David Fredendall, Mayor, District 2
Michael Allawos, Mayor Pro Tem, District 1
Karen Davis, Council Member, District 4
Shaunna Elias, Council Member, District 3
Mendell Thompson, Council Member, District 5

CITY COUNCIL, SUCCESSOR AGENCY AND HOUSING AUTHORITY

6:00 PM CLOSED SESSION
7:00 PM GENERAL SESSION

Tuesday, October 28, 2025, 6:00 PM
City Hall Council Chamber
116 E. Foothill Boulevard, Glendora

AGENDA

CALL TO ORDER

ROLL CALL

CLOSED SESSION

1. CONFERENCE WITH LABOR NEGOTIATOR A closed session will be held, pursuant to Government Code §54957.6 to conduct labor negotiations with the City Manager Adam Raymond, City Attorney Danny Aleshire, Assistant City Manager Moises Lopez, Deputy City Manager Marie Ricci, and Finance Director Kyle Johnson. Employee Organization: Glendora Management Association (GMA).

INVOCATION AND PLEDGE OF ALLEGIANCE

In permitting a nonsectarian invocation, the City does not intend to proselytize, advance, or disparage any faith or belief. Neither the City nor the City Council endorses any particular belief or form of invocation.

HIGH SCHOOL STUDENT REPORTS

2. High School Student Reports

REORDERING OF AND ADDITIONS TO THE AGENDA

PUBLIC COMMENT

The City of Glendora encourages community participation at its public meetings. Speakers are limited to three minutes, and time may not be shared or transferred. A total of 30 minutes is reserved for public comment, which may be extended by majority vote of the legislative body. At regular meetings, comments may address both agenda and non-agenda items during the Public Comment portion, with additional opportunities to speak provided during Public Hearings. At special meetings, public comment is limited to agenda items. Residents may participate in person or submit comments by email, phone, mail, or other available methods. Participation options may be adjusted if a State of Emergency, Health Order, or Executive Order limits in-person attendance. For more information, see the Guide to Public Meetings and Participating in Public Meetings on the City's website at www.cityofglendora.gov/citymeetings.

3. Public Comments Received

MEMBER STATEMENTS/REPORTS

CITY MANAGER AND CITY ATTORNEY STATEMENTS

SPECIAL ITEMS

4. A Proclamation proclaiming October 23-31, 2025 as Red Ribbon Week

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.

5. Public Hearing to consider adopting 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 for the City Council:

— 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);" and

— 3. Direct the preparation of a summary of the Ordinance for publication pursuant to Govt. Code 36933 and Resolution CC 2018-40.

6. Public Hearing to consider a Resolution adopting an Update to the General Plan Safety Element (PLN22-0043)

Recommended Action for the City Council:

— 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 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, AND FINDING THE PROJECT IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)"

7. Public Hearing for 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 for the City Council:

— 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)."

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 Consent Calendar is approved. Anyone wishing to address a Consent Calendar item should do so during the Public Comment Period.

8. Affirm minutes from the October 14, 2025 Meeting

Recommended Action for the City Council, Successor Agency and Housing Authority:

— 1. Affirm minutes as presented.

9. City of Glendora and Glendora Successor Agency Investment Report for September 2025

Recommended Action for the City Council and Successor Agency:

— 1. Receive and file the Monthly Investment Activity Report for September 2025.

10. Accept the Office of Traffic Safety (OTS) Selective Traffic Enforcement Program (STEP) Grant PT26120 award and authorize an increase in estimated revenues in the amount of $120,000 and appropriate expenditures in the same amount to the OTS Account #28250940

Recommended Action for the City Council:

— 1. Accept the Office of Traffic Safety STEP Grant PT26120 award; and

— 2. Authorize an increase in estimated revenues and a supplemental appropriation in the amount of $120,000 in the OTS STEP Grant Fund 282.

11. Approve the Agreement with Miracle Playground Sales for Shade Structure for Gladstone Park in an amount not to exceed $186,141

Recommended Action for the City Council:

— 1. Adopt a CEQA Notice of Exemption for Capital Improvement Project Gladstone Park Shade Structure and Picnic Site Installation;

— 2. Approve an Agreement with Miracle Playground Sales for Gladstone Park Shade Structure and Picnic Site Installation in the amount of $186,141; and

— 3. Authorize the City Manager or his designee to execute the agreement with Miracle Playground Sales including minimal and/or non-substantive changes.

12. Authorize the Purchase of Ten Workstations and Related Furniture

Recommended Action for the City Council:

— 1. Authorize the Purchase of Ten Workstations and Related Furniture from Government & Business Interiors, LLC in an amount not to exceed $85,000; and

— 2. Approve a supplemental appropriation in FY 2025-27 Adopted Two-Year Budget in the amount of $85,000 split $42,500 from Capital Project Fund (Fund 301) and $42,500 from Water Capital Project Fund (Fund 502).

NEW BUSINESS

13. Award a five-year (5) Professional Service Agreement to Axon Enterprise, Inc. to consolidate current body worn camera, fleet camera, and interview camera agreements, and include the upgrade of several current products, the purchase of new taser devices, and replacement of body worn cameras and fleet cameras for an amount not to exceed $1,397,498.67

Recommended Action for the City Council:

— 1. Award a Master Services and Purchasing Agreement with Axon Enterprise, Inc. (Axon) in an amount not to exceed $1,397,498.67 over a five (5) year period;

— 2. Authorize the Police Chief to execute any necessary contingency in an amount not to exceed 5% of the original contract amount;

— 3. Authorize the City Manager to execute the Agreement; and

— 4. Approve supplemental appropriations in the amount of $100,000 in Asset Forfeiture (Fund 281) and $77,000 in Community Oriented Policing Services (Fund 275) in the FY2025-27 Adopted Two-Year Budget.

14. Introduction and First Reading of an Ordinance Approving the 2025 City-Wide Engineering and Traffic Speed Surveys and Declaring Speed Limits

Recommended Action for the City Council:

— 1. Waive full reading, read by title only, and introduce for first reading an ordinance titled, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING THE 2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY AND AMENDING THE GLENDORA MUNICIPAL CODE TO DETERMINE AND DECLARE PRIMA FACIE SPEED LIMITS;" and

— 2. Direct staff to prepare a Summary Ordinance for Publication.

15. Capital Improvement Update

Recommended Action for the City Council:

— 1. Receive and file the FY 2025/26 Capital Improvement Program Update.

16. First Reading and Introduction of Ordinance adopting the 2025 California Building Standards Codes

Recommended Action for the City Council:

— 1. Waive full reading, read by title only, and introduce for first reading an ordinance titled “AN ORDINANCE OF THE CITY OF GLENDORA, CALIFORNIA, ADOPTING THE 2025 EDITIONS OF THE CALIFORNIA ADMINISTRATIVE CODE; CALIFORNIA FIRE CODE; CALIFORNIA BUILDING CODE; CALIFORNIA EXISTING BUILDING CODE; CALIFORNIA HISTORICAL BUILDING CODE; CALIFORNIA MECHANICAL CODE; CALIFORNIA PLUMBING CODE; CALIFORNIA WILDLAND-URBAN INTERFACE CODE; CALIFORNIA ELECTRICAL CODE; CALIFORNIA RESIDENTIAL CODE; CALIFORNIA GREEN BUILDING STANDARDS CODE; CALIFORNIA REFERENCED STANDARDS CODE; AND CALIFORNIA ENERGY CODE; INCLUDING SELECTED APPENDICES THERETO;" and,

— 2. Direct the preparation of a summary of ordinance for publication pursuant to Govt. Code 36933 and Resolution CC 2018-40.

17. Consider Approval of City Attorney Rate Increases and an Amendment to the City Attorney Contract

Recommended Action for the City Council:

— 1. Authorize an increase in some of the hourly billing rates for the City Attorney’s Office;

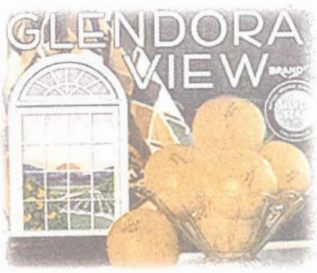
— 2. Approve an Amendment to the Contract Services Agreement for City Attorney Services, dated March 13, 2018; and

— 3. Authorize the Mayor to execute the Amendment to the Contract Services Agreement.

MEMBER/STAFF CLOSING COMMENTS

ADJOURNMENT

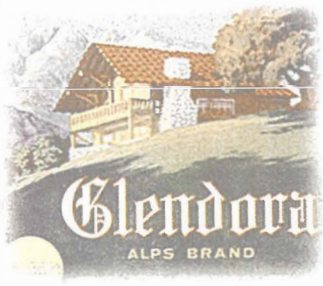
Date Posted: October 21, 2025 04:53 pm











Proclamation

The City of Glendora

State of California

WHEREAS, *Alcohol and other drug abuse in this nation has reached epidemic stages; and*

WHEREAS, *It is imperative that visible, unified prevention education efforts by community members be launched to eliminate the demand for drugs; and*

WHEREAS, *The National Family Partnership is sponsoring the National Red Ribbon Campaign offering citizens the opportunity to demonstrate their commitment to drug-free lifestyles (no use of illegal drugs, no illegal use of legal drugs); and*

WHEREAS, *The National Red Ribbon Campaign will be celebrated in every community in America during "Red Ribbon Week", October 23-31; and*

WHEREAS, *Businesses, government, parents, law enforcement, media, medical, religious institutions, schools, senior citizens, service organizations, and youth will demonstrate their commitment to healthy, drug-free lifestyles by wearing and displaying Red Ribbons during this week-long campaign; and*

WHEREAS, *The theme for Red Ribbon Week is, "Life is a Puzzle, Solve it Drug Free"*

WHEREAS, *The City of Glendora further commits its resources to ensure the success of the Red Ribbon Campaign;*

NOW, THEREFORE, *we, the City Council of the City of Glendora, do hereby proclaim the week of October 23-31, 2025, as*

"Red Ribbon Week"

in Glendora, California and encourage everyone to participate in drug prevention education activities, not only during Red Ribbon Week, but throughout the year, making a visible statement that we are strongly committed to a drug-free community.

IN WITNESS WHEREOF, *I have hereunto set my hand and caused the Seal of the City of Glendora to be affixed this 28th day of October 2025.*

City of Glendora

David Fredendall

David Fredendall, Mayor

Michael Allawos, Mayor Pro Tem
Karen Davis, Council Member
Mendell Thompson, Council Member
Shaunna Elias, Council Member



STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Public Hearing to consider adopting 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 City Council:

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);" and
3. Direct the preparation of a summary of the Ordinance for publication pursuant to Govt. Code 36933 and Resolution CC 2018-40.

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 and 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/Balcony material restrictions | The use of real wood for decking was eliminated in nonstructural roles as an option due to concerns of safety and durability for multifamily, commercial, industrial, and mixed use developments.
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.
5. Top Edge Treatment | The following language was added to all architectural styles to address concern over the lack of dimensionality of roof overhangs and top edge treatments:
   "Top Edge Treatment. Building facades shall incorporate a top edge treatment consisting of either: (a) a roof overhang or awning projecting a minimum of twelve (12) inches; or (b) for flat-roofed buildings, a decorative molding with a minimum height of six (6) inches for single-story facades projecting at least one-half (1/2) inch from the wall plane, and twelve (12) inches for multi-story facades, projecting at least two (2) inches from the wall plane. Wrapping the wall surface with the same material (e.g., roof tiles) shall not constitute compliance. The overhang or molding shall be clearly expressed as a distinct architectural element through the use of differentiated materials and/or color."
6. Additionally, technical comments from the roundtable discussion were incorporated into the revised draft.

The Planning Commission recommended approval of the ODS and Code Cleanup Ordinance at their October 7th, 2025 public hearing.

***[Proposed]* 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.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.*

Table 1: State Law ODS Summary Table

Law / Bill	Applies To	Key Requirement
SB 35	Multifamily/mixed-use affordable housing	Objective design standards mar
SB 330	All qualifying housing projects	Ban on new subjective standard
GC (§ 65589.5)	Housing with objective compliance	Approval required if meets all ob
SB 9	Duplexes and lot splits	Compliance only with objective s
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 enforcemer
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 web page. 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:

1. **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.
2. **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 preapproved 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.
3. **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.
4. **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.
5. **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.
6. **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.
7. **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:	Brian Faber, Chair / Planning Commission
Reviewed By:	Mark Carnahan, City Planner
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A. Ordinance 10-8-2025 Draft.pdf
B_Users_Guide.pdf
C_CEQA_Notice_of_Exemption.pdf
D_Notice_of_Public_Hearing_CC.pdf
E_Summary_for_Publication_1st_and_2nd_Reading.pdf
F_Survey.pdf
G_Complete_Survey_Results.pdf
H_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:

i. 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.

ii. 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.

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

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

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

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

b. 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.

c. 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.~~

2. 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.

3. 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.

4. 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.

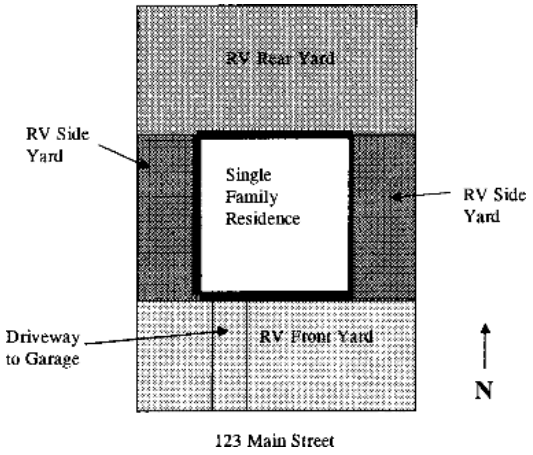
"RV street side yard" for the purposes of RV storage means the RV yard area adjacent to a street on a corner lot between the RV front yard as determined by the corner lot RV front yard definition and the RV rear yard.

"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.

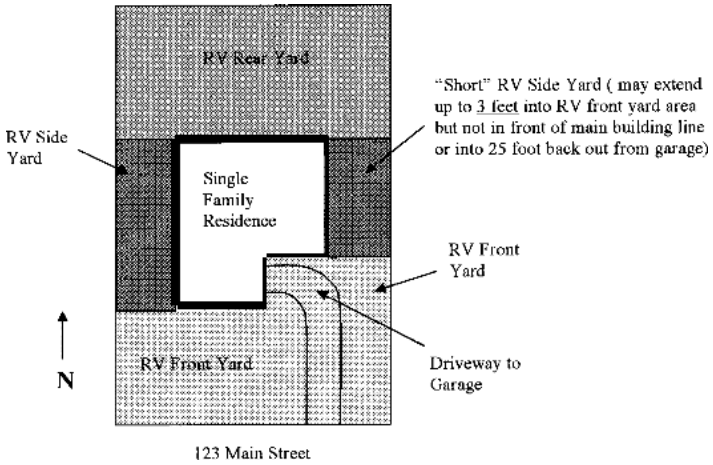
"Irregular nonconforming RV lot side yard" means the side yard for the narrowest side beginning at the side of the driveway farthest from the residence to the side property line of the narrowest side and extending from the front property line to the RV rear yard.

RV Yard Area Diagrams Examples (no scale):

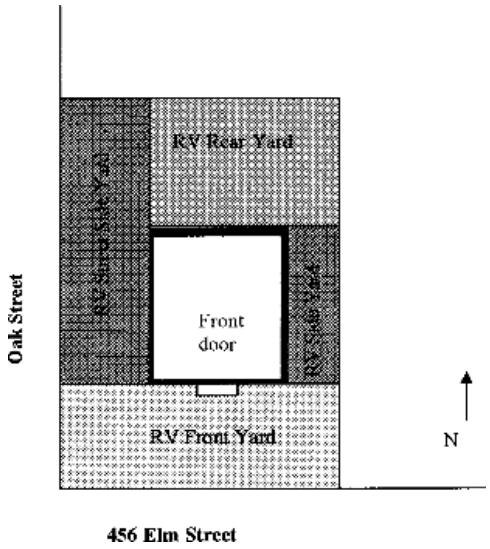
Square residential layout



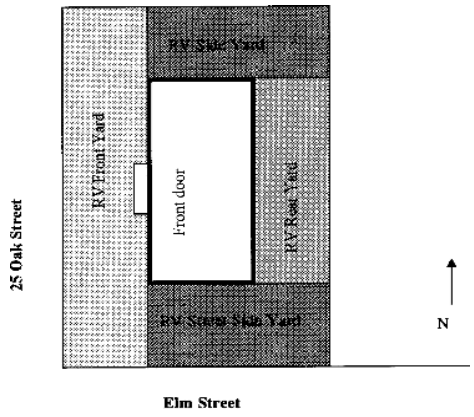
"L" residential layout



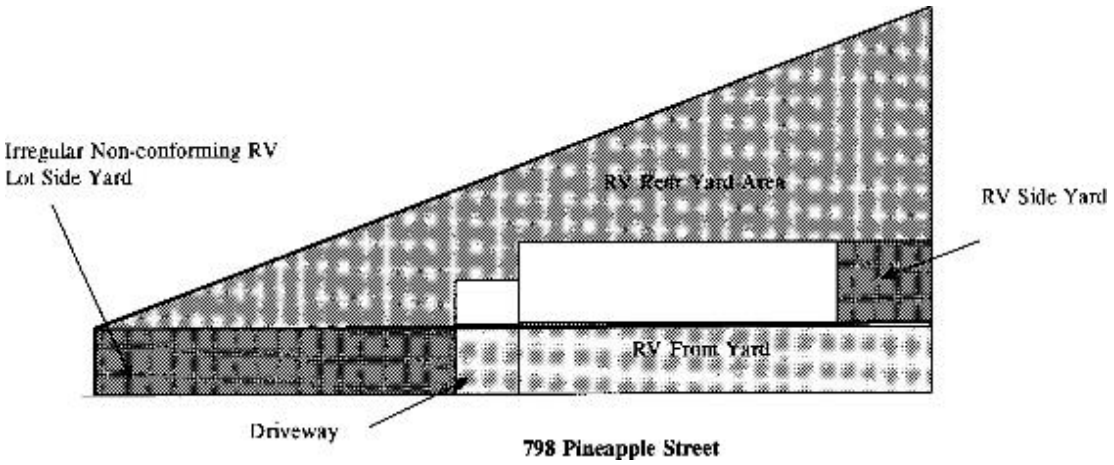
Corner lot RV yard area – Address and front door facing narrowest street frontage



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.

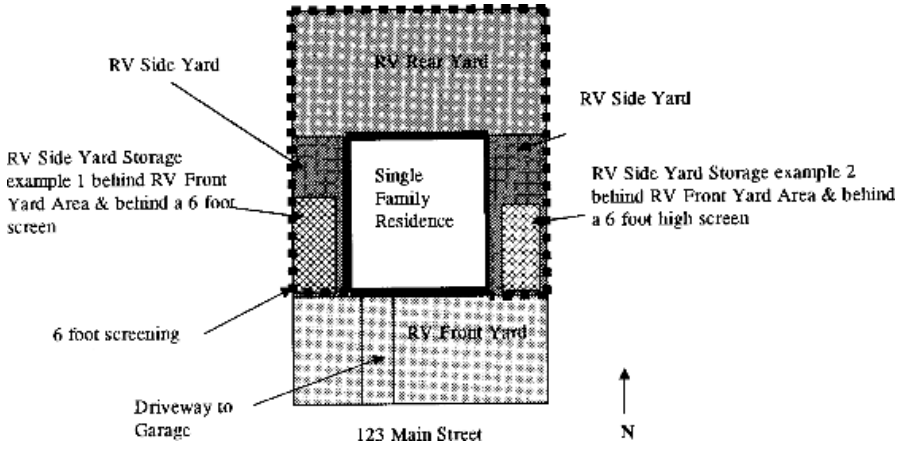
Temporary RV parking on public streets for any period of time is administered through Chapter 10.12 of the Glendora Municipal Code.

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.

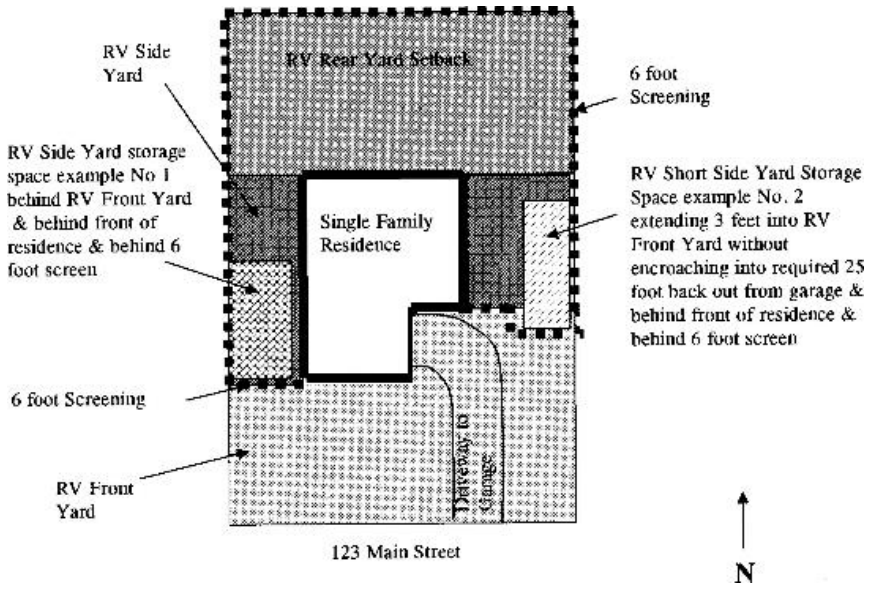
c. Side Yard RV Storage. Recreational vehicle storage is permitted in the RV side yard area behind the front setback and behind the RV front yard provided it is screened to a height of six feet as required by this title.

RV side yard storage examples:

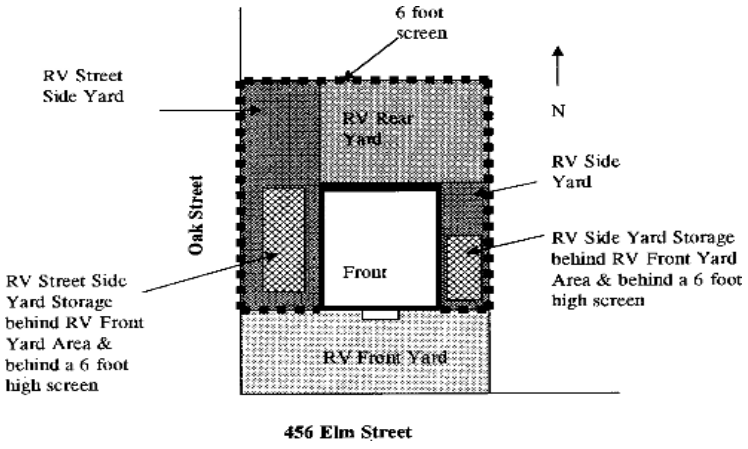
Side yard RV storage – Square residential building layout



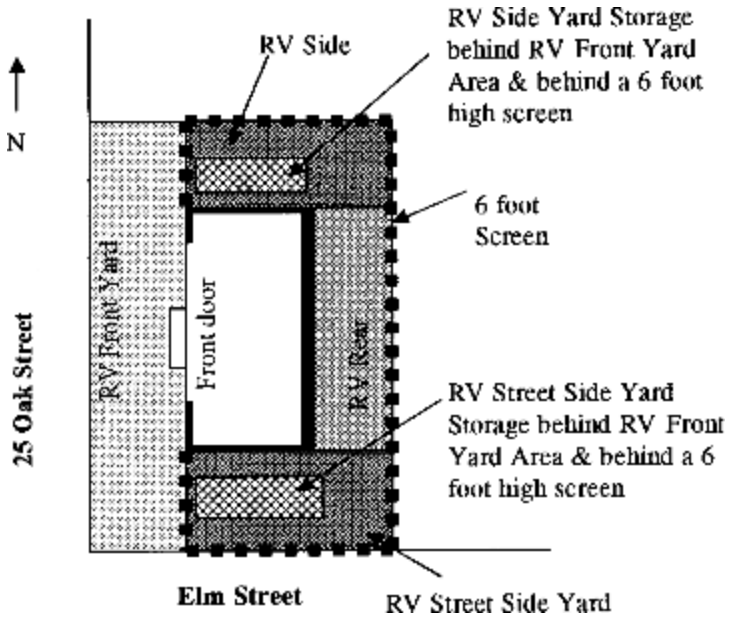
Side yard RV storage – "L" residential building layout



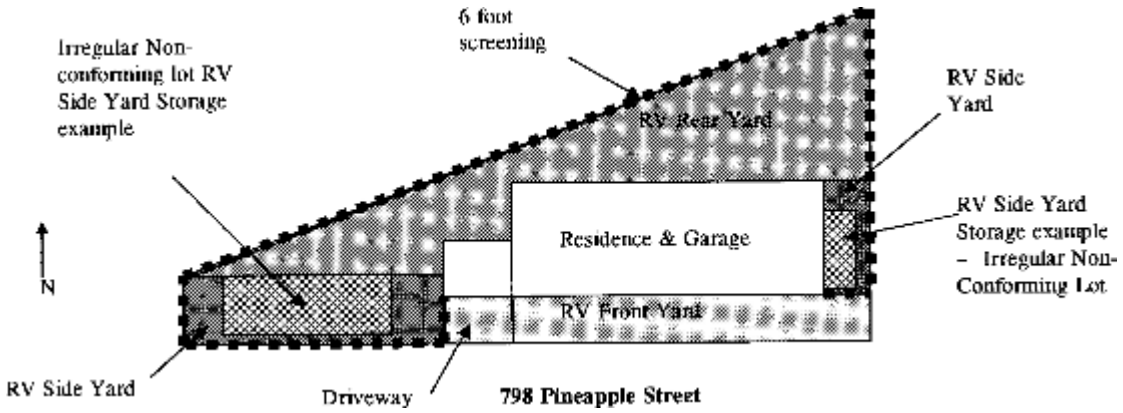
Side yard corner lot RV storage, address and front door on narrowest frontage



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.

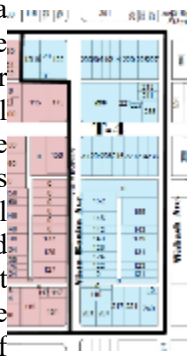
B. CCAP Zone Subdistricts.



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.

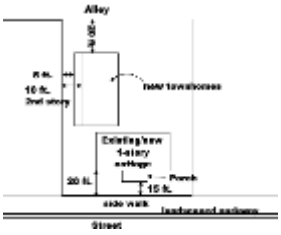
   d. Nonconforming lots: refer to Section 21.03.030(B) of this title.

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.

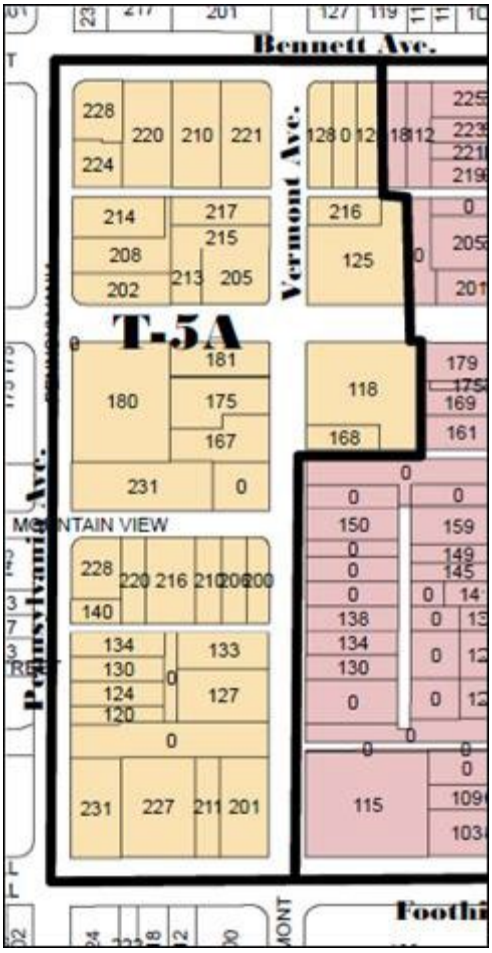
d. Unless the selected architectural style indicates otherwise, all building wall planes shall provide thoughtful articulation using variations in wall planes, window fenestration and entry openings to break up wall planes. Large expanses of blank walls are strongly discouraged.

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.

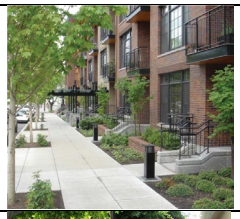
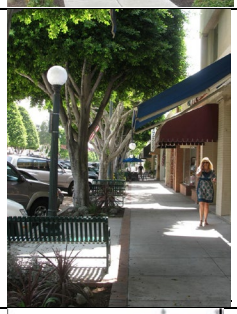
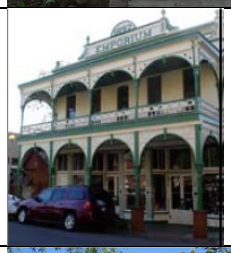
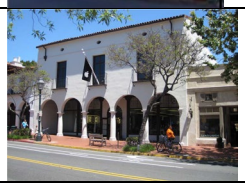
~~2. CCAP Design Standards Table of Contents.~~

   ~~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).~~

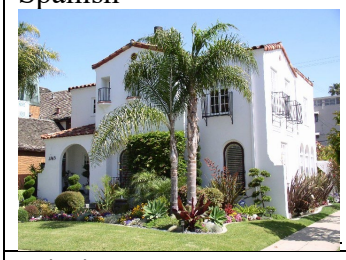
~~e. Subsection N, Table of Landscape Standards.~~

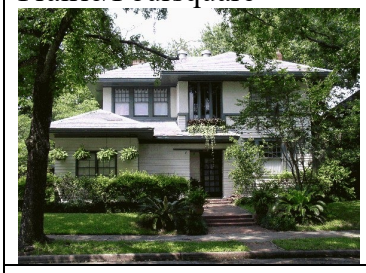
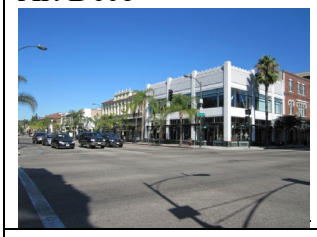
~~L. Table of Frontage Types Allowed (Shaded) in Each Subdistrict.~~

~~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:

i. 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.

ii. The business shall provide clean, attractive, serviceable, and sturdy furniture.

(A) 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.

(B) 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.

(C) The restaurant owner shall keep the outdoor dining area clean and clear of trash or other debris.

(D) 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.

(E) 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.

(F) 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.

(G) 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.

(H) 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.

(I) Lighting shall not face the street, be pointed downward, and shielded to prevent light glare.

iii. Overhead hanging electrical cords are prohibited.

(A) Violations of the agreement may result in penalties including fines and revocation of an Agreement to use the public right-of-way.

(B) 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.

(C) 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:

(A) 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.

(B) A conditional use permit has been approved for alcoholic beverage service, including the provision for outdoor dining.

(C) The California Department of Alcoholic Beverage Control has issued a license for the sale and service of alcoholic beverages.

(D) 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.

(E) 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.

1. 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

a. Submittal Requirements. A complete outdoor dining application in addition to the following submittal attachments:

i. 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.

ii. 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.

iii. 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.

iv. Outdoor dining site plan review application and application fees as adopted by council resolution.

a. 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~~



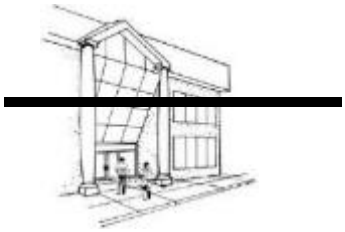
~~2. Human Scale. Develop buildings that include human-scale details, pedestrian amenities, and create new linkages between and within developments where possible.~~

~~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~~



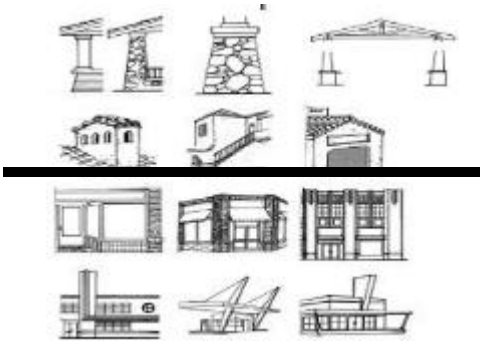
~~Building with Few Human Scale Qualities~~



~~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~~



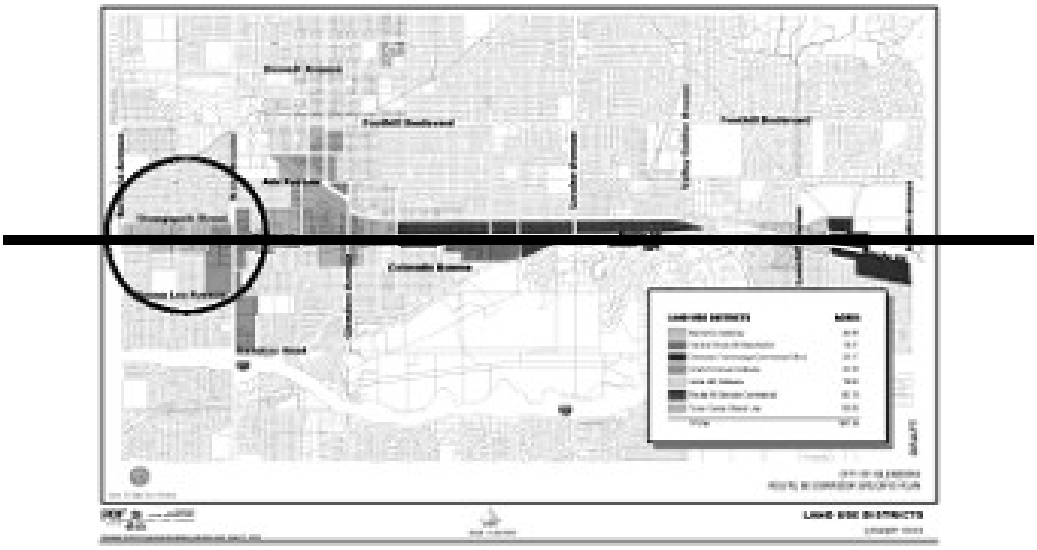
~~Unpleasant Development Character Created Through Uncoordinated Building Design, Open Space Placement, and Miscellaneous Streetscape~~

~~(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.~~

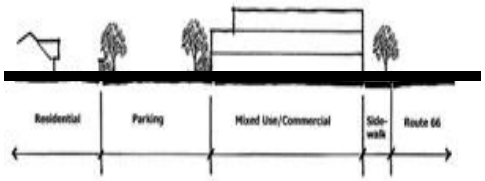
~~As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~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.~~

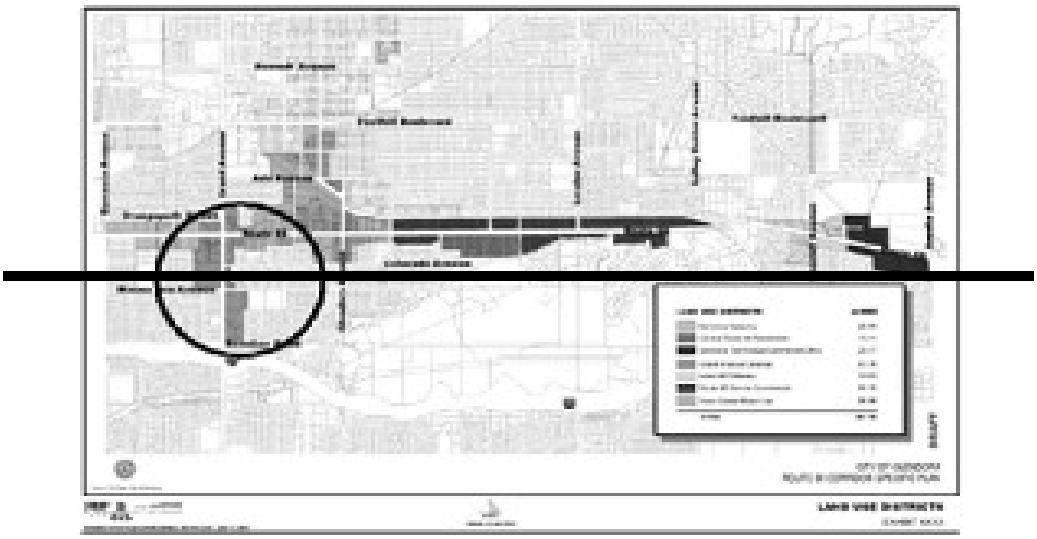
~~b. Relationship Between Building and Rear Yard – Setback, Buffer and Stepback. Within the Barranca gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66-fronting development sharing rear property lines with residential neighborhoods. 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.~~

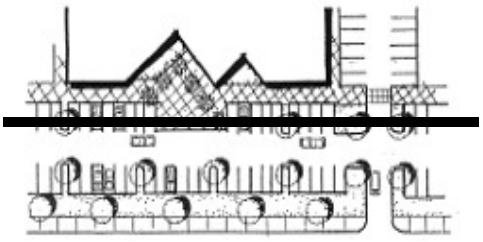
~~i. A primary commercial node;~~
~~ii. Primary southern gateway;~~
~~iii. Higher intensity commercial development;~~
~~iv. Capture local and regional market;~~
~~v. Auto-oriented gateway.~~

~~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.~~

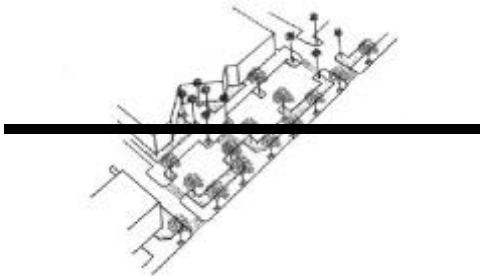
a. Relationship Between Building and Street – Setback from Street – Balanced Parking Orientation. For the Grand Avenue commercial gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with generous parking lot landscaping, and 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.



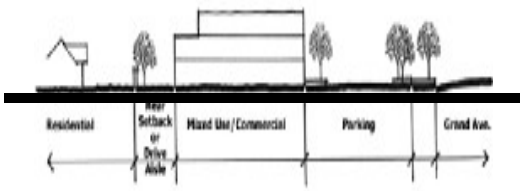
Relationship Between Building and Street: Setback from Street – Balanced Parking Orientation is Encouraged for the Grand Avenue Commercial Gateway District (Plan View above; Axonometric View below)



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.

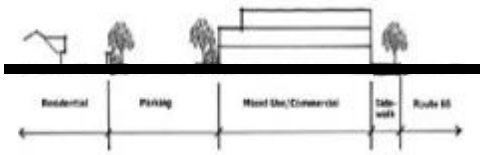
i. Within the town center mixed use district, three relationships between buildings and rear yard areas exist that require specific design guidance:

(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:

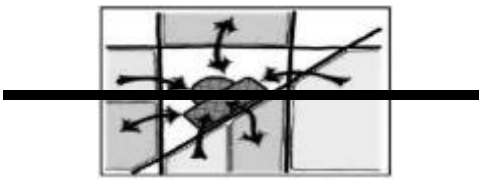
(A) Introducing generous landscaping along rear property line to optimize buffer.
(B) Installing low-scale light standards, using light shields, and setting back building to minimize light spillover from parking area and building to adjacent properties.
(C) Stepping back upper stories of buildings and 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)

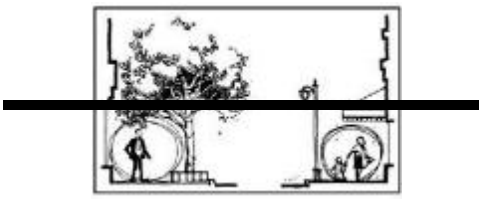


c. Transit Supportive Design Guidelines. Unlike the other districts within the specific plan area, the town center mixed use district will realize transit-supportive development and redevelopment as a result of future service by the Metro Gold Line (light rail). To optimize the benefits of light rail 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.

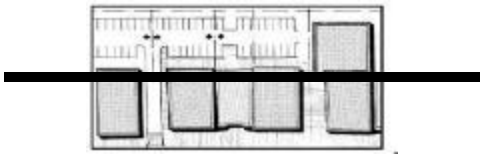


ii. All projects within the town center mixed use district should demonstrate pedestrian orientation by including weather protection (sun, wind, rain) elements such as awnings, colonnades, or canopies; building entrances and storefronts fronting on a segment of the pedestrian system; and the use of interesting paving, pedestrian scale lighting, benches, fountains, bicycle racks, trash receptacles, landscaping, public art, and/or other similar amenities.

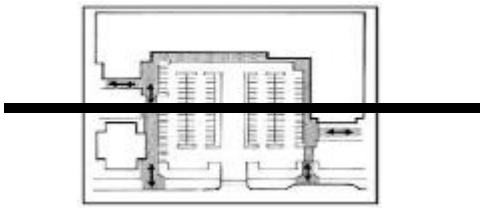


iii. Encourage shared (reciprocal access) parking, centrally located public parking, structured parking, to encourage transit use, walking, and bicycling and to maximize the development potential of sites within the town center mixed use district.

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.

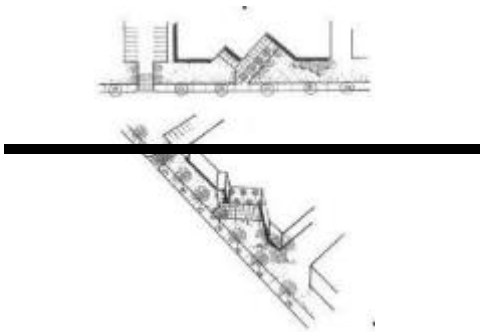
2. Character Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Route 66 service commercial district within the Route 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.~~

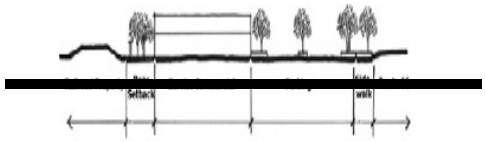
~~i. Within the Route 66 service commercial district, two primary relationships exist between buildings and rear yard areas that require specific design guidance:~~

~~(A) Rear yard adjacent to rail property;~~
~~(B) Rear yard adjacent to wash or hillside.~~

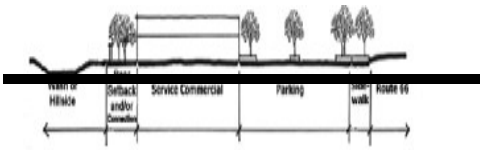
~~ii. On the north side of Route 66, the focus of Route 66 fronting properties is on providing an adequate and aesthetic buffer from the adjacent rail corridor. On the south side of Route 66 fronting properties share rear property lines with the Big Dalton Wash and the South Hills. A generous landscaped 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.~~

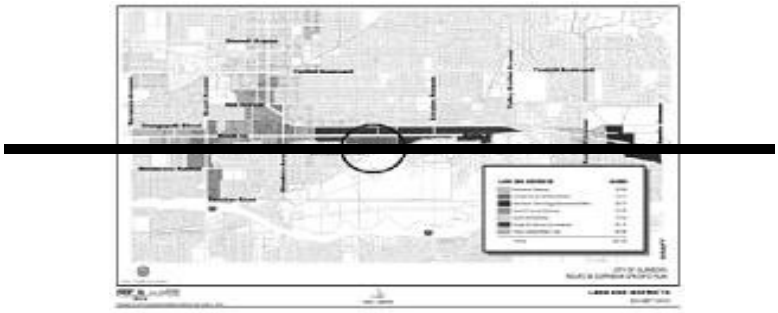
~~Buffer and/or Connection Relationship Between Buildings and Rear Yards Adjacent to Railroad Property is Encouraged for the Route 66 Service Commercial District~~



~~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.

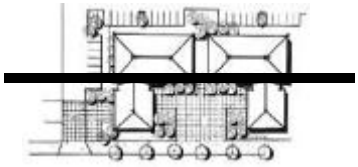
a. Relationship Between Building and Street - Setback from Street - Landscape Orientation and Street Adjacent - Pedestrian Orientation. For residential development within the central Route 66 residential district, this edge treatment encourages landscaped setbacks between buildings and streets, interrupted 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:

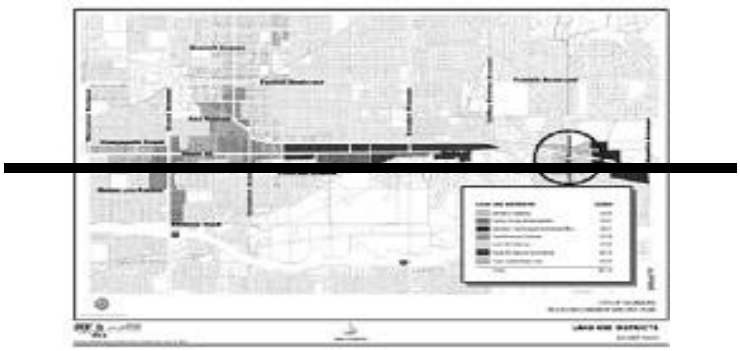
(A) Rear yard of residential development adjacent to wash;
(B) Rear yard of commercial development adjacent to wash.

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.

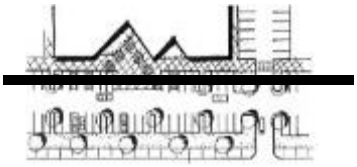
i. Streetscape enhancement;
ii. View preservation;
iii. Locally-serving commercial node;
iv. Capitalize on adjacent employment.

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.

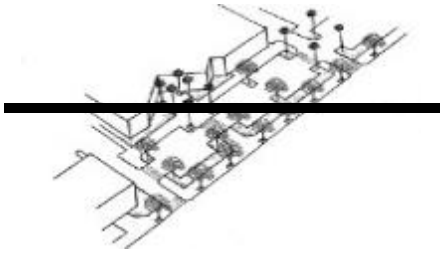
a. Relationship Between Building and Street – Setback from Street – Balanced Parking Orientation. For the Lone Hill gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with parking lot landscaping, and generous landscaped parkways 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.



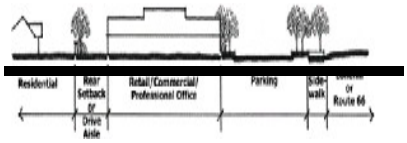
Relationship Between Building and Street: Setback from Street – Balanced Parking Orientation is Encouraged for the Lone Hill Gateway District (Plan View above; Axonometric View below)



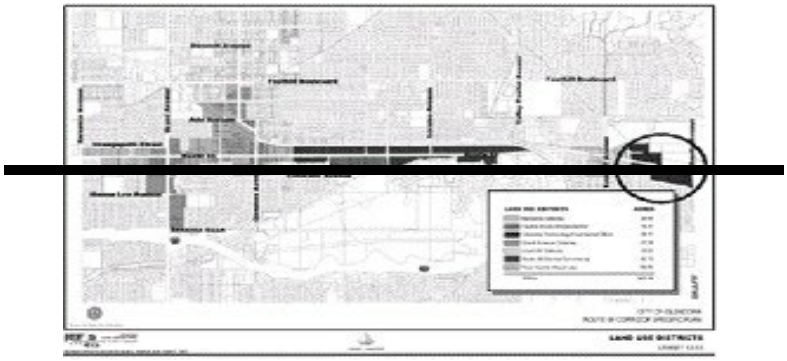
b. Relationship Between Buildings and Rear/Side Yards – Buffer and Stepback. Within the Lone Hill gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Lone Hill-fronting development sharing rear property lines with residential neighborhoods. For 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.~~

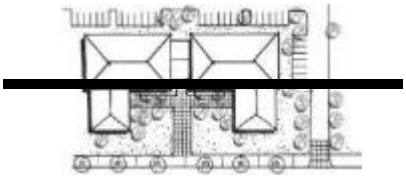
~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Glendora technology, commerce, and office district 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.~~

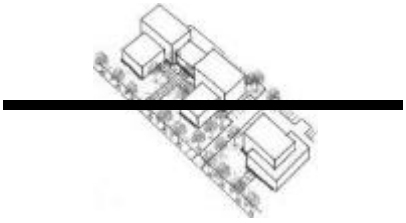
~~i. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~(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)

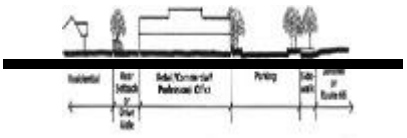


b. Relationship Between Buildings and Rear Yards – Buffer and Stepback. Within the Glendora technology, commerce, and office district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66 fronting development sharing rear property lines with residential 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.

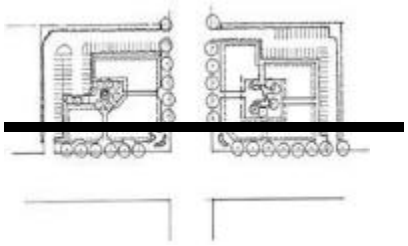
i. Pedestrian-oriented site planning and design;
ii. Provision for public spaces, plazas and courtyards;
iii. Minimum height, mass and scale standards to highlight the importance of the intersection;
iv. Provision for a mix of office/retail uses;
v. Excellence of architectural design, materials and landscaping 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:

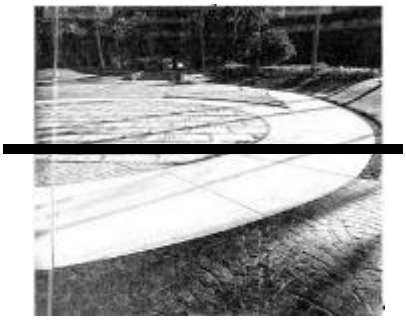


c. Materials and Colors. The overuse of stucco façade treatment is discouraged. Developers are encouraged to incorporate other façade materials including wood, stone, metal and glass in the design. Materials and colors should reflect the themes and heritage of the physical landscape, such as granite, 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.

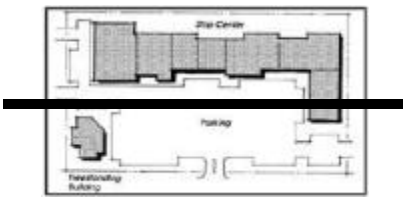
b. Building Siting.

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~~

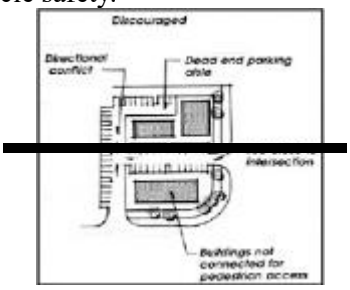
~~iii. Parking lots should be designed with a clear hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces.~~
~~iv. Parking lots should be divided into a series of connected smaller 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.~~

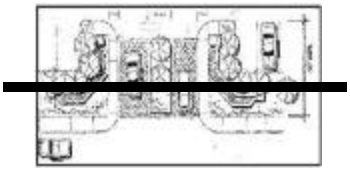
~~i. Entry drives should be adequately spaced apart from one another and from street intersections to optimize vehicle, pedestrian, and bicycle safety.~~



~~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.~~

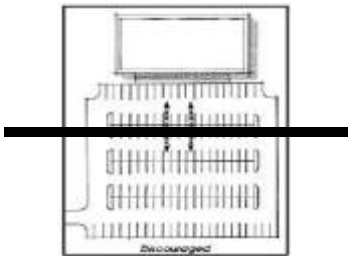
~~Utilize special accents at project entries~~



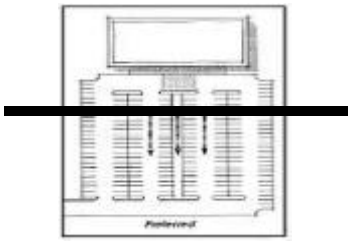
~~d. Pedestrian Circulation.~~
~~i. Avoid vehicle access lanes located near major building entries where pedestrians will enter or exit.~~

~~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~~

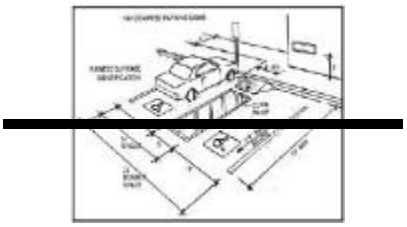


~~iv. All commercial projects should connect onsite pedestrian circulation system to offsite public sidewalks. At a minimum this connection should:~~

~~(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.~~

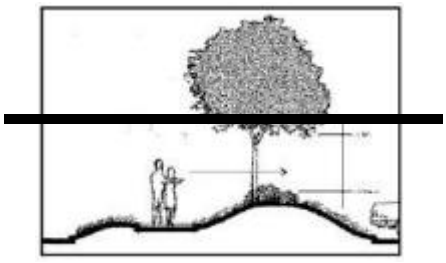
~~v. Emphasis on pedestrian crossings of driveways and major circulation aisles should be accentuated at building entries by extending pedestrian walkways into the parking aisle/lane.~~
~~vi. Access by disabled persons shall be incorporated into the overall pedestrian circulation system.~~

~~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~~

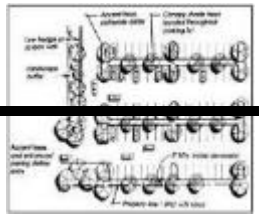


~~e. Parking Lot Landscaping.~~
~~Intermediate planting island in parking lot~~





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



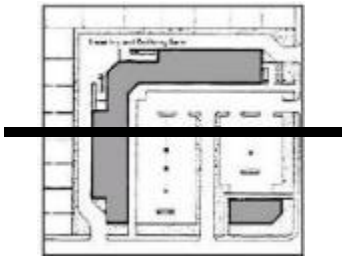
(A) The use of stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the negative impact of large expanses of black asphalt pavement.

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



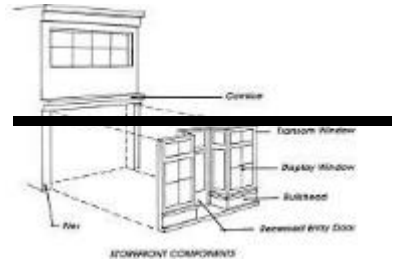
ii. The size and location of doors and windows should relate to the scale and proportions of the overall structure.
iii. Blank building façades along side property lines are strongly discouraged as they diminish the visual quality of contiguous properties as well as the Route 66 Corridor specific plan 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~~



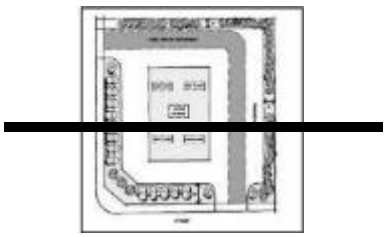
~~v. Pump island canopies should be designed with a hip, gable, barrel vaulted, or other roof system to match the architecture of primary structures on the site.~~
~~vi. High quality, durable building materials should be used. Service stations and car washes should incorporate façade material to produce 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

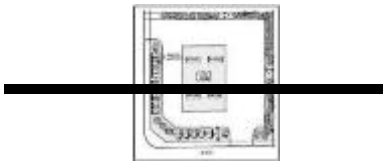


e. Landscaping, Walls, Fences.

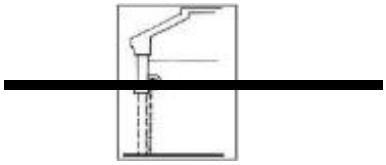
i. When service stations/car washes front public streets, a berm and hedge should be provided.
ii. Landscaped planters along the footprint of the entire building, except at pedestrian and vehicle entries, are strongly encouraged.
iii. Required perimeter walls and fencing should provide flowering vines 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.~~

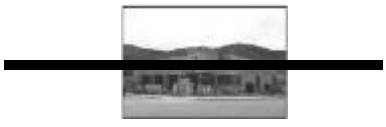
~~Landscape berms and/or hedges should be provided along all streets~~



~~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.

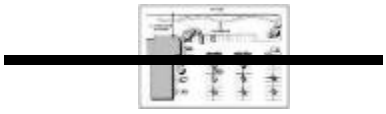
e. Landscaping, Walls, Fences.

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



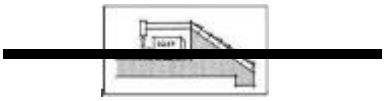
b. Site Organization.

~~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.~~

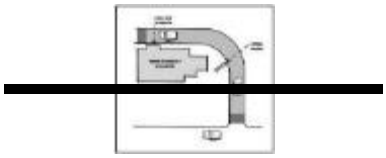
~~i. Drive-through aisles should be screened from the view of street frontage and adjacent parking areas. Landscaped berms, low masonry walls, or thick shrub landscaping should be utilized.~~

~~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.~~

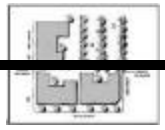
~~Example of big box retail~~



~~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.~~

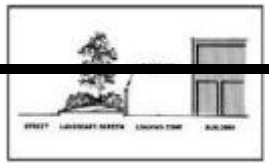
~~Outdoor storage areas should be consistent with the architecture design of the primary building~~



~~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~~

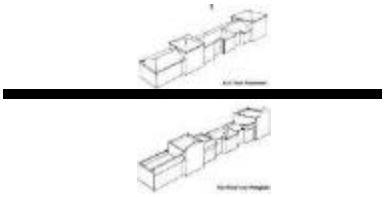


Tower elements or other vertical architectural treatments are required



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.

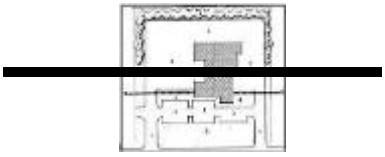
B. Site Planning Guidelines.

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.~~

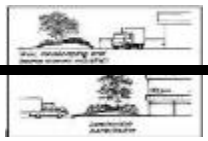
~~1. Location.~~

~~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~~



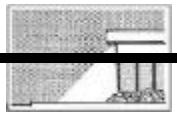
~~1. Landscaping.~~

~~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.

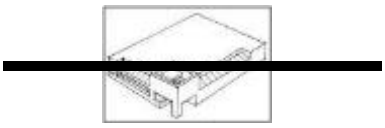
a. Employ variety in building forms to create visual character and interest.
b. Avoid long unbroken building façades. Façades with varied front setbacks are required.
c. Front and sidewall elevations should provide building offsets and architectural details.
d. Entrances to individual buildings should 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.

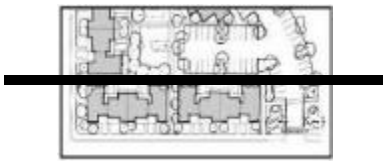
2. Building and Facilities Location. Appropriate building siting can reduce the perceived density of multifamily developments, maximize open space areas, provide "eyes on the street" surveillance, and enhance neighborliness by creating community gathering spaces.

~~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.

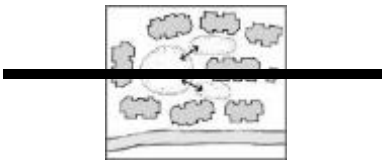
Centralized open space provides convenient access for many units



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

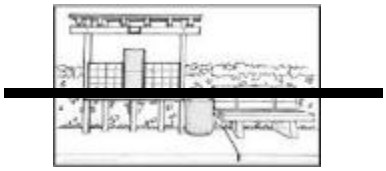


ii. Trash receptacles should be accessible for trash collection but should not block circulation drives near loading areas or conflict with parking. For security reasons, trash enclosure locations should not create blind spots or hiding areas.

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.

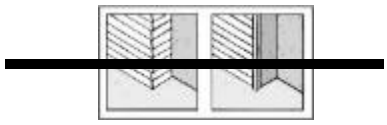
a. The development's dwelling units, community facilities, and parking structures should be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and porches, should utilize materials and colors that are compatible with 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~~

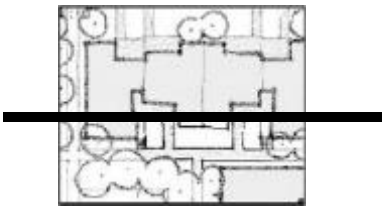


~~c. Cross circulation between vehicles and pedestrians should be minimized. A continuous, clearly marked walkway should be provided from the parking areas to main entrances of buildings.~~
~~d. Walkways should be located to minimize the impact of pedestrians on the privacy of nearby residences or private 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.

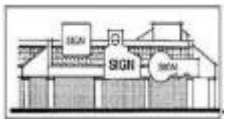
2. Location.

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~~

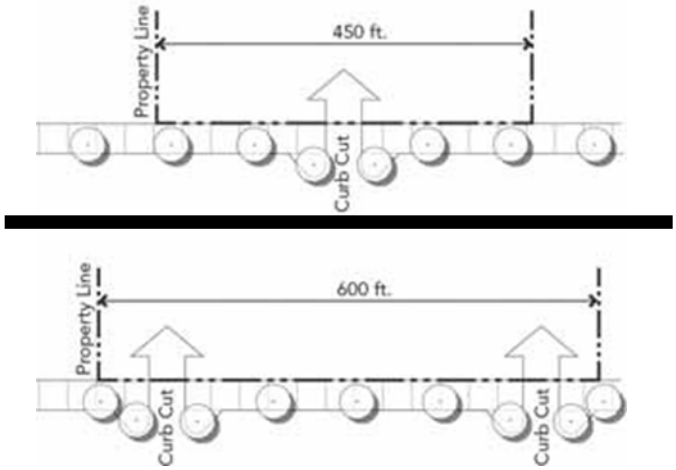
~~Regardless of land use, onsite, designated, secure bicycle parking shall be provided at a ratio of 0.25 bicycle space per required vehicle parking space. Required bicycle spaces may be reduced where alternative measures are provided to reduce vehicle trips.~~

~~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~~

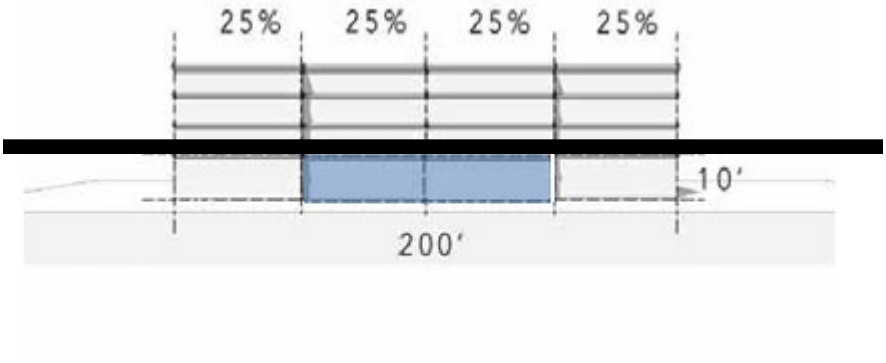
~~Use of high-quality materials like smooth finish stucco, brick, wood, and stone are encouraged.~~

~~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~~

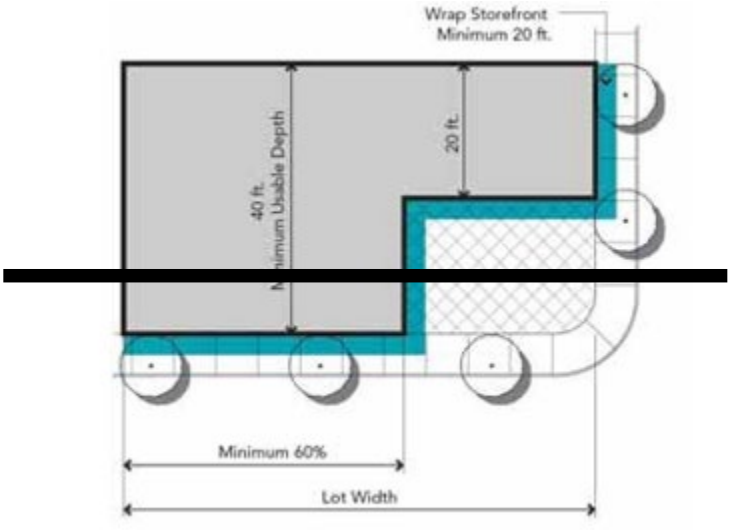
~~Ground floor design shall be high-quality and sensitive to the use. Residential units' ground floor design should be significantly different than the design for nonresidential. Storefront and industrial configurations and details providing a sense of human scale, variety, and interest within the overall 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)***

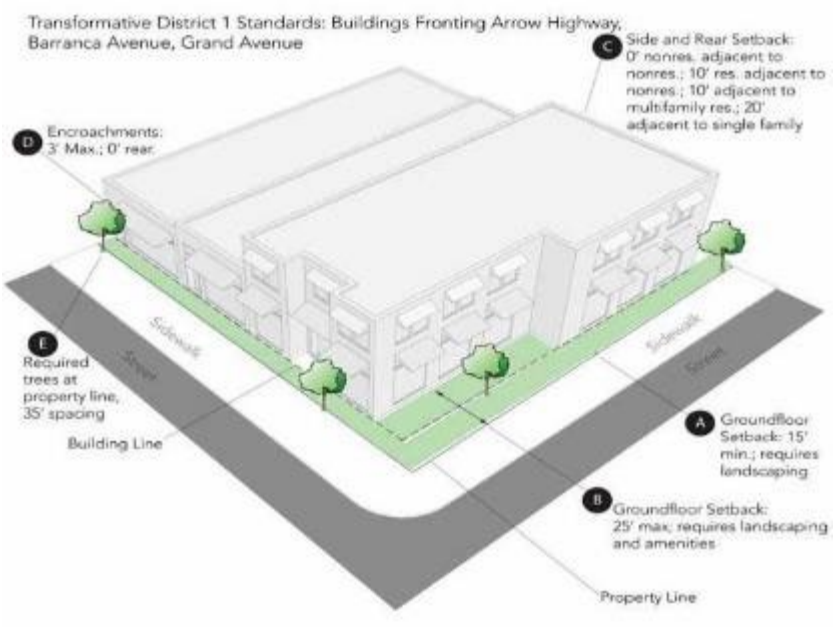
The corridor-wide standards and guidelines apply universally to all parcels within the Arrow Highway Specific Plan corridor. There are some standards and guidelines that are specific to each of the Transformative Districts. These standards and guidelines are presented by the respective District.

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~~

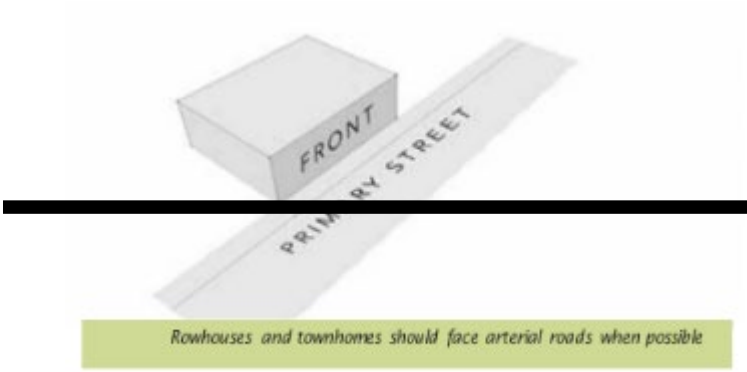


~~2.6.2 TRANSFORMATIVE DISTRICT 1: DESIGN GUIDELINES~~

~~ORIENTATION~~

~~Mixed-Use and Residential~~

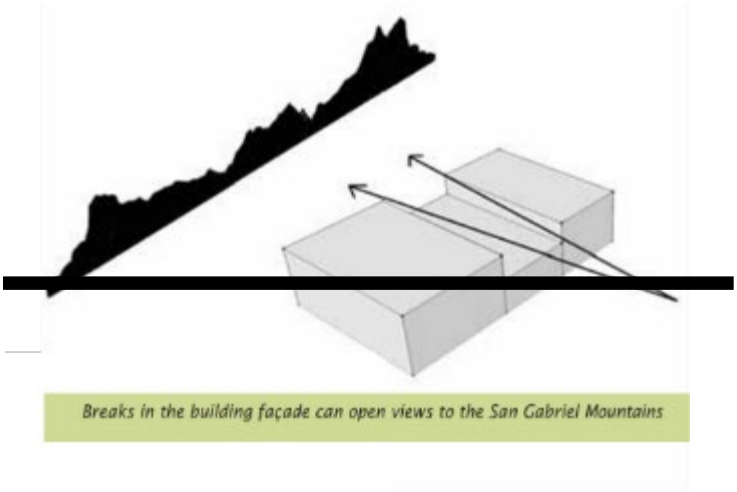
- ~~Configure rowhouses and townhomes to face arterial roads when possible. Alternatively, rowhouses and townhomes can orient inward if facing an open space or courtyard. If oriented around an open space or courtyard, provide an entry to each unit from the open space or courtyard.~~
- ~~Provide a significantly 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~~



Breaks in the building façade can open views to the San Gabriel Mountains

~~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

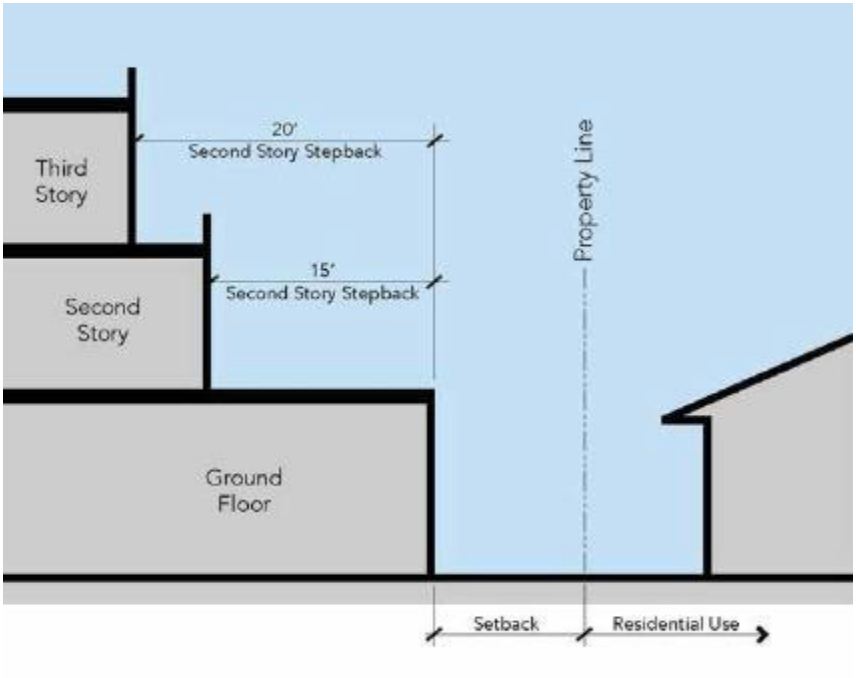
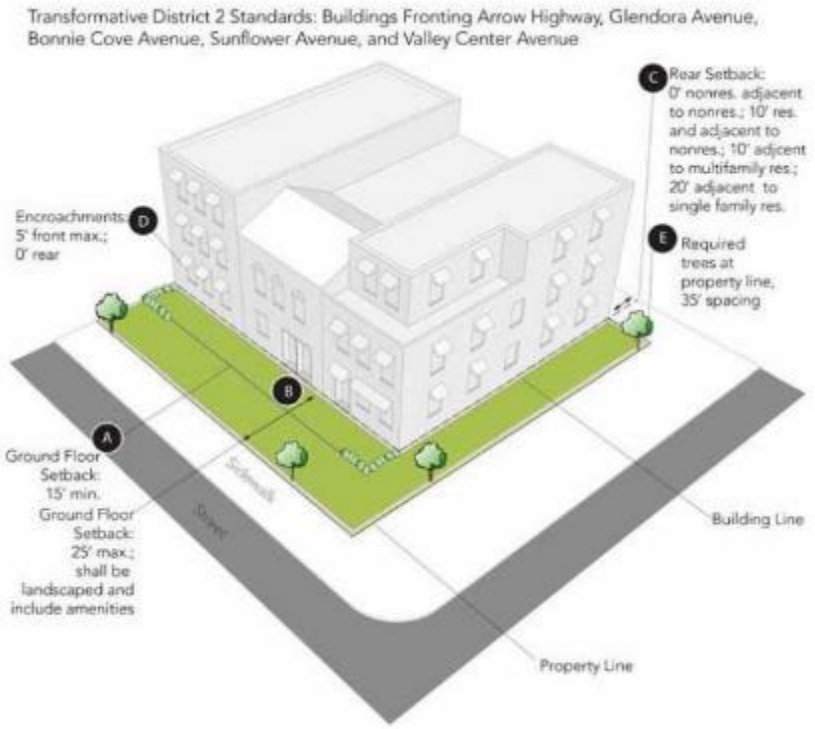


Exhibit 2.21
District 2 Prototypical Development



~~Exhibit 2.22~~
~~District 2 Prototypical Development~~



~~2.6.4 TRANSFORMATIVE DISTRICT 2: COMMUNITY COMMERCIAL/MIXED-USE CORE DESIGN GUIDELINES~~

~~ORIENTATION~~

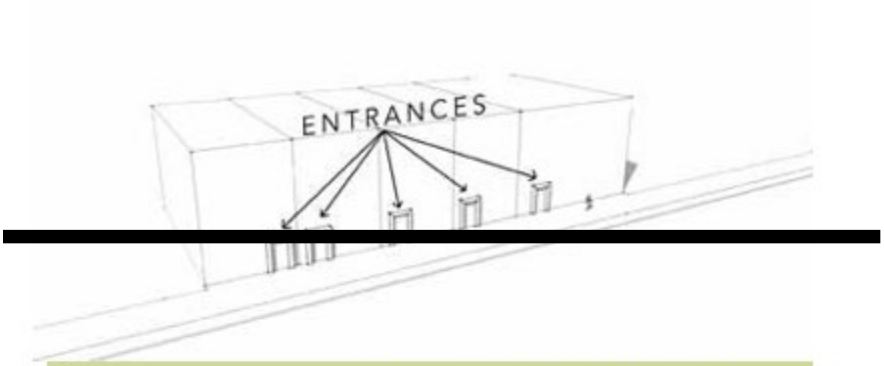
~~• Configure rowhouses and townhomes to face Arrow Highway. Alternatively, rowhouses and townhomes can orient towards an on-site open space or courtyard. If oriented around an open space or courtyard, provide an entry to each unit from the open space or courtyard. Provide an entry to each unit from 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.~~



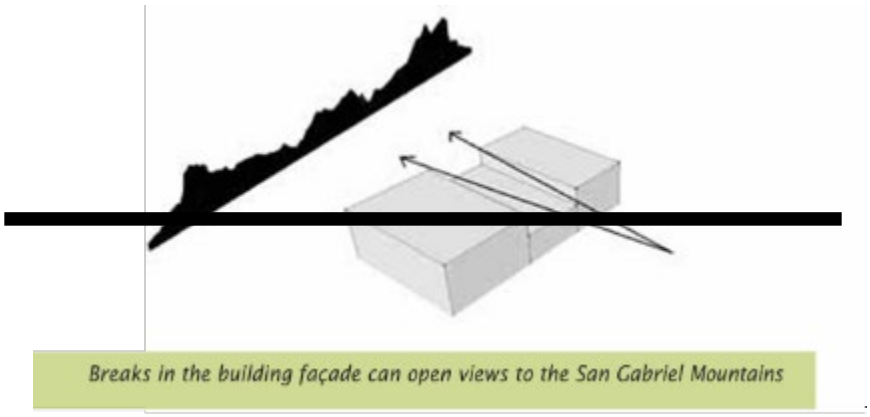
Buildings' rear wall should not face the street



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.~~



Breaks in the building façade can open views to the San Gabriel Mountains

~~PARKING LOCATION, SCREENING, DESIGN, AND LIGHTING~~

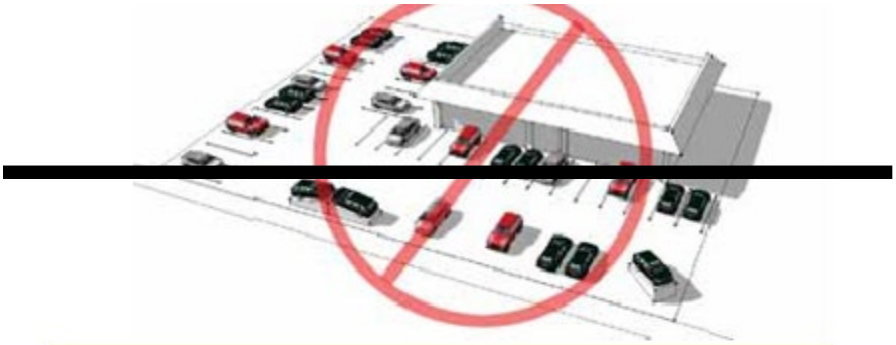
~~Surface parking within Transformative District 2 is prohibited in the front of buildings facing Arrow Highway, Grand Avenue, or Bonnie Cove Avenue. Surface parking lots are encouraged to be located at the side or rear of a lot. For corner lots, surface parking lots shall be accessed from a side street.~~

~~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.~~

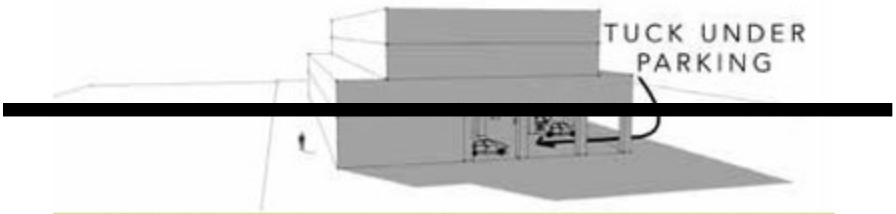
~~Provide directional lighting that provides visibility, enhances safety, and minimizes light pollution to surrounding properties.~~



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
21.15.040 Residential - Accessory Dwelling Units and Secondary Dwelling Units
21.15.050 Residential - Multiple-family – ten (10) Units or Less
21.15.060 Residential - Multiple-family – eleven (11) Units or More
21.15.070 Mixed Use
21.15.080 Commercial and Industrial
21.15.090 Architectural Styles
21.15.100 Definitions

§ 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;*

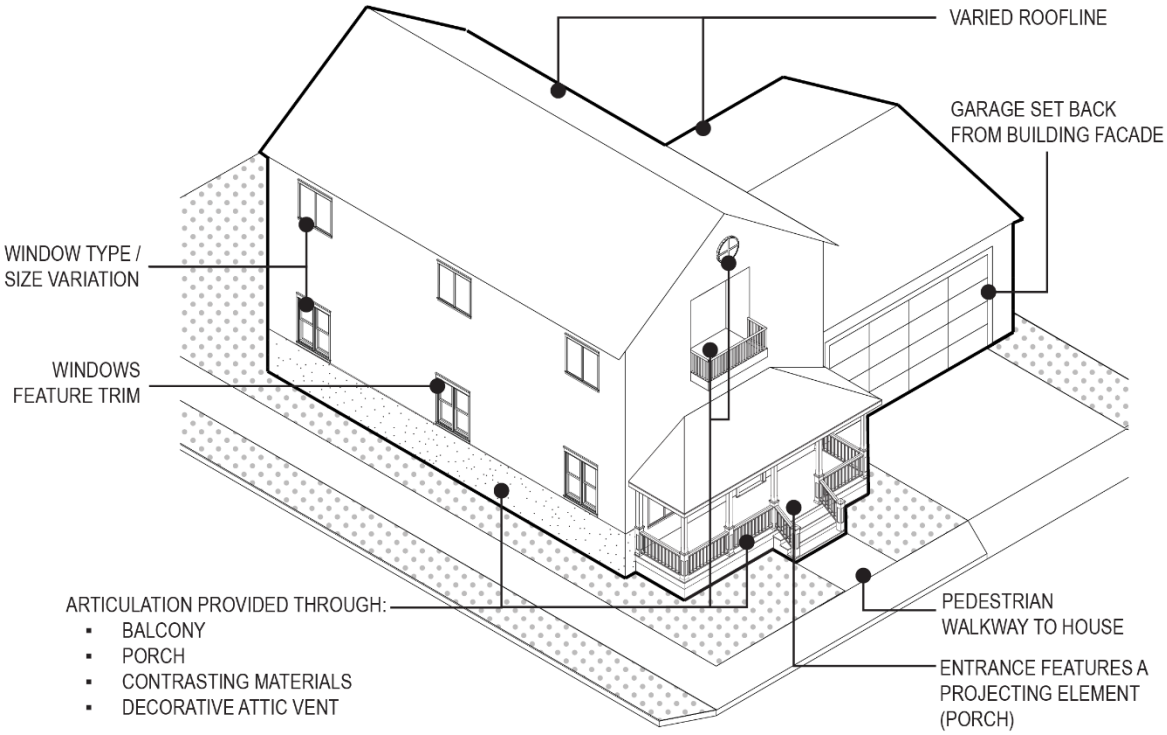
d. *Developments with ten (10) or more detached residential units shall include floorplans with flipped elevations on at least twenty-five (25) percent rounded up to the nearest whole number. For example, a ten (10) unit subdivision would have three houses with flipped elevations;*

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. Top Edge Treatment. Building facades shall incorporate a top edge treatment consisting of either: (a) a roof overhang or awning projecting a minimum of twelve (12) inches; or (b) for flat-roofed buildings, a decorative molding with a minimum height of six (6) inches for single-story facades projecting at least one-half (1/2) inch from the wall plane, and twelve (12) inches for multi-story facades, projecting at least two (2) inches from the wall plane. Wrapping the wall surface with the same material (e.g., roof tiles) shall not constitute compliance. The overhang or molding shall be clearly expressed as a distinct architectural element through the use of differentiated materials and/or color.

3. 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.

4. 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.

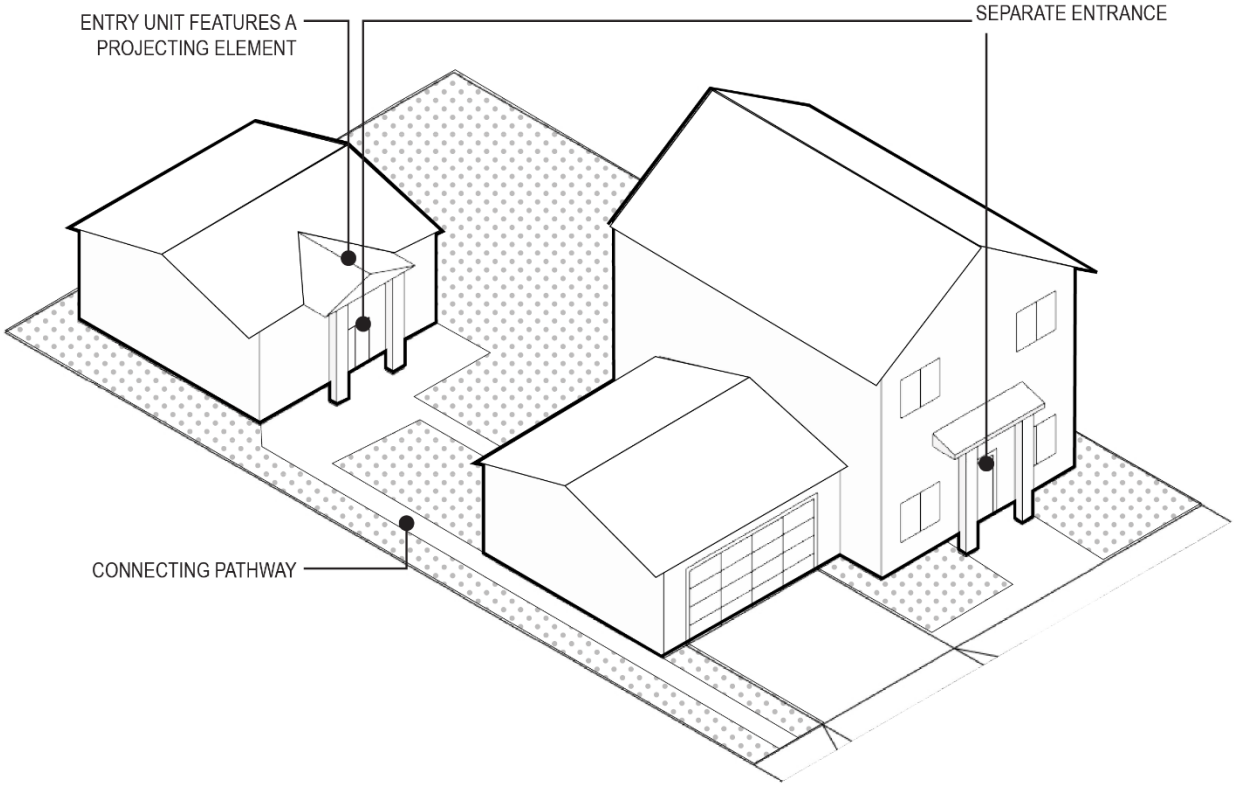
§ 21.15.040 Residential - Accessory Dwelling Units and Secondary Dwelling Units.

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.***

2. ***Top Edge Treatment. Building facades shall incorporate a top edge treatment consisting of either: (a) a roof overhang or awning projecting a minimum of twelve (12) inches; or (b) for flat-roofed buildings, a decorative molding with a minimum height of six (6) inches for single-story facades projecting at least one-half (1/2) inch from the wall plane, and twelve (12) inches for multi-story facades, projecting at least two (2) inches from the wall plane. Wrapping the wall surface with the same material (e.g., roof tiles) shall not constitute compliance. The overhang or molding shall be clearly expressed as a distinct architectural element through the use of differentiated materials and/or color.***

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

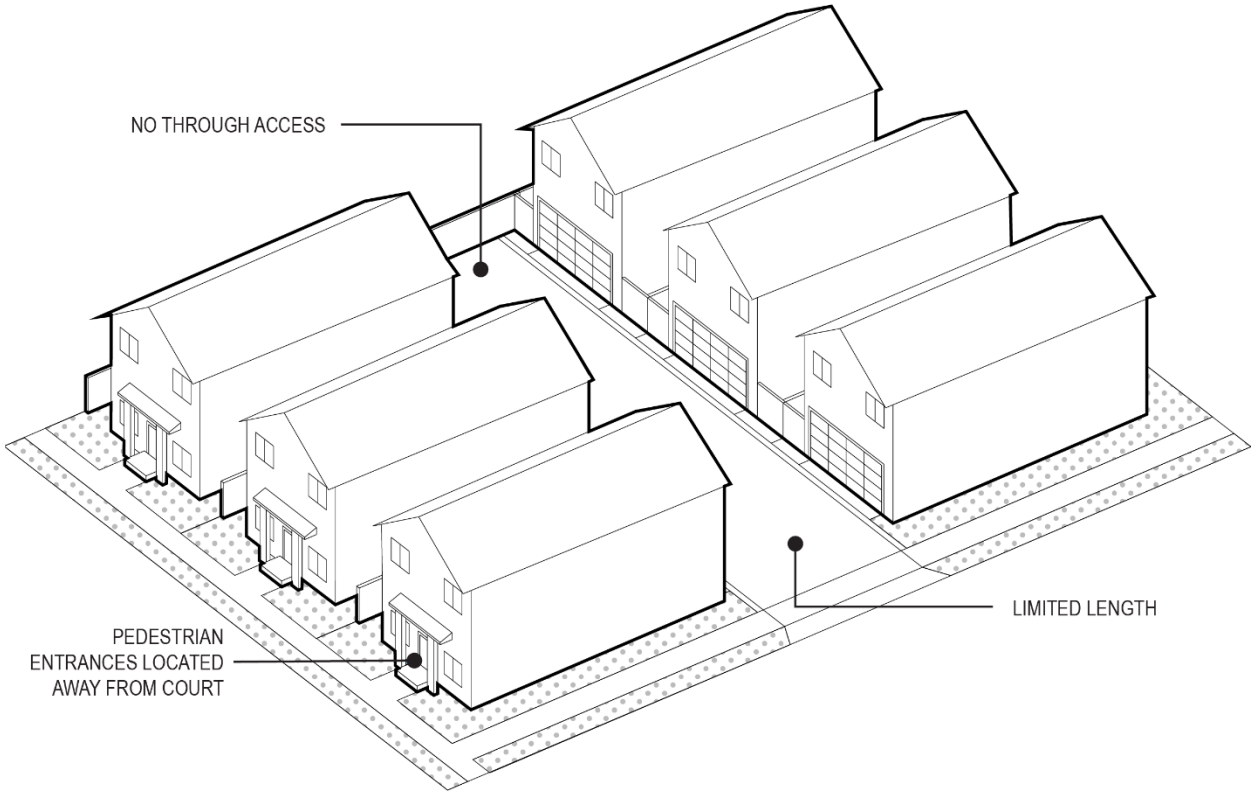
c. Garage doors shall not cross property lines when opening/closing.

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.

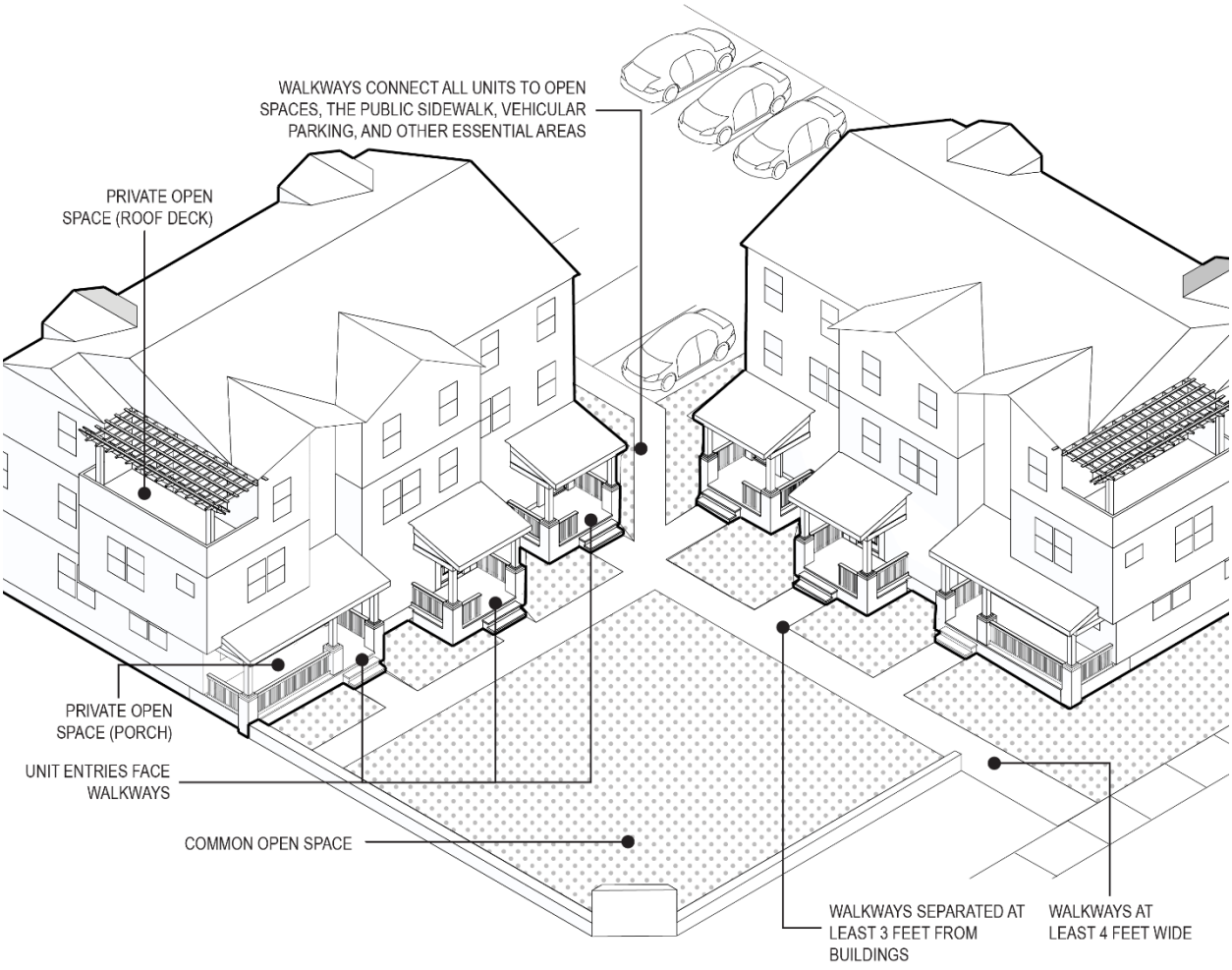
1. Pedestrian walkways shall connect residential units to essential areas such as parking, amenities, mailboxes, and waste/recycling enclosures, as well as public sidewalks, building entrances, and vehicle parking areas, including auto courts.

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.

d. The use of natural and/or unfinished wood on the nonstructural elements of balconies is prohibited.

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.

d. The use of natural and/or unfinished wood on the nonstructural elements of decks is prohibited.

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. Top Edge Treatment. Building facades shall incorporate a top edge treatment consisting of either: (a) a roof overhang or awning projecting a minimum of twelve (12) inches; or (b) for flat-roofed buildings, a decorative molding with a minimum height of six (6) inches for single-story facades projecting at least one-half (1/2) inch from the wall plane, and twelve (12) inches for multi-story facades, projecting at least two (2) inches from the wall plane. Wrapping the wall surface with the same material (e.g., roof tiles) shall not constitute compliance. The overhang or molding shall be clearly expressed as a distinct architectural element through the use of differentiated materials and/or color.

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 for each thirty (30) feet:

a. Windows;

b. Overhangs;

c. Cornices;

d. Canopies;

e. Columns;

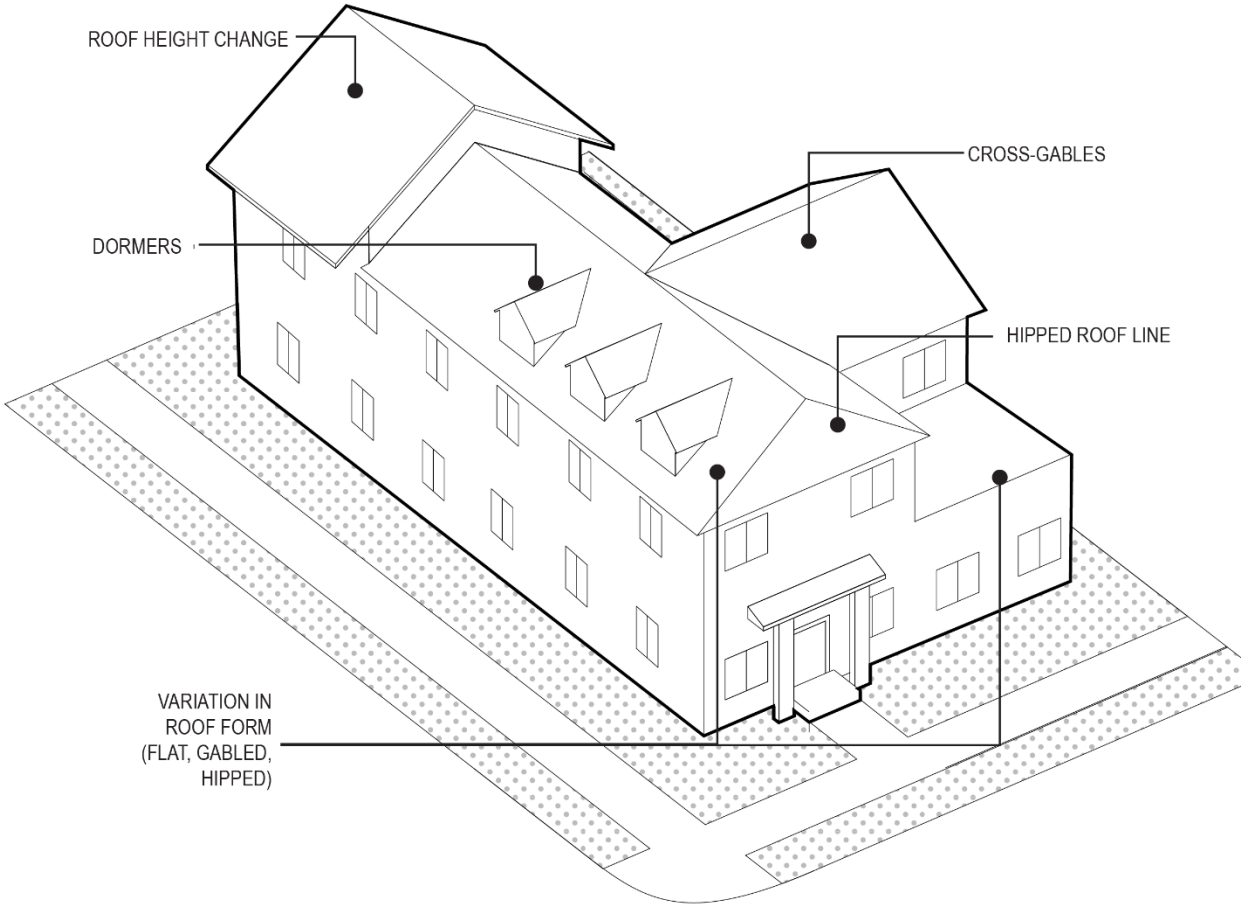
f. Trellises; and/or

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.



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, 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.

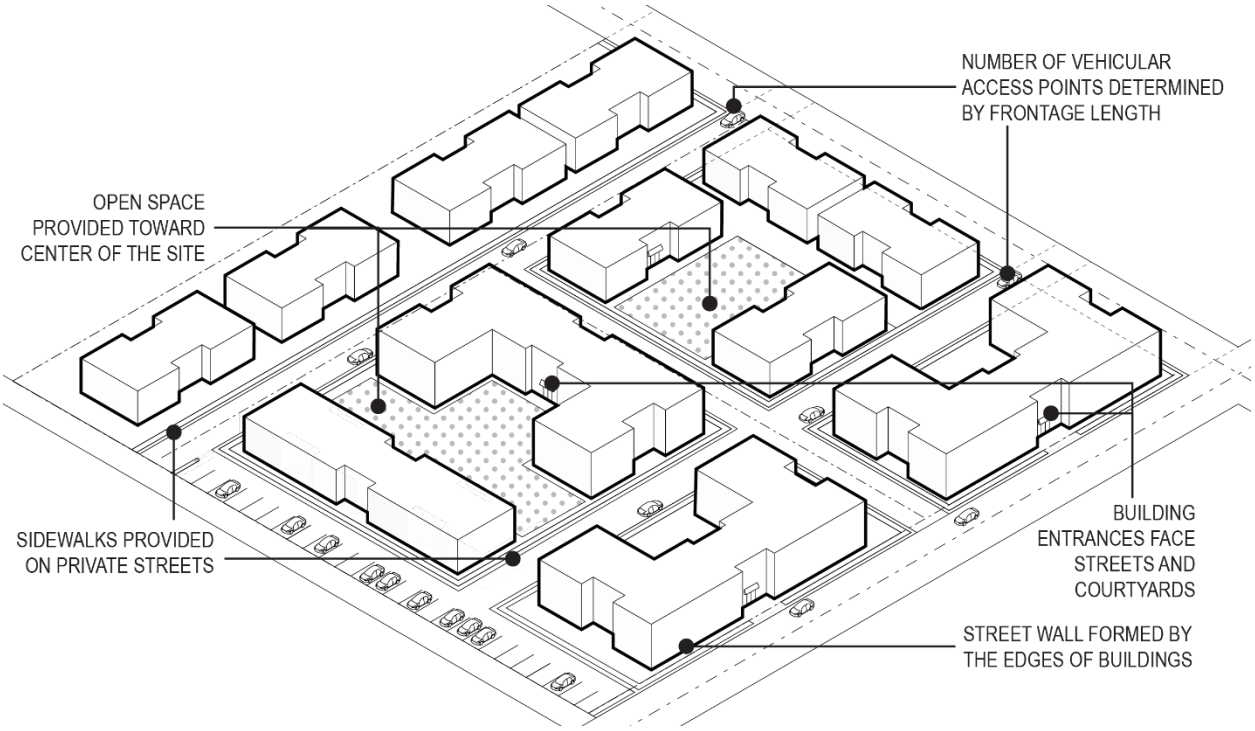
A. Introduction. These standards apply to new multifamily projects with eleven (11) or more units.

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 four hundred (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.

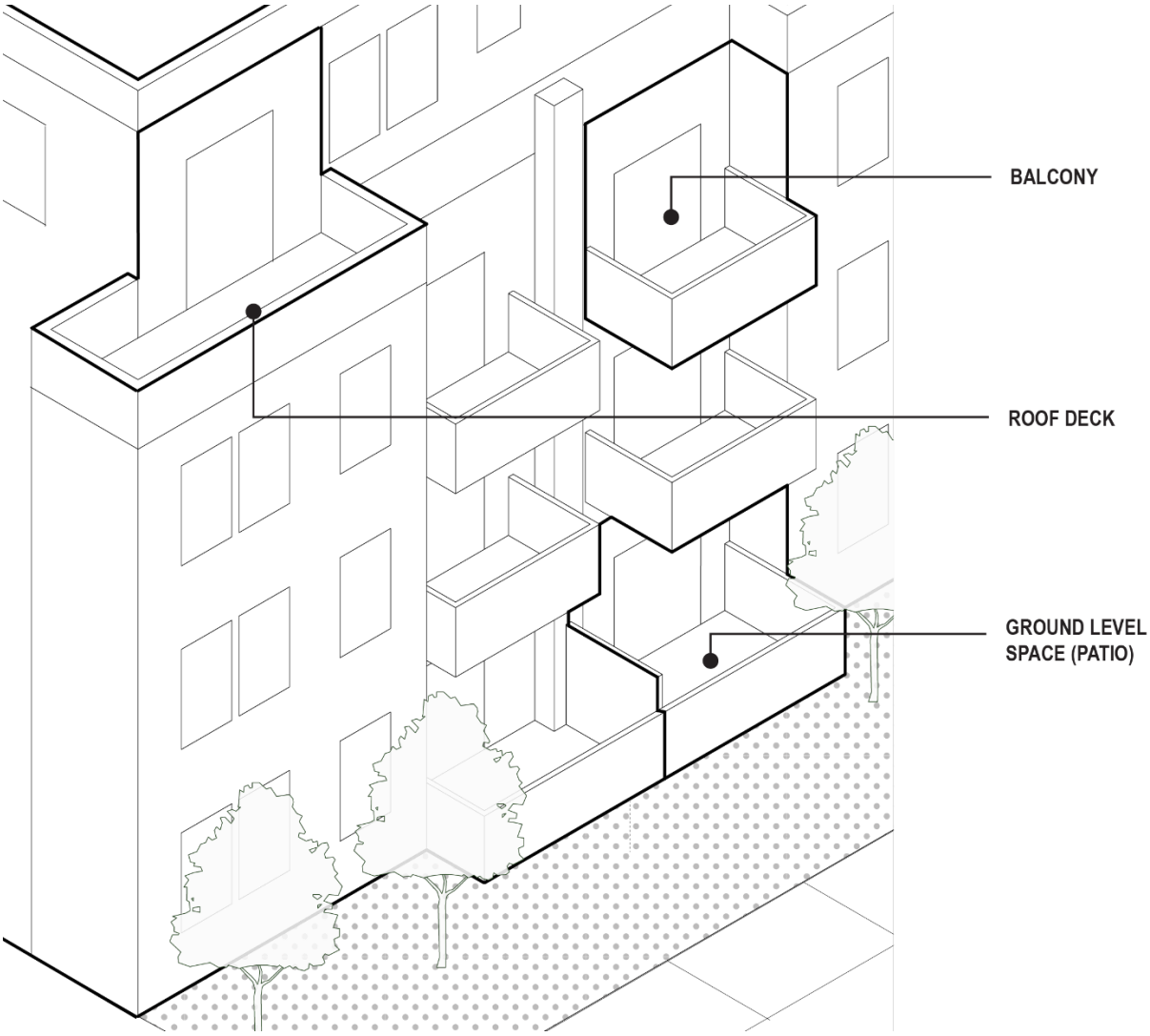
f. Community room/lobby with a minimum area of five hundred (500) square feet.

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.***

    d. ***The use of natural and/or unfinished wood on the nonstructural elements of balconies is prohibited.***

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.***

    e. ***The lower thirty (30) percent of roof deck railings must be opaque and match the building.***

    f. ***The use of natural and/or unfinished wood on the nonstructural elements of decks is prohibited.***

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. ***Top Edge Treatment. Building facades shall incorporate a top edge treatment consisting of either: (a) a roof overhang or awning projecting a minimum of twelve (12) inches; or (b) for flat-roofed buildings, a decorative molding with a minimum height of six (6) inches for single-story facades projecting at least one-half (1/2) inch from the wall plane, and twelve (12) inches for multi-story facades,***

projecting at least two (2) inches from the wall plane. Wrapping the wall surface with the same material (e.g., roof tiles) shall not constitute compliance. The overhang or molding shall be clearly expressed as a distinct architectural element through the use of differentiated materials and/or color.

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 for each thirty (30) feet:***

    a. ***Windows;***

    b. ***Overhangs;***

    c. ***Cornices;***

    d. ***Canopies;***

    e. ***Columns; and/or***

    f. ***Trellises;***

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.***

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, 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.

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;

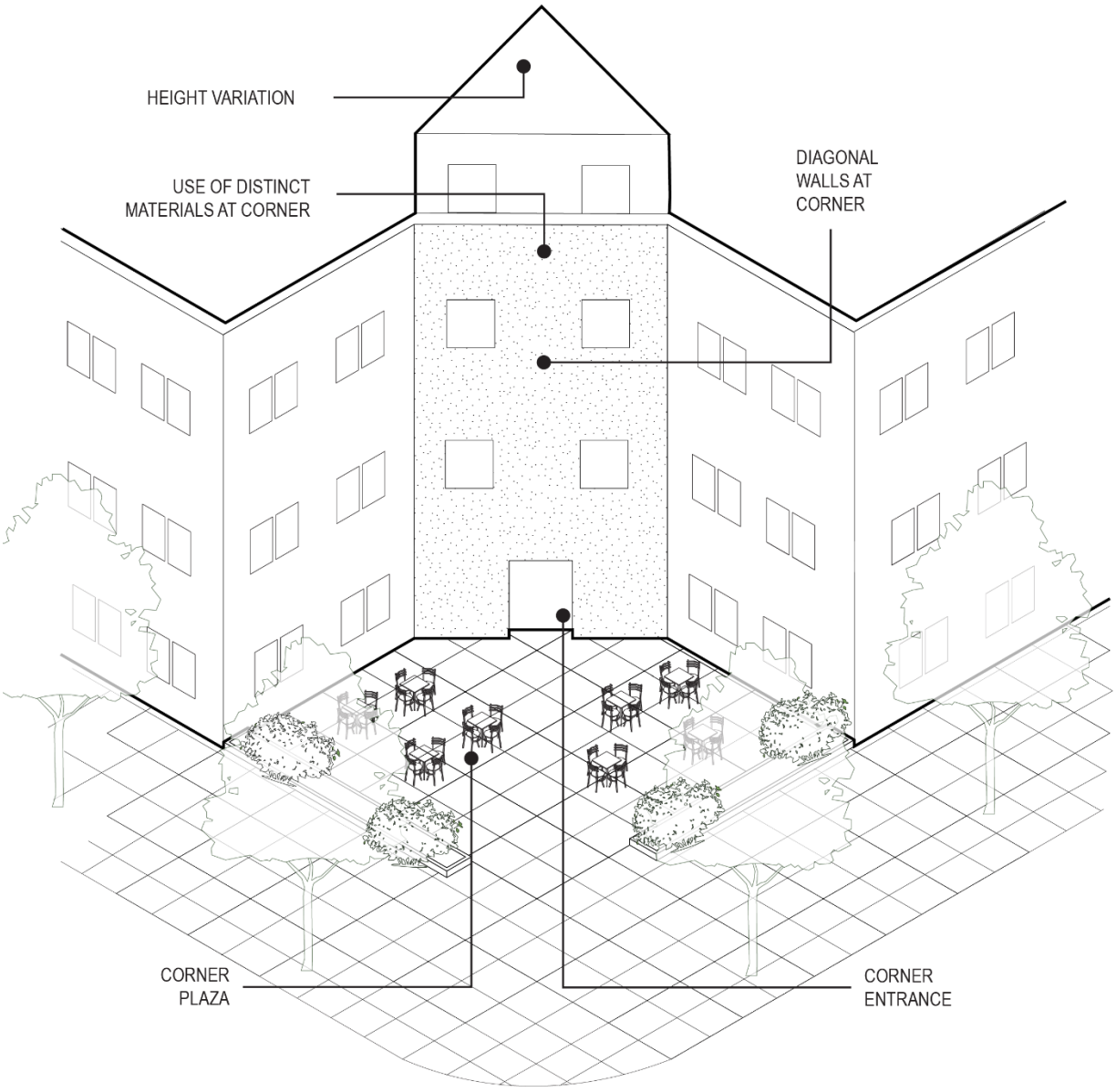
b. A height variation of at least five (5) feet (either taller or shorter) compared to the height of the adjacent facade, located within forty (40) feet of the building corner;

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.


HEIGHT VARIATION
USE OF DISTINCT MATERIALS AT CORNER
DIAGONAL WALLS AT CORNER
CORNER PLAZA
CORNER ENTRANCE

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.*

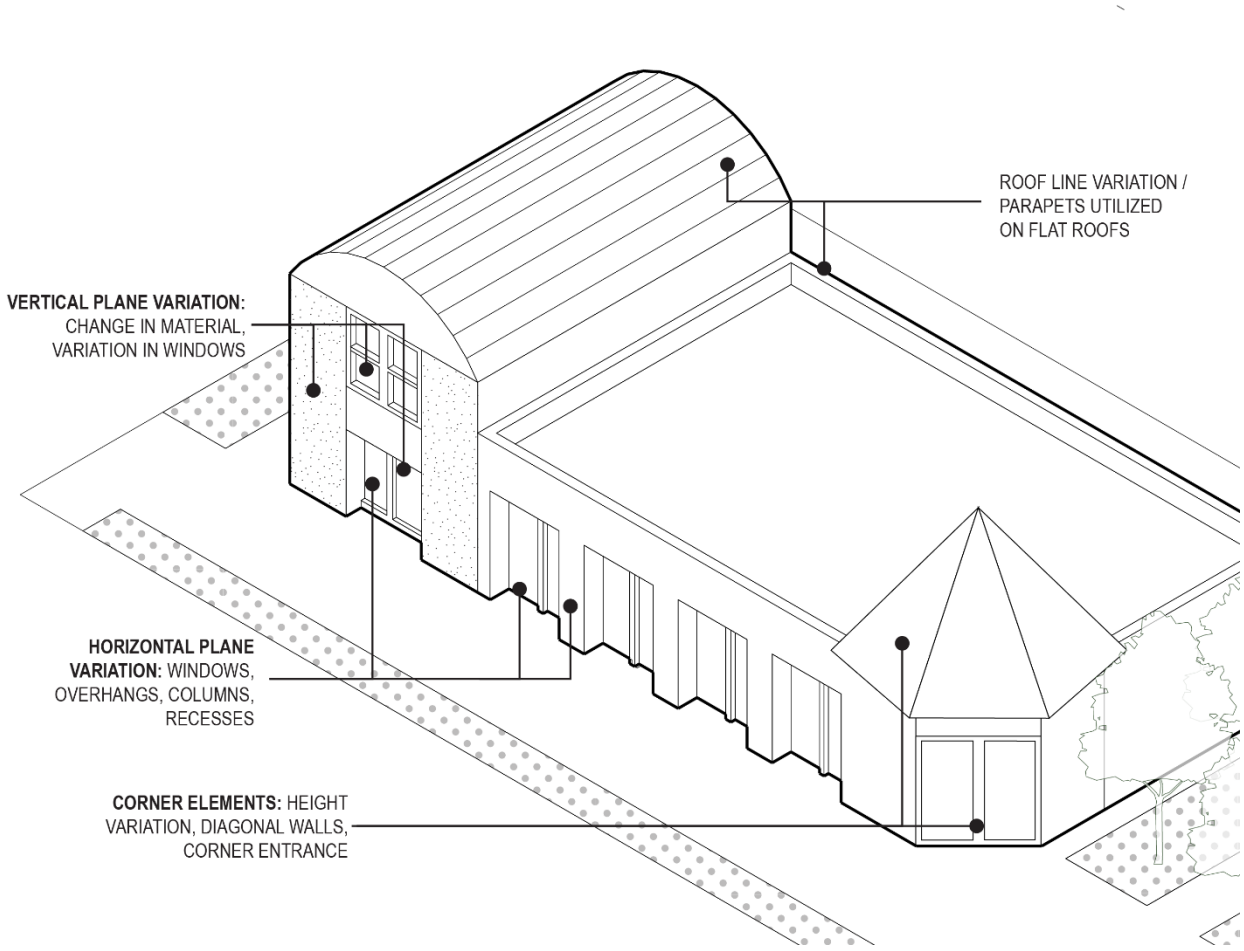
   b. *Pedestrian walkways shall connect public sidewalks with building entrances, vehicle parking areas, and public sidewalks along each street.*

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. ***Top Edge Treatment. Building facades shall incorporate a top edge treatment consisting of either: (a) a roof overhang or awning projecting a minimum of twelve (12) inches; or (b) for flat-roofed buildings, a decorative molding with a minimum height of six (6) inches for single-story facades projecting at least one-half (1/2) inch from the wall plane, and twelve (12) inches for multi-story facades, projecting at least two (2) inches from the wall plane. Wrapping the wall surface with the same material (e.g., roof tiles) shall not constitute compliance. The overhang or molding shall be clearly expressed as a distinct architectural element through the use of differentiated materials and/or color.***

3. ***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.***

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.***

5. ***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.

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;

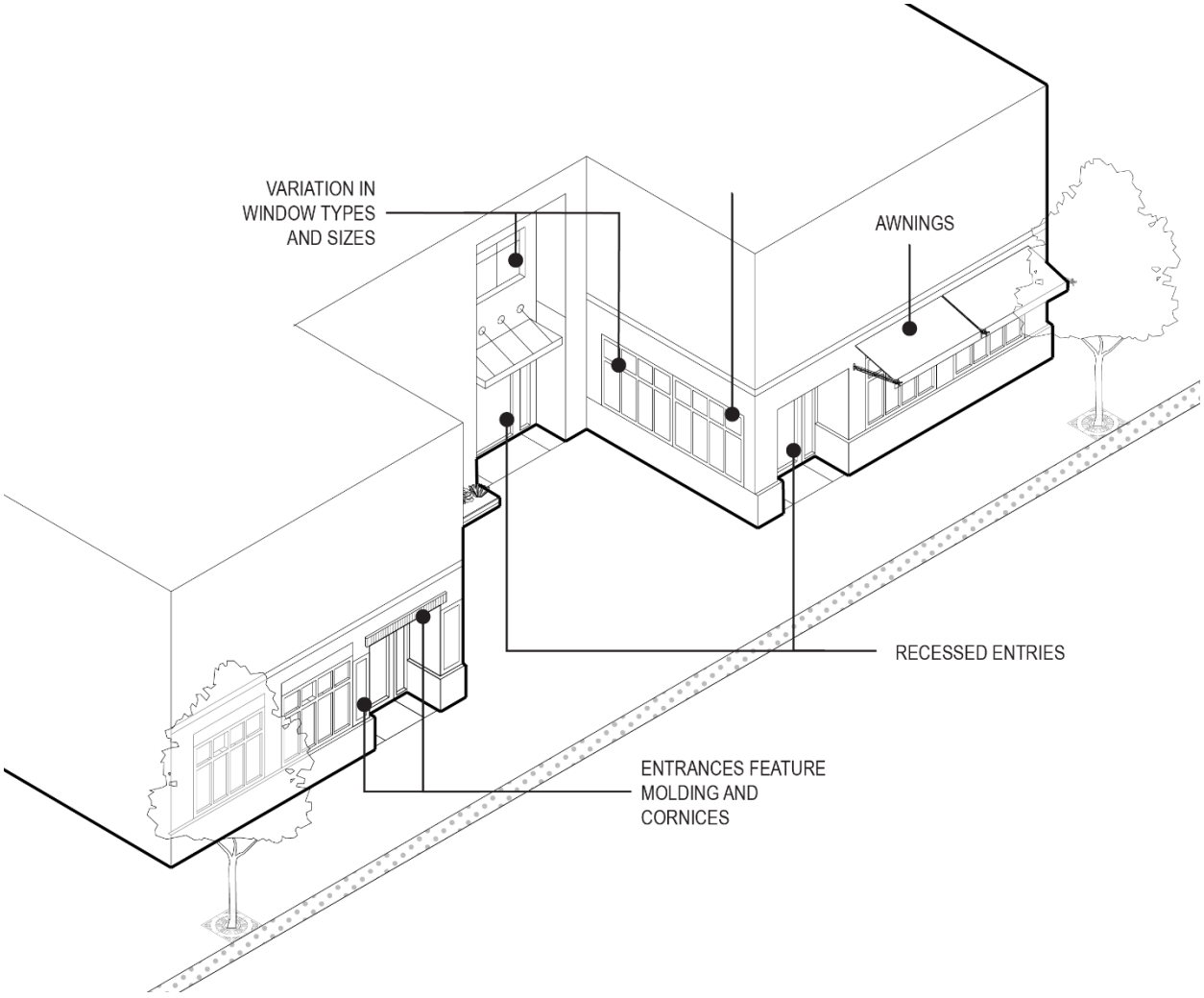
c. A corner feature recessed or projected by at least five (5) feet from the primary facade, extending from grade to building height;

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.

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.***

7. ***The use of natural and/or unfinished wood on the nonstructural elements of balconies and/or decks is prohibited.***

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:

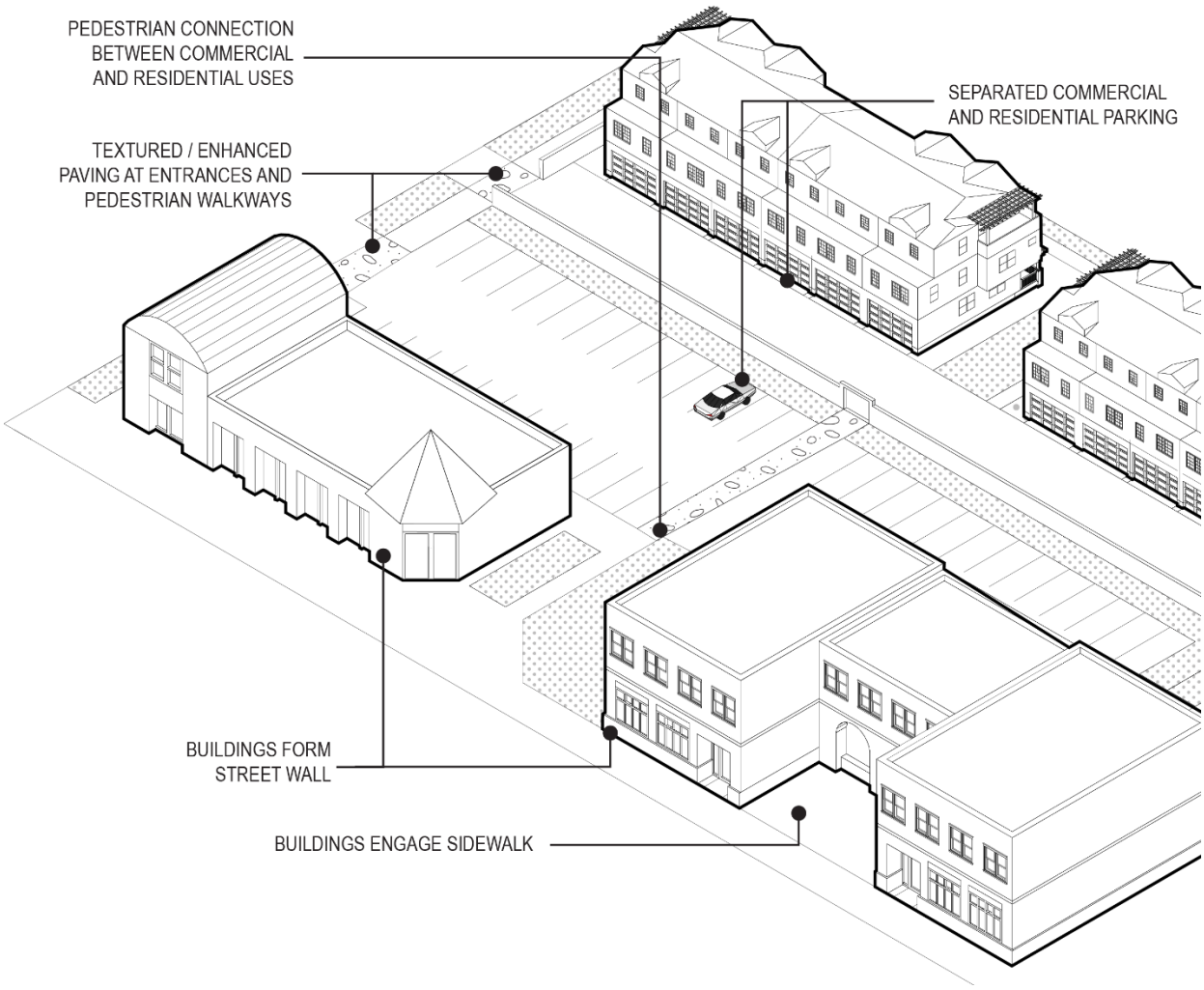
B. Architecture.

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.

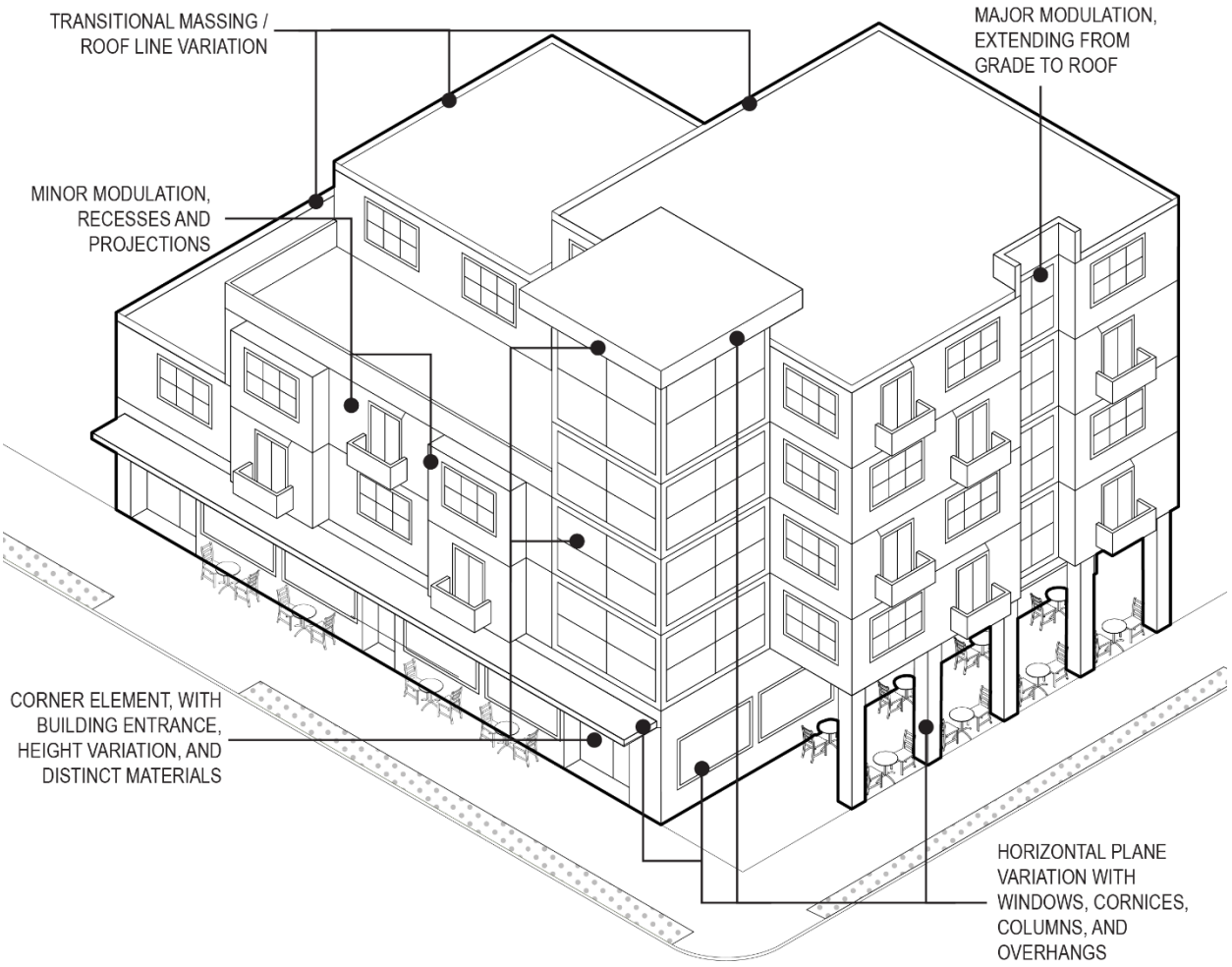
ii. Walkways shall be constructed from firm, slip-resistant materials like concrete, permeable paving, or concrete pavers.

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. Top Edge Treatment. Building facades shall incorporate a top edge treatment consisting of either: (a) a roof overhang or awning projecting a minimum of twelve (12) inches; or (b) for flat-roofed buildings, a decorative molding with a minimum height of six (6) inches for single-story facades projecting at least one-half (1/2) inch from the wall plane, and twelve (12) inches for multi-story facades, projecting at least two (2) inches from the wall plane. Wrapping the wall surface with the same material (e.g., roof tiles) shall not constitute compliance. The overhang or molding shall be clearly expressed as a distinct architectural element through the use of differentiated materials and/or color.

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. ***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.***

9. ***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.

d. The use of natural and/or unfinished wood on the nonstructural elements of balconies is prohibited.

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.

c. The lower thirty (30) percent of roof deck railings must be opaque and match the building.

d. The use of natural and/or unfinished wood on the nonstructural elements of decks is prohibited.

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.

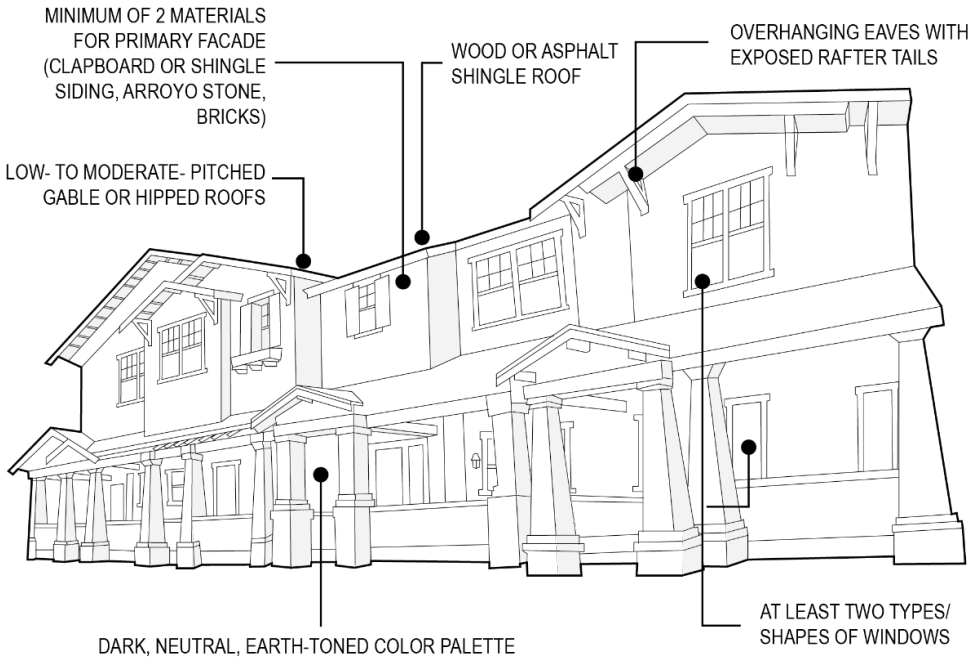
21.15.090, Table A. Architectural Styles.

