State Law.
Applicant:	City of Glendora
General Plan / Zoning:	The ordinance applies to all General Plan Areas and zoning districts with the following exceptions: 1. Rural Hillside Residential (RHR) zone; 2. Glendora Commercial Specific Plan; 3. The Village on the Green Specific Plan; 4. Diamond Ridge Specific Plan; 5. William Lyon Homes Arboreta Specific Plan; 6. Monrovia Nursery Specific Plan; and 7. Planned development (PD) and Planned redevelopment (PR) zones.
Environmental:	Pursuant to the California Environmental Quality Act (CEQA), the adoption of the Ordinance implementing the City's objective design standards does not constitute a "project" within the meaning of Public Resources Code Section 21065, 14 Cal. Code Regs. Section 15060(c)(2) because it has no potential for resulting in either a direct physical change in the environment,

or a reasonably foreseeable indirect physical change in the environment. Even if the adoption of the Ordinance implementing the objective design standards did constitute a project under CEQA, the Ordinance is exempt from the CEQA pursuant to State CEQA Guidelines Section 15061(b)(3) (the "common sense" exemption), which excludes projects where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The proposed Ordinance introduces objective design standards but does not alter any underlying density or height limitations, and will not allow any development that is not consistent with existing City codes, standards, or policies, and therefore it can be seen with certainty that the recommended Ordinance could not have a physical effect on the environment. Therefore the proposed Ordinance does not warrant further environmental review.

Contact Person: Hans Friedel AICP, Principal Planner
hfriedel@cityofglendora.org / (626) 914-4818

All interested parties are invited to attend said hearing and express their views on this matter. Should you be unable to attend the public hearing, your comments must be made in writing and delivered to the City Clerk prior to the scheduled hearing date. Related documents are on file for public inspection and copying for the cost of duplication, at the office of the City Clerk, 116 E. Foothill Blvd, Glendora, California, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays.

Further information on this item may be obtained or viewed at the following locations commencing on (September 26, 2025):

1. OFFICE OF THE CITY CLERK:
Glendora City Hall
City Clerk's Office
116 E. Foothill Boulevard
Glendora, CA 91741
(626) 914-8210

2. COMMUNITY DEVELOPMENT DEPT:
Glendora City Hall
Planning Division
116 E. Foothill Boulevard
Glendora, CA 91741
(626) 914-8292

If you challenge this action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published: September 25, 2025 (San Gabriel Valley Examiner)

CERTIFICATION

I, hereby certify that I posted a copy of this Notice on the bulletin board outside the City Hall Council Chamber, 116 E. Foothill Boulevard on Friday, September 27, 2025.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION

Project Title: Glendora Objective Design Standards and Zoning Code cleanup (File # PLN22-0042)

Project Location: Citywide

Project Sponsor: City of Glendora

Mailing Address: 116 E. Foothill Blvd, Glendora, CA 91750

General Plan Land Use Designation: Citywide – applies to all land use designations.

Zoning Designation: Citywide – applies to all single-family, multifamily, and mixed-use zoning designations.

Project Description: Adopt an ordinance titled: "AN ORDINANCE OF THE CITY COUNCIL AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO ESTABLISH OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS IN ALIGNMENT WITH THE CITY'S ADOPTED HOUSING ELEMENT AND STATE LAW (File # PLN22-0042)"

The City Council recommends the following exempt status/findings:

- ☐ Ministerial (Sec. 15073)
- ☐ Declared Emergency (Sec. 15071(a))
- ☐ Emergency Project (Sec. 15071(b) and (c))
- **X Categorical Exemptions - Type: Guidelines Section 15061(b)(3) (the "common sense" exemption)**
- ☐ Statutory Exemption. Code Number:

Reasons for Exemption: Pursuant to the California Environmental Quality Act (CEQA), the adoption of the Ordinance implementing the City's objective design standards does not constitute a "project" within the meaning of Public Resources Code Section 21065, 14 Cal. Code Regs. Section 15060(c)(2) because it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Even if the adoption of the Ordinance implementing the objective design standards did constitute a project under CEQA, the Ordinance is exempt from the CEQA pursuant to State CEQA Guidelines Section 15061(b)(3) (the "common sense" exemption), which excludes projects where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The proposed Ordinance introduces objective design standards but does not alter any underlying density or height limitations, and will not allow any development that is not consistent with existing City codes, standards, or policies, and therefore it can be seen with certainty that the recommended Ordinance could not have a physical effect on the environment. Therefore the proposed Ordinance does not warrant further environmental review.

_____ Date: _____
Jeff Kugel, Director of Community Development

The above recommended exempt status and findings were adopted by the following body:

_____City Council_____ on _____

_____ Date: _____
Mark Carnahan, City Planner (626) 914-8253

City of Glendora

DESIGN STANDARDS SURVEY

The City is working on architectural design standards for new residential, mixed-use, commercial, and industrial development in Glendora. This survey gathers your preferences on multifamily and commercial design elements and amenities.

1. Using the images below, select the **top 3** architectural styles you think are most appropriate for multi-family housing in Glendora.

☐ Spanish Revival

☐ Craftsman

☐ Farmhouse

☐ Prairie

☐ Post Modern

☐ Monterey

2. Using the images below, select the **top 3** architectural styles you think are most appropriate for commercial in Glendora.

☐ Spanish Revival

☐ Craftsman

☐ Farmhouse

☐ Main Street

☐ Post Modern

☐ Googie/Route 66

City of Glendora

DESIGN STANDARDS SURVEY

3. What other architectural styles would you like to see?

_____

_____

4. Choose your **top 3** preferred open space amenities for multi-family housing.

- ☐ Green Space/Parks
- ☐ Community Garden
- ☐ Barbeque Area
- ☐ Clubhouse
- ☐ Swimming Pool
- ☐ Trails
- ☐ Courtyard
- ☐ Fire Pit
- ☐ Fitness Station
- ☐ Sports Court
- ☐ Dog Park
- ☐ Shaded Patio Area
- ☐ Rooftop Terrace
- ☐ Gym
- ☐ Children's Play Area

5. What other open space amenities would you like to see?

_____

_____

Tell us about yourself!

6. What is your age range?

- ☐ 0-18 years old
- ☐ 19-35 years old
- ☐ 36-50 years old
- ☐ 51+ years old

7. What is your relationship to Glendora? (Please select all that apply)

- ☐ I am a resident in a single-family house/ADU
- ☐ I am a resident in a multi-family house
- ☐ I am a business owner
- ☐ I am a property owner
- ☐ I work in Glendora
- ☐ I have family/friends in Glendora

Scan to access the online version of the survey!

Timestamp	Using the images below, select the top 3 architectural styles you think are most appropriate for multi-family housing in Glendora.	Using the images below, select the top 3 architectural styles you think are most appropriate for commercial in Glendora.	What other architectural styles would you like to see?	Choose your top 3 preferred open space amenities for multi-family housing.	What other open space amenities would you like to see?	What is your age range?	What is your relationship to the City of Glendora? Please select all that apply.
2024/04/19 12:59:49 AM MDT	Spanish Revival;Craftsman;Prairie	Googie/Route 66;Main Street;Post Modern		Green Space/Parks;Clubhouse;Swimming Pool		36-50 years old	I work in Glendora
2024/04/19 3:38:31 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Googie/Route 66;Main Street	Farm industrial	Courtyard;Rooftop Terrace;Children's Play Area	Patio	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/04/20 9:22:15 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Googie/Route 66;Main Street		Green Space/Parks;Dog Park;Children's Play Area		19-35 years old	I work in Glendora
2024/04/20 10:01:48 AM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Craftsman;Main Street	Modern	Green Space/Parks;Dog Park;Fitness Station		36-50 years old	I work in Glendora
2024/04/20 10:06:11 AM MDT	Post Modern	Post Modern		Green Space/Parks;Fitness Station;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/04/20 11:59:50 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman		Green Space/Parks;Gym;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/04/20 1:12:33 PM MDT	Spanish Revival;Craftsman;Post Modern	Googie/Route 66;Main Street;Post Modern		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/04/20 1:16:46 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Googie/Route 66;Main Street		Green Space/Parks;Trails;Swimming Pool	Pool/water recreation areas for kids	36-50 years old	I have family/friends in Glendora
2024/04/20 1:27:48 PM MDT	Craftsman	Spanish Revival;Craftsman;Post Modern		Courtyard;Barbeque Area;Rooftop Terrace			I work in Glendora
2024/04/20 1:29:21 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Googie/Route 66;Main Street	More craftsman	Green Space/Parks;Community Garden;Fitness Station		36-50 years old	I am a resident in a single-family house/ADU
2024/04/20 1:36:20 PM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Craftsman		Green Space/Parks;Dog Park;Courtyard		19-35 years old	I work in Glendora
2024/04/20 1:36:38 PM MDT	Craftsman;Farmhouse;Post Modern	Spanish Revival;Craftsman;Post Modern		Dog Park;Fitness Station;Swimming Pool		36-50 years old	I am a resident in a multi-family house
2024/04/20 4:14:41 PM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Googie/Route 66;Main Street	Asian modern, multi story with functional designs and bright light areas.	Green Space/Parks;Trails;Community Garden		19-35 years old	I have family/friends in Glendora
2024/04/20 4:37:34 PM MDT	Spanish Revival;Farmhouse;Prairie	Spanish Revival;Googie/Route 66;Main Street	No additional	Green Space/Parks;Swimming Pool;Children's Play Area	Trails, clubhouse	51+ years old	I am a resident in a single-family house/ADU
2024/04/20 5:51:04 PM MDT	Craftsman;Farmhouse	Main Street;Post Modern	Farmhouse	Green Space/Parks;Dog Park;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU
2024/04/21 2:54:59 PM MDT	Spanish Revival;Farmhouse;Prairie	Spanish Revival;Craftsman;Main Street	Italian and French country	Green Space/Parks;Community Garden;Courtyard		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/04/21 4:10:13 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Rooftop Terrace;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/04/21 5:06:51 PM MDT	Craftsman;Monterey	Craftsman;Main Street;Post Modern	Commercial in line with Venberg Building and Glendora City Hall feel fitting to the city.	Community Garden;Barbeque Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/04/22 11:36:53 AM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Googie/Route 66;Main Street		Green Space/Parks;Trails;Community Garden		36-50 years old	I am a resident in a single-family house/ADU
2024/04/22 2:58:40 PM MDT	Spanish Revival;Post Modern;Monterey	Spanish Revival;Craftsman;Post Modern	Modern	Green Space/Parks;Swimming Pool;Children's Play Area	Combo park (Children/Adult/Dogs) with lots of EV Chargers	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/04/23 8:23:30 AM MDT	Prairie	Main Street		Green Space/Parks;Shaded Patio Area;Children's Play Area		51+ years old	I am a property owner
2024/04/23 9:08:01 AM MDT	Spanish Revival	Spanish Revival	Spanish Revival	Dog Park;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU
2024/04/23 10:20:29 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Community Garden;Fire Pit		51+ years old	I am a resident in a single-family house/ADU
2024/04/23 10:21:52 AM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Post Modern;Googie/Route 66		Trails;Barbeque Area;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/04/23 10:26:48 AM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Main Street;Post Modern		Green Space/Parks;Community Garden;Courtyard		51+ years old	
2024/04/23 10:27:42 AM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street	All of them	Trails;Community Garden;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/04/23 10:30:36 AM MDT	Spanish Revival;Farmhouse;Post Modern	Craftsman;Main Street;Googie/Route 66	N/A	Green Space/Parks;Dog Park;Swimming Pool	Trails/Courtyard	51+ years old	I work in Glendora;I have family/friends in Glendora
2024/04/23 10:36:18 AM MDT	Spanish Revival;Prairie;Monterey	Spanish Revival;Craftsman;Main Street	Ranch style homes. Beautiful homes that are not the boxy square/rectangle modern style. Don't have to be super expensive, but nice styles. Even small cottage type homes are beautiful.	Green Space/Parks;Shaded Patio Area;Children's Play Area	N/A	51+ years old	I am a resident in a single-family house/ADU
2024/04/23 10:39:23 AM MDT	Craftsman;Prairie;Monterey	Craftsman;Farmhouse;Main Street	None	Trails;Shaded Patio Area;Swimming Pool	Native Plants	36-50 years old	I am a resident in a single-family house/ADU
2024/04/23 10:41:12 AM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Farmhouse	N/A	Green Space/Parks;Trails;Children's Play Area		51+ years old	
2024/04/23 10:42:39 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street	N/A	Trails;Community Garden;Children's Play Area	N/A	51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/04/23 11:18:06 AM MDT	Craftsman;Prairie;Post Modern	Craftsman;Googie/Route 66;Main Street	Mid-Century	Dog Park;Gym;Swimming Pool	Outdoor games, disc golf	19-35 years old	I work in Glendora;I have family/friends in Glendora
2024/04/23 11:19:44 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Post Modern	N/A	Dog Park;Swimming Pool;Children's Play Area	N/A	36-50 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/04/23 11:23:40 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse	Backyards- Frontyard. Space for gardens.	Green Space/Parks;Fitness Station;Children's Play Area	Parking	51+ years old	I am a property owner
2024/04/23 11:30:13 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street	Historical	Green Space/Parks;Dog Park;Shaded Patio Area	N/A	51+ years old	I am a resident in a single-family house/ADU
2024/04/23 11:41:28 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse	N/A	Fitness Station;Swimming Pool;Sports Court	N/A	36-50 years old	I work in Glendora
2024/04/30 7:46:36 AM MDT	Craftsman;Farmhouse;Prairie	Farmhouse;Main Street;Post Modern		Green Space/Parks;Courtyard;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/06 11:56:12 AM MDT	Craftsman;Farmhouse	Craftsman;Main Street		Green Space/Parks;Dog Park;Shaded Patio Area		51+ years old	I work in Glendora
2024/05/06 1:47:44 PM MDT	Craftsman	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/06 4:55:28 PM MDT	Craftsman	Craftsman		Green Space/Parks;Trails;Dog Park		51+ years old	I am a resident in a single-family house/ADU
2024/05/06 5:14:59 PM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Craftsman;Googie/Route 66		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a multi-family building/development;I am a business owner;I work in Glendora;I have family/friends in Glendora
2024/05/06 6:58:49 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Community Garden;Shaded Patio Area;Sports Court		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/06 8:24:55 PM MDT	Spanish Revival;Post Modern;Monterey	Spanish Revival;Post Modern;Googie/Route 66		Community Garden;Gym;Swimming Pool		51+ years old	I am a resident in a multi-family building/development
2024/05/06 8:36:56 PM MDT	Spanish Revival;Craftsman	Spanish Revival;Main Street		Green Space/Parks;Trails;Shaded Patio Area			I am a resident in a single-family house/ADU
2024/05/06 9:22:43 PM MDT	Farmhouse;Post Modern;Monterey	Craftsman;Main Street;Post Modern	Should also be based on the streets or area. Route 66, versus Arrow highway, versus downtown Glendora	Green Space/Parks;Dog Park;Courtyard		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I work in Glendora
2024/05/07 8:38:35 AM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Craftsman;Googie/Route 66		Courtyard;Shaded Patio Area;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/07 8:39:44 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Post Modern		Green Space/Parks;Courtyard;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/07 12:04:56 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Community Garden		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/08 3:03:46 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street	Old town country	Green Space/Parks;Trails;Shaded Patio Area	Coy pond, water sounds	36-50 years old	I am a resident in a single-family house/ADU
2024/05/08 11:18:15 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora
2024/05/14 12:58:53 PM MDT	Spanish Revival;Craftsman;Farmhouse	Farmhouse;Main Street;Googie/Route 66	Art Modern is nice. All of them can be nice, really, but the attention to detail and scale is most important	Courtyard;Swimming Pool;Sports Court	Nature plants, butterfly gardens	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 1:00:00 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street	Variety	Trails;Dog Park;Sports Court	N/A	19-35 years old	
2024/05/14 5:58:19 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Courtyard;Swimming Pool		36-50 years old	I am a property owner
2024/05/14 5:58:59 PM MDT	Craftsman	Craftsman;Main Street	No more 3 story buildings that block our Foothills	Dog Park;Children's Play Area	Anything as long as there are No Homeless	51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 5:59:53 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Main Street;Post Modern		Community Garden;Barbeque Area;Gym		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:00:01 PM MDT	Craftsman;Farmhouse;Post Modern	Farmhouse;Main Street;Googie/Route 66		Dog Park;Rooftop Terrace;Gym		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:00:17 PM MDT	Spanish Revival	Post Modern		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/05/14 6:00:21 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street	Craftsman	Fitness Station;Swimming Pool;Children's Play Area	Pickle ball courts	36-50 years old	I am a resident in a multi-family building/development
2024/05/14 6:01:53 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Googie/Route 66		Green Space/Parks;Community Garden;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 6:02:53 PM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Main Street;Googie/Route 66		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:02:59 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Farmhouse		Rooftop Terrace;Sports Court;Children's Play Area		36-50 years old	I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:04:15 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Googie/Route 66		Green Space/Parks;Courtyard;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 6:05:40 PM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Rooftop Terrace		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:05:59 PM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Googie/Route 66		Clubhouse;Fitness Station;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:06:18 PM MDT	Spanish Revival;Farmhouse;Prairie	Spanish Revival;Main Street;Googie/Route 66		Trails;Community Garden;Fire Pit		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:06:26 PM MDT	Craftsman;Prairie;Monterey	Craftsman;Main Street;Googie/Route 66		Barbeque Area;Swimming Pool;Sports Court		36-50 years old	I work in Glendora;I have family/friends in Glendora
2024/05/14 6:07:22 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street	Sustainable/ green	Green Space/Parks;Trails;Dog Park	Skateparks	36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:07:45 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Main Street;Post Modern	Simple design	Green Space/Parks;Trails;Community Garden	Anything that keeps nature alive	51+ years old	I am a resident in a single-family house/ADU
2024/05/14 6:08:55 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Fitness Station;Swimming Pool		36-50 years old	I am a resident in a multi-family building/development
2024/05/14 6:12:36 PM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Children's Play Area		19-35 years old	I am a property owner
2024/05/14 6:12:58 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Community Garden;Clubhouse;Sports Court		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:16:05 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Dog Park;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:16:12 PM MDT	Craftsman;Farmhouse	Craftsman;Googie/Route 66		Green Space/Parks;Trails;Swimming Pool	Open space	51+ years old	I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:16:18 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse		Community Garden;Fire Pit;Rooftop Terrace		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:17:18 PM MDT	Spanish Revival;Farmhouse;Monterey	Main Street;Googie/Route 66	Nothing tail.	Trails;Dog Park;Gym	Would love a nice high end gym or a trader Joe's.	19-35 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 6:19:08 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Farmhouse		Barbeque Area;Fire Pit;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:19:31 PM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Farmhouse;Main Street		Trails;Courtyard;Fire Pit		19-35 years old	I am a resident in a multi-family building/development
2024/05/14 6:20:09 PM MDT	Craftsman	Craftsman;Farmhouse;Main Street	Pick one theme and eventually havethe rest match like santa Barbara	Trails;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:21:41 PM MDT	Spanish Revival	Farmhouse		Green Space/Parks;Dog Park;Children's Play Area		19-35 years old	I have family/friends in Glendora
2024/05/14 6:22:59 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Rooftop Terrace		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:23:48 PM MDT	Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Dog Park;Shaded Patio Area		51+ years old	I am a property owner
2024/05/14 6:24:15 PM MDT	Craftsman;Farmhouse;Prairie	Farmhouse;Main Street;Googie/Route 66		Green Space/Parks;Courtyard;Sports Court		19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:25:13 PM MDT	Farmhouse;Prairie;Monterey	Spanish Revival;Main Street;Googie/Route 66	dont make them more than 2 stories!	Green Space/Parks;Community Garden;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:26:56 PM MDT	Farmhouse;Prairie;Monterey	Spanish Revival;Craftsman;Main Street	Anything but post modern	Barbeque Area;Gym;Children's Play Area	Splash pad	36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:28:46 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Rooftop Terrace		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:30:15 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Googie/Route 66	Route 66 played up as a tourist attraction; it's an under utilized resource for tourism	Dog Park;Fire Pit;Swimming Pool	We have good park space and hiking - we do not have a public pool or safe and large dog parks	51+ years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:30:52 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Community Garden;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:30:58 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Farmhouse	Organic, sustainable	Green Space/Parks;Trails;Community Garden		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:32:51 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Googie/Route 66		Green Space/Parks;Clubhouse;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 6:34:23 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Barbeque Area;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:36:55 PM MDT	Craftsman	Craftsman;Post Modern;Googie/Route 66	Mid century	Green Space/Parks;Trails;Dog Park		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:38:08 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Googie/Route 66		Green Space/Parks;Dog Park;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:38:57 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Community Garden		36-50 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/14 6:39:21 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Post Modern;Googie/Route 66		Trails;Fitness Station;Gym		19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:39:22 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Googie/Route 66		Green Space/Parks;Trails;Dog Park		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:40:06 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Main Street;Googie/Route 66		Trails;Gym;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 6:40:28 PM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Farmhouse;Main Street		Trails;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:40:29 PM MDT	Spanish Revival;Prairie;Monterey	Craftsman;Farmhouse;Main Street	I'd like to see design standards for downtown, maybe limiting to 2 or 3 colors of the awnings	Green Space/Parks;Dog Park;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:40:52 PM MDT	Craftsman	Craftsman		Green Space/Parks;Dog Park;Children's Play Area		19-35 years old	I am a resident in a multi-family building/development
2024/05/14 6:41:29 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street	None	Green Space/Parks;Dog Park;Clubhouse	Kids area	51+ years old	I am a resident in a single-family house/ADU
2024/05/14 6:41:32 PM MDT	Spanish Revival;Craftsman;Monterey	Main Street;Post Modern;Googie/Route 66		Green Space/Parks;Rooftop Terrace;Sports Court		36-50 years old	I have family/friends in Glendora
2024/05/14 6:42:17 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Googie/Route 66		Green Space/Parks;Community Garden;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU

2024/05/14 6:42:37 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street	No more multi family housing.	Green Space/Parks;Dog Park;Clubhouse			I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 6:44:35 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a multi-family building/development;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:44:48 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Post Modern;Google/Route 66		Green Space/Parks;Clubhouse;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 6:46:42 PM MDT	Farmhouse	Farmhouse;Google/Route 66		Rooftop Terrace;Swimming Pool;Children's Play Area	Car Space/ Ports for cars that need to be fixed	19-35 years old	I am a resident in a multi-family building/development;I work in Glendora
2024/05/14 6:46:43 PM MDT	Spanish Revival;Prairie;Monterey	Craftsman;Farmhouse;Post Modern		Green Space/Parks;Dog Park;Shaded Patio Area		51+ years old	I am a resident in a multi-family building/development
2024/05/14 6:46:47 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 6:48:08 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Trails;Fitness Station;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:48:09 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Shaded Patio Area;Clubhouse		51+ years old	I am a resident in a multi-family building/development
2024/05/14 6:48:47 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street	Mid century modern	Green Space/Parks;Community Garden;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 6:50:16 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Fitness Station	Paved walk paths	36-50 years old	I am a resident in a multi-family building/development
2024/05/14 6:51:09 PM MDT	Craftsman;Farmhouse;Monterey	Farmhouse;Main Street;Post Modern		Green Space/Parks;Barbeque Area;Fire Pit		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 6:51:10 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Google/Route 66		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:51:56 PM MDT	Farmhouse	Google/Route 66		Dog Park;Community Garden;Barbeque Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 6:51:57 PM MDT	Craftsman;Farmhouse;Prairie	Main Street;Post Modern;Google/Route 66		Green Space/Parks;Community Garden;Children's Play Area	Where will these multi family housing being placed?	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 6:53:15 PM MDT	Spanish Revival;Craftsman;Farmhouse	Main Street;Post Modern;Google/Route 66	Mid-century, Deco & Mediterranean	Green Space/Parks;Dog Park;Children's Play Area		36-50 years old	I am a property owner;I have family/friends in Glendora
2024/05/14 6:53:21 PM MDT	Prairie	Main Street;Google/Route 66	Skateable art more art in general	Community Garden;Fire Pit;Children's Play Area	Something to skate because the skatepark is withering away and the city won’t do anything about it	19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:54:00 PM MDT	Spanish Revival;Craftsman	Main Street		Rooftop Terrace;Sports Court;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 6:56:05 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Farmhouse;Google/Route 66		Green Space/Parks;Trails;Clubhouse		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:56:41 PM MDT	Prairie	Craftsman	Prairie	Trails;Community Garden;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 6:57:33 PM MDT	Spanish Revival;Farmhouse;Post Modern	Farmhouse;Main Street;Post Modern		Green Space/Parks;Trails;Shaded Patio Area	Native plantings	51+ years old	I am a resident in a single-family house/ADU
2024/05/14 6:58:19 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Courtyard;Barbeque Area;Clubhouse		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 6:59:36 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Fire Pit		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 7:00:55 PM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Main Street;Google/Route 66		Dog Park;Fitness Station;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 7:01:06 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Google/Route 66	none, I would like us to leave the town as is.	Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 7:03:16 PM MDT	Spanish Revival;Prairie	Spanish Revival;Main Street;Post Modern		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 7:06:58 PM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Farmhouse;Main Street		Rooftop Terrace;Gym;Swimming Pool		0-18 years old	I am a resident in a single-family house/ADU
2024/05/14 7:06:59 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Swimming Pool;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 7:07:11 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Fire Pit;Sports Court		36-50 years old	I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 7:10:46 PM MDT	Spanish Revival;Craftsman;Monterey	Main Street;Post Modern;Google/Route 66	Brutalist	Green Space/Parks;Trails;Community Garden	Water park	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 7:13:09 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Trails;Swimming Pool		51+ years old	I am a resident in a multi-family building/development
2024/05/14 7:13:53 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66	Disney Main Street	Green Space/Parks;Sports Court;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 7:14:56 PM MDT	Craftsman;Post Modern;Monterey	Main Street;Post Modern;Google/Route 66	Midcentury modern, ranch, traditional/colonial	Green Space/Parks;Shaded Patio Area;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 7:18:13 PM MDT	Monterey	Craftsman;Main Street;Post Modern	We need a city residents only water park or adventure park. This Rancho Santa Margarita	Community Garden;Swimming Pool;Children's Play Area	Great job on the new Finkbiner park but Glendora still needs a city residents only splash pad like rancho Santa margarita	19-35 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 7:18:38 PM MDT	Spanish Revival;Farmhouse;Prairie	Main Street;Google/Route 66		Green Space/Parks;Trails;Community Garden		0-18 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/14 7:22:34 PM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Main Street;Post Modern		Green Space/Parks;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 7:23:11 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a property owner
2024/05/14 7:24:36 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Gym;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/14 7:25:08 PM MDT	Monterey	Spanish Revival;Main Street;Google/Route 66		Green Space/Parks;Trails;Swimming Pool	More trees!! So many of the curbside, sidewalk trees in Glendora have been removed â€" and not replaced!	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 7:33:41 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Shaded Patio Area;Barbeque Area	Corutyards	51+ years old	I have family/friends in Glendora
2024/05/14 7:34:53 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 7:36:02 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Post Modern	Monterey	Rooftop Terrace;Gym;Swimming Pool	Hot tub	36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 7:38:27 PM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Children's Play Area	Dedicated paved walking trails	36-50 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/14 7:41:19 PM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Main Street;Google/Route 66		Fire Pit;Swimming Pool;Children's Play Area		19-35 years old	I am a resident in a multi-family building/development
2024/05/14 7:46:12 PM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Main Street;Post Modern		Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a multi-family building/development
2024/05/14 7:49:24 PM MDT	Spanish Revival	Spanish Revival		Green Space/Parks;Trails;Community Garden			I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 7:49:38 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Google/Route 66	Sustainable commercial architecture, ranch style multi family	Shaded Patio Area;Sports Court;Children's Play Area	Rooftop terrace, fitness station	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 7:51:12 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street		Community Garden;Rooftop Terrace;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 7:52:38 PM MDT	Craftsman	Craftsman;Farmhouse;Google/Route 66		Swimming Pool;Sports Court;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 7:55:26 PM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 7:55:36 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Shaded Patio Area;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 7:55:54 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Trails;Dog Park;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 7:57:40 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Post Modern		Trails;Shaded Patio Area;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 8:05:33 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street	Late 1800â€"s early 1900â€"s	Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 8:07:21 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Trails;Community Garden;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 8:14:12 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Farmhouse;Main Street		Shaded Patio Area;Sports Court;Children's Play Area		19-35 years old	I work in Glendora;I have family/friends in Glendora
2024/05/14 8:17:46 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Community Garden	Kids play areas	36-50 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/05/14 8:19:54 PM MDT	Prairie	Craftsman	Mid century	Trails;Dog Park;Barbeque Area	Community lounge, game room, gym	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 8:20:49 PM MDT	Craftsman;Prairie;Post Modern	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Community Garden		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 8:22:04 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse		Green Space/Parks;Shaded Patio Area		19-35 years old	I am a resident in a multi-family building/development;I am a property owner;I have family/friends in Glendora
2024/05/14 8:26:02 PM MDT	Monterey	Main Street		Community Garden;Rooftop Terrace;Clubhouse		19-35 years old	I am a resident in a multi-family building/development
2024/05/14 8:32:57 PM MDT	Spanish Revival;Post Modern;Monterey	Spanish Revival;Craftsman;Post Modern		Green Space/Parks;Trails;Dog Park		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 8:33:23 PM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Google/Route 66		Trails;Rooftop Terrace;Gym		36-50 years old	I am a resident in a multi-family building/development
2024/05/14 8:39:31 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 8:39:56 PM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Post Modern		Green Space/Parks;Dog Park;Fitness Station		19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/05/14 8:41:29 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Clubhouse;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a multi-family building/development;I work in Glendora;I have family/friends in Glendora
2024/05/14 8:46:34 PM MDT	Spanish Revival;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Trails;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 8:47:43 PM MDT	Craftsman;Post Modern	Main Street;Post Modern;Google/Route 66	Housing above Retail with elevators	Trails;Shaded Patio Area;Rooftop Terrace	Community Center with indoor activities	51+ years old	I am a property owner
2024/05/14 8:47:47 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a multi-family building/development
2024/05/14 8:50:19 PM MDT	Spanish Revival;Farmhouse;Prairie	Spanish Revival;Craftsman;Google/Route 66		Green Space/Parks;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 8:50:42 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Trails;Children's Play Area		36-50 years old	I am a resident in a multi-family building/development;I am a property owner
2024/05/14 8:59:44 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/05/14 9:00:07 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Clubhouse;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:03:07 PM MDT	Post Modern	Craftsman;Farmhouse;Post Modern		Green Space/Parks;Gym;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 9:12:23 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:14:46 PM MDT	Spanish Revival	Main Street		Green Space/Parks;Courtyard;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 9:18:14 PM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Shaded Patio Area;Swimming Pool		51+ years old	I have family/friends in Glendora
2024/05/14 9:19:06 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:19:44 PM MDT	Craftsman;Farmhouse;Post Modern	Spanish Revival;Farmhouse;Main Street		Dog Park;Barbeque Area;Swimming Pool		36-50 years old	I am a resident in a multi-family building/development
2024/05/14 9:20:35 PM MDT	Farmhouse	Post Modern		Green Space/Parks		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:23:09 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:23:51 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Dog Park		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 9:25:35 PM MDT	Spanish Revival;Post Modern;Monterey	Spanish Revival;Craftsman;Post Modern		Trails;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:25:51 PM MDT	Craftsman;Farmhouse;Post Modern	Spanish Revival;Main Street;Google/Route 66	Organic / sustainable design / green roof	Green Space/Parks;Trails;Community Garden	Pickleball court	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 9:28:57 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Post Modern		Green Space/Parks;Barbeque Area;Children's Play Area	swimming pool	51+ years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/14 9:32:45 PM MDT	Farmhouse	Craftsman;Farmhouse;Main Street	Not a particular style, but more trees, gardens and greenery is needed	Green Space/Parks;Shaded Patio Area;Children's Play Area	Trees! Greenery! Natural spaces! Walking friendly zones.	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 9:42:05 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Farmhouse;Main Street		Trails;Community Garden;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 9:44:30 PM MDT	Spanish Revival;Monterey	Craftsman;Main Street		Green Space/Parks;Dog Park;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/05/14 9:44:57 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 9:45:48 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Community Garden;Fitness Station		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 9:45:49 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Google/Route 66		Fire Pit;Rooftop Terrace;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:50:44 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street	Moroccan, Mediterranean	Community Garden;Shaded Patio Area;Swimming Pool	Makerspace-example :Art	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 9:50:47 PM MDT	Spanish Revival;Craftsman	Craftsman;Post Modern	Modern, to spanish style sleek and clean	Community Garden;Fire Pit;Sports Court		19-35 years old	I am a property owner
2024/05/14 9:51:16 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Community Garden;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/14 9:52:19 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Trails;Community Garden		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 9:53:28 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Fire Pit;Rooftop Terrace;Sports Court		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 9:53:38 PM MDT	Farmhouse;Prairie;Monterey	Main Street;Post Modern	Ranch	Green Space/Parks;Dog Park;Children's Play Area	Courtyard	51+ years old	I have family/friends in Glendora
2024/05/14 9:53:47 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Post Modern		Trails;Dog Park;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU

2024/05/14 9:54:47 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 9:58:56 PM MDT	Craftsman	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Community Garden;Courtyard	Bike paths	51+ years old	I am a resident in a single-family house/ADU
2024/05/14 10:02:19 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Green Space/Parks;Sports Court;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 10:04:56 PM MDT	Craftsman	Craftsman;Farmhouse;Main Street		Green Space/Parks;Shaded Patio Area;Rooftop Terrace		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 10:08:41 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I have family/friends in Glendora
2024/05/14 10:09:43 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Community Garden;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 10:10:52 PM MDT	Craftsman;Post Modern;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Shaded Patio Area;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 10:12:07 PM MDT	Spanish Revival;Craftsman;Monterey	Main Street;Post Modern;Google/Route 66		Green Space/Parks;Dog Park;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 10:13:28 PM MDT	Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Green Space/Parks;Shaded Patio Area;Rooftop Terrace		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 10:15:58 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Courtyard;Rooftop Terrace		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 10:18:00 PM MDT	Spanish Revival;Prairie;Monterey	Craftsman;Farmhouse;Main Street		Shaded Patio Area;Rooftop Terrace;Children's Play Area	Paseos connecting new development to adjacent parcels or public spaces	36-50 years old	I have family/friends in Glendora
2024/05/14 10:20:43 PM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Farmhouse;Main Street		Barbeque Area;Gym;Children's Play Area		36-50 years old	I have family/friends in Glendora
2024/05/14 10:21:09 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Shaded Patio Area;Fitness Station;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 10:25:14 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Post Modern	Mid-Century	Green Space/Parks;Shaded Patio Area;Children's Play Area	Splash pads/water play for the kids	51+ years old	I am a resident in a single-family house/ADU
2024/05/14 10:25:23 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Courtyard;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 10:29:52 PM MDT	Craftsman;Prairie;Monterey	Craftsman;Main Street;Google/Route 66		Courtyard;Shaded Patio Area;Children's Play Area		36-50 years old	I have family/friends in Glendora
2024/05/14 10:31:43 PM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Main Street;Google/Route 66	"Ranch Style" with contemporary interpretations	Green Space/Parks;Trails;Shaded Patio Area	Farmers markets	36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 10:32:19 PM MDT	Craftsman	Craftsman;Google/Route 66		Shaded Patio Area;Barbeque Area;Clubhouse		51+ years old	I am a resident in a single-family house/ADU
2024/05/14 10:33:07 PM MDT	Farmhouse	Farmhouse		Green Space/Parks;Dog Park;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 10:35:59 PM MDT	Craftsman;Post Modern;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Dog Park;Rooftop Terrace		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 10:39:07 PM MDT	Spanish Revival;Post Modern;Monterey	Spanish Revival;Main Street;Post Modern		Green Space/Parks;Barbeque Area;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 10:39:07 PM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Swimming Pool;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 10:39:57 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street	Stop the Route 66 style	Green Space/Parks;Trails;Dog Park		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/14 10:41:56 PM MDT	Craftsman;Farmhouse;Monterey	Farmhouse;Main Street;Google/Route 66		Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I have family/friends in Glendora
2024/05/14 10:42:42 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Rooftop Terrace;Gym		51+ years old	I am a property owner
2024/05/14 10:51:51 PM MDT	Craftsman;Farmhouse;Post Modern	Main Street;Post Modern;Google/Route 66		Swimming Pool;Sports Court;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 10:52:04 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Dog Park;Community Garden;Rooftop Terrace	Outdoor water park or lush outdoor seating	36-50 years old	I am a business owner;I am a property owner;I have family/friends in Glendora
2024/05/14 11:02:02 PM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Main Street;Post Modern		Green Space/Parks;Community Garden;Shaded Patio Area		19-35 years old	I am a resident in a single-family house/ADU
2024/05/14 11:03:48 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Farmhouse;Post Modern		Green Space/Parks;Swimming Pool;Sports Court		51+ years old	I am a resident in a multi-family building/development
2024/05/14 11:12:22 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street		Green Space/Parks;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora
2024/05/14 11:17:36 PM MDT	Spanish Revival	Main Street		Green Space/Parks;Rooftop Terrace;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 11:19:13 PM MDT	Craftsman;Farmhouse;Post Modern	Farmhouse;Main Street;Google/Route 66		Green Space/Parks;Courtyard;Swimming Pool		19-35 years old	I am a resident in a multi-family building/development;I have family/friends in Glendora
2024/05/14 11:19:58 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Trails;Rooftop Terrace		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 11:21:48 PM MDT	Craftsman	Main Street;Google/Route 66	All Google!!	Green Space/Parks;Trails;Sports Court	roller rink	36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 11:25:36 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I have family/friends in Glendora
2024/05/14 11:27:47 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Google/Route 66		Green Space/Parks;Swimming Pool;Children's Play Area	No more multifamily housing	36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 11:30:11 PM MDT	Spanish Revival;Prairie;Monterey	Spanish Revival;Main Street;Google/Route 66	Monterey Colonial Revival	Green Space/Parks;Trails;Swimming Pool		36-50 years old	I am a property owner
2024/05/14 11:35:32 PM MDT	Craftsman	Craftsman	I think all the building is absurd. Itâ€™s taking away from the beautiful quaint city.	Dog Park	Stop with the ruining of the cities. Stop letting our politicians take over our cities although I think itâ€™s too late. So sad.	36-50 years old	
2024/05/14 11:35:39 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Dog Park;Community Garden		36-50 years old	I am a resident in a single-family house/ADU;I am a resident in a multi-family building/development;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/14 11:39:36 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street	Mid century modern - bring outside in. Spanish - courtyard in the middle.	Green Space/Parks;Trails;Dog Park	More trees with shade and native landscaped gardens for walking - tree covered sidewalks	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 11:42:46 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Google/Route 66	Iâ€™m okay with them all, Iâ€™m not sure we should put such restrictions. We have many designs which make us unique and too much of the three options would look like a boring suburb.	Green Space/Parks;Rooftop Terrace;Children's Play Area	Continue with things for kids we want great family to come live here.	36-50 years old	I am a resident in a single-family house/ADU;I am a business owner
2024/05/14 11:42:58 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Gym;Swimming Pool;Children's Play Area	Community pool	36-50 years old	I am a resident in a multi-family building/development;I am a property owner;I have family/friends in Glendora
2024/05/14 11:46:57 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Google/Route 66	No more 3-4 story buildings built on the sidewalks	Green Space/Parks;Community Garden;Courtyard	Citrus fields	51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/14 11:48:22 PM MDT	Craftsman	Spanish Revival;Craftsman;Main Street		Trails;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 11:49:25 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Google/Route 66		Trails;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/14 11:49:51 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a multi-family building/development
2024/05/14 11:57:59 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Swimming Pool;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/15 12:02:29 AM MDT	Monterey	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Dog Park;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 12:04:34 AM MDT	Spanish Revival;Farmhouse;Monterey	Farmhouse;Main Street;Post Modern		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 12:05:53 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Trails		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I have family/friends in Glendora
2024/05/15 12:08:23 AM MDT	Craftsman	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 12:10:27 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Google/Route 66		Green Space/Parks;Shaded Patio Area;Clubhouse		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 12:21:01 AM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Clubhouse;Swimming Pool	Community gardens or bbq areas	36-50 years old	I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 12:22:34 AM MDT	Craftsman;Farmhouse	Main Street	Nothing higher than 2 story	Green Space/Parks;Dog Park;Courtyard		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 12:31:52 AM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Post Modern;Google/Route 66	Moder	Shaded Patio Area;Clubhouse;Swimming Pool		36-50 years old	I have family/friends in Glendora
2024/05/15 12:47:10 AM MDT	Spanish Revival;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Community Garden;Rooftop Terrace;Gym		19-35 years old	I am a business owner;I have family/friends in Glendora
2024/05/15 1:04:41 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Swimming Pool;Sports Court		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 1:11:04 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Barbeque Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 1:33:49 AM MDT	Craftsman	Craftsman		Green Space/Parks;Trails;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 2:08:51 AM MDT	Spanish Revival;Farmhouse;Post Modern	Craftsman;Main Street;Post Modern	Modern, contemporary	Green Space/Parks;Barbeque Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 2:25:37 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Google/Route 66		Green Space/Parks;Gym;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/15 4:31:59 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Post Modern;Google/Route 66		Green Space/Parks;Clubhouse;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/05/15 5:22:07 AM MDT	Craftsman	Craftsman		Green Space/Parks;Trails;Children's Play Area	More trees everywhere	36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 5:53:32 AM MDT	Prairie	Spanish Revival;Farmhouse;Main Street	Traditional architecture back to the roots	Shaded Patio Area;Clubhouse;Children's Play Area	More trails and community common areas	19-35 years old	I have family/friends in Glendora
2024/05/15 6:07:56 AM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Trails;Swimming Pool	Music/concert/ theater space	36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 6:17:07 AM MDT	Spanish Revival;Craftsman;Prairie	Craftsman;Main Street;Google/Route 66	No more architecture at sidewalk edge	Green Space/Parks;Barbeque Area;Rooftop Terrace		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora
2024/05/15 6:20:46 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Google/Route 66	Victorian (you see it in nearby Azusa too) and Art Deco.	Green Space/Parks;Dog Park;Sports Court		36-50 years old	I work in Glendora;I have family/friends in Glendora
2024/05/15 6:33:06 AM MDT	Craftsman;Prairie;Monterey	Craftsman;Main Street;Google/Route 66	Remove the bums and transients from our streets	Green Space/Parks;Community Garden;Courtyard	The more open space brings transients, then the city will say there is nothing they can do about them.	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 6:54:23 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Google/Route 66		Green Space/Parks;Trails;Shaded Patio Area	More and improved patio dining options!	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/Friends in Glendora
2024/05/15 6:54:51 AM MDT	Craftsman;Farmhouse	Post Modern	No more multi family housing	Trails;Community Garden	More Single family homes	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 6:58:47 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Trails;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 7:00:17 AM MDT	Spanish Revival;Craftsman;Prairie	Craftsman;Main Street;Google/Route 66	Not white/black farmhouse! Please do NOT let too many people watching HGTV let this creep into our official style as it is already out of date.	Green Space/Parks;Trails;Sports Court		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 7:40:01 AM MDT	Craftsman;Prairie;Monterey	Craftsman;Farmhouse;Main Street		Trails;Barbeque Area;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/15 7:41:08 AM MDT	Spanish Revival;Craftsman;Monterey	Main Street;Post Modern;Google/Route 66		Green Space/Parks;Gym;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 7:41:11 AM MDT	Prairie	Farmhouse;Main Street		Trails;Community Garden;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 7:44:06 AM MDT	Post Modern	Spanish Revival;Craftsman;Post Modern		Rooftop Terrace;Clubhouse;Swimming Pool	Gym	19-35 years old	I am a resident in a multi-family building/development;I have family/friends in Glendora
2024/05/15 8:05:50 AM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Farmhouse;Main Street		Barbeque Area;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 8:07:26 AM MDT	Spanish Revival;Craftsman;Prairie	Craftsman;Main Street;Google/Route 66	Mid-century modern	Green Space/Parks;Trails;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 8:18:52 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Post Modern	Spanish	Green Space/Parks;Community Garden;Children's Play Area	Shaded bench areas	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/Friends in Glendora
2024/05/15 8:23:53 AM MDT	Craftsman;Farmhouse;Post Modern	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Courtyard;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 8:36:58 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Trails;Fitness Station		19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 8:48:27 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Post Modern	N/A	Green Space/Parks;Barbeque Area;Children's Play Area	N/A	36-50 years old	I am a resident in a multi-family building/development
2024/05/15 8:50:26 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Shaded Patio Area;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 8:50:29 AM MDT	Spanish Revival;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Courtyard;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 8:50:33 AM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Farmhouse;Post Modern		Green Space/Parks;Rooftop Terrace;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 8:52:38 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Main Street;Post Modern		Trails;Dog Park;Courtyard		19-35 years old	I am a property owner
2024/05/15 8:54:16 AM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Main Street;Post Modern	Modern but with lots of greenery	Green Space/Parks;Trails;Dog Park		19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 9:08:09 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Community Garden;Swimming Pool		36-50 years old	I have family/friends in Glendora
2024/05/15 9:22:20 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Trails		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/Friends in Glendora
2024/05/15 9:23:36 AM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Post Modern;Google/Route 66		Green Space/Parks;Dog Park;Sports Court		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 9:33:15 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Shaded Patio Area;Fire Pit;Children's Play Area		36-50 years old	I am a property owner
2024/05/15 9:36:59 AM MDT	Post Modern	Post Modern		Green Space/Parks;Shaded Patio Area;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/05/15 9:45:28 AM MDT	Craftsman;Post Modern;Monterey	Craftsman;Post Modern;Google/Route 66		Gym;Swimming Pool;Sports Court	Public pickleball courts	19-35 years old	I am a resident in a single-family house/ADU