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;***

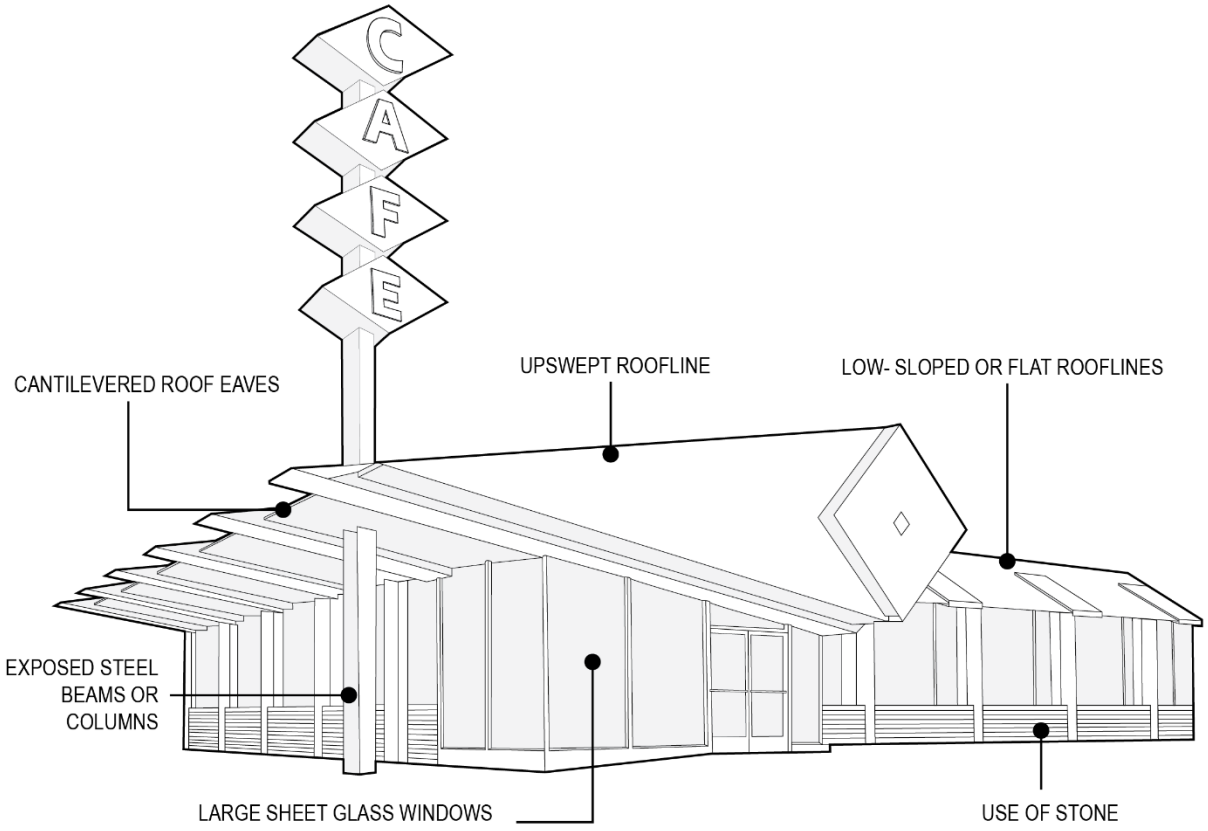
    q. ***Stained glass windows;***

    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.

2. 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.

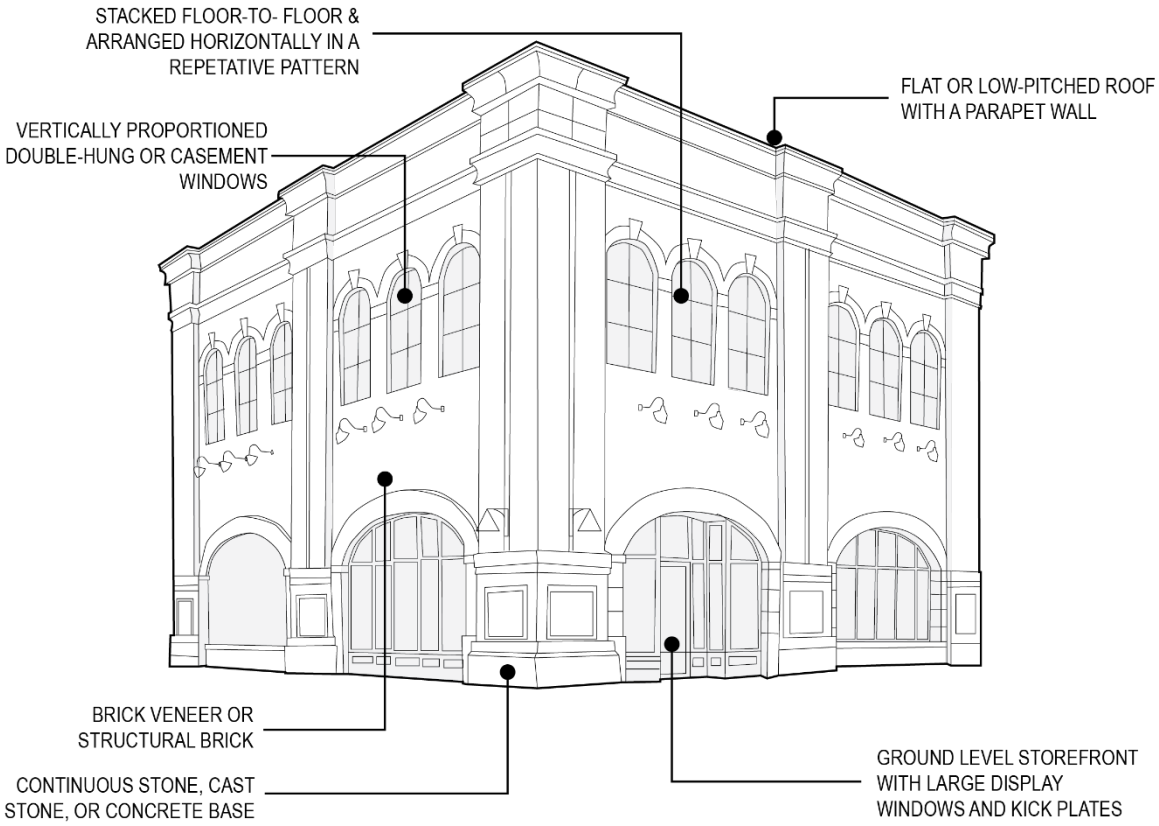
e. Exterior terrazzo steps/flooring/patio at the primary entry;

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;

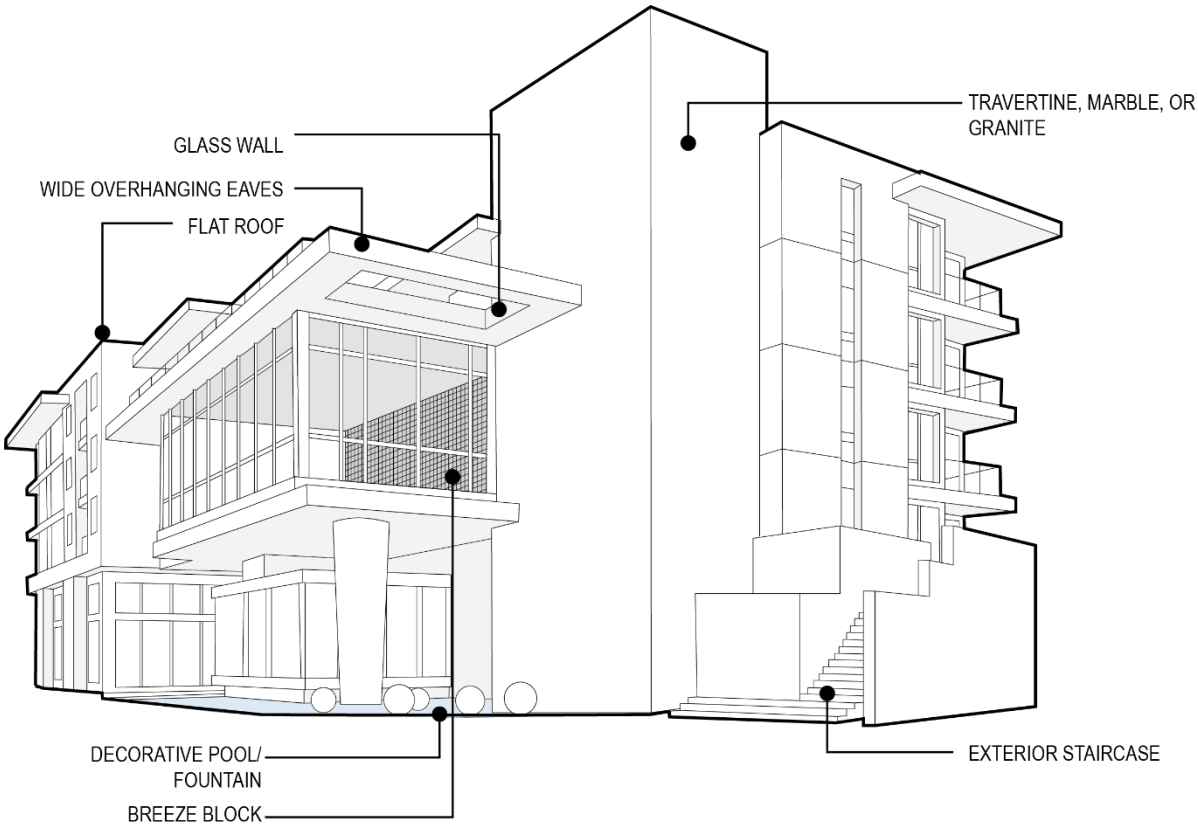
f. Ornamental caps on piers, pilasters and columns;

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.

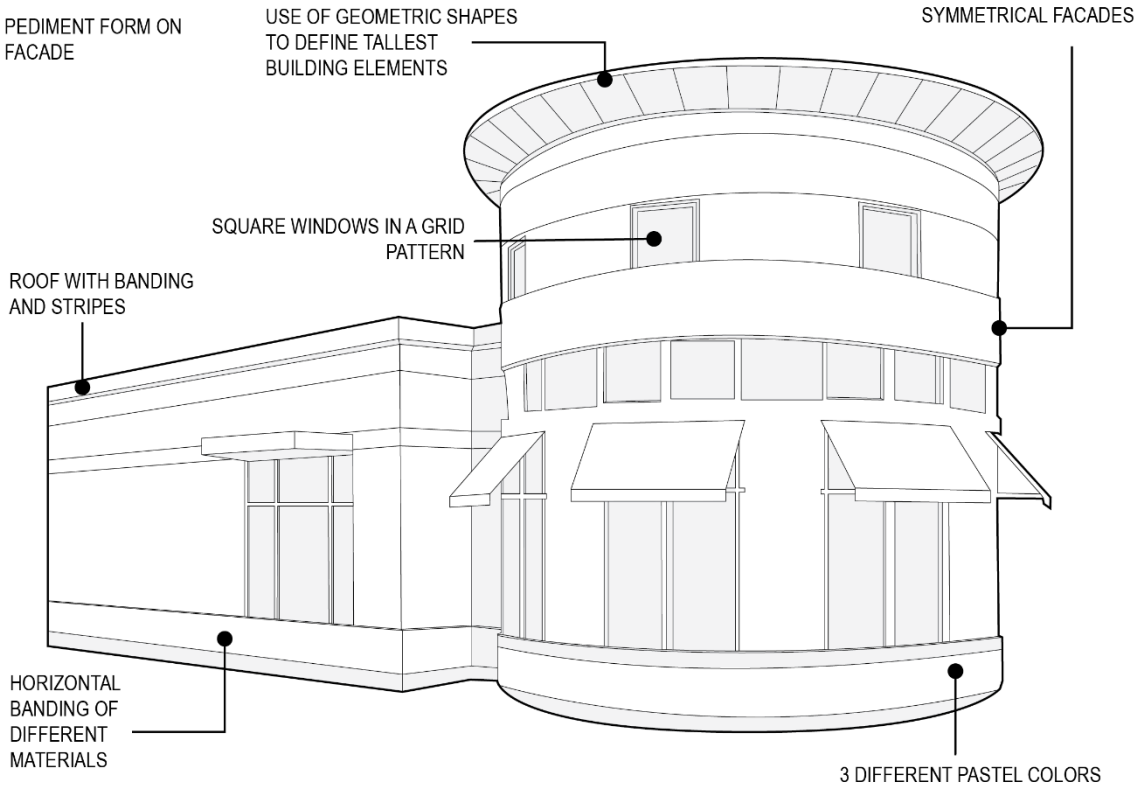
E. Mid-Century Modern. Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century 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;

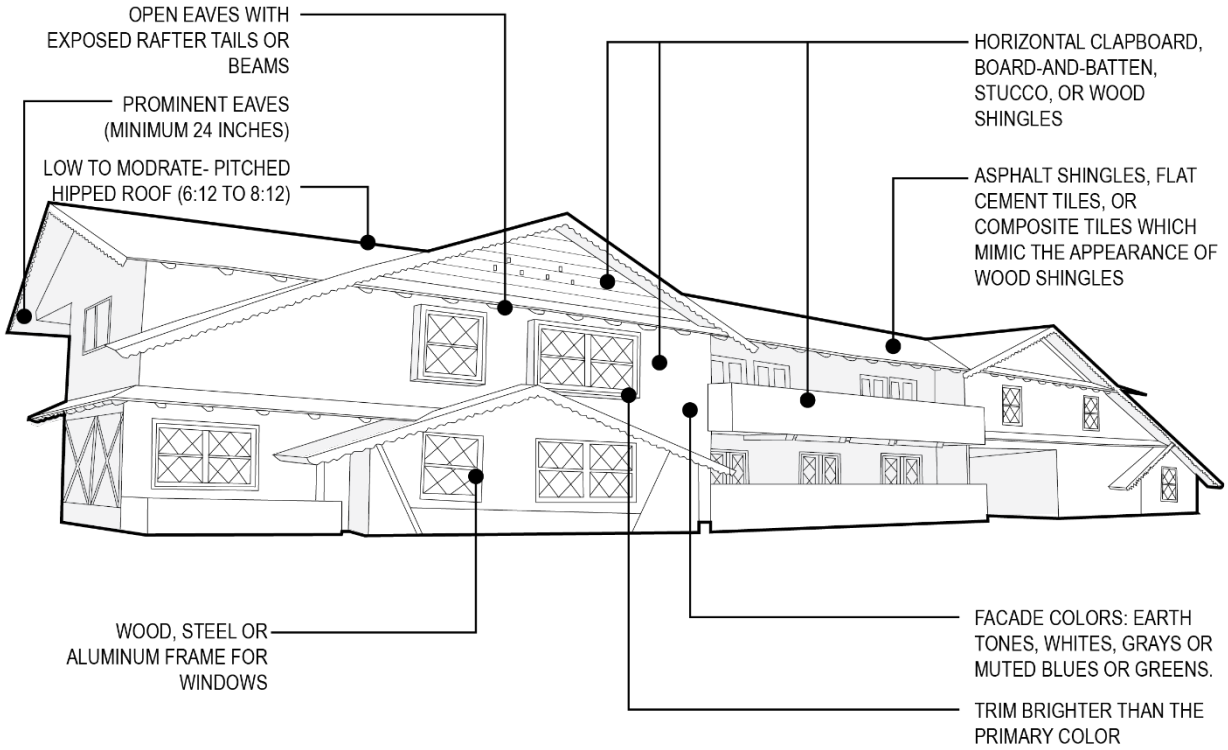
f. Use of basic geometric shapes, such as cylinders, pyramids, and cubes, to define tallest building elements;

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;

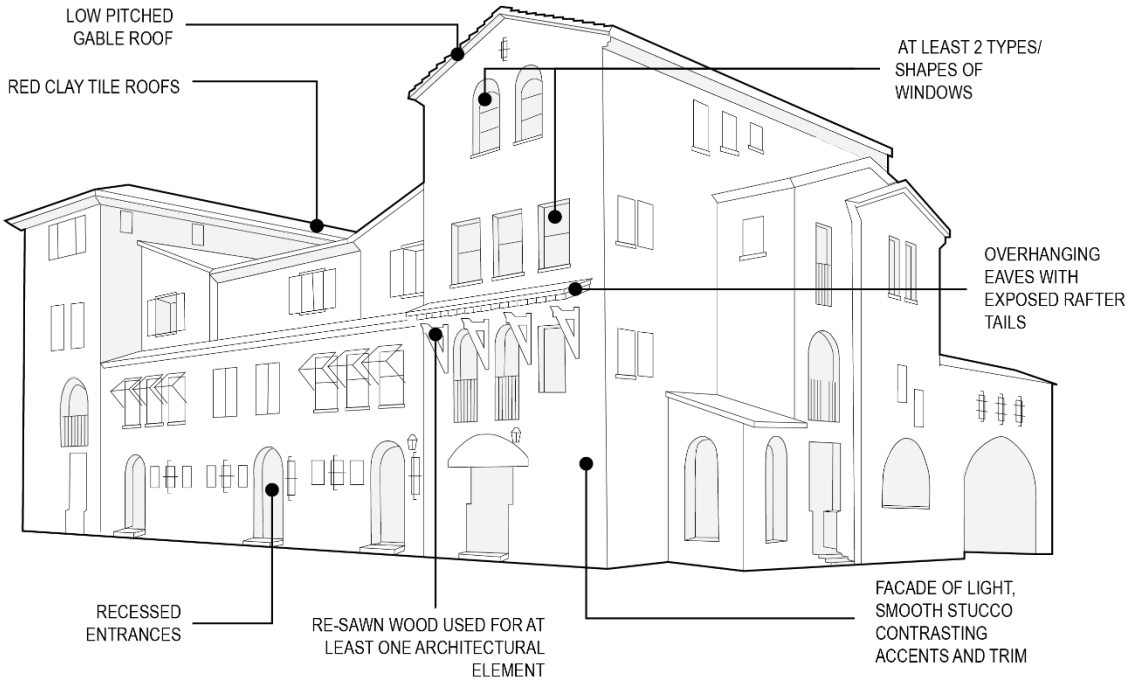
o. Scalloped bargeboards;

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.



2. 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).

3. 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, 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.

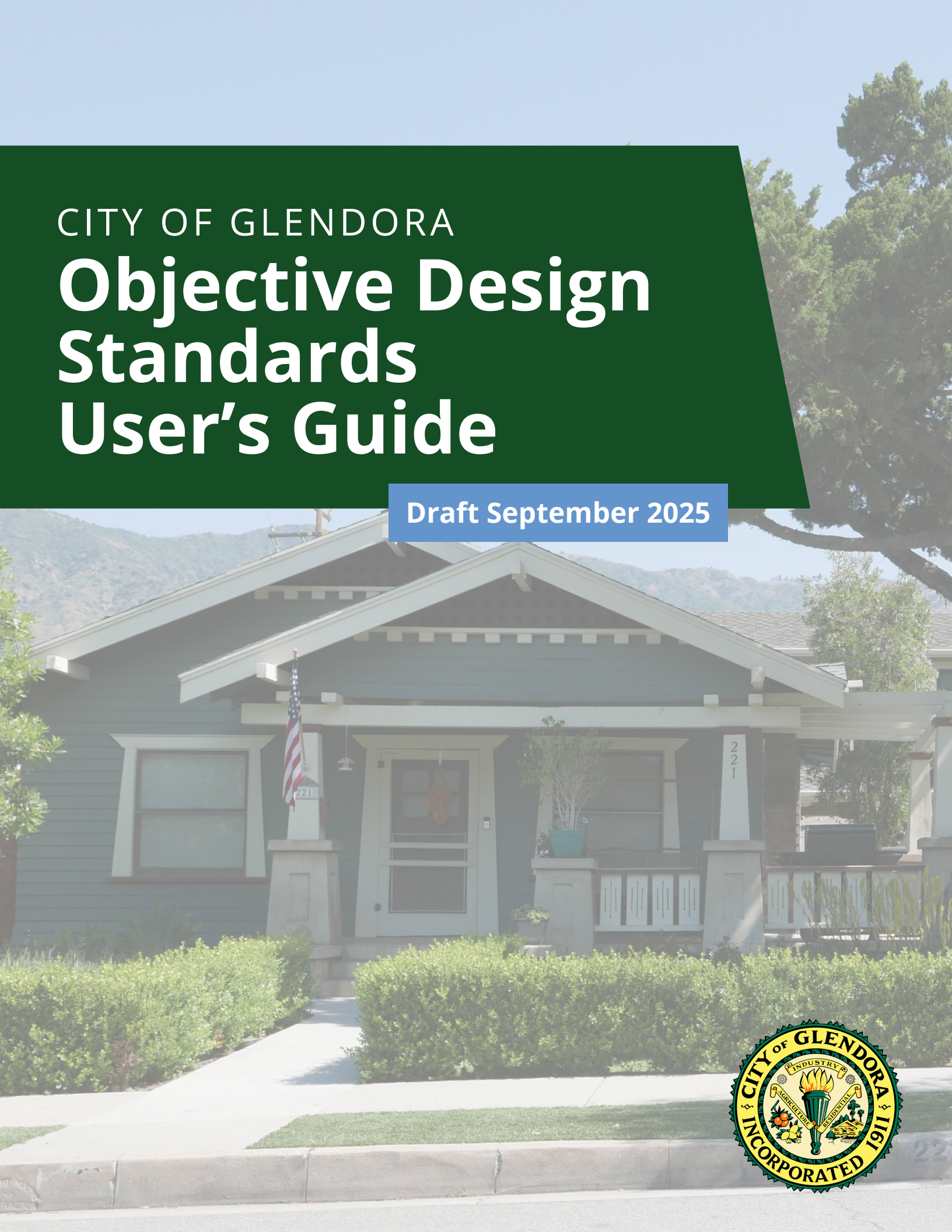
Dated:

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.

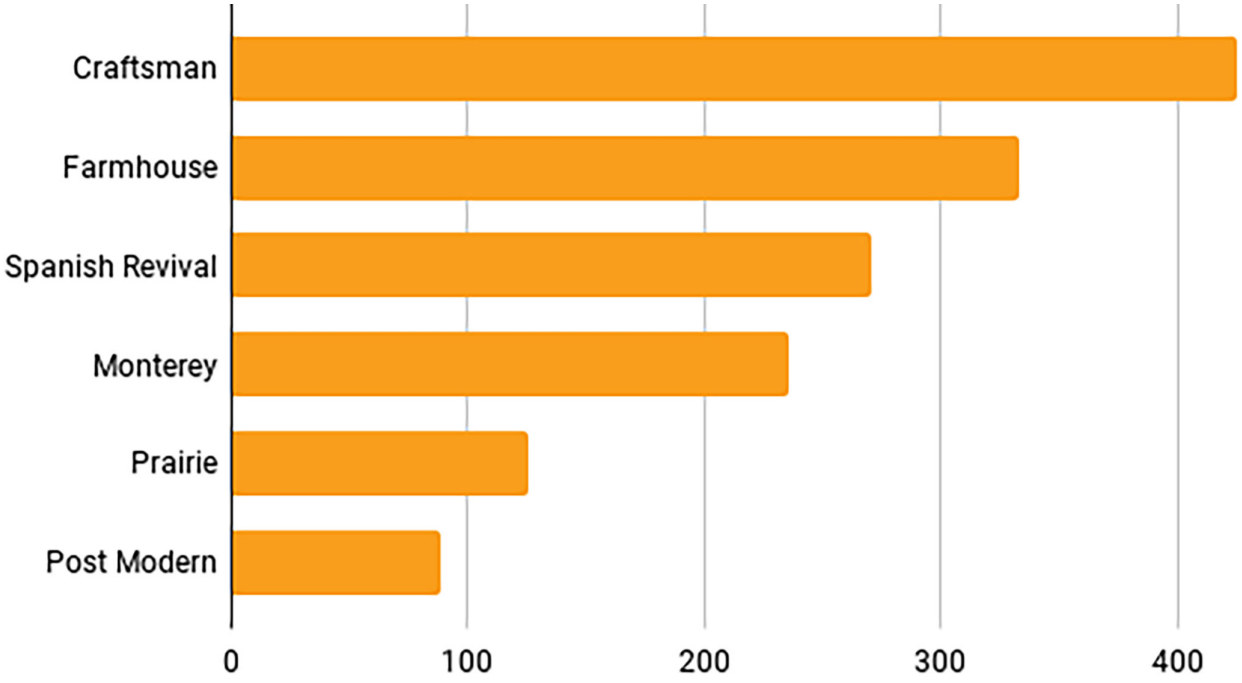




Survey Summary

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.

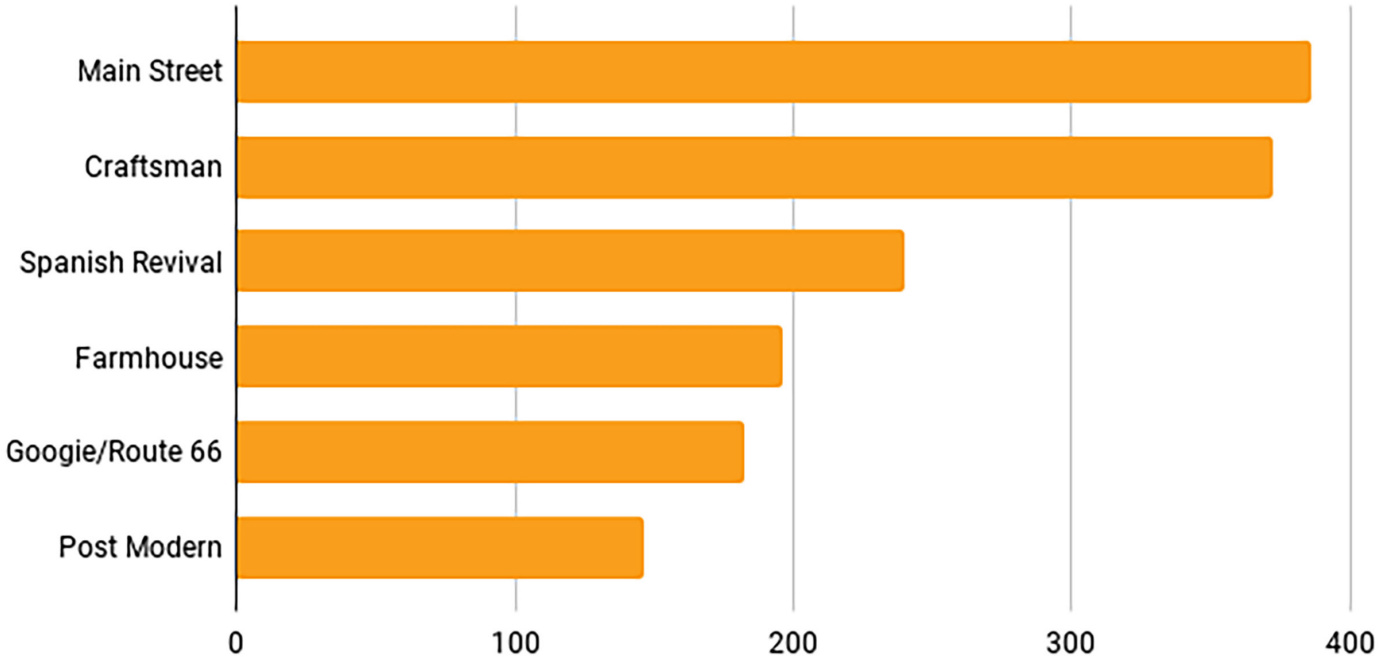



Craftsman


Farmhouse


Spanish Revival

Select the top 3 architectural styles you think are most appropriate for commercial in Glendora.

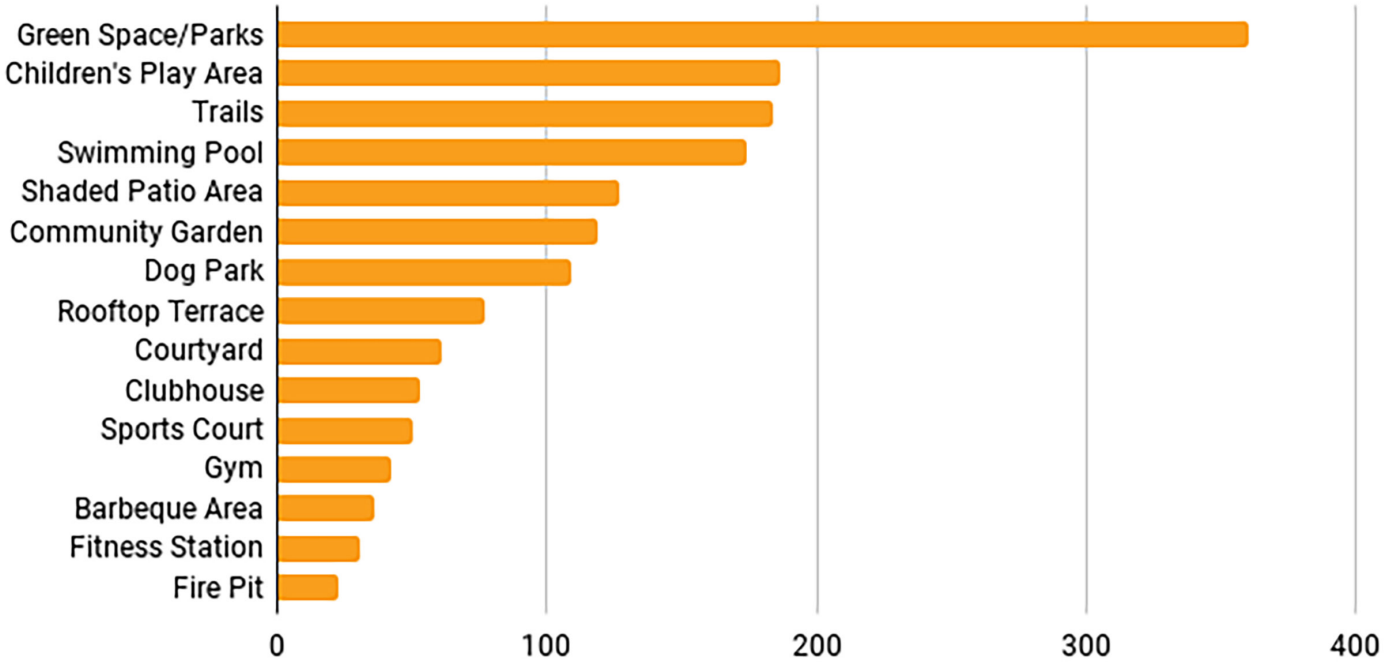



Main Street


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

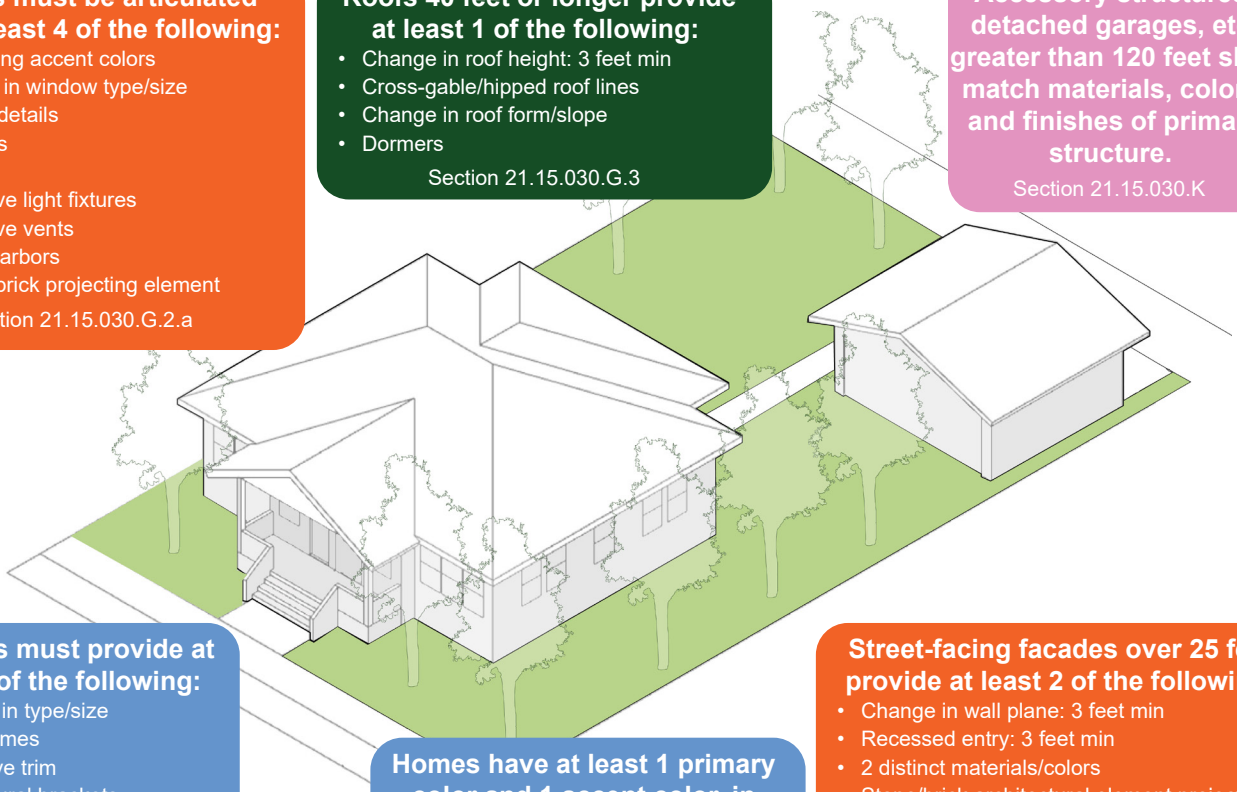
Roofs 40 feet or longer provide at least 1 of the following:

- 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

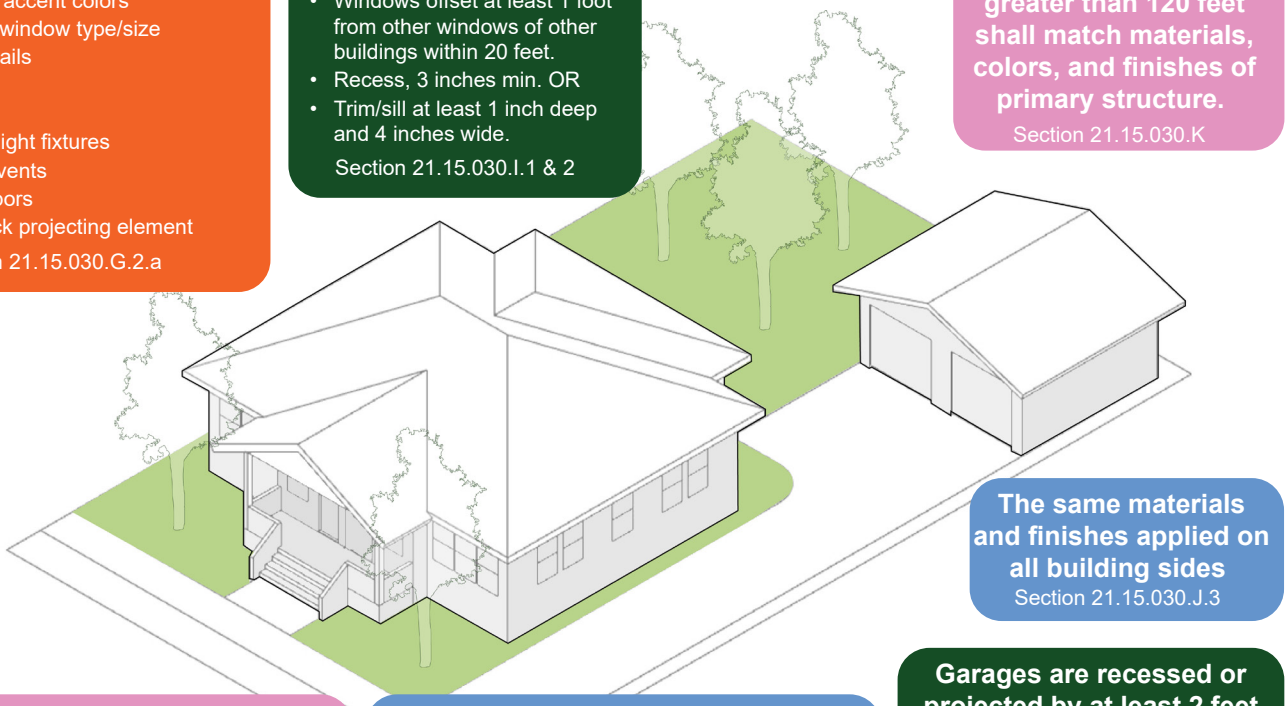
Section 21.15.030.G.2.a

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

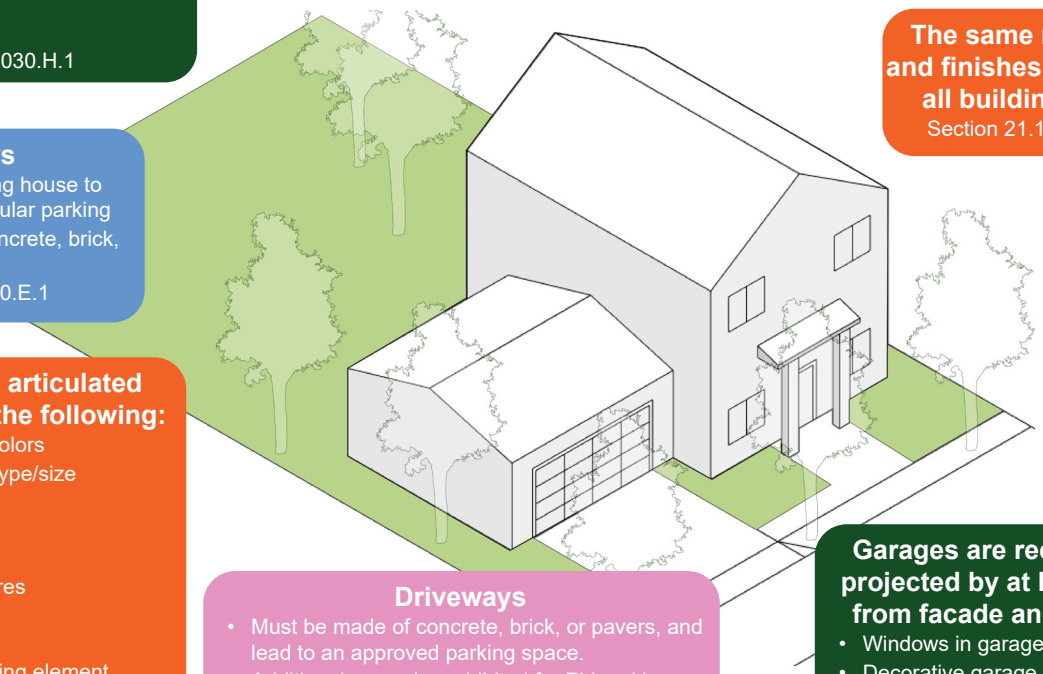
Section 21.15.030.J.2

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.

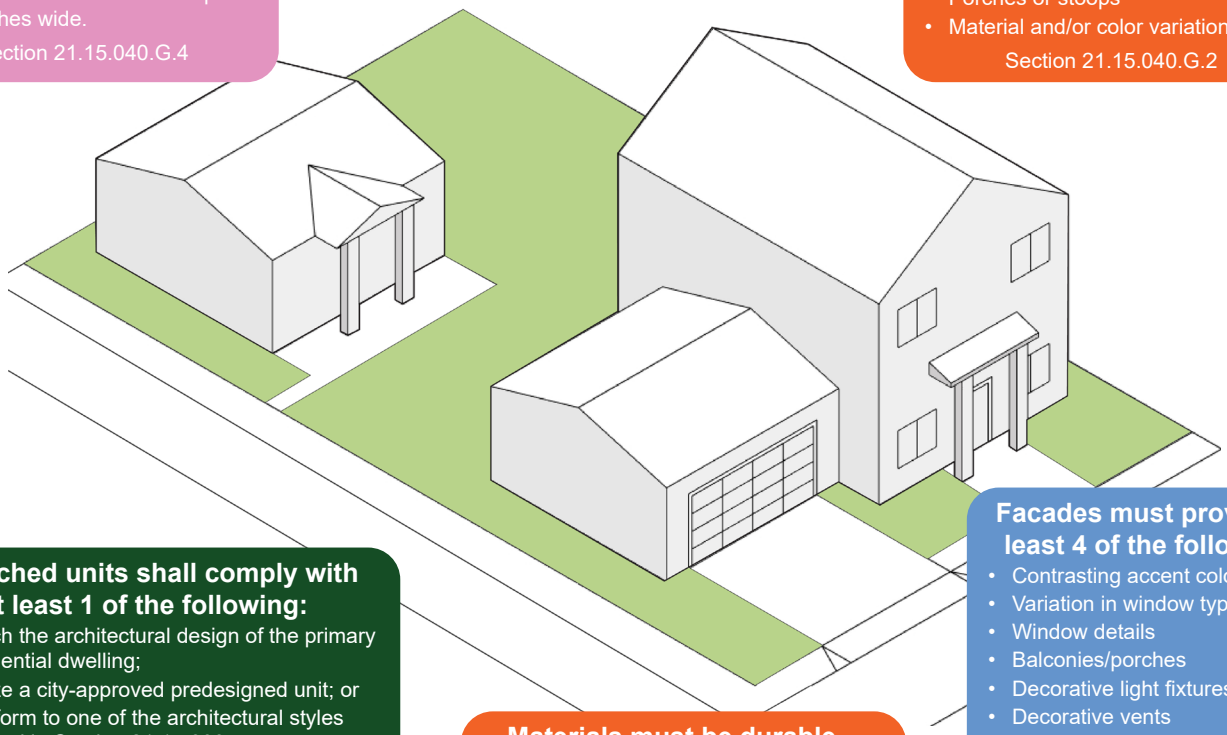
Section 21.15.040.G.4

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.

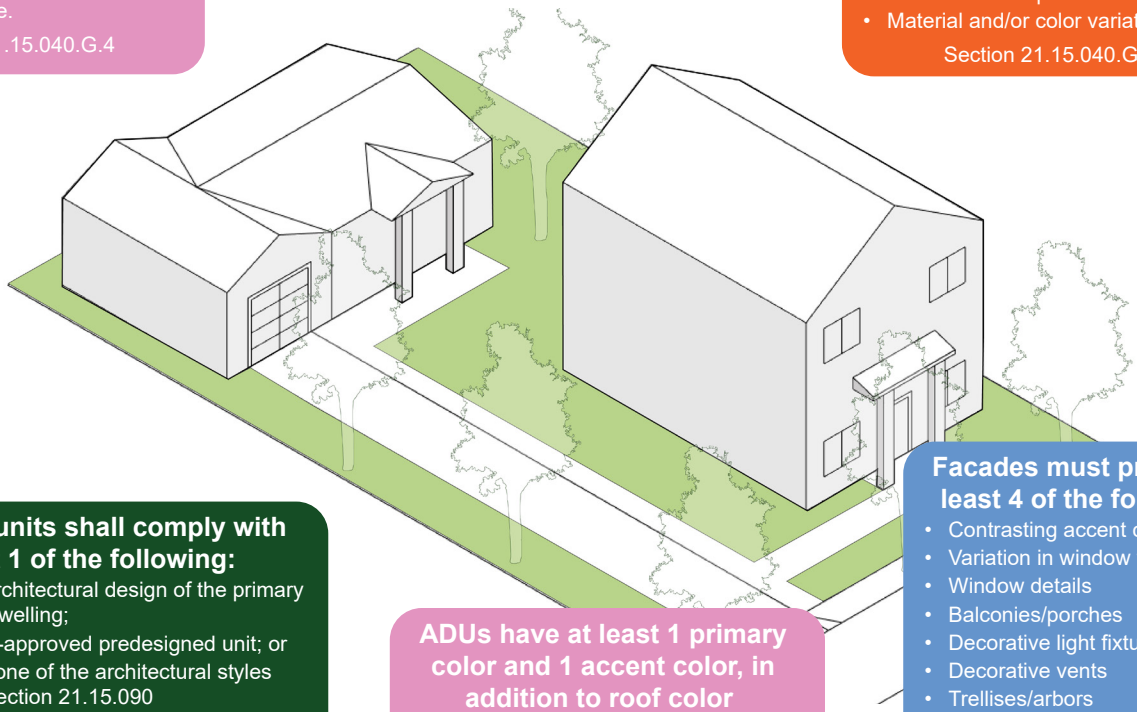
Windows must conform to the following:
- Windows offset at least 1 foot from other windows of other buildings within 20 feet.
- Recess, 3 inches min. OR
- Trim/sill at least 1 inch deep and 4 inches wide.

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.

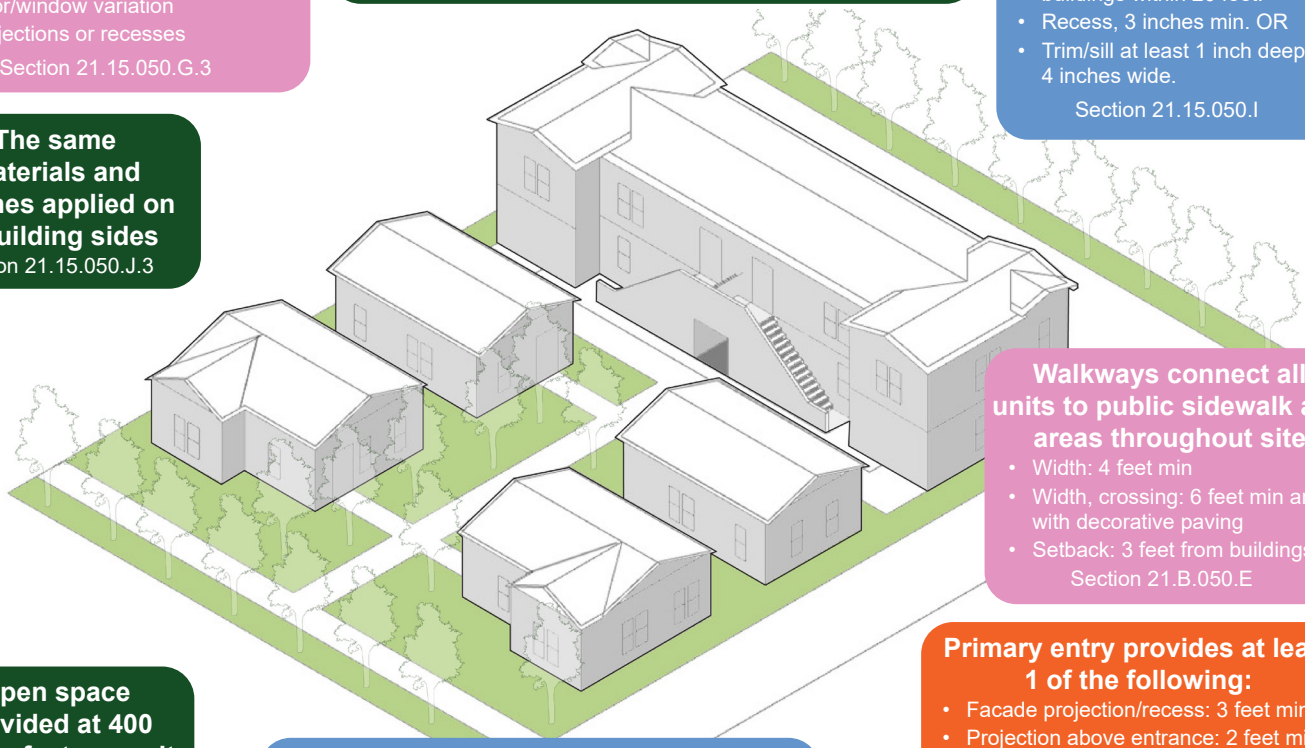
Section 21.15.050.H

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

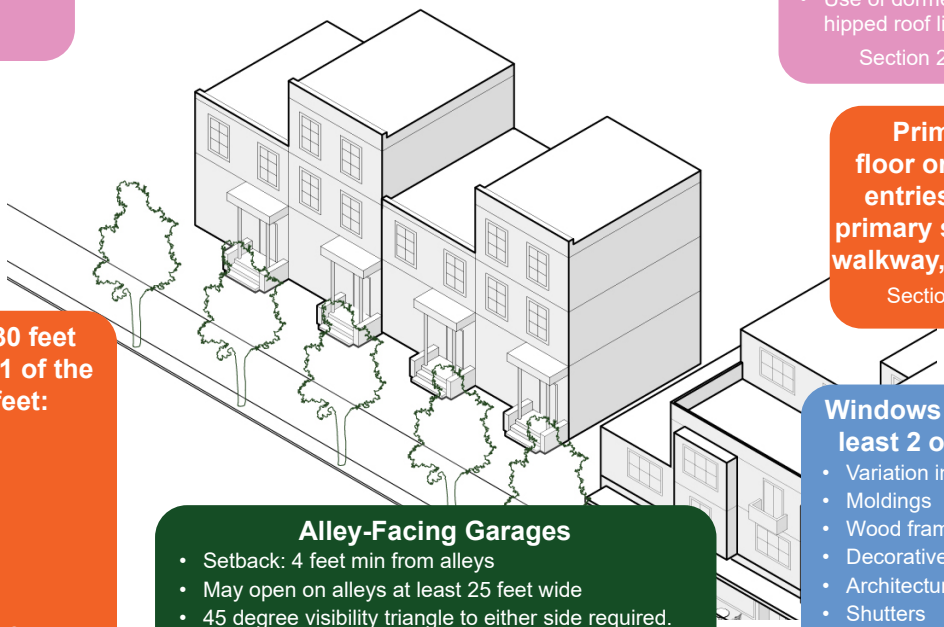
Homes have at least 1 primary color and 1 accent color, in addition to roof color

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

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

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



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.

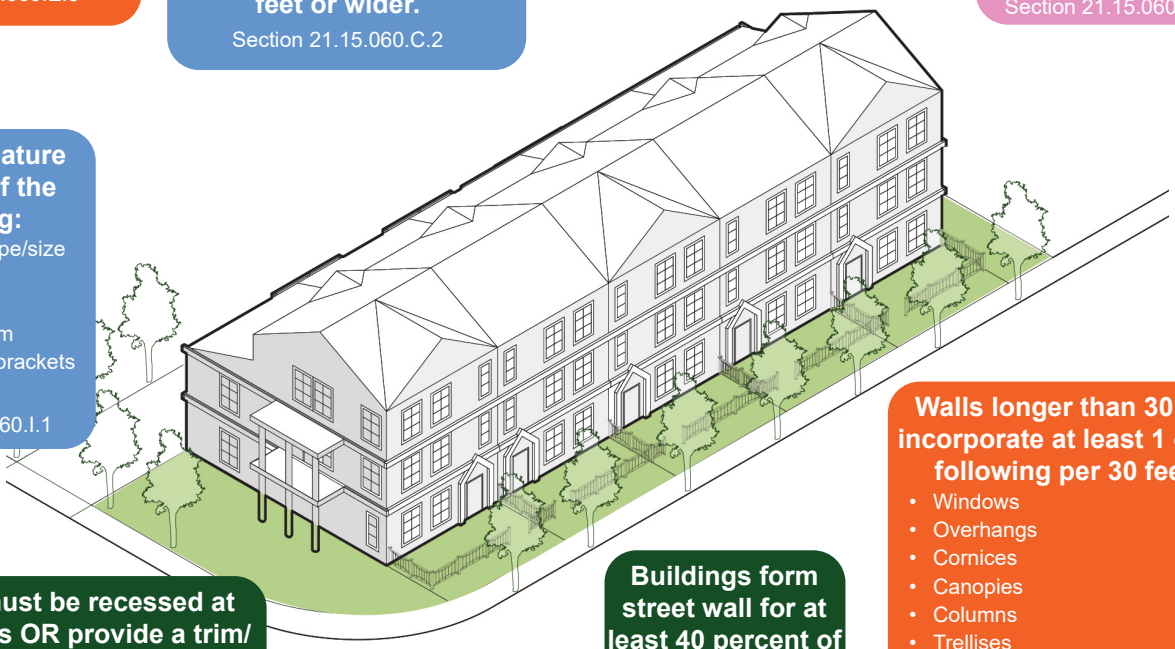
Section 21.15.060.C.2

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.

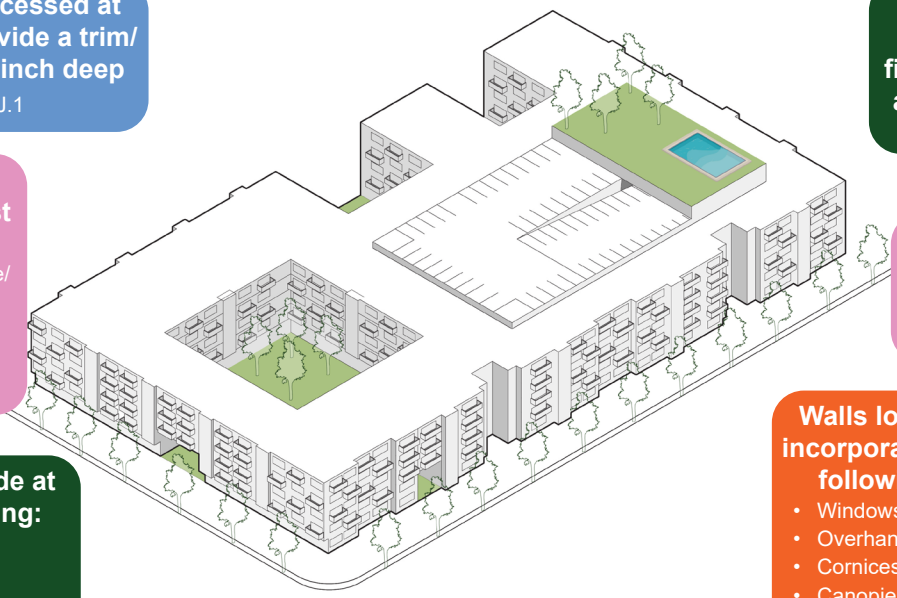
Windows must be recessed at least 2 inches OR provide a trim/windowsill at least 1 inch deep
Section 21.15.060.J.1

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.

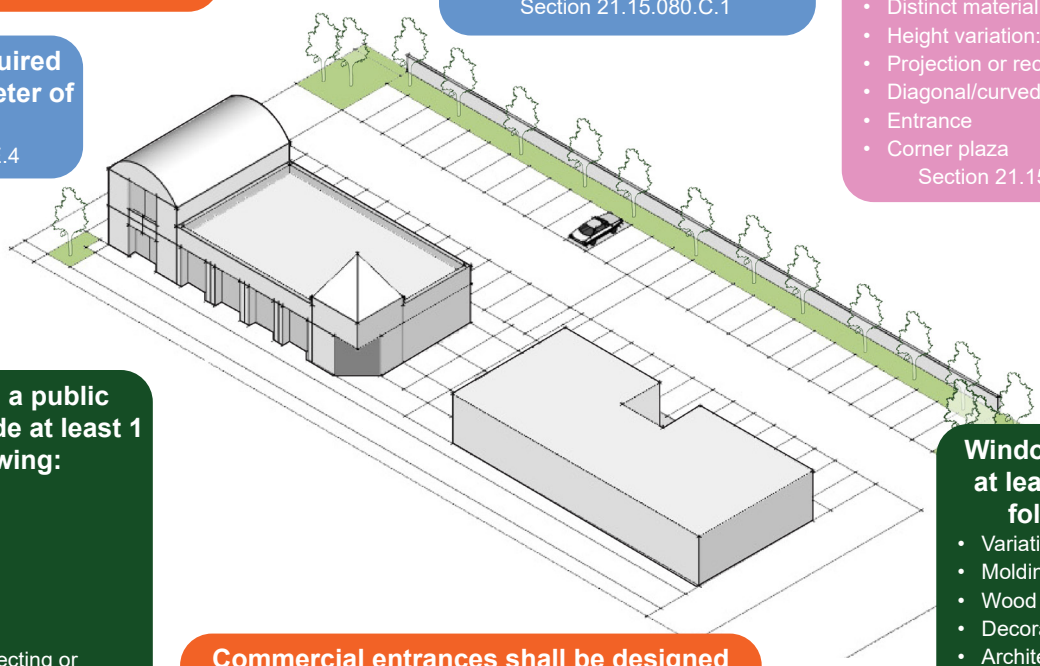
All building facades treated equally with materials and colors. Materials must be durable.
Section 21.15.080.H.1 & 4

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

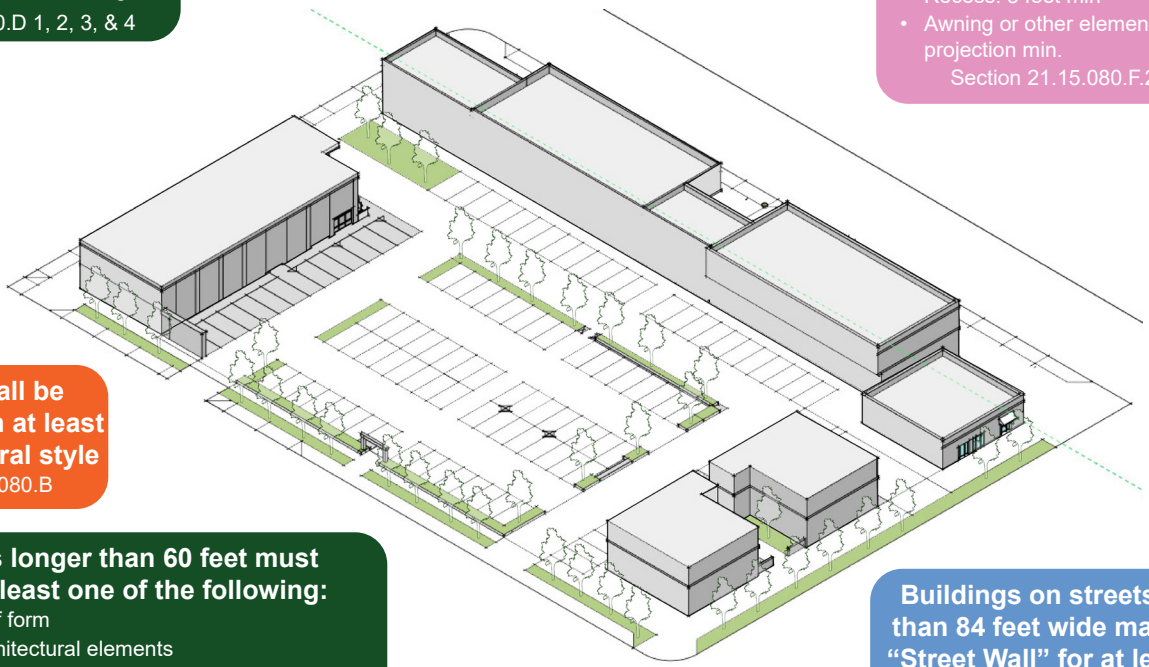
Section 21.15.080.D 1, 2, 3, & 4

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

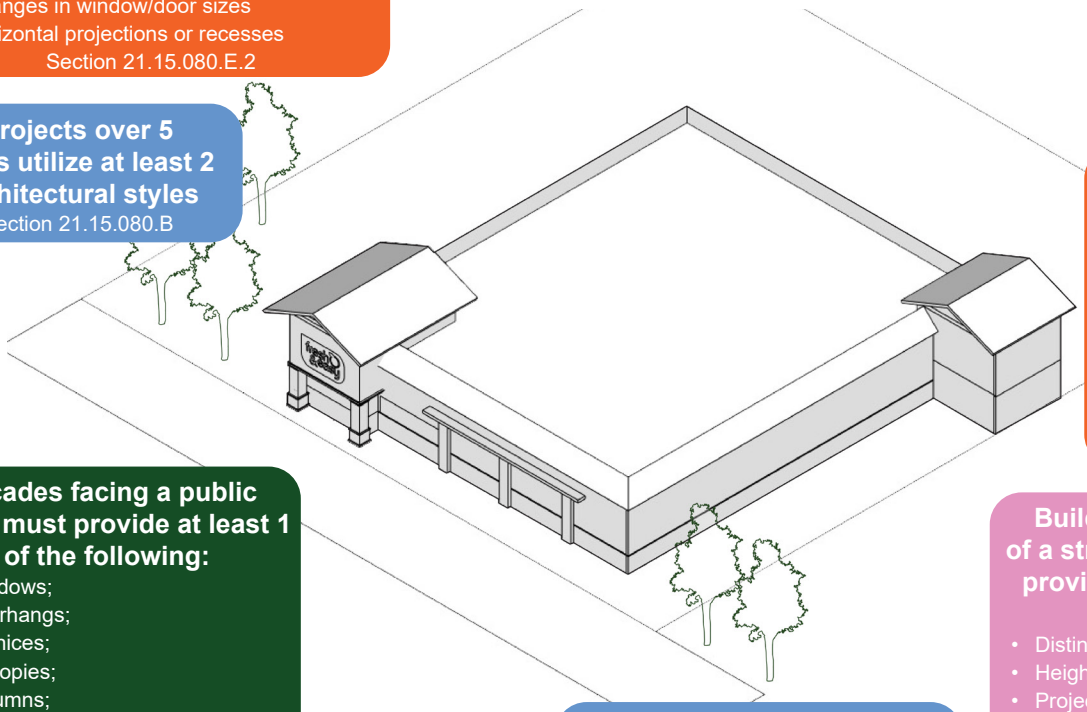
Big box retail centers occupy a large physical footprint and are designed to be a one-stop-shop for customers. These buildings typically have minimal façade articulation and are designed at a larger scale compared to Main Street retail or small scale strip retail. They typically range in size from 50,000 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

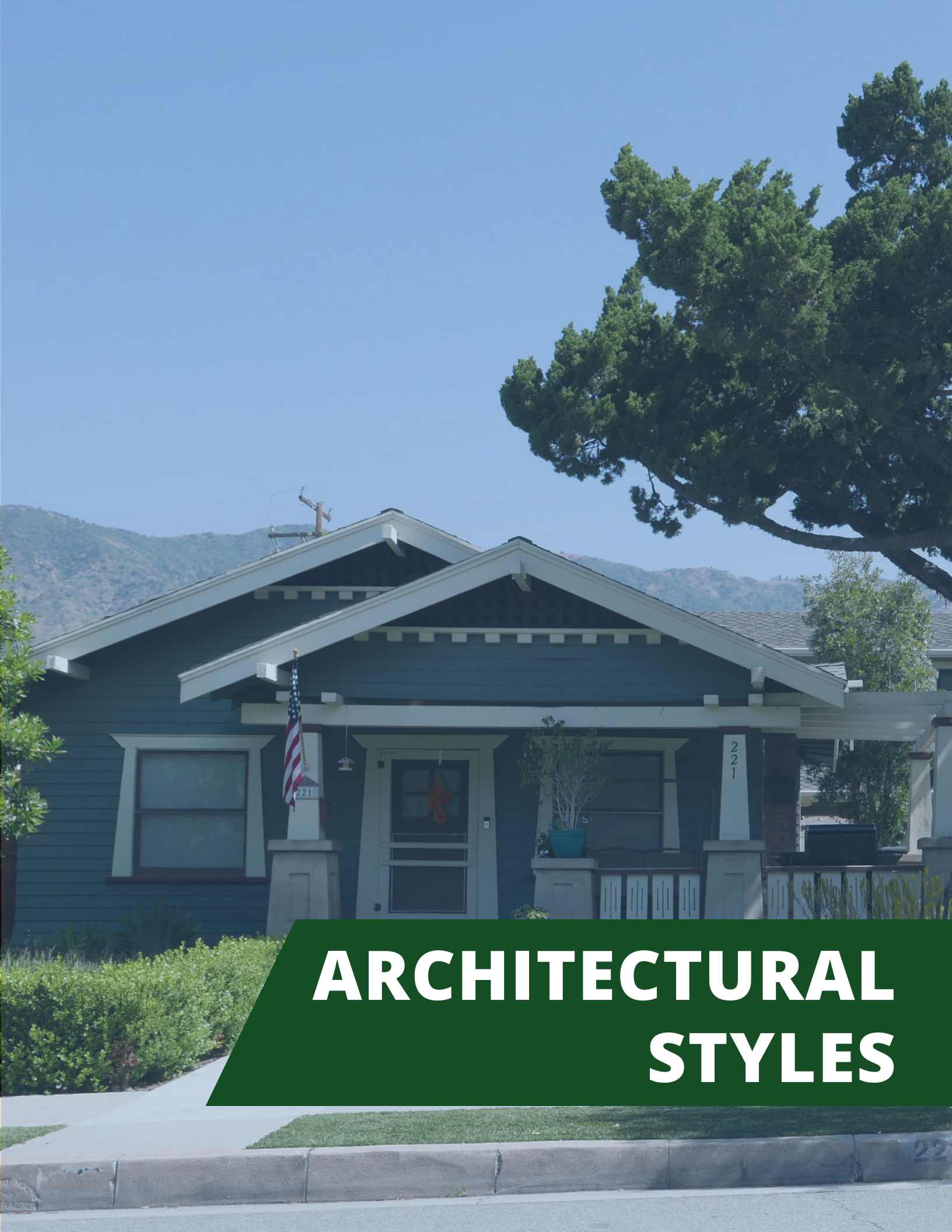
Section 21.15.080.E.5



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:

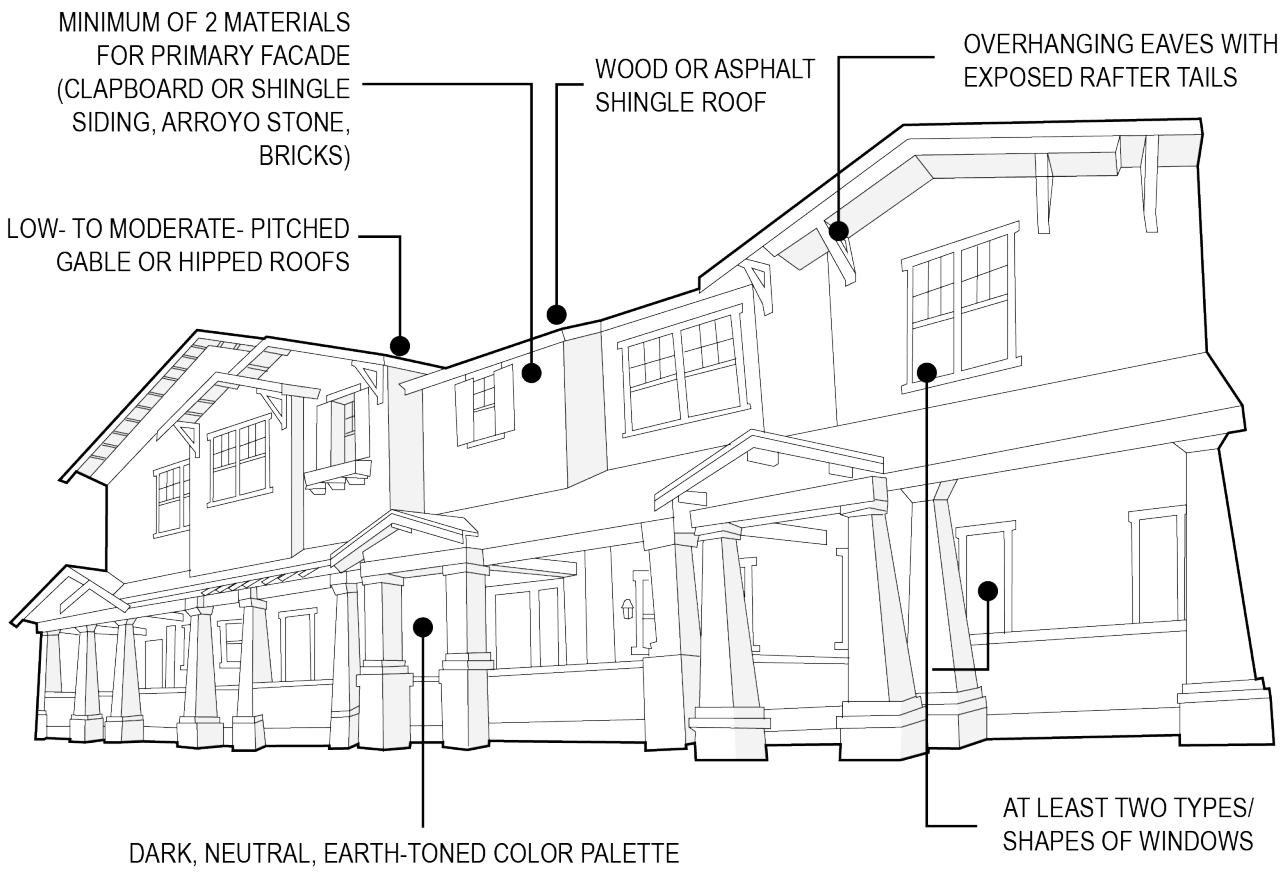
1. Craftsman height limit is three (3) stories, with a smaller 4th story per Section 21.15.090.B0
2. Googie only permitted along specific corridors (Route 66 and Arrow Highway)
3. Postmodern refers to contemporary commercial/industrial development
4. Ranch sylte architecture height limit is two (2) stories.
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.







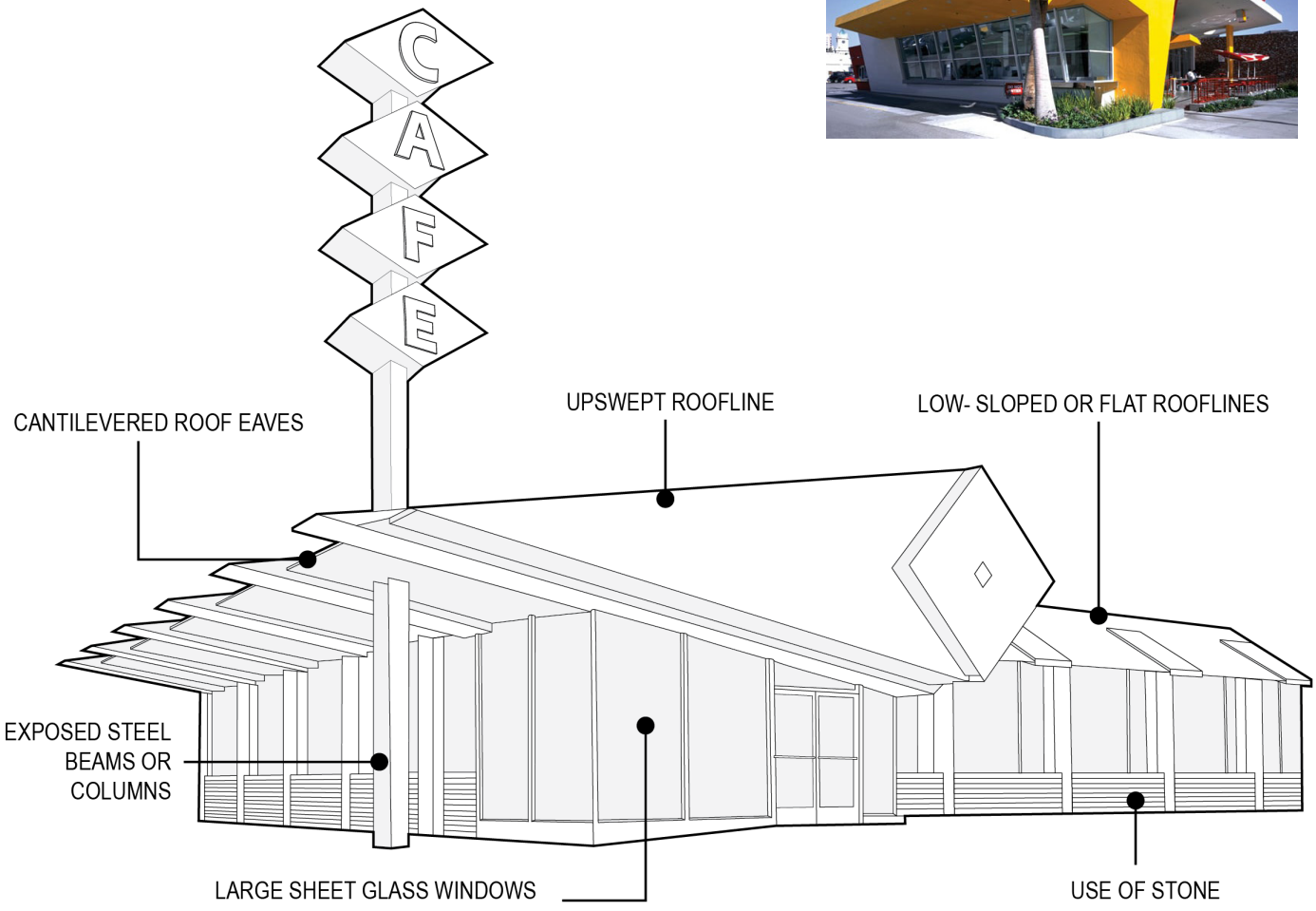


Googie/Route 66. Googie style can be often seen on the historic Route 66 and is characterized by bold geometric shapes with sharp angles and sweeping curves, boomerang shapes for pillars, roofs, and signage, starburst images on signs and building facades, cantilevered rooflines, and a mixture of materials, including glass, steel, and concrete.





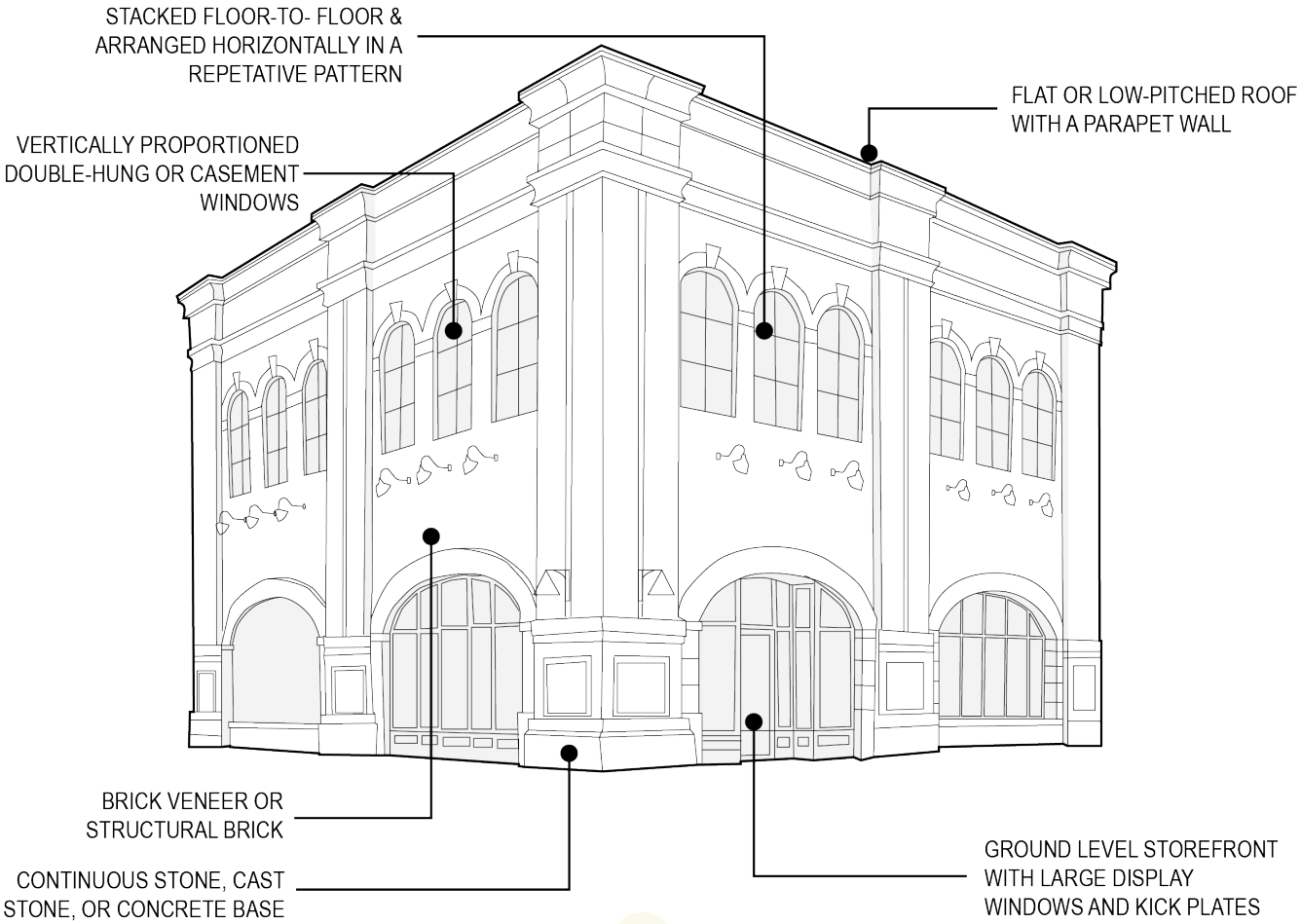




Main Street. The Main Street architectural style is characterized by symmetrical, masonry buildings usually capped with a cornice and parapet and grounded with a continuous base. Elements such as galleries and awnings provide a secondary rhythm for the façade and allow the buildings to engage the public realm. The style is well suited for commercial and office uses as well as mixed use buildings.

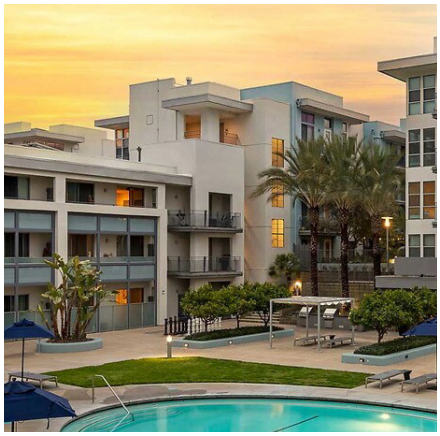




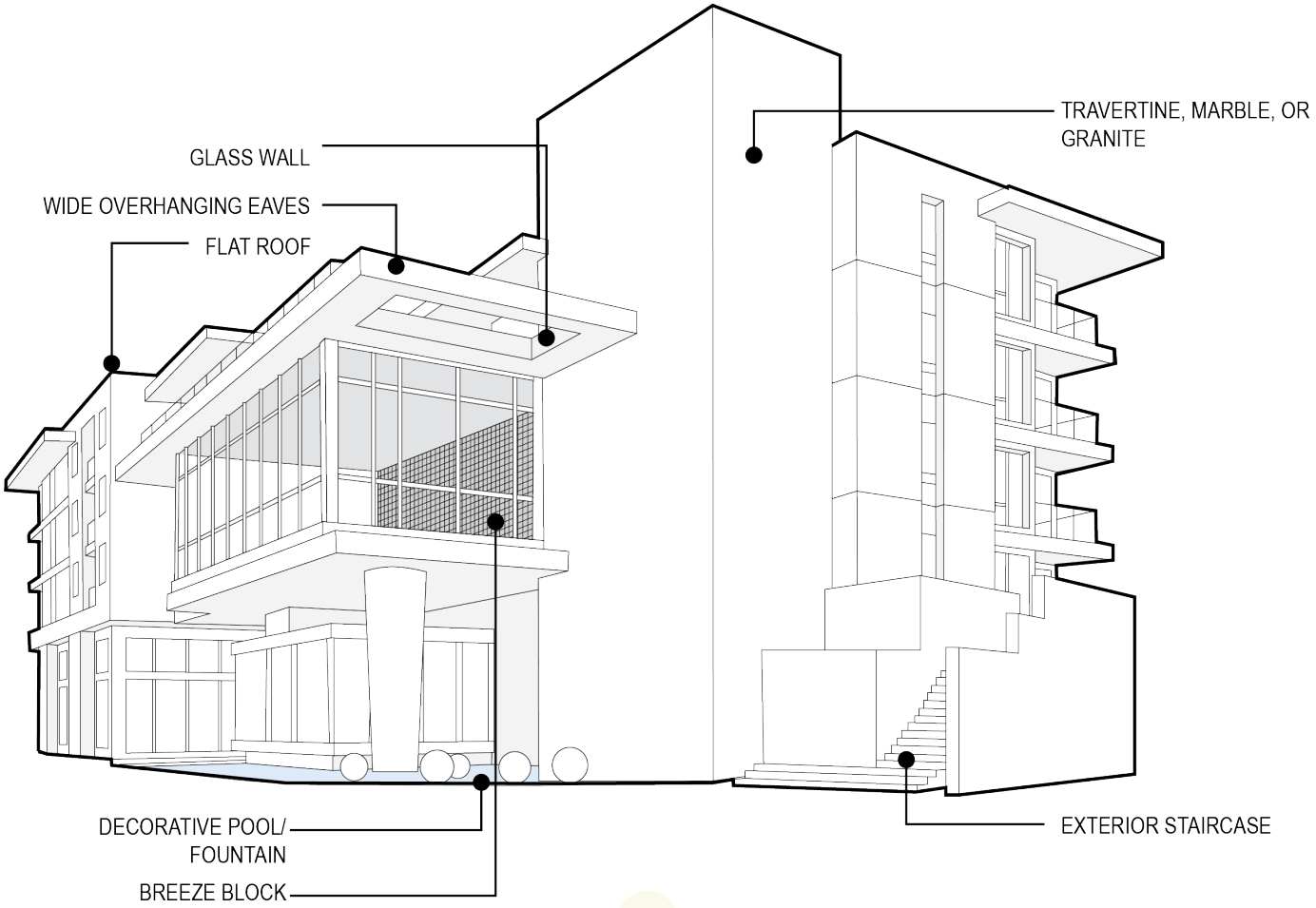


Mid-Century Modern. Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century 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.





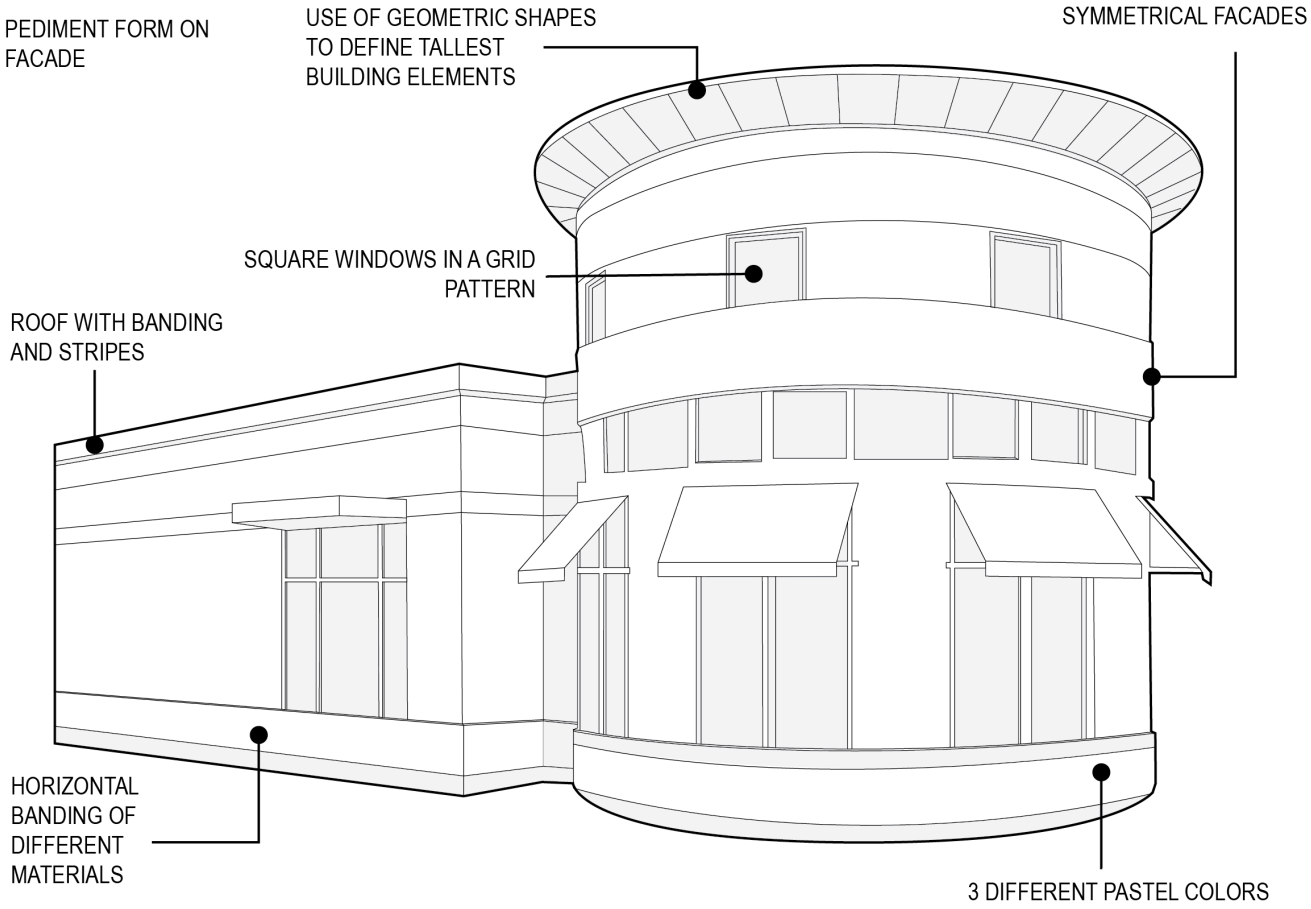




Post Modern. Post Modern is a term that refers generally to an architecture style that imitates elements of traditional styles, while incorporating these with new forms and materials. The result is both familiar and original. It is common to reference several different historical styles within one design, 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.



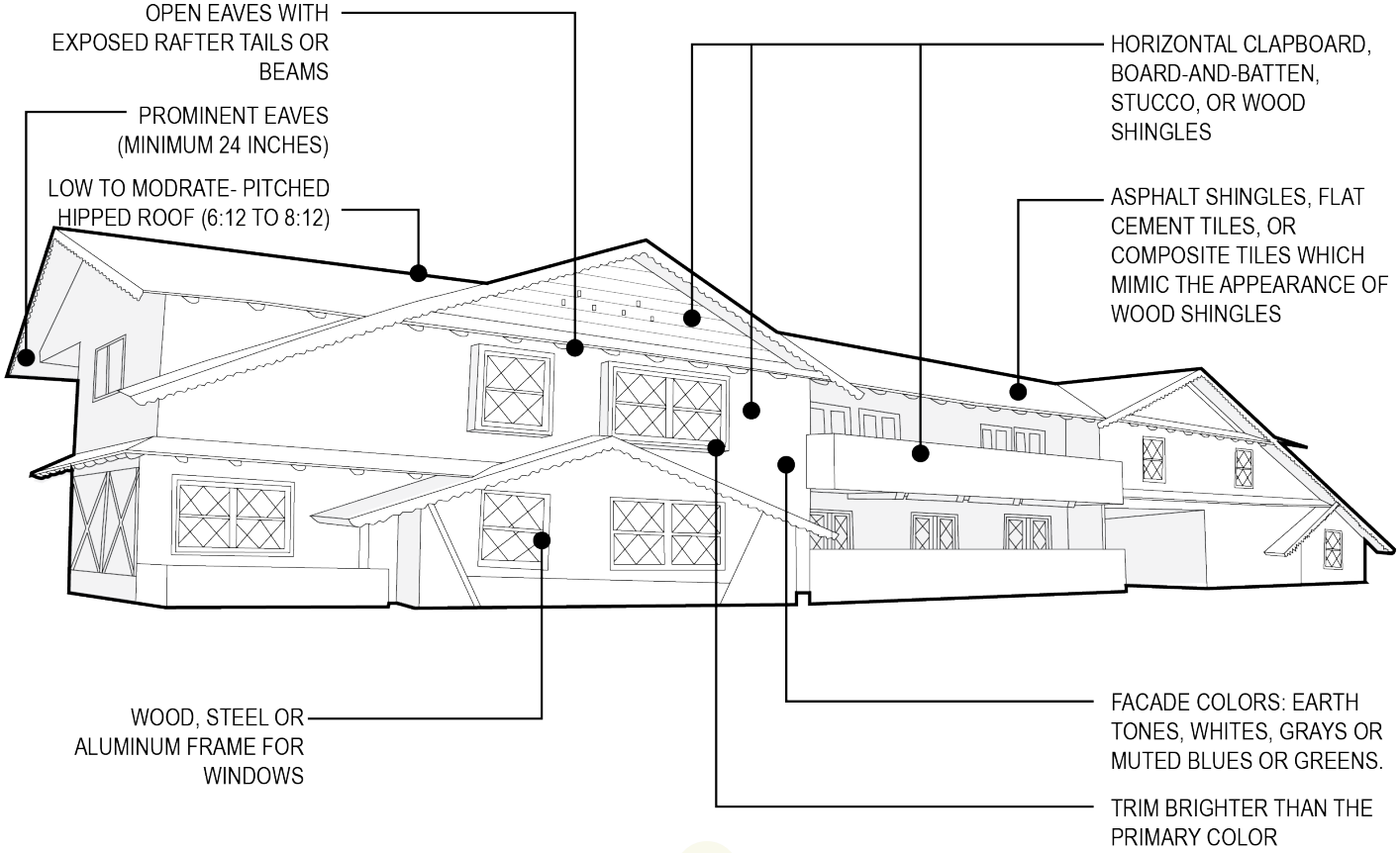




Ranch. Ranch style is distinguished by its rusticated appearance and incorporation of elements reminiscent of the vernacular, nineteenth century buildings of California and the American West. Buildings designed in this architectural style include several identifying characteristics such as rambling, 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.



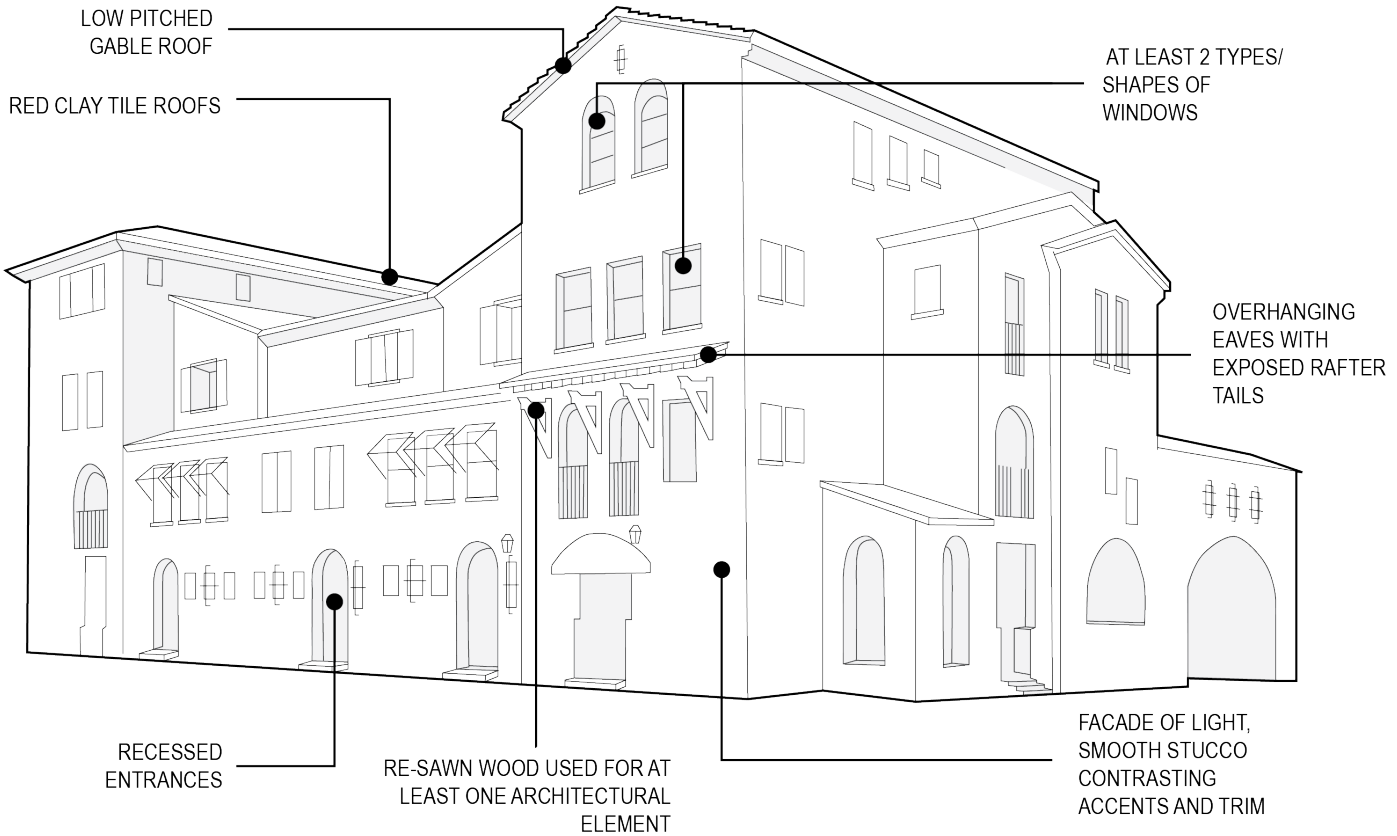




Spanish Revival. The Spanish Revival style is characterized by buildings composed of picturesque combinations of simple rectilinear forms of varying heights. The buildings are capped with gabled or hipped roofs of red clay barrel tiles with little or no eave overhang. Courtyards and well-detailed structural 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				Plan Set Page #	Staff Verified
Standard		Applicant Response			
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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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

NOTICE OF PUBLIC HEARING
City Council

NOTICE IS HEREBY GIVEN that the City Council 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# cityofglendora.org/zoom.*

Hearing Date:	**Tuesday, October 28, 2025, at 7:00 p.m.**
Case Number:	PLN22-0042
Subject Property:	Citywide
Request:	City Council 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 (October 16, 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: October 16, 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 Thursday, October 16, 2025.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

PUBLIC NOTICE
SUMMARY OF PROPOSED ORDINANCE
(AS PRESCRIBED BY GOVERNMENT CODE SECTION 36933(c)(1))

NOTICE IS HEREBY GIVEN THAT at their meeting held Tuesday, October 28, 2025, the Glendora City Council introduced for first reading, proposed **Ordinance XXXX,** 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 proposed Ordinance, which if approved, will amend Title 21 (zoning) of the Glendora Municipal Code (GMC) to establish objective design standards and streamline existing regulations in alignment with the City's adopted Housing Element and State law. A summary of the changes proposed by the Ordinance to the GMC are summarized as follows:

1. Repeal and replace in its entirety, Appendix 21.B of the Zoning Code, with objective design standards for architecture and site planning for all development types.
2. Replace the design guidelines set forth in the Arrow Highway and Route 66 Specific Plans with new consolidated objective design standards.
3. Revise Chapter 21.03, General Regulations of the GMC to reference the City's new objective design standards, and to incorporate key objective standards pertaining to landscaping, mailboxes, refuse storage areas.
4. Revise Chapters 21.04, Residential Zones, 21.05, Commercial and Industrial Zones, and 21.06, Special Use Zones, to reference the new objective design standards.
5. Revise side setbacks for accessory structures in the Rural Hillside Residential zone to be consistent with the rest of the zoning code (4 feet).
6. Revise the threshold for Development Plan Review (DPR) for commercial projects to 25,000 square feet or greater.

The City Council will consider adoption of said Ordinance at their meeting _____, at 7:00 p.m., in the City Council Chamber, 116 E. Foothill Boulevard, Glendora, CA.

A full-text copy of the Ordinance may be reviewed in the Office of the City Clerk of the City of Glendora at Glendora City Hall, 116 E. Foothill Boulevard, California, and online at www.cityofglendora.gov under public notices.

The foregoing Ordinance was introduced for first reading at a Regular Meeting of the Glendora City Council by the following roll call vote:

AYES: MEMBERS:
NOES: MEMBERS:

ABSENT: MEMBERS:
ABSTAIN: MEMBERS:

Dated this ___day of ___

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published in San Gabriel Valley Examiner:

PUBLIC NOTICE
SUMMARY OF APPROVED ORDINANCE

AS PRESCRIBED BY GOVERNMENT CODE SECTION 36933 (c) (1)

NOTICE IS HEREBY GIVEN THAT at their meeting held Tuesday, December 9, 2025, the Glendora City Council conducted a second reading and adopted **Ordinance No.,** 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 Ordinance amends several sections of Glendora Municipal Code Title 21 (zoning) of the Glendora Municipal Code (GMC) to establish objective design standards and streamline existing regulations in alignment with the City's adopted Housing Element and State law. A summary of the changes proposed by the Ordinance to the GMC are summarized as follows:

1. Repeal and replace in its entirety, Appendix 21.B of the Zoning Code, with objective design standards for architecture and site planning for all development types.
2. Replace the design guidelines set forth in the Arrow Highway and Route 66 Specific Plans with new consolidated objective design standards.
3. Revise Chapter 21.03, General Regulations of the GMC to reference the City's new objective design standards, and to incorporate key objective standards pertaining to landscaping, mailboxes, refuse storage areas.
4. Revise Chapters 21.04, Residential Zones, 21.05, Commercial and Industrial Zones, and 21.06, Special Use Zones, to reference the new objective design standards.
5. Revise side setbacks for accessory structures in the Rural Hillside Residential zone to be consistent with the rest of the zoning code (4 feet).
6. Revise the threshold for Development Plan Review (DPR) for commercial projects to 25,000 square feet or greater.

Said ordinance will become effective 30 days after adoption.

A full text copy of the ordinance may be reviewed in the Office of the City Clerk of the City of Glendora at Glendora City Hall, 116 E. Foothill Boulevard, California, and online at www.cityofglendora.gov under public notices.

The foregoing Ordinance was approved and adopted at a Regular Meeting of the Glendora City Council by the following roll call vote:

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

Dated this __ day of ____,2025.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published in San Gabriel Valley Examiner:

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	Google/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;Google/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;Google/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	Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Farmhouse;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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/Route 66	Nothing tall.	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;Google/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;Google/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;Google/Route 66	Route 66 played up as a tourist attraction; itâ€™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;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 6:34:23 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;Google/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;Google/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;Google/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;Google/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;Google/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	Iâ€™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;Google/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;Google/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	Spanish Revival;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. It'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 it'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	I'm okay with them all, I'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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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;Google/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	I'd love to see a more nature driven area that works with it'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 google/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 12:09:48 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
2024/07/13 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
2024/07/17 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™ðŸ½	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

CITY COUNCIL MEETING
OCTOBER 28, 2025
COMMUNITY DEVELOPMENT DEPARTMENT

HANS FRIEDEL, AICP | PRINCIPAL PLANNER | CITY OF GLENDORA
ALAN LOOMIS, AICP | PLACEWORKS



REQUEST

THAT THE CITY COUNCIL:

OPEN AND CONDUCT THE PUBLIC HEARING, ACCEPT THE EVIDENCE AND TESTIMONY PRESENTED, AND IN THE ABSENCE OF SUBSTANTIAL TESTIMONY TO THE CONTRARY, APPROVE 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)”

3. DIRECT THE PREPARATION OF A SUMMARY OF THE ORDINANCE FOR PUBLICATION PURSUANT TO GOVT CODE 36933 AND RESOLUTION CC 2018-40.

INTRODUCTION TO OBJECTIVE DESIGN STANDARDS (ODS)

- California Law requires objective design standards for qualifying residential and mixed-use developments

- 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

INTRODUCTION TO OBJECTIVE DESIGN STANDARDS (ODS)

Law / Bill	Applies To	Key Requirement
SB 35	Multifamily/mixed-use affordable housing	Objective design standards mandatory for streamlined review
SB 330	All qualifying housing projects	Ban on new subjective standards post-Jan 1, 2020
GC (§ 65589.5)	Housing with objective compliance	Approval required if meets all objective standards
SB 9 + ADU Law	Duplexes and lot splits	Compliance only with objective standards
SB 6 / AB 2011	Residential in commercial zones	By-right with objective review
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

Glendora

WHAT ARE ODS?
OBJECTIVE STANDARD VS SUBJECTIVE GUIDELINES

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 30 FEET IN LENGTH WITHOUT INCORPORATING A VARIATION IN ROOF HEIGHT OF AT LEAST 3 FEET

LOCAL DIRECTIVES

Housing Element Program 16, Action #24 (2021-2029)

- Revise design guidelines to be objective and remove language requiring interpretation of design quality

Glendora Strategic Plan Goal 1, Objective 5, Task 3 (2023-2025)

- Develop ODS

Glendora Strategic Plan, Goal 1, Action # 1.1 (2025-2027)

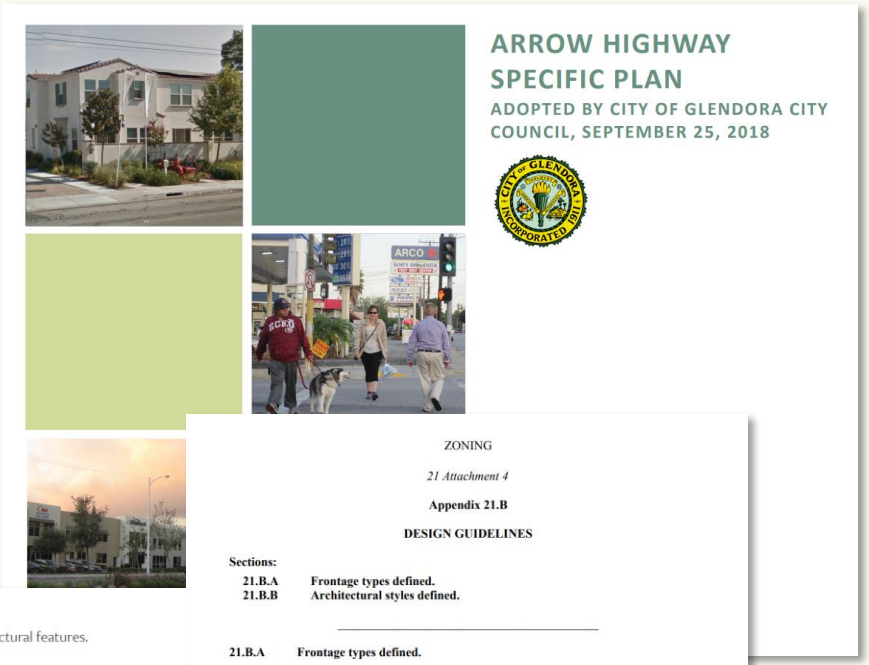
- Objective design guidelines

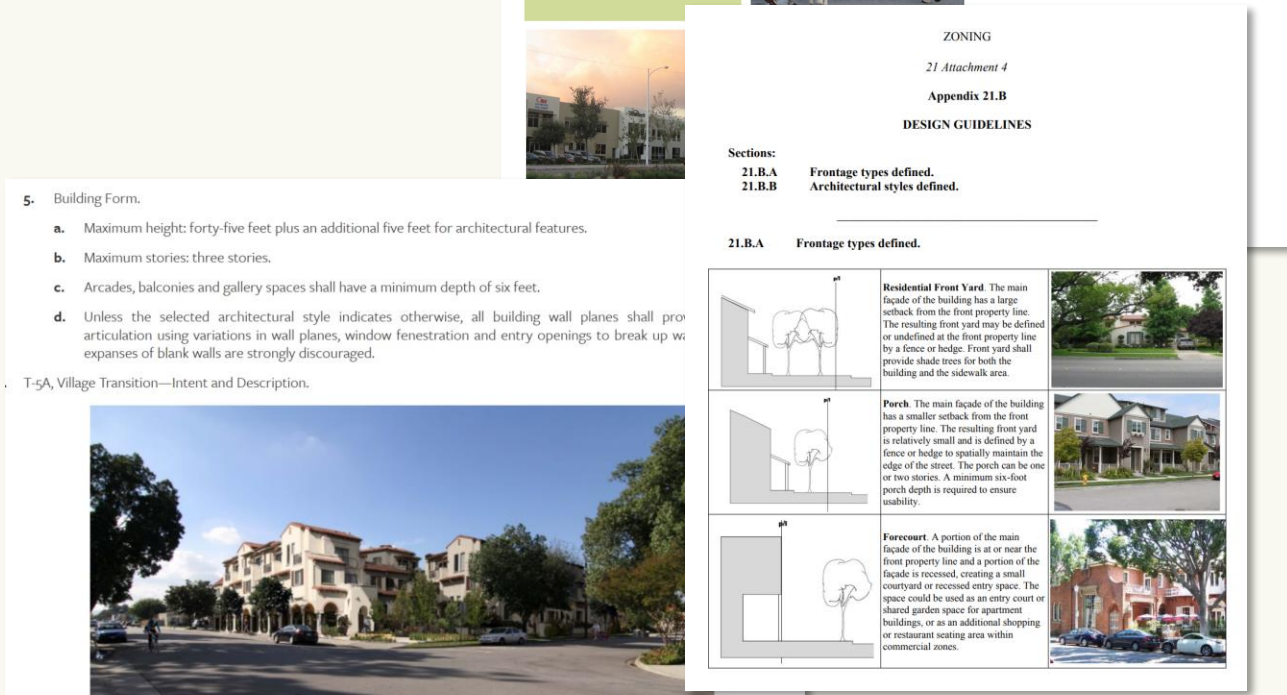
Economic Development Action Plan (2024-2025)

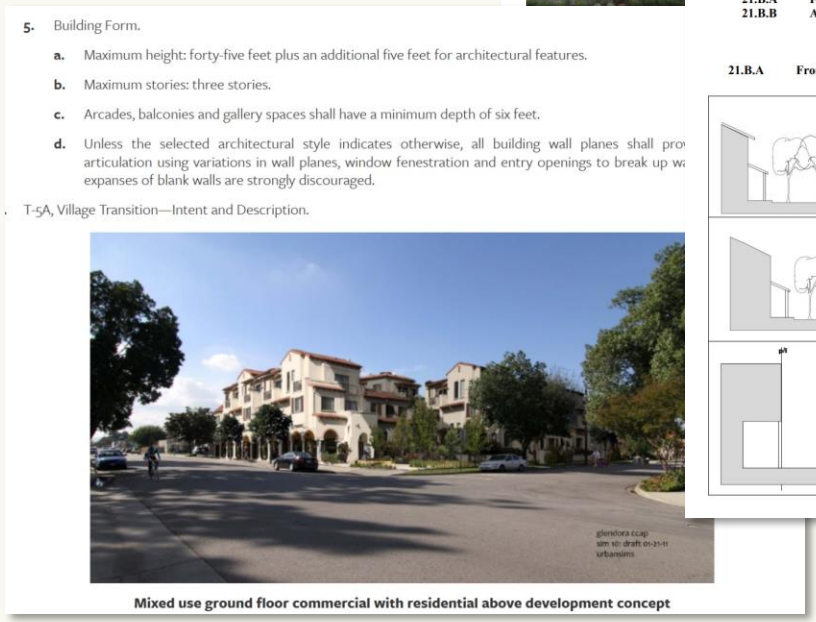
- Outlines business retention and attraction goals, including… nonmonetary incentives such as streamlined permitting and fast-tracking entitlement reviews… aim to reduce the complexity and time involved in starting or expanding businesses in targeted sectors and locations (City of Glendora EAP, 2024, pp. 33-34).

GLENDORA'S CURRENT CODE

- 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

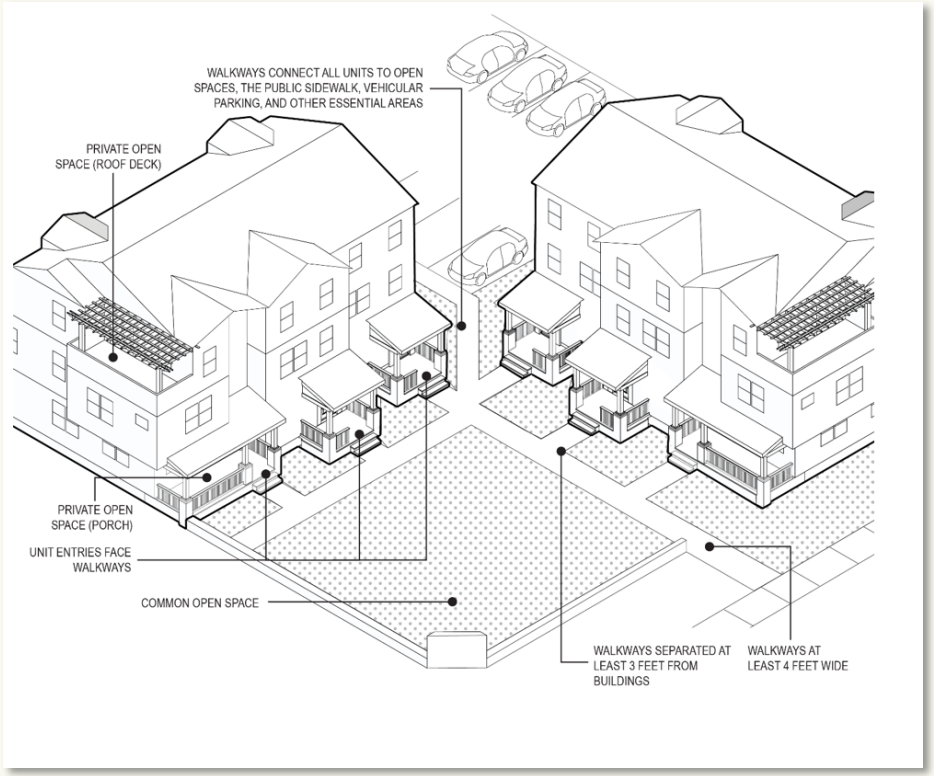






GUIDING PRINCIPALS

1. Develop clear, simple, and easy to administer standards
2. Streamline and consolidate existing regulations
3. Establish a clear, consistent and uniform benchmark
4. Reduce excessive applicant and staff interactions
5. Use a reverse pyramid approach with more complicated regulations for big developments, and less for high frequency, lower complexity developments like ADUs and single-family homes
6. Implement a cafeteria approach with giving applicants a menu of choices in the code e.g. select 2 of the following 3 options, etc.
7. Be compliant with State law



PUBLIC ENGAGEMENT

- PC Kickoff Meeting (August 1, 2023)
- In-person and online survey (Spring to Summer 2024)
- Open House, Stakeholder Interviews (Fall 2024)
- Architect and developer roundtable (July 22, 2025)
- Joint Planning commission and City Council study session (August 28, 2025)



JOINT CC/PC MEETING

- Held on August 28, 2025
- Key takeaways/revisions
  - Reduce architectural styles for large multifamily in line with survey results
  - Eliminate modern farmhouse as a style
  - Add top edge treatment to buildings
  - Better align wooden building elements with fire prevention best practices
  - Discourage unfinished wood in balconies and decks

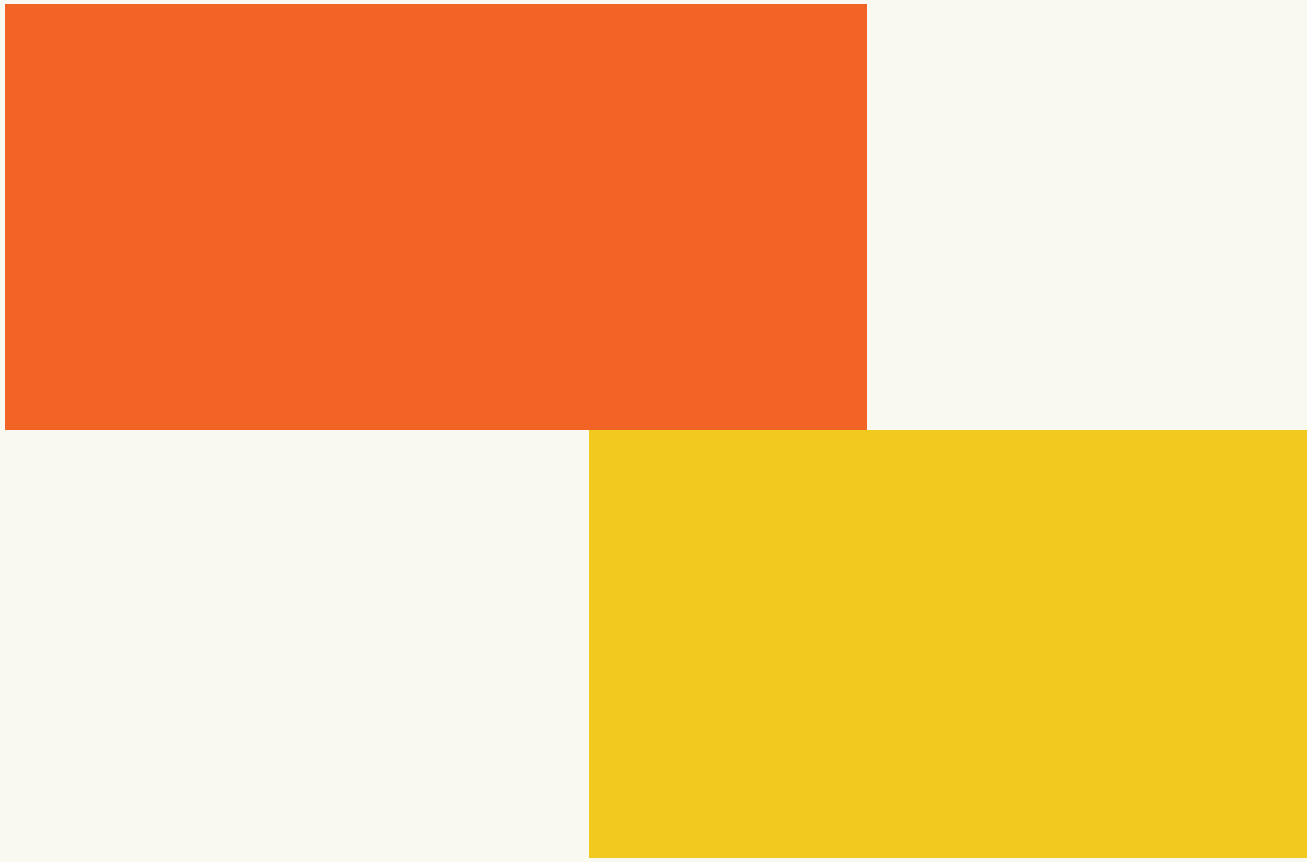
JOINT CC/PC MEETING

21.15.090, Table A. Architectural Styles

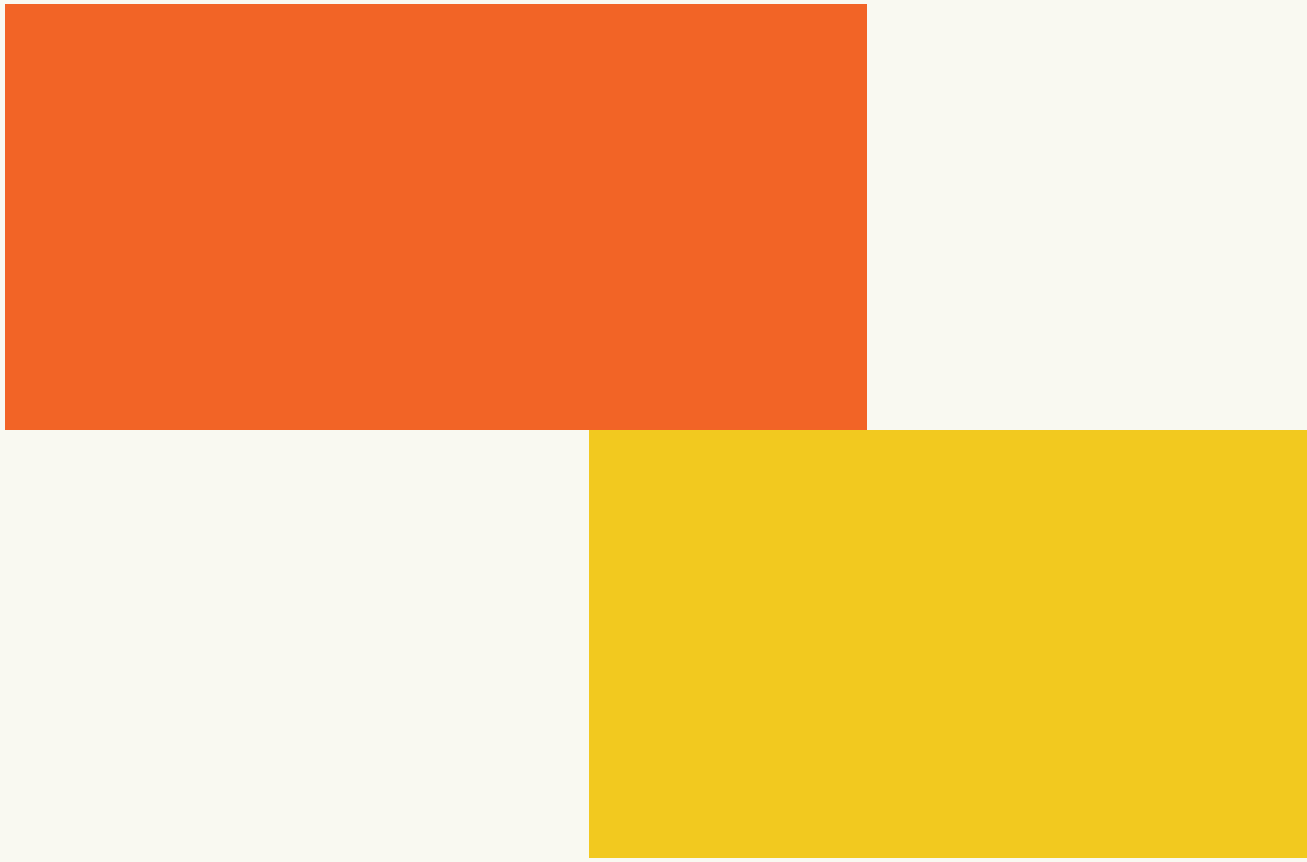
Style	Building Type						
	Single-Family	Accessory	Small-MF	Large-MF	Small-MU	Large-MU	Commercial
Craftsman	x	x	x	x	x	x	x
Googie					x		x
Main Street					x	x	x
Mid Century Modern	x	x	x		x		x
Postmodern					x		x
Ranch	x	x	x				
Spanish	x	x	x	x	x	x	x

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



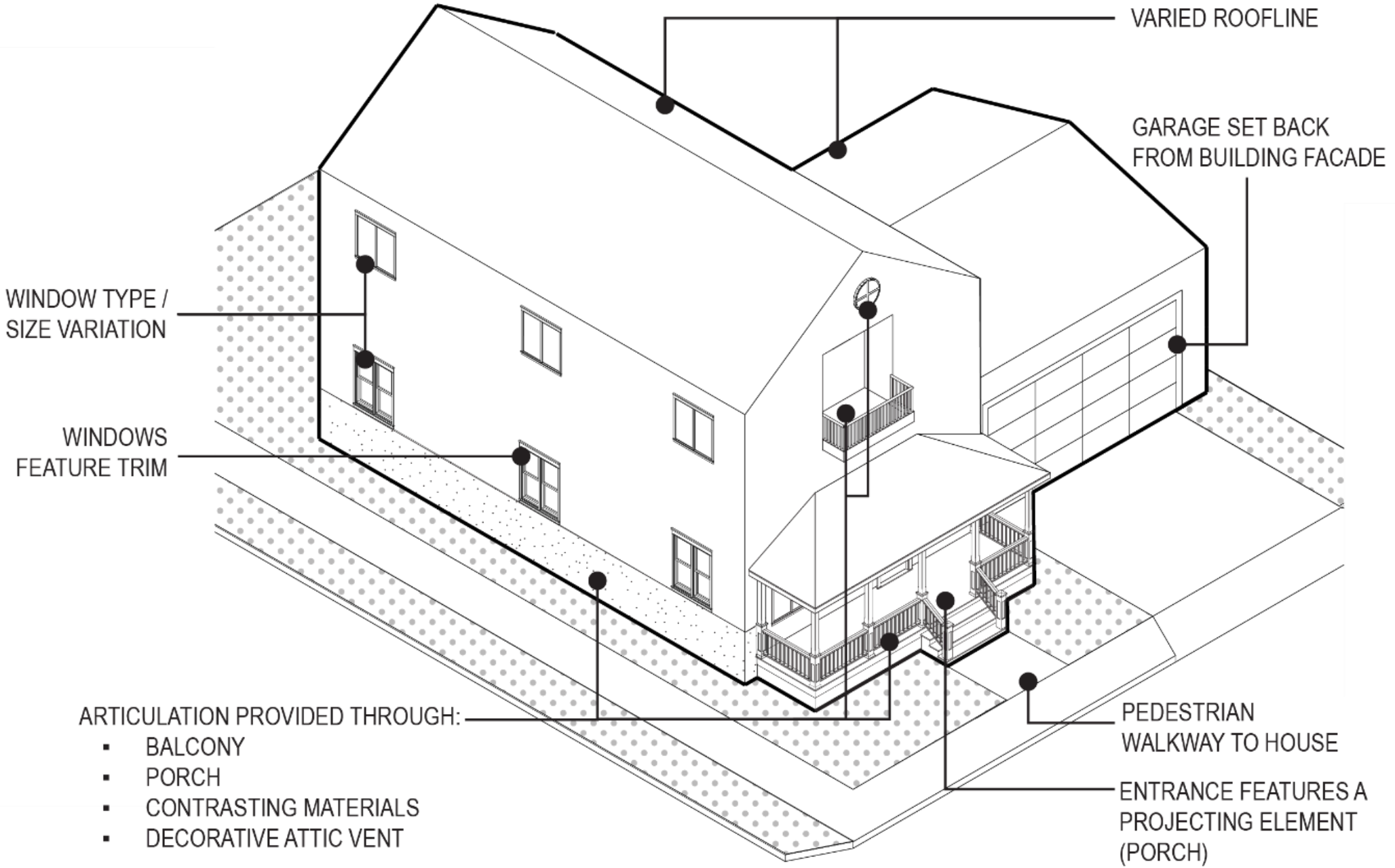
EXAMPLE STANDARDS

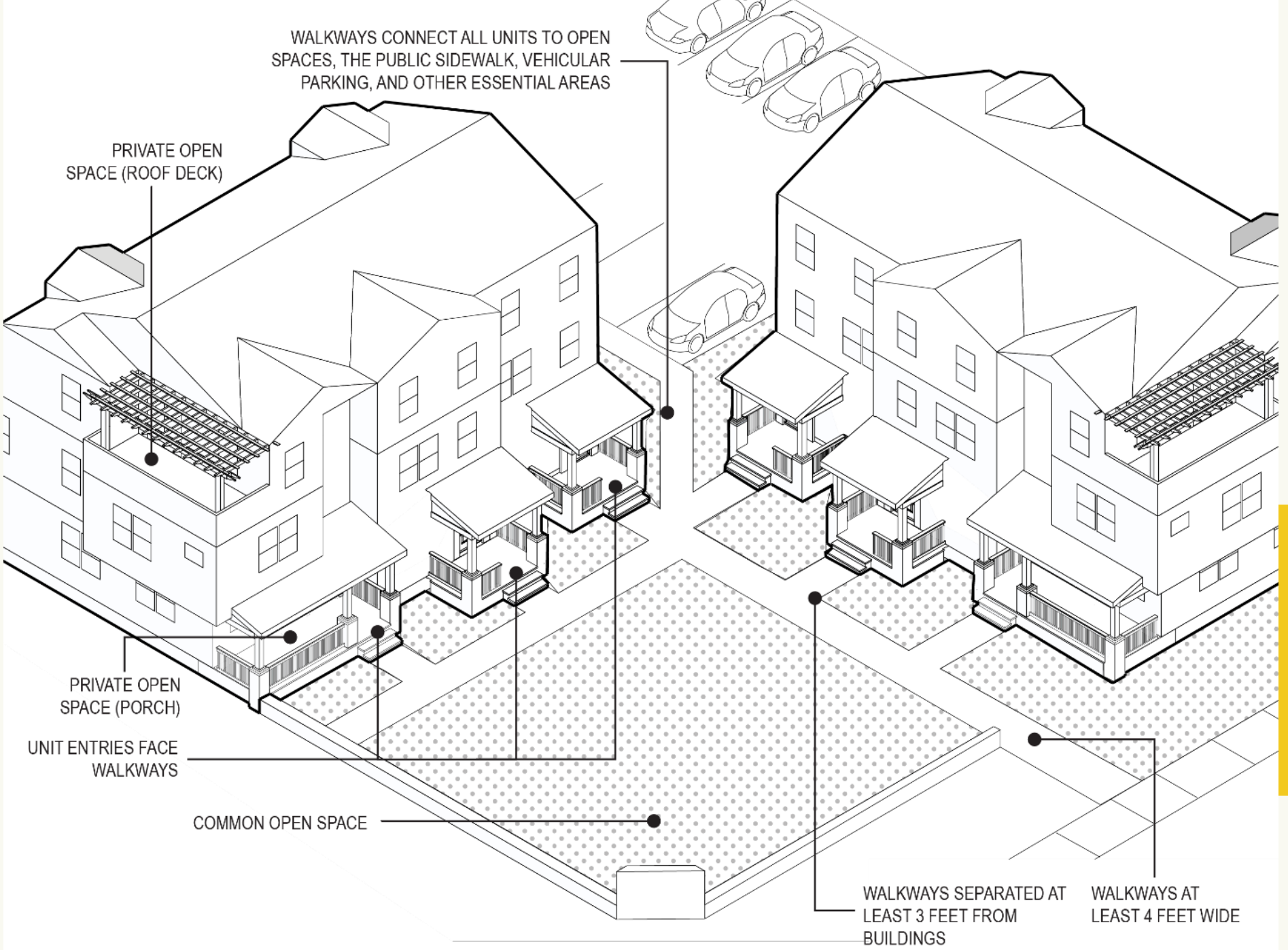
General. Building facades must be articulated with at least four (4) of the following:

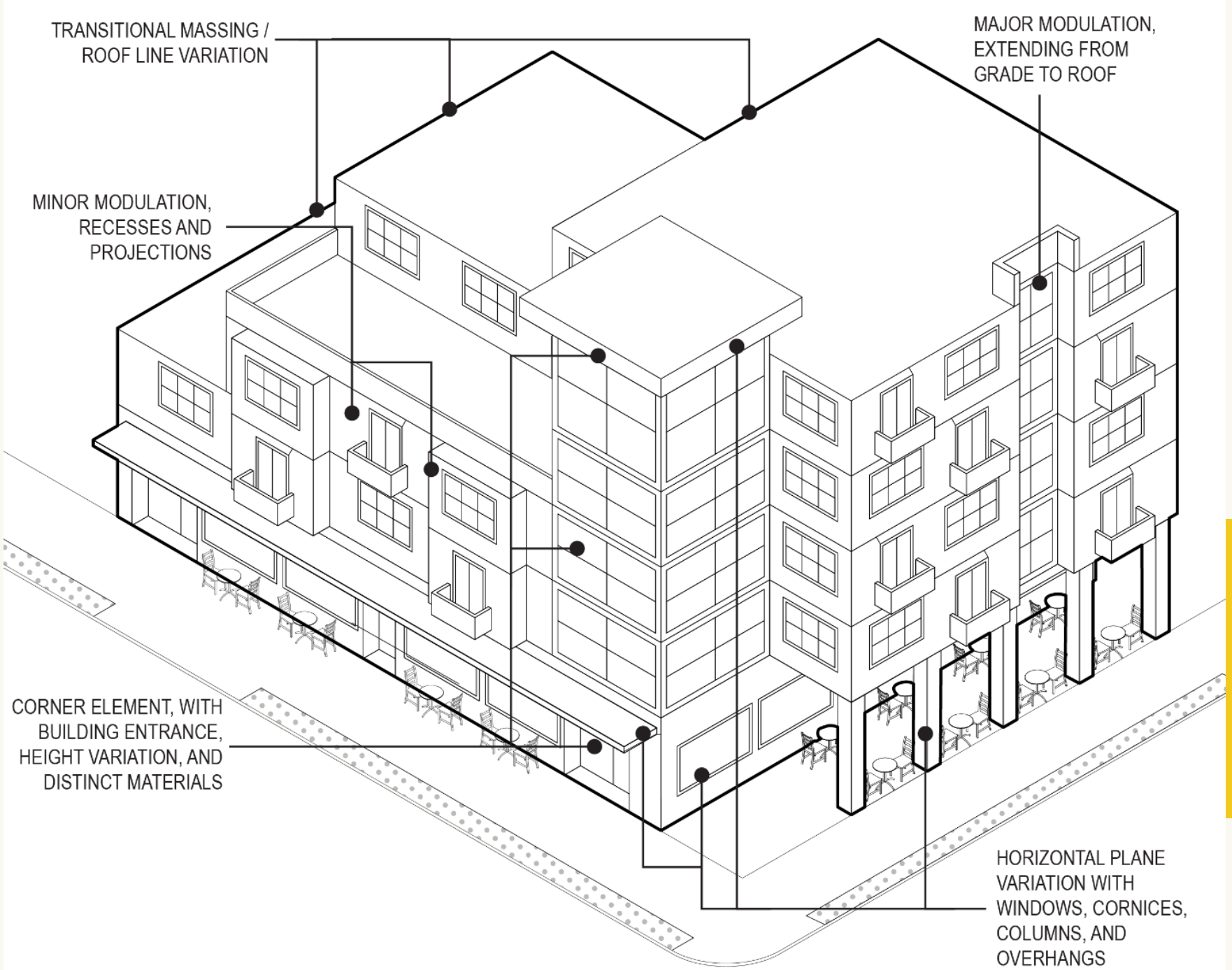
- Contrasting accent colors;
- A minimum of two (2) window types or size variations;
- Window details (moldings, decorative trim, wood frames);
- Balconies;
- Porches;
- Decorative light fixtures;
- Decorative attic/gable vents;
- Trellises/arbors;
- Rock or brick element that projects from wall plane.