2024/05/15 9:55:24 AM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Fitness Station;Children's Play Area		19-35 years old	I have family/friends in Glendora
2024/05/15 10:04:08 AM MDT	Farmhouse;Prairie;Monterey	Farmhouse;Main Street;Googie/Route 66		Green Space/Parks;Trails;Swimming Pool		36-50 years old	I work in Glendora;I have family/friends in Glendora
2024/05/15 10:15:11 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street	It would be great to see consistent awning colors on glendora ave. Business have picked their own colors and it looks tacky. A neutral color pallet with tans, black and white, etc would be more visually pleasing.	Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 10:30:19 AM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Craftsman;Googie/Route 66	Palm Springs Art Deco	Green Space/Parks;Trails;Community Garden	As many trees as possible and bee/butterfly habitat.	36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 10:39:05 AM MDT	Craftsman;Prairie;Post Modern	Craftsman;Main Street;Post Modern		Green Space/Parks;Courtyard;Shaded Patio Area		51+ years old	I have family/friends in Glendora
2024/05/15 10:41:42 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Post Modern		Dog Park;Community Garden;Fitness Station	Farmers market	19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 10:45:43 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Courtyard;Shaded Patio Area	Waterfall or fountain using water with a recirculating pump	51+ years old	I am a resident in a single-family house/ADU
2024/05/15 10:51:17 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 10:54:38 AM MDT	Spanish Revival;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Clubhouse;Swimming Pool;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 11:05:23 AM MDT	Farmhouse	Craftsman;Farmhouse;Main Street	None. Stop building garbage and ruining the city.	Green Space/Parks;Trails;Dog Park	Stop building	51+ years old	I am a property owner
2024/05/15 11:09:10 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Post Modern	New England Coastal	Green Space/Parks;Dog Park;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 11:18:53 AM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Rooftop Terrace		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/15 11:20:30 AM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Main Street;Googie/Route 66	Craftsman	Green Space/Parks;Trails;Fitness Station		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 11:21:57 AM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Googie/Route 66		Green Space/Parks;Community Garden;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 11:55:19 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Post Modern		Green Space/Parks;Courtyard;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 12:05:21 PM MDT	Spanish Revival	Spanish Revival;Farmhouse;Main Street		Courtyard;Shaded Patio Area;Clubhouse		51+ years old	I am a property owner
2024/05/15 12:08:10 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Googie/Route 66		Green Space/Parks;Shaded Patio Area;Swimming Pool	Picnic tables	36-50 years old	I am a resident in a multi-family building/development;I work in Glendora;I have family/friends in Glendora
2024/05/15 12:20:49 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Trails;Swimming Pool		19-35 years old	I am a resident in a multi-family building/development
2024/05/15 12:21:32 PM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Main Street;Post Modern		Trails;Rooftop Terrace;Gym		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 12:37:30 PM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Main Street;Googie/Route 66		Green Space/Parks;Community Garden;Clubhouse		36-50 years old	I am a resident in a multi-family building/development;I have family/friends in Glendora
2024/05/15 12:47:44 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Main Street		Gym;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 1:08:58 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Post Modern		Green Space/Parks;Fitness Station;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 1:10:29 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Rooftop Terrace;Clubhouse		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/15 1:26:13 PM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Craftsman;Post Modern		Dog Park;Clubhouse;Children's Play Area	Walking flat trail/track for exercise	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 1:48:35 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Googie/Route 66		Green Space/Parks;Courtyard;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 1:52:39 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Post Modern		Green Space/Parks;Dog Park;Swimming Pool		51+ years old	I am a resident in a multi-family building/development
2024/05/15 2:14:20 PM MDT	Craftsman;Farmhouse;Monterey	Main Street;Post Modern;Googie/Route 66		Green Space/Parks;Swimming Pool;Children's Play Area	Walking trails around the building	51+ years old	I am a resident in a single-family house/ADU
2024/05/15 2:22:21 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Main Street;Post Modern		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 2:30:13 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Main Street		Green Space/Parks;Trails;Sports Court	More pickle ball	51+ years old	I am a resident in a single-family house/ADU
2024/05/15 2:42:10 PM MDT	Spanish Revival	Spanish Revival	Beaux art and romanesque	Green Space/Parks;Courtyard;Swimming Pool	Gardens, water fountains	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 2:45:41 PM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Craftsman;Googie/Route 66		Green Space/Parks;Dog Park;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 2:49:53 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Main Street	Nothing modern.	Green Space/Parks;Courtyard;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 2:55:59 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 3:04:20 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Googie/Route 66		Green Space/Parks;Trails;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/15 3:13:29 PM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Farmhouse;Main Street	San Diego Beach House	Trails;Gym;Sports Court	Walking trails, pickleball courts, anything for senior citizens	36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 3:24:28 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street	Not the tiny set back with monster looking 3 story near rt.66 & grand if 3story or more, similar to rt. 66 & glendora ave with setback with flowers and open balconies breakup the tall box look	Dog Park;Community Garden;Shaded Patio Area	Instead of large community garden make walkways wide that double as walking paths, children/senior mingling food education areas that are lined with Espalier trees, vines veggies/fruit or raised bed gardens as well as street side setbacks with bee friendly flowers.shaded Bbq areas with table	36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 3:28:58 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Shaded Patio Area;Barbeque Area;Fitness Station	All trees should do double duty of shade and fruit/nut, no trees that can't be eaten with more people less space all buildings should have multiple uses and help provide community food sources for good times and bad.	51+ years old	I am a property owner
2024/05/15 4:28:30 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Trails;Shaded Patio Area;Swimming Pool	Fire pit	51+ years old	I am a property owner
2024/05/15 4:35:52 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Community Garden		36-50 years old	I have family/friends in Glendora
2024/05/15 4:44:22 PM MDT	Farmhouse	Main Street		Community Garden;Swimming Pool;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/05/15 5:01:01 PM MDT	Craftsman;Farmhouse;Prairie	Farmhouse;Main Street;Googie/Route 66		Green Space/Parks;Trails;Children's Play Area	Shaded patio and community garden	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 5:27:22 PM MDT	Farmhouse	Main Street	Sustainable and long lasting	Community Garden;Swimming Pool;Children's Play Area	Roller skating rink	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/15 5:30:26 PM MDT	Craftsman;Farmhouse	Post Modern	Sustainable!!	Swimming Pool;Sports Court;Children's Play Area		36-50 years old	I am a property owner
2024/05/15 5:38:05 PM MDT	Craftsman;Prairie;Monterey	Craftsman;Main Street;Post Modern		Dog Park;Rooftop Terrace;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I have family/friends in Glendora
2024/05/15 5:52:12 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Main Street;Googie/Route 66		Green Space/Parks;Dog Park;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 6:10:23 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Trails;Dog Park		36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 6:13:10 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Googie/Route 66		Trails;Fitness Station;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/15 6:39:47 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Post Modern		Dog Park;Clubhouse;Swimming Pool		36-50 years old	I have family/friends in Glendora
2024/05/15 7:17:53 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Googie/Route 66		Community Garden;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora
2024/05/15 7:25:21 PM MDT	Farmhouse	Farmhouse		Green Space/Parks;Trails;Community Garden		51+ years old	I am a resident in a single-family house/ADU
2024/05/15 8:01:55 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Post Modern;Googie/Route 66		Trails;Community Garden;Swimming Pool	Childrenâ€™s play area	36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 8:26:51 PM MDT	Farmhouse	Craftsman;Farmhouse;Googie/Route 66		Green Space/Parks;Courtyard;Shaded Patio Area	NOT built to the curb, but recessed from street.	51+ years old	I work in Glendora;I have family/friends in Glendora
2024/05/15 8:33:18 PM MDT	Spanish Revival;Craftsman	Spanish Revival;Craftsman;Post Modern		Trails;Swimming Pool;Sports Court	Football & Track Field for our High School	36-50 years old	I am a resident in a single-family house/ADU
2024/05/15 9:13:19 PM MDT	Spanish Revival;Craftsman;Farmhouse	Farmhouse;Post Modern;Googie/Route 66		Green Space/Parks;Trails;Sports Court		19-35 years old	I am a resident in a multi-family building/development
2024/05/15 9:27:16 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Googie/Route 66		Community Garden;Barbeque Area;Clubhouse		51+ years old	I have family/friends in Glendora
2024/05/16 1:33:58 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Googie/Route 66	Ranch	Green Space/Parks;Courtyard;Rooftop Terrace	Little Free Library, Lending Libraries	36-50 years old	I have family/friends in Glendora
2024/05/16 1:47:33 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street	Farmhouse	Trails;Barbeque Area;Rooftop Terrace		51+ years old	I am a resident in a single-family house/ADU
2024/05/16 9:19:08 AM MDT	Craftsman;Prairie;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I have family/friends in Glendora
2024/05/16 9:46:28 AM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/16 10:38:54 AM MDT	Post Modern	Post Modern		Clubhouse;Swimming Pool;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/16 11:01:24 AM MDT	Farmhouse	Main Street		Green Space/Parks;Shaded Patio Area;Rooftop Terrace		19-35 years old	I have family/friends in Glendora
2024/05/16 11:41:28 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Trails;Barbeque Area;Children's Play Area		51+ years old	I work in Glendora
2024/05/16 1:02:08 PM MDT	Craftsman;Farmhouse	Main Street;Googie/Route 66		Green Space/Parks;Gym;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/16 4:26:41 PM MDT	Spanish Revival;Post Modern;Monterey	Spanish Revival;Main Street;Post Modern	Beaux-Arts and Italianate	Green Space/Parks;Community Garden;Courtyard		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/16 7:39:32 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/16 8:45:16 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Main Street;Googie/Route 66		Green Space/Parks;Trails;Swimming Pool	More space! Actual small yards, not crammed together	36-50 years old	I am a resident in a multi-family building/development;I work in Glendora;I have family/friends in Glendora
2024/05/16 9:04:56 PM MDT	Post Modern	Main Street		Rooftop Terrace;Swimming Pool;Sports Court		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/16 10:01:29 PM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Courtyard;Shaded Patio Area		36-50 years old	I have family/friends in Glendora
2024/05/16 11:06:21 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/17 11:15:55 AM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Main Street		Trails;Dog Park;Community Garden		19-35 years old	I am a resident in a single-family house/ADU
2024/05/17 11:56:42 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse	Nature focused	Green Space/Parks;Trails;Barbeque Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/17 1:31:07 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Post Modern		Community Garden;Courtyard;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/05/17 2:44:04 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Courtyard;Gym		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/17 3:04:06 PM MDT	Spanish Revival;Farmhouse;Prairie	Spanish Revival;Main Street;Googie/Route 66	brick facade	Green Space/Parks;Dog Park;Shaded Patio Area		19-35 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/17 4:42:12 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street	Colonial	Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/17 4:44:27 PM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Craftsman;Main Street	Gothic	Green Space/Parks;Trails;Clubhouse	Statuary garden	36-50 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/05/17 5:38:28 PM MDT	Spanish Revival;Prairie;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/17 6:03:36 PM MDT	Farmhouse	Main Street		Green Space/Parks;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/05/17 9:46:54 PM MDT	Craftsman;Farmhouse;Post Modern	Spanish Revival;Craftsman;Post Modern	Mid century modern	Green Space/Parks;Gym;Swimming Pool		19-35 years old	I am a resident in a multi-family building/development
2024/05/18 4:30:01 PM MDT	Craftsman;Post Modern;Monterey	Craftsman;Main Street;Post Modern	Mid century modern	Trails;Dog Park;Rooftop Terrace		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/05/18 10:13:37 PM MDT	Craftsman;Prairie	Main Street		Trails;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/05/19 8:08:17 PM MDT	Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Courtyard;Fire Pit		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/20 8:09:35 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Post Modern		Green Space/Parks;Dog Park;Community Garden		51+ years old	I am a resident in a single-family house/ADU
2024/05/20 10:01:30 AM MDT	Craftsman;Farmhouse	Craftsman;Main Street	Storybook	Green Space/Parks;Community Garden;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/21 10:13:50 AM MDT	Farmhouse	Main Street	STOP BUILDING.	Trails;Rooftop Terrace;Swimming Pool	Community Room that can be reserved for parties	51+ years old	I am a resident in a single-family house/ADU
2024/05/21 2:00:22 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Trails;Courtyard		19-35 years old	I am a resident in a multi-family building/development;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/05/22 8:46:28 AM MDT	Spanish Revival;Prairie;Post Modern	Spanish Revival;Main Street;Googie/Route 66	Italianate like city hall, victorian	Trails;Community Garden;Rooftop Terrace	Car sharing, bike sharing	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/05/22 2:00:56 PM MDT	Spanish Revival;Craftsman;Prairie	Craftsman;Farmhouse;Main Street		Trails;Dog Park;Shaded Patio Area	community gardens/parks	51+ years old	I am a resident in a multi-family building/development;I am a business owner;I work in Glendora;I have family/friends in Glendora
2024/05/23 5:32:34 PM MDT	Spanish Revival;Post Modern;Monterey	Spanish Revival;Post Modern;Googie/Route 66	None other than the ones shown	Trails;Clubhouse;Swimming Pool	Bicycle routes	51+ years old	I work in Glendora
2024/05/23 6:04:11 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Trails;Rooftop Terrace		19-35 years old	I am a property owner

2024/05/25 4:42:54 PM MDT	Craftsman;Farmhouse;Monterey	Farmhouse;Main Street;Google/Route 66	Our streets need repaving..to many pot holes	Green Space/Parks;Shaded Patio Area;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU
2024/05/27 11:11:55 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Google/Route 66	Victorian	Green Space/Parks;Dog Park;Courtyard	Wide sidewalks	51+ years old	I have family/friends in Glendora
2024/05/29 10:24:31 PM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Main Street;Google/Route 66		Fire Pit;Clubhouse;Sports Court	Pickle Ball Courts	36-50 years old	I am a resident in a multi-family building/development
2024/06/06 7:31:18 AM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Main Street;Post Modern	Art Deco	Green Space/Parks;Community Garden;Shaded Patio Area	Bike paths	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/06/06 9:45:37 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Community Garden;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/06/10 5:49:39 PM MDT	Craftsman;Farmhouse;Monterey	Main Street;Post Modern;Google/Route 66		Green Space/Parks;Trails;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/06/10 9:13:49 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Google/Route 66		Clubhouse;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner
2024/06/18 4:56:03 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Dog Park;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a resident in a multi-family building/development;I am a property owner;I have family/friends in Glendora
2024/06/28 10:21:24 AM MDT	Spanish Revival;Farmhouse;Post Modern	Spanish Revival;Farmhouse;Post Modern	None	Swimming Pool;Sports Court;Children's Play Area	None	36-50 years old	I work in Glendora;I have family/friends in Glendora
2024/06/29 7:19:22 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Post Modern;Google/Route 66		Green Space/Parks;Trails;Children's Play Area		51+ years old	I am a property owner
2024/06/29 10:23:30 PM MDT	Craftsman	Craftsman		Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/07/02 12:27:00 AM MDT	Farmhouse	Farmhouse		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a business owner;I am a property owner
2024/07/03 5:21:52 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Dog Park;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/07/06 7:46:23 PM MDT	Prairie	Spanish Revival;Farmhouse	None, there are enough buildings and human s in Glendora.	Green Space/Parks;Trails;Dog Park		51+ years old	I am a property owner
2024/07/08 12:44:11 PM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Farmhouse;Main Street	Art Deco and Romanesque Revival	Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a multi-family building/development;I work in Glendora;I have family/friends in Glendora
2024/07/08 1:27:53 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Google/Route 66	Neon and vertical signage on street side of building	Green Space/Parks;Shaded Patio Area;Clubhouse	Trees and shrubs	51+ years old	I am a resident in a single-family house/ADU
2024/07/10 10:26:27 AM MDT	Craftsman;Prairie	Craftsman;Main Street		Green Space/Parks;Trails;Rooftop Terrace		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 10:26:28 AM MDT	Spanish Revival;Craftsman;Prairie	Craftsman;Main Street;Google/Route 66		Fire Pit;Gym;Swimming Pool		19-35 years old	I work in Glendora;I have family/friends in Glendora
2024/07/10 10:29:20 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Trails;Clubhouse;Children's Play Area		19-35 years old	I am a resident in a multi-family building/development
2024/07/10 10:33:14 AM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Farmhouse;Main Street	Colonial	Green Space/Parks;Rooftop Terrace;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/07/10 10:36:30 AM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Main Street;Post Modern		Green Space/Parks;Trails;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/07/10 10:36:58 AM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Farmhouse;Main Street	Easy and clean look	Green Space/Parks;Dog Park;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner
2024/07/10 10:39:58 AM MDT	Spanish Revival;Prairie;Monterey	Spanish Revival;Main Street;Google/Route 66	Tudor	Shaded Patio Area;Clubhouse;Sports Court	Pickle Ball Courts	36-50 years old	I am a resident in a multi-family building/development
2024/07/10 10:41:36 AM MDT	Craftsman	Main Street		Rooftop Terrace;Clubhouse;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU;I am a business owner;I have family/friends in Glendora
2024/07/10 10:41:38 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Shaded Patio Area		36-50 years old	I am a resident in a multi-family building/development
2024/07/10 10:42:07 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Rooftop Terrace;Swimming Pool		19-35 years old	I am a resident in a multi-family building/development;I have family/friends in Glendora
2024/07/10 10:43:30 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Dog Park		36-50 years old	I am a property owner;I have family/friends in Glendora
2024/07/10 10:46:25 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street	None	Green Space/Parks;Fitness Station;Children's Play Area	Dog park	19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/07/10 10:46:54 AM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Dog Park;Courtyard		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 10:53:49 AM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Google/Route 66		Dog Park;Swimming Pool;Children's Play Area	Parking	19-35 years old	I have family/friends in Glendora
2024/07/10 10:56:22 AM MDT	Farmhouse;Post Modern;Monterey	Post Modern		Green Space/Parks;Community Garden;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 10:56:56 AM MDT	Spanish Revival;Prairie;Monterey	Spanish Revival;Craftsman;Farmhouse		Shaded Patio Area;Rooftop Terrace;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I work in Glendora
2024/07/10 10:58:02 AM MDT	Spanish Revival;Farmhouse;Post Modern	Craftsman;Main Street;Post Modern		Green Space/Parks;Dog Park;Rooftop Terrace	Gym, BBQ area, swimming pool, clubhouse	19-35 years old	I am a property owner
2024/07/10 11:00:18 AM MDT	Farmhouse;Prairie;Post Modern	Farmhouse;Main Street;Post Modern	Iâ€™d love to see a more nature driven area that works with itâ€™s natural surroundings instead of standing out with a solid white/color	Community Garden;Courtyard;Rooftop Terrace		0-18 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/07/10 11:00:30 AM MDT	Spanish Revival;Monterey	Spanish Revival;Main Street		Shaded Patio Area;Barbeque Area;Clubhouse		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 11:01:12 AM MDT	Spanish Revival;Craftsman;Monterey	Farmhouse;Main Street;Google/Route 66		Trails;Gym;Children's Play Area		36-50 years old	I am a resident in a multi-family building/development
2024/07/10 11:02:08 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Fitness Station;Swimming Pool	South Hills developed and maintain to keep it safe to use.	36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I have family/friends in Glendora
2024/07/10 11:07:58 AM MDT	Spanish Revival;Craftsman;Prairie	Spanish Revival;Craftsman;Main Street		Community Garden;Swimming Pool;Children's Play Area	Splash pad	19-35 years old	I am a resident in a single-family house/ADU;I am a business owner;I have family/friends in Glendora
2024/07/10 11:13:25 AM MDT	Monterey	Spanish Revival;Main Street	None	Trails;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 11:15:49 AM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Craftsman;Main Street		Community Garden;Rooftop Terrace;Swimming Pool		19-35 years old	
2024/07/10 11:20:40 AM MDT	Craftsman	Craftsman		Trails		36-50 years old	I am a property owner
2024/07/10 11:30:06 AM MDT	Farmhouse	Craftsman;Farmhouse;Post Modern	Nothing with windows facing current residence	Trails;Shaded Patio Area;Swimming Pool	Lounging courtyards	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 11:43:41 AM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Post Modern		Trails;Gym;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 11:53:29 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Dog Park;Fire Pit		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 11:56:57 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Fitness Station;Swimming Pool		36-50 years old	I am a property owner
2024/07/10 12:02:38 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Courtyard;Children's Play Area		19-35 years old	I am a resident in a multi-family building/development
2024/07/10 12:20:52 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 12:26:07 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Rooftop Terrace	Splash pads	19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 12:27:58 PM MDT	Craftsman;Post Modern;Monterey	Craftsman;Post Modern;Google/Route 66		Green Space/Parks;Clubhouse;Sports Court		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 12:30:34 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Post Modern;Google/Route 66		Trails;Shaded Patio Area;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 12:41:11 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Courtyard;Shaded Patio Area;Rooftop Terrace		51+ years old	I am a resident in a single-family house/ADU;I am a business owner;I work in Glendora;I have family/friends in Glendora
2024/07/10 12:44:28 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Farmhouse;Main Street	Mid century modern	Rooftop Terrace;Swimming Pool;Sports Court		0-18 years old	I am a resident in a single-family house/ADU
2024/07/10 12:57:47 PM MDT	Craftsman;Post Modern;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Community Garden;Swimming Pool	Trees and shade, and a dog park. Even if enough just to let true dog go potty.	19-35 years old	I am a resident in a multi-family building/development
2024/07/10 1:13:34 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Trails;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 1:28:20 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66	Classic Route 66	Green Space/Parks;Trails;Shaded Patio Area	More community spaces /greenery	19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 1:35:49 PM MDT	Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Green Space/Parks;Rooftop Terrace;Clubhouse		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 1:37:04 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Post Modern;Google/Route 66	Stop	Green Space/Parks;Dog Park;Rooftop Terrace		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 1:41:44 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse		Green Space/Parks;Trails;Dog Park		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 1:46:23 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Gym;Swimming Pool		19-35 years old	I am a property owner;I have family/friends in Glendora
2024/07/10 1:55:02 PM MDT	Craftsman;Post Modern;Monterey	Craftsman;Main Street;Google/Route 66		Barbeque Area;Rooftop Terrace;Children's Play Area	Indoor kids play with food	36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I have family/friends in Glendora
2024/07/10 1:57:26 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Farmhouse;Main Street		Community Garden;Rooftop Terrace;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 1:57:27 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Post Modern;Google/Route 66		Courtyard;Shaded Patio Area;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 2:03:56 PM MDT	Spanish Revival	Spanish Revival		Green Space/Parks;Courtyard;Clubhouse		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 2:09:57 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Clubhouse;Swimming Pool		36-50 years old	I am a resident in a multi-family building/development
2024/07/10 2:11:44 PM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Post Modern;Google/Route 66		Green Space/Parks;Community Garden;Children's Play Area		19-35 years old	I am a resident in a multi-family building/development
2024/07/10 2:13:49 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Trails;Courtyard		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/10 2:23:51 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Main Street		Dog Park;Clubhouse;Swimming Pool	Gym, courtyard and fitness station	51+ years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/07/10 2:33:09 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Community Garden;Courtyard		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 2:39:14 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse	Google/Route 66	Green Space/Parks;Trails;Shaded Patio Area	Walking paths with water fountains	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 2:42:15 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Post Modern		Green Space/Parks;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/07/10 2:43:59 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Main Street;Post Modern		Dog Park;Gym;Children's Play Area		0-18 years old	I have family/friends in Glendora
2024/07/10 2:44:19 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street	I think the googie/route 66 would be great for commerical. I do not think post modern is appropriate and does not add to the character of our city.	Green Space/Parks;Trails;Community Garden	I would like to see paseos for the public to walk through and access mid-block crossings, especially if the building spans an entire city block.	19-35 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 2:52:12 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 2:54:54 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Dog Park;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 2:58:14 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Farmhouse;Main Street	I believe businesses should be able to decide based on their business and location.	Courtyard;Shaded Patio Area;Swimming Pool	Green space, community garden,	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 3:01:59 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Farmhouse;Main Street		Trails;Gym;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/10 3:02:55 PM MDT	Craftsman	Spanish Revival;Post Modern		Green Space/Parks;Dog Park;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 3:03:25 PM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Craftsman;Post Modern		Green Space/Parks;Trails;Shaded Patio Area		19-35 years old	I am a resident in a multi-family building/development
2024/07/10 3:10:28 PM MDT	Craftsman;Post Modern;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Gym;Sports Court	Pool	19-35 years old	I am a resident in a single-family house/ADU;I have family/friends in Glendora
2024/07/10 3:20:48 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Shaded Patio Area;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 3:40:53 PM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Main Street;Post Modern		Community Garden;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 3:51:35 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Main Street;Post Modern		Green Space/Parks;Trails;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 4:00:33 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 4:03:43 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Google/Route 66		Barbeque Area;Clubhouse;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 4:10:56 PM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 4:18:24 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Rooftop Terrace;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 4:50:37 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Farmhouse;Main Street	N/A	Dog Park;Fire Pit;Swimming Pool	N/A	36-50 years old	I am a resident in a multi-family building/development;I have family/friends in Glendora
2024/07/10 5:00:44 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Trails;Sports Court;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 5:09:47 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Children's Play Area		36-50 years old	I have family/friends in Glendora
2024/07/10 5:30:44 PM MDT	Craftsman;Farmhouse;Post Modern	Spanish Revival;Craftsman;Post Modern		Trails;Shaded Patio Area;Children's Play Area	Splash pad	36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 5:55:04 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 5:56:34 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Post Modern;Google/Route 66	Craftsman	Green Space/Parks;Community Garden;Children's Play Area	Nightlife	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 6:06:41 PM MDT	Spanish Revival;Craftsman;Monterey	Craftsman;Farmhouse;Main Street	Spanish modern	Green Space/Parks;Dog Park;Swimming Pool	Laundry	19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 6:07:09 PM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Main Street;Google/Route 66		Courtyard;Rooftop Terrace;Gym		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 6:08:17 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/07/10 6:28:40 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Post Modern	Modern Art Deco	Green Space/Parks;Clubhouse;Swimming Pool	Sports Court	36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 6:39:29 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Rooftop Terrace;Swimming Pool;Sports Court		36-50 years old	I work in Glendora;I have family/friends in Glendora
2024/07/10 6:40:54 PM MDT	Spanish Revival;Craftsman;Post Modern	Spanish Revival;Craftsman;Main Street		Trails;Rooftop Terrace;Gym	Swimming pool	36-50 years old	I am a resident in a multi-family building/development
2024/07/10 6:43:28 PM MDT	Craftsman;Farmhouse;Monterey	Spanish Revival;Craftsman;Google/Route 66		Green Space/Parks;Shaded Patio Area;Rooftop Terrace		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 6:44:36 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Green Space/Parks;Trails;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 6:55:50 PM MDT	Spanish Revival;Farmhouse;Post Modern	Post Modern		Trails;Swimming Pool;Children's Play Area		19-35 years old	I work in Glendora

2024/07/10 7:27:29 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street	Art deco- we have enough local artists here!	Green Space/Parks;Community Garden;Shaded Patio Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 7:56:16 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Courtyard;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/10 8:15:28 PM MDT	Spanish Revival;Farmhouse;Prairie	Farmhouse;Main Street;Google/Route 66		Green Space/Parks;Swimming Pool;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU;I am a business owner;I work in Glendora;I have family/friends in Glendora
2024/07/10 8:16:52 PM MDT	Spanish Revival;Craftsman;Post Modern	Craftsman;Main Street;Post Modern	Futuristic	Community Garden;Shaded Patio Area;Rooftop Terrace		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 8:46:43 PM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Clubhouse;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU;I work in Glendora;I have family/friends in Glendora
2024/07/10 8:56:12 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 9:00:03 PM MDT	Spanish Revival;Post Modern;Monterey	Craftsman;Main Street;Post Modern		Dog Park;Shaded Patio Area;Swimming Pool		36-50 years old	I am a property owner
2024/07/10 9:01:41 PM MDT	Craftsman;Farmhouse;Monterey	Farmhouse;Google/Route 66		Green Space/Parks;Trails;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 9:05:39 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Post Modern		Trails;Shaded Patio Area;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 9:19:02 PM MDT	Craftsman;Farmhouse;Prairie	Farmhouse;Main Street;Google/Route 66		Green Space/Parks;Trails;Community Garden		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 9:20:49 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Main Street;Google/Route 66		Green Space/Parks;Clubhouse;Children's Play Area		36-50 years old	I am a resident in a multi-family building/development;I have family/friends in Glendora
2024/07/10 9:32:57 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Post Modern		Green Space/Parks;Gym;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 9:52:19 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/10 10:01:57 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Dog Park;Shaded Patio Area;Barbeque Area		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 10:06:40 PM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Fitness Station;Swimming Pool;Sports Court		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 10:14:34 PM MDT	Farmhouse	Main Street		Green Space/Parks;Trails;Children's Play Area		51+ years old	I am a resident in a single-family house/ADU
2024/07/10 10:35:04 PM MDT	Craftsman	Craftsman		Green Space/Parks;Trails;Shaded Patio Area		36-50 years old	I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/10 10:40:23 PM MDT	Spanish Revival;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Trails;Fitness Station;Swimming Pool		19-35 years old	I am a resident in a multi-family building/development
2024/07/10 10:44:09 PM MDT	Craftsman;Farmhouse;Post Modern	Post Modern		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/10 10:50:16 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Google/Route 66		Dog Park;Community Garden;Clubhouse		36-50 years old	I am a property owner;I have family/friends in Glendora
2024/07/10 10:52:52 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Swimming Pool;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/07/10 10:55:26 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Post Modern		Green Space/Parks;Courtyard;Fitness Station		19-35 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/10 11:07:39 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Trails;Community Garden		36-50 years old	I am a resident in a single-family house/ADU
2024/07/10 11:52:56 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/11 12:01:58 AM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Main Street;Google/Route 66		Trails;Community Garden;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU
2024/07/11 12:09:46 AM MDT	Craftsman;Prairie;Monterey	Spanish Revival;Craftsman;Main Street	French	Community Garden;Sports Court;Children's Play Area		36-50 years old	I am a property owner;I have family/friends in Glendora
2024/07/11 12:32:24 AM MDT	Post Modern	Farmhouse;Main Street;Google/Route 66		Rooftop Terrace		19-35 years old	I am a business owner
2024/07/11 12:53:58 AM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Google/Route 66		Dog Park;Rooftop Terrace;Clubhouse		51+ years old	I am a resident in a single-family house/ADU
2024/07/11 3:46:47 AM MDT	Craftsman	Post Modern		Trails;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/11 3:54:34 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse	Craftsman	Green Space/Parks;Dog Park;Sports Court	Pickleball	19-35 years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/11 5:37:38 AM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Gym;Sports Court		19-35 years old	I have family/friends in Glendora
2024/07/11 6:57:32 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Main Street;Google/Route 66		Green Space/Parks;Trails;Community Garden		19-35 years old	I am a resident in a single-family house/ADU
2024/07/11 7:08:07 AM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Google/Route 66		Green Space/Parks;Community Garden;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/11 7:50:16 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Main Street;Post Modern	Tudor style.	Trails;Community Garden;Shaded Patio Area		51+ years old	I am a resident in a single-family house/ADU;I am a property owner
2024/07/11 7:54:28 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Clubhouse;Swimming Pool;Sports Court		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/11 7:59:44 AM MDT	Craftsman;Farmhouse;Monterey	Main Street;Post Modern;Google/Route 66		Green Space/Parks;Shaded Patio Area;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/11 8:27:31 AM MDT	Craftsman;Farmhouse	Craftsman;Farmhouse;Main Street		Trails;Sports Court;Children's Play Area		19-35 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I work in Glendora
2024/07/11 8:59:07 AM MDT	Spanish Revival;Farmhouse;Monterey	Spanish Revival;Farmhouse;Main Street		Rooftop Terrace;Swimming Pool;Sports Court	Pickleball courts	51+ years old	I am a resident in a single-family house/ADU
2024/07/11 9:05:10 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street	Donâ€™t know	Community Garden;Shaded Patio Area;Sports Court	Pollinator garden/native plants	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I have family/friends in Glendora
2024/07/11 9:07:06 AM MDT	Craftsman;Farmhouse;Prairie	Craftsman;Farmhouse;Main Street		Dog Park;Rooftop Terrace;Swimming Pool		51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/11 9:34:12 AM MDT	Craftsman;Farmhouse;Prairie	Spanish Revival;Farmhouse;Main Street		Green Space/Parks;Trails;Community Garden		36-50 years old	I am a resident in a single-family house/ADU
2024/07/11 9:36:18 AM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Farmhouse		Green Space/Parks;Community Garden;Clubhouse		19-35 years old	I am a resident in a single-family house/ADU
2024/07/11 9:46:19 AM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Google/Route 66	Affordable house for families buying their first home in Glendora!	Green Space/Parks;Swimming Pool;Sports Court	Spacious backyar	19-35 years old	I am a resident in a multi-family building/development
2024/07/11 9:50:48 AM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Swimming Pool;Children's Play Area	Clubhouse	51+ years old	I am a property owner
2024/07/11 10:07:45 AM MDT	Farmhouse;Prairie;Monterey	Spanish Revival;Farmhouse;Main Street		Gym;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/07/11 12:49:22 PM MDT	Spanish Revival;Prairie	Spanish Revival;Main Street;Google/Route 66	Classical architecture that respects the human scale.	Community Garden;Courtyard;Swimming Pool		36-50 years old	I am a resident in a single-family house/ADU
2024/07/11 4:20:01 PM MDT	Craftsman;Farmhouse;Monterey	Farmhouse;Main Street;Google/Route 66		Green Space/Parks;Rooftop Terrace;Swimming Pool		19-35 years old	I am a resident in a multi-family building/development;I work in Glendora;I have family/friends in Glendora
2024/07/11 9:21:36 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Main Street	mid century for rt. 66	Green Space/Parks;Trails;Community Garden		36-50 years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/07/15 3:20:55 PM MDT	Spanish Revival;Monterey	Spanish Revival;Craftsman	Spanish Revivial / So Cal Style	Green Space/Parks;Barbeque Area;Fitness Station	N/A	19-35 years old	I am a resident in a single-family house/ADU;I am a property owner
2024/08/06 5:13:14 PM MDT	Craftsman	Craftsman	Sustainable organic futuristic	Green Space/Parks;Shaded Patio Area;Sports Court	Swimming pool	51+ years old	I am a resident in a single-family house/ADU
2024/08/07 4:11:40 PM MDT	Craftsman;Farmhouse;Post Modern	Craftsman;Farmhouse;Post Modern		Dog Park;Gym;Swimming Pool		19-35 years old	I work in Glendora
2024/08/13 11:50:04 AM MDT	Spanish Revival;Farmhouse;Prairie	Spanish Revival;Farmhouse;Main Street	In what part of town and what type of Use? Village and Foothill (Main Street) Arrow, Route 66, Grand the Selected 3. Modern, Bauhaus or Post Modern on Financial Way or for Industrial	Green Space/Parks;Courtyard;Swimming Pool	The most successful Cities with higher densities have immediate access to greenspace and common areas if not the density is too confining.	51+ years old	I am a property owner
2024/09/21 7:55:38 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Google/Route 66		Green Space/Parks;Dog Park;Community Garden		19-35 years old	I am a resident in a single-family house/ADU
2024/09/24 5:30:20 PM MDT	Spanish Revival;Post Modern;Monterey	Craftsman;Main Street;Post Modern		Barbeque Area;Fitness Station;Swimming Pool		19-35 years old	I am a resident in a single-family house/ADU
2024/09/27 2:46:13 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Courtyard;Fire Pit;Rooftop Terrace		36-50 years old	I am a resident in a single-family house/ADU
2024/10/01 2:57:06 PM MDT	Spanish Revival;Craftsman;Farmhouse	Spanish Revival;Craftsman;Main Street		Clubhouse;Swimming Pool;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/10/01 3:14:22 PM MDT	Monterey	Main Street		Green Space/Parks;Dog Park;Courtyard		19-35 years old	I am a resident in a single-family house/ADU
2024/10/01 3:24:55 PM MDT	Craftsman;Farmhouse;Post Modern	Farmhouse;Main Street;Google/Route 66		Green Space/Parks;Rooftop Terrace;Children's Play Area		19-35 years old	I am a resident in a multi-family building/development;I work in Glendora
2024/10/01 3:25:35 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Farmhouse;Google/Route 66	N/A	Green Space/Parks;Trails;Dog Park	N/A	51+ years old	I am a resident in a single-family house/ADU;I am a property owner;I work in Glendora;I have family/friends in Glendora
2024/10/01 3:26:59 PM MDT	Spanish Revival;Monterey	Spanish Revival;Main Street;Google/Route 66	NA	Green Space/Parks;Dog Park;Swimming Pool		36-50 years old	I am a property owner;I work in Glendora
2024/10/01 3:29:18 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Courtyard;Rooftop Terrace;Gym		19-35 years old	I am a resident in a single-family house/ADU;I work in Glendora
2024/10/01 3:35:16 PM MDT	Spanish Revival;Craftsman;Monterey	Spanish Revival;Craftsman;Google/Route 66		Green Space/Parks;Rooftop Terrace;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I have family/friends in Glendora
2024/10/01 4:32:51 PM MDT	Spanish Revival;Craftsman;Farmhouse	Craftsman;Main Street;Google/Route 66		Rooftop Terrace;Clubhouse;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/10/01 5:16:33 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Farmhouse;Main Street		Green Space/Parks;Dog Park;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU
2024/10/01 9:40:22 PM MDT	Craftsman;Farmhouse;Monterey	Craftsman;Main Street;Post Modern		Green Space/Parks;Courtyard;Children's Play Area		36-50 years old	I am a resident in a single-family house/ADU;I am a business owner;I am a property owner;I have family/friends in Glendora
2024/10/01 11:16:51 PM MDT	Farmhouse	Farmhouse		Trails;Barbeque Area;Fire Pit		36-50 years old	I am a resident in a single-family house/ADU
2024/10/02 9:04:15 AM MDT	Prairie	Spanish Revival;Craftsman;Post Modern	Please , please take into consideration the long time current residents privacy... no windows or balconies facing our backyards...ðŸ™ðŸ™	Fire Pit;Clubhouse;Gym	Plenty of parking for them	36-50 years old	I am a property owner

OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS

PLANNING COMMISSION MEETING
OCTOBER 7, 2025
COMMUNITY DEVELOPMENT DEPARTMENT

HANS FRIEDEL, AICP | PRINCIPAL PLANNER | CITY OF GLENDORA
ALAN LOOMIS, AICP | PLACEWORKS

REQUEST

THAT THE PLANNING COMMISSION:

OPEN AND CONDUCT THE PUBLIC HEARING, ACCEPT THE EVIDENCE AND TESTIMONY PRESENTED, AND IN THE ABSENCE OF SUBSTANTIAL TESTIMONY TO THE CONTRARY, RECOMMEND CITY COUNCIL APPROVAL OF THE FOLLOWING:

1. FIND AND DETERMINE THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA); AND

2. ADOPT AN ORDINANCE ENTITLED: “AN ORDINANCE OF THE CITY COUNCIL AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO ESTABLISH OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS IN ALIGNMENT WITH THE ADOPTED HOUSING ELEMENT AND STATE LAW (FILE # PLN22-0042)”

ODS BACKGROUND

INTRODUCTION TO OBJECTIVE DESIGN STANDARDS (ODS)

- California Law requires objective design standards for qualifying residential and mixed-use developments
- Glendora has a mixture of objective and subjective design standards throughout the Zoning Code and Specific Plans
- California Government Code 66300(a)(7)) defines objective design standard as: “a design standard that involves no personal or subjective judgment by a public official and is uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal of an application.”
- Objective design standards are written as requirements, rather than guidelines

Glendora

OBJECTIVE STANDARD VS SUBJECTIVE GUIDELINE

SUBJECTIVE

- VEHICLES SHOULD BE CONCEALED FROM VIEW THROUGH A COMBINATION OF SCREEN WALLS AND PLANTINGS
- THE DESIGN OF VARIED ROOF AND SKYLINE FORMS IS ENCOURAGED

OBJECTIVE

- VEHICLES MUST BE CONCEALED FROM VIEW THROUGH A COMBINATION OF SCREEN WALLS AND PLANTINGS
- ROOF LINES MUST NOT EXTEND HORIZONTALLY MORE THAN THIRTY (30) FEET IN LENGTH WITHOUT INCORPORATING A VARIATON IN ROOF HEIGHT OF AT LEAST THREE (3) FEET

WHY NOW?

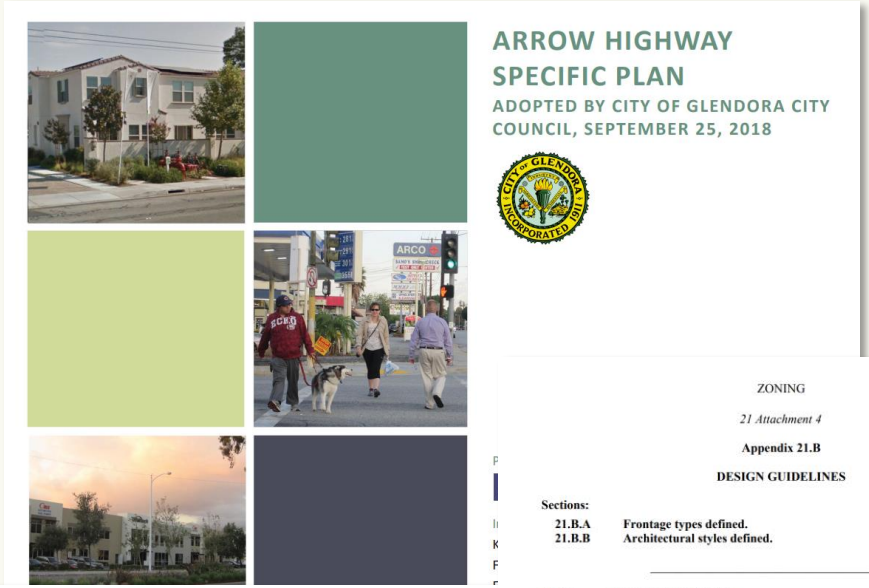
- **2020-2023 | Housing Element Program 16, Action #24**
  - Revise design guidelines to be objective and remove language requiring interpretation of design quality
- **2023-2025 | Glendora Strategic Plan, Goal 1** Implement strategic economic development
  - Objective 5: Sixth Cycle Housing Element Follow-up, Task 3: Develop ODS
- **2025-2027 | Strategic Plan**
  - Goal 1: Suburban living
  - Outcome 1: Increased targeted housing density and housing options at all income levels
  - Action 1.1. Objective design guidelines

2024-2025 | Economic Development Action Plan (EAP)

- Outlines business retention and attraction goals, including… nonmonetary incentives such as streamlined permitting and fast-tracking entitlement reviews. These efforts aim to reduce the complexity and time involved in starting or expanding businesses in targeted sectors and locations (City of Glendora EAP, 2024, pp. 33-34).