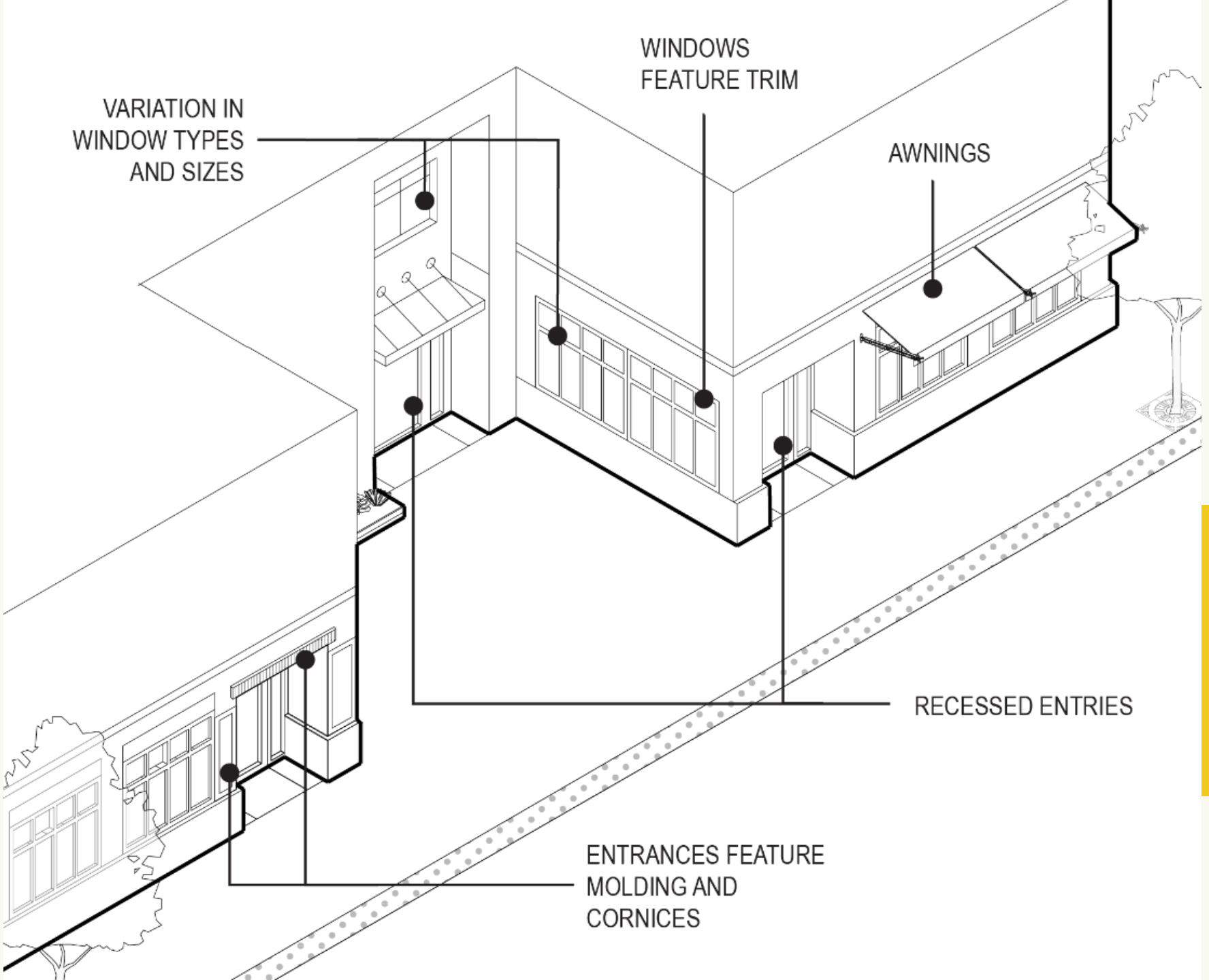
Primary Entry. The primary entry must feature at least two (2) of the following:

- 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

Googie





ARCHITECTURAL STYLES



Main Street



ARCHITECTURAL STYLES



Post Modern



ARCHITECTURAL STYLES



Spanish Revival

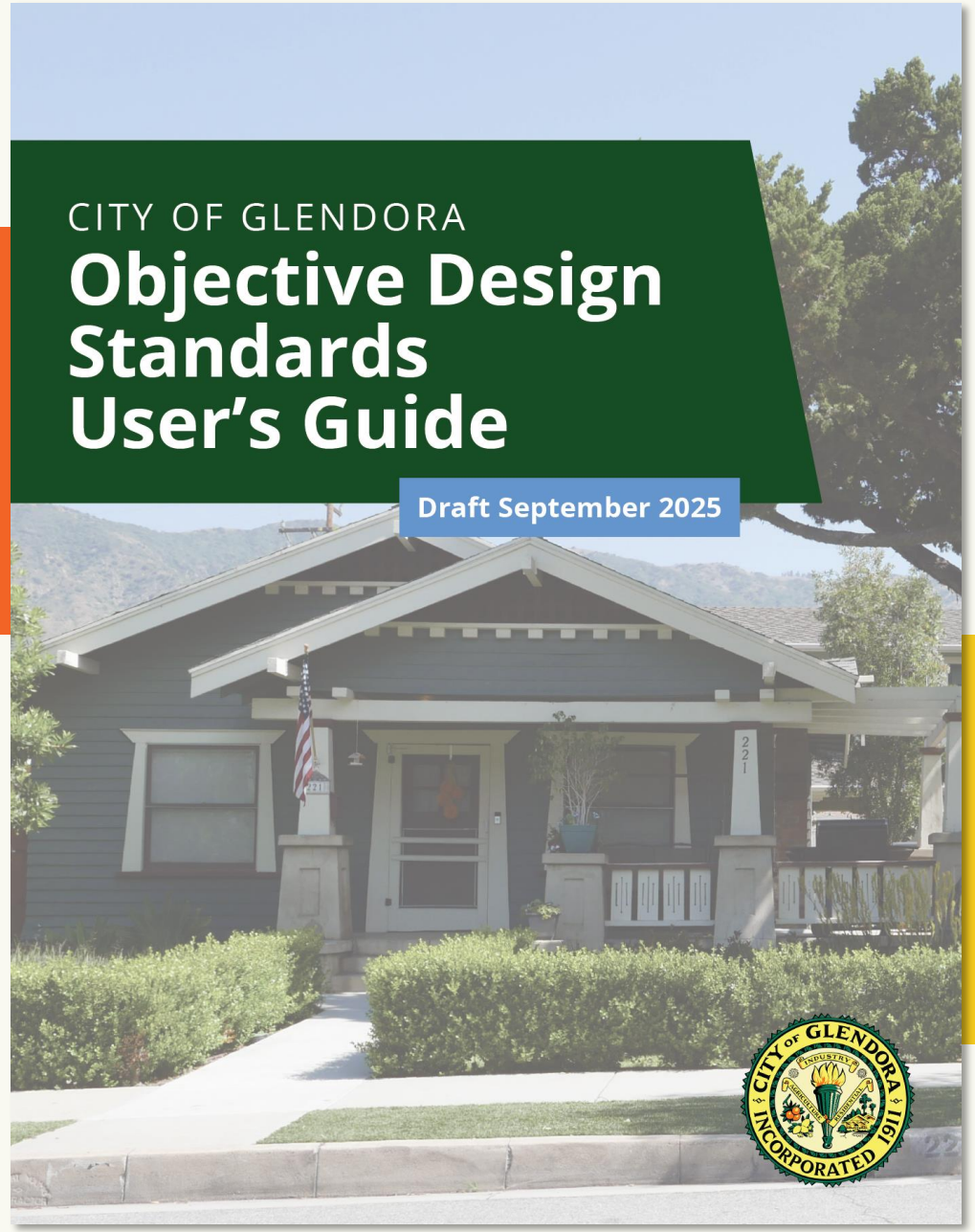


USER'S GUIDE

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

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







PLANNING COMMISSION ACTION

Recommended approval on 10/7/2025



REQUEST

THAT THE CITY COUNCIL:

OPEN AND CONDUCT THE PUBLIC HEARING, ACCEPT THE EVIDENCE AND TESTIMONY PRESENTED, AND IN THE ABSENCE OF SUBSTANTIAL TESTIMONY TO THE CONTRARY, APPROVE 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)”

3. DIRECT THE PREPARATION OF A SUMMARY OF THE ORDINANCE FOR PUBLICATION PURSUANT TO GOVT CODE 36933 AND RESOLUTION CC 2018-40.

QUESTIONS?

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**Public Hearing to consider a Resolution adopting an Update to the General Plan Safety Element (PLN22-0043)**		

RECOMMENDATION
That the City Council:

Open and conduct the Public Hearing, accept the evidence and testimony presented, and in the absence of substantial testimony to the contrary, approve 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 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, AND FINDING THE PROJECT IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)"

STRATEGIC FOCUS AREAS
Not Applicable

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 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 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 is temporarily on hold until the City finalizes updates to its floodplain ordinance to incorporate the latest FEMA Flood Insurance Rate Maps (FIRMs) and related requirements.

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.

At their October 7, 2025 Regular Meeting, the Planning Commission held a public hearing and recommended adoption of the Safety Element, with a four to one vote.

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 web page 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 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 is 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 Maintenance Fund	$109,000.00
Contingency (10%)	General Plan Maintenance Fund	$ 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 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.

Prepared By:	Hans Friedel, AICP, Principal Planner
Concurs With:	Not Applicable
Reviewed By:	Mark Carnahan, City Planner
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A_Safety_Element_Resolution.pdf
B_Glendora_Safety_Element_10-8-25.pdf
C_Climate_Vulnerability_Assessment.pdf
D_Board_of_Forestry_Closure.pdf
E_Notice_of_Public_Hearing_CC.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 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 Categorical Exemption pursuant to Section 15061(b)(3) 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 October 28, 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

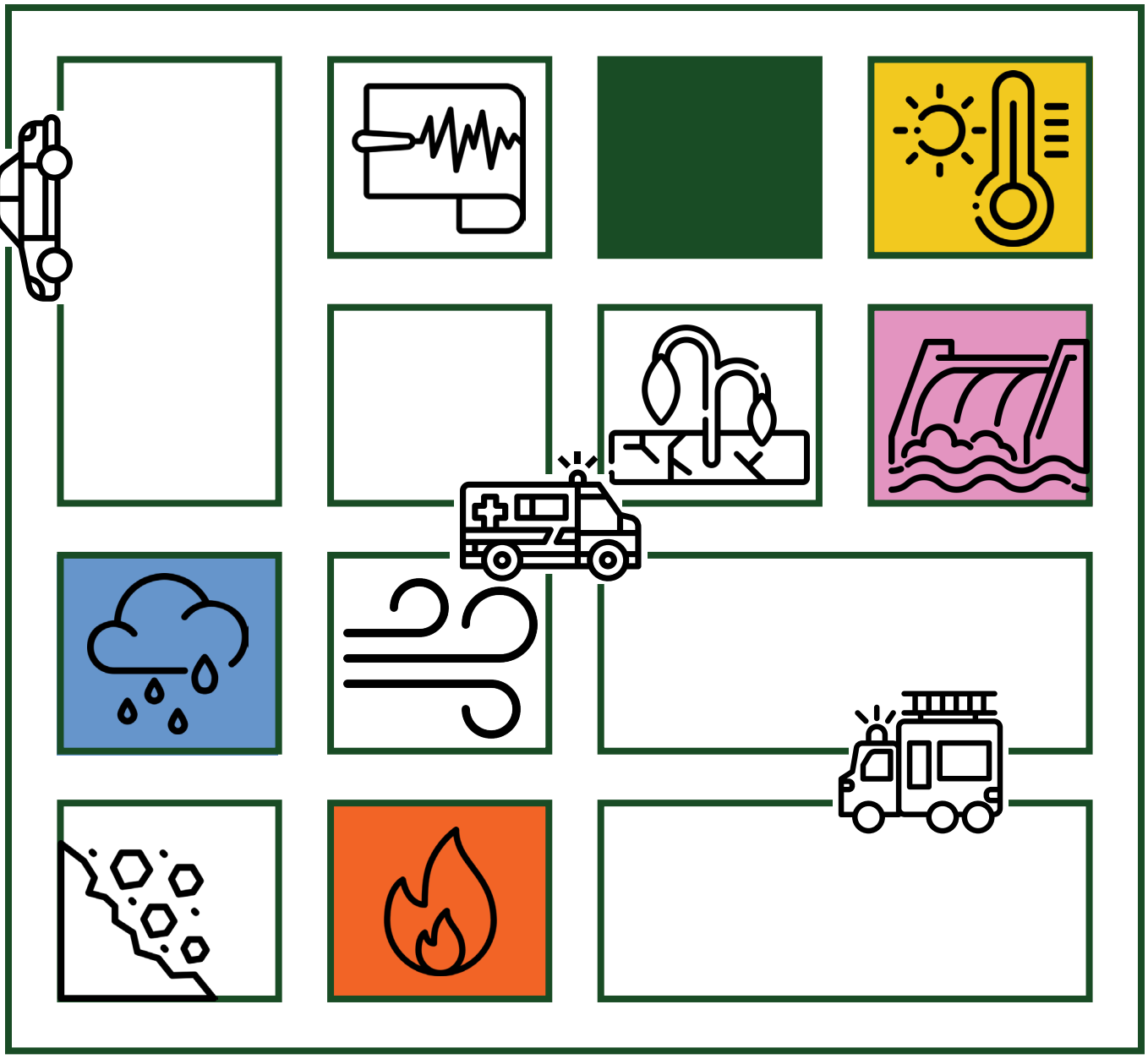
I, do hereby certify that the foregoing Resolution was duly adopted by the City Council of the City of Glendora at a regular meeting held on the ___ day of _____, 2025, by the following vote:

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

Dated:

KATHLEEN R. SESSMAN
City Clerk/Communications Director

EXHIBIT A
Safety Element



GLENDORA SAFETY ELEMENT

October 2025

ACKNOWLEDGMENTS

City Council

David Fredendall, District 2, Mayor
Michael Allawos, District 1, Mayor Pro Tem
Shaunna Elias, District 3
Karen K. Davis, District 4
Mendell Thompson, District 5

Planning Commission

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

City of Glendora, California

Adam Raymond, City Manager
Jeff Kugel, Community Development Director
Mark Carnahan, City Planner
Hans Friedel, AICP, Project Manager
Yalini Siva, Senior Planner
Elizabeth Loera, Project Administration
Julie Linger, Business Services Manager, Police

Prepared by

De Novo Planning Group

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

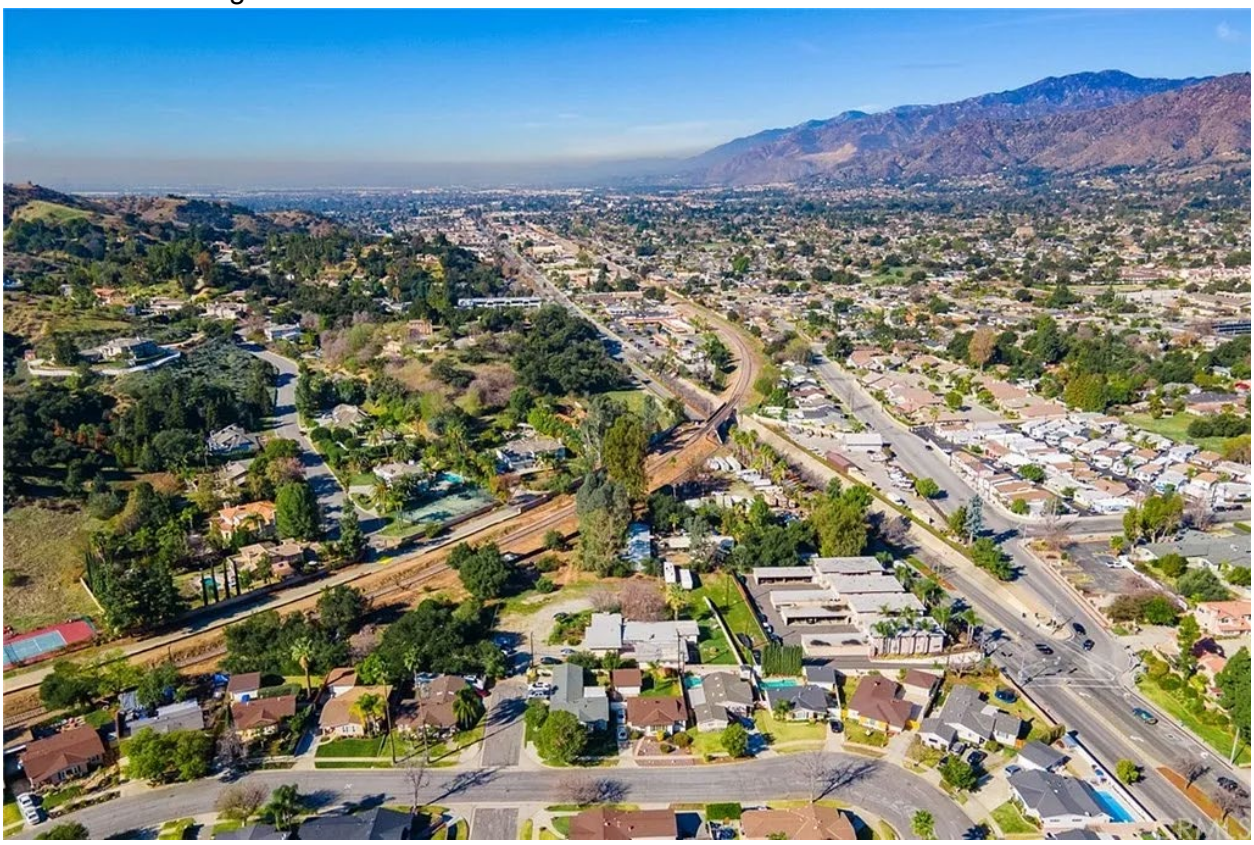
SB 379 requires cities and counties in California to integrate climate adaptation into their general plans.

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.

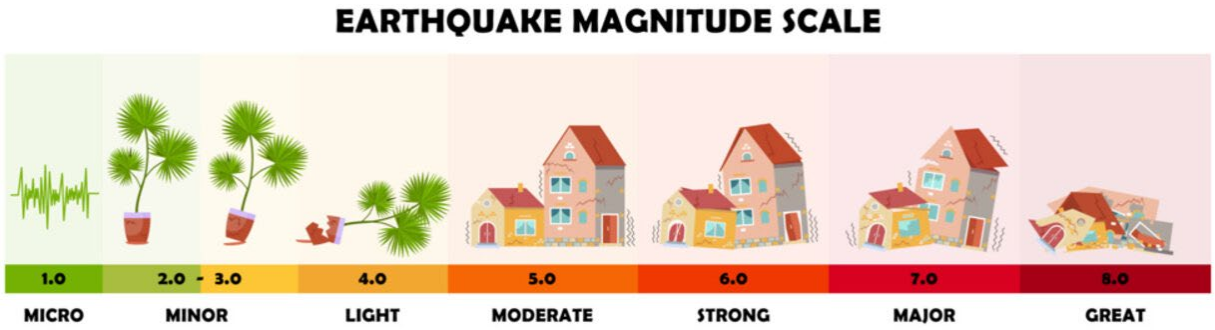
The city is located in the Transverse Range Geomorphic Province of southern California. This province is characterized by an east-west trending mountain range (San Gabriel Mountains), which have been uplifted and folded as a result of compression. This compression is the result of the tectonic movements 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:

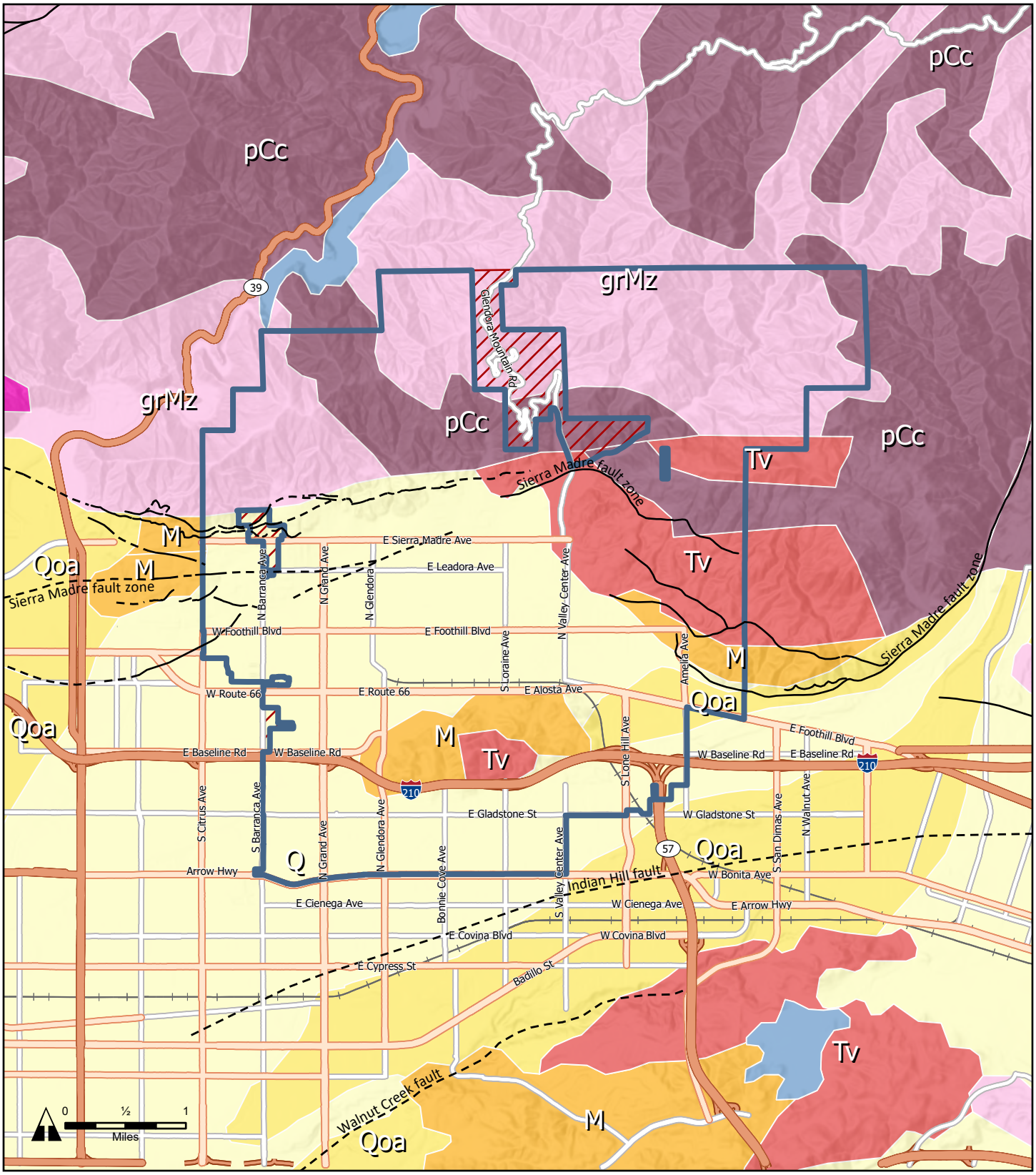
- Cucamonga Fault
- Duarte Fault
- San Fernando Fault
- San Gabriel Fault
- Clamshell-Sawpit Canyon Fault
- Raymond Fault

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]

[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

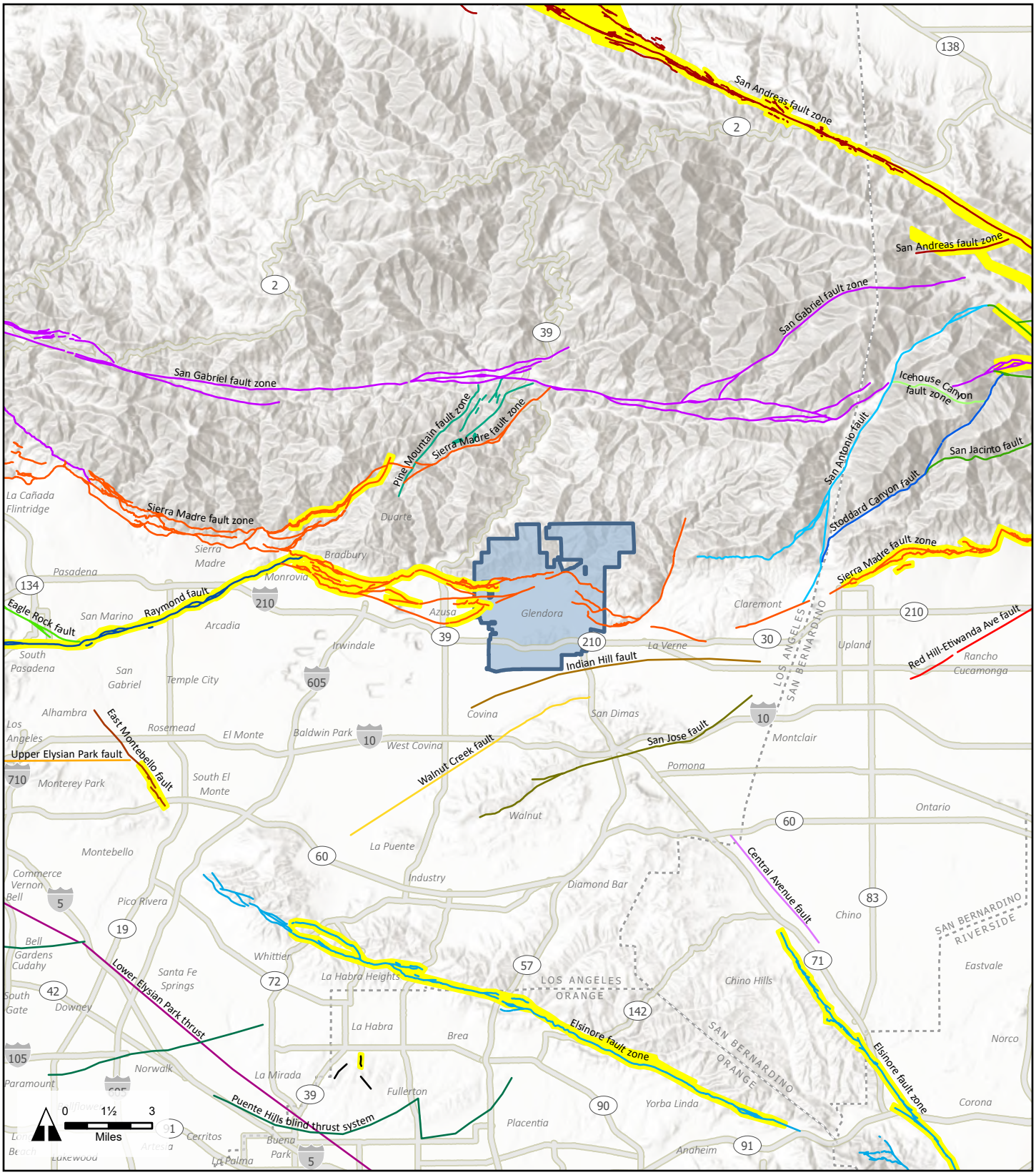
CITY OF GLENDORA, CALIFORNIA

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:

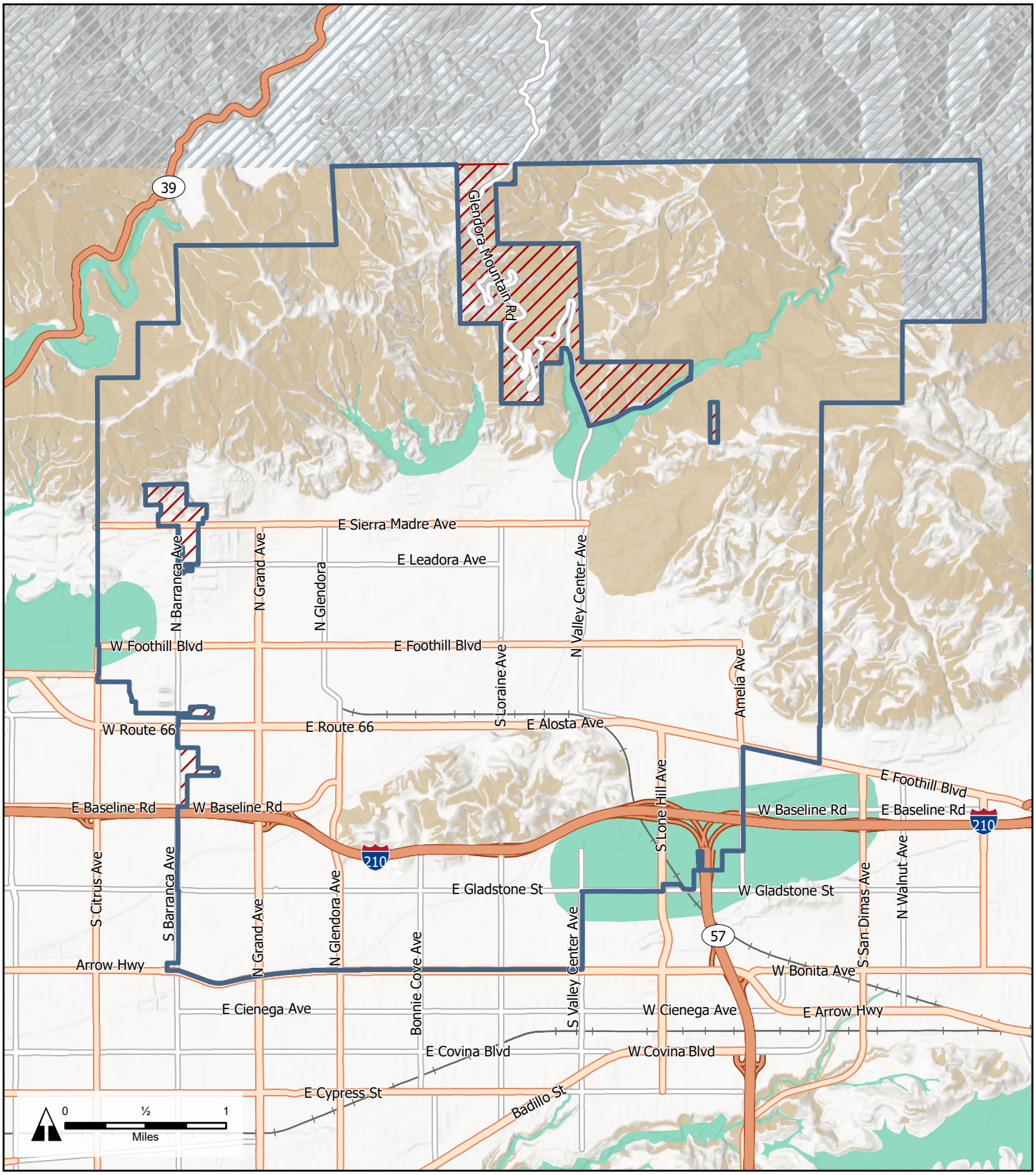
- Rupture of the ground surface associated directly with movement on geologic faults. The likelihood of an event such as this is prevalent; however, it would be focused in the foothill portions of the city, which are not as densely populated as the alluvial portions.
- Ground failure due to liquefaction (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.

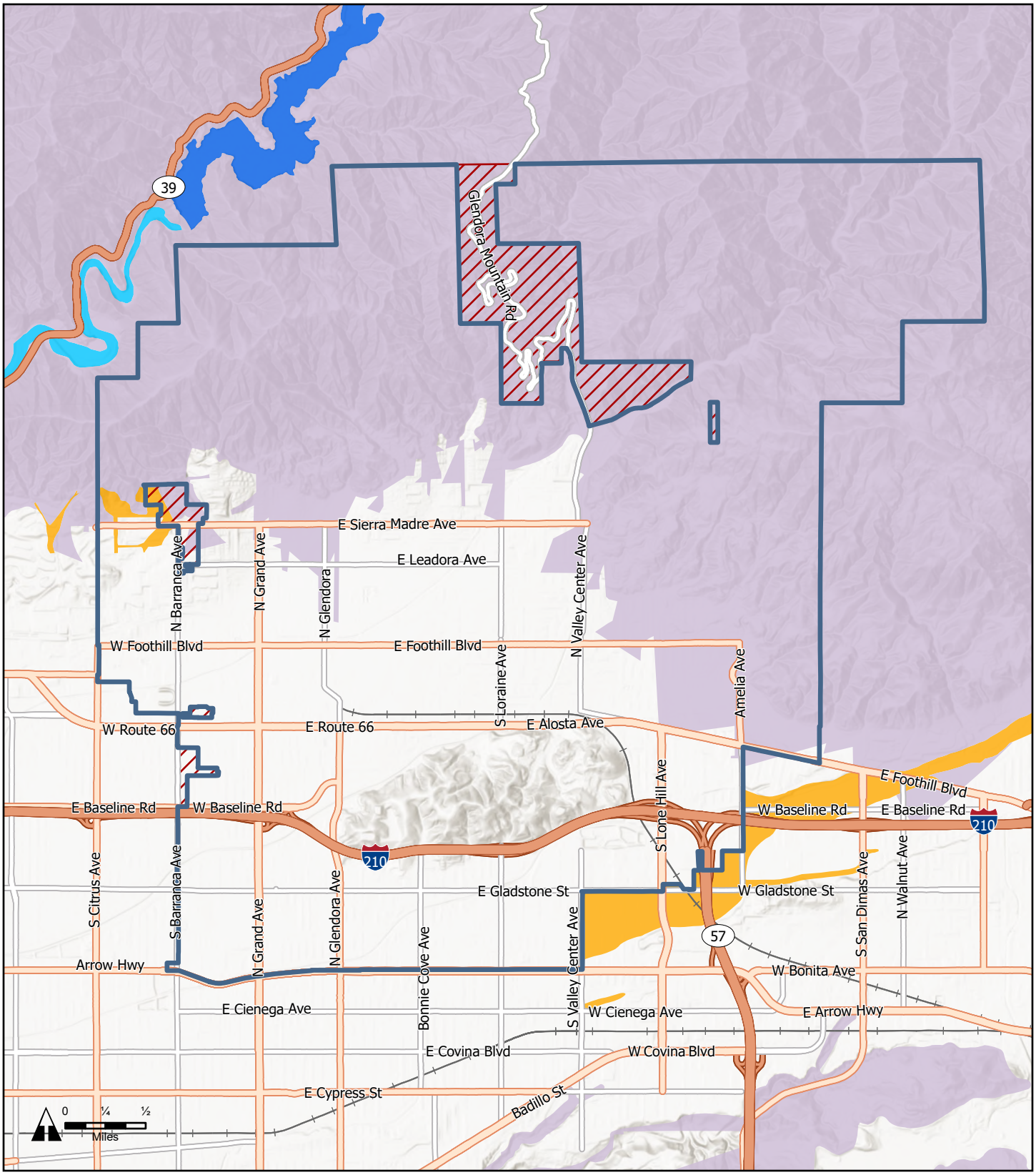


Big Dalton Dam

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

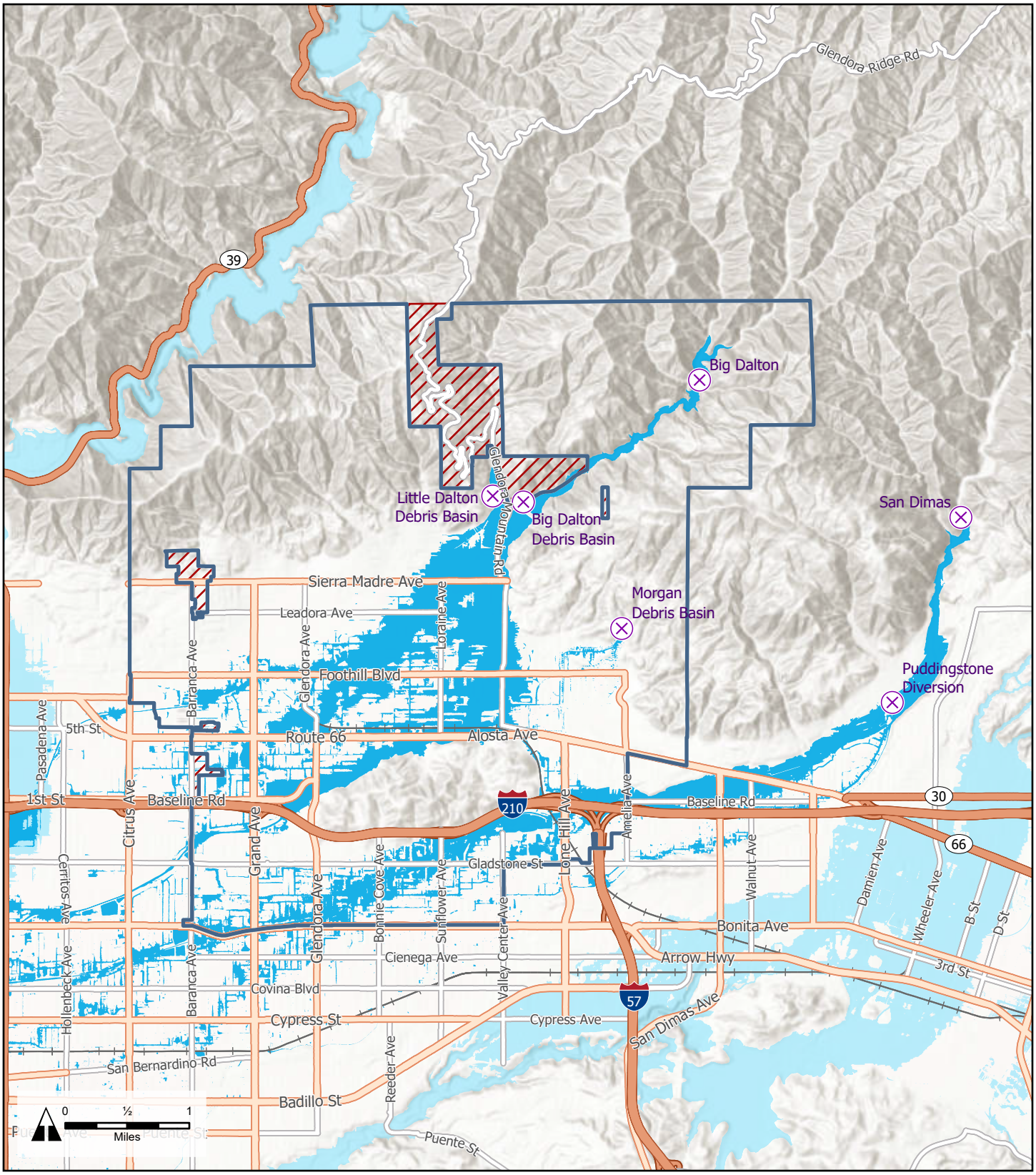
CITY OF GLENDORA, CALIFORNIA

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.

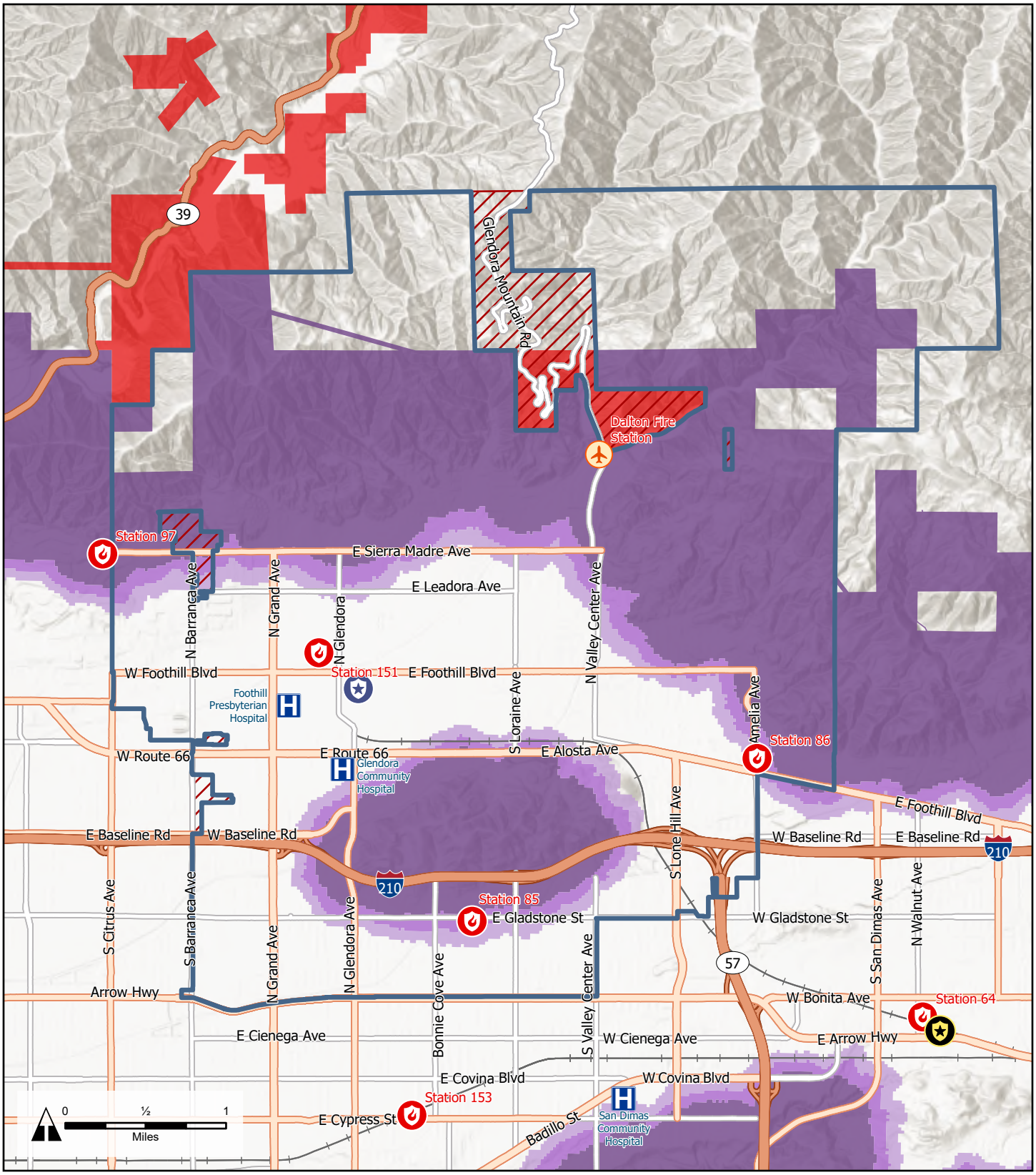
2020 Bobcat Fire. The Bobcat Fire started on September 6, 2020. By Dec. 18, it was fully contained and had burned 115,796 acres in the central San Gabriel Mountains in the Angeles National Forest. It is one of the largest fires on record in LA County. The fire triggered mandatory evacuation orders in 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.

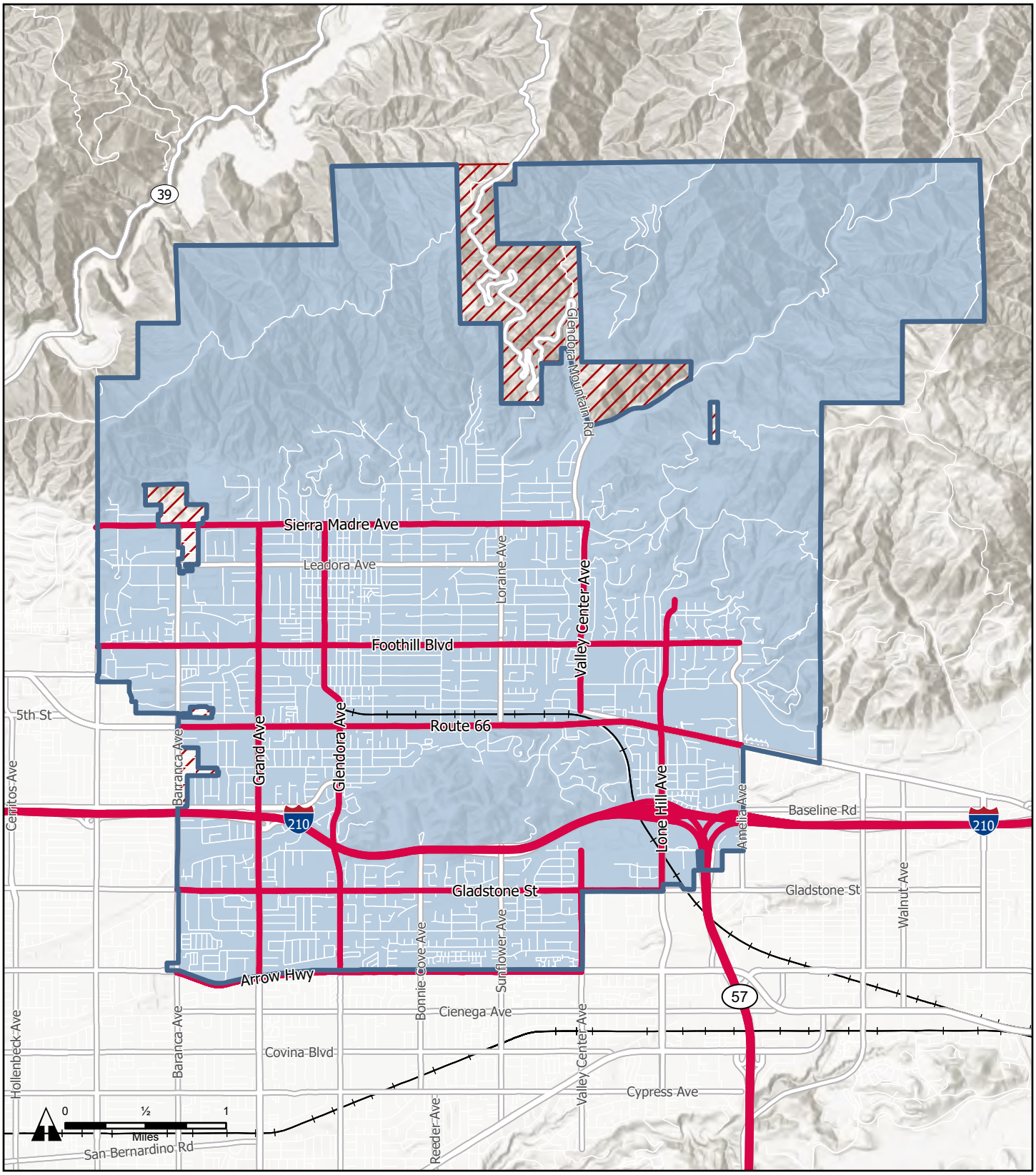
According to the LHMP, there are 61 critical and essential facilities within or adjacent to Glendora as shown in LHMP Figure 4-12: Glendora Critical Facilities and Facilities of Concern.

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

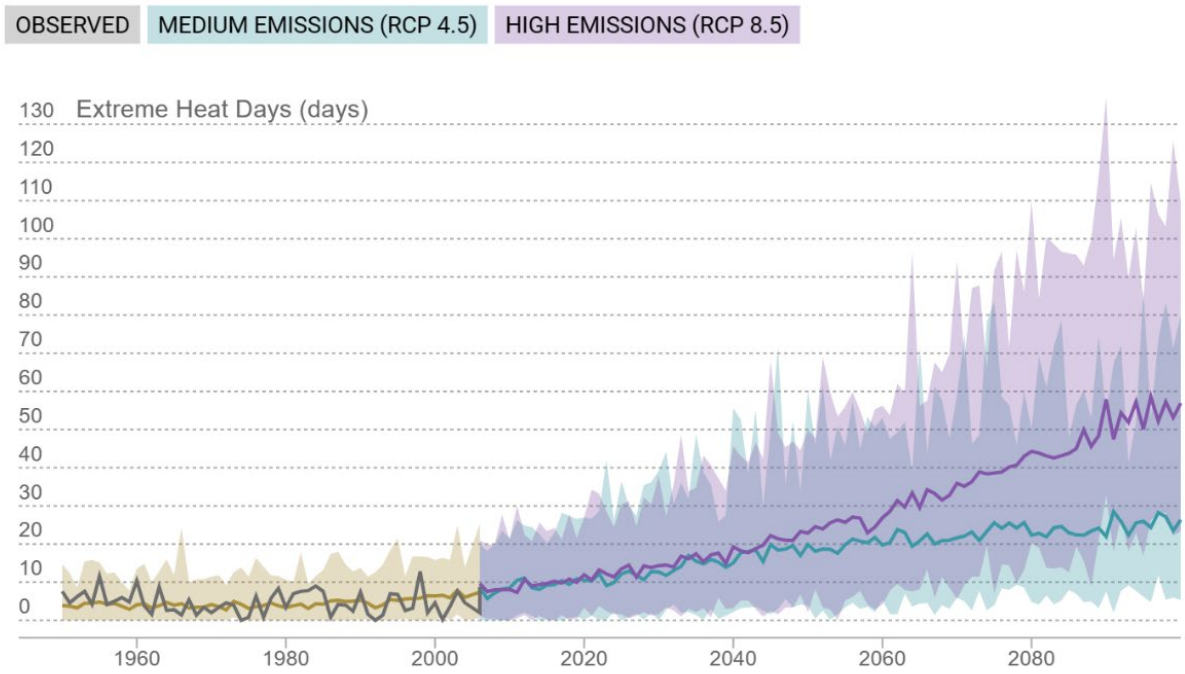
Temperatures in Glendora are generally representative of those found throughout Southern California. In terms of extreme weather, extreme heat is looked at over other extreme weather and storm patterns due to the impact heat has within the City comparatively. Glendora is not in a location subject to 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.

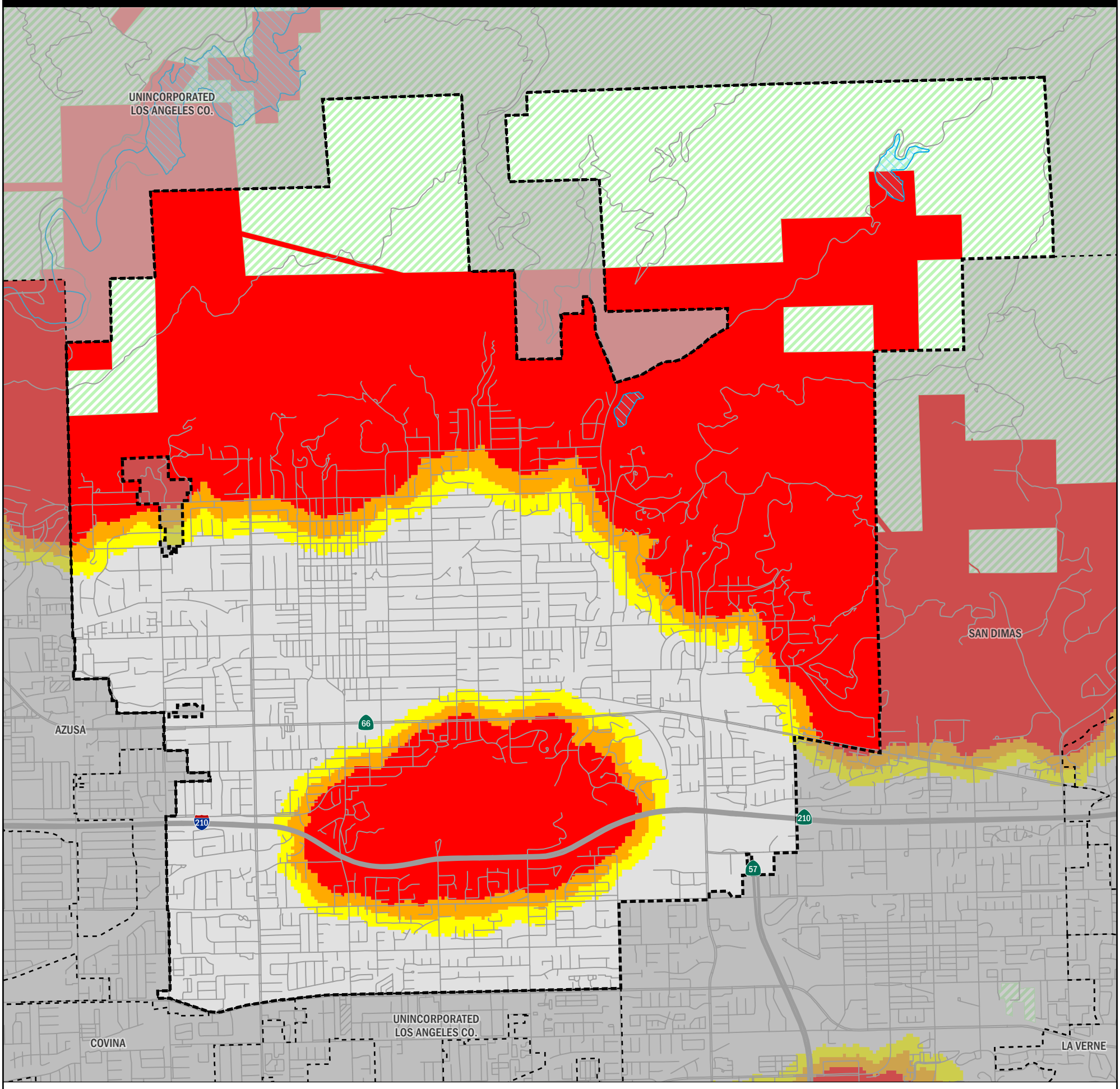
The State has charged CAL FIRE with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas (SRAs). In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas (LRA). The FHSZ maps are used by the 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
City Council

NOTICE IS HEREBY GIVEN that the City Council 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# cityofglendora.org/zoom.*

Hearing Date:	**October 28, 2025, at 7:00 p.m.**
File Number:	PLN22-0043
Subject Property:	Citywide
Request:	City Council 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 Thursday, October 16, 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, October 16, 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 Thursday, October 16, 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 (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, and Finding the Project in Compliance with the California Environmental Quality Act (CEQA)"

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 which applies 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

CITY COUNCIL

OCTOBER 28, 2025

HANS FRIEDEL, AICP, PRINCIPAL PLANNER

PERRY BANNER, DE NOVO PLANNING GROUP

REQUEST

THAT THE CITY COUNCIL,

OPEN AND CONDUCT THE PUBLIC HEARING, ACCEPT THE EVIDENCE AND TESTIMONY PRESENTED, AND IN THE ABSENCE OF SUBSTANTIAL TESTIMONY TO THE CONTRARY, APPROVE 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”

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 2015

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

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



SAFETY ELEMENT CONTENTS

SAFETY ELEMENT ORGANIZATION



GEOLOGIC HAZARDS



FLOOD HAZARDS



WILDFIRE HAZARDS

HAZARDOUS MATERIALS



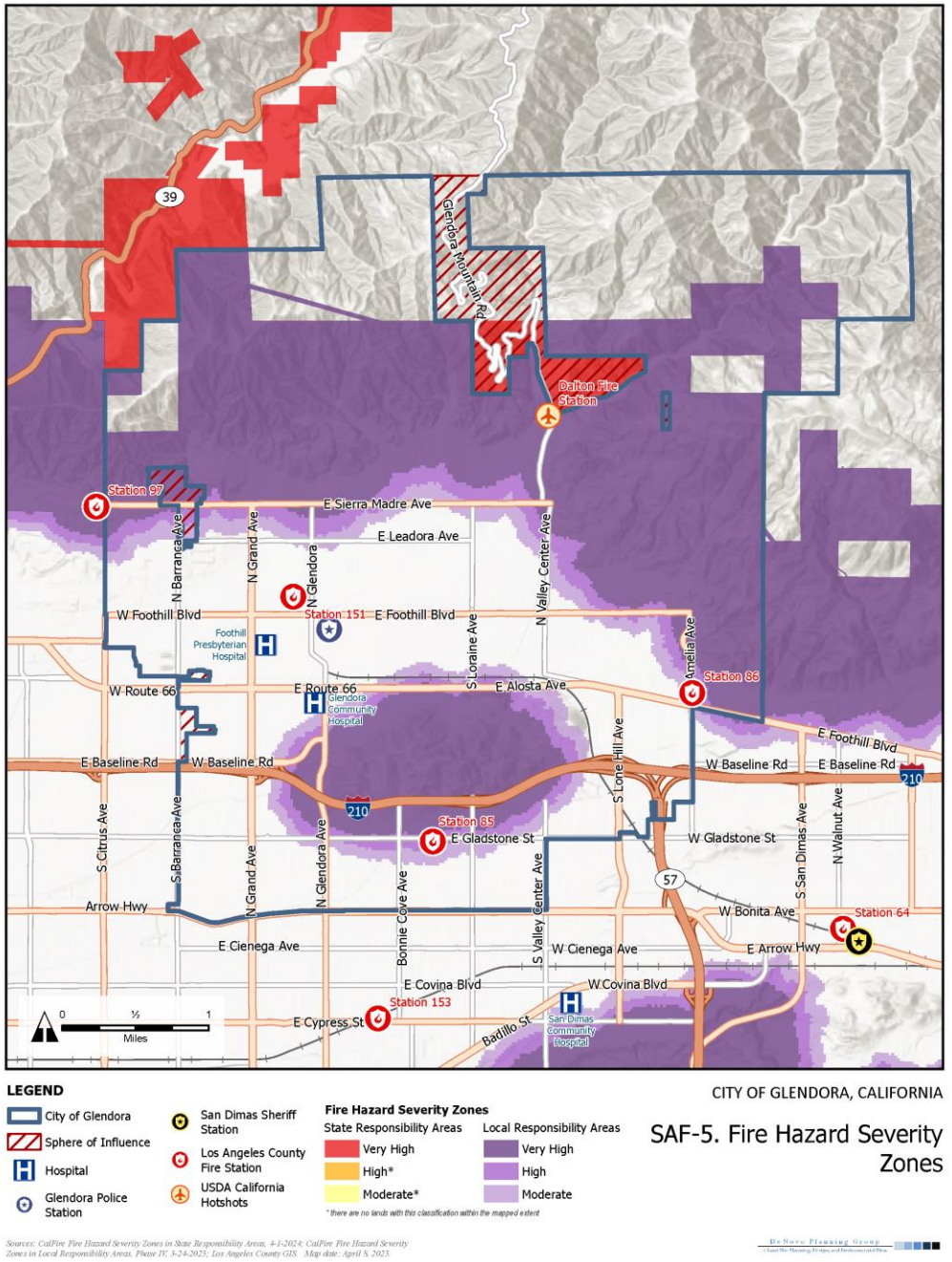
EMERGENCY PREPARATION & RESPONSE



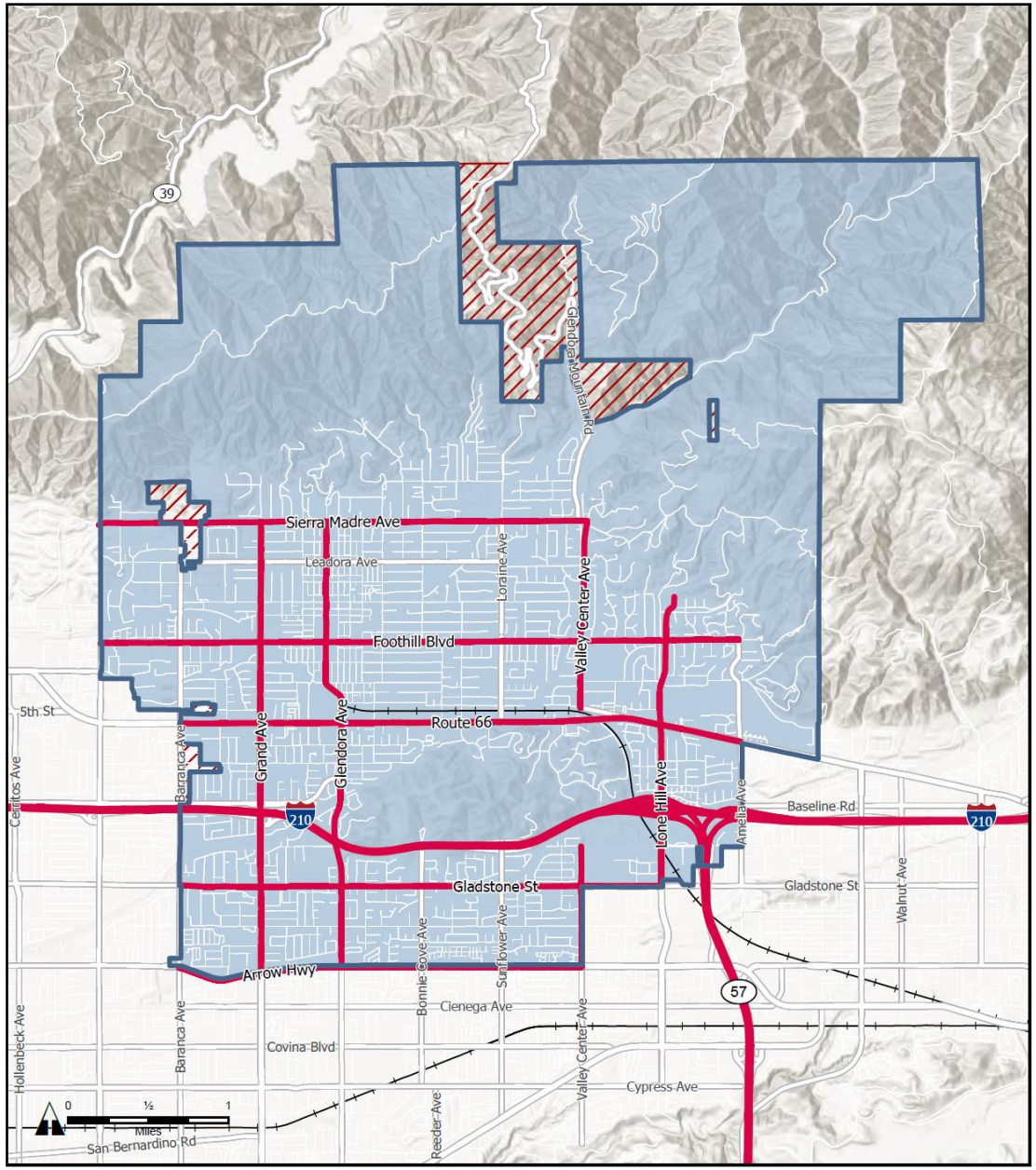
CLIMATE CHANGE AND RESILIENCY PLANNING

Glendora

FIRE HAZARD SEVERITY ZONES MAP



EMERGENCY EVACUATION ROUTES



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.

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.

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.

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

- Review and adoption of Local Hazard Mitigation Plan





RECOMMENDATION

THAT THE CITY COUNCIL:

OPEN AND CONDUCT THE PUBLIC HEARING, ACCEPT THE EVIDENCE AND TESTIMONY PRESENTED, AND IN THE ABSENCE OF SUBSTANTIAL TESTIMONY TO THE CONTRARY, APPROVE 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”

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**2**
SUBJECT:	**Public Hearing for 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 City Council:

Open and conduct the Public Hearing, accept evidence and testimony presented, and in the absence of substantial evidence to the contrary 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, be 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.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

On October 7, 2025, the Planning Commission held a public hearing and voted 4-1 to recommended approval of the proposed project and associated application to the City Council. The Planning Commission added a condition of approval to the Draft Resolution (Attachment A) regarding the removal and transfer of an existing commemorative plaque to a local Veteran of Foreign Wars organization, with applicant costs not to exceed $5,000.

On October 16, 2025, a Notice of Public Hearing (Attachment D) for the proposed project was published in the *San Gabriel Valley Examiner* and all property owners within 300 feet of the subject property were mailed a notice.

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**
Front setback	15 feet	12.3' to 1 closet an level in th comply w In additio floor proj allowed.
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
Rear setback	10 feet for first 2 stories above ground level. Thereafter, 15 feet for each additional story.	10’ first/ s
Minimum required street frontage (Lot)	150 feet	128.26 fe
Maximum height limit	45 feet / 3 stories	36 feet /
Open space	100 sf per dwelling unit	2nd story
Garage size/minimum interior clearance	20’ x 20’ side by side 10’ x 20’ tandem	20’ x 19’- 10’ x 19’

Garage storage area	150 cu. ft. two bedroom 200 cu. ft. three bedroom 250 cu. ft. four bedroom	0 cu. ft. t 0 cu. ft. t 0 cu. ft. f
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 space
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	1 space[2]

[1] Pursuant to California Building Code requirements, all garages will provide EV receptacles.

[2] The Planning Commission report indicated three striped parking spaces and in order to comply with CBC requirements for EV charging, the Building Official and applicant subsequently determined that only one accessible parking space will be striped accordingly and the previously striped two open parking spaces will not be striped.

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
Concurs With:	Chair Faber, Planning Commission
Reviewed By:	Mark Carnahan, City Planner Jeff Kugel, Community Development Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Danny Aleshire, City Attorney

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
F_Applicant_Supplemental_State_Density_Bonus_Law_Letter.pdf
G_Applicants_Presentation.pdf

RESOLUTION CC 2025-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA 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 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, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENDORA AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are incorporated by reference.

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 TTM 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.

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), 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.

15. Applicant shall coordinate the removal, preservation and donation of the existing commemorative plaque to a local Veterans of Foreign Wars organization. These costs shall not exceed $5,000.

Landscaping

16. 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)

17. 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.

18. 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.

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

Air Quality

20. 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

21. The construction documents shall show detailed compliance with the 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)
    i. Glendora Municipal Code

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

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

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

26. An automatic fire sprinkler system is required.

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

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

29. 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.

30. 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.

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

32. 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.

33. 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 Distrcit (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.

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. Guest parking space shall comply with accessibility requirements of CBC Chapter 11B and the electric vehicle charging requirements of CAL Green Section 4.106.4.2.2.
    - The stall shall be designed as a van-accessible space with compliant dimensions, slopes, access aisle, and signage per CBC Chapter 11B.
    - It shall not be designated "EV CHARGING ONLY."
    - The Level 2 EV charger required by CAL Green Section 4.106.4.2.2(b) to be installed in this stall, provided all CBC accessibility provisions are met.
    - If the stall is restricted to "EV Only," an additional accessible parking stall must be provided elsewhere on site.

44. 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).

45. 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)

46. 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).

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

48. 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

49. 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.

50. 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.

51. 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.

52. 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.

53. 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.

54. 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.

55. 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

56. 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.

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 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 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 November 12, 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 October, 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:

Dated:

_____
KATHLEEN R. SESSMAN, MMC
City Clerk/Communications Director

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

NOTICE OF EXEMPTION

Project Title: PLN24-0051

Project Location: 363 W. 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 City Council on October 28, 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

A0.0 COVER SHEET
A0.1 SHEET INDEX

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A1.1 STREET SCENE

A2.0 BUILDING C-100 (6-PLEX) - EXTERIOR ELEVATIONS
A2.1 BUILDING C-101 (6-PLEX) - EXTERIOR ELEVATIONS
A2.2 BUILDING C-100/C-101 (6-PLEX) - BUILDING PLANS

A4.0 PLAN 1 FLOOR PLANS
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A5.0 COLOR & MATERIAL BOARD

LANDSCAPE

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L-2 SCHEMATIC OPEN SPACE ENLARGEMENT PLAN

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L-4 SCHEMATIC PLANTING PLAN

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C-1 PHOTOGRAPHIC SURVEY

C-2 EXISTING CONDITIONS - SITE PLAN

C-3 PARKING PLAN

C-4 VESTING TENTATIVE TRACT MAP

C-5 CONCEPT GRADING PLAN

C-6 SECTIONS

ktgy Architecture + Planning
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

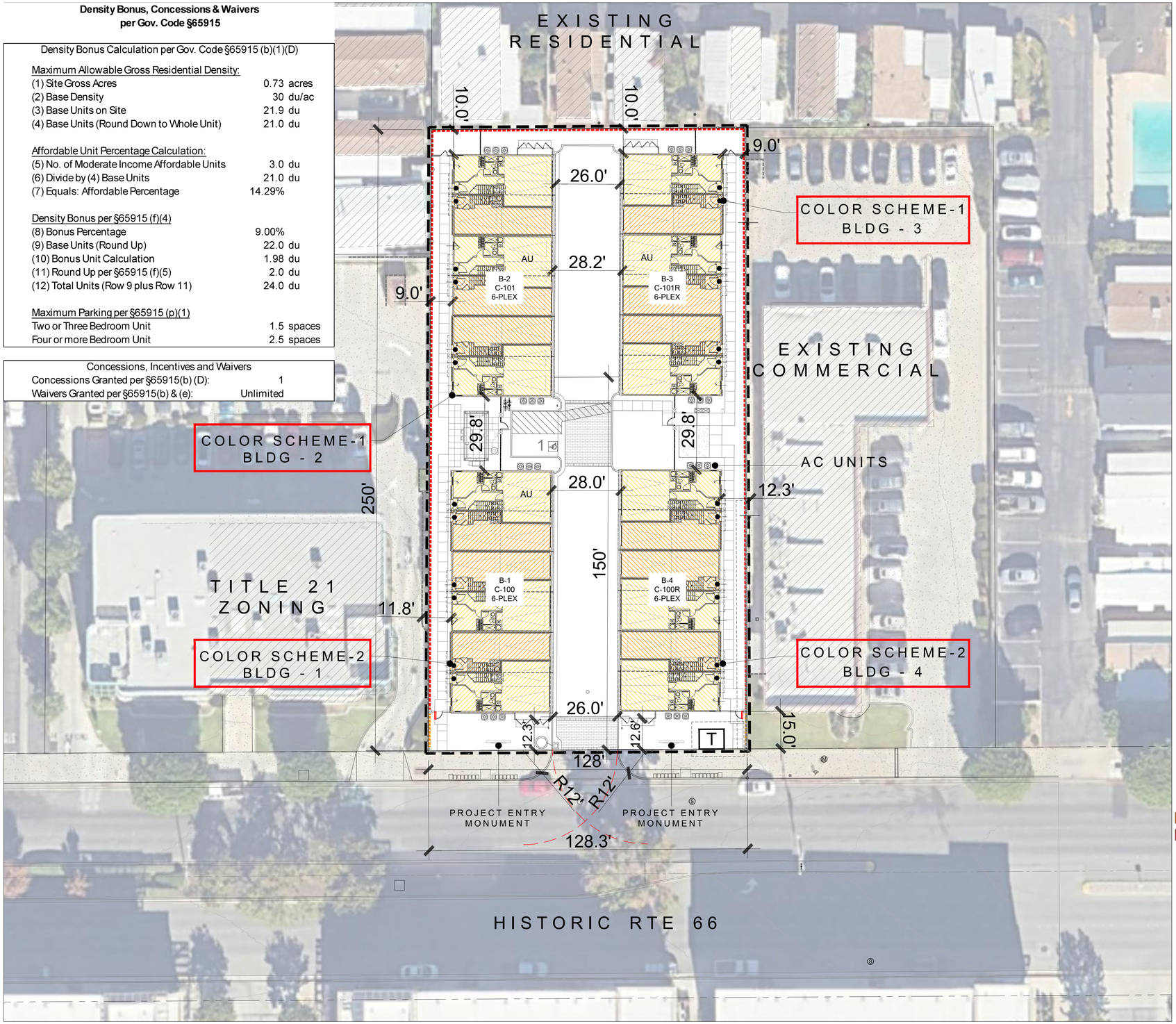
1st Planning Submittal: 2024.12.18
2nd Planning Submittal: 2025.03.06
3rd Planning Submittal: 2025.05.15
3rd Planning Resubmittal: 2025.05.30

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		1 Space		
Totals Required	**72 Total Spaces Required**		**49 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	1
Totals:	49 Spaces

OPEN PARKING STALL 1 TO BE: 9' x 20'

AU = Accessible Unit

ktgy Architecture + Planning
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
October 15, 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 2

Street Scene Elevation Along Historic Route 66

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

363 W. ROUTE 66
GLENDORA, CA # 240360

SCHEMATIC DESIGN
October 7, 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 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.



8

Front Elevation
(FACING HISTORIC RTE 66)



14

Right Elevation



Rear Elevation



Left Elevation

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

363 W. ROUTE 66
GLENDORA, CA # 240360

SCHEMATIC DESIGN
September 19, 2025

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2nd Planning Submittal: 2025.03.06
3rd Planning Submittal: 2025.05.15
3rd Planning Resubmittal: 2025.05.30

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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Seal Beach, CA 90740

363 W. ROUTE 66
GLENDORA, CA # 240360

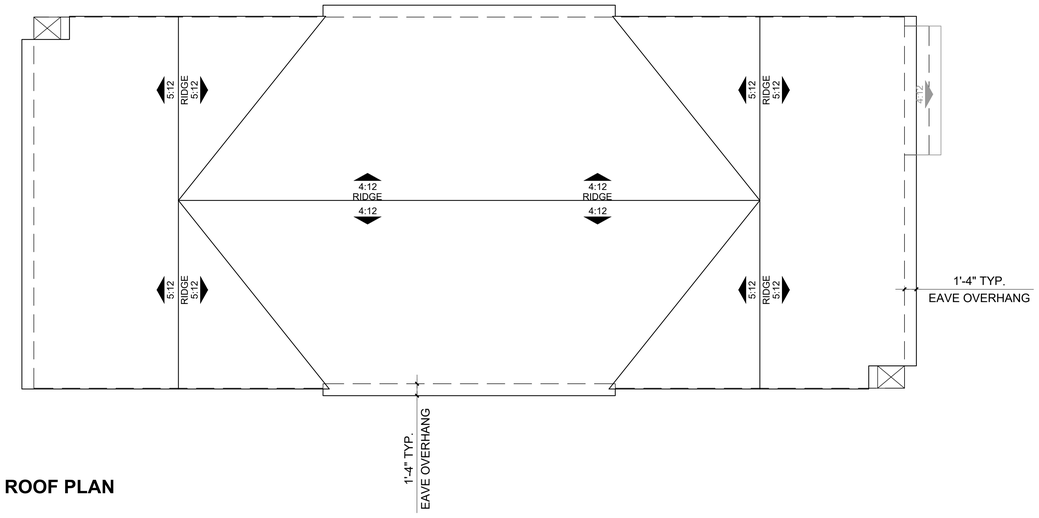
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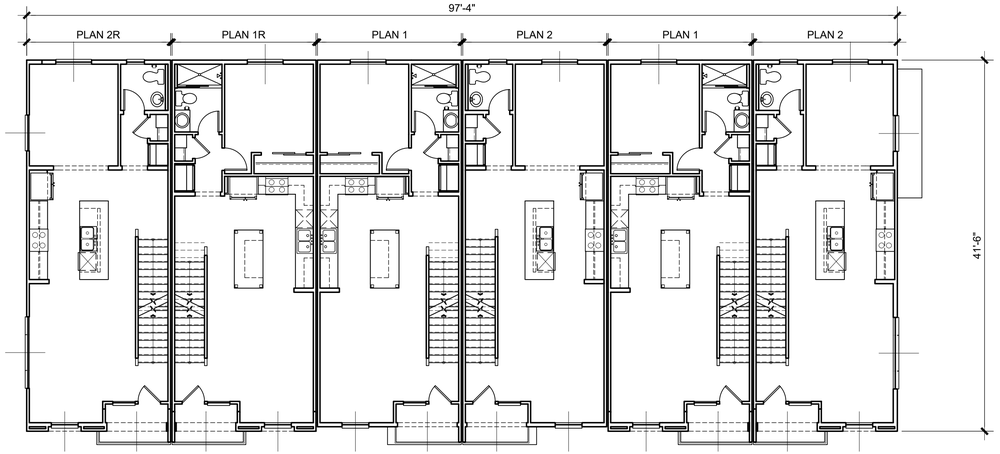
Scale: 1/4" = 1'-0"
0 2 4 8

C-101 BUILDING ELEVATION

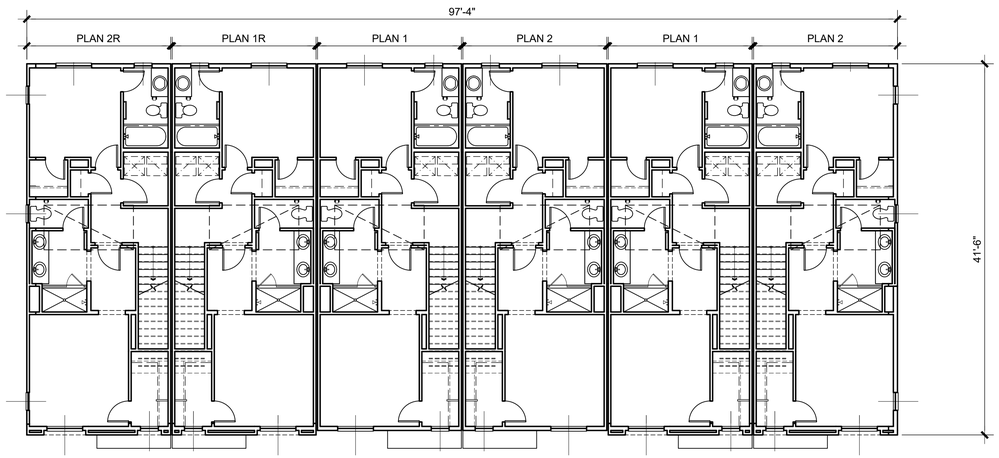
A2.1



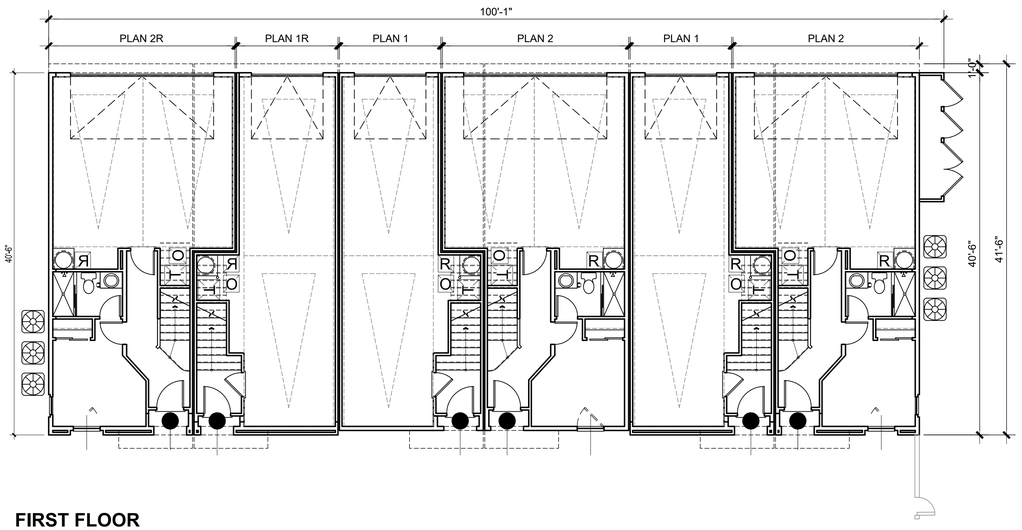
ROOF PLAN



SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

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ktgy.com

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

363 W. ROUTE 66
GLENDORA, CA # 240360

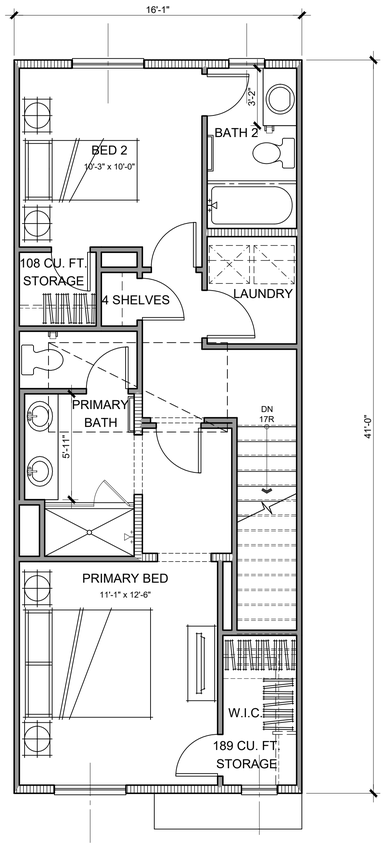
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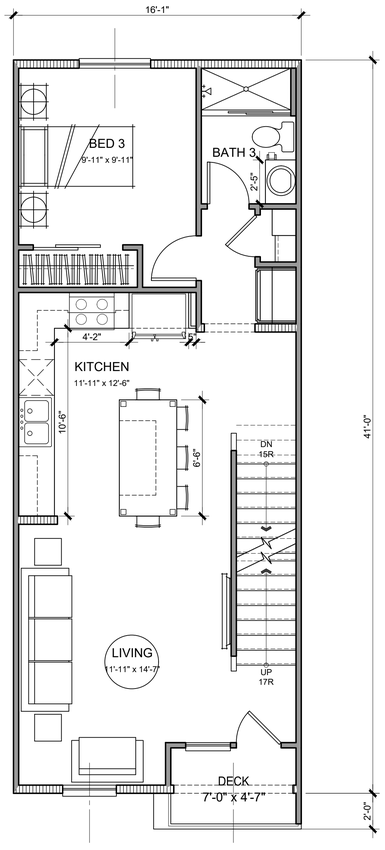
0 4 8 16

C-100 A BUILDING PLAN

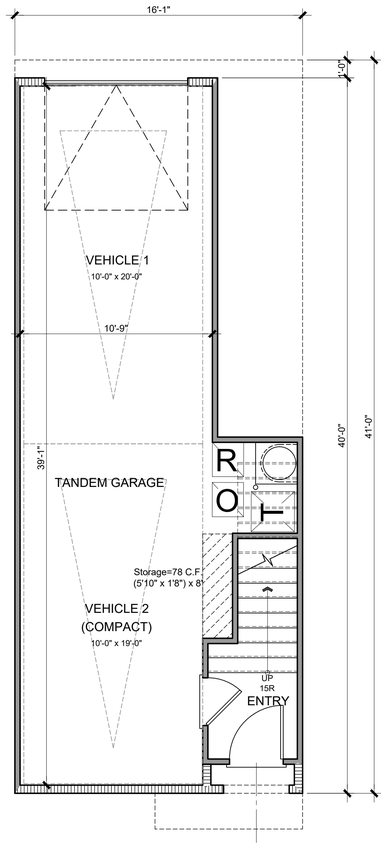
A2.2



THIRD FLOOR



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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3020 Old Ranch Pkwy #100
Seal Beach, CA 90740

363 W. ROUTE 66
GLENDORA, CA # 240360

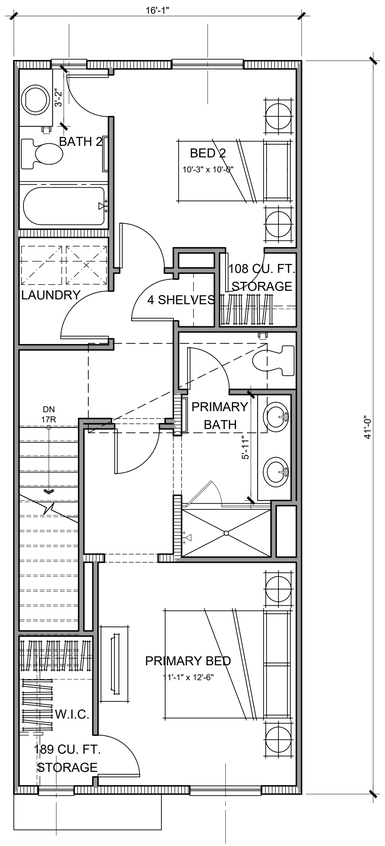
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September 19, 2025

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3rd Planning Submittal: 2025.05.15
3rd Planning Resubmittal: 2025.05.30

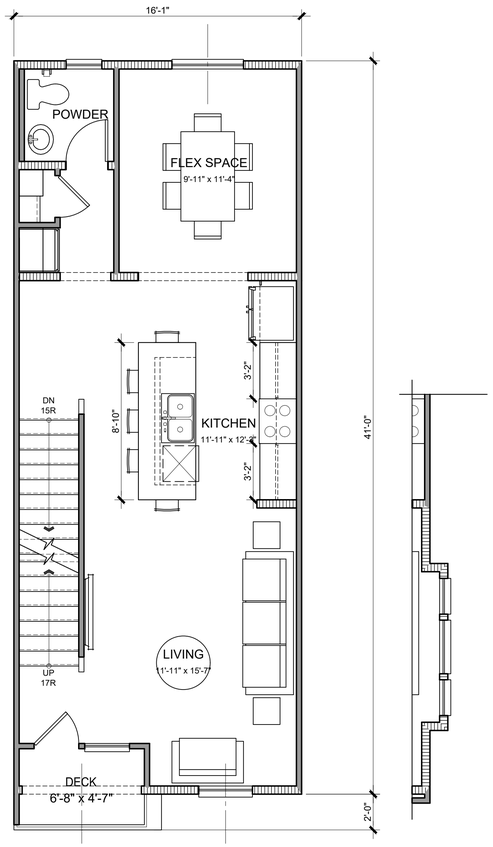
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PLAN 1 FLOOR PLANS
3-STORY INTERLOCKING UNIT

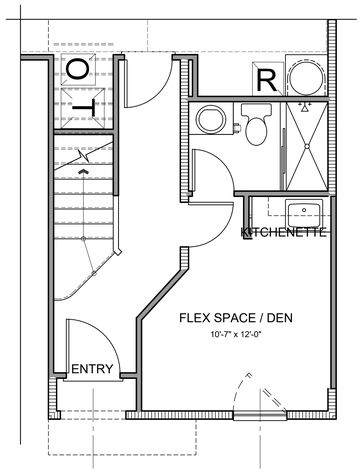
A4.0



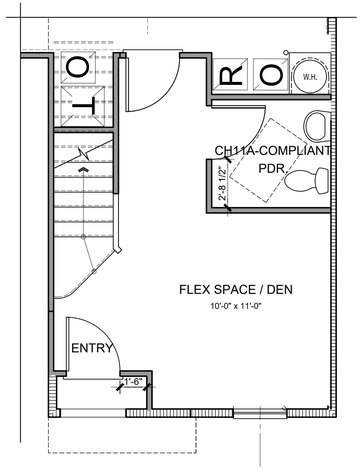
THIRD FLOOR



SECOND FLOOR

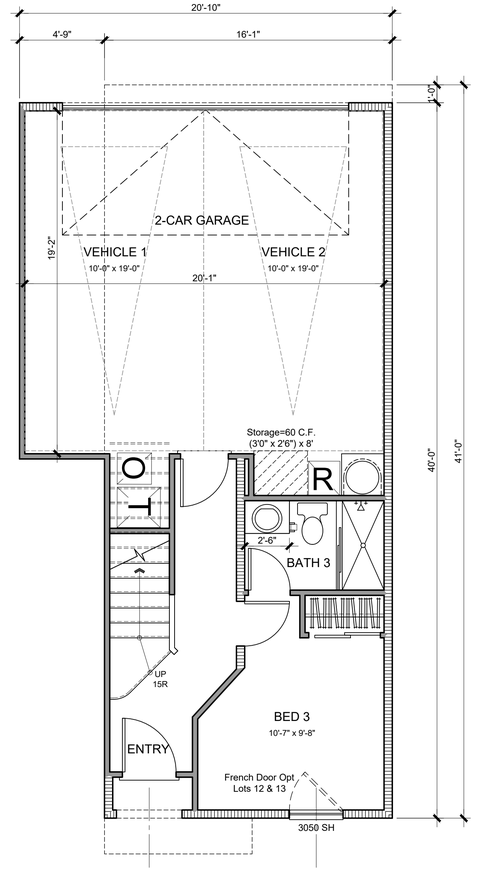


OPT. FLEX/DEN



OPT. ENH

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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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
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3rd Planning Submittal:	2025.05.15
3rd Planning Resubmittal:	2025.05.30

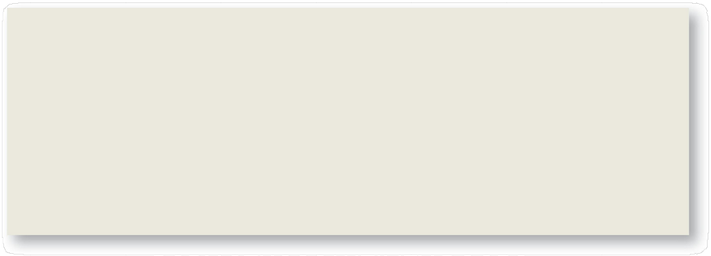
0 2 4 8

PLAN 2 FLOOR PLANS
3-STORY INTERLOCKING UNIT

A4.1

SCHEME 1

SCHEME 2



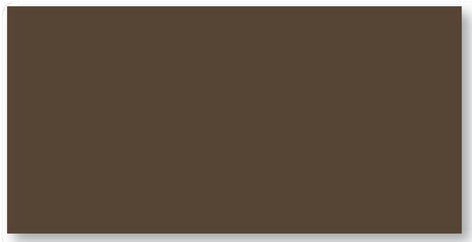
BODY STUCCO/ UTILITY DOORS -
SW 7008 ALABASTER



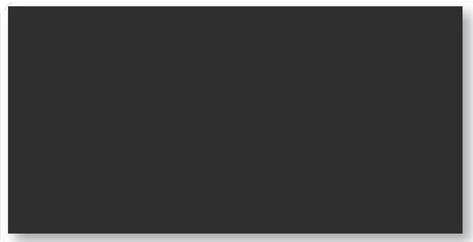
PRECAST EMULATE (WINDOW SILLS)
SW 7533 KHAKI SHADE



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



FRENCH DOORS -
SW 2819 DOWNING SLATE



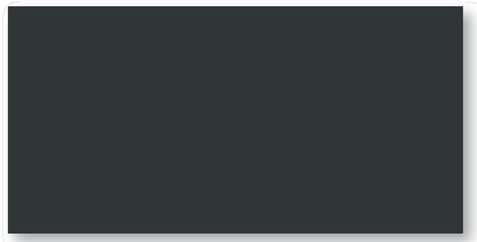
FRENCH DOORS -
SW 6193 PRIVILEGE GREEN



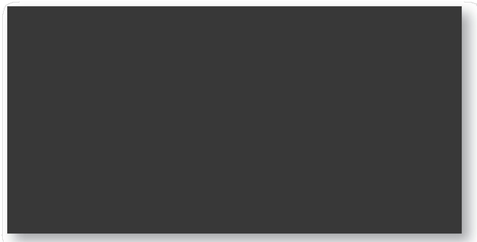
DOOR 1/ SHUTTERS -
SW 7605 GALE FORCE



DOOR 1/ SHUTTERS -
SW 6195 ROCK GARDEN



DOOR 2 -
SW 6992 INKWELL



DOOR 2 -
SW 6994 GREENBLACK



CANVAS AWNING -
ROYAL NAVY #2079-0060



CANVAS AWNING -
IVY #4632-0000

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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

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
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
EX GAS VALVE
EX PROPERTY BOUNDARY
EX STREET CENTERLINE
EX RIGHT-OF-WAY
EX PROPERTY LINE
EX EASEMENT
EX MAJOR CONTOUR
EX MINOR CONTOUR
EX SEWER LINE
EX DOMESTIC WATER LINE
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

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



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

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
1 OF 6

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
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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
- EX SEWER LINE
- EX DOMESTIC WATER LINE
- 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

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:

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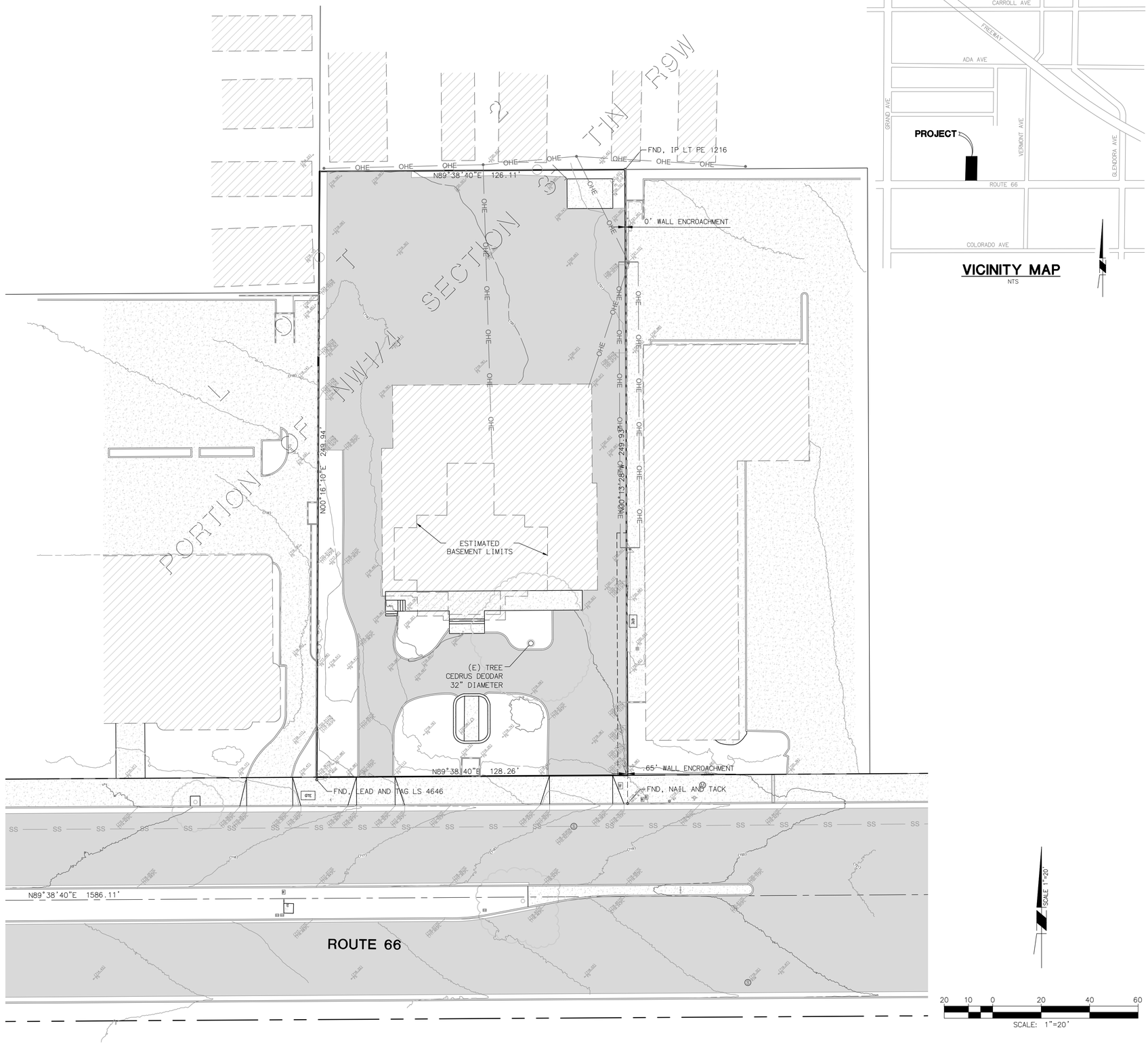
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AREA

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

ADVANCED CIVIL GROUP

ADVANCED CIVIL GROUP INC.
30251 GOLDEN LANTERN,
SUITE E, PMB 251
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(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

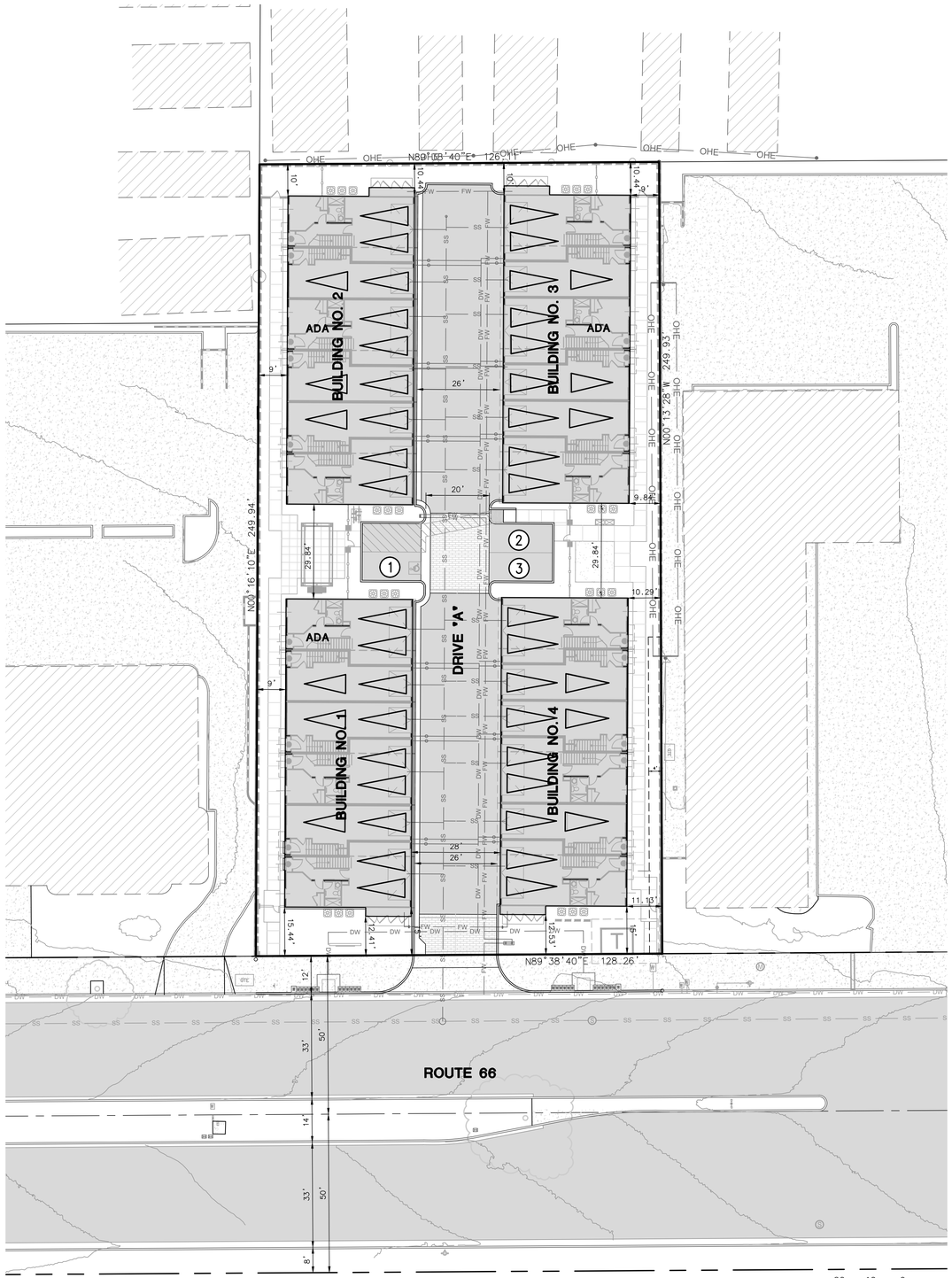
TOC - GLENDORA - ROUTE 66
363 ROUTE 66
GLENDORA, CA

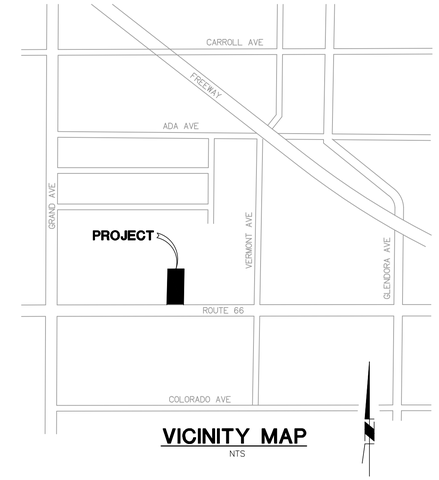
DRAWN BY:	RSA
DESIGNED BY:	RSA
CHECKED BY:	RSA
APPROVED BY:	RSA
DATE:	2/28/2025
REVISIONS:	
PROJECT NUMBER:	106824

SHEET NO.
C-2
2 OF 6

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
- EX MONUMENT
- 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
- COMM — EX OVERHEAD COMMUNICATION
- 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
- SS — PR SEWER LINE
- DW — PR DOMESTIC WATER LINE
- FW — PR FIRE WATER LINE
- RW — PR RECYCLED WATER LINE
- SD — PR STORM DRAIN LINE
- PR WALL
- PR CURB AND GUTTER
- PR SWALE





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: 1"=20'

SCALE VERIFICATION
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LAGUNA NIGUEL, CA 92847
(866) 338-5778 PHONE
WWW.ADVANCEDCIVILGROUP.COM

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:

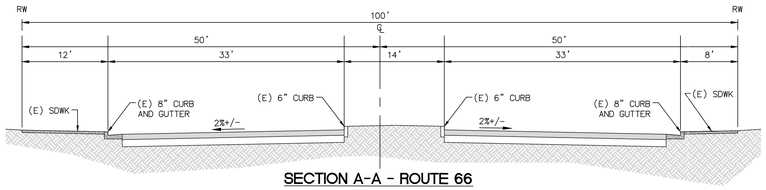
PROJECT NUMBER: 106824

SHEET NO.
C-3
3 OF 6

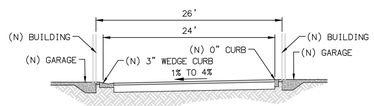
VESTING TENTATIVE TRACT MAP NO. 84726

FOR CONDOMINIUM PURPOSES

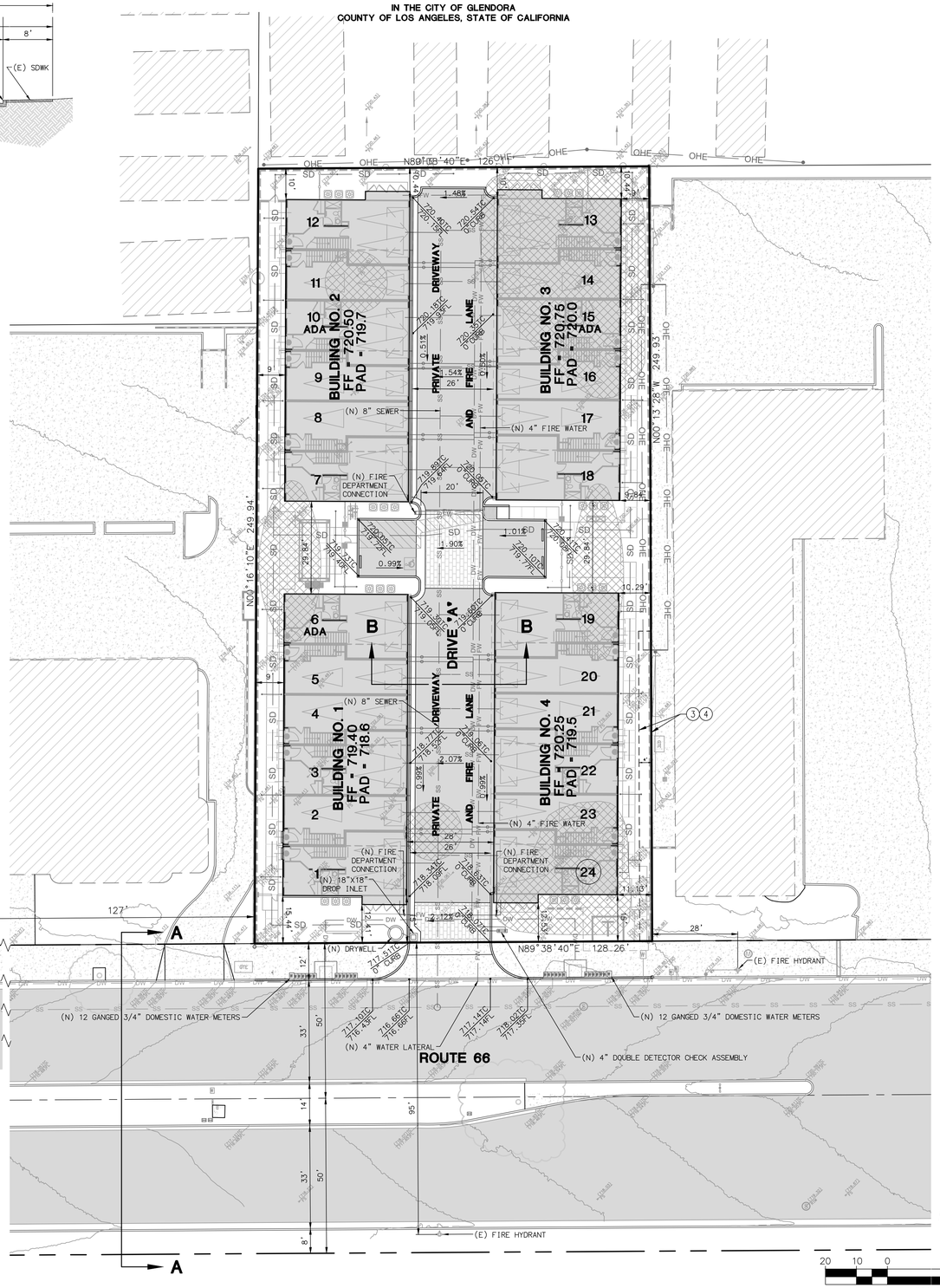
IN THE CITY OF GLENDORA
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

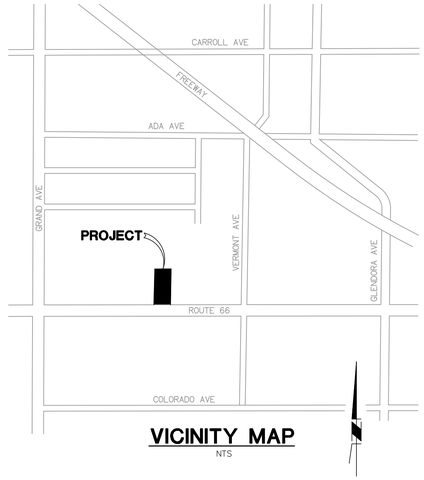


SECTION A-A - ROUTE 66
NTS



SECTION B-B - DRIVE "A"
NTS





VICINITY MAP
NTS

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
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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
- EX SEWER LINE
- EX DOMESTIC WATER LINE
- EX FIRE WATER LINE
- EX RECYCLED WATER LINE
- EX STORM DRAIN LINE
- EX OVERHEAD ELECTRIC
- EX OVERHEAD COMMUNICATION
- 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
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- PR SEWER LINE
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- PR FIRE WATER LINE
- PR RECYCLED WATER LINE
- PR STORM DRAIN LINE
- PR WALL
- PR CURB AND GUTTER
- PR SWALE

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.

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

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: 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,
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(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

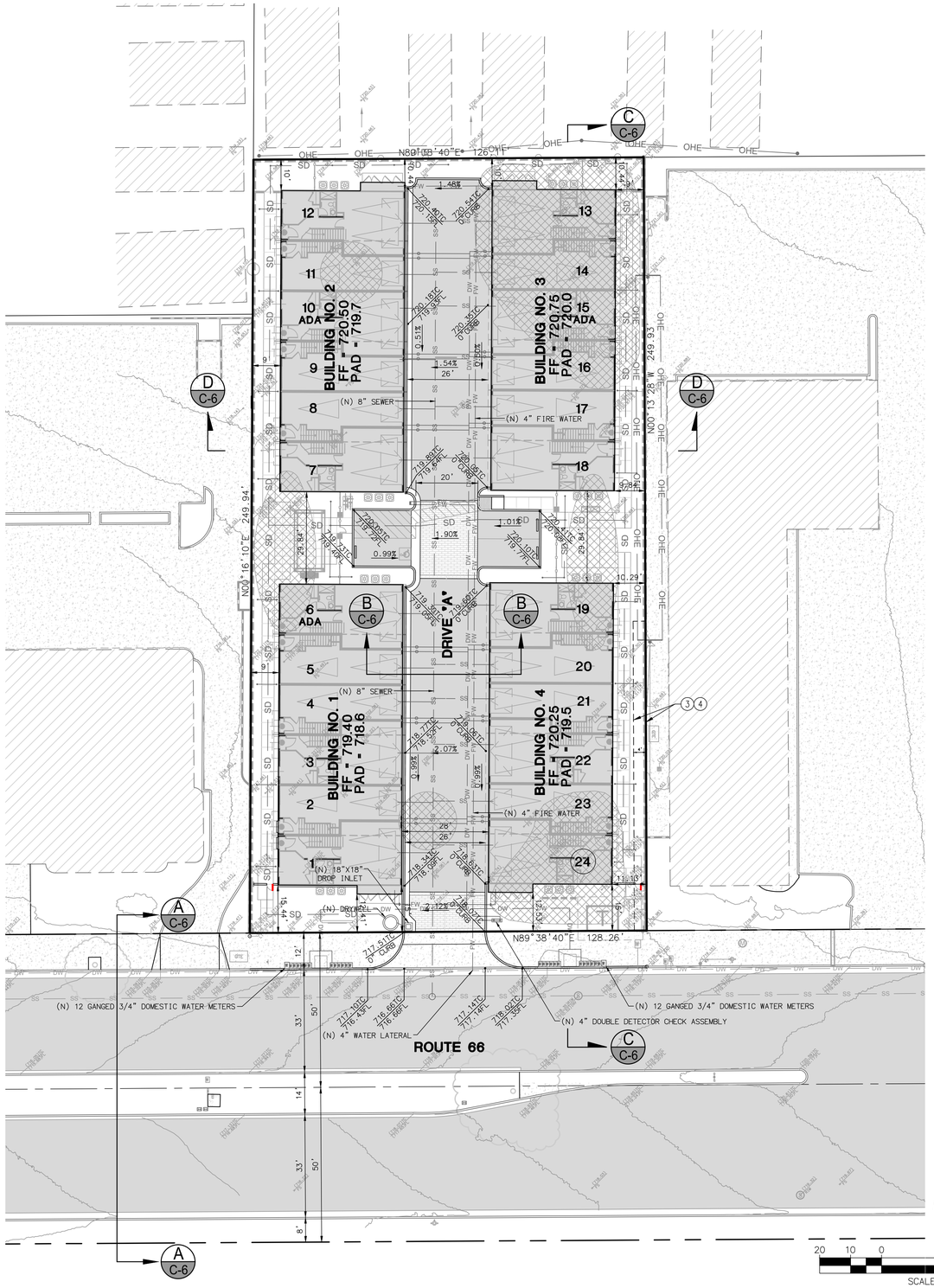
DRAWN BY: CPK
DESIGNED BY: CPK
CHECKED BY: RSA
APPROVED BY: RSA
DATE: 5/29/2025
REVISIONS:

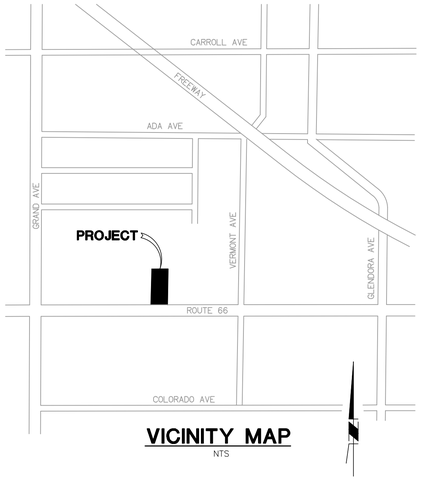
PROJECT NUMBER: 106824

SHEET NO.
C-4
4 OF 6

CONCEPT GRADING AND DRAINAGE PLAN

VESTING TENTATIVE TRACT MAP NO. 84726





VICINITY MAP
NTS

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
- EX MONUMENT
- EX TRANSFORMER
- EX FIRE WATER STRUCTURE
- EX GAS STRUCTURE
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- EX PROPERTY BOUNDARY
- EX STREET CENTERLINE
- EX RIGHT-OF-WAY
- EX PROPERTY LINE
- EX EASEMENT
- EX MAJOR CONTOUR
- EX MINOR CONTOUR
- EX SEWER LINE
- EX DOMESTIC WATER LINE
- EX FIRE WATER LINE
- EX RECYCLED WATER LINE
- EX STORM DRAIN LINE
- EX OVERHEAD ELECTRIC
- EX OVERHEAD COMMUNICATION
- EX UNDERGROUND ELECTRIC
- EX GAS LINE
- EX IRON FENCE
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- EX CURB AND GUTTER
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- PR WALL
- PR CURB AND GUTTER
- PR SWALE

REMEDIATION AREA

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

SCALE VERIFICATION
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SITE ADDRESS

363 ROUTE 66
GLENDORA, CA 91740

CLIENT:

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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

ADVANCED CIVIL GROUP

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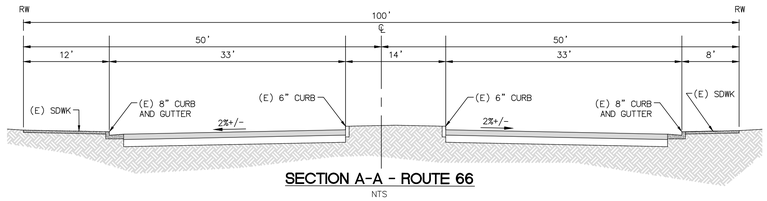
SEAL-ENGINEER

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

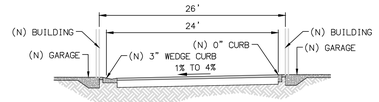
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DESIGNED BY:	CPK
CHECKED BY:	RSA
APPROVED BY:	RSA
DATE:	5/29/2025
REVISIONS:	
PROJECT NUMBER:	106824

SHEET NO.
C-5
5 OF 6



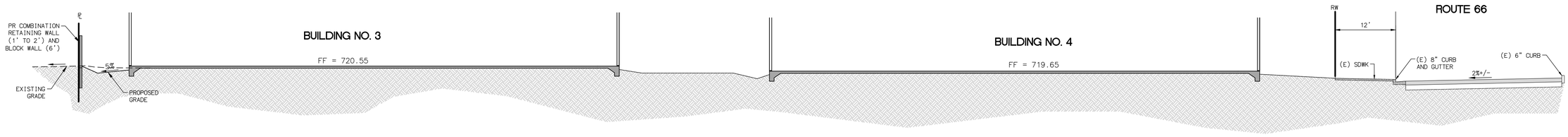
SECTION A-A - ROUTE 66

NTS



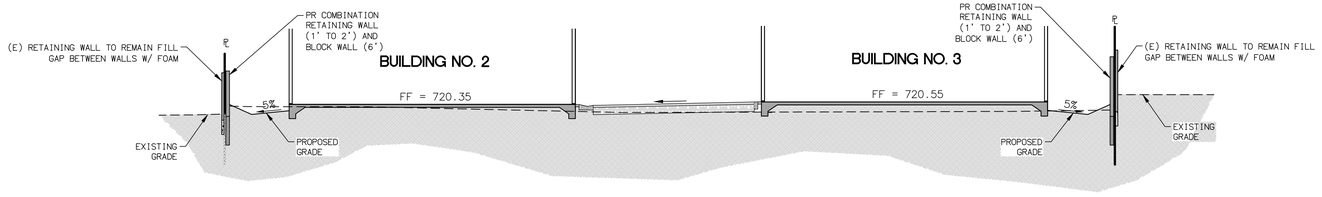
SECTION B-B - DRIVE "A"

NTS



SECTION C-C

NTS



SECTION D-D

NTS

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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



20

*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.



5

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

Schematic Landscape Plan

The Olson Company

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

L-1

Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23195 La Cadena Drive (Ste 105)
Laguna Hills CA 92653 (www.studio-PAD.com)

2 California Sycamore (Canopy deciduous)

Bike rack.

Enhanced Vehicular Paving.

Mailbox and Parcels.

Dog Bag Station.

1 Community open space with rectangular shade structure, picnic table seating, trash receptacle, and freestanding electric BBQ grill.

Turf Area for passive and active activities.

2 California Sycamore (canopy deciduous)











*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

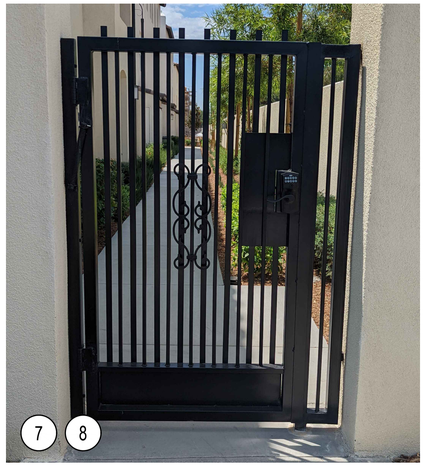
Rte 66 & Vermont, Glendora

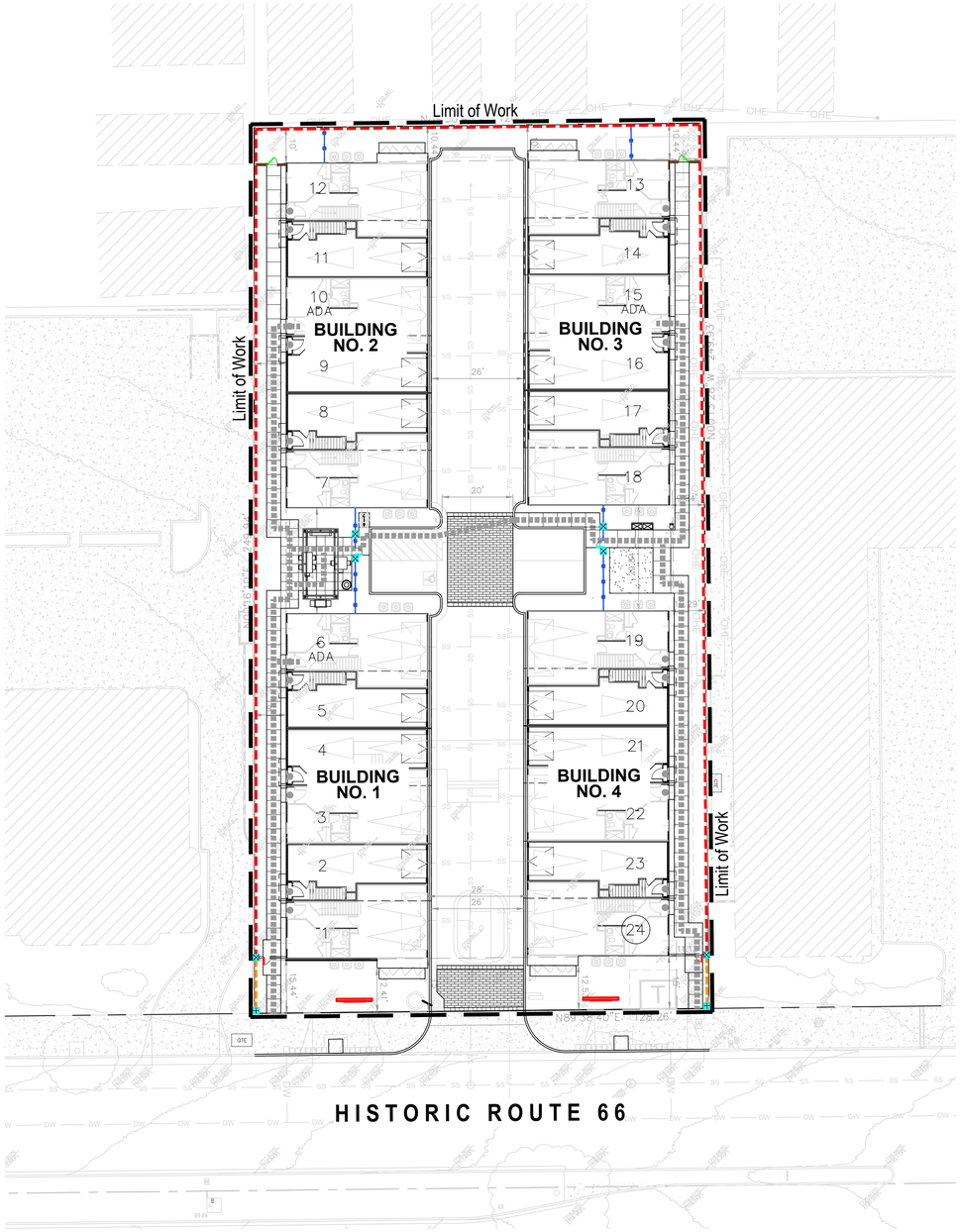
studio PAD Landscape Architecture











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'

The Olson Company

Schematic Wall & Fence Plan

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

L-3

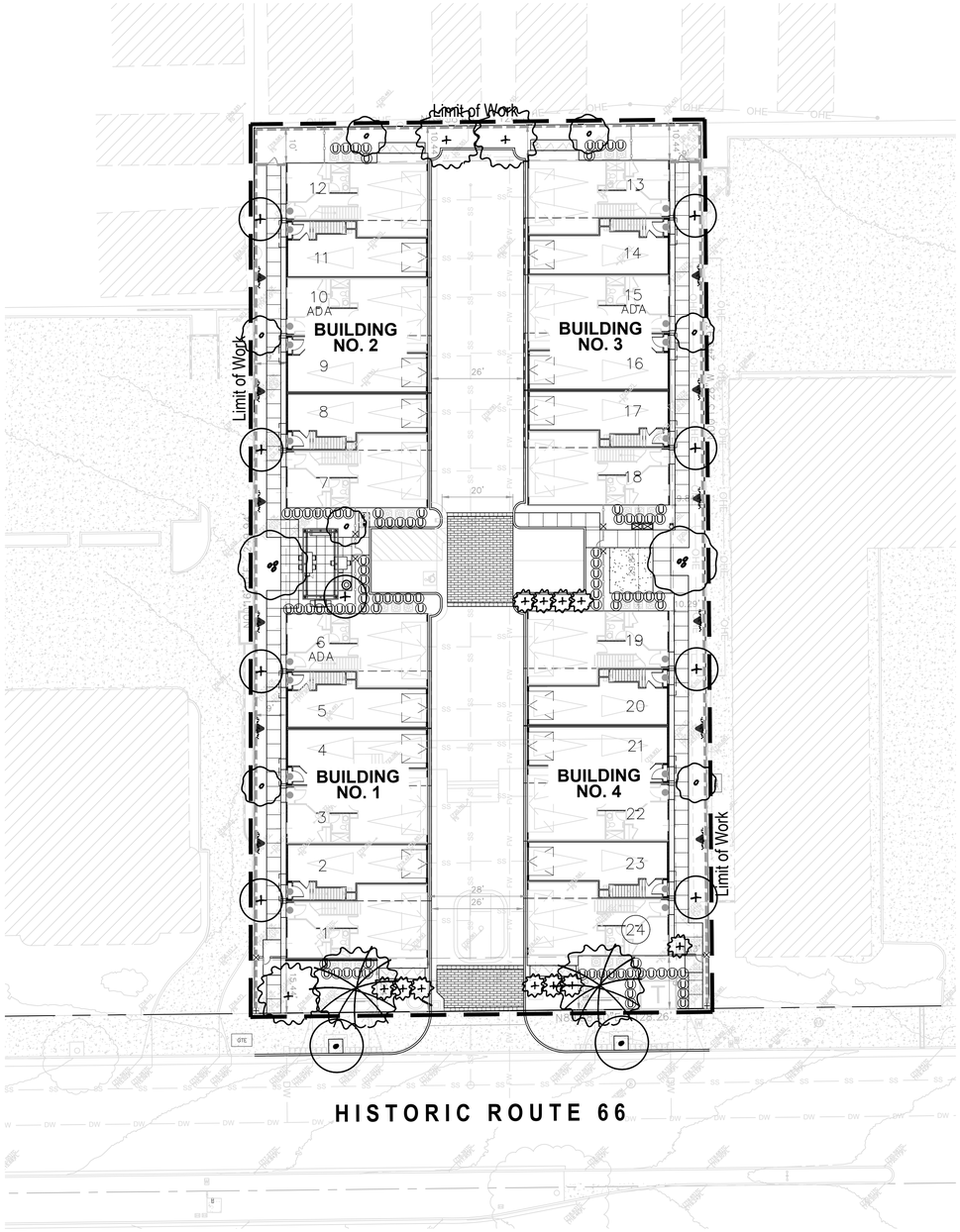
Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23196 La Cadena Drive (Ste 109)
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					
Ⓤ	Utility Screen	Westringia fruticosa 'Wynabbie Gem' (Coast Rosemary) Ligustrum japonicum (Japanese privet)	Single Single	15 Gal. 15 Gal.	Low Mod.	89
	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

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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'

Schematic Permeable Landscape Area Plan

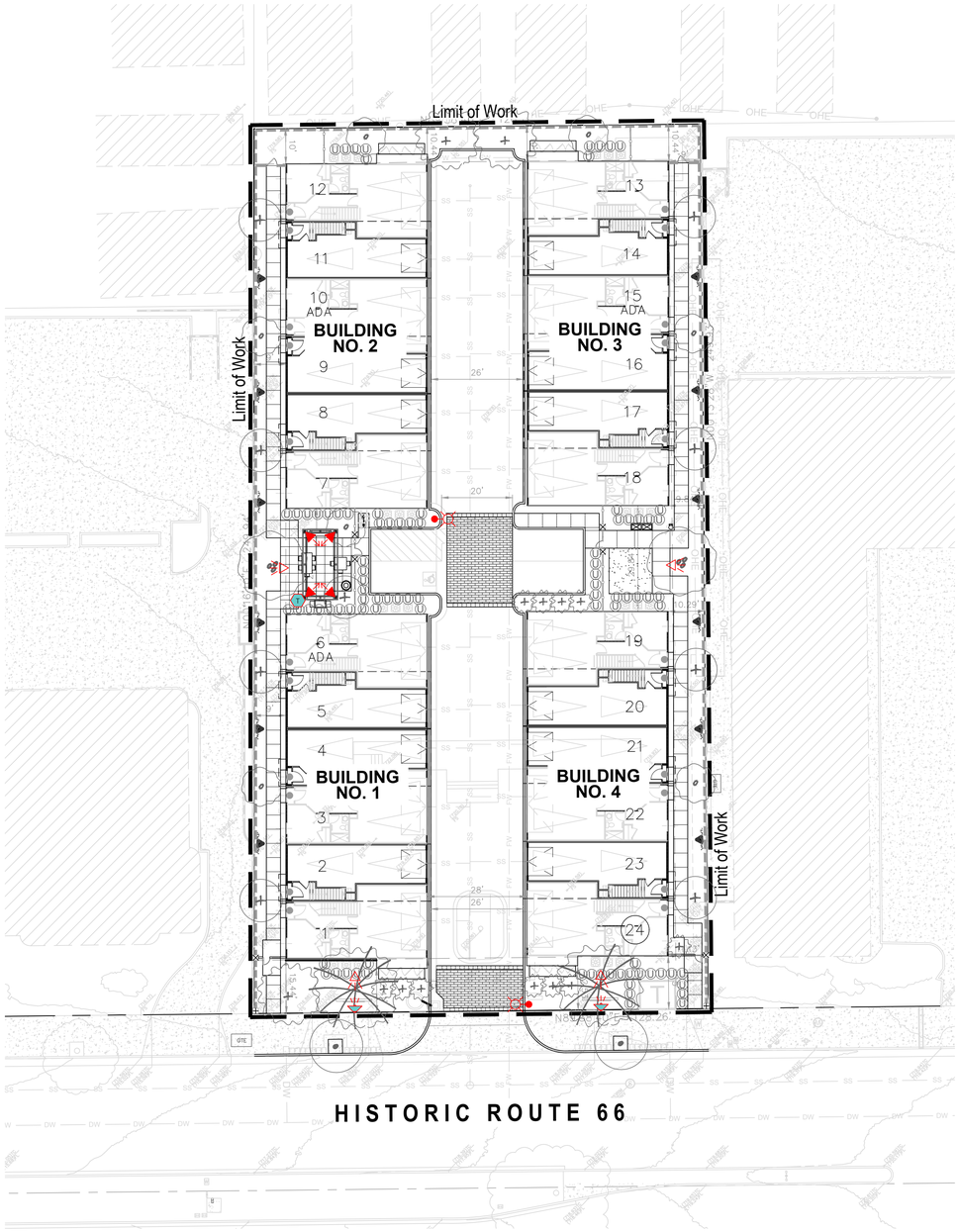
The Olson Company

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

L-5

Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23196 La Cadena Drive (Ste 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'

Schematic Lighting Plan

The Olson Company

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

L-6

Rte 66 & Vermont, Glendora

studio PAD
Landscape Architecture
23181 La Cadena Drive (Ste 105)
Laguna Hills CA 92653 (www.studio-PAD.com)

NOTICE OF PUBLIC HEARING
City Council

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 28, 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.

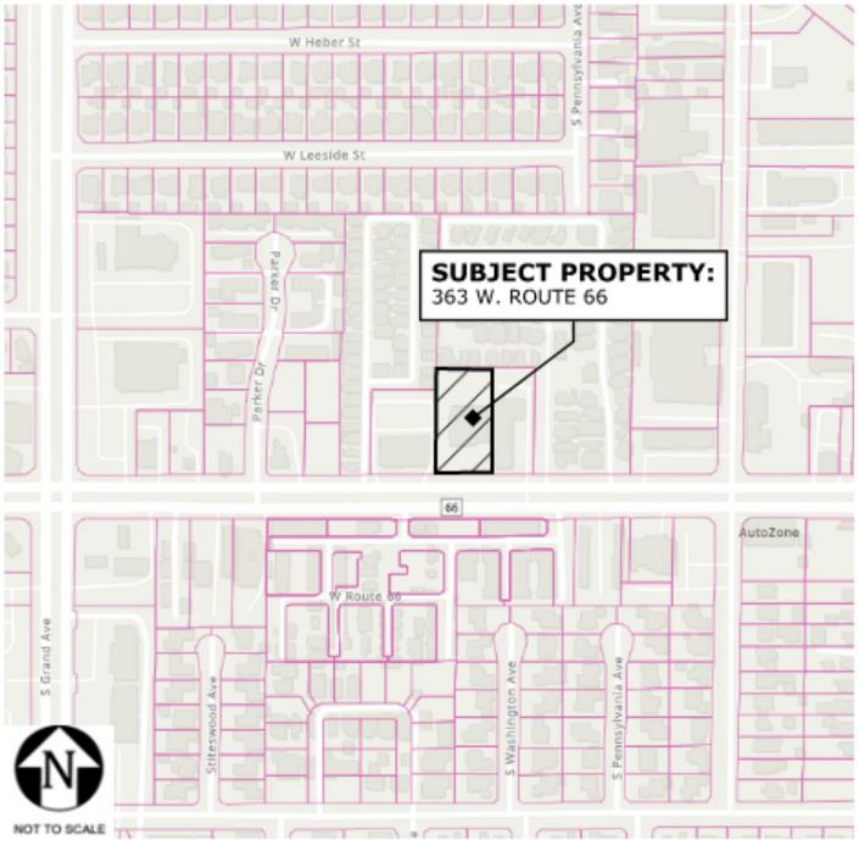
Kathleen R. Sessman, MMC
City Clerk

Mailed: October 16, 2025
Published: October 16, 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 October 16, 2025.

Kathleen R. Sessman, MMC
City Clerk



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

COMMUNITY DEVELOPMENT

CITY COUNCIL

OCTOBER 28, 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/incentives and waivers.

CONCESSIONS/INCENTIVES & WAIVERS

- A **concession/incentive** is a reduction in development standards that results in *identifiable and actual cost reductions* to make a project financially feasible.

- A **waiver** is a modification of a development standard that would otherwise *physically preclude the construction of an affordable housing project*.

CONCESSION/INCENTIVE & WAIVERS

- Applicant requests the following ***concession/incentive***:
  - Incentive to receive domestic water service from an existing domestic 6"-water line within the northerly side of Route 66, as opposed to connecting to a water line under Route 66 to the southerly side.
- Applicant requests the following ***waivers***:
  - Front and rear setbacks
  - Private open space
  - Garage dimensions and interior storage area
  - Street frontage

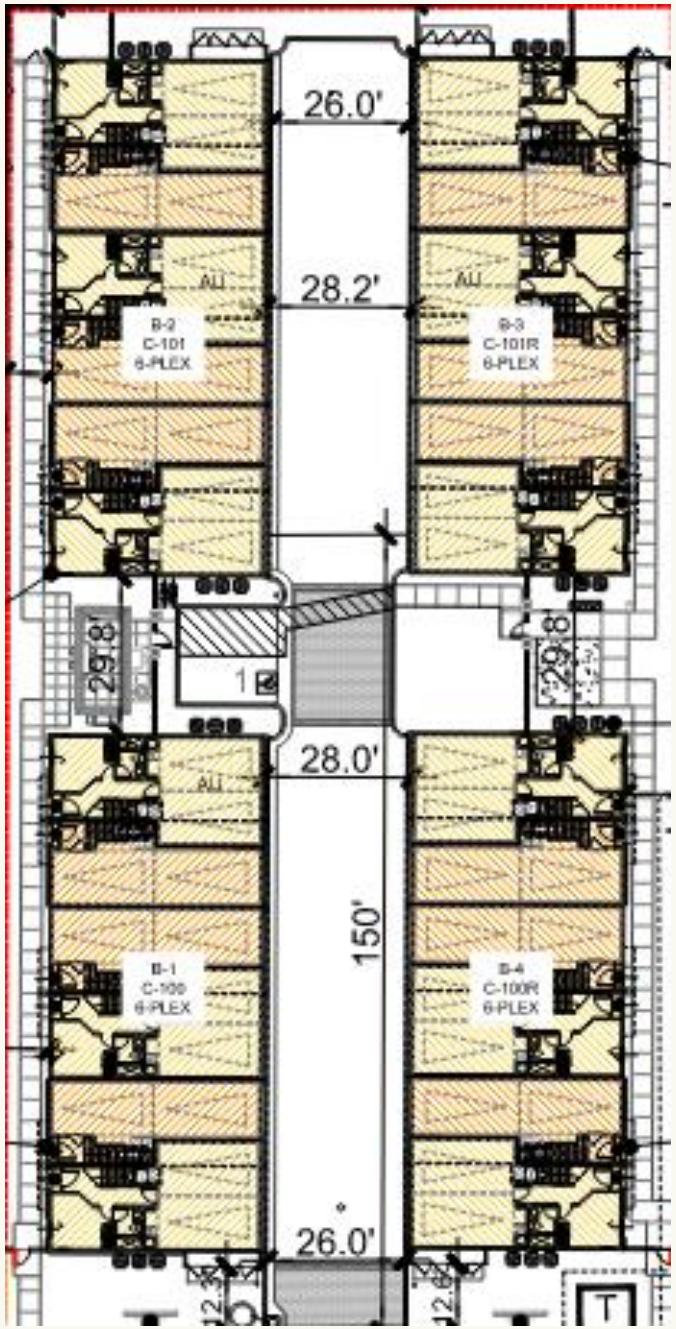
HOUSING LAW

- Housing Accountability Act (HAA) limits cities' discretionary power to deny or reduce the density of housing development projects.
  - HAA requires cities to approve a housing development project if it complies with *all applicable, objective general plan, zoning, subdivision standards, and design review standards.*
  - A city can only deny a compliant housing project if it makes written findings based on a preponderance of the evidence that the project would have a specific, adverse impact upon public health or safety that cannot be mitigated.

SITE PLAN


26.0'
28.2'
28.0'
150'
26.0'
29'8"
29'8"
Adam Snyder
Route 66
423
429
433
441
422
430
418
337
319

SITE PLAN


26.0'
28.2'
28.0'
150'
26.0'
B-2
C-101
6-PLEX
B-3
C-101R
6-PLEX
B-1
C-100
6-PLEX
B-4
C-100R
6-PLEX
ALL
29.8'

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

- October 25, 2025 – Notices were sent out to all property owners within 300 feet of the site per GMC.

- October 25, 2025 – Notice was published in the *San Gabriel Valley Examiner.*

RECOMMENDATIONS

That the City Council:

1. Adopt a Resolution 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, Glendora, California (Project No. PLN24-0051), including the additional condition of approval recommended by the Planning Commission regarding an existing commemorative plaque at the subject site, and a Categorical Exemption pursuant to CEQA.

Docusign Envelope ID: 03231438-D0DA-419A-9E0B-C2623CE344B6

Olson Urban Housing, LLC
Attn: John Reekstin, Senior VP of Community Development
3010 Old Ranch Parkway, Suite 100
Seal Beach, CA 90740
562-331-9358
jreekstin@theolsonco.com

October 3, 2025
Glendora Planning Division
Attn: Mark Carnahan / Yalini Siva
116 E. Foothill Blvd.
Glendora, CA 91741
(626) 914-8214

RE: STATE DENSITY BONUS LAW EXPLANATION – PLN24-0051
363 W. RTE 66, GLENDORA CA 91741

On behalf of The Olson Company ("Olson" or the "Applicant"), thank you for the opportunity to provide additional information to the Planning Commission with respect to the 24-unit townhome community (the "Project") and the State Density Bonus Law ("SDBL") request.

Density and Bonus Units

The Project is located on an approximately 0.73 acre site (i.e., approximately 31,798 square feet) at 363 W. Route 66. According to the Glendora Municipal Code, the maximum permitted density is 30 dwelling units per acre. Based on the Project site's 0.73 acres, this means that the permitted base density is approximately 21.9 dwelling units (i.e., 0.73 acres x 30 dwelling units per acre), rounded to 22 dwelling units.[1]

The Project will be providing three moderate income ("MI") dwelling units which translates to approximately 13 percent of the base density. Pursuant to Gov. Code Section 65915(f)(4) providing 13.63 percent MI dwelling units allows a nine percent density bonus. Since the base density is 22 dwelling units, the bonus units would be nine percent of 22 dwelling units, or 1.98 dwelling units, rounded to two dwelling units.[2] Thus, this is how the Project arrived at 24 dwelling units in total. Please note that the draft resolution, on pages four and five, incorrectly states that the base density is 21 dwelling units. The reference should be corrected to reflect the base density of 22 dwelling units.

Incentive

As the Project would be providing at least ten percent MI dwelling units, pursuant to Gov't Code Section 65915(d)(2)(A) it is entitled to one incentive. An incentive reduces the cost of providing

[1] Gov't Code Section 65915(q) states that "[e]ach component of any density calculation, including base density and bonus density, resulting in fractional units shall be separately rounded up to the next whole number."
[2] Even if the three MI dwelling units were considered to be 13 percent of the base 22 dwelling units, this would allow 1.76 bonus units rounded to two bonus dwelling units.
[3] Gov't Code Section 65915(d)(1)(B).
[4] Gov't Code Section 65915(d)(1)(C).

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affordable housing, and the City cannot deny a requested incentive unless the incentive would have a "specific, adverse impact" on the public health and safety or on any real property that is listed on the California Register of Historical Resources for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.[3] The City could deny an incentive if it would be contrary to state or federal law.[4] As you know, Olson did request an incentive to receive domestic water service from the existing domestic six inch water line within the northerly side of Route 66, as opposed to connecting to a water line under Route 66 to its southerly side. Connecting the water line in the manner proposed would reduce the cost of providing affordable housing since it would reduce the amount of trenching and related construction costs; the City cannot deny that request based on the evidence in the record, as there would not be a public health and safety or other justification that could support the City not granting the requested incentive.

Waivers

SDBL specifies that a project is entitled to a waiver from "*any* development standard that will have the effect of physically precluding the construction of a development… at the densities or with the concessions or incentives permitted by this section."[5] Waivers are separate from and additional to concessions/incentives; approval is mandatory if the standard would preclude development of the Project at its permitted density.

The Project requires six waivers in order to accommodate the proposed density of 24 residential units, the number of which is governed by state law:

1. Front yard setback of 12.3' to 12.6' to accommodate mechanical equipment and HVAC equipment, plus bay windows.

2. Rear yard setback of ten feet at all levels in lieu of 15' for level three.

3. Private open space of 34 square feet in lieu of 100 square feet per dwelling unit.

4. Garages of 20' x 19'2" in lieu of 20' x 20', along with tandem garages.[6]

5. No garage storage area

6. Reduced street frontage of 128.26' in lieu of 150'

Without these waivers, the Project, as proposed, would be physically precluded from achieving its current density, including affordable units. Without relief from the front yard setback, there would be insufficient space for the mechanical equipment and HVAC. Without such necessary components, there would be physical preclusion of the Project. Without the rear yard setback relief, there would need to be a reduction of five feet from the living area of two of the dwelling units making them non-viable.

[5] Gov't Code Section 65915(e)(1).
[6] Gov't Code Section 65915(p)(4) allows tandem and no guest parking.

Docusign Envelope ID: 03231438-D0DA-419A-9E0B-C2623CE344B6

Without the open space relief, substantial living area space would need to be removed from dwelling units, or there would need to be fewer dwelling units in order to accommodate the otherwise required open space. As such, the Project would be physically precluded if it had to provide the full amount of private open space that the City would otherwise require. As shown in the Project's site plan, the dwelling units' footprint is quite tight, with a 28' fire lane and side yards providing open space and circulation areas. If the full 20' depth were provided, it would be taken out of either the fire lane, dwelling unit floor area, or side yards where circulation and open space are provided. With respect to storage areas, if that were provided in the garages, parking would be lost to accommodate such storage areas causing a loss in this amenity. With regard to the minimum lot frontage dimension of 150 feet, if there were no relief from this development standard, there would be no Project (and no dwelling units) because the Project would not be able to provide such otherwise required street frontage. Taken together, these waivers are necessary, as, without them, there would be physical preclusion of the Project with the amenities and density proposed.

Courts have confirmed that SDBL is not ambiguous as to the applicability of waivers: In *Bankers Hill 150 v. City of San Diego*, the Court concluded that the law provides a "developer with broad discretion to design projects with additional amenities even if doing so would conflict with local development standards."[7] This is in accord with *Wollmer v. City of Berkeley* where the court held that there is nothing in SDBL that "requires the applicant to strip the project of amenities, such as an interior courtyard, that would require a waiver of development standards. Standards may be waived that physically preclude construction of a housing development meeting the requirements for a density bonus, period."[8]

In *Bankers Hill*, the court made clear: "So long as a proposed housing development project meets the criteria of the Density Bonus Law by including the necessary affordable units, a city may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes 'amenities' beyond the bare minimum of building components."[9] In other words, cities must assess the validity of waivers based on projects as they are proposed rather than as they may theoretically be designed to a minimalist configuration.

The Project that was submitted is reasonably designed and requires all the requested waivers to physically include its current density, including affordable units.

Olson hopes that the information provided in this letter provides more clarity with respect to SDBL and that this is useful to the Planning Commission as it reviews the Project for approval.

[7] *Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 774-775.
[8] *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1346-1347.
[9] *Bankers Hill 150 v. City of San Diego*, 74 Cal.App.5th 755, 775 (2022).

Docusign Envelope ID: 03231438-D0DA-419A-9E0B-C2623CE344B6

Sincerely,

Signed by:
John Reekstin
474E1BBADD29400...

John Reekstin
Senior VP of Community Development
The Olson Company for Olson Urban Housing, LLC

cc: John Reekstin, Todd Olson, The Olson Company

The Olson Company
363 W. Route 66

City of Glendora
City Council Meeting
October 28, 2025

About The Company

- Over 35 Years Developing in Urban Locations
- **10 - Time Winner** of Eliant Award for Customer Service
  - #1 in the Nation for **Customer Service**
  - #1 in the Nation for **Purchase & Ownership Experience**
- Long Term Community Commitment - Champion Program
- Award Winning Design Team

Project History

- Initial Involvement (May 2024)
- Community Outreach (July 2024)
- Senate Bill 330 Application (December 2024)
  - Worked closely with City Staff
  - Modified Application Five Times
- Application Deemed Complete (September 2025)
- Planning Commission Approved (October 2025)

Applicable State Laws:

- **State Density Bonus Law (1979)** – increases the number of homes allowed when affordable homes are provided.

- **Housing Crisis Act (2019)** – clarifies based unit count calculations, expedites & vests development rights.

- **Housing Accountability Act (1982)** – Requires approval of housing projects that meet local standards.

Community Meeting:

- Held at Joy's Mobile Home Park
  - Meeting Date: July 24, 2024
  - Attendance: 10-15 Residents
  - Reviewed the proposed community and received feedback

Concerns Noted:

- Construction Noise & Debris
  - Hours of Operations for Construction
    - 7am to 6pm Monday through Friday
    - No work on Saturday or Sunday

Existing Use



Facing Northeast



Facing Northwest

Existing Use



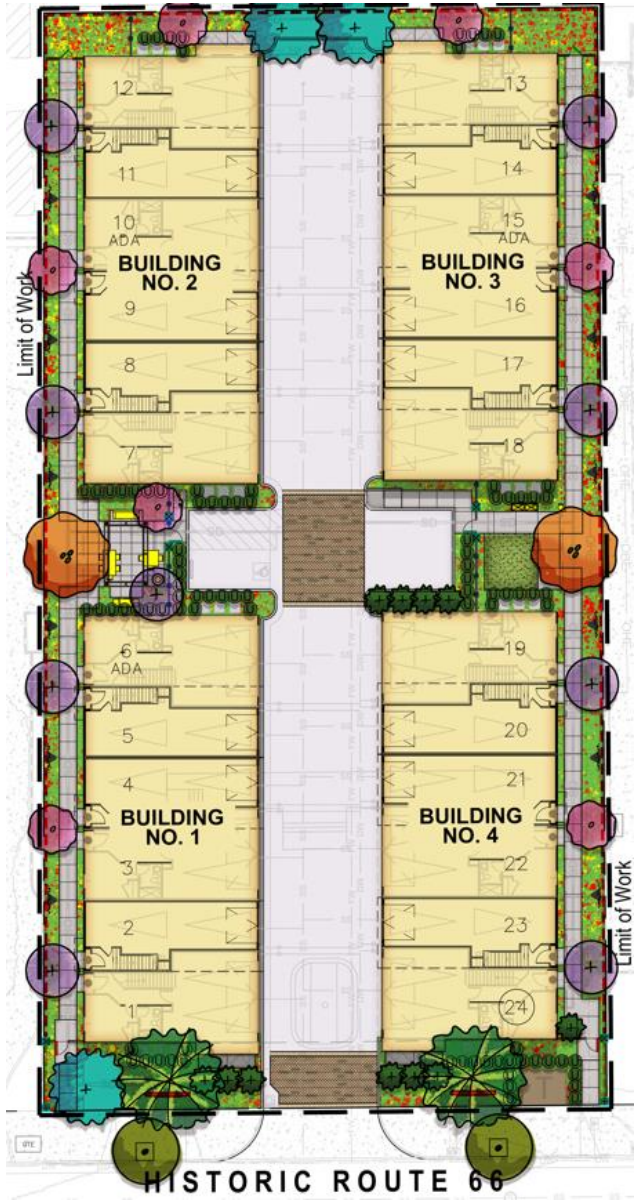
Facing South



Facing Southeast

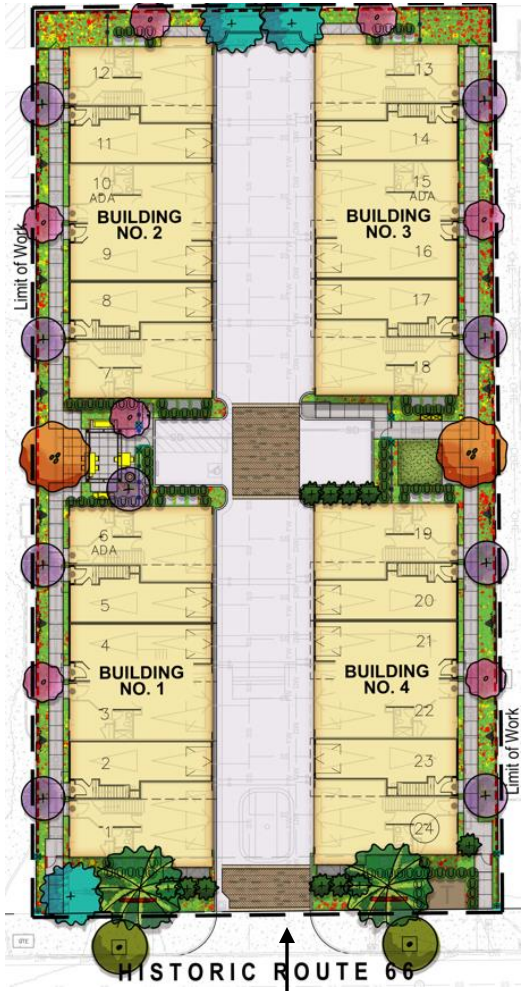
The Olson Company Glendora

Site Plan



The Olson Company Glendora

Site Plan



Enhanced Entry with Decorative Pavers

The Olson Company Glendora

Site Plan

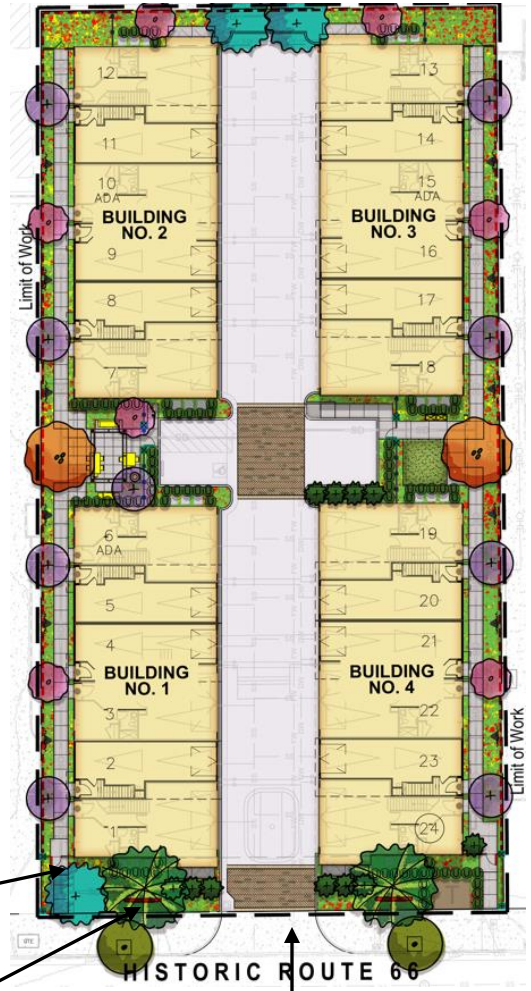


Community Monumentation

Enhanced Entry with Decorative Pavers

The Olson Company Glendora

Site Plan

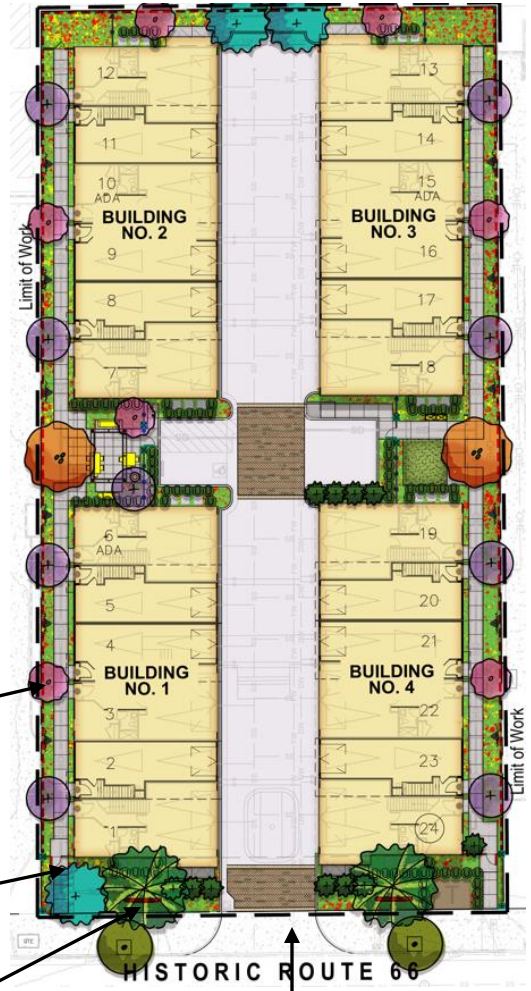


Artistic Pedestrian Gates

Community Monumentation

Enhanced Entry with Decorative Pavers

Site Plan



Tree Lined Walkways

Artistic Pedestrian Gates

Community Monumentation

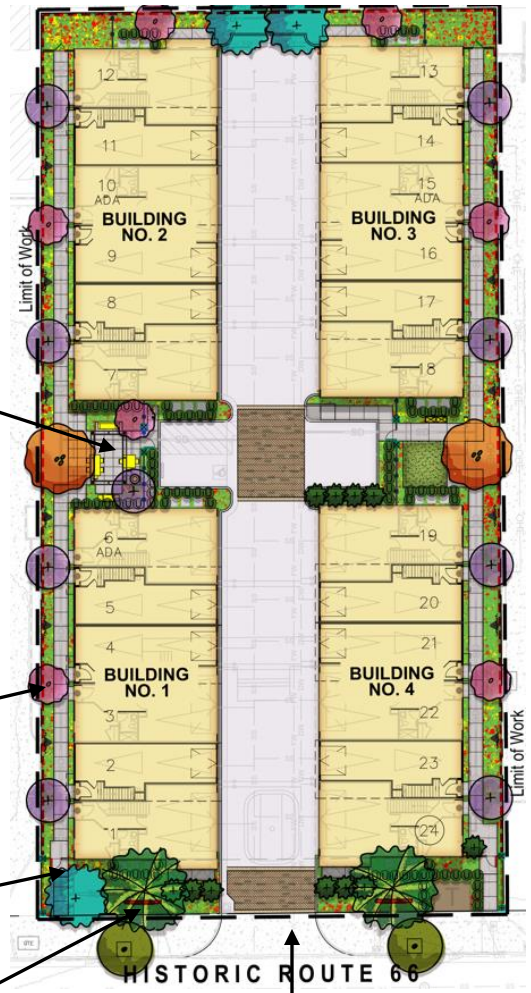
Enhanced Entry with Decorative Pavers

The Olson Company Glendora

Site Plan

Gated Amenity Space

- **Shade Structure**
  - **BBQ**
- **Tables & Seating**
- **Bench Seating**
- **Bicycle Parking**



Tree Lined Walkways

Artistic Pedestrian Gates

Community Monumentation

Enhanced Entry with Decorative Pavers

The Olson Company Glendora

Site Plan

Privacy Trees for Neighbors

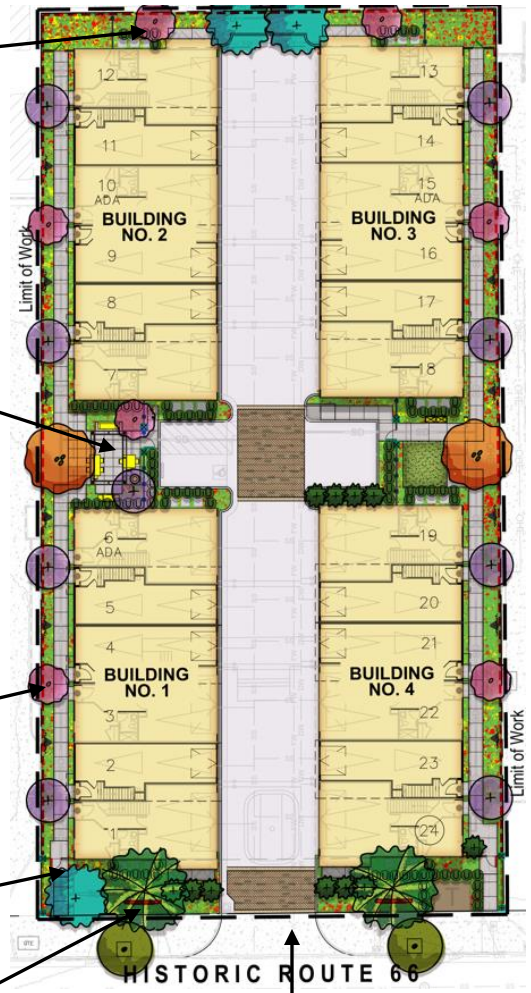
Gated Amenity Space
- Shade Structure
  - BBQ
- Tables & Seating
- Bench Seating
- Bicycle Parking

Tree Lined Walkways

Artistic Pedestrian Gates

Community Monumentation

Enhanced Entry with Decorative Pavers



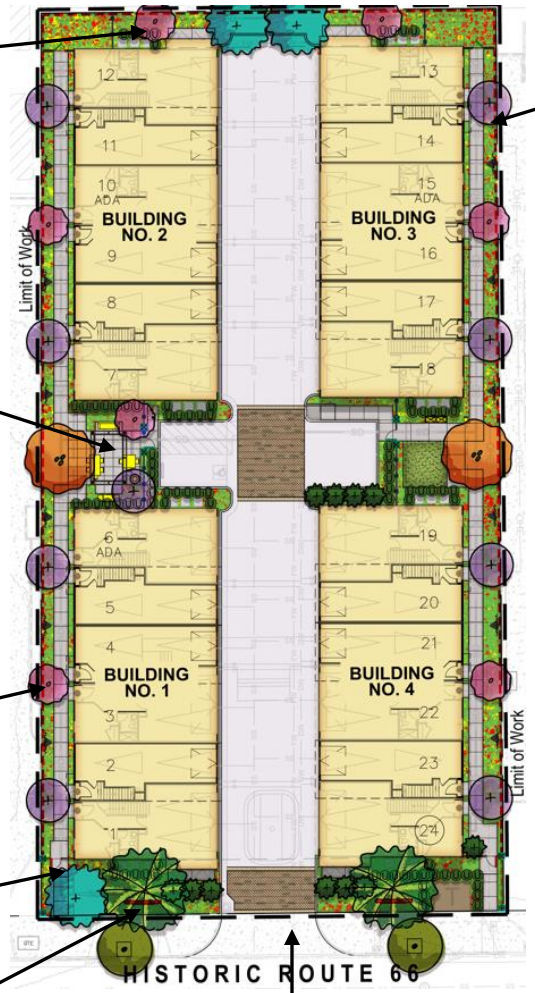
The Olson Company Glendora

Site Plan

Privacy Trees for Neighbors

Private Yard Areas

Gated Amenity Space
- Shade Structure
  - BBQ
- Tables & Seating
- Bench Seating
- Bicycle Parking



Tree Lined Walkways

Artistic Pedestrian Gates

Community Monumentation

Enhanced Entry with Decorative Pavers

The Olson Company Glendora

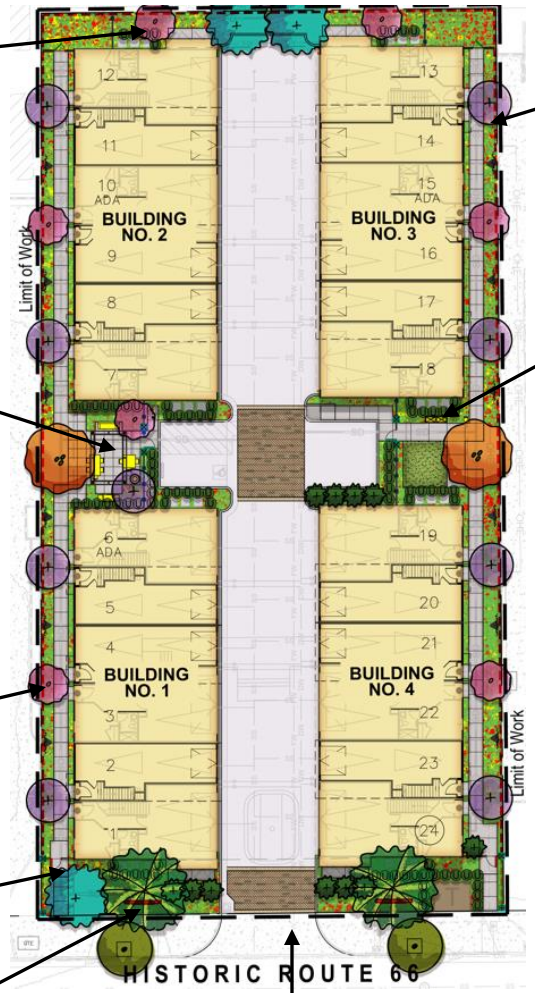
Site Plan

Privacy Trees for Neighbors

Private Yard Areas

Gated Amenity Space
- Shade Structure
  - BBQ
- Tables & Seating
- Bench Seating
- Bicycle Parking

Mailboxes



Tree Lined Walkways

Artistic Pedestrian Gates

Community Monumentation

Enhanced Entry with Decorative Pavers

The Olson Company Glendora

Site Plan

Privacy Trees for Neighbors

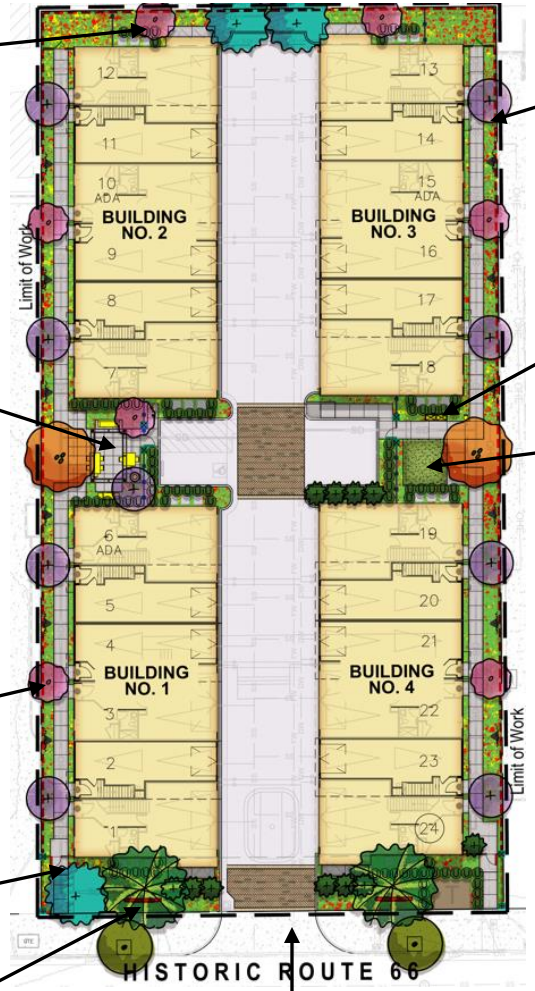
Gated Amenity Space
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- Bench Seating
- Bicycle Parking

Tree Lined Walkways

Artistic Pedestrian Gates

Community Monumentation

Enhanced Entry with Decorative Pavers



Private Yard Areas

Mailboxes

Gated Turf Area

Site Plan

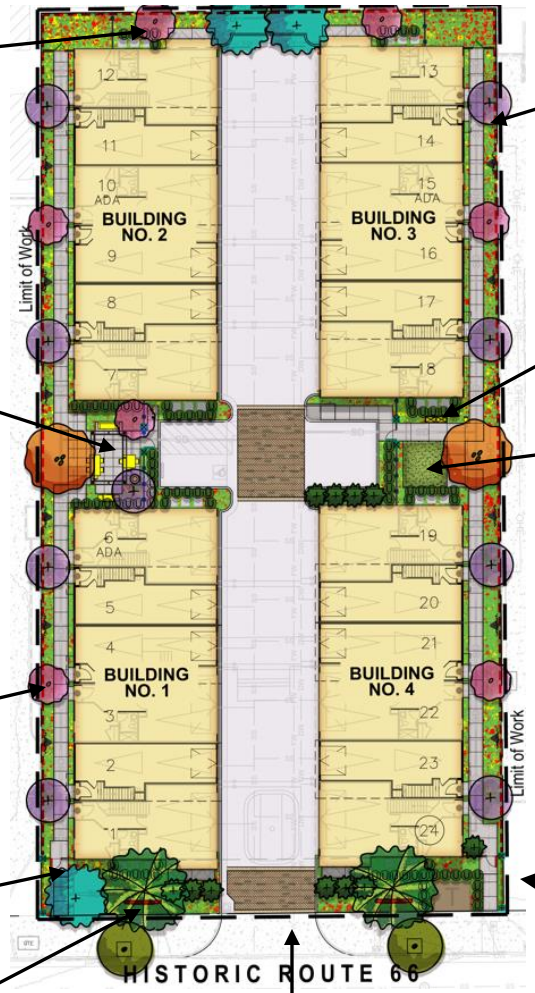
Privacy Trees for Neighbors

Private Yard Areas

Gated Amenity Space
- Shade Structure
  - BBQ
- Tables & Seating
- Bench Seating
- Bicycle Parking

Mailboxes

Gated Turf Area



Tree Lined Walkways

Artisan Pedestrian Gates

Artisan Pedestrian Gates

Community Monumentation

Enhanced Entry with Decorative Pavers

Architecture



The Olson Company
Glendora

Proposed Community



Community Benefits

- Removes Blight
- Consistent with General Plan & Zoning
- Adds to City's RHNA Production
- 12% of the Homes are Designated as Affordable
- Attainably Priced Market Rate Homes
- Supports Gold Line Station
- Increases Enrollment in Glendora Unified School District
- New Residents Strengthen Local Retail & Commerce
- Increased Developer Fees, School District Fees, and Local Taxes

The Olson Company
363 W. Route 66

City of Glendora
City Council Meeting
October 28, 2025

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**City Clerk**	**DISTRICT(S):**	**Not Applicable**
SUBJECT:	**Affirm minutes from the October 14, 2025 Meeting**		

RECOMMENDATION
That the City Council, Successor Agency and Housing Authority:

1. Affirm the minutes as presented.

STRATEGIC FOCUS AREAS
Not Applicable

EXECUTIVE SUMMARY
This staff report requests affirmation of the minutes from the previous meetings. The minutes have been prepared and reviewed in accordance 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
Not Applicable.

DISCUSSION
Pursuant to the City's standard practices and the Brown Act, meeting action minutes are reviewed and affirmed by the legislative bodies to ensure transparency and accuracy in government proceedings. The action minutes for the October 14, 2025 meeting was compiled based on staff notes and official recordings. No requests for revisions or amendments have been received to date.

By affirming minutes, the legislation bodies acknowledges their accuracy and preserves 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: Roxanne Breceda, Deputy City Clerk / Records Manager

Concurs With:	Not Applicable
Reviewed By:	Kathleen R. 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. October 14, 2025 Reg Mtg Minutes.pdf

City of Glendora Minutes
Regular Meeting

Tuesday, October 14, 2025
City Hall Council Chamber
116 E. Foothill Boulevard
Virtually via Zoom ID# 9329247224

The City Council also serves as members of the Board of Directors of the Successor Agency of the former Community Redevelopment Agency, Housing Authority, which are concurrently convening this evening.

CALL TO ORDER
The City Council, Successor Agency and Housing Authority meeting was called to order at 6:00 PM.

ROLL CALL
Members Present: Karen Davis, Shaunna Elias, Mendell L. Thompson, Mayor Pro Tem/Vice-Chair Michael Allawos, Mayor/Chair David Fredendall

Members Absent: None

Staff Present: City Manager/Executive Director Adam Raymond, City/Agency Attorney Danny Aleshire, Assistant City Manager Moises Lopez, Deputy City Manager Marie Ricci, Public Works Director William Wittkopf, Finance Director/City Treasurer Kyle Johnson, City Clerk/Communications Director Kathleen Sessman, Human Services Manager Debbie Lopez, Business Services Manager Julie Linger, Human Resources Management Analyst Jaclyn Brown, Media Specialist Craig Gill, Senior Media Specialist Greg Morton, and Deputy City Clerk/Records Manager Roxanne Breceda

CLOSED SESSION
Closed Session title was read into the record. There was no one wishing to provide comment. The meeting convened into Closed Session at 6:02 PM.

1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION A closed session will be held, pursuant to Government Code §54957 to conduct an employee performance evaluation for the position of City Attorney.

Closed Session adjourned at 6:55 PM and the meeting reconvened into Open Session at 7:01 PM with all members present. City Attorney Aleshire reported that a confidential briefing was held, feedback was provided, and that no reportable action was taken.

INVOCATION AND PLEDGE OF ALLEGIANCE
The Invocation was given by Pastor Dr. Michael Cordich of First Baptist Church.

The Pledge of Allegiance was led by Robert Johnson.

REORDERING OF AND ADDITIONS TO THE AGENDA
There were no requests received.

PUBLIC COMMENT
2. Public Comments received

Comments were received from: Jack Artan, Cristina Lopez, Robert Johnson, Bill Bertonneau, Michael Baron, Erica Landmann, April Veralto, and Roxanne Hoge.

MEMBER STATEMENT/REPORTS

Councilmember/Commissioner Thompson commented on Councilmembers Davis and Elias "disagreeing better" video clip and recent rainstorms.

Councilmember/Commissioner Elias commented on the "disagreeing better" video clip.

Councilmember/Commissioner Davis commented on the "Disagreeing Better" video clip; Sunday's Glendora Together forum; the upcoming 32nd Annual Pumpkin Festival on Saturday, October 18, 2025, from 11:00 a.m. to 4:00 p.m. at Centennial Heritage Park; and the Rain Bird ribbon cutting and debut of Orton Engelhardt at 10:00 a.m. Davis also announced that Charter Oak High School's varsity football team won the 2025 Mayor's Cup by defeating Glendora High School and noted the team's second-place ranking in the California Interscholastic Federation.

Mayor Pro Tem/Vice-Chair Allawos commented on Senate Bill No. 79 regarding housing development; the Air Quality Management District (AQMD) Invest Clean Funding application process; and the Glendora Kiwaniannes Designer Bag Bingo fundraiser scheduled for Saturday, October 18, 2025.

Mayor/Chair Fredendall announced several upcoming community events, including the 32nd Annual Pumpkin Festival on Saturday, October 18, 2025, from 11:00 a.m. to 4:00 p.m. at Centennial Heritage Park; the Rain Bird ribbon cutting and debut of Orton Engelhardt at 10:00 a.m. the same day; the Halloween Movie in the Park on Friday, October 17, 2025, from 6:00 to 8:00 p.m.; the Halloween Carnival on Saturday, October 25, 2025, from 5:00 to 8:00 p.m.; and the Homecoming Parade and Football Game on Friday, October 17, 2025, at 4:00 p.m.

CITY MANAGER AND CITY ATTORNEY STATEMENTS

Chief Randazzo announced the Glendora Police Department's 10th Annual Pink Patch Program fundraiser for cancer awareness, with a dinner at Luca Bella on Thursday, October 16, 2025, from 5:00 to 9:00 p.m., and a Sugar with Your Coffee event on Monday, October 20, 2025, at Classic Coffee from 12:00 to 4:00 p.m. All proceeds will benefit cancer research.

SPECIAL ITEMS

3. Proclamation presentation for National Friends of the Library Week October 19 - 25, 2025

Proclamation presented to Glendora Public Library Friends Foundation Executive Director Maggie Lara.

CONSENT CALENDAR

A motion was made by Mayor Pro Tem/Vice-Chair Allawos, seconded by Councilmember/Commissioner Thompson to approved Consent Calendar Items #4 - #7 as presented, affirming the actions appropriate to each item. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

4. Affirm minutes from the September 23, 2025 Meeting

The City Council, Successor Agency and Housing Authority affirmed minutes as presented.

5. Review and Affirm Disbursements for September 2025 in the Amount of $8,042,525.18

The City Council and Successor Agency reviewed and affirmed disbursements for September 2025 in the amount of $8,042,525.18.

6. Notice of Completion for Slurry Seal FY 2024-25 Project, Plan No. 1392

The City Council 1. Approved Change Orders No. 1 - 3 totaling $91,693.75; 2. Accepted the completion of Citywide Slurry Seal FY 2024-25 Project, Plan No. 1392 by Doug Martin Contracting Company, Inc.; 3. Approved the final contract amount of $401,635.75; 4. Authorized the Mayor or his designee to sign and file the Notice of Completion with the County of Los Angeles Registrar-Recorder; 5. Authorized the Public Works Director to release the project retention 35 days after the recordation of the Notice of Completion; 6. Authorized the release of the Labor and Materials Bond in the amount of $309,942, six months after recordation of Notice of Completion, if no claims have been received; and 7. Authorized the release of the Faithful Performance Bond one (1) year following recordation of Notice of Completion if the improvements remain free from defects in materials and workmanship.

7. Notice of Completion for Glendora Bus Yard Improvements (Phase 1) Project, Plan No. 1398

The City Council 1. Accept the completion of Glendora Bus Yard Improvements (Phase 1) project, Plan No. 1398 by JBBostick, LLC.; 2. Approve the final contract amount of $135,673; 3. Authorize the Mayor or his designee to sign and file the Notice of Completion with the County of Los Angeles Registrar-Recorder; 4. Authorize the Public Works Director to release the project retention 35 days after the recordation of the Notice of Completion; 5. Authorize the release of the Labor and Materials Bond in the amount of $128,350, six months after recordation of Notice of Completion, if no claims have been received; and 6. Authorize the release of the Faithful Performance Bond one (1) year following recordation of Notice of Completion if the improvements remain free from defects in materials and workmanship.

MEMBERS AGENDA ITEMS

8. Proposition 50: Authorizes Temporary Changes to Congressional District Maps in Response to Texas' Partisan redistricting. Legislative Constitutional Amendment (Fredendall and Allawos)

Following discussion, Mayor Pro Tem Allawos motioned that the City Council oppose ~~support~~ Proposition 50. The motion failed for lack of a second.

Then, a motion was made by Councilmember Davis, seconded by Councilmember Thompson, that the City Council 1. Receive and file the report on Proposition 50. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

UNFINISHED BUSINESS

9. Approval of Amendment No 1 to the Contract Services Agreement between UMS, Inc., a California Corporation (dba “United Maintenance Systems”) and the City of Glendora for Janitorial and Park Litter Services in an Amount Not to Exceed $446,625 for the Period of the Extension

A motion was made by Mayor Pro Tem Allawos, seconded by Councilmember Thompson, that the City Council 1. Approve Amendment No. 1 to the Contract Services Agreement with UMS, Inc. (dba "United Maintenance Systems"), extending the term of the original 2021 Agreement for an additional one-year period in an amount not to exceed $446,625 for the Period of the Extension; and 2. Authorize the City Manager to execute the Amendment. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

10. Measure A and Local Solutions Fund (LSF) Agreement

A motion was made by Councilmember Thompson seconded by Mayor Pro Tem Allawos, that the City Council 1. Approve Memorandum of Agreement with the San Gabriel Valley Council of Governments (SGVCOG) and the City of Glendora for distribution and use of Measure A Local Solutions Funds; and 2. Approve an increase in estimated revenues and a supplemental appropriation of $180,536 in the FY2025-27 Adopted Two-Year Budget in Measure A (Fund 245). Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

NEW BUSINESS

11. Consideration of a Contract Services Agreement with PMAM Corporation for the Management of a False Alarm Program

A motion was made by Mayor Pro Tem Allawos, seconded by Councilmember Thompson, that the City Council 1. Award a contract services agreement to PMAM Corporation to provide for a 17% revenue share for the management of the City's False Alarm Program; and 2. Authorize the City Manager to execute the agreement. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

12. Memorandum of Understanding between the City of Glendora and Glendora American Federation of State, County, and Municipal Employees (AFSCME Local 3915) for the three-year term of September 1, 2025, through June 30, 2028

A motion was made by Mayor Pro Tem Allawos, seconded by Councilmember Thompson, that the City Council 1. Adopt **Resolution CC 2025-36** entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A 2025-2028 MEMORANDUM OF UNDERSTANDING (MOU) WITH THE AMERICAN FEDERATION OF STATE, COUNTY, AND MUNICIPAL EMPLOYEES;" and 2. Authorize the City Manager to execute the agreement and any and all non-substantive changes to the draft Memorandum of Understanding. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

MEMBER/STAFF CLOSING COMMENTS

Councilmember/Commissioner Thompson announced Dodgers won 5-1.

ADJOURNMENT

Meeting adjourned at 8:38 PM.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Minutes were approved on _____.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Finance**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**City of Glendora and Glendora Successor Agency Investment Report for September 2025**		

RECOMMENDATION
That the City Council and Successor Agency:

1. Receive and file the Monthly Investment Activity Report for September 2025.

STRATEGIC FOCUS AREAS
Goal 2: Maintain Financial Stability and Sustainability (MFSS)

EXECUTIVE SUMMARY
The City's book value of cash and investments for September 2025 totaled $111,379,787. This is a decrease of $3,339,420 (-2.91%) compared to the previous month. The decrease is due the the City's payment to Main San Gabriel Basin Watermaster for the 2024-2025 production assessment, in the amount of $2,012,381 and Water and Wastewater Revenue Bonds Series 2012A principal and interest payment in the amount of $1,186,756.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
Pursuant to Section 19 of the City's FY 2025-26 Investment Policy, a monthly investment report must be provided to the City Council to provide a clear picture of the status of the current portfolio.

DISCUSSION
As prescribed in the Investment Policy for FY 2025-26, the attached investment reports provides a listing of individual securities held at the end of the reporting period by authorized investment category, the average life and final maturity of all investments listed, coupon rate, discount or earnings rate, Par Value, Market Value and Book Value of each investment in the portfolio, including funds managed for the City by third parties.

In the month of September, there were three investment purchases (consisting of Certificates of Deposit and Limited-Term Government Funds) totaling $490,188; there were seven securities that matured at $5,343,000, resulting in neither a gain nor a loss.

FISCAL IMPACT
There is no fiscal impact associated with the recommended action.

ENVIRONMENTAL DETERMINATION
Not Applicable

Prepared By: Natasha Woolford, Assistant Director of Finance

Concurs With:	Not Applicable
Reviewed By:	Natasha Woolford, Assistant Director of Finance
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Not Applicable
CEQA Review:	Not Applicable

Attachments

A_September_2025_Investment_Report.pdf

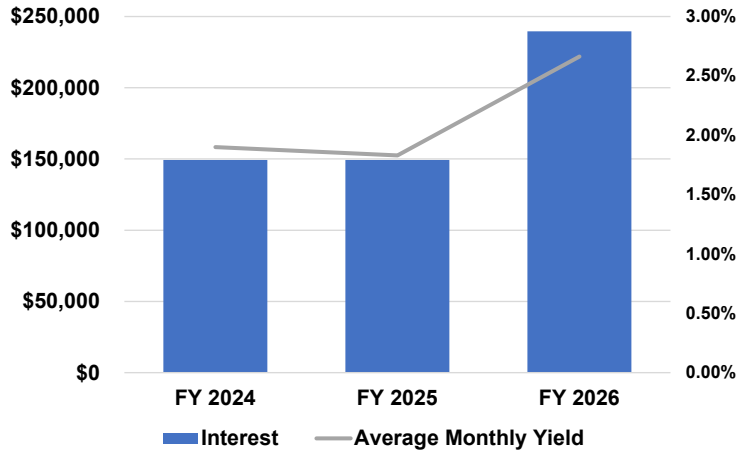
CITY OF GLENDORA
INVESTMENT REPORT SUMMARY
September 30, 2025

Pursuant to California Government Code Section 53600 et seq. and Section 16 of the City of Glendora's Investment Policy, a monthly investment report must be provided to the City Council providing a clear picture of the status of the current investment portfolio. Included in the report are several specific items relating to portfolio holdings including, but not limited to, investment type, par value, market value, book value, coupon rate and yield to maturity.

The report is in conformity with the City's Investment Policy and California Government Code 53601. Per the policy, the report reflects pooled cash from all city funds. It does not reflect any restrictions associated with how each individual fund can be utilized. This information is provided through other financial reports that include the budget, Annual Comprehensive Financial Report and other financial reports available through the website.

The objective of the City investments is to provide safety of principal and liquidity, while then providing a return on investments. (Section 4 of the policy). All brokered transactions are held by a third-party custodian designated by the Treasurer. (Section 14 of the policy). There is currently one custodial account, which is UBS.

Below is a comparison of the average monthly yield and interest received from prior years for the same month, along with a visual graph:



September	FY 2024	FY 2025	FY 2026
Interest	$149,293	$149,346	$239,574
Average Monthly Yield	1.90%	1.83%	2.66%

I hereby certify that the investments are in compliance with the investment policy adopted by the City Council. The investment portfolio provides sufficient funds to meet the budgeted expenditures over the next six months.

Approved By: Kyle Johnson

Kyle Johnson, Finance Director/City Treasurer

Branch office
251 South Lake Avenue
10th Floor
Pasadena, CA 911013003

Financial Advisor
CHEN/GIORDANO/CRAWFORD
213-972-1457

UBS Client Review

As of September 30, 2025

Report Prepared for: City of Glendora

*** excluded from performance exhibits**

Account Number	Account Name	Type
SX XX180	City of Glendora	Business Service Account
@SX XXX283*	CITY OF GL	Non UBS Investment Bank of America
@SX XXX279*	CITY OF GL	Non UBS Investment LAIF

What's inside

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Sources of Portfolio Value. 3
Bond Summary. 4
Portfolio Holdings. 5
Bond Holdings. 17
Important Information About This Report. 29

Asset Allocation Review

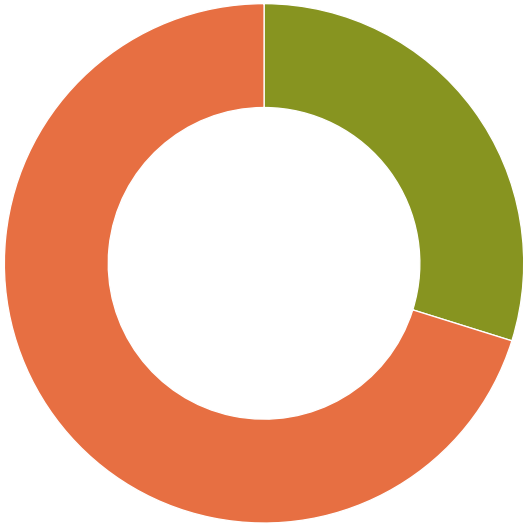
as of September 30, 2025

Summary of Asset Allocation

	Market value ($)	% of Portfolio
Cash	**33,317,767.44**	**29.82**
Cash	**33,317,767.44**	**29.82**
US	33,317,767.44	29.82
Fixed Income	**78,398,856.66**	**70.18**
US	**78,398,856.66**	**70.18**
US Fixed Income	12,672,120.11	11.34
Government	42,749,631.69	38.27
Corporate IG Credit	22,977,104.86	20.57
Equity	**0.00**	**0.00**
Commodities	**0.00**	**0.00**
Non-Traditional	**0.00**	**0.00**
Other	**0.00**	**0.00**
Total Portfolio	**$111,716,624.10**	**100%**

Balanced mutual funds and Insurance & Annuity products are allocated in the 'Other' category

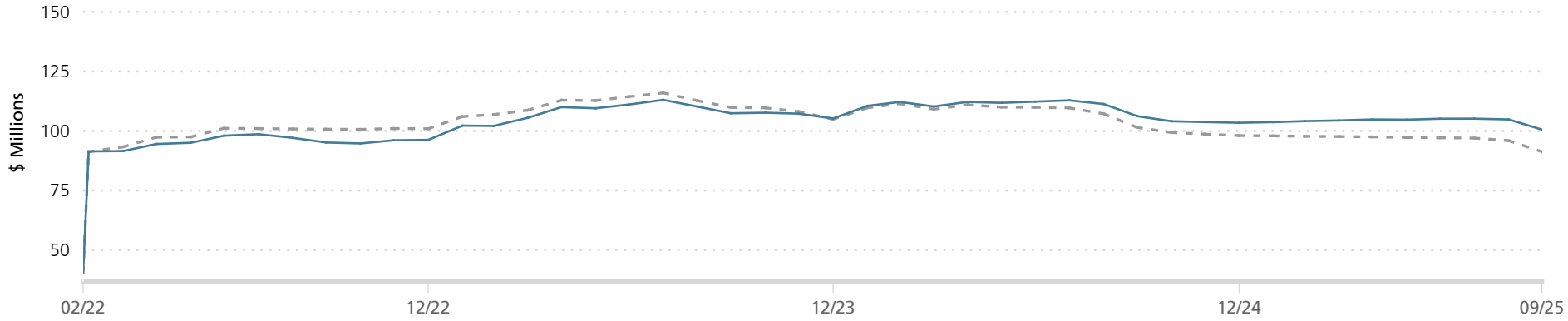
Total Value: $111,716,624.10



Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.
Accrued interest, if any, has been included in the total market value.

Sources of Portfolio Value

as of September 30, 2025



	MTD 08/31/2025 to 09/30/2025	QTD 06/30/2025 to 09/30/2025	YTD 12/31/2024 to 09/30/2025	ITD 02/23/2022 to 09/30/2025
Opening value	**104,823,817.05**	**105,122,633.07**	**103,422,623.88**	**40,589,214.16**
Net deposits/withdrawals	-4,656,270.77	-5,857,451.45	-6,759,555.93	50,688,647.64
Div./interest income	266,416.23	613,561.04	1,751,642.00	7,014,383.41
Change in accr. interest	-38,163.54	125,410.18	102,188.77	386,394.13
Change in value	168,843.20	560,489.33	2,047,743.45	1,886,002.82
Closing value	**100,564,642.17**	**100,564,642.17**	**100,564,642.17**	**100,564,642.17**
Net Time-weighted ROR	0.38	1.25	3.80	2.26

Performance returns are annualized after 1 year. Net deposits and withdrawals include program and account fees.

Benchmarks - Annualized time-weighted returns

US Treasury Bill - 3 Mos	0.34	1.10	3.25	4.22
BofA Corp/Gov 1-5Y	0.31	1.29	4.87	2.69
BBG Agg Bond	1.09	2.03	6.13	0.81

Bond Summary

as of September 30, 2025

Bond Overview

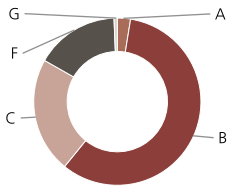
Total quantity	78,721,000
Total market value	$77,945,195.03
Total accrued interest	$453,661.63
Total market value plus accrued interest	$78,398,856.66
Total estimated annual bond interest	$1,993,081.75
Average coupon	2.55%
Average current yield	2.56%
Average yield to maturity	3.99%
Average yield to worst	3.88%
Average modified duration	1.79
Average effective maturity	2.16

Investment Type Allocation

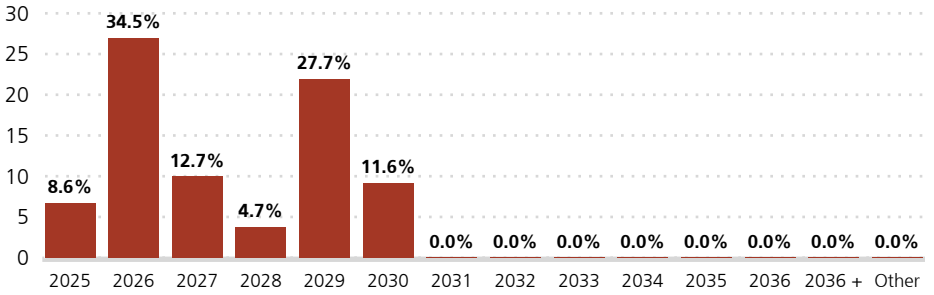
Investment type	Taxable ($)	Tax-exempt / deferred ($)	Total ($)	% of bond port.
Certificates of deposit	12,672,120.11	0.00	12,672,120.11	16.16
U.S. corporates	22,977,104.86	0.00	22,977,104.86	29.31
U.S. federal agencies	35,141,203.74	0.00	35,141,203.74	44.82
U.S. treasuries	7,608,427.95	0.00	7,608,427.95	9.70
Total	**$78,398,856.66**	**$0.00**	**$78,398,856.66**	**100%**

Credit Quality of Bond Holdings

Effective credit rating		Issues	Value on 09/30/2025 ($)	% of port.
A	Aaa/AAA/AAA	1	1,992,390.00	2.55
B	Aa/AA/AA	31	45,727,767.49	58.28
C	A/A/A	15	17,506,970.44	22.33
D	Baa/BBB/BBB	0	0.00	0.00
E	Non-investment grade	0	0.00	0.00
F	Certificate of deposit	52	12,672,120.11	16.21
G	Not rated	1	499,608.61	0.64
Total		**100**	**$78,398,856.66**	**100%**



Bond Maturity Schedule



Effective maturity schedule

Cash, mutual funds and some preferred securities are not included.

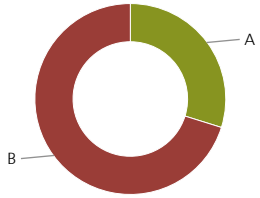
Includes all fixed income securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities. Accrued interest, if any, has been included in the total market value.

Portfolio Holdings

as of September 30, 2025

Summary of Portfolio Holdings

	Cost basis ($)	Value on 09/30/2025 ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of portfolio
A Cash	**33,317,767**	**33,317,767**	**0**	**0.00%**	**820,888**	**2.46%**	**29.82%**
Cash	**33,317,767**	**33,317,767**	**0**	**0.00%**	**820,888**	**2.46%**	**29.82%**
US	33,317,767	33,317,767	0	0.00%	820,888	2.46%	29.82%
B Fixed Income	**78,062,020**	**78,398,857**	**336,837**	**0.43%**	**1,993,082**	**2.54%**	**70.18%**
US	**78,062,020**	**78,398,857**	**336,837**	**0.43%**	**1,993,082**	**2.54%**	**70.18%**
US Fixed Income	12,658,014	12,672,120	14,106	0.11%	418,292	3.30%	11.34%
Government	42,605,785	42,749,632	143,847	0.34%	971,755	2.27%	38.27%
Corporate IG Credit	22,798,222	22,977,105	178,883	0.78%	603,035	2.62%	20.57%
C Equity	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
D Commodities	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
E Non-Traditional	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
F Other	**0**	**0**	**0**	**0.00%**	**NA**	**NA**	**0.00%**
Total Portfolio	**$111,379,787**	**$111,716,624**	**$336,837**	**0.30%**	**$2,813,970**	**2.52%**	**100%**



Balanced mutual funds and Insurance & Annuity products are allocated in the 'Other' category

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Details of Portfolio Holdings

	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of asset class	% of portfolio
Total Portfolio	**$111,379,787**	**$111,716,624**	**$336,837**	**0.30%**	**$2,813,970**	**2.52%**	**100%**	**100%**

Cash	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Cash	% of portfolio
Cash											
US											
Outside ASSET[1] [Outside Account @SX XXX279]		1.00	1.00	7,333,058.99	7,333,058.99	0.00	0.00%	NA	NA	22.01%	6.56%
Outside ASSET[1] [Outside Account @SX XXX283]		1.00	1.00	3,818,922.94	3,818,922.94	0.00	0.00%	NA	NA	11.46%	3.42%
UBS INSURED SWEEP PROGRAM	2,070,805.82	1.00	1.00	2,070,805.82	2,070,805.82	0.00	0.00%	3,106.21	0.15%	6.22%	1.85%
UBS SELECT TREASURY INSTITUTIONAL FUND	19,994,662.52	1.00	1.00	19,994,662.52	19,994,662.52	0.00	0.00%	817,781.70	4.09%	60.01%	17.90%
USD CASH	100,317.17	1.00	1.00	100,317.17	100,317.17	0.00	0.00%	NA	NA	0.30%	0.09%
Total US				**$33,317,767**	**$33,317,767**	**$0**	**0.00%**	**$820,888**	**2.46%**	**100%**	**29.82%**
Total Cash				**$33,317,767**	**$33,317,767**	**$0**	**0.00%**	**$820,888**	**2.46%**	**100%**	**29.82%**
Total Cash				**$33,317,767**	**$33,317,767**	**$0**	**0.00%**	**$820,888**	**2.46%**	**100%**	**29.82%**

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
AFFINITY PLUS MN US RT 05.0500% MAT 03/20/26 LICU SHARE CERTIFICATE	245,000.00	100.00	100.54	245,000.00	246,652.17	0.00	1,652.17	0.67%	12,372.50	5.02%	0.31%	0.22%
ALLY BK UT US RT 03.5500% MAT 06/30/26 FIXED RATE CD	245,000.00	100.00	99.76	245,000.00	246,609.15	0.00	1,609.15	0.66%	8,697.50	3.53%	0.31%	0.22%
AMER EXPRESS NATL UT US RT 03.6000% MAT 09/25/29 FIXED RATE CD	245,000.00	98.05	99.44	240,222.50	243,756.17	0.00	3,533.67	1.47%	8,820.00	3.62%	0.31%	0.22%
AMER NATL BK OMA NE US RT 04.2500% MAT 03/21/28 FIXED RATE CD	245,000.00	100.00	100.17	245,000.00	245,668.35	0.00	668.35	0.27%	10,412.50	4.24%	0.31%	0.22%
ARBOR FINL CREDIT MI US RT 05.0000% MAT 04/03/28 FIXED RATE CD	245,000.00	100.00	100.56	245,000.00	247,273.26	0.00	2,273.26	0.93%	12,250.00	4.95%	0.32%	0.22%
BANKUNITED NA FLOR FL US RT 00.9500% MAT 03/31/26 FIXED RATE CD	245,000.00	100.00	98.55	245,000.00	241,452.40	0.00	-3,547.60	-1.45%	2,327.50	0.96%	0.31%	0.22%
BK HAPOALIM BM NY US RT 00.5000% MAT 12/15/25 FIXED RATE CD	245,000.00	100.00	99.25	245,000.00	243,512.72	0.00	-1,487.28	-0.61%	1,225.00	0.50%	0.31%	0.22%
BMO HARRIS BK NA IL US RT 00.8000% MAT 03/18/26 FIXED RATE CD	245,000.00	100.00	98.56	245,000.00	241,533.99	0.00	-3,466.01	-1.41%	1,960.00	0.81%	0.31%	0.22%
BRIGHTSTAR CR UN FL US RT 03.9000% MAT 08/20/27 LICU SHARE CERTIFICATE	245,000.00	100.00	100.43	245,000.00	246,312.83	0.00	1,312.83	0.54%	9,555.00	3.88%	0.31%	0.22%
CAPITAL ONE BK USA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD	245,000.00	100.00	97.07	245,000.00	238,812.37	0.00	-6,187.63	-2.53%	2,817.50	1.18%	0.30%	0.21%
CAPITAL ONE NA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD	245,000.00	100.00	97.07	245,000.00	238,812.37	0.00	-6,187.63	-2.53%	2,817.50	1.18%	0.30%	0.21%
CELTIC BK UT US RT 03.6500% MAT 04/29/30 FIXED RATE CD	245,000.00	98.17	99.58	240,525.91	243,995.50	0.00	3,469.59	1.44%	8,942.50	3.67%	0.31%	0.22%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
CENTRAL BK AR US RT 04.2000% MAT 08/19/30 FIXED RATE CD	245,000.00	100.00	100.07	245,000.00	245,484.06	0.00	484.06	0.20%	10,290.00	4.19%	0.31%	0.22%
CFG COMMUNITY BANK MD US RT 03.8000% MAT 03/11/26 FIXED RATE CD	245,000.00	100.00	99.94	245,000.00	246,123.44	0.00	1,123.44	0.46%	9,310.00	3.78%	0.31%	0.22%
CIBC BANK ILLINOIS IL US RT 05.0000% MAT 03/24/26 FIXED RATE CD	245,000.00	100.00	100.51	245,000.00	246,460.67	0.00	1,460.67	0.60%	12,250.00	4.97%	0.31%	0.22%
COMENITY BANK DE US RT 03.8500% MAT 09/15/27 JUMBO CD - HELD AT UBS	200,000.00	100.00	100.00	200,000.00	200,316.44	0.00	316.44	0.16%	7,700.00	3.84%	0.26%	0.18%
CONNEXUS CREDIT UN WI US RT 04.0000% MAT 09/03/27 LICU SHARE CERTIFICATE	245,000.00	100.00	100.63	245,000.00	247,273.33	0.00	2,273.33	0.93%	9,800.00	3.96%	0.32%	0.22%
CY-FAIR FED CREDIT TX US RT 05.3000% MAT 07/14/28 FIXED RATE CD	245,000.00	100.00	100.41	245,000.00	246,583.51	0.00	1,583.51	0.65%	12,985.00	5.27%	0.31%	0.22%
DISCOVER BANK DE US RT 03.2000% MAT 05/24/27 FIXED RATE CD	245,000.00	100.00	99.17	245,000.00	245,744.70	0.00	744.70	0.30%	7,840.00	3.19%	0.31%	0.22%
DIVERSIFIED MEMBER MI US RT 04.3000% MAT 04/28/28 LICU SHARE CERTIFICATE	245,000.00	100.00	100.04	245,000.00	245,085.75	0.00	85.75	0.03%	10,535.00	4.30%	0.31%	0.22%
EAGLEMARK SVGS BK NV US RT 02.0000% MAT 03/02/27 FIXED RATE CD	245,000.00	100.13	97.62	245,323.56	239,544.89	-779.56	-5,778.67	-2.36%	4,900.00	2.05%	0.31%	0.21%
EATON CMNTY BK MI US RT 05.1000% MAT 03/08/29 FIXED RATE CD	245,000.00	99.90	100.13	244,755.00	246,071.62	0.00	1,316.62	0.54%	12,495.00	5.08%	0.31%	0.22%
ESSENTIAL FED CRED LA US RT 04.7000% MAT 06/15/27 LICU SHARE CERTIFICATE	245,000.00	100.00	101.67	245,000.00	249,572.07	0.00	4,572.07	1.87%	11,515.00	4.61%	0.32%	0.22%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
FARMERS & MERCHANT WI US RT 03.8500% MAT 11/08/27 FIXED RATE CD	245,000.00	100.00	100.42	245,000.00	246,636.97	0.00	1,636.97	0.67%	9,432.50	3.82%	0.31%	0.22%
FIRST FED SVGS BK IN US RT 04.2000% MAT 07/11/28 FIXED RATE CD	245,000.00	100.00	100.10	245,000.00	245,770.84	0.00	770.84	0.31%	10,290.00	4.19%	0.31%	0.22%
FIRST GTY BK HAMMO LA US RT 04.3500% MAT 11/06/28 FIXED RATE CD	219,000.00	100.00	100.00	219,000.00	222,836.70	0.00	3,836.70	1.75%	9,526.50	4.28%	0.28%	0.20%
GOLDMAN SACHS BANK NY US RT 04.0000% MAT 03/20/28 FIXED RATE CD	245,000.00	100.00	100.83	245,000.00	247,355.69	0.00	2,355.69	0.96%	9,800.00	3.96%	0.32%	0.22%
GREAT STHN BK MO US RT 04.5000% MAT 10/20/25 FIXED RATE CD	245,000.00	100.00	100.02	245,000.00	245,348.60	0.00	348.60	0.14%	11,025.00	4.49%	0.31%	0.22%
GREENSTATE CREDIT IA US RT 00.9500% MAT 04/16/26 FIXED RATE CD	245,000.00	100.00	98.43	245,000.00	241,335.97	0.00	-3,664.03	-1.50%	2,327.50	0.96%	0.31%	0.22%
GUARANTY BK MO US RT 03.8000% MAT 01/12/29 FIXED RATE CD	245,000.00	99.49	100.37	243,750.40	246,375.42	0.00	2,625.02	1.08%	9,310.00	3.78%	0.31%	0.22%
LAFAYETTE FED CRED MD US RT 03.2500% MAT 06/15/27 LICU SHARE CERTIFICATE	245,000.00	100.00	99.28	245,000.00	243,553.43	0.00	-1,446.57	-0.59%	7,962.50	3.27%	0.31%	0.22%
LIVE OAK BKG CO NC US RT 00.8000% MAT 08/13/26 FIXED RATE CD	245,000.00	100.00	97.44	245,000.00	238,878.83	0.00	-6,121.17	-2.50%	1,960.00	0.82%	0.30%	0.21%
METRO CREDIT UNION MA US RT 01.7000% MAT 02/18/27 LICU SHARE CERTIFICATE	245,000.00	100.00	97.26	245,000.00	238,608.12	0.00	-6,391.88	-2.61%	4,165.00	1.75%	0.30%	0.21%
MORGAN STANLEY BK UT US RT 04.2500% MAT 02/02/26 FIXED RATE CD	245,000.00	100.00	100.03	245,000.00	246,754.17	0.00	1,754.17	0.72%	10,412.50	4.22%	0.31%	0.22%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
MORGAN STANLEY PRI NY US RT 04.0000% MAT 08/29/30 FIXED RATE CD	245,000.00	100.00	99.92	245,000.00	245,665.63	0.00	665.63	0.27%	9,800.00	3.99%	0.31%	0.22%
NEW ORLEANS FIREME LA US RT 05.0000% MAT 07/17/28 FIXED RATE CD	245,000.00	100.00	103.59	245,000.00	254,219.55	0.00	9,219.55	3.76%	12,250.00	4.82%	0.32%	0.23%
NEW YORK CMNTY BK NY US RT 00.7000% MAT 07/01/26 FIXED RATE CD	245,000.00	100.00	97.69	245,000.00	239,772.77	0.00	-5,227.23	-2.13%	1,715.00	0.72%	0.31%	0.21%
PENTAGON FED CREDI VA US RT 01.7000% MAT 02/18/27 CREDIT UNION SHARE CERT	245,000.00	100.00	97.27	245,000.00	238,441.08	0.00	-6,558.92	-2.68%	4,165.00	1.75%	0.30%	0.21%
SALLIE MAE BANK UT US RT 04.0500% MAT 11/21/29 FIXED RATE CD	245,000.00	99.80	101.09	244,510.00	251,266.26	0.00	6,756.26	2.76%	9,922.50	3.95%	0.32%	0.22%
STATE BANK OF INDI NY US RT 00.9000% MAT 03/25/26 FIXED RATE CD	245,000.00	100.00	98.56	245,000.00	241,509.56	0.00	-3,490.44	-1.42%	2,205.00	0.91%	0.31%	0.22%
STATE BK IL US RT 04.1000% MAT 11/26/29 FIXED RATE CD	245,000.00	100.00	101.29	245,000.00	251,645.81	0.00	6,645.81	2.71%	10,045.00	3.99%	0.32%	0.23%
TAB BANK INC UT US RT 03.8000% MAT 08/13/27 FIXED RATE CD	245,000.00	100.00	100.25	245,000.00	245,992.65	0.00	992.65	0.41%	9,310.00	3.78%	0.31%	0.22%
TECHNOLOGY CREDIT CA US RT 05.0000% MAT 03/23/26 CREDIT UNION SHARE CERT	245,000.00	100.00	100.53	245,000.00	247,279.14	0.00	2,279.14	0.93%	12,250.00	4.95%	0.32%	0.22%
TEXAS EXCHANGE BK TX US RT 00.6000% MAT 10/23/25 FIXED RATE CD	245,000.00	100.00	99.76	245,000.00	244,445.09	0.00	-554.91	-0.23%	1,470.00	0.60%	0.31%	0.22%
TOYOTA FINL SVG BK NV US RT 00.9000% MAT 04/22/26 FIXED RATE CD	245,000.00	100.00	98.36	245,000.00	241,957.07	0.00	-3,042.93	-1.24%	2,205.00	0.91%	0.31%	0.22%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
US Fixed Income												
TRUIST BK NC US RT 04.4500% MAT 06/27/30 FIXED RATE CD	245,000.00	100.00	100.25	245,000.00	248,452.59	0.00	3,452.59	1.41%	10,902.50	4.39%	0.32%	0.22%
TRUXTON TR CO NASH TN US RT 04.1000% MAT 02/27/30 FIXED RATE CD	245,000.00	99.98	100.06	244,938.75	245,202.04	0.00	263.29	0.11%	10,045.00	4.10%	0.31%	0.22%
UBS BANK UT US RT 00.8500% MAT 06/16/26 FIXED RATE CD	245,000.00	100.00	97.91	245,000.00	239,956.93	0.00	-5,043.07	-2.06%	2,082.50	0.87%	0.31%	0.21%
USF FED CREDIT UNI FL US RT 03.9000% MAT 05/01/28 LICU SHARE CERTIFICATE	245,000.00	100.00	100.62	245,000.00	247,268.36	0.00	2,268.36	0.93%	9,555.00	3.86%	0.32%	0.22%
VALLEYSTAR CR UN M VA US RT 05.0000% MAT 03/20/26 LICU SHARE CERTIFICATE	245,000.00	100.00	100.51	245,000.00	246,592.47	0.00	1,592.47	0.65%	12,250.00	4.97%	0.31%	0.22%
WELLS FARGO BK NA SD US RT 04.1000% MAT 02/06/29 FIXED RATE CD	245,000.00	100.00	101.30	244,987.75	248,855.29	0.00	3,867.54	1.58%	10,045.00	4.04%	0.32%	0.22%
WORKERS CREDIT UNI MA US RT 04.1000% MAT 11/22/27 LICU SHARE CERTIFICATE	245,000.00	100.00	100.93	245,000.00	247,491.31	0.00	2,491.31	1.02%	10,045.00	4.06%	0.32%	0.22%
Total US Fixed Income				**$12,658,014**	**$12,672,120**	**-$779.56**	**$14,106**	**0.11%**	**$418,292**	**3.30%**	**16.16%**	**11.34%**
Government												
FARMER MAC MED TERM NTS 04.330 % DUE 090429 DTD 090425 FC 03042026	500,000.00	100.00	99.61	500,005.16	499,608.61	-0.09	-396.55	-0.08%	21,650.00	4.33%	0.64%	0.45%
FEDERAL HOME LN BANK NTS 04.175 % DUE 031229 DTD 031225 FC 09122025	1,000,000.00	100.00	100.22	1,000,004.58	1,004,257.50	-0.68	4,252.92	0.43%	41,750.00	4.16%	1.28%	0.90%
FFCB BOND 00.600 % DUE 112425 DTD 112420 FC 05242021	2,000,000.00	100.00	99.48	2,000,000.00	1,993,820.00	0.00	-6,180.00	-0.31%	12,000.00	0.60%	2.54%	1.78%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
FFCB BOND 01.840 % DUE 012627 DTD 012622 FC 07262022	2,000,000.00	100.00	97.62	2,000,000.00	1,958,962.22	0.00	-41,037.78	-2.05%	36,800.00	1.88%	2.50%	1.75%
FFCB BOND 04.000 % DUE 040130 DTD 040125 FC 10012025	1,000,000.00	100.14	100.96	1,001,350.85	1,029,508.89	-124.69	28,158.04	2.81%	40,000.00	3.89%	1.31%	0.92%
FFCB BOND 04.090 % DUE 071629 DTD 071625 FC 01162026	2,000,000.00	99.95	100.67	1,999,005.25	2,030,274.44	0.00	31,269.19	1.56%	81,800.00	4.03%	2.59%	1.82%
FFCB BOND 04.520 % DUE 051430 DTD 051425 FC 11142025	1,000,000.00	100.00	100.40	1,000,005.01	1,021,115.56	-0.24	21,110.55	2.11%	45,200.00	4.43%	1.30%	0.91%
FFCB NTS 00.940 % DUE 092826 DTD 092821 FC 03282022	2,000,000.00	100.00	97.39	2,000,000.00	1,947,944.44	0.00	-52,055.56	-2.60%	18,800.00	0.97%	2.48%	1.74%
FHLB BOND 01.050 % DUE 081326 DTD 081321 FC 02132022	1,000,000.00	96.84	97.75	968,385.25	978,830.83	0.00	10,445.58	1.08%	10,500.00	1.07%	1.25%	0.88%
FHLB BOND 01.780 % DUE 021027 DTD 021022 FC 08102022	2,000,000.00	100.00	97.46	2,000,000.00	1,954,184.44	0.00	-45,815.56	-2.29%	35,600.00	1.82%	2.49%	1.75%
FHLB BOND 02.010 % DUE 022527 DTD 022522 FC 08252022	3,215,000.00	95.65	97.70	3,075,098.40	3,147,369.80	0.00	72,271.40	2.35%	64,621.50	2.05%	4.01%	2.82%
FHLB BOND STEP-UP 1.5000% DUE 063026 DTD 063021 FC 12302021	2,000,000.00	100.00	99.21	2,000,000.00	1,991,680.00	0.00	-8,320.00	-0.42%	30,000.00	1.51%	2.54%	1.78%
FHLB NTS 1.0500% DUE 033026 DTD 033021 FC 09302021	2,000,000.00	100.00	98.61	2,000,000.00	1,972,280.00	0.00	-27,720.00	-1.39%	21,000.00	1.06%	2.52%	1.77%
FHLB NTS 1.1500% DUE 082626 DTD 082621 FC 02262022	2,000,000.00	100.00	97.52	2,000,000.00	1,952,512.22	0.00	-47,487.78	-2.37%	23,000.00	1.18%	2.49%	1.75%
FHLB NTS 1.5000% DUE 063026 DTD 063021 FC 12302021	2,000,000.00	100.00	98.34	2,000,000.00	1,974,280.00	0.00	-25,720.00	-1.29%	30,000.00	1.52%	2.52%	1.77%

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
FHLB NTS 04.500 % DUE 011730 DTD 071725 FC 01172026	1,000,000.00	100.00	100.45	1,000,005.03	1,013,645.00	-0.22	13,639.97	1.36%	45,000.00	4.44%	1.29%	0.91%
FHLMC NTS 04.000 % DUE 043029 DTD 043025 FC 10302025	650,000.00	99.75	99.94	648,380.25	660,430.33	0.00	12,050.08	1.86%	26,000.00	3.94%	0.84%	0.59%
FNMA NTS 00.540 % DUE 102725 DTD 102720 FC 04272021	2,000,000.00	100.00	99.74	2,000,000.00	1,999,330.00	0.00	-670.00	-0.03%	10,800.00	0.54%	2.55%	1.79%
FNMA NTS 00.560 % DUE 111725 DTD 111720 FC 05172021	2,000,000.00	100.00	99.55	2,000,000.00	1,995,077.78	0.00	-4,922.22	-0.25%	11,200.00	0.56%	2.54%	1.79%
FNMA NTS 04.300 % DUE 030430 DTD 031225 FC 09042025	1,000,000.00	100.00	100.64	1,000,004.72	1,009,465.56	-0.53	9,460.84	0.95%	43,000.00	4.26%	1.29%	0.90%
FNMA NTS 05.050 % DUE 062629 DTD 062824 FC 12262024	1,000,000.00	100.00	100.11	1,000,000.00	1,014,236.11	0.00	14,236.11	1.42%	50,500.00	4.98%	1.29%	0.91%
INTL FIN CORP NTS 00.500 % DUE 051526 DTD 052821 FC 11152021	2,000,000.00	100.00	99.43	2,000,000.00	1,992,390.00	0.00	-7,610.00	-0.38%	10,000.00	0.50%	2.54%	1.78%
US TSY NOTE 01.125 % DUE 10/31/26 DTD 10/31/21 FC 04/30/22	1,000,000.00	98.21	97.27	982,052.13	977,407.31	0.00	-4,644.82	-0.47%	11,250.00	1.15%	1.25%	0.87%
US TSY NOTE 03.500 % DUE 09/30/29 DTD 09/30/24 FC 03/31/25	1,000,000.00	98.47	99.31	984,716.19	993,130.00	0.00	8,413.81	0.85%	35,000.00	3.52%	1.27%	0.89%
US TSY NOTE 03.750 % DUE 05/31/30 DTD 05/31/23 FC 11/30/23	1,000,000.00	98.65	100.09	986,458.38	1,013,440.00	0.00	26,981.62	2.74%	37,500.00	3.70%	1.29%	0.91%
US TSY NOTE 03.875 % DUE 11/30/29 DTD 11/30/22 FC 05/31/23	1,500,000.00	99.38	100.66	1,490,677.13	1,529,335.00	0.00	38,657.87	2.59%	58,125.00	3.80%	1.95%	1.37%
US TSY NOTE 03.875 % DUE 12/31/29 DTD 12/31/22 FC 06/30/23	1,017,000.00	97.76	100.66	994,218.09	1,033,605.07	0.00	39,386.98	3.96%	39,408.75	3.81%	1.32%	0.93%

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Accrued interest, if any, has been included in the total market value.

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Government												
US TSY NOTE 04.000 % DUE 10/31/29 DTD 10/31/22 FC 04/30/23	1,000,000.00	99.16	101.16	991,647.22	1,028,190.44	0.00	36,543.22	3.69%	40,000.00	3.89%	1.31%	0.92%
US TSY NOTE 04.125 % DUE 10/31/29 DTD 10/31/24 FC 04/30/25	1,000,000.00	98.38	101.62	983,770.88	1,033,320.14	0.00	49,549.26	5.04%	41,250.00	3.99%	1.32%	0.92%
Total Government				**$42,605,785**	**$42,749,632**	**-$126.45**	**$143,847**	**0.34%**	**$971,755**	**2.27%**	**54.53%**	**38.27%**
Corporate IG Credit												
ACCENTURE CAPITAL INC 04.050% 100429 DTD100424 FC040425 CALL@MW+10BP	3,000,000.00	99.12	99.94	2,973,745.75	3,057,690.00	0.00	83,944.25	2.82%	121,500.00	3.97%	3.90%	2.74%
AMAZON.COM INC B/E 01.500% 060330 DTD060320 CALL@MW+15BP	1,000,000.00	88.91	89.58	889,135.25	900,695.00	0.00	11,559.75	1.30%	15,000.00	1.67%	1.15%	0.81%
AMEREN ILL CO NTS B/E 03.800% 051528 DTD052218 FC111518 CALL@MW+15BP	1,500,000.00	99.67	99.65	1,494,995.25	1,516,065.00	0.00	21,069.75	1.41%	57,000.00	3.76%	1.93%	1.36%
CHARLES SCHWAB CORP B/E 03.250% 052229 DTD052219 FC112219	470,000.00	94.17	97.14	442,604.25	461,989.11	0.00	19,384.86	4.38%	15,275.00	3.31%	0.59%	0.41%
CHARLES SCHWAB CORP NTS 00.900% 031126 DTD121120 FC031121 CALL@MW+10BP	2,000,000.00	99.49	98.60	1,989,860.00	1,972,870.00	0.00	-16,990.00	-0.85%	18,000.00	0.91%	2.52%	1.77%
DTE ELEC CO B/E 02.250% 030130 DTD022620 CALL@MW+15BP	1,000,000.00	91.95	92.29	919,485.25	924,712.50	0.00	5,227.25	0.57%	22,500.00	2.43%	1.18%	0.83%
JOHN DEERE CPTL CORP 00.700% 011526 DTD010721 FC071521 MED TERM NTS	2,000,000.00	100.01	98.99	2,000,232.15	1,982,696.67	-3,670.06	-17,535.48	-0.88%	14,000.00	0.71%	2.53%	1.77%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Corporate IG Credit												
JOHN DEERE CPTL CORP 03.350% 041829 DTD041822 FC101822 MED TERM NTS	1,000,000.00	97.50	97.75	975,045.25	992,565.00	0.00	17,519.75	1.80%	33,500.00	3.38%	1.27%	0.89%
JPMORGAN CHASE & CO 00.800% 022626 DTD022621 FC082621 MED TERM NTS	1,200,000.00	100.00	98.41	1,200,000.00	1,181,862.67	0.00	-18,137.33	-1.51%	9,600.00	0.81%	1.51%	1.06%
JPMORGAN CHASE & CO NTS 05.012% 012330 DTD012324 FC072324 CALL@MW+20BP	500,000.00	99.92	102.46	499,615.25	516,968.94	0.00	17,353.69	3.47%	25,060.00	4.85%	0.66%	0.46%
MORGAN STANLEY FIN LLC 01.050% 082726 DTD082721 FC022722 MED TERM NTS	2,000,000.00	100.00	97.40	2,000,000.00	1,949,945.00	0.00	-50,055.00	-2.50%	21,000.00	1.08%	2.49%	1.75%
ONCOR ELEC DELIVERY CO 04.650% 110129 DTD111324 FC050125 CALL@MW+10BP	500,000.00	100.11	101.62	500,555.78	517,712.92	-69.81	17,157.14	3.43%	23,250.00	4.49%	0.66%	0.46%
PACIFICORP B/E 03.500% 061529 DTD030119 FC061519 CALL@MW+15BP	1,000,000.00	97.14	97.18	971,415.25	982,018.33	0.00	10,603.08	1.09%	35,000.00	3.56%	1.25%	0.88%
SOUTHERN CALIF GAS CO 02.550% 020130 DTD010920 CALL@MW+15BP	500,000.00	92.98	93.41	464,875.25	469,149.58	0.00	4,274.33	0.92%	12,750.00	2.72%	0.60%	0.42%
ST STREET BK & TR CO NTS 04.782% 112329 DTD112524 FC052325 B/E	1,000,000.00	99.84	102.57	998,380.50	1,042,599.83	0.00	44,219.33	4.43%	47,820.00	4.59%	1.33%	0.93%
TOYOTA MOTOR CREDIT CORP 04.450% 062929 DTD063022 FC122922 CALL@MW+20BP	500,000.00	99.82	101.25	499,085.25	511,849.31	0.00	12,764.06	2.56%	22,250.00	4.35%	0.65%	0.46%

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Accrued interest, if any, has been included in the total market value.

UBS

Portfolio Holdings

as of September 30, 2025 *(continued)*

Fixed Income	Quantity	Purchase price ($) / Avg Price	Price on 09/30/2025 ($)	Cost basis ($)	Market value ($)	Amort/Accr.($) as of 09/30/2025	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of Fixed Income	% of portfolio
US												
Corporate IG Credit												
UNITED HEALTH GROUP INC 01.150% 051526 DTD051921 FC111521 CALL@MW+07.50BP	2,000,000.00	100.03	98.20	2,000,610.45	1,972,605.00	-4,152.25	-28,005.45	-1.40%	23,000.00	1.17%	2.52%	1.77%
UNITED HEALTH GROUP INC 04.000% 051529 DTD052022 FC111522 CALL@MW+20BP	1,000,000.00	98.46	99.70	984,595.25	1,012,000.00	0.00	27,404.75	2.78%	40,000.00	3.95%	1.29%	0.91%
US BANCORP NTS B/E 04.653% 020129 DTD020123 FC080123	1,000,000.00	99.40	101.11	993,985.50	1,011,110.00	0.00	17,124.50	1.72%	46,530.00	4.60%	1.29%	0.91%
Total Corporate IG Credit				**$22,798,222**	**$22,977,105**	**-$7,892.12**	**$178,883**	**0.78%**	**$603,035**	**2.62%**	**29.31%**	**20.57%**
Total US				**$78,062,020**	**$78,398,857**	**-$8,798.13**	**$336,837**	**0.43%**	**$1,993,082**	**2.54%**	**100%**	**70.18%**
Total Fixed Income				**$78,062,020**	**$78,398,857**	**-$8,798.13**	**$336,837**	**0.43%**	**$1,993,082**	**2.54%**	**100%**	**70.18%**

	Cost basis ($)	Market value ($)	Unrealized gain/loss ($)	Unrealized gain/loss (%)	Est. annual income ($)	Current yield (%)	% of asset class	% of portfolio
Total Portfolio	**$111,379,787**	**$111,716,624**	**$336,837**	**0.30%**	**$2,813,970**	**2.52%**	**100%**	**100%**

Total accrued interest (included in market values): $453,661.63

[1]Assets held at other financial institutions are included in this report. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of September 30, 2025

Summary of Bond Holdings

Maturity Year	Issues	Quantity	Est. annual income ($)	Current yield (%)	Yield to maturity (%)	Yield to worst (%)	Modified duration	Adjusted cost basis ($)	Unrealized gain/loss ($)	Mkt. value ($)	% of bond portfolio maturing
2025	6	6,735,000	47,720.00	0.71%	4.07%	4.07%	0.12	6,735,000	-27,086.30	6,721,534.19	8.61%
2026	30	27,365,000	340,110.00	1.26%	4.00%	4.00%	0.65	27,306,139.98	-381,652.08	26,977,797.60	34.54%
2027	15	10,110,000	233,411.50	2.35%	3.70%	3.70%	1.43	9,970,421.96	-45,128.16	9,950,004.28	12.73%
2028	10	3,679,000	154,604.00	4.19%	4.09%	3.26%	1.59	3,673,995.25	15,134.65	3,718,127.02	4.73%
2029	25	21,607,000	881,246.25	4.07%	4.02%	3.90%	3.07	21,395,063.18	255,028.20	21,903,892.72	27.78%
2030	14	9,225,000	335,990.00	3.71%	4.11%	3.93%	2.72	8,981,399.65	66,878.70	9,127,500.84	11.61%
2031	0	0			N/A	N/A	N/A				
2032	0	0			N/A	N/A	N/A				
2033	0	0			N/A	N/A	N/A				
2034	0	0			N/A	N/A	N/A				
2035	0	0			N/A	N/A	N/A				
2036	0	0			N/A	N/A	N/A				
2037	0	0			N/A	N/A	N/A				
2038	0	0			N/A	N/A	N/A				
2039	0	0			N/A	N/A	N/A				
2040	0	0			N/A	N/A	N/A				
2041	0	0			N/A	N/A	N/A				
2042	0	0			N/A	N/A	N/A				
2043	0	0			N/A	N/A	N/A				
2044	0	0			N/A	N/A	N/A				
2045	0	0			N/A	N/A	N/A				
2046	0	0			N/A	N/A	N/A				
2047	0	0			N/A	N/A	N/A				
2048	0	0			N/A	N/A	N/A				
2049	0	0			N/A	N/A	N/A				
2050	0	0			N/A	N/A	N/A				
2050 +	0	0			N/A	N/A	N/A				
Other	0	0			N/A	N/A	N/A				
Total	**100**	**78,721,000**	**$1,993,081.75**	**2.56%**	**3.99%**	**3.88%**	**1.79**	**$78,062,020.02**	**$-116,824.99**	**$78,398,856.66**	

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of September 30, 2025 *(continued)*

Details of Bond Holdings

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Total Bond Portfolio		**78,721,000**	**2.55%**	**11/26/2027**	**N/A**	**$1,993,081.75** **2.56%**	**3.99%** **3.88%**	**1.79**	**$78,062,020.02** **$-116,824.99**	**N/A**	**$77,945,195.03** **$453,661.63** **$78,398,856.66**	**100%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2025												
GREAT STHN BK MO US RT 04.5000% MAT 10/20/25 FIXED RATE CD /MO	CD	245,000	4.50%	10/20/2025		11,025.00 4.50%	4.15% 4.15%	0.05	245,000.00 46.55	100.019	245,046.55 302.05	0.31%
TEXAS EXCHANGE BK TX US RT 00.6000% MAT 10/23/25 FIXED RATE CD /TX	CD	245,000	0.60%	10/23/2025		1,470.00 0.60%	4.39% 4.39%	0.06	245,000.00 -583.10	99.762	244,416.90 28.19	0.31%
FNMA NTS 00.540 % DUE 102725 DTD 102720 FC 04272021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.54%	10/27/2025		10,800.00 0.54%	4.05% 4.05%	0.07	2,000,000.00 -5,260.00	99.737	1,994,740.00 4,590.00	2.56%
FNMA NTS 00.560 % DUE 111725 DTD 111720 FC 05172021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.56%	11/17/2025		11,200.00 0.56%	4.04% 4.04%	0.13	2,000,000.00 -9,060.00	99.547	1,990,940.00 4,137.78	2.55%
FFCB BOND 00.600 % DUE 112425 DTD 112420 FC 05242021	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.60%	11/24/2025		12,000.00 0.60%	4.07% 4.07%	0.15	2,000,000.00 -10,380.00	99.481	1,989,620.00 4,200.00	2.55%
BK HAPOALIM BM NY US RT 00.5000% MAT 12/15/25 FIXED RATE CD /NY	CD	245,000	0.50%	12/15/2025		1,225.00 0.50%	4.15% 4.15%	0.21	245,000.00 -1,849.75	99.245	243,150.25 362.47	0.31%
Total 2025		**6,735,000**	**0.71%**	**11/12/2025**		**$47,720.00** **0.71%**	**4.07%** **4.07%**	**0.12**	**$6,735,000.00** **$-27,086.30**		**$6,707,913.70** **$13,620.49**	**8.61%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
JOHN DEERE CPTL CORP 00.700% 011526 DTD010721 FC071521 MED TERM NTS	A1/A+/A NR/NR/NR	2,000,000	0.70%	01/15/2026		14,000.00 0.71%	4.20% 4.20%	0.29	2,000,232.15 -20,452.15	98.989	1,979,780.00 2,916.67	2.54%
MORGAN STANLEY BK UT US RT 04.2500% MAT 02/02/26 FIXED RATE CD /UT	CD	245,000	4.25%	02/02/2026		10,412.50 4.25%	4.14% 4.14%	0.34	245,000.00 71.05	100.029	245,071.05 1,683.12	0.31%
JPMORGAN CHASE & CO 00.800% 022626 DTD022621 FC082621 MED TERM NTS	A1/AA-/A NR/NR/NR	1,200,000	0.80%	02/26/2026		9,600.00 0.81%	4.79% 4.79%	0.40	1,200,000.00 -19,044.00	98.413	1,180,956.00 906.67	1.52%
CFG COMMUNITY BANK MD US RT 03.8000% MAT 03/11/26 FIXED RATE CD /MD	CD	245,000	3.80%	03/11/2026	10/11/2025 100.00	9,310.00 3.80%	3.92% 3.92%	0.44	245,000.00 -151.90	99.938	244,848.10 1,275.34	0.31%
CHARLES SCHWAB CORP NTS 00.900% 031126 DTD121120 FC031121 CALL@MW+10BP	A2/A/A- NR/NR/NR	2,000,000	0.90%	03/11/2026	02/11/2026 100.00	18,000.00 0.91%	4.09% 4.09%	0.44	1,989,860.00 -17,940.00	98.596	1,971,920.00 950.00	2.53%
BMO HARRIS BK NA IL US RT 00.8000% MAT 03/18/26 FIXED RATE CD /IL	CD	245,000	0.80%	03/18/2026	12/18/2025 100.00	1,960.00 0.81%	3.95% 3.95%	0.46	245,000.00 -3,530.45	98.559	241,469.55 64.44	0.31%
AFFINITY PLUS MN US RT 05.0500% MAT 03/20/26 LICU SHARE CERTIFICATE /MN	CD	245,000	5.05%	03/20/2026		12,372.50 5.02%	3.89% 3.89%	0.46	245,000.00 1,313.20	100.536	246,313.20 338.97	0.32%
VALLEYSTAR CR UN M VA US RT 05.0000% MAT 03/20/26 LICU SHARE CERTIFICATE /VA	CD	245,000	5.00%	03/20/2026		12,250.00 4.97%	3.89% 3.89%	0.46	245,000.00 1,256.85	100.513	246,256.85 335.62	0.32%
TECHNOLOGY CREDIT CA US RT 05.0000% MAT 03/23/26 CREDIT UNION SHARE CERT /CA	CD	245,000	5.00%	03/23/2026		12,250.00 4.97%	3.87% 3.87%	0.47	245,000.00 1,305.85	100.533	246,305.85 973.29	0.32%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
CIBC BANK ILLINOIS IL US RT 05.0000% MAT 03/24/26 FIXED RATE CD /IL	CD	245,000	5.00%	03/24/2026		12,250.00 4.97%	3.90% 3.90%	0.47	245,000.00 1,259.30	100.514	246,259.30 201.37	0.32%
STATE BANK OF INDI NY US RT 00.9000% MAT 03/25/26 FIXED RATE CD /NY	CD	245,000	0.90%	03/25/2026		2,205.00 0.91%	3.94% 3.94%	0.47	245,000.00 -3,520.65	98.563	241,479.35 30.21	0.31%
FHLB NTS 1.0500% DUE 033026 DTD 033021 FC 09302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.05%	03/30/2026		21,000.00 1.06%	N/A N/A	N/A	2,000,000.00 -27,720.00	98.614	1,972,280.00 0.00	2.53%
BANKUNITED NA FLOR FL US RT 00.9500% MAT 03/31/26 FIXED RATE CD /FL	CD	245,000	0.95%	03/31/2026	09/30/2025 100.00	2,327.50 0.96%	N/A N/A	N/A	245,000.00 -3,547.60	98.552	241,452.40 0.00	0.31%
GREENSTATE CREDIT IA US RT 00.9500% MAT 04/16/26 FIXED RATE CD /IA	CD	245,000	0.95%	04/16/2026		2,327.50 0.97%	3.88% 3.88%	0.54	245,000.00 -3,848.95	98.429	241,151.05 184.92	0.31%
TOYOTA FINL SVG BK NV US RT 00.9000% MAT 04/22/26 FIXED RATE CD /NV	CD	245,000	0.90%	04/22/2026		2,205.00 0.91%	3.89% 3.89%	0.55	245,000.00 -4,015.55	98.361	240,984.45 972.62	0.31%
INTL FIN CORP NTS 00.500 % DUE 051526 DTD 052821 FC 11152021	Aaa/NR/AAA NR/NR/NR	2,000,000	0.50%	05/15/2026	11/15/2025 100.00	10,000.00 0.50%	N/A N/A	N/A	2,000,000.00 -11,360.00	99.432	1,988,640.00 3,750.00	2.55%
UNITED HEALTH GROUP INC 01.150% 051526 DTD051921 FC111521 CALL@MW+07.50BP	A2/A/A+ NR/NR/NR	2,000,000	1.15%	05/15/2026	04/15/2026 100.00	23,000.00 1.17%	4.10% 4.10%	0.61	2,000,610.45 -36,630.45	98.199	1,963,980.00 8,625.00	2.52%
UBS BANK UT US RT 00.8500% MAT 06/16/26 FIXED RATE CD /UT	CD	245,000	0.85%	06/16/2026	12/16/2025 100.00	2,082.50 0.87%	3.84% 3.84%	0.71	245,000.00 -5,122.95	97.909	239,877.05 79.88	0.31%
ALLY BK UT US RT 03.5500% MAT 06/30/26 FIXED RATE CD /UT	CD	245,000	3.55%	06/30/2026	09/30/2025 100.00	8,697.50 3.56%	3.86% 3.86%	0.73	245,000.00 -583.10	99.762	244,416.90 2,192.25	0.31%
FHLB BOND STEP-UP 1.5000% DUE 063026 DTD 063021 FC 12302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.50%	06/30/2026	09/30/2025 100.00	30,000.00 1.51%	N/A N/A	N/A	2,000,000.00 -15,820.00	99.209	1,984,180.00 7,500.00	2.55%

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Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2026												
FHLB NTS 1.5000% DUE 063026 DTD 063021 FC 12302021	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.50%	06/30/2026		30,000.00 1.53%	N/A N/A	N/A	2,000,000.00 -33,220.00	98.339	1,966,780.00 7,500.00	2.52%
NEW YORK CMNTY BK NY US RT 00.7000% MAT 07/01/26 FIXED RATE CD /NY	CD	245,000	0.70%	07/01/2026		1,715.00 0.72%	3.84% 3.84%	0.74	245,000.00 -5,659.50	97.690	239,340.50 432.27	0.31%
FHLB BOND 01.050 % DUE 081326 DTD 081321 FC 02132022	Aa1/NR/AA+ NR/NR/NR	1,000,000	1.05%	08/13/2026	10/13/2025 100.00	10,500.00 1.07%	3.71% 3.71%	0.85	968,385.25 9,074.75	97.746	977,460.00 1,370.83	1.25%
LIVE OAK BKG CO NC US RT 00.8000% MAT 08/13/26 FIXED RATE CD /NC	CD	245,000	0.80%	08/13/2026		1,960.00 0.82%	3.80% 3.80%	0.86	245,000.00 -6,276.90	97.438	238,723.10 155.73	0.31%
FHLB NTS 1.1500% DUE 082626 DTD 082621 FC 02262022	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.15%	08/26/2026		23,000.00 1.18%	N/A N/A	N/A	2,000,000.00 -49,660.00	97.517	1,950,340.00 2,172.22	2.50%
MORGAN STANLEY FIN LLC 01.050% 082726 DTD082721 FC022722 MED TERM NTS	A1/A+/A- NR/NR/NR	2,000,000	1.05%	08/27/2026		21,000.00 1.08%	3.99% 3.99%	0.89	2,000,000.00 -51,980.00	97.401	1,948,020.00 1,925.00	2.50%
FFCB NTS 00.940 % DUE 092826 DTD 092821 FC 03282022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	0.94%	09/28/2026		18,800.00 0.97%	3.63% 3.63%	0.97	2,000,000.00 -52,160.00	97.392	1,947,840.00 104.44	2.50%
US TSY NOTE 01.125 % DUE 10/31/26 DTD 10/31/21 FC 04/30/22	NR/AA+/NR NR/NR/NR	1,000,000	1.13%	10/31/2026		11,250.00 1.16%	3.71% 3.71%	1.06	982,052.13 -9,322.13	97.273	972,730.00 4,677.31	1.25%
CAPITAL ONE BK USA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD /VA	CD	245,000	1.15%	11/24/2026		2,817.50 1.18%	3.77% 3.77%	1.12	245,000.00 -7,183.40	97.068	237,816.60 995.77	0.31%
CAPITAL ONE NA VA US RT 01.1500% MAT 11/24/26 FIXED RATE CD /VA	CD	245,000	1.15%	11/24/2026		2,817.50 1.18%	3.77% 3.77%	1.12	245,000.00 -7,183.40	97.068	237,816.60 995.77	0.31%
Total 2026		**27,365,000**	**1.25%**	**06/05/2026**		**$340,110.00 1.26%**	**4.00% 4.00%**	**0.65**	**$27,306,139.98 $-381,652.08**		**$26,924,487.90 $53,309.70**	**34.54%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2027												
FFCB BOND 01.840 % DUE 012627 DTD 012622 FC 07262022	Aa1/AA+/AA+ NR/NR/NR	2,000,000	1.84%	01/26/2027		36,800.00 1.88%	3.70% 3.70%	1.28	2,000,000.00 -47,580.00	97.621	1,952,420.00 6,542.22	2.50%
FHLB BOND 01.780 % DUE 021027 DTD 021022 FC 08102022	Aa1/NR/AA+ NR/NR/NR	2,000,000	1.78%	02/10/2027	11/10/2025 100.00	35,600.00 1.83%	3.71% 3.71%	1.32	2,000,000.00 -50,760.00	97.462	1,949,240.00 4,944.44	2.50%
METRO CREDIT UNION MA US RT 01.7000% MAT 02/18/27 LICU SHARE CERTIFICATE /MA	CD	245,000	1.70%	02/18/2027		4,165.00 1.75%	3.73% 3.73%	1.37	245,000.00 -6,722.80	97.256	238,277.20 330.92	0.31%
PENTAGON FED CREDI VA US RT 01.7000% MAT 02/18/27 CREDIT UNION SHARE CERT /VA	CD	245,000	1.70%	02/18/2027		4,165.00 1.75%	3.73% 3.73%	1.37	245,000.00 -6,695.85	97.267	238,304.15 136.93	0.31%
FHLB BOND 02.010 % DUE 022527 DTD 022522 FC 08252022	Aa1/NR/AA+ NR/NR/NR	3,215,000	2.01%	02/25/2027	11/25/2025 100.00	64,621.50 2.06%	3.71% 3.71%	1.36	3,075,098.40 65,988.75	97.701	3,141,087.15 6,282.65	4.03%
EAGLEMARK SVGS BK NV US RT 02.0000% MAT 03/02/27 FIXED RATE CD /NV	CD	245,000	2.00%	03/02/2027		4,900.00 2.05%	3.74% 3.74%	1.38	245,323.56 -6,154.56	97.620	239,169.00 375.89	0.31%
DISCOVER BANK DE US RT 03.2000% MAT 05/24/27 FIXED RATE CD /DE	CD	245,000	3.20%	05/24/2027		7,840.00 3.23%	3.72% 3.72%	1.57	245,000.00 -2,026.15	99.173	242,973.85 2,770.85	0.31%
ESSENTIAL FED CRED LA US RT 04.7000% MAT 06/15/27 LICU SHARE CERTIFICATE /LA	CD	245,000	4.70%	06/15/2027		11,515.00 4.62%	3.69% 3.69%	1.64	245,000.00 4,098.85	101.673	249,098.85 473.22	0.32%
LAFAYETTE FED CRED MD US RT 03.2500% MAT 06/15/27 LICU SHARE CERTIFICATE /MD	CD	245,000	3.25%	06/15/2027		7,962.50 3.27%	3.69% 3.69%	1.65	245,000.00 -1,773.80	99.276	243,226.20 327.23	0.31%
TAB BANK INC UT US RT 03.8000% MAT 08/13/27 FIXED RATE CD /UT	CD	245,000	3.80%	08/13/2027		9,310.00 3.79%	3.66% 3.66%	1.80	245,000.00 610.05	100.249	245,610.05 382.60	0.32%
BRIGHTSTAR CR UN FL US RT 03.9000% MAT 08/20/27 LICU SHARE CERTIFICATE /FL	CD	245,000	3.90%	08/20/2027		9,555.00 3.88%	3.66% 3.66%	1.81	245,000.00 1,051.05	100.429	246,051.05 261.78	0.32%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2027												
CONNEXUS CREDIT UN WI US RT 04.0000% MAT 09/03/27 LICU SHARE CERTIFICATE /WI	CD	245,000	4.00%	09/03/2027		9,800.00 3.97%	3.66% 3.66%	1.84	245,000.00 1,548.40	100.632	246,548.40 724.93	0.32%
COMENITY BANK DE US RT 03.8500% MAT 09/15/27 JUMBO CD - HELD AT UBS /DE	CD	200,000	3.85%	09/15/2027		7,700.00 3.85%	3.85% 3.85%	1.88	200,000.00 0.00	100.000	200,000.00 316.44	0.26%
FARMERS & MERCHANT WI US RT 03.8500% MAT 11/08/27 FIXED RATE CD /WI	CD	245,000	3.85%	11/08/2027		9,432.50 3.83%	3.64% 3.64%	2.01	245,000.00 1,016.75	100.415	246,016.75 620.22	0.32%
WORKERS CREDIT UNI MA US RT 04.1000% MAT 11/22/27 LICU SHARE CERTIFICATE /MA	CD	245,000	4.10%	11/22/2027		10,045.00 4.06%	3.65% 3.65%	2.05	245,000.00 2,271.15	100.927	247,271.15 220.16	0.32%
Total 2027		**10,110,000**	**2.32%**	**03/26/2027**		**$233,411.50** **2.35%**	**3.70%** **3.70%**	**1.43**	**$9,970,421.96** **$-45,128.16**		**$9,925,293.80** **$24,710.48**	**12.73%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2028												
GOLDMAN SACHS BANK NY US RT 04.0000% MAT 03/20/28 FIXED RATE CD /NY	CD	245,000	4.00%	03/20/2028		9,800.00 3.97%	3.64% 3.64%	2.33	245,000.00 2,033.50	100.830	247,033.50 322.19	0.32%
AMER NATL BK OMA NE US RT 04.2500% MAT 03/21/28 FIXED RATE CD /NE	CD	245,000	4.25%	03/21/2028	03/21/2026 100.00	10,412.50 4.24%	4.18% 3.89%	0.47	245,000.00 411.60	100.168	245,411.60 256.75	0.31%
ARBOR FINL CREDIT MI US RT 05.0000% MAT 04/03/28 FIXED RATE CD /MI	CD	245,000	5.00%	04/03/2028	04/03/2026 100.00	12,250.00 4.97%	4.76% 3.89%	0.50	245,000.00 1,367.10	100.558	246,367.10 906.16	0.32%
DIVERSIFIED MEMBER MI US RT 04.3000% MAT 04/28/28 LICU SHARE CERTIFICATE /MI	CD	245,000	4.30%	04/28/2028	10/30/2025 100.00	10,535.00 4.30%	4.29% 3.87%	0.08	245,000.00 85.75	100.035	245,085.75 0.00	0.31%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2028												
USF FED CREDIT UNI FL US RT 03.9000% MAT 05/01/28 LICU SHARE CERTIFICATE /FL	CD	245,000	3.90%	05/01/2028		9,555.00 3.88%	3.65% 3.65%	2.45	245,000.00 1,509.20	100.616	246,509.20 759.16	0.32%
AMEREN ILL CO NTS B/E 03.800% 051528 DTD052218 FC111518 CALL@MW+15BP	A1/WD/A NR/NR/NR	1,500,000	3.80%	05/15/2028	02/15/2028 100.00	57,000.00 3.81%	3.94% 3.94%	2.44	1,494,995.25 -305.25	99.646	1,494,690.00 21,375.00	1.92%
FIRST FED SVGS BK IN US RT 04.2000% MAT 07/11/28 FIXED RATE CD /IN	CD	245,000	4.20%	07/11/2028	01/11/2026 100.00	10,290.00 4.20%	4.16% 3.86%	0.28	245,000.00 235.20	100.096	245,235.20 535.64	0.31%
CY-FAIR FED CREDIT TX US RT 05.3000% MAT 07/14/28 FIXED RATE CD /TX	CD	245,000	5.30%	07/14/2028	10/14/2025 100.00	12,985.00 5.28%	5.14% -5.46%	0.04	245,000.00 1,014.30	100.414	246,014.30 569.21	0.32%
NEW ORLEANS FIREME LA US RT 05.0000% MAT 07/17/28 FIXED RATE CD /LA	CD	245,000	5.00%	07/17/2028		12,250.00 4.83%	3.65% 3.65%	2.61	245,000.00 8,783.25	103.585	253,783.25 436.30	0.33%
FIRST GTY BK HAMMO LA US RT 04.3500% MAT 11/06/28 FIXED RATE CD /LA	CD	219,000	4.35%	11/06/2028	11/06/2025 100.00	9,526.50 4.35%	4.35% 4.28%	0.10	219,000.00 0.00	100.000	219,000.00 3,836.70	0.28%
Total 2028		**3,679,000**	**4.21%**	**05/26/2028**		**$154,604.00 4.19%**	**4.09% 3.26%**	**1.59**	**$3,673,995.25 $15,134.65**		**$3,689,129.90 $28,997.12**	**4.73%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
GUARANTY BK MO US RT 03.8000% MAT 01/12/29 FIXED RATE CD /MO	CD	245,000	3.80%	01/12/2029		9,310.00 3.79%	3.68% 3.68%	3.08	243,750.40 2,165.90	100.374	245,916.30 459.12	0.32%
US BANCORP NTS B/E 04.653% 020129 DTD020123 FC080123	A3/A/A NR/NR/NR	1,000,000	4.65%	02/01/2029	02/01/2028 100.00	46,530.00 4.60%	N/A N/A	N/A	993,985.50 17,124.50	101.111	1,011,110.00 0.00	1.30%
WELLS FARGO BK NA SD US RT 04.1000% MAT 02/06/29 FIXED RATE CD /SD	CD	245,000	4.10%	02/06/2029		10,045.00 4.05%	3.69% 3.69%	3.12	244,987.75 3,207.05	101.304	248,194.80 660.49	0.32%

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Accrued interest, if any, has been included in the total market value.

UBS

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
EATON CMNTY BK MI US RT 05.1000% MAT 03/08/29 FIXED RATE CD /MI	CD	245,000	5.10%	03/08/2029	10/08/2025 100.00	12,495.00 5.09%	5.06% -0.83%	0.02	244,755.00 563.50	100.130	245,318.50 753.12	0.31%
FEDERAL HOME LN BANK NTS 04.175 % DUE 031229 DTD 031225 FC 09122025	Aa1/NR/AA+ NR/NR/NR	1,000,000	4.18%	03/12/2029	03/12/2027 100.00	41,750.00 4.17%	4.11% 4.02%	1.39	1,000,004.58 2,165.42	100.217	1,002,170.00 2,087.50	1.29%
JOHN DEERE CPTL CORP 03.350% 041829 DTD041822 FC101822 MED TERM NTS	A1/A+/A NR/NR/NR	1,000,000	3.35%	04/18/2029		33,500.00 3.43%	4.04% 4.04%	3.26	975,045.25 2,444.75	97.749	977,490.00 15,075.00	1.25%
FHLMC NTS 04.000 % DUE 043029 DTD 043025 FC 10302025	Aa1/AA+/AA+ NR/NR/NR	650,000	4.00%	04/30/2029	04/30/2026 100.00	26,000.00 4.00%	4.02% 4.02%	3.25	648,380.25 1,216.75	99.938	649,597.00 10,833.33	0.83%
UNITED HEALTH GROUP INC 04.000% 051529 DTD052022 FC111522 CALL@MW+20BP	A2/A/A+ NR/NR/NR	1,000,000	4.00%	05/15/2029	03/15/2029 100.00	40,000.00 4.01%	4.09% 4.09%	3.29	984,595.25 12,404.75	99.700	997,000.00 15,000.00	1.28%
CHARLES SCHWAB CORP B/E 03.250% 052229 DTD052219 FC112219	A2/A/A- NR/NR/NR	470,000	3.25%	05/22/2029	02/22/2029 100.00	15,275.00 3.35%	4.10% 4.10%	3.35	442,604.25 13,953.75	97.140	456,558.00 5,431.11	0.59%
PACIFICORP B/E 03.500% 061529 DTD030119 FC061519 CALL@MW+15BP	A3/NR/A- NR/NR/NR	1,000,000	3.50%	06/15/2029	03/15/2029 100.00	35,000.00 3.60%	4.33% 4.33%	3.40	971,415.25 394.75	97.181	971,810.00 10,208.33	1.25%
FNMA NTS 05.050 % DUE 062629 DTD 062824 FC 12262024	Aa1/AA+/AA+ NR/NR/NR	1,000,000	5.05%	06/26/2029	12/26/2025 100.00	50,500.00 5.04%	5.02% 4.55%	0.24	1,000,000.00 1,050.00	100.105	1,001,050.00 13,186.11	1.28%
TOYOTA MOTOR CREDIT CORP 04.450% 062929 DTD063022 FC122922 CALL@MW+20BP	A1/A+/A+ NR/NR/NR	500,000	4.45%	06/29/2029		22,250.00 4.40%	4.09% 4.09%	3.39	499,085.25 7,139.75	101.245	506,225.00 5,624.31	0.65%
FFCB BOND 04.090 % DUE 071629 DTD 071625 FC 01162026	Aa1/AA+/AA+ NR/NR/NR	2,000,000	4.09%	07/16/2029	07/16/2027 100.00	81,800.00 4.06%	3.90% 3.70%	1.70	1,999,005.25 14,454.75	100.673	2,013,460.00 16,814.44	2.58%
FARMER MAC MED TERM NTS 04.330 % DUE 090429 DTD 090425 FC 03042026	NR/NR/NR NR/NR/NR	500,000	4.33%	09/04/2029	03/04/2026 100.00	21,650.00 4.35%	4.44% 4.44%	3.56	500,005.16 -1,960.16	99.609	498,045.00 1,563.61	0.64%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
AMER EXPRESS NATL UT US RT 03.6000% MAT 09/25/29 FIXED RATE CD /UT	CD	245,000	3.60%	09/25/2029		8,820.00 3.62%	3.75% 3.75%	3.68	240,222.50 3,412.85	99.443	243,635.35 120.82	0.31%
US TSY NOTE 03.500 % DUE 09/30/29 DTD 09/30/24 FC 03/31/25	Aa1/AA+/AA+ NR/NR/NR	1,000,000	3.50%	09/30/2029		35,000.00 3.52%	3.69% 3.69%	3.70	984,716.19 8,413.81	99.313	993,130.00 0.00	1.27%
ACCENTURE CAPITAL INC 04.050% 100429 DTD100424 FC040425 CALL@MW+10BP	Aa3/WD/AA- NR/NR/NR	3,000,000	4.05%	10/04/2029	09/04/2029 100.00	121,500.00 4.05%	4.07% 4.07%	3.60	2,973,745.75 24,544.25	99.943	2,998,290.00 59,400.00	3.85%
US TSY NOTE 04.000 % DUE 10/31/29 DTD 10/31/22 FC 04/30/23	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.00%	10/31/2029		40,000.00 3.95%	3.69% 3.69%	3.68	991,647.22 19,912.78	101.156	1,011,560.00 16,630.44	1.30%
US TSY NOTE 04.125 % DUE 10/31/29 DTD 10/31/24 FC 04/30/25	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.13%	10/31/2029		41,250.00 4.06%	3.69% 3.69%	3.67	983,770.88 32,399.12	101.617	1,016,170.00 17,150.14	1.30%
ONCOR ELEC DELIVERY CO 04.650% 110129 DTD111324 FC050125 CALL@MW+10BP	A2/A/A NR/NR/NR	500,000	4.65%	11/01/2029	10/01/2029 100.00	23,250.00 4.58%	4.21% 4.21%	3.54	500,555.78 7,534.22	101.618	508,090.00 9,622.92	0.65%
SALLIE MAE BANK UT US RT 04.0500% MAT 11/21/29 FIXED RATE CD /UT	CD	245,000	4.05%	11/21/2029		9,922.50 4.01%	3.76% 3.76%	3.73	244,510.00 3,167.85	101.093	247,677.85 3,588.41	0.32%
ST STREET BK & TR CO NTS 04.782% 112329 DTD112524 FC052325 B/E	Aa2/AA/AA- NR/NR/NR	1,000,000	4.78%	11/23/2029		47,820.00 4.66%	4.10% 4.10%	3.68	998,380.50 27,349.50	102.573	1,025,730.00 16,869.83	1.32%
STATE BK IL US RT 04.1000% MAT 11/26/29 FIXED RATE CD /IL	CD	245,000	4.10%	11/26/2029		10,045.00 4.05%	3.76% 3.76%	3.74	245,000.00 3,150.70	101.286	248,150.70 3,495.11	0.32%
US TSY NOTE 03.875 % DUE 11/30/29 DTD 11/30/22 FC 05/31/23	Aa1/AA+/NR NR/NR/NR	1,500,000	3.88%	11/30/2029		58,125.00 3.85%	3.70% 3.70%	3.77	1,490,677.13 19,282.87	100.664	1,509,960.00 19,375.00	1.94%
US TSY NOTE 03.875 % DUE 12/31/29 DTD 12/31/22 FC 06/30/23	Aa1/AA+/AA+ NR/NR/NR	1,017,000	3.88%	12/31/2029		39,408.75 3.85%	3.70% 3.70%	3.85	994,218.09 29,534.79	100.664	1,023,752.88 9,852.19	1.31%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2029												
Total 2029		**21,607,000**	**4.08%**	**08/09/2029**		**$881,246.25** **4.07%**	**4.02%** **3.90%**	**3.07**	**$21,395,063.18** **$255,028.20**		**$21,650,091.38** **$253,801.34**	**27.78%**
	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2030												
FHLB NTS 04.500 % DUE 011730 DTD 071725 FC 01172026	Aa1/NR/AA+ NR/NR/NR	1,000,000	4.50%	01/17/2030	07/17/2026 100.00	45,000.00 4.48%	4.38% 3.91%	0.77	1,000,005.03 4,514.97	100.452	1,004,520.00 9,125.00	1.29%
JPMORGAN CHASE & CO NTS 05.012% 012330 DTD012324 FC072324 CALL@MW+20BP	A1/AA-/A NR/NR/NR	500,000	5.01%	01/23/2030	01/23/2029 100.00	25,060.00 4.89%	4.38% 4.21%	3.01	499,615.25 12,689.75	102.461	512,305.00 4,663.94	0.66%
SOUTHERN CALIF GAS CO 02.550% 020130 DTD010920 CALL@MW+15BP	Aa3/AA-/A NR/NR/NR	500,000	2.55%	02/01/2030	11/01/2029 100.00	12,750.00 2.73%	4.23% 4.23%	4.02	464,875.25 2,184.75	93.412	467,060.00 2,089.58	0.60%
TRUXTON TR CO NASH TN US RT 04.1000% MAT 02/27/30 FIXED RATE CD /TN	CD	245,000	4.10%	02/27/2030	02/28/2026 100.00	10,045.00 4.10%	4.09% 3.95%	0.41	244,938.75 208.25	100.060	245,147.00 55.04	0.31%
DTE ELEC CO B/E 02.250% 030130 DTD022620 CALL@MW+15BP	Aa3/A+/A NR/NR/NR	1,000,000	2.25%	03/01/2030	12/01/2029 100.00	22,500.00 2.44%	4.18% 4.18%	4.13	919,485.25 3,414.75	92.290	922,900.00 1,812.50	1.18%
FNMA NTS 04.300 % DUE 030430 DTD 031225 FC 09042025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.30%	03/04/2030	03/04/2027 100.00	43,000.00 4.27%	4.14% 3.84%	1.37	1,000,004.72 6,355.28	100.636	1,006,360.00 3,105.56	1.29%
FFCB BOND 04.000 % DUE 040130 DTD 040125 FC 10012025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.00%	04/01/2030		40,000.00 3.96%	3.77% 3.77%	4.01	1,001,350.85 8,269.15	100.962	1,009,620.00 19,888.89	1.30%
CELTIC BK UT US RT 03.6500% MAT 04/29/30 FIXED RATE CD /UT	CD	245,000	3.65%	04/29/2030		8,942.50 3.67%	3.75% 3.75%	4.21	240,525.91 3,445.09	99.580	243,971.00 24.50	0.31%
FFCB BOND 04.520 % DUE 051430 DTD 051425 FC 11142025	Aa1/AA+/AA+ NR/NR/NR	1,000,000	4.52%	05/14/2030	05/14/2026 100.00	45,200.00 4.50%	4.42% 3.85%	0.60	1,000,005.01 4,034.99	100.404	1,004,040.00 17,075.56	1.29%

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Bond Holdings

as of September 30, 2025 *(continued)*

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Maturing 2030												
US TSY NOTE 03.750 % DUE 05/31/30 DTD 05/31/23 FC 11/30/23	Aa1/AA+/AA+ NR/NR/NR	1,000,000	3.75%	05/31/2030		37,500.00 3.75%	3.73% 3.73%	4.19	986,458.38 14,481.62	100.094	1,000,940.00 12,500.00	1.28%
AMAZON.COM INC B/E 01.500% 060330 DTD060320 CALL@MW+15BP	A1/AA-/AA NR/NR/NR	1,000,000	1.50%	06/03/2030	03/03/2030 100.00	15,000.00 1.67%	3.96% 3.96%	4.41	889,135.25 6,684.75	89.582	895,820.00 4,875.00	1.15%
TRUIST BK NC US RT 04.4500% MAT 06/27/30 FIXED RATE CD /NC	CD	245,000	4.45%	06/27/2030	06/27/2026 100.00	10,902.50 4.44%	4.38% 4.05%	0.72	245,000.00 614.95	100.251	245,614.95 2,837.64	0.32%
CENTRAL BK AR US RT 04.2000% MAT 08/19/30 FIXED RATE CD /AR	CD	245,000	4.20%	08/19/2030	02/19/2026 100.00	10,290.00 4.20%	4.18% 4.02%	0.38	245,000.00 173.95	100.071	245,173.95 310.11	0.31%
MORGAN STANLEY PRI NY US RT 04.0000% MAT 08/29/30 FIXED RATE CD /NY	CD	245,000	4.00%	08/29/2030	08/29/2027 100.00	9,800.00 4.00%	4.02% 4.02%	4.40	245,000.00 -193.55	99.921	244,806.45 859.18	0.31%
Total 2030		**9,225,000**	**3.69%**	**04/08/2030**		**$335,990.00 3.71%**	**4.11% 3.93%**	**2.72**	**$8,981,399.65 $66,878.70**		**$9,048,278.35 $79,222.49**	**11.61%**

	Effective rating/ Underlying rating (Mdy/Fitch/S&P)	Quantity	Coupon	Effective maturity	Call date/ Call price ($)	Est. annual income ($)/ Curr. yield (%)	YTM (%)/ YTW (%)	Modified duration	Adjusted cost basis ($)/ Unreal. g/l ($)	Market price ($)	Mkt. value ($)/ Accr. interest ($)	% of bond port.
Total Bond Portfolio		**78,721,000**	**2.55%**	**11/26/2027**	**N/A**	**$1,993,081.75 2.56%**	**3.99% 3.88%**	**1.79**	**$78,062,020.02 $-116,824.99**	**N/A**	**$77,945,195.03 $453,661.63 $78,398,856.66**	**100%**

Includes all fixed-rate securities in the selected portfolio. Average yields and durations exclude Structured Product, Pass-Through, Perpetual Preferred, and Foreign securities.
Accrued interest, if any, has been included in the total market value.

Disclosures Applicable to Accounts at UBS Financial Services Inc.

This section contains important disclosures regarding the information and valuations presented here. All information presented is subject to change at any time and is provided only as of the date indicated. The information in this report is for informational purposes only and should not be relied upon as the basis of an investment or liquidation decision. UBS FS account statements and official tax documents are the only official record of your accounts and are not replaced, amended or superseded by any of the information presented in these reports. You should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise.

UBS FS offers a number of investment advisory programs to clients, acting in our capacity as an investment adviser, including fee-based financial planning, discretionary account management, non-discretionary investment advisory programs, and advice on the selection of investment managers and mutual funds offered through our investment advisory programs. When we act as your investment adviser, we will have a written agreement with you expressly acknowledging our investment advisory relationship with you and describing our obligations to you. At the beginning of our advisory relationship, we will give you our Form ADV brochure(s) for the program(s) you selected that provides detailed information about, among other things, the advisory services we provide, our fees, our personnel, our other business activities and financial industry affiliations and conflicts between our interests and your interests.

In our attempt to provide you with the highest quality information available, we have compiled this report using data obtained from recognized statistical sources and authorities in the financial industry. While we believe this information to be reliable, we cannot make any representations regarding its accuracy or completeness. Please keep this guide as your Advisory Review.

Please keep in mind that most investment objectives are long term. Although it is important to evaluate your portfolio's performance over multiple time periods, we believe the greatest emphasis should be placed on the longer period returns.

Please review the report content carefully and contact your Financial Advisor with any questions.

Client Accounts: This report may include all assets in the accounts listed and may include eligible and ineligible assets in a fee-based program. Since ineligible assets are not considered fee-based program assets, the inclusion of such securities will distort the actual performance of your accounts and does not reflect the performance of your accounts in the fee-based program. As a result, the performance reflected in this report can vary substantially from the individual account performance reflected in the performance reports provided to you as part of those programs. For fee-based programs, fees are charged on the market value of eligible assets in the accounts and assessed quarterly in advance, prorated according to the number of calendar days in the billing period. When shown on a report, the risk profile and return objectives describe your overall goals for these accounts. For each account you maintain, you choose one return objective and a primary risk profile. If you have questions regarding these objectives or wish to change them, please contact your Financial Advisor to update your account records.

Performance: This report presents account activity and performance depending on which inception type you've chosen. The two options are: (1) All Assets (Since Performance Start): This presents performance for all assets since the earliest possible date; (2) Advisory Assets (Advisory Strategy Start) for individual advisory accounts: This presents Advisory level performance since the Latest Strategy Start date; If an account that has never been managed is included in the consolidated report, the total performance of that unmanaged account will be included since inception.

Time-weighted Returns for accounts / SWP/AAP sleeves (Monthly periods): The report displays a time weighted rate of return (TWR) that is calculated using the Modified Dietz Method. This calculation uses the beginning and ending portfolio values for the month and weighs each contribution/withdrawal based upon the day the cash flow occurred. Periods greater than one month are calculated by linking the monthly returns. The TWR gives equal weighting to every return regardless of amount of money invested, so it is an effective measure for returns on a fee based account. All periods shown which are greater than 12 months are annualized. This applies to all performance for all assets before 09/30/2010, Advisory assets before 12/31/2010 and SWP sleeves before 04/30/2018.

Time-weighted Returns for accounts / SWP/AAP sleeves (Daily periods): The report displays a time weighted rate of return (TWR) that is calculated by dividing the portfolio's daily gain/loss by the previous day's closing market value plus the net value of cash flows that occurred during the day, if it was positive. The TWR gives equal weighting to every return regardless of amount of money invested, so it is an effective measure for returns on a fee based account. Periods greater than one day are calculated by linking the daily returns. All periods shown which are greater than 12 months are annualized. For reports generated prior to 01/26/2018, the performance calculations used the account's end of day value on the performance inception (listed in the report under the column "ITD") and all cash flows were posted at end of day. As a result of the change, the overall rate of return (TWR) and beginning market value displayed can vary from prior generated reports. This applies to all performance for all assets on or after 09/30/2010, Advisory assets on or after 12/31/2010, SWP/AAP sleeves on or after 04/30/2018 as well as all Asset Class and Security level returns.