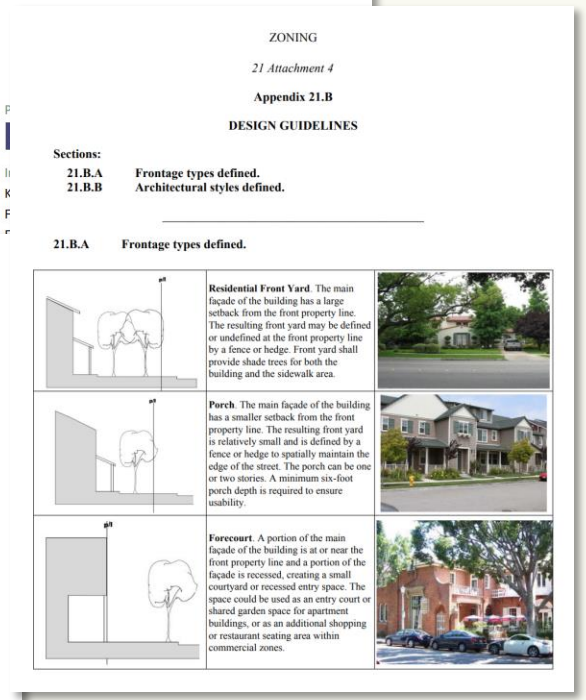
WHY NOW?

- Glendora's Code contains a mix of different guidelines, and in some cases none
- Different guidelines apply to the same development types in different areas of the City that are otherwise similar
- Comprehensive cleanup and streamlining of existing code



ARROW HIGHWAY SPECIFIC PLAN

ADOPTED BY CITY OF GLENDORA CITY COUNCIL, SEPTEMBER 25, 2018



ZONING

21 Attachment 4

Appendix 21.B

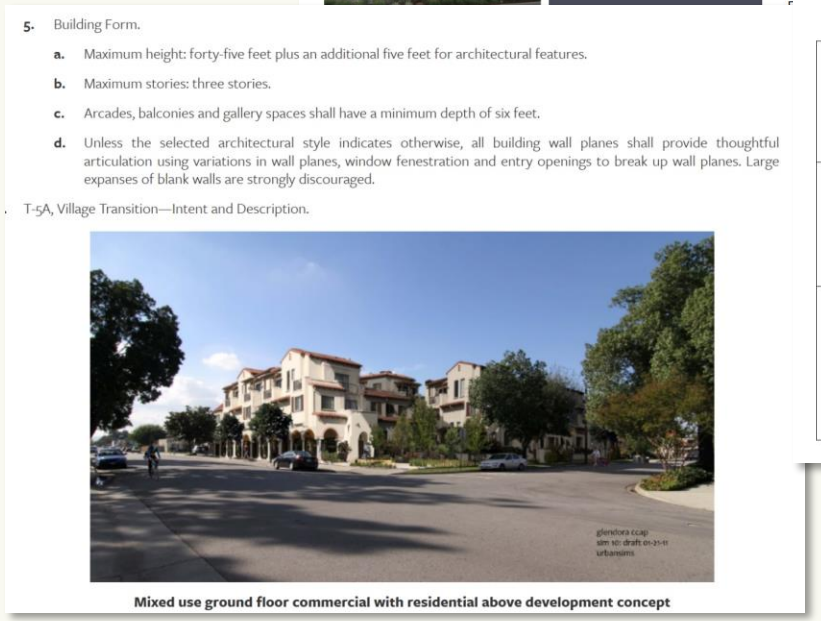
DESIGN GUIDELINES

Sections:

21.B.A **Frontage types defined.**
21.B.B **Architectural styles defined.**

21.B.A **Frontage types defined.**

	Residential Front Yard. The main façade of the building has a large setback from the front property line. The resulting front yard may be defined or undefined at the front property line by a fence or hedge. Front yard shall provide shade trees for both the building and the sidewalk area.	
	Porch. The main façade of the building has a smaller setback from the front property line. The resulting front yard is relatively small and is defined by a fence or hedge to spatially maintain the edge of the street. The porch can be one or two stories. A minimum six-foot porch depth is required to ensure usability.	
	Forecourt. A portion of the main façade of the building is at or near the front property line and a portion of the façade is recessed, creating a small courtyard or recessed entry space. The space could be used as an entry court or shared garden space for apartment buildings, or as an additional shopping or restaurant seating area within commercial zones.	



5. Building Form.
   a. Maximum height: forty-five feet plus an additional five feet for architectural features.
   b. Maximum stories: three stories.
   c. Arcades, balconies and gallery spaces shall have a minimum depth of six feet.
   d. Unless the selected architectural style indicates otherwise, all building wall planes shall provide thoughtful articulation using variations in wall planes, window fenestration and entry openings to break up wall planes. Large expanses of blank walls are strongly discouraged.

T-5A, Village Transition—Intent and Description.

Mixed use ground floor commercial with residential above development concept

PROJECT GOALS

Develop clear, simple, and easy-to-administer standards

Streamline and consolidate existing regulations

Establish a consistent, uniform, and objective benchmark

Reduce excessive applicant-staff interactions

Use a reverse pyramid approach

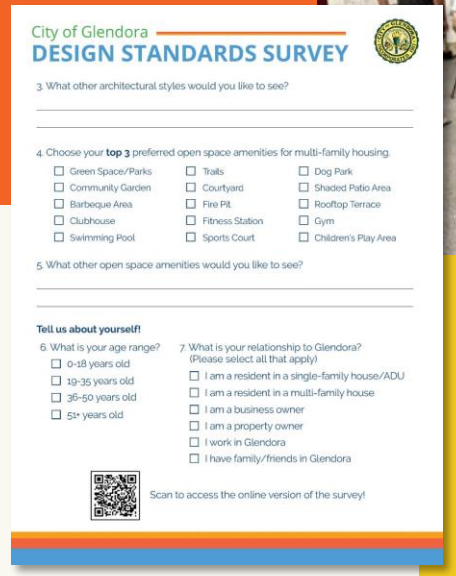
Cafeteria approach with giving applicants a menu of choices

PUBLIC ENGAGEMENT

Multifaceted public engagement

OUTREACH AND MEETINGS

- August 1, 2023 – PC Kickoff Meeting
- Spring to Summer 2024 – In-person and online survey
- Fall 2024 – Open House, Stakeholder Interviews
- Summer 2025 –architect and developer virtual roundtable (July 22, 2025)
- Summer 2025 - Joint Planning commission and City Council study session (August 28, 2025)



City of Glendora

DESIGN STANDARDS SURVEY

3. What other architectural styles would you like to see?

4. Choose your **top 3** preferred open space amenities for multi-family housing.

- ☐ Green Space/Parks
- ☐ Community Garden
- ☐ Barbeque Area
- ☐ Clubhouse
- ☐ Swimming Pool
- ☐ Trails
- ☐ Courtyard
- ☐ Fire Pit
- ☐ Fitness Station
- ☐ Sports Court
- ☐ Dog Park
- ☐ Shaded Patio Area
- ☐ Rooftop Terrace
- ☐ Gym
- ☐ Children's Play Area

5. What other open space amenities would you like to see?

Tell us about yourself!

6. What is your age range?
- ☐ 0-18 years old
- ☐ 19-35 years old
- ☐ 36-50 years old
- ☐ 51+ years old

7. What is your relationship to Glendora? (Please select all that apply)
- ☐ I am a resident in a single-family house/ADU
- ☐ I am a resident in a multi-family house
- ☐ I am a business owner
- ☐ I am a property owner
- ☐ I work in Glendora
- ☐ I have family/friends in Glendora

Scan to access the online version of the survey!

COMMUNITY INPUT - SURVEY

- Launched the online survey on April 20, 2024
- Survey handouts distributed at the Earth Day Festival
- Focused on architecture, open space, and key demographic information
- Gathered over 560 responses

DEVELOPER ROUNDTABLE

- Held on July 22, 2025
- 14 participants
- Comments included driveway materials, housing typologies, and a checklist of standards
- One submitted an entire redline of the code, and many of the suggestions we will make for the final draft

JOINT CC/PC MEETING

- Held on August 28, 2025
- Key takeaways/revisions
  - Reduce architectural styles for large multifamily in line with survey results

WHAT ODS IS...

- Clear, simple design standards for architecture and site design replacing complex and unclear guidelines
- A comprehensive reform, streamlining, and cleanup of the Zoning Code
- One playbook for citizens, businesses, architects, developers, and staff (speaking the same language)
- Basic design threshold for all development
- Objective, compliant with State Law

WHAT ODS IS NOT...

- Confusing, convoluted guidelines distributed throughout the specific area plans and code
- Adding a 1 for 1 objective replacement of everything in the Zoning Code
- Endless counter conversations and emails prior to submitting application (more like a checklist)
- Guarantee that all development will be attractive architecture
- Subjective design review

ODS CONTENTS

- Will *NOT* discuss or override Zoning Code standards (Density, Height, Signs, etc.)
- Will cover design topics such as:
  - Site Planning, Open Space, Circulation
  - Building Design, Massing, Entrances, Windows
  - Materials and Colors
  - Architectural Styles
- Will cover all building types in Glendora:
  - Single Family (including ADUs)
  - Multi-Family
  - Mixed-Use
  - Commercial and Industrial

- Menu of choices provided for various standards
- Applicants can pick a variety of choices to meet the design standard.
- Menus for standards overlap, so one design element may be utilized to help meet multiple standards

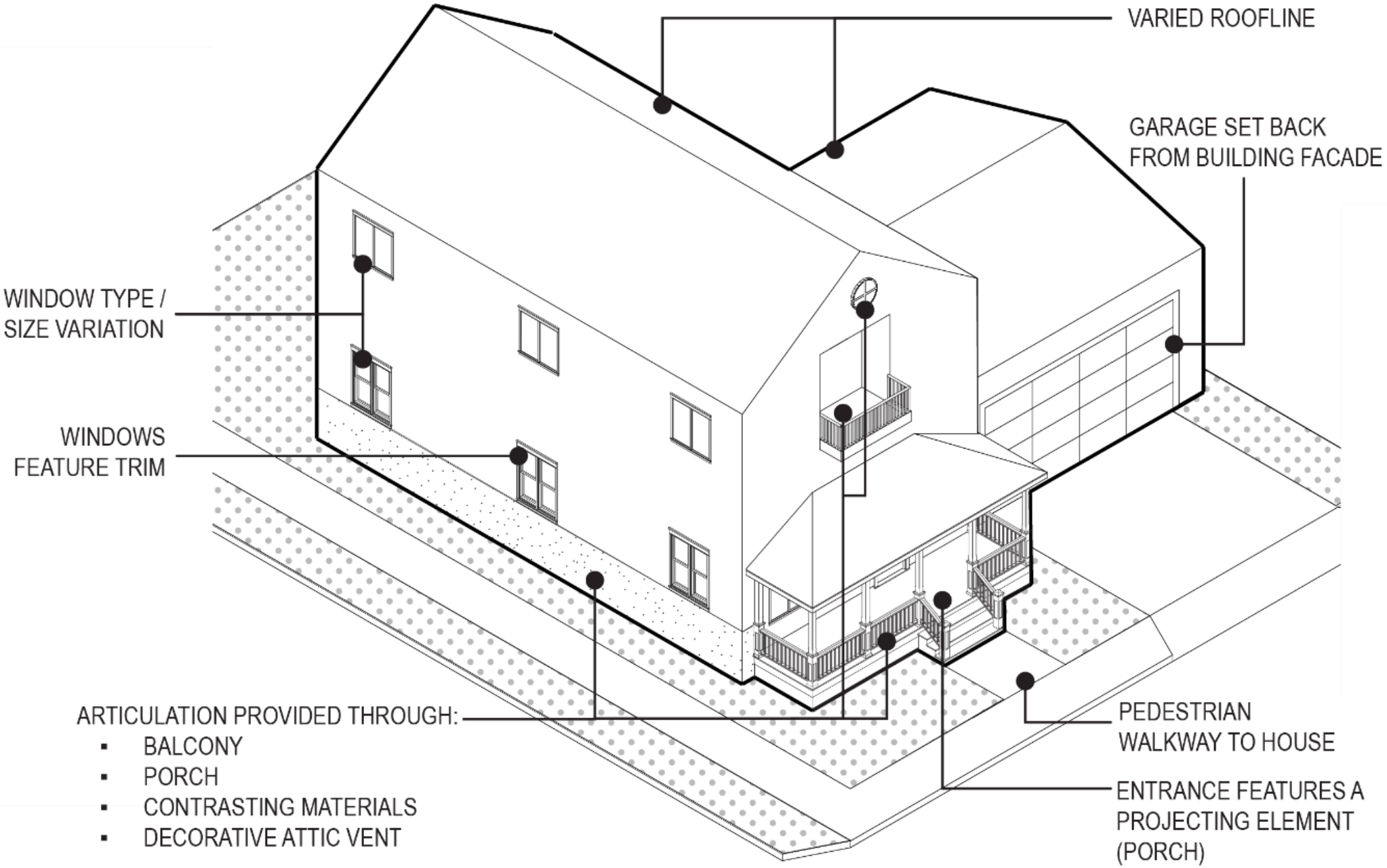
EXAMPLE STANDARDS

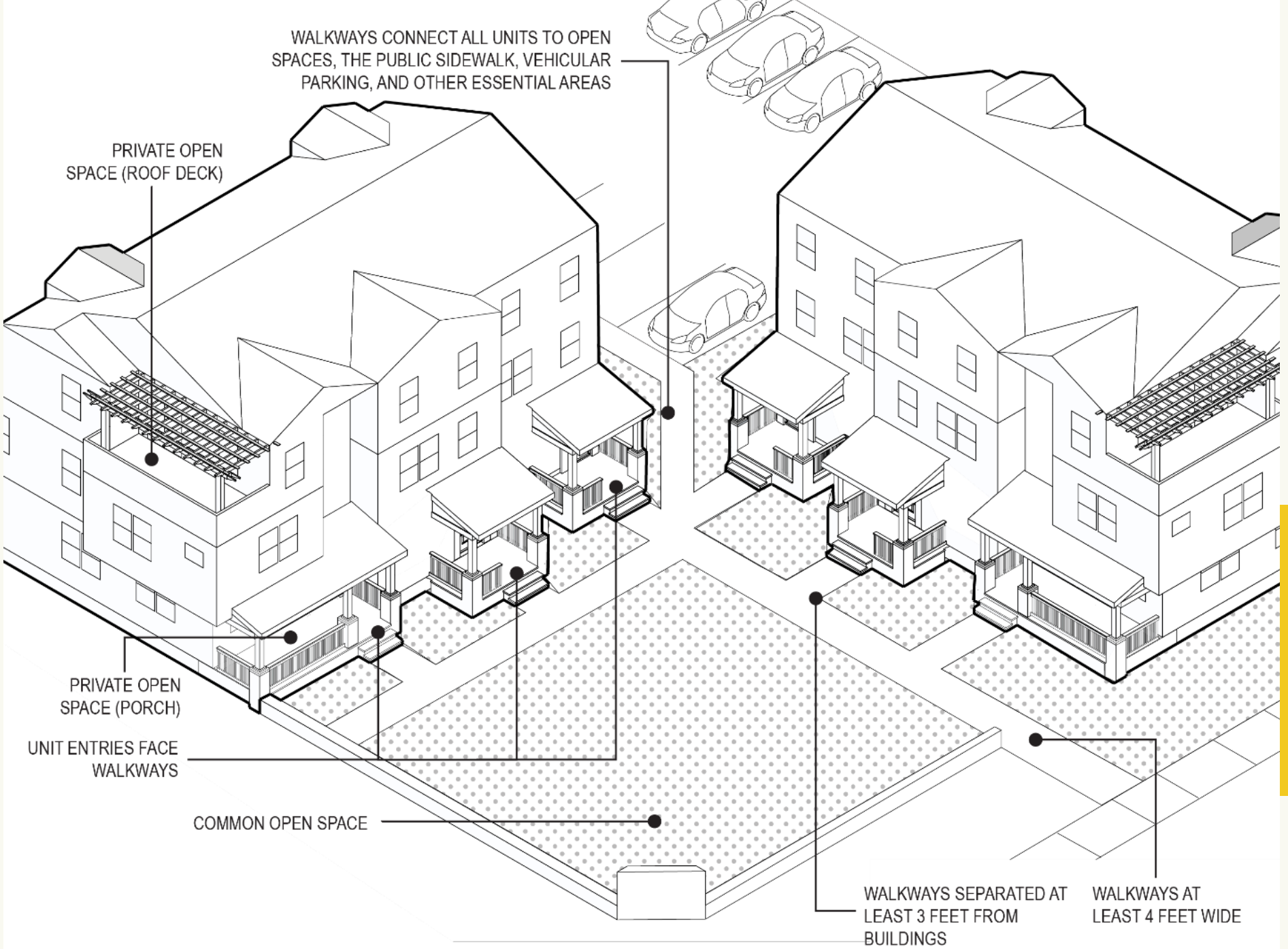
General. Building facades must be articulated with at least four (4) of the following:

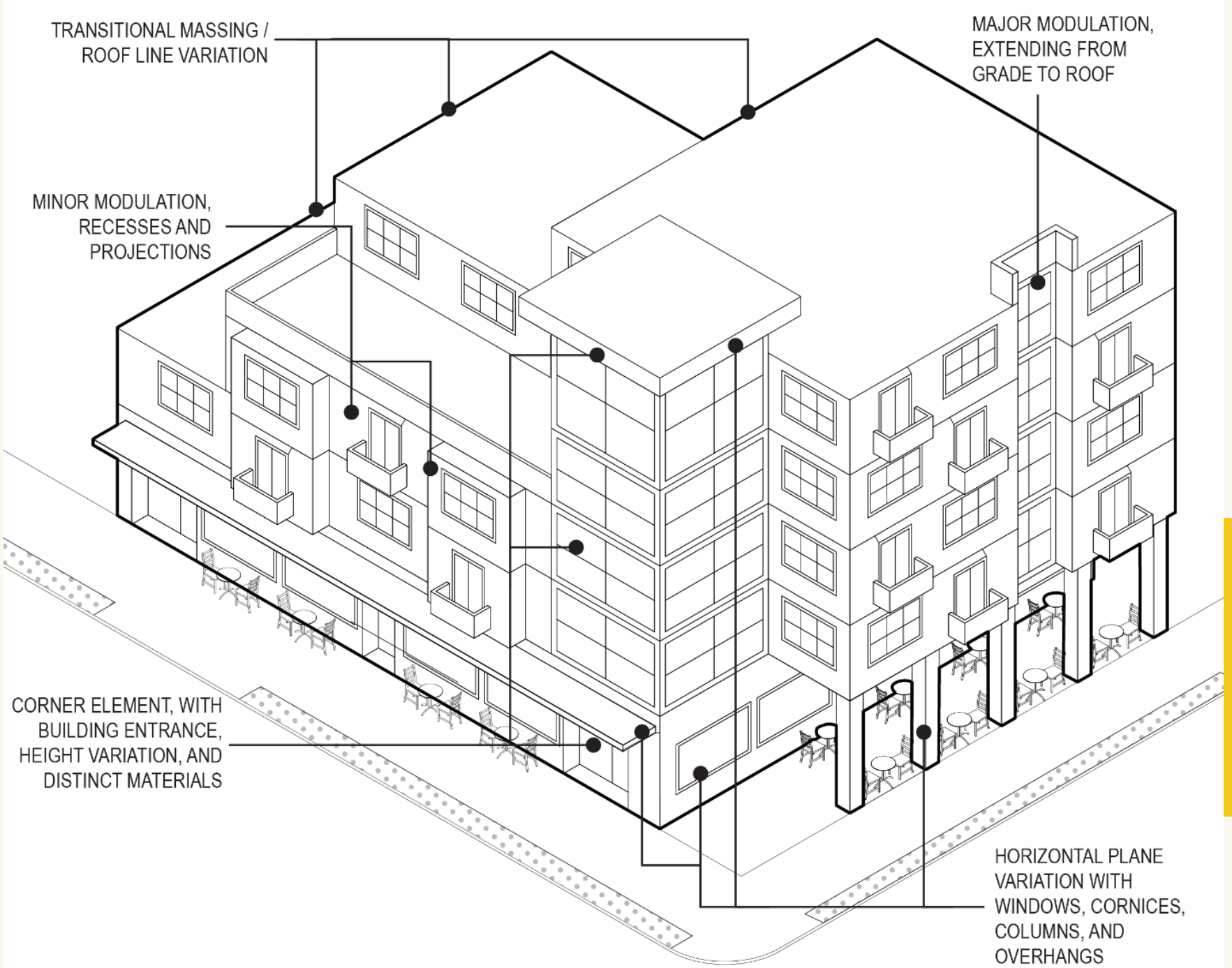
- Contrasting accent colors;
- A minimum of two (2) window types or size variations;
- Window details (moldings, decorative trim, wood frames);
- Balconies;
- Porches;
- Decorative light fixtures;
- Decorative attic/gable vents;
- Trellises/arbors;
- Rock or brick element that projects from wall plane.

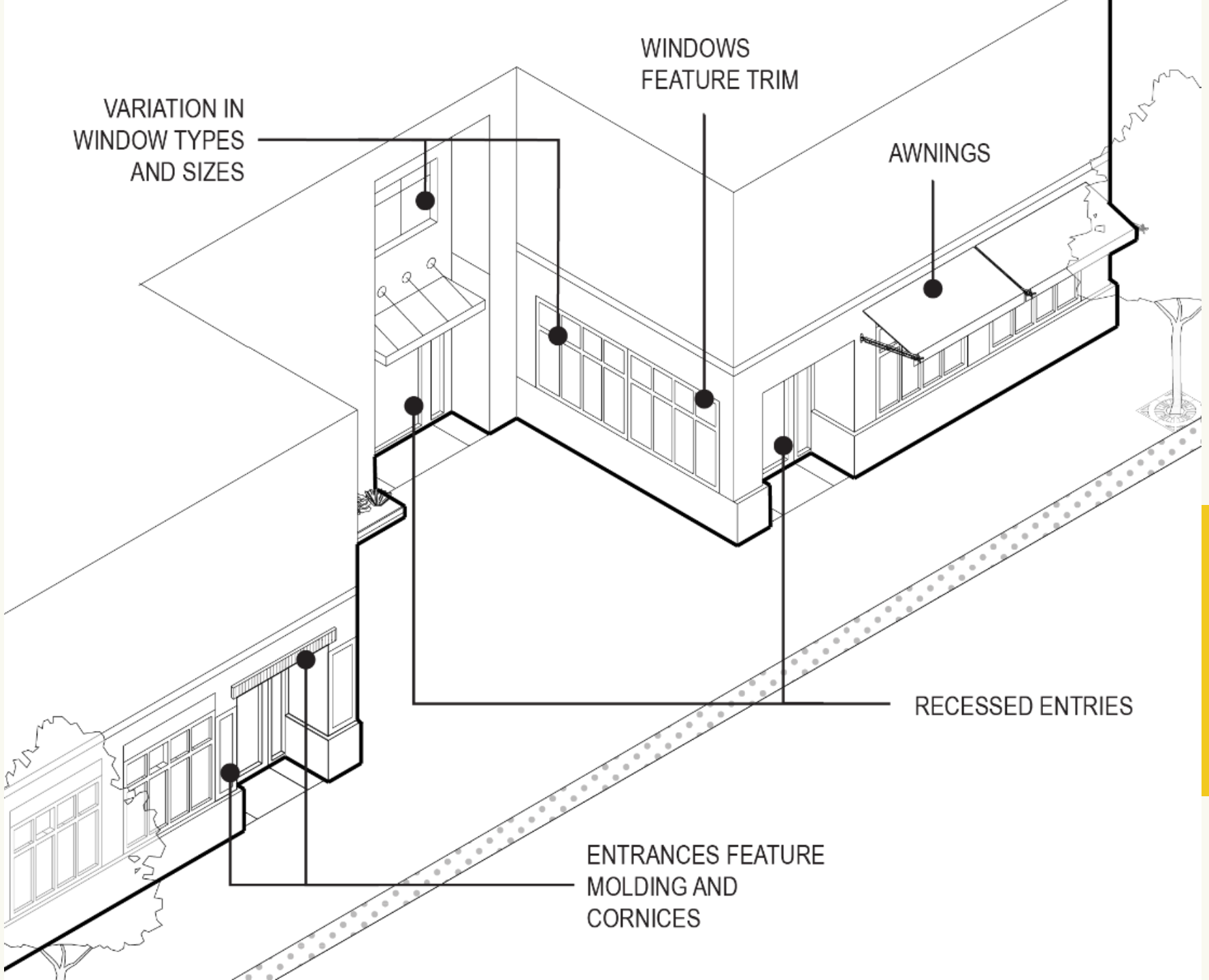
Primary Entry. The primary entry must feature at least two (2) of the following:

- Facade projection or recess of at least three (3) feet;
- Projecting element above the entrance with a depth of at least two (2) feet;
- Window(s) in the door;
- Transom window above the door;
- Porch or stoop; and/or
- Contrasting color.


VARIED ROOFLINE
GARAGE SET BACK
FROM BUILDING FACADE
WINDOW TYPE /
SIZE VARIATION
WINDOWS
FEATURE TRIM
ARTICULATION PROVIDED THROUGH:
▪ BALCONY
▪ PORCH
▪ CONTRASTING MATERIALS
▪ DECORATIVE ATTIC VENT
PEDESTRIAN
WALKWAY TO HOUSE
ENTRANCE FEATURES A
PROJECTING ELEMENT
(PORCH)


WALKWAYS CONNECT ALL UNITS TO OPEN SPACES, THE PUBLIC SIDEWALK, VEHICULAR PARKING, AND OTHER ESSENTIAL AREAS
PRIVATE OPEN SPACE (ROOF DECK)
PRIVATE OPEN SPACE (PORCH)
UNIT ENTRIES FACE WALKWAYS
COMMON OPEN SPACE
WALKWAYS SEPARATED AT LEAST 3 FEET FROM BUILDINGS
WALKWAYS AT LEAST 4 FEET WIDE


TRANSITIONAL MASSING / ROOF LINE VARIATION
MAJOR MODULATION, EXTENDING FROM GRADE TO ROOF
MINOR MODULATION, RECESSES AND PROJECTIONS
CORNER ELEMENT, WITH BUILDING ENTRANCE, HEIGHT VARIATION, AND DISTINCT MATERIALS
HORIZONTAL PLANE VARIATION WITH WINDOWS, CORNICES, COLUMNS, AND OVERHANGS


WINDOWS
FEATURE TRIM
VARIATION IN
WINDOW TYPES
AND SIZES
AWNINGS
RECESSED ENTRIES
ENTRANCES FEATURE
MOLDING AND
CORNICES

ARCHITECTURAL STYLES

Craftsman

ARCHITECTURAL STYLES

Farmhouse

ARCHITECTURAL STYLES

Googie

ARCHITECTURAL STYLES

Main Street

ARCHITECTURAL STYLES

Post Modern

ARCHITECTURAL STYLES

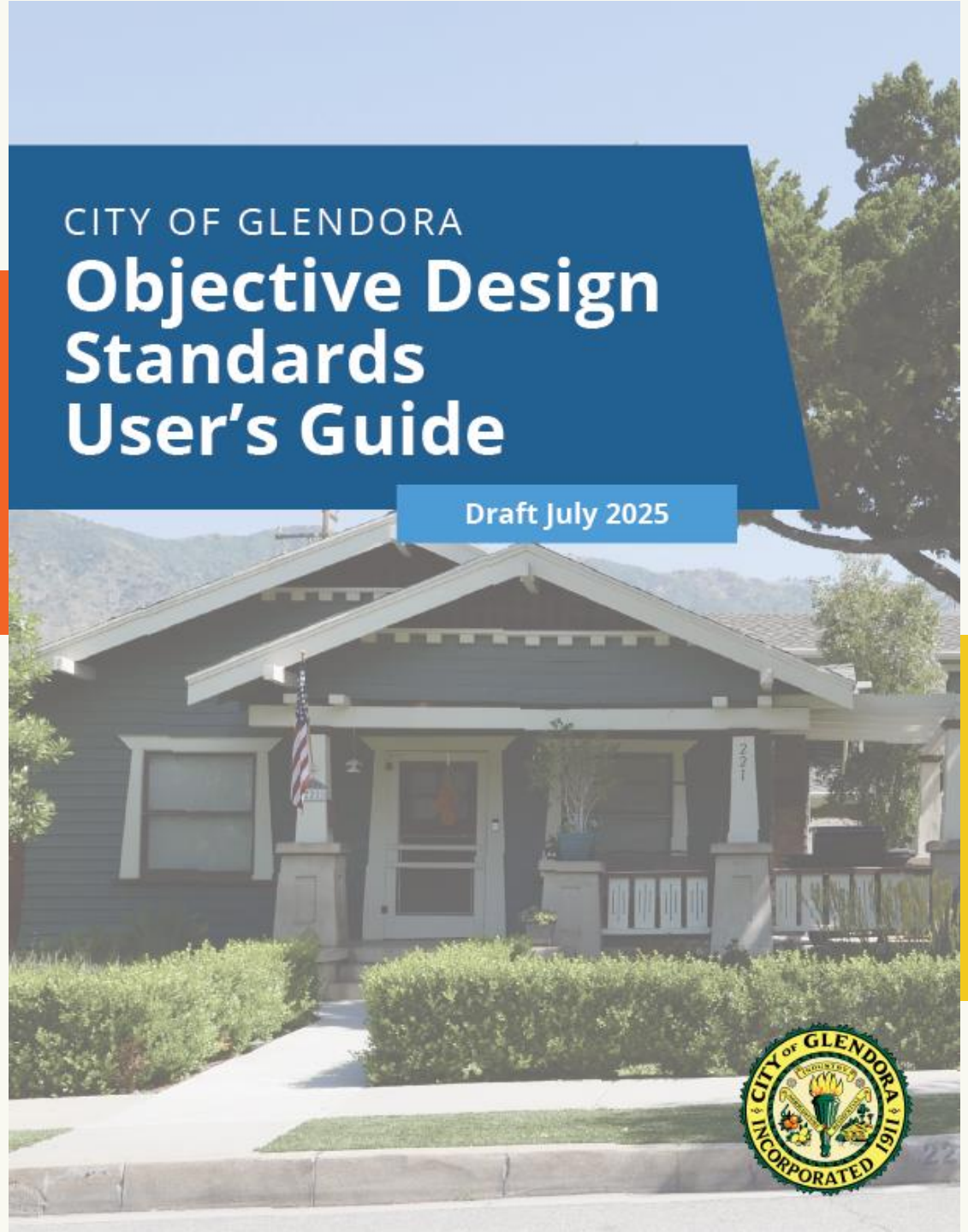
Spanish Revival

USER'S GUIDE

Manual to help illustrate various building types that will be covered and applicable under ODS

User's Guide format:

- Brief description of the building type
- Model with standard references to the ODS code
- Sample images from Glendora or similar cities



City of Glendora Zoning Code

Arrow Highway Specific Plan

Route 66 Corridor Specific Plan

Chapter 21.03 – General Regulations

Fencing and walls, utility equipment refuse storage, mailboxes, exterior lighting, landscaping, surface parking

Chapter 21.15 – Objective Design Standards

Detached residential, multi-family residential (large and small), commercial and industrial, mixed-use, and architectural styles

LOOKING FORWARD

AFFORDABLE HOUSING EXCEPTIONS AND WAIVERS

- State Law allows for a limited number of exceptions and waivers to development standards that make a qualifying affordable project infeasible
- The number of exceptions and waivers is based on the percent of affordable units
- Our interpretation is that this is not a carte blanche waiver of the ODS, but specific provisions

ALTERNATIVE PATH

- Proposed ODS allow for applicants to propose an alternative architectural style, but then will be subject to the discretionary design review process (DPR) for design with special findings
- This allows some flexibility for unique designs to be proposed

NEXT STEPS ODS

ODS incorporated into the City's code under Chapter 21.15

Amendments to the existing code

- 21.03 General Regulations
- 21.04 Residential Zones
- 21.05 Commercial and Industrial Zones
- 21.06 Special Use Zones

Amendments to Specific Plans

- Arrow Highway Specific Plan
- Route 66 Corridor Specific Plan

REQUEST

THAT THE PLANNING COMMISSION:

OPEN AND CONDUCT THE PUBLIC HEARING, ACCEPT THE EVIDENCE AND TESTIMONY PRESENTED, AND IN THE ABSENCE OF SUBSTANTIAL TESTIMONY TO THE CONTRARY, RECOMMEND CITY COUNCIL APPROVAL OF THE FOLLOWING:

1. FIND AND DETERMINE THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA); AND

2. ADOPT AN ORDINANCE ENTITLED: “AN ORDINANCE OF THE CITY COUNCIL AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO ESTABLISH OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS IN ALIGNMENT WITH THE ADOPTED HOUSING ELEMENT AND STATE LAW (FILE # PLN22-0042)”

QUESTIONS?

STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**October 7, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**Adopt an Update to the General Plan Safety Element**		

RECOMMENDATION
That the Planning Commission,

Open and conduct the Public Hearing, accept the evidence and testimony presented, and in the absence of substantial testimony to the contrary, recommend City Council approval of the following:

1. Find and determine that the Safety Element update is exempt from the California Environmental Quality Act (CEQA); and
2. Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE AMENDED SAFETY ELEMENT, INCORPORATING THE MOST RECENT FEMA FLOOD INSURANCE RATE MAP."

Goal 1: Implement Strategic Economic Development (ISED)

EXECUTIVE SUMMARY
The Safety Element is a core component of the City of Glendora's General Plan, mandated by California law to protect public health and safety from both natural and human-caused hazards. Its primary goal is to reduce risks to people, property, and the environment through informed land use planning, emergency response preparedness, and long-term hazard mitigation. The document establishes goals, policies, and implementation strategies to address threats such as earthquakes, floods, wildfires, and hazardous materials incidents.

This update includes a comprehensive evaluation of hazards specific to Glendora's location and context. A Climate Vulnerability Assessment evaluates how these hazards may affect residents, infrastructure, and natural resources. The Safety Element also incorporates climate adaptation policies to address increasing wildfire severity, drought, and extreme weather caused by climate change. The plan ensures community resilience by outlining emergency communication protocols, evacuation strategies, and partnerships with local and regional responders.

In accordance with California state law, the City of Glendora is updating its Safety Element concurrently with its Local Hazard Mitigation Plan (LHMP). This coordinated effort began following the City Council's adoption of the 6th Cycle Housing Element in December 2022 and aligns with the federal requirement to update the LHMP every five years. Although the original intent was to adopt the Safety Element alongside the LHMP, the latter remains under review pending minor technical revisions. These include updates referencing the City's Floodplain Management Ordinance (Glendora Municipal Code Chapter 9.58) and edits required as part of the California Governor's Office of Emergency Services (Cal OES) review process. The LHMP should be coming to Planning Commission early next year for review.

Integrating these plans allows the City to approach public safety, hazard mitigation, and sustainable development in a unified and effective manner. This effort ensures continued eligibility for federal disaster funding through the Federal Emergency Management Agency (FEMA) and compliance with the State's evolving safety planning requirements.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

California law requires every city and county to adopt a comprehensive General Plan to guide future growth and development. As outlined in Government Code Section 65302, the General Plan must address eight mandatory elements: land use, transportation, housing, open space, conservation, safety, noise, and environmental justice. Local jurisdictions may also adopt optional elements to reflect unique community priorities.

The Safety Element is one of these required components and must be periodically updated to reflect the most current understanding of natural and human-caused hazards, as well as emerging state policy priorities. Two state laws — Government Code Section 65302(g) and Senate Bill 379 (2015) — establish when and how Safety Elements must be revised.

First, under Government Code Section 65302(g)(2), the Safety Element must be reviewed and updated as necessary upon each revision of the Housing Element, which is itself required to be updated on a regular cycle. The City of Glendora adopted its 6th Cycle Housing Element (covering the 2021–2029 planning period) on December 13, 2022, triggering a required review and potential update of the Safety Element to maintain compliance with state law.

Second, SB 379 mandates that cities incorporate climate adaptation and resiliency strategies into their Safety Elements, using the most recent Local Hazard Mitigation Plan (LHMP) as a foundational document. Importantly, SB 379 also requires that whenever a jurisdiction updates its LHMP, it must review and revise the Safety Element accordingly. In Glendora's case, the LHMP had last been updated in 2015, adopted by City Council in January 2016 and approved by FEMA in February 2016. Because LHMPs must be reviewed and resubmitted every five years under the Disaster Mitigation Act of 2000, the City initiated a comprehensive LHMP update in 2023. That LHMP update triggered a concurrent review and update of the Safety Element, consistent with SB 379 and Government Code Section 65302.

Therefore, conducting these updates in tandem allowed the City to streamline its planning efforts, maintain consistency across documents, and ensure eligibility for hazard mitigation funding through FEMA, including the Hazard Mitigation Grant Program (HMGP) and Pre-Disaster Mitigation Program (PDM).

While Environmental Justice is also a required General Plan topic under Government Code Section 65302(h), an Environmental Justice Element is only required if the jurisdiction contains one or more disadvantaged communities, as defined by CalEPA's CalEnviroScreen tool. Glendora does not contain any census tracts that meet this definition. However, to promote equitable planning and hazard mitigation, the City prepared an Environmental Justice Existing Conditions Report, which was presented to the Planning Commission on March 5, 2023. The report identified vulnerable populations and guided the inclusion of equity-based policies in the updated Safety Element, ensuring that all residents — regardless of age, income, ability, or language — are protected during hazard events.

To support these updates, the City issued a Request for Proposals (RFP) for professional consulting services to update the Safety Element, revise the LHMP, conduct environmental justice analysis, and prepare necessary CEQA documentation. After reviewing seven proposals, the City selected De Novo Planning Group on February 14, 2023, based on qualifications and proposed approach.

The Safety Element and LHMP updates are grounded in a robust legal framework that includes:

- Government Code Section 65302 – Establishes the required contents of General Plans, including Safety and Environmental Justice Elements.

- Government Code Section 65302(g)(2) – Requires that the Safety Element be reviewed and updated upon adoption of a new Housing Element.
- Senate Bill 379 (2015) – Requires incorporation of climate adaptation strategies into the Safety Element and coordination with the most recent LHMP.
- Disaster Mitigation Act of 2000 – Requires jurisdictions to maintain an LHMP updated at least every five years to retain eligibility for federal disaster mitigation funds.
- Alquist-Priolo Earthquake Fault Zoning Act (1972) – Limits construction across active fault traces to reduce risk of surface rupture.

Seismic Hazards Mapping Act (1990) – Identifies and regulates areas at risk of liquefaction, landslides, and amplified ground shaking

DISCUSSION

The updated Safety Element provides the foundation for Glendora's long-range public safety planning. It defines goals, policies, and strategies to reduce community vulnerability to a wide range of hazards and aligns local land use decisions with current scientific understanding and emergency response protocols. As a required element of the General Plan, the Safety Element also influences the development and implementation of other elements, such as Land Use, Circulation, Conservation, and Open Space and Recreation.

In conjunction with the update to the Local Hazard Mitigation Plan (LHMP), the Safety Element went through a robust public engagement process to get input from the community about public safety concerns and various hazard mitigation topics. This included:

- A dedicated webpage on the City's website provided information on the Safety Element and LHMP, including descriptions of the plans, their importance, and how the public could be involved in the planning process.
- A community survey (available August 16 – September 22, 2023) to obtain input on hazard mitigation topics and to ask residents to identify specific safety concerns, including what hazards they felt were most likely to impact their neighborhood or property.
- Six focus group meetings were conducted as part of the LHMP update to provide an opportunity for outreach to specific groups and organizations to receive input directly from and relative to populations deemed more vulnerable to natural hazards within the community.
- The project team hosted a booth at community events to inform the public about the Safety Element and LHMP update processes, obtain feedback, and encourage completion of the survey. The community events included the Glendora Emergency Preparedness Day (Prepare Fair) on September 14, 2023 and an Earth Day event on April 20, 2024.

This update marks a significant shift in approach by integrating the Safety Element with the City's Local Hazard Mitigation Plan. The LHMP, a short-term strategic document updated every five years, is required by FEMA to maintain eligibility for federal mitigation and disaster recovery funds. While the Safety Element outlines long-term planning and policy, the LHMP focuses on implementation through project-level mitigation, funding strategies, and departmental coordination. The integration of these two plans ensures consistency in hazard identification and response planning and allows the City to leverage state and federal resources more effectively. Hazards addressed in the Safety Element include:

- Seismic Hazards: Glendora is located within the Sierra Madre Fault Zone, with moderate risk of damage from ground shaking. Liquefaction and landslide risks are elevated in foothill and canyon areas.
- Flood Hazards: Most of Glendora lies outside the 100-year floodplain, but there are risks of dam inundation from the Big Dalton and San Dimas Dams.
- Wildfires: The wildland-urban interface along the San Gabriel foothills presents very high fire hazard severity zones, especially in areas with steep slopes and limited emergency access.
- Climate Change: Glendora is expected to experience more frequent and intense extreme heat, drought, wildfire conditions, and storms. These impacts are expected to worsen over time.

- Emergency Preparedness: Effective response plans are in place through coordination with the Glendora Police Department and the Los Angeles County Fire Department. However, vulnerable populations with medical or transportation needs may face challenges during emergencies.

Senate Bill 379 requires the inclusion of climate adaptation in the Safety Element. In response, Glendora's updated plan includes climate resilience strategies aimed at reducing the impact of future extreme events. These include policies to conserve water, enhance public education, expand access to cooling centers, strengthen first responder coordination, and encourage resilient infrastructure design.

Equity and access are also central to this update. While Glendora does not meet the state criteria for environmental justice-designated communities, the City recognizes the presence of residents who may be more vulnerable to hazards due to age, income, disability, or language barriers. The Environmental Justice Existing Conditions Report guided the incorporation of inclusive policies that promote equitable protection and emergency planning.

The updated Safety Element is supported by technical mapping, analysis, and scenario planning. It identifies existing emergency infrastructure and recommends future investments to support evacuation routes, emergency services, and hazard-resistant development. The updated plan also calls for continued interagency coordination and regular public engagement to ensure the community remains informed and involved.

Finally, Policy SAF-9.3 of the Safety Element reaffirms the City's commitment to implementing the strategies and actions outlined in the LHMP. This alignment ensures that both plans remain active tools for decision-making, funding, and coordination across departments and agencies. Both documents are being finalized together to maximize consistency and public benefit.

The Safety Element includes two supporting white papers: the **Climate Vulnerability Assessment (CVA)** and the **Glendora Evacuation Routes Analysis White Paper**. The CVA evaluates the City's vulnerability to climate change and is intended to guide policies, plans, and programs that safeguard Glendora through coordinated climate action. The Evacuation Routes Analysis, prepared in coordination with the 2025 Safety Element Update and consistent with Senate Bill 99, identifies residential developments in high hazard zones with fewer than two emergency evacuation routes. Several areas of concern were mapped throughout the City. For this analysis, an evacuation route is defined as a vehicular access point with a direct connection to the roadway network. Identifying neighborhoods with limited access will help the City assess evacuation vulnerabilities and explore opportunities for improved roadway connectivity.

The Federal Emergency Management Agency (FEMA) requires the City to adopt the most current Flood Insurance Rate Map (FIRM) in order to participate in the National Flood Insurance Program (NFIP). The City has historically participated in the NFIP. While adoption of the FIRM is not expressly required for the Safety Element, it was completed in conjunction with the LHMP Including the FIRM in the Safety Element helps support and strengthen the LHMP process by ensuring consistency with FEMA standards and enhancing the City's overall approach to hazard mitigation planning. Therefore, the resolution adopting the Safety Element includes language adopting the most recent Flood Insurance Rate Map, updated by FEMA on September 26, 2008, which is available online at the FEMA website, as well as all subsequent administrative or legislative amendments to the map.

FISCAL IMPACT

The Safety Element update was completed as part of a contract with De Novo Planning Group to update the Safety Element, prepare an Environmental Justice Study (received and filed in 2024), and the Local Hazard Mitigation Plan. Assuming it gets adopted, the Safety Element was completed on budget. The contract amounts are provided in the below table:

Use of Fund	Source	Amount

Safety Element and Environmental Justice Addendum	General Plan	$109,000.00
Contingency (10%)	General Plan	$ 10,900.00
Local Hazard Mitigation Plan	General Fund	$77,790.00
Contingency (10%)	General Fund	$7,779.00
Total		**$205,469.00**

By identifying and mitigating hazards, the Safety Element can help reduce the financial burden of disasters, including recovery costs and lost productivity.

ENVIRONMENTAL DETERMINATION

The update to the Safety Element involves only a planning study for possible future actions which have not been approved, adopted, or funded by the City and does not require preparation of an Environmental Impact Report or Negative Declaration pursuant to CEQA Section 15262 Feasibility and Planning Studies.

Prepared By:	Hans Friedel, AICP, Principal Planner
Concurs With:	Not Applicable
Reviewed By:	Jeff Kugel, Community Development Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Moises Lopez, Assistant City Manager
Legal Review:	Jessica M. Santiago, Assistant City Attorney
CEQA Review:	Not Applicable

Attachments

A_Safety_Element_Resolution.pdf

B_Glendora_Safety_Element_Exhibit_A.pdf

C_Climate_Vulnerability_Assessment.pdf

D_Board_of_Forestry_Closure.pdf

E_Public_Hearing_Notice.pdf

F_CEQA_Notice_of_Exemption.pdf

G_Staff_Presentation.pdf

RESOLUTION CC 2025-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE UPDATED SAFETY ELEMENT, INCORPORATING THE MOST RECENT FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP

THE CITY COUNCIL
City of Glendora, California

WHEREAS, the City of Glendora has adopted a General Plan, which includes all the elements mandated by California Government Code Section 65302; and

WHEREAS, Government Code Section 65583 requires that a city's General Plan Housing Element consist of an identification analysis of existing and projected housing needs; a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, and scheduled programs for the preservation, improvement, and development of housing; and the identification of adequate sites for housing; and

WHEREAS, Government Code Section 65302(g) requires cities to update their Safety Elements in conjunction with adopting a Housing Element; and

WHEREAS, the Safety Element was prepared in coordination with an update to the Local Hazard Mitigation Plan (LHMP); and

WHEREAS, the Federal Emergency Management Agency (FEMA) requires the City to adopt the most current Flood Insurance Rate Map (FIRM) in order to participate in the National Flood Insurance Program (NFIP); and

WHEREAS, the City participates in the National Flood Insurance Program (NFIP); and

WHEREAS, Government Code Section 65583(c)(7) requires that the local government make a diligent effort to achieve public participation, the City created a dedicated project webpage, community survey, booths at community events, and six focus group meetings for the Local Hazard Mitigation Plan, which helped inform the Safety Element; and

WHEREAS, the draft amended Safety Element was submitted to the Board of Forestry and Fire Protection on November 6, 2024, and received approval on December 10, 2024; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 7, 2025, and recommended approval of a Statutory Exemption pursuant to Section 15262 of the California Environmental Quality Act (CEQA), as well as recommended approval of the updated Safety Element of the General Plan; and

WHEREAS, the City Council held a public hearing on November 12, 2025, after due notice was given as required by law, at which time oral and documentary evidence was introduced along with the recommendation of the Planning Commission.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION 2. The City Council hereby adopts a Categorical Exemption pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA). The City Council finds that the activity in question is exempt from CEQA review under the "common sense" exception in CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that approval of the General Plan Amendment or this Resolution may have a significant effect on the environment. The General Plan Amendment consists of an update to the Safety Element.

SECTION 3. The City Council hereby approves a General Plan Amendment to adopt the Safety Element, which is attached hereto as "Exhibit A" and made a part hereof.

SECTION 4. The City Council hereby adopts the most recent Flood Insurance Rate Map updated by the Federal Emergency Management Agency (FEMA) on September 26, 2008, which is available online at the FEMA website, and all subsequent administrative or legislative amendments to the map.

SECTION 5. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction or by reason of any preempting legislation, the remaining provisions, sections, paragraphs, sentences, and words of this Resolution shall remain in full force and effect.

SECTION 6. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED and **ADOPTED** by the City Council of the City of Glendora this __ day of _____, 2025.

BY: _____
DAVID FREDENDALL
Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
DANNY ALESHIRE
City Attorney

CERTIFICATION

I, do hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Glendora at a regular meeting held on the ___ day of _____, 2025, by the following vote:

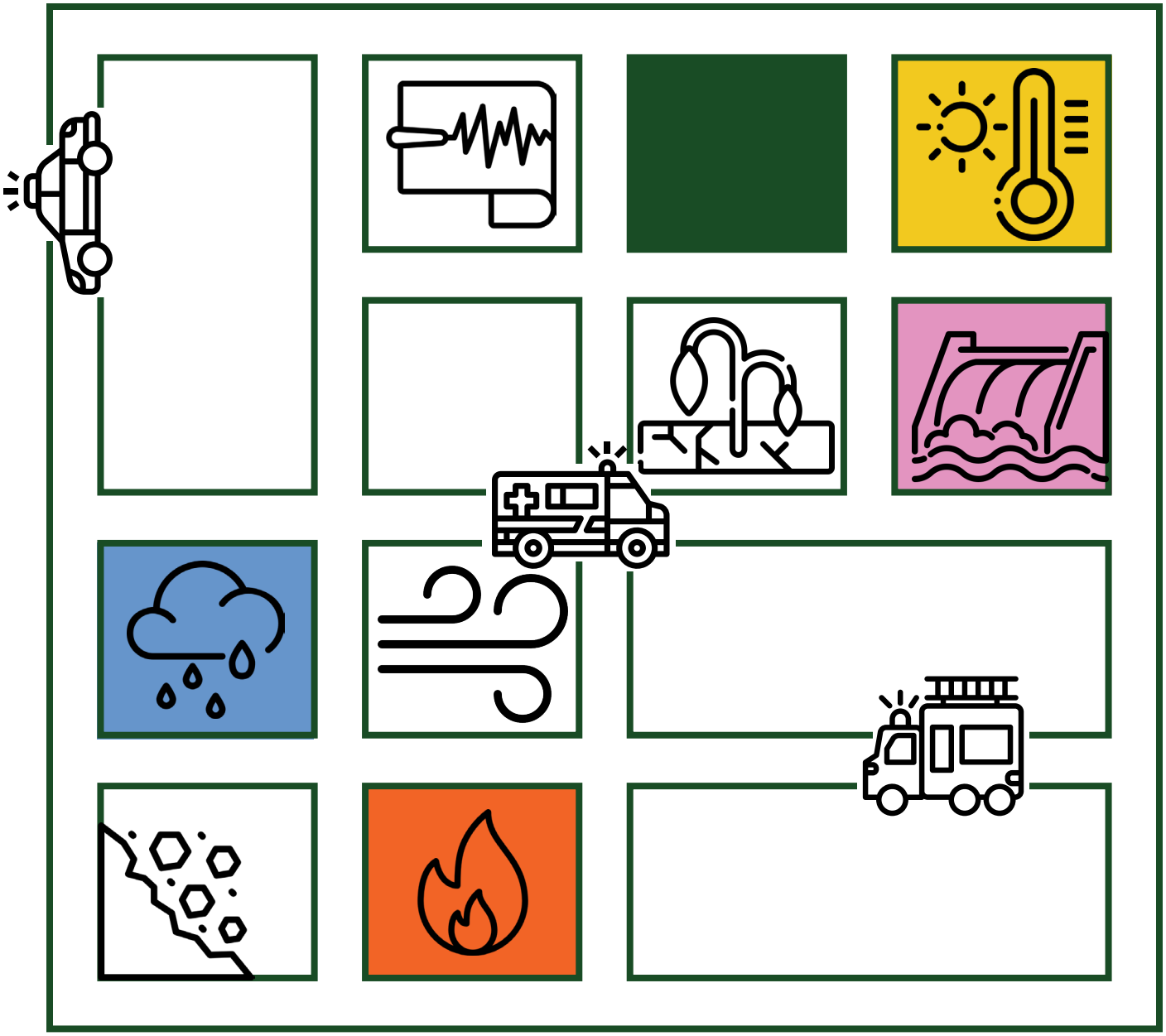
AYES: MEMBERS:
NOES: MEMBERS:
ABSENT: MEMBERS:
ABSTAIN: MEMBERS:

I further certify that said Resolution was published as required by law in a newspaper of general circulation in the City of Glendora, California on the _____ day of _____, 2025.

Dated:

_____
KATHLEEN R. SESSMAN
City Clerk/Communications Director

EXHIBIT A
Safety Element



GLENDORA SAFETY ELEMENT

June 2025

ACKNOWLEDGMENTS

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Shaunna Elias, District 3
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Prepared by

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A Land Use Planning, Design, and Environmental Firm

Glendora Safety Element

1.0 INTRODUCTION

The Safety Element of the General Plan addresses natural and human-caused hazards in the City of Glendora and the potential short and long-term risks to human life, property, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, and other hazards. This is one of seven elements required by State law (Government Code 65302). Since climate change affects and potentially exacerbates the impact of hazards, in accordance with Senate Bill 379, the Safety Element also addresses climate change and resiliency planning.

LOCAL HAZARD MITIGATION PLAN (LHMP)

The Glendora Local Hazard Mitigation Plan was last updated in 2024 in accordance with the Disaster Mitigation Act of 2000. Regular updates to the LHMP ensure access to Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) funding.

The Safety Element is organized to include an Existing Conditions section, which outlines each hazard facing Glendora, who these hazards affect, and how the City is currently addressing these hazards. The Safety Element also includes a Goals and Policies section, which provides the City's hazard mitigation and emergency response strategy. Furthermore, the Safety Element incorporates and augments mitigation policies contained in the Glendora Local Hazard Mitigation Plan (LHMP).[1]

CLIMATE ADAPTATION AND RESILIENCY STRATEGIES

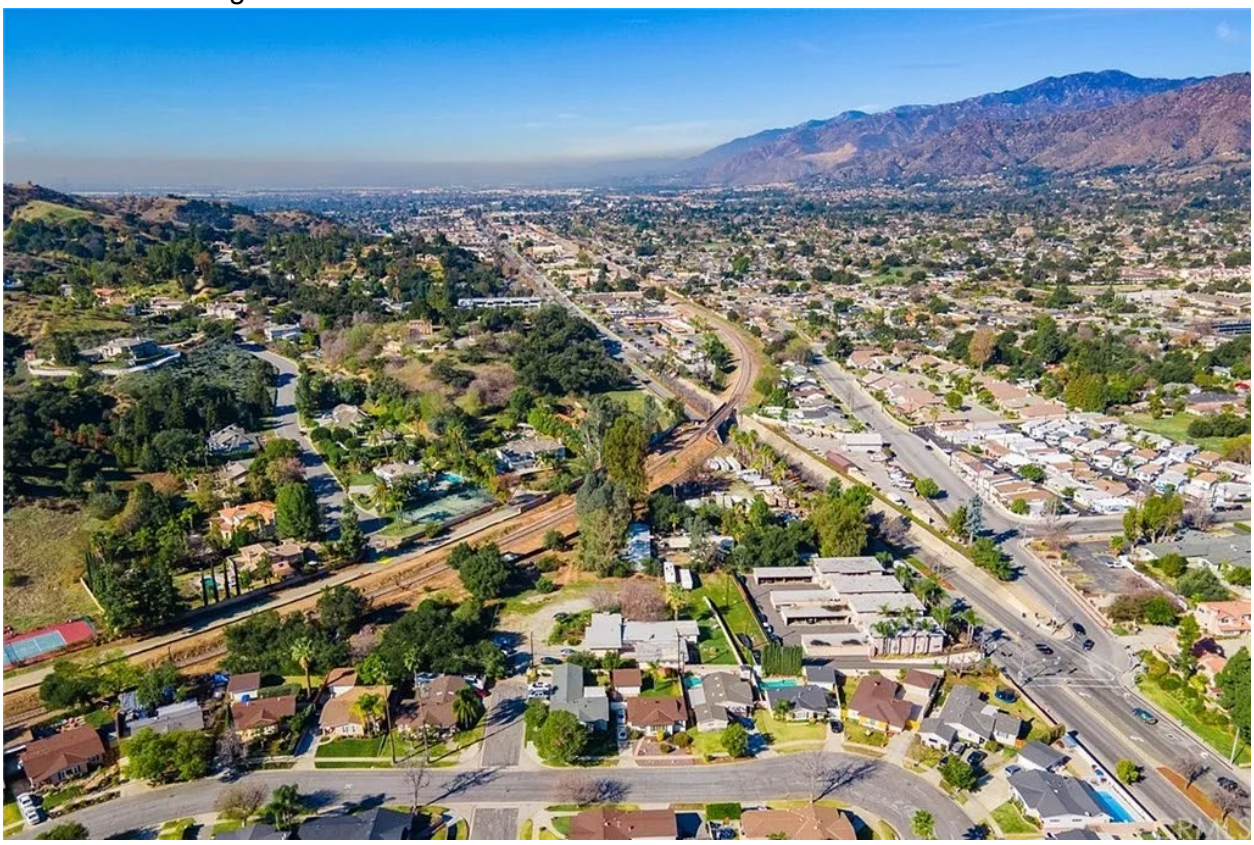
SB 379 requires cities and counties in California to integrate climate adaptation into their general plans.

The Safety Element directly relates to topics in the Land Use, Circulation, Conservation, and Open Space and Recreation Elements of the General Plan. The Safety Element identifies hazards and hazard abatement provisions to guide land use decisions related to zoning, subdivisions, and entitlement permits. The Safety Element also addresses emergency response and evacuation routes, which informs the Circulation Element to ensure that streets are sized adequately for fire truck access and other needs of first responders.

The Safety Element is a long-term plan that includes policies to mitigate hazards through land use, design measures, and programs. As a part of the General Plan, the Safety Element provides direction that the City will implement through the Zoning Ordinance and other mechanisms. A similar but more nuanced plan is the Local Hazard Mitigation Plan (LHMP). The LHMP is a short-

[1] City of Glendora, *2025 Local Hazard Mitigation Plan*, 2025, https://, accessed on May 2, 2025.

term, 5-year strategic plan that also seeks to identify and mitigate natural hazards. The LHMP is distinct from the Safety Element in that it is created to directly respond to the requirements of the federal Disaster Mitigation Act (DMA) of 2000. By achieving certification from FEMA, the LHMP provides the City with access to two competitive FEMA grant programs: the Hazard Mitigation Grant Program (HMGP) and the Pre-Disaster Mitigation Program (PDM). To maintain eligibility for FEMA funding, the City must update the LHMP a minimum of once every five years. As of May 2024, the LHMP was being updated concurrent with the Safety Element. By integrating the LHMP with the Safety Element, the City will also achieve eligibility for additional post disaster funding from the State of California. Integration also allows the Safety Element's framework of goals and policies to be utilized and built upon by current and future LHMPs. Policy SAF-9.3 states the City's intent to implement the strategies and plans in the Local Hazard Mitigation Plan.



1.1 SUMMARY OF FINDINGS

Glendora and its people are susceptible to various hazards, both natural and human-caused. Below is a summary of findings for the main topics presented in this Safety Element.

Geologic Hazards

Glendora is in a seismically active region and has a major fault zone located within the city. The Sierra Madre Fault Zone runs along the southern edge of the San Gabriel Mountains and is related to the Cucamonga Fault and San Fernando Fault Zone. In addition to these faults, several other faults are located within the region that could have an impact on the city, most notably the San Andreas Fault. Buildings are likely to sustain only moderate damage from ground shaking as most of Glendora's structures were built under recent building codes. Liquefaction conditions may occur in areas along the canyon and wash areas located at the base of the foothills and in isolated areas of the city. The foothill areas of the city are considered to have a high potential for landslides.

Flood Hazards

The built areas of Glendora are not located within a 100-year flood plain. The city does face a potential hazard from dam inundation resulting from the failure of either of two dams: Big Dalton Dam and San Dimas Dam; however, it is considered unlikely that either dam would fail during a catastrophic event.

Wildfire

Glendora's location at the base of the San Gabriel Mountains creates a wildland-urban interface that makes Glendora more susceptible to wildfires than cities that do not border the foothills. Very high risk for wildfire is evident in areas having steep slopes that are covered with chaparral vegetation and where there is limited access for fire control equipment. Low hazard areas are developed urban areas where fire access is readily available and the terrain is relatively flat. Very High Fire Hazard Severity Zones (VHFHSZ) have been mapped within the city.

Climate Change

As a result of climate change, Glendora may experience more frequent and intense heat waves, drought, wildfires, flooding, and more severe storms and extreme weather events. The impacts of climate change pose an increasing and growing challenge to the safety and well-being of Glendora's residents.

Emergency Preparedness

Emergency preparation and response are important components in ensuring residents are ready for hazards and first responders can adequately serve residents in the event of a hazard unfolding. The Los Angeles County Fire Department and Glendora Police Department respond to small- and large-scale hazard events in Glendora. Currently, the City's response capacity meets the needs of the community; however, hard-to-reach populations with functional and medical needs may still face challenges evacuating.

2.0 AUTHORITY FOR THE ELEMENT

2.1 REGULATORY FRAMEWORK

California Government Code Section 65302(g)(1) requires that a General Plan include:

> *"A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence; liquefaction; and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."*

The following federal and state regulations provide the legal framework to the Safety Element. These programs provide minimum requirements/criteria that must be complied with; however, cities can adopt stricter requirements if desired.

TABLE SAF-1: REGULATORY FRAMEWORK

Federal or State Regulation	Description
Alquist-Priolo Earthquake Fault Zoning Act (1972)	The intent of the *Alquist-Priolo Act* is to reduce losses from surface fault rupture. California created this law following the destructive 1971 San Fernando earthquake (magnitude 6.6), which was associated with extensive surface fault ruptures that damaged numerous structures. Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. A trace is a line on the earth's surface defining a fault. Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally fifty feet). An active fault, for the purposes of the Alquist-Priolo Act, is one that has ruptured in the last 11,000 years.
Seismic Hazards Mapping Act (1990)	The *Seismic Hazards Mapping Act* addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) prepares and provides local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The seismic hazard zones delineated by the CGS are referred to as "Zones of Required Investigation," because

Federal or State Regulation	Description
	site-specific geological hazard investigations are required for construction projects located within these areas.
California Building Standards Code	Every three years, the State adopts new codes (known collectively as the *California Building Standards Code*) to establish uniform standards for the construction and maintenance of buildings, electrical systems, plumbing systems, mechanical systems, and fire and life safety systems. Sections 17922, 17958, and 18941.5 of the California Health and Safety Code require that the latest edition of the California Building Standards Code apply to local construction 180 days after publication. The *California Building Code (CBC)*, which is included in the California Building Standards Code, provides "minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures." The most recent version of the California Building Standards Code is the 2022 edition, based on the 2007 edition of the Uniform Building Code. The City of Glendora has adopted the 2022 edition with local amendments.
Unreinforced Masonry Law (1986)	The *Unreinforced Masonry Law* requires all cities and counties in Seismic Zone 4 (CBC, 2022) to identify hazardous unreinforced masonry (URM) buildings in their jurisdictions. Owners of such buildings must be notified of the potential earthquake hazard, and mitigation must be performed. The mitigation method, which may include retrofitting or demolition, is left to the local jurisdiction. Chapter 19.03 of the Glendora Municipal Code pertains to seismic strengthening provisions for unreinforced masonry bearing wall buildings. All URM buildings within the city have been identified and upgraded to meet current requirements.
National Flood Insurance Act (1968) **Flood Disaster Protection Act (1973)**	The Federal Emergency Management Agency (FEMA) is mandated by the *National Flood Insurance Act* and the *Flood Disaster Protection Act* to evaluate flood hazards and provide Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development. Further, the Flood Disaster Protection Act requires owners of all structures in identified Special Flood Hazard Areas to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. The National Flood Insurance Reform Act (1994) further strengthened the National Flood Insurance Program (NFIP) by providing a grant program for state and community flood mitigation projects. The NFIP also established a system (Community Rating System – CRS) for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing the erosion hazard. Glendora is a participant in the NFIP and manages its flood-prone areas through Chapter 9.58 of the Glendora Municipal Code.

Federal or State Regulation	Description
Fire Regulations	Assembly Bill 337 (1992) established a process to identify Very High Fire Hazard Severity Zones (VHFHSZs). Under Assembly Bill 3819 (1994), "Class A" roofing, minimum clearances of 30 feet around structures, and other fire defense improvements are required in VHFHSZs. Assembly Bill 6 (1997) requires that fire hazard areas be disclosed in real estate transactions. Civil Code Section 1103(c)(6) also requires real estate sellers to inform prospective buyers whether a property is located within a wildland area that could contain substantial fire risks and hazards. In 2012, the State Legislature adopted Senate Bill 1241 (SB 1241), which requires communities to protect themselves against wildland and urban fires by addressing the fire hazard in areas designated as VHFHSZs. In 2023, the City prepared a Climate Vulnerability Assessment (CVA) to inform City policies, plans, programs, and guidance to promote effective and integrated action to safeguard from conditions that could result from climate change, such as increased frequency and severity of wildland fires. The CVA is attached as Appendix A. Exhibit SAF-6 shows VHFHSZs within Glendora, which primarily cover the northern portion of the city. Public Resources Code Section 4290 requires minimum statewide fire safety standards pertaining to: ▪ Road standards for fire equipment access; ▪ Standards for signs identifying streets, roads, and buildings; ▪ Minimum private water supply reserves for emergency fire use; and ▪ Fuel breaks and greenbelts Wildland fire areas are also subject to Public Resources Code Sections 4291 through 4299, which require property owners in such areas to conduct maintenance to reduce the fire danger. Section 18.04.010 of the City's Municipal Code adopts by reference the California Fire Code 2022 Edition.
Standardized Emergency Management System (SEMS)	The *Standardized Emergency Management System (SEMS)* is described by the Petris Bill (SB 1841), and is contained in Chapter 1 of Division 2 of Title 19 of the California Code of Regulations. It requires all jurisdictions within the State of California to participate in the establishment of a standardized statewide emergency management system. The California Emergency Services Act, Section 8568, states that "The State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof." The act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the Governor or appropriate local authority, such as a city manager.

Federal or State Regulation	Description
California Environmental Quality Act (CEQA)	The *California Environmental Quality Act* (1970) insures that local governmental agencies consider and review the environmental impacts of development projects within their jurisdictions. CEQA requires that an Environmental Impact Report (EIR) be prepared for projects that may have significant effects on the environment. EIRs are required to identify geologic and seismic hazards, and to recommend potential mitigation measures, giving the local agency the authority to regulate private development projects in the early stages of planning.
Hazardous Materials Disclosure Program	In 1986, Congress passed the *Superfund Amendments and Reauthorization Act (SARA)* to help solve the problems of hazardous waste sites. SARA provides California residents with the resources needed to clean up hazardous waste sites, as well as emergency plans to follow in case of a dangerous substance release. Several California statutes require the emergency notification of a hazardous chemical release. These include: Health and Safety Code § 25270.7, § 25270.8, and § 25507; Vehicle Code § 23112.5; Public Utilities Code § 7673; Government Code § 51018 and § 8670.25.5(a); Water Code § 13271 and § 13272; and California Labor Code § 6409.1(b)10. The Safe Drinking Water and Toxic Enforcement Act (1986), better known as Proposition 65, and § 9030 of the California Labor Code also have specific reporting requirements.
Emergency Planning and Community Right-to-Know Act (EPCRA)	The *Emergency Planning and Community Right-to-Know Act* (1986) was authorized by Title III of the Superfund Amendments and Reauthorization Act to help communities plan for chemical emergencies. It requires industry to report on the storage, use, and releases of certain chemicals to federal, state, tribal, territorial, and/or local governments. It also requires these reports to be used to prepare for and protect their communities from potential risks.
Real Estate Disclosure Requirements	Pursuant to the Natural Hazards Disclosure Act (1998), sellers of real property and their agents are required to provide prospective buyers with a “Natural Hazard Disclosure (NHD) Statement” when the property being sold lies within one or more State mapped hazard areas, such as within an Alquist-Priolo Earthquake Fault Zone or a Seismic Hazard Zone.

2.2 CITY PLANS AND PROGRAMS

2.2.1 GLENDORA STRATEGIC PLAN

The City of Glendora prepares a multi-year Strategic Plan that builds upon progress made in previous years. The Strategic Plan is a tool to guide the City and community toward an envisioned future for Glendora. It includes setting goals and objectives to manage changes which may include community demographics, state and federal mandates, fiscal constraints, economic conditions, emerging technologies, and other issues that influence the City’s service delivery. The Strategic Plan incorporates the City’s Mission, Vision, and values which guide the City’s planning

efforts toward implementation of the Strategic Plan goals and objectives. Staff and officials consider the Strategic Plan when developing, implementing, or reviewing programs and services, and when considering requests for fiscal resources. As outlined in the *2023-2025 Strategic Plan*, Goal 1, Objective 2 mandates continuing the comprehensive General Plan Update by completing the Safety Element Update during the planning period.

In addition to setting the strategic goals, the City Council adopts the objectives within the Strategic Plan, which represent major initiatives aimed to further the strategic goals. City staff is responsible for the development of the tasks (major milestones) needed to complete these objectives. Periodically, staff reviews the tasks and makes necessary changes where applicable to ensure the objectives are met in a timely manner. Furthermore, changes to the tasks help ensure the process in which to achieve the objectives continues to be clearly articulated to the City Council and greater Glendora community.

2.2.2 EMERGENCY OPERATIONS PLAN

The Standardized Emergency Management System (SEMS), California Code of Regulations, Title 19, Division 2, Section 2443, requires compliance with the SEMS to *"be documented in the areas of planning, training, exercise, and performance."* To comply, emergency plans must address five SEMS functions:

- Management;
- Operations;
- Planning/Intelligence;
- Logistics; and
- Finance/Administration

Glendora has prepared an Emergency Operations Plan (EOP) for emergency response within the city (revised March 1, 2013). The EOP meets the SEMS requirements of State law and also addresses mutual aid, operational areas, and multi/inter-agency coordination. The City also complies with the LA County Operational Area Emergency Operations Plan (https://ceo.lacounty.gov/emergencydisaster-plans-and-annexes/).

The EOP is divided into five parts:

- **Part One – Basic Plan**, provides the overall organizational and operational concepts relative to response and recovery, as well as an overview of potential hazards and a description of the emergency/disaster response organization.
- **Part Two – EOC Appendices and Annexes**, provides emergency action checklists and supporting documents for each function/position in the organizational structure.
- **Part Three – Other Annexes**, identifies all other hazard specific plans, operational plans, standard operating procedures, etc.

- **Part Four – Forms**
- **Part Five – Acronyms and Glossary**

Emergency response and threats are thoroughly described and outlined in the EOP. Key points of the plan include the identification of critical areas in the city that represent both dangers, as well as areas for meeting and staging in an emergency event, communications, and emergency evacuation.

The EOP addresses the City's planned response to emergencies associated with natural disasters and technological incidents. It provides an overview of operational concepts, identifies components of the City's emergency management organization within the SEMS, and describes the overall responsibilities of federal, state, and county entities and the City for protecting life and property and assuring the overall well-being of the population.

The City maintains an Emergency Operations Center (EOC) at the Bidwell Forum located on the second floor of the Glendora Public Library at 140 South Glendora Avenue and an alternate EOC located at the Youth Center (159 North Cullen Avenue) to coordinate City services during an emergency. During an emergency, the centralized command center houses personnel from the City, emergency responders, and other appropriate agencies.

2.2.3 LOCAL HAZARD MITIGATION PLAN

The Safety Element works in conjunction with the City's Local Hazard Mitigation Plan (LHMP), which was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The latest Local Hazard Mitigation Plan can be accessed by visiting the City's website.

The Local Hazard Mitigation Plan includes resources and information to assist Glendora residents, public and private sector organizations, and others interested in participating in planning for natural hazards. The LHMP provides a list of activities that may assist the City in reducing risk and preventing loss from future natural hazard events. The LHMP addresses multi-hazard issues, including earthquakes and other seismic events, flooding, wildfires, and windstorms.

The LHMP is organized into various sections and reflects the logical progression of activities undertaken to develop the plan and includes all relevant documentation required to meet the necessary criteria for FEMA approval. Key sections are briefly described below:

- **Section 3.0: Community Profile** provides the history, geography, and demographics of Glendora, including land use and development trends.
- **Section 4.0: Risk and Vulnerability Assessment** identifies and profiles the natural hazards affecting the city, including their history, risk of future occurrence, and any effects climate change has on their frequency and intensity, where applicable. The selection of hazards is also discussed. This section also identifies the vulnerability and risk to the community and critical facilities associated with each hazard.
- **Section 5.0: Hazard Mitigation Strategy** identifies the specific hazard mitigation actions to reduce potential risks to the city's critical facilities, residents, and business owners in order to improve resiliency, and assesses Glendora's capabilities to implement and achieve the mitigation actions.
- **Section 6.0: Plan Maintenance** discusses implementation of the plan, including the process to monitor, evaluate, update, and maintain the LHMP, and identifies opportunities for continued public involvement.

2.2.4 GLENDORA CAPITAL IMPROVEMENT PROGRAM

The City of Glendora conducts an annual review and update of its Capital Improvement Program (CIP). The Capital Improvement Program provides the primary planning and budget mechanism for improvement projects throughout the city. The CIP must provide consistency with City policies as set forth in the City's General Plan. Projects within the CIP typically include water, recycled water, sewer, storm drains, and public right-of-way improvements.

2.2.5 GLENDORA MUNICIPAL CODE

The Glendora Municipal Code contains all ordinances adopted by the Glendora City Council. Many of these chapters provide direct relevance to policies and programs in the Safety Element. Relevant Code sections include:

- Title 6: Health and Sanitation
- Title 9: Public Peace, Morals and Safety
- Title 11: Emergency Preparedness
- Title 14: Water
- Title 18: Fire
- Title 19: Buildings and Construction

3.0 EXISTING CONDITIONS

3.1 EXISTING CONDITIONS

The Safety Element addresses both natural and human-made hazards. Specific hazards with the potential to impact Glendora include:

- Geologic hazards – fault rupture, ground shaking, liquefaction, landslides, soil instability
- Flood hazards – associated with rivers and streams, debris flows, and dam failure
- Wildfire
- Hazardous materials
- Crime
- Aircraft overflight

This section of the Safety Element discusses the existing conditions of these hazards and the programs currently in place to address them.

3.1.1 GEOLOGIC HAZARDS

Geologic, hydrologic, seismic, and soil conditions present in the city have been evaluated to identify potential seismic hazards, such as surface faulting (ground rupture), ground shaking, liquefaction, ground lurching, differential compaction, ground cracking, and seismically induced landslides. These data were used to evaluate potential seismic hazards to existing public and private facilities, and future land development.

3.1.1.1 Geology

Glendora is located at the foothills of the San Gabriel Mountains, bounded by the Angeles National Forest to the north, City of Azusa to the west, City of Covina to the south, and the City of San Dimas to the east. Two predominant terrain types are located within Glendora: alluvial fan and foothill. The alluvial fan portion of the city is characterized by gently to moderately sloping areas within the city where a vast majority of urban development has already occurred. The foothill portion of the city is characterized by moderate to very steep hillsides predominantly located along the northern boundary adjacent to the Angeles National Forest. In addition, a small area known as “South Hills” located in the southern portion of the city is also characterized by foothill terrain.

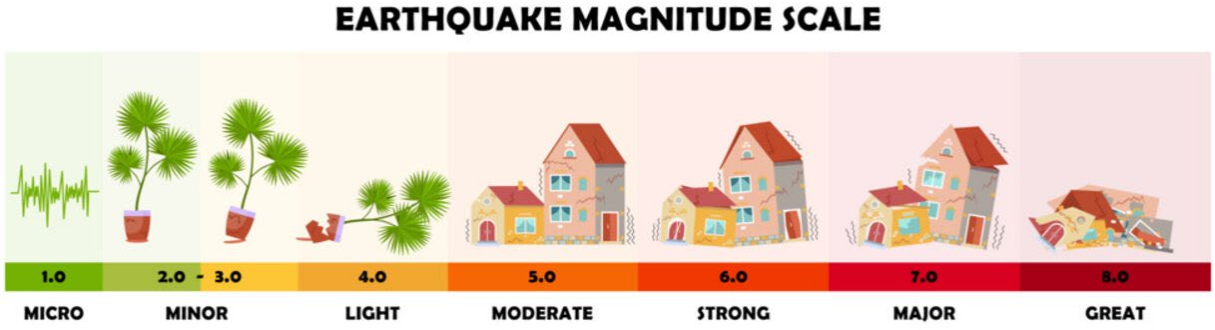
The city is located in the Transverse Range Geomorphic Province of southern California. This province is characterized by an east-west trending mountain range (San Gabriel Mountains), which have been uplifted and folded as a result of compression. This compression is the result of the tectonic movements associated with the San Andreas, Cucamonga, Sierra Madre, and San Fernando Fault Zones. These faults have shaped the landscape of southern California. Within the city, the dominant geologic feature is the Sierra Madre Fault Zone, which has shaped the landscape in the area.

The geologic units underlying the city can be categorized into two general categories: bedrock and alluvium. The bedrock units within the city consist of three main types: (1) sedimentary units of sandstone and siltstone; (2) volcanic units composed of tuff, lava, and mixtures of both; and (3) an igneous-metamorphic complex of crystalline rocks. The alluvium units within the city consist of old and young alluvial deposits that are derived from the surrounding bedrock units. These deposits consist of sand, silt, and gravels, with the youngest deposits located within active drainage courses. Refer to Exhibit SAF-1, *Regional Geologic Map*.

Groundwater depths within the city range between 100 and 150 feet beneath the surface in the areas underlain by alluvium. The depth to groundwater has lowered over the last few decades due to domestic water production, which relies on pumping groundwater from the Glendora Basin aquifer.

3.1.1.2 Seismic Hazards

The following section describes seismic hazards present in Glendora including earthquake faults, surface rupture, ground shaking, liquefaction, landslides, hazardous buildings, and seismic response.



Earthquake Faults

Southern California is considered a seismically active region that is dominated by earthquake faults. In the Transverse Range Geomorphic Province, these faults typically trend east-west, following the general alignment of the San Gabriel Mountains. One major fault zone is located within the City of Glendora. This zone is known as the Sierra Madre Fault Zone, which runs along the southern margin of the San Gabriel Mountains and is related to the Cucamonga Fault to the east and San Fernando Fault Zone to the west. In addition to these faults, several other faults are located within the region that could have an impact on the city. The San Andreas Fault is approximately 20 miles northeast of the city, and is considered the most seismically active fault in the southern California region. A map illustrating the locations of faults in the vicinity of the city is shown in Exhibit SAF-2, *Regional Fault Map*.

Earthquakes that could affect the city would most likely originate from the Sierra Madre, Cucamonga, or San Andreas Fault Zones. These faults are close enough in proximity or expected

to generate strong enough shaking that could affect Glendora. Geologic conditions within the foothill portions of Glendora could be impacted more severely due to the steep topography within this portion of the city and the relative instability of some of the geologic units in this portion of the city. The level of seismicity in Glendora, both as to maximum credible earthquake intensity and likely earthquake occurrence, is considered to be approximately the same as for the Los Angeles Basin.

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES

The Alquist-Priolo Earthquake Fault Zoning Act defines an active fault as one that has ruptured in the last 11,000 years. The act provides mapping resources for the public to strengthen awareness and prevent unsafe construction in these areas.

Sierra Madre Fault Zone. The Sierra Madre Fault Zone consists of east-west trending faults and folds, which extend along the southern margin of the San Gabriel Mountains. This fault zone is approximately 35 miles in length and terminates at Dalton Canyon to the east and at the San Fernando Fault to the west. This fault is composed of five individual segments, which range in activity. Portions of the city overlying this fault are located within Alquist-Priolo Special Study zones (AP Zone); the segments within the city are considered potentially active. Data gathered on this fault suggests that the slip rate ranges from 0.36 to 4 millimeters per year and this fault is expected to generate earthquakes with a magnitude of Mw6.0-7.0.[2] Faults that are associated with this fault system include:

- Cucamonga Fault
- Duarte Fault
- San Fernando Fault
- San Gabriel Fault
- Clamshell-Sawpit Canyon Fault
- Raymond Fault

Cucamonga Fault. The Cucamonga fault extends 19 miles from the east side of Dalton Canyon to the San Jacinto fault. The eastern portions of this fault in the vicinity of the communities of Upland and Rancho Cucamonga have been identified within an AP Zone. However, evidence of recent faulting has not been uncovered along the portions of this fault within the City of Glendora. Data gathered on this fault suggests that this fault has a slip rate between 5 and 14 millimeters per year and could generate earthquakes of Mw6.0-7.0.[3]

San Andreas Fault Zone. The San Andreas Fault Zone, located approximately 20 miles northeast of the city, is a right-lateral strike-slip that extends approximately 745 miles from Cape Mendocino to the Salton Sea. It has caused numerous major earthquakes throughout California's history and has the potential to cause destructive ground shaking in the southern California region. Data gathered on this fault suggests that the slip rate ranges from 20 to 35 millimeters per year and this fault is expected to generate earthquakes with a magnitude of Mw6.8-8.0.[4]

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[2] Southern California Earthquake Data Center, https://scedc.caltech.edu/index.html, accessed April 4, 2024.
[3] Southern California Earthquake Data Center, https://scedc.caltech.edu/index.html, accessed April 4, 2024.
[4] Southern California Earthquake Data Center, https://scedc.caltech.edu/index.html, accessed April 4, 2024.

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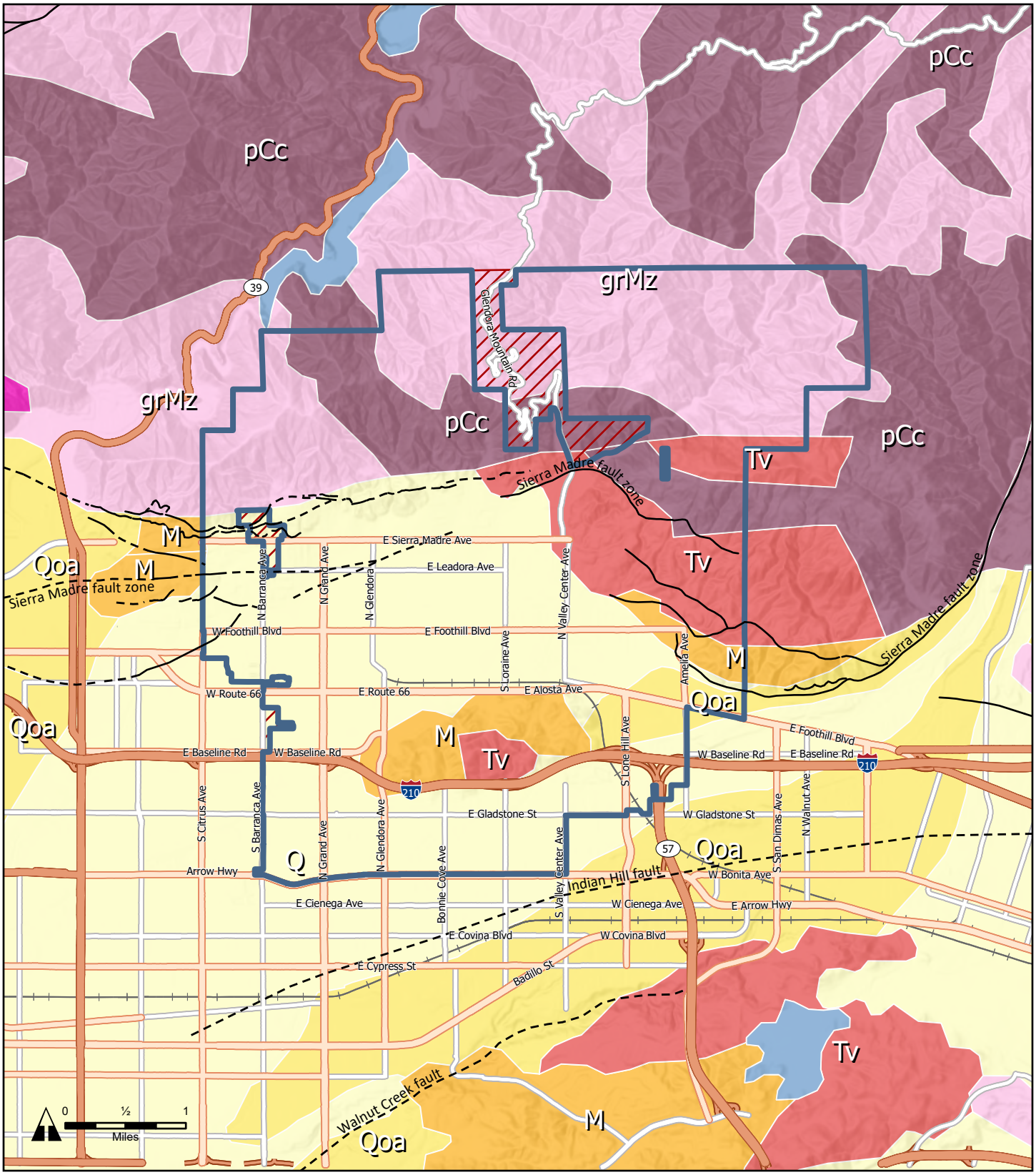

LEGEND

- City of Glendora
- Sphere of Influence

Generalized Rock Types

- Q - Holocene/Pleistocene marine and continental sedimentary rock
- Qoa - Pleistocene marine and continental sedimentary rock
- M - Miocene marine sedimentary rock
- Tv - Tertiary volcanic rock
- grMz - Mesozoic plutonic rocks
- pC - pre-Cambrian marine sedimentary and metasedimentary rocks
- pCc - pre-Cambrian mixed rocks
- water

Quaternary faults

- Inferred
- Moderately- or Well-Constrained

CITY OF GLENDORA, CALIFORNIA

SAF-1. Regional Geologic Map

Sources: California Geological Survey, Geologic Map of California v2.0, 2010; USGS; Los Angeles County GIS. Map date: May 9, 2024.

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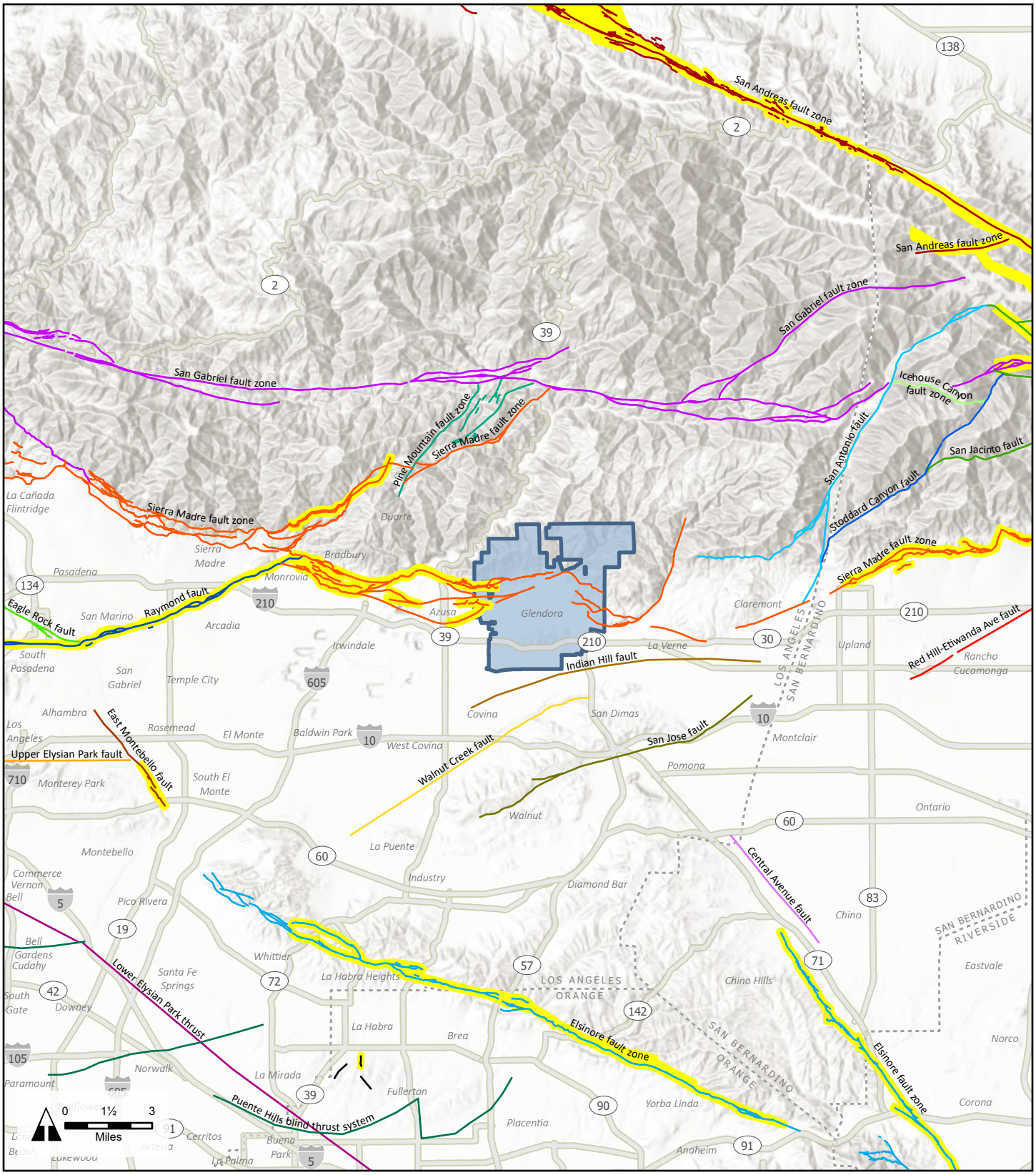

LEGEND

- City of Glendora
- County Boundary
- Quaternary Fault (various colors)
- Alquist-Priolo Zone of Required Investigation

CITY OF GLENDORA, CALIFORNIA

SAF-2. Regional Fault Map

Sources: California Geological Survey; US Geological Survey; California State Geoportal. Map date: May 9, 2024.