Money-weighted returns: Money-weighted return (MWR) is a measure of the rate of return for an asset or portfolio of assets. It is calculated by finding the daily Internal Rate of Return (IRR) for the period and then compounding this return by the number of days in the period being measured. The MWR incorporates the size and timing of cash flows, so it is an effective measure of returns on a portfolio.

Annualized Performance: All performance periods greater than one year are calculated (unless otherwise stated) on an annualized basis, which represents the return on an investment multiplied or divided to give a comparable one year return.

Cumulative Performance: A cumulative return is the aggregate amount that an investment has gained or lost over time, independent of the period of time involved.

Net of Fees and Gross of Fees Performance: Performance is presented on a "net of fees" and "gross of fees" basis, where indicated. Net returns do not reflect Program and wrap fees prior to 10/31/10 for accounts that are billed separately via invoice through a separate account billing arrangement. Gross returns do not reflect the deduction of fees, commissions or other charges. The payment of actual fees and expenses will reduce a client's return. The compound effect of such fees and expenses should be considered when reviewing returns. For example, the net effect of the deduction of fees on annualized performance, including the compounded effect over time, is determined by the relative size of the fee and the account's investment performance. It should also be noted that where gross returns are compared to an index, the index performance also does not reflect any transaction costs, which would lower the performance results. Market index data maybe subject to review and revision.

Benchmark/Major Indices: The past performance of an index is not a guarantee of future results. Any benchmark is shown for informational purposes only and relates to historical performance of market indices and not the performance of actual investments. Although most portfolios use indices as benchmarks, portfolios are actively managed and generally are not restricted to investing only in securities in the index. As a result, your

portfolio holdings and performance may vary substantially from the index. Each index reflects an unmanaged universe of securities without any deduction for advisory fees or other expenses that would reduce actual returns, as well as the reinvestment of all income and dividends. An actual investment in the securities included in the index would require an investor to incur transaction costs, which would lower the performance results. Indices are not actively managed and investors cannot invest directly in the indices. Market index data maybe subject to review and revision. The benchmark index is selected from among the indices for which UBSFS has licensing agreements with the index provider. UBSFS does not have licensing agreements for all available indices. The benchmarks may vary from those used by the Money Manager or those listed in the prospectus. Further, there is no guarantee that an investor's account will meet or exceed the stated benchmark. Index performance information has been obtained from third parties deemed to be reliable. We have not independently verified this information, nor do we make any representations or warranties to the accuracy or completeness of this information.

Blended Index - For Advisory accounts, Blended Index is designed to reflect the asset categories in which your account is invested. For Brokerage accounts, you have the option to select any benchmark from the list.

For certain products, the blended index represents the investment style corresponding to your client target allocation. If you change your client target allocation, your blended index will change in step with your change to your client target allocation.

Blended Index 2 - 8 - are optional indices selected by you which may consist of a blend of indexes. For advisory accounts, these indices are for informational purposes only. Depending on the selection, the benchmark selected may not be an appropriate basis for comparison of your portfolio based on its holdings.

For alternative investments and strategies that are highly customized, such as Concentrated Equity Solutions (CES), benchmarks are broad market indices included for general reference and are not intended to show comparative market performance or potential portfolios with risk or return profiles similar to your account. Benchmark indices are shown for illustrative purposes only.

Custom Time Periods: If represented on this report, the performance start date and the performance end date have been selected by your Financial Advisor in order to provide performance and account activity information for your account for the specified period of time only. As a result, only a portion of your account's activity and performance information is presented in the performance report, and, therefore, presents a distorted representation of your account's activity and performance.

Net Deposits/Withdrawals: When shown on a report, this information represents the net value of all cash and securities contributions and withdrawals, program fees (including wrap fees) and other fees added to or subtracted from your accounts from the first day to the last day of the period including assets transferred to or from other UBS accounts. When fees are shown separately, net deposits / withdrawals does not include program fees (including wrap fees). When investment return is displayed net deposits / withdrawals does not include program fees (including wrap fees). For security contributions and withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts. Wrap fees will be included in this calculation except when paid via an invoice or through a separate accounts billing arrangement. When shown on Client summary and/or Portfolio review report, program fees (including wrap fees) may not be included in net deposits/withdrawals. PACE Program fees paid from sources other than your PACE account are treated as a contribution. A PACE Program Fee rebate that is not reinvested is treated as a withdrawal.

Net Deposits/Withdrawals (external): When shown on a report, this information represents the net value of all cash and securities contributions and withdrawals, program fees (including wrap fees) and other fees added to or subtracted from your accounts from the first day to the last day of the period, excluding assets transferred to or from other UBS accounts after 12/31/2010. When fees are shown separately, net deposits / withdrawals does not include program fees (including wrap fees). When investment return is displayed net deposits / withdrawals does not include program fees (including wrap fees). For security contributions and withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts. Wrap fees will be included in this calculation except when paid via an invoice or through a separate accounts billing arrangement. When shown on Client summary and/or Portfolio review report, program fees (including wrap fees) may not be included in net deposits/withdrawals. PACE Program fees paid from sources other than your PACE account are treated as a contribution. A PACE Program Fee rebate that is not reinvested is treated as a withdrawal.

Deposits: When shown on a report, this information represents the net value of all cash and securities contributions added to your accounts from the first day to the last day of the period, including assets transferred from other UBS accounts. On Client Summary Report and/or Portfolio Review Report, this may exclude the Opening balance. For security contributions, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Deposits (external): When shown on a report, this information represents the net value of all cash and securities contributions added to your accounts from the first day to the last day of the period, excluding assets transferred from other UBS accounts after 12/31/2010. On Client Summary Report and/or Portfolio Review Report, this may exclude the Opening balance. For security contributions, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Withdrawals: When shown on a report, this information represents the net value of all cash and securities withdrawals subtracted from your accounts from the first day to the last day of the period, including asset transferred to other UBS accounts. On Client summary and/or portfolio review report Withdrawals may not include program fees (including wrap fees). For security withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Withdrawals (external): When shown on a report, this information represents the net value of all cash and securities withdrawals subtracted from your accounts from the first day to the last day of the period, excluding assets transferred to other UBS accounts after 12/31/2010. On Client summary and/or portfolio review report Withdrawals may not include program fees (including wrap fees). For security withdrawals, securities are calculated using the end of day UBS FS price on the day securities are delivered in or out of the accounts.

Net Transfers (Internal): When shown on a report, this information represents the net value of all cash and securities transferred between your UBS accounts from the first day to the last day of the period.

Transfers In (Internal): When shown on a report, this information represents the net value of all cash and securities transferred to your UBS accounts from the first day to the last day of the period.

Transfers Out (Internal): When shown on a report, this information represents the net value of all cash and securities transferred from your UBS accounts from the first day to the last day of the period.

Dividends/Interest: Dividend and interest earned, when shown on a report, does not include income on securities that have been lent out & does not reflect your account's tax status or reporting requirements. Use only official tax reporting documents (i.e. 1099) for tax reporting purposes. The classification of private

investment distributions can only be determined by referring to the official year-end tax-reporting document provided by the issuer.

Change in Accrued Interest: When shown on a report, this information represents the difference between the accrued interest at the beginning of the period from the accrued interest at the end of the period.

Change in Value: Represents the change in value of the portfolio during the reporting period, excluding additions/withdrawals, dividend and interest income earned and accrued interest. Change in Value may include programs fees (including wrap fees) and other fees.

Fees: Fees represented in this report include program and wrap fees. Program and wrap fees prior to October 1, 2010 for accounts that are billed separately via invoice through a separate account billing arrangement are not included in this report.

Performance Start Date Changes: The Performance Start Date for accounts marked with a '^' have changed. Performance figures of an account with a changed Performance Start Date may not include the entire history of the account. The new Performance Start Date will generate performance returns and activity information for a shorter period than is available at UBS FS. As a result, the overall performance of these accounts may generate better performance than the period of time that would be included if the report used the inception date of the account. UBS FS recommends reviewing performance reports that use the inception date of the account because reports with longer time frames are usually more helpful when evaluating investment programs and strategies. Performance reports may include accounts with inception dates that precede the new Performance Start Date and will show performance and activity information from the earliest available inception date.
The change in Performance Start Date may be the result of a performance gap due to a zero-balance that prevents the calculation of continuous returns from the inception of the account. The Performance Start Date may also change if an account has failed one of our performance data integrity tests. In such instances, the account will be labeled as 'Review Required' and performance prior to that failure will be restricted. Finally, the Performance Start Date will change if you have explicitly requested a performance restart. Please contact your Financial Advisor for additional details regarding your new Performance Start Date.

Closed Account Performance: Accounts that have been closed may be included in the consolidated performance report. When closed accounts are included in the consolidated report, the performance report will only include information for the time period the account was active during the consolidated performance reporting time period.

Important information on options-based strategies: Options involve risk and are not suitable for everyone. Prior to buying or selling an option investors must read a copy of the Characteristics & Risks of Standardized Options, also known as the options disclosure document (ODD). It explains the characteristics and risks of exchange traded options. The options risk disclosure document can be accessed at the following web address: www.optionsclearing.com/about/publications/character-risks.

Concentrated Equity Solutions (CES) managers are not involved in the selection of the underlying stock positions. The Manager will advise only on the options selection in order to pursue the strategy in connection with the underlying stock position(s) deposited in the account. It is important to keep this in mind when evaluating the manager's performance since the account's performance will include the performance of the underlying equity position that is not being managed. CES use options to seek to achieve your investment objectives regarding your concentration stock position. Options strategies change the potential return profile of your stock. In certain scenarios, such as call writing, the call position will limit your ability to participate in any potential increase in the underlying equity position upon which the call was written. Therefore, in some market conditions, particularly during periods of significant appreciation of the underlying equity position(s), the CES account will decrease the performance that would have been achieved had the stock been held long without implementing the CES strategy.

Portfolio: For purposes of this report "portfolio" is defined as all of the accounts presented on the cover page or the header of this report and does not necessarily include all of the client's accounts held at UBS FS or elsewhere.

Percentage: Portfolio (in the "% Portfolio / Total" column) includes all holdings held in the account(s) selected when this report was generated. Broad asset class (in the "% broad asset class" column) includes all holdings held in that broad asset class in the account(s) selected when this report was generated.

Tax lots: This report displays security tax lots as either one line item (i.e., lumped tax lots) or as separate tax lot level information. If you choose to display security tax lots as one line item, the total cost equals the total value of all tax lots. The unit cost is an average of the total cost divided by the total number of shares. If the shares were purchased in different lots, the unit price listed does not represent the actual cost paid for each lot. The unrealized gain/loss value is calculated by combining the total value of all tax lots plus or minus the total market value of the security.

If you choose to display tax lot level information as separate line items on the Portfolio Holdings report, the tax lot information may include information from sources other than UBS FS. The Firm does not independently verify or guarantee the accuracy or validity of any information provided by sources other than UBS FS. As a result this information may not be accurate and is provided for informational purposes only. Clients should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise. See your monthly statement for additional information.

Pricing: All securities are priced using the closing price reported on the last business day preceding the date of this report. Every reasonable attempt has been made to accurately price securities; however, we make no warranty with respect to any security's price. Please refer to the back of the first page of your UBS FS account statement for important information regarding the pricing used for certain types of securities, the sources of pricing data and other qualifications concerning the pricing of securities. To determine the value of securities in your account, we generally rely on third party quotation services. If a price is unavailable or believed to be unreliable, we may determine the price in good faith and may use other sources such as the last recorded transaction. When securities are held at another custodian or if you hold illiquid or restricted securities for which there is no published price, we will generally rely on the value provided by the custodian or issuer of that security.

Cash: Cash on deposit at UBS Bank USA is protected by the Federal Deposit Insurance Corporation (FDIC) up to $250,000 in principal and accrued interest per depositor for each ownership type. Deposits made in an individual's own name, joint name, or individual retirement account are each held in a separate type of ownership. Such deposits are not guaranteed by UBS FS. More information is available upon request.

Margin: The quantity value may indicate that all or part of this position is held on margin or held in the short account. When an account holds a debit balance, this debit balance is incorporated into the account's total market value and deducted from the total value. When calculating the percent of portfolio on each security, the percentage will be impacted by the total market value of the account. Therefore, if the account's market value is reduced by a debit value of a holding the percent of portfolio will be greater and if the account's market value is

increased by a holding then the percent of portfolio will be less.

Asset Allocation: Your allocation analysis is based on your current portfolio. The Asset Allocation portion of this report shows the mix of various investment classes in your account. An asset allocation that shows a significantly higher percentage of equity investments may be more appropriate for an investor with a more aggressive investment strategy and higher tolerance for risk. Similarly, the asset allocation of a more conservative investor may show a higher percentage of fixed income investments.

Separately Managed Accounts and Pooled Investment Vehicles (such as mutual funds, closed end funds and exchanged traded funds): The asset classification displayed is based on firm's proprietary methodology for classifying assets. Please note that the asset classification assigned to rolled up strategies may include individual investments that provide exposure to other asset classes. For example, an International Developed Markets strategy may include exposure to Emerging Markets, and a US Large Cap strategy may include exposure to Mid Cap and Small Cap, etc.

Mutual Fund Asset Allocation: If the option to unbundle balanced mutual funds is selected and if a fund's holdings data is available, mutual funds will be classified by the asset class, subclass, and style breakdown of their underlying holdings. Where a mutual fund or ETF contains equity holdings from multiple equity sectors, this report will proportionately allocate the underlying holdings of the fund to those sectors measured as a percentage of the total fund's asset value as of the date shown.

This information is supplied by Morningstar, Inc. on a daily basis to UBS FS based on data supplied by the fund which may not be current. Mutual funds change their portfolio holdings on a regular (often daily) basis. Accordingly, any analysis that includes mutual funds may not accurately reflect the current composition of these funds. If a fund's underlying holding data is not available, it will be classified based on its corresponding overall Morningstar classification. All data is as of the date indicated in the report.

All pooled investment vehicles (such as mutual funds, closed end mutual funds, and exchange traded funds) incorporate internal management and operation expenses, which are reflected in the performance returns. Please see relevant fund prospectus for more information. Please note, performance for mutual funds is inclusive of multiple share classes.

Ineligible Assets: We require that you hold and purchase only eligible managed assets in your advisory accounts. Please contact your Financial Advisor for a list of the eligible assets in your program. These reports may provide performance information for eligible and ineligible assets in a fee-based program. Since ineligible assets are not considered fee-based program assets, the inclusion of such securities will distort the actual performance of your advisory assets. As a result, the performance reflected in this report can vary substantially from the individual account performance reflected in the performance reports provided to you as part of those programs. For fee-based programs, fees are charged on the market value of eligible assets in the accounts and assessed quarterly in advance, prorated according to the number of calendar days in the billing period. Neither UBS nor your Financial Advisor will act as your investment adviser with respect to Ineligible Assets.

Variable Annuity Asset Allocation: If the option to unbundle a variable annuity is selected and if a variable annuity's holdings data is available, variable annuities will be classified by the asset class, subclass, and style breakdown for their underlying holdings. Where a variable annuity contains equity holdings from multiple equity sectors, this report will proportionately allocate the underlying holdings of the variable annuity to those sectors measured as a percentage of the total variable annuity's asset value as of the date shown.

This information is supplied by Morningstar, Inc. on a weekly basis to UBS FS based on data supplied by the variable annuity which may not be current. Portfolio holdings of variable annuities change on a regular (often daily) basis. Accordingly, any analysis that includes variable annuities may not accurately reflect the current composition of these variable annuities. If a variable annuity's underlying holding data is not available, it will remain classified as an annuity. All data is as of the date indicated in the report.

Equity Style: The Growth, Value and Core labels are determined by Morningstar. If an Equity Style is unclassified, it is due to non-availability of data required by Morningstar to assign it a particular style.

Equity Capitalization: Market Capitalization is determined by Morningstar. Equity securities are classified as Large Cap, Mid Cap or Small Cap by Morningstar. Unclassified securities are those for which no capitalization is available on Morningstar.

Equity Sectors: The Equity sector analysis may include a variety of accounts, each with different investment and risk parameters. As a result, the overweighting or underweighting in a particular sector or asset class should not be viewed as an isolated factor in making investment/liquidation decisions; but should be assessed on an account by account basis to determine the overall impact on the account's portfolio.

Classified Equity: Classified equities are defined as those equities for which the firm can confirm the specific industry and sector of the underlying equity instrument.

Estimated Annual Income: The Estimated Annual Income is for informational purposes only and is calculated by the annualized per share dividends/interest paid, multiplied by the quantity of the shares held in the selected account(s). For Expected Cash Flow and Portfolio Holdings reports prior to June 23, 2023, savings products & sweep funds do not display such calculations and instead, values are displayed as N/A. For all other reports, Estimated Annual Income for savings products & sweep funds is not calculated or factored into aggregate calculations and will be displayed as 0.

Current Yield: Current Yield is estimated for informational purposes only and may not reflect changes in price. It's calculated by dividing the total estimated annual income by the current market value displayed. Current yield calculations display the current yield of the investment solely as of the date of this report. For Portfolio Holdings report generated prior to June 23, 2023, savings products & sweep funds do not include such information and instead, values are displayed as N/A. For all other reports, Current Yield for savings products & sweep funds is not calculated or factored into aggregate calculations and will be displayed as 0.

YTM (at Market): Yield to Maturity (at Market) is the expected return of an interest-bearing security from the report date, assuming that it is held to maturity with all coupon payments paid. For displays at the tax lot level, the Yield to Maturity is calculated based on the cost basis of that specific tax lot. For position level displays (consisting of multiple tax lots), Yield to Maturity is derived by using the weighted average cost basis of all the underlying tax lots.

YTW (at Market): Yield to Worst (at Market) is the expected return of an interest-bearing security from the report date, assuming that it is held to the next call date or until maturity (if no next call date) with all coupon payments paid. For displays at the tax lot level, the Yield to Worst is calculated based on the cost basis of that specific tax lot. For position level displays (consisting of multiple tax lots), Yield to Worst is derived by using the weighted average cost basis of all the underlying tax lots.

Bond Rating: These ratings are obtained from independent industry sources and are not verified by UBS FS.

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

Securities without rating information are left blank. Rating agencies may discontinue ratings on high yield securities.

NR: When NR is displayed under bond rating column, no ratings are currently available from that rating agency.

High Yield: This report may designate a security as a high yield fixed income security even though one or more rating agencies rate the security as an investment grade security. Further, this report may incorporate a rating that is no longer current with the rating agency. For more information about the rating for any high yield fixed income security, or to consider whether to hold or sell a high yield fixed income security, please contact your financial advisor or representative and do not make any investment decision based on this report.

Credit/Event Risk: Investments are subject to event risk and changes in credit quality of the issuer. Issuers can experience economic situations that may have adverse effects on the market value of their securities.

Interest Rate Risk: Bonds are subject to market value fluctuations as interest rates rise and fall. If sold prior to maturity, the price received for an issue may be less than the original purchase price.

Reinvestment Risk: Since most corporate issues pay interest semiannually, the coupon payments over the life of the bond can have a major impact on the bond's total return.

Call Provisions: When evaluating the purchase of a corporate bond, one should be aware of any features that may allow the issuer to call the security. This is particularly important when considering an issue that is trading at a premium to its call price, since the return may be negatively impacted if the issue is redeemed. Should an issue be called, investors may be faced with an earlier than anticipated reinvestment decision, and may be unable to reinvest their principal at equally favorable rates.

Effective Maturity: Effective maturity is the expected redemption due to pre-refunding, puts, or maturity and does not reflect any sinking fund activity, optional or extraordinary calls. Securities without a maturity date are left blank and typically include Preferred Securities, Mutual Funds and Fixed Income UITs.

Yields: Yield to Maturity and Yield to Worst are calculated to the worst call.

Accrued Interest: Interest that has accumulated between the most recent payment and the report date may be reflected in market values for interest bearing securities.

Bond Averages: All averages are weighted averages calculated based on market value of the holding, not including accrued interest.

Tax Status: "Taxable" includes all securities held in a taxable account that are subject to federal and/or state or local taxation. "Tax-exempt" includes all securities held in a taxable account that are exempt from federal, state and local taxation. "Tax-deferred" includes all securities held in a tax-deferred account, regardless of the status of the security.

Bond sensitivity analysis: This analysis uses Modified Duration which approximates the percentage price change of a security for a given change in yield. The higher the modified duration of a security, the higher its risk. For callable securities, modified duration does not address the impact of changing interest rates on a bond's expected cash flow as a result of a call or prepayment.

Amortization and Accretion: Prior to March 2008, amortization was calculated using the straight line method for tax exempt securities and was not calculated for taxable securities. Post March 2008, amortization is calculated using the constant yield method. Prior to October 2008, accretion due to original issue discount was not calculated. Post October 2008, accretion due to original issue discount is calculated using the constant yield method. Prior to January 2015, accretion due to market discount was calculated using the straight line method. Post January 2015, accretion due to market discount is calculated using the constant yield method. We assume the securities are held to par and premiums are calculated to call date. Amortization and accretion values may be incorrect due to adjustments related to cost basis. You may hold additional fixed income securities that may not appear on this report. Please refer to your account statements for information regarding all of your holdings.

Gain/Loss: The gain/loss information may include calculations based upon non-UBS FS cost basis information. The firm does not independently verify or guarantee the accuracy or validity of any information provided by sources other than UBS FS. In addition, for Schedule K-1 reported investments, such as alternative investment funds, please refer to your annual K-1 and 1099 tax forms. If this report contains positions with unavailable cost basis, the gain/(loss) for these positions are excluded in the calculation for the Gain/(Loss). As a result these figures may not be accurate and are provided for informational purposes only. Clients should not rely on this information in making purchase or sell decisions, for tax purposes or otherwise. Rely only on year-end tax forms when preparing your tax return. See your monthly statement for additional information.

Accounts Included in this Report: The account listing may or may not include all of your accounts with UBS FS. The accounts included in this report are listed under the "Accounts included in this review" shown on the first page or listed at the top of each page. If the account is a donor advised fund account, the assets in those accounts are owned by the Sponsoring Charitable Organization, and not the donor. You and your financial advisor have procured the appropriate authorization to view the assets in the donor advised fund account. If an account number begins with "@" this denotes assets or liabilities held at other financial institutions. Information about these assets, including valuation, account type and cost basis, is based on the information you provided to us, or provided to us by third party data aggregators or custodians at your direction. We have not verified, and are not responsible for, the accuracy or completeness of this information.

Account name(s) displayed in this report and labels used for groupings of accounts can be customizable "nicknames" chosen by you to assist you with your recordkeeping or may have been included by your financial advisor for reference purposes only. The names used have no legal effect, are not intended to reflect any strategy, product, recommendation, investment objective or risk profile associated with your accounts or any group of accounts, and are not a promise or guarantee that wealth, or any financial results, can or will be achieved. All investments involve the risk of loss, including the risk of loss of the entire investment.

For more information about account or group names, or to make changes, contact your Financial Advisor.

Account changes: At UBS, we are committed to helping you work toward your financial goals. So that we may continue providing you with financial advice that is consistent with your investment objectives, please consider the following two questions:
1) Have there been any changes to your financial situation or investment objectives?
2) Would you like to implement or modify any restrictions regarding the management of your account?
If the answer to either question is "yes," it is important that you contact your Financial Advisor as soon as possible to discuss these changes. For MAC advisory accounts, please contact your investment manager directly if you would like to impose or change any investment restrictions on your account.

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

ADV disclosure: A complimentary copy of our current Form ADV Disclosure Brochure that describes the advisory program and related fees is available through your Financial Advisor. Please contact your Financial Advisor if you have any questions.

Important information for former Piper Jaffray and McDonald Investments clients: As an accommodation to former Piper Jaffray and McDonald Investments clients, these reports include performance history for their Piper Jaffray accounts prior to August 12, 2006 and McDonald Investments accounts prior to February 9, 2007, the date the respective accounts were converted to UBS FS. UBS FS has not independently verified this information nor do we make any representations or warranties as to the accuracy or completeness of that information and will not be liable to you if any such information is unavailable, delayed or inaccurate.

For insurance, annuities, and 529 Plans, UBS FS relies on information obtained from third party services it believes to be reliable. UBS FS does not independently verify or guarantee the accuracy or validity of any information provided by third parties. Information for insurance, annuities, and 529 Plans that has been provided by a third party service may not reflect the quantity and market value as of the previous business day. When available, an "as of" date is included in the description.

Investors outside the U.S. are subject to securities and tax regulations within their applicable jurisdiction that are not addressed in this report. Nothing in this report shall be construed to be a solicitation to buy or offer to sell any security, product or service to any non-U.S. investor, nor shall any such security, product or service be solicited, offered or sold in any jurisdiction where such activity would be contrary to the securities laws or other local laws and regulations or would subject UBS to any registration requirement within such jurisdiction.

Performance History prior to the account's inception at UBS Financial Services, Inc. may have been included in this report and is based on data provided by third party sources. UBS Financial Services Inc. has not independently verified this information nor does UBS Financial Services Inc. guarantee the accuracy or validity of the information.

Important information about brokerage and advisory services. As a firm providing wealth management services to clients, UBS Financial Services Inc. offers investment advisory services in its capacity as an SEC-registered investment adviser and brokerage services in its capacity as an SEC-registered broker-dealer. Investment advisory services and brokerage services are separate and distinct, differ in material ways and are governed by different laws and separate arrangements. It is important that clients understand the ways in which we conduct business, that they carefully read the agreements and disclosures that we provide to them about the products or services we offer. For more information, please review client relationship summary provided at **ubs.com/relationshipsummary**.

UBS Financial Services account protection
The Firm is a member of the Securities Investor Protection Corporation (SIPC), which protects securities customers of its members up to $500,000 (including $250,000 for claims for cash). Explanatory brochure available upon request or at www.sipc.org. The SIPC asset protection limits apply to all accounts that you hold in a particular capacity.

The Firm, together with certain affiliates, has also purchased supplemental insurance. The maximum amount payable to all eligible clients, collectively under this protection is $500 million as of December 10, 2019. Subject to the policy conditions and limitations, cash at the Firm is further protected for up to $1.9 million in the aggregate for all your accounts held in a particular capacity. A full copy of the policy wording is available upon request.

Neither the SIPC protection nor the supplemental protection apply to:

- Certain financial assets controlled by (and included in your account value) but held away from UBS Financial Services. For example certain (i) insurance products, including variable annuities, and (ii) shares of mutual funds registered in the name of the account holder on the books of the issuer or transfer agent);
- Investment contracts or investment interests (e.g., limited partnerships and private placements) that are not registered under the Securities Act of 1933;
- Commodities contracts (e.g., foreign exchange and precious metal contracts), including futures contracts and commodity option contracts;
- Securities on loan to UBS Financial Services; and
- Deposit accounts (except certificates of deposit) at UBS Bank USA, UBS AG U.S. branches and banks in the FDIC Insured Deposit Program.

The SIPC protection and the supplemental protection do not apply to these assets even if they otherwise appear on your statements. The SIPC protection and the supplemental protection do not protect against changes in the market value of your investments (whether as a result of market movement, issuer bankruptcy or otherwise).

Non-UBS Assets and Liabilities: This report is not intended to provide you with consolidated information or reporting regarding your holdings at other firms. However, at your request, this report may include information regarding assets that you hold at other financial institutions so that you may review your asset allocation and/or investment strategy in the context of your overall holdings. You should review and maintain the original documents for these assets, such as the statements for individual accounts held away from UBS. Those documents may contain notices, disclosures and other information important to you, and may also serve as a reference should questions arise regarding the accuracy of that information as presented in this report.

The information presented for accounts held at other financial institutions has been provided to UBS at your direction through your agreement with an Outside Asset Data Aggregation Service. These accounts have been added to this report at your request and are automatically updated to reflect the most recent data received from the custodian. Information may have also been provided based on documents and valuation you provided to your Financial Advisor. These accounts have been added to this report at your request and may not reflect the current valuation.

If an account number begins with "@" this denotes assets or liabilities held at other financial institutions. Information about these assets, including valuation, account type and cost basis, is based on the information you provided to us, or provided to us by third party data aggregators or custodians at your direction. We have not verified, and are not responsible for, the accuracy or completeness of this information.

If the information you or your custodians provided to us is not current, inclusion of these assets will impact the accuracy of the current asset allocation and other analysis presented. We do not provide purchase, sale or hold recommendations or advice with respect to your assets at other firms and do not assume responsibility for activity you conduct at other financial institutions.

UBS's SIPC coverage applies to assets held at UBS. If you maintain assets at other firms that may be SIPC members, you should contact their financial representative or the other entity or refer to the other entitys statement regarding SIPC membership. Your UBS Financial Services Inc. account statements are the only official

Disclosures Applicable to Accounts at UBS Financial Services Inc. *(continued)*

record of your UBS holdings and account and are not replaced, amended or superseded by any of the information presented in this report.

Assets that you hold at other financial institutions are priced using the closing price reported on the last business day preceding the date of this report. Every reasonable attempt has been made to accurately price securities; however, we make no warranty with respect to any security's price. To determine the value of securities in your account, we generally rely on third party quotation services. If a price is unavailable or believed to be unreliable, we may determine the price in good faith and may use other sources such as the last recorded transaction. When securities are held at another custodian or if you hold illiquid or restricted securities for which there is no published price, we will generally rely on the value provided by the custodian or issuer of that security.

The value of assets held at other financial institutions is based on the "Last Refresh Date" displayed. Up to date valuation and information can be obtained directly from the custodian of your assets. The account statements you receive from your third party custodian regarding the assets you hold with them are the official record of your holdings and accounts and are not impacted or superseded by the information in this report.

Account balances and security pricing will always display in U.S. Dollars even if assets in your Outside Accounts are denominated in other currencies. UBS will convert any values received in the Outside Account Information to U.S. Dollars using foreign exchange rates from UBS as of the previous business.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Police Department**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Accept the Office of Traffic Safety (OTS) Selective Traffic Enforcement Program (STEP) Grant PT26120 award and authorize an increase in estimated revenues in the amount of $120,000 and appropriate expenditures in the same amount to the OTS Account #28250940**

RECOMMENDATION

That the City Council:

1. Accept the Office of Traffic Safety STEP Grant PT26120 award; and
2. Authorize an increase in estimated revenues and a supplemental appropriation in the amount of $120,000 in the OTS STEP Grant Fund 282.

STRATEGIC FOCUS AREAS

Goal 4 Sustainable Infrastructure

EXECUTIVE SUMMARY

The Glendora Police Department applied for a STEP reimbursement grant through the State of California OTS to cover costs associated with driving under the influence (DUI) enforcement and other traffic safety related operations. The department also requested funds to replace outdated electronic citation (e-cite) devices and the associated printers. The Department was awarded $120,000 in grant funds for these purposes. A budget adjustment needs to be authorized to appropriate funds according to the grant requirements.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

The OTS's mission is to administer traffic safety grant funds provided by the National Highway Traffic Safety Administration (NHTSA). The grant funds are intended to create and maintain programs to address current and future traffic safety needs. OTS also conducts public awareness campaigns and acts as a primary traffic safety resource to enlist the help of the general public and the media to reinforce the ongoing education and enforcement efforts of local agencies. The Glendora Police Department has historically received grants from OTS to support our Department's traffic enforcement and training efforts, with the most recent grant award in FY25 for $125,000.

The purpose of the STEP grant is to utilize best practice strategies to reduce the number of individuals seriously injured or killed in collisions involving alcohol and other unsafe driving behaviors. The strategies include special enforcement operations and public awareness campaigns. The program's strategies are also designed to attract media attention to enhance the overall deterrent effect. In addition to the staffing resources covered by the grant, the grant also funds training, DUI check point supplies, and other related equipment.

On January 23, 2025, the Glendora Police Department applied for the OTS STEP grant to seek reimbursement for staffing costs associated with extra traffic enforcement operations and funds to update the department's outdated e-cite system.

DISCUSSION

The OTS awarded the Glendora Police Department a $120,000 STEP grant, effective October 1, 2025, through September 30, 2026.

Amount	Description/Use
$92,317	For overtime costs associated with conducting DUI checkpoints, warrant service operations, collaborative DUI enforcement operations, Know Your Limit campaigns, traffic enforcement, pedestrian and bicycle enforcement, traffic safety educational presentations, and distracted driving enforcement.
$1,982	For travel expenses to attend grant related conferences and training events that support the traffic safety grant goals and objectives.
$2,701	For purchase of DUI checkpoint supplies.
$3,000	For purchase of Preliminary Alcohol Screening (PAS) devices and/or associated supplies.
$2,000	For purchase of IOS e-cite software which will be downloaded to the police unit cell phones, eliminating the need for the outdated e-cite devices.
$18,000	For purchase of new electronic citation printers, compatible with the new IOS e-cite software.
$120,000	**Total Grant Award**

FISCAL IMPACT

The budgeted revenues and expenses in the Office of Traffic Safety Fund 282 will be adjusted by $120,000 in the manner listed above.

ENVIRONMENTAL DETERMINATION

There are no CEQA impacts associated with the recommendations in this report.

Prepared By:	Julie Linger, Business Services Manager
Concurs With:	Not Applicable
Reviewed By:	Mike Randazzo, Police Chief
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A_Grant_Agreement_-_PT26120.pdf

B_Power_point_presentation.pdf

1. GRANT TITLE
Selective Traffic Enforcement Program (STEP)

2. NAME OF AGENCY
Glendora

3. Grant Period
From: 10/01/2025
To: 09/30/2026

4. AGENCY UNIT TO ADMINISTER GRANT
Glendora Police Department

5. GRANT DESCRIPTION
Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian crashes, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.

6. Federal Funds Allocated Under This Agreement Shall Not Exceed: $120,000.00
Allocation is contingent upon availability of federal funds.

7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement:

- Schedule A – Problem Statement, Goals and Objectives and Method of Procedure
- Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable)
- Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable)
- Exhibit A – Certifications and Assurances
- Exhibit B* – OTS Grant Program Manual
- Exhibit C – Grant Electronic Management System (GEMS) Access

*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto. These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.

We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.
IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

8. Approval Signatures

A. GRANT DIRECTOR

NAME: Julie Linger
TITLE: Public Safety Management Analyst
EMAIL: jlinger@glendorapd.org
PHONE: (626) 852-4880
ADDRESS: 150 S. Glendora Avenue
Glendora, CA 91741-3380

(Signature) *(Date)*

B. AUTHORIZING OFFICIAL

ADDRESS: Chris Stabio
Captain
cstabio@cityofglendora.gov
(626) 914-8274
150 S. Glendora Avenue
Glendora, CA 91741-3380

(Signature) *(Date)*

C. FISCAL OFFICIAL

ADDRESS: Natasha Woolford
Assistant Finance Director
nwoolford@cityofglendora.org
(626) 852-5256
116 E Foothill Blvd.
Glendora, CA 91741

(Signature) *(Date)*

D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY

ADDRESS: Stephanie Dougherty
Director
stephanie.dougherty@ots.ca.gov
(916) 509-3030
2208 Kausen Drive, Suite 300
Elk Grove, CA 95758

(Signature) *(Date)*

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY	9. SAM INFORMATION
NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	SAM #: K3F1VJ28JHF5 REGISTERED ADDRESS: 150 S Glendora Ave CITY: Glendora ZIP+4: 91741-3416

10. PROJECTED EXPENDITURES

FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
405e DDL-26	20.616	0521-0890-101	2025	04/25	BA/25	$4,100.00
405c TR-26	20.616	0521-0890-101	2025	04/25	BA/25	$20,000.00
164AL-26	20.608	0521-0890-101	2025	04/25	BA/25	$75,000.00
402PT-26	20.600	0521-0890-101	2025	04/25	BA/25	$20,900.00
				AGREEMENT TOTAL		**$120,000.00**

	AMOUNT ENCUMBERED BY THIS DOCUMENT **$120,000.00**
I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.	PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT **$ 0.00**
OTS ACCOUNTING OFFICER'S SIGNATURE / DATE SIGNED	TOTAL AMOUNT ENCUMBERED TO DATE **$120,000.00**

1. PROBLEM STATEMENT

Describe the city, county, or jurisdiction this grant will impact.

The City of Glendora was founded in 1887 and was incorporated as a general law city, county of Los Angeles in 1911. It encompasses approximately 19.5 square miles at the base of the San Gabriel Mountains and has a population of approximately 52,500. Glendora is primarily a residential community with a community college, and several business districts, including retail, restaurants, car dealerships and light industry.

Nearly 500 new homes, condominiums, and townhomes have been proposed, approved, are under construction, or have recently been completed. Over 100,000 additional square feet of retail or commercial space has been proposed, approved to be added, or completed in the last year. Based on the Southern California Association of Governments (SCAG) projection, our traffic flows will potentially have an on-going 2% ambient growth per year.

Describe the problem(s) to be addressed, supported by current and relevant crash data. (most recent calendar year data/stats).

The City of Glendora had a total of182 injury traffic crashes in 2024. This is a slight increase (.03%) from our total injury crashes in 2023. This slight increase is still a drastic decrease from the previous year's increase which was 33%. We believe the maintenance of this number is due to our continued extra enforcement conducted throughout the year. The top three primary crashfactors in the injury traffic crash this year were unsafe speed (28 crashes with 33 injured), failure to stop for red traffic signals (20 crash with 31 injured), and failure to yield when making a left or U-turn (17 crashes with 33 injured). These three primary crash factors accounted for nearly 55% of the total injury traffic crashes.

The city had a 12% increase in alcohol involved injury crashes, from 8 crashes in 2023 to 9 crashes 2024. There were 10 injuries and one death involved in these nine crashes. We had a total of 97 DUI arrests in 2024, an almost 13% increase from the 86 arrests we had in 2023. Though our alcohol involved crashes have increased, our DUI arrests have also increased proportionally. We believe the continued enforcement is leading to the increase in arrests and hope the continued education and press releases regarding our continuing enforcement actions will help decrease these numbers in the future. With the completion of the Gold Line station and the potential of more commuters visiting our downtown area, and other areas of the city, we believe there will be a continued need for extra traffic enforcement to continue to curb an increase in these categories. The addition of DRE and SFST trained officers will assist in identifying DUI drivers and will better equip our officers in identifying drivers under the influence of drugs, alcohol, or any combination of the two.

DUI incidents are typically at their highest during the winter holiday period (Christmas and New Year's), Memorial Day, Independence Day, and the end of summer vacation/Labor Day period. Other times of high incident DUI crimes and crashes continue to include Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, and local festivals/events with identified DUI problems. Significant progress has been made in reducing the frequency of fatal DUI crashes when law enforcement agencies coordinate awareness campaigns and enforcement efforts with local, regional, and national efforts. Nationwide, traffic deaths have declined dramatically; however, DUI deaths have not dropped at the same rate which indicates the need to continue to coordinate efforts between law enforcement, community-based-organizations, and media outreach. In the past, the Glendora Police Department had coordinated efforts for all of Los Angeles County. The Glendora Police Department continues to be committed to coordinate training, public awareness, education, media efforts as well as disseminating traffic safety information. The Glendora Police Department is eager to work within the Collaborative DUI Enforcement and Collaborative Traffic Enforcement as outlined in this STEP grant application for the upcoming year.

Pedestrians injured in traffic crashes increased 50% from a total of 10 in 2023, to 15 in 2024, while bicyclists injured during the same period decreased from 8 to 6 (with an increase in e-bikes involved). With the completion of the train station in this grant period, we believe there will be an increase in bicycle and pedestrian traffic near the station and the potential for these numbers to continue increasing. We believe it

will be even more important to have extra targeted traffic enforcement to help curb the potential for an even greater increase in crashes involving pedestrians and bicyclists.

Our injury hit and run crashes stayed the same for 2024 with a total of seven crashes, while our nighttime injury crashes saw a slight increase from 11 in 2023 to 13 in 2024. We believe extra nighttime traffic enforcement can help reduce this increase.

Define the target population the grant intends to serve and how they are affected by the problem(s).
Because of our college population, the increase in condominiums and townhomes, and the soon to be completed train station, our target population will be young adults, teen drivers, and train station commuters (pedestrians and bicyclists) requiring education and enforcement in many areas. We would like to particularly focus our education efforts on e-bike and pedestrian safety since we have seen an increase in both being involved in crashes.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.
3. Reduce the number of pedestrians killed in traffic crashes.
4. Reduce the number of pedestrians injured in traffic crashes.
5. Reduce the number of bicyclists killed in traffic crashes.
6. Reduce the number of bicyclists injured in traffic crashes.
7. Reduce the number of persons killed in alcohol-involved crashes.
8. Reduce the number of persons injured in alcohol-involved crashes.
9. Reduce the number of persons killed in drug-involved crashes.
10. Reduce the number of persons injured in drug-involved crashes.
11. Reduce the number of persons killed in alcohol/drug combo-involved crashes.
12. Reduce the number of persons injured in alcohol/drug combo-involved crashes.
13. Reduce the number of motorcyclists killed in traffic crashes.
14. Reduce the number of motorcyclists injured in traffic crashes.
15. Reduce hit & run fatal crashes.
16. Reduce hit & run injury crashes.
17. Reduce nighttime (2100 - 0259 hours) fatal crashes.
18. Reduce nighttime (2100 - 0259 hours) injury crashes.

B. Objectives:	Target Number
1. Issue a news release announcing the kick-off of the grant by December 31st. The kick-off news releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 7 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns; Quarter 1: National Pedestrian Safety Month, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization; Quarter 3: National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization; Quarter 4: National Speed Prevention Campaigns, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	12
3. Develop (by December 31) and/or maintain a “DUI BOLO” program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated DUI BOLOs should be distributed to patrol and traffic officers monthly.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	3
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	1

6. Send law enforcement personnel to the Drug Recognition Expert (DRE) training (classroom and field training must be completed).	1
7. Send law enforcement personnel to the DRE Recertification training.	1
8. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	2
9. Conduct DUI Saturation Patrol operation(s).	14
10. Conduct Warrant Service operation(s) targeting multiple DUI offenders who fail to appear in court.	2
11. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	15
12. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	3
13. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes resulting from violations made by pedestrians, bicyclists, and drivers.	1
14. Conduct Traffic Safety educational presentation(s) with an effort to reach community members. Note: Presentation(s) may include topics such as distracted driving, DUI, speed, bicycle and pedestrian safety, seat belts and child passenger safety.	2
15. Conduct Know Your Limit campaigns with an effort to reach members of the community.	4
16. Participate in highly visible collaborative DUI Enforcement operations.	2
17. Participate in highly visible collaborative Traffic Enforcement operations.	1
18. Send law enforcement personnel to DUI Checkpoint Planning and Management training.	2

3. METHOD OF PROCEDURE

A. <u>Phase 1 – Program Preparation</u> (1st Quarter of Grant Year)

- The department will develop operational plans to implement the “best practice” strategies outlined in the objectives section.
- Conduct all training needed to implement the program, in the first quarter.
- Purchase all grant related supplies and materials to implement the program, in the first quarter.
- Items with a unit cost of $5,000 more (including tax and shipping) must comply with Buy America.
- In order to develop/maintain the “DUI BOLOs,” research will be conducted to identify the “worst of the worst” repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The DUI BOLO may include the driver’s name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. DUI BOLOs should be updated and distributed to traffic and patrol officers at least monthly.
- Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations.

<u>Media Requirements</u>

Issue a news release approved by the OTS PIO announcing the kick-off of the grant by December 31 and after the grant is signed and executed, but no sooner than October 1, the start of the grant year. The kick-off release must be approved by the OTS PIO. If you are unable to meet the December 31 deadline to issue a kick-off press release, communicate reasons to your OTS grant coordinator and OTS PIO.

B. <u>Phase 2 – Program Operations</u> (Throughout Grant Year)

<u>Media Requirements</u>

The following requirements are for all grant-related activities:

- Send all media advisories, alerts, videos, graphics, artwork, posters, radio/PSA/video scripts, storyboards, digital and/or print educational materials for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Optimum lead time would be 7 days before the scheduled release but at least 3 business days prior to the scheduled release date for review and approval is appreciated.
- Send all PowerPoint presentations, online presentations and trainings for grant-related activities to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator. Certified training courses are EXEMPT from the approval process.
- The OTS PIO is responsible for the approval of the design and content of materials. The agency understands OTS PIO approval is not authorizing approval of budget expenditure or cost. Any cost approvals must come from the OTS grant coordinator.
- Pre-approval is not required when using any OTS-supplied template for media advisories, news releases, social media graphics, videos or posts, or any other OTS-supplied educational material. However, copy the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator when any material is distributed to the media and public, such as a news release, educational material, or link to social media post.
- If an OTS-supplied template, educational material, social media graphic, post or video is substantially changed, the changes shall be sent to the OTS PIO at pio@ots.ca.gov for approval and copy your OTS grant coordinator.
- News releases, social media posts and alerts on platforms such as NextDoor and Nixle reporting immediate and time-sensitive grant activities (e.g. enforcement operations, day of event highlights or announcements, event invites) are EXEMPT from the OTS PIO approval process. The OTS PIO and your OTS grant coordinator should still be notified when the grant-related activity is happening (e.g. car seat checks, bicycle rodeos, community presentations, DUI checkpoints, etc.).
- Enforcement activities such as warrant and probation sweeps, court stings, etc. that are embargoed or could impact operations by publicizing in advance are EXEMPT from the PIO approval process. However, announcements and results of activities should still be copied to the OTS PIO at pio@ots.ca.gov and your OTS grant coordinator with the embargoed date and time or with “INTERNAL ONLY: DO NOT RELEASE” message in subject line of email.
- Any earned or paid media campaigns for TV, radio, digital or social media that are part of a specific grant objective, using OTS grant funds, or designed and developed using contractual services by a subgrantee, requires prior approval.
- Social media posts highlighting state or national traffic safety campaigns (Distracted Driving Month, Motorcycle Safety Awareness Month, etc.), enforcement operations (DUI checkpoints, etc.), or any other grant-related activity such as Bicycle rodeos, presentations, or events, are highly encouraged but do not require prior approval.
- Submit a draft or rough-cut of all digital, printed, recorded or video material (brochures, posters, scripts, artwork, trailer graphics, digital graphics, social posts connected to an earned or paid media campaign grant objective) to the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator for approval prior to the production or duplication.
- Use the following standard language in all press, media, and printed materials, space permitting: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Space permitting, include the OTS logo on all grant-funded print materials, graphics and paid or earned social media campaign grant objective; consult the OTS PIO and copy your OTS grant coordinator for specifics, format-appropriate logos, or if space does not permit the use of the OTS logo.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS grant coordinator at least 21 days in advance, or when first confirmed, a short description of any significant grant-related traffic safety event or program, particularly events that are highly publicized beforehand with anticipated media coverage so OTS has sufficient notice to arrange for attendance and/or participation in the event. If unable to attend, email the OTS PIO and coordinator brief highlights and/or results, including any media coverage (broadcast, digital, print) of event within 7 days following significant grant-related event or program. Media and program highlights are to be reflected in QPRs.

- Any news releases, work plans, scripts, storyboards, artwork, graphics, videos or any educational or informational materials that received OTS PIO approval in a prior grant year needs to be resubmitted for approval in the current grant year.
- For additional guidance, refer to the OTS Grants Materials Approval Process Guidelines and OTS Grants Media Approval Process FAQs on the OTS website.
- Contact the OTS PIO or your OTS grant coordinator for consultation when changes from any of the above requirements might be warranted.

C. Phase 3 – Data Collection & Reporting (Throughout Grant Year)

1. Prepare and submit grant claim invoices (due January 30, April 30, July 30, and October 30)
2. Prepare and submit Quarterly Performance Reports (QPR) (due January 30, April 30, July 30, and October 30)

- Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
- Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
- Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
- Collect, analyze and report statistical data relating to the grant goals and objectives.

4. METHOD OF EVALUATION

Using the data compiled during the grant, the Grant Director will complete the "Final Evaluation" section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant's accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

5. ADMINISTRATIVE SUPPORT

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
405e DDL-26	20.616	Distracted Driving Laws	$4,100.00
405c TR-26	20.616	State Traffic Safety Information System Improvements	$20,000.00
402PT-26	20.600	State and Community Highway Safety	$20,900.00
164AL-26	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	$75,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
Straight Time				$0.00
Overtime				
DUI/DL Checkpoints	164AL-26	$12,500.00	2	$25,000.00
DUI Saturation Patrols	164AL-26	$2,075.00	14	$29,050.00
Warrant Service Operations	164AL-26	$1,800.00	2	$3,600.00
Collaborative DUI Enforcement	164AL-26	$1,040.00	2	$2,080.00
Know Your Limit	164AL-26	$1,127.00	4	$4,508.00
Benefits for 164AL OT @ 11.48%	164AL-26	$64,238.00	1	$7,375.00
Traffic Enforcement	402PT-26	$950.00	15	$14,250.00
Pedestrian and Bicycle Enforcement	402PT-26	$910.00	1	$910.00
Collaborative Traffic Enforcement	402PT-26	$910.00	1	$910.00
Traffic Safety Educational Presentations	402PT-26	$450.00	2	$900.00
Benefits for 402PT OT @ 11.48%	402PT-26	$16,970.00	1	$1,948.00
Distracted Driving Enforcement	405e DDL-26	$1,225.93	3	$3,678.00
Benefits for 405e OT @ 11.48%	405e DDL-26	$3,678.00	1	$422.00
Category Sub-Total				$94,631.00
B. TRAVEL EXPENSES				
In State Travel	402PT-26	$1,982.00	1	$1,982.00
				$0.00
Category Sub-Total				$1,982.00
C. CONTRACTUAL SERVICES				
				$0.00
Category Sub-Total				$0.00
D. EQUIPMENT				
				$0.00
Category Sub-Total				$0.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	164AL-26	$3,387.00	1	$3,387.00
Mobile Printer	405c TR-26	$1,000.00	18	$18,000.00
E-Cite Software Update	405c TR-26	$2,000.00	1	$2,000.00

Category Sub-Total				$23,387.00
F. INDIRECT COSTS				
				$0.00
Category Sub-Total				$0.00
GRANT TOTAL				**$120,000.00**

BUDGET NARRATIVE
PERSONNEL COSTS
DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Warrant Service Operations - Overtime for grant funded Warrant Service Operations conducted by appropriate department personnel.
Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel
Know Your Limit - Overtime for grant funded traffic safety presentations or campaigns conducted by appropriate department personnel.
Benefits for 164AL OT @ 11.48% - Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant. Benefit breakdown: Medicare 1.45% Worker's Comp 10.03% Total Benefits 11.48%
Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel
Traffic Safety Educational Presentations - Overtime for grant funded traffic safety educational presentations conducted by appropriate department personnel.
Benefits for 402PT OT @ 11.48% - Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant. Benefit breakdown: Medicare 1.45% Worker's Comp 10.03% Total Benefits 11.48%
Distracted Driving Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.
Benefits for 405e OT @ 11.48% - Claimed amounts must reflect actual benefit costs for overtime hours charged to the grant. Benefit breakdown: Medicare 1.45% Worker's Comp 10.03% Total Benefits 11.48%
TRAVEL EXPENSES
In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Anticipated travel may include the OTS Traffic Safety Law Enforcement Forum. Local mileage for grant activities and meetings is included. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.
CONTRACTUAL SERVICES

-

EQUIPMENT

-

OTHER DIRECT COSTS

DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS Device Supplies, PAS Calibration Supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed.

Mobile Printer - Mobile printers to be used with electronic citation devices for traffic officers to print the citation in the field. Costs include the purchase of the printer, accessories, and associated shipping and taxes.

E-Cite Software Update - A traffic citation database system software update, using a hand-held device, to collect citation data electronically in the field, print a violator copy of the citation, and transfer the information electronically to the agency RMS system and the courts for prosecution. The system is used by traffic officers to improve the efficiency and accuracy of writing traffic citations. Costs include the purchase of electronic citation software update, licenses, accessories, and training.

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

There will be no program income generated from this grant.

Nothing in this “agreement” shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.

Benefits for personnel costs can only be applied to straight time or overtime hours charged to the grant.

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants (23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58)

The officials named on the grant agreement, certify by way of signature on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies, and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972,* as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973,* (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975,* as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the
Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
   “The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT order 1050.2A) [1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the

form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub- grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The Subgrantee will provide a drug-free workplace by:
- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace;
    2. The grantee's policy of maintaining a drug-free workplace;
    3. Any available drug counseling, rehabilitation, and employee assistance programs;
    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
    5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
    1. Abide by the terms of the statement;
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
    1. Taking appropriate personnel action against such an employee, up to and including termination;
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or

rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions;
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31,
   U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.,* “grassroots”) lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website
(*https://www.sam.gov/*).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and

its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website
(*https://www.sam.gov/*).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of

records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

GENERAL REQUIREMENTS
No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
    a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
    b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in
organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at *www.trafficsafety.org*. The NHTSA website (*www.nhtsa.gov*) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director must sign this form and return it with the Grant Agreement.

GRANT DETAILS	
Grant Number:	PT26120
Agency Name:	Glendora Police Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	$120,000.00
Authorizing Official:	Chris Stabio
Fiscal Official:	Natasha Woolford
Grant Director:	Julie Linger

CURRENT GEMS USER(S)

1. Shirley Feng
Title: Senior Accountant - Finance
Phone: (626) 852-5223
Email: sfeng@cityofglendora.org
Media Contact: No

2. Kyle Johnson
Title: Finance Director
Phone: (626) 852-4890
Email: kjohnson@cityofglendora.org
Media Contact: No

3. Julie Linger
Title: Public Safety Management Analyst
Phone: (626) 852-4880
Email: jlinger@glendorapd.org
Media Contact: Yes

4. Natasha Woolford
Title: Assistant Finance Director
Phone: (626) 852-5256
Email: nwoolford@cityofglendora.org
Media Contact: No

Complete the below information if adding, removing or editing a GEMS user(s)

GEMS User 1 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
GEMS User 2 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
GEMS User 3 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
GEMS User 4 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
GEMS User 5 Add/Change ☐ Remove Access ☐	Add as a media contact? Yes ☐ No ☐
Name	Job Title
Email address	Phone number
Form completed by: Julie Linger Julie Linger (Sep 30, 2025 08:39:13 PDT)	Date: Sep 30, 2025
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.	
Signature	Name Grant Director
Date	Title

OFFICE OF TRAFFIC SAFETY STEP GRANT AWARD

POLICE

CITY COUNCIL

OCTOBER 28, 2025

JULIE LINGER, BUSINESS SERVICES MANAGER

BACKGROUND

The State of California's Office of Traffic Safety administers funds provided by the National Highway Traffic Safety Administration.

The objective of the Selective Traffic Safety Program (STEP) funds are to reduce the number of individuals seriously injured or killed in traffic collisions involving alcohol or other unsafe driving behaviors.

Strategies include special enforcement operations, public awareness campaigns, and providing specialized training for officers.

In January 2025, the Police Department applied for the STEP grant, requesting funds for traffic enforcement operations, training, checkpoint supplies, and an update to our outdated electronic cite (e-cite) system.

BACKGROUND

On September 30th, the Department was awarded $120,000 in grant funds to cover the requested items.

Amount	Description/Use
$92,317	Overtime costs associated with conducting DUI checkpoints, warrant service operations, collaborative DUI enforcement operations, Know Your Limit campaigns, traffic enforcement, pedestrian and bicycle enforcement, traffic safety educational presentations, and distracted driving enforcement.
$1,982	Travel expenses for training
$2,701	DUI Check point supplies
$3,000	Preliminary Alcohol Screening (PAS) devices and associated supplies
$2,000	IOS e-cite software
$18,000	E-cite printers
$120,000	**Total Grant Award**

FISCAL IMPACT

The budgeted revenues and expenses in the Office of Traffic Safety account will be adjusted by $120,000 in the manner stated in the grant award.

RECOMMENDATION

THAT THE CITY COUNCIL:

1. Accept the OTS STEP Grant PT26120 award; and
2. Authorize an increase in estimated revenues and a supplemental appropriation in the amount of $120,000 in the OTS STEP Grant Fund 282.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Recreation and Human Services**	**DISTRICT(S):**	**Citywide**

SUBJECT: Approve the Agreement with Miracle Playground Sales for Shade Structure for Gladstone Park in an amount not to exceed $186,141

RECOMMENDATION

That the City Council:

1. Adopt a CEQA Notice of Exemption for Capital Improvement Project Gladstone Park Shade Structure and Picnic Site Installation;
2. Approve an Agreement with Miracle Playground Sales for Gladstone Park Shade Structure and Picnic Site Installation in the amount of $186,141; and
3. Authorize the City Manager or his designee to execute the agreement with Miracle Playground Sales including minimal and/or non-substantive changes.

STRATEGIC FOCUS AREAS

Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY

Gladstone Park is located at 600 E. Gladstone Street and is one of the more utilized parks within the City. The park has several amenities, including two separate playground areas, a handball court, several picnic site areas and a restroom building. The future addition to the Glendora Urban Trail will also go through Gladstone Park.

One thing that Gladstone Park is lacking, is a picnic site - similar to what is located at Finkbiner Park. The proposed picnic site would provide a space with ten tables for seating, one prep table, one barbeque, and four trashcans. This will be a space that is available to rent.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Per GMC Section 2.40.110(c)(7), competitive procurement through the informal procurement and formal procurement process shall not be required when cooperative purchasing is available and undertaken or when services can be obtained through federal, state and/or other public entity pricing contracts or price agreements.

1GPA is a national non-profit governmental purchasing cooperative which allows public entities to take advantage of existing contracts to purchase the goods and services they need from local and national vendors. 1GPA contracts are approved and awarded by 1GPA's lead governmental entities and are available for use and benefit of all entities complying with their own state procurement laws and regulations. As a participating agency of 1GPA, Glendora can legally utilize 1GPA cooperative purchasing agreements. Miracle Playground Sales 1GPA contract number 23-07P-07 is through November 16, 2025.

For over 25 years, Miracle Playground Sales has been a leader in park and recreation equipment solutions known for their expertise, creativity, and unparalleled customer service. Their goal is to provide safe, durable, challenging, and innovative park, playground, and splash pad designs customized to meet community needs.

DISCUSSION

Gladstone Park, located at 600 E. Gladstone Street, serves as one of the most active and well-frequented community parks in Glendora. With diverse set of amenities, including two playground areas, a handball court, multiple picnic areas, and a public restroom facility- the park remains a central gathering place, offering recreational value to individuals and families throughout the community.

The park is expected to gain even more visibility and foot traffic in the near future, as it will serve as a key point along the next expansion of the Glendora Urban Trail. This planned trail connection will further integrate the park into the City's broader active transportation and recreation network.

Despite its popularity and diverse offerings, one amenity currently missing from Gladstone Park is a shade structure picnic site. A similar area has proven successful and well-utilized at Finkbiner Park. To address this gap, staff is proposing the development of a new picnic site at Gladstone Park, located just south of the wash and northeast of the restroom building (Attachment D). The proposed site will include:

- Ten (10) concrete picnic tables,
- One (1) prep table
- One (1) barbeque
- Four (4) trash receptacles

The new amenity will reflect the design and functionality of the group picnic area at Finkbiner Park, which has been well-received by park patrons and serves as a valuable community resource. By establishing a similar facility at Gladstone Park, the City aims to expand access to group gathering spaces in the southern area of Glendora, promoting a more equitable distribution of park resources citywide. This project will not involve the removal or relocation of any existing tables or benches currently in the park.

In addition to enhancing user experience, the installation of another group picnic area that can be reserved offers potential revenue-generating opportunities. Rentals will be available at City Council approved rates, which will follow the established fee structure used at other City parks.

Staff will coordinate with relevant departments to ensure the new picnic site is designed and build to meet city standards and community needs.

FISCAL IMPACT

There are sufficient funds available in Amended FY2025-27 Two-Year Budget in the Capital Projects Fund (301) Capital Improvement Fund.

DESCRIPTION	AMOUNT
Project Budget	$274,250
Miracle Playground Sales-Construction	$186,141
Remaining Budget	$88,109

ENVIRONMENTAL DETERMINATION

The City of Glendora, as lead agency, is responsible for preparing environmental documentation in accordance with CEQA. A Draft Notice of Exemption (NOE) has been prepared (Attachment A) for the project pursuant to the State CEQA Guidelines (i.e., Class 3 small structures / Class 4 minor alterations to land).

Prepared By:	Megan Stone, Administrative Assistant
Concurs With:	Not Applicable
Reviewed By:	John Aguirre, Recreation and Human Services Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Jeff Kugel, Community Development Director

Attachments

A_Draft_Notice_Of_Exemption_-_Gladstone_Shade_Structure.pdf

B_Agreement.pdf

C_1GPA_Contract_23-07P-07.pdf

D_Gladstone_Park_Shade_Structure_Site_Map.pdf

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

California Environmental Quality Act
NOTICE OF EXEMPTION

Project Title: Gladstone Park Shade Structure and Picnic Installation

Project Location: Gladstone Park: 600 E. Gladstone Street, Glendora CA.

Project Sponsor: City of Glendora

Mailing Address: 116 E. Foothill Blvd., Glendora CA 91741

General Plan Land Use Designation: *Open Space*

Zoning Designation: *E-7 (Single Family Estate)*

Project Description: The proposed project includes minor improvements to an existing city park. The scope includes the excavation and removal of approximately 2,000 square feet of existing turf and soil, the pouring of a concrete pad (approximately 2,000 square feet), and installation of a fabric shade structure and several fixed concrete picnic tables. The project is designed to enhance public usability of the park and provide shaded seating for visitors. No trees will be removed and all work will be conducted within previously disturbed, developed park land.

Surrounding Land Uses and Setting: Gladstone Park is a public park Gladstone Park is a public city park located in a developed urban neighborhood in Glendora, California. Surrounding land uses include various residential zones consisting primarily of single-family homes and an adjacent fire department station to the east.

The Community Development Director recommends the following exempt status / findings:

- ☐ Ministerial (Sec. 15073)
- ☐ Declared Emergency (Sec. 15071(a))
- ☐ Emergency Project (Sec. 15071(b) and (c))
- ☒ Categorical Exemption
  Type: New Construction or Conversion of Small Structures §15303 –Class 3 (New Construction or Conversion of Small Structures) and §15304 –Class 4 (Minor Alterations to Land)
- ☐ Statutory Exemption. Code Number: _____

Reasons why project is exempt: The project involves minor improvements to an existing public park facility. The work consists of installing small new structures such as a shade canopy and concrete tables (Class 3), and minor grading and land alteration involving less than 2,500 square feet of surface area (Class 4). The project will not impact sensitive resources, will not result in cumulative environmental effects, and is not located on a hazardous waste site, historic resource, or scenic highway. Therefore, the project does not trigger any exceptions listed under CEQA Guidelines §15300.2.

_____ Date: _____
Jeff Kugel, Director, Community Development Department

The above recommended exempt status and findings were adopted by the following body:
Glendora City Council on October 28, 2025

_____ Date: _____
John Aguirre, Director, Recreation & Human Services Department (626) 914-8236

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AGREEMENT FOR PUBLIC WORKS SERVICES

By and Between

CITY OF GLENDORA

and

MIRACLE PLAYGROUND SALES, INC.

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AGREEMENT FOR PUBLIC WORKS SERVICES BETWEEN THE CITY OF GLENDORA AND MIRACLE PLAYGROUND SALES, INC

THIS AGREEMENT FOR PUBLIC WORKS SERVICES (herein "Agreement") is made and entered into this _____ day of _____, 2025 by and between the City of Glendora, a California municipal corporation ("City") and Miracle Playground Sales, Inc., a Nevada corporation ("Contractor"). City and Contractor may sometimes be referred to herein, individually as a "Party" or collectively, as the "Parties."

RECITALS

A. This Agreement is entered into in accordance with Glendora Municipal Code ("GMC") Section 2.40.110(c)(7) with respect to the performance of the services defined and described particularly in Article 1 of this Agreement.

B. Contractor, following submission of a proposal for the performance of the services defined and described particularly in Article 1 of this Agreement, was selected by the City to perform those services.

C. Pursuant to the City of Glendora Municipal Code and California state law, City has authority to enter into and execute this Agreement.

D. The Parties desire to formalize the selection of Contractor for performance of those services described herein and desire that the terms of that performance be as particularly defined and described herein.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the mutual promises and covenants made by the Parties and contained herein and other consideration, the value and adequacy of which are hereby acknowledged, the Parties agree as follows:

ARTICLE 1. WORK OF CONTRACTOR

1.1 Scope of Work.

Contractor shall perform all of the work, furnish all labor, materials, equipment, tools, utility services, and transportation, and comply with all of the specification and requirements of the City, including the terms and conditions set forth in Exhibit "A" and Exhibit "B" for the Project (as defined below) (the "Project Documentation"). In compliance with all terms and conditions of this Agreement, and as described in the "Scope of Work" attached hereto as Exhibit "A" and incorporated herein by this reference, which may be referred to herein as the "services" or "work" hereunder. As a material inducement to the City entering into this Agreement, Contractor represents and warrants that it has the qualifications, experience, and facilities necessary to properly perform the work required under this Agreement in a thorough, competent, and professional manner, and is experienced in performing the work and services contemplated herein. Contractor shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all services described herein. Contractor covenants that it shall follow the highest professional standards in performing the work and services required hereunder and that all

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materials will be both of good quality as well as fit for the purpose intended. For purposes of this Agreement, the phrase "highest professional standards" shall mean those standards of practice recognized by one or more first-class firms performing similar work under similar circumstances.

1.2 Bid Documents.

The Scope of Work shall include the terms set forth in Contractor's proposal (the "Proposal") for the project entitled Gladstone Park Shade Structure and Picnic Installation (the "Project"), along with the Project Documentation, all of which are incorporated herein by this reference. In the event of any inconsistency between the terms of the Proposal or the Project Documentation and this Agreement, the terms of this Agreement shall govern.

1.3 Compliance with Law.

Contractor shall keep itself informed concerning, and shall render all services hereunder in accordance with, all ordinances, resolutions, statutes, rules, and regulations of the City and any Federal, State or local governmental entity having jurisdiction in effect at the time service is rendered.

1.4 Compliance with California Labor Law.

(a) Public Work. The Parties acknowledge that the work to be performed under this Agreement is a "public work" as defined in Labor Code Section 1720 and that this Agreement is therefore subject to the requirements of Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code relating to public works contracts and the rules and regulations established by the Department of Industrial Relations ("DIR") implementing such statutes. The work performed under this Agreement is subject to compliance monitoring and enforcement by the DIR. Contractor shall post job site notices, as prescribed by state law and DIR regulations. Pursuant to Labor Code Section 1771.1, Contractor and all subcontractors must be registered with, and pay an annual fee to, the DIR prior to and during the performance of any work under this Agreement. Contractor shall notify the City in writing immediately, and in no case more than twenty-four (24) hours, after receiving any information that Contractor's or any of its subcontractors' DIR registration status has been suspended, revoked, expired, or otherwise changed.

(b) Prevailing Wages. Contractor shall pay prevailing wages to the extent required by Labor Code Section 1771. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages are on file at City Hall and will be made available to any interested party on request. By initiating any work under this Agreement, Contractor acknowledges receipt of a copy of the DIR determination of the prevailing rate of per diem wages, and Contractor shall post a copy of the same at each job site where work is performed under this Agreement.

(c) Penalty for Failure to Pay Prevailing Wages. Contractor shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Contractor shall, as a penalty to the City, forfeit two hundred dollars ($200) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to this Agreement by Contractor or by any subcontractor.

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(d) Payroll Records. Contractor shall comply with and be bound by the provisions of Labor Code Section 1776, which requires Contractor and each subcontractor to: keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776; certify and make such payroll records available for inspection as provided by Section 1776; and inform the City of the location of the records.

(e) Apprentices. Contractor shall comply with and be bound by the provisions of Labor Code Sections 1777.5, 1777.6, and 1777.7 and California Code of Regulations Title 8, Section 200 *et seq.* concerning the employment of apprentices on public works projects. Contractor shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, Contractor shall provide City with a copy of the information submitted to any applicable apprenticeship program. Within sixty (60) days after concluding work pursuant to this Agreement, Contractor and each of its subcontractors shall submit to the City a verified statement of the journeyman and apprentice hours performed under this Agreement.

(f) Eight-Hour Work Day. Contractor acknowledges that eight (8) hours labor constitutes a legal day's work. Contractor shall comply with and be bound by Labor Code Sections 1810 and 1811. As required under Labor Code Section 1812, Contractor and each of its subcontractors shall keep an accurate record showing the name of and actual hours worked each calendar day and each calendar week by each worker employed by them in connection with the work performed under the terms of this Agreement.

(g) Penalties for Excess Hours. Contractor shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Contractor shall, as a penalty to the City, forfeit twenty-five dollars ($25) for each worker employed in the performance of this Agreement by the Contractor or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code section 1815, work performed by employees of Contractor in excess of eight (8) hours per day, and forty (40) hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight (8) hours per day at not less than one and one-half (1½) times the basic rate of pay.

(h) Workers' Compensation. California Labor Code Sections 1860 and 3700 provide that every employer will be required to secure the payment of compensation to its employees if it has employees. In accordance with the provisions of California Labor Code Section 1861, Contractor certifies as follows:

> "I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

Contractor's Authorized Initials Initial RF

Rob Fryhoff
Partner

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(i) Contractor's Responsibility for Subcontractors. For every subcontractor who will perform work under this Agreement, Contractor shall be responsible for such subcontractor's compliance with Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code, and shall make such compliance a requirement in any contract with any subcontractor for work under this Agreement. Contractor shall be required to take all actions necessary to enforce such contractual provisions and ensure subcontractor's compliance, including without limitation, conducting a review of the certified payroll records of the subcontractor on a periodic basis or upon becoming aware of the failure of the subcontractor to pay his or her workers the specified prevailing rate of wages. Contractor shall diligently take corrective action to halt or rectify any such failure by any subcontractor.

1.5 Licenses, Permits, Fees and Assessments.

Contractor shall obtain at its sole cost and expense such licenses, permits, registrations, and approvals as may be required by law for the performance of the services required by this Agreement. Contractor shall have the sole obligation to pay for any fees, assessments and taxes, plus applicable penalties and interest, which may be imposed by law and arise from or are necessary for the Contractor's performance of the services required by this Agreement, and shall indemnify, defend and hold harmless City, its officers, employees or agents of City, against any such fees, assessments, taxes, penalties or interest levied, assessed or imposed against City hereunder.

1.6 Familiarity with Work.

(a) By executing this Agreement, Contractor warrants that Contractor (i) has thoroughly investigated and considered the scope of work to be performed, (ii) has carefully considered how the services should be performed, and (iii) fully understands the facilities, difficulties and restrictions attending performance of the services under this Agreement. If the services involve work upon any site, Contractor warrants that Contractor has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of services hereunder.

(b) Pursuant to Public Contract Code Section 7104, Contractor shall promptly, and before the following conditions are disturbed, notify the City, in writing, of any: (i) material Contractor believes may be hazardous waste as defined in Section 25117 of the Health & Safety Code required to be removed to a Class I, II, or III disposal site in accordance with existing law; (ii) subsurface, unknown or latent conditions at the Project site, materially different from those indicated by information about the Project site made available to bidders prior to the deadline for submitting bids on the Project; or (iii) unknown physical conditions at the Project site of any unusual nature, different from those ordinarily encountered and generally recognized as inherent in work of the character provided for in this Agreement, and will materially affect the performance of the services hereunder.

(c) City shall promptly investigate the conditions, and if it finds that the conditions do materially differ, or do involve hazardous waste, and cause a decrease or increase in Contractor's cost of, or the time required for, the performance of any part of the work, the City shall issue a Change Order per Section 1.10 of this Agreement.

(d) In the event that a dispute arises between City and Contractor whether the conditions materially differ, or involve hazardous waste, or cause a decrease or

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increase in Contractor's cost of, or time required for, performance of any part of the work, Contractor shall not be excused from any scheduled completion date set, but shall proceed with all work to be performed under this Agreement. Contractor shall retain any and all rights provided either by contract or by law, which pertain to the resolution of disputes and protests between the Parties.

(e) City will compensate Contractor to the extent required by Government Code Section 4215 by issuing a Change Order per Section 1.10 of this Agreement.

1.7 Protection and Care of Work and Materials.

The Contractor shall adopt reasonable methods, including providing and maintaining storage facilities, during the life of this Agreement to furnish continuous protection to the work, and the equipment, materials, papers, documents, plans, studies and/or other components thereof to prevent losses or damages, and shall be responsible for all such damages, to persons or property, until acceptance of the work by City, except such losses or damages as caused by City's own negligence. Stored materials shall be reasonably accessible for inspection. Contractor shall not, without City's consent, assign, sell, mortgage, hypothecate, or remove equipment or materials which have been installed or delivered and which may be necessary for the completion of the work.

1.8 Warranty.

Contractor warrants all work under this Agreement (which for purposes of this Section shall be deemed to include unauthorized work which has not been removed or corrected and any non-conforming construction or materials incorporated into the work) to be of good quality and free from any defective or faulty material and workmanship. Contractor agrees that for a period of one year (or the period of time specified elsewhere in this Agreement, or in any guarantee or warranty provided by any manufacturer or supplier of equipment or materials incorporated into the work, whichever is later) after the date of final acceptance by the City for the Project, Contractor shall within ten (10) days after being notified in writing by the City of any defect in the work or non-conformance of the work to the requirements under this Agreement, commence and prosecute with due diligence all work necessary to fulfill the terms of the warranty at its sole cost and expense. Contractor shall act as soon as requested by the City in response to any emergency condition or situation. In addition, Contractor shall, at its sole cost and expense, repair, remove and replace any portions of the work (or work of other subcontractors) damaged by its defective work or which becomes damaged in the course of repairing or replacing defective work. For any work so corrected, Contractor's obligation hereunder to correct defective work shall be reinstated for an additional one year period, commencing with the date of acceptance of such corrected work. Contractor shall perform such tests as the City may require to verify that any corrective actions, including, without limitation, redesign, repairs, and replacements comply with the requirements of this Agreement. All costs associated with such corrective actions and testing, including the removal, replacement, and reinstitution of equipment and materials necessary to gain access, shall be the sole responsibility of the Contractor. All warranties and guarantees of subcontractors, suppliers and manufacturers with respect to any portion of the work, whether express or implied, are deemed to be obtained by Contractor for the benefit of the City, regardless of whether or not such warranties and guarantees have been transferred or assigned to the City by separate agreement and Contractor agrees to enforce such warranties and guarantees, if necessary, on behalf of the City. In the event that Contractor fails to perform its obligations under this Section, or under any other warranty or guaranty under this Agreement, to the reasonable satisfaction of the City, the City shall have the right to correct and replace any defective or non-conforming work

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and any work damaged by such work or the replacement or correction thereof at Contractor's sole expense. Contractor shall be obligated to fully reimburse the City for any expenses incurred hereunder upon demand.

1.9 Inspection by City.

In connection with the performance of this Agreement, the City shall have the authority to enter the worksite at any time for the purpose of identifying the existence of conditions, either actual or threatened, that may present a danger or hazard to any and all employees. The Contractor agrees that the City, in its sole authority and discretion, may order the immediate abatement of any and all conditions that may present an actual or threatened danger or hazard to any and all employees at the worksite Contractor acknowledges the provisions of Section 6400 of the Labor Code, which requires that employers shall furnish employment and a place of employment that is safe and healthful for all employees working therein. In the event the City identifies the existence of any condition that presents an actual or threatened danger or hazard to any or all employees at the worksite, the City is hereby authorized to order the immediate abatement of that actual or threatened condition pursuant to this Section.

The City may also, at its sole authority and discretion, issue an immediate stop work order to the Contractor to ensure that no employee working at the worksite is exposed to a dangerous or hazardous condition. Any stop work order issued by the City to the Contractor in accordance with the provisions of this section shall not give rise to any claim or cause of action for delay damages by the Contractor or the Contractor's agents or subcontractors against the City.

1.10 Additional Work and Change Orders.

(a) City shall have the right at any time during the performance of the services, without invalidating this Agreement, to order extra work beyond that specified in the Scope of Work or make changes to the work by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written change order is first given by the Contract Officer to the Contractor, incorporating therein any adjustment in (i) the Contract Sum, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Contractor ("Change Order"). All Change Orders must be signed by the Contractor and Contract Officer prior to commencing the extra work thereunder.

(b) Any increase in compensation of up to ten percent (10%) of the Contract Sum or $25,000, whichever is less; or any increase in the time to perform of up to one hundred eighty (180) days may be approved by the Contract Officer, provided that such increase does not materially affect the work in a manner or materially and detrimentally affect the interest of the City. Any greater increases, taken either separately or cumulatively, must be approved by the City Council.

(c) Any adjustment in the Contract Sum for a Change Order must be in accordance with the rates set forth in the Schedule of Compensation in Exhibit "C". If the rates in the Schedule of Compensation do not cover the type of work in the Change Order, the cost of such work shall not exceed an amount agreed upon in writing and signed by Contractor and Contract Officer. If the cost of the Change Order cannot be agreed upon, the City will pay for actual work of the Change Order that is completed to the satisfaction of the City, as follows:

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(i) Labor: The cost of labor shall be the actual cost for wages of workers and subcontractors performing the work for the Change Order at the time such work is done. The use of labor classifications that would increase the cost of such work shall not be permitted.

(ii) Materials and Equipment: The cost of materials and equipment shall be at cost to Contractor or the lowest current price for which such materials and equipment are reasonably available at the time the work is done, whichever is lower.

(iii) Daily Reporting: If the cost of the extra work cannot be agreed upon, the Contractor must provide a daily report that includes all invoices for labor, materials and equipment costs for the work under the Change Order. The daily report must include: list of names of workers, classifications, and hours worked; description and list of quantities of materials used; type of equipment, size, identification number, and hours of operation, including loading and transportation, if applicable; description of other City authorized services and expenditures in such detail as the City may require. Failure to submit a daily report by the close of the next working day may, at the City's sole and absolute discretion, waive the Contractor's rights to payment for the work performed for that day.

(d) It is expressly understood by Contractor that the provisions of this Section 1.10 shall not apply to services specifically set forth in the Scope of Work. Contractor hereby acknowledges that it accepts the risk that the services to be provided pursuant to the Scope of Work may be more costly or time consuming than Contractor anticipates and that Contractor shall not be entitled to additional compensation therefor. City may in its sole and absolute discretion have similar work done by other contractors.

(e) No claim for an increase in the Contract Sum or time for performance shall be valid unless the procedures established in this Section are followed.

1.11 Special Requirements.

Additional terms and conditions of this Agreement, if any, which are made a part hereof are set forth in the "Special Requirements" attached hereto as Exhibit "B" and incorporated herein by this reference. In the event of a conflict between the provisions of Exhibit "B" and any other provisions of this Agreement, the provisions of Exhibit "B" shall govern.

ARTICLE 2. COMPENSATION AND METHOD OF PAYMENT.

2.1 Contract Sum.

Subject to any limitations set forth in this Agreement, City agrees to pay Contractor the amounts specified in the "Schedule of Compensation" attached hereto as Exhibit "C" and incorporated herein by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed **$186,141 (One Hundred and Eighty Six Thousand One Hundred and Forty One Dollars)** (the "Contract Sum"), unless additional compensation is approved pursuant to Section 1.10.

2.2 Method of Compensation.

The method of compensation may include: (i) a lump sum payment upon completion; (ii) payment in accordance with specified tasks or the percentage of completion of the

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services less the contract retention; (iii) payment for time and materials based upon the Contractor's rates as specified in the Schedule of Compensation, provided that (a) time estimates are provided for the performance of sub tasks, (b) contract retention is maintained and (c) the Contract Sum is not exceeded; or (iv) such other methods as may be specified in the Schedule of Compensation.

2.3 Reimbursable Expenses.

Compensation may include reimbursement for actual and necessary expenditures for reproduction costs, telephone expenses, and travel expenses approved by the Contract Officer in advance, or actual subcontractor expenses of an approved subcontractor pursuant to Section 4.5, and only if specified in the Schedule of Compensation. The Contract Sum shall include the attendance of Contractor at all Project meetings reasonably deemed necessary by the City. Coordination of the performance of the work with City is a critical component of the services. If Contractor is required to attend additional meetings to facilitate such coordination, Contractor shall not be entitled to any additional compensation for attending said meetings.

2.4 Invoices.

Each month Contractor shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month in a form approved by City's Finance Director and/or the Contract Officer. By submitting an invoice for payment under this Agreement, Contractor is certifying compliance with all provisions of the Agreement. The invoice shall contain all information specified in Exhibit "C", include a copy of Contractor's certified payroll and proof that the certified payroll has been submitted to the DIR, and shall detail charges for all necessary and actual expenses by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and sub-contractor contracts. Sub-contractor charges shall also be detailed by such categories. Contractor shall also submit a list of the prevailing wage rates for all employees and subcontractors providing services under this Agreement, as applicable, with Contractor's first invoice. Contractor shall not invoice City for any duplicate services performed by more than one person.

City shall, as soon as practicable, independently review each invoice submitted by the Contractor to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. Except as to any charges for work performed or expenses incurred by Contractor which are disputed by City, or as provided in Section 7.3, City will cause Contractor to be paid within thirty (30) days of receipt of Contractor's correct and undisputed invoice; however, Contractor acknowledges and agrees that due to City warrant run procedures, the City cannot guarantee that payment will occur within this time period. In the event that City does not cause Contractor to be paid within thirty (30) days of receipt of an undisputed and properly submitted invoice, Contractor shall be entitled to the payment of interest to the extent allowed under Public Contract Code Section 20104.50. In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Contractor, not later than seven (7) days after receipt by the City, for correction and resubmission. Returned invoices shall be accompanied by a document setting forth in writing the reasons why the payment request was rejected. Review and payment by the City of any invoice provided by the Contractor shall not constitute a waiver of any rights or remedies provided herein or any applicable law.

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2.5 Waiver.

Payment to Contractor for work performed pursuant to this Agreement shall not be deemed to waive any defects in the work performed by Contractor.

2.6 Retention.

City will deduct a five percent (5%) retention from all progress payments. In accordance with Public Contract Code Section 22300, which is hereby incorporated into this Agreement, City shall permit the substitution of securities for any moneys withheld by City to ensure performance under this Agreement. The retention held by the City shall be released within sixty (60) days after the date of completion of the work and the Project, as required by Government Code Section 7107. In the event of a dispute between City and Contractor, City may withhold from the final payment an amount not to exceed one hundred fifty percent (150%) of the disputed amount.

ARTICLE 3. PERFORMANCE SCHEDULE

3.1 Time of Essence.

Time is of the essence in the performance of this Agreement.

3.2 Schedule of Performance.

Contractor shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed ("NTP") by the Contract Officer and shall perform all services within the time period(s) established in the "Schedule of Performance" attached hereto as Exhibit "D" and incorporated herein by this reference. When requested by the Contractor, extensions to the time period(s) specified in the Schedule of Performance may be approved in writing by the Contract Officer but not exceeding one hundred eighty (180) days cumulatively.

3.3 Force Majeure.

The time period(s) specified in the Schedule of Performance for performance of the services rendered pursuant to this Agreement shall be extended because of any delays due to unforeseeable causes beyond the control and without the fault or negligence of the Contractor, including, but not restricted to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including the City, if the Contractor shall within ten (10) days of the commencement of such delay notify the Contract Officer in writing of the causes of the delay. The Contract Officer shall ascertain the facts and the extent of delay, and extend the time for performing the services for the period of the enforced delay when and if in the judgment of the Contract Officer such delay is justified. The Contract Officer's determination shall be final and conclusive upon the Parties to this Agreement. In no event shall Contractor be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Contractor's sole remedy being extension of the Agreement pursuant to this Section.

3.4 Inspection and Final Acceptance.

City may inspect and accept or reject any of Contractor's work under this Agreement, either during performance or when completed. City shall reject or finally accept Contractor's work within forty-five (45) days after submitted to City. City shall accept work by a

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timely written acceptance, otherwise work shall be deemed to have been rejected. If City finds that Contractor's work does not meet the requirements and standards set forth in this Agreement, Contractor shall remedy any defects in the work at Contractor's sole expense, following notice by the City. City's acceptance shall be conclusive as to such work except with respect to latent defects, fraud and such gross mistakes as to amount to fraud. Acceptance of any work by City shall not constitute a waiver of any of the provisions of this Agreement including, but not limited to, Articles 1 and 5, pertaining to warranty and indemnification and insurance, respectively.

3.5 Term.

Unless earlier terminated in accordance with Article 7 of this Agreement, this Agreement shall continue in full force and effect until completion of the services but not exceeding 1 (One) year from the date hereof, except as otherwise provided in the Schedule of Performance (Exhibit "D").

ARTICLE 4. COORDINATION OF WORK

4.1 Representatives and Personnel of Contractor.

The following principals of Contractor ("Principals") are hereby designated as being the principals and representatives of Contractor authorized to act on its behalf with respect to the work specified herein and make all decisions in connection therewith:

Rob Fryhoff, Partner

It is expressly understood that the experience, knowledge, capability and reputation of the foregoing Principals were a substantial inducement for City to enter into this Agreement. Therefore, the Principals shall be responsible during the term of this Agreement for directing all activities of Contractor and devoting sufficient time to personally supervise the services hereunder. All personnel of Contractor, and any authorized agents, shall at all times be under the exclusive direction and control of the Principals. For purposes of this Agreement, the Principals may not be replaced nor may their responsibilities be substantially reduced by Contractor without the express written approval of City. Additionally, Contractor shall make every reasonable effort to maintain the stability and continuity of Contractor's staff and subcontractors, if any, assigned to perform the services required under this Agreement. Contractor shall notify City of any changes in Contractor's staff and subcontractors, if any, assigned to perform the services required under this Agreement, prior to and during any such performance.

4.2 Status of Contractor.

Contractor shall have no authority to bind City in any manner, or to incur any obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by City. Contractor shall not at any time or in any manner represent that Contractor or any of Contractor's officers, employees, or agents are in any manner officials, officers, employees or agents of City. Neither Contractor, nor any of Contractor's officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. Contractor expressly waives any claim Contractor may have to any such rights.

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4.3 Contract Officer.

The Contract Officer shall be Recreation & Human Services Director, or such person as may be designated by the City Manager. It shall be the Contractor's responsibility to assure that the Contract Officer is kept informed of the progress of the performance of the services and the Contractor shall refer any decisions which must be made by City to the Contract Officer. Unless otherwise specified herein, any approval of City required hereunder shall mean the approval of the Contract Officer. The Contract Officer shall have authority, if specified in writing by the City Manager, to sign all documents on behalf of the City required hereunder to carry out the terms of this Agreement.

4.4 Independent Contractor.

Neither the City nor any of its employees shall have any control over the manner, mode or means by which Contractor, its agents or employees, perform the services required herein, except as otherwise set forth herein. City shall have no voice in, or authority over, the selection, discharge, supervision or control of Contractor's employees, servants, representatives or agents, or in fixing their number, compensation or hours of service. Contractor shall perform all services required herein as an independent contractor of City and shall remain at all times as to City a wholly independent contractor with only such obligations as are consistent with that role. Contractor shall not at any time or in any manner represent that it or any of its agents or employees are agents or employees of City. City shall not in any way or for any purpose become or be deemed to be a partner of Contractor in its business or otherwise or a joint venturer or a member of any joint enterprise with Contractor.

4.5 Prohibition Against Subcontracting or Assignment.

The experience, knowledge, capability and reputation of Contractor, its principals and employees were a substantial inducement for the City to enter into this Agreement. Therefore, Contractor shall not contract with any other entity to perform in whole or in part the services required hereunder without the express written approval of the City. All subcontractors shall obtain, at its or Contractor's expense, such licenses, permits, registrations and approvals (including from the City) as may be required by law for the performance of any services or work under this Agreement. In addition, neither this Agreement nor any interest herein may be transferred, assigned, conveyed, hypothecated or encumbered voluntarily or by operation of law, whether for the benefit of creditors or otherwise, without the prior written approval of City. Transfers restricted hereunder shall include the transfer to any person or group of persons acting in concert of more than twenty five percent (25%) of the present ownership and/or control of Contractor, taking all transfers into account on a cumulative basis. In the event of any such unapproved transfer, including any bankruptcy proceeding, this Agreement shall be void. No approved transfer shall release the Contractor or any surety of Contractor of any liability hereunder without the express consent of City.

ARTICLE 5. INSURANCE, INDEMNIFICATION AND BONDS

5.1 Insurance Coverages.

Without limiting Contractor's indemnification obligations to the City (as set forth below), and prior to commencement of any services under this Agreement, Contractor shall obtain,

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provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to City.

(a) General Liability Insurance. Contractor shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than $2,000,000 per occurrence, $4,000,000 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

(b) Automobile Liability Insurance. Contractor shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Contractor arising out of or in connection with the services to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than $1,000,000 combined single limit for each accident.

(c) Professional Liability (errors & omissions) Insurance. Contractor shall maintain professional liability insurance that covers the services to be performed in connection with this Agreement, in the minimum amount of $1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this Agreement and Contractor agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

(d) Workers' Compensation Insurance. Contractor shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000).

(e) Subcontractors. Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall include all of the requirements stated herein.

(f) Additional Insurance. Policies of such other insurance, as may be required in the Special Requirements in Exhibit "B".

5.2 General Insurance Requirements.

(a) Proof of Insurance. Contractor shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsements must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the term of this Agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

(b) Duration of Coverage. Contractor shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the services hereunder by Contractor, its agents, representatives, employees or subcontractors.

(c) Primary/noncontributing. Coverage provided by Contractor shall be primary and any insurance or self-insurance procured or maintained by City shall not be required

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to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

(d) City's Rights of Enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Contractor or City will withhold amounts sufficient to pay premium from Contractor payments. In the alternative, City may cancel this Agreement.

(e) Acceptable Insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance or that is on the List of Approved Surplus Line Insurers in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

(f) Waiver of Subrogation. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subcontractors.

(g) Enforcement of Contract Provisions (non-estoppel). Contractor acknowledges and agrees that any actual or alleged failure on the part of the City to inform Contractor of non-compliance with any requirement imposes no additional obligations on the City nor does it waive any rights hereunder.

(h) Requirements Not Limiting. Requirements of specific coverage features or limits contained in this section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any Party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Contractor maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

(i) Notice of Cancellation. Contractor agrees to oblige its insurance agent or broker and insurers to provide to City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

(j) Additional Insured Status. General liability policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall

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be additional insureds under such policies. This provision shall also apply to any excess/umbrella liability policies.

(k) Prohibition of Undisclosed Coverage Limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

(l) Separation of Insureds. A severability of interests provision must apply for all additional insureds ensuring that Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

(m) Pass Through Clause. Contractor agrees to ensure that its subconsultants, subcontractors, and any other party involved with the Project who is brought onto or involved in the Project by Contractor, provide the same minimum insurance coverage and endorsements required of Contractor. Contractor agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this Section. Contractor agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the Project will be submitted to City for review.

(n) City's Right to Revise Specifications. The City reserves the right at any time during the term of this Contract to change the amounts and types of insurance required by giving the Contractor ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Contractor, the City and Contractor may renegotiate Contractor's compensation.

(o) Self-Insured Retentions. Any self-insured retentions must be declared to and approved by City. City reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by City.

(p) Timely Notice of Claims. Contractor shall give City prompt and timely notice of claims made or suits instituted that arise out of or result from Contractor's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

(q) Additional Insurance. Contractor shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

5.3 Indemnification.

To the full extent permitted by law, Contractor agrees to indemnify, defend and hold harmless the City, its officers, employees and agents ("Indemnified Parties") against, and will hold and save them and each of them harmless from, any and all actions, either judicial, administrative, arbitration or regulatory claims, damages to persons or property, injuries or death of any person (including workers and the public), losses, costs, penalties, obligations, errors, omissions or liabilities whether actual or threatened (herein "claims or liabilities") that may be asserted or claimed by any person, firm or entity arising out of or in connection with the negligent performance of the work provided herein of Contractor, its officers, employees, agents, subcontractors, or invitees, or any individual or entity for which Contractor is legally liable

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("indemnitors"), or arising from Contractor's or indemnitors' reckless or willful misconduct, or arising from Contractor's or indemnitors' negligent performance of or failure to perform any term, provision, covenant or condition of this Agreement, and in connection therewith:

(a) Contractor will defend any action or actions filed in connection with any of said claims or liabilities (with legal counsel approved by City) and will pay all costs and expenses, including legal costs and attorneys' fees incurred in connection therewith;

(b) Contractor will promptly pay any judgment rendered against the City, its officers, agents or employees for any such claims or liabilities; and Contractor agrees to save and hold the City, its officers, agents, and employees harmless therefrom;

(c) In the event the City, its officers, agents or employees is made a party to any action or proceeding filed or prosecuted against Contractor for such damages or other claims arising out of or in connection with the negligent performance of or failure to perform the work, operation or activities of Contractor hereunder, Contractor agrees to pay to the City, its officers, agents or employees, any and all costs and expenses incurred by the City, its officers, agents or employees in such action or proceeding, including but not limited to, legal costs and attorneys' fees.

In addition, Contractor agrees to indemnify, defend and hold harmless the Indemnified Parties from, any and all claims and liabilities for any infringement of patent rights, copyrights or trademark on any person or persons in consequence of the use by the Indemnified Parties of articles to be supplied by Contractor under this Agreement, and of which the Contractor is not the patentee or assignee or has not the lawful right to sell the same.

Contractor shall incorporate similar indemnity agreements with its subcontractors and if it fails to do so Contractor shall be fully responsible to indemnify City hereunder therefore, and failure of City to monitor compliance with these provisions shall not be a waiver hereof. This indemnification includes claims or liabilities arising from any negligent or wrongful act, error or omission, or reckless or willful misconduct of Contractor in the performance of professional services and work hereunder. The provisions of this Section do not apply to claims or liabilities occurring as a result of City's sole negligence or willful acts or omissions, but, to the fullest extent permitted by law, shall apply to claims and liabilities resulting in part from City's negligence, except that design professionals' indemnity hereunder shall be limited to claims and liabilities arising out of the negligence, recklessness or willful misconduct of the design professional. The indemnity obligation shall be binding on successors and assigns of Contractor and shall survive termination of this Agreement.

Contractor's obligations under this Section shall apply regardless of whether or not such claims or liabilities were caused in part or contributed to by the City or any Indemnified Parties. In instances where City or its Indemnified Parties is shown to have been actively negligent and where City's active negligence accounts for only a percentage of the liability involved, the obligation of Contractor will be for that entire portion or percentage of liability not attributable to the active negligence of the City.

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5.4 Notification of Third-Party Claims.

City shall timely notify Contractor of the receipt of any third-party claim relating to the work under this Agreement. City shall be entitled to recover from Contractor its reasonable costs incurred in providing such notification.

5.5 Performance and Labor Bonds.

Concurrently with execution of this Agreement, Contractor shall deliver to the City, the following:

(a) A performance bond in the amount of the Contract Sum of this Agreement, in the form provided by the City Clerk, which secures the faithful performance of this Agreement ("Performance Bond").

(b) A labor and materials bond in the amount of the Contract Sum of this Agreement, in the form provided by the City Clerk, which secures the payment of all persons furnishing labor and/or materials in connection with the work under this Agreement ("Payment Bond").

Both the Performance Bond and Payment Bond required under this Section 5.5 shall contain the original notarized signature of an authorized officer of the surety and affixed thereto shall be a certified and current copy of his/her power of attorney. The bonds shall be unconditional and remain in force during the entire term of this Agreement. .

5.6 Sufficiency of Insurer or Surety.

Insurance and bonds required by this Agreement shall be satisfactory only if issued by companies qualified to do business in California, rated "A" or better in the most recent edition of Best's Rating Guide, The Key Rating Guide or in the Federal Register, and only if they are of a financial category Class VII or better, unless such requirements are waived by the Risk Manager of the City ("Risk Manager") due to unique circumstances. In addition, the insurance carrier must be currently authorized by the Insurance Commissioner to transact business of insurance or be on the List of Approved Surplus Line Insurers issued by the State of California. If this Agreement continues for more than 3 years duration, or in the event the Risk Manager determines that the work or services to be performed under this Agreement creates an increased or decreased risk of loss to the City, the Contractor agrees that the minimum limits of the insurance policies and the bonds required by Section 5.5 may be changed accordingly upon receipt of written notice from the Risk Manager.

5.7 Substitution of Securities.

Pursuant to Public Contract Code Section 22300, substitution of eligible equivalent securities for any funds withheld to ensure performance under this Agreement may be permitted at the request and sole expense of the Contractor. Alternatively, the Contractor may, pursuant to an escrow agreement in a form prescribed by Public Contract Code Section 22300, request payment of retentions funds earned directly to the escrow agent at the sole expense of the Contractor.

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5.8 Release of Securities.

City shall release the Performance and Payment Bonds when the following have occurred:

(a) Contractor has made a written request for release and provided evidence of satisfaction of all other requirements under Article 5 of this Agreement;

(b) the work for the Project has been finally accepted by the City; and

(c) after passage of the time within which lien claims are required to be made pursuant to applicable laws; if lien claims have been timely filed, City shall hold the Payment Bond until such claims have been resolved, Contractor has provided statutory bond, or otherwise as required by applicable law.

ARTICLE 6. RECORDS, REPORTS, AND RELEASE OF INFORMATION

6.1 Records.

Contractor shall keep, and require subcontractors to keep, such ledgers, books of accounts, invoices, vouchers, canceled checks, reports, studies, certified and accurate copies of payroll records in compliance with all applicable laws, or other documents relating to the disbursements charged to City and services performed hereunder (the "books and records"), as shall be necessary to perform the services required by this Agreement and enable the Contract Officer to evaluate the performance of such services. Any and all such documents shall be maintained in accordance with generally accepted accounting principles and shall be complete and detailed. The Contract Officer shall have full and free access to such books and records at all times during normal business hours of City, including the right to inspect, copy, audit and make records and transcripts from such records. Such records shall be maintained for a period of 3 years following completion of the services hereunder, and the City shall have access to such records in the event any audit is required. In the event of dissolution of Contractor's business, custody of the books and records may be given to City, and access shall be provided by Contractor's successor in interest. Notwithstanding the above, the Contractor shall fully cooperate with the City in providing access to the books and records if a public records request is made and disclosure is required by law including but not limited to the California Public Records Act.

6.2 Reports.

Contractor shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the services required by this Agreement as the Contract Officer shall require. Contractor hereby acknowledges that the City is greatly concerned about the cost of work and services to be performed pursuant to this Agreement. For this reason, Contractor agrees that if Contractor becomes aware of any facts, circumstances, techniques, or events that may or will materially increase or decrease the cost of the work or services contemplated herein or, if Contractor is providing design services, the cost of the Project being designed, Contractor shall promptly notify the Contract Officer of said fact, circumstance, technique or event and the estimated increased or decreased cost related thereto and, if Contractor is providing design services, the estimated increased or decreased cost estimate for the Project being designed.

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6.3 Ownership of Documents.

All drawings, specifications, maps, designs, photographs, studies, surveys, data, notes, computer files, reports, records, documents and other materials (the "documents and materials") prepared by Contractor, its employees, subcontractors and agents in the performance of this Agreement shall be the property of City and shall be delivered to City upon request of the Contract Officer or upon the termination of this Agreement, and Contractor shall have no claim for further employment or additional compensation as a result of the exercise by City of its full rights of ownership use, reuse, or assignment of the documents and materials hereunder. Any use, reuse or assignment of such completed documents for other projects and/or use of uncompleted documents without specific written authorization by the Contractor will be at the City's sole risk and without liability to Contractor, and Contractor's guarantee and warranties shall not extend to such use, reuse or assignment. Contractor may retain copies of such documents for its own use. Contractor shall have an unrestricted right to use the concepts embodied therein. All subcontractors shall provide for assignment to City of any documents or materials prepared by them, and in the event Contractor fails to secure such assignment, Contractor shall indemnify City for all damages resulting therefrom. Moreover, Contractor with respect to any documents and materials that may qualify as "works made for hire" as defined in 17 U.S.C. § 101, such documents and materials are hereby deemed "works made for hire" for the City.

6.4 Confidentiality and Release of Information.

(a) information gained or work product produced by Contractor in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Contractor. Contractor shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the Contract Officer.

(b) Contractor, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the Contract Officer or unless requested by the City Attorney, voluntarily provide documents, declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

(c) If Contractor, or any officer, employee, agent or subcontractor of Contractor, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Contractor for any damages, costs and fees, including attorneys' fees, caused by or incurred as a result of Contractor's conduct.

(d) Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under. City retains the right, but has no obligation, to represent Contractor or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

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ARTICLE 7. ENFORCEMENT OF AGREEMENT AND TERMINATION

7.1 California Law.

This Agreement shall be interpreted, construed and governed both as to validity and to performance of the Parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Los Angeles, State of California, or any other appropriate court in such county, and Contractor covenants and agrees to submit to the personal jurisdiction of such court in the event of such action. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in the County of Los Angeles, State of California.

7.2 Disputes.

(a) Default; Cure. In the event that Contractor is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Contractor for any work performed after the date of default. Instead, the City may give notice to Contractor of the default and the reasons for the default. The notice shall include the timeframe in which Contractor may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant, in the sole and absolute discretion of the Project Manager. During the period of time that Contractor is in default, the City shall hold all invoices and shall proceed with payment on such invoices only when the default is cured to the satisfaction of the City. In the alternative, the City may, in its sole discretion, elect to pay some or all of the outstanding invoices during the period of default. If Contractor does not cure the default, the City may take necessary steps to terminate this Agreement under this Article. Any failure on the part of the City to give notice of the Contractor's default shall not be deemed to result in a waiver of the City's legal rights or any rights arising out of any provision of this Agreement.

(b) Dispute Resolution. This Agreement is subject to the provisions of Article 1.5 (commencing at Section 20104) of Division 2, Part 3 of the California Public Contract Code regarding the resolution of public works claims of less than $375,000. Additionally, Section 9204 of the California Public Contract Code prescribes a process for negotiation and mediation to resolve disputes on construction claims. Article 1.5 mandates certain procedures for the filing of claims and supporting documentation by the Contractor, for the response to such claims by the City, for a mandatory meet and confer conference upon the request of the Contractor, for mandatory non-binding mediation in the event litigation is commenced, and for mandatory judicial arbitration upon the failure to resolve the dispute through mediation. This Agreement hereby incorporates the provisions of Article 1.5 as though fully set forth herein and the intent of this Section is to implement Sections 20104 *et seq*. and Section 9204 of the California Public Contract Code with respect to any such claims by Contractor. This Section shall be construed to be consistent with said statutes.

For purposes of these procedures, the term "claim(s)" means a separate demand by the Contractor, after the City has denied Contractor's timely and duly made request for payment for extra work and/or a time extension, for (A) a time extension, (B) payment of money or damages arising from work done by or on behalf of the Contractor pursuant to this Agreement and payment of which is not otherwise expressly provided for or the Contractor is not otherwise entitled to, or (C) an amount the payment of which is disputed by the City.

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7.3 Retention of Funds.

Contractor hereby authorizes City to deduct from any amount payable to Contractor (whether or not arising out of this Agreement) (i) any amounts the payment of which may be in dispute hereunder or which are necessary to compensate City for any losses, costs, liabilities, or damages suffered by City, and (ii) all amounts for which City may be liable to third parties, by reason of Contractor's acts or omissions in performing or failing to perform Contractor's obligation under this Agreement. In the event that any claim is made by a third party, the amount or validity of which is disputed by Contractor, or any indebtedness shall exist which shall appear to be the basis for a claim of lien, City may withhold from any payment due, without liability for interest because of such withholding, an amount sufficient to cover such claim. The failure of City to exercise such right to deduct or to withhold shall not, however, affect the obligations of the Contractor to insure, indemnify, and protect City as elsewhere provided herein.

7.4 Waiver.

Waiver by any Party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision or a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work or services by Contractor shall not constitute a waiver of any of the provisions of this Agreement. No delay or omission in the exercise of any right or remedy by a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

7.5 Rights and Remedies are Cumulative.

Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

7.6 Legal Action.

In addition to any other rights or remedies, either Party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement. Notwithstanding any contrary provision herein, Contractor shall file a claim pursuant to Government Code Sections 905 *et seq.* and 910 et *seq*., in order to pursue a legal action under this Agreement.

7.7 Liquidated Damages.

Since the determination of actual damages for any delay in performance of this Agreement would be extremely difficult or impractical to determine in the event of a breach of this Agreement, the Contractor and its sureties shall be liable for and shall pay to the City the sum of **$1000 (One Thousand Dollars)** as liquidated damages for each working day of delay in the performance of any of the services required hereunder, as specified in the Schedule of Performance (Exhibit "D"). The City may withhold from any monies payable on account of services performed

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by the Contractor any accrued liquidated damages. Pursuant to Government Code Section 4215, Contractor shall not be assessed liquidated damages for delay in completion of the Project when such delay was caused by the failure of the public agency or owner of the utility to provide for removal or relocation of utility facilities.

7.8 Termination Prior to Expiration of Term.

This Section shall govern any termination of this Contract except as specifically provided in the following Section for termination for cause. The City reserves the right to terminate this Contract at any time, with or without cause, upon thirty (30) days' written notice to Contractor, except that where termination is due to the fault of the Contractor, the period of notice may be such shorter time as may be determined by the Contract Officer. Upon receipt of any notice of termination, Contractor shall immediately cease all services hereunder except such as may be specifically approved by the Contract Officer. Except where the Contractor has initiated termination, the Contractor shall be entitled to compensation for all services rendered prior to the effective date of the notice of termination and for any services authorized by the Contract Officer thereafter in accordance with the Schedule of Compensation or such as may be approved by the Contract Officer, except as provided in Section 7.3. In the event the Contractor has initiated termination, the Contractor shall be entitled to compensation only for the reasonable value of the work product actually produced hereunder. In the event of termination without cause pursuant to this Section, the terminating Party need not provide the non-terminating Party with the opportunity to cure pursuant to Section 7.2.

7.9 Termination for Default of Contractor.

If termination is due to the failure of the Contractor to fulfill its obligations under this Agreement, City may, after compliance with the provisions of Section 7.2, take over the work and prosecute the same to completion by contract or otherwise, and the Contractor shall be liable to the extent that the total cost for completion of the services required hereunder exceeds the compensation herein stipulated (provided that the City shall use reasonable efforts to mitigate such damages), and City may withhold any payments to the Contractor for the purpose of set-off or partial payment of the amounts owed the City as previously stated.

7.10 Attorneys' Fees.

If either Party to this Agreement is required to initiate or defend or made a Party to any action or proceeding in any way connected with this Agreement, the prevailing Party in such action or proceeding, in addition to any other relief which may be granted, whether legal or equitable, shall be entitled to reasonable attorney's fees. Attorney's fees shall include attorney's fees on any appeal, and in addition a Party entitled to attorney's fees shall be entitled to all other reasonable costs for investigating such action, taking depositions and discovery and all other necessary costs the court allows which are incurred in such litigation. All such fees shall be deemed to have accrued on commencement of such action and shall be enforceable whether or not such action is prosecuted to judgment.

7.11 Unfair Business Practices Claims.

In entering into this Agreement, Contractor offers and agrees to assign to the City all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. § 15) or under the Cartwright Act (Chapter 2, (commencing with Section 16700)

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of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, services or materials related to this Agreement. This assignment shall be made and become effective at the time the City renders final payment to the Contractor without further acknowledgment by the Parties.

ARTICLE 8. CITY OFFICERS AND EMPLOYEES: NON-DISCRIMINATION

8.1 Non-liability of City Officers and Employees.

No officer or employee of the City shall be personally liable to the Contractor, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Contractor or to its successor, or for breach of any obligation of the terms of this Agreement.

8.2 Conflict of Interest.

Contractor covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the Contract Officer. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of City in the performance of this Agreement.

No officer or employee of the City shall have any financial interest, direct or indirect, in this Agreement nor shall any such officer or employee participate in any decision relating to this Agreement which effects his / her financial interest or the financial interest of any corporation, partnership or association in which he/her is, directly or indirectly, interested, in violation of any State statute or regulation. The Contractor warrants that it has not paid or given and will not pay or give any third party any money or other consideration for obtaining this Agreement.

8.3 Covenant Against Discrimination.

Contractor covenants that, by and for itself, its heirs, executors, assigns, and all persons claiming under or through them, there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry, or other protected class in the performance of this Agreement. Contractor shall take affirmative action to insure that applicants are employed and that employees are treated during employment without regard to their race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry, or other protected class.

8.4 Unauthorized Aliens.

Contractor hereby promises and agrees to comply with all of the provisions of the Federal Immigration and Nationality Act, 8 U.S.C. § 1101 *et seq.*, as amended, and in connection therewith, shall not employ unauthorized aliens as defined therein. Should Contractor so employ such unauthorized aliens for the performance of work and/or services covered by this Agreement, and should any liability or sanctions be imposed against City for such use of unauthorized aliens,

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Contractor hereby agrees to and shall reimburse City for the cost of all such liabilities or sanctions imposed, together with any and all costs, including attorneys' fees, incurred by City.

ARTICLE 9. MISCELLANEOUS PROVISIONS

9.1 Notices.

Any notice, demand, request, document, consent, approval, or communication either Party desires or is required to give to the other Party or any other person shall be in writing and either served personally or sent by prepaid, first-class mail, in the case of the City, to the City Manager and to the attention of the Contract Officer (with her/his name and City title), City of Glendora, 116 E. Foothill Blvd., Glendora, California 91741-3380, and in the case of the Contractor, to the person at the address designated on the execution page of this Agreement. Either Party may change its address by notifying the other Party of the change of address in writing. Notice shall be deemed communicated at the time personally delivered or in seventy-two (72) hours from the time of mailing if mailed as provided in this Section. All correspondence relating to this Agreement shall be serialized consecutively.

9.2 Interpretation.

The terms of this Agreement shall be construed in accordance with the meaning of the language used and shall not be construed for or against either Party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply.

9.3 Counterparts.

This Agreement may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument. Each of the Parties intend to be bound by the signatures on any telecopied, .pdf or other electronically delivered document, and are aware that the other Party will rely on the telecopied, .pdf or other electronically delivered signatures, and hereby waive any defenses to the enforcement of the terms of this Agreement based on the form of signature.

9.4 Integration; Amendment.

This Agreement including the attachments hereto (and the documents incorporated herein) is the entire, complete and exclusive expression of the understanding of the Parties. It is understood that there are no oral agreements between the Parties hereto affecting this Agreement and this Agreement supersedes and cancels any and all previous negotiations, arrangements, agreements and understandings, if any, between the Parties, and none shall be used to interpret this Agreement. No amendment to or modification of this Agreement shall be valid unless made in writing and approved by the Contractor and by the City Council. The Parties agree that this requirement for written modifications cannot be waived and that any attempted waiver shall be void. Each and every provision of law and clause required by law to be inserted in this Agreement shall be deemed to be inserted herein, and this Agreement shall be read and enforced as though it were included herein. If through mistake or otherwise any such provision is not inserted, or is not correctly inserted, then upon application of either Party, this Agreement shall forthwith be amended to make such insertion or correction/

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9.5 Severability.

In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the Parties hereunder unless the invalid provision is so material that its invalidity deprives either Party of the basic benefit of their bargain or renders this Agreement meaningless.

9.6 Warranty & Representation of Non-Collusion.

No official, officer, or employee of City has any financial interest, direct or indirect, in this Agreement, nor shall any official, officer, or employee of City participate in any decision relating to this Agreement which may affect his/her financial interest or the financial interest of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any State or municipal statute or regulation. The determination of "financial interest" shall be consistent with State law and shall not include interests found to be "remote" or "noninterests" pursuant to Government Code Sections 1091 or 1091.5. Contractor warrants and represents that it has not paid or given, and will not pay or give, to any third party including, but not limited to, any City official, officer, or employee, any money, consideration, or other thing of value as a result or consequence of obtaining or being awarded any agreement. Contractor further warrants and represents that (s)he/it has not engaged in any act(s), omission(s), or other conduct or collusion that would result in the payment of any money, consideration, or other thing of value to any third party including, but not limited to, any City official, officer, or employee, as a result of consequence of obtaining or being awarded any agreement. Contractor is aware of and understands that any such act(s), omission(s) or other conduct resulting in such payment of money, consideration, or other thing of value will render this Agreement void and of no force or effect.

Contractor's Authorized Initials Initial RF

Rob Fryhoff
Partner

9.7 Corporate Authority.

The persons executing this Agreement on behalf of the Parties hereto warrant that (i) such Party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said Party, (iii) by so executing this Agreement, such Party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other agreement to which said Party is bound. This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the Parties.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE]

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IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date and year first-above written.

CITY:
CITY OF GLENDORA, a municipal corporation

Adam Raymond
City Manager

APPROVED AS TO FORM:
ALESHIRE & WYNDER, LLP

DocuSigned by:
Danny Aleshire
0D5924B7E6ED4A5...
Danny Aleshire
City Attorney

CERTIFY AVAILABILITY OF FUNDS:

DocuSigned by:
Kyle Johnson
CAC5701662584A4...
Kyle Johnson
Finance Director/City Treasurer

ATTEST:

Kathleen R. Sessman
City Clerk/Communications Director

CONTRACTOR:
MIRACLE PLAYGROUND SALES, INC., a Nevada corporation

Signed by:
Rob Fryhoff
FDC4199206134BA...
Name: Rob Fryhoff
Title: Partner
Email: RFryhoff@miracleplayground.com
Oct 14, 2025 | 10:36 AM PDT

Address:
1101 California Ave., Ste 209, Corona, CA 92881

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EXHIBIT "A"

SCOPE OF WORK

I. Brief description of the work to be performed:

A. Mobilization, excavation and disposal of existing turf/soil of approximately 2,000 sqft., capping of existing irrigation lines, installation of concrete flatwork consisting of 6" concrete reinforced slab of approximately 2,000 sqft. and installation of a fabric shade structure at Gladstone Park, located at 600 E. Gladstone St. Glendora, CA 91740, as further detailed in Exhibit "C" attached hereto.

II. In addition to the requirements of Section 6.2, during performance of the work, Contractor will keep the City apprised of the status of performance by delivering the following status reports:

A. Contractor will provide City with weekly updates on the status of the Project. This includes and timeline changes, issues, or change orders needed.

III. All work is subject to review and acceptance by the City, and must be revised by the Contractor without additional charge to the City until found satisfactory and accepted by City.

IV. Contractor shall provide safe and continuous passage for pedestrian and vehicular traffic in accordance with the Work Area Traffic Control Handbook (WATCH), latest edition and shall observe and perform all traffic control safe protocols while working in the public right of way and upon any City facilities.

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EXHIBIT "B"

SPECIAL REQUIREMENTS

(Superseding Contract Boilerplate)

Added text is indicated in ***bold italics***, deleted text is indicated in ~~strikethrough~~.

None.

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EXHIBIT "C"

SCHEDULE OF COMPENSATION

I. Contractor shall perform all work at the rates set forth below:



1101 California Avenue
Suite 209
Corona, CA 92881
Phone # (800) 264-7225
Fax # (877) 215-3869
www.miracleplayground.com

Estimate Number	MPS 2012
Estimate Date	07-28-2025
Expiration Date	09-04-2025

Customer	City of Glendora
Name	John Aguirre
Phone	(626) 914-8236
Email	jaguirre@ci.glendora.ca.us

Sales Rep	Rob Fryhoff
Email	rfryhoff@miracleplayground.com

Payment Terms	Net 30

Project Name
Gladstone Park, City of Glendora - Fabric Shade - Option 2

Item # & Description	Quantity	Total
Shade Systems Custom Sails consisting of (5) columns and (3) fabric canopies per attached drawing dated 7/22/2025 - Pier Mounted Columns - SAILS A-B-C	1	$35,010.00
Shade Systems Engineering Shade Systems Engineering	1	$1,250.00
		$36,260.00

10.75% Sales Tax **$3,897.95**

Product Total **$40,157.95**

Item	Description	Quantity	Rate
Freight Shade Systems	Freight Shade Systems	1	$3,883.00

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Mobilization	Mobilization MOBILIZE EQUIPMENT AND MATERIALS	1	$1,800.00
Site Preparation	Site Preparation TEMP FENCE	1	$2,500.00
Site Preparation	Site Preparation EXCAVATION AND DISPOSE OF EXISTING TURF/SOIL. APPROXIMATELY 2,000 SQFT	2000	$8,000.00
Site Preparation	Site Preparation CAPPING OF EXISTING IRRIGATION LINES	1	$700.00
Installation	Installation INSTALLATION ONLY OF FABRIC SHADE STRUCTURE	1	$63,000.00
Site Work	Site Work CONCRETE FLAT WORK. CONSTRUCT 6" CONCRETE REINFORCED SLAB. APPROXIMATELY 2,000 SQFT	2000	$60,000.00
Bond Fee	Bond Fee	1	$6,100.00
			$145,983.00

Sales Tax **$0.00**

Shipping, Handling and Non Taxable Services Total **$145,983.00**

Grand Total	$186,140.95

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II. A retention of five percent (5%) shall be held from each payment as a contract retention to be paid as part of the final payment upon satisfactory completion of services.

III. Within the budgeted amounts for each item set forth above in Part I, and with the approval of the Contract Officer, funds may be shifted from one item's subbudget to another so long as the Contract Sum is not exceeded per Section 2.1.

IV. The City will compensate Contractor for the services performed upon submission of a valid invoice. Each invoice is to include:

A. Line items for all personnel describing the work performed, the number of hours worked, and the hourly rate.

B. Line items for all materials and equipment properly charged to the services.

C. Line items for all other approved reimbursable expenses claimed, with supporting documentation.

D. Line items for all approved subcontractor labor, supplies, equipment, materials, and travel properly charged to the services.

V. The total compensation for the services shall not exceed the Contract Sum, as provided in Section 2.1 of this Agreement.

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EXHIBIT "D"

SCHEDULE OF PERFORMANCE

I. Contractor shall perform all work timely in accordance with the following schedule:

	Description	Days to Perform	Deadline Date
A.	**Mobilization, excavation and disposal of existing turf/soil of approximately 2,000 sq. ft., capping of existing irrigation lines, installation of concrete flatwork 6" concrete reinforced slab of approximately 2,000 sq.ft. and installation of a fabric shade structure.**	60 calendar days	60 calendar days from the date of a Notice to Proceed issued by the City

II. The Contract Officer may approve extensions for performance of the services in accordance with Section 3.2.

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PERFORMANCE BOND

WHEREAS, the CITY OF GLENDORA, ("City"), has awarded to _____, as Contractor ("Principal"), a Contract for the work entitled and described as follows:_____;

WHEREAS, the Contractor is required under the terms of said Contract to furnish a bond for the faithful performance of the Contract;

NOW, THEREFORE, we the undersigned Contractor and Surety, are held and firmly bound unto the City in the sum of _____ ($_____), this amount being not less than one hundred percent (100%) of the total Contract price, lawful money of the United States of America, for payment of which sum well and truly be made we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents. In case suit is brought upon this bond, the Surety will pay a reasonable attorney's fee to the City in an amount to be fixed by the court.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT, if the hereby bound Contractor, or its heirs, executors, administrators, successors, or assigns, shall in all things stand and abide by, well and truly keep and perform all undertakings, terms, covenants, conditions, and agreements in the said Contract and any alteration thereof, made as therein provided, all within the time and in the manner designated and in all respects according to their true intent and meaning, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

FURTHER, the said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or modification of the Contract Documents or of the work to be performed thereunder shall in any way affect its obligations on this bond, and it does hereby waive notice of such change, extension of time, alteration, or modification of the Contract Documents or of the work to be performed thereunder.

Executed on _____ 20___.

PRINCIPAL

(Seal if Corporation) By_____

Title_____

(Attach Acknowledgment of Authorized Representative of Principal)

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Any claims under this bond may be addressed to:

_____ (name and address of Surety)

_____

_____

_____ (name and address of Surety's agent for service of process in California, if different from above)

_____

_____

_____ (telephone number of Surety's agent in California)

(Attach Acknowledgment)

_____
SURETY

By_____
(Attorney-in-Fact)

APPROVED:

_____
(Attorney for CITY)

NOTICE:
No substitution or revision to this bond form will be accepted. Sureties must be authorized to do business in and have an agent for service of process in California. Certified copy of Power of Attorney must be attached.

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PAYMENT BOND
(Labor and Material Bond)

WHEREAS, the CITY OF GLENDORA, ("City"), has awarded to _____, as Contractor ("Principal"), a Contract for the work entitled and described as follows:_____;

WHEREAS, said Contractor is required to furnish a bond in conjunction with said Contract, to secure the payment of claims of laborers, mechanics, material men, and other persons as provided by law;

NOW, THEREFORE, we the undersigned Contractor and Surety, are held and firmly bound unto the City in the sum of _____ ($_____), this amount being not less than one hundred percent (100%) of the total Contract price, lawful money of the United States of America, for payment of which sum well and truly be made we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents. In case suit is brought upon this bond, the Surety will pay a reasonable attorney's fee to the City in an amount to be fixed by the court.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT, if said Contractor, its heirs, executors, administrators, successors, assigns, or subcontractor fails to pay: (1) for any work, materials, services, provisions, provender, or other supplies, or for the use of implements of machinery, used in, upon, for, or about the performance of the work to be done, or for any work or labor thereon of any kind; (2) for work performed by any of the persons named in Civil Code Section 9100; (3) for any amounts due under the Unemployment Insurance Code with respect to work or labor performed under the contract; and/or (4) for any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of the Contractor and/or its subcontractors pursuant to Section 13020 of the Unemployment Insurance Code with respect to such work and labor, then the Surety herein will pay for the same in an amount not exceeding the sum specified in this bond, otherwise the above obligation shall be void.

This bond shall inure to the benefit of any of the persons named in Civil Code Section 9100 so as to give a right of action to such persons or their assigns in any suit brought upon the bond. Moreover, if the City or any entity or person entitled to file stop payment notices is required to engage the services of an attorney in connection with the enforcement of this bond, each shall be liable for the reasonable attorney's fees incurred, with or without suit, in addition to the above sum.

Said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or modification of the Contract Documents or of the work to be performed thereunder shall in any way affect its obligations on this bond, and it does hereby waive notice of such change, extension of time, alteration, or modification of the Contract Documents or of the work to be performed thereunder.

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Executed on _____, 20____.

PRINCIPAL

(Seal if Corporation) By_____

Title_____

(Attach Acknowledgment of Authorized Representative of Principal)

Any claims under this bond may be addressed to:

_____ (name and address of Surety)

_____

_____

_____ (name and address of Surety's agent for service of process in California, if different from above)

_____

_____

_____ (telephone number of Surety's agent in California)

(Attach Acknowledgment)

_____
SURETY

By_____
(Attorney-in-Fact)

APPROVED:

_____
(Attorney for CITY)

NOTICE:
No substitution or revision to this bond form will be accepted. Sureties must be authorized to do business in and have an agent for service of process in California. Certified copy of Power of Attorney must be attached.

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WORKERS COMPENSATION INSURANCE CERTIFICATE

Description of Contract: **City of Glendora**
Project: _____

Type of Insurance: Workers' Compensation and
Employers' Liability Insurance

THIS IS TO CERTIFY that the following policy has been issued by the below-stated company in conformance with the requirements of Article 5 of the Contract and is in force at this time, and is in a form approved by the Insurance Commissioner.

The Company will give at least 30 days' written notice to the City and Engineer/Architect prior to any cancellation of said policy.

POLICY NUMBER	EXPIRATION DATE	LIMITS OF LIABILITY
		Workers' Compensation: Statutory Limits Under the Laws of the State of California Employers' Liability: $_____ Each Accident $_____ Disease - Policy Limit $_____ Disease - Each Employee

_____	_____
Named Insured (Contractor)	Insurance Company
_____	_____
Street Number	Street Number
_____	_____
City and State	City and State
	By_____ (Company Representative)

(SEE NOTICE ON NEXT PAGE)

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Insurance Company Agent for Service
of Process in California:

_____
Name

_____
Agency

_____
Street Number

_____
City and State

_____
Telephone Number

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend, or alter the coverage afforded by the policy listed herein.

This is to certify that the policy has been issued to the named insured for the policy period indicated, notwithstanding any requirement, term, or condition of any contract or other document with respect to which this certificate may be issued or may pertain, the insurance afforded by the policy described herein is subject to all the terms, exclusions, and conditions of such policy.

NOTICE:

No substitution or revision to the above certificate form will be accepted. If the insurance called for is provided by more than one insurance company, a separate certificate in the exact above form shall be provided for each insurance company.

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ADDITIONAL INSURED ENDORSEMENT
COMPREHENSIVE GENERAL LIABILITY

_____

Name and address of named insured ("Named Insured")

_____

Name and address of Insurance Company ("Company")

_____

General description of agreement(s), permit(s), license(s), and/or activity(ies) insured

Notwithstanding any inconsistent statement in the policy to which this endorsement is attached (the "Policy") or in any endorsement now or hereafter attached thereto, it is agreed as follows:

1. The _____ ("Public Agency"), its elected officials, officers, attorneys, agents, employees, and volunteers are additional insureds (the above named additional insureds are hereafter referred to as the "Additional Insureds") under the Policy in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured. The Additional Insureds have no liability for the payment of any premiums or assessments under the Policy.

2. The insurance coverages afforded the Additional Insureds under the Policy shall be primary insurance, and no other insurance maintained by the Additional Insureds shall be called upon to contribute with the insurance coverages provided by the Policy.

3. Each insurance coverage under the Policy shall apply separately to each Additional Insured against whom claim is made or suit is brought except with respect to the limits of the Company's liability.

4. Nothing in this contract of insurance shall be construed to preclude coverage of a claim by one insured under the policy against another insured under the policy. All such claims shall be covered as third-party claims, i.e., in the same manner as if separate policies had been issued to each insured. Nothing contained in this provision shall operate to increase or replicate the Company's limits of liability as provided under the policy.

5. The insurance afforded by the Policy for contractual liability insurance (subject to the terms, conditions and exclusions applicable to such insurance) includes liability assumed by the Named Insured under the indemnification and/or hold harmless provision(s) contained in or executed in conjunction with the written agreement(s) or permit(s) designated above, between the Named Insured and the Additional Insureds.

6. The policy to which this endorsement is attached shall not be subject to cancellation, change in coverage, reduction of limits (except as the result of the payment of claims), or non-renewal except after written notice to Public Agency, by certified mail, return receipt requested, not less than thirty (30) days prior to the effective date thereof. In the event of Company's failure to comply with this notice provision, the policy as initially drafted will continue in full force and effect until compliance with this notice requirement.

7. Company hereby waives all rights of subrogation and contribution against the Additional Insureds, while acting within the scope of their duties, from all claims, losses and liabilities arising out of or incident to the perils insured against in relation to those activities described generally above with regard

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to operations performed by or on behalf of the Named Insured regardless of any prior, concurrent, or subsequent active or passive negligence by the Additional Insureds.

8. It is hereby agreed that the laws of the State of California shall apply to and govern the validity, construction, interpretation, and enforcement of this contract of insurance.

9. This endorsement and all notices given hereunder shall be sent to Public Agency at: City Manager, City of Glendora, 116 E. Foothill Blvd., Glendora, California 91741-3380.

10. Except as stated above and not in conflict with this endorsement, nothing contained herein shall be held to waive, alter or extend any of the limits, agreements, or exclusions of the policy to which this endorsement is attached.

TYPE OF COVERAGES TO WHICH THIS ENDORSEMENT ATTACHES	POLICY PERIOD FROM/TO	LIMITS OF LIABILITY

11. Scheduled items or locations are to be identified on an attached sheet. The following inclusions relate to the above coverages. Includes:

□ Contractual Liability	□ Explosion Hazard
□ Owners/Landlords/Tenants	□ Collapse Hazard
□ Manufacturers/Contractors	□ Underground Property Damage
□ Products/Completed Operations	□ Pollution Liability
□ Broad Form Property Damage	□ Liquor Liability
□ Extended Bodily Injury	□ _____
□ Broad Form Comprehensive General Liability Endorsement	□ _____
	□ _____

12. A □ deductible or □ self-insured retention *(check one)* of $_____ applies to all coverage(s) except: _____ *(if none, so state)*. The deductible is applicable □ per claim or □ per occurrence *(check one)*.

13. This is an □ occurrence or □ claims made policy *(check one)*.

14. This endorsement is effective on _____ at 12:01 a.m. and forms a part of Policy Number _____.

(signatures on following page)

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I, _____ *(print name)*, hereby declare under penalty of perjury under the laws of the State of California, that I have the authority to bind the Company to this endorsement and that by my execution hereof, I do so bind the Company.

Executed _____, 20_____

_____
Signature of Authorized Representative

(Original signature only; no facsimile signature or initialed signature accepted)

Telephone No.: (_____) _____

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ADDITIONAL INSURED ENDORSEMENT
AUTOMOBILE LIABILITY

_____

Name and address of named insured ("Named Insured")

_____

Name and address of Insurance Company ("Company")

_____

General description of agreement(s), permit(s), license(s), and/or activity(ies) insured

Notwithstanding any inconsistent statement in the policy to which this endorsement is attached (the "Policy") or in any endorsement now or hereafter attached thereto, it is agreed as follows:

1. The _____ ("Public Agency"), its elected officials, officers, attorneys, agents, employees, and volunteers are additional insureds (the above named additional insureds are hereafter referred to as the "Additional Insureds") under the Policy in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured. The Additional Insureds have no liability for the payment of any premiums or assessments under the Policy.

2. The insurance coverages afforded the Additional Insureds under the Policy shall be primary insurance, and no other insurance maintained by the Additional Insureds shall be called upon to contribute with the insurance coverages provided by the Policy.

3. Each insurance coverage under the Policy shall apply separately to each Additional Insured against whom claim is made or suit is brought except with respect to the limits of the Company's liability.

4. Nothing in this contract of insurance shall be construed to preclude coverage of a claim by one insured under the policy against another insured under the policy. All such claims shall be covered as third-party claims, i.e., in the same manner as if separate policies had been issued to each insured. Nothing contained in this provision shall operate to increase or replicate the Company's limits of liability as provided under the policy.

5. The insurance afforded by the Policy for contractual liability insurance (subject to the terms, conditions and exclusions applicable to such insurance) includes liability assumed by the Named Insured under the indemnification and/or hold harmless provision(s) contained or executed in conjunction with the written agreement(s) or permit(s) designated above, between the Named Insured and the Additional Insureds.

6. The policy to which this endorsement is attached shall not be subject to cancellation, change in coverage, reduction of limits (except as the result of the payment of claims), or non-renewal except after written notice to Public Agency, by certified mail, return receipt requested, not less than thirty (30) days prior to the effective date thereto. In the event of Company's failure to comply with this notice provision, the policy as initially drafted will continue in full force and effect until compliance with this notice requirement.

7. Company hereby waives all rights of subrogation and contribution against the Additional Insureds, while acting within the scope of their duties, from all claims, losses and liabilities arising out of or incident to the perils insured against in relation to those activities described generally above with regard

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to operations performed by or on behalf of the Named Insured regardless of any prior, concurrent, or subsequent active or passive negligence by the Additional Insureds.

8. It is hereby agreed that the laws of the State of California shall apply to and govern the validity, construction, interpretation, and enforcement of this contract of insurance.

9. This endorsement and all notices given hereunder shall be sent to Public Agency at:

City Manager
City of Glendora
116 E. Foothill Blvd.
Glendora, California 91741-3380

10. Except as stated above and not in conflict with this endorsement, nothing contained herein shall be held to waive, alter or extend any of the limits, agreements, or exclusions of the policy to which this endorsement is attached.

TYPE OF COVERAGES TO WHICH THIS ENDORSEMENT ATTACHES	POLICY PERIOD FROM/TO	LIMITS OF LIABILITY

11. Scheduled items or locations are to be identified on an attached sheet. The following inclusions relate to the above coverages. Includes:

□ Any Automobiles
□ All Owned Automobiles
□ Non-owned Automobiles
□ Hired Automobiles
□ Scheduled Automobiles
□ Garage Coverage
□ Truckers Coverage
□ Motor Carrier Act
□ Bus Regulatory Reform Act
□ Public Livery Coverage
□ _____
□ _____

12. A □ deductible or □ self-insured retention *(check one)* of $_____ applies to all coverage(s) except: _____*(if none, so state)*. The deductible is applicable □ per claim or □ per occurrence *(check one)*.

13. This is an □ occurrence or □ claims made policy *(check one)*.

14. This endorsement is effective on _____at 12:01 a.m. and forms a part of Policy Number _____.

(signatures on following page)

Docusign Envelope ID: BEF5F161-90D1-4442-AAA9-060458FADD30

I, _____ *(print name)*, hereby declare under penalty of perjury under the laws of the State of California, that I have the authority to bind the Company to this endorsement and that by my execution hereof, I do so bind the Company.

Executed _____, 20___

_____
Signature of Authorized Representative

(Original signature only; no facsimile signature or initialed signature accepted)

Telephone No.: (_____) _____

Docusign Envelope ID: BEF5F161-90D1-4442-AAA9-060458FADD30

ADDITIONAL INSURED ENDORSEMENT
EXCESS LIABILITY

_____

Name and address of named insured ("Named Insured")

_____

Name and address of Insurance Company ("Company")

_____

General description of agreement(s), permit(s), license(s), and/or activity(ies) insured

Notwithstanding any inconsistent statement in the policy to which this endorsement is attached (the "Policy") or in any endorsement now or hereafter attached thereto, it is agreed as follows:

1. The _____ ("Public Agency"), its elected officials, officers, attorneys, agents, employees, and volunteers are additional insureds (the above named additional insureds are hereafter referred to as the "Additional Insureds") under the Policy in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured. The Additional Insureds have no liability for the payment of any premiums or assessments under the Policy.

2. The insurance coverages afforded the Additional Insureds under the Policy shall be primary insurance, and no other insurance maintained by the Additional Insureds shall be called upon to contribute with the insurance coverages provided by the Policy.

3. Each insurance coverage under the Policy shall apply separately to each Additional Insured against whom claim is made or suit is brought, except with respect to the limits of the Company's liability.

4. Nothing in this contract of insurance shall be construed to preclude coverage of a claim by one insured under the policy against another insured under the policy. All such claims shall be covered as third-party claims, i.e., in the same manner as if separate policies had been issued to each insured. Nothing contained in this provision shall operate to increase or replicate the Company's limits of liability as provided under the policy.

5. The insurance afforded by the Policy for contractual liability insurance (subject to the terms, conditions and exclusions applicable to such insurance) includes liability assumed by the Named Insured under the indemnification and/or hold harmless provision(s) contained in or executed in conjunction with the written agreement(s) or permit(s) designated above, between the Named Insured and the Additional Insureds.

6. The policy to which this endorsement is attached shall not be subject to cancellation, change in coverage, reduction of limits (except as the result of the payment of claims), or non-renewal except after written notice to Public Agency, by certified mail, return receipt requested, not less than thirty (30) days prior to the effective date thereto. In the event of Company's failure to comply with this notice provision, the policy as initially drafted will continue in full force and effect until compliance with this notice requirement.

7. Company hereby waives all rights of subrogation and contribution against the Additional Insureds, while acting within the scope of their duties, from all claims, losses and liabilities arising out of or incident to the perils insured against in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured regardless of any prior, concurrent, or subsequent active or passive negligence by the Additional Insureds.

Docusign Envelope ID: BEF5F161-90D1-4442-AAA9-060458FADD30

8. It is hereby agreed that the laws of the State of California shall apply to and govern the validity, construction, interpretation, and enforcement of this contract of insurance.

9. This endorsement and all notices given hereunder shall be sent to Public Agency at:

City Manager
City of Glendora
116 E. Foothill Blvd.
Glendora, California 91741-3380

10. Except as stated above and not in conflict with this endorsement, nothing contained herein shall be held to waive, alter or extend any of the limits, agreements, or exclusions of the policy to which this endorsement is attached.

TYPE OF COVERAGES TO WHICH THIS ENDORSEMENT ATTACHES	POLICY PERIOD FROM/TO	LIMITS OF LIABILITY

□ Following Form
□ Umbrella Liability
□ _____

11. Applicable underlying coverages:

INSURANCE COMPANY	POLICY NO.	AMOUNT

12. The following inclusions, exclusions, extensions or specific provisions relate to the above coverages:_____

13. A □ deductible or □ self-insured retention *(check one)* of $_____ applies to all coverage(s) except: _____ *(if none, so state)*. The deductible is applicable □ per claim or □ per occurrence *(check one)*.

14. This is an □ occurrence or □ claims made policy *(check one)*.

15. This endorsement is effective on _____at 12:01 a.m. and forms a part of Policy Number _____.

Docusign Envelope ID: BEF5F161-90D1-4442-AAA9-060458FADD30

(signatures on following page)

I, _____ *(print name)*, hereby declare under penalty of perjury under the laws of the State of California, that I have the authority to bind the Company to this endorsement and that by my execution hereof, I do so bind the Company.

Executed _____, 20____

_____
Signature of Authorized Representative

(Original signature only; no facsimile signature or initialed signature accepted)

Telephone No.: (_____) _____

GENERAL SOLICITATION

23-07P

PLAYGROUND SOLUTIONS

1GPA

1910 W Washington St

Phoenix, AZ 85009

RELEASE DATE: August 17, 2022

DEADLINE FOR QUESTIONS: September 27, 2022

RESPONSE DEADLINE: October 6, 2022, 11:00 am

RESPONSES MUST BE SUBMITTED ELECTRONICALLY TO:

https://secure.procurenow.com/portal/1gpa

1GPA

GENERAL SOLICITATION

Playground Solutions

I. Introduction.....
II. Project Details.....
III. Vendor Submissions .....

Attachments:

IFB_23-07P.pdf

1. INTRODUCTION

1.1. Summary

The purpose of this Invitation for Bid (IFB) is to establish contracts with responsive and responsible firms that provide a wide array of Playground Solutions. The intent is to cover the entire nature of Playground products and services for the use of 1GPA Members on an as-needed basis. Products may include but are not limited to: playground equipment, water play equipment, shade structures, playground surfaces, etc. Any applicable services that align with Playground Solutions such as installation, demolition of existing structures, inspections, maintenance and repairs, consulting, etc. are also included.

1.2. Background

1Government Procurement Alliance (1GPA), is a non-profit national governmental purchasing cooperative which allows public agencies to take advantage of existing contracts to purchase the goods and services they need from local and national vendors. Eligible using members include school districts, charter schools, universities, colleges, cities, towns, municipalities, counties, states, local governments, federal government, Native American communities, fire districts, and any other political subdivision.

The Pinal County Education Service Agency's (PCESA) Mary C. O' Brien Accommodation District (MCOB) acts as a Lead Agency for 1GPA. PCESA provides programs and services for approximately 45,000 students within 21 public school districts, in addition to the growing number of private and charter schools within Pinal County. Also served by PCESA is a large Indian community including parts of the Tohono O'odham Nation (Papago & Pima Indians), the San Carlos Apache Indian Reservation, and Gila River Indian Community, along with the entirety of the Ak-Chin Indian Community Pinal County was founded in 1875 and is located in the central part of Arizona between Maricopa County (Phoenix) on the north and west sides, Gila County also on the north, Pima County (Tucson) on the south and Graham County on the East. It covers an area of 5,374 square miles. The estimated population in 2017 was 430,200 and growing. The county seat is located in Florence, AZ as is the Pinal County School Superintendent's office.

1GPA currently holds Contract 18-04P Playground Solutions with twelve (12) vendors. The contract is in the fifth and final year, expiring November 16, 2022 at which time this contract will become effective.

1.3. Contact Information

Rebecca Seifert
1GPA
1910 W Washington St
Phoenix, AZ 85009
Email: rseifert@1gpa.org
Phone: (480) 524-2593

Department:
Procurement

1.4. Timeline

Release Project Date	August 17, 2022
Pre-Bid Meeting (Non-Mandatory)	August 31, 2022, 10:00am Virtual through Zoom Join Zoom Meeting: https://us06web.zoom.us/j/5812883005 Meeting ID: 581 288 3005 +1 669 444 9171 US https://us06web.zoom.us/u/kd5Yqtqwcn
Question Submission Deadline	September 27, 2022, 5:00pm
Submission Deadline	October 6, 2022, 11:00am

2. PROJECT DETAILS

2.1. Important Instructions for Electronic Submittal

1GPA is accepting electronic bid submissions. Bidders shall create a FREE account with OpenGov Procurement by signing up at https://procurement.opengov.com/signup. Once you have completed account registration, browse back to this page, click on "Submit Response", and follow the instructions to submit the electronic bid.

2.2. Scope of Work or Project Details

Please refer to the Scope of Work in the Solicitation Document.

3. VENDOR SUBMISSIONS

3.1. Bid Requirements*

Confirm that you have read the requirements of the solicitation and your firm's full understanding of the requirements of the Scope of Work detailed in the Solicitation Document and the ability of your firm to comply with all the terms requirements, and conditions of the resultant contract.

☐ Please confirm

*Response required

3.2. General Information

*3.2.1. Bid Inquiries**

Please provide the name, title, phone number, and email address for the person 1GPA may contact for questions regarding your firm's response to this solicitation.

*Response required

*3.2.2. Contract Administration Requirements**

Do you understand the Cooperative Purchasing Program and will you comply will the contract administration requirements of 1GPA?

☐ Yes

☐ No

*Response required

*3.2.3. Administration Fee**

Confirm your firm's understanding that 1GPA's 1% administration fee shall be included in the net price and shall not be added to approved contract prices if awarded.

☐ Yes

☐ No

*Response required

*3.2.4. History of the Firm**

Provide a brief history of the firm.

*Response required

*3.2.5. Years of Experience**

Provide the number of years your firm has been providing the products/services being offered.

*Response required

*3.2.6. Locations**

Upload a list of your firm's offices, warehouses and/or storefront locations.

*Response required

3.2.7. Dealers/Resellers

MANUFACTURERS: Provide a list of authorized dealers/resellers (if applicable). Dealers/resellers shall be bound to the contract terms and conditions and pricing schedule.

*3.2.8. Corporation Commission**

Upload your registration information with the Arizona Corporation Commission or other state(s) as applicable.

*Response required

*3.2.9. Subcontractors**

Please download the below document, complete, and upload.

- Subcontractor_List.docx

*Response required

3.2.10. Contractor's License

Please upload copies of your firm's current contractor's licenses or a current license list that includes ROC (Registrar of Contractors) numbers (if applicable).

*3.2.11. References**

Provide five (5) references, preferably government entities, for which your firm has provided similar products/services in the past. Please download the below documents, complete and upload. Each reference should complete the Performance Evaluation below. Upload responses here as well. Multiple files are acceptable.

- References_23-07P.pdf
- Performance_Evaluation_23-0...

*Response required

3.3. Cost

*3.3.1. Cost Form**

Please download the below document, complete, and upload. Be sure to complete all tabs of the Excel Workbook.

- Cost_Form_23-07P_Amend_1.xlsx

*Response required

3.3.2. Application of Minimum Discounts*

Explain how the minimum discounts included under Tab 1-Manufacturers Disc of the Cost Form will be applied and presented to the Member.

*Response required

3.3.3. Extended Warranty

If your firm offers extended warranties, please upload program information and pricing here.

3.3.4. Fixed Price Schedules, Manufacturers' Price Lists and Supplemental Information - Cost

Please upload any other pricing information you would like to include with your response here (if applicable) such as information regarding additional products and services, fixed price lists (if not included on the Excel Cost Form), manufacturers' price lists, etc.

3.4. Forms

3.4.1. Standard Forms*

Please download, complete and upload the forms contained within the document below. Each form should be completed in its entirety and signed by the authorized representative. Forms include:

- Bidder's Bid and Contract Acceptance Form
- Non-Collusion Affidavit
- 2CFR Section 200 Certifications
- Financial Disclosure Questionnaire
- Debarment Certification
- Antitrust Certification
- Minority/Women Business Enterprises and Historically Underutilized Business
- Confidential/Proprietary Submittals
- Certificate of Liability Insurance
- W-9
- Forms_Combined.pdf

*Response required

3.4.2. Bid Bond*

School procurement rules require that all competitive sealed procurement for construction have bid security, if the amount of the construction contract will exceed the amount established by Arizona

Administrative Code (A.A.C.) R7-2-1002(A). Bid security as a percentage of the bid amount is unacceptable, as this is a term contract with no specific bid amount.

Bidders shall include acceptable bid security in the amount of **$100,000** with submission of their Bid.

Acceptable bid security for this solicitation will be a certified check, or an annual or one-time bid bond underwritten by a surety company licensed to issue bonds in the appropriate state construction will take place, with the principal being the prime contractor and 1GPA being the Agency of Record.

Upload a copy of an acceptable bid security here. For vendors submitting bonds, the associated Power of Attorney should also be uploaded here. Multiple files are acceptable if needed. Contact Rebecca Seifert at rseifert@1gpa.org for submittal instructions prior to the bid due date and time if your firm intends on submitting a certified check as bid security.

- Bid_Bond_Form_23-07P.pdf

*Response required

The following is a Cooperative Solicitation, released via Mary C. O'Brien Accommodation School/Pinal County ESA as the lead agency of 1Government Procurement Alliance:

Invitation for Bid # 23-07P
Playground Solutions

Bid Due Date and Time: September 27, 2022 at 11:00 A.M. Arizona Time

IFB Opening Location: Opening will be held publicly virtually:
Join Zoom Meeting:
https://us06web.zoom.us/j/5812883005
Meeting ID: 581 288 3005
+1 669 444 9171 US
https://us06web.zoom.us/u/kd5Yqtqwcn

Electronic Submittals: OpenGov Procurement – https://procurement.opengov.com/portal/1gpa
See enclosed information for submittal instructions.

Last Day for Questions: September 14, 2022 at 5:00 P.M. Arizona Time

Optional Pre-Bid Conference: August 31, 2022 at 10:00 A.M. Arizona Time virtually
Join Zoom Meeting:
https://us06web.zoom.us/j/5812883005
Meeting ID: 581 288 3005
+1 669 444 9171 US
https://us06web.zoom.us/u/kd5Yqtqwcn

In accordance with the Arizona procurement code and rules, Competitive Sealed Bids for the materials or services specified will be received electronically by 1GPA, via OpenGov Procurement, until the time and date cited. Bids received by the correct time and date shall be opened, via OpenGov Procurement, and the vendor's name and pricing shall be publicly read at the location indicated above. All other information contained in the Bid shall remain confidential until award is made. Late solicitations shall not be considered.

To be considered, solicitations shall be submitted electronically via OpenGov Procurement, https://procurement.opengov.com/portal/1gpa. Submittal instructions for OpenGov Procurement can be found on the last page of this document under Exhibit A. Additional instructions for preparing a solicitation are provided herein. Bidders are strongly encouraged to carefully read the entire solicitation document.

Questions regarding this Invitation for Bid should be directed to:

Rebecca Seifert, Procurement Specialist
Email: rseifert@1gpa.org
Phone: 866-306-3893

Christy Knorr

Christy Knorr, Vice President
1Government Procurement Alliance (1GPA)

Jill Broussard

Jill Broussard, Superintendent
Mary C. O'Brien Accommodation School/Pinal County ESA

Date Issued: August 17, 2022

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DOCUMENTS REFERENCED

You may access a complete copy of the documents referenced within this solicitation at the following web addresses:

Arizona:

Arizona Revised Statutes (A.R.S.) is available at
http://www.azleg.state.az.us/ArizonaRevisedStatutes.asp

The Arizona School District Procurement Rules in the Arizona Administrative Code (A.A.C.) is available at
http://apps.azsos.gov/public_services/Title_07/7-02.pdf

All Other States:

For a full listing of Intergovernmental Purchasing Statutes by state, visit the 1GPA website able at: http://1gpa.org/state-statutes/

Local Governments website (USA.gov): http://www.usa.gov/Agencies/Local_Government/Cities.shtml

Federal:

I.R.S. W-9 form (Request for Taxpayer I.D. Number) is available at
http://www.irs.gov/pub/irs-pdf/fw9.pdf

Education Department General Administrative Regulations (EDGAR), 2 C.F.R. §§ 200.318-326
https://www.gpo.gov/fdsys/pkg/CFR-2014-title2-vol1/xml/CFR-2014-title2-vol1-part200-subpartD.xml

INTRODUCTION

Who are we?

1Government Procurement Alliance (1GPA), is a non-profit national governmental purchasing cooperative which allows public agencies to take advantage of existing contracts to purchase the goods and services they need from local and national vendors.

Eligible using members include school districts, charter schools, universities, colleges, cities, towns, municipalities, counties, states, local governments, federal government, Native American communities, fire districts, and any other political subdivision.

What do we do?

We provide contracts for a broad range of commodities and services that are available to the Cooperative eligible members through a government purchasing cooperative or Interlocal agreement. All of our contracts are competitively procured and awarded in compliance with state statutes, procurement laws and regulations.

Contracts are approved and awarded by 1GPA's lead governmental entities and are only available for use and benefit of all entities complying with state procurement laws and regulations.

Why are we preferred?

The Cooperative's pooled purchasing power means public and private schools, cities, counties and state agencies, non-profits, as well as colleges, universities and Native American communities **can save actual budget dollars** on our contracts utilizing best business practices.

Our agency is dedicated to negotiating the best contracts with the best firms locally or nationally to ensure our members receive quality products and services at the best price.

We service our members by providing in-house knowledge of public procurement practices in conjunction with quality business practices to mainstream the purchasing process for large and complex solicitations that can take up to 6 to 12 months for our members on their own.

We pride our firm on our commitment to compliance, innovation, and collaboration.

As a government purchasing cooperative, 1GPA offers its Members access to a broad range of vendors whose goods and services have been competitively procured by 1GPA, in coordination with its governmental lead agencies. When conducting competitive solicitations, 1GPA takes all steps necessary to comply with federal, state and local procurement laws applicable to both the Lead Agency identified in the solicitation, as well as to 1GPA. Each Member must make its own independent determination as to (1) whether the Member may, under laws applicable to the Member, lawfully purchase particular goods or services through purchasing cooperatives, and (2) whether the Member must comply with any additional procedures required under laws applicable to the Member prior to completing a cooperative purchase. 1GPA makes no representations or warranties to its Members, or to any vendors, regarding such matters.

DEFINITION OF TERMS

A complete list of definitions can be found in the Arizona Administrative Code R7-2-1001. The terms listed below are defined as follows:

"Attachment" means any item the Solicitation requires the Bidder to submit as part of the Bid.

"Bidder" means a person submitting a Bid in response to an Invitation for Bids

"Contract" means the combination of the Solicitation, including the Special Instructions to Bidders, Special Terms and Conditions, and the Specifications and Statement or Scope of Work/Services; the Bid; and any Solicitation Amendments or Contract Amendments, and Member purchase orders.

"*Contract Amendment"* means a written document signed by the 1GPA that is issued for the purpose of making changes in the Contract.

"Contractor" means any person who has a Contract with the 1GPA.

"Cost" means the aggregate cost of all materials and services, including labor performed by force account.

"Days" means calendar days and shall be computed pursuant to A.R.S. 1-243.

"Exhibit" means any item labeled as an Exhibit in the Solicitation or placed in the Exhibits section of the solicitation.

"Governing Body" means any group comprised of elected or appointed officials, such as School District Governing Boards, City Councils, County Supervisors, Board of Regents, etc., which has the authority to make fiduciary decisions for a Member organization.

"Gratuity" means a payment, loan, subscription, advance, deposit of money, services, or anything of more than nominal value, present or promised, unless consideration of substantially equal or greater value is received.

"*Materials"* means all property, including equipment, supplies, printing, insurance and leases of property but does not include land, a permanent interest in land or real property or leasing space.

"Member" means the non-profit entities, public and private schools (including independent school districts and charter schools), education service centers, colleges, universities, municipalities, counties, political subdivisions, and other governmental entities and agencies throughout the United States that have followed local governing authority allowing them to utilize contracting vehicles procured and administered by 1GPA.

"Offer" means a response to a Solicitation.

"Offeror" means a person submitting an offer in response to a Solicitation.

"Person" means any corporation, business, individual, union, committee, club, other organization or group of individuals.

"Procurement Officer" means the person duly authorized to enter into and administer Contracts and make written determinations with respect to this Solicitation or his or her designee.

"Purchase Order or PO" means the agreed-upon purchase order or other form of binding contract document between the 1GPA member and the Vendor which is used in making a purchase under a 1GPA contract.

"Responsible Bidder or Offeror" means a person who at the time of contract award has the capability to perform the Contract requirements with the integrity and reliability which will assure good faith performance.

"Responsive Bidder or Offeror" means a person who submits a bid or proposal which conforms in all material respects to the Invitation for Bids or Request for Proposals.

"Services" means the furnishing of labor, time or effort by a contractor or subcontractor which does not involve the delivery of a specific end product other than required reports and performance, but does not include employment agreements or collective bargaining agreements.

"Solicitation" means an Invitation for Bids ("IFB"), a Request for Proposal ("RFP"), or a Request for Quotations ("RFQ").

"Solicitation Amendment" means a written document that is authorized by the Procurement Officer and issued for the purpose of making changes to the Solicitation.

"Subcontract" means any Contract, express or implied, between the Contractor and another party or between a subcontractor and another party delegating or assigning, in whole or in part, the making or furnishing of any material or any service required for the performance of the Contract.

UNIFORM INSTRUCTIONS TO BIDDERS

1. **Inquiries**

A. **Duty to Examine** - It is the responsibility of each Bidder to examine the entire Solicitation, seek clarification in writing, and check its Bid for accuracy before submitting the Bid. Lack of care in preparing a Bid shall not be grounds for withdrawing the Bid after the Bid due date and time nor shall it give rise to any Contract claim.

B. **Solicitation Contact Person** - Any inquiry related to a Solicitation, including any requests for or inquiries regarding standards referenced in the Solicitation, shall be directed solely to the Solicitation contact person.

C. **Submission of Inquiries** - Questions and/or clarifications concerning this IFB will be accepted in writing through September 14, 2022, by 5:00 p.m. Request may be transmitted via email or submitted through the OpenGov Procurement online portal. Responses and amendments to this IFB, if necessary, are scheduled to be issued by September 19, 2022 by 5:00 p.m. No Bidder may rely upon oral responses made by any 1GPA employee or any representative. Questions and/or clarifications concerning this IFB shall be directed to Rebecca Seifert, Procurement Specialist at rseifert@1GPA.org or submitted via the OpenGov Procurement portal located at https://procurement.opengov.com/portal/1gpa.

D. **Solicitation Amendments/Addenda** - The Solicitation shall only be modified by a Solicitation Amendment or Addendum. 1GPA will not be responsible for Bidders adjusting their Bid based on oral instructions by any member of 1GPA or lead agency personnel.

E. **Pre-Bid Conference** - If a Pre-Bid Conference has been scheduled under this Solicitation, the date, time, and location shall appear on the Solicitation cover sheet or elsewhere in the Solicitation. A Bidder should raise any questions it may have about the Solicitation or the procurement at that time. A Bidder may not rely on any verbal responses to questions at the conference. Material issues raised at the conference that result in changes to the Solicitation shall be answered solely through a written Solicitation Amendment or Addendum.

F. **Bid Opening:** Bids shall be electronically submitted via OpenGov Procurement prior to the specified due date and time. Bids shall be opened immediately following the bid due date and time, and at the place designated on the cover page of this document, unless amended in writing by 1GPA. The name of each Bidder and the pricing submitted will be read at this time. All Bids and any modifications and other information received in response to the Invitation for Bid shall be shown only to authorized 1GPA personnel having a legitimate interest in the evaluation. After contract award, the Bids and evaluation document shall be open for public inspection.

G. **Time Stamp**: Bids will be time stamped when received by OpenGov Procurement. Bids will be accepted up to but no later than the time indicated in the Invitation for Bid (IFB). Bids received after the time stated in the IFB will not be considered and will remain unopened. Bidders assumes the risk of any delay in their submission. 1GPA strongly recommends that you give yourself sufficient time and at least **ONE (1) day** before Bid Due Date and Time to begin the uploading process and to finalize your submission.

H. **Persons with Disabilities** - Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the appropriate Solicitation contact person. Requests shall be made as early as possible to allow time to arrange the accommodation.

2. **Bid Preparation**

A. **Forms:** - A Bid shall be submitted either on the forms provided in this Solicitation or their substantial equivalent. Any substitute document for the forms provided in this Solicitation will be legible and contain the same information requested on the form.

B. **Typed or Ink Corrections**. - The Bid should be typed or in ink. Erasures, interlineations or other modifications in the Bid should be initialed in ink by the person signing the Bid. Modifications shall not be permitted after Bids have been opened except as otherwise provided under R7-2-1030.

C. **Signature(s) on Bids** - The Bid and Contract Acceptance document should be submitted with an original ink signature or electronic signature by the person authorized to sign the Bid. Failure to sign the Bid and Contract Acceptance document may result in rejection of the Bid.

D. **Exceptions to Terms and Conditions** - All exceptions included with the Bid shall be submitted in a clearly identified separate section of the Bid in which the Bidder clearly identifies the specific paragraphs of the Solicitation where the exceptions occur. Any exceptions not included in such a section shall be without force and effect in any resulting Contract unless such exception is specifically referenced by the Procurement Officer in a written statement. The Bidder's preprinted or standard terms will not be considered as a part of any resulting Contract. A Bid that takes exception to a material requirement of any part of the Solicitation, including terms and conditions, shall be rejected.

E. **Subcontracts** - Bidder shall clearly list any proposed subcontractors and the subcontractor's proposed responsibilities in the Bid.

F. **Cost of Bid Preparation** - 1GPA will not reimburse any Bidder the cost of responding to a Solicitation.

G. **Solicitation Amendments/Addenda** - Unless otherwise stated in the Solicitation, each Solicitation Amendment or Addendum should be acknowledged by the person signing the Bid. Failure to acknowledge a material Solicitation Amendment or Addendum or to follow the instructions for acknowledgement of the Solicitation Amendment/Addendum may result in rejection of the Bid.

H. **Provision of Tax Identification Numbers** - Bidders are required to provide their Arizona Transaction Privilege Tax number and/or Federal Tax Identification number, if applicable, in the space provided on the Bid and Acceptance form and provide the tax rate and amount, if applicable, on the Price Sheet.

I. **Taxes**:

1. **Federal Excise Tax** - Arizona School Districts/public entities are exempt from certain Federal Excise Tax on manufactured goods.

2. **Transaction Privilege Taxes** - Arizona School Districts/public entities are subject to all applicable state and local transaction privilege taxes. Transaction Privilege Taxes in Arizona include State, County and City taxes.

3. **Property Taxes** - Arizona School Districts/public entities do not pay state property taxes.

4. **Taxes on Shipping** - Transaction privilege tax may not be collected on delivery charges to the Member's location if separately stated on the invoice.

5. **Payment of Taxes** – Member is responsible for payment for all taxes listed on the invoice. Contractor is responsible for collection such taxes and shall forward all taxes to the proper revenue office.

All Other States - Other states may have different tax requirements and laws. The tax laws in each state shall be followed by the awarded vendor. It is the responsibility of the vendor to be familiar with the laws and statutes in the state in which they are conducting business.

J. **Disclosure** - If the firm, business, or person submitting this Bid has been debarred, suspended or otherwise lawfully precluded from participating in any public procurement activity, including being disapproved as a subcontractor with any Federal, state, or local government, or if any such preclusion from participation from any public procurement activity is currently pending, the Bidder shall fully explain the circumstances relating to the preclusion or proposed preclusion in the Bid. The Bidder shall include a letter with its Bid setting forth the name and address of the governmental unit, the effective date of this suspension or debarment, the duration of the suspension or debarment, and the relevant circumstances relating the suspension or debarment. If suspension or debarment is currently pending, a detailed description of all relevant circumstances including the details enumerated above must be provided.

K. **Solicitation Order of Precedence** - In the event of a conflict in the provisions of this Solicitation and any subsequent contracts, the following shall prevail in the order set forth below:

1. Addenda/Amendments;
2. Special Terms and Conditions;

3. Uniform General Terms and Conditions;
4. Scope of Work/Specifications;
5. Attachments;
6. Exhibits;
7. Special Instructions;
8. Uniform Instructions to Bidders.

L. **Delivery** - Unless stated otherwise in the Solicitation, all prices shall be F.O.B. Destination and shall include all delivery and unloading at the destination(s). Contractor shall provide delivery of goods, and/or performance of services in accordance with the needs of the 1GPA Member. Products delivered must conform to the products listed under this contract and may not be substituted with nonconforming products. Contractor agrees to pay for and arrange for return of goods that are defective.

3. **Submission of Bid**

A. **Bid Submission** - Each Bid shall be submitted electronically to OpenGov Procurement by the due date and time at https://procurement.opengov.com/portal/1gpa. Submittal instructions for OpenGov Procurement can be found on the last page of this document under Exhibit A. 1GPA will not consider a bid submitted by any other method other than OpenGov Procurement.

B. **Bid Amendment or Withdrawal** – A Bidder may modify or withdraw a Bid in writing at any time before Bid opening if the modification or withdrawal is received before the Bid due date and time designated in the Solicitation. A Bid may not be amended or withdrawn after the Bid due date and time except as otherwise provided under R7-2-1028.

C. **Public Record/Confidentiality** - Under applicable law, all Bids submitted and opened are public records and must be retained by 1GPA. Bids shall be open to public inspection after Contract award, except for such Bids deemed to be confidential by 1GPA pursuant to R7-2-1006.

If Bidder believes that its Bid contains trade secrets or other proprietary data not be disclosed as otherwise required by A.R.S. §39-121, a statement advising 1GPA of this fact shall accompany the Bid, and the information shall be so identified wherever it appears. Requests to deem the entire Bid as confidential, contract terms and conditions, pricing, and information generally available to the public are not considered confidential information under this Section.

D. **Certification** - By signing the Bid and Acceptance form or other official contract form, the Bidder certifies that:

1. The prices have been arrived at independently, without consultation, communication or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other Bidder or with any competitor; the prices which have been quoted have not been nor will not be disclosed directly or indirectly to any other Bidder or to any competitor; nor attempt has been made or will be made to induce any person or firm to submit or not to submit, a Bid for the purpose of restricting competition. It did not engage in collusion or other anti-competitive practices in connection with the preparation or submission of its Bid and that the Bidder has taken steps and exercised due diligence to ensure that no violation of A.R.S. § 15-213(O) has occurred; and

2. It does not discriminate against any employee, applicant for employment or person to whom it provides services because of race, color, religion, sex, national origin, or disability, and that it complies with all applicable federal, state, and local laws and executive orders regarding employment, including, Federal Executive Order 11246, Arizona State Executive Order 99-4, 2000-4, A.R.S. §41-1461 through 1465; and

3. The Bidder warrants that it and all proposed subcontracts will maintain compliance with Federal Immigration and Nationality Act (FINA), ARS § 41-4401 and § 23-214, and all other Federal immigration laws and regulations related to the immigration status of its employees which requires compliance with Federal immigration laws by employers, contractors and subcontractors in accordance with the E-Verify Employee Eligibility Verification Program; and

4. The Bidder has not given, offered to give, nor intends to give at any time hereafter any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant in connection with the submitted Bid. Failure to provide a valid signature affirming the stipulations required by this clause shall result in rejection

of the Bid. Signing the Bid with a false statement shall void the Bid, any resulting contract and may be subject to legal remedies provided by law; and

5. By submission of this Bid, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency or otherwise lawfully prohibited from participating in any public procurement activity, including, but not limited to, being disapproved as a subcontractor of any public procurement unit or other governmental body; and

6. By submission of this Bid, that no Federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of a Federal contract, the making of a Federal grant, the making of a Federal loan, the entering into a Cooperative agreement, and the extension, continuation, renewal, amendment, or modification of a Federal Contract, grant, loan or cooperative agreement; and

7. In accordance with ARS § 35-392, the Bidder is in compliance and shall remain in compliance with the Export Administration Act.

8. The Bidder warrants that it and all proposed subcontracts are not currently engaged in, and agrees for the duration of this Contract/Agreement that it will not engage in, a boycott of Israel, as that term is defined in A.R.S. § 35-393 and Texas Gov't Code 2270.002.

9. The Bidder warrants that it shall comply with the fingerprinting requirements, unless otherwise exempted, in accordance with A.R.S. § 15-512.

4. **Additional Information**

A. **Unit Price Prevails** - Where applicable, in the case of discrepancy between the unit price or rate and the extension of that unit price or rate, the unit price or rate shall govern.

B. **Taxes** - The amount of any applicable transaction privilege or use tax of a political subdivision of the state of Arizona is not a factor in determining the lowest Bidder.

C. **Late Bids, Modifications or Withdrawals** - A Bid, Modification or Withdrawal submitted after the exact Bid due date and time shall not be considered except under the circumstances set forth in R7-2-1028(B).

D. **Disqualification** - The Bid of a Bidder who is currently debarred, suspended or otherwise lawfully prohibited from any public procurement activity may be rejected.

E. **Bid Acceptance Period** - A Bidder submitting a Bid under this Solicitation shall hold its Bid open for the number of days from the due date that is stated in the Solicitation. If the Solicitation does not specifically state a number of days for the Bid acceptance, the number of days shall be ninety (90).

F. **Payment** - Payments shall comply with the requirements of A.R.S. Titles 35 and 41, Net 30 days. Upon receipt and acceptance of goods or services, the Contractor shall submit a complete and accurate invoice for payment within thirty (30) days.

G. **Waiver and Rejection Rights** - Notwithstanding any other provision of the solicitation, 1GPA reserves the right to:

1. Waive any minor informality;
2. Reject any and all Bids or portions thereof; or
3. Cancel the Solicitation.

5. **Award**

A. **Number or Types of Awards** - Where applicable, the 1GPA reserves the right to make multiple awards or to award a Contract by individual line item, by a group of line items, or categories, by an incremental award, by region, or by location, as indicated within the Special Instructions, Terms and Conditions. The award will be limited to the least number of Bidders that 1GPA determines is necessary to meet the needs of its Members.

B. **Contract Inception** - A Bid does not constitute a Contract nor does it confer any rights on the Bidder to the award of a Contract. A Contract is not created until the Bid is accepted in writing by 1GPA and the Lead Agency with an authorized signatures on the Bid and Acceptance form. A letter or other notice of award or of the intent to award shall not constitute acceptance of the Bid.

C. **Effective Date** - The effective date of this Contract shall be the date that 1GPA and the Lead Agency signs the Bid and Acceptance form or other official contract form, unless another date is specifically stated in the Contract.

6. **Protests**

A protest shall comply with and be resolved according to Arizona Department of Education School District Procurement Code Rule A.A.C. R7-2-1141 through R7-2-1153. Protests shall be in writing and be filed with 1GPA/lead agency representative, Christy Knorr, Vice President.

A. Protest shall include:

1. The name, addresses, and telephone number of the interested party;
2. The signature of the interested party or the interested party's representative;
3. Identification of the purchasing agency and the Solicitation or Contract number;
4. A detailed statement of the legal and factual grounds of the protest including copies of relevant documents; and
5. The form of relief requested.

B. The interested party shall supply any other information requested by 1GPA or lead agency within 10 days of the request.

C. The interested party may file a written request with the district representative for an extension of the time limit for providing additional information set forth in subsection (B). The written request shall be filed before the expiration of the time limit set forth in subsection (B) and shall set forth good cause as to the specific reason that the interested party is unable to provide the additional information with the 10 days. The district representative shall approve or deny the request in writing, state the reasons for the determination, and if an extension is granted, set forth a new date for submission of the filing.

D. Protests based upon alleged improprieties in a solicitation that are apparent before the due date and time for responses to the Solicitation, shall be filed before the due date and time for responses to the Solicitation.

E. In cases other than those covered in section D of the section, the interested party shall file the protest within 10 days after 1GPA makes the procurement file available for public inspection.

F. The interested party may file a written request for an extension of the time limit for protest filing. The written request for an extension shall be filed with the 1GPA Representative before the expiration of the time limit and shall set forth good cause as to the specific action or inaction of 1GPA that resulted in the interested party being unable to file the protest within the 10 days. The 1GPA representative shall approve or deny the request in writing, state the reasons for the determination, and, if an extension is granted, set forth a new date for submission of the filing.

UNIFORM TERMS AND CONDITIONS

1. **Cooperative Purchasing** –

   A. **Cooperative Purchasing** - This contract is based on the need for 1GPA to provide the economic benefits of volume purchasing and reduction in administrative costs through cooperative purchasing to schools and other Members. Although contractors may restrict sales to certain public units (e.g. state agencies, local government units), any contract that prohibits sales from being made to public school districts may not be considered. Sales without restriction to any members are preferred.

   B. **Cooperative Purchasing Agreements** - Cooperative Purchasing Agreements between 1GPA and its Members have been established under all procurement laws.

   C. **Cooperative Purchasing Contracts** - Bidder agrees all prices, terms, warranties, and benefits granted by Bidder to Members through this contract are comparable to or better than the equivalent terms offered by Bidder to any present customer meeting the same qualifications or requirements.

   Nothing in this solicitation is intended to establish a most favored customer relationship between 1GPA and contractor. Contractor may respond to any solicitation without regard to this contract. If contractor offers lower prices to any of its other customers, it may lower its prices to 1GPA at the same time by written notice.

   D. **Non-Exclusive Contract** - Any contract resulting from this solicitation shall be awarded with the understanding and agreement that it is for the sole convenience of 1GPA members. 1GPA and its membership reserve the right to obtain like goods and services from other sources.

   E. **Lead Agency** - A Lead Agency is a well-established and well respected government agency who facilitates the competitive bidding process by being a part of the process from start to finish. The Lead Agency also provides Board Approval for the award of contracts resulting from each Solicitation. The Lead Agency for this IFB is Mary C. O'Brien Accommodation School/Pinal County ESA.

2. **Contract Interpretation**

   A. **Application of Law** - The Arizona Procurement Code, Title 41, Chapter 23, applies to this Contract including, where applicable, the Uniform Commercial Code as adopted by the State of Arizona and the Arizona School District Procurement Code, Arizona Revised Statutes (A.R.S.) 15-213, and its implementing rules, Arizona Administrative Code (A.A.C.) Title 7, Chapter 2, Articles 10 and 11.

   For all other states this procurement shall be governed by, construed, and enforced in accordance with the laws of each state in which 1GPA is conducting business under this contract. It is the responsibility of the awarded vendor and member to ensure this solicitation and ensuing contract complies with the State laws in which they are conducting business regarding use of a cooperative contract.

   B. **Implied Contract Terms** - Each Provision of law and any terms required by law to be in this Contract are a part of this Contract as if fully stated in it.

   C. **Relationship of Parties** – Vendors receiving contracts under this solicitation are independent contractors. Neither party to this contract, nor any Member, shall be deemed to be the employee or agent of the other party to the contract.

   D. **Severability** - The provisions of this Contract are severable to the extent that any provision or application held to be invalid shall not affect any other provision or application of the Contract.

   E. **No Parol Evidence** - This Contract is intended by the parties as a final and complete expression of their agreement. No course of prior dealings between the parties and no usage of the trade shall supplement or explain any terms used in this document.

   F. **No Waiver** - Either party's failure to insist on strict performance of any term or condition of the Contract shall not be deemed waiver of that term or condition even if the party accepting or acquiescing in the nonconforming performance knows of the nature of the performance and fails to object to it.

3. **Contract Administration and Operation**

A. **Records** - Under A.R.S. § 35-214 and § 35-215, the Contractor shall retain and shall contractually require each Subcontractor to retain all data and other records ("records") relating to the acquisition and performance of the Contract for a period of five years after the completion of the Contract.

B. **Audit** - At reasonable times during the term of this Contract and five (5) years thereafter, the Contractor's or any Subcontractor's books and records shall be subject to audit by 1GPA or Member and, where applicable, the Federal Government, to the extent that the books and records relate to the performance of the Contract or Subcontract.

C. **Inspection and Testing**. The Contractor agrees to permit access to its facilities, Subcontractor facilities and the Contractor's processes for producing the materials, at reasonable time for inspection of the materials and services covered under this Contract. 1GPA or its Members shall also have the right to test at its own cost the materials to be supplied under this Contract. Neither inspection at the Contractor's facilities nor testing shall constitute final acceptance of the materials. If 1GPA or Member determines non-compliance of the materials, the Contractor shall be responsible for the payment of all costs incurred by 1GPA or Member for testing and inspection.

D. **Notices** - Notices to the Contractor required by this Contract shall be made by 1GPA to the person indicated on the Bid and Acceptance form submitted by the Contractor unless otherwise stated in the Contract. Notices to 1GPA required by the Contract shall be made by the Contractor to the Solicitation Contact Person indicated on the Solicitation cover sheet, unless otherwise stated in the Contract. An authorized Procurement Officer and an authorized Contractor representative may change their respective person to whom notices shall be given by written notice and an Amendment to the Contract shall not be necessary.

E. **Advertising and Promotion of Contract** - Bidder shall not advertise or publish information concerning this solicitation prior to an award being announced by 1GPA. After award, contractor(s) may advertise the availability of products and services to Member. Any promotional marketing materials using the 1GPA logo must be approved by 1GPA in advance.

F. **Administration Fee** - 1GPA has an Administrative Fee of .01 (1%). The Administrative Fee shall be included in the Bidder's net pricing and is the responsibility of the contractor. Vendor shall not add the administration fee to approved contract prices post award. The Administrative Fee shall be a part of the Vendor's unit prices and is not to be charged directly to the customer in the form of a separate line item.

G. **Usage Reports –** The Usage Report will be the established communication between the awarded contractor and 1GPA of all contract activity. The contractor shall provide contract Usage Reports to 1GPA on a regular schedule as established by the contractor. 1GPA will accept Monthly or Quarterly reporting arrangements which shall be made at the time of contract award.

H. **Submission of Usage Reports** – Within ten (10) days following the end of the arranged reporting schedule, the contractor shall submit their Usage Report via the 1GPA Vendor Portal.

I. **Purchase Orders/Contracts -** All purchase orders and/or contracts issued to the contractor in reference to 1GPA shall be submitted at the same time as the Usage Report. All purchase orders and/or contracts should be zipped in a single file and submitted as an attachment in the same email as the usage report in which they are referenced. 1GPA is audited on an annual basis & documentation is necessary for compliance. Failure to submit purchase orders and/or contracts may result in contract cancellation. 1GPA awarded vendors will need to verify the entity is a Member by checking the membership list at the link below before accepting Purchase Orders. If the entity is not on the membership list then the vendor will need to request the entity to reach out to 1GPA and sign and get approved the 1GPA membership.

https://www.dropbox.com/s/9i5d6xhsmob7hcp/1%20-%20PUBLISHED%20Membership%20List.xlsx?dl=0

J. **Invoicing of Administration Fee –** Upon receipt of contractor's Usage Report, 1GPA will generate an invoice which is calculated as: Administrative Fee (1%) multiplied by the Total Sales Transactions as stated in the Usage Report. Contractor's failure to remit administrative fees in a timely manner consistent with the contract's requirements may result in 1GPA exercising any recourse available under the contract or as provided for by law. All administrative fees not paid when due shall bear interest at a rate of 1 1/2% per month until paid in full.

Administrative Fees shall be paid to "1GPA" and mailed to:
1910 W. Washington Street
Phoenix, AZ 85009

4. **Costs and Payments**

A. **Ordering Procedures** - Purchase Orders are issued by 1GPA members to the Vendor according to this Contract. Members and Vendors must send Purchase Orders to 1GPA at maiken@1gpa.org.

B. **Billings** – Contractor shall invoice Member after delivery of goods and/or services. All invoices shall list the applicable Member purchase order and 1GPA contract number. Contractor will invoice Member directly.

C. **Payment** – Payment terms are Net thirty (30) from receipt of Contractor's invoice

D. **Progress Payments** - 1GPA will permit Members to make progress payments under the following conditions:
1. Member and Contractor agree to the terms of the progress payments prior to issuing a purchase order
2. Purchase order describes the amounts or percentages and the dates or frequency of payments
3. Payments are made in full compliance with Member's local governing entity rules

E. **Tax Indemnification** - Contractor and all Subcontractors shall pay all federal, state, and local taxes applicable to its operation and any persons employed by the Contractor. Contractor shall, and require all Subcontractors to hold the Member harmless from any responsibility for taxes, damages and interest, if applicable, contributions required under federal, and/or state and local laws and regulations and any other costs including transaction privilege taxes, unemployment compensation insurance, Social Security and Worker's Compensation.

F. **IRS W-9** - In order to receive payment under any resulting Contract, Contractor shall have a current I.R.S. W-9 Form on file with each Member.

G. **Availability of Funds for the Next Fiscal Year** - Funds may not presently be available for performance under this Contract beyond the current fiscal year. No legal liability on the part of the Member for any payment that may arise under this Contract beyond the current fiscal year until funds are made available for performance of the Contract. It is the responsibility of the Member to make reasonable efforts to secure such funds.

5. **Contract Changes**

A. **Amendments** - The Contract may be modified only through a Contract Amendment within the scope of the Contract signed by the Procurement Officer. Changes to the Contract, including the addition of work or materials, the revision of payment terms, or the substitution of work or materials, directed by an unauthorized employee or made unilaterally by the Contractor are violations of the Contract and or applicable law. Such changes, including unauthorized written Contract Amendments, shall be void and without effect, and the Contractor shall not be entitled to any claim and this Contract based on those changes.

B. **Subcontracts** - The Contractor shall not enter into any Subcontract under this Contract without the advance written approval of the Procurement Officer. The Subcontract shall incorporate by reference the terms and conditions of this Contract.

C. **Assignment and Delegation** - Contractor shall not assign any right or interest nor delegate any duty under this Contract without the prior written approval of 1GPA. 1GPA shall not unreasonably withhold approval.

D. **Novation** - If contractor sells or transfers all assets or the entire portion of the assets used to perform this contract, a successor in interest must guarantee to perform all obligations under this contract. 1GPA reserves the right to accept or reject any new party. A simple change of name agreement will not change the contractual obligations of contractor.

E. **Contract Placed on Hold** - 1GPA shall have the ability to place a contract on hold, if it is deemed necessary to address ongoing problems with an awarded contract. Details of the decision to place the contract on hold shall be provided in a written deficiency notice. A reasonable amount of time shall be provided to contractor to address issues in the written deficiency notice.

6. **Risk and Liability**

A. **Risk of Loss** - Contractor shall bear all loss of conforming material covered under this Contract until received by authorized personnel at the location designated in the purchase order or Contract. Mere receipt does not constitute final acceptance. The risk of loss for nonconforming materials shall remain with the Contractor regardless of receipt.

B. **General Indemnification** - To the extent permitted by law, 1GPA and its Members shall be indemnified and held harmless by the Contractor for its vicarious liability as result of entering into this Contract. Each party to this Contract is responsible for its own negligence.

C. **Indemnification - Patent and Copyright** - To the extent permitted by law, Contractor shall indemnify and hold harmless 1GPA and its Members against any liability, including costs and expenses, for infringement of any patent, trademark, or copyright arising out of Contract performance or use by the 1GPA or Member of materials furnished or work performed under this Contract. 1GPA or Member shall reasonably notify the Contractor of any claim for which it may be liable under this paragraph.

D. **Force Majeure**

1. Except for payment of sums due, neither party shall be liable to the other nor deemed in default under this Contract if and to the extent that such party's performance of this Contract is prevented by reason of force majeure. The term "*force majeure"* means an occurrence that is beyond the control of the party affected and occurs without its fault or negligence. Without limiting the foregoing, force majeure includes acts of God; acts of the public enemy; war; riots; strikes; mobilization; labor disputes; civil disorders; fire; flood; lockouts; injections-intervention-acts; or failures or refusals to act by government authority; and other similar occurrences beyond the control of the party declaring force majeure which such party is unable to prevent by exercising reasonable diligence.

2. Force Majeure shall <u>not</u> include the following occurrences:

   a. Late delivery of equipment or materials caused by congestion at a manufacturer's plant or elsewhere, or an oversold condition of the market; or
   b. Late performance by a Subcontractor unless the delay arises out of a force majeure occurrence in accordance with this force majeure term and condition; or
   c. Inability of either the Contractor or any Subcontractor to acquire or maintain any required insurance, bonds, licenses, or permits.

3. If either party is delayed at any time in the progress of the work by force majeure, the delayed party shall notify the other party in writing of such delay, as soon as is practicable and no later than the following working day, of the commencement thereof and shall specify the causes of such delay in such notice. Such notice shall be delivered or mailed certified-return receipt, and shall make a specific reference to this article, thereby invoking its provisions. The delayed party shall cause such delay to cease as soon as practicable and shall notify the other party in writing when it has done so. The time of completion shall be extended by Contract Amendment for a period of time equal to the time that results or effects of such delay prevent the delayed party from performing in accordance with this Contract.

4. Any delay or failure in performance by either party hereto shall not constitute default hereunder or give rise to any claim for damages or loss of anticipated profits if, and to the extent that such delay or failure is caused by force majeure.

7. **Warranties**

A. **Liens** - The Contractor warrants that the materials supplied under this Contract are free of liens.

B. **Quality** - Unless otherwise modified elsewhere in these terms and conditions, the Contractor warrants that, for one year after acceptance by the School District/Public Entity of the materials or services, they shall be:

1. A quality to pass without objection in the trade under the Contract description;

2. Fit for the intended purposes for which the materials or services are used;

3. Within the variations permitted by the Contract and are of even kind, quality, and quality within each unit and among all units;

4. Adequately contained, packaged and marked as the Contract may require; and

5. Conform to the written promises or affirmations of fact made by the Contractor.

C. **Fitness** - Contractor warrants that any material or service supplied to 1GPA or its Members shall fully conform to all requirements of the contract and all representations of the Contractor, and shall be fit for all purposes and uses required by the Contract.

D. **Inspection/Testing** - The warranties set forth in in this section shall not affected by inspection or testing of, or payment for the materials or services by 1GPA Members.

E. **Compliance with Applicable Laws** - The materials and services supplied under this Contract shall comply with all applicable federal, state and local laws, and the Contractor shall maintain all applicable licenses and permits.

F. **Survival of Rights and Obligations after Contract Expiration or Termination**

1. Contractor's Representations and Warranties. All representations and warranties made by the Contractor under this Contract shall survive the expiration of termination hereof. In addition, the parties hereto acknowledge that pursuant to A.R.S. § 12-510, except as provided in A.R.S. § 12-529, 1GPA and its Members are not subject to or barred by any limitations of actions prescribed in A.R.S. Title 12, Chapter 5.

2. Purchase Orders. The Contractor shall, in accordance with all terms and conditions of the Contract, fully perform and shall be obligated to comply with all purchase orders received by the Contractor prior to the expiration or termination hereof, unless otherwise directed in writing by the Procurement Officer, including, without limitation, all purchase orders received prior to but not fully performed and satisfied at the expiration or termination of this Contract.

8. **Contractual Remedies**

A. **Right to Assurance** - If 1GPA in good faith has reason to believe that the Contractor does not intend to, or is unable to perform or continue performing under this Contract, 1GPA may demand in writing that the Contractor give a written assurance of intent or ability to perform. Failure by the Contractor to provide written assurance within the number of days specified in the demand may, at 1GPA's option, be the basis for terminating the Contract under the Uniform General Terms and Conditions.

B. **Nonconforming Tender** - Materials supplied under this Contract shall fully comply with the Contract. The delivery of materials or a portion of the materials in an installment that do not fully comply constitutes a breach of Contract. On delivery of nonconforming materials, 1GPA may terminate the Contract for default under applicable termination clauses in the Contract, exercise any of its remedies under the Uniform Commercial Code, or pursue any other right or remedy available to it.

C. **Right of Offset** - 1GPA and its Members shall be entitled to offset against any sums due the Contractor, any expenses or costs incurred or damages assessed by 1GPA or its Members concerning the Contractor's nonconforming performance or failure to perform the Contract, including expenses, costs and damages described in the Uniform General Terms and Conditions.

9. **Contract Termination**

A. **Cancellation for Conflict of Interest** - Pursuant to A.R.S. 38-511 and R7-2-1087(F) 1GPA may cancel this Contract within three (3) years after Contract execution without penalty or further obligation if any person significantly involved in initiating, negotiating, securing, drafting, or creating the Contract on behalf of 1GPA is, or becomes at any time while the Contract or an extension the Contract is in effect, an employee of or a consultant to any other party to this Contract with respect to the subject matter of the Contract. The cancellation shall be effective when the Contractor receives written notice of the cancellation unless the notice specifies a later time.

B. **Personal Gifts or Benefits** - 1GPA may, by written notice, terminate the Contract, in whole or in part, if 1GPA determines that any person or vendor has offered, conferred or agreed to confer any personal gift or benefit on any employee who supervised or participated in the planning, recommending, selecting or contracting of the Contract, in accordance with A.R.S. § 15-213(O) and R7-2-1087(G).

C. **Gratuities** - 1GPA may, by written notice, terminate the Contract in whole or in part, if 1GPA determines that employment or a gratuity was offered or made by the Contractor or a representative of the Contractor to any officer or employee of 1GPA for the purpose of influencing the outcome of the procurement or securing the Contract, an amendment to the Contract, or favorable treatment concerning the Contract, including making of any determination or decision about contract performance in accordance with R7-2-1087(H).

D. **Suspension or Debarment** - 1GPA may, by written notice to the Contractor, immediately terminate this Contract if 1GPA determines that the Contractor has been disbarred, suspended or otherwise lawfully prohibited from participating in any public procurement activity, including but not limited to, being disapproved as a Subcontractor of any public procurement unit or other governmental body.

E. **Termination for Convenience** - 1GPA reserves the right to terminate the Contract, in whole or in part at any time, when in the best interests of its Members without penalty recourse. The Contractor shall be entitled to receive just and equitable compensation for work in progress, work completed, and materials accepted before the effective date of the termination.

F. **Cancellation for Non-Performance or Contractor Deficiency** – 1GPA may terminate any contract if Members have not used the contract, or if purchase volume is determined to be “low volume” in any 12-month period. 1GPA reserves the right to cancel the whole or any part of this contract due to failure by contractor to carry out any obligation, term or condition of the contract. 1GPA may issue a written deficiency notice to contractor for acting or failing to act in any of the following:

1. Providing material that does not meet the specifications of the contract;
2. Providing work and/or material that was not awarded under the contract;
3. Failing to adequately perform the services set forth in the scope of work and specifications;
4. Failing to complete required work or furnish required materials/product within a reasonable amount of time;
5. Failing to make progress in performance of the contract and/or giving 1GPA reason to believe that the contractor will not or cannot perform the requirements of the contract; and or
6. Performing work or providing services under the contract prior to receiving a Member’s purchase order for such work.

Upon receipt of a written deficiency notice, contractor shall have ten (10) days to provide a satisfactory response to 1GPA. Failure to adequately address all issues of concern may result in contract cancellation. Upon cancellation under this paragraph, all goods, materials, work, documents, data and reports prepared by contractor under the contract shall become the property of the Member on demand.

G. **Contractor Cancellation**: Contractor may cancel this contract at any time upon thirty (30) days prior written notice to 1GPA or on the yearly anniversary of the contract. Termination shall have no effect on projects in progress at the time the notice of cancellation is received by 1GPA.

H. **Continuation of Performance through Termination** - The Contractor shall continue to perform, in accordance with the requirements of the Contract, up to the date of termination, as directed in the termination notice.

10. **Contract Claims**

Contract claims and controversies under this Contract shall be resolved according to Arizona Department of Education School District Procurement Code Rule A.A.C. R7-2-1155 through R7-2-1159.

Any dispute involving a 1GPA member and Vendor outside of Arizona shall be governed by the laws of the state of the 1GPA member, without regard to its provisions on conflicts of laws, and exclusive jurisdiction and venue shall lie in the city, county, and state of the 1GPA member.

11. **Federal and State Requirement**

UNIFORM TERMS AND CONDITIONS

A. **Compliance with Federal and State Requirements** - Vendor shall comply with all applicable federal, state, and local laws, statutes, ordinances, standards, orders, rules, and regulations, including, as applicable, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, prompt payment and licensing laws and regulations.

Vendor shall comply, when working on any federally assisted projects with the following:

1. The Contract Work hours and Safety Standards Act, (40 U.S.C. §3701 – 3708; 29 CFR Part 5)
2. Davis-Bacon Act, (40 U.S.C. §276a / 29 CFR Part 5)
3. Copland Anti-Kickback Act, (18 U.S.C. §874 / 29 CFR Part 5)
4. Equal Opportunity Employment requirements (Executive Order 11246 and 11375 / 41CFR Chapter 60)
5. McNamara-O'Hara Service Contract Act (41 U.S.C. 351),
6. Section 306 of the Clean Air Act (42 U.S.C. § 1857h,
7. Section 508 of the Clean Water Act (33 U.S.C. § 1368),
8. Executive Order 11738, Environmental Protection Agency regulations (40 CFR Part 15).
9. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200)
10. Education Department General Administrative Regulations, 2 C.F.R. Parts 200 and 3474, and 34 C.F.R. Parts 75-77 and 81 ("EDGAR"),
11. Mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163, 89 Stat. 871)
12. All applicable requirements and regulations, including those related to reporting, patent rights, copyrights, data rights and those mandated by federal agencies making awards of federal funds to 1GPA members.

B. **Offshore Performance** - Due to security and identity protection concerns, direct services under any subsequent contract shall be performed within the borders of the United States. Any services that are described in the specifications or scope of work that directly serve the school district(s) or charter school(s) or its clients and may involve access to secure or sensitive data or personal client data or development or modification of software for the State shall be performed within the borders of the United States. Unless specifically stated otherwise in the specifications, this definition does not apply to indirect or "overhead" services, redundant back-up services or services that are incidental to the performance of the contract. This provision applies to work performed by subcontractors at all tiers.

C. **Contractor's Employment Eligibility** - By entering the contract, Contractor warrants compliance with ARS § 41-4401, ARS § 23-214, the Federal Immigration and Nationality Act (FINA), and all other federal immigration laws and regulations. 1GPA or Member may request verification of compliance from any Contractor or subcontractor performing work under this Contract. 1GPA or Member reserves the right to confirm compliance in accordance with the applicable laws. Should 1GPA or Member suspect or find that the Contractor or any of its subcontractors are not in compliance, 1GPA or Member may pursue any and all remedies allowed by law, including, but not limited to: suspension of work, termination of the Contract for default and suspension, and/or debarment of the Contractor. All costs necessary to verify compliance are the responsibility of the Contractor.

D. **Davis-Bacon** – For Federally funded projects subject to the Davis-Bacon Act, the Member shall specify the applicable Davis-Bacon wage decision, prior to the contractor providing a firm price quotation for the proposed project. The wage decision shall be identified by the WD Number, modification number, and date of the wage decision.

E. **Fingerprint and Background Checks** - In accordance with ARS § 15-512(H), a contractor, subcontractor or vendor, any employee of a contractor, subcontractor or vendor who is contracted to provide services on a regular basis at an individual school may be required to obtain a valid fingerprint clearance card pursuant to Title 41, Chapter 12, Article 3.1. An exception to this requirement may be made as authorized in governing board policy of the Member District.

F. **Terrorism Country Divestments** - Per ARS § 35-392, 1GPA and its Members are prohibited from purchasing from a company that is in violation of the Export Administration Act.

G. **Registered Sex Offender Restrictions** - For work to be performed at schools, contractor agrees that no employee or employee of a subcontractor who has been adjudicated to be a registered sex offender will perform work at any time when

students are or are reasonably expected to be present. Contractor agrees that a violation of this condition shall be considered a material breach and may result in the cancellation of the purchase order at the Member's discretion. Contractor must identify any additional costs associated with compliance of this term. If no costs are specified, compliance with this term will be provided at no additional charge.

H. **Affordable Care Act** - Vendor understands and agrees that it shall be solely responsible for compliance with the Patient Protection and Affordable Care Act, Public Law 111-148 and the Health Care Education Reconciliation Act, Public Law 111-152 (collectively the Affordable Care Act "ACA"). Contractor shall bear sole responsibility for providing health care benefits for its employees who provide services to the District as required by state or federal law.

I. **Boycott of Israel** – Arizona public entities and other states as applicable, the member may not enter into a contract with a company that is currently engaged in, and agrees for the duration of the contract to not engage in, a boycott of Israel.

J. **2 CFR Section 200 (EDGAR)** – When a 1GPA Member seeks to procure goods and services using funds under a federal grant or contract, specific federal laws, regulations, and requirements may apply in addition to those under state law. This includes, the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. 200. All Vendors submitting bids must complete the 2 CFR 200 Certification Form contained within this document.

K. **Minority Businesses** – 1GPA and its Lead Agency have taken all necessary affirmative steps to assure minority businesses, women's business enterprises, and labor surplus area firms are notified of any bidding opportunities when possible according to 2 CFR Part 200.321.

L. **Civil Rights Compliance** - In accordance with 7 CFR Part 210.23, Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, sex, disability, age, or reprisal or retaliation for prior civil rights activity in any program or activity conducted or funded by USDA.

M. **Texas House Bill 1295 Certificate of Interested Parties** – For contract entered into or after January 1, 2016, Texas Government Code Chapter 2252.908 (H.B. 1295) states that a Texas governmental entity or state agency may not enter into a contract unless the business entity submits a disclosure of interested parties to the governmental entity or state. The law applies only to a contract that either (1) requires an action or vote by the governing body or (2) has a value of at least $1 million. Information from the Commission regarding the requirements, including rules and filing information, are available at the following links:

https://www.ethics.state.tx.us/tec/1295-info.htm
https://www.ethics.state.tx.us/whatsnew/faq_form1295.html
https://www.ethics.state.tx.us/whatsnew/elf_info_form1295.htm

It is the responsibility of vendors to determine the applicability of, and comply with, all disclosure laws of House Bill 1295.

SPECIAL TERMS AND CONDITIONS

1. **TERM OF CONTRACT:** It is 1GPA's intent to award a multi-term contract. The initial term of the resultant contract shall start on November 16, 2022 and shall continue for a period of one (1) year thereafter, unless terminated, cancelled or extended as otherwise provided herein.

2. **CONTRACT EXTENSION:** 1GPA reserves the right to unilaterally extend the period of any resultant contract month to month beyond the stated expiration date if that is determined to be in the best interests of Members. In addition, by mutual written agreement, any resultant contract may be extended for a supplemental period up to a maximum of forty-eight (48) months in twelve (12) month increments.

3. **RENEWAL OF CONTRACT:** Conditions for renewal of the contract shall include, but are not limited to: contract usage, satisfactory performance of services during the preceding contract term, ability to continue to provide satisfactory services, continued adherence to the contract requirements, and continued competitive prices for the materials and services provided under the contract.

4. **CONTRACT TYPE**: The term contract shall be a percent of discount off manufacturer's price list or catalog, or fixed price, or a combination of both with indefinite quantities.

5. **FORM OF CONTRACT:** The form of contract for this solicitation shall be the Invitation for Bid, and the awarded Bid(s), and properly issued purchase orders incorporating each member's specific policies and P.O. terms and conditions referencing the requirements of the Invitation for Bid. Partial offers will be considered.

6. **SUPPLEMENTAL AGREEMENTS:** The 1GPA Member and Contractor may enter into a separate supplemental agreement to further define the level of service requirements over and above the minimum defined in this Solicitation such as invoice requirements, on campus service specifics, etc. Any supplemental agreement developed as a result of this Solicitation is exclusively between the Member and Contractor and may not materially change any of the terms and conditions contained herein. 1GPA, its agents, members and employees shall not be made party to any claim for breach of such agreement. Any supplemental agreement between the Member and Contractor is exclusively between the Member and the Contractor and will be subject to immediate cancellation by the Member (without penalty) if, in the opinion of the Member, the quality, service and specification requirements and/or the terms and conditions are not maintained as stated in the supplemental agreement.

7. **BID ACCEPTANCE PERIOD**: In order to allow for an adequate evaluation, 1GPA requires a Bid in response to this solicitation to be valid and irrevocable for ninety (90) days after the opening time and date.

8. **PRE-BID CONFERENCE**: Prospective Bidders are invited to attend a pre-bid conference. The date, time and location of this conference are indicated below. The purpose of this conference will be to clarify the contents of this solicitation in order to prevent any misunderstanding of 1GPA's position. Any doubt as to the requirements of this solicitation or any apparent omission or discrepancy should be presented to 1GPA at this conference. 1GPA will then determine the appropriate action necessary, if any, and issue a written amendment to the solicitation. Oral statements or instructions shall not constitute an amendment to this solicitation.

   Conference Date: August 31, 2022
   Conference Time: 10:00 AM Arizona time
   Conference Location: Online through Zoom (see cover page for more information)

9. **ELECTRONIC SUBMITTAL - REQUIRED:** An electronic submission is **required**. The electronic submission is to be uploaded online through OpenGov Procurement. Submittal instructions for OpenGov Procurement are found on the last page of this document under Exhibit A.

SPECIAL TERMS AND CONDITIONS

10. BID OPENING: Bids shall be opened on the date and time, and at the place designated on the cover page of this document, unless amended in writing by 1GPA. The name of each Bidder and pricing submitted shall be read at this time. All Bids and any modifications and other information received in response to the Invitation for Bid shall be shown only to authorized 1GPA personnel having a legitimate interest in the evaluation. After contract award, the Bids and evaluation document shall be open for public inspection.

Opening Date: September 27, 2022
Opening Time: 11:00 AM Arizona Time
Opening Location: Online through Zoom (see cover page for more information)

11. TIME STAMP Bids will be time stamped when received by OpenGov Procurement. Bids will be accepted up to but no later than the time indicated in the Invitation for Bid (IFB). Bids received after the time stated in the IFB will not be considered and will remain unopened. Bidder assumes the risk of any delay in their submission. 1GPA strongly recommends that you give yourself sufficient time and at least **ONE (1) day** before Bid Due Date and Time to begin the uploading process and to finalize your submission.

12. AWARD: Contract(s) shall be awarded to the lowest responsible and responsive Bidder(s) whose Bid(s) conforms in all material respects to the requirements and evaluation criteria set forth in the Invitation for Bids. No criteria may be used in bid evaluation that is not set forth in the Invitation for Bids. The amount of any applicable transaction privilege or use tax of a political subdivision of the state of Arizona is not a factor in determining the lowest Bidder.

13. MULTIPLE AWARDS: 1GPA has a large number and variety of potential using districts and agencies at locations throughout the United States. In order to assure that any ensuing contracts will allow 1GPA to fulfill current and future requirements; 1GPA reserves the right to award contracts to multiple vendors. Such decision will be based upon consideration for Members' experience with existing products and systems, brand continuity for parts replacement and future expansion, contractor's ability to provide for a large diverse Membership, geographic areas served. The actual use of any contract will be at the sole discretion of 1GPA members. Contracts will be awarded, as applicable, by individual line item, groups of line items, or categories, incrementally, by region, or by location. The awards will be limited to the least number of Bidders that 1GPA determines is necessary to meet the needs of it's Members. Bidder should consider the fact that 1GPA may award multiple contracts in preparing their response. The fact that 1GPA may make multiple contracts, award only one contract, or to make no awards rests solely with 1GPA. **Bidders are not required to Bid on all items specified in this Bid.**

14. ADMINISTRATION FEE: 1GPA's .01 (1%) administration fee shall be included in Bidder's net price. Contractor shall not add the administration fee to approved contract prices.

15. PRICING: Contract pricing must be based upon:
1) Fixed discount(s) off published price list(s) or catalog(s)
2) Firm fixed/unit price
3) A combination of the above

16. COMBINATION PRICING: Offers for combination contracts shall clearly identify items covered by discount(s) and those with fixed prices. Prices for such contracts shall be adjusted as identified for the appropriate contract type above.

17. DISCOUNTS: Discount offers must clearly identify the minimum percentage of discount to apply to either a manufacturer's published price lists, vendor published catalog, advertised price list, or shelf prices for contract

purchases as applicable. At the time of purchase, Contractor may offer deeper discounts, based on volume or other factors, as applicable. If multiple discounts apply, vendor shall clearly indicate the discounts and applicable materials or services. There will be no reduction of minimum discount(s) during the life of the contract.

18. **PRICE ADJUSTMENT FOR DISCOUNT PRICING:** Revised manufacturer published price lists, and/or catalogs may be submitted for review throughout the term of the contract. Manufacturer published price lists should be submitted in PDF format and should not be contained in an Excel workbook generated by the vendor. 1GPA shall determine whether the requested revised pricing or an alternate option is in the best interest of its Members. Revised manufacturer's published price lists, and/catalogs will not become effective until submitted to 1GPA.

19. **PRICE ADJUSTMENT FOR FIXED PRICING:** Fixed price schedules may be submitted for any or all items bid under the contract. **Fixed prices shall be firm until each anniversary date of the contract.** In the event of an occurrence of one or more allowable economic price adjustment contingencies, contract vendor may submit a **fully documented** request for a fixed price list adjustment to 1GPA that includes a letter from the manufacturer clearly stating the amount of increase and product lines affected. Vendor shall also submit supporting documentation that demonstrates that any requested price increase was unpredictable at the time of price list submittal and results from an increased cost to contract vendor that was out of contract vendor's control. Revised price adjustments for fixed pricing will not become effective until approved by 1GPA.

20. **PRICE REDUCTION:** A price reduction adjustment may be offered at any time during the term of a contract and shall become effective upon notice.

21. **VOLUME DISCOUNTS/PROMOTIONAL SALES:** The awarded vendor may offer volume discounts and/or promotional sales at any time during the Contract. Discounted/promotional sale prices shall not exceed the current contract price. The price reduction shall be available to all Members making qualified purchases under the Contract. A contract amendment is not necessary in order to offer Members promotional sales for contract items.

22. **NEW PRODUCT:** New products/services may be added during the term of the contract upon written request providing it is within the original scope of this RFP. All request are subject to review and approval by 1GPA. Successful vendor shall be responsible for notifying 1GPA of all discontinued products in writing.

23. **TRAVEL EXPENSE REIMBURSEMENT:** Vendor shall be responsible for travel arrangements and expenses. Travel expenses may be billed for certain in-state and out-of-state travel expenses on a case-by-case basis. Vendor shall seek Member approval before billing for any in-state or out-of-state travel expenses. If approved by the Member, in-state and out-of-state travel expenses shall be reimbursed in accordance with the Member's state travel policy. The travel policy may be accessed via the internet at the US General Services Administration's website: https://www.gsa.gov/travel/plan-book/per-diem-rates.

24. **QUANTITIES:** 1GPA estimates considerable activity resulting from this award. Based on historical data from previous contracts as well as member surveys, 1GPA estimates usage of this contract to be $10 Million to $25 Million annually. A current list of 1GPA Members may be found at:

    https://www.dropbox.com/s/9i5d6xhsmob7hcp/1%20-%20PUBLISHED%20Membership%20List.xlsx?dl=0

    1GPA makes no guarantee or commitment of any kind concerning quantities that will actually be purchased. 1GPA makes no guarantee or commitment of any kind regarding usage of any contracts resulting from this Solicitation.

SPECIAL TERMS AND CONDITIONS

25. MEMBERSHIP VERIFICATION: 1GPA awarded vendors will need to verify the entity is a Member by checking the membership list at the link above, in paragraph 24, before accepting Purchase Orders. If the entity is not on the membership list they will need to contact 1GPA to obtain approval for the 1GPA membership.

26. SHIPPING TERMS: Prices shall be F.O.B. Destination or F.O.B. Destination Freight Allowed as indicated under Tab 3-Shipping and Other Fees of the Cost Form to Member's location. Vendor shall retain title and control of all goods until they are delivered and the contract of coverage has been completed. All risk of transportation and all related charges shall be the responsibility of the Vendor. All claims for visible or concealed damage shall be filed by the Vendor. 1GPA Members will notify the vendor promptly of any damaged goods and shall assist the vendor in arranging for inspection.

27. DELIVERY: **Unless otherwise agreed upon between Contractor and a Member**, delivery is desired within thirty (30) days of receipt of purchase order. Any outstanding items delivered after this date may be canceled and deleted from the purchase order. Contractor shall be responsible for delivery of items in good condition at point of destination and return of all items that do not meet specifications. Contractor shall file with carrier all claims for breakage, imperfections and losses, which will be deducted from invoices.

28. INSTALLATION AND TRAINING: Proposed price for initial installation must include complete installation along with any necessary supplies. The Contractor shall train the designated Member personnel on the proper use and care of equipment supplied immediately after delivery and installation of the equipment. Installation shall not be considered complete until all designated Member personnel have been trained.

29. PROTECTION OF MEMBERS: The Bidder shall protect all furnishings from damage and shall protect the Member's property from damage or loss arising in connection with this contract. He shall make good any such damage, injury or loss caused by his operations, or those of his employees, to the satisfaction of the Member. The Bidder shall confine his equipment, storage of materials and the operation of his workmen to the limits as indicated by the Unit Foreman in the area in which the work is being performed. Any damage caused to Member's facilities, lawns, etc., shall be repaired immediately or replaced at no expense to the Member.

The successful Bidder shall take all necessary precautions for the safety of students, employees and the public, and shall comply with all applicable provisions of Federal, State and Municipal Safety Laws. He agrees that he is fully responsible to the Member for the acts and omissions of any and all persons whether directly or indirectly employed by him. He shall maintain such insurance as will protect him and the Member from claims or damage for personal injury, including death, which may arise from operations under this contract.

30. BRAND NAMES: Any manufacturer's names, trade names, brand names or catalog numbers used in the specifications are for the purpose of describing and/or establishing the quality, design and performance required. Any such reference is not intended to limit or restrict a Bid by any vendor but is only enumerated in order to advise potential Bidder of the requirements of 1GPA. Any Bid which proposes like quality, design or performance will be considered.

31. NEW EQUIPMENT: All equipment supplied pursuant to this specification shall be new, unused, and the most current model available at time of order.

32. CURRENT PRODUCTS: All products being offered in response to this solicitation shall be in current and ongoing production and capable of meeting or exceeding all specifications and requirements set forth in this solicitation.

33. DEFECTIVE PRODUCTS: All defective products shall be replaced and exchanged by the Contractor. The cost of transportation, unpacking, inspection, re-packing, re-shipping or other like expenses shall be paid by the Contractor.

SPECIAL TERMS AND CONDITIONS

34. EQUIPMENT AND PRODUCT RECALL NOTICES: In the event of any recall notice, technical service bulletin, or other important notification affecting equipment or product purchased from this contract, a notice shall be sent to the Contract Administrator with 1GPA and the Member. It shall be the responsibility of the contractor to assure that all recall notices are sent directly to the agency Member Representative.

35. SAFETY STANDARDS: All items supplied on this contract must comply with the current applicable Occupational Safety and Health Administration standards, standards of the State of Arizona Industrial Commission, the National Electric Code, and the National Fire Protection Association Standards and any other applicable state, federal or local safety standards/codes.

36. RESPONSIBILITY OF BIDDERS: Factors to be considered in determining if a Bidder is responsible may include:

A. The Bidder's financial, material, personal and other resources, including subcontractors;
B. The Bidder's record of performance and integrity;
C. Whether Bidder is qualified legally to contract with the public entity;
D. Whether Bidder supplied all necessary information concerning its responsibility;
E. Complaints on file with the Registrar of Contractors;
F. Prior litigation history.

37. LICENSES: Contractor shall maintain in current status all federal, state and local licenses and permits required by the operation of the business conducted by the contractor.

38. FEES AND PERMITS: All required fees and permits obtained on behalf of the Member by the installer must be included in the total price as a pass-through cost (no markup).

39. INSPECTION: The job will have a final inspection and acceptance by 1GPA Member staff. Any discrepancies noted during the inspection will be corrected prior to final payment. Field inspections will be performed by Member upon completion of the Project.

40. DAMAGES: The successful contractor shall be liable for any and all damage caused by him or his employees to the 1GPA Member premises. The Bidder shall hold and save 1GPA and Member free and harmless from liability of any nature or kind arising from any use, trespass, or damage occasioned by his operations on premises or third persons.

41. CLEAN UP: The Contractor, at all times, shall keep the premises free from accumulation of waste materials or rubbish caused by construction operations. Upon completion of the work, remove all waste materials and rubbish from and about the Project, as well as tools, construction equipment, machinery and surplus materials.

If the Contractor fails to clean up the work, the 1GPA Member may do so and the cost thereof shall be charged to the Contractor.

Remove all surplus materials and debris of every nature resulting from operations, and return site back in a neat, orderly condition.

42. WARRANTY: All workmanship and materials should be warranted for a minimum of two (2) years from the date of acceptance of the project. This will be submitted in written form to the 1GPA Member at completion of Project.

All items bid shall be covered by the manufacturer's standard warranty.

43. BILLINGS: All billing notices shall identify the specific item(s) being billed. Item(s) are to be identified by name, model/serial number as most applicable. Any purchase/delivery order issued will refer to the contract number resulting from this solicitation.

SPECIAL TERMS AND CONDITIONS

44. INSURANCE: Bidder agrees to maintain such insurance as will fully protect Bidder, 1GPA and its Member from any and all claims under any workers' compensation statute or unemployment compensation laws, and from any and all other claims of any kind or nature for damage to property or personal injury, including death, made by anyone, that may arise from work or other activities carried on, under, or facilitated by this Agreement, either by Bidder, its employees, or by anyone directly or indirectly engaged or employed by Bidder. Bidder agrees to maintain such automobile liability insurance as will fully protect Bidder, 1GPA and its Member for bodily injury and property damage claims arising out of the ownership, maintenance or use of owned, hired or non-owned vehicles used by Bidder or its employees, while providing services to 1GPA Members.

Successful Bidder will be required to provide proof of and maintain comprehensive general liability insurance with a limit of not less than $1,000,000 per occurrence and $2,000,000 aggregate coverage. Before any orders are processed under an awarded contract, awarded vendor shall provide a certificate that names 1GPA as the certificate holder. In addition, awarded vendor shall be willing to provide, upon request, a certificate of insurance to any Member using this contract.

Successful Bidder will be required to submit proof of and maintain Worker's Compensation and Employer's Liability Insurance as required by law.

45. SPILLAGE: Contractor will be responsible for the clean-up of a contamination or spillage resulting from products or services provided under the contract resulting from this solicitation.

46. KEY PERSONNEL: It is essential that the contractor provide adequate experienced personnel, capable of and devoted to the successful accomplishment of work to be performed under this contract. The contractor must agree to assign specific individuals to the key positions.

A. The contractor agrees that, once assigned to work under this contract, key personnel shall not be removed or replaced without written notice to 1GPA or Member.

B. If key personnel are not available for work under this contract for a continuous period exceeding 30 calendar days or are expected to devote substantially less effort to the work than initially anticipated, the contractor shall immediately notify 1GPA or Member and shall, subject to the concurrence of the District, replace such personnel with personnel of substantially equal ability and qualifications.

47. DATA, INFORMATION AND RECORDS SECURITY AND PRIVACY: Contractor agrees to comply with all applicable laws and regulations regarding data, information and records security and privacy all of which are incorporated herein by reference in their current forms and as amended at any future time. These include, but are not limited to, Arizona Revised Statute (A.R.S.) §18-552 et seq – Notification of Security System Breaches; A.R.S. §44-7601 et seq – Discarding and Disposing of Records Containing Personal Identifying Information; Family Educational Rights and Privacy Act (FERPA); Protection of Pupil Rights Amendment (PPRA); Health insurance Portability and Accountability Act of 1996 (HIPPA) Privacy and Security Rules; Health Information Technology for Economic and Clinical Health (HITECH) Act; Payment Card Industry Data Security Standards; applicable federal, state and local regulations relating to confidentiality of student records; and any other federal and/or state law governing the privacy of personally identifiable information

48. BIDDER'S EMPLOYEES: Bidder agrees that the individuals provided to 1GPA or Member on a temporary basis are Bidder's, not 1GPA's or Member's employees.

Bidder agrees that it is solely responsible for its own acts and omissions and for those of its employees and that Bidder and any employees working for Bidder are the sole responsibility of Bidder for the purposes of any and all legal requirements, including, but not limited to, obligations and liabilities in the following areas:

Workers' Compensation Insurance
Federal and State Unemployment Taxes
Federal and State Withholding and Reporting Requirements
Unemployment Compensation Insurance
Federal, State, and Local Employment Laws

Bidder agrees that it or its employees are not entitled to any benefits or protections that accrue from an employment relationship with 1GPA, including, but not limited to, health insurance, life insurance, due process rights, and/or vacation/holiday pay.

1GPA will not provide Bidder or its employees any business registrations or licenses that may be required. 1GPA will not combine business operations with Bidder.

Neither Bidder nor its employees are to be considered agents or employees of 1GPA for any purpose. It is understood and agreed that 1GPA does not require Bidder to provide services exclusively to 1GPA and that Bidder and its employees are free to contract to provide services to other companies while it is under contract with the District.

In compliance with all applicable laws, the Bidder shall, at no charge to 1GPA, conduct drug/alcohol testing, fingerprint checks, reference checks and background checks of each individual who will perform services for 1GPA to ascertain that there is no history of behavior that would make the individual unsuitable to work with children or work in a school setting. These checks must be completed before the individual provides any services to the Member. The fingerprint and background checks will be conducted in accordance with applicable laws, including current Arizona Revised Statutes § 15-512 and/or 15-534, as applicable.

At any time, and for any reason, 1GPA or the Member may request or reject any of Bidder's employees.

Bidder agrees to comply with the Member's rules, regulations, and policies, as the Member may modify from time to time.

49. EMPLOYEE IDENTIFICATION: All employees **must** check in at the front office of each Member site. The employee must have an identification badge at all times in clear view, with picture ID and name of firm. In addition, the employee shirt must have the company name on it. Failure to have any of these items will result with the employee being escorted off property.

50. FINGERPRINT & BACKGROUND CHECKS: 1GPA anticipates that services under this contract may cause the contractor and proposed subcontractors to have direct, unsupervised contact with pupils. In accordance with ARS § 15-512(H), a contractor, subcontractor or vendor or any employee of a contractor, subcontractor or vendor who is contracted to provide services on a regular basis at an individual school shall be required to obtain a valid fingerprint clearance card pursuant to title 41, chapter 12, Article 3.1. Therefore, the Contractor and any proposed subcontractors warrant compliance with ARS subsection 41-4401, ARS subsection 23-214, the Federal Immigration and Nationality ACT (FINA) and all other federal, state and local immigration laws and regulations related to the immigration status of its employees. The contractor must have all employees on-site submit to a fingerprint clearance conducted by Department of Public Safety and all employees must carry fingerprint card at all times. These warranties shall remain in effect through the term of the contract.

1GPA or Member may, at its sole discretion, require evidence of compliance during the evaluation process or contract term. Should 1GPA or Member request evidence of compliance, the Contractor and any proposed subcontractors shall have 5 working days from receipt of the request to supply adequate information. Failure to supply the requested information or if 1GPA or Member suspects or finds the Contractor or any of its subcontractors are not in compliance, 1GPA or Member may pursue any and all remedies allowed by law, including, but not limited to: non-consideration of contract award, suspension of work, termination of the contract for default, and suspension and/or debarment of the Contractor. All costs associated with verification and any remedies are the sole responsibility of the Contractor and any proposed subcontractor.

51. BID SECURITY: School procurement rules require that all competitive sealed procurement for construction have bid security, if the amount of construction contract will exceed the amount established by R7-2-1002(A). Bid security as a percentage of the bid amount is unacceptable, as this is a term contract with no specific bid amount.

Bidders shall include acceptable bid security in the amount of $100,000 with submission of their Bid.

Acceptable bid security for this solicitation will be a certified check, or an annual or one time bid bond underwritten by a surety company licensed to issue bid bonds in the appropriate state construction with take place, with the principal being the prime contractor and 1GPA being the Agency of Record.

52. PERFORMANCE AND PAYMENT BONDS: Performance and Payment Bonds between the 1GPA member and the prime contractor shall be executed on forms substantially equivalent to the forms provided at the end of this solicitation document if the value of the construction or construction services award exceeds the amount established in R7-2-1002(A), currently $100,000.

Upon execution of a contract between 1GPA member and prime contractor, performance and payment bonds shall be provided to the member as required in R7-2-1103 as applicable. The prime contractor agrees to notify the 1GPA member in writing of this requirement before accepting any work orders. If the prime contractor fails to deliver any required performance or payment bonds, the contract with 1GPA may be terminated. The contractor may be asked to supply copies of performance and payment bonds to 1GPA for administrative purposes.

Performance Bond - The contractor shall be required to furnish an irrevocable security in the amount of 100% of the total contract price payable to the 1GPA Member, binding the contractor to provide faithful performance of the contract.

Payment Bond - The contractor shall be required to furnish non-revocable security for the protection of all persons supplying labor and material to the contractor or any subcontractor for the performance of any work related to the contract. Payment security shall be in the amount of 100% of the total contract price and be payable to the 1GPA Member.

53. MEMBER DELAYS: As required by R7-2-1087(D), the contractor will negotiate with 1GPA Member for the recovery of damages related to expenses incurred by the contractor for a delay for which the 1GPA Member is responsible, that is unreasonable under the circumstances and that was not within the contemplation of the parties to the contract. This negotiation does not void any provision in the contract that requires notice of delays, provides for arbitration or any other procedure for settlement or provides for liquidated damages.

54. PROGRESS PAYMENTS: R7-2-1105 allows for progress payments to the contractor of construction if the contractor agrees to adhere to ARS 41-2577 (B) (D) (F). All progress payments must be invoiced to the 1GPA member. It is the responsibility of the 1GPA member to review and approve any estimates of work completed. Payment shall be made within 14 days after the estimate of the work is certified and approve, except that a percentage of all estimates shall be retained as provided in R7-2-1104. If the 1GPA member issues a written statement to the Bidder that the estimate of work is not approved and certified, the 1GPA member may withhold an amount from the progress payment that

the 1GPA member reasonably expects to incur in correcting the deficiency set forth in the written finding, as permitted in R7-2-1105 (A). In such cases, the Bidder agrees to hold 1GPA harmless for any deficiency payment.

Progress payments may be made to the prime contractor on the basis of a duly certified and approved estimate of work performed during the preceding month. The prime contractor must agree to pay any subcontractors or material suppliers within seven (7) days of their receipt of the progress payment, unless otherwise agreed on in writing between the parties involved.

Once all bonds are in place, the prime contractor and the 1GPA member will agree upon a schedule of payments based on identifiable milestones.

If any payment to the contractor is delayed after the date due, interest shall be paid at the rate of one percent per month, or a fraction of a month, on such unpaid balance as may be due. Any late charges will be the responsibility of the 1GPA Member.

Acceptance of final payment is a waiver of all claims except unsettled claims previously made in writing.

55. RETENTION: Ten (10) percent of all contract payments shall be retained by the 1GPA member as insurance of proper performance of the contractor. Contractor agrees to identify the amount to be retained on invoices to 1GPA member for each progress payment.

When the contract is fifty (50) percent completed, on half of the amount retained shall be paid to the contractor upon the contractor's requests provided the contractor is making satisfactory progress on the contract and there is no specific cause or claim requiring a greater amount to be retained.

After the contract is fifty (50) percent completed, no more than five percent of the amount of any subsequent progress payments shall be retained providing the contractor is making satisfactory progress on the project, except if at any time the governing board of the member determines satisfactory progress is not being made, at which point ten percent retention shall be reinstated.

Retention applies only to amounts payable for construction and does not apply to amounts payable for design services, preconstruction services, finance services, maintenance services, or any other related services included in the contract.

If the 1GPA member and the contractor agree to a substitute security, the agreement must be in full compliance with R7-2-1104 (D)(E)(F)(G). If a substitute security is agreed to, the prime contractor must provide 1GPA member with a signed and acknowledged waiver of any right or power of the obligor to set off any claim against 1GPA member.

SCOPE OF WORK

1) PURPOSE

The purpose of this Invitation for Bid (IFB) is to establish contracts with responsive and responsible firms that provide a wide array of Playground Solutions. The intent is to cover the entire nature of Playground products and services for the use of 1GPA Members on an as-needed basis. Products may include but are not limited to: playground equipment, water play equipment, shade structures, playground surfaces, etc. Any applicable services that align with Playground Solutions such as installation, demolition of existing structures, inspections, maintenance and repairs, consulting, etc. are also included.

1GPA reserves the right to award in whole or in part, by item or group of items, by section or geographic area, or make multiple awards, where such action serves the best interest of the Members of 1GPA.

2) BACKGROUND

1Government Procurement Alliance (1GPA), is a non-profit national governmental purchasing cooperative which allows public agencies to take advantage of existing contracts to purchase the goods and services they need from local and national vendors. Eligible using members include school districts, charter schools, universities, colleges, cities, towns, municipalities, counties, states, local governments, federal government, Native American communities, fire districts, and any other political subdivision.

The Pinal County Education Service Agency's (PCESA) Mary C. O' Brien Accommodation District (MCOB) acts as a Lead Agency for 1GPA. PCESA provides programs and services for approximately 45,000 students within 21 public school districts, in addition to the growing number of private and charter schools within Pinal County. Also served by PCESA is a large Indian community including parts of the Tohono O' odham Nation (Papago & Pima Indians), the San Carlos Apache Indian Reservation, and Gila River Indian Community, along with the entirety of the Ak-Chin Indian Community Pinal County was founded in 1875 and is located in the central part of Arizona between Maricopa County (Phoenix) on the north and west sides, Gila County also on the north, Pima County (Tucson) on the south and Graham County on the East. It covers an area of 5,374 square miles. The estimated population in 2017 was 430,200 and growing. The county seat is located in Florence, AZ as is the Pinal County School Superintendent's office.

1GPA currently holds Contract 18-04P Playground Solutions with twelve (12) vendors. The contract is in the fifth and final year, expiring November 16, 2022 at which time this contract will become effective.

3) REFERENCES

For additional information on references and definitions used for specifications in this solicitation, access the applicable website for the organizations listed below:

- ASTM International (ASTM): www.astm.org
- American Concrete Institute Building Code (ACI): https://www.concrete.org/
- American Institute of Steel Construction (AISC): https://www.aisc.org/
- American Welding Society (AWS): http://www.aws.org/
- Americans with Disabilities Act (ADA): www.ada.gov
- US Access Board (UAB); https://www.access-board.gov/
- Arizona Registrar of Contractors (ROC): https://roc.az.gov/
- Code of Federal Regulations (CFR): https://www.govinfo.gov/app/collection/CFR
- Consumer Product Safety Commission (CPSC): www.cpsc.gov
- International Organization for Standardization (ISO): www.iso.org
- Occupational Safety and Health Administration (OSHA): www.osha.gov
- International Building Code: https://codes.iccsafe.org/codes/i-codes

- International Code Council (ICC): www.iccsafe.org
- International Play Equipment Manufacturers Association (IPEMA): www.ipema.org
- National Fire Protection Association (NFPA): www.nfpa.org
- National Playground Contractors Association (NPCAI): www.playground-contractors.org
- Printed Handbook for Public Playground Safety (CPSC): https://www.cpsc.gov/s3fs-public/325.pdf

4) SCOPE OF WORK

The resulting contract will be comprised of the entire "from the ground up" solution for Playgrounds, Parks and Recreational Outdoor sites. Design services, foundations to support in ground structures, playground equipment, removal of old equipment, surfaces, site accessories, and services. Vendors are not required to provide products and services in all scope of work areas to be considered for award.

A. **QUALIFICATIONS:** Contractors, sub-contractor and/or manufacturer shall provide a history of experience in the industry in which they are submitting bids.

B. **PRODUCT STANDARDS AND GUIDELINES:** Contractor(s) providing products and/or services under the contract resulting from this solicitation shall be in compliance with all current and applicable federal, state and local laws and industry standards for the state in which the work is being performed.

Public Playground Safety Handbook: Contractor shall adhere to all guidelines included in the Public Playground Safety Handbook published by the U.S. Consumer Product Safety Commission that can be found at https://www.cpsc.gov/s3fs-public/325.pdf..

C. **MATERIAL SPECIFICATIONS:** Equipment material specifications may vary between cities, counties, schools, and states. Each Member will provide required specifications to include, but not be limited to, acceptable material, finish, diameters, thickness, gage, and angles of all components when placing orders as necessary

D. **PLAYGROUND EQUIPMENT**

Types of Equipment: Playground Equipment, Outdoor Fitness, Site Accessories, and other related equipment, materials, and parts to be provided under the resulting contract include, but are not limited to:

Play Structures:

Bridges	Tunnels	Slides
Decks	Transfer Points	Sliding Poles
Overhead Ladders	Ramps	Corkscrew Climbers
Spiral Climbers	Vertical Ladders	Parallel Bars
Play Enclosures	Chinning Bars	Chain Walks
Loop Ladders	Activity Panels	

Independent Play Equipment

Spring Riders	Activity Panels	Swings
Diggers	Climbers	Electronic Products or Slides
Musical Play		

Outdoor Fitness and Sports Equipment

Sit-Up Benches	Overhead Climber	Push-Up Bars
Climbing Walls	Leg Stretchers	Parallel Bars
Balance Beams		

Water Play Equipment

Splash Pad Systems	Ground Spray Elements	Pumps, Filters and Parts
Commercial Grade Above Ground Features	Custom Features	Holding Tanks
Control Systems and Activators	Activity Towers	Fountains

Prefabricated/Pre-Engineered Shelters

Pavilions	Shelters	Gazebos
Ramadas		

Additional Equipment and Accessories

Powder Coatings	Picnic Tables	Shower Towers
Weather-Proof Coatings	Litter Receptacles	Foot Sprayers
Signage	Cooking Grills	Bicycle Racks
Benches	Water Fountains	Portable Bleachers
Misters		

E. **SHADE STRUCTURES:**

Fabric Material

- Fabric canopies available in a variety of colors, patterns and designs.
- Fabric material should be constructed using a knitting process with ultraviolet (UV) inhibited thread.
- Fabric shall be resistant to runs and tears.
- Fabric shall be mildew and fade resistant.

Steel Structures

- Steel structures should be available in various designs, sizes, heights, etc. dependent upon the Member's needs.
- Steel components should be powder coated with an outdoor UV inhibited, weather resistant polyester powder as per industry standards as applicable. Other coatings may also be included under the resulting contract.

Concrete Footing

- Concrete footings shall be designed and constructed to meet soil conditions, structure span, structural load, height and current applicable building codes.

F. **PLAYGROUND SURFACES:**

- *Unitary Surfacing* options may include, but are not limited to pour in place rubber, rubber tile surfacing
- *Loose-Fill Surfacing* options may include, but are not limited to Engineered Wood Fiber (EWF), Shredded/Recycled Rubber, Sand, Pea Gravel, Wood Mulch (non-CCA), Wood Chips
- Aquatic surfacing for water play areas

G. **PLAYGROUND SERVICES:**

The Contractor shall provide all labor, supervision, transportation, equipment (including testing and all personal protection equipment), tools, and all effort necessary to perform the work described within this solicitation. Each contractor assigned to this contract shall have the licenses and technical ability to provide services.

SCOPE OF WORK

Design

Contractor(s) should have the ability to design appropriate play systems/structures to fit the needs of the Member. Contractor may be required to provide drawings (plan and evaluation) of all pertinent aspects of the play structures/equipment and its method of connection to the work. Final playground drawings shall be to scale, legible and must show location of play equipment and dimensions of use zones. All designs shall indicate ADA accessible routes, and percentage of ADA accessible components.

Site Preparation and Installation

- All Products and equipment provided under this Contract that require assembly and installation should be performed by certified installers in accordance with all manufacturer specifications as to not void the product warranty.

- Contractor shall perform all installation services according to the standards established by the terms, specifications, drawings, and construction notes for each project, and meet manufacturer's specifications and industry standards.

- The Installer shall obtain clarification concerning questions or conflicts in the specifications, drawings, and construction notes in a timely manner as to not delay the progress of work.

- All work performed by the Contractor shall be subject to inspection and approval by the requesting Member.

- The Member may opt to waive installation by contractor and assemble products with in-house personnel.

Inspection Services

Inspections and/or audits are for the purpose of checking for hazards and to test the performance of an entire play area. Inspection services may be performed monthly, quarterly, annually or on demand as mutually agreed upon between the Contractor and the Member. Inspections should be performed by a Certified Playground Safety Inspector (CPSI).

Maintenance and Repair Services

Potentially hazardous and/or non-compliant conditions identified shall be properly maintained and/or repaired under this contract. Maintenance and repair services may include but are not limited to:

- Supply and Install Replacement Parts and Components
- Sand Cleaning
- Sanitization and Graffiti Removal
- Power Washing
- Surfacing Material Reconditioning and Replenish
- Rubberized Safety Surface Repairs and Restoration
- Shade Structure and Fabric Replacement

Other Services

Other services provided under this contract may include but are not limited to:

- Consulting
- Expert witness services

- Training and certification programs

H. **DELIVERY:**

- Emergency or rush deliveries requested by the Member that require special shipping and handling charges may be at the Member's expense, but only with prior written approval from the Member. Emergency or rush shipping charges shall be added to an invoice as a separate line item.

- In the event emergency or rush delivery is required as the result of a Contractor's error, all shipping and handling charges shall be paid by the Contractor.

- The Member reserves the right to examine freight cost and route shipments with their own contracted carrier.

- Under no circumstances shall the Contractor increase their profit margin through shipping charges.

I. **SCHEDULING REQUIREMENTS:**

- The Contractor should have the ability to create and manage numerous individual accounts for order placement, billing, and reporting purposes.

- Contractor shall coordinate all servicing schedules with the Member's point of contact before beginning work.

- The Contractor shall be prepared with well-maintained equipment inventory/materials and satisfactory transportation for delivery at the work site to meet the customer demand and delivery requirements.

- Labor rates bid shall include all direct labor and burden, equipment, small tools, common expendables. Labor rates shall be divided into the following categories:

  Regular Service: work performed between 6:00 AM to 6:00 PM, Monday through Friday, excluding holidays.

  After Hours: work performed after 6:00 PM and before 6:00 AM the next morning.

  Weekends & Holidays: work performed Saturday, Sunday, or during a holiday.

J. **ORDERING AND JOB COMPLETION PROCESS:**

Request for Service: The 1GPA Member will notify the contractor of the need for services. Request for quote/estimate for a specific scope of work will be issued by the Member.

Site Visit: Dependent upon the complexity/nature of the project, a site visit may be held by the Member to allow the contractor(s) to inspect and observe important issues regarding the project to ensure accurate cost estimates.

Project Quotations: After a site review of the project, Contractor shall submit the project quote to the Member within the specified time frame. Quotes should be easily verifiable against the contract pricing by clearly listing the unit price or rate for each line item.

SCOPE OF WORK

Purchase Order: The Member shall issue a purchase order upon approval of the quotation and prior to the commencement of any work. The purchase order should reference the 1GPA contract number.

Change Orders: All change orders to a project must be in writing, referencing the contract number and approved by the Member prior to authorization to proceed. The Contractor who fails to acquire change orders in writing runs the risk of incurring these additional costs without payment. A revised purchase order may be required.

Delivery and Installation: Contractor will notify the Member when material has been received and provide a proposed project completion date. Installation shall start within seven (7) working days after material is received unless otherwise agreed upon by the Member and the Contractor.

Preconstruction Meeting: When requested by the Member, the contractor will arrange a meeting at the site with supervisor and the Member to review site conditions, security procedures, work responsibilities, loading and unloading restrictions, etc.

Final Inspection: Each job will have a final inspection by the Member and/or governing authorities prior to final payment

Invoicing: After completion of services, the Contractor shall submit a detailed invoice to the Member. The invoice should be easily verifiable against the contract pricing schedule and shall include, at minimum, the Member's purchase order number, the 1GPA contract number and the job location.

Rented equipment charges (submitted with a copy of the invoice from rental firm) shall not add additional sales tax other than what the rental firm has posted. A flat administrative fee may be added as a separate line item in accordance with the contract rates.

Payment After Job Completion: Payment shall not be provided until inspection is completed and an approval signature is provided by authorized member representative. In case of non-satisfactory completion of any individual project, the member reserves the right to withhold payment as permissible by law.

Progress Payments - Members may make progress payments under the following conditions:

1. Member and Contractor agree to the terms of the progress payments prior to issuing a purchase order.
2. Purchase order describes the amounts or percentages and the dates or frequency of payments.
3. Payments are made in full compliance with Member's local governing entity rules.

SUBMITTAL REQUIREMENTS

1. ELECTRONIC SUBMITTAL – REQUIRED

An electronic submission is required. The electronic submission is to be uploaded online through OpenGov Procurement. Submittal instructions for OpenGov Procurement are found on the last page of this document under Exhibit A.

Bids will be time stamped when received by OpenGov Procurement. Bids will be accepted up to but no later than the time indicated in this Solicitation or as amended in writing by 1GPA. Bids will not be received or considered after the time stated in this Solicitation (or as amended). Bidder assumes the risk of any delay in their submission. 1GPA strongly recommends that you give yourself sufficient time and at least **ONE (1) day** before Bid Due Date and Time to begin the uploading process and to finalize your submission.

2. BID FORMAT AND SUBMISSION REQUIREMENTS THROUGH OPEN GOV PROCUREMENT

Each bid should be submitted on the forms and in the format specified. 1GPA will not provide any reimbursement for the cost of developing or presenting proposals in response to this Solicitation. Complete each section on the Open Gov Procurement platform for this project. Items marked with an asterisk require a response to submit your bid. Failure to include the requested information may have a negative impact on the evaluation of the vendor's bid.

3. DEALER/RESELLERS

Manufacturers should provide a list of authorized dealers/resellers with their bids where indicated in the OpenGov Procurement online portal. Dealers/resellers shall be bound to the contract terms and conditions and pricing schedules.

4. SUBCONTRACTORS

Subcontractors providing installation services shall comply with State and City Contractors License Law and be duly registered and licensed thereunder. Bidders shall provide a list of any subcontractors used to complete the work performed under the resultant contract. Any work performed by subcontractors shall adhere to the contract terms and conditions and pricing schedules.

5. BID SECURITY

Acceptable bid security for this solicitation will be a certified check or an annual or one time bid bond underwritten by a surety company licensed to issue bid bonds in the appropriate state construction with take place, with the principal being the prime contractor and 1GPA being the Agency of Record.

Upload an acceptable bid security in the amount of $100,000 where indicated in the Vendor Submission section of the OpenGov Procurement online portal. For vendors submitting bid bonds, the associated Power of Attorney should also be uploaded in the same section. Contact Rebecca Seifert at rseifert@1gpa.org for submittal instructions prior to the bid due date and time if your firm intends on submitting a certified check as bid security.

6. REQUIRED FORMS

Download, complete and upload each required form in the Vendor Submission section of the OpenGov Procurement online portal. Multiple files may be uploaded if there are supporting documents your firm wishes to submit. Be sure all forms are thoroughly completed and signed by your firm's authorized representative. Failure to submit complete forms may result in rejection of the bid.

SUBMITTAL REQUIREMENTS

7. AMENDMENT ACKNOWLEDGEMENT

Solicitation amendments shall be acknowledged through the OpenGov Procurement portal during bid submission. If an amendment is issued after your bid has been submitted to the portal, you must log back in, unsubmit your bid, acknowledge the new addendum and then resubmit the bid. Click the "?" in the top right corner of the home screen to access the OpenGov Procurement Help Center or use the chat feature in the lower right-hand corner to ask for assistance from OpenGov Procurement.

BID BOND

KNOW ALL MEN BY THESE PRESENTS:

THAT, _____

(hereinafter called Principal), as Principal, and _____

_____, a corporation organized and existing under the laws of the State

Of_____ , with its principal office in the City of

_____, (hereinafter called the

Surety), as Surety, are held and firmly bound unto 1Government Procurement Alliance (hereinafter called the Obligee) in

the amount of _____ (Dollars) ($_____) , for the payment

whereof, the said Principal and Surety bind themselves, and their heirs, administrators, executors, successors and assigns,

jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a Bid for:

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

The prevailing party in a suit on this bond shall recover as a part of his judgment such reasonable attorneys' fees as may be fixed by a judge of the Court.

Witness our hands this _____ day of _____ 20 _____

_____
Principal Seal

BY _____

_____
Surety Seal

BY _____

_____
Agency of Record

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS:

THAT, _____

(hereinafter called Principal), as Principal, and _____

_____ , a corporation organized and existing under the laws of the State

Of _____ , with its principal office in the City of

_____ , (hereinafter called the

Surety), as Surety, are held and firmly bound unto the Name of the 1GPA Member goes here (hereinafter called the Obligee) in

the amount of _____ (Dollars) ($_____) , for the payment

whereof, the said Principal and Surety bind themselves, and their heirs, administrators, executors, successors and assigns,

jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain written contract with the Obligee, dated the _____

day of _____ 20_____, for the material, service or construction

described as _____

_____

which contract is hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall faithfully perform and fulfill all the undertakings, convenants, terms, conditions and agreements of said contract during the original term of said contract and any extension thereof, with or without notice to the Surety and during the life of any guaranty required under the contract, and shall also perform and fulfill all the undertakings, convenants, terms, conditions, and agreements of any and all duly authorized modifications of said contract that may hereafter be made, notice of which modifications to the Surety being hereby waived; then the above obligations shall be void, otherwise to remain in full force and effect.

The prevailing party in a suit on this bond shall recover as a part of his judgment such reasonable attorneys' fees as may be fixed by a judge of the Court.

Witness our hands this _____ day of _____ 20 _____

_____

Principal Seal

BY _____

_____

Surety Seal

BY _____

_____

Agency of Record

PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS:

THAT, _____

(hereinafter called Principal), as Principal, and _____

_____, a corporation organized and existing under the laws of the State

Of _____ , with its principal office in the City of

_____, (hereinafter called the

Surety), as Surety, are held and firmly bound unto the Name of the 1GPA Member goes here. (hereinafter called the Obligee) in

the amount of _____ (Dollars) ($_____) , for the payment

whereof, the said Principal and Surety bind themselves, and their heirs, administrators, executors, successors and assigns,

jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain written contract with the Obligee, dated the _____

day of _____ 20_____,to construct and complete a certain

work described as_____

_____

which contract is hereby referred to and made a part hereof as fully and to the same extent as if copied at length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said Principal shall promptly pay all monies due to all persons supplying labor or materials to him or his subcontractors in the prosecution of the work provided for in said contract, then this obligation shall be void, otherwise to remain in full force and effect.

The prevailing party in a suit on this bond shall recover as a part of his judgment such reasonable attorneys' fees as may be fixed by a judge of the Court.

Witness our hands this _____day of _____, 20_____

_____
Principal Seal

BY _____

_____
Surety Seal

BY _____

_____
Agency of Record

EXHIBIT A

OPENGOV PROCUREMENT SUBMISSION INSTRUCTIONS

Please contact OpenGov Procurement at http://help.procurenow.com/en/collections/1392366-vendor-guides for technical questions related to your submission.

Please follow these instructions to submit via the OpenGov Procurement public portal.

1. **Create a OpenGov Procurement Account:**

   - Register to access solicitation documents and upload responses at **https://procurement.opengov.com/portal/1gpa** by selecting Subscribe to create an account. Detailed instructions may be found at http://help.procurenow.com/en/articles/2482165-vendor-registration

   - Follow updates to existing solicitations and receive email notices of amendments/addenda posted by finding the solicitation and clicking the "Follow" button. Ultimately, it is the sole responsibility of each offeror to periodically check the site for any amendments/addenda issued at **https://procurement.opengov.com/portal/1gpa.**

2. **Prepare your submission materials:**

   - **Do not embed** any documents within your uploaded files, as they will not be accessible or evaluated.

3. **Upload your submission at: https://procurement.opengov.com/portal/1gpa**

   - Your submission must be uploaded, submitted, and finalized prior to the Closing Time of

   SEPTEMBER 27 AT 11:00 AM ARIZONA TIME OR AS AMENDED

   - We strongly recommend that you give yourself sufficient time and at least **ONE (1) day** before Closing Time to begin the uploading process and to finalize your submission.

4. **Important Notes:**

   - Questions related to this solicitation should be submitted through the OpenGov online portal.

   - Each item of Requested Information/Document will only be visible after the Closing Time.

   - Uploading large documents may take significant time, depending on the size of the file(s) and your Internet connection speed.

   - You will receive an email confirmation with a date/time stamp once you finalize your submission.

   - Minimum system requirements: OpenGov Procurement is compatible with major browsers such as Chrome, Firefox, Microsoft Internet Explorer, Edge and Safari. It can be accessed on all Android and IOS devices.

SOLICITATION AMENDMENT #1
Playground Solutions
IFB 23-07P

Solicitation Due Date and Time: September 27, 2022 at 11:00 AM Arizona Time

The above-mentioned solicitation is hereby amended as follows:

1. Replace Cost Form with Cost_Form_23-07P Amend 1. Changes have been made to Tab 5-MARKET BASKET. The revised Cost Form can be downloaded under item 3.1 Cost Form in the Vendor Submission section of the project on the OpenGov Procurement online portal

The following questions were received in relation to this solicitation:

QUESTION	RESPONSE
For Special Terms and Conditions #18 "Price Adjustments for Discount Pricing", are manufacturers price list not accepted in the Excel workbooks any longer?	PDF format is preferred for submission of Manufacturers Price Lists. An Excel format may also be accepted as a manufacturer's price list update if it comes directly from the manufacturer. Cost Form changes that are submitted by the distributor are considered a fixed price adjustment and would therefore need to be submitted through the amendment process.
For Section 3.4 "Fixed Price" on the OpenGov Procurement Platform, is there a clickable link to enter fixed pricing?	No - there is nothing to download in this section. You may upload a single document or multiple documents under 3.4.
The current contract 18-04P Playground Solutions currently has 12 vendors awarded. Will there be a limit as to how many new vendors will be awarded?	No - there are many factors that go into the evaluation for award. Multiple awards will be based on the needs of 1GPA members nationally.
Each vendor offers something a little different. Will partial bids be accepted or is this an all or nothing bid?	Partial bids will be accepted (see Special Term and Condition #5 Form of Contract and #13 Multiple Awards). This is not an all or nothing bid.
Is there a recording available of the Pre-Bid conference that can be viewed after-the-fact?	No – the meeting was not recorded.
Is it permissible to use a percentage of equipment price for the installation numbers?	Yes

Other Points of Information:

1. Review OpenGov and the forms required prior to the morning of the solicitation's due date and time. Be sure the forms are complete and signed by the authorized representative.
2. A $100,000 Bid Bond is required with the submittal – see Special Term and Condition #51 of the IFB.
3. Water Play is now included in the scope of work.
4. Vendors may ask questions through the OpenGov Procurement portal or by email at rseifert@1gpa.org until the due date and time for questions.
5. You will receive a green check through OpenGov when you've uploaded a form successfully, however the system does not verify that the form you uploaded is the correct form.

All other provisions of the solicitation shall remain in their entirety. Firms should acknowledge receipt of this amendment electronically through the OpenGov Procurement portal for this project prior to the due date and time referenced above.

If you have any questions or concerns, please feel free to contact Rebeca Seifert at rseifert@1gpa.org or submit a question through the OpenGov Procurement portal.

SOLICITATION AMENDMENT #2
Playground Solutions
IFB 23-07P

The above-mentioned solicitation is hereby amended as follows:

1. IFB Cover Page, Change Bid Due Date and Time to October 6, 2022 at 11:00 AM Arizona Time.

All other provisions of the solicitation shall remain in their entirety. Firms should acknowledge receipt of this amendment electronically through the OpenGov Procurement portal for this project prior to the due date and time referenced above.

SOLICITATION AMENDMENT #3
Playground Solutions
IFB 23-07P

The above-mentioned solicitation is hereby amended as follows:

1. IFB Cover Page, Last Day for Questions change to September 27, 2022 at 5:00 PM Arizona Time.
2. Open Gov Procurement, Vendor Submission Item 3.1 Cost Form, 5-Market Basket, Line 21 change description to "Pyramid Fabric Shade Structure, 14' H X 14' W X 14' L.

All other provisions of the solicitation shall remain in their entirety. Firms should acknowledge receipt of this amendment electronically through the OpenGov Procurement portal for this project prior to the due date and time referenced above.

1Government Procurement Alliance

Board Recommendation for Contract Award

DATE: October 25, 2022

TO: Mary C. O'Brien Accommodation School District/Pinal County ESA

FROM: 1Government Procurement Alliance (1GPA)
Christy Knorr, Vice President

RE: Playground Solutions
IFB 23-07P

It is the recommendation of 1GPA that the above referenced IFB for Playground Solutions be awarded to the firms determined to have submitted the lowest responsible and responsive bids as indicated below:

Awarded Firms

Altitude Recreation Inc.
Arizona Recreation Design Inc.
Dave Bang Associates Inc.
Exerplay Inc.
Flexground LLC
Kidstuff Playsystems Inc.
Miracle Playground Sales
Play It Safe Playgrounds and Park Equipment Inc.
Shade 'N Net of Arizona Inc.
Synthetic Turf Resources (STR) dba SYNLawn

The purpose of this Invitation for Bid (IFB) is to establish long-term contracts with qualified firms that provide playground solutions including, but not limited to products, installation, repair, maintenance, and replacement on an as needed basis to 1GPA Members.

The Bid Opening for this solicitation was held on October 6, 2022, virtually via Zoom. Thirteen (13) bids were received and reviewed by 1GPA.

It is determined a single award is not advantageous to 1GPA's Members. The solicitation authorized multiple awards to meet the needs of 1GPA's various types of members and locations in Arizona and other states. Award is recommended to the least number of lowest responsible, responsive bidders whose bids conform in all material respects to the

requirements and evaluation criteria set forth in the IFB. The recommended firms offer a variety of playground solutions.

This is a multi-year contract beginning November 16, 2022, for one year. The contract may be extended up to a maximum of four (4) additional years on a year-to-year basis. Annual renewals would be based solely on the determination of 1GPA as to the performance, costs and general quality of the services provided by the successful vendors selected.

Christy Knorr

Christy Knorr, Vice President
1Government Procurement Alliance (1GPA)

APPROVED: Jill M. Broussard

Jill Broussard, Superintendent
Mary C. O'Brien Accommodation School/Pinal County ESA

DETERMINATION: MULTIPLE AWARD
Playground Solutions
Invitation For Bid # 23-07P

In accordance with the requirements of A.A.C. R7-2-1031, a multiple award is necessary, advantageous, and is in the best interest of the 1GPA Members.

The basis for determining whether to award a multiple contract, as stated in the IFB, is based upon consideration for Members' experience with existing products and systems, continuity for parts replacement and future expansion, contractor's ability to provide for a large diverse Membership and geographic areas served. The awards will be limited to the least number of Bidders that 1GPA determines is necessary to meet the needs of its members. The actual use of the contract will be at the sole discretion of the Members.

Recommended for Award (alpha order):

ALTITUDE RECREATION INC.	• Offers 4 unique manufacturers • Offers design, installation, inspection, maintenance/repair, and training • Responded to 7 of 8 market basket categories, ranked lowest tier in 4 • Second lowest bond rate • Serves members located in AZ, CO, NM and West TX • No active exclusions or restrictions through the System for Award Management
ARIZONA RECREATION DESIGN INC.	• Offers 6 unique manufacturers • Offered the best discounts amongst common manufacturers • Offers design, installation, inspection, and maintenance/repair services • Responded to 7 of 8 market basket categories, ranked lowest tier in 4 • Serves members in AZ and NM • The firm has no active exclusions or restrictions through the System for Award Management
DAVE BANG ASSOCIATES INC.	• Offers 22 unique manufacturers • Offered the second-best discounts amongst common manufacturers • Offers design, installation, inspection, maintenance/repair services • Responded to 6 of 8 market basket categories, ranked lowest tier in 4 • Offers consulting services at no additional charge • Serves members in AZ and CA • No active exclusions or restrictions through the System for Award Management
EXERPLAY INC.	• Offers 24 unique manufacturers

	• Offers installation, inspection, maintenance/repair, expert witness and training services • Offers design and consulting at no additional charge • Responded to all 8 market basket categories, ranked lowest tier in 5 • Ranked first (tied with Miracle Playgrounds) in the waterplay category and was one of only two vendors to provide pricing on all items therein • Serves members in AZ, AK, HI, NV, NM, and TX - Regions 1, 2 & 14-20 • No active exclusions or restrictions through the System for Award Management
FLEXGROUND LLC	• Manufactures their own product line • Offers site preparation and labor for other related services • The only vendor to provide Flexground products on a national basis – other vendors offering this product line are localized. • No active exclusions or restrictions through the System for Award Management
KIDSTUFF PLAYSYSTEMS INC.	• Manufacturer of their own product line – IPEMA certified • Offers third party installation and expert witness services • Offers design, inspection of Kidstuff Playgrounds, consulting, and training at no additional charge • Lowest bond rate • Serves members nationally • No active exclusions or restrictions through the System for Award Management
MIRACLE PLAYGROUND SALES	• Offers 7 unique manufacturers and manufacturers their own product line • Offers installation and maintenance/repair services • Offers design and consulting services at no additional charge • Responded to all 8 market basket categories, ranked lowest tier in 6 • Ranked first (tied with Exerplay Inc.) in the waterplay category and was one of only two vendors to provide pricing on all items therein. • Serves members in AZ, CA and NV • No active exclusions or restrictions through the System for Award Management
PLAY IT SAFE PLAYGROUNDS AND PARK EQUIPMENT INC.	• Offers 9 unique manufacturers • Offers full services site prep, installation and other related services • Responded to 7 of 8 market basket categories, ranked lowest tier in 7 • Serves members in AZ and NV • No active exclusions or restrictions through the System for Award Management
SHADE 'N NET OF ARIZONA INC.	• Manufacturer of their own product line • Offers installation and maintenance/repair services • Offers design services at no additional charge • Ranked first for the market basket shade structures category • Provides products for members nationally and services for members in AZ, CA, NV, NM, and UT • No active exclusions or restrictions through the System for Award Management

SYNTHETIC TURF RESOUCES (STR) DBA SYNLAWN	• Manufacturer of their own product line • Offers installation at price per square foot – all other services such as design, inspection, maintenance/repair, etc. are included in the product price • Ranked first for the market basket playground surfaces category • Serves members nationally • No active exclusions or restrictions through the System for Award Management

Each of the recommended vendors offer different product lines and specialized services needed to meet the needs of the Members. There are many subcategories encompassed in the playground commodity including but not limited to: independent play, outdoor fitness, play structures, playground surfaces, waterplay, shade structures and prefabricated/engineered structures among other things. A multiple award ensures Members will have access to a variety of vendors covering all aspects of playground creation and maintenance to support their needs. No one vendor can meet all the needs of 1GPA Members for playground solutions.

1GPA recommends Members prepare a Written Determination that specifies the reasons the vendor was chosen to satisfy the requirements of Arizona rule R7-2-1004 Written Determinations: "Written determinations required by Articles 10 and 11, including for any specified professional services, construction, construction services or materials to an entity selected from a qualified select bidders list or through a school purchasing cooperative, shall specify the reasons for the determination, including how the determination was made."

Based upon these factors, the Lead Agency and 1GPA have determined the necessity of a multiple award for playground solutions. A single award is not advantageous to 1GPA's Members. The contract award recommendation is to the least number of suppliers necessary to meet the needs of 1GPA Members.

Not Recommended for Award:

- Competitive Edge Contracting
- SHADE Industries
- T.F. Harper & Associates LP

Christy Knorr

Christy Knorr, Vice President
1Government Procurement Alliance (1GPA)

Jill M. Broussard

Jill Broussard, Superintendent
Mary C. O'Brien Accommodation
School/Pinal County ESA

October 26, 2022

Miracle Playground Sales
9106 Pulsar Ct #C
Corona, CA 92883
monte@miracleplayground.com

Attn: Monte Corley

1GPA is pleased to announce that your company has been awarded a contract for the following products and/or services based on your firm's proposal submitted to 1GPA in response to Invitation For Bid # 23-07P for Playground Solutions:

Commodity/Contract Title:	***Playground Solutions***
Contractor/Vendor:	***Miracle Playground Sales***
Contract Number:	**23-07P-07**

The contract is effective November 16, 2022 and will expire on November 16, 2023. The contract may be renewed annually for up to an additional four years, if mutually agreed to by 1GPA and your firm.

This contract will replace your current contract 18-04P-06 Playground Solutions upon its expiration.

Miracle Playground Sales has been awarded a National Contract with 1GPA and may be utilized anywhere in the United States, however, this is a multiple award and the Lead Agency may or may not utilize your firm's products/services.

The 1GPA partnership can be of great help to participating agencies. Please feel free to provide copies of this letter to your sales representative to assist in their work. Please review the Vendor Welcome Guide that is included in the Award Notification Email.

If you have any questions or concerns, please feel free to contact Christy Knorr at the 1GPA office via email at cknorr@1GPA.org. We look forward to working with you and your team!

Sincerely,

Christy Knorr

Christy Knorr, Vice President
1Government Procurement Alliance (1GPA)

BIDDER'S BID AND CONTRACT ACCEPTANCE

The Undersigned hereby certifies understanding and compliance with the requirements in the General Terms and Conditions. Bidder further agrees to furnish the material and/or service in compliance with all terms, conditions, specifications, and amendments in the solicitation and any written exceptions in the Bid.

33-0708515
Federal Employer Identification Number

9106 Pulsar Ct #C
Address

Miracle Playground Sales
Company Name

Corona CA 92883
City, State Zip

Monte Corley
Printed Name

800-905-1411
Company Telephone Number

Managing Partner
Title

Allison Burgner
Accounting / AP Contact Name

monte@miracleplayground.com
Primary Email (for Contract Inquiries)

allison@miracleplayground.com
Accounting / AP Email

Monte Corley
Authorized Signature

The Contractor shall not commence any billable work or provide any material or service under this contract until Contractor receives a purchase order/contract from a 1GPA member. The Contractor agrees to comply with the requirements of submitting Usage Reports and Purchase Orders and/or Contracts to 1GPA. The contractor shall provide monthly or quarterly (arrangements to be made with 1GPA) reconciliation reports based on all contract activity to 1GPA. Contractor will be invoiced from these reports. Invoices are due upon receipt.

1GPA'S BID AND CONTRACT ACCEPTANCE

The Bid is hereby accepted:

The Contractor is now bound to sell the materials and/or services offered to and accepted by 1GPA in accordance with the solicitation, including all terms, conditions, specifications, amendments, etc.

This contract shall henceforth be referred to as 23-07P-07, Playground Solutions

Awarded this 27th day of October 2022

This contract shall be effective this 16th day of November 2022

1GPA

Signature: Christy Knorr Date: 10/27/2022

Printed Name: Christy Knorr Title: Vice President

Approved By: Mary C. O'Brien Accommodation School/Pinal County ESA

Signature: Jill M. Broussard Date: 10/27/2022

Printed Name: Jill Broussard Title: Superintendent

EXECUTIVE SUMMARY
PLAYGROUND SOLUTIONS
IFB 23-07P

The purpose of this solicitation is to enter into contracts with qualified firms that provide a broad range of playground solutions utilized by the Lead Agency and Members of 1GPA Cooperative. Products and/or services anticipated to be covered under the awarded contract include, but are not limited to various types of playground and waterplay equipment, installation, inspection, repair, maintenance and other miscellaneous related products and services as needed in compliance with Arizona School Procurement Rules.

1GPA is awarding contracts to cover all of Arizona. Firms were also allowed to submit responses to include other states. Firms shall follow the laws as applicable in all states in which they submitted bids and assure that this solicitation meets the requirements of said states. Mary C. O'Brien Accommodation School/Pinal County ESA is the lead agency for this solicitation.

The invitation for bid was issued on August 17, 2022 and sent to the prospective bidders via OpenGov Procurement, Public Purchase and posted on the 1GPA website. More than 710 vendors received notification of the solicitation. This solicitation was advertised as follows:

- The Pinal Central Dispatch on August 18, 2022 and August 25, 2022
- The San Manuel Miner on August 17, 2022 and August 24, 2022
- The AZ Capitol Times on August 19, 2022
- USA Today on August 19, 2022
- The DJC Oregon on August 19, 2022

The bid opening was held on October 6, 2022 at 11:00 a.m. virtually via Zoom. Thirteen (13) responses were received.

Firms that were considered responsible and responsive were evaluated solely on cost factors as set forth in the IFB. Evaluation was based on the following cost factors: 1) minimum percent discounts/fixed price schedules, 2) market basket pricing, 3) installation and service rates and 4) regional costs for members outside of Maricopa County.

It was determined that a single award is not advantageous for all cooperative members of 1GPA. The solicitation authorized multiple awards to meet the needs of 1GPA's diverse membership. Awards were recommended to the least number of bidders and a complete justification for a multiple award has been determined and filed with the procurement file.

Awarded Firms
Altitude Recreation Inc.
Arizona Recreation Design Inc.
Dave Bang Associates Inc.
Exerplay Inc.

Flexground LLC
Kidstuff Playsystems Inc.
Miracle Playground Sales
Play It Safe Playgrounds and Park Equipment Inc.
Shade 'N Net of Arizona Inc.
Synthetic Turf Resources (STR) dba SYNLawn

Non-Awarded Firms
Competitive Edge Contracting
SHADE Industries
T.F. Harper & Associates LP

This is a multi-year contract beginning November 16, 2022 for one year. The contract may be extended up to a maximum of four (4) additional years on a year-to-year basis. Annual renewals would be based solely on the determination of the Lead Agency and 1GPA as to the performance, costs and general quality of the services provided by the successful vendors selected. Determination for usage of a Multiple Term Contract in accordance with A.A.C. R7-2-1093 has been provided in the solicitation files.

1GPA
Procurement
Christy Knorr, Vice President
1910 W Washington St, Phoenix, AZ 85009

PROPOSAL DOCUMENT REPORT

IFB PV No. 23-07P

Playground Solutions

RESPONSE DEADLINE: October 6, 2022 at 11:00 am

Report Generated: Wednesday, October 12, 2022

Miracle Playground Sales Proposal

CONTACT INFORMATION

Company:
Miracle Playground Sales

Email:
monte@miracleplayground.com

Contact:
Monte Corley

Address:
9106 Pulsar Ct
Unit C
Corona, CA 92883

Phone:
N/A

Website:
www.miracleplayground.com

Submission Date:
Oct 5, 2022 9:59 PM

ADDENDA CONFIRMATION

Addendum #1
Confirmed Sep 28, 2022 12:43 PM by Monte Corley

Addendum #2
Confirmed Sep 28, 2022 12:43 PM by Monte Corley

Addendum #3
Confirmed Sep 28, 2022 12:43 PM by Monte Corley

QUESTIONNAIRE

1. Bid Requirements*

Confirm that you have read the requirements of the solicitation and your firm's full understanding of the requirements of the Scope of Work detailed in the Solicitation Document and the ability of your firm to comply with all the terms requirements, and conditions of the resultant contract.