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Liquefaction Hazards

Liquefaction is a phenomenon in which the strength and stiffness of a soil are reduced by earthquake shaking or other events. Liquefaction occurs in saturated soils, which are soils in which the space between individual soil particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. Prior to an earthquake, the water pressure is relatively low; however, earthquake shaking can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. Because liquefaction only occurs in saturated soil, its effects are most commonly observed in low-lying areas. Typically, liquefaction is associated with shallow groundwater, which is less than 50 feet beneath the earth's surface.

Available data indicates that groundwater levels beneath the city range between 100 to 150 feet deep. Certain locations, however, have shallow groundwater conditions and could be susceptible to liquefaction. According to the *Seismic Hazard Zone Maps for the Glendora, Azusa, Baldwin Park, and San Dimas Quadrangles* (March 2024) prepared by the California Geological Survey (CGS), there are several locations within the city that are considered susceptible to liquefaction. The areas identified as prone to liquefaction within the city are shown on Exhibit SAF-3, *Potential Seismic Hazards*.

Landslide Hazards

A landslide is a phenomenon characterized by the general downslope movement under gravity of masses of soil and rock material. Many factors contribute to these types of earth movements such as: topography, rock/soil type, water saturation, and seismic shaking. According to the *Seismic Hazard Zone Maps for the Glendora, Azusa, Baldwin Park, and San Dimas Quadrangles* (March 2024) prepared by the CGS, the foothill areas of the city are considered to have a high potential for landslides. The areas identified as prone to earthquake induced landslide within Glendora are identified on Exhibit SAF-3, *Potential Seismic Hazards*.

As illustrated on Exhibit SAF-3, several landslides have been mapped within the hillsides located in the northeast portion of the city. These landslides are located within bedrock units that have been severely faulted and broken up. The stresses that have been exerted on these bedrock units have weakened the geologic units allowing surficial failures to occur.

Structure Failure

Glendora is fortunate that most of its buildings have been built under recent building codes and design criteria. In fact, a substantial amount of construction has occurred in Glendora under design standards that take into account some of the lessons learned from the 1971 Sylmar earthquake.

Seismic Response

Since most of the structures and infrastructure in Glendora have recently been built under modern building codes, the city is likely to survive the maximum expected earthquake with relatively moderate losses. Possible geologic effects of a likely major earthquake in Glendora include:

- Rupture of the ground surface associated directly with movement on geologic faults. The likelihood of an event such as this is prevalent; however, it would be focused in the foothill portions of the city, which are not as densely populated as the alluvial portions.
- Ground failure due to liquefaction (a momentary quick condition, similar to quicksand) could occur in Glendora wherever the right combination of perched water and low density, sandy material exists. Liquefaction conditions may occur in areas along the canyon and wash areas located at the base of the foothills and in isolated areas as identified on Exhibit SAF-3.
- Ground shaking with moderate to high lateral accelerations would be the primary seismic effect in the city.
- In general, complete collapse of buildings is not likely to occur and building damage is likely to be only moderate. However, partial to total collapse could occur among the very few pre-1933 buildings still existing, and partial collapse of some tilt-up and concrete block buildings built prior to March 1972 must be counted as a possibility, based on the evidence of the Sylmar earthquake. The majority of construction has been under modern building codes. Where current state-of-the-art seismic evaluations can enter into all future development, and where disaster preparedness is being maintained, it is possible to survive the maximum expected earthquake with relatively moderate losses.

Possible impacts to the city from a major seismic event include:

- Injuries and loss of life
- Property damage
- Economic disruption – loss of jobs, loss of productive time, interference with trade, transportation, communication, and other utilities
- Social disruption
- Housing dislocation
- Interference with community activities and services
- Emergency welfare requirements – shelter, food, communications, financial assistance
- Psychological trauma – especially among young children

However, the full extent of these impacts will be influenced by many factors.

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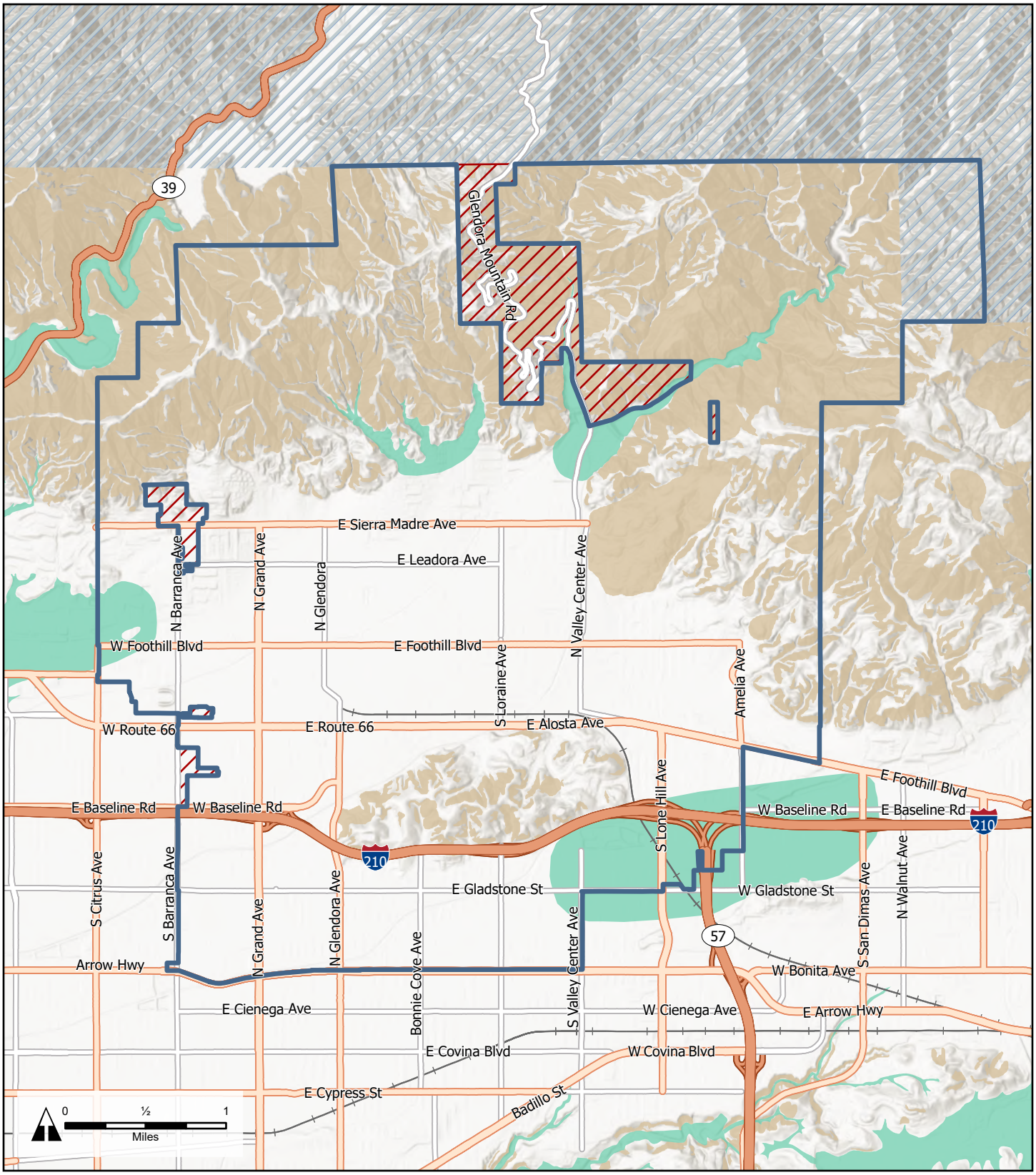

LEGEND

- City of Glendora
- Liquefaction Zone
- Landslide Zone
- Unevaluated Area

CITY OF GLENDORA, CALIFORNIA

SAF-3. Potential Seismic Hazards

Sources: California Geological Survey Regulatory Maps Portal; Los Angeles County GIS. Map date: May 9, 2024.

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3.1.2 FLOODING

3.1.2.1 Flooding

According to the Federal Emergency Management Agency (FEMA), the majority of developed areas in Glendora are identified as Zone X, meaning that the area is located outside of any Special Flood Hazard Areas (SFHA) and has minimal risk of flood hazard (see Exhibit SAF-5, *Flood Hazard Zones*). Potential flooding could occur in a northwestern portion of the city mapped within the 500-year floodplain, generally located along Sierra Madre Avenue. Additionally, a significant portion of the city has not been mapped for flood hazards by FEMA. These unmapped areas occur in the northern and eastern foothills of Glendora and generally consist of open space and low-density residential uses. Development within flood hazard areas is expected to comply with flood protection standards that reduce vulnerability to flood impacts and ensure safe use and occupation of structures.

FEMA prepares and maintains Flood Insurance Rate Maps (FIRMs) that show flood zones subject to floodplain management regulations and where federal flood insurance is required (https://msc.fema.gov/portal/home).

Three flood channels traverse through the city: Little Dalton Wash, Big Dalton Wash, and San Dimas Wash. All three channels are concrete-lined channels designated as floodways to serve the region. Access to these channels is limited at all times for public safety.

3.1.2.2 Dam Inundation

Dam inundation is flooding that occurs due to structural failure of a dam. Failure of a dam may be caused by seismic activity, severe flooding that causes water to exceed the capacity of the dam, or landslides that flow into a reservoir displacing the water.

The City of Glendora faces a potential hazard from dam inundation resulting from the failure of either of two dams: Big Dalton Dam and San Dimas Dam. It is considered unlikely that either dam would fail during a catastrophic event. The SEMS Emergency Operations Plan prepared by the City of Glendora outlines the City's response for dam failure.

Big Dalton Dam. This dam is located in Big Dalton Canyon, four miles northeast of Glendora. Completed in 1929, this dam is owned and operated by the Los Angeles County Flood Control District. This dam stores approximately 960 acre-feet (over 312 million gallons) of water.

Should a breach occur, the water would flow south westerly out of Big Dalton canyon via the Big Dalton Wash. The areas between the South Hills and the San Gabriel foothills surrounding this wash would be inundated by the waters from this flood. The affected area is mostly comprised of residential with some commercial, and industrial uses as well. Exhibit SAF-5, *Dam Inundation Areas*, shows the area that would be affected by a dam failure.

Big Dalton Dam

San Dimas Dam. The San Dimas Dam is owned and operated by the Los Angeles County Flood Control District. It is located east of the city in the foothills above the City of San Dimas. Built in 1922, this dam stores approximately 1,500 acre-feet (488 million gallons) of water.

Should a breach occur, the water would flow southwest along the San Dimas Wash inundating the portions of the city located south of the 210 Freeway. Land uses that would be affected by this inundation mainly include residential, commercial, and industrial. Exhibit SAF-5, *Dam Inundation Areas*, shows the areas that would be affected by a dam failure.

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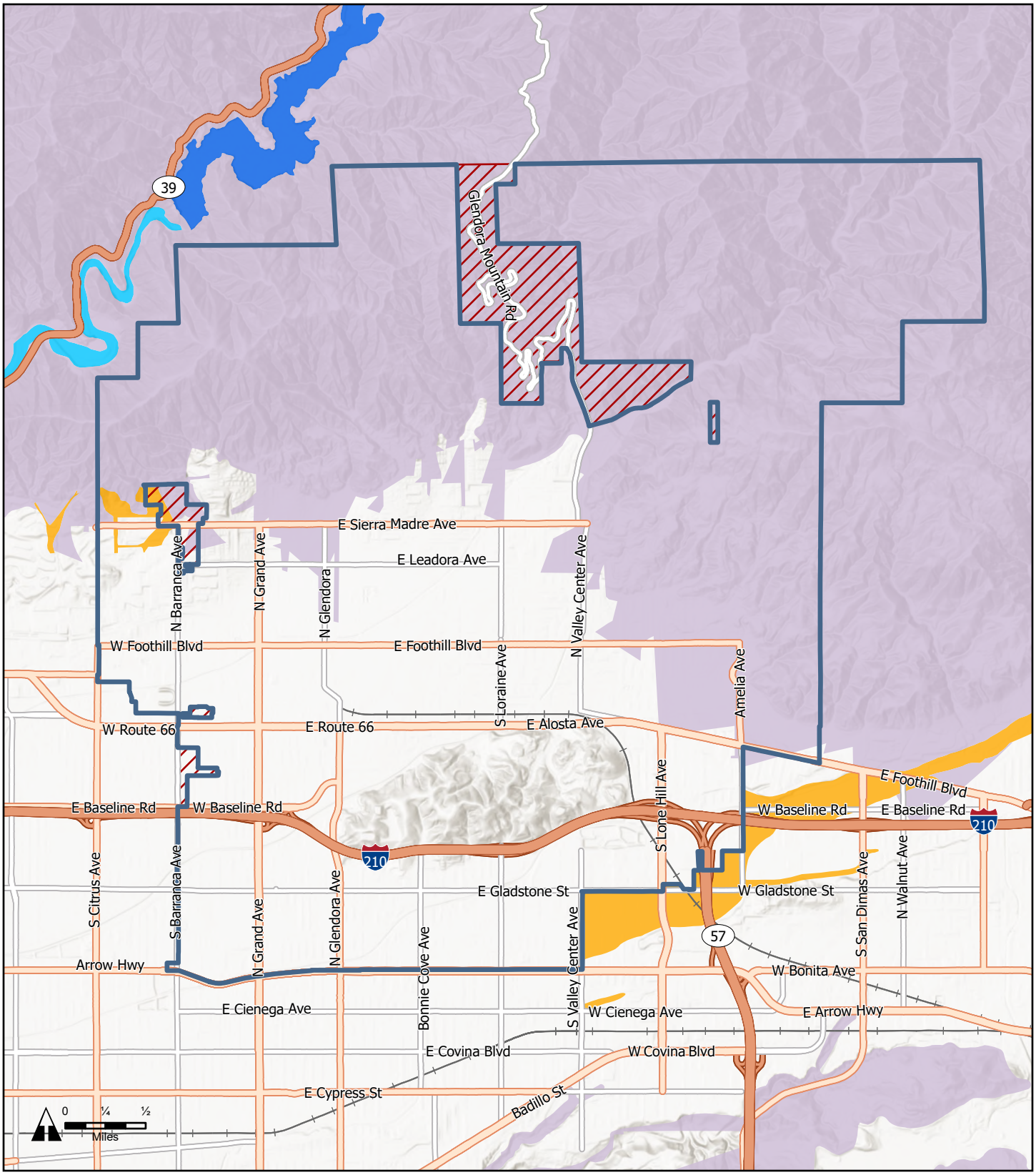

LEGEND

- City of Glendora
- Sphere of Influence
- 100-year Flood Zone
- 100-year Flood Zone (contained in channel)
- 500-year Flood Zone
- *unshaded* Area of Minimal Flood Hazard
- No Flood Hazard Study has been Conducted

CITY OF GLENDORA, CALIFORNIA

SAF-4. Flood Hazard Zones

Sources: FEMA National Flood Hazard Layer, Los Angeles County, 10-19-2023; Los Angeles County GIS. Map date: July 15, 2025.

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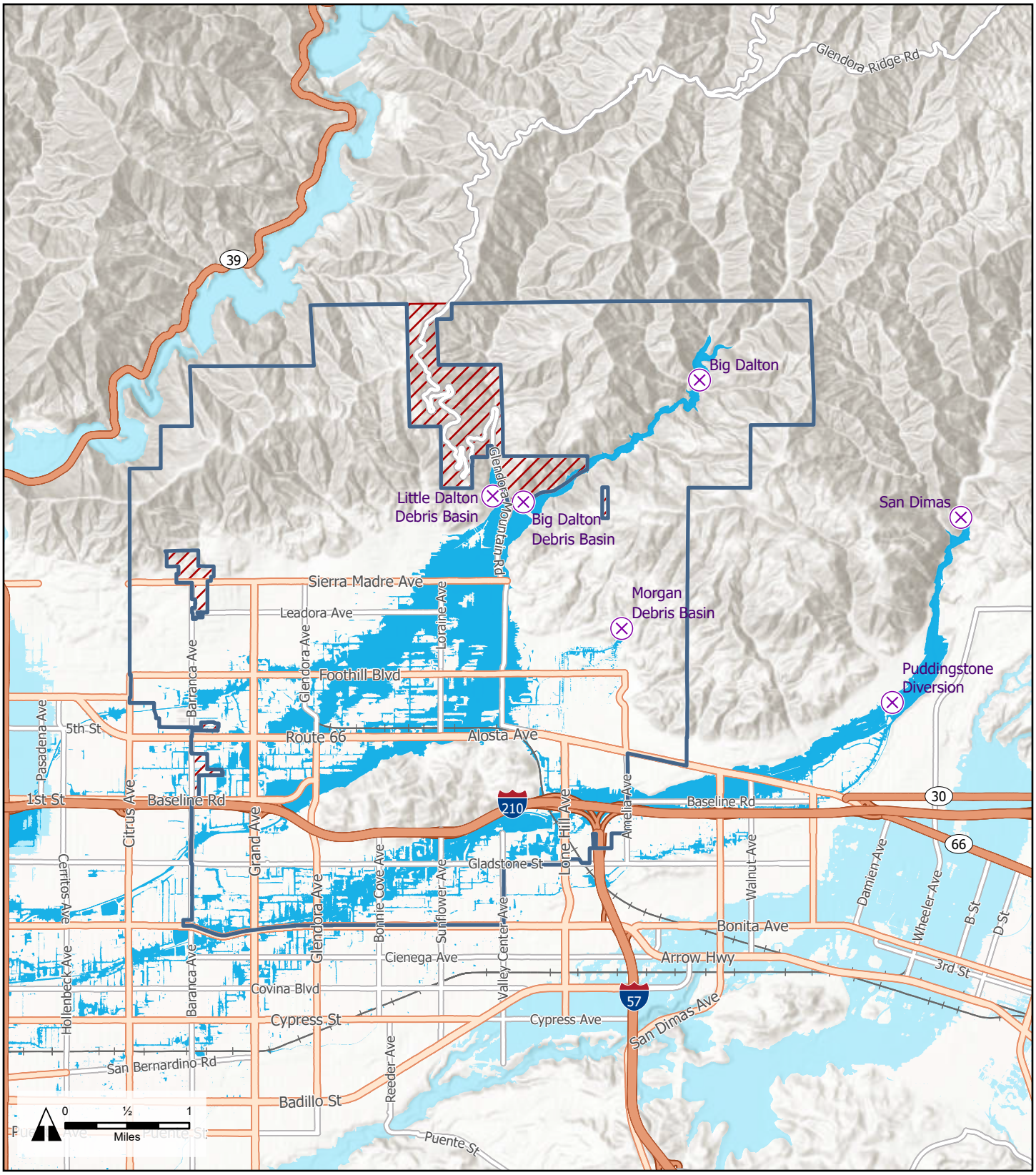

LEGEND

- City of Glendora
- Sphere of Influence
- Dam with Inundation Area Affecting Glendora
- Dam Failure Inundation Areas affecting Glendora
- Nearby Dam Failure Inundation Areas

CITY OF GLENDORA, CALIFORNIA

SAF 5. Dam Inundation Areas

Sources: California Department of Water Resources, Division of Dam Safety; Los Angeles County GIS. Map date: June 18, 2024.

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3.1.3 WILDFIRE

3.1.3.1 Wildfire

Although wildfires can be classified as natural disasters, only 10 to 15% of wildfires are attributed to natural causes. The remaining 85 to 90% of wildfires are a result of human activity.[5] The threat of wildfires in the foothill areas in southern California has been of concern for many years. Very high risk for wildfire is evident in areas having steep slopes that are covered with chaparral vegetation and where there is limited access for fire control equipment. Low hazard areas are developed urban areas where fire access is readily available and the terrain is relatively flat. Industrial areas, hazardous material users, structures with substandard electrical wiring, overhead high voltage power lines, and high pressure gas lines are examples of urban fire hazards.

In order to facilitate immediate firefighting response, the City should have the following standards for areas that are located in High or Very High Fire Hazard Severity Zones (VHFHSZ):

- There should be sufficient access routes and roads for emergency vehicles and for the evacuation of residents from all areas.
- Adequate access should be provided for all developed areas. All roadways to hazard areas should be of sufficient width to accommodate firefighting equipment. Streets should be marked and addresses should be posted in plain view.
- Adequate water supply should be available and sufficient for fire suppression activity.

All development within the VHFHSZ should comply with the standards set forth in Los Angeles County Fire Department's Fuel Modification Plan. The three primary components needed to reduce fire losses are:

1. Implementing building construction methods that reduce building fire hazards;
2. Providing adequate defensible space around structures to reduce fuel; and
3. Identifying areas where there is a significant risk and a history of significant losses.

Public Resources Code (PRC) Section 4291 requires that homeowners provide fuel modification to 100 feet around their buildings to create a defensible space for firefighters and to protect their homes from wildfires. Residents must reduce dry fuel around the perimeter of any structure and comply with the adopted codes that provide standards for mitigating fire hazards. Good defensible space around structures allows adequate area for firefighters to fight a fire and avoid injury to personnel and equipment. Terrain, climate conditions, and vegetation interact to affect fire behavior.

[5] Green Matters, "*Are Wildfires Considered Natural Disasters, or Are they Chiefly Caused by Humans?*" April 29, 2021.

Glendora's location at the base of the San Gabriel Mountains creates a wildland-urban interface (WUI) that makes Glendora more susceptible to wildfires than cities that do not border the foothills.

The U.S. Geological Survey (USGS) in partnership with the U.S. Forest Service (USFS) provides fire danger forecasting tools that utilize a combination of satellite-derived vegetation indices, various biogeophysical variables, and weather information to produce 7-day forecasts. The City may use these tools in coordination with the Los Angeles County Fire Department (LACoFD) to determine fire potential index, large fire probability, and fire spread probability.

Historic Wildfires in Glendora

Fortunately, there have been limited wildfire outbreaks within the city, as described below.

2014 Colby Fire. The Colby Fire was a wildfire in the Angeles National Forest. It was ignited along the Colby Truck Trail in the San Gabriel Mountains in northern Los Angeles County. The fire started on January 16, 2014, caused by an illegal campfire that blew out of control. January fires are unusual in southern California, but there was little rainfall in the area leading up to the fire, which led to a "red flag" fire danger situation. Warm temperatures, low humidity, and an excess of dry brush in the foothills around Glendora (which had not burned significantly since the 1960s) encouraged the growth of the fire. By January 26, the Colby Fire was contained but had burned 1,992 acres. The fire, which was fanned by strong Santa Ana winds, destroyed five homes, injured one person, and forced the evacuation of 3,600 people at its peak.

Source: KABC Television, LLC, *Colby Fire*, January 16, 2014.

Historic Wildfires Near Glendora

Areas bordering the city are highly prone to wildfires; therefore, Glendora is exposed to a threat from wildfires originating outside the city limits. Below are descriptions of three of the most recent notable fires outside the city.

2009 Station Fire. The Station Fire is the 10th largest wildfire in California history, burning 160,577 acres and killing two firefighters once it began in late August 2009. The fire started in the Angeles National Forest near the U.S. Forest Service ranger station on the Angeles Crest Highway (SR 2). The blaze threatened 12,000 structures in the National Forest and the nearby communities of La Cañada Flintridge, Glendale, Acton, La Crescenta, Littlerock, Pasadena, and Altadena, as well as the Sunland and Tujunga neighborhoods of Los Angeles. The fire was predicted to burn for months and travel miles to the City of Azusa adjacent to Glendora. The Station Fire burned on the slopes of Mount Wilson, threatening numerous television, radio, and cellular antennas on the summit, as well as the Mount Wilson Observatory, which includes several historically significant telescopes and astronomical facilities operated by UCLA, USC, UC Berkeley, and Georgia State University. In Oct. 2009, the fire extinguished due to a fall rainstorm.

2016 San Gabriel Complex Fire. The San Gabriel Complex Fire ignited the morning of June 20, 2016. The Complex Fire consisted of two fires, the Reservoir Fire and the Fish Fire. Both fires originated northeast of the city limits. The cause of the Reservoir Fire was due to a vehicle crash while the cause of the Fish Fire is still under investigation. The fires burned fuel that was 7-10 years old with 6-8 foot tall chaparral and large grass crops. At the height of the fire, 1,376 homes were evacuated. The American Red Cross established an evacuation center and 1,460 staff from multiple local, state, and federal agencies worked to protect property and suppress the fire. Road closures were in place and law enforcement patrolled for security while firefighters worked through the night to contain the fire. Although the San Gabriel Complex Fire threatened homes in the city, no property damage was reported.

2020 Bobcat Fire. The Bobcat Fire started on September 6, 2020. By Dec. 18, it was fully contained and had burned 115,796 acres in the central San Gabriel Mountains in the Angeles National Forest. It is one of the largest fires on record in LA County. The fire triggered mandatory evacuation orders in parts of Arcadia and Camp Williams. The cause is still under investigation but is thought to be due to a power line conductor igniting overhead trees. The fire initially spread southward prompting evacuation orders for residents in Sierra Madre, Monrovia, Bradbury, and Duarte, along with evacuation warnings for those in Arcadia, Pasadena, and Altadena. The fire then grew westward and threatened the Mount Wilson Observatory, approaching within 500 ft. of the observatory as firefighters worked to protect the structure. By Sept. 17, the fire rapidly expanded to the north into Pleasant View Ridge Wilderness due to moderate coastal winds, leading to mandatory evacuations in Antelope Valley as the fire approached Juniper Hills. Containment difficulties were exacerbated by very dry vegetation and rugged topography that made it difficult to access. An estimated 6,000 structures were threatened and there were six

injuries. The fire destroyed 27 residences and damaged 28 others. It also destroyed 83 structures and damaged 19 others.

2024 Bridge Fire. The Bridge Fire began on September 8, 2024 in the Angeles National Forest near Glendora. The fire began after a recent heat wave, and fueled by dry conditions and high winds, spread to over 56,030 acres in Los Angeles and San Bernardino counties. Evacuation orders were issued in the Angeles National Forest area, including Wrightwood and Mount Baldy, and evacuation warnings were issued for the Foothill Communities, including portions of Claremont, La Verne, and San Dimas. The fire destroyed 17 structures and damaged 81 others. There were eight confirmed fire personnel and civilian injuries.

2025 Eaton Fire. The Eaton Fire began on the evening of January 7, 2025 in Eaton Canyon in the San Gabriel Mountains, near Altadena. The fire was one of several major concurrent fires in the county being driven by dry conditions and extremely powerful Santa Ana winds, including the Palisades Fire and Hughes Fire. By February 20, 2025, the fire was completely contained and had burned 14,021 acres. The Eaton Fire is one of the most destructive wildfires in California history, destroying an estimated 9,414 structures, damaging 1,074 others, and resulting in 17 confirmed fatalities and nine injuries.

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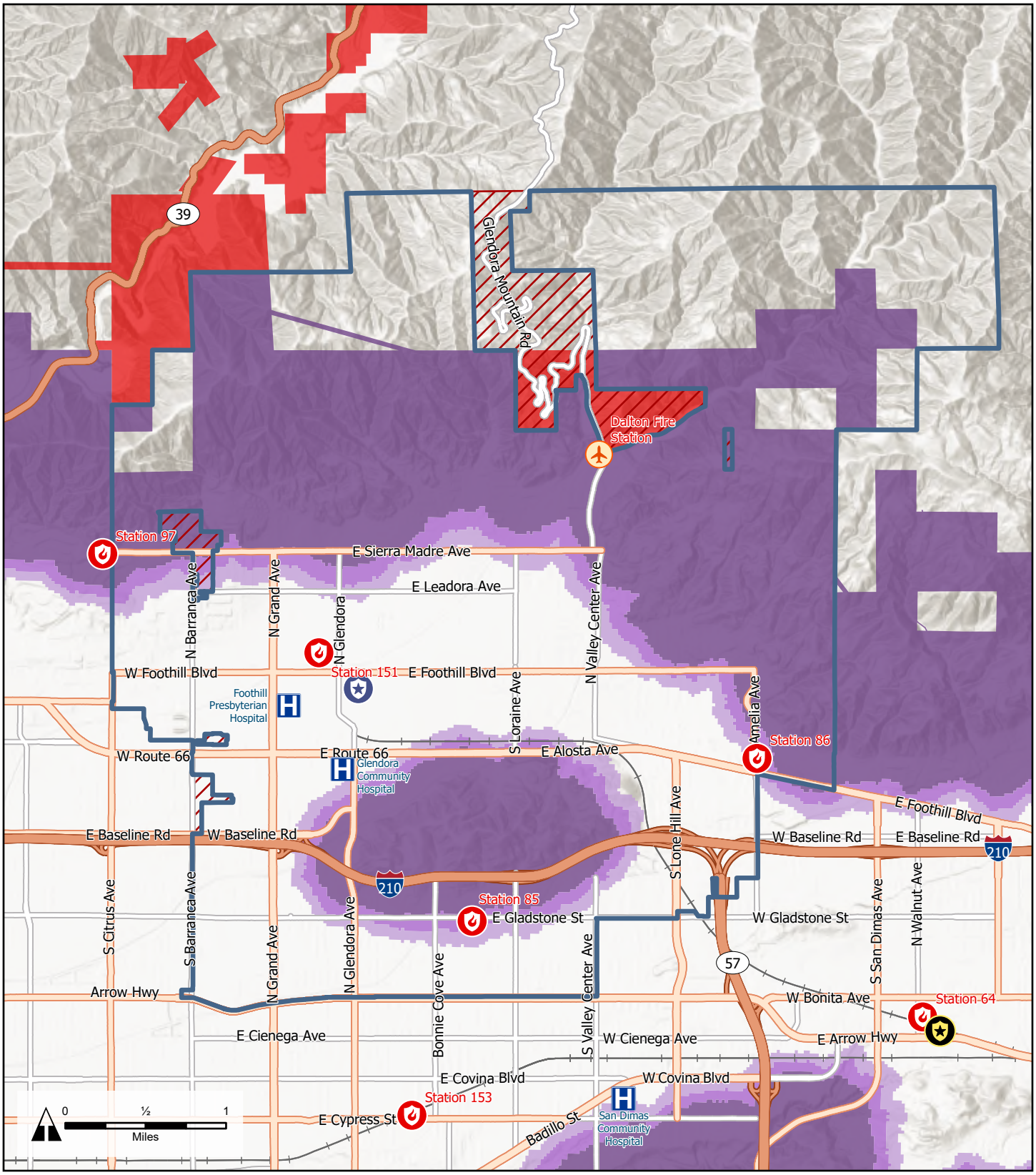

LEGEND

- City of Glendora
- Sphere of Influence
- Hospital
- Glendora Police Station
- San Dimas Sheriff Station
- Los Angeles County Fire Station
- USDA California Hotshots

Fire Hazard Severity Zones

State Responsibility Areas	Local Responsibility Areas
Very High	Very High
High*	High
Moderate*	Moderate

* there are no lands with this classification within the mapped extent

CITY OF GLENDORA, CALIFORNIA

SAF-6. Fire Hazard Severity Zones

Sources: CalFire Fire Hazard Severity Zones in State Responsibility Areas, 4-1-2024; CalFire Fire Hazard Severity Zones in Local Responsibility Areas, Phase IV, 3-24-2025; Los Angeles County GIS. Map date: April 8, 2025.

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3.1.4 HAZARDOUS MATERIALS

3.1.4.1 Hazardous and Toxic Materials

Hazardous materials are any substance or combination of substances, which because of quantity, concentration, or characteristics, may cause or significantly contribute to an increase in death or serious injury, or pose a substantial hazard to humans and/or the environment. Local governments have little control over the production and use of these materials because they are part of our society. Even household wastes can be hazardous materials.

Emergency response plans are in place with the City per the SEMS Emergency Operations Plan in the case that a hazardous or toxic materials event occurs. In addition, LACoFD provides emergency response to hazardous materials. LACoFD provides two engines, one hazardous materials task force, one squad, and a battalion chief that directly respond to hazardous materials incidents.

3.1.4.2 Transport of Hazardous Materials

In Glendora, a hazardous chemical release would most likely occur as a result of either transportation of chemicals by railroad or truck, use of chemicals at a business, or illegal dumping of chemical waste. Interstate 210 is heavily traveled by trucks and thus, represents the most likely location of a release.

Fixed Facility. The second most likely threat from hazardous materials comes from the potential of an accidental spill and/or incident at one of the approximately 150 known facilities that manufacture, warehouse, and process toxic chemicals and/or generate hazardous waste materials within or next to the city. This potential also exists at former facilities, such as abandoned service stations or industrial businesses. The threat is significantly lessened though because of required plan contingency and evacuation plans.

Clandestine Dumping. Clandestine dumping of hazardous materials is a criminal act and could pose a threat. The City anticipates that there will be an increase in dumping as costs to legally dispose of materials at designated hazardous waste disposal sites increase, but cannot anticipate if or when such an act would occur.

Pipelines. Two water pipelines traverse the city. There are no oil or gas lines that carry hazardous materials within Glendora.

Household Hazardous Waste. Household hazardous waste poses a risk to the city. Glendora participates in the Los Angeles County sponsored monthly Household Hazardous Waste Roundups for County residents.

3.1.5 CRIME

3.1.5.1 Police Protection

Police protection is provided by the Glendora Police Department located at 150 South Glendora Avenue. The Police Department is led by the Chief of Police and has 51 sworn officers and 52 civilian employees. Sworn officers include:

- **Administration Services Division** is comprised of two Captains, one Office Coordinator, one Support Services Supervisor, one Business Services Manager, and one Community Services Officer (CSO).
- **Patrol Bureau** is comprised of four Lieutenants, four Sergeants, four Corporals, 24 sworn Officers, one Dispatch Supervisor, 11 full-time and two part-time Dispatchers, five Jailers, three part-time Reserve Officers, two Code Enforcement Officers, and four full-time and one part-time CSOs.
- **Investigations Bureau** is comprised of one Lieutenant, one Sergeant, seven full-time and two part-time Investigators, one Investigator assigned to the Los Angeles Interagency Metropolitan Apprehension Crime Task Force team (LA IMPACT), two full-time Community Impact Team (CIT) officers, one Property and Evidence Technician, one Court Liaison, one Community Services Officer, and one part-time Police Cadet.
- **Traffic Bureau** is comprised of one Corporal, two Traffic Officers, three full-time contracted Parking Enforcement Officers, and numerous part-time contracted Crossing Guards.

Community Relations and Emergency Services

Community Relations Bureau. A Community Services Officer performs community relations programs, school safety education programs, and conducts Citizen Academy classes. Two full-time Police Officers are assigned as School Resource Officers and provide security and mentoring for students at Glendora High School, Whitcomb High School, and Glendora middle schools.

Emergency Services. Emergency Services is responsible for citywide preparedness and ensuring compliance with local, Homeland Security, State, and FEMA requirements. They also oversee three emergency service volunteer groups: Police Auxiliaries, the Glendora Community Emergency Response Team (CERT) and the Glendora Emergency Amateur Radio Services (GEARS) team. Emergency Services conducts community relations presentations on emergency preparedness and offers yearly Community Emergency Response Team training to residents.

Response Times

Quick and effective response to citizen emergencies and concerns are important to the City. These are measured based on the time the dispatcher receives a call for service from the public

to the time the responding officer arrives at the location of the call. Call types are defined below, and Table SAF-1, *Police Response Times* illustrates the Police Department's average response times for 2023.

- Emergency: Officer responding with red lights and siren.
- Immediate: Officer needed as soon as possible, obey all traffic laws.
- Alarm: Officer needed to respond to an alarm activation.
- Non-Emergency: Beat officer needed when available.
- Report: Beat officer needed to take a report when available.

TABLE SAF-1: POLICE RESPONSE TIMES

Call Type	Average Response Time (2023)	Target Response Time
Emergency	00:04:47	00:04:00
Immediate	00:13:14	N/A
Alarm	00:14:16	00:13:00
Non-Emergency	00:22:01	00:19:05
Report	00:35:35	00:27:00

Source: City of Glendora Police Department, May 2024.

3.1.5.2 Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) revolves around restoring public safety and creating "defensible space." The concept of defensible space is applicable to community and site planning, as well as building design. CPTED approaches the problem of creating a defensible environment by addressing both the physical and psychological aspects of design. Security concerns are addressed during the design stage of a project, rather than added after the development is constructed.

CPTED Approaches to Security

Physical Planning Process. Crime prevention is an important consideration in the physical planning process. Conditions for public safety can be enhanced and property loss reduced by utilizing land use planning and site design techniques to deter criminal activity. Carefully planned development can serve to minimize the opportunity for unlawful activity, and thus lower the actual occurrence of crime.

Crime Prevention Through Physical Planning. The use of physical planning may be one of the least costly and most successful means of crime prevention. The key is to establish design criteria that will affect community control by members of the community. Improving the observational capability of residents to visually survey their residential environment through design considerations is aimed at reducing the workload of law enforcement agencies and enhancing community orientation.

Street, Building, and Landscaping Design. The design of streets, buildings, and landscaping can influence the way people regard spatial use. Architectural alteration of entrances can change a space once considered public into a semi-private one that is shared by a limited number of people. In large multi-family complexes with one or two entrances, people can enter the building without notice or challenge. Multi-family buildings designed to provide a separate common entrance for six to eight families allow a higher level of surveillance by the occupants. Families soon become acquainted with their neighbors' normal day-to-day activities and can recognize their most frequent visitors.

Streets are typically designed and considered as public space allowing free and ready access into any neighborhood by anyone. By siting residential structures in relation to their lots and the street, a degree of neighborhood control or territoriality may be established. The designed use of symbolic or psychological barriers through landscaping can have an apparent differentiation to public versus private space. Typical examples of these symbolic barriers are a small hedge, a long walkway, or a set of steps between the public sidewalk and the house. These design features tend to identify the end of the public space and the beginning or a more selective space use.

Landscaping features can also facilitate neighborhood control by providing observable "barriers" beyond which other residents of the area would take note and potentially challenge. Here landscaping can be used to define space use by visually delineating area for the private space use from public space use. An attractively landscaped front yard can be considered the object of the resident's pride of ownership. With neighbors reinforcing this aspect of private domain, they soon develop a sense of identity to and responsibility for others' front yards. Landscaping treatment should be used in a manner that enhances an area's or project's setting without obstructing the visibility of walkways or entrances from the streets or other residences.

Community Identity and Control. The design of physical space can augment community identity and control. Visibility alone is not enough; there must be a reason before a person will challenge inappropriate behavior. If a person feels he/she has a stake in a neighborhood or community, there is ample reason to question the potentially unlawful behavior of others.

The use of design in the physical planning process can encourage residents to assert a psychological identity over their immediate neighborhood, and thus to deter crime by reducing the opportunity for unlawful activity. Strongly defined areas of influence, real and psychological barriers, and improved opportunities for surveillance can assist a community in exerting a meaningful level of crime prevention and control by its residents.

CPTED Strategies

CPTED incorporates several strategies to create a defensible space, such as surveillance, territoriality, natural access control, and physical security.

Surveillance. This concept promotes maximizing the visibility of people, parking areas, and building entrances. Features to implement this concept could include doors and windows that look out onto streets and parking areas, pedestrian-friendly sidewalks and streets, front porches, and adequate nighttime lighting.

Territoriality. Creating gateways to clearly indicate public routes, and using structural or design elements to discourage access to private areas. A sense of territory is important as it encourages individuals to take control of their environment and defend it against becoming a potential target of attack. The concept of territoriality incorporates design features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences.

Natural Access Control. This concept clearly distinguishes public areas and private areas, thus reducing access to potential targets and increasing the deterrent to potential offenders. This concept is achieved by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes, and using structural or design elements to discourage access to private areas.

Physical Security. This concept seeks to make it more difficult and time consuming to enter a location, but not make the location a fortress. This concept is achieved by installing window locks, dead bolts for doors, and interior door hinges. For outdoor areas, create an environment where entryways are exposed and well designed, and include landscaping features that deter intruders and increase security around the home.

3.6 AIRCRAFT OVERFLIGHT

While Glendora is not within the direct flight paths of any particular airport, aircraft fly over the city throughout the day and night. Most of these flights are from small private aircraft originating out of local airports. The closest airports in the area are Bracket Airport in Pomona/La Verne and Cable Airport in the City of Upland. The nearest commercial airport is Ontario International Airport located in the City of Ontario, which is approximately 20 miles east of Glendora.

The City of Glendora Emergency Operations Plan provides the policies and procedures addressing emergency response to air disasters. Regardless of where an air crash occurs, the resulting explosions and fires have the potential to cause injuries, fatalities, and the destruction of property at and adjacent to the impact point. The time of day when the crash occurs may also have a profound effect on the number of fatalities or wounded. Damage assessment and disaster relief efforts associated with an air crash incident will require support from other local governments, private organizations, and in certain instances from the state and federal governments.

3.2 EMERGENCY PREPARATION AND RESPONSE

Emergency preparation and response are important components in ensuring residents are ready for hazards and first responders can adequately serve residents in the event of a hazard unfolding. The City has an Emergency Operations Plan (EOP) which informed this element and acts as an extension to the State of California Emergency Plan and the Los Angeles County Operational Area Emergency Operations Plan.

Preparedness

The Los Angeles County Fire Department (LACoFD) provides fire response services in Glendora. LACoFD regularly visits schools and provides community-level response education through its Community Emergency Response Team (CERT) training program. CERT programs educate volunteers about disaster preparedness and basic response skills, such as fire safety and medical response.

Response

The Los Angeles County Fire Department and Glendora Police Department respond to small- and large-scale hazard events in Glendora. Currently, the City's response capacity meets the needs of the community; however, hard-to-reach populations with functional and medical needs may still face challenges evacuating. Regarding mutual aid and coordination, the City of Glendora is located within Cal OES Mutual Aid Region I, and the Cal OES Southern Administrative Region. During local emergencies, mutual aid is requested by the Incident Commander. The City of Glendora's Emergency Operation Plan includes recommended National Incident Management System and Standardized Emergency Management System trainings, which the City of Glendora bases its training decisions on for designated emergency personnel. Another important aspect of emergency response includes having visible and legible addresses present on residences, which allows emergency personnel to respond quickly to calls. Policy SAF-2.18 requires all streets, both public and private, to be marked and visible and all street addresses to be posted in plain view.

The Los Angeles County Fire Protection District has no official adopted standards for response. For the City of Glendora, the average response time is 4.38 minutes.

Emergency Response Facilities

Emergency response facilities are those activated during an emergency and used to respond to the hazard. The City contracts with the Los Angeles County Fire Department for fire protection and other fire-related services. LACoFD is the local responsible agency for fire protection within the city's VHFHSZ. The city also abuts VHFHSZ lands where the responsibility for fire protection lies with the State of California (State Responsibility Areas or SRAs).

LACoFD Station 86 - Glendora

Three fire stations located within the city serve Glendora: Fire Station 85 located at 650 East Gladstone Street, Fire Station 86 located at 520 Amelia Avenue, and Fire Station 151 located at 231 West Mountain View Avenue (refer to Table SAF-2, *Fire Stations in Glendora*). Water is provided by three different sources: groundwater pumped from the Main San Gabriel Basin; treated, imported surface water purchased from Metropolitan Water District of Southern California through Three Valleys Municipal Water District; and local treated surface water and/or groundwater purchased from the Covina Irrigating Company (CIC). The City's main source of water supply is groundwater pumped from the Main Basin.[6]

TABLE SAF-2: LACoFD FIRE STATIONS IN GLENDORA

Station No. & Address	Number of Personnel	Equipment
Station 85 650 East Gladstone Street	17	3 Captains 3 Firefighter Specialists 9 Firefighters 1 Engine 1 EST (2 person unit)
Station 86 520 Amelia Avenue	21	6 Captains 3 Firefighter Specialists 12 Firefighters 1 Engine 1 Truck
Station 151 231 West Mountain View Avenue	17	3 Captains 3 Firefighter Specialists 9 Firefighters/Paramedics 1 Engine 1 Nurse Educator

Source: LACoFD, May 2024.