Confirmed

2. General Information

BID INQUIRIES*

Please provide the name, title, phone number, and email address for the person 1GPA may contact for questions regarding your firm's response to this solicitation.

Enter response

Monte Corley

Managing Partner

1-800-905-1411 x105

monte@miracleplayground.com

CONTRACT ADMINISTRATION REQUIREMENTS*

Do you understand the Cooperative Purchasing Program and will you comply will the contract administration requirements of 1GPA?

Yes

ADMINISTRATION FEE*

Confirm your firm's understanding that 1GPA's 1% administration fee shall be included in the net price and shall not be added to approved contract prices if awarded.

Yes

HISTORY OF THE FIRM*

Provide a brief history of the firm.

Enter response

Miracle Playground Sales has served Arizona since 2000 providing products and services to our customers in Arizona assisting in the evaluation and design of parks and playgrounds and selling related products with partnerships involving our contracting partners as needed. We proudly represent industry leading products from Miracle Recreation, Poligon, Vortex, Fibar, Dynamo and more.

YEARS OF EXPERIENCE*

Provide the number of years your firm has been providing the products/services being offered.

23 years

LOCATIONS*

Upload a list of your firm's offices, warehouses and/or storefront locations.

MPS_Office_Locations.pdf

DEALERS/RESELLERS

MANUFACTURERS: Provide a list of authorized dealers/resellers (if applicable). Dealers/resellers shall be bound to the contract terms and conditions and pricing schedule.

No response submitted

CORPORATION COMMISSION*

Upload your registration information with the Arizona Corporation Commission or other state(s) as applicable.

State_of_Cert_of_Good_Standing.pdf

SUBCONTRACTORS*

Please download the below document, complete, and upload.

- Subcontractor_List.docx

Subcontractor_List.pdf

CONTRACTOR'S LICENSE

Please upload copies of your firm's current contractor's licenses or a current license list that includes ROC (Registrar of Contractors) numbers (if applicable).

ROC_License_Renewal.pdfContractor_Search.pdf

REFERENCES*

Provide five (5) references, preferably government entities, for which your firm has provided similar products/services in the past. Please download the below documents, complete and upload. Each reference should complete the Performance Evaluation below. Upload responses here as well. Multiple files are acceptable.

- References_23-07P.pdf

- Performance_Evaluation_23-0...

Performance_Evaluation_23-07P_City_of_Phoenix.pdfPerformance_Evaluation_23-07P_City_of_Tempe.pdfPerformance_Evaluation_23-07P_Mohave_County.pdfPerformance_Evaluation_23-07P_Steve_Hardesty.pdfPerformance_Evaluation_23-07P_City_of_Eloy.pdf

3. Cost

COST FORM*

Please download the below document, complete, and upload. Be sure to complete all tabs of the Excel Workbook.

- Cost_Form_23-07P_Amend_1.xlsx

Cost_Form_23-07P_Amend_1.xlsx

APPLICATION OF MINIMUM DISCOUNTS*

Explain how the minimum discounts included under Tab 1-Manufacturers Disc of the Cost Form will be applied and presented to the Member.

Minimum discount dollar amounts will be shown as line items on our quotes to 1GPA Members.

EXTENDED WARRANTY

If your firm offers extended warranties, please upload program information and pricing here.

No response submitted

FIXED PRICE SCHEDULES, MANUFACTURERS' PRICE LISTS AND SUPPLEMENTAL INFORMATION - COST

Please upload any other pricing information you would like to include with your response here (if applicable) such as information regarding additional products and services, fixed price lists (if not included on the Excel Cost Form), manufacturers' price lists, etc.

2022_23_MREC_Price_List.pdfMREC_Freight.pdfBISON_2022_MSRP_PRICING_(1).pdf2022_US_Retail_Dynamo.pdf2022_1GPA_FIBAR_PRICING.pdf2022_1GPA_Contract_Freight_Chart_Sept_2022.pdfPricelist_-_Greenfields_Outdoor_Fitness_2022-08-

27.pdfKayParkListprice080122.pdf2022_Poligon_Pricing_1GPA.pdfPremier_Polysteel_List_Pricing-20_yr_(Aug_1,_2022).pdfUS_Fountain_Price_Sheet.pdf1GPA_2023_Price_List_UPC_Parks.pdfUSD__Price_list_April_2023_1GPA.pdfCEC_Surfacing_1GPA_Price_List.pdfFlexGround_Price_List__10.1.2022.pdf1GPA_Installation_Pricing_Miracle_CEC.pdf

4. Forms

STANDARD FORMS*

Please download, complete and upload the forms contained within the document below. Each form should be completed in its entirety and signed by the authorized representative. Forms include:

- Bidder's Bid and Contract Acceptance Form
- Non-Collusion Affidavit
- 2CFR Section 200 Certifications
- Financial Disclosure Questionnaire
- Debarment Certification
- Antitrust Certification
- Minority/Women Business Enterprises and Historically Underutilized Business
- Confidential/Proprietary Submittals
- Certificate of Liability Insurance
- W-9
- Forms_Combined.pdf

Forms_Combined.pdf

BID BOND*

School procurement rules require that all competitive sealed procurement for construction have bid security, if the amount of the construction contract will exceed the amount established by Arizona Administrative Code (A.A.C.) R7-2-1002(A). Bid security as a percentage of the bid amount is unacceptable, as this is a term contract with no specific bid amount.

Bidders shall include acceptable bid security in the amount of $100,000 with submission of their Bid.

Acceptable bid security for this solicitation will be a certified check, or an annual or one-time bid bond underwritten by a surety company licensed to issue bonds in the appropriate state construction will take place, with the principal being the prime contractor and 1GPA being the Agency of Record.

Upload a copy of an acceptable bid security here. For vendors submitting bonds, the associated Power of Attorney should also be uploaded here. Multiple files are acceptable if needed. Contact Rebecca Seifert at rseifert@1gpa.org for submittal instructions prior to the bid due date and time if your firm intends on submitting a certified check as bid security.

- Bid_Bond_Form_23-07P.pdf

BID_BOND.pdf

NATIONAL PURCHASING COOPERATIVE

Contract Extension/Amendment

August 23, 2023

Miracle Playground Sales
1101 California Avenue, Suite 209
Corona, CA 92881
Attn: Monte Corley (monte@miracleplayground.com, allison@miracleplayground.com)

Re: Extension Agreement for Contract #23-07P-07, Playground Solutions

The above referenced contract is hereby mutually extended for an additional one (1) year period until November 16, 2024. This is the second year of a potential five-year agreement. **Please indicate your desire to extend your contract by completing and emailing back the signed Contract Extension along with the following documentation:**

- ☒ Updated Certificate of Insurance (see terms and conditions of contract to ensure compliance).
- ☒ Proof/Verification of ROC Licensing in good standing (if applicable).
- ☐ Proof of any other applicable licensing related to your contract.
- ☒ Proof/Verification of good standing with Arizona Corporation Commission or other State's comparable Corporations/Business Division or Secretary of State (as applicable).
- ☒ Updated Contact Information Sheet completed.

Please check ONE of the following appropriate boxes regarding pricing:

☒ No price updates at this time. Current pricing on file is accurate.

☐ Our contract utilizes a firm-fixed price list. We are providing an updated fixed price list for 1GPA's review (attached).

☐ Our contract pricing is based on a percentage discount off list price. We have provided new price lists for 1GPA's review. Please see the attached updates. *Note: Percentage Discounts remain the same as per contract terms and conditions.*

☐ We have provided an updated cost form that includes adjustments to our labor and services rates for 1GPA's review.

If any of the boxes were checked regarding pricing updates; please include a brief description of the update here:

Revised 12.12.2022

It is the contractor's responsibility to keep all pricing up to date and on file with 1GPA. All price changes must be provided to 1GPA for review and utilizing the same format provided in the contractor's original proposal.

By signing this document, vendor certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency; and in accordance with ARS § 35-394, the vendor is not currently and for the duration of the contract will not use the forced labor of ethnic Uyghurs in the People's Republic of China including goods, services, contractors, subcontractors or suppliers thereof.

In addition, please verify that your company is providing usage reports as per the terms of your contract. If you have any questions or concerns regarding these reports, please feel free to contact Michelle Aiken by email: maiken@1GPA.org.

Except as otherwise expressly provided in this amendment, all of the terms and conditions of the Contract remain unchanged and in full force and effect.

Vendor Acceptance/Signature: Monte Corley	
Printed Name: Monte Corley	
Title: Managing Partner	Date: 9/1/2023
1GPA Authorized Signature: Christy Knorr	
Printed Name: Christy Knorr	
Title: President	Date: 9/20/2023
Pinal County ESA Authorized Signature: Jill M. Broussard	
Printed Name: Jill Broussard	
Title: Superintendent	Date: 9/21/2023

Contract Extension/Amendment

9/12/2024

Miracle Playground Sales
1101 California Ave Suite 209
Corona, California, 92881
Attn: Monte Corley

Re: Extension Agreement for Playground Solutions, Contract # 23-07P-07-E2

The above-referenced contract is hereby mutually extended for an additional one (1) year period until 11/16/2025. This is the third year of a potential five-year agreement. **Please indicate your desire to extend your contract by completing and returning this signed Contract Extension with the following documentation:**

☒ Updated Certificate of Insurance (see terms and conditions of contract to ensure compliance)
x Updated Contact Information Sheet

Please check the box next to the appropriate contract price update:

☐ No contract pricing updates. Current price on file is accurate.

☐ Our contract pricing is based on a firm-fixed price list. We are providing an updated firm-fixed price list for 1GPA's approval with this extension.

☐ Our contract pricing is based on a percentage discount. We are providing new price lists for 1GPA's approval with this extension. *Note: Percentage Discounts remain the same as per contract terms and conditions.*

x We are aware of new price lists that will be available during the upcoming contract year. We will present those when received. Current price lists will remain on file until updated price lists are received and approved by 1GPA.

Please include a brief description of all the price updates below:

Pricing updates are not yet available and will be provided to 1GPA once received which is typically 1st quarter of upcoming year (2025)

It is the contractor's responsibility to keep all pricing up to date and on file with 1GPA. All price changes must be provided to 1GPA for approval.

By signing this document, vendor certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

In addition, please verify that your company is providing usage reports as per the terms of your contract. If you have any questions or concerns regarding these reports, please feel free to contact Michelle Aiken by email: maiken@1GPA.org.

Except as otherwise expressly provided in this amendment, all of the terms and conditions of the Contract remain unchanged and in full force and effect.

Vendor Acceptance/Signature:	
Printed Name: Monte Corley	
Title: Managing Partner	Date: 9/12/2024

Approvals/Authorized Signatures:
1GPA and Mary C. O'Brien Accommodation School District/Pinal County ESA have reviewed this contract extension. Each party's signature indicates approval. The absence of a signature indicates non-approval.

Christy Knorr 09/25/2024

Christy Knorr, President
1GPA

Jill Broussard 09/25/2024

Jill Broussard, Pinal County Superintendent
Mary C. O'Brien Accommodation School District/Pinal County ESA

Gladstone Park Shade Structure

Proposed Site Map



STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**3**

SUBJECT: Authorize the Purchase of Ten Workstations and Related Furniture

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RECOMMENDATION

That the :

1. Authorize the Purchase of Ten Workstations and Related Furniture from Government & Business Interiors, LLC in an amount not to exceed $85,000; and,
2. Approve a supplemental appropriation in FY 2025-27 Adopted Two-Year Budget in the amount of $85,000 split $42,500 from Capital Project Fund (Fund 301) and $42,500 from Water Capital Project Fund (Fund 502).

STRATEGIC FOCUS AREAS

Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY

The layout of the engineering office area is inefficient and contains aging furniture and equipment. The purpose of the reconfiguration is to both modernize and increase the number of workstations for staff and consultant use. The project will add an additional three workstations, bringing the total to ten. The additional workstations will be necessary to provide space for consultants when several large street and water capital improvement projects begin construction over the next couple of years.

Staff recommends City Council approve the purchase of the furniture, fixtures and equipment for the Engineering Office Reconfiguration from Government & Business Interiors, LLC., the authorized reseller for Kimball International Brands, Inc., 9 to 5 Seating, and ESI Ergonomic Solutions. This purchase will be based on the pricing from the manufacturers respective CMAS agreements.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Public Contract Code (PCC) § 10298 and 10299 authorizes local government agencies and school districts to use CMAS and other Department of General Services (DGS) agreements without competitive bidding.

Per Glendora Municipal Code § 2.40.100(c)(6), competitive procurement through the informal and formal procurement processes shall not be required when cooperative purchasing is available and undertaken or when goods can be obtained through federal, state, and/or other public entity pricing contracts or price agreements.

DISCUSSION

The layout of the engineering office area is inefficient and contains aging furniture and equipment. The purpose of the reconfiguration is to both modernize and increase the number of workstations for staff and consultant use. The project will add an additional three workstations, bringing the total to ten. The additional workstations will be necessary to provide space for consultants when several large street and water capital improvement projects begin construction over the next couple of years.

Glendora Municipal Code § 2.40.100(c)(6) allows for non-competitive purchases through federal, state, and/or other public entity pricing contracts or price agreements. The California Department of General Services manages the California Multiple Award Schedules (CMAS). CMAS offers a wide variety of commodity, non-IT Services, and information technology products and services at prices which have been assessed to be fair, reasonable and competitive.

Government & Business Interiors, LLC is an authorized reseller for the products under the respective CMAS agreements for Kimball International Brands, Inc., CMAS No. 4-16-71-0031G; 9 to 5 Seating, CMAS No. 4-15-71-0144A; and ESI Ergonomic Solutions, CMAS No. 4-18-71-0118B. The pricing provided by Government & Business Interiors, LLC is based on these CMAS agreements.

Staff recommends City Council approve the purchase of the furniture, fixtures and equipment for the Engineering Office Reconfiguration from Government & Business Interiors, LLC.

FISCAL IMPACT

The estimated cost of the project is $85,000, necessitating an supplemental appropriation in the FY2025-27 Adopted Two-Year Budget of $85,000 from the Capital Projects and Water Capital Projects funds as detailed in the tables below.

Project Budget and Proposed Appropriations

Item Description	Funding Source	Account	Amount
FY 2025/26 Supplemental Appropriation	Capital Projects (301)	30100990-70000	$42,500
FY 2025/26 Supplemental Appropriation	Water Capital Projects (502)	50200990-70000	$42,500
Total Proposed Budget			**$85,000**

Project Expenditures

Description	Amount
Government & Business Interiors, LLC - Quote 7890595	$82,537
Contingency	$2,463
Total Project Expenditures	**$85,000**

ENVIRONMENTAL DETERMINATION

There are no CEQA impacts associated with the recommendations in this report.

Prepared By:	Paul Fisher, Business Services Manager
Concurs With:	Not Applicable
Reviewed By:	William Wittkopf, Public Works Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer

Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A_Government_and_Business_Interiors_LLC_-_Quote_7890595.pdf
B_Bill_of_Materials_A.pdf
C_Bill_of_Materials_B.pdf
D_Design.pdf

Kimball International
Government & Business Interiors, LLC
Email: steve@govbizint.com
Phone: (949)533-9505

esi A Fellowes Brand 9to5 seating

Quote # **7890595**
Quote Date: 1-Oct-25

Bill To:	City of Glendora, Public Works Dept 116 E. Foothill Blvd Glendora, CA 91741 ATTN: Ryan Hacecky	Ship To:	City of Glendora, Public Works Dept 116 E. Foothill Blvd Glendora, CA 91741 ATTN: Ryan Hacecky

Customer POC:	Ryan Hacecky (626) 672-6306	Purchase Order #:	TBD	Date Requested:	7 Weeks ARO

Customer Instructions

**This will be Direct Order to Government Business Interiors, LLC, for Kimball International, 9to5 Seating and ESI Ergo Products in accordance with each manufacturer's CMAS Contract. Government Business Interiors is a Service Disabled Veteran Owned Small Business. ** QUOTE IS VALID FOR 30 DAYS **

Qty	U/I	Item	Description	Unit Price	Extended Price
1	Lot	BOM A, Kimball Narrate Systems and ESI Ergo Products & 9to5 Seating IAW CMAS Contract, 10 Stations	Bill of Material A, Kimball Narrate Systems, Fellowes / ESI Ergo Products, and 9to5 Seating Tori Ergo Task Chairs IAW CMAS Contract per Approved Design for Engineering Area 1 & 2 (10 Work Stations). See Attached BOM A for Detailed Product Specifications and Quantities.	$67,236.04	$67,236.04
1	Lot	BOM B, National Office Table Surface and OPEN MKT Items for Standing Ht Table w/ Storage	Bill of Material BOM B, National Office Furniture Table Surface and OPEN MKT Items for Standing Ht Table w/ Storage. See Attached BOM B for Detailed Product Specifications and Quantities.	$2,879.99	$2,879.99
1	Lot	Design Svcs for 6 Work Stations	Design Services for 6 Work Stations with Height Adjustable Desks.	$1,300.00	$1,300.00
1	Lot	Demo and Removal Svcs for Existing Furniture	CLIENT TO DEMO EXISTING PRODUCT IN ADVANCE OF NEW PRODUCT INSTALL	$0.00	$0.00
1	Lot	Install Svcs for 10 New Work Stations	Installation Services tor 10 New Work Stations per Approved Design. Install of all Product in BOM A. Includes Receipt of Product at GBI Warehouse, Delivery to Site, Assembly and Installation, Clean of Installation Area. Quote is for Regular Business Hours, Monday - Friday, 0700 to 1630.	$7,580.00	$7,580.00

Sub-Total		**$78,996.03**
Estimated Tax	10.25%	**$7,186.89**
Quote Total	USD	**$86,182.92**

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
1		✓		925	All Work Stations	925	3580-Y6-A59-UB	Tori - Upholstered Back High Back - Height/Width/Pad Adjustable Arms	10	$ 1,150.00	$ 394.45	$ 11,500.00	$ 3,944.50	65.700
							GRADE-A	Fabric Grade A						
							BINGO	9to5 - Signature 4.0 - Bingo						
							BLACK136	Black 136						
							PBK	Black Frame						
							~	Black						
							BA26B	27" Low-Profile Nylon Base - Black						
							C6	60mm Hoodless Accented Casters - Black						
							CY20	CY20 - Standard Cylinder (Seat Height: 16.5"-2...						
							SS	Seat Slider 2.5" Side Paddle Activated						
							LB	w/ Lumbar						
sub								9to5 Tori Chairs, ALL Work Statons Subtotal				$ 11,500.00	$ 3,944.50	65.700
2		✓		ESI		ESI	2TDM-C48-30	Trada Series Electric Table Base w/ Adjustable Cross Channel (41"-59.5") w/30" C-Feet, Digital 4-Memory Keypad	6	$ 1,370.00	$ 520.60	$ 8,220.00	$ 3,123.60	62.000
							BLK	Black Finish LT						
3		✓		ESI		ESI	FCH4CX	Desktop Power Module Including 14" 6-Outlet Power Adapter, (2) AC Power And (1) USB-A Outlet, (1) USB-C Outlet. Mounts On Top Or ... Under Desk	6	$ 488.00	$ 185.44	$ 2,928.00	$ 1,112.64	62.000
							BLK	Black						
4		✓		ESI		ESI	EDGE2	Edge Series Dual Monitor Arm w/ desk clamp & grommet mount (weight capacity 6.5 - 17.6 lbs per arm)	6	$ 916.00	$ 348.08	$ 5,496.00	$ 2,088.48	62.000
							BLK	Black						
sub								ESI Ergo CMAS Eng 1 Subtotal				$ 16,644.00	$ 6,324.72	62.000
5		✓		ESI		ESI	2TDM-C48-30	Trada Series Electric Table Base w/ Adjustable Cross Channel (41"-59.5") w/30" C-Feet, Digital 4-Memory Keypad	4	$ 1,370.00	$ 520.60	$ 5,480.00	$ 2,082.40	62.000
							BLK	Black Finish LT						
6		✓		ESI		ESI	FCH4CX	Desktop Power Module Including 14" 6-Outlet Power Adapter, (2) AC Power And (1) USB-A Outlet, (1) USB-C Outlet. Mounts On Top Or ... Under Desk	4	$ 488.00	$ 185.44	$ 1,952.00	$ 741.76	62.000
							BLK	Black						
7		✓		ESI		ESI	EDGE2	Edge Series Dual Monitor Arm w/ desk clamp & grommet mount (weight capacity 6.5 - 17.6 lbs per arm)	4	$ 916.00	$ 348.08	$ 3,664.00	$ 1,392.32	62.000
							BLK	Black						
sub								ESI Ergo CMAS Eng 2 Subtotal				$ 11,096.00	$ 4,216.48	62.000
8		✓	–	KIM	Engineering 1	KL3	45WIBF1	XSEDE,WORKSURFACE,FLAT BRACKET	2	$ 25.00	$ 7.38	$ 50.00	$ 14.76	70.500

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
9		✓		KIM	Engineering 1	KL8	KSCG006	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 006	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
10		✓		KIM	Engineering 1	KL8	KSCG005	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 005	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
11		✓		KIM	Engineering 1	KL8	KSCG004	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 004	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
12		✓		KIM	Engineering 1	KL8	KSCG003	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 003	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
13		✓		KIM	Engineering 1	KL8	KSCG002	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 002	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
14		✓		KIM	Engineering 1	KL8	KSCG001	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 001	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
15		✓		KIM	Engineering 1	KLY	93PSTB	NARRATE,STORAGE TO TRAXX BRACKET	4	$ 48.00	$ 14.16	$ 192.00	$ 56.64	70.500
16		✓		KIM	Engineering 1	KLY	93PSBT	NARRATE,SUPPLEMENTAL BRKT,PANEL CORNER,T	1	$ 116.00	$ 34.22	$ 116.00	$ 34.22	70.500
17		✓		KIM	Engineering 1	KLY	93PSBL	NARRATE,SUPPLEMENTAL BRKT,PANEL CORNER,L	4	$ 92.00	$ 27.14	$ 368.00	$ 108.56	70.500
18		✓		KIM	Engineering 1	KLY	93P48MFS	NARRATE,48W,MID-FRAME SUPPORT	1	$ 72.00	$ 21.24	$ 72.00	$ 21.24	70.500
19		✓		KIM	Engineering 1	KLY	93P48MFS	NARRATE,48W,MID-FRAME SUPPORT	5	$ 72.00	$ 21.24	$ 360.00	$ 106.20	70.500
20		✓		KIM	Engineering 1	KLY	93P42MFS	NARRATE,42W,MID-FRAME SUPPORT	11	$ 66.00	$ 19.47	$ 726.00	$ 214.17	70.500
21		✓		KIM	Engineering 1	KLY	93P36MFS	NARRATE,36W,MID-FRAME SUPPORT	6	$ 62.00	$ 18.29	$ 372.00	$ 109.74	70.500
22		✓		KIM	Engineering 1	KLY	93P36MFS	NARRATE,36W,MID-FRAME SUPPORT	4	$ 62.00	$ 18.29	$ 248.00	$ 73.16	70.500
23		✓		KIM	Engineering 1	KLY	93P24MFS	NARRATE,24W,MID-FRAME SUPPORT	4	$ 49.00	$ 14.46	$ 196.00	$ 57.84	70.500

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
24		✓		KIM	Engineering 1	KLY	33P36CPDPKP	NARRATE,36W,CEILING POWER/DATA POLE,TOP CAP,PAINT	1	$ 449.90	$ 132.72	$ 449.90	$ 132.72	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
25		✓		KIM	Engineering 1	KLY	33PEPEC8	NARRATE,12 FOOT POWER ENTRY,CEILING,8 WIRE	1	$ 366.00	$ 107.97	$ 366.00	$ 107.97	70.500
26		✓		KIM	Engineering 1	KLY	33PEPE6B8	NARRATE,6 FOOT POWER ENTRY,BASE,8 WIRE	1	$ 307.00	$ 90.57	$ 307.00	$ 90.57	70.500
27		✓		KIM	Engineering 1	KLY	33PEJB58	NARRATE,ELECTRICAL,JUMPER,PANEL-180/120 CONN-PANEL,8 WIRE	7	$ 103.00	$ 30.39	$ 721.00	$ 212.73	70.500
28		✓		KIM	Engineering 1	KLY	33PEJB28	NARRATE,ELECTRICAL,JUMPER,PANEL-90 CONN-PANEL,8 WIRE	4	$ 103.00	$ 30.39	$ 412.00	$ 121.56	70.500
29		✓		KIM	Engineering 1	KLY	33PEJB18	NARRATE,ELECTRICAL,JUMPER,PANEL-TO-PANEL,8 WIRE	8	$ 101.00	$ 29.80	$ 808.00	$ 238.40	70.500
30		✓		KIM	Engineering 1	KLY	33P722FG32	NARRATE,72W,FRAMELESS GLASS PANE,CLEAR	1	$ 853.00	$ 251.64	$ 853.00	$ 251.64	70.500
31		✓		KIM	Engineering 1	KLY	33P482FG32	NARRATE,48W,FRAMELESS GLASS PANE,CLEAR	1	$ 558.00	$ 164.61	$ 558.00	$ 164.61	70.500
32		✓		KIM	Engineering 1	KLY	33P362FGH3	NARRATE,36W,FRAMELESS GLASS,HI-LO,PAINT,CLEAR	2	$ 469.00	$ 138.36	$ 938.00	$ 276.72	70.500
33		✓		KIM	Engineering 1	KLY	33P362FG32	NARRATE,36W,FRAMELESS GLASS PANE,CLEAR	2	$ 469.00	$ 138.36	$ 938.00	$ 276.72	70.500
34		✓		KIM	Engineering 1	KLY	33P242FGH3	NARRATE,24W,FRAMELESS GLASS,HI-LO,PAINT,CLEAR	2	$ 409.00	$ 120.66	$ 818.00	$ 241.32	70.500
35		✓		KIM	Engineering 1	KLY	33P242FG32	NARRATE,24W,FRAMELESS GLASS PANE,CLEAR	2	$ 409.00	$ 120.66	$ 818.00	$ 241.32	70.500
36		✓		KIM	Engineering 1	KLY	33PER4D8S	NARRATE,RECEPTACLE,CIRCUIT 4D,8 WIRE,SHARED NEUTRAL	6	$ 39.00	$ 11.51	$ 234.00	$ 69.06	70.500
							439	NEBULOUS WHITE						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
37		✓		KIM	Engineering 1	KLY	33PER38S	NARRATE,RECEPTACLE,CIRCUIT 3,8 WIRE,SHARED NEUTRAL	6	$ 39.00	$ 11.51	$ 234.00	$ 69.06	70.500
							439	NEBULOUS WHITE						
38		✓		KIM	Engineering 1	KLY	33PER28S	NARRATE,RECEPTACLE,CIRCUIT 2,8 WIRE,SHARED NEUTRAL	6	$ 39.00	$ 11.51	$ 234.00	$ 69.06	70.500
							439	NEBULOUS WHITE						
39		✓		KIM	Engineering 1	KLY	33PER18S	NARRATE,RECEPTACLE,CIRCUIT 1,8 WIRE,SHARED NEUTRAL	6	$ 39.00	$ 11.51	$ 234.00	$ 69.06	70.500
							439	NEBULOUS WHITE						
40		✓		KIM	Engineering 1	KL8	FWS1927BESXNP	FOOTPRINT,27H,WKSURF C-LEG SUPPORT,XSEDE FOOT,NARRATE APPL	1	$ 518.10	$ 152.84	$ 518.10	$ 152.84	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
41		✓		KIM	Engineering 1	KL8	FWS1927BCANP	FOOTPRINT,2 HI,WKSURF BRKT,MID-SPRT,NARRATE APPL	1	$ 259.60	$ 76.58	$ 259.60	$ 76.58	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
42		✓		KIM	Engineering 1	KL8	FWBSANP	FOOTPRINT,WORKSURFACE BRKT,EDGE,NARRATE APPL	15	$ 11.00	$ 3.25	$ 165.00	$ 48.75	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
43		✓		KIM	Engineering 1	KLY	93P90PST	NARRATE,90W,FRAME MOUNTED SUPPORT TRAXX	20	$ 136.40	$ 40.24	$ 2,728.00	$ 804.80	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
44		✓		KIM	Engineering 1	KLY	93P84PST	NARRATE,84W,FRAME MOUNTED SUPPORT TRAXX	14	$ 128.70	$ 37.97	$ 1,801.80	$ 531.58	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
45		✓		KIM	Engineering 1	KLY	93P36PST	NARRATE,36W,FRAME MOUNTED SUPPORT TRAXX	40	$ 60.50	$ 17.85	$ 2,420.00	$ 714.00	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
46		✓		KIM	Engineering 1	KLY	93P24PST	NARRATE,24W,FRAME MOUNTED SUPPORT TRAXX	24	$ 44.00	$ 12.98	$ 1,056.00	$ 311.52	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
47		✓		KIM	Engineering 1	KLY	93P1HSCP	NARRATE,1 HIGH,HI-LO,PANEL TO PANEL,PAINT	3	$ 86.90	$ 25.64	$ 260.70	$ 76.92	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
48		✓		KIM	Engineering 1	KLY	93P1FCSSP	NARRATE,1 HIGH,S CONNECTOR,STACKING,PAINT	4	$ 200.00	$ 59.00	$ 800.00	$ 236.00	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
49		✓		KIM	Engineering 1	KLY	93P120PST	NARRATE,120W,FRAME MOUNTED SUPPORT TRAXX	6	$ 180.40	$ 53.22	$ 1,082.40	$ 319.32	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
50		✓		KIM	Engineering 1	KLY	33P902ITSTA	NARRATE,90W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	10	$ 371.00	$ 109.45	$ 3,710.00	$ 1,094.50	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
51		✓		KIM	Engineering 1	KLY	33P901ITSTA	NARRATE,90W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	5	$ 253.00	$ 74.64	$ 1,265.00	$ 373.20	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
52		✓		KIM	Engineering 1	KLY	33P842ITSTA	NARRATE,84W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	10	$ 347.00	$ 102.37	$ 3,470.00	$ 1,023.70	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
53		✓		KIM	Engineering 1	KLY	33P841ITSTA	NARRATE,84W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	6	$ 239.00	$ 70.51	$ 1,434.00	$ 423.06	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
54		✓		KIM	Engineering 1	KLY	33P841ITSTA	NARRATE,84W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 239.00	$ 70.51	$ 478.00	$ 141.02	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
55		✓		KIM	Engineering 1	KLY	33P485ITSTA	NARRATE,48W,5 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	5	$ 395.00	$ 116.53	$ 1,975.00	$ 582.65	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
56		✓		KIM	Engineering 1	KLY	33P425ITSTA	NARRATE,42W,5 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	9	$ 342.00	$ 100.89	$ 3,078.00	$ 908.01	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
57		✓		KIM	Engineering 1	KLY	33P365ITSTA	NARRATE,36W,5 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	4	$ 295.00	$ 87.03	$ 1,180.00	$ 348.12	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
58		✓		KIM	Engineering 1	KLY	33P362ITSTA	NARRATE,36W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	18	$ 168.00	$ 49.56	$ 3,024.00	$ 892.08	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
59		✓		KIM	Engineering 1	KLY	33P361ITSTA	NARRATE,36W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	14	$ 106.00	$ 31.27	$ 1,484.00	$ 437.78	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
60		✓		KIM	Engineering 1	KLY	33P361ITSTA	NARRATE,36W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	10	$ 106.00	$ 31.27	$ 1,060.00	$ 312.70	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
61		✓		KIM	Engineering 1	KLY	33P242ITSTA	NARRATE,24W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	8	$ 114.00	$ 33.63	$ 912.00	$ 269.04	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
62		✓		KIM	Engineering 1	KLY	33P241ITSTA	NARRATE,24W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	8	$ 80.00	$ 23.60	$ 640.00	$ 188.80	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
63		✓		KIM	Engineering 1	KLY	33P241ITSTA	NARRATE,24W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	8	$ 80.00	$ 23.60	$ 640.00	$ 188.80	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
64		✓		KIM	Engineering 1	KLY	93P4ETCP	NARRATE,4 HIGH,END TRIM,PAINT	8	$ 155.10	$ 45.75	$ 1,240.80	$ 366.00	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
65		✓		KIM	Engineering 1	KLY	93P485FN	NARRATE,48W,5 HIGH,FRAME,NON-POWERED	1	$ 544.50	$ 160.63	$ 544.50	$ 160.63	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
66		✓		KIM	Engineering 1	KLY	93P484FN	NARRATE,48W,4 HIGH,FRAME,NON-POWERED	1	$ 475.20	$ 140.18	$ 475.20	$ 140.18	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
67		✓		KIM	Engineering 1	KLY	93P425FN	NARRATE,42W,5 HIGH,FRAME,NON-POWERED	1	$ 511.50	$ 150.89	$ 511.50	$ 150.89	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
68		✓		KIM	Engineering 1	KLY	93P364FN	NARRATE,36W,4 HIGH,FRAME,NON-POWERED	4	$ 410.30	$ 121.04	$ 1,641.20	$ 484.16	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
69		✓		KIM	Engineering 1	KLY	93P244FN	NARRATE,24W,4 HIGH,FRAME,NON-POWERED	4	$ 347.60	$ 102.54	$ 1,390.40	$ 410.16	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
70		✓		KIM	Engineering 1	KLY	33P90TCP	NARRATE,90W,TOP CAP,PAINT	5	$ 134.00	$ 39.53	$ 670.00	$ 197.65	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
71		✓		KIM	Engineering 1	KLY	33P84TCP	NARRATE,84W,TOP CAP,PAINT	3	$ 118.00	$ 34.81	$ 354.00	$ 104.43	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
72		✓		KIM	Engineering 1	KLY	33P36TCP	NARRATE,36W,TOP CAP,PAINT	4	$ 54.00	$ 15.93	$ 216.00	$ 63.72	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
73		✓		KIM	Engineering 1	KL8	12S2415PUBBFM	FOOTPRINT METAL,24DX15WX27H,UNDERSURF,FLOOR,BOX/BOX/FILE	6	$ 936.60	$ 276.30	$ 5,619.60	$ 1,657.80	70.500
							E	EXTENDED						
							KSB	SPECIFY CORE SEPARATELY						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
74		✓		KIM	Engineering 1	KL8	12S1836LFU2M	FOOTPRINT METAL,18DX36WX27H,UNDERSURF,FLOOR,LATERAL FILE	6	$ 1,370.00	$ 404.15	$ 8,220.00	$ 2,424.90	70.500
							E	EXTENDED						
							KSB	SPECIFY CORE SEPARATELY						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
75		✓		KIM	Engineering 1	KLY	93P485FP	NARRATE,48W,5 HIGH,FRAME,POWERED	4	$ 739.20	$ 218.06	$ 2,956.80	$ 872.24	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
76		✓		KIM	Engineering 1	KLY	93P425FP	NARRATE,42W,5 HIGH,FRAME,POWERED	6	$ 694.10	$ 204.76	$ 4,164.60	$ 1,228.56	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
77		✓		KIM	Engineering 1	KLY	93P425FP	NARRATE,42W,5 HIGH,FRAME,POWERED	1	$ 694.10	$ 204.76	$ 694.10	$ 204.76	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P2	2 PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
78		✓		KIM	Engineering 1	KLY	93P425FP	NARRATE,42W,5 HIGH,FRAME,POWERED	3	$ 694.10	$ 204.76	$ 2,082.30	$ 614.28	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							PD2	2 PUNCHED POWER & DATA						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
79		✓		KIM	Engineering 1	KLY	93P365FP	NARRATE,36W,5 HIGH,FRAME,POWERED	1	$ 652.30	$ 192.43	$ 652.30	$ 192.43	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
80		✓		KIM	Engineering 1	KLY	93P365FP	NARRATE,36W,5 HIGH,FRAME,POWERED	1	$ 652.30	$ 192.43	$ 652.30	$ 192.43	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P2	2 PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
81		✓		KIM	Engineering 1	KLY	93P365FP	NARRATE,36W,5 HIGH,FRAME,POWERED	2	$ 652.30	$ 192.43	$ 1,304.60	$ 384.86	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							PD2	2 PUNCHED POWER & DATA						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
82		✓		KIM	Engineering 1	KLY	93P364FP	NARRATE,36W,4 HIGH,FRAME,POWERED	2	$ 583.00	$ 171.99	$ 1,166.00	$ 343.98	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
83		✓		KIM	Engineering 1	KLY	33P72TCFGIP	NARRATE,72W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	1	$ 472.00	$ 139.24	$ 472.00	$ 139.24	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						
84		✓		KIM	Engineering 1	KLY	33P48TCFGIP	NARRATE,48W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	1	$ 363.00	$ 107.09	$ 363.00	$ 107.09	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						
85		✓		KIM	Engineering 1	KLY	33P36TCFGIP	NARRATE,36W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	4	$ 289.00	$ 85.26	$ 1,156.00	$ 341.04	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						
86		✓		KIM	Engineering 1	KLY	33P24TCFGIP	NARRATE,24W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	4	$ 215.00	$ 63.43	$ 860.00	$ 253.72	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						
87		✓		KIM	Engineering 1	KLY	93P15FCSPP	NARRATE,5 HIGH,STRAIGHT CONNECTOR,PAINT/PAINT	2	$ 260.00	$ 76.70	$ 520.00	$ 153.40	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
88		✓		KIM	Engineering 1	KLY	93P35FCTPP	NARRATE,5 HIGH,3-WAY,T CONNECTOR,PAINT/PAINT	1	$ 275.00	$ 81.13	$ 275.00	$ 81.13	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
89		✓		KIM	Engineering 1	KLY	93P34FCTPP	NARRATE,4 HIGH,3-WAY,T CONNECTOR,PAINT/PAINT	5	$ 271.00	$ 79.95	$ 1,355.00	$ 399.75	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
90		✓		KIM	Engineering 1	KLY	93P25FCLPP	NARRATE,5 HIGH,2-WAY,L CONNECTOR,PAINT/PAINT	3	$ 260.00	$ 76.70	$ 780.00	$ 230.10	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
91		✓		KIM	Engineering 1	KLY	93P24FCLPP	NARRATE,4 HIGH,2-WAY,L CONNECTOR,PAINT/PAINT	3	$ 254.00	$ 74.93	$ 762.00	$ 224.79	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
92		✓		KIM	Engineering 1	NL3	WW3684WSSDL	WAVEWORKS,36DX84W,SURFACE,RECTANGULAR,HPL	4	$ 1,137.00	$ 454.80	$ 4,548.00	$ 1,819.20	60.000
							M	MAIN						
							VWL	SOFTENED,WILLOW						
							X	NO GROMMET						
							X	NO WIRE MANAGER						
							35.0000	35 (889 MM)						
							83.0000	83 (2108 MM)						
							STD	STANDARD LAMINATE						
							WL	WILLOW						
93		✓		KIM	Engineering 1	NL3	WW3678WSSDL	WAVEWORKS,36DX78W,SURFACE,RECTANGULAR,HPL	2	$ 1,052.00	$ 420.80	$ 2,104.00	$ 841.60	60.000
							M	MAIN						
							VWL	SOFTENED,WILLOW						
							X	NO GROMMET						
							X	NO WIRE MANAGER						
							35.0000	35 (889 MM)						
							74.0000	74 (1879.5 MM)						
							STD	STANDARD LAMINATE						
							WL	WILLOW						
94		✓		KIM	Engineering 1	KL8	SS2484WSSL3	FOOTPRINT,24DX84W,WORKSURFACE,1 3/16T,STRAIGHT,HPL,WIRE MGR	1	$ 908.00	$ 267.86	$ 908.00	$ 267.86	70.500
							P	1/8" MOLDED VIN						
							STD	STANDARD GROUP 1						
							WL	WILLOW						
							WL	WILLOW						
							425	SHADOW						
							***	---						
							***	---						
							***	---						
							***	---						
							***	---						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
95		✓		KIM	Engineering 1	KL8	SS2454WSSL3	FOOTPRINT,24DX54W,WORKSURFACE,1 3/16T,STRAIGHT,HPL,WIRE MGR	5	$ 584.00	$ 172.28	$ 2,920.00	$ 861.40	70.500
							P	1/8" MOLDED VIN						
							STD	STANDARD GROUP 1						
							WL	WILLOW						
							WL	WILLOW						
							425	SHADOW						
							***	----						
							***	----						
							***	----						
							***	----						
							***	----						
sub								ENGINEERING 1 Subtotal				$ 99,099.70	$ 29,933.72	69.794
96		✓		KIM	Engineering 2	KL8	KSCG010	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 010	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
97		✓		KIM	Engineering 2	KL8	KSCG009	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 009	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
98		✓		KIM	Engineering 2	KL8	KSCG008	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 008	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
99		✓		KIM	Engineering 2	KL8	KSCG007	LOCK CORE,SILVER CORE WITH BLACK HINGED KEY,KEY 007	2	$ 38.00	$ 11.21	$ 76.00	$ 22.42	70.500
100		✓		KIM	Engineering 2	KLY	93PSBL	NARRATE,SUPPLEMENTAL BRKT,PANEL CORNER,L	6	$ 92.00	$ 27.14	$ 552.00	$ 162.84	70.500
101		✓		KIM	Engineering 2	KLY	93P42MFS	NARRATE,42W,MID-FRAME SUPPORT	4	$ 66.00	$ 19.47	$ 264.00	$ 77.88	70.500
102		✓		KIM	Engineering 2	KLY	93P36MFS	NARRATE,36W,MID-FRAME SUPPORT	15	$ 62.00	$ 18.29	$ 930.00	$ 274.35	70.500
103		✓		KIM	Engineering 2	KLY	93P30MFS	NARRATE,30W,MID-FRAME SUPPORT	3	$ 56.00	$ 16.52	$ 168.00	$ 49.56	70.500
104		✓		KIM	Engineering 2	KLY	93P24MFS	NARRATE,24W,MID-FRAME SUPPORT	4	$ 49.00	$ 14.46	$ 196.00	$ 57.84	70.500
105		✓		KIM	Engineering 2	KLY	33PEPE6B8	NARRATE,6 FOOT POWER ENTRY,BASE,8 WIRE	1	$ 307.00	$ 90.57	$ 307.00	$ 90.57	70.500

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
106		✓		KIM	Engineering 2	KLY	33PEPE4B8	NARRATE,4 FOOT POWER ENTRY,BASE,8 WIRE	1	$ 283.00	$ 83.49	$ 283.00	$ 83.49	70.500
107		✓		KIM	Engineering 2	KLY	33PEJB58	NARRATE,ELECTRICAL,JUMPER,PANEL-180/120 CONN-PANEL,8 WIRE	2	$ 103.00	$ 30.39	$ 206.00	$ 60.78	70.500
108		✓		KIM	Engineering 2	KLY	33PEJB28	NARRATE,ELECTRICAL,JUMPER,PANEL-90 CONN-PANEL,8 WIRE	5	$ 103.00	$ 30.39	$ 515.00	$ 151.95	70.500
109		✓		KIM	Engineering 2	KLY	33PEJB18	NARRATE,ELECTRICAL,JUMPER,PANEL-TO-PANEL,8 WIRE	10	$ 101.00	$ 29.80	$ 1,010.00	$ 298.00	70.500
110		✓		KIM	Engineering 2	KLY	33P722FGH3	NARRATE,72W,FRAMELESS GLASS,HI-LO,PAINT,CLEAR	1	$ 853.00	$ 251.64	$ 853.00	$ 251.64	70.500
111		✓		KIM	Engineering 2	KLY	33P722FG32	NARRATE,72W,FRAMELESS GLASS PANE,CLEAR	1	$ 853.00	$ 251.64	$ 853.00	$ 251.64	70.500
112		✓		KIM	Engineering 2	KLY	33P662FGH3	NARRATE,66W,FRAMELESS GLASS,HI-LO,PAINT,CLEAR	1	$ 774.00	$ 228.33	$ 774.00	$ 228.33	70.500
113		✓		KIM	Engineering 2	KLY	33P422FG32	NARRATE,42W,FRAMELESS GLASS PANE,CLEAR	1	$ 531.00	$ 156.65	$ 531.00	$ 156.65	70.500
114		✓		KIM	Engineering 2	KLY	33P362FG32	NARRATE,36W,FRAMELESS GLASS PANE,CLEAR	4	$ 469.00	$ 138.36	$ 1,876.00	$ 553.44	70.500
115		✓		KIM	Engineering 2	KLY	33PER4D8S	NARRATE,RECEPTACLE,CIRCUIT 4D,8 WIRE,SHARED NEUTRAL	4	$ 39.00	$ 11.51	$ 156.00	$ 46.04	70.500
							439	NEBULOUS WHITE						
116		✓		KIM	Engineering 2	KLY	33PER38S	NARRATE,RECEPTACLE,CIRCUIT 3,8 WIRE,SHARED NEUTRAL	4	$ 39.00	$ 11.51	$ 156.00	$ 46.04	70.500
							439	NEBULOUS WHITE						
117		✓		KIM	Engineering 2	KLY	33PER28S	NARRATE,RECEPTACLE,CIRCUIT 2,8 WIRE,SHARED NEUTRAL	4	$ 39.00	$ 11.51	$ 156.00	$ 46.04	70.500
							439	NEBULOUS WHITE						
118		✓		KIM	Engineering 2	KLY	33PER18S	NARRATE,RECEPTACLE,CIRCUIT 1,8 WIRE,SHARED NEUTRAL	6	$ 39.00	$ 11.51	$ 234.00	$ 69.06	70.500
							439	NEBULOUS WHITE						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
119		✓		KIM	Engineering 2	KL8	FWS1927BESXNP	FOOTPRINT,27H,WKSURF C-LEG SUPPORT,XSEDE FOOT,NARRATE APPL	3	$ 518.10	$ 152.84	$ 1,554.30	$ 458.52	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
120		✓		KIM	Engineering 2	KL8	FWBSANP	FOOTPRINT,WORKSURFACE BRKT,EDGE,NARRATE APPL	5	$ 11.00	$ 3.25	$ 55.00	$ 16.25	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
121		✓		KIM	Engineering 2	KLY	93P78PST	NARRATE,78W,FRAME MOUNTED SUPPORT TRAXX	4	$ 118.80	$ 35.05	$ 475.20	$ 140.20	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
122		✓		KIM	Engineering 2	KLY	93P72PST	NARRATE,72W,FRAME MOUNTED SUPPORT TRAXX	16	$ 111.10	$ 32.77	$ 1,777.60	$ 524.32	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
123		✓		KIM	Engineering 2	KLY	93P60PST	NARRATE,60W,FRAME MOUNTED SUPPORT TRAXX	4	$ 91.30	$ 26.93	$ 365.20	$ 107.72	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
124		✓		KIM	Engineering 2	KLY	93P42PST	NARRATE,42W,FRAME MOUNTED SUPPORT TRAXX	6	$ 68.20	$ 20.12	$ 409.20	$ 120.72	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
125		✓		KIM	Engineering 2	KLY	93P36PST	NARRATE,36W,FRAME MOUNTED SUPPORT TRAXX	22	$ 60.50	$ 17.85	$ 1,331.00	$ 392.70	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
126		✓		KIM	Engineering 2	KLY	93P24PST	NARRATE,24W,FRAME MOUNTED SUPPORT TRAXX	8	$ 44.00	$ 12.98	$ 352.00	$ 103.84	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						
127		✓		KIM	Engineering 2	KLY	93P1HSCP	NARRATE,1 HIGH,HI-LO,PANEL TO PANEL,PAINT	2	$ 86.90	$ 25.64	$ 173.80	$ 51.28	70.500
							STDM 503	STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
128		✓		KIM	Engineering 2	KLY	93P1FCSSP	NARRATE,1 HIGH,S CONNECTOR,STACKING,PAINT	2	$ 200.00	$ 59.00	$ 400.00	$ 118.00	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
129		✓		KIM	Engineering 2	KLY	93P102PST	NARRATE,102W,FRAME MOUNTED SUPPORT TRAXX	14	$ 152.90	$ 45.11	$ 2,140.60	$ 631.54	70.500
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
130		✓		KIM	Engineering 2	KLY	33P782ITSTA	NARRATE,78W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	4	$ 320.00	$ 94.40	$ 1,280.00	$ 377.60	70.500
							B	GRADE B RAILROADED						
							10328	FUSE TAUPESTONE						
131		✓		KIM	Engineering 2	KLY	33P781ITSTA	NARRATE,78W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 223.00	$ 65.79	$ 446.00	$ 131.58	70.500
							B	GRADE B RAILROADED						
							10326	FUSE HERON						
132		✓		KIM	Engineering 2	KLY	33P722ITSTA	NARRATE,72W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	5	$ 298.00	$ 87.91	$ 1,490.00	$ 439.55	70.500
							B	GRADE B RAILROADED						
							10328	FUSE TAUPESTONE						
133		✓		KIM	Engineering 2	KLY	33P721ITSTA	NARRATE,72W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	5	$ 211.00	$ 62.25	$ 1,055.00	$ 311.25	70.500
							B	GRADE B RAILROADED						
							10326	FUSE HERON						
134		✓		KIM	Engineering 2	KLY	33P721ITSTA	NARRATE,72W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	5	$ 211.00	$ 62.25	$ 1,055.00	$ 311.25	70.500
							B	GRADE B RAILROADED						
							10328	FUSE TAUPESTONE						
135		✓		KIM	Engineering 2	KLY	33P662ITSTA	NARRATE,66W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	4	$ 279.00	$ 82.31	$ 1,116.00	$ 329.24	70.500
							B	GRADE B RAILROADED						
							10328	FUSE TAUPESTONE						
136		✓		KIM	Engineering 2	KLY	33P661ITSTA	NARRATE,66W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	3	$ 190.00	$ 56.05	$ 570.00	$ 168.15	70.500
							B	GRADE B RAILROADED						
							10326	FUSE HERON						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
137		✓		KIM	Engineering 2	KLY	33P661ITSTA	NARRATE,66W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 190.00	$ 56.05	$ 380.00	$ 112.10	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
138		✓		KIM	Engineering 2	KLY	33P602ITSTA	NARRATE,60W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 258.00	$ 76.11	$ 516.00	$ 152.22	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
139		✓		KIM	Engineering 2	KLY	33P601ITSTA	NARRATE,60W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	1	$ 170.00	$ 50.15	$ 170.00	$ 50.15	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
140		✓		KIM	Engineering 2	KLY	33P425ITSTA	NARRATE,42W,5 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 342.00	$ 100.89	$ 684.00	$ 201.78	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
141		✓		KIM	Engineering 2	KLY	33P422ITSTA	NARRATE,42W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 187.00	$ 55.17	$ 374.00	$ 110.34	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
142		✓		KIM	Engineering 2	KLY	33P421ITSTA	NARRATE,42W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 125.00	$ 36.88	$ 250.00	$ 73.76	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
143		✓		KIM	Engineering 2	KLY	33P421ITSTA	NARRATE,42W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 125.00	$ 36.88	$ 250.00	$ 73.76	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
144		✓		KIM	Engineering 2	KLY	33P365ITSTA	NARRATE,36W,5 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	5	$ 295.00	$ 87.03	$ 1,475.00	$ 435.15	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
145		✓		KIM	Engineering 2	KLY	33P364ITSTA	NARRATE,36W,4 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	2	$ 261.00	$ 77.00	$ 522.00	$ 154.00	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
146		✓		KIM	Engineering 2	KLY	33P362ITSTA	NARRATE,36W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	12	$ 168.00	$ 49.56	$ 2,016.00	$ 594.72	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
147		✓		KIM	Engineering 2	KLY	33P361ITSTA	NARRATE,36W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	10	$ 106.00	$ 31.27	$ 1,060.00	$ 312.70	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
148		✓		KIM	Engineering 2	KLY	33P361ITSTA	NARRATE,36W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	8	$ 106.00	$ 31.27	$ 848.00	$ 250.16	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
149		✓		KIM	Engineering 2	KLY	33P305ITSTA	NARRATE,30W,5 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	3	$ 245.00	$ 72.28	$ 735.00	$ 216.84	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
150		✓		KIM	Engineering 2	KLY	33P245ITSTA	NARRATE,24W,5 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	3	$ 200.00	$ 59.00	$ 600.00	$ 177.00	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
151		✓		KIM	Engineering 2	KLY	33P242ITSTA	NARRATE,24W,2 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	6	$ 114.00	$ 33.63	$ 684.00	$ 201.78	70.500
							B 10328	GRADE B RAILROADED FUSE TAUPESTONE						
152		✓		KIM	Engineering 2	KLY	33P241ITSTA	NARRATE,24W,1 HIGH,FABRIC TILE,FIRE RATED,SUPPORT TRAXX	3	$ 80.00	$ 23.60	$ 240.00	$ 70.80	70.500
							B 10326	GRADE B RAILROADED FUSE HERON						
153		✓		KIM	Engineering 2	KLY	93P5ETCP	NARRATE,5 HIGH,END TRIM,PAINT	2	$ 177.10	$ 52.24	$ 354.20	$ 104.48	70.500
							F STDM 503	FLAT STANDARD GROUP M,METALLIC SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
154		✓		KIM	Engineering 2	KLY	93P4ETCP	NARRATE,4 HIGH,END TRIM,PAINT	4	$ 155.10	$ 45.75	$ 620.40	$ 183.00	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
155		✓		KIM	Engineering 2	KLY	93P424FN	NARRATE,42W,4 HIGH,FRAME,NON-POWERED	1	$ 436.70	$ 128.83	$ 436.70	$ 128.83	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
156		✓		KIM	Engineering 2	KLY	93P365FN	NARRATE,36W,5 HIGH,FRAME,NON-POWERED	1	$ 479.60	$ 141.48	$ 479.60	$ 141.48	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
157		✓		KIM	Engineering 2	KLY	93P364FN	NARRATE,36W,4 HIGH,FRAME,NON-POWERED	3	$ 410.30	$ 121.04	$ 1,230.90	$ 363.12	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
158		✓		KIM	Engineering 2	KLY	93P245FN	NARRATE,24W,5 HIGH,FRAME,NON-POWERED	2	$ 404.80	$ 119.42	$ 809.60	$ 238.84	70.500
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
159		✓		KIM	Engineering 2	KLY	33P78TCP	NARRATE,78W,TOP CAP,PAINT	1	$ 104.00	$ 30.68	$ 104.00	$ 30.68	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
160		✓		KIM	Engineering 2	KLY	33P72TCP	NARRATE,72W,TOP CAP,PAINT	1	$ 84.00	$ 24.78	$ 84.00	$ 24.78	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
161		✓		KIM	Engineering 2	KLY	33P60TCP	NARRATE,60W,TOP CAP,PAINT	1	$ 74.00	$ 21.83	$ 74.00	$ 21.83	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
162		✓		KIM	Engineering 2	KLY	33P36TCP	NARRATE,36W,TOP CAP,PAINT	1	$ 54.00	$ 15.93	$ 54.00	$ 15.93	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
163		✓		KIM	Engineering 2	KLY	33P24TCP	NARRATE,24W,TOP CAP,PAINT	2	$ 45.00	$ 13.28	$ 90.00	$ 26.56	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
164		✓		KIM	Engineering 2	KLY	33P102TCP	NARRATE,102W,TOP CAP,PAINT	2	$ 158.00	$ 46.61	$ 316.00	$ 93.22	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
165		✓		KIM	Engineering 2	KL8	12S1836LFU2M	FOOTPRINT METAL,18DX36WX27H,UNDERSURF,FLOOR,LATERAL FILE	4	$ 1,370.00	$ 404.15	$ 5,480.00	$ 1,616.60	70.500
							E	EXTENDED						
							KSB	SPECIFY CORE SEPARATELY						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
166		✓		KIM	Engineering 2	KLY	93P425FP	NARRATE,42W,5 HIGH,FRAME,POWERED	1	$ 694.10	$ 204.76	$ 694.10	$ 204.76	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P2	2 PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
167		✓		KIM	Engineering 2	KLY	93P425FP	NARRATE,42W,5 HIGH,FRAME,POWERED	1	$ 694.10	$ 204.76	$ 694.10	$ 204.76	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							PD2	2 PUNCHED POWER & DATA						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
168		✓		KIM	Engineering 2	KLY	93P424FP	NARRATE,42W,4 HIGH,FRAME,POWERED	1	$ 621.50	$ 183.34	$ 621.50	$ 183.34	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
169		✓		KIM	Engineering 2	KLY	93P365FP	NARRATE,36W,5 HIGH,FRAME,POWERED	4	$ 652.30	$ 192.43	$ 2,609.20	$ 769.72	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
170		✓		KIM	Engineering 2	KLY	93P364FP	NARRATE,36W,4 HIGH,FRAME,POWERED	4	$ 583.00	$ 171.99	$ 2,332.00	$ 687.96	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
171		✓		KIM	Engineering 2	KLY	93P364FP	NARRATE,36W,4 HIGH,FRAME,POWERED	2	$ 583.00	$ 171.99	$ 1,166.00	$ 343.98	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							PD1	1 PUNCHED POWER & DATA,1 BLANK						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
172		✓		KIM	Engineering 2	KLY	93P364FP	NARRATE,36W,4 HIGH,FRAME,POWERED	1	$ 583.00	$ 171.99	$ 583.00	$ 171.99	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							PD1	1 PUNCHED POWER & DATA,1 BLANK						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
173		✓		KIM	Engineering 2	KLY	93P305FP	NARRATE,30W,5 HIGH,FRAME,POWERED	2	$ 610.50	$ 180.10	$ 1,221.00	$ 360.20	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

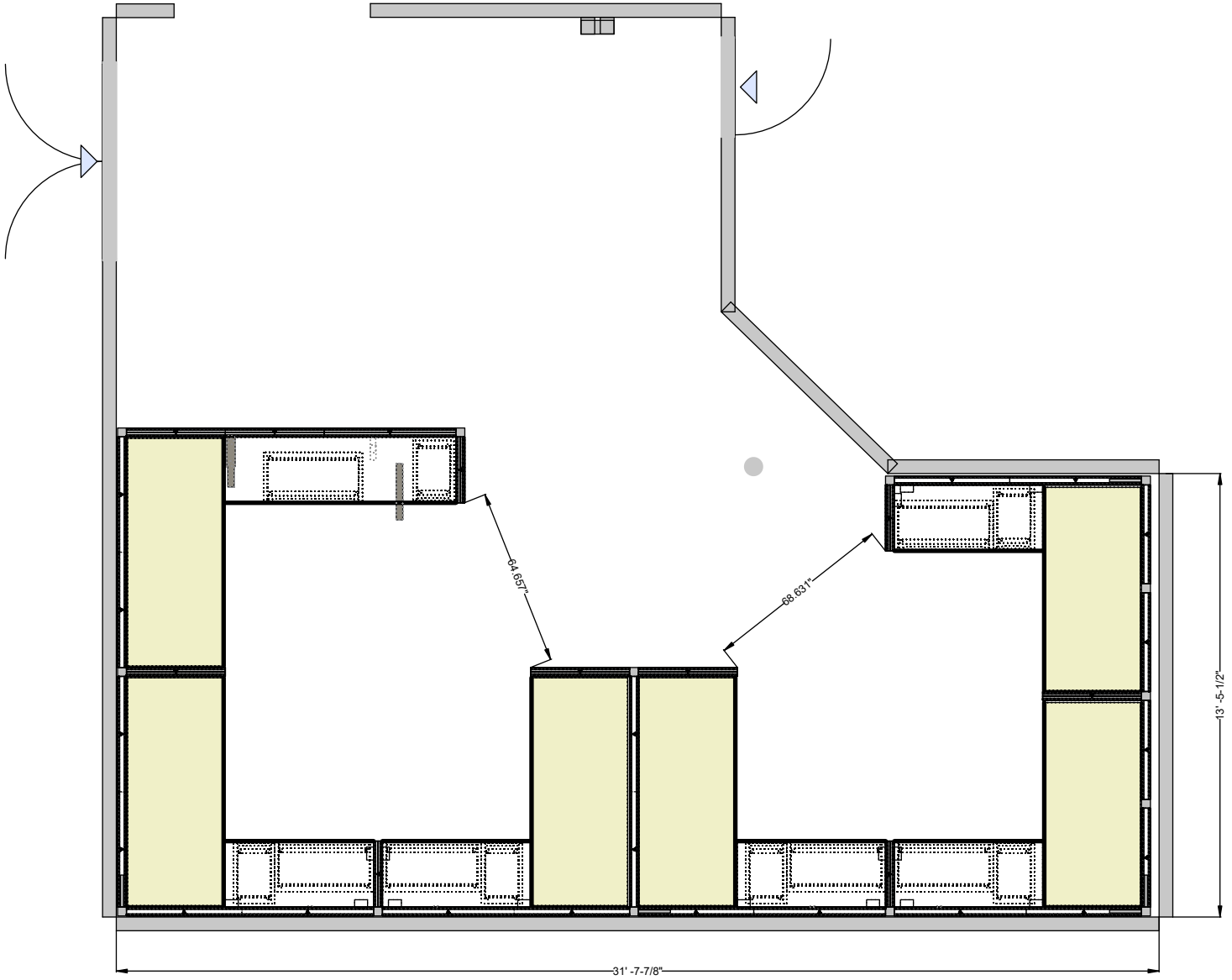
Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
174		✓		KIM	Engineering 2	KLY	93P305FP	NARRATE,30W,5 HIGH,FRAME,POWERED	1	$ 610.50	$ 180.10	$ 610.50	$ 180.10	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P2	2 PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
175		✓		KIM	Engineering 2	KLY	93P245FP	NARRATE,24W,5 HIGH,FRAME,POWERED	1	$ 564.30	$ 166.47	$ 564.30	$ 166.47	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							NP2	2 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
176		✓		KIM	Engineering 2	KLY	93P244FP	NARRATE,24W,4 HIGH,FRAME,POWERED	1	$ 504.90	$ 148.95	$ 504.90	$ 148.95	70.500
							8S	8 WIRE,SHARED NEUTRAL						
							P1	1 PUNCHED,1 NON-PUNCHED						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
177		✓		KIM	Engineering 2	KLY	33P72TCFGIP	NARRATE,72W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	2	$ 472.00	$ 139.24	$ 944.00	$ 278.48	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						
178		✓		KIM	Engineering 2	KLY	33P66TCFGIP	NARRATE,66W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	1	$ 444.00	$ 130.98	$ 444.00	$ 130.98	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						
179		✓		KIM	Engineering 2	KLY	33P42TCFGIP	NARRATE,42W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	1	$ 325.00	$ 95.88	$ 325.00	$ 95.88	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
180		✓		KIM	Engineering 2	KLY	33P36TCFGIP	NARRATE,36W,TOP CAP,FRAMELESS GLASS,INSERT CHANNEL,PAINT	4	$ 289.00	$ 85.26	$ 1,156.00	$ 341.04	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							446	BLACK						
181		✓		KIM	Engineering 2	KLY	93P15FCSPP	NARRATE,5 HIGH,STRAIGHT CONNECTOR,PAINT/PAINT	1	$ 260.00	$ 76.70	$ 260.00	$ 76.70	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
182		✓		KIM	Engineering 2	KL8	12S2415PMBFCTM1	FOOTPRINT METAL,24DX15WX23H,UNDERSURF,MOBILE,BOX/FILE,CUSH	4	$ 1,193.50	$ 352.08	$ 4,774.00	$ 1,408.32	70.500
							E	EXTENDED						
							KSB	SPECIFY CORE SEPARATELY						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							2	GRADE 2						
							21204	BLISS WOOL						
183		✓		KIM	Engineering 2	KLY	93P34FCTPP	NARRATE,4 HIGH,3-WAY,T CONNECTOR,PAINT/PAINT	2	$ 271.00	$ 79.95	$ 542.00	$ 159.90	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
184		✓		KIM	Engineering 2	KLY	93P25FCLPP	NARRATE,5 HIGH,2-WAY,L CONNECTOR,PAINT/PAINT	2	$ 260.00	$ 76.70	$ 520.00	$ 153.40	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
185		✓		KIM	Engineering 2	KLY	93P24FCLPP	NARRATE,4 HIGH,2-WAY,L CONNECTOR,PAINT/PAINT	6	$ 254.00	$ 74.93	$ 1,524.00	$ 449.58	70.500
							F	FLAT						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
							STDM	STANDARD GROUP M,METALLIC						
							503	SATIN NICKEL METALLIC						
186		✓		KIM	Engineering 2	NL3	WW3672WSSDL	WAVEWORKS,36DX72W,SURFACE,RECTANGULAR,HPL	3	$ 967.00	$ 386.80	$ 2,901.00	$ 1,160.40	60.000
							M	MAIN						
							VWL	SOFTENED,WILLOW						
							X	NO GROMMET						
							X	NO WIRE MANAGER						
							35.0000	35 (889 MM)						
							71.0000	71 (1803.5 MM)						
							STD	STANDARD LAMINATE						
							WL	WILLOW						
187		✓		KIM	Engineering 2	NL3	WW3078WSSDL	WAVEWORKS,30DX78W,SURFACE,RECTANGULAR,HPL	1	$ 798.00	$ 319.20	$ 798.00	$ 319.20	60.000
							M	MAIN						
							VWL	SOFTENED,WILLOW						
							X	NO GROMMET						
							X	NO WIRE MANAGER						
							29.0000	29 (736.5 MM)						
							77.0000	77 (1956 MM)						
							STD	STANDARD LAMINATE						
							WL	WILLOW						
188		✓		KIM	Engineering 2	KL8	SS2478WSSL3	FOOTPRINT,24DX78W,WORKSURFACE,1 3/16T,STRAIGHT,HPL,WIRE MGR	1	$ 845.00	$ 249.28	$ 845.00	$ 249.28	70.500
							P	1/8" MOLDED VIN						
							STD	STANDARD GROUP 1						
							WL	WILLOW						
							WL	WILLOW						
							425	SHADOW						
							***	---						
							***	---						
							***	---						
							***	---						
							***	---						

Item	Color	■	Preview	Mfg	Tag	Cat	Part Number	Part Description	Qty	List	Sell	Ext List	Ext Sell	Purchase %
189		✓		KIM	Engineering 2	KL8	SS2466WSSL3	FOOTPRINT,24DX66W,WORKSURFACE,1 3/16T,STRAIGHT,HPL,WIRE MGR	2	$ 695.00	$ 205.03	$ 1,390.00	$ 410.06	70.500
							P	1/8" MOLDED VIN						
							STD	STANDARD GROUP 1						
							WL	WILLOW						
							WL	WILLOW						
							425	SHADOW						
							***	----						
							***	----						
							***	----						
							***	----						
							***	----						
190		✓		KIM	Engineering 2	KL8	SS2466WSSL3	FOOTPRINT,24DX66W,WORKSURFACE,1 3/16T,STRAIGHT,HPL,WIRE MGR	1	$ 695.00	$ 205.03	$ 695.00	$ 205.03	70.500
							P	1/8" MOLDED VIN						
							STD	STANDARD GROUP 1						
							WL	WILLOW						
							WL	WILLOW						
							425	SHADOW						
							***	----						
							0000000669	SPCL WIDTH,59 15/16-65 13/16						
							63.2500	63 1/4						
							***	----						
							***	----						
							***	----						
							***	----						
sub								ENGINEERING 2 Subtotal				$ 76,025.90	$ 22,816.62	69.988
								Grand Total				$ 214,365.60	$ 67,236.04	68.635

Item	Color	■	Preview	Mfg	Tag	Part Number	Part Description	Qty	List	Sell	Ext Sell	Purchase %
1		✓		KIM	Engineering 1	WWN3684WSSDL	WAVEWORKS,36DX84W,SURFACE,RECTANGULAR,HPL	1	$ 1,318.00	$ 527.20	$ 527.20	60.000
						M	MAIN					
						VWL	SOFTENED,WILLOW					
						X	NO GROMMET					
						X	NO WIRE MANAGER					
						X	NO MODIFIED DEPTH (STANDARD)					
						X	NO MODIFIED WIDTH (STANDARD)					
						STD	STANDARD LAMINATE					
						WL	WILLOW					
2		?			Engineering 1	HA-8797	FLAT FILE CABINET - 47"W x 36"D x 16"H	2	$ 2,188.00	$ 1,092.74	$ 2,185.48	65.040
						TAUPE	TAUPE PAINT FINISH					
3		?			Engineering 1	HA-8799	4"H FLUSH BASE FOR FLAT FILE CABINET - 47"W x 36"D	1	$ 335.00	$ 167.31	$ 167.31	65.040
						TAUPE	TAUPE PAINT FINISH					
							Grand Total				**$ 2,879.99**	**63.938**

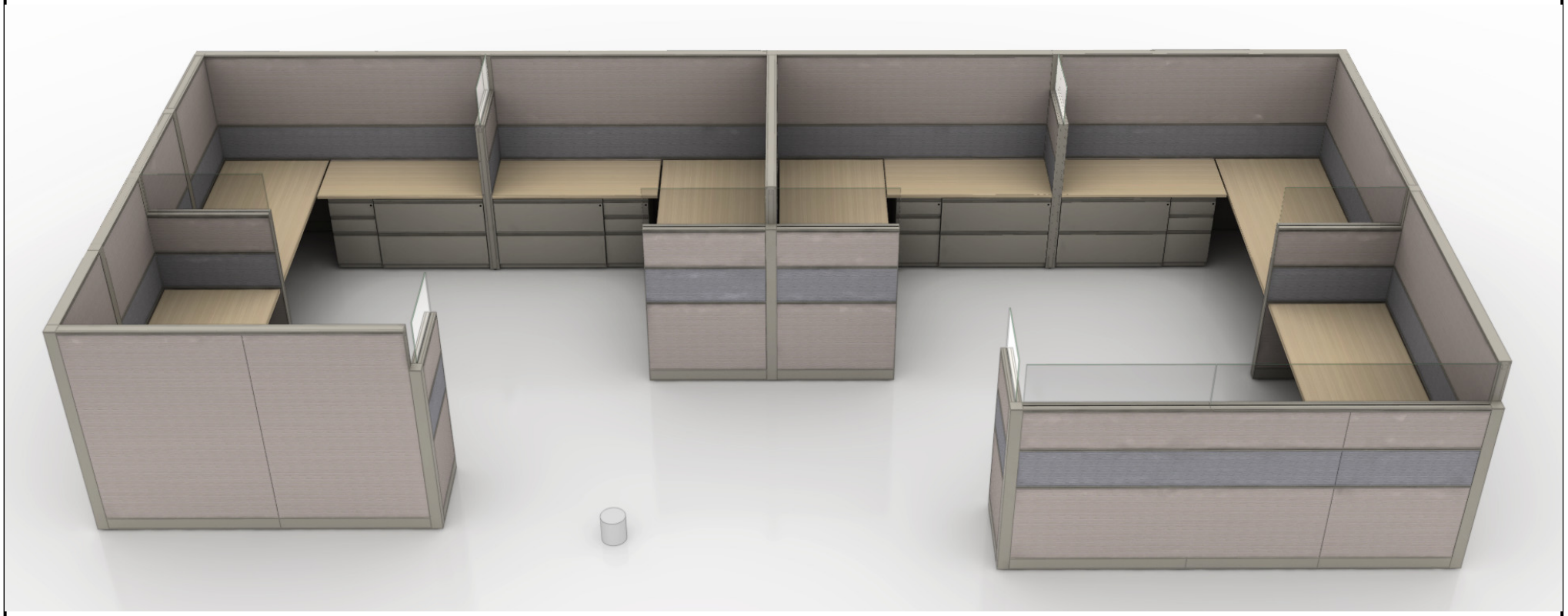


ENGINEERING 1

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City of Glendora

Engineering 1

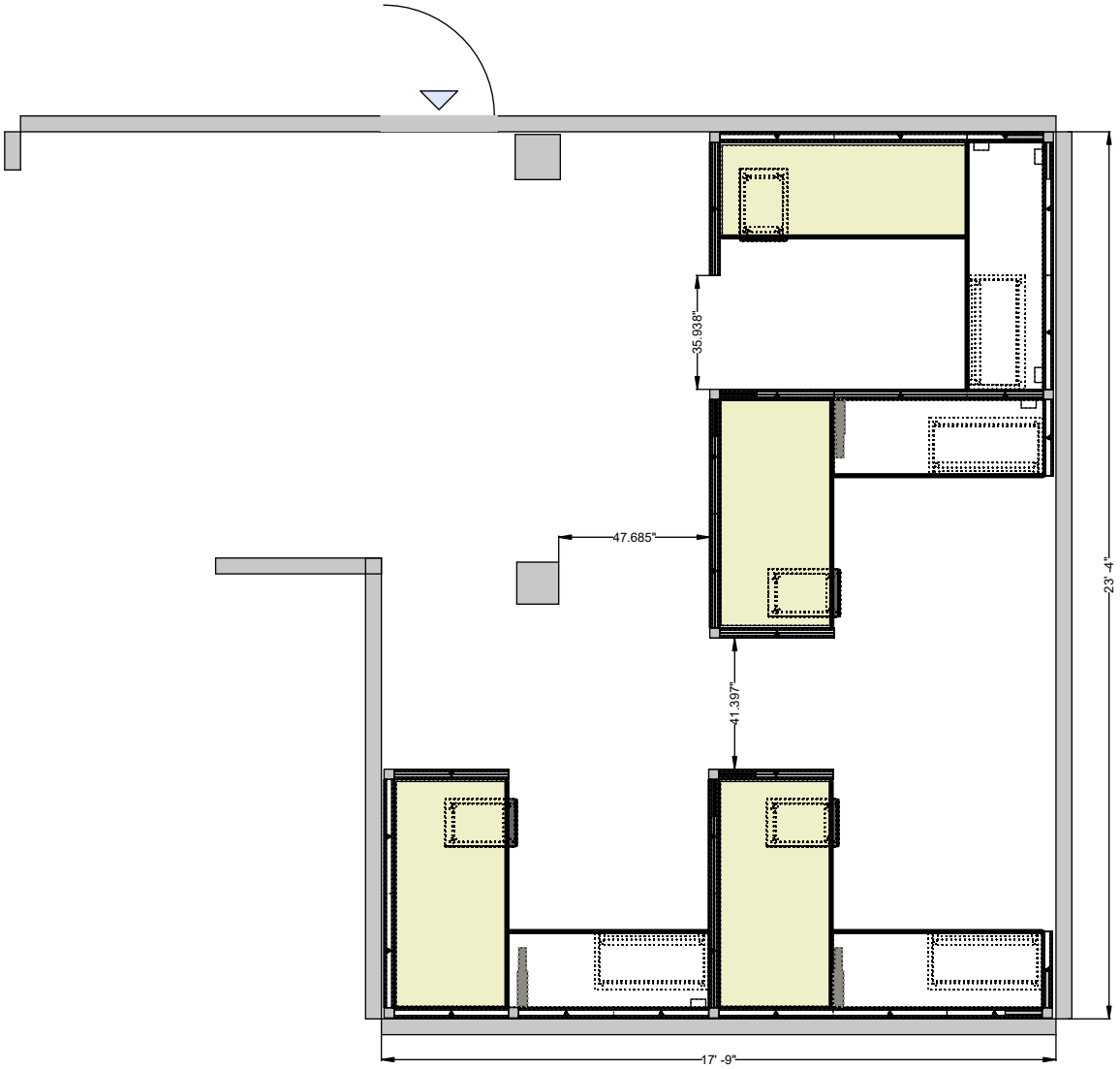
9/24/2025	700137071	Taylor Moss



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Engineering 1		
9/24/2025	700137071	Taylor Moss

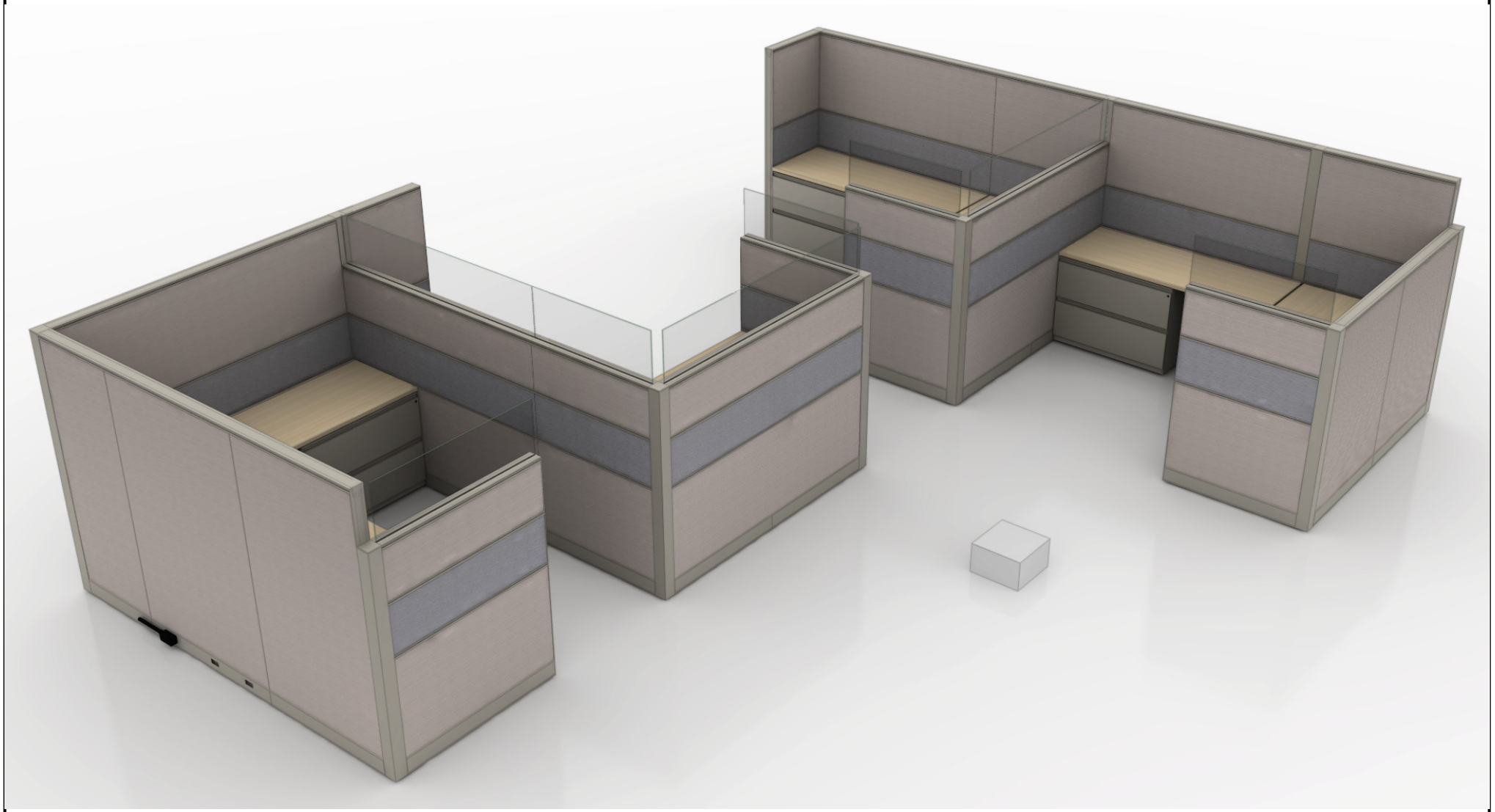


ENGINEERING 2

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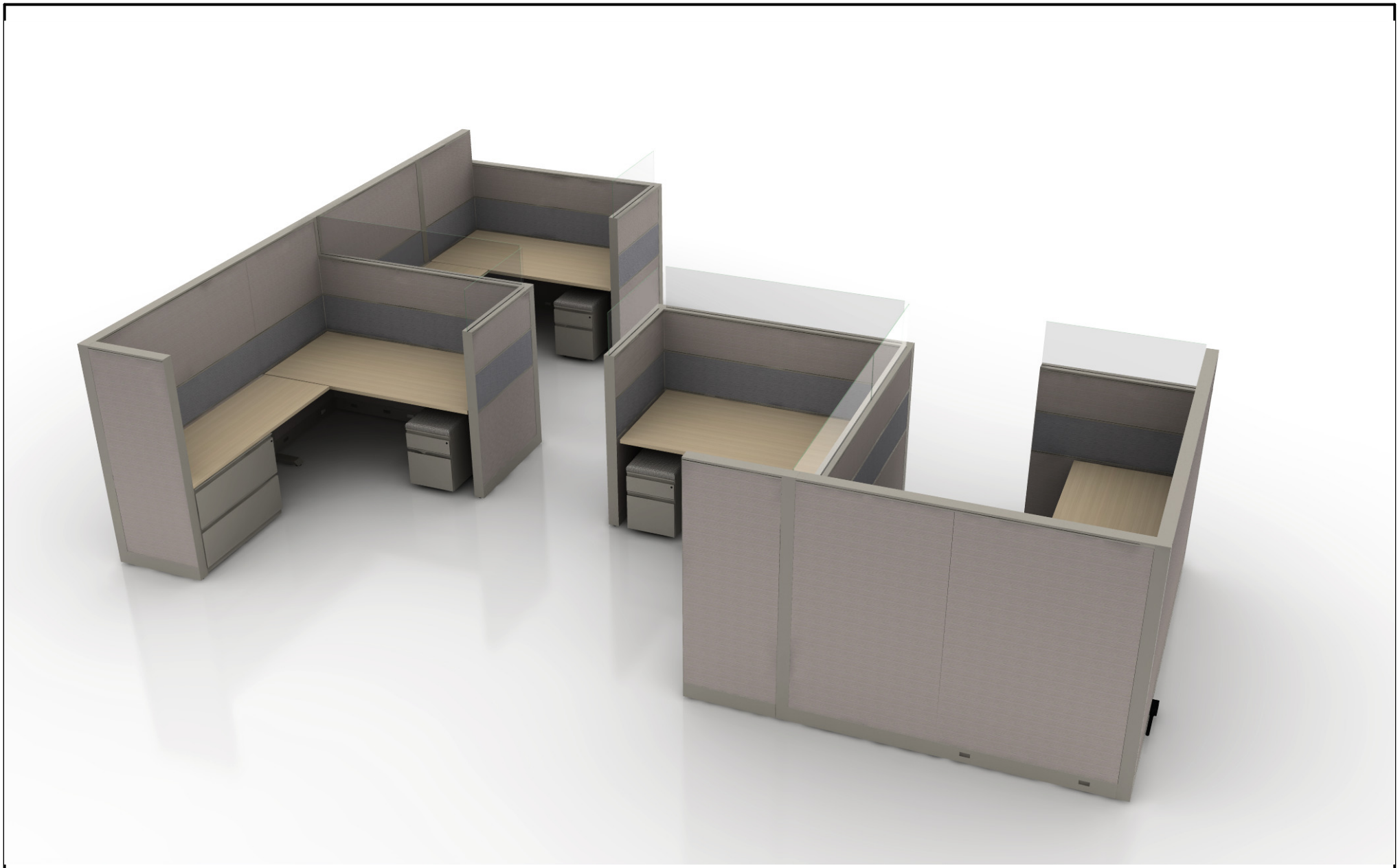
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Engineering 2		
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Engineering 2		
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STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Police Department**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Award a five-year (5) Professional Service Agreement to Axon Enterprise, Inc. to consolidate current body worn camera, fleet camera, and interview camera agreements, and include the upgrade of several current products, the purchase of new taser devices, and replacement of body worn cameras and fleet cameras for an amount not to exceed $1,397,498.67**

RECOMMENDATION
That the City Council:

1. Award a Master Services and Purchasing Agreement with Axon Enterprise, Inc. (Axon) in an amount not to exceed $1,397,498.67 over a five (5) year period;
2. Authorize the Police Chief to execute any necessary contingency in an amount not to exceed 5% of the original contract amount;
3. Authorize the City Manager to execute the Agreement; and
4. Approve supplemental appropriations in the amount of $100,000 in Asset Forfeiture (Fund 281) and $77,000 in Community Oriented Policing Services (Fund 275) in the FY2025-27 Adopted Two-Year Budget.

STRATEGIC FOCUS AREAS

Goal 5: Staff and Technology

EXECUTIVE SUMMARY

Police agencies nationwide, including the Glendora Police Department, are facing increasing demands from higher call volumes, growing digital evidence, and increasingly complex criminal activity. To address these challenges, staff conducted extensive research and determined that Axon integrated ecosystem provides the most complete and efficient solution available.

Axon's platform brings together body-worn and in-car video systems, digital evidence management, advanced conducted energy weapons, virtual reality training, live-streaming and GPS capabilities, drone control software, mobile capture applications, and emerging artificial intelligence tools into a single, streamlined environment.

The Glendora Police Department currently contracts with Axon Enterprise, Inc. for body-worn cameras, Evidence.com, TASER 7 devices, interview room cameras, automated license plate reader service, and in-car video systems. These services are presently maintained under 13 separate agreements.

Under this proposed consolidated agreement, Axon Enterprise will merge all existing contracts into the upgraded Officer Safety Plan 10 Plus Bundle, resulting in significant cost savings and operational efficiencies. This agreement will include an upgrade of the Department's conducted energy weapons from TASER 7s to the new TASER 10 devices, enhancing officer safety and effectiveness. This contract also includes body worn camera replacements and system updates in 2028 and 2030 and replacement and system updates of the in-car Fleet 3 system in 2030.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Over the last two and a half decades, the Police Department has leveraged technological advancements in law enforcement to increase the safety of Department personnel, manage and reduce risk, improve operational efficiency and increase crime resolution.

In 2021, the Council approved a $208,347 purchase of sixty-two (62) TASER 7 Conducted Energy devices along with the associated equipment and accessories from Axon, replacing the obsolete Taser X-2's and Taser X26P's the Department was using at the time. These TASER 7 devices have now reached their end of life and are no longer supported by the manufacturer.

In 2022, the Council approved a $710,000, five (5) year service contract with Axon to transition the Police Department from a stand-alone in-car video system, individual audio recording devices, and separate interview cameras, to an integrated Body Worn Camera (BWC) and In-Car Video system. Interview cameras were also included in this system.

In addition to providing the most current audio and video technology under this contract, Axon also provided Evidence.com, a digital evidence storage platform for In-Car video, BWC video, and interview room footage. Evidence.com also allows for the collection, storage, direct file sharing capabilities with the District Attorney, and preservation of digital video evidence provided by community members in support of our law enforcement mission.

The Department has continued to purchase new technology and hardware from Axon, including License Plate Reader (LPR) technology, additional body worn cameras, and additional fleet cameras and currently has 13 active contracts with the vendor.

DISCUSSION

Technology continues to play a central role in modern policing, driving transparency, accountability, and efficient service delivery. After reviewing alternatives and working with the City's Finance, Information Technology, and City Attorney, staff determined this agreement is both financially and operationally sound.

Moving to Axon's integrated system will allow the Department to eliminate multiple standalone programs that currently require ongoing upgrades and replacements. Consolidating into one comprehensive contract redirects funding from outdated systems toward a long-term solution that improves efficiency, workflow, data access, and real-time decision making.

This agreement also includes replacing our outdated TASER 7 devices with new TASER 10 devices. Up until the introduction of Taser 10, the limitations of the device prevented engagement with violent individuals who were more than 21 feet away and limited officers to having only one or two uses of the device to bring the individual under control. The introduction of the Taser 10 brings with it some significant advancements that extend the range of engagement to 45 feet and allows up to ten uses from the device, in the event that the Taser darts fail to establish a connection after the first two deployments. The ability to bring violent and dangerous individuals under control at a greater distance from the officers involved will increase officer safety and reduce the potential for more significant force options to be used. Additionally, the Department already has in-house trainers for the new taser device.

Other vendors may offer individual technology solutions, but only Axon provides a fully integrated ecosystem supported by a sole-source distribution model. Axon is the exclusive provider of these bundled offerings in most states, including California, and no competing vendor can deliver the complete package identified in this report. The proposal provides both fiscal responsibility and program growth.

	Proposed Bundled	Unbundled

OFFICER SAFETY PLAN (OSP)		$939,087.76	$0
Transfer Balance Software		-$64,478.38	-$64,478.38
Transfer Balance Goods		-$5,343.22	-$5,343.22
BWC	OSP Bundle + $37,767.64		$206,827.80
Taser 10 + VR Training	OSP Bundle + $6,000		$550,528.23
Community Request	OSP Bundle		$44,268.00
FUSUS	OSP Bundle + $64,121.75		$481,792.20
Axon Air		$36,658.52	$37,862.80
Interview Rooms		$20,752.80	$20,752.80
Standards	OSP Bundle		$44,268.00
Performance	OSP Bundle		$44,268.00
Redaction Assistant	OSP Bundle		$44,268.00
Auto-Tagging	OSP Bundle		$44,268.00
Investigate	OSP Bundle		$49,119.00
Fleet 3 In-car Camera	$244,515 (LPR and Livestream added)		$238,858.20
Evidence.com/Storage/License	OSP Bundle + $19,500		$357,222.60
Signal Sidearm	OSP Bundle		$20,672.00
Auto Transcribe		$98,856.60	$92,085.60
Axon Training Conference	Included		$8,900.00
Tax	Included		$66,658.99
Total:		$1,397,498.67	$2,282,798.62

Total Savings:	$885,299.95

Key components of the agreement include:

- Officer Safety Plan 10 Plus bundle
- New Taser 10 devices for all sworn officers, detectives, community service officers, and code enforcement.
- Continued service for body-worn cameras for officers, community service officers, detectives, and code enforcement staff
- Virtual reality training modules for de-escalation and decision making
- Smartphone mobile capture application
- Professional standards software for accountability and review
- Axon Respond for GPS tracking, live streaming, and vehicle/body camera/drone location data

- Auto transcribe abilities
- Axon redaction assistant for Freedom of Information Act requests and court preparation
- Community evidence request portal
- Redaction software licensing
- Migration of legacy platforms into Axon’s digital ecosystem
- Community survey and feedback platform
- Integration of FUSUS software
- CAD (Computer Aided Dispatch) overlay with BWC/Unit Locations and high priority officer safety alerts
- Technology refresh program

Key benefits of this agreement include:

- Improved transparency and accountability through automated video review and analytics
- Enhanced officer safety and readiness through immersive training and real-time data
- Increased efficiency by consolidating isolated systems into one integrated platform
- Total cost savings of over $885,000 by bundling the requested components into one contract.

FISCAL IMPACT

The five-year total cost of the agreement is $1,397,498.67, approximately $290,000 per year for FY 2026 through FY 2030. $300,000 has been allocated from the Asset Forfeiture (Fund 281), $390,000 has been allocated from the Community Oriented Policing Services (Fund 275), and the remaining funds will come from the Technology account (55330150-59111). Supplemental appropriations are requested to the FY2025-27 Adopted Two-Year Budget in the amounts of $100,000 and $77,000 in Asset Forfeiture and Community Oriented Policing Services funds, respectively. The Technology fund will cover increased costs in years two and four of the contract as one-time funds become unavailable from Asset Forfeiture. These amounts include a 5% contract contingency.

ENVIRONMENTAL DETERMINATION

There is no CEQA impact associated with the recommendations in this report.

Prepared By:	Julie Linger, Business Services Manager
Concurs With:	Not Applicable
Reviewed By:	Mike Randazzo, Police Chief
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A_Axon_5-Year_Contract.pdf

B_Sole_Source_Letter.pdf

C_Power_Point_Presentation.pdf

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This Master Services and Purchasing Agreement ("**Agreement**") is between Axon Enterprise, Inc. ("**Axon**"), and the City of Glendora, a California municipal corporation ("**Customer**"). This Agreement is effective as of the later of the (a) last signature date on this Agreement or (b) date of acceptance of the Quote ("**Effective Date**"). Axon and Customer are each a "**Party**" and collectively "**Parties**". This Agreement governs Customer's purchase and use of the Axon Devices and Services detailed in the Quote. It is the intent of the Parties that this Agreement will govern all subsequent purchases by Customer for the same Axon Devices and Services in the Quote, and all such subsequent quotes accepted by Customer shall be also incorporated into this Agreement by reference as a Quote. The Parties agree as follows:

1. **Definitions.**

   1.1. "**Axon Cloud Services**" means Axon's web services, including, but not limited to, Axon Evidence, Axon Records, Axon Dispatch, FUSUS services, and interactions between Axon Evidence and Axon Devices or Axon client software. Axon Cloud Service excludes third-party applications, hardware warranties, and my.evidence.com.

   1.2. "**Axon Device**" means all hardware provided by Axon under this Agreement. Axon-manufactured Devices are a subset of Axon Devices.

   1.3. "**Quote**" means an offer to sell and is only valid for devices and services on the offer at the specified prices. Any inconsistent or supplemental terms within Customer's purchase order in response to a Quote will be void. Orders are subject to prior credit approval. Changes in the deployment estimated ship date may change charges in the Quote. Shipping dates are estimates only. Axon is not responsible for typographical errors in any Quote by Axon, and Axon reserves the right to cancel any orders resulting from such errors.

   1.4. "**Services**" means all services provided by Axon under this Agreement, including software, Axon Cloud Services, and professional services.

2. **Term.** This Agreement shall commence on the Effective Date and shall continue until all subscriptions hereunder have expired or have been terminated, except as otherwise provided in Section 17 herein ("**Term**").

   2.1. All subscriptions including Axon Evidence, Axon Fleet, Officer Safety Plans, Technology Assurance Plans, and TASER 7 or TASER 10 plans begin on the date stated in the Quote. Each subscription term ends upon completion of the subscription stated in the Quote ("**Subscription Term**").

   2.2. Upon completion of the Subscription Term, the Subscription Term will automatically renew for an additional 5 year term ("**Renewal Term**"). For purchase of TASER 7 or TASER 10 as a standalone, Axon may increase pricing to its then-current list pricing for any Renewal Term. New devices and services may require additional terms. Axon will not authorize new services until Axon receives a signed Quote or accepts a purchase order, whichever is first.

3. **Payment.** Axon invoices for Axon Devices upon shipment, or on the date specified within the invoicing plan in the Quote. Payment is due net 30 days from the invoice date. Axon invoices for Axon Cloud Services on an upfront annual basis prior to the beginning of the Subscription Term and upon the anniversary of the Subscription Term. Payment obligations are non-cancelable. Unless otherwise prohibited by law, Customer will pay interest on all past-due sums at the lower of one-and-a-half percent (1.5%) per month or the highest rate allowed by law. Customer will pay invoices without setoff, deduction, or withholding. If Axon sends a past due account to collections, Customer is responsible for collection and attorneys' fees.

4. **Taxes.** Customer is responsible for sales and other taxes associated with the order unless Customer provides Axon a valid tax exemption certificate.

5. **Shipping.** Axon may make partial shipments and ship Axon Devices from multiple locations. All shipments are EXW (Incoterms 2020) via common carrier. Title and risk of loss pass to Customer upon Axon's delivery to the common carrier. Customer is responsible for any shipping charges in the Quote.

6. **Returns.** All sales are final. Axon does not allow refunds or exchanges, except warranty returns or as provided by state or federal law.

7. **Warranty.**

   7.1. **Limited Warranty.** Axon warrants that Axon-manufactured Devices, except for TASER devices covered under the TASER Appendix, are free from defects in workmanship and materials for one (1) year from the date of Customer's receipt, except Signal Sidearm which Axon warrants for thirty (30) months from Customer's receipt and Axon-manufactured accessories, which Axon warrants for ninety (90) days from Customer's receipt, respectively, from the date of Customer's receipt. Extended warranties run from the expiration of the one- (1-) year hardware warranty through the extended warranty term purchased.

   7.2. **Disclaimer. All software and Axon Cloud Services are provided "AS IS," without any warranty of any**

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kind, either express or implied, including without limitation the implied warranties of merchantability, fitness for a particular purpose and non-infringement. Axon Devices and Services that are not manufactured, published or performed by Axon ("Third-Party Products") are not covered by Axon's warranty and are only subject to the warranties of the third-party provider or manufacturer. If Customer purchases Axon Loki, Customer acknowledges the Loki device is designed for operation in enclosed, controlled environments and must be used in compliance with all applicable laws and safety guidelines. Operation in open or unapproved areas may result in signal interference, loss of control, or damage, and Axon assumes no liability for improper use, including any resulting harm or regulatory violations.

7.3. **Claims.** If Axon receives a valid warranty claim for an Axon-manufactured Device during the warranty term, Axon's sole responsibility is to repair or replace the Axon-manufactured Device with the same or like Axon-manufactured Device, at Axon's option. A replacement Axon-manufactured Device will be new or like new. Axon will warrant the replacement Axon-manufactured Device for the longer of (a) the remaining warranty of the original Axon-manufactured Device, or (b) ninety (90) days from the date of repair or replacement.

7.3.1. If Customer exchanges an Axon Device or part, the replacement item becomes Customer's property, and the replaced item becomes Axon's property. Before delivering an Axon-manufactured Device for service, Customer must upload Axon-manufactured Device data to Axon Evidence or download it and retain a copy. Axon is not responsible for any loss of software, data, or other information contained in storage media or any part of the Axon-manufactured Device sent to Axon for service.

7.4. **Spare Axon Devices.** At Axon's reasonable discretion, Axon may provide Customer a predetermined number of spare Axon Devices as detailed in the Quote ("**Spare Axon Devices**"). Spare Axon Devices are intended to replace broken or non-functioning units while Customer submits the broken or non-functioning units, through Axon's warranty return process. Axon will repair or replace the unit with a replacement Axon Device. Title and risk of loss for all Spare Axon Devices shall pass to Customer in accordance with shipping terms of this Agreement. Axon assumes no liability or obligation in the event Customer does not utilize Spare Axon Devices for the intended purpose.

7.5. **Limitations.** Axon's warranty excludes damage related to: (a) failure to follow Axon Device use instructions; (b) Axon Devices used with equipment not manufactured or recommended by Axon; (c) abuse, misuse, or intentional damage to Axon Device; (d) force majeure; (e) Axon Devices repaired or modified by persons other than Axon without Axon's written permission; or (f) Axon Devices with a defaced or removed serial number. Axon's warranty will be void if Customer resells Axon Devices.

7.5.1. **To the extent permitted by law, the above warranties and remedies are exclusive. Axon disclaims all other warranties, remedies, and conditions, whether oral, written, statutory, or implied. If statutory or implied warranties cannot be lawfully disclaimed, then such warranties are limited to the duration of the warranty described above and by the provisions in this Agreement. Customer confirms and agrees that, in deciding whether to sign this Agreement, Customer has not relied on any statement or representation by Axon or anyone acting on behalf of Axon related to the subject matter of this Agreement that is not in this Agreement.**

7.5.2. **Axon's cumulative liability to any party for any loss or damage resulting from any claim, demand, or action arising out of or relating to this Agreement will not exceed the purchase price paid to Axon for the Axon Device, or if for Services, the amount of $1,000,000. Neither Party will be liable for special, indirect, incidental, punitive or consequential damages, however caused, whether for breach of warranty or contract, negligence, strict liability, tort or any other legal theory.**

7.6. **Online Support Platforms.** Use of Axon's online support platforms (e.g., Axon Academy and MyAxon) is governed by the Axon Online Support Platforms Terms of Use Appendix available at www.axon.com/sales-terms-and-conditions.

7.7. **Third-Party Hardware, Software and Services.** Use of hardware, software, or services other than those provided by Axon is governed by the terms, if any, entered into between Customer and the respective third-party provider, including, without limitation, the terms applicable to such software or services located at www.axon.com/sales-terms-and-conditions, if any.

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7.8. **Axon Aid.** Upon mutual agreement between Axon and Customer, Axon may provide certain products and services to Customer, as a charitable donation under the Axon Aid program. In such event, Customer expressly waives and releases any and all claims, now known or hereafter known, against Axon and its officers, directors, employees, agents, contractors, affiliates, successors, and assigns (collectively, "**Releasees**"), including but not limited to, on account of injury, death, property damage, or loss of data, arising out of or attributable to the Axon Aid program whether arising out of the negligence of any Releasees or otherwise. Customer agrees not to make or bring any such claim against any Release, and forever release and discharge all Releasees from liability under such claims. Customer expressly allows Axon to publicly announce its participation in Axon Aid and use its name in marketing materials. Axon may terminate the Axon Aid program without cause immediately upon notice to the Customer.

8. **Free Trial.**

8.1. **Trial Period and License.** At any time during the Term, Customer and Axon may elect to enter a free trial of Axon Devices and Services new to the Customer for a designated period ("**Trial Period**") as described in a quote issued ("**Trial Quote**"). During the Trial Period, Axon grants Customer a nonexclusive, terminable, non-transferable, license to use new Axon Devices and Services provided for trial to the Customer ("**Trial Products**"). Trial Products may include Axon beta software or firmware which additional terms may be required and included within the Trial Quote. Axon may limit the number of Trial Products Customer receives within the Trial Quote. Axon may supply refurbished Trial Products. ALL FREE TRIAL PRODUCTS INCLUDING, WITHOUT LIMITATION, AXON CLOUD SERVICES, ARE PROVIDED "AS IS" AND TO THE EXTENT NOT PROHIBITED BY LAW, AXON DISCLAIMS ALL LIABILITY REGARDLESS OF THE CLAIM.

8.2. **Trial Quote Termination.** Upon at least 10 business days' prior written notice to Axon at any time prior to the end of the Trial Period, Customer may as its sole option, terminate the free Trial Period and underlying Trial Quote associated with the Trial Products for convenience. Customer's rights to the Trial Products will immediately terminate at the end of the Trial Period, and Customer will return any Trial Products hardware to Axon within 10 days after the effective date of such termination or at the end of the Trial Period, excluding used CEW cartridges. If any individual component of the Trial Products is not returned, Axon will invoice Customer the MSRP of the unreturned items. Customer agrees to pay the invoice along with any applicable taxes and shipping. Customer will return the Trial Products to Axon in good working condition, minus normal wear and tear. Axon may charge Customer if there is damage beyond normal wear and tear. Any Customer Content shall be stored and returned pursuant to the Axon Cloud Services Terms of Use Appendix

9. **Statement of Work.** Certain Axon Devices and Services, including, but not limited to, Axon Interview Room, Axon Channel Services, Axon Justice Implementation, FUSUS, and Axon Fleet, may require a Statement of Work that details Axon's Service deliverables ("**SOW**"). In the event Axon provides an SOW to Customer, Axon is only responsible for the performance of Services described in the SOW. Additional services outside of the SOW, Quote, or this Agreement are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in fees or schedule. Any applicable SOW is incorporated into this Agreement by reference.

10. **Axon Device Warnings.** See www.axon.com/legal for the most current Axon Device warnings.

11. **Design Changes.** Axon may make design or feature changes to any Axon Device or Service without notifying Customer or making the same change to Axon Devices and Services previously purchased by Customer.

12. **Combined Offerings.** Some offerings in a Quote combine existing and pre-released Axon Devices or Services. Some offerings may not be available at the time of Customer's purchase. Axon will not provide a refund, credit, or additional discount beyond what is in the Quote due to delay of availability or Customer's choice not to utilize any portion of a combined offering.

13. **Insurance.** Axon will maintain General Liability, Workers' Compensation, and Automobile Liability insurance in the amounts set forth below.

13.1. General Liability: $1,000,000 per occurrence, $2,000,000 general aggregate, for bodily injury, personal injury, and property damage, including without limitation, blanket contractual liability.

13.2. Workers' Compensation: $1,000,000.

13.3. Automobile Liability: $1,000,000 combined single limit for each accident.

13.4. Upon request, Axon will supply certificates of insurance, together with an endorsement showing the City named as an additional insured with respect to the General Liability policy.

14. **IP Rights.** Axon owns and reserves all right, title, and interest in Axon-manufactured Devices and Services and suggestions to Axon, including all related intellectual property rights. Customer will not cause any Axon proprietary

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rights to be violated.

15. **IP Indemnification.** Axon will indemnify Customer against all claims, losses, and reasonable expenses from any third-party claim alleging that the use of Axon-manufactured Devices, Axon Cloud Services or Axon software ("**Axon Products**") infringes or misappropriates the third-party's intellectual property rights. Customer must promptly provide Axon with written notice of such claim, tender to Axon the defense or settlement of such claim at Axon's expense and cooperate in good faith with Axon in the defense or settlement of such claim. Axon's IP indemnification obligations do not apply to claims based on (a) modification of Axon Products by Customer or a third-party not approved by Axon; (b) use of Axon Products in combination with hardware or services not approved by Axon; (c) use of Axon Products other than as permitted in this Agreement; or (d) use of Axon Products that is not the most current software release provided by Axon.

16. **Customer Responsibilities.** Customer is responsible for (a) Customer's use of Axon Devices; (b) Customer or a Customer-authorized user's breach of this Agreement or violation of applicable law; (c) disputes between Customer and a third-party over Customer's use of Axon Devices; (d) secure and sustainable destruction and disposal of Axon Devices at Customer's cost; and (e) any regulatory violations or fines, as a result of improper destruction or disposal of Axon Devices.

17. **Termination.**

    17.1 For Breach. A Party may terminate this Agreement for cause if it provides thirty (30) days written notice of the breach to the other Party, and the breach remains uncured thirty (30) days after written notice. If Customer terminates this Agreement due to Axon's uncured breach, Axon will refund prepaid amounts on a prorated basis based on the effective date of termination.

    17.2 By Customer. If sufficient funds are not appropriated or otherwise legally available to pay the fees due under this Agreement, or if the Customer determines that the Services by Axon are longer necessary or appropriate to the Customer's requirements, Customer may terminate this Agreement. Customer will deliver notice of termination under this section as soon as reasonably practicable.

    17.3 Effect of Termination. Upon termination of this Agreement, Customer rights immediately terminate. Customer remains responsible for all fees incurred before the effective date of termination. If Customer purchases Axon Devices for less than the manufacturer's suggested retail price ("**MSRP**") and this Agreement terminates before the end of the Term, Axon will invoice Customer the difference between the MSRP for Axon Devices procured, including any Spare Axon Devices, and amounts paid towards those Axon Devices. Only if terminating for non-appropriation, Customer may return Axon Devices to Axon within thirty (30) days of termination. MSRP is the standalone price of the individual Axon Device at the time of sale. For multiple Axon Devices that may be combined as a single offering on a Quote, MSRP is the standalone price of all individual components.

18. **Confidentiality. "Confidential Information"** means nonpublic information designated as confidential or, given the nature of the information or circumstances surrounding disclosure, should reasonably be understood to be confidential. Each Party will take reasonable measures to avoid disclosure, dissemination, or unauthorized use of the other Party's Confidential Information. Unless required by law, neither Party will disclose the other Party's Confidential Information during the Term and for five (5) years thereafter. To the extent permissible by law, Axon pricing is Confidential Information and competition sensitive. If Customer receives a public records request to disclose Axon Confidential Information, to the extent allowed by law, Customer will provide notice to Axon before disclosure. Axon may publicly announce information related to this Agreement.

19. **General.**

    19.1. **Force Majeure**. Neither Party will be liable for any delay or failure to perform due to a cause beyond a Party's reasonable control.

    19.2. **Independent Contractors.** The Parties are independent contractors. Neither Party has the authority to bind the other. This Agreement does not create a partnership, franchise, joint venture, customer, fiduciary, or employment relationship between the Parties.

    19.3. **Third-Party Beneficiaries.** There are no third-party beneficiaries under this Agreement.

    19.4. **Non-Discrimination.** Neither Party nor its employees will discriminate against any person based on race; religion; creed; color; sex; gender identity and expression; pregnancy; childbirth; breastfeeding; medical conditions related to pregnancy, childbirth, or breastfeeding; sexual orientation; marital status; age; national origin; ancestry; genetic information; disability; veteran status; or any class protected by local, state, or federal law.

    19.5. **Compliance with Laws.** Each Party will comply with all applicable federal, state, and local laws, including

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without limitation, import and export control laws and regulations as well as firearm regulations and the Gun Control Act of 1968. Customer acknowledges that Axon Devices and Services are subject to U.S. and international export control laws, including the U.S. Export Administration Regulations (EAR) and International Traffic in Arms Regulations (ITAR). Customer represents and warrants that neither it nor any End User is a "Restricted Person," meaning any individual or entity that (1) is subject to U.S. sanctions or trade restrictions, (2) appears on any U.S. government restricted party list, (3) engages in prohibited weapons proliferation activities, or (4) is owned or controlled by, or acting on behalf of, such persons or entities. Customer must promptly notify Axon of any change in status, and Axon may terminate this Agreement if Customer or any End User becomes a Restricted Person or violates export laws.

19.6. **Assignment.** Neither Party may assign this Agreement without the other Party's prior written consent. Axon may assign this Agreement, its rights, or obligations without consent: (a) to an affiliate or subsidiary; or (b) for purposes of financing, merger, acquisition, corporate reorganization, or sale of all or substantially all its assets. This Agreement is binding upon the Parties respective successors and assigns.

19.7. **Waiver.** No waiver or delay by either Party in exercising any right under this Agreement constitutes a waiver of that right.

19.8. **Severability.** If a court of competent jurisdiction holds any portion of this Agreement invalid or unenforceable, the remaining portions of this Agreement will remain in effect.

19.9. **Survival.** The following sections will survive termination: Payment, Warranty, Axon Device Warnings, Indemnification, IP Rights, Customer Responsibilities and any other Sections detailed in the survival sections of the Appendices.

19.10. **Governing Law**. The laws of the country, state, province, or municipality where Customer is physically located, without reference to conflict of law rules, govern this Agreement and any dispute arising from it. The United Nations Convention for the International Sale of Goods does not apply to this Agreement.

19.11. **Notices.** All notices must be in English. Notices posted on Customer's Axon Evidence site are effective upon posting. Notices by email are effective on the sent date of the email. Notices by personal delivery are effective immediately. Notices to Customer shall be provided to the address on file with Axon. Notices to Axon shall be provided to Axon Enterprise, Inc. Attn: Legal, 17800 North 85th Street, Scottsdale, Arizona 85255 with a copy to legal@axon.com.

19.12. **Entire Agreement.** This Agreement, the Appendices, including any applicable Appendices not attached herein for the products and services purchased, which are incorporated by reference and located in the Master Purchasing and Services Agreement located at https://www.axon.com/sales-terms-and-conditions,Quote and any SOW(s), represents the entire agreement between the Parties. This Agreement supersedes all prior agreements or understandings, whether written or verbal, regarding the subject matter of this Agreement. This Agreement may only be modified or amended in a writing signed by the Parties.

Each Party, by and through its respective representative authorized to execute this Agreement, has duly executed and delivered this Agreement as of the date of signature.

AXON:

Axon Enterprise, Inc.

Signed by:

Signature: _____
55DAEBB131A4424...

Name: Bobby Driscoll

Title: VP, Deputy General Counse

Date: Oct 10, 2025 | 3:10 PM MST

CUSTOMER:

City of Glendora

Signature: _____

Name: _____

Title: _____

Date: _____

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Axon Cloud Services Terms of Use Appendix

1. **Definitions.**

   1.1. "**Data Controller**" means the natural or legal person, public authority, or any other body which alone or jointly with others determines the purposes and means of the processing of Personal Data.

   1.2. "**Data Processor**" means a natural or legal person, public authority or any other body which processes Personal Data on behalf of the Data Controller.

   1.3. "**Customer Content**" is data uploaded into, ingested by, or created in Axon Cloud Services within Customer's tenant, including media or multimedia uploaded into Axon Cloud Services by Customer. Customer Content includes Evidence but excludes Non-Content Data.

   1.4. "**Evidence**" is media or multimedia uploaded into Axon Evidence as 'evidence' by Customer. Evidence is a subset of Customer Content.

   1.5. "**End User**" means the natural person subject to Customer's authorized license grant who ultimately uses the Cloud Services as provided under this Agreement. End Users must adhere to the terms of use and are subject to any usage restrictions or limitations specified in this Agreement.

   1.6. "**Non-Content Data**" is data, configuration, and usage information about Customer's Axon Cloud Services tenant, Axon Devices and client software, and users that is transmitted or generated when using Axon Devices. Non-Content Data includes data about users captured during account management and customer support activities. Non-Content Data does not include Customer Content.

   1.7. "**Personal Data**" means any information relating to an identified or identifiable natural person. An identifiable natural person is one who can be identified, directly or indirectly, in particular by reference to an identifier such as a name, an identification number, location data, an online identifier or to one or more factors specific to the physical, physiological, genetic, mental, economic, cultural or social identity of that natural person.

   1.8. "**Provided Data**" means de-identified, de-personalized, data derived from Customer's TASER energy weapon deployment reports, related TASER energy weapon logs, body-worn camera footage, and incident reports.

   1.9. "**Subprocessor**" means any third party engaged by the Data Processor to assist in data processing activities that the Data Processor is carrying out on behalf of the Data Controller.

   1.10. "**Transformed Data**" means the Provided Data used for the purpose of quantitative evaluation of the performance and effectiveness of TASER energy weapons in the field across a variety of circumstances.

2. **Access.** Upon Axon granting Customer a subscription to Axon Cloud Services, Customer may access and use Axon Cloud Services to store and manage Customer Content. Customer may not exceed the total number of End Users specified in the Quote. Axon Air requires an Axon Evidence subscription for each drone operator. For Axon Evidence access granted solely for TASER, Customer may access and use Axon Evidence only to store and manage TASER CEW data ("TASER Data") and Customer may not upload non-TASER Data to Axon Evidence.

3. **Customer Owns Customer Content.** Customer controls and owns all rights, title, and interest in Customer Content. Except as outlined herein, Axon obtains no interest in Customer Content, and Customer Content is not Axon's business records. Customer is solely responsible for uploading, sharing, managing, and deleting Customer Content. Axon will only have access to Customer Content for the limited purposes set forth herein. Customer agrees to allow Axon access to Customer Content to (a) perform troubleshooting, maintenance, or diagnostic screenings; and (b) enforce this Agreement or policies governing use of the Axon products.

4. **Security.** Axon will implement commercially reasonable and appropriate measures to secure Customer Content against accidental or unlawful loss, access or disclosure. Axon will maintain a comprehensive information security program to protect Axon Cloud Services and Customer Content including logical, physical access, vulnerability, risk, and configuration management; incident monitoring and response; encryption of uploaded digital evidence; security education; and data protection. Axon agrees to the Federal Bureau of Investigation Criminal Justice Information Services Security Addendum for its digital evidence or records management systems.

5. **Customer Responsibilities.** Customer is responsible for (a) ensuring Customer owns Customer Content or has the necessary rights to use Customer Content (b) ensuring no Customer Content or Customer End User's use of Customer Content or Axon Cloud Services violates this Agreement or applicable laws; (c) maintaining necessary

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computer equipment and Internet connections for use of Axon Cloud Services and (d) verify the accuracy of any auto generated or AI-generated reports. If Customer becomes aware of any violation of this Agreement by an End User, Customer will immediately terminate that End User's access to Axon Cloud Services.

5.1 Customer will also maintain the security of End User usernames and passwords and security and access by end users to Customer Content. Customer is responsible for ensuring the configuration and utilization of Axon Cloud Services meet applicable Customer regulation and standards. Customer may not sell, transfer, or sublicense access to any other entity or person. If Customer provides access to unauthorized third-parties, Axon may assess additional fees along with suspending Customer's access. Customer shall contact Axon immediately if an unauthorized party may be using Customer's account or Customer Content, or if account information is lost or stolen.

5.2 To the extent Customer uses the Axon Cloud Services to interact with YouTube®, such use may be governed by the YouTube Terms of Service, available at https://www.youtube.com/static?template=terms.

6. **Privacy.** Customer's use of Axon Cloud Services is subject to the Axon Cloud Services Privacy Policy, a current version of which is available at https://www.axon.com/legal/cloud-services-privacy-policy. Customer agrees to allow Axon access to Non-Content Data from Customer to (a) perform troubleshooting, maintenance, or diagnostic screenings; (b) provide, develop, improve, and support current and future Axon products and related services; and (c) enforce this Agreement or policies governing the use of Axon products.

7. **Axon Body Wi-Fi Positioning.** Axon Body cameras may offer a feature to enhance location services where GPS/GNSS signals may not be available, for instance, within buildings or underground. Customer administrators can manage their choice to use this service within the administrative features of Axon Cloud Services. If Customer chooses to use this service, Axon must also enable the usage of the feature for Customer's Axon Cloud Services tenant. Customer will not see this option with Axon Cloud Services unless Axon has enabled Wi-Fi Positioning for Customer's Axon Cloud Services tenant.

8. **Storage.** For Axon Unlimited Device Storage subscriptions, Customer may store unlimited data in Customer's Axon Evidence account only if the Axon Device data is shared to Customer through Axon Evidence from a partner agency using Axon Evidence, or the data originates from Axon Capture or an Axon Device. Axon may charge Customer additional fees for exceeding purchased storage amounts. Axon may place Customer Content that Customer has not viewed or accessed for six (6) months into archival storage. Customer Content in archival storage will not have immediate availability and may take up to twenty-four (24) hours to access.

8.1. **Third-Party Unlimited Storage.** For Third-Party Unlimited Storage the following restrictions apply: (i) it may only be used in conjunction with a valid Axon Evidence user license; (ii) is limited to data of the law enforcement Customer that purchased the Third-Party Unlimited Storage and the Axon Evidence End User; (iii) Customer is prohibited from storing data for other customers or law enforcement agencies; and (iv) Customer may only upload and store data that is directly related to (1) the investigation of, or the prosecution or defense of a crime, (2) common law enforcement activities, or (3) any Customer Content created by Axon Devices or Axon Evidence.

8.2. **Location of Storage.** Axon may transfer Customer Content to third-party subcontractors for storage. Axon will determine the locations of data centers for storage of Customer Content If Customer is located in the United States, Canada, or Australia, Axon will ensure all Customer Content stored in Axon Cloud Services remains in the country where Customer is located Ownership of Customer Content remains with Customer.

9. **Suspension.** Axon may temporarily suspend Customer's or any End User's right to access or use any portion or all of Axon Cloud Services immediately upon notice, if Customer or End User's use of or registration for Axon Cloud Services may (a) pose a security risk to Axon Cloud Services or any third-party; (b) adversely impact Axon Cloud Services, the systems, or content of any other customer; (c) subject Axon, Axon's affiliates, or any third-party to liability; or (d) be fraudulent. Customer remains responsible for all fees incurred through suspension. Axon will not delete Customer Content because of suspension, except as specified in this Agreement.

10. **Axon Cloud Services Warranty.** Axon disclaims any warranties or responsibility for data corruption or errors before Customer uploads data to Axon Cloud Services Service Offerings will be subject to the Axon Cloud Services Service Level Agreement, a current version of which is available at https://www.axon.com/products/axon-evidence/sla.

11. **Roles of the Parties.** To the extent that Customer is the Data Controller of Personal Data, Axon is its Data Processor. To the extent that Customer is a Data Processor of Personal Data, Axon is its Subprocessor. Notwithstanding the foregoing, to the extent any usage data (including query logs and metadata) and/or operations data (including billing

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and support data) in connection with Customer's use of the Services (collectively "Usage and Operations Data") is considered Personal Data, Axon is an independent Data Controller and shall Process such data in accordance with the Agreement and applicable data protection laws to develop, improve, support, and operate its products and services. For the avoidance of doubt, Axon will not disclose any Usage and Operations Data that includes confidential information with a third party except (a) in accordance with the relevant confidentiality provisions in the Agreement, or (b) to the extent the Usage and Operations Data is, in accordance with applicable data protection laws, anonymized, de-identified, and/or aggregated such that it can no longer directly or indirectly identify Customer or any particular individual.

12. **TASER Data Science Program.** Axon will provide a quantitative evaluation on the performance and effectiveness of TASER energy weapons in the field across a variety of circumstances.

    12.1. If Customer purchases the TASER Data Science Program, Customer grants Axon, its affiliates, and assignees an irrevocable, perpetual, fully paid, royalty-free, and worldwide right and license to use Provided Data solely for the purposes of this Agreement and to create Transformed Data. Customer shall own all rights and title to Provided Data. Axon shall own all rights and title to Transformed Data and any derivatives of Transformed Data.

    12.2. Axon grants to Customer an irrevocable, perpetual, fully paid, royalty-free, license to use to TASER Data Science report provided to Customer for its own internal purposes. The Data Science report is provided "as is" and without any warranty of any kind.

    12.3. In the event Customer seeks Axon's deletion of Provided Data, it may submit a request to privacy@axon.com. Where reasonably capable of doing so, Axon will implement the request but at a minimum will not continue to collect Provided Data from Customer.

13. **Axon Records.** The following terms apply to Axon Records. Customers may purchase Axon Records either as part of an OSP 7 or OSP 10 plan or individually through a Quote.

    13.1. Axon Record subscription begins on the later of the (1) start date of the Quote, or (2) the date Axon provisions Axon Records to Customer. The Axon Records Subscription Term will end upon the completion of the Axon Records Subscription as documented in the Quote, or if purchased as part of an OSP 7 or OSP 10 plan, upon completion of the OSP 7 or OSP 10 Term ("Axon Records Subscription Term").

    13.2. An "Update" is a generally available release of Axon Records that Axon makes available from time to time. An "Upgrade" includes (i) new versions of Axon Records that enhance features and functionality, as solely determined by Axon; and/or (ii) new versions of Axon Records that provide additional features or perform additional functions. Upgrades exclude new products that Axon introduces and markets as distinct products or applications. During the Customer's Axon Records Subscription Term Axon will provide Update and Upgrade releases to the Customer on an if-and-when available basis.

    13.3. New or additional Axon products and applications, as well as any Axon professional services needed to configure Axon Records, are not included as part of the Axon Records Subscription.

    13.4. End Users of Axon Records may upload files to entities (incidents, reports, cases, etc.) in Axon Records with no limit to the number of files and amount of storage. Notwithstanding the foregoing, Axon may limit usage should the Customer exceed an average rate of one-hundred (100) GB per user per year of uploaded files. Axon will not bill for overages.

14. **FUSUS.** If Customer purchases a subscription to FUSUS, the following terms apply:

    14.1. **License and Storage.** The specific license number(s) and associated data storage terms for FUSUS subscription and Axon Devices shall be set forth in the applicable Quote provided by Axon.

    14.2. **Third party Components.** Customer is responsible for use of any internet access devices and/or all third-party hardware, software, services, telecommunication services (including Internet connectivity), or other items used by Customer to access the service ("Third-Party Components") are the sole and exclusive responsibility of Customer, and Axon has no responsibility for such Third-party Components, FUSUS cloud services, or Customer relationships with such third parties. Customer agrees to at all times comply with the lawful terms and conditions of agreements with such third parties. Axon does not represent or warrant that the FUSUS cloud services and the Customer Content are compatible with any specific third-party hardware or software or any other Third-Party Components. Customer is responsible for providing and maintaining an operating environment as reasonably necessary to accommodate and access the FUSUS cloud services.

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14.3. **Data Privacy.** Axon may collect, use, transfer, disclose and otherwise process Customer Content in the context of facilitating communication of data with Customer through their use of FUSUS cloud services FUSUS app (iOS or Android interface), complying with legal requirements, monitoring the Customer's use of FUSUS systems, and undertaking data analytics.

15. **Axon Community Request Storage.** If Community Request is included as part of Customer's Quote or combined offering, Customer may store an unlimited amount of data submitted through the public portal ("Portal Content"), within Customer's Axon Evidence instance. The post-termination provisions outlined in the Axon Cloud Services Terms of Use Appendix also apply to Portal Content.

16. **Performance Auto-Tagging Data.** If Axon Performance is included in Customer's Quote or a combined offering, Axon will store call for service data from Customer's CAD or RMS in order to provide services and features of Axon Performance to Customer.

17. **Axon Cloud Services Restrictions.** Customer and Customer End Users (including employees, contractors, agents, officers, volunteers, and directors), may not, or may not attempt to:

    17.1. copy, modify, tamper with, repair, or create derivative works of any part of Axon Cloud Services;

    17.2. reverse engineer, disassemble, or decompile Axon Cloud Services or apply any process to derive any source code included in Axon Cloud Services, or allow others to do the same;

    17.3. access or use Axon Cloud Services with the intent to gain unauthorized access, avoid incurring fees or exceeding usage limits or quotas;

    17.4. use trade secret information contained in Axon Cloud Services, except as expressly permitted in this Agreement;

    17.5. access Axon Cloud Services to build a competitive device or service or copy any features, functions, or graphics of Axon Cloud Services;

    17.6. remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon's or Axon's licensors on or within Axon Cloud Services; or

    17.7. use Axon Cloud Services to store or transmit infringing, libelous, or other unlawful or tortious material; material in violation of third-party privacy rights; or malicious code.

18. **After Termination.** Axon will not delete Customer Content for ninety (90) days following termination. Axon Cloud Services will not be functional during these ninety (90) days other than the ability to retrieve Customer Content. Customer will not incur additional fees if Customer downloads Customer Content from Axon Cloud Services during this time. Axon has no obligation to maintain or provide Customer Content after these ninety (90) days and will thereafter, unless legally prohibited, delete all Customer Content. Upon request, Axon will provide written proof that Axon successfully deleted and fully removed all Customer Content from Axon Cloud Services.

19. **Post-Termination Assistance.** Axon will provide Customer with the same post-termination data retrieval assistance that Axon generally makes available to all customers. Requests for Axon to provide additional assistance in downloading or transferring Customer Content, including requests for Axon's data egress service, will result in additional fees and Axon will not warrant or guarantee data integrity or readability in the external system.

20. **U.S. Government Rights.** If Customer is a U.S. Federal department or using Axon Cloud Services on behalf of a U.S. Federal department, Axon Cloud Services is provided as a "commercial item," "commercial computer software," "commercial computer software documentation," and "technical data", as defined in the Federal Acquisition Regulation and Defense Federal Acquisition Regulation Supplement. If Customer is using Axon Cloud Services on behalf of the U.S. Government and these terms fail to meet the U.S. Government's needs or are inconsistent in any respect with federal law, Customer will immediately discontinue use of Axon Cloud Services.

21. **Survival.** Upon any termination of this Agreement, the following sections in this Appendix will survive: Customer Owns Customer Content, Privacy, Storage, Axon Cloud Services Warranty, Customer Responsibilities and Axon Cloud Services Restrictions.

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AI Technology Appendix

This AI Technology Appendix shall only apply to Customers who license Axon Cloud Services in a Quote that specifically utilizes AI Technology. Unless explicitly defined otherwise, capitalized terms used in this Appendix have the same meaning as those in the Agreement.

1. **Definitions.**

   1.1. **AI Technology.** Refers to artificial intelligence functionalities embedded in Axon's Cloud Services, which may include: (a) Enhanced Evidence Management; (b) AI-powered redaction tools; (c) Large Language Model-based tools (e.g., "Draft One" "Policy Chat"); (d) Predictive Analytics for operational insights; or (e) Natural Language Processing (NLP) for text and speech analysis.

   1.2. **Model Drift.** The degradation of AI model performance due to changes in input data or external conditions, requiring retraining or updates.

   1.3. **Bias Mitigation.** Strategies and techniques used to identify, measure, and minimize bias in AI Technology.

2. **Scope and Usage.**

   2.1. **Integration.** Axon AI Technology is intended to improve public safety, streamline operations, and ensure data accuracy. The AI functionalities will only be used as described in the Agreement or applicable documentation.

   2.2. **Data Use.** Axon acts as a Data Processor for AI Technology. All inquiries submitted are processed solely to provide accurate responses based on Customer Content submitted. Customer remains the Data Controller of all Customer Content. Axon and Axon's subprocessors do not train their models on Customer Content. Customers who elect to participate in Axon's ACEIP program can enter into custom agreements to assist in product development efforts like AI model training. Even in those cases, Axon operates carefully on redacted data and not on Customer Content.

   2.3. **Automatic Data Collection.** AI Technology may automatically collect Non-Content Data about user interactions with the service and their devices to enhance the functionality and security of the system. The details collected include, but are not limited to, the following:

      2.3.1. **User Engagement and Activity Metrics.** AI Technology may track key engagement statistics, including Daily Active Users (DAUs), Weekly Active Users (WAUs), and Monthly Active Users (MAUs). Additional metrics include new user activations, repeat usage rates, total queries submitted, follow-up query volume, session lengths, retention rates, and user satisfaction ratings (e.g., thumbs up/down feedback).

      2.3.2. **Sales and Adoption Tracking.** Axon monitors the number of licenses and agencies purchasing the service, including those in trial phases, fully deploying the service, and conversion rates from trials to paid subscriptions.

      2.3.3. **End User inputs.** Axon may process de-identified end-user inputs to the AI Technology, excluding Customer Content or any data that directly or indirectly identifies individuals.

3. **Axon Responsibilities.**

   3.1. **Ethical AI Development.** Axon shall: (a) Follow its responsible innovation framework; (b) Engage with the Ethics and Equity Advisory Council (EEAC) for feedback; (c) Conduct testing to minimize bias and ensure reliability; and (d) Implement Bias Mitigation techniques in model development and deployment.

   3.2. **Security Program.** Axon will maintain a comprehensive information security program, including logical and physical access, vulnerability, risk, and configuration management; incident monitoring and response; encryption of digital evidence; and security education.

   3.3. **Transparency.** Axon will provide documentation describing AI functionalities and their intended use and disclose any material limitations, risks, or Model Drift incidents.