LACoFD provides an Emergency Response Service (EMS). Although none of the stations located within Glendora have this section, it is accessible through other stations in the county. The EMS section is responsible for paramedic training, certification, equipment, and quality improvement.

[6] City of Glendora, *2020 Urban Water Management Plan*. June, 2021.

However, each station is staffed with qualified emergency medical training (EMT) firefighters. In addition, Station 85 has an Emergency Service Team, which serves similar functions, and Station 151 is equipped with a paramedic unit. This means that the nine firefighters at Station 151 are also trained paramedics.

Critical Facilities and Facilities of Concern

Critical facilities are buildings and infrastructure that are essential for the delivery of vital services or protection of a community. Critical facilities are owned, operated, and maintained by various agencies, not just the City. They include emergency operation centers, healthcare facilities, police and fire stations, schools, and power stations. These facilities support critical community lifelines that enable the continuous operation of critical business and government functions and are essential to human health and safety or economic security. Damage to these facilities caused by a hazard event has the potential to impair response and recovery and may lead to disruption of services. Facilities of concern are less vital to safety and well-being, but may assist in evacuations, serve as assembly points or temporary shelters, or provide a supportive role in preparing for and recovering from hazard events.

According to the LHMP, there are 61 critical and essential facilities within or adjacent to Glendora as shown in LHMP Figure 4-12: Glendora Critical Facilities and Facilities of Concern.

Evacuation Routes

In the event of an extreme fire, flood, or other circumstances, evacuation may be necessary. To preserve the lives of Glendora residents, it is important to ensure that the routes used for evacuation are unobstructed and in good condition. Evacuation routes in Glendora include Sierra Madre Avenue, Foothill Boulevard, Route 66, Gladstone Street, and Arrow Highway all running east/west, and Grand Avenue, Glendora Avenue, Valley Center Avenue, and Lone Hill Avenue all running north/south as shown in Exhibit SAF-7, *Emergency Evacuation Routes*. These evacuation routes are largely outside of flood, fire, landslide, and liquefaction hazard areas in the city, and different routes can be activated as necessary to avoid hazards outside Glendora. The City will also continue to coordinate with emergency responders to ensure adequate exit strategies are available for all residential developments.

Furthermore, Senate Bill 99 (2019) requires safety elements to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. The City prepared an analysis consistent with SB 99 in 2023, included as Appendix B to the Safety Element. The analysis identified multiple residential areas of concern in the high hazard zone that warrant further study, and which are located throughout the city as identified in Appendix B.

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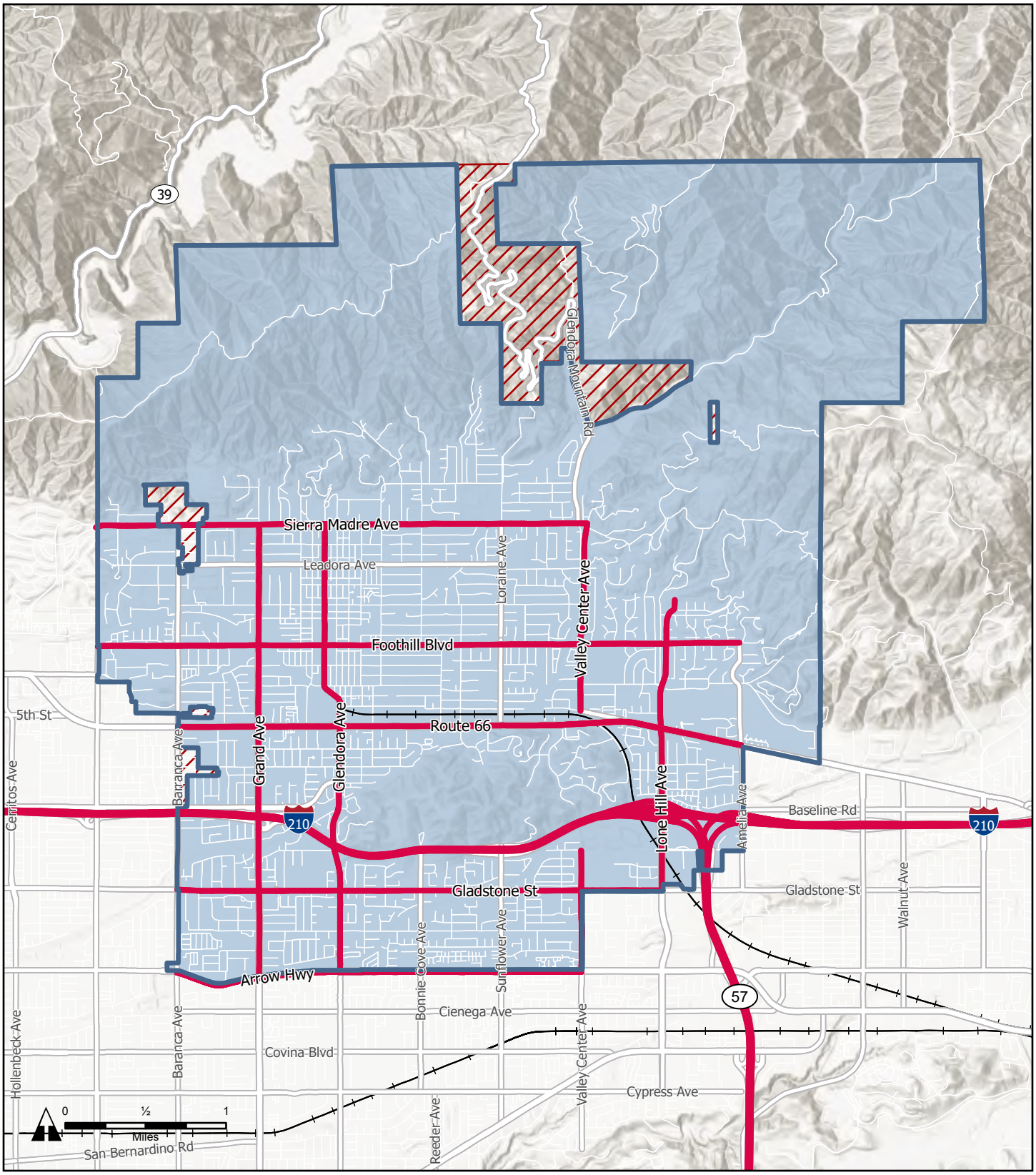

LEGEND

- City of Glendora
- Sphere of Influence
- Emergency Evacuation Routes

CITY OF GLENDORA, CALIFORNIA

SAF-7. Emergency Evacuation Routes

Sources: Los Angeles County GIS. Map date: May 9, 2024.

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3.3 CLIMATE CHANGE AND RESILIENCY PLANNING

As a result of climate change, Glendora, like other cities in California, may experience more frequent and intense heat waves, drought, wildfires, flooding, and more severe storms and extreme weather events. The impacts of climate change pose an increasing and growing challenge to the safety and well-being of Glendora's residents. SB 379 is a State law requiring the City to update the Safety Element to address climate change adaptation and resiliency strategies applicable to Glendora. A Climate Vulnerability Assessment (CVA) has been prepared to identify risks that climate change poses to the city and is attached as Appendix A. Relevant goals, policies, objectives, and actions informed by the CVA have been added to the Safety Element, and a high-level overview of the findings is provided below.

- Wildland fires represent the threat most likely to affect Glendora as a result of climate change. While most likely to ignite within the FHSZs and VHFHSZs, the effects of wildfire can adversely impact larger areas, cascading out towards the entirety of Glendora and the surrounding cities, with smoke, ash, and poor air quality.
- The most vulnerable populations are those living in or adjacent to VHFHSZs within the city and its Sphere of Influence (SOI). Other highly vulnerable populations include seniors (approximately 16% of the city population) and people with pre-existing health conditions such as asthma (approximately 18% of the city population).
- The most vulnerable natural areas are the sensitive hillside areas (and wildlife within these environments) located in the northern portion of the city, which are within the VHFHSZs. This largely undeveloped area contains the most open space and natural landscape in the city and consists of high amounts of often dry foliage that is highly susceptible to fires. As prolonged dry spells are predicted to lengthen, plants, animals, and habitats that receive less and less water are more likely to burn from wildfire, leave the area, or die out from lack of resources.
- The most vulnerable infrastructure are homes (and businesses) within and bordering the VHFHSZs, as well as power and energy infrastructure. Closely located infrastructure, i.e., neighborhood homes within and bordering VHFHSZs, can suffer brutal impacts, and possibly even total destruction. Extreme weather and heat conditions can increase the risk of fires, which can lead to the destruction of energy infrastructure such as power lines that are located in more remote (and more fire prone) areas or power infrastructure that is located above ground. Since energy grids are interconnected and provide energy throughout the region, large parts of the southern California population are expected to be impacted by distant fires or power outages.
- Regional drought is also a major hazard to Glendora as the city is served predominately by groundwater and further served by imported water sourced from areas also highly susceptible to drought (southern California and the greater southwest region). Drought may also result in increased tree and plant mortality, which contributes to higher fuel

loading and wildfire size and severity. As expected with climate change, droughts are expected to increase both in frequency and intensity.

- Wildfire and drought aftermath can also lead to larger flooding incidents. As wildfires burn natural vegetation in the northern hillsides, and drought dries out vegetation and root systems, soil and sediments become loose, and the water holding capacity of the area dwindles as there are fewer plants to absorb and regulate the stormwater. When rainstorms fall on the hillsides, the water easily picks up the loose soil and burnt debris, gains momentum moving down the hillsides, and causes flooding impacts to intensify in low-land areas.

4.0 GOALS AND POLICIES

4.1 FLOOD HAZARDS

Planning Consideration: Glendora is particularly susceptible to flooding due to its location adjacent to the San Gabriel Mountains. Significant flooding events have occurred periodically and have had a demonstrated impact on the safety and property of Glendora residents. To reduce the potential impacts of flooding on the safety and economic integrity of the city's residents, it is important to ensure disaster planning is coordinated with local planning decisions.

Goal	**SAF-1**	**Protection from potential flood hazards, including dam inundation.**
Policies	SAF-1.1	Coordinate with the Los Angeles County Flood Control District to ensure that flood control facilities under their jurisdiction are adequately operated and maintained.
	SAF-1.2	Utilize the City's capital improvement process to identify necessary storm drain improvements to minimize potential flood damage.
	SAF-1.3	Provide an annual review of the Standardized Emergency Management System (SEMS) Emergency Operations Plan to ensure evacuation routes are sufficient in the event of flooding.
	SAF-1.4	Continue the maintenance of city-owned flood control facilities within Glendora to ensure their efficient operation and work with Los Angeles County, as needed, to transfer the maintenance of existing and new facilities.
	SAF-1.5	Evaluate new development within the city to assess the development's exposure to potential flooding hazards and ensure that habitable structures and infrastructure are not located within the 100-year flood plain.
	SAF-1.6	Coordinate with Los Angeles County to ensure that storm drain and flood protection facilities built in conjunction with new development are maintained by the County.

4.2 FIRE HAZARDS

Planning Consideration: The city's location adjacent to national forest lands and areas of natural open space and vegetation, when combined with long dry seasons, significantly increases the risk of wildland fires and urban fires. The establishment of policies and procedures to mitigate potential impacts of wildfires and urban fires will contribute to the protection of life and property of Glendora's residents.

Goal	**SAF-2**	**Reduced incident of damage to life and property from wildland fires.**
Policies	SAF-2.1	Require all proposed developments to prove that the development can adequately be served by fire flows.
	SAF-2.2	Maintain low density/intensity land use designations in the hillside and VHFHSZ areas.
	SAF-2.3	Require fire resistant building materials for structures in the hillside and VHFHSZ areas.
	SAF-2.4	Require proposed developments, especially those within VHFHSZs, to comply with emergency vehicle access requirements of the Los Angeles County Fire Department (LACoFD) and Glendora Police Department.
	SAF-2.5	Continue to implement brush-clearance requirements in areas subject to wildland fire hazards.
	SAF-2.6	Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.
	SAF-2.7	Require all new development in the city's VHFHSZs to meet the most recent version of the California Fire Code and California Building Code.
	SAF-2.8	As part of the development review process consider fire safe design (i.e., fire-resistant building and site design, materials, and landscaping) for development within VHFHSZs.
	SAF-2.9	Locate, when feasible, new essential public facilities and infrastructure outside of VHFHSZs, including but not limited to, hospitals and healthcare facilities, emergency shelters, emergency command centers, emergency communication facilities, and utilities or identify construction methods or other methods to minimize damage if these facilities must be located in VHFHSZs.

SAF-2.10 Modify, as feasible, existing non-conforming development to contemporary fire safe standards, including road standards and vegetative hazards.

SAF-2.11 Coordinate with LACoFD to identify and incorporate fire resistive building and fire safe site design methods to prevent and minimize damage if new structures are proposed in VHFHSZs on undeveloped land and/or when rebuilding after a fire.

SAF-2.12 Work with CAL FIRE, United States Forest Service, United States Geologic Service, and applicable nongovernmental agencies to create a plan to address post-fire recovery activities and projects that allow burned areas to fully recover and minimize repetitive losses and further damage.

SAF-2.13 As part of the LACoFD review process, require ongoing brush management, fuel management/modification, defensible space, fire retardant landscaping, and other project design features for new development located in areas of or adjacent to a VHFHSZ.

SAF-2.14 Require adequate Fire Protection Plans for new development in VHFHSZs.

SAF-2.15 Work with LACoFD to identify and maintain fire hazard reduction projects, including community fire breaks and vegetation clearance around private and public roads.

SAF-2.16 Coordinate with LACoFD to define minimum standards for evacuation of residential areas in VHFHSZs. If areas with inadequate access/evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or educational programs to ensure safe evacuation.

SAF-2.17 Coordinate with the City's water purveyor to ensure necessary water supply systems and fire flow for structural fire suppression are provided and maintained.

SAF-2.18 Require all streets, both public and private, to be marked and visible and all street addresses to be posted in plain view.

SAF-2.19 Maintain and regularly update the City's fire hazard overlay map for changes in fire hazard severity districts consistent with changes in hazard designations by CAL FIRE.

SAF-2.20 Coordinate adequate fire prevention services and facilities to meet the service standards identified by LACoFD.

	SAF-2.21	Require all new development to ensure that fire response times and service standards are maintained, as determined by LACoFD.
Goal	**SAF-3**	**Reduced incident of damage to life and property from urban fires.**
Policies	SAF-3.1	Enforce the installation of fire alarm systems, smoke detectors, and/or sprinklers to protect life and property.
	SAF-3.2	Provide education and outreach to residents regarding fire safety and prevention, with an emphasis on protecting vulnerable and at-risk populations such as seniors and those with limited mobility.
	SAF-3.3	Continue to implement and enforce the latest edition of the California Fire Code.

4.3 SEISMIC HAZARDS

Planning Consideration: Glendora is located within a highly active seismic region. To ensure the safety of Glendora residents and the city's economic integrity, demonstrated efforts must be undertaken to protect residents from the potential loss of life and property due to seismic events. The City seeks to coordinate citywide planning policies to reduce potential hazards associated with a seismic event.

Goal	**SAF-4**	**Protection from loss of life and property during seismic events.**
Policies	SAF-4.1	Require that new development and infrastructure avoid on-site seismic hazards such as faults, liquefaction zones, and landslide areas.
	SAF-4.2	Adopt building regulations that minimize effects from seismic events in building construction.
	SAF-4.3	Provide instructional materials, classes, and other educational resources to ensure residents and the daytime population are knowledgeable of the risks and methods to reduce such risks, as well as involve the residents and community groups in the City's annual emergency preparedness event.
Goal	**SAF-5**	**Protection from landslides.**
Policies	SAF-5.1	Ensure that development within landslide prone areas meets the City's Hillside Development Criteria and Hillside Development Strategy.

	SAF-5.2	Require proposed developments located within areas identified by California Department of Conservation Seismic Hazard Zone Maps (https://maps.conservation.ca.gov/cgs/EQZApp/app/) to prepare a geotechnical investigation report.

4.4 POLICE PROTECTION

Planning Consideration: Glendora residents have enjoyed lower incidence of crime and this is reflected in the community's perception that Glendora is a safe place to live. The City of Glendora seeks to maintain and enhance its low crime rates through the coordination of public safety issues and police protection with physical planning.

Goal	**SAF-6**	**Coordinated public safety and community planning.**
Policies	SAF-6.1	Consult the Glendora Police Department to identify and address impacts of proposed development on police services.
	SAF-6.2	Ensure police services are not impacted by development, traffic congestion, and other growth-related issues.
Goal	**SAF-7**	**High quality police protection.**
Policies	SAF-7.1	Deploy human and financial resources to ensure adequate and equitable distribution of police services.
	SAF-7.2	Conduct periodic reviews of calls for service and response times to ensure adequate emergency response.
	SAF-7.3	Continue to promote citizen involvement in crime prevention and public safety through programs and education.
	SAF-7.4	Continue to support police involvement with youths, youth organizations, and school activities.
Goal	**SAF-8**	**Reduced incidence of crime to persons and property.**
Policies	SAF-8.1	Inform and educate Glendora residents and business owners on crime trends within the community and opportunities to increase their safety.
	SAF-8.2	Encourage the organization of neighborhoods and businesses to promote crime prevention through programs such as Neighborhood Watch and Business Watch.

4.5 DISASTER PREPAREDNESS

Planning Consideration: Local and regional wildfire and flooding events have demonstrated the need to ensure disaster planning is coordinated with local planning decisions. The concerns over the physical safety of Glendora residents and the potential impacts to life and property should, therefore, be a consideration in all citywide planning decisions.

Goal	**SAF-9**	**Minimized loss of life, injury, or property during disaster events.**
Policies	SAF-9.1	Maintain and update the City's adopted Local Hazard Mitigation Plan and Emergency Operations Plan.
	SAF-9.2	Implement the strategies and plans in the City's Emergency Operations Plan.
	SAF-9.3	Implement the strategies and plans in the City's Local Hazard Mitigation Plan.
	SAF-9.4	Require new developments to incorporate appropriate development features and project mitigation measures that avoid natural and human-made hazards.
	SAF-9.5	Prepare for and support multi-jurisdictional emergency response.
	SAF-9.6	Continue to work cooperatively with adjacent jurisdictions and regional agencies to address emergency preparedness.
	SAF-9.7	Ensure compliance with the Los Angeles County Emergency Management Plan.
	SAF-9.8	Coordinate with regional, state, and federal agencies to prepare for and respond to potential terrorist threats.
	SAF-9.9	Ensure the community is aware of home-based emergency preparedness procedures.
	SAF-9.10	Work with LACoFD and the Police Department to define minimum standards for evacuation of residential areas and to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. If areas with inadequate evacuation routes are identified, develop appropriate mitigation measures, improvement plans, and/or education programs to ensure safe evacuation.
	SAF-9.11	Coordinate with LACoFD and the Police Department to proactively develop ongoing emergency services training to stay current with

		best practices and support community programs that train volunteers to assist "First Responders" in the implementation of the Local Hazard Mitigation Plan programs and actions.
Goal	**SAF-10**	**Community outreach for disaster preparedness.**
Policies	SAF-10.1	Provide education and outreach to Glendora residents and business owners on the City's emergency plan.
	SAF-10.2	Work in conjunction with neighboring cities and regional jurisdictions to address emergency preparedness.

4.6 COMMUNITY SAFETY

Planning Consideration: Overall community safety is a real and perceived issue that relates the physical environment with safety through design of the built environment. The design of physical features of the community, such as roadways, parking areas, and street lighting, can make a significant contribution to safety. Glendora residents seek to establish a real and perceived sense of safety through the incorporation of physical improvements and community participation.

Goal	**SAF-11**	**Reduced traffic safety hazards.**
Policies	SAF-11.1	Minimize the potential for accidents involving railways, automobiles, pedestrians, and cyclists by working closely with the Glendora Police Department, Los Angeles County Metropolitan Transportation Authority, California Highway Patrol, and all applicable transportation and/or railroad companies to identify safety problems and implement corrective measures.
	SAF-11.2	Use technology to improve safety at grade crossings that cause the least environmental harm (e.g., automated horn systems).
	SAF-11.3	Ensure new infrastructure and development projects are designed according to accepted traffic engineering principles.
Goal	**SAF-12**	**Improved community safety and reduced opportunities for criminal activity through appropriate physical design.**
Policies	SAF-12.1	Maximize natural surveillance in all new development through physical design features that promote visibility.
	SAF-12.2	Promote land use and design policies and regulations that encourage a mixture of compatible land uses to promote the safety of public use areas and of pedestrian travel.

	SAF-12.3	Involve the Glendora Police Department in the development review process of public areas relative to building and site plan vulnerability to criminal activities.
	SAF-12.4	Encourage new developments to incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to create defensible space.
Goal	**SAF-13**	**Community outreach related to safety and crime prevention.**
Policies	SAF-13.1	Continue to promote citizen involvement in crime prevention and public safety through programs, education, and other methods.
	SAF-13.2	Maintain community outreach, education, and training programs that raise personal, neighborhood, and community safety awareness.
	SAF-13.3	Support cooperative arrangements between the Glendora Police Department and local organizations, such as schools, business organizations, and other appropriate groups.

4.7 TOXIC AND HAZARDOUS MATERIALS

Planning Consideration: Glendora is aware hazardous waste is produced as the by-product of a variety of industrial activities and is present in many common household products. The potential threat to the community by these hazards must be addressed through precautionary actions and contingency plans.

Goal	**SAF-14**	**Safe transport, use, storage, and disposal of toxic and/or hazardous materials.**
Policies	SAF-14.1	Encourage the proper disposal of household hazardous waste through the dissemination of information through educational and outreach activities.
	SAF-14.2	Monitor facilities or businesses that utilize, store, or handle hazardous materials to ensure practices and procedures will reduce the threat of damage to life and property.
	SAF-14.3	Enforce federal, state, and local laws and regulations relating to the use, storage, transport, and cleanup of toxic, explosive, and other hazardous materials to prevent unauthorized discharges.
	SAF-14.4	Identify specific routes, both street and railroad systems, for the safe transport of hazardous materials in and through the city.

4.8 CLIMATE CHANGE AND RESILIENCY PLANNING

Planning Consideration: Climate change has the potential to increase the severity of various natural hazards and impacts in the City of Glendora. Climate change refers to changes in conditions that result from increased atmospheric greenhouse gas (GHG) concentrations, which are linked to an increase in average global temperature. The increase in global temperature and GHG, among other impacts, results in a series of changes to the global climate. This section focuses on policies Glendora can implement at the local level to help the community adapt to climate change.

Goal	**SAF-15**	**Prevent or minimize personal injury, loss of life, and property damage due to climate hazards and climate-induced secondary impacts.**
Policies	SAF-15.1	Promote a well-prepared city that can effectively overcome natural disasters and scarcity of resources due to climate change.
	SAF-15.2	Demonstrate leadership in local climate planning efforts through a range of tangible policies and actions at the municipal operations level.
	SAF-15.3	Collaborate with local, regional, state, and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies.
	SAF-15.4	Reduce communitywide greenhouse gas emissions locally by actively supporting regional efforts to reduce greenhouse gases throughout the county.
	SAF-15.5	Monitor climate change-related effects with local, regional, state, and/or federal partners to provide information on effectiveness of existing infrastructure and programs.
	SAF-15.6	Implement necessary actions and programs to improve drought impact preparation.
	SAF-15.7	Promote plans and programs that support sustainable energy sources.
	SAF-15.8	Promote the use of sustainable and carbon-neutral energy sources in new development.
	SAF-15.9	Explore using renewable energy and clean generation technologies such as solar, wind, biogas, or fuel cells to power city-owned and operated facilities where feasible.

APPENDIX A: CLIMATE VULNERABILITY ASSESSMENT

APPENDIX B: RESIDENTIAL EMERGENCY EVACUATION ROUTE ANALYSIS

City of Glendora

Climate Vulnerability Assessment

March 2025

Prepared by De Novo Planning Group

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Executive Summary

The Los Angeles Region is increasingly vulnerable to climate change resulting from increased greenhouse gas (GHG) concentrations, which are linked to rising average temperatures. Climate change may impact seasonal temperature patterns; precipitation timing, volume, and location; sea-level rise; ocean acidification; and severe wind and storm event frequency, severity, and location. In addition, climate change can intensify the effects of many natural hazards, adding to concerns addressed in hazard mitigation planning.

This Climate Vulnerability Assessment (CVA) is intended to inform City policies, plans, programs, and guidance to promote effective and integrated action to safeguard Glendora from climate change. It assesses the community's vulnerability to climate change in order to assist the City with implementing specific plans and programs to reduce the effects of climate change.

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A. Introduction

Communities in California are increasingly vulnerable to the effects of climate change. California's Fourth Climate Change Assessment, conducted in 2018, identifies the Los Angeles Region as especially vulnerable to human-induced impacts to the climate since approximately half the population of the State calls the region home (Hall, 2018). Climate change refers to changes in conditions that result from increased atmospheric greenhouse gas (GHG) concentrations, which are linked to an increase in average global temperature. The increase in global temperature and GHG, among other impacts, result in a series of changes to the global climate, including shifts in: seasonal temperature patterns; altered precipitation timing, volume, and location; sea-level rise; ocean acidification due to increased carbon dioxide (CO2) absorption; and altered severe wind and storm event frequency, severity, and location. These outcomes interact, and the potential consequences may result not only in global climate shifts, but also changes to a variety of characteristics that define biophysical systems and human progress.

What is a Climate Vulnerability Assessment?

The purpose of a Climate Vulnerability Assessment (CVA) is to inform City policies, plans, programs, and guidance to promote effective and integrated action to safeguard from climate change. In addition to increasing global average temperatures, climate change has the effect of intensifying the effects of many natural hazards, adding to concerns otherwise addressed in hazard mitigation planning. Climate change results in an increase in variance of climate patterns. The increase in variance means that extreme events may exhibit changes in frequency, severity, and location. The increased variance therefore creates challenges for hazard planning, which previously used historic recurrence rates to predict future events, and now must incorporate changes to frequency, severity, and location due to climate change influences.

Addressing Climate Change

Climate change can be viewed from two scales: global and local. Addressing climate change relies on two high-level approaches at both scales: mitigation and adaptation. Climate change mitigation involves the reduction of GHG emissions, whereas climate change adaptation aims to reduce harm from the effects of a changing climate. At the global scale, mitigation can appear as less dependency on fossil fuels and a shift towards renewable energy; at the local scale, mitigation can appear as multi-modal and active transportation networks, as an example. At the global scale, climate adaptation can be seen as expanded emergency response teams and climate refugee aid. At the local scale, adaptation can be the preparation taken for inevitable climate-induced emergencies and the social impacts that could emerge from them. Both approaches at both scales are necessary; however, this document focuses on identifying vulnerabilities and adaptation strategies on the local level within the City of Glendora.

Regulatory Framework

There are currently numerous laws and regulations in place in the State of California that are aimed at reducing the impacts of climate change hazards. For decades, California has continued to adopt, update, and amend Senate and Assembly Bills; create monitoring and mitigation programs; and fund state, regional, and local agencies to promote environmental preservation. A list of relevant bills and documents adopted by the State, region, and City are included in Appendix A. While these documents create general goals and guidelines for agencies to achieve and follow, each municipality is unique and therefore can best thrive and meet environmental regulations in its own unique way. The regulatory documents

included in Appendix A provide a framework for the City of Glendora to consider, but it is up to the City to implement specific programs and designs to reduce the effects of climate change.

Assessing Vulnerabilities

The vulnerability that a community experiences as a result of climate change is a product of its biophysical setting in combination with the characteristics of the community, ranging from its built pattern to social, political, and economic characteristics. Put simply, the level of climate vulnerability can be calculated using the following formula:

Exposure + Sensitivity - Adaptive Capacity = Vulnerability

Where:

- **Exposure** refers to the nature and degree to which a system or sub-population is exposed to significant climatic variations.
- **Sensitivity** refers to the degree to which a system or sub-population is affected by climate-related stimuli.
- **Adaptive Capacity** refers to the adaptability of a system or sub-population to adjust to climate change, to moderate potential damages, or to cope with the consequences.

Example:

It is 100 degrees Fahrenheit (exposure) on a playground at a Glendora elementary school. Inside a classroom, Cindy is a student with a pre-existing condition (sensitivity) that leaves her at risk of hyperthermia; however, the classroom is air conditioned (adaptive capacity), so Cindy is able to continue learning with the rest of the students.

As shown by the example above, many factors are at play when determining the level of climate vulnerability. The California Adaptation Planning Guide identifies five steps in assessing the vulnerability of a community to climate change:

1. **Exposure:** What climate change effects will a community experience?
2. **Sensitivity:** What aspects of a community (people, structures, and functions) will be affected?
3. **Potential impacts:** How will climate change affect the points of sensitivity?
4. **Adaptative capacity:** What is currently being done to address the impacts?
5. **Risk and onset:** How likely are the impacts and how quickly do they occur?

Not only do impacts vary, but vulnerability varies across specific areas and groups. For example, future climate changes, especially increases in extreme heat, are expected to disproportionately burden low-income residents and communities of color across the region. The City of Glendora is home to an array of people and not all residents are expected to be equally impacted. This CVA describes vulnerabilities in terms of social vulnerabilities and physical vulnerabilities. Social vulnerabilities examine how populations, communities, and social systems are affected by climate change. Physical vulnerabilities examine how infrastructure, critical facilities, and land are affected by climate change.

B. Climate Impacts and Vulnerability Assessment

An assessment of a community's vulnerability to climate change begins with an understanding of local exposure to climate impacts. In addition, a primary objective of this document is to identify geographic areas, populations, and infrastructure in Glendora with heightened risk to projected climate impacts. This section first describes the methodology used to obtain climate impact projections, then highlights each major impact projected in Glendora and focuses on the following questions:

- What is the hazard?
- What is the local exposure?
- Where and when does this impact occur?
    - To what extent will the City be exposed to this impact?
    - Who (or what) is the most vulnerable?
- How does this impact affect or tie into other impacts or hazards?
- How is the City currently addressing this impact?

Methodology

While the science is highly certain that California (and the world) will continue to warm and experience greater impacts from climate change in the future, specific outcomes are inherently uncertain. Future outcomes vary depending on the level of global GHG emissions. Accordingly, most climate models include a range of possible scenarios based on the level of global GHG emissions.

This document references data, and data analysis, from California's Fourth Climate Change Assessment published in 2018. The data discussed in the Assessment, derived from 32 coarse-resolution (~ 100 km) global climate models (GCMs), were bias corrected and downscaled using the Localized Constructed Analogues (LOCA) statistical method. The data covers 1950-2005 for the historical period and 2006-2100 for two future climate projections using medium and high GHG and aerosol emissions scenarios.

For City-specific predictions, this document uses climate modeling from Cal-Adapt – a tool that was developed as a key recommendation of the 2009 California Climate Adaptation Strategy and created with oversight from the California Energy Commission and California Strategic Growth Council. Cal-Adapt makes two predictions for the period of 2006-2100 using medium and high GHG and aerosol emissions scenarios. These scenarios are known as Representative Concentration Pathways (RCP). Each RCP represents a standardized set of assumptions of humanity's trajectory in the coming years. The Medium Emissions Scenario (RCP 4.5) represents a mitigation scenario where global CO2 emissions peak by 2040 and then decline. Statewide, temperature is projected to increase 3-7°F (or 2-4°C) for this scenario by the end of this century. The High Emissions Scenario (RCP 8.5) represents a scenario where CO2 emissions continue to rise throughout the 21st Century. Statewide, temperature is projected to increase approximately 7-12°F (or 4-7°C) by the end of this century. Precipitation shows fewer wet days, wetter winters, drier springs and autumns, and an increase in dry years as well as maximum precipitation in a single day. Cal-Adapt also specifies that its data is derived from the 32 LOCA downscaled climate projections generated to support California's Fourth Climate Change Assessment, observed historical data is derived from Gridded Observed Meteorological Data, and the data presented are aggregated over all LOCA grid cells that intersect Glendora's boundaries.

A local profile snapshot of Glendora was generated by Cal-Adapt using:
https://cal-adapt.org/tools/local-climate-change-snapshot/
(All City-specific Cal-Adapt data presented in this CVA is from the Local Climate Change Snapshot for the City of Glendora, generated on March 21, 2023.)

In addition to the range of potential outcomes, climate change can produce a variety of impacts depending on location. California is expected to experience warmer temperatures, increased drought, and more extreme weather events (IPCC, 2007). This is why climate change projections include both drought and increased precipitation leading to flooding. The range of impacts anticipated in Glendora are summarized below.

The key hazards addressed in this Climate Vulnerability Assessment are those that pose a particular threat to the City. Various City documents were consulted to identify the key hazards. The Los Angeles County Climate Vulnerability Assessment and the Los Angeles Countywide Sustainability Plan (*Our County*) were consulted as well. The Los Angeles County CVA provides direction and information that this Glendora CVA uses as a *jumping off point*. For consistency, and to better understand regional impacts, much of the regional discussion included here is inspired by the Los Angeles County CVA.

Impacts

Extreme Heat and Weather

What is it?

Climate change alters seasonal temperature patterns. Effects can include changes in average temperature, the timing of seasons, and the degree of cooling that occurs in the evening. In addition to new seasonal temperature patterns, extreme events such as heat waves are projected to occur more frequently and/or last for longer periods of time. In California, temperature increases are expected to be more pronounced in the summer and in inland areas, and many areas are losing even more of the already moderate winter conditions. Phenomena such as heat waves are projected to increase not only in frequency but in spatial extent (CNRA, 2009). The degree of change experienced partially depends on global GHG emissions and atmospheric concentrations. By 2050, however, temperature increases between 1.8°F to 5.4°F are projected under both emissions scenarios examined by the State (CNRA, 2009).

Extreme heat and human safety, human health, and human productivity are inextricably linked (LACCSO, 2021).

Local Exposure/Environment

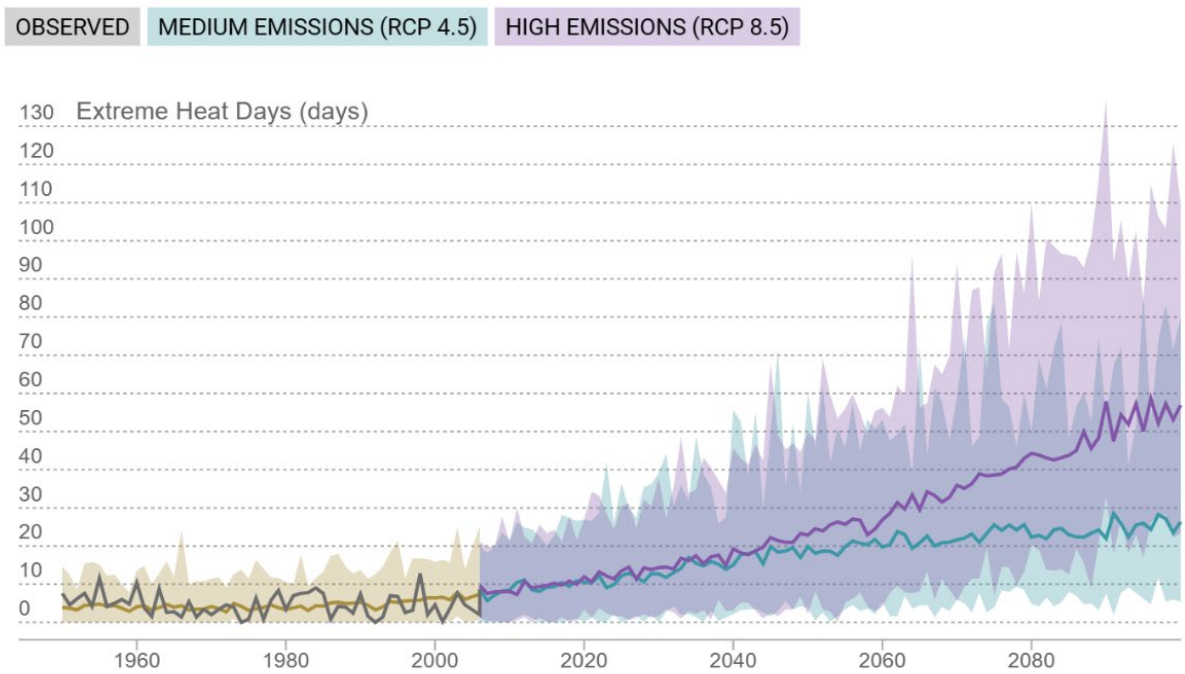
Temperatures in Glendora are generally representative of those found throughout Southern California. In terms of extreme weather, extreme heat is looked at over other extreme weather and storm patterns due to the impact heat has within the City comparatively. Glendora is not in a location subject to dangerous storms (hurricanes, tornados, blizzards, etc.), tsunamis, or intense winters.

Regionally, extreme heat is projected to increase in frequency, severity, and duration, with the largest increases occurring in the Santa Clarita and San Fernando Valleys in the Greater Los Angeles County area. While Glendora is not located within the Santa Clarita or San Fernando Valleys, valley-like environments are found in Glendora, indicating that the City will likely see a similar increase in extreme heat. In addition

to hot days, extended periods of extreme temperature, known as heat waves, can multiply the impacts of extreme weather. LA County has begun to experience more frequent, more severe, and longer heat waves. Countywide heat waves are projected to increase in frequency and duration by mid-century. By mid-century, projections suggest that most of the County will likely shift to moderate or high exposure to extreme heat, with the majority of LA County in high exposure by mid-century (LACCSO, 2021).

The average annual high temperature calculated from 1961 to 1990 for Glendora is 77.2° Fahrenheit (°F), and the average annual low temperature is 51.3°F (Cal-Adapt, 2023). *Figure 1* shows the number of days in a year when the daily maximum temperature is above a threshold temperature of 100.2°F. This threshold temperature is the summertime 98th percentile value of historical daily maximum/minimum temperatures (from 1961-1990, between April and October) observed in Glendora.

Figure 1: Extreme Heat Days in Glendora



Source: Cal-Adapt. Accessed March 21, 2023. Available at https://cal-adapt.org/tools/local-climate-change-snapshot/

As shown in *Figure 1*, climate change is expected to increase the frequency of extreme heat events per year in Glendora. *Table 1* supports *Figure 1* by showing the average number of days in a year expected to exceed the 98th percentile high-heat threshold in the City. The Baseline (1961 to 1990) modeled historical data shows an average of four days that exceeded the high-heat threshold. By mid-century (2035 to 2064), the number of days exceeding the high-heat threshold is expected to increase approximately two weeks from the Baseline average (from 4 to 19 days) under the Medium Emissions scenario (RCP 4.5) and increase by 19 days (from 4 to 23 days) under the High Emissions scenario (RCP 8.5). By the end of the century (2070 to 2099), the average number of days is expected to increase by approximately three weeks (from 4 to 24) and 42 days (from 4 to 46) past Baseline for Medium and High Emissions scenarios, respectively.

Table 1: Average Number of Days Exceeding 98th Percentile High-Heat Threshold; Extreme Heat Days

Time Period	Scenario	30yr Average	30yr Range	Change from Baseline
Baseline (1961-1990)	Modeled Historical	4 days*	2-5 days	-
Mid-Century (2035-2064)	Medium Emissions (RCP 4.5)	19 days	12-43 days	+15 days
	High Emissions (RCP 8.5)	23 days	14-47 days	+19 days
End of Century (2070-2099)	Medium Emissions (RCP 4.5)	24 days	16-62 days	+20 days
	High Emissions (RCP 8.5)	46 days	31-95 days	+42 days

Source: Cal-Adapt. Accessed March 21, 2023. Available at https://cal-adapt.org/tools/local-climate-change-snapshot/
** Observed 30-year average from 1961-1990: 4 days*
*** Threshold temperature for a location is defined as the 98th percentile value of historical daily maximum/ minimum temperatures (from 1961–1990, between April and October) observed at that location.*

Who is Most Vulnerable?

Everybody can be affected by extreme weather and heat, but certain groups are more sensitive and thus more vulnerable. Social vulnerabilities include people with pre-existing health conditions; children and older adults; people who depend on walking, biking, or transit to get around; and people who work outdoors. Children are at a higher risk for being adversely affected by extreme weather because they spend much of their time outdoors playing or exercising thereby increasing their body temperature already; increased activity in more extreme weather more easily leads to dehydration, exhaustion, and skin burning. Older adults are considered highly vulnerable to extreme heat and weather because a human body's regulatory and immune systems tend to deteriorate with age and are not as prepared to be resilient against drastic changes. The United States Census Bureau reports that Glendora residents under the age of 20 comprise approximately 25 percent of the population as of 2021; and seniors (65 and above) make up approximately 16 percent of the City population (US Census, 2023).

Furthermore, extreme heat can cause uncomfortable and even dangerous conditions for outdoor physical activity, making it harder for people to get the recommended amount of exercise and potentially leading to increased risk of long-term health effects related to a sedentary lifestyle. The health risks associated with exposure to extreme heat are intensified when compounded with other demographic factors. Hispanic and Latino people are overrepresented in other vulnerable populations, like outdoor workers and undocumented individuals. Approximately 38 percent of the Glendora population is Hispanic or Latino (US Census, 2023). When the City prepares and plans for protection from extreme heat and weather, culturally sensitive outreach efforts should be at the forefront to ensure all Glendora residents know how to stay safe. Respite from heat is critical to outdoor workers to mitigate the potential health impacts of

extreme heat. For this reason, both place of residence and place of occupation are important in understanding the overall risk (LACCSO, 2021).

Air pollution is linked to asthma and cardiovascular disease, both of which increase vulnerability to extreme heat. In return, extreme heat can contribute to and exacerbate the formation of ground-level ozone, which triggers asthma attacks (LACCSO, 2021). According to the California Health Interview Survey (CHIS), organized by the UCLA Center for Health Policy Research, approximately 16 percent of the adult Glendora population (18+) has been diagnosed with asthma at some point; this is similar to the rate found throughout the state which is approximately 16 percent, and slightly higher when compared to the county rate of 15 percent (CHIS, 2023).

Physical vulnerabilities include energy, water, and transportation infrastructure. As temperatures rise, an increased demand for cooling can cause strain on the energy grid and lead to blackouts. The effects of heat on the physical energy grid such as power lines can also cause strain and lead to fires. Extreme heat and weather can cause transportation delays or malfunctions, overuse during emergency evacuations, or damage to transportation infrastructure such as roads. Parks and open space are also affected because extreme heat can harm vegetation and wildlife, causing the northern vast open spaces within the City to be highly vulnerable.

Drought

What is it?

California's highly variable climate is susceptible to prolonged dry spells. A warming climate will compound drought impacts, as evidenced during recent precipitation deficits in the 2000s Southwest drought (Colorado River Basin), and during the 2012-2015 drought in California and neighboring states (Pierce, et al, 2018). Furthermore, recent research suggests that extended drought occurrence ("mega-drought") could become more pervasive in future decades (Pierce, et al, 2018). Drought is a climate hazard for which census tract-level mapping is not possible. The increase in frequency of transition between wet and dry extremes – or precipitation whiplash – makes the drought-flood cycle more dramatic in the Southern California region (LACCSO, 2021).

In addition to direct impacts on water supply, drought creates dry conditions that can lead to secondary impacts, including but not limited to: increased wildfire risk, reduced evapotranspiration (and thus less ability to mitigate periods of extreme temperatures), damage to habitats and vegetation, and higher volumes of dust. This phenomenon can quickly remove moisture from the soil, leading to compacted soil. In the case of a severe rain event, compacted soil will not allow for infiltration, bolstering potential flooding hazards. Collectively, these conditions can contribute to decreased air quality and increased public health issues across LA County (LACCSO, 2021).

Drought vulnerability can be exacerbated by single-source dependency, increased groundwater contamination risk, water from small service providers, and a jurisdiction's location in areas with a projected increase in extreme heat days. Decreases in precipitation, from drought and evaporation, caused by higher temperatures, may increase the concentration of pollutants and salinity in streams, reservoirs, and groundwater. More frequent and intense periods of drought could reduce the availability of imported water and drive an increasing use of groundwater. If not managed sustainably, groundwater overdrafts can permanently diminish aquifer capacity (LACCSO, 2021).

Local Exposure/Environment

The City of Glendora is a retail water supplier that serves customers in Glendora and portions of the Cities of San Dimas and Azusa, as well as an unincorporated portion of Los Angeles County. The City provides water service to a population of approximately 45,500. The City is a sub-agency of Three Valleys Municipal Water District (TVMWD) and Upper San Gabriel Valley Municipal Water District, both wholesale agencies. The City Water Division Manager is responsible for the operation and management of the City's water system (Stetson, 2020).

Glendora has a legal responsibility to provide water utility services, including water for residential, commercial, industrial, public authority, and for public fire hydrants and private fire services. The City's primary source of water supply is groundwater, which is delivered to the system by eight active wells. To supplement the City's groundwater supply, the City also has three connections with TVMWD to purchase treated imported water from the Metropolitan Water District of Southern California (MWD), and one connection with Covina Irrigation Company to purchase local treated surface water and groundwater. Although the City has no plans for future water supply projects, the City anticipates constructing new groundwater production wells to replace existing wells when necessary. In addition, the City assesses a Developer Impact Fee for new developments within the service area. Funds collected through the Developer Impact Fee are used to purchase a sufficient amount of additional water rights to meet increased water demands (Stetson, 2021).

As Glendora primarily relies on groundwater, relies on imported water when needed, and anticipates increased extreme heat days (see *Extreme Heat and Weather*), groundwater overdrafts and heightened regional drought could become a bigger concern in the near future. In preparation for drought conditions, the City has four emergency interconnections with other water agencies including two with Suburban Water Systems, one with Golden State Water Company, and one with the City of Azusa (Stetson, 2021).

Table 2 shows the differences in maximum dry spell lengths in Glendora from Baseline measurements to predicted future variations. The Baseline scenario indicates that the 30-year average length of a dry spell was approximately 117 days for the City. Dry spells are predicted to increase approximately one week over Baseline conditions by mid-century (2035-2064), and one to two weeks by the end of century (2070-2099).

Table 2: Maximum Length of Dry Spell

Time Period	Scenario	30yr Average	30yr Range	Change from Baseline
Baseline (1961-1990)	Modeled Historical	118 days	103-132 days	-
Mid-Century (2035-2064)	Medium Emissions (RCP 4.5)	124 days	99-148 days	+6 days
	High Emissions (RCP 8.5)	125 days	102-149 days	+7 days
End of Century (2070-2099)	Medium Emissions (RCP 4.5)	124 days	105-146 days	+6 days
	High Emissions (RCP 8.5)	132 days	96-178 days	+14 days

Source: Cal-Adapt. Accessed March 21, 2023. Available at https://cal-adapt.org/tools/local-climate-change-snapshot/
** Observed 30-year average from 1961-1990: 117 days*

Who is Most Vulnerable?

As the City relies predominately on groundwater, and to a lesser extent on imported water, all residents served by the City of Glendora are susceptible to drought impacts. Extreme drought (and heat) decreases soil moisture and, increases plant and animal mortality. Plant die-offs cause a domino effect by reducing available shade and evaporative cooling, thereby raising surrounding temperatures and reducing the thermal comfort of pedestrians. The generally undeveloped foothills found throughout the northern region of the City would be subject to impacts from drought conditions, and therefore contribute to the domino effect of reducing cooling and moisture retention.

People with pre-existing respiratory conditions are extremely vulnerable to drought conditions. In the absence of rainfall during prolonged periods of drought, the region could experience increased concentrations of resuspended road particulates (dust), which have adverse respiratory impacts (Hall, et al., 2018). As of 2020, approximately 16 percent of the Glendora adult population (18+) and ten percent of the Glendora child population (1-17) have been diagnosed with asthma at some point in their lives (CHIS, 2023).

Another impact of drought on people in LA County is the increasing prevalence of Valley fever. Valley fever is a disease caused by inhaling fungus spores carried in soil dust. Arid and semiarid landscapes, dust storms, and warmer temperatures all contribute to conditions that lead to increases in Valley fever. The number of reported cases of Valley fever in California has steadily and significantly increased over the past 20 years. Populations at greater risk of severe disease from Valley fever include people who are Black or Filipino, older adults, pregnant women, infants, and people with diabetes or conditions that weaken the immune system. People who live or work in areas where soil is disturbed, such as near farming operations, are at higher risk of exposure (LACCSO, 2021). As of 2021, approximately 2.15 percent of the Glendora population is African-American, and approximately 3.11 percent is Filipino (US Census, 2023). Additionally, approximately eight percent of the Glendora adult population has been diagnosed with diabetes (CHIS,

2023). These statistics indicate that a small portion of the Glendora population may be highly sensitive to Valley fever.

Potential drought hazards can be curbed through proactive water management. Noting that the majority of water used within the City is sourced from groundwater, water consumption, whether it be for personal, commercial, or industrial use, must be used at a sustainable rate. To help protect this resource, Glendora has enacted varying water restrictions, including those currently in place:

- Outdoor watering is restricted between 8:00 AM – 5:00 PM
    - Watering limited to 3 days per week
    - Watering limited to 5 minutes per station
    - Irrigation systems with drip irrigation are given an exception for an additional 15 minutes as long as there is no runoff
- No washing down sidewalks or driveways
- No excessive runoff from landscape irrigation that causes water flow onto an adjoining sidewalk, driveway, street, alley, or gutter
- No outdoor watering during and 48 hours following measurable rainfall
- No washing motor vehicles with a hose, unless the hose is fitted with a shut-off nozzle
- Restaurants, cafes, and bars can only serve water to customers upon request
- Hotels and motels must display a notice providing guests with the option of choosing not to have towels and linens laundered daily

Some water restrictions in place in other cities and counties in California include personal and individual restrictions and limitations or increased cost of service. Other restrictions are designed to limit commercial and industrial water use and water waste.

Wildland Fire

What is it?

As California is expected to experience increased temperatures and reduced precipitation, there will likely be more frequent and intense wildfires and longer fire seasons. Fires spread more quickly on dry, windy days and move more easily in an uphill direction and in areas with higher-density vegetation. Wildfires are a natural and important part of the ecosystem but can become more intense and dangerous as a result of climate change and land management. Wildfires are unplanned, naturally occurring fires that may be caused by lightning, accidental human ignitions, arson, or escaped prescribed fires. Weather is one of the most significant factors in determining the severity of fires; natural fire patterns are driven by conditions such as drought, temperature, precipitation, wind, vegetation, and fuel (i.e. biomass) availability. Wildfires pose a great threat to life and property, particularly when they move from forest or rangeland into developed areas.

Climate change is projected to increase the frequency of wildfire events, the extent of burned areas across California, and the duration of wildfire seasons. Wildfire seasons are projected to begin earlier in the spring due to drier and warmer spring conditions on average, potentially requiring longer periods for firefighting services. Greater inter-annual variability in temperature and precipitation may also affect wildfire intensity. For example, multiple wet years can result in larger fuel buildup in landscapes. This may

result in increasingly intense and frequent wildfires, if followed by drought years. Wildfire risk will also vary depending on population growth and land use characteristics, including rates of residential expansion and infrastructure into fire prone areas over the next century.

Local Exposure/Environment

Due to its weather, topography, and native vegetation, the majority of Los Angeles County is at risk from wildland fires. The San Gabriel Mountains, largely covered by the Angeles National Forest, have the highest degree of wildfire risk. On average, the San Gabriel Mountains are projected to experience an increase in wildfire burn area of approximately 40 percent and 50 percent in 2050 and 2080, respectively, under the High Emissions scenario. By mid-century, wildfire events in LA County and across the state are projected to be considerably larger, more frequent, and more destructive (LACCSO, 2021).

Glendora's location at the base of the San Gabriel Mountains creates a wildland-urban interface (WUI) that makes Glendora more susceptible to wildfires than cities that do not border the foothills. The City and the surrounding landscape exhibit a complex wildfire environment that presents a significant risk to public and firefighter safety and the built and natural environment. This region of the San Gabriel Mountains has been subject to numerous damaging wildland fires, is influenced by local extreme wind and weather conditions (including Santa Ana wind events), has steep and varied terrain with a mosaic of different vegetation types, and is characterized by wildland-urban interface development patterns that can exacerbate wildfire risk. Glendora's WUI area runs along the northern portion of development within the city limits, towards the base of the foothills, and includes populated residential neighborhoods.

The extended droughts characteristic of California's Mediterranean climate result in large areas of dry vegetation that provide fuel for wildland fires. Furthermore, the native vegetation of the region typically has a high oil content that makes it highly flammable. The area is also intermittently impacted by Santa Ana winds – the hot, dry winds that blow across Southern California in the spring and late fall.

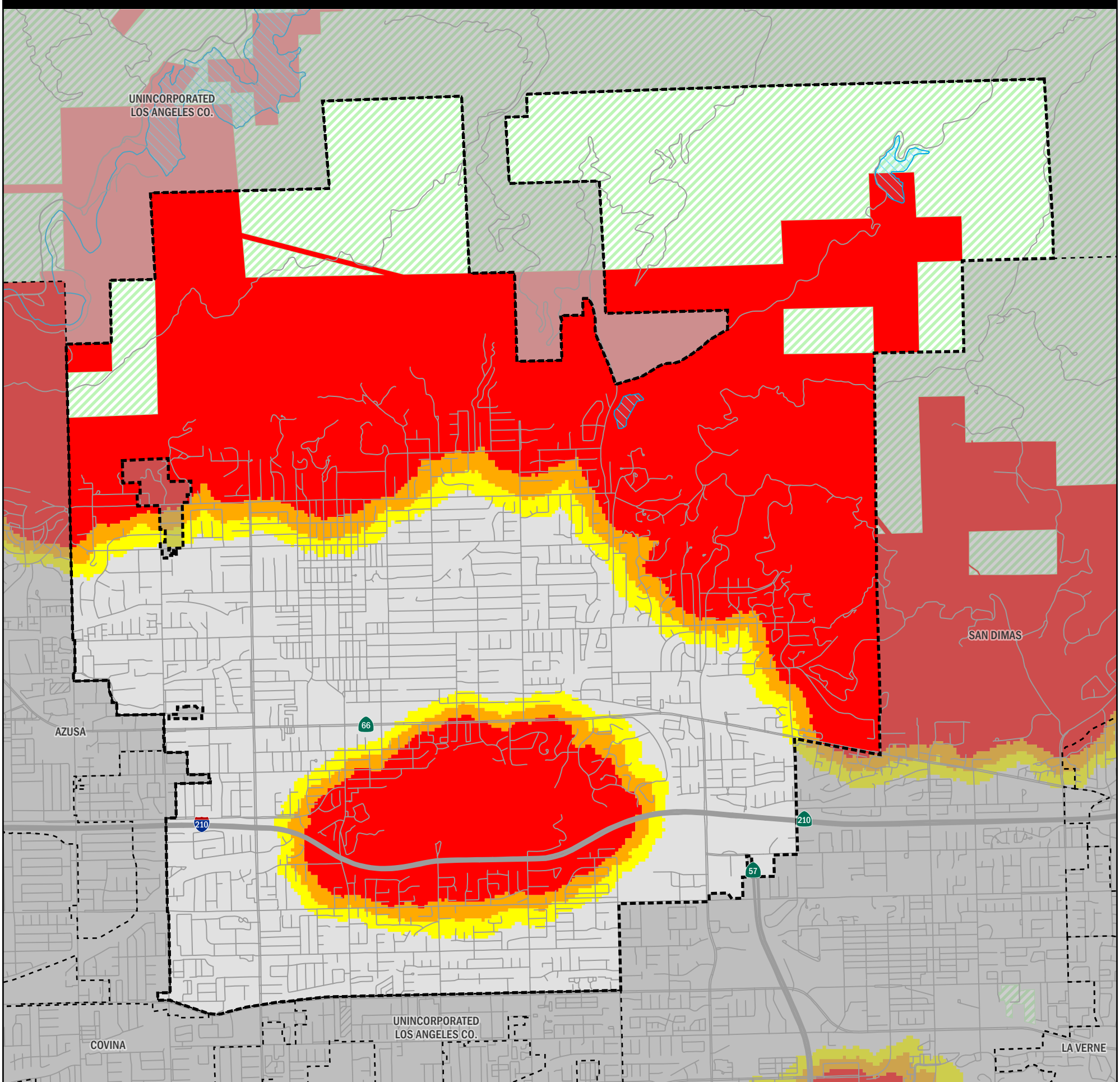
The State has charged CAL FIRE with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas (SRAs). In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas (LRA). The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards. *Figure 2* shows Fire Hazard Severity Zones within Glendora (CAL FIRE, 2025). *Figure 2* illustrates that the City is considered to be within a VHFHSZ; the VHFHSZ covers the northern portion of the City and the South Hills Park area. As the City is a member of the Los Angeles County Fire Protection District, the Los Angeles County Fire Department (LACoFD) provides Glendora with fire suppression and emergency medical services. The LACoFD is therefore the local responsible agency for fire protection within the City's VHFHSZ and follows the CAL FIRE VHFHSZ designation. The City also abuts VHFHSZ lands where the responsibility for fire protection lies with the State of California (State Responsibility Areas or SRA) (CAL FIRE, 2025).

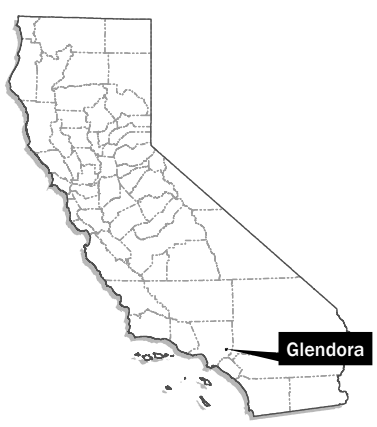
CITY OF GLENDORA – LOS ANGELES COUNTY

Local Responsibility Area Fire Hazard Severity Zones

As Identified by the State Fire Marshal

March 24, 2025





Fire Hazard Severity Zones (FHSZ) in Local Responsibility Area (LRA), as Identified by the State Fire Marshal

Very High | High | Moderate

Fire Hazard Severity Zones in State Responsibility Area (SRA), Effective April 1, 2024

Very High

Mi 0 1

Km 0 1 2 3

Projection: NAD 83 California Teale Albers
Scale: 1:38,000 at 11" x 17"

Incorporated City | Waterbody | Unzoned LRA | Federal Responsibility Area (FRA)

Government Code section 51178 requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather, and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

Gavin Newsom, Governor, State of California

Wade Crowfoot, Secretary for Natural Resources, CA Natural Resources Agency

Joe Tyler, Director/Fire Chief, CA Department of Forestry and Fire Protection

Daniel Berlant, State Fire Marshal, CA Department of Forestry and Fire Protection

Data Sources:

CAL FIRE Fire Hazard Severity Zones (FHSZSRA23_3, FHSZLRA_25_1)

CAL FIRE State Responsibility Areas (SRA25_1)

City and County boundaries as of 10/22/24 (CA Board of Equalization)

There are three fire stations strategically located within the City that serve Glendora: Fire Station 85 located at 650 East Gladstone Street, Fire Station 86 located at 520 South Amelia Avenue, and Fire Station 151 located at 231 West Mountain View Avenue. In addition, the Los Angeles County Fire Department provides for the public's safety by deploying and staffing a variety of emergency response vehicles for Air and Wildland, Emergency Medical Services, Fire Prevention, Rescue, Forestry, Health Hazardous Material, and Emergency Operations (City of Glendora, 2023).

Table 3 projects the average annual area burned over the next century in Glendora. As shown, approximately 35 to 37 acres more of the City is expected to burn during the middle of the century (2035-2064) compared to the Baseline acreage. Whereas, the end of the century only sees 11 to 32 additional acres burned. One explanation as to why less acreage is anticipated to burn at the end of the century compared to the mid-century, regardless of emissions scenario, is that the end of the century projections are calculated using the mid-century projections; the mid-century is anticipated to burn the existing land and vegetation, leaving less fuel towards the end of the century. Further, development is anticipated to continue to grow outwards over time, and more developed land in the City leaves less room for open acreage to burn.

Table 3: Average Annual Area Burned

Time Period	Scenario	30yr Average	30yr Range	Change from Baseline
Baseline (1961-1990)	Medium Emissions (RCP 4.5)	173.0 acres	164.5-182.9 acres	-
	High Emissions (RCP 8.5)	171.4 acres	161.9-179.4 acres	-
Mid-Century (2035-2064)	Medium Emissions (RCP 4.5)	207.6 acres	183.9-232.5 acres	+34.6 acres
	High Emissions (RCP 8.5)	208.5 acres	184.1-232.3 acres	+37.1 acres
End of Century (2070-2099)	Medium Emissions (RCP 4.5)	205.4 acres	181.0-219.0 acres	+32.4 acres
	High Emissions (RCP 8.5)	182.7 acres	164.8-195.6 acres	+11.3 acres

Source: Cal-Adapt. Accessed March 21, 2023. Available at https://cal-adapt.org/tools/local-climate-change-snapshot/

Regional access to the City of Glendora is provided by the Foothill Freeway (I-210). The I-210 Freeway provides east-west regional circulation through the City, connecting with the Orange Freeway (SR-57) at the eastern boundary of the City. Continuous travel routes through the City are constrained by the I-210 Freeway and the 260-acre South Hills Park, located in the middle of the City. North-south mobility through the City is limited to arterials and collectors on either side of the park that cross the I-210 Freeway, which include Barranca Avenue, Grand Avenue, Glendora Avenue, Lone Hill Avenue, and Amelia Avenue. Other limited north-south collectors that carry local traffic include Loraine Avenue, Valley Center Avenue,

Bonnie Cove Avenue, and Sunflower Avenue. East-west roadways through the City include Sierra Madre Avenue, Foothill Boulevard, Route 66, Gladstone Street, and Arrow Highway (City of Glendora, 2008). It is crucial that transportation routes are able to safely and effectively operate in times of emergency. Foothill Boulevard and Grand Avenue are the major arterials in the City that have historically been used as evacuation routes, and are still considered main evacuation routes currently.

Wildfire smoke can travel great distances and affect people far from a wildfire's location (LACCSO, 2021). WUI areas are highly prone to wildfires, indicating that the City would likely be exposed to a threat from wildfires originating outside Glendora. Starting in 2008, the State of California began integrating wildfire protections and material requirements into building codes to ensure that newly constructed buildings or major renovations meet certain safety standards. Although these code requirements do not nullify the potential risks, these standards minimize the potential impacts on a building and its occupants. Communities in LA County with high wildfire exposure and old buildings have high risk of wildfire damage; these include Arcadia, Azusa, Glendora, Monrovia, and Sierra Madre – all communities along the San Gabriel Valley foothills (LACCSO, 2021).

Who is Most Vulnerable?

Vulnerable populations include those that live within the Fire Hazard Severity Zones. As depicted in *Figure 2*, the foothills of the San Gabriel Mountains and development directly south are located within a VHFHSZ. Safe and adequate evacuation plans are crucial to ensuring that impacts are as minimal as possible. Individuals with physical disabilities or who live in isolation may have difficulty evacuating. Additionally, households with no access or limited access to cars may have difficulty evacuating. As of 2018, 27.5 percent of Glendora households own one or no vehicles (SCAG, 2019).

Wildfires are big contributors to air pollution in the western United States and are responsible for an estimated 70 percent of PM 2.5 emissions during periods when fine particulate matter pollution levels are above the Environmental Protection Agency standard. Wildfire-generated particulate matter is linked to respiratory complications like asthma, chronic obstructive pulmonary disease, pneumonia, bronchitis, and other infections. Wildfire can have grave impacts on people's livelihoods, homes, and health (LACCSO, 2021). Especially vulnerable people include individuals with pre-existing health conditions, such as asthma, who are more sensitive to hazardous air. As previously discussed, the percentage of people diagnosed with asthma in Glendora is similar to the rates in LA County and the state; approximately 16 percent of Glendora and Californian residents 18 years and older, and approximately 15 percent of LA County residents 18 years and older, have been diagnosed with asthma at some point in their lives (CHIS, 2023).

In addition to personal impacts, wildfires can cause major community-wide disturbances, like evacuations, power outages, economic losses, road and school closures, losses to biodiversity and the natural environment, and disruptions to recreational activities (LACCSO, 2021). Vulnerable infrastructure includes energy infrastructure (fires in other areas could cause damage to power plants or power lines causing blackouts), communications, and water (water quality reduced due to ash, etc.). Natural habitats and plants and animals are extremely vulnerable to wildfires; the foothills and open spaces found in and surrounding the City provide homes to plant and animal species, which are susceptible to fire hazards. Plant and animal life is at an even higher risk due to the fact that Glendora is a WUI area. The South Hills area, located in the center of Glendora, consists of approximately 400 acres of essentially isolated habitat where no wildlife corridor exists to connect it with other natural areas. However, populations of deer and

other wildlife continue, which is evidence that pathways for migration do exist in some capacity (City of Glendora, 2008). The biodiversity and the natural environment of the South Hills are highly vulnerable to wildfire hazards as the open space is surrounded by urban development, essentially trapping and confining wildlife.

Windstorm

What is it?

The combination of windspeed, topography, climate, and temperature can create deadly impacts under the right conditions. Hazardous wind events can include windstorms, tornados, or microbursts. Tornadoes are spawned when there is warm, moist air near the ground, cool air aloft, and winds that speed up and change direction. An obstruction, such as a house, in the path of the wind causes it to change direction. This change increases pressure on parts of the house, and the combination of increased pressures and fluctuating wind speeds creates stresses that frequently cause structural failures.

Unlike tornados, microbursts are strong, damaging winds which strike the ground and often give the impression a tornado has struck. They frequently occur during intense thunderstorms. The origin of a microburst is downward moving air from a thunderstorm's core, but unlike a tornado, they affect only a small area. When the microburst wind hits an object on the ground such as a house, garage, or tree, it can flatten the buildings and strip limbs and branches from the tree. After striking the ground, the powerful outward running gust can wreak further havoc along its path. Damage associated with a microburst is often mistaken for the work of a tornado, particularly directly under the microburst. However, damage patterns away from the impact area are characteristic of straight-line winds rather than the twisted pattern of tornado damage. Tornados, like those that occur every year in the Midwest and Southeast parts of the United States, are a rare phenomenon in most of California with most tornado-like activity coming from microbursts.

Local Exposure/Environment

Strong winds and topography of the area create the regional Santa Ana winds, which can result in disaster conditions, the most common being fire fanned by the high winds. These winds commonly occur between October and February, with December having the highest frequency of events. Summer events are rare. A Santa Ana wind event manifests as a dry northeasterly wind originating from the Great Basin and upper Mojave Desert. As the wind channels through the mountain passes and canyons of Southern California, the wind velocity increases. Wind speeds are typically 40 mph (35 knots) through and below passes and canyons with gusts to 58 mph (50 knots). Stronger Santa Ana winds have gusts greater than 69 mph (60 knots) over widespread areas, and gusts greater than 115 mph (100 knots) in favored areas. Frequently, the strongest winds occur during the night and morning hours due to the absence of a sea breeze. The sea breeze, which typically blows onshore daily, can moderate the Santa Ana winds during the late morning and afternoon hours. Santa Ana winds are an important forecast challenge because of the high fire danger associated with them – with Santa Ana winds driving wildfire flames, the speed and reach of the flames is greater than in times of calm wind conditions.

Based on local history, most incidents of high wind in the San Gabriel Mountains area are the result of the Santa Ana and El Niño related wind conditions. While high impact wind incidents are not frequent in the area, significant wind events and sporadic tornado activity have been known to negatively impact

surrounding cities in the area. A windstorm in late November 2011, which caused winds in excess of 90 mph (78 knots) in the Pasadena, Sierra Madre, Arcadia, Monrovia, and Bradbury, downed trees and resulted in extended power and utility outages. Based on previous windstorm history, it is not difficult to assume that a future windstorm event could generate similar damage. It is also possible that a strong Santa Ana wind condition could cause substantial damage in the City of Glendora.

Glendora is located within the South Coast Air Basin (Basin). This Basin is a 6,600 square mile area that includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin is topographically bounded by the Pacific Ocean to the west with the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east (City of Glendora, 2008).

The topography and climate of Southern California combine to make the Basin an area predisposed to air pollution problems. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and prevents pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. This situation is called a temporary inversion. In addition, light winds during the summer further limit ventilation. Because of the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of pollutants have an opportunity to combine with sunlight producing smog. The smog potential is increased in the Basin because the South Coast region experiences high, consistent levels of sunlight. Local air quality in Glendora is further influenced by the presence of the Foothill Freeway (I-210) that traverses the City. The freeway carries a large amount of regional traffic, and thus, generates large amounts of vehicular emissions from both automobiles and trucks (City of Glendora, 2008).

Who is Most Vulnerable?

Windstorms can affect air quality on a regional level. Strong winds can stir up dust, pollen, pollutants, and particulate matter. People with sensitive respiratory systems, or diseases such as asthma, can be put at greater risk for health complications due to strong wind events.

Severe windstorms pose a risk to life and property in the City of Glendora by creating conditions that disrupt essential systems such as public utilities, telecommunications, and transportation routes. High winds can and do occasionally cause tornado-like damage to local homes and businesses near the community. High winds have destructive impact, especially to trees, power lines, and utility services.

Windstorms damage buildings, power lines, and other infrastructure typically due to falling trees and branches. During wet winters, saturated soils cause trees to become less stable and more vulnerable to uprooting from high winds. When severe windstorms strike a city, downed trees, power lines, and damaged property can be major hindrances to emergency response and disaster recovery. Historically, falling trees are the major cause of power outages in the region. Windstorms such as strong microbursts and Santa Ana wind conditions cause flying debris and downed utility lines. Falling trees bring electric power lines down to the pavement, creating the possibility of lethal electric shock. Southern California Edison (SCE) provides electricity to the City of Glendora; services are provided by overhead and underground facilities throughout the City (City of Glendora, 2008). Adherence to local regulations such as Chapter 19.40, *Underground utility districts*, reduces potential windstorm hazards to infrastructure.

Structures with weak reinforcement, or structures that are older, are susceptible to damage from strong wind events. Wind pressure creates a direct and frontal assault on a structure, pushing walls, doors, and windows inward. Conversely, passing currents create lift suction forces that pull building components and surfaces outward. With extreme wind forces, the roof or entire building can fail causing considerable damage. According to the SCAG Local Profile for the City of Glendora, approximately 90 percent of the existing housing stock in Glendora was built prior to 1990; these units may be more susceptible to extreme wind conditions as they were built before the establishment of modern-day building codes. Ensuring all new development, redevelopment, and retrofitting projects adhere to the most up to date State Building Codes and follow City development standards regarding slopes (Municipal Code Chapter 21.04.030, *Hillside development*), chances of hazardous impacts from windstorms dramatically decrease.

Flooding

What is it?

Increased flooding occurs when a larger amount of rain falls over a shorter period of time, even if there is less overall rain. In such instances, vegetated and pervious surfaces such as grass and soil do not have enough time to absorb the rainfall, overwhelming stormwater infrastructure capacity, which leads to localized flooding pools. In combination, changes in temperature and precipitation may exacerbate impacts. Heavy stormwater runoff can contaminate the surrounding bodies of water with environmentally and biologically harmful bacteria (Cal EMA, 2012a,b,c). Intense rainstorms could require evacuation and temporary or permanent displacement of people and result in property damage or loss.

Flood-prone zones typically include areas within river floodplains or adjacent to drainage systems, low-lying areas where heavy rainfall can collect, and areas with inadequate storm drain infrastructure. Inland flooding can be exacerbated by high amounts of impermeable surfaces. Data on exposure to extreme precipitation is limited to annual rainfall averages and does not capture the extreme precipitation events that can cause the most damage. Exposure to inland flooding is based on mapping of floodplains created by the Federal Emergency Management Agency (FEMA) (LACCSO, 2021).

The Clean Water Act of 1987 established requirements for stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) permit program. The goals of the permit include protecting the beneficial uses of the water bodies and reducing stormwater pollution. Polluted stormwater degrades creeks and oceans, and can pollute surrounding flora and fauna. Sediments cloud the water, nutrients promote the growth of algae, and toxic chemicals from pesticides or leaking cars all threaten the health of fish and other aquatic life (City of Glendora, 2023).

Local Exposure/Environment

Glendora is comprised of the San Gabriel Mountains foothills, bounded by the Angeles National Forest to the north, and urban development to the west, south, and east. A portion of the City (southern area) is characterized by gently to moderately sloping areas within the City where a vast majority of urban development has already occurred. The foothill portion of the City (northern area) is characterized by moderate to very steep hillsides predominantly located along the northern boundary adjacent to the Angeles National Forest. In addition, the isolated South Hills open space area is located in the southern portion of the City and is also characterized by foothill terrain (City of Glendora, 2008).

The northern portion of Glendora has steep topography and a minimal risk of flooding. However, there are low-lying areas in the City where stormwater can gravitate towards and build up. Localized flooding may occur in low spots or where infrastructure is unable to accommodate peak flows during a storm event. The steep slopes found throughout the City allow stormwater to gain momentum and pick up and move debris. Landslides and mudslides are a second type of risk in WUI areas at the foothills of mountain ranges where there may be steep slopes. The congruence of post-wildfire debris and extreme precipitation in these sloped areas can have devastating impacts on developments in the down-slope areas (LACCSO, 2021).

According to FEMA, the built areas of the City are in Flood Zone X. Zone X is defined as the area outside the 500-year flood and protected by levee from the 100-year flood (FEMA, 2023).

Various interconnecting channels and storm drain pipes comprise the flood control network. The City of Glendora owns and maintains its water and sewer systems (LA County by contract maintains sewer lines for the City) and requires developers to construct offsite extensions of public infrastructure (i.e. water, sewer, streets, storm drain systems, etc.) needed to serve previously undeveloped property (City of Glendora, 2021). Stormwater flows through a series of storm drains located within the City and is eventually discharged into the San Gabriel River via a channelized tributary. The San Gabriel River watershed consists of an extensive area of riparian and woodland habitats and a series of flood control dams in its upper reaches, but is highly urbanized in the middle and lower reaches. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the county before becoming a soft-bottom channel once again near the ocean in Long Beach (City of Glendora, 2008).

Three flood channels traverse through the City: Little Dalton Wash, Big Dalton Wash, and San Dimas Wash. All three channels are concrete-lined channels designated as floodways to serve the region (City of Glendora, 2008). The Los Angeles County Flood Control District maintains the San Dimas Wash. Additionally, the Los Angeles County Department of Public Works maintains the storm drain and catch basin system serving Arrow Highway, the region along the southern border of Glendora. These systems operate well without any record of overtopping or street flooding (City of Glendora, 2021).

Actual rainfall in the Southern California region tends to fall in large amounts during sporadic and often heavy storms rather than consistently over storms at somewhat regular intervals. In short, rainfall in Southern California might be characterized as feast or famine within any single year. While California does not see the average annual precipitation changing significantly in the next 30-75 years, precipitation will likely be delivered in more intense storms and within a shorter wet season (Cal-Adapt, 2023b). *Table 4* shows the predicted increase in maximum one-day rainfall in Glendora over the next century. The Baseline average is 2.409 inches in one day. During the middle of the century (2035-2064), the average rainfall within a day is expected to increase approximately 0.16 inches under the Medium Emissions scenario and approximately 0.22 inches under the High Emissions scenario. By the end of century (2070-2099), rain is predicted to fall an additional 0.26 inches under the Medium Emissions scenario and an additional 0.38 inches in one day under the High Emissions scenario. While these may not seem like exceptional increases on their own, the data must be observed on a larger scale and compounded with other climate change phenomena to predict the impact on the City and on the region.

Table 4: Maximum One-Day Precipitation

Time Period	Scenario	30yr Average	30yr Range	Change from Baseline
Baseline (1961-1990)	Modeled Historical	2.409 inches	2.036 - 2.748 inches	-
Mid-Century (2035-2064)	Medium Emissions (RCP 4.5)	2.564 inches	2.162 - 2.983 inches	+0.155 inches
	High Emissions (RCP 8.5)	2.630 inches	2.197 - 3.184 inches	+0.221 inches
End of Century (2070-2099)	Medium Emissions (RCP 4.5)	2.672 inches	2.252 - 3.144 inches	+0.263 inches
	High Emissions (RCP 8.5)	2.789 inches	1.975 - 3.555 inches	+0.380 inches

Source: Cal-Adapt. Accessed March 21, 2023. Available at https://cal-adapt.org/tools/local-climate-change-snapshot/
** Observed 30-year average from 1961-1990: 2.333 inches*

Dam inundation is flooding that occurs due to structural failure of a dam. Failure of a dam may be caused by seismic activity, severe flooding that causes water to exceed the capacity of the dam, or landslides that flow into a reservoir displacing the water. The City of Glendora faces a potential hazard from dam inundation resulting from the failure of either of two dams: Big Dalton Dam and San Dimas Dam. It is considered unlikely that either dam would fail during a catastrophic event. The Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan prepared by the City of Glendora outlines the City's response for dam failure (City of Glendora, 2008).

Big Dalton Dam is located in Big Dalton Canyon, four miles northeast of Glendora. This dam is owned and operated by the Los Angeles County Flood Control District and stores approximately 960-acre feet (over 312 million gallons) of water. Should a breach occur, the water would flow south westerly out of Big Dalton canyon via the Big Dalton Wash. The areas between the South Hills and San Gabriel foothills surrounding this wash, would be inundated by the waters from this flood. The affected area is mostly comprised of residential with some commercial and industrial uses. Additionally, the San Dimas Dam is also owned and operated by the Los Angeles County Flood Control District. The San Dimas Dam is located east of the City in the foothills above the City of San Dimas. This dam stores approximately 1,500 acre-feet (488 million gallons) of water. Should a breach occur, the water would flow southwest along the San Dimas wash inundating the portions of the City located south of the 210 Freeway. Land uses that would be affected by this inundation mainly include residential, commercial, and industrial (City of Glendora, 2008).

The City of Glendora's stormwater pollution prevention program is governed by various federal, state, and local laws and regulations. The Municipal National Pollutant Discharge Elimination System (NPDES) Permit is issued to the County of Los Angeles and 84 cities (minus Avalon, Lancaster, Long Beach, and Palmdale) by the California Regional Water Quality Control Board, Los Angeles Region. The Los Angeles County Public Works Stormwater Engineering Division is the agency assigned as the Principal Permittee

for the region (LA Public Works EPD, 2023). The City of Glendora is currently covered or impacted by the following NPDES permits: Municipal; Industrial/Commercial; and Construction. The NPDES Municipal Separate Storm Sewer System (MS4) permit regulates municipal discharges of stormwater and non-stormwater from the Permittees' MS4s. NPDES mandates that the City implement specified stormwater management programs to address the challenges of preventing stormwater pollution. Under this permit, the City is held accountable for water quality in waterways (City of Glendora, 2023).

Agencies such as the Los Angeles County Public Works Stormwater Engineering Division have created plans that prepare the County, and subsequently the City, for potential flooding hazards (LA County Public Works EPD, 2023). The Los Angeles County Comprehensive Floodplain Management Plan aims to evaluate the impacts of urban stormwater discharge on receiving waters and communities. The Floodplain Management Plan is an important component of the County's participation in the National Flood Insurance Program and the Community Rating System, which are administered by FEMA (Tetra Tech, 2021).

Who is Most Vulnerable?

Flooding impacts generally are not linked to specific populations, such as seniors, children, or individuals with disabilities. However, older housing inventories are sometimes located in low-lying, more flood-prone areas, causing the units to be more susceptible to extreme conditions such as flooding. Structures located at the base of the foothills are more vulnerable to flooding hazards as rain falls, gains momentum moving down the hillsides, and sits in low-lying areas. As discussed in *Windstorms*, approximately 90 percent of the existing housing stock in Glendora was built prior to 1990; these units may be more susceptible to flooding as they were built before the establishment of modern-day building codes.

Beyond impacts to buildings, shelters, and occupants, inland flooding and extreme precipitation have the potential to impact transit and road infrastructure, causing service delays or shutdowns and road closures. One indicator of an area's potential for flooding is its ratio of permeable surfaces to impermeable surfaces. Maintaining as much permeable surface as possible by using permeable materials for new development can help ensure that stormwater will be absorbed into the ground and will filter through the soil to replenish groundwater (LACCSO, 2021).

C. Key Findings

The key findings for Glendora are summarized below to assist in increasing the City's adaptive capacity.

- Climate change has the potential to increase the severity of various natural hazards and impacts in the City of Glendora.
- Wildland fires represent the threat most likely to affect Glendora as a result of climate change. While most likely to ignite within the FHSZs and VHFHSZs, the effects of wildfire can adversely impact larger areas, cascading out towards the entirety of Glendora and the surrounding cities, with smoke, ash, and poor air quality.
- The most vulnerable populations are those living in or adjacent to VHFHSZs within the City and its Sphere of Influence (SOI). Other highly vulnerable populations include seniors (approximately 16

percent of the City population) and people with pre-existing health conditions such as asthma (approximately 18 percent of the City population).

- The most vulnerable natural areas are the sensitive hillside areas (and wildlife within these environments) located in the northern portion of the City, which are within the VHFHSZs. This largely undeveloped area contains the most open space and natural landscape in the City and consists of high amounts of often dry foliage that is highly susceptible to fires. As prolonged dry spells are predicted to lengthen, plants, animals, and habitats that receive less and less water are more likely to burn from wildfire, leave the area, or die out from lack of resources.
- The most vulnerable infrastructure are homes (and businesses) within and bordering the VHFHSZs, as well as power and energy infrastructure. Closely located infrastructure, i.e. neighborhood homes within and bordering VHFHSZs, can suffer brutal impacts, and possibly even total destruction. Extreme weather and heat conditions can increase the risk of fires, which can lead to the destruction of energy infrastructure such as power lines that are located in more remote (and more fire prone) areas or power infrastructure that is located above ground. Since energy grids are interconnected and provide energy throughout the region, large parts of the Southern California population are expected to be impacted by distant fires or power outages.
- Regional drought is also a major hazard to Glendora as the City is served predominately by groundwater, and further served by imported water sourced from areas also highly susceptible to drought (Southern California and the greater Southwest region). Drought may also result in increased tree and plant mortality, which contributes to higher fuel loading and wildfire size and severity. As expected with climate change, droughts are expected to increase both in frequency and intensity.
- Wildfire and drought aftermath can also lead to larger flooding incidents. As wildfires burn natural vegetation in the northern hillsides, and drought dries out vegetation and root systems, soil and sediments become loose, and the water holding capacity of the area dwindles as there are fewer plants to absorb and regulate the stormwater. When rainstorms fall on the hillsides, the water easily picks up the loose soil and burnt debris, gains momentum moving down the hillsides, and causes flooding impacts to intensify in low-land areas.

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Appendix A: Regulatory Setting

State

California Air Resources Board

The California Air Resources Board is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988. The CCAA requires that all air districts in the state endeavor to achieve and maintain the California Ambient Air Quality Standards by the earliest practical date. The act specifies that districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

California Strategic Fire Plan

This statewide plan guides fire policy for much of California. The plan is aimed at reducing wildfire risk through pre-fire mitigation efforts tailored to local areas. The most recent update is the 2018 Strategic Fire Plan. The 2018 Plan reflects CAL FIRE's focus on: 1) fire prevention and suppression activities to protect lives, property, and ecosystem services; and 2) natural resource management to maintain the State's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. There are also Unit Fire Plans produced under the Strategic Fire Plan that are localized to a county or region; the City of Glendora falls under the Los Angeles County Fire Department Strategic Fire Plan.

State Water Resources Control Board/Regional Water Quality Control Board

In California, all wastewater treatment and disposal systems fall under the overall regulatory authority of the State Water Resources Control Board (SWRCB) and the nine California Regional Water Quality Control Boards (RWQCBs), who are charged with the responsibility of protecting beneficial uses of state waters from a variety of waste discharges, including wastewater from individual and municipal systems. The City of Glendora falls within the jurisdiction of the Los Angeles Regional Water Quality Control Board (Regional Board 4).

The RWQCBs' regulatory role often involves the formation and implementation of basic water protection policies. These are reflected in the RWQCBs' Basin Plans, generally in the form of guidelines, criteria, and prohibitions related to the siting, design, construction, and maintenance of on-site sewage disposal systems.

State Water Board Storm Water Strategy

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which serves to direct the State Water Board's role in storm water resources management and involves the Storm Water Program by: a) developing guiding principles to serve as the foundation of the Storm Water Program; b) identifying issues that support or inhibit the program from aligning with the guiding principles; and c) proposing and prioritizing projects that the Water Board could implement to address those issues. The State Water Board staff created a document called the Strategy to Optimize Resource Management of Stormwater (STORMS). STORMS includes a program vision, mission, goals, objectives, projects,

timelines, and consideration of the most effective integration of project outcomes into the Water Board's Storm Water Program.

Urban Water Management Planning Act

The Urban Water Management Planning Act's main objectives are the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required to prepare and adopt an urban water management plan. The plan must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier's water demand management measures.

California Department of Public Health

The Department of Public Health contains the Division of Radiation Safety and Environmental Management (DRSEM), which is divided into three branches: the Radiologic Health Branch, the Environmental Health Branch, and the Drinking Water and Radiation Laboratory Branch. The Radiologic Health Branch enforces the laws and regulations designed to protect the public, radiation workers, and the environment. The Environmental Management Branch regulates the medical waste industry and recreational health (public swimming pools, ocean beaches, and organized camps); provides sanitary surveillance of state institutions; administers the Registered Environmental Health Specialist (REHS) program; oversees radiological cleanup at military base closure facilities; and coordinates the State's Indoor Radon Program, the Medical Waste Management Program, and California Department of Public Health's Nuclear Emergency Response Program. The Drinking Water and Radiation Laboratory Branch is the State's primary drinking water quality testing laboratory and is the state laboratory capable of measuring chemical, microbiological, and radiochemical contaminants in drinking water and drinking water supplies.

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code). The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and each of the Regional Water Quality Control Boards (RWQCBs) power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

California Building Code

The California Building Standards Code (CBSC) (California Code of Regulations, Title 24) is a statewide standard that is updated every three years, with the most recent update being in 2022. The CBSC is a compilation of three types of building standards from three different origins:

- Building standards that were adopted by state agencies without change from national model building codes;
- Building standards that were adopted from national model codes but modified to address California specific conditions;
- Building standards, authorized by the California legislature, that constitute amendments not covered by national model codes, that were created to address particular California concerns.

The CBSC specifies materials requirements, construction methods, and maintenance standards for earthquake protection and resiliency. All building occupancies in California are subject to national model codes adopted into the CBSC, and occupancies are further subject to amendments adopted by state agencies. State law also authorizes local governments to enact ordinances making building standards amendments to the CBSC to address local conditions. The law includes specific requirements for the basis for a local amendment, how the amendment language and documents must be prepared, and how the amendment must be filed with either the CBSC, the California Department of Housing and Community Development, or other state agencies as required. The City of Glendora has adopted the 2022 CBSC into Municipal Code Chapter 19.02, *California Building Code,* of Title 19, *Buildings and Construction*.

California Fire Code

The California Fire Code, as a part of Title 24, California Code of Regulations, establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provisions of this code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout the State of California. The City of Glendora has adopted the California Fire Code into Title 18, *Fire*, Chapter 18.04*, California Fire Code*, of the Municipal Code.

Wildfire Protection Responsibility in California

Local, state, tribal, and federal organizations all have legal and financial responsibility for wildfire protection. In many instances, two fire organizations have dual primary responsibility on the same parcel of land – one for wildfire protection and the other for structural fire protection. To address wildfire jurisdiction responsibilities, in 1981 the California State Legislature outlined various wildfire responsibilities, described below, in Cal. Pub. Res. Code § 4291.5 and Cal. Health & Safety Code § 13108.5.

Federal Responsibility Areas (FRAs)

FRAs are fire-prone wildland areas that are owned or managed by a federal agency such as the U.S. Forest Service, National Park Service, Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S.

Department of Defense. Primary financial and rule-making jurisdiction authority rests with the federal land agency. In many instances, FRAs are interspersed with private land ownership or leases. Fire protection for developed private property is usually the responsibility of the relevant local government agency, not the federal land management agency.

State Responsibility Areas (SRAs)

SRAs are lands in California where the California Department of Forestry and Fire Protection (CAL FIRE) has legal and financial responsibility for wildfire protection. CAL FIRE administers fire hazard classifications and establishes development and building standard regulations in these areas. SRAs are defined as lands that:

- Are in the unincorporated county areas
- Are not federally owned
- Have wildland vegetation cover rather than agricultural or ornamental plants
- Have row crops or seasonal crops, or
- Have watershed, range, or forage values

CAL FIRE adopts SRA boundaries and updates them every five years. Where SRAs contain structures or development, the relevant local government agencies have fire protection responsibility for those improvements.