   3.4. **Incident Response.** Axon will promptly address and rectify anomalies in AI functionalities, as outlined in its incident management procedures.

   3.5. **Compliance.** Axon will ensure compliance with applicable laws, regulations, and standards, including but not limited to the EU AI Act, NIST AI standards, and ISO/IEC 27001.

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4. **Customer Responsibilities.**

   4.1. **Ownership of Customer Content.** Customer controls and owns all rights, title, and interest in Customer Content. Axon obtains no interest in Customer Content and will only access Customer Content for limited purposes as outlined in the Agreement.

   4.2. **Use of AI Technologies.** Customer must: (a) review AI-generated outputs to ensure accuracy and appropriateness; (b) maintain control over Customer Content shared with AI Technologies (c) comply with applicable laws when using Axon AI Technology and Axon Services; (d) monitor for potential issues with AI outputs, including false positives or negatives; (e) actively opt-in for programs involving data sharing through Axon's ACEIP program; and (f) provide timely feedback on Axon AI Technology performance.

   4.3. **Restrictions.** AI Technology is not designed for emergencies, and in such cases, users should contact appropriate emergency services directly. Axon disclaims liability for queries containing prohibited content, such as hate, sexual material, or violence, and reserves the right to restrict such usage.

5. **Policy Chat.** This section outlines the specific terms and conditions related to the use of Policy Chat by the Customer. By utilizing Policy Chat, the Customer agrees to comply with the following provisions**:**

   5.1. **License and Content Restrictions.** Any uploads beyond 5,000 pages may be limited by Axon. It is the Customer's responsibility to manage uploads to ensure system efficiency and compliance with these terms.

   5.2. **Data Processing.** Inquiries submitted to Policy Chat are processed solely to provide accurate responses based on existing policy documents provided by the Customer. The Customer remains the Data Controller of all policy content, and Axon's role is strictly limited to facilitating access to this information through Policy Chat.

   5.3. **Policy Chat Restrictions.** The information provided by Policy Chat is for informational purposes only and is based on the policy documents uploaded by the Customer. **Axon does not guarantee the accuracy, completeness, or timeliness of the information, and disclaims all liability for any reliance placed on such information**. Policy Chat is not a substitute for official policy documents, legal advice, or comprehensive training. Users should consult their supervisors, legal advisors, or official sources for the most accurate and up-to-date policy guidance. Changes to policies may not be reflected immediately, and it is the Customer's responsibility to ensure data integrity by uploading the most current documents and removing outdated versions.

6. **Draft One.** Specifically for Customers who utilize Draft One, Axon may impose usage restrictions if a single user generates more than three hundred (300) reports per month for two or more consecutive months.

7. **Brief One.** Brief One includes automatic summarization of all products that can be transcribed. If Customer subscribes to Brief One, Customer may utilize Brief One with no limit on the number of pieces of evidence or cases. Notwithstanding the foregoing, Axon may limit evidence and case summaries for cases with over one thousand (1000) pieces of evidence or after three hundred (300) cases per End User per month for two (2) consecutive months in a row.

8. **Auto-Transcribe.** This section outlines licensing terms for Customer's subscription of Auto-Transcribe:

   8.1. **A-La-Carte Minutes.** Upon Axon granting Customer a set number of minutes, Customer may utilize Axon Auto-Transcribe, subject to the number of minutes allowed on the Quote. Customers cannot roll over unused minutes to future Auto-Transcribe terms. Axon may charge Customer additional fees for exceeding the number of purchased minutes. Axon Auto-Transcribe minutes expire one year after being provisioned to Customer by Axon.

   8.2. **Axon Unlimited Transcribe.** Upon Axon granting Customer an Unlimited Transcribe subscription to Axon Auto-Transcribe, Customer may utilize Axon Auto-Transcribe with no limit on the number of minutes. Unlimited Transcribe includes automatic transcription of all Axon BWC and Axon Capture footage. With regard to Axon Interview Room, Axon Fleet, Axon Community Request, or third-party transcription, transcription must be requested on demand. Notwithstanding the foregoing, Axon may limit usage after 5,000 minutes per user per month for multiple months in a row. Axon will not bill for overages.

9. **Amendments.** Axon reserves the right to amend this Appendix to reflect changes in applicable laws or improvements in AI Technologies. Axon will provide at least 30 days' notice for any substantive changes. Continued use of Axon Devices and Services after the effective date constitutes acceptance of the updated terms.

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Axon Customer Experience Improvement Program Appendix

1. **Axon Customer Experience Improvement Program (ACEIP).** The ACEIP is designed to accelerate Axon's development of technology, such as building and supporting automated features, to ultimately increase safety within communities and drive efficiency in public safety. To this end, subject to the limitations on Axon as described below, Axon, where allowed by law, may make limited use of Customer Content from all of its customers to provide, develop, improve, and support current and future Axon products (collectively, "ACEIP Purposes"). However, at all times, Axon will comply with its obligations pursuant to the Axon Cloud Services Terms of Use Appendix to maintain a comprehensive data security program (including compliance with the CJIS Security Policy for Criminal Justice Information), privacy program, and data governance policy, including high industry standards of de-identifying Personal Data, to enforce its security and privacy obligations for the ACEIP. ACEIP has 2 tiers of participation, Tier 1 and Tier 2. By default, Customer will be a participant in ACEIP Tier 1. If Customer does not want to participate in ACEIP Tier 1, Customer can revoke its consent at any time. If Customer wants to participate in Tier 2, as detailed below, Customer can check the ACEIP Tier 2 box below. If Customer does not want to participate in ACEIP Tier 2, Customer should leave box unchecked. At any time, Customer may revoke its consent to ACEIP Tier 1, Tier 2, or both Tiers.

2. **ACEIP Tier 1.**

   2.1. When Axon uses Customer Content for the ACEIP Purposes, Axon will extract from Customer Content and may store separately copies of certain segments or elements of the Customer Content (collectively, "**ACEIP Content**"). When extracting ACEIP Content, Axon will use commercially reasonable efforts to aggregate, transform or de-identify Customer Content so that the extracted ACEIP Content is no longer reasonably capable of being associated with, or could reasonably be linked directly or indirectly to a particular individual ("**Privacy Preserving Technique(s)**"). For illustrative purposes, some examples are described in footnote 1[1]. For clarity, ACEIP Content will still be linked indirectly, with an attribution, to the Customer from which it was extracted. This attribution will be stored separately from the data itself, but is necessary for and will be solely used to enable Axon to identify and delete all ACEIP Content upon Customer request. Once de-identified, ACEIP Content may then be further modified, analyzed, and used to create derivative works. At any time, Customer may revoke the consent granted herein to Axon to access and use Customer Content for ACEIP Purposes. Within 30 days of receiving the Customer's request, Axon will no longer access or use Customer Content for ACEIP Purposes and will delete any and all ACEIP Content. Axon will also delete any derivative works which may reasonably be capable of being associated with, or could reasonably be linked directly or indirectly to Customer. In addition, if Axon uses Customer Content for the ACEIP Purposes, upon request, Axon will make available to Customer a list of the specific type of Customer Content being used to generate ACEIP Content, the purpose of such use, and the retention, privacy preserving extraction technique, and relevant data protection practices applicable to the Customer Content or ACEIP Content ("**Use Case**"). From time to time, Axon may develop and deploy new Use Cases. At least 30 days prior to authorizing the deployment of any new Use Case, Axon will provide Customer notice (by updating the list of Use Case at https://www.axon.com/aceip and providing Customer with a mechanism to obtain notice of that update or another commercially reasonable method to Customer designated contact) ("**New Use Case**").

   2.2. **Expiration of ACEIP Tier 1.** Customer consent granted herein will expire upon termination of the Agreement. In accordance with section 1.1.1, within 30 days of receiving the Customer's request, Axon will no longer access or use Customer Content for ACEIP Purposes and will delete ACEIP Content. Axon will also delete any derivative works which may reasonably be capable of being associated with, or could reasonably be linked directly or indirectly to, Customer.

3. **ACEIP Tier 2.** In addition to ACEIP Tier 1, if Customer wants to help further improve Axon's services, Customer may choose to participate in Tier 2 of the ACEIP. ACEIP Tier 2 grants Axon certain additional rights to use Customer

[1] For example; (a) when extracting specific text to improve automated transcription capabilities, text that could be used to directly identify a particular individual would not be extracted, and extracted text would be disassociated from identifying metadata of any speakers, and the extracted text would be split into individual words and aggregated with other data sources (including publicly available data) to remove any reasonable ability to link any specific text directly or indirectly back to a particular individual; (b) when extracting license plate data to improve Automated License Plate Recognition (ALPR) capabilities, individual license plate characters would be extracted and disassociated from each other so a complete plate could not be reconstituted, and all association to other elements of the source video, such as the vehicle, location, time, and the surrounding environment would also be removed; (c) when extracting audio of potential acoustic events (such as glass breaking or gun shots), very short segments (<1 second) of audio that only contains the likely acoustic events would be extracted and all human utterances would be removed.

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Content, in addition to those set forth in Tier 1 above, without the guaranteed deployment of a Privacy Preserving Technique to enable product development, improvement, and support that cannot be accomplished with aggregated, transformed, or de-identified data.

☐ Check this box if Customer wants to help further improve Axon's services by participating in ACEIP Tier 2 in addition to Tier 1. Axon will not enroll Customer into ACEIP Tier 2 until Axon and Customer agree to terms in writing providing for such participation in ACEIP Tier 2.

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Professional Services Appendix

If any of the Professional Services specified below are included on the Quote, this Appendix applies.

1. **Utilization of Services.** Customer must use professional services as outlined in the Quote and this Appendix within six (6) months of the Effective Date.

2. **Axon Full Service (Axon Full Service).** Axon Full Service includes advance remote project planning and configuration support and up to four (4) consecutive days of on-site service and a professional services manager to work with Customer to assess Customer's deployment and determine which on-site services are appropriate. If Customer requires more than four (4) consecutive on-site days, Customer must purchase additional days. Axon Full-Service options include:

System set up and configuration • Instructor-led setup of Axon View on smartphones (if applicable) • Configure categories and custom roles based on Customer need • Register cameras to Customer domain • Troubleshoot IT issues with Axon Evidence and Axon Dock ("**Dock**") access • One on-site session included
Dock configuration • Work with Customer to decide the ideal location of Docks and set configurations on Dock • Authenticate Dock with Axon Evidence using admin credentials from Customer • On-site assistance, not to include physical mounting of docks
Best practice implementation planning session • Provide considerations for the establishment of video policy and system operations best practices based on Axon's observations with other customers • Discuss the importance of entering metadata in the field for organization purposes and other best practices for digital data management • Provide referrals of other customers using the Axon camera devices and Axon Evidence • Recommend rollout plan based on review of shift schedules
System Admin and troubleshooting training sessions Step-by-step explanation and assistance for Customer's configuration of security, roles & permissions, categories & retention, and other specific settings for Axon Evidence
Axon instructor training (Train the Trainer) Training for Customer's in-house instructors who can support Customer's Axon camera and Axon Evidence training needs after Axon has fulfilled its contractual on-site obligations
Evidence sharing training Tailored workflow instruction for Investigative Units on sharing cases and evidence with local prosecuting agencies
Users go-live training and support sessions • Assistance with device set up and configuration • Training on device use, Axon Evidence, and Evidence Sync
Implementation document packet Axon Evidence administrator guides, camera implementation guides, network setup guide, sample policies, and categories & roles guide
Post go-live review

3. **Body-Worn Camera Starter Service (Axon Starter).** Axon Starter includes advance remote project planning and configuration support and one (1) day of on-site Services and a professional services manager to work closely with Customer to assess Customer's deployment and determine which Services are appropriate. If Customer requires more than one (1) day of on-site Services, Customer must purchase additional on-site Services. The Axon Starter options include:

System set up and configuration (Remote Support) • Instructor-led setup of Axon View on smartphones (if applicable) • Configure categories & custom roles based on Customer need

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• Troubleshoot IT issues with Axon Evidence and Dock access
Dock configuration • Work with Customer to decide the ideal location of Dock setup and set configurations on Dock • Authenticate Dock with Axon Evidence using "Administrator" credentials from Customer • Does not include physical mounting of docks
Axon instructor training (Train the Trainer) Training for Customer's in-house instructors who can support Customer's Axon camera and Axon Evidence training needs after Axon's has fulfilled its contracted on-site obligations
User go-live training and support sessions • Assistance with device set up and configuration • Training on device use, Axon Evidence, and Evidence Sync
Implementation document packet Axon Evidence administrator guides, camera implementation guides, network setup guide, sample policies, and categories & roles guide

4. **Body-Worn Camera Virtual 1-Day Service (Axon Virtual).** Axon Virtual includes all items in the BWC Starter Service Package, except one (1) day of on-site services.

5. **CEW Services Packages.** CEW Services Packages are detailed below:

System set up and configuration • Configure Axon Evidence categories & custom roles based on Customer need. • Troubleshoot IT issues with Axon Evidence. • Register users and assign roles in Axon Evidence. • **For the CEW Full-Service Package**: On-site assistance included • **For the CEW Starter Package**: Virtual assistance included
Dedicated Project Manager Assignment of specific Axon representative for all aspects of planning the rollout (Project Manager). Ideally, Project Manager will be assigned to Customer 4–6 weeks before rollout
Best practice implementation planning session to include: • Provide considerations for the establishment of CEW policy and system operations best practices based on Axon's observations with other customers • Discuss the importance of entering metadata and best practices for digital data management • Provide referrals to other customers using TASER CEWs and Axon Evidence • **For the CEW Full-Service Package:** On-site assistance included • **For the CEW Starter Package:** Virtual assistance included
System Admin and troubleshooting training sessions On-site sessions providing a step-by-step explanation and assistance for Customer's configuration of security, roles & permissions, categories & retention, and other specific settings for Axon Evidence
Axon Evidence Instructor training • Provide training on the Axon Evidence to educate instructors who can support Customer's subsequent Axon Evidence training needs. • **For the CEW Full-Service Package:** Training for up to 3 individuals at Customer • **For the CEW Starter Package:** Training for up to 1 individual at Customer
TASER CEW inspection and device assignment Axon's on-site professional services team will perform functions check on all new TASER CEW Smart weapons and assign them to a user on Axon Evidence.
Post go-live review **For the CEW Full-Service Package**: On-site assistance included. **For the CEW Starter Package**: Virtual assistance included.

6. **Smart Weapon Transition Service.** The Smart Weapon Transition Service includes:

Archival of CEW Firing Logs Axon's on-site professional services team will upload CEW firing logs to Axon Evidence from all TASER CEW Smart Weapons that Customer is replacing with newer Smart Weapon models.

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Return of Old Weapons
Axon's on-site professional service team will ship all old weapons back to Axon's headquarters. Axon will provide Customer with a Certificate of Destruction

*Note: CEW Full-Service packages for TASER 7 or TASER 10 include Smart Weapon Transition Service instead of 1-Day Device Specific Instructor Course.

7. **VR Services Package.** VR Service includes advance remote project planning and configuration support and one (1) day of on-site service and a professional services manager to work with Customer to assess Customer's deployment and determine which Services are appropriate. The VR Service training options include:

System set up and configuration (Remote Support) • Instructor-led setup of Axon VR headset content • Configure Customer settings based on Customer need • Troubleshoot IT issues with Axon VR headset
Axon instructor training (Train the Trainer) Training for up to five (5) Customer's in-house instructors who can support Customer's Axon VR CET and SIM training needs after Axon has fulfilled its contracted on-site obligations
Classroom and practical training sessions Step-by-step explanation and assistance for Customer's configuration of Axon VR CET and SIM functionality, basic operation, and best practices

8. **Axon Air, On-Site Training.** Axon Air, On-Site training includes advance remote project planning and configuration support and one (1) day of on-site Services and a professional services manager to work closely with Customer to assess Customer's deployment and determine which Services are appropriate. If Customer requires more than one (1) day of on-site Services, Customer must purchase additional on-site Services. The Axon Air, On-Site training options include:

System set up and configuration (Remote Support) • Instructor-led setup of Axon Air App (ASDS) • Configure Customer settings based on Customer need • Configure drone controller • Troubleshoot IT issues with Axon Evidence
Axon instructor training (Train the Trainer) Training for Customer's in-house instructors who can support Customer's Axon Air and Axon Evidence training needs after Axon's has fulfilled its contracted on-site obligations
Classroom and practical training sessions Step-by-step explanation and assistance for Customer's configuration of Axon Respond+ livestreaming functionality, basic operation, and best practices

9. **Axon Air, Virtual Training.** Axon Air, Virtual training includes all items in the Axon Air, On-Site Training Package, except the practical training session, with the Axon Instructor training for up to four hours virtually.

10. **Signal Sidearm Installation Service.**

    a. **Purchases of 50 SSA units or more:** Axon will provide one (1) day of on-site service and one professional services manager and will provide train the trainer instruction, with direct assistance on the first of each unique holster/mounting type. Customer is responsible for providing a suitable work/training area.

    b. **Purchases of less than 50 SSA units:** Axon will provide a 1-hour virtual instruction session on the basics of installation and device calibration.

11. **Axon Justice Implementation.** Axon Justice Implementation includes advanced remote project planning, configuration support, and training. Axon Justice Implementation includes:

System set up and configuration • Axon performs discovery to understand and document the Agency's needs. • Axon collaborates with the Client to configure workflows, permissions, and privileges within Axon Evidence based on the Client's needs. • Axon will facilitate a workflow discussion with the core admin team.

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Disclosures • Axon enables the Client to share digital evidence to the defense through the following methods as determined by Client and Axon: 1. Public Defender Case Sharing 2. Disclosure Portal 3. Download Links
Training • Agency Trainers. Axon works with the Agency to identify the Agency trainers receiving instruction on the product. Axon provides a training guide that outlines the covered topics, intended audience, facility needs, and duration of the training. Axon will schedule a cadence of remote training sessions as needed, which are not to exceed three (3) 2-hour training sessions for Agency staff. Each session can accommodate up to 20 users and will train them in full system functionality. Training sessions provided by Axon are conducted on consecutive weekdays (Tuesday-Thursday) during normal business hours (9am-6pm with an hour break in between sessions). After the initial training, is responsible for any future training. Axon provides all training materials for successful training. • Partner Agencies: Axon will provide Train the Trainer training to the Agency so that it is equipped to train and support their partner agencies. Ensuring the partner agencies are trained to follow the ingestion method is the Agency's responsibility.
Go-Live Plan • Axon works in partnership with the Agency to build, coordinate, and execute a Go-Live plan to ensure successful system acceptance. Axon coordinates the Go-Live event.
Implementation document packet • Axon Evidence administrator guides, camera implementation guides, network setup guide, sample policies, and categories & roles guide
Post go-live review

12. **Out of Scope Services.** Axon is only responsible to perform the professional services described in the Quote, this Appendix, and any applicable SOW. Any additional professional services are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in the charges or schedule.

13. **Delivery of Services.** Axon personnel will work Monday through Friday, 8:30 a.m. to 5:30 p.m., except holidays. Axon will perform all on-site tasks over a consecutive timeframe. Axon will not charge Customer travel time by Axon personnel to Customer premises as work hours.

14. **Access Computer Systems to Perform Services.** Customer authorizes Axon to access relevant Customer computers and networks, solely for performing the Services. Axon will work to identify as soon as reasonably practicable resources and information Axon expects to use and will provide an initial itemized list to Customer. Customer is responsible for and assumes the risk of any problems, delays, losses, claims, or expenses resulting from the content, accuracy, completeness, and consistency of all data, materials, and information supplied by Customer.

15. **Site Preparation.** Axon will provide a hardcopy or digital copy of current user documentation for the Axon Devices ("**User Documentation**"). User Documentation will include all required environmental specifications for the professional services and Axon Devices to operate per the Axon Device User Documentation. Before installation of Axon Devices (whether performed by Customer or Axon), Customer must prepare the location(s) where Axon Devices are to be installed ("**Installation Site**") per the environmental specifications in the Axon Device User Documentation. Following installation, Customer must maintain the Installation Site per the environmental specifications. If Axon modifies Axon Device User Documentation for any Axon Devices under this Agreement, Axon will provide the update to Customer when Axon generally releases it.

16. **Acceptance.** When Axon completes professional services, Axon will present an acceptance form ("**Acceptance Form**") to Customer. Customer will sign the Acceptance Form acknowledging completion. If Customer reasonably believes Axon did not complete the professional services in substantial conformance with this Agreement, Customer must notify Axon in writing of the specific reasons for rejection within seven (7) calendar days from delivery of the Acceptance Form. Axon will address the issues and re-present the Acceptance Form for signature. If Axon does not receive the signed Acceptance Form or written notification of reasons for rejection within seven (7) calendar days of

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delivery of the Acceptance Form, the professional services will be deemed accepted by Customer.

17. **Customer Network.** For work performed by Axon transiting or making use of Customer's network, Customer is solely responsible for maintenance and functionality of the network. In no event will Axon be liable for loss, damage, or corruption of Customer's network from any cause.

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Technology Assurance Plan Appendix

If Technology Assurance Plan ("**TAP**") or a combined offering including TAP is on the Quote, this appendix applies.

1. **TAP Warranty.** The TAP specific warranty is an extended warranty that starts at the end of the one- (1-) year hardware limited warranty.
2. **Officer Safety Plan.** If Customer purchases an Officer Safety Plan ("**OSP**"), Customer will receive the deliverables detailed in the Quote. Customer must accept delivery of the TASER CEW and accessories as soon as available from Axon.
3. **OSP 7 or OSP 10 Term.** OSP 7 or OSP 10 begins on the date specified in the Quote ("**OSP Term**").
4. **TAP Refresh.** If Customer has no outstanding payment obligations and purchased TAP, Axon will provide Customer a new Axon Device ("**Device Refresh**") as scheduled in the Quote. If Customer purchased TAP, Axon will provide a Device Refresh that is the same or like Axon Device, at Axon's option. Axon makes no guarantee the Device Refresh will utilize the same accessories or Axon Dock.
5. **TAP Dock Refresh.** If Customer has no outstanding payment obligations and purchased TAP, Axon will provide Customer a new Axon Dock as scheduled in the Quote ("**Dock Refresh**"). Accessories associated with any Dock Refreshes are subject to change at Axon discretion. Dock Refreshes will only include a new Axon Dock Bay configuration unless a new Axon Dock core is required for Axon Device compatibility. If Customer originally purchased a single-bay Axon Dock, the Dock Refresh will be a single-bay Axon Dock model that is the same or like Axon Device, at Axon's option. If Customer originally purchased a multi-bay Axon Dock, the Dock Refresh will be a multi-bay Axon Dock that is the same or like Axon Device, at Axon's option.
6. **Refresh Delay.** Axon may ship the Axon Device and Dock Refreshes as scheduled in the Quote without prior confirmation from Customer unless the Parties agree in writing otherwise at least ninety (90) days in advance. Axon may ship the final Axon Device and Dock Refreshes as scheduled in the Quote sixty (60) days before the end of the Subscription Term without prior confirmation from Customer.
7. **Upgrade Change.** If Customer wants to upgrade Axon Device models from the current Axon Device to an upgraded Axon Device, Customer must pay the price difference between the MSRP for the current Axon Device and the MSRP for the upgraded Axon Device. If the model Customer desires has an MSRP less than the MSRP of the offered Axon Device Refreshes or Dock Refresh, Axon will not provide a refund. The MSRP is the MSRP in effect at the time of the upgrade.
8. **Return of Original Axon Device.** Within thirty (30) days of receiving a BWC or Dock Refresh, Customer must return the original Axon Devices to Axon or destroy the Axon Devices and provide a certificate of destruction to Axon including serial numbers for the destroyed Axon Devices. If Customer does not return or destroy the Axon Devices, Axon will deactivate the serial numbers for the Axon Devices received by Customer.
9. **Termination.** If TAP or OSP terminates or expires:
   - 9.1. TAP and OSP coverage terminate as of the date of termination and no refunds will be given.
   - 9.2. Axon will not and has no obligation to provide the Upgrade Models.
   - 9.3 Customer must make any missed payments due to the termination before Customer may purchase any future TAP or OSP.

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TASER Device Appendix

This TASER Device Appendix applies to Customer's TASER 7, TASER 10, OSP 7, OSP 10, OSP Plus, OSP 7 Plus Premium and OSP 10 Plus Premium purchase from Axon, if applicable.

1. **Duty Cartridge Replenishment Plan.** If the Quote includes "**Duty Cartridge Replenishment Plan**", Customer must purchase the plan for each CEW user. A CEW user includes officers that use a CEW in the line of duty and those that only use a CEW for training. Customer may not resell cartridges received. Axon will only replace cartridges used in the line of duty.

2. **Training.** If the Quote includes a TASER On Demand Certification subscription, Customer will have on-demand access to TASER Instructor and TASER Master Instructor courses only for the duration of the TASER Subscription Term. Axon will issue a maximum of ten (10) TASER Instructor vouchers and ten (10) TASER Master Instructor vouchers for every thousand TASER Subscriptions purchased. Customer shall utilize vouchers to register for TASER courses at their discretion; however, Customer may incur a fee for cancellations less than 10 business days prior to a course date or failure to appear to a registered course. The voucher has no cash value. Customer cannot exchange voucher for any other Device or Service. Any unused vouchers at the end of the Term will be forfeited. A voucher does not include any travel or other expenses that might be incurred related to attending a course.

3. **Limited Warranty.**

   3.1. **"Deployment**" means use of the TASER weapon resulting in the discharge of the conducted energy weapon ("**CEW**") cartridge probe. For TASER 10 each probe discharged is consider one Deployment and for TASER 7 the dual probe discharged is considered one Deployment.

   3.2. **Single User Warranty.** If the TASER Device is assigned and used by a single user, Axon warrants that Axon-manufactured TASER Device is free from defects in workmanship and materials for the earlier of: (i) one (1) year from the date of Customer's receipt or (ii) 100 Deployments per year or a total of 500 Deployments over 5 years.

   3.3. **Pooled User Warranty.** If the TASER Device is assigned and used by multiple users, Axon warrants that Axon-manufactured TASER Device is free from defects in workmanship and materials for the earlier of: (i) one (1) year from the date of Customer's receipt or (ii) 100 Deployments per year or a total of 500 Deployments over 5 years.

   3.4. **Training User Devices.** If the TASER Device is used for training, Axon warrants that Axon-manufactured TASER Device is free from defects in workmanship and materials for the earlier of: (i) one (1) year from the date of Customer's receipt or (ii) 100 Deployments per year or a total of 500 Deployments over 5 years.

   3.5. **CEW Cartridges.** Used CEW cartridges are deemed to have operated properly.

   3.6. **Remaining Terms.** The remaining Warranty terms of the Agreement including Disclaimer, Claims, Spare Axon Devices and Limitations shall apply to this TASER Device Appendix

   3.7. **Registration.** Prior to use of the TASER Device, Customer must register each TASER Device in TASER Device Axon Evidence tenancy as a single user, pooled or training device. Failure to properly register the TASER Device prior to its use may void the warranty at Axon's sole discretion.

4. **Extended Warranty.** If the Quote includes an extended warranty, the extended warranty coverage period begins upon the expiration of the Limited Warranty. Each additional year of the warranty purchased will be in accordance with the applicable Limited Warranty category above. The maximum warranty period for an individual TASER Device will be five (5) years including the initial Limited Warranty.

5. **Upgrade Change.** If Customer wants to upgrade TASER Device from the current TASER Device to an upgraded Axon TASER Device that was not available at the time the parties entered into the original Quote, Customer must pay the price difference between the MSRP for the current TASER Device and the MSRP for the upgraded TASER Device. If the model Customer desires has an MSRP less than the MSRP of the offered new TASER Device, Axon will not provide a refund. The MSRP is the MSRP in effect at the time of the upgrade.

6. **Trade-in.** If the Quote contains a discount on CEW-related line items and that discount is contingent upon the trade-in of hardware, Customer must return used hardware and accessories associated with the discount ("**Trade-In Units**") to Axon within the below prescribed timeline. Customer must ship batteries via ground shipping. Axon will provide Customer with a pre-paid shipping label for the return of the Trade-In Units. If Axon does not receive Trade-In Units within the timeframe below, Axon will invoice Customer the value of the trade-in credit. Customer may not destroy Trade-In Units and receive a trade-in credit.

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Customer Size	Days to Return from Start Date of TASER 10 Subscription
Less than 100 officers	60 days
100 to 499 officers	90 days
500+ officers	180 days

7. **Customer Warranty.** If Customer is located in the US, Customer warrants and acknowledges that TASER 10 is classified as a firearm and is being acquired for official Customer use pursuant to a law enforcement agency transfer under the Gun Control Act of 1968.
8. **Purchase Order.** To comply with applicable laws and regulations, Customer must provide a purchase order to Axon prior to shipment of TASER 10.
9. **Apollo Grant (US only).** If Customer has received an Apollo Grant from Axon, Customer must pay all fees in the Quote prior to upgrading to any new TASER Device offered by Axon.
10. **Termination**. If payment for TASER Device is more than thirty (30) days past due, Axon may terminate Customer's TASER Device plan by notifying Customer. Upon termination for any reason, then as of the date of termination:

    10.1. TASER Device extended warranties and access to Training Content will terminate. No refunds will be given.

    10.2. Customer will be responsible for payment of any missed payments due to the termination before being allowed to purchase any future TASER Device plan.

    10.3. Axon will invoice Customer the remaining MSRP for TASER Devices received before termination. If terminating for non-appropriation, Axon will not invoice Customer if Customer returns the TASER Device, rechargeable battery, holster, dock, core, training suits, and unused cartridges to Axon within thirty (30) days of the date of termination.

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Axon Auto-Tagging Appendix

If Auto-Tagging is included on the Quote, this Appendix applies.

1. **Scope.** Axon Auto-Tagging consists of the development of a module to allow Axon Evidence to interact with Customer's Computer-Aided Dispatch ("**CAD**") or Records Management Systems ("**RMS**"). This allows End Users to auto-populate Axon video meta-data with a case ID, category, and location-based on data maintained in Customer's CAD or RMS.

2. **Support.** For thirty (30) days after completing Auto-Tagging Services, Axon will provide up to five (5) hours of remote support at no additional charge. Axon will provide free support due to a change in Axon Evidence, if Customer maintains an Axon Evidence and Auto-Tagging subscription. Axon will not provide support if a change is required because Customer changes its CAD or RMS.

3. **Changes.** Axon is only responsible to perform the Services in this Appendix for Auto-Tagging and any applicable SOW. Any additional Services are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in fees or schedule.

4. **Customer Responsibilities.** Axon's performance of Auto-Tagging Services requires Customer to:

   4.1. Make available relevant systems, including Customer's current CAD or RMS, for assessment by Axon (including remote access if possible);

   4.2. Make required modifications, upgrades or alterations to Customer's hardware, facilities, systems and networks related to Axon's performance of Auto-Tagging Services;

   4.3. Provide access to the premises where Axon is performing Auto-Tagging Services, subject to Customer safety and security restrictions, and allow Axon to enter and exit the premises with laptops and materials needed to perform Auto-Tagging Services;

   4.4. Provide all infrastructure and software information (TCP/IP addresses, node names, network configuration) necessary for Axon to provide Auto-Tagging Services;

   4.5. Promptly install and implement any software updates provided by Axon;

   4.6. Ensure that all appropriate data backups are performed;

   4.7. Provide assistance, participation, and approvals in testing Auto-Tagging Services;

   4.8. Provide Axon with remote access to Customer's Axon Evidence account when required;

   4.9. Notify Axon of any network or machine maintenance that may impact the performance of the module at Customer; and

   4.10. Ensure reasonable availability of knowledgeable staff and personnel to provide timely, accurate, complete, and up-to-date documentation and information to Axon.

5. **Access to Systems.** Customer authorizes Axon to access Customer's relevant computers, network systems, and CAD or RMS solely for performing Auto-Tagging Services. Axon will work diligently to identify the resources and information Axon expects to use and will provide an initial list to Customer. Customer is responsible for and assumes the risk of any problems, delays, losses, claims, or expenses resulting from the content, accuracy, completeness, and consistency of all data, materials, and information supplied by Customer.

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Axon ALPR Appendix

If Axon Fleet 2, Axon Fleet 3, or any future generation of Axon Fleet (collectively, "**Axon Fleet**") or Axon Outpost or Axon Lightpost (collectively all "ALPR Products") is included on the Quote, this Appendix applies.

1. **Customer Responsibilities.**

   1.1. Customer must ensure its infrastructure and vehicles adhere to the minimum requirements to operate Axon ALPR Products as established by Axon during the qualifier call and on-site assessment at Customer and in any technical qualifying questions. If Customer's representations are inaccurate, the Quote is subject to change.

   1.2. Customer is responsible for providing a suitable work area for Axon or Axon third-party providers to install Axon ALPR Products into Customer vehicles and/or at designated installation location(s).s Customer is responsible for making available all vehicles for which installation services were purchased and preparing all installation sites, during the agreed upon onsite installation dates, Failure to make vehicles available or prepare installation sites may require an equitable adjustment in fees or schedule

2. **Third-party Installer.** Axon will not be liable for the failure of Axon Fleet, Axon Outpost, or Axon Lightpost hardware to operate per specifications if such failure results from installation not performed by, or as directed by Axon.

3. **Upgrade.** If Customer has no outstanding payment obligations and has purchased the "Fleet Technology Assurance Plan" (Fleet TAP) or "Outpost Technology Assurance Plan" (Outpost TAP) or any lightpost extended warranty or refresh, Axon will provide Customer with the same or like model of applicable Axon Devices included in the applicable TAP ("Axon Upgrade") as scheduled on the Quote.

   3.1. If Customer would like to change models for the Axon Upgrade, Customer must pay the difference between the MSRP for the offered Axon Upgrade and the MSRP for the model desired. The MSRP is the MSRP in effect at the time of the upgrade. Customer is responsible for the removal of previously installed hardware and installation of the Axon Upgrade.

   3.2. Within thirty (30) days of receiving the Axon Upgrade, Customer must return the original Axon Devices to Axon or destroy the Axon Devices and provide a certificate of destruction to Axon, including serial numbers of the destroyed Axon Devices. If Customer does not destroy or return the Axon Devices to Axon, Axon will deactivate the serial numbers for the Axon Devices received by Customer.

4. **Axon Fleet Specific Terms.**

   4.1. **Cradlepoint.** If Customer purchases Cradlepoint hardware, software, or services, Customer will comply with Cradlepoint's end user license agreement. The term of the Cradlepoint license may differ from the Axon Evidence Subscription. If Customer requires Cradlepoint support, Customer will contact Cradlepoint directly. By accepting a Quote including Cradlepoint products, Customer designates and authorizes Axon as its partner of record for purposes of Cradlepoint product renewals, support coordination, and other relevant functions. This designation applies to all Cradlepoint products acquired by Customer during the Subscription Term of the applicable Quote whether directly from Cradlepoint, through Axon, or through any third-party vendor or distributor. Axon shall have no liability to Customer or any third party arising out of or relating to Axon's acts or omissions as the Partner of Record. Customer has the right to opt out of this authorization at any time by providing prior written notification to both Axon and Cradlepoint. Upon such notification, the designation will be removed. This authorization remains effective until formally removed in accordance with this section or as otherwise agreed between the parties in the Agreement.

   4.2. **Axon Vehicle Software License.** Axon grants Customer a non-exclusive, royalty-free, worldwide, perpetual license to use ViewXL or Dashboard (collectively, "Axon Vehicle Software".) "Use" means storing, loading, installing, or executing Axon Vehicle Software solely for data communication with Axon Devices. The Axon Vehicle Software term begins upon the start of the Axon Evidence Subscription

   4.3. **Restrictions.** Customer may not: (a) modify, alter, tamper with, repair, or create derivative works of Axon Vehicle Software; (b) reverse engineer, disassemble, or decompile Axon Vehicle Software, apply any process to derive the source code of Axon Vehicle Software, or allow others to do so; (c) access or use Axon Vehicle Software to avoid incurring fees or exceeding usage limits; (d) copy Axon Vehicle Software in whole or part; (e) use trade secret information contained in Axon Vehicle Software; (f) resell, rent, loan or sublicense Axon Vehicle Software; (g) access Axon Vehicle Software to build a competitive device or service or copy any features, functions or graphics of Axon Vehicle Software; or (h) remove, alter or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon or Axon's licensors on or within

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Axon Vehicle Software.

5. **Axon Outpost Specific Terms.**

5.1. **Outpost License and Permits**. Customers will obtain, maintain all legally required permits, authorizations, and/or licensing in order to place, maintain, and/or remove the Axon Outpost device at the installation location including licenses or permits for fixed installation of poles. If mutually agreed by the parties, Axon or an Axon authorized subcontractor may assist with obtaining the necessary local, state, or Federal approvals before installing Axon Outpost.

5.2. **Installation.** Customer will adhere to the installation requirements as agreed in the Outpost SOW.

6. **Axon Lightpost Specific Terms.**

6.1. **Ubicquia.** If Customer purchases Lightpost hardware and installation services, any warranties for the hardware are provided exclusively by the third-party manufacturer Ubicquia. All hardware-related support or warranty claims must be directed to the respective third-party provider. Axon is not responsible for servicing or replacing hardware. Axon will provide and support software components in accordance with the applicable Quote.

6.2. **Installation.** Installation of Axon Lightpost equipment will be performed by a third-party service provider authorized by Axon. Axon does not directly perform installation services.

6.3. **Power.** Customer agrees to supply a power source, in compliance with Lightpost requirements, at each site where a Lightpost device is installed. The power must be available on a 24-hour, 7 days per week (24/7) basis.

7. **Wireless Offload Server**

7.1 **License Grant.** Axon grants Customer a non-exclusive, royalty-free, worldwide, perpetual license to use Wireless Offload Server ("**WOS**"). "Use" means storing, loading, installing, or executing WOS solely for data communication with Axon Devices for the number of licenses purchased. The WOS term begins upon the start of the Axon Evidence Subscription.

7.2 **Restrictions.** Customer may not: (a) modify, alter, tamper with, repair, or create derivative works of WOS; (b) reverse engineer, disassemble, or decompile WOS, apply any process to derive the source code of WOS, or allow others to do so; (c) access or use WOS to avoid incurring fees or exceeding usage limits; (d) copy WOS in whole or part; (e) use trade secret information contained in WOS; (f) resell, rent, loan or sublicense WOS; (g) access WOS to build a competitive device or service or copy any features, functions or graphics of WOS; or (h) remove, alter or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon or Axon's licensors on or within WOS.

7.3 **Updates.** If Customer purchases WOS maintenance, Axon will make updates and error corrections to WOS ("**WOS Updates**") available electronically via the Internet or media as determined by Axon. Customer is responsible for establishing and maintaining adequate Internet access to receive WOS Updates and maintaining computer equipment necessary for use of WOS. The Quote will detail the maintenance term.

7.4 **WOS Support.** Upon request by Axon, Customer will provide Axon with access to Customer's store and forward servers solely for troubleshooting and maintenance.

8. **Acceptance Checklist.** If Axon provides Services to Customer pursuant to any statement of work in connection with Axon ALPR Products, within seven (7) days of the date on which Customer retrieves Customer's vehicle(s) from the Axon installer or Axon Outpost or Axon Lightpost installation is complete, said ALPR Products having been installed and configured with tested and fully and properly operational hardware and software identified above, Customer will receive a Professional Services Acceptance Checklist to submit to Axon indicating acceptance or denial of said deliverables. In the event Customer does not respond to the Professional Services Acceptance Checklist within seven (7) business days, the installation of the ALPR Products and services shall be deemed accepted.

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Axon Respond Appendix

This Axon Respond Appendix applies to Axon Respond, Axon Respond Device Plus, and Device Connectivity if any are included on the Quote.

1. **Axon Respond Subscription Term.** If Customer purchases Axon Respond as part of a combined offering on a Quote, the Axon Respond subscription begins on the later of the (1) start date of that offering within the Quote, or (2) date Axon provisions Axon Respond to Customer. If Customer purchases Axon Respond as a standalone, the Axon Respond subscription begins the later of the (1) date Axon provisions Axon Respond to Customer, or (2) first day of the month following the Effective Date. The Axon Respond subscription term will end upon the completion of the Axon Evidence Subscription associated with Axon Respond.

2. **Scope of Axon Respond.** The scope of Axon Respond is to assist Customer with real-time situational awareness during critical incidents to improve officer safety, effectiveness, and awareness. In the event Customer uses Axon Respond outside this scope, Axon may initiate good-faith discussions with Customer on upgrading Customer's Axon Respond to better meet Customer's needs.

3. **Axon Body LTE Requirements.** Axon Respond is only available and usable with an LTE enabled body-worn camera. Axon is not liable if Customer utilizes the LTE device outside of the coverage area or if the LTE carrier is unavailable. LTE coverage is available in the United States including U.S. territories, Additional verification will be required for use in select international regions. Axon may utilize a carrier of Axon's choice to provide LTE service. Axon may change LTE carriers during the Term without Customer's consent.

4. **Axon Fleet LTE Requirements.** Axon Respond is only available and usable with a Fleet 3 system configured with LTE modem and service. Customer is responsible for providing LTE service for the modem. Coverage and availability of LTE service is subject to Customer's LTE carrier.

5. **Axon Respond Service Limitations.** Customer acknowledges that LTE service is made available only within the operating range of the networks. Service may be temporarily refused, interrupted, or limited because of: (a) facilities limitations; (b) transmission limitations caused by atmospheric, terrain, other natural or artificial conditions adversely affecting transmission, weak batteries, system overcapacity, movement outside a service area or gaps in coverage in a service area, and other causes reasonably outside of the carrier's control such as intentional or negligent acts of third parties that damage or impair the network or disrupt service; or (c) equipment modifications, upgrades, relocations, repairs, and other similar activities necessary for the proper or improved operation of service.

    5.1. With regard to Axon Body, Partner networks are made available as-is and the carrier makes no warranties or representations as to the availability or quality of roaming service provided by carrier partners, and the carrier will not be liable in any capacity for any errors, outages, or failures of carrier partner networks. Customer expressly understands and agrees that it has no contractual relationship whatsoever with the underlying wireless service provider or its affiliates or contractors and Customer is not a third-party beneficiary of any agreement between Axon and the underlying carrier.

6. **Termination.** Upon termination of this Agreement, or if Customer stops paying for Axon Respond or combined offerings that include Axon Respond, Axon will end Axon Respond services, including any Axon-provided LTE service.

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Axon Virtual Reality Content Terms of Use Appendix

If Virtual Reality is included on the Quote, this Appendix applies.

1. **Term.** The Quote will detail the products and license duration, as applicable, of the goods, services, and software, and contents thereof, provided by Axon to Customer related to virtual reality (collectively, "**Virtual Reality Media**").

2. **Headsets.** Customer may purchase additional virtual reality headsets from Axon. In the event Customer decides to purchase additional virtual reality headsets for use with Virtual Reality Media, Customer must purchase those headsets from Axon.

3. **License Restrictions.** All licenses will immediately terminate if Customer does not comply with any term of this Agreement. If Customer utilizes more users than stated in this Agreement, Customer must purchase additional Virtual Reality Media licenses from Axon. Customer may not use Virtual Reality Media for any purpose other than as expressly permitted by this Agreement. Customer may not:

   3.1. modify, tamper with, repair, or otherwise create derivative works of Virtual Reality Media;

   3.2. reverse engineer, disassemble, or decompile Virtual Reality Media or apply any process to derive the source code of Virtual Reality Media, or allow others to do the same;

   3.3. copy Virtual Reality Media in whole or part, except as expressly permitted in this Agreement;

   3.4. use trade secret information contained in Virtual Reality Media;

   3.5. resell, rent, loan or sublicense Virtual Reality Media;

   3.6. access Virtual Reality Media to build a competitive device or service or copy any features, functions, or graphics of Virtual Reality Media; or

   3.7. remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon or Axon's licensors on or within Virtual Reality Media or any copies of Virtual Reality Media.

4. **Privacy.** Customer's use of the Virtual Reality Media is subject to the Axon Virtual Reality Privacy Policy, a current version of which is available at https://www.axon.com/axonvrprivacypolicy.

5. **Termination.** Axon may terminate Customer's license immediately for Customer's failure to comply with any of the terms in this Agreement.

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Axon Application Programming Interface Appendix

This Appendix applies if Axon's API Services or a subscription to Axon Cloud Services are included on the Quote.

1. **Definitions.**

   1.1. "**API Client**" means the software that acts as the interface between Customer's computer and the server, which is already developed or to be developed by Customer.

   1.2. "**API Interface**" means software implemented by Customer to configure Customer's independent API Client Software to operate in conjunction with the API Service for Customer's authorized Use.

   1.3. "**Axon Evidence Partner API, API or Axon API**" (collectively "**API Service**") means Axon's API which provides a programmatic means to access data in Customer's Axon Evidence account or integrate Customer's Axon Evidence account with other systems.

   1.4. "**Use**" means any operation on Customer's data enabled by the supported API functionality.

2. **Purpose and License.**

   2.1. Customer may use API Service and data made available through API Service, in connection with an API Client developed by Customer. Axon may monitor Customer's use of API Service to ensure quality, improve Axon devices and services, and verify compliance with this Agreement. Customer agrees to not interfere with such monitoring or obscure from Axon Customer's use of API Service. Customer will not use API Service for commercial use.

   2.2. Axon grants Customer a non-exclusive, non-transferable, non-sublicensable, worldwide, revocable right and license during the Term to use API Service, solely for Customer's Use in connection with Customer's API Client.

   2.3. Axon reserves the right to set limitations on Customer's use of the API Service, such as a quota on operations, to ensure stability and availability of Axon's API. Axon will use reasonable efforts to accommodate use beyond the designated limits.

3. **Configuration.** Customer will work independently to configure Customer's API Client with API Service for Customer's applicable Use. Customer will be required to provide certain information (such as identification or contact details) as part of the registration. Registration information provided to Axon must be accurate. Customer will inform Axon promptly of any updates. Upon Customer's registration, Axon will provide documentation outlining API Service information.

4. **Customer Responsibilities.** When using API Service, Customer and its End Users shall not:

   4.1. use API Service in any way other than as expressly permitted under this Agreement;

   4.2. use in any way that results in, or could result in, any security breach to Axon;

   4.3. perform an action with the intent of introducing any virus, worm, defect, Trojan horse, malware, or any item of a destructive nature to Axon Devices and Services;

   4.4. interfere with, modify, disrupt or disable features or functionality of API Service or the servers or networks providing API Service;

   4.5. reverse engineer, decompile, disassemble, or translate or attempt to extract the source code from API Service or any related software;

   4.6. create an API Interface that functions substantially the same as API Service and offer it for use by third parties;

   4.7. provide use of API Service on a service bureau, rental or managed services basis or permit other individuals or entities to create links to API Service;

   4.8. frame or mirror API Service on any other server, or wireless or Internet-based device;

   4.9. make available to a third-party, any token, key, password or other login credentials to API Service;

   4.10. take any action or inaction resulting in illegal, unauthorized or improper purposes; or

   4.11. disclose Axon's API manual.

5. **API Content.** All content related to API Service, other than Customer Content or Customer's API Client content, is considered Axon's API Content, including:

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5.1. the design, structure and naming of API Service fields in all responses and requests;

5.2. the resources available within API Service for which Customer takes actions on, such as evidence, cases, users, or reports;

5.3. the structure of and relationship of API Service resources; and

5.4. the design of API Service, in any part or as a whole.

6. **Prohibitions on API Content.** Neither Customer nor its End Users will use API content returned from the API Interface to:

6.1. scrape, build databases, or otherwise create permanent copies of such content, or keep cached copies longer than permitted by the cache header;

6.2. copy, translate, modify, create a derivative work of, sell, lease, lend, convey, distribute, publicly display, or sublicense to any third-party;

6.3. misrepresent the source or ownership; or

6.4. remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices).

7. **API Updates.** Axon may update or modify the API Service from time to time ("**API Update**"). Customer is required to implement and use the most current version of API Service and to make any applicable changes to Customer's API Client required as a result of such API Update. API Updates may adversely affect how Customer's API Client access or communicate with API Service or the API Interface. Each API Client must contain means for Customer to update API Client to the most current version of API Service. Axon will provide support for one (1) year following the release of an API Update for all depreciated API Service versions.

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Axon Investigate Appendix

If the Quote includes Axon's On Prem Video Suite known as Axon Investigate or Third-Party Video Support License, the following appendix shall apply.

1. **License Grant.** Subject to the terms and conditions specified below and upon payment of the applicable fees set forth in the Quote, Axon grants to Customer a nonexclusive, nontransferable license to install, use, and display the Axon Investigate software ("**Software**") solely for its own internal use only and for no other purpose, for the duration of subscription term set forth in the Quote. This Agreement does not grant Customer any right to enhancements or updates, but if such are made available to Customer and obtained by Customer, they shall become part of the Software and governed by the terms of this Agreement.

2. **Third-Party Licenses.** Axon licenses several third-party codecs and applications that are integrated into the Software. Users with an active support contract with Axon are granted access to these additional features. By accepting this agreement, Customer agrees to and understands that an active support contract is required for all of the following features: DNxHD output formats, decoding files via the "fast indexing" method, proprietary file metadata, telephone and email support, and all future updates to the software. If Customer terminates the annual support contract with Axon, the features listed above will be disabled within the Software. It is recommended that users remain on an active support contract to maintain the full functionality of the Software.

3. **Restrictions on Use.** Customer may not permit any other person to use the Software unless such use is in accordance with the terms of this Agreement. Customer may not modify, translate, reverse engineer, reverse compile, decompile, disassemble or create derivative works with respect to the Software, except to the extent applicable laws specifically prohibit such restrictions. Customer may not rent, lease, sublicense, grant a security interest in or otherwise transfer Customer's rights to or to use the Software. Any rights not granted are reserved to Axon.

4. **Title.** Axon and its licensors shall have sole and exclusive ownership of all right, title, and interest in and to the Software and all changes, modifications, and enhancements thereof (including ownership of all trade secrets and copyrights pertaining thereto), regardless of the form or media in which the original or copies may exist, subject only to the rights and privileges expressly granted by Axon. This Agreement does not provide Customer with title or ownership of the Software, but only a right of limited use.

5. **Copies.** The Software is copyrighted under the laws of the United States and international treaty provisions. Customer may not copy the Software except for backup or archival purposes, and all such copies shall contain all Axon's notices regarding proprietary rights as contained in the Software as originally provided to Customer. If Customer receives one copy electronically and another copy on media, the copy on media may be used only for archival purposes and this license does not authorize Customer to use the copy of media on an additional server.

6. **Actions Required Upon Termination.** Upon termination of the license associated with this Agreement, Customer agrees to destroy all copies of the Software and other text and/or graphical documentation, whether in electronic or printed format, that describe the features, functions and operation of the Software that are provided by Axon to Customer ("**Software Documentation**") or return such copies to Axon. Regarding any copies of media containing regular backups of Customer's computer or computer system, Customer agrees not to access such media for the purpose of recovering the Software or online Software Documentation.

7. **Export Controls.** None of the Software, Software Documentation or underlying information may be downloaded or otherwise exported, directly or indirectly, without the prior written consent, if required, of the office of Export Administration of the United States, Department of Commerce, nor to any country to which the U.S. has embargoed goods, to any person on the U.S. Treasury Department's list of Specially Designated Nations, or the U.S. Department of Commerce's Table of Denials.

8. **U.S. Government Restricted Rights.** The Software and Software Documentation are Commercial Computer Software provided with Restricted Rights under Federal Acquisition Regulations and Customer supplements to them. Use, duplication or disclosure by the U.S. Government is subject to restrictions as set forth in subparagraph (c)(1)(ii) of the Rights in Technical Data and Computer Software clause at DFAR 255.227-7013 et. Seq. or 252.211-7015, or subparagraphs (a) through (d) of the Commercial Computer Software Restricted Rights at FAR 52.227-19, as applicable, or similar clauses in the NASA FAR Supplement. Contractor/manufacturer is Axon Enterprise, Inc., 17800 North 85th Street, Scottsdale, Arizona 85255.

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Axon Event Offer Appendix

If the Agreement includes the provision of, or Axon otherwise offers, ticket(s), travel and/or accommodation for select events hosted by Axon ("Axon Event"), the following shall apply:

1. **General.** Subject to the terms and conditions specified below and those in the Agreement, Axon may provide Customer with one or more offers to fund Axon Event ticket(s), travel and/or accommodation for Customer-selected employee(s) to attend one or more Axon Events. By entering into the Agreement, Customer warrants that it is appropriate and permissible for Customer to receive the referenced Axon Event offer(s) based on Customer's understanding of the terms and conditions outlined in this Axon Event Offer Appendix.

2. **Attendee/Employee Selection.** Customer shall have sole and absolute discretion to select the Customer employee(s) eligible to receive the ticket(s), travel and/or accommodation that is the subject of any Axon Event offer(s).

3. **Compliance.** It is the intent of Axon that any and all Axon Event offers comply with all applicable laws, regulations and ethics rules regarding contributions, including gifts and donations. Axon's provision of ticket(s), travel and/or accommodation for the applicable Axon Event to Customer is intended for the use and benefit of Customer in furtherance of its goals, and not the personal use or benefit of any official or employee of Customer. Axon makes this offer without seeking promises or favoritism for Axon in any bidding arrangements. Further, no exclusivity will be expected by either party in consideration for the offer. Axon makes the offer with the understanding that it will not, as a result of such offer, be prohibited from any procurement opportunities or be subject to any reporting requirements. If Customer's local jurisdiction requires Customer to report or disclose the fair market value of the benefits provided by Axon, Customer shall promptly contact Axon to obtain such information, and Axon shall provide the information necessary to facilitate Customer's compliance with such reporting requirements.

4. **Assignability.** Customer may not sell, transfer, or assign Axon Event ticket(s), travel and/or accommodation provided under the Agreement.

5. **Availability.** The provision of all offers of Axon Event ticket(s), travel and/or accommodation is subject to availability of funds and resources. Axon has no obligation to provide Axon Event ticket(s), travel and/or accommodation.

6. **Revocation of Offer.** Axon reserves the right at any time to rescind the offer of Axon Event ticket(s), travel and/or accommodation to Customer if Customer or its selected employees fail to meet the prescribed conditions or if changes in circumstances render the provision of such benefits impractical, inadvisable, or in violation of any applicable laws, regulations, and ethics rules regarding contributions, including gifts and donations.

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Axon Enterprise, Inc.
17800 N 85th St
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic:(800) 978-2737
International: +1.800.978.2737

Q-717736-45931KP

Issued: 10/01/2025

Quote Expiration: 11/12/2025

Estimated Contract Start Date: 01/01/2026

Account Number: 107228

Payment Terms: N30

Mode of Delivery: UPS-GND

Credit/Debit Amount: $0.00

SHIP TO	BILL TO	SALES REPRESENTATIVE	PRIMARY CONTACT
Glendora Police Dept. - CA 150 S Glendora Ave Glendora, CA 91741-3416 USA	Glendora Police Dept. - CA 116 E Foothill Blvd Glendora CA 91741-3335 USA Email:	Kyle Panasewicz Phone: +1 4803294734 Email: kpanasewicz@axon.com Fax: (480) 905-2071	Matthew Fenner Phone: 626) 914-8250 Email: mfenner@cityofglendora.org Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	$1,364,590.16
ESTIMATED TOTAL W/ TAX	$1,397,498.67

Discount Summary

Average Savings Per Year	$213,183.72
TOTAL SAVINGS	$1,065,918.61

Glendora Police Department Representative

Signature: Signed by: B38825FAB2814B1...

Name: Matt Fenner

Title: Lieutenant

Date: Oct 10, 2025 | 11:39 AM PDT

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Payment Summary

Date	Subtotal	Tax	Total
Dec 2025	$269,095.80	$7,370.18	$276,465.98
Dec 2026	$273,873.59	$6,384.60	$280,258.19
Dec 2027	$273,873.59	$6,384.60	$280,258.19
Dec 2028	$273,873.59	$6,384.60	$280,258.19
Dec 2029	$273,873.59	$6,384.53	$280,258.12
Total	**$1,364,590.16**	**$32,908.51**	**$1,397,498.67**

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Quote Unbundled Price:	**$2,430,482.52**
Quote List Price:	**$1,673,936.12**
Quote Subtotal:	**$1,364,590.16**

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
100553	TRANSFER BALANCE - SOFTWARE AND SERVICES	1			$1.00	($64,478.38)	($64,478.38)	$0.00	($64,478.38)
100552	TRANSFER BALANCE - GOODS	1			$1.00	($4,824.58)	($4,824.58)	($518.64)	($5,343.22)
B00056	BUNDLE - UNLIMITED PLUS ISLE WITH VR	2	60	$451.28	$249.15	$230.82	$27,698.40	$1,387.22	$29,085.62
Fleet3ARe	Fleet 3 Advanced Renewal	21	60	$231.35	$189.57	$189.57	$238,858.20	$5,657.00	$244,515.20
M00041	BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	66	60	$439.60	$287.06	$231.17	$915,433.20	$23,654.56	$939,087.76
S00024	AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	62	58	$30.20	$9.75	$9.75	$35,061.00	$0.00	$35,061.00
BWCamSBDTAP	Body Worn Camera Single-Bay Dock TAP Bundle	13	60	$13.11	$10.48	$10.48	$8,174.40	$567.62	$8,742.02
A la Carte Hardware									
101390	AXON FUSUS - CORE - ELITE 2.0 44TB HDD	2			$4,000.00	$250.00	$500.00	$53.75	$553.75
101408	AXON FUSUS - CORE - CAD	1			$600.00	$600.00	$600.00	$64.50	$664.50
101382	AXON FUSUS - CORE - LITE 512GB	5			$200.00	$200.00	$1,000.00	$107.50	$1,107.50
101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5			$600.00	$600.00	$3,000.00	$322.50	$3,322.50
101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	3			$5,000.00	$5,000.00	$15,000.00	$1,612.50	$16,612.50
A la Carte Software									
80227	AXON FUSUS - LICENSE - VIEW ONLY USER	10	60		$0.00	$0.00	$0.00	$0.00	$0.00
50039	AXON INTERVIEW - CLIENT SOFTWARE - MAINT. PER TOUCH PANEL	2	60		$28.21	$28.21	$3,385.20	$0.00	$3,385.20
50043	AXON INTERVIEW - STREAMING SERVER MAINTENANCE - PER SERVER	2	60		$32.98	$32.98	$3,957.60	$0.00	$3,957.60
100583	AXON AIR - DRONESENSE SCREENSHARE / MAVLINK LICENSE	1	58		$75.00	$75.00	$4,350.00	$0.00	$4,350.00
100112	AXON AIR - EVIDENCE.COM LICENSE - PILOT DATA	4	58		$32.65	$32.65	$7,574.80	$0.00	$7,574.80
100579	AXON AIR - DRONESENSE UAS (CLASS 1)	1	58		$141.67	$141.67	$8,216.86	$0.00	$8,216.86
50045	AXON EVIDENCE - STORAGE - INTERVIEW ROOM UNLIMITED	2	60		$111.75	$111.75	$13,410.00	$0.00	$13,410.00
100580	AXON AIR - DRONESENSE UAS (CLASS 2)	1	58		$241.67	$241.67	$14,016.86	$0.00	$14,016.86
85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	73	60		$22.57	$22.57	$98,856.60	$0.00	$98,856.60
BasicLicense	Basic License Bundle	5	60		$16.27	$16.25	$4,875.00	$0.00	$4,875.00
ProLicense	Pro License Bundle	5	60		$48.82	$48.75	$14,625.00	$0.00	$14,625.00
A la Carte Services									
99901	AXON ACCELERATE CONFERENCE REGISTRATION	10			$899.00	$0.00	$0.00	$0.00	$0.00
12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1			$2,500.00	$2,500.00	$2,500.00	$0.00	$2,500.00
20379	AXON VR - PSO - FULL INSTALLATION - INSIDE SALES	1			$6,000.00	$6,000.00	$6,000.00	$0.00	$6,000.00
101422	AXON FUSUS - PSO - HARDWARE DEPLOYMENT	16			$425.00	$425.00	$6,800.00	$0.00	$6,800.00
A la Carte Warranties									
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	2	47		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	47		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	47		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	47		$0.00	$0.00	$0.00	$0.00	$0.00
101424	AXON FUSUS - CORE - EXTENDED WARRANTY	3	47		$0.00	$0.00	$0.00	$0.00	$0.00
Total							**$1,364,590.16**	**$32,908.51**	**$1,397,498.67**

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Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100126	AXON VR - TACTICAL BAG	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100390	AXON TASER 10 - HANDLE - YELLOW CLASS 3R	66	2	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100390	AXON TASER 10 - HANDLE - YELLOW CLASS 3R	2	2	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100394	AXON TASER 10 - MAGAZINE - HALT TRAINING BLUE	4	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100396	AXON TASER 10 - MAGAZINE - INERT RED	2	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100399	AXON TASER 10 - CARTRIDGE - LIVE	1320	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100400	AXON TASER 10 - CARTRIDGE - HALT	660	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100401	AXON TASER 10 - CARTRIDGE - INERT	30	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100591	AXON TASER - CLEANING KIT	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100611	AXON TASER 10 - SAFARILAND HOLSTER - RH	66	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100623	ENHANCED HOOK-AND-LOOP TRAINING (HALT) SUIT (V2)	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100748	AXON VR - CONTROLLER - TASER 10	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100832	AXON VR - CONTROLLER - HANDGUN VR19H	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101122	AXON VR - HOLSTER - T10 SAFARILAND GRAY - RH	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101294	AXON VR - TABLET	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101300	AXON VR - TABLET CASE	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101455	AXON TASER 10 - REPLACEMENT TOOL KIT - INTERPOSER BUCKET	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101456	AXON TASER 10 - REPLACEMENT INTERPOSER BUCKET	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101751	AXON VR - HEADSET - HTC FOCUS VISION	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101755	AXON TASER 10 - MAGAZINE - LIVE DUTY BLACK V2	66	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101755	AXON TASER 10 - MAGAZINE - LIVE DUTY BLACK V2	2	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101757	AXON TASER 10 - MAGAZINE - LIVE TRAINING PURPLE V2	3	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101886	SIGNAL SENSOR	66	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101889	AXON SIGNAL - BATTERY - CR2032	66	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	20018	AXON TASER - BATTERY PACK - TACTICAL	66	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	20018	AXON TASER - BATTERY PACK - TACTICAL	2	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	20018	AXON TASER - BATTERY PACK - TACTICAL	14	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	74200	AXON TASER - DOCK - SIX BAY PLUS CORE	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80087	AXON TASER - TARGET - CONDUCTIVE PROFESSIONAL RUGGEDIZED	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80090	AXON TASER - TARGET FRAME - PROFESSIONAL 27.5 IN X 75 IN	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	100126	AXON VR - TACTICAL BAG	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	100748	AXON VR - CONTROLLER - TASER 10	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	100832	AXON VR - CONTROLLER - HANDGUN VR19H	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101123	AXON VR - HOLSTER - T10 SAFARILAND GRAY - LH	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101294	AXON VR - TABLET	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101300	AXON VR - TABLET CASE	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101751	AXON VR - HEADSET - HTC FOCUS VISION	1	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101886	SIGNAL SENSOR	2	1	12/01/2025
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101889	AXON SIGNAL - BATTERY - CR2032	2	1	12/01/2025
A la Carte	101382	AXON FUSUS - CORE - LITE 512GB	5	1	12/01/2025
A la Carte	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	1	12/01/2025
A la Carte	101390	AXON FUSUS - CORE - ELITE 2.0 44TB HDD	2	1	12/01/2025

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
A la Carte	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	3	1	12/01/2025
A la Carte	101408	AXON FUSUS - CORE - CAD	1	1	12/01/2025
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100399	AXON TASER 10 - CARTRIDGE - LIVE	200	1	12/01/2026
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100400	AXON TASER 10 - CARTRIDGE - HALT	530	1	12/01/2026
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100399	AXON TASER 10 - CARTRIDGE - LIVE	200	1	12/01/2027
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100400	AXON TASER 10 - CARTRIDGE - HALT	530	1	12/01/2027
Body Worn Camera Single-Bay Dock TAP Bundle	73313	AXON BODY - TAP REFRESH 1 - DOCK SINGLE BAY	13	1	05/31/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100210	AXON VR - TAP REFRESH 1 - TABLET	3	1	05/31/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101009	AXON VR - TAP REFRESH 1 - SIDEARM CONTROLLER	3	1	05/31/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101012	AXON VR - TAP REFRESH 1 - CONTROLLER	3	1	05/31/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	20373	AXON VR - TAP REFRESH 1 - HEADSET	3	1	05/31/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73309	AXON BODY - TAP REFRESH 1 - CAMERA	68	1	05/31/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	9	1	05/31/2028
BUNDLE - UNLIMITED PLUS ISLE WITH VR	100210	AXON VR - TAP REFRESH 1 - TABLET	1	1	05/31/2028
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101009	AXON VR - TAP REFRESH 1 - SIDEARM CONTROLLER	1	1	05/31/2028
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101012	AXON VR - TAP REFRESH 1 - CONTROLLER	1	1	05/31/2028
BUNDLE - UNLIMITED PLUS ISLE WITH VR	20373	AXON VR - TAP REFRESH 1 - HEADSET	1	1	05/31/2028
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73309	AXON BODY - TAP REFRESH 1 - CAMERA	2	1	05/31/2028
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73313	AXON BODY - TAP REFRESH 1 - DOCK SINGLE BAY	3	1	05/31/2028
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	1	1	05/31/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100399	AXON TASER 10 - CARTRIDGE - LIVE	200	1	12/01/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100400	AXON TASER 10 - CARTRIDGE - HALT	530	1	12/01/2028
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100399	AXON TASER 10 - CARTRIDGE - LIVE	200	1	12/01/2029
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100400	AXON TASER 10 - CARTRIDGE - HALT	530	1	12/01/2029
Body Worn Camera Single-Bay Dock TAP Bundle	73314	AXON BODY - TAP REFRESH 2 - DOCK SINGLE BAY	13	1	12/01/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73310	AXON BODY - TAP REFRESH 2 - CAMERA	68	1	12/01/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73688	AXON BODY - TAP REFRESH 2 - DOCK MULTI BAY	9	1	12/01/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73310	AXON BODY - TAP REFRESH 2 - CAMERA	2	1	12/01/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73314	AXON BODY - TAP REFRESH 2 - DOCK SINGLE BAY	3	1	12/01/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73688	AXON BODY - TAP REFRESH 2 - DOCK MULTI BAY	1	1	12/01/2030
Fleet 3 Advanced Renewal	72040	AXON FLEET - TAP REFRESH 1 - 2 CAMERA KIT	21	1	12/01/2030

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	101711	AXON FUSUS - LICENSE - ADDITIONAL CCTV STREAMS	75	01/01/2026	10/31/2030
AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	101779	AXON FUSUS - LICENSE - UPGRADE FROM PRO TO PRO+	62	01/01/2026	10/31/2030
Basic License Bundle	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	5	01/01/2026	12/31/2030
Basic License Bundle	73840	AXON EVIDENCE - ECOM LICENSE - BASIC	5	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101180	AXON TASER - DATA SCIENCE PROGRAM	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101705	AXON FUSUS - LICENSE - PRO USER	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101711	AXON FUSUS - LICENSE - ADDITIONAL CCTV STREAMS	150	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	20248	AXON TASER - EVIDENCE.COM LICENSE	1	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	20248	AXON TASER - EVIDENCE.COM LICENSE	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	20370	AXON VR - USER ACCESS - FULL VR	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73449	AXON BODY - LICENSE - DEVICE CONNECTIVITY	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73618	AXON COMMUNITY REQUEST	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73638	AXON STANDARDS - LICENSE	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	660	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	66	01/01/2026	12/31/2030

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73739	AXON PERFORMANCE - LICENSE	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	73746	AXON EVIDENCE - ECOM LICENSE - PRO	66	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101705	AXON FUSUS - LICENSE - PRO USER	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	20370	AXON VR - USER ACCESS - FULL VR	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73449	AXON BODY - LICENSE - DEVICE CONNECTIVITY	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73618	AXON COMMUNITY REQUEST	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73638	AXON STANDARDS - LICENSE	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73739	AXON PERFORMANCE - LICENSE	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	73746	AXON EVIDENCE - ECOM LICENSE - PRO	2	01/01/2026	12/31/2030
Fleet 3 Advanced Renewal	80400	AXON EVIDENCE - FLEET VEHICLE LICENSE	21	01/01/2026	12/31/2030
Fleet 3 Advanced Renewal	80401	AXON FLEET 3 - ALPR LICENSE - 1 CAMERA	21	01/01/2026	12/31/2030
Fleet 3 Advanced Renewal	80402	AXON FLEET - LICENSE - REAL-TIME LOCATION, ALERTS, & LIVESTREAM	21	01/01/2026	12/31/2030
Fleet 3 Advanced Renewal	80410	AXON EVIDENCE - STORAGE - FLEET 1 CAMERA UNLIMITED	42	01/01/2026	12/31/2030
Pro License Bundle	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	15	01/01/2026	12/31/2030
Pro License Bundle	73746	AXON EVIDENCE - ECOM LICENSE - PRO	5	01/01/2026	12/31/2030
A la Carte	100112	AXON AIR - EVIDENCE.COM LICENSE - PILOT DATA	4	01/01/2026	10/31/2030
A la Carte	100579	AXON AIR - DRONESENSE UAS (CLASS 1)	1	01/01/2026	10/31/2030
A la Carte	100580	AXON AIR - DRONESENSE UAS (CLASS 2)	1	01/01/2026	10/31/2030
A la Carte	100583	AXON AIR - DRONESENSE SCREENSHARE / MAVLINK LICENSE	1	01/01/2026	10/31/2030
A la Carte	50039	AXON INTERVIEW - CLIENT SOFTWARE - MAINT. PER TOUCH PANEL	2	01/01/2026	12/31/2030
A la Carte	50043	AXON INTERVIEW - STREAMING SERVER MAINTENANCE - PER SERVER	2	01/01/2026	12/31/2030
A la Carte	50045	AXON EVIDENCE - STORAGE - INTERVIEW ROOM UNLIMITED	2	01/01/2026	12/31/2030
A la Carte	80227	AXON FUSUS - LICENSE - VIEW ONLY USER	10	01/01/2026	12/31/2030
A la Carte	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	73	01/01/2026	12/31/2030

Services

Bundle	Item	Description	QTY
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100751	AXON TASER 10 - REPLACEMENT ACCESS PROGRAM - DUTY CARTRIDGE	66
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101184	AXON INVESTIGATE - TRAINING - OPERATOR AND EXAMINER	4
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101193	AXON TASER - ON DEMAND CERTIFICATION	66
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101780	AXON FUSUS - PSO - SW IMPLEMENTATION - PRO	1
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	11642	AXON INVESTIGATE - THIRD PARTY VIDEO SUPPORT	66
BUNDLE - UNLIMITED PLUS ISLE WITH VR	11642	AXON INVESTIGATE - THIRD PARTY VIDEO SUPPORT	2
Fleet 3 Advanced Renewal	73392	AXON FLEET 3 - INSTALLATION - UPGRADE (PER VEHICLE)	21
A la Carte	101422	AXON FUSUS - PSO - HARDWARE DEPLOYMENT	16
A la Carte	12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1
A la Carte	20379	AXON VR - PSO - FULL INSTALLATION - INSIDE SALES	1
A la Carte	99901	AXON ACCELERATE CONFERENCE REGISTRATION	10

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Body Worn Camera Single-Bay Dock TAP Bundle	80466	AXON BODY - TAP WARRANTY - SINGLE BAY DOCK	13	01/01/2026	12/31/2030

Docusign Envelope ID: 24260300-260E-46B2-9193-75A4BCF7C6C3

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80464	AXON BODY - TAP WARRANTY - CAMERA	2	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80464	AXON BODY - TAP WARRANTY - CAMERA	66	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	9	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	80464	AXON BODY - TAP WARRANTY - CAMERA	2	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	1	01/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	80466	AXON BODY - TAP WARRANTY - SINGLE BAY DOCK	3	01/01/2026	12/31/2030
Fleet 3 Advanced Renewal	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	21	01/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100197	AXON VR - EXT WARRANTY - HEADSET	3	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100213	AXON VR - EXT WARRANTY - TABLET	3	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100704	AXON TASER 10 - EXT WARRANTY - HANDLE	2	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	100704	AXON TASER 10 - EXT WARRANTY - HANDLE	66	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101007	AXON VR - EXT WARRANTY - CONTROLLER	3	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	101008	AXON VR - EXT WARRANTY - HANDGUN CONTROLLER	3	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80374	AXON TASER - EXT WARRANTY - BATTERY PACK T7/T10	66	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80374	AXON TASER - EXT WARRANTY - BATTERY PACK T7/T10	14	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80374	AXON TASER - EXT WARRANTY - BATTERY PACK T7/T10	2	12/01/2026	12/31/2030
BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	80396	AXON TASER - EXT WARRANTY - DOCK SIX BAY T7/T10	1	12/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	100197	AXON VR - EXT WARRANTY - HEADSET	1	12/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	100213	AXON VR - EXT WARRANTY - TABLET	1	12/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101007	AXON VR - EXT WARRANTY - CONTROLLER	1	12/01/2026	12/31/2030
BUNDLE - UNLIMITED PLUS ISLE WITH VR	101008	AXON VR - EXT WARRANTY - HANDGUN CONTROLLER	1	12/01/2026	12/31/2030
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	12/01/2026	10/31/2030
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	12/01/2026	10/31/2030
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	12/01/2026	10/31/2030
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	3	12/01/2026	10/31/2030
A la Carte	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	2	12/01/2026	10/31/2030

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	150 S Glendora Ave	Glendora	CA	91741-3416	USA
2	150 S Glendora Ave	Glendora	CA	91741-3416	USA

Payment Details

Dec 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Transfer Value	100552	TRANSFER BALANCE - GOODS	1	($4,824.58)	($518.64)	($5,343.22)
Transfer Value	100553	TRANSFER BALANCE - SOFTWARE AND SERVICES	1	($64,478.38)	$0.00	($64,478.38)
Year 1	100112	AXON AIR - EVIDENCE.COM LICENSE - PILOT DATA	4	$1,787.65	$0.00	$1,787.65
Year 1	100579	AXON AIR - DRONESENSE UAS (CLASS 1)	1	$1,939.18	$0.00	$1,939.18
Year 1	100580	AXON AIR - DRONESENSE UAS (CLASS 2)	1	$3,307.98	$0.00	$3,307.98
Year 1	100583	AXON AIR - DRONESENSE SCREENSHARE / MAVLINK LICENSE	1	$1,026.60	$0.00	$1,026.60
Year 1	101382	AXON FUSUS - CORE - LITE 512GB	5	$236.00	$25.37	$261.37
Year 1	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$708.00	$76.11	$784.11
Year 1	101390	AXON FUSUS - CORE - ELITE 2.0 44TB HDD	2	$118.00	$12.68	$130.68
Year 1	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	3	$3,540.00	$380.55	$3,920.55
Year 1	101408	AXON FUSUS - CORE - CAD	1	$141.60	$15.22	$156.82
Year 1	101422	AXON FUSUS - PSO - HARDWARE DEPLOYMENT	16	$1,604.80	$0.00	$1,604.80
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	3	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	2	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 1	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 1	12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1	$590.00	$0.00	$590.00
Year 1	20379	AXON VR - PSO - FULL INSTALLATION - INSIDE SALES	1	$1,416.00	$0.00	$1,416.00
Year 1	50039	AXON INTERVIEW - CLIENT SOFTWARE - MAINT. PER TOUCH PANEL	2	$798.91	$0.00	$798.91
Year 1	50043	AXON INTERVIEW - STREAMING SERVER MAINTENANCE - PER SERVER	2	$933.99	$0.00	$933.99
Year 1	50045	AXON EVIDENCE - STORAGE - INTERVIEW ROOM UNLIMITED	2	$3,164.76	$0.00	$3,164.76
Year 1	80227	AXON FUSUS - LICENSE - VIEW ONLY USER	10	$0.00	$0.00	$0.00
Year 1	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	73	$23,330.16	$0.00	$23,330.16
Year 1	99901	AXON ACCELERATE CONFERENCE REGISTRATION	10	$0.00	$0.00	$0.00
Year 1	B00056	BUNDLE - UNLIMITED PLUS ISLE WITH VR	2	$6,536.81	$327.37	$6,864.18
Year 1	BasicLicense	Basic License Bundle	5	$1,150.50	$0.00	$1,150.50
Year 1	BWCamSBDTAP	Body Worn Camera Single-Bay Dock TAP Bundle	13	$1,929.16	$133.96	$2,063.12
Year 1	Fleet3ARe	Fleet 3 Advanced Renewal	21	$56,370.54	$1,335.05	$57,705.59
Year 1	M00041	BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	66	$216,042.23	$5,582.51	$221,624.74
Year 1	ProLicense	Pro License Bundle	5	$3,451.50	$0.00	$3,451.50
Year 1	S00024	AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	62	$8,274.39	$0.00	$8,274.39
Total				**$269,095.80**	**$7,370.18**	**$276,465.98**

Dec 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	100112	AXON AIR - EVIDENCE.COM LICENSE - PILOT DATA	4	$1,446.79	$0.00	$1,446.79
Year 2	100579	AXON AIR - DRONESENSE UAS (CLASS 1)	1	$1,569.42	$0.00	$1,569.42

Dec 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	100580	AXON AIR - DRONESENSE UAS (CLASS 2)	1	$2,677.22	$0.00	$2,677.22
Year 2	100583	AXON AIR - DRONESENSE SCREENSHARE / MAVLINK LICENSE	1	$830.85	$0.00	$830.85
Year 2	101382	AXON FUSUS - CORE - LITE 512GB	5	$191.00	$20.53	$211.53
Year 2	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$573.00	$61.60	$634.60
Year 2	101390	AXON FUSUS - CORE - ELITE 2.0 44TB HDD	2	$95.50	$10.27	$105.77
Year 2	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	3	$2,865.00	$307.99	$3,172.99
Year 2	101408	AXON FUSUS - CORE - CAD	1	$114.60	$12.32	$126.92
Year 2	101422	AXON FUSUS - PSO - HARDWARE DEPLOYMENT	16	$1,298.80	$0.00	$1,298.80
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	3	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	2	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 2	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 2	12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1	$477.50	$0.00	$477.50
Year 2	20379	AXON VR - PSO - FULL INSTALLATION - INSIDE SALES	1	$1,146.00	$0.00	$1,146.00
Year 2	50039	AXON INTERVIEW - CLIENT SOFTWARE - MAINT. PER TOUCH PANEL	2	$646.57	$0.00	$646.57
Year 2	50043	AXON INTERVIEW - STREAMING SERVER MAINTENANCE - PER SERVER	2	$755.90	$0.00	$755.90
Year 2	50045	AXON EVIDENCE - STORAGE - INTERVIEW ROOM UNLIMITED	2	$2,561.31	$0.00	$2,561.31
Year 2	80227	AXON FUSUS - LICENSE - VIEW ONLY USER	10	$0.00	$0.00	$0.00
Year 2	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	73	$18,881.61	$0.00	$18,881.61
Year 2	99901	AXON ACCELERATE CONFERENCE REGISTRATION	10	$0.00	$0.00	$0.00
Year 2	B00056	BUNDLE - UNLIMITED PLUS ISLE WITH VR	2	$5,290.41	$264.96	$5,555.37
Year 2	BasicLicense	Basic License Bundle	5	$931.12	$0.00	$931.12
Year 2	BWCamSBDTAP	Body Worn Camera Single-Bay Dock TAP Bundle	13	$1,561.31	$108.42	$1,669.73
Year 2	Fleet3ARe	Fleet 3 Advanced Renewal	21	$45,621.91	$1,080.49	$46,702.40
Year 2	M00041	BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	66	$174,847.74	$4,518.02	$179,365.76
Year 2	ProLicense	Pro License Bundle	5	$2,793.38	$0.00	$2,793.38
Year 2	S00024	AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	62	$6,696.65	$0.00	$6,696.65
Total				**$273,873.59**	**$6,384.60**	**$280,258.19**

Dec 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	100112	AXON AIR - EVIDENCE.COM LICENSE - PILOT DATA	4	$1,446.79	$0.00	$1,446.79
Year 3	100579	AXON AIR - DRONESENSE UAS (CLASS 1)	1	$1,569.42	$0.00	$1,569.42
Year 3	100580	AXON AIR - DRONESENSE UAS (CLASS 2)	1	$2,677.22	$0.00	$2,677.22
Year 3	100583	AXON AIR - DRONESENSE SCREENSHARE / MAVLINK LICENSE	1	$830.85	$0.00	$830.85
Year 3	101382	AXON FUSUS - CORE - LITE 512GB	5	$191.00	$20.53	$211.53
Year 3	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$573.00	$61.60	$634.60
Year 3	101390	AXON FUSUS - CORE - ELITE 2.0 44TB HDD	2	$95.50	$10.27	$105.77
Year 3	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	3	$2,865.00	$307.99	$3,172.99
Year 3	101408	AXON FUSUS - CORE - CAD	1	$114.60	$12.32	$126.92
Year 3	101422	AXON FUSUS - PSO - HARDWARE DEPLOYMENT	16	$1,298.80	$0.00	$1,298.80
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	2	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 3	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	3	$0.00	$0.00	$0.00
Year 3	12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1	$477.50	$0.00	$477.50
Year 3	20379	AXON VR - PSO - FULL INSTALLATION - INSIDE SALES	1	$1,146.00	$0.00	$1,146.00
Year 3	50039	AXON INTERVIEW - CLIENT SOFTWARE - MAINT. PER TOUCH PANEL	2	$646.57	$0.00	$646.57
Year 3	50043	AXON INTERVIEW - STREAMING SERVER MAINTENANCE - PER SERVER	2	$755.90	$0.00	$755.90
Year 3	50045	AXON EVIDENCE - STORAGE - INTERVIEW ROOM UNLIMITED	2	$2,561.31	$0.00	$2,561.31

Dec 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	80227	AXON FUSUS - LICENSE - VIEW ONLY USER	10	$0.00	$0.00	$0.00
Year 3	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	73	$18,881.61	$0.00	$18,881.61
Year 3	99901	AXON ACCELERATE CONFERENCE REGISTRATION	10	$0.00	$0.00	$0.00
Year 3	B00056	BUNDLE - UNLIMITED PLUS ISLE WITH VR	2	$5,290.41	$264.96	$5,555.37
Year 3	BasicLicense	Basic License Bundle	5	$931.12	$0.00	$931.12
Year 3	BWCamSBDTAP	Body Worn Camera Single-Bay Dock TAP Bundle	13	$1,561.31	$108.42	$1,669.73
Year 3	Fleet3ARe	Fleet 3 Advanced Renewal	21	$45,621.91	$1,080.49	$46,702.40
Year 3	M00041	BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	66	$174,847.74	$4,518.02	$179,365.76
Year 3	ProLicense	Pro License Bundle	5	$2,793.38	$0.00	$2,793.38
Year 3	S00024	AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	62	$6,696.65	$0.00	$6,696.65
Total				**$273,873.59**	**$6,384.60**	**$280,258.19**

Dec 2028

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	100112	AXON AIR - EVIDENCE.COM LICENSE - PILOT DATA	4	$1,446.79	$0.00	$1,446.79
Year 4	100579	AXON AIR - DRONESENSE UAS (CLASS 1)	1	$1,569.42	$0.00	$1,569.42
Year 4	100580	AXON AIR - DRONESENSE UAS (CLASS 2)	1	$2,677.22	$0.00	$2,677.22
Year 4	100583	AXON AIR - DRONESENSE SCREENSHARE / MAVLINK LICENSE	1	$830.85	$0.00	$830.85
Year 4	101382	AXON FUSUS - CORE - LITE 512GB	5	$191.00	$20.53	$211.53
Year 4	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$573.00	$61.60	$634.60
Year 4	101390	AXON FUSUS - CORE - ELITE 2.0 44TB HDD	2	$95.50	$10.27	$105.77
Year 4	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	3	$2,865.00	$307.99	$3,172.99
Year 4	101408	AXON FUSUS - CORE - CAD	1	$114.60	$12.32	$126.92
Year 4	101422	AXON FUSUS - PSO - HARDWARE DEPLOYMENT	16	$1,298.80	$0.00	$1,298.80
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	3	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	2	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 4	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 4	12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1	$477.50	$0.00	$477.50
Year 4	20379	AXON VR - PSO - FULL INSTALLATION - INSIDE SALES	1	$1,146.00	$0.00	$1,146.00
Year 4	50039	AXON INTERVIEW - CLIENT SOFTWARE - MAINT. PER TOUCH PANEL	2	$646.57	$0.00	$646.57
Year 4	50043	AXON INTERVIEW - STREAMING SERVER MAINTENANCE - PER SERVER	2	$755.90	$0.00	$755.90
Year 4	50045	AXON EVIDENCE - STORAGE - INTERVIEW ROOM UNLIMITED	2	$2,561.31	$0.00	$2,561.31
Year 4	80227	AXON FUSUS - LICENSE - VIEW ONLY USER	10	$0.00	$0.00	$0.00
Year 4	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	73	$18,881.61	$0.00	$18,881.61
Year 4	99901	AXON ACCELERATE CONFERENCE REGISTRATION	10	$0.00	$0.00	$0.00
Year 4	B00056	BUNDLE - UNLIMITED PLUS ISLE WITH VR	2	$5,290.41	$264.96	$5,555.37
Year 4	BasicLicense	Basic License Bundle	5	$931.12	$0.00	$931.12
Year 4	BWCamSBDTAP	Body Worn Camera Single-Bay Dock TAP Bundle	13	$1,561.31	$108.42	$1,669.73
Year 4	Fleet3ARe	Fleet 3 Advanced Renewal	21	$45,621.91	$1,080.49	$46,702.40
Year 4	M00041	BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	66	$174,847.74	$4,518.02	$179,365.76
Year 4	ProLicense	Pro License Bundle	5	$2,793.38	$0.00	$2,793.38
Year 4	S00024	AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	62	$6,696.65	$0.00	$6,696.65
Total				**$273,873.59**	**$6,384.60**	**$280,258.19**

Dec 2029

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	100112	AXON AIR - EVIDENCE.COM LICENSE - PILOT DATA	4	$1,446.79	$0.00	$1,446.79
Year 5	100579	AXON AIR - DRONESENSE UAS (CLASS 1)	1	$1,569.42	$0.00	$1,569.42
Year 5	100580	AXON AIR - DRONESENSE UAS (CLASS 2)	1	$2,677.22	$0.00	$2,677.22

Dec 2029						
Invoice Plan	**Item**	**Description**	**Qty**	**Subtotal**	**Tax**	**Total**
Year 5	100583	AXON AIR - DRONESENSE SCREENSHARE / MAVLINK LICENSE	1	$830.85	$0.00	$830.85
Year 5	101382	AXON FUSUS - CORE - LITE 512GB	5	$191.00	$20.54	$211.54
Year 5	101386	AXON FUSUS - CORE - PRO 2.0 4TB HDD	5	$573.00	$61.59	$634.59
Year 5	101390	AXON FUSUS - CORE - ELITE 2.0 44TB HDD	2	$95.50	$10.26	$105.76
Year 5	101391	AXON FUSUS - CORE - ELITE AI 2.0 44TB HDD	3	$2,865.00	$307.98	$3,172.98
Year 5	101408	AXON FUSUS - CORE - CAD	1	$114.60	$12.32	$126.92
Year 5	101422	AXON FUSUS - PSO - HARDWARE DEPLOYMENT	16	$1,298.80	$0.00	$1,298.80
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	2	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	3	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	5	$0.00	$0.00	$0.00
Year 5	101424	AXON FUSUS - CORE - EXTENDED WARRANTY	1	$0.00	$0.00	$0.00
Year 5	12021	AXON AIR - PROFESSIONAL IMPLEMENTATION	1	$477.50	$0.00	$477.50
Year 5	20379	AXON VR - PSO - FULL INSTALLATION - INSIDE SALES	1	$1,146.00	$0.00	$1,146.00
Year 5	50039	AXON INTERVIEW - CLIENT SOFTWARE - MAINT. PER TOUCH PANEL	2	$646.57	$0.00	$646.57
Year 5	50043	AXON INTERVIEW - STREAMING SERVER MAINTENANCE - PER SERVER	2	$755.90	$0.00	$755.90
Year 5	50045	AXON EVIDENCE - STORAGE - INTERVIEW ROOM UNLIMITED	2	$2,561.31	$0.00	$2,561.31
Year 5	80227	AXON FUSUS - LICENSE - VIEW ONLY USER	10	$0.00	$0.00	$0.00
Year 5	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	73	$18,881.61	$0.00	$18,881.61
Year 5	99901	AXON ACCELERATE CONFERENCE REGISTRATION	10	$0.00	$0.00	$0.00
Year 5	B00056	BUNDLE - UNLIMITED PLUS ISLE WITH VR	2	$5,290.41	$264.97	$5,555.38
Year 5	BasicLicense	Basic License Bundle	5	$931.12	$0.00	$931.12
Year 5	BWCamSBDTAP	Body Worn Camera Single-Bay Dock TAP Bundle	13	$1,561.31	$108.40	$1,669.71
Year 5	Fleet3ARe	Fleet 3 Advanced Renewal	21	$45,621.91	$1,080.48	$46,702.39
Year 5	M00041	BUNDLE - OFFICER SAFETY PLAN 10 PLUS ISLE	66	$174,847.74	$4,517.99	$179,365.73
Year 5	ProLicense	Pro License Bundle	5	$2,793.38	$0.00	$2,793.38
Year 5	S00024	AXON FUSUS PRO TO PRO PLUS UPGRADE BUNDLE	62	$6,696.65	$0.00	$6,696.65
Total				**$273,873.59**	**$6,384.53**	**$280,258.12**

Docusign Envelope ID: 24260300-260E-46B2-9193-75A4BCF7C6C3

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at https://www.axon.com/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Exceptions to Standard Terms and Conditions

Agency has existing contract(s) originated via Quote(s):

Q-308597, Q-346182, Q-351669, Q-414883, Q-423179, Q-467870, Q-515475, Q-523745, Q-647133, Q-658348, Q-659163, Q-674224, Q-708158

Agency is terminating those contracts effective 1/1/2026 Any changes in this date will result in modification of the program value which may result in additional fees or credits due to or from Axon.

The parties agree that Axon is applying a Net Transfer Credit of -$69,302.96

Any credits contained in this quote are contingent upon payment in full of the following amounts:

Q-423179 - INUS358319 - 7/1/2025 - $1,484.05

Q-427109 - INUS364017 - 7/24/2025 - $1,468.89

Q-427109 - INUS364018 - 7/24/2025 - $1,468.88

Q-427109 - INUS364019 - 7/24/2025 - $1,468.88

Q-427109 - INUS364020 - 7/24/2025 - $1,468.88

Q-708158 - INUS362110 - 7/15/2025 - $33,278.94

AXON:

Axon Enterprise, Inc.

Signature: Signed by: 55DAEBB131A4424...

Name: Bobby Driscoll

Title: VP, Deputy General Counse

Date: Oct 10, 2025 | 3:10 PM MST

CUSTOMER:

City of Glendora

Signature: _____

Name: _____

Title: _____

Date: _____

17800 N 85TH STREET
SCOTTSDALE, ARIZONA 85255

AXON.COM

July 28, 2025

To: United States state, local, and municipal public safety agencies

Re: Sole Source Letter for Axon Enterprise, Inc.'s Axon brand products and Axon Evidence (Evidence.com) Digital Evidence Management Solutions[1]

A sole source justification exists because the following goods and services required to satisfy the agency's needs are only manufactured and available for purchase from Axon Enterprise.

Axon Digital Evidence Solution Description

Axon Body 4 Video Camera (DVR)

- Improved, 160-degree field of view
- Upgraded sensor provides sharper, more detailed images
- 13-hour battery, even when using Axon Respond real-time services
- Bi-directional communications with Watch Me button allows wearers to request that a supervisor watch their livestream and provide guidance. (Requires Axon Respond)
- Configurable automatic activation capabilities
- Option of 4:3 or 16:9 aspect ratio
- Multiple mounting options available for a variety of needs, uniforms, and use cases
- Real-time support allows supervisor or dispatcher to view user locations on live maps, receive alerts, and view live streams. (Requires Axon Respond location services)
- Video Recall allows for recovery of footage up to 18 hours prior in the event a camera was not activated
- Fast-charge cable (20 percent in 30 minutes) with magnetic disconnect
- Optional point-of-view (Flex POV) camera module
- Up to 120-second buffering period to record footage before pressing the record button
- Simplified registration

Axon Body 3 Video Camera (DVR)

- Improved video quality with reduced motion blur and better low-light performance
- Multi-mic audio—four built-in microphones
- Wireless upload option
- Gunshot detection and alerts
- Streaming audio and video capability (requires the Axon Respond operations platform)
- "Find my camera" feature
- Verbal transcription with Axon Records
- End-to-end encryption
- Twelve-hour battery
- Up to 120-second buffering period to record footage before pressing record button

[1] Axon is also the sole developer and offeror of the Axon Evidence (Evidence.com) data management services. Axon Evidence is both a division of Axon and a data management product solution offered by Axon. Axon Evidence is not a separate corporate entity.

17800 N 85TH STREET
SCOTTSDALE, ARIZONA 85255

AXON.COM

Axon Flex 2 Video Camera

- Video playback on mobile devices in the field via Bluetooth pairing
- Retina Low Light capability sensitive to less than 0.1 lux
- Audio tones to alert user of usage
- Low SD, high SD, low HD, and high HD resolution (customizable by the agency)
- Up to 120-second buffering period to record footage before pressing record button
- Multiple mounting options using magnetic attachment: head, collar, shoulder, helmet, ball cap, car dash, and Oakley sunglass mounts available
- 120-degree diagonal field of view camera lens, 102-degree horizontal field of view, and 55-degree vertical field of view

Axon Flex 2 Controller

- 12+ hours of battery operation per shift (even in recording mode)
- LED lights to show current battery level and operating mode
- Haptic notification available
- Tactical beveled button design for use in pocket
- Compatible with Axon Signal technology

Axon Air System

- Purpose-built solution for law enforcement UAV programs
- Supported applications on iOS and Android
- Automated tracking of pilot, aircraft, and flight logs
- Unlimited Storage of UAV data in Axon Evidence (Evidence.com)
- In application ingestion of data in Axon Evidence (Evidence.com)
- Axon Respond integration for live streaming and situational awareness

Axon Body 2 Video Camera

- Video playback on mobile devices in the field via Bluetooth pairing
- Retina Low Light capability sensitive to less than 1 lux
- Audio tones and haptic (vibration) notification to alert user of usage
- Audio mute during event option
- Wi-Fi capability
- High, medium, and low quality recording available (customizable by the agency)
- Up to 2-minute buffering period to record footage before pressing record button
- Multiple mounting options using holster attachment: shirt, vest, belt, and dash mounts available
- 12+ hours of battery operation per shift (even in recording mode)
- LED lights to show current battery level and operating mode
- 143-degree lens
- Includes Axon Signal technology

Axon Fleet 3 Camera

- High-definition Dual-View Camera with panoramic field of view, 12x zoom, and AI processing for automatic license plate reader (ALPR)
- High-definition Interior Camera with infrared illumination for back seat view in complete darkness
- Wireless Mic and Charging Base for capturing audio when outside of vehicle
- Fleet Hub with connectivity, global navigation satellite system (GNSS), secure solid-

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SCOTTSDALE, ARIZONA 85255

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state storage, and Signal inputs
- Automatic transition from Buffering to Event mode with configurable Signals
- Video Recall records last 24 hours of each camera in case camera not activated for an event
- Intuitive mobile data terminal app, Axon Dashboard, for controlling system, reviewing video, quick tagging, and more
- Ability to efficiently categorize, play back and share all video and audio alongside other digital files on Evidence.com
- Multi-cam playback, for reviewing up to four videos, including body-worn and in-car footage, at the same time
- Fully integrated with Evidence.com services and Axon devices
- Automatic time synchronization with all Axon Fleet and other Axon on-officer cameras allows for multi-camera playback on Evidence.com.
- Prioritized upload to Evidence.com of critical event videos via 4G/LTE
- Wireless alerts from the TASER energy weapon Signal Performance Power Magazine (SPPM) and Signal Side Arm (SSA).
- Best-in-class install times, wireless updates and quick remote troubleshooting
- Optional Axon Respond live stream, alerts, and location updates for situational awareness
- Optional Axon ALPR hotlist alerts, plate read retention, and investigative search

Axon Fleet 2 Camera
- Fully integrated with Axon Evidence services and Axon devices
- Automatic time synchronization with other Axon Fleet and Axon on-officer cameras allows for multi-camera playback on Axon Evidence.
- Immediate upload to Axon Evidence of critical event videos via 4G/LTE
- Wireless alerts from the TASER energy weapon Signal Performance Power Magazine (SPPM).
- Automatic transition from BUFFERING to EVENT mode in an emergency vehicle equipped with the Axon Signal Unit
- Decentralized system architecture without a central digital video recorder (DVR).
- Cameras that function independently and communicate wirelessly with the computer in the vehicle (MDT, MDC, MDU) for reviewing, tagging and uploading video.
- Wireless record alert based on Bluetooth communication from Axon Signal Vehicle when a configured input is enabled (e.g. emergency light, siren, weapon rack, etc.).
- Receives alerts from Axon Signal Sidearm.
- Plug-And-Play design allowing for cameras to be easily replaced and upgraded.
- Ability for an unlimited number of agency vehicles recording in the same vicinity with an Axon Fleet system to be automatically associated with one another when reviewing video in the video management platform. This feature is also supported across body cameras.

Axon Signal Vehicle Unit
- Communications device that can be installed in emergency vehicles.
- With emergency vehicle light bar activation, or other activation triggers, the Axon Signal Unit sends a signal. Upon processing the signal, an Axon system equipped with Axon Signal technology transitions from the BUFFERING to EVENT mode.

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Axon Signal Performance Power Magazine (SPPM)

- Battery pack for the TASER X2 and X26P conducted electrical weapons
- Shifting the safety switch from the down (SAFE) to the up (ARMED) positions sends a signal from the SPPM. Upon processing the signal, an Axon system equipped with Axon Signal technology transitions from the BUFFERING to EVENT mode. Axon Signal technology only works with Axon cameras.

Axon Signal Sidearm Sensor

- Can be installed on common duty holsters
- Drawing a service handgun from the holster sends a signal from the Axon Signal Sidearm sensor. Upon processing the signal, an Axon system equipped with Axon Signal technology transitions from the BUFFERING to EVENT mode.

Axon Interview Solution

- High-definition cameras and microphones for interview rooms
- Covert or overt camera installations
- Touch-screen user interface
- Motion-based activation
- Up to 7-minute pre- and post-event buffering period
- Full hardware and software integration
- Upload to Axon Evidence services
- Interview room files can be managed under the same case umbrella as files from Axon on-officer cameras and Axon Fleet cameras; i.e., Axon video of an arrest and interview room video are managed as part of the same case in Axon Evidence
- Dual integration of on-officer camera and interview room camera with Axon Evidence digital evidence solution

Axon Signal Technology

- Sends a broadcast of status that compatible devices recognize when certain status changes are detected
- Only compatible with TASER energy weapons and other Axon products

Axon Dock

- Automated docking station uploads to Axon Evidence services through Internet connection
- No computer necessary for secure upload to Axon Evidence
- Charges and uploads simultaneously
- The Axon Dock is tested and certified by TUV Rheinland to be in compliance with UL 60950-1: 2007 R10.14 and CAN/ CSA-C22.2 N0.60950-I-07+AI:2011+A2:2014 Information Technology Equipment safety standards.

Axon Evidence Digital Evidence Management System

- Software as a Service (SaaS) delivery model that allows agencies to manage and share digital evidence without local storage infrastructure or software needed
- SaaS model reduces security and administration by local IT staff: no local installation required
- Automatic, timely security upgrades and enhancements deployed to application without the need for any local IT staff involvement
- Securely share digital evidence with other agencies or prosecutors without creating

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copies or requiring the data to leave your agency's domain of control
- Controlled access to evidence based on pre-defined roles and permissions and pre-defined individuals
- Password authentication includes customizable security parameters: customizable password complexity, IP-based access restrictions, and multi-factor authentication support
- Automated category-based evidence retention policies assists with efficient database management
- Deleted files are sent to a deletion que for 7 days, to help prevent unintentional deletion
- Stores and supports all major digital file types: .mpeg, .doc, .pdf, .jpeg, etc.
- Requires NO proprietary file formats
- Ability to upload files directly from the computer to Axon Evidence via an Internet browser
- Data Security: Robust Transport Layer Security (TLS) implementation for data in transit and 256-bit AES encryption for data in storage
- Security Testing: Independent security firms perform in-depth security and penetration testing
- Reliability: Fault- and disaster-tolerant infrastructure in at least 4 redundant data centers in both the East and West regions of the United States
- Chain-of-Custody: Audit logs automatically track all system and user activity. These logs cannot be edited or deleted, even by account administrators and IT staff
- Protection: With no on-site application, critical evidence stored in Axon Evidence is protected from local malware that may penetrate agency infrastructure
- Stability: Axon Enterprise is a publicly traded company with stable finances and funding, reducing concerns of loss of application support or commercial viability
- Application and data protected by a CJIS and ISO 27001 compliant information security program
- Dedicated information security department that protects Axon Evidence and data with security monitoring, centralized event log analysis and correlation, advanced threat and intrusion protection, and incident response capabilities
- Easily redact videos utilizing Redaction Studio within the system. With the optional Redaction Assistant add-on, leverage additional features that includes automated assistants of heads, license plates, and screens

Axon Evidence for Prosecutors
- All the benefits of the standard Axon Evidence services
- Ability to share information during the discovery process
- Standard licenses available for free to prosecutors working with agencies already using Axon Evidence services
- Unlimited storage for data collected by Axon cameras and Axon Capture

Axon Justice
- Productivity tool for prosecutors and defense attorneys
- Streamlined evidence management
- Purpose-built user interface based on prosecutors' and public defenders' workflow. Optimizes evidence collection, management and review functionalities, and disclosure capabilities

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- Unlimited AI transcription of playable video and audio files
- Native image and PDF redaction software
- Ability to natively play a wide variety of 3rd party video codecs (CCTV) and extract file into an MP4
- Ability to obtain evidence directly from members of the community via secure web link
- Ability to collect digital evidence from LEAs not using axon products today via a trusted user or an ingestion portal
- Unlimited storage and data collected and shared by Axon partner agencies via Axon Evidence (Evidence.com)
- Available unlimited 3rd party data source storage plan
- Pro Licenses – all users have access to pro license features, including the Redaction Studio, Transcription Assistant, and Multi-Cam, and Reporting functionalities
- Transcription is Unlimited and automatic (i.e. all videos ingested into Axon Justice Premier are automatically transcribed)
- Discovery module designed to optimize all aspects of discovery management
- Chain of custody reports with extensive audit trail
- Free sharing with partners
- Customer-defined data retention policies

Axon Capture Application

- Free app for iOS and Android mobile devices
- Allows users to capture videos, audio recordings, and photos and upload these files to their Axon Evidence account from the field
- Allows adding metadata to these files, such as: Category, Title, Case ID, and GPS data

Axon Evidence Local Services

- On-premises data management platform
- Chain of custody reports with extensive audit trail
- Automated workflows, access control, storage, and retention
- Compatible with multiple file formats

Axon View Application

- Free app for iOS and Android mobile devices
- Allows user to view the camera feed from a paired Axon Body, Axon Body 2, Axon Flex, or Axon Flex 2 camera in real-time
- Allows for playback of videos stored on a paired Axon Body, Axon Body 2, Axon Body 3, Axon Body 4, Axon Flex, or Axon Flex 2 system
- Allows adding meta-data to videos, such as: Category, Title, Case ID, and GPS data

Axon App

- Free application (app) for iOS and Android mobile devices
- Allows user access to key features of Axon Evidence, Axon Records, Axon Standards on the go
- Manage evidence missing ID & categories. Create and submit reports
- Initiate Community Requests

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Axon Records

- Continuously improving automated report writing by leveraging AI and ML on officer recorded video, and audio from BWC, In-Car, Mobile App (Axon Capture), or other digital media
- Collaborative report writing through instantly synced workspaces allowing officers to delegate information gathering on scene
- Detectives can begin their investigations, and records clerks can update information exchanges on things like missing people or stolen property as a draft report exists
- Close integration with Axon Evidence sharing allows fast, efficient, digital, and secure sharing of records and cases to DAs and Prosecutors
- Robust APIs allow data to be easily ingested and pushed out to other systems—preventing data silos
- In-context search of master indexes (people, vehicles, locations, charges)—promoting efficient report writing through prefilling of existing data, which promotes clean and deduped data in the system
- Quick views for users to track calls for service and reports in draft, ready for review, kicked back for further information, or submitted to Records for archiving.
- Federal and State IBRS fields are captured and validated—ensuring the officer knows what fields to fill and what information needs to be captured
- Intuitive validation ensures officers know what information to submit without being burdened by understanding the mapping of NIBRS to state or local crime codes
- Ability to create custom forms and add custom fields to incident reports—allowing your agency to gather the information you find valuable
- Software as a Service (SaaS) delivery model that allows agencies to write, manage, and share digital incident reports without local storage infrastructure or software needed
- SaaS model reduces security and administration by local IT staff: no local installation required
- Automatic, timely security upgrades and enhancements deployed to application without the need for any local IT staff involvement
- Controlled access based on pre-defined users, groups, and permissions
- Chain-of-Custody: Audit logs automatically track all system and user activity. These logs cannot be edited or deleted, even by account administrators and IT staff

Axon Standards

- Internal affairs case management and use of force and professional standards reporting
- Can be deployed with and used alongside Axon Records, while ensuring Use-of-Force data remains safely silo'ed and permissioned
- Deep integration with Axon Evidence for efficient, digital, and secure sharing of records and cases
- Customizable information display, including custom forms
- Customizable workflows and user groups
- Automated alerts
- Data Store allowing custom summary reports and integration into 3rd-party analytic tools.
- Workflow analytics to provide SLA on throughputs
- Integration with the TASER 7 and TASER 10 energy weapons for automatically

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pulling firing logs (alpha)

Axon Professional Services

- Dedicated implementation team
- Project management and deployment best practices aid
- Training and train-the-trainer sessions
- Integration services with other systems

Axon Auto-Transcribe

- Transcribes audio to text, producing a time-synchronized transcript of incidents
- Allows searches for keywords (e.g., names, and addresses)
- Embedded time stamps when critical details were said and events occurred
- Produce transcripts in substantially less time than with manual methods
- Pull direct quotes and witness statements directly into reports

Axon Support Engineer:

- Dedicated Axon Regional/Resident Support Engineer Services
- Quarterly onsite visits
- Solution and Process Guidance custom to your agency
- White-Glove RMA and TAP (if applicable) Service for devices
- Monthly Product Usage Analysis
- Resident Support Engineer also includes onsite product maintenance, troubleshooting, and beta testing assistance

Axon Fusus

- Integration with Axon Fusus for Axon Fleet cameras and body cameras for location and/or live streaming.
- Integration with Axon Signal Sidearm, TASER 7 and TASER 10 energy weapons for enhanced situational awareness.
- Integration with Axon Air, Skydio, and Dedrone systems.
- SaaS model reduces security and administration by local IT staff: no local installation
- Robust API and SDK allows data to be easily ingested and pushed out to other systems -- preventing data silos. Technology agnostic platform enables integration of a vast array of third-party technologies as required by the agency.
- Complete leveraging of Axon Evidence (Evidence.com) sharing to allow fast, efficient, digital and secure sharing of data to DAs and Prosecutors.
- Future versions/enhancements included with minimal down time and no need to purchase an upgrade to the latest version.
- Native integration with Axon Records.
- Reliability: Fault – and disaster – tolerant infrastructure in at least four redundant data centers in both the East and West regions of the United States.
- Security Testing: Independent security firms perform in- depth security and penetration testing.
- Automatic, timely security upgrades and enhancements deployed to application without the need for any local IT staff involvement.

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Axon Investigate

- Video analysis software
- Compatible with video from cell phones, on-officer cameras, in-car camera systems, social media, and other sources
- Oriented to investigators and prosecutors
- Integration with Axon Evidence services
- Automatically identify video file codecs, formats, hash values, and other metadata
- Automatically determine the required codec necessary to play a wide variety of video formats
- Play forwards/backwards and fast forward through almost any video file
- Scrub forwards/backwards through almost any video file
- Mark and auto export an unlimited number of tagged video frames
- Create subclips from any readable media
- Batch transcode files to standard file formats (including uncompressed, lossless h.264, wmv, and more)
- Add filters to transcode workflow (including resize, deinterlace, pad, crop, blur, concatenate, etc.)
- Provide enhancement capabilities, such as stabilization, brightness adjustments, and frame averaging
- Produce dynamic frame analysis spreadsheets to xml documents
- Validate results compared with hexadecimal analysis tools
- Build and share workflows with other users
- Transcode files directly to Avid Media Composer projects
- Identify duplicate files in any folder based on md5 hash
- Produce detailed written reports via interactive PDF with embedded video and image content within iNPUT-ACE
- Extract I-frames
- Decimate
- Canvas Editor (picture-in-picture)
- Add raw FFmpeg arguments
- Perform four types of macroblock analysis
  - 4x4 prediction removed
  - 8x8 prediction removed
  - Color coded block types
  - Quantization parameter evaluation
- Offered iNPUT-ACE Software (from Axon Enterprise)
- Variable frame rate (VFR) lightboard designed to accurately calculate time and vehicle speed from any video surveillance camera. This feature is designed to eliminate common errors that might occur during calculations based on frame rate.
- Camera match overlay tool that provides margin of error reports based on scanner, calibration, and resolution accuracy (e.g., a margin of error of +0.5 feet) for data collected from footage.

Draft One

- AI-powered report-writing assistant
- Audio from Axon body-worn camera (BWC) footage is uploaded over long-term evolution (LTE) and transcribed automatically so report drafts are available within five minutes of an incident ending, without having to dock camera (this feature requires

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Axon Respond+)
- Create a single narrative from one or more body-worn camera recordings
- Supports audio from multiple devices, including 3rd party devices (anything that's playable on Axon Evidence)
- Integrates with Axon Records, allowing you to insert narratives into your report
- Multiple safeguards in place to ensure officers proofread and sign off on reports
- Security: all data processed in CJIS GovCloud environment (in US)
- Compatible with any 3rd-party RMS system
- No statistically significant levels of racial bias towards suspect's race
- Ability to include header and footer language to note when Draft One was used on a given report
- Ability to specify which incident types and level of charges can be used with Draft One
- Ability to warn or block users if they don't edit a certain percentage of words before submitting

Axon Customer Support
- Online and email-based support available 24/7
- Human phone-based support available Monday–Friday 7:00 AM–5:00 PM MST; support is located in Scottsdale, AZ, USA
- Library of webinars available 24/7
- Remote-location troubleshooting

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Axon Brand Model Numbers

1. Axon Body 4 Cameras:
   - Axon Body 4 Camera Model: 100147
   - Axon Body 4 Flex POV Module Model: 100200
2. Axon Body 3 Camera Model: 73202
3. Axon Flex 2 Cameras:
   - Axon Flex 2 Camera (online) Model: 11528
   - Axon Flex 2 Camera (offline) Model: 11529
4. Axon Flex 2 Controller Model: 11532
5. Axon Flex 2 USB Sync Cable Model: 11534
6. Axon Flex 2 Coiled Cable, Straight to Right Angle, 48″ (1.2 m)
7. Axon Flex 2 Camera Mounts:
   - Oakley Flak Jacket Kit Model: 11544
   - Collar Mount Model: 11545

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- Oakley Clip Model: 11554
- Epaulette Mount Model: 11546
- Ballcap Mount Model: 11547
- Ballistic Vest Mount Model: 11555

8. Universal Helmet Mount Model: 11548

9. Axon Air System with Axon Evidence (Evidence.com) 5-Year License Model: 12332

10. Axon Body 2 Camera Model: 74001

11. Axon Body 2 Camera Mounts:
    - Axon RapidLock Velcro Mount Model: 74054

12. Axon Flex 2 Controller, Axon Body 2 Camera, and Axon Body 3 Camera Mounts:
    - Z-Bracket, Men's, Axon RapidLock Model: 74018
    - Z-Bracket, Women's Axon RapidLock Model: 74019
    - Magnet, Flexible, Axon RapidLock Model: 74020
    - Magnet, Outerwear, Axon RapidLock Model: 74021
    - Small Pocket, 4″ (10.1 cm), Axon RapidLock Model: 74022
    - Large Pocket, 6″ (15.2 cm), Axon RapidLock Model: 74023
    - MOLLE Mount, Single, Axon RapidLock Model: 11507
    - MOLLE Mount, Double, Axon RapidLock Model: 11508
    - Mini MOLLE Mount, Axon RapidLock Model: 11703
    - Belt Clip Mount, Axon RapidLock Model: 11509

13. Axon Fleet Camera
    - Axon Fleet 2 Front Camera: 71079
    - Axon Fleet 2 Front Camera Mount: 71080
    - Axon Fleet 2 Rear Camera: 71081
    - Axon Fleet 2 Rear Camera Controller: 71082
    - Axon Fleet 2 Rear Camera Controller Mount: 71083
    - Axon Fleet Battery System: 74024
    - Axon Fleet Bluetooth Dongle: 74027
    - Axon Fleet 3 Dual View Camera: 72000
    - Axon Fleet 3 Interior Camera: 72037
    - Axon Fleet Hub: 72010

14. Axon Signal Unit Model: 70112

15. Axon Dock Models:
    - Axon Dock – Individual Bay and Core for Axon Flex 2
    - Axon Dock – 6-Bay and Core for Axon Flex 2
    - Individual Bay for Axon Flex 2 Model: 11538
    - Core (compatible with all Individual Bays and 6-Bays) Model: 70027
    - Wall Mount Bracket Assembly for Axon Dock: 70033
    - Axon Dock – Individual Bay and Core for Axon Body 2 and Axon Fleet Model 74009
    - Axon Dock – 6-Bay and Core for Axon Body 2 and Axon Fleet Model 74008
    - Individual Bay for Axon Body 2 and Axon Fleet Model: 74011

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- Axon Dock – 1-Bay for Axon Body 3 Model: 71104
- Axon Dock – 8-Bay for Axon Body 3 Model: 74210
- Axon Dock – Individual Bay for Axon Body 4 Model: 100201
- Axon Dock – Multi-Bay for Axon Body 4 Model: 100206

16. Axon Signal Performance Power Magazine (SPPM) Model: 70116

17. Axon Investigate Standard Seat License Package, 1-Year Renewal Model: 8025

Axon Product Packages

1. **Officer Safety Plan 10**: Includes a TASER 10 energy weapon, the TASER 10 standard certification bundle (including the Axon VR TASER Skills Package), Axon body camera unlimited Axon Evidence (Evidence.com), Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – Third-party (3P) storage, Axon Standards, and Fusus Plus.
2. **Officer Safety Plan 10 Plus (Officer Safety Plan 10+)**: Includes a TASER 10 energy weapon, the TASER 10 certification pro bundle, Axon body camera, unlimited Axon Evidence (Evidence.com), Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – 3P storage, Axon Standards, Channel Services (one integration), Auto-Tagging, Auto Tagging PSO, Axon Redaction Assistant, 3P video and Axon Investigate Pro, 3P video and Axon Investigate Pro training (up to 15 sworn personnel per package), Axon Performance, Axon Community Request, Axon VR Full VR Package, Axon Records (must have over 100 sworn personnel), Fusus Pro (Fusus Plus included), Fusus Pro PSO, Dedrone counter UAS sensors, unlimited 3P storage, My90, My90 PSO, , Dedrone Beyond long range solution, and three Drone as First Responder (DFR) Dock systems' hardware, software, and extended warranty.
3. **Officer Safety Plan 10 Premium**: Includes a TASER 10 energy weapon, the TASER 10 certification pro bundle, Axon body camera, unlimited Axon Evidence (Evidence.com), Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – 3P storage, Axon Standards, Channel Services (one integration), Auto-Tagging, Auto Tagging PSO, Axon Redaction Assistant, 3P video and Axon Investigate Pro, 3P video and Axon Investigate Pro training (up to 15 sworn personnel per package), Axon Performance, Axon Community Request, Axon VR Full VR Package Axon Records (must have over 100 sworn personnel), Fusus Pro+ (Fusus Plus included), Fusus Pro+ PSO, Dedrone counter UAS sensors, unlimited 3P storage, My90, My90 PSO, Dedrone Beyond long range solution and three Drone as First Responder (DFR) Dock systems' hardware, software, and extended warranty.
4. **Axon AI Era:** Unlimited Axon Auto-Transcribe, Draft One, Real-Time Translation, Policy Chat, Axon Evidence Translation, unlimited Smart Detection, Attribute Search, Smart Capture, Brief One, Form One, and Axon AI Assistant.
5. **TASER 10 Basic:** Pays for the TASER 10 program in installments over 5 years including the energy weapon, battery, holster, dock, and core, TASER Axon Evidence license, TASER Research Evaluation and Data Program (TREND), 10 cartridges, live duty

magazine, and Axon Academy and Training on demand (this includes Master Instructor vouchers and Instructor vouchers). This plan includes warranties for the energy weapon and battery.

6. **TASER 10 Certification Standard:** Pays for TASER 10 program in installments over 5 years the energy weapon, battery, holster, dock, and core, TASER Axon Evidence license, TASER Research Evaluation and Data Program (TREND), 15 cartridges, live duty magazine, live duty cartridge replacement program, three training magazines per target, 7 HALT cartridges in the first year, 5 HALT cartridges per year for each of the following 4 years, and 4 HALT magazines per HALT suit. One HALT suit is provided per 50 TASER 10 energy weapons purchased, and one HALT professional target and frame is provided per 75 energy weapons sold. The bundle also includes Master Instructor course vouchers, TASER Instructor course vouchers, Axon Academy and Training on demand (this includes Master Instructor vouchers and Instructor vouchers), and the Axon VR TASER Skills Package. This plan includes warranties for the energy weapon and battery, and a 5-year warranty for the battery. A 10-year warranty dock and core warranty is available with a 10-year plan.
7. **TASER 10 Certification Pro**: Pays for TASER 10 program in installments over 5 years the energy weapon, battery, holster, dock, and core, TASER Axon Evidence license, TASER Research Evaluation and Data Program (TREND), 20 cartridges up front, outyear live cartridges, live duty magazine, live duty cartridge replacement program, three training magazines per target, 10 HALT cartridges up front, 12 outyear HALT cartridges, 4 HALT magazines per HALT suit. One HALT suit is provided per 50 TASER 10 energy weapons purchased, and one HALT professional target and frame is provided per 75 energy weapons sold. The bundle also includes Master Instructor course vouchers, TASER Instructor course vouchers, Axon Academy and Training on demand (this includes Master Instructor vouchers and Instructor vouchers), and the Axon VR Full VR Package. This plan includes warranties for the energy weapon and battery, and a 5-year warranty for the battery. A 10-year dock and core warranty is available with a 10-year plan.
8. **Officer Safety Plan 10+ for Small/Midsize Agency (0–100):** Includes a TASER 10 energy weapon, Axon Body Worn Camera, TASER 10 certification pro bundle (including the Axon VR TASER Skills Package), unlimited Axon Evidence services, Axon Evidence Pro with command staff access (one license per 100 sworn personnel), Axon Signal Sidearm, Axon Body Device Connectivity, Fusus Plus, Axon Standards, 100 gigabytes (GM) of third-party storage, Channel Services (one migration of the agency's choosing), auto-tagging, Axon Redaction Assistant, third-party video and Axon Investigate Pro (with training for one out of 15 sworn personnel), Axon Performance, Axon Community Request (in the certifications bundle).
9. **Officer Safety Plan 10 Premium for small/mid Agency (0–100):** Includes a TASER 10 energy weapon, Axon Body Worn Camera, TASER 10 certification pro bundle, unlimited Axon Evidence services, Axon Evidence Pro with command staff access (one license per 100 sworn personnel), Axon Signal Sidearm, Axon Body Device Connectivity, Fusus Plus, Axon Standards, unlimited third-party storage, Channel Services (one migration of the agency's choosing), auto-tagging, Axon Redaction Assistant, third-party video and Axon Investigate Pro (with training for one out of 15 sworn personnel), Axon

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Performance, Axon Community Request (in the certifications bundle), Axon VR Full VR Package, My90, and Fusus Pro+ and professional services organization (PSO).

10. **Officer Safety Plan 7**: Includes a TASER 7 energy weapon, the TASER 7 certification bundle, Axon body worn camera, unlimited Axon Evidence, Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – 3P storage, Axon Standards, and Fusus Plus.
11. **Officer Safety Plan 7 Plus (Officer Safety Plan 7+)**: Includes a TASER 7 energy weapon, the TASER 7 certification bundle, Axon Body Worn Camera, unlimited Axon Evidence, Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – 3P storage, Axon Standards, Fusus Plus, Channel Services (one integration), Auto-Tagging, Auto Tagging PSO, Axon Redaction Assistant, 3P video and Axon Investigate Pro, 3P video and Axon Investigate Pro training (up to 15 sworn personnel per package), Axon Performance, Axon Community Request, Axon VR Full VR Package, Axon Records (must have over 100 sworn personnel), Fusus Pro+, Fusus Pro+ Streams, Fusus Pro+ PSO, Dedrone counter UAS sensors.
12. **Officer Safety Plan 7 Premium**: Includes a TASER 7 energy weapon, the TASER 7 certification bundle, Axon Body Worn Camera, unlimited Axon Evidence, Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – 3P storage, Axon Standards, Fusus Plus, Channel Services (one integration), Auto-Tagging, Auto Tagging PSO, Axon Redaction Assistant, 3P video and Axon Investigate Pro, 3P video and Axon Investigate Pro training (up to 15 sworn personnel per package), Axon Performance, Axon Community Request, Axon VR Full VR Package, Axon Records (must have over 100 sworn personnel), Fusus Pro+, Fusus Pro+ Streams, Fusus Pro+ PSO, Dedrone counter UAS sensors, unlimited 3P storage, My90, My90 PSO, and Drone as First Responder (DFR) Dock Pro.
13. **Officer Safety Plan 7+ for Small/Midsize Agency:** Includes the TASER 7 energy weapon, Axon Body Worn Camera, TASER 7 certification bundle, unlimited Axon Evidence services, Axon Evidence Pro with command staff access (one license per 100 sworn personnel), Axon Signal Sidearm, Axon Body Device Connectivity, Fusus Plus, Axon Standards, 100 gigabytes (GB) of third-party storage, Channel Services (one integration into Axon Evidence), Auto Tagging (+deployment), Axon Redaction Assistant, third-party video and Axon Investigate Pro (with training for one person per every 15 sworn personnel), Axon Performance, Axon Community Request, and Axon VR Full VR Package .
14. **Officer Safety Plan 7 Premium for Small/Midsize Agency:** Includes the TASER 7 energy weapon, Axon Body Worn Camera, TASER 7 certification bundle, unlimited Axon Evidence services, Axon Evidence Pro with command staff access (one license per 100 sworn personnel), Axon Signal Sidearm, Axon Device Connectivity, Fusus Plus, Axon Standards, unlimited 3P storage, Channel Services (one integration into Axon Evidence), Auto Tagging (+deployment), Axon Redaction Assistant, third-party video and Axon Investigate Pro (with training for one person per every 15 sworn personnel), Axon Performance, Axon Community Request, Axon VR Full VR Package , My90, and Fusus Pro+ and professional services organization (PSO).

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15. **Unlimited:** Axon Body Worn Camera, unlimited Axon Evidence, Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – 3P storage, Axon Standards, and Fusus Plus.
16. **Unlimited+:** Axon Body Worn Camera, unlimited Axon Evidence, Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity), 100 gigabytes (GB) – 3P storage, Axon Standards, Fusus Plus, Channel Services (one integration), Auto-Tagging, Auto Tagging PSO, Axon Redaction Assistant, 3P video and Axon Investigate Pro, 3P video and Axon Investigate Pro training (up to 15 sworn personnel per package), Axon Performance, Axon Community Request, Axon VR Full VR Package, Axon Records (must have over 100 sworn personnel), Fusus Pro+, Fusus Pro+ Streams, Fusus Pro+ PSO, Dedrone counter UAS sensors.
17. **Unlimited Premium:** Axon Body Worn Camera, unlimited Axon Evidence, Axon Evidence Pro Command Staff Pro license (1 per 100 users), Axon Signal Sidearm, Axon Body Device Connectivity, 100 gigabytes (GB) – 3P storage, Axon Standards, Fusus Plus, Channel Services (one integration), Auto-Tagging, Auto Tagging PSO, Axon Redaction Assistant, 3P video and Axon Investigate Pro, 3P video and Axon Investigate Pro training (up to 15 sworn personnel per package), Axon Performance, Axon Community Request, Axon VR Full VR Package, Axon Records (must have over 100 sworn personnel), Fusus Pro+, Fusus Pro+ Streams, Fusus Pro+ PSO, Dedrone counter UAS sensors, unlimited 3P storage, My90, My90 PSO, and Drone as First Responder (DFR) Dock Pro.
18. **Axon VR TASER Skills Package:** This bundle is sold with one license per 50 sworn personnel. The bundle includes a VR headset (with accompanying warranty and Technology Assurance Plan (TAP)), a TASER VR controller (with accompanying warranty and TAP), TASER VR controller holster, and a tactical bag. Software includes TASER Arena and Simulator Training, which includes TASER Range Skills and TASER 10 Validation.[2]
19. **Axon VR Full VR Package**: This bundle is sold with one license per 25 sworn personnel. The bundle includes a VR headset (with accompanying warranty and Technology Assurance Plan (TAP), a TASER VR controller (with accompanying warranty and TAP), TASER VR controller holster, a Handgun Controller (with accompanying warranty and TAP), a Tablet (with accompanying warranty and TAP), a tablet case, and a tactical bag, and a TASER VR controller holster. Software includes Community Engagement Training (CET), Virtual Reality Based Training Live Action, TASER Arena, and Simulator Training. Simulator Training includes TASER Range Skills, Firearm Range Skills, TASER 10 Validation, Virtual Reality Based Training and a tablet application for the trainer. Upcoming modules include AI Verbal Skills Training and Close Quarters Clearance, scheduled for Q3 and Q4 2025 respectively. The bundle includes a VR headset, headset warranty, headset TAP, tablet, tablet case, tablet warranty, TASER controller, TASER controller holster, TASER controller TAP, handgun controller, handgun controller warranty, tactical carry bag, TASER Arena, Simulator (TASER Range Skills and TASER 10 VR Validation), Simulator (handgun Firearm Range Skills), Simulator (vRBT),

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Simulator (Tablet App training), vRBT Live Action, community engagement training CET, and AI Verbal Skills Training (scheduled for Q3 of 2025).

20. **TASER 7 Certification:** TASER 7 energy weapon, battery pack, and holster, with warranties for the energy weapon and battery pack. The bundle also includes a TASER Weapons Dock and core, with a 5-year warranty (a 10-year warranty is optional). Also included are an Axon Evidence license, 10 cartridges upfront, four cartridges outyear (year 3), live duty cartridge replacement program, four upfront HALT cartridges upfront, four outyear cartridge (year 3), a HALT suit, HALT professional target and frame, Master Instructor course vouchers, TASER Instructor course vouchers, and Axon Academy and Training on demand (this includes Master Instructor vouchers and Instructor vouchers).
21. **Fusus Basic (Tier 0)** Axon Fusus Map Interface, Push Notifications and Alerts, Axon Evidence (Transfer Digital Evidence to Evidence.com Case), Team Chat, Telestration (Graphic Markup on Map Screenshot), Dashboards (Operational, Analytics, Alerts), Incident Management Markup on Real-Time Map, and iOS & Android Mobile Apps.
22. **Fusus Plus (Tier 1)** Axon Fusus Map Interface, Push Notifications and Alerts, Axon Evidence (Transfer Digital Evidence to Evidence.com Case), Team Chat, Telestration (Graphic Markup on Map Screenshot), Dashboards (Operational, Analytics, Alerts), Incident Management Markup on Real-Time Map, and iOS & Android Mobile Apps, livestreaming, bidirectional communications, and Watch Me (with the Axon Body 4 or newer cameras)..
23. **Fusus Pro (Tier 2):** Access to the Axon Fusus map, with body worn camera locations appearing on the map. Real-time alerts, priority evidence upload (PEU), remote computer-aided dispatch (CAD)-based camera activation and automatic offload via Wi-Fi in addition to live locations on the Fusus map, and livestreaming on the Fusus map. If the agency has purchased livestreaming for body cameras, Axon Fleet cameras, or drones, those livestreams will be viewable on the Fusus map. Fusus Pro also includes CCTV streams, most Fusus functionality, including Registry and Connect, and CAD integration and CAD core.[3][4]
24. **Fusus Pro+ (Tier 3):** Access to the Axon Fusus map, with body worn camera locations appearing on the map. Real-time alerts, priority evidence upload (PEU), remote computer-aided dispatch (CAD)-based camera activation and automatic offload via Wi-Fi in addition to live locations on the Fusus map, and livestreaming on the Fusus map. If the agency has purchased livestreaming for body cameras, Axon Fleet cameras, or drones, those livestreams will be viewable