Local Responsibility Areas (LRAs)

LRAs include land in cities, cultivated agriculture lands, unincorporated non-flammable areas, and lands that do not meet the criteria for SRA or FRA. LRA fire protection is typically provided by city or county fire departments, fire protection districts, or by CAL FIRE under contract to local governments. LRAs may include areas of flammable vegetation and WUI.

Within city limits, the City of Glendora contains VHFHSZs that are under local responsibility (LRA). LACoFD is the responsible agency for fire protection within the LRAs. Within the Sphere of Influence, the City of Glendora contains VHFHSZs that are under State responsibility (SRA) and VHFHSZs under Federal responsibility (FRA). CAL FIRE is the responsible agency for fire protection within the SRAs.

Alquist-Priolo Earthquake Fault Zoning Act and Seismic Hazards Mapping Act (1972)

The 1971 San Fernando Earthquake resulted in the destruction of numerous structures built along its fault. This led to passage of the Alquist-Priolo Earthquake Fault Zoning Act in 1972. This Act prohibits the construction of buildings for human occupancy across active faults in the state. Similarly, extensive damage caused by ground failure during the 1989 Loma Prieta Earthquake focuses attention on decreasing the impacts of landslides and liquefaction. This led to the creation of the Seismic Hazards Mapping Act (1990), which enhances construction standards at locations where ground failures are probable during earthquakes.

Senate Bill 610 and Assembly Bill 901 (2001)

SB 610 and AB 901 both modify the Urban Water Management Planning Act. SB 610 requires additional information in an urban water management plan if groundwater is identified as a water source supplier.

It also requires that the plan include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 also requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts.

AB 901 requires an urban water management plan to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over a given period of time. AB 901 also requires information on how water quality affects water management strategies and supply reliability. The bill requires plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

California Oak Woodland Conservation Act (2001)

The California Legislature passed Assembly Bill 242, known as the California Oak Woodland Conservation Act, in 2001 as a result of widespread changes in land use patterns across the landscape that were fragmenting oak woodland character over extensive areas. The Act created the California Oak Woodland Conservation Program within the Wildlife Conservation Board. The legislation provides funding and incentives to ensure the future viability of California's oak woodland resources by maintaining large scale land holdings or smaller multiple holdings that are not divided into fragmented, nonfunctioning biological units. The Act acknowledged that the conservation of oak woodlands enhances the natural scenic beauty for residents and visitors, increases real property values, promotes ecological balance, provides habitat for over 300 wildlife species, moderates temperature extremes, reduces soil erosion, sustains water quality, and aids with nutrient cycling, all of which affect and improve the health, safety, and general welfare of the residents of the state.

Assembly Bill 1007 (2005)

Assembly Bill 1007 (Pavley, Chapter 371, Statutes of 2005) directs the California Energy Commission (CEC) to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepares the State Alternative Fuels Plan in consultation with State, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The plan assesses various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Executive Order S-3-05 (2005)

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by 2020, and 3) 80% below 1990 levels by 2050. While two of the benchmark years have passed, the City of

Glendora, along with the rest of the State, can still aim to reduce GHG emissions 80% below the 1990 levels by the year 2050.

Assembly Bill 32 and Executive Order S-20-06 (2006)

In 2006, California adopted Assembly Bill (AB) 32, the Global Warming Solutions Act, as an effort to address the effects of climate change and help reach the goals presented in Executive Order S-3-05. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases."

Executive Order S-20-06 further directs State agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

Bioenergy Action Plan – Executive Order S-06-06 (2006)

Executive Order S-06-06 establishes targets for the use and production of biofuels and biopower. The order also directs State agencies to work together to advance biomass programs while providing environmental protection and mitigation. The executive order establishes targets to increase production and use of ethanol and biodiesel fuels by a minimum of 20% by 2010, 40% by 2020, and 75% by 2050. Additionally, the executive order sets targets for the State related to the use of biomass electricity and cogeneration facilities.

Senate Bill 375 (2008)

California's Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires transportation agencies to develop a regional "Sustainable Communities Strategy" of land use, housing, and transportation policies that will move the region towards meeting the GHG reduction target set by the CARB. On September 3, 2020, the Southern California Association of Governments (SCAG), the metropolitan planning organization responsible for Glendora and surrounding regions, adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy), which sets forth a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

Assembly Bill 162 (2009)

This bill requires, upon the next revision of the housing element, on or after January 1, 2009, the Conservation Element of the General Plan to identify rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management. By imposing new duties on local public officials, the bill creates a state-mandated local program.

This bill also requires, upon the next revision of the housing element, on or after January 1, 2009, the safety element to identify, among other things, information regarding flood hazards and to establish a set of comprehensive goals, policies, and objectives, based on specified information for the protection of the community from, among other things, the unreasonable risks of flooding.

Assembly Bill 341 California's Mandatory Commercial Recycling Law (2012)

The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California.

California Sustainable Groundwater Management Act (2014)

On September 16, 2014, Governor Brown signed into law a package of bills (SB 1168, AB 1739, and SB 1319) collectively called the Sustainable Groundwater Management Act. The Act requires local governments and water agencies with high and medium priority groundwater basins to halt overdraft and bring basins into sustainable levels of pumping and recharge. For each basin, local agencies are required to form new groundwater sustainability agencies and prepare groundwater sustainability plans with quantifiable objectives for achievement of sustainability within 20 years.

Senate Bill 379 (2015)

SB 379 revises Government Code Section 65302(g)(4) to require cities and counties to update their safety elements to address climate adaptation and resiliency strategies applicable to their jurisdiction. The updates are required at the next update of their local hazard mitigation plan (LHMP) on or after January 1, 2017. Local jurisdictions without an LHMP must update their safety elements beginning on or before January 1, 2022. The safety element update must include:

- A vulnerability assessment identifying the risks that climate change poses to the local jurisdiction
- A set of goals, policies, and objectives based on a vulnerability assessment for the protection of the community
- A set of feasible implementation strategies to carry out the goals, policies, and objectives

Statewide Emergency Water Conservation Regulations (2016)

In 2016, the State Water Resources Control Board (SWRCB) adjusted emergency water conservation regulations in recognition of the differing water supply conditions and ongoing drought across the state to comply with the Governor's executive order declaring a drought emergency.

Executive Order B-37-16, Making Water Conservation a California Way of Life, updates temporary emergency water restrictions and transitions to permanent, long-term improvements in water use by:

- Providing for wiser water use
- Eliminating water waste
- Strengthening local drought resilience
- Improving agricultural water use efficiency and drought planning

In April 2017, a new Executive Order lifted the drought emergency, but retained many of the conservation requirements. Most regulations are still in effect except for water supply "stress test" requirements and conservation standards for urban water suppliers. The temporary restrictions established a baseline of the types of benefits that are possible from water conservation requirements.

Senate Bill 1383 (2016)

In September 2016, Governor Brown signed SB 1383, Short-Lived Climate Pollutants: Organic Waste Methane Emissions Reductions, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. The bill codifies the CARB's SLCP Reduction Strategy, established pursuant to SB 605 (2014), in order to achieve reductions in the statewide emissions of short-lived climate pollutants. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California's most at-risk communities, and on the environment.

California State Hazard Mitigation Plan (2018)

The 2018 California State Hazard Mitigation Plan is the State's primary hazard mitigation guidance document. It seeks to help communities with their mitigation and disaster resiliency efforts to reduce or eliminate potential risks and impacts of natural and human-caused disasters. The 2018 plan was approved by the Federal Emergency Management Agency (FEMA) on September 28, 2018, and includes:

- An updated statewide risk assessment, disaster history, and statistics
- Recent mitigation progress, success stories, and best practices
- Updated State hazard mitigation goals, objectives, and strategies
- Updated climate mitigation progress and adaptation strategies

California Water Plan (2018)

The California Water Plan is the State's strategic plan for sustainably managing and developing water resources for current and future generations. Required by Water Code Section 10005(a), it presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The plan is updated every five years, with the most recent update occurring in 2018.

Local

City of Glendora General Plan 2025

A variety of goals, policies, and actions contained in the existing City of Glendora General Plan address climate change vulnerabilities. Specific goals, policies, and implementation actions found within the General Plan that are most related to climate change include:

Air Quality Element

- **Policy AQ-1.3:** Develop and adopt a policy to utilize federal Congestion Mitigation and Air Quality Improvement funds in coordination with regional agencies in a manner consistent with projects approved in the Air Quality Management Plan.
- **Policy AQ-2.2:** Reduce mobile source emissions by increasing population densities within one-half mile of transit nodes.
- **Policy AQ-2.3:** Encourage "walkable" neighborhoods with pedestrian walkways and bicycle paths in residential and other types of developments to encourage pedestrian rather than vehicular travel.

- **Goal AQ-4:** Protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of pollution with equitable environmental policymaking and enforcement.
    - **Policy AQ-4.3:** Encourage the participation of the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.

Conservation Element

- **Policy CON-4.3:** Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.
- **Policy CON-4.5:** Protect the planning area from unnecessary stormwater run-off from outside the planning area that would have the potential to require additional stormwater conveyance or treatment facilities maintained by the City.

- **Goal CON-8:** Proper conveyance and treatment of stormwater and implementation of techniques to reduce pollutants consistent with Federal, State and regional regulations and standards.
    - **Policy CON-8.1:** Ensure existing drainage facilities are properly maintained.
    - **Policy CON-8.2:** Ensure all new development and redevelopment projects comply with Federal, State, regional and City regulations and ordinances related to stormwater.
    - **Policy CON-8.3:** Incorporate project-level stormwater mitigation measures to reduce potential impacts to water quality and ensure mitigation measures are adequately monitored.
    - **Policy CON-8.4:** Establish programs to educate residents regarding impacts of stormwater runoff on water quality and provide a variety of opportunities for Glendora residents to dispose of hazardous materials.
    - **Policy CON-8.5:** Continue to support regional and State efforts in controlling point and non-point sources of water pollution.
- **Goal CON-9:** Preservation and conservation of natural resources and sensitive habitats
    - **Policy CON-9.6:** Develop a land management/ land maintenance plan, including best management practices, of City-owned conservation areas to increase fire safety, protect biodiversity and preserve native plant species.
- **Goal CON-11:** Proactive City participation with local, regional and State agencies to promote multi-agency involvement in understanding and addressing environmental and conservation issues.
    - **Policy CON-11.1:** Investigate new opportunities to work with local, regional and State agencies regarding environmental and conservation issues.

Open Space and Recreation Element

- **Goal OSR-2:** Coordinated land use and environmental planning.
    - **Policy OSR-2.2:** Require a constraints analysis for proposed hillside residential development to ensure that significant land and natural resource features are avoided, such as ridgelines, significant watershed areas, tributaries and streams, and rare, threatened or endangered species habitat.

Safety Element

- **Goal SAF-1:** Protection from potential flood hazards, including dam inundation.
    - **Policy SAF-1.1:** Coordinate with the Los Angeles County Flood Control District to ensure that flood control facilities under their jurisdiction are adequately operated and maintained.
    - **Policy SAF-1.2:** Utilize the City's capital improvement process to identify necessary storm drain improvements to minimize potential flood damage.
    - **Policy SAF-1.3:** Provide an annual review of the Standardized Emergency Management System Multi-Hazard Functional Plan to ensure evacuation routes are sufficient in the event of flooding.
    - **Policy SAF-1.4:** Continue the maintenance of City-owned flood control facilities within Glendora to ensure their efficient operation and work with Los Angeles County, as needed, to transfer the maintenance of existing and new facilities.
    - **Policy SAF-1.5:** Evaluate new development within the City to assess the development's exposure to potential flooding hazards and ensure that habitable structures and infrastructure are not located within the 100-year flood plain.
    - **Policy SAF-1.6:** Coordinate with Los Angeles County to ensure that storm drain and flood protection facilities built in conjunction with new development are maintained by the County.
- **Goal SAF-2:** Reduced incident of damage to life and property from wildland fires.
    - **Policy SAF-2.2:** Maintain low density/intensity land use designations in the hillside areas.
    - **Policy SAF-2.3:** Require fire resistant building materials for structures in the hillside areas.
    - **Policy SAF-2.4:** Require proposed developments to comply with access requirements of the Los Angeles County Fire Department and Glendora Police Department.
    - **Policy SAF-2.5:** Continue to implement brush-clearance requirements in areas subject to wildland fire hazards.
    - **Policy SAF-2.6:** Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.
- **Goal SAF-3:** Reduced incident of damage to life and property from urban fires.
    - **Policy SAF-3.3:** Continue to implement and enforce the latest edition of the Uniform Fire Codes.
- **Goal SAF-9:** Minimized loss of life, injury or property during disaster events.
    - **Policy SAF-9.1:** Maintain and update the City's adopted Natural Hazard Mitigation Plan and Multi-Functional Disaster Plan.
    - **Policy SAF-9.2:** Implement the strategies and plans in the City's Multi-Hazard Functional Disaster Plan
    - **Policy SAF-9.3:** Implement the strategies and plans in the City's Natural Hazard Mitigation Plan.
    - **Policy SAF-9.4:** Require new developments to incorporate appropriate development features and project mitigation measures that avoid natural and man-made hazards.
    - **Policy SAF-9.5:** Prepare for and support multi-jurisdictional emergency response.
    - **Policy SAF-9.6:** Continue to work cooperatively with adjacent jurisdictions and regional agencies to address emergency preparedness.

- **Policy SAF-9.7:** Ensure compliance with the Los Angeles County Emergency Management Plan

City of Glendora Municipal Code

Chapter 6.09, *Construction and demolition waste management*, and Chapter 6.10, *Specific regulations for organic waste disposal reduction*, recycling, and solid waste collection and recycling programs, aim to regulate waste produced in the City and keep storm drains and waterways clean from pollutants.

Chapter 9.58, *Floodplain management*, promotes public health, safety, and general welfare, and minimizes public and private losses due to flood conditions in specific areas by provisions designed to:

> (1) Protect human life and health;
>
> (2) Minimize expenditure of public money for costly flood control projects;
>
> (3) Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
>
> (4) Minimize prolonged business interruptions;
>
> (5) Minimize damage to public facilities and utilities such as water and gas mains; electric, telephone and sewer lines; and streets and bridges located in areas of special flood hazard;
>
> (6) Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future blighted areas caused by flood damage;
>
> (7) Ensure that potential buyers are notified that property is in an area of special flood hazard and;
>
> (8) Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions. (Ord. 1846 § 1, 2007)

Title 11, *Emergency preparedness*, works with the City disaster council and emergency services to establish and organize emergency operations, expenditures, and appointments. Chapter 11.28, *Standardized emergency management systems (SEMS*), adopted the state of California's Standardized Emergency Management System (SEMS) to manage emergency response and recovery activities.

Title 14, *Water*, establishes the City Water Division, rates, charges, and regulations pertaining to water use. Section 14.24.170 states that no one shall use, suffer, permit or allow any water to run to waste either inside or outside of their premises. Section 14.24.180, *Curtailment of use during water shortage*, claims that whenever the City is suffering a shortage of water, the council shall have the right to determine that no water shall be used for the purpose of spraying trees, irrigating lawns, flowers, trees, garden truck and all other things, save and except such as may be necessary to be used within houses for cooking, bathing and toilet purposes and such as may be necessary to water such animals and fowl as the occupant of the premises may have thereon.

Title 18, *Fire*, adopts the State Fire Code under Chapter 18.04, *California Fire Code*. And, Chapter 19.06, *Fire hazard severity zone*, recognizes certain areas within the City are more susceptible to fire hazards,

establishes modifications to the State mandated uniform construction regulations, and adopts the Fire Hazard Severity Zone Map of the City of Glendora".

Chapter 19.40, *Underground utility districts*, allows the City council to call public hearings to ascertain whether the public necessity, health, safety, or welfare requires the removal of poles, overhead wires and associated overhead structures within designated areas of the City and the underground installation of wires and facilities for supplying electric, communication, or similar or associated service.

City of Glendora 2020 Urban Water Management Plan

Urban Water Management Plans (UWMP) provide urban water suppliers with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. The City of Glendora 2020 UMWP incorporates water supply reliability determinations resulting from potential prolonged drought, regulatory revisions, and/or changing climatic conditions. The 2020 UWMP demonstrates the City's prior, continued, and projected reduction on imported water supplies obtained (either directly or indirectly) from the Sacramento-San Joaquin Delta (Delta). The City has reduced its reliance on the Delta water supplies for Fiscal Year 2019-2020.

The City's 2020 UWMP was prepared in coordination with planning agencies including the City of Glendora's Planning Division, the Los Angeles County Department of Regional Planning, and the Southern California Association of Governments (SCAG).

2020 County of Los Angeles All-Hazards Mitigation Plan

The 2020 All-Hazards Mitigation Plan (AHMP) was prepared to assess risks posed by natural hazards and to develop a mitigation action plan for reducing the risks in Los Angeles County. The 2020 AHMP is organized to follow FEMA's Local Mitigation Plan Review Tool, which demonstrates how local AHMPs meet the Disaster Mitigation Act regulations. The AHMP defines community profiles in the County, identifies hazards, assesses risks, provides mitigation strategies, and explains implementation methods.

Los Angeles County Operational Area Emergency Response Plan (2012)

The Los Angeles County Operational Area Emergency Response Plan (OAERP) provides guidance and procedures for the County and the County as the Operational Area (OA) to prepare for and respond to natural, technological, conflict-related, and human-caused incidents creating situations requiring a coordinated response. It provides guidance for management concepts, identifies organizational structures and relationships, and describes responsibilities and functions of the emergency organization to protect life and property. The plan describes the emergency organization and the process of preparing, responding to, and recovering from disasters.

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From: Vest, Alexandra@CALFIRE
To: Perry Banner
Cc: CALFIRE Land Use Planning; Kennedy, Joseph@CALFIRE; Hans Friedel
Subject: Safety Element Closure Notification - Glendora
Date: Tuesday, December 17, 2024 8:18:45 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
rpc-2-b-iv-csr_lac_glendora_se_formal_review.pdf
rpc-2-b-iv-draft-glendora-safety-element_110624.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Perry,

Thank you for submitting the City of Glendora's draft Safety Element for the Board's review. Please find attached the Board's final review of the proposed document, which came before the Board at the December 10th, 2024, Resource Protection Committee Meeting.

Please accept this email as confirmation that the city has the Board's approval to move forward with the adoption of the attached draft Safety Element. Any additional comments or recommendations received by the Board members were for discussion purposes and do not require further action unless the city wishes to incorporate them.

Thank you for your collaboration in this process, please let me know if you have any questions.

Have a great day!

Alexandra Vest
AGPA-Wildfire Planning Specialist
Board of Forestry & Fire Protection
715 P. St., Sacramento, CA 95814
(916) 531-8600 Cell Phone

NOTICE OF PUBLIC HEARING
Planning Commission

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Glendora will hold a public hearing pursuant to §21.01.030(E) of the Glendora Municipal Code in the City Council Chamber of City Hall, 116 E. Foothill Boulevard, Glendora, California, to receive and consider all evidence and reports relating to the following matter:

NOTICE IS FURTHER GIVEN *that in the event that a state of emergency is in effect and that COVID protocols are imposed that require masking, vaccination verification and/or social distancing are in effect at the time scheduled to conduct this public hearing, it may be necessary to conduct a virtual City Council meeting utilizing the Zoom Video Communications platform. Enter meeting ID# cityofglenodra.org/zoom.*

Hearing Date:	**October 7, 2025 at 7:00 p.m.**
File Number:	PLN22-0043
Subject Property:	Citywide
Request:	Planning Commission recommendation to City Council for adoption of an update to the General Plan Safety Element and adoption of the most recent FEMA Flood Insurance Rate Map
Applicant:	City of Glendora
General Plan / Zoning:	The Safety Element applies citywide
Environmental:	The Safety Element has been determined to be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b) (3), the Common Sense Exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.
Contact Person:	Hans Friedel AICP, Principal Planner hfriedel@cityofglendora.gov / (626) 914-4818

All interested parties are invited to attend said hearing and express their views on this matter. Should you be unable to attend the public hearing, your comments must be made in writing and delivered to the City Clerk prior to the scheduled hearing date. Related documents are on file for public inspection and copying

for the cost of duplication, at the office of the City Clerk, 116 E. Foothill Blvd, Glendora, California, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays.

Further information on this item may be obtained or viewed at the following locations commencing on Friday, September 27, 2025:

1. OFFICE OF THE CITY CLERK:
Glendora City Hall
City Clerk's Office
116 E. Foothill Boulevard
Glendora, CA 91741
(626) 914-8210

2. COMMUNITY DEVELOPMENT DEPT:
Glendora City Hall
Planning Division
116 E. Foothill Boulevard
Glendora, CA 91741
(626) 914-8292

If you challenge this action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published: Thursday, September 26, 2025 *(San Gabriel Tribune)*

CERTIFICATION

I, hereby certify that I posted a copy of this Notice on the bulletin board outside the City Hall Council Chamber, 116 E. Foothill Boulevard on Friday, September 27, 2025.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION

Project Title: Adopt an update to the General Plan Safety Element (File No. PLN22-0043)

Project Location: Citywide

Project Sponsor: City of Glendora

Mailing Address: 116 E. Foothill Blvd, Glendora, CA 91750

General Plan Land Use Designation: Citywide – applies to all land use designations

Zoning Designation: Citywide – applies to all zoning districts

Project Description: Adoption of an update to the General Plan Safety Element by a resolution titled: "A Resolution of the City Council Approving a General Plan Amendment to Adopt the Amended Safety Element, Incorporating the Most Recent FEMA Flood Insurance Rate Map"

The City Council recommends the following exempt status/findings:

- ☐ Ministerial (Sec. 15073)
- ☐ Declared Emergency (Sec. 15071(a))
- ☐ Emergency Project (Sec. 15071(b) and (c))
- X **Categorical Exemptions - Type: Guidelines Section 15061(b)(3) (the "common sense" exemption)**
- ☐ Statutory Exemption. Code Number:

Reasons for Exemption: The Safety Element has been determined to be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b) (3), the Common Sense Exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

_____ Date: _____
Jeff Kugel, Director of Community Development

The above recommended exempt status and findings were adopted by the following body:

_____City Council_____ on _____

_____ Date: _____
Mark Carnahan, City Planner (626) 914-8253

ADOPT AN UPDATE TO THE GENERAL PLAN SAFETY ELEMENT (PROJECT PLN22-0043)

COMMUNITY DEVELOPMENT

PLANNING COMMISSION

OCTOBER 7, 2025

HANS FRIEDEL, AICP, PRINCIPAL PLANNER

PERRY BANNER, DE NOVO PLANNING GROUP

REQUEST

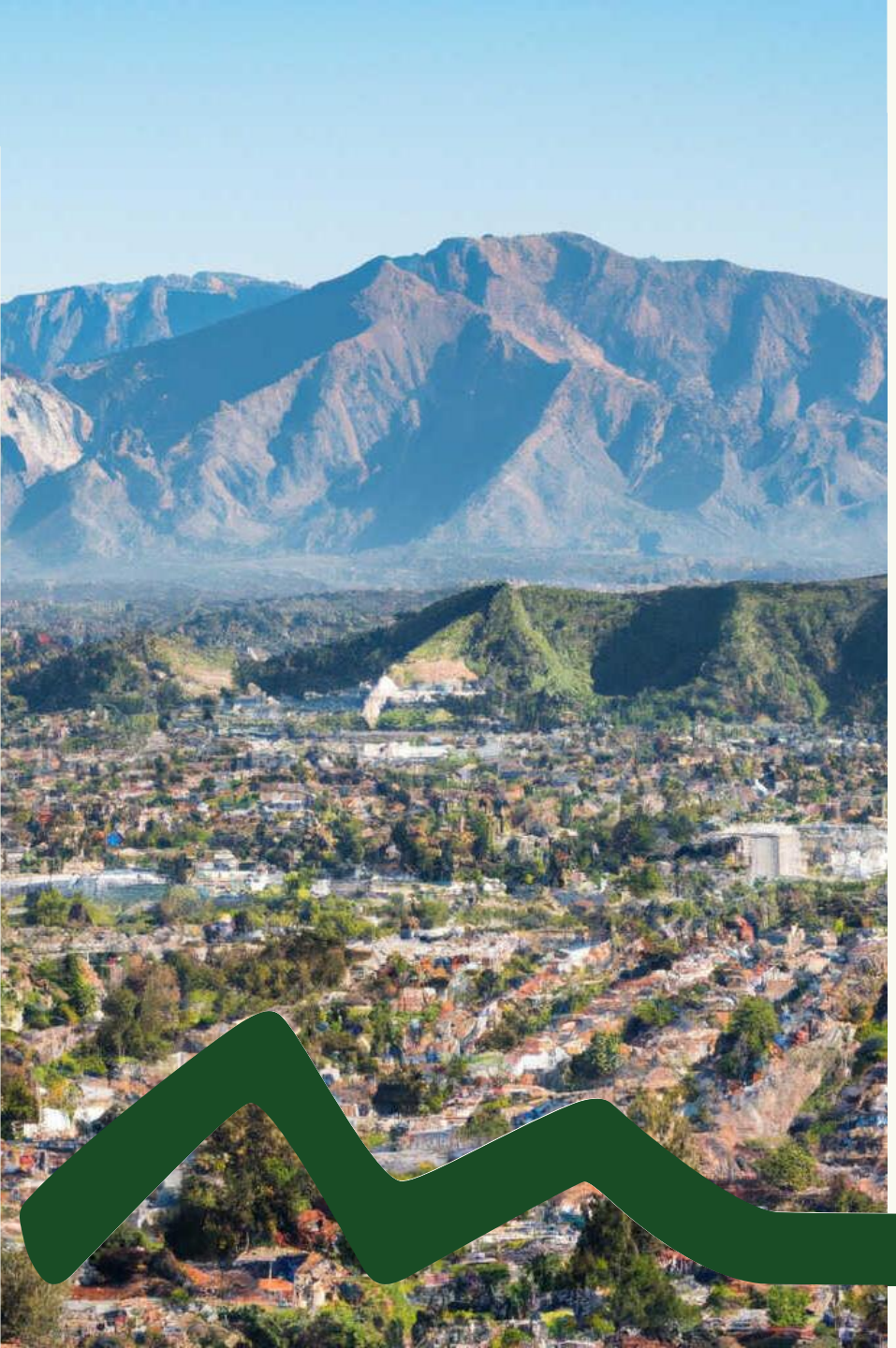
THAT THE PLANNING COMMISSION,

OPEN AND CONDUCT THE PUBLIC HEARING, ACCEPT THE EVIDENCE AND TESTIMONY PRESENTED, AND IN THE ABSENCE OF SUBSTANTIAL TESTIMONY TO THE CONTRARY, RECOMMEND CITY COUNCIL APPROVAL OF THE FOLLOWING:

1. FIND AND DETERMINE THAT THE SAFETY ELEMENT UPDATE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA); AND

2. ADOPT A RESOLUTION TITLED "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE UPDATED SAFETY ELEMENT, INCORPORATING THE MOST RECENT FEMA FLOOD INSURANCE RATE MAP”

Glendora



PLAN BACKGROUND

BACKGROUND

2022: City adopted the 6th Cycle 2021-2029 Housing Element

2023: City began focused update to Safety Element triggered by Housing Element Update

Both Elements are part of the City's General Plan

- 10-20 year vision
- Goals and values
- Balances growth & conservation

SAFETY ELEMENT OVERVIEW

Safety Element is one of eight state-mandated components ("elements") of the General Plan

Glendora's Safety Element was last updated in 2007

State has adopted several new laws which dictate the information that must be included in the Safety Element

Safety Element Update has been prepared in accordance with all new relevant regulations

PROPOSED UPDATES TO THE SAFETY ELEMENT

- Current goals, policies, and actions maintained with some modifications
- New policies and actions related to fire hazards
- Prepared analysis of residential emergency evacuation routes
- New policies and actions related to emergency preparedness
- Prepared a Climate Vulnerability Assessment
- New policies and actions related to climate change and resiliency

Glendora

WHAT IS A SAFETY ELEMENT VS A LOCAL HAZARD MITIGATION PLAN (LHMP)?

SAFETY ELEMENT

- Identifies risks and vulnerabilities from natural and human-made disasters and other emergency events
- Establishes strategies for creating a safer and more resilient city
- Establishes goals, policies, and programs to reduce the short and long-term risks due to hazards from the natural and built environment

LHMP

- Identifies local disaster hazards
- Assesses the possibility of these hazards occurring
- Estimates potential costs
- Identifies actions to mitigate disaster losses

PUBLIC ENGAGEMENT

Multifaceted Public Engagement

- Project webpage
- Online survey
- Prepare Fair
- Earth Day event
- Social media
- Focus Group meetings (LHMP)
- Planning Commission and City Council

AGENCY REVIEW

- Safety Elements are now reviewed by CAL FIRE and the Board of Forestry and Fire Protection
- Glendora Safety Element was APPROVED on December 10, 2024

DRAFT PLAN OVERVIEW

SAFETY ELEMENT ORGANIZATION

GEOLOGIC HAZARDS

FLOOD HAZARDS

WILDFIRE HAZARDS

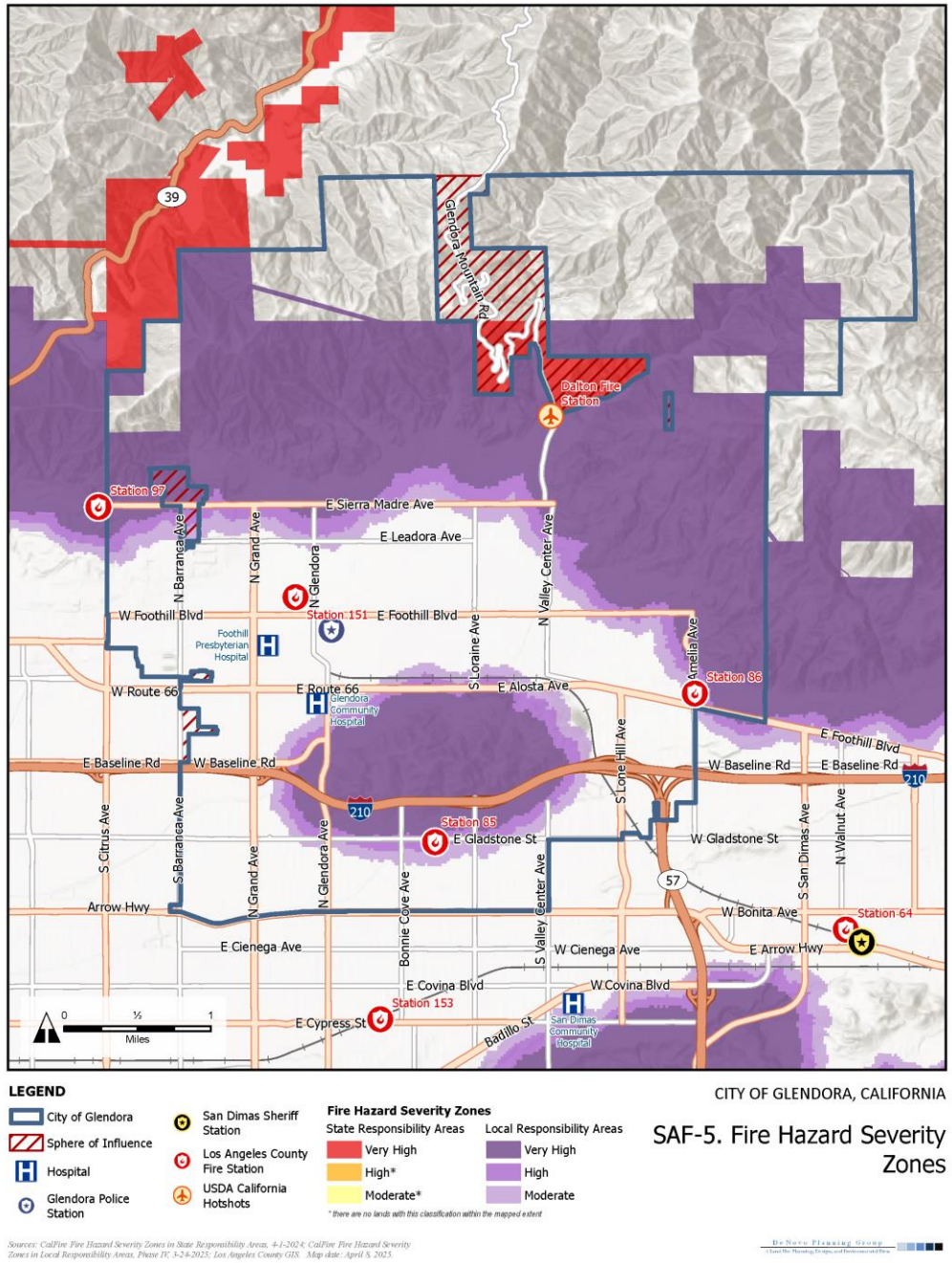
HAZARDOUS MATERIALS

EMERGENCY PREPARATION & RESPONSE

CLIMATE CHANGE AND RESILIENCY PLANNING

Glendora

FIRE HAZARD SEVERITY ZONES MAP



KEY POLICIES – FIRE HAZARDS

- **SAF-2.1** Require all proposed developments to prove that the development can adequately be served by fire flows.

- **SAF-2.4** Require proposed developments, especially those within VHFHSZs, to comply with emergency vehicle access requirements of the Los Angeles County Fire Department (LACoFD) and Glendora Police Department.

- **SAF-2.6** Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.

Glendora

KEY POLICIES – FIRE HAZARDS

- **SAF-2.10** Modify, as feasible, existing non-conforming development to contemporary fire safe standards, including road standards and vegetative hazards.

- **SAF-2.14** Require adequate Fire Protection Plans for new development in VHFHSZs.

- **SAF-2.16** Coordinate with LACoFD to define minimum standards for evacuation of residential areas in VHFHSZs. If areas with inadequate access/evacuation routes are identified, develop appropriate mitigation measures, improvement plans, or educational programs to ensure safe evacuation.

Glendora

KEY POLICIES – DISASTER PREPAREDNESS

- **SAF-9.1** Maintain and update the City's adopted Local Hazard Mitigation Plan and Emergency Operations Plan.
- **SAF-9.4** Require new developments to incorporate appropriate development features and project mitigation measures that avoid natural and human-made hazards.
- **SAF-9.5** Prepare for and support multi-jurisdictional emergency response.
- **SAF-10.1** Provide education and outreach to Glendora residents and business owners on the City's emergency plan.

Glendora

KEY POLICIES – CLIMATE CHANGE AND RESILIENCY PLANNING

- **SAF-15.1** Promote a well-prepared city that can effectively overcome natural disasters and scarcity of resources due to climate change.
- **SAF-15.3** Collaborate with local, regional, state, and/or federal jurisdictions and agencies on climate resiliency and adaptation strategies.
- **SAF-15.6** Implement necessary actions and programs to improve drought impact preparation.
- **SAF-15.7** Promote plans and programs that support sustainable energy sources.

Glendora

NEXT STEPS

- City Council review of Safety Element
- Review and adoption of Local Hazard Mitigation Plan

RECCOMENDATION

THAT THE PLANNING COMMISSION,

Open and conduct the Public Hearing, accept the evidence and testimony presented, and in the absence of substantial testimony to the contrary, recommend to the City Council Approval of the following:

1. Find and Determine that the Safety Element Update is Exempt from the California Environmental Quality Act (CEQA); and
2. Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE UPDATED SAFETY ELEMENT, INCORPORATING THE MOST RECENT FEMA FLOOD INSURANCE RATE MAP"

Glendora

STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**October 7, 2025**
FROM:	**City Clerk**	**DISTRICT(S):**	**Not Applicable**
SUBJECT:	**Affirm minutes from the August 28, 2025 Special Joint Meeting and September 2, 2025 Regular Meeting**		

RECOMMENDATION
That the Planning Commission:

1. Affirm minutes as presented.

STRATEGIC FOCUS AREAS
Not Applicable

EXECUTIVE SUMMARY
The staff report requests affirmation of the minutes from previous meetings. The minutes have been prepared and reviewed in accordance with city procedures and transparency requirements. Affirming these minutes ensures that accuracy with city procedures and transparency requirements. Affirming these minutes ensures the accuracy and integrity of the official record. Staff recommends approval to maintain proper documentation and compliance with meeting protocols.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
No Applicable.

DISCUSSION
Pursuant to the City's standard practices and the Brown Act, meeting action minutes are reviewed and affirmed by the legislative body to ensure transparency and accuracy in government proceedings. The action minutes for the August 28, 2025, Joint City Council and Planning Commission meeting and September 2, 2025 Regular meeting were compiled based on staff notes and official recordings. No requests for revisions or amendments have been received to date.

By affirming minutes, legislative bodies acknowledge their accuracy and preserve them as an official record of the meeting. If any corrections or amendments are desired, they can be addressed before final affirmation.

FISCAL IMPACT
There is no fiscal impact associated with this action.

ENVIRONMENTAL DETERMINATION
There is no CEQA impacts associated with the recommendations in this report.

Prepared By: Lorena Cordova, City Clerk Specialist

Concurs With:	Not Applicable
Reviewed By:	Kathleen, Sessman, City Clerk/Communications Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Not Applicable
Legal Review:	Not Applicable
CEQA Review:	Not Applicable

Attachments

A_August_28_2025_Special_Meeting_Minutes.pdf

B_September_2_2025_Planning_Commission_minutes.pdf

City of Glendora Minutes
Special Meeting

Tuesday, August 28, 2025
Bidwell Forum, 140 S. Glendora Avenue
Virtually via Zoom ID# 9329247224

CALL TO ORDER
The Special Joint meeting of the Glendora City Council and Planning Commission was called to order at 6:36 PM.

ROLL CALL
Council Members Present: Karen Davis, Shaunna Elias, Mendell Thompson, Mayor Pro Tem Michael Allawos, and Mayor David Fredendall

Planning Commissioners Present: Brian Faber, Wendy Jarvie, Paulette Koss, and Chair Timothy Cremins

Planning Commissioners Absent: Vice-Chair Mark Davis

City Staff Present: City Manager Adam Raymond, City Attorney Danny Aleshire, Assistant City Manager Moises Lopez, Community Development Director Jeff Kugel, City Planner Mark Carnahan, Principal Planner Hans Friedel, Media Specialist Craig Gill, Senior Media Specialist, Senior Office Assistant Tori Tevelow, City Clerk Specialist Lorena Cordova, and Deputy City Clerk/Records Manager Roxanne Breceda

Mayor Fredendall requested that the agenda be reordered so that Public Comment will be invited directly after staff's presentation. There were no objections, agenda was reordered.

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was led by Mayor Fredendall.

NEW BUSINESS
2. Review and Provide Feedback on an Ordinance Proposing to Amending Title 21 (Zoning) of the Glendora Municipal Code to Establish Objective Design Standards and Streamline Existing Regulations in Alignment with the City's Adopted Housing Element and State Law

A staff presentation was made.

Comments and correspondence were received from: Emilia Herrera, James Menetrey, Paulette Koss, Judy Nelson, Hannah Cina, Michael Albers, Alicia Cole, T.J. Santarelli, Ann Marie Loy, Bob Moore, and Luisa Damico.

Discussion included General Plan update timeline; Glendora Avenue and Glendora Avenue/Foothill Boulevard Zoning District development standards; comprehensive General Plan public engagement, including the community input survey; provisions of state law regulations; zoning versus objective design guidelines; approval processes for the Planning Commission and City Council regarding objective design standards; requirement of 80% of the maximum number of units of the adopted housing site development of the property; user guide checklist for applicant requirements; fire prevention and mitigation measures such as steel door solutions; Senate Bill

(SB) 721 balcony law compliance and material recommendations; architectural styles; exemptions for garages; driveway material limitations; the Glendora Station Plan townhall meeting; housing with pools for seniors; public art ordinance provisions for commercial buildings; and distinctions between objective and non-objective design standards; homeowner affordable housing exemptions; maintaining community character in required development; housing accountability units and local barriers under SB 9; survey participation-approximately 600 responses for the Glendora community compared to the average of 200 standard; 20-foot driveway standards in the draft ordinance; parking and annual permit exemptions; eave styles; recreational vehicle ordinance design; and general support for the architectural styles presented.

For the record City Manager Raymond confirmed that the consensus of the City Council and the Planning Commission is for staff to revise the number of architectural styles and provide clarification on the off-street parking and recreational vehicle parking.

ADJOURNMENT
Special Joint meeting of the Glendora City Council and Planning Commission was adjourned at 9:06 PM with Mayor Fredendall adjourning the City Council meeting and Chair Cremins adjourning the Planning Commission meeting.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Minutes were approved on September 9, 2025 by the City Council and on _____ by the Planning Commission.

City of Glendora Minutes
Regular Meeting

Tuesday, September 2, 2025
City Hall Council Chamber
116 E. Foothill Boulevard

CALL TO ORDER
The Planning Commission regular meeting was called to order at 7:01 PM.

ROLL CALL
Members Present: Brian Faber, Paulette Koss, Wendy Jarvie, Vice-Chair Mark Davis, Chair Timothy Cremins

Members Absent: None

Staff Present: Community Development Director Jeff Kugel, Assistant City Attorney Jessica Santiago, City Planner Mark Carnahan, Senior Planner Yalini Siva, Planning Technician Ryan Alcazar, Digital Media Specialist Craig Gill, Senior Digital Media Specialist Greg Morton, and City Clerk Specialist Lorena Cordova

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was led by Chair Cremins.

REORDERING OF AND ADDITIONS TO THE AGENDA
There were no requests received.

PUBLIC COMMENT
1. Public Comments received
   There was no one wishing to provide comment.

MEMBER STATEMENTS/REPORTS
There were no statements or reports given.

DIRECTOR/STAFF LIAISON AND ATTORNEY STATEMENTS
Community Development Director Kugel reported on the Special Joint meeting held with the City Council on the objective design guidelines; and announced that a community workshop will be scheduled to discuss Station Area Vision Plan, and introduced new Assistant City Attorney Jessica Santiago.

Assistant City Attorney Santiago introduced herself.

PUBLIC HEARINGS
2. Conditional Use Permit (CUP) to allow the sales of beer, wine, and distilled spirits for on-site consumption, in conjunction with an existing restaurant (Type-47 On-Sale General Eating Place), located at an existing golf course (Glen Oaks Golf Course) at 200 W. Dawson Ave (PLN18-0029)

   Item title was read into the record, and the Public Hearing was declared open.

A staff presentation was made and applicant Paul Wellenstien made a report.

Public Testimony period was opened. There was no one wishing to provide testimony, so the Public Testimony period and Public Hearing were closed.

Following discussion, a motion was made by Commissioner Koss, seconded by Commissioner Faber, that the Planning Commission 1. Adopt a Categorical Exemption pursuant to §15301 (Class 1 – Existing Facilities) of the California Environmental Quality Act Guidelines (CEQA); and 2. Adopt **Resolution PC 2025-13** entitled, "A RESOLUTION OF THE PLANNING COMMISSION TO AMEND CONDITIONAL USE PERMIT (CUP NO. PLN 18-0029) TO A TYPE 47 ALCOHOL LICENSE (ON-SALE GENERAL - EATING PLACE) FOR ON-SITE CONSUMPTION IN CONJUNCTION WITH AN EXISTING ON-SITE RESTAURANT, LOCATED AT 200 WEST DAWSON AVENUE (APN 8641-007-918)." The motion carried 5 - 0 as follows: AYES: Faber, Koss, Jarvie, Davis, Cremins; NOES: None; ABSENT: None; ABSTAIN: None.

CONSENT CALENDAR
A motion was made by Vice-Chair Davis, seconded by Commissioner Koss, to approve Consent Calendar Item #3 as presented. Noting Chair Cremins abstention as he was not present. Motion carried 4 - 0 - 1 as follows: AYES: Faber, Koss, Jarvie, Davis; NOES: None; ABSENT: None; ABSTAIN: Cremins.

3. Affirm minutes from the July 1, 2025 Planning Commission meeting

The Planning Commission affirmed minutes as presented.

MEMBER/STAFF CLOSING COMMENTS
City Planner Carnahan confirmed that an October 7, 2025 Planning Commission meeting will be required.

Vice-Chair Davis thanked City staff involved with the 50's Flashback.

ADJOURNMENT
Meeting adjourned at 7:19 PM.

Lorena Cordova
City Clerk Specialist

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Minutes were approved on _____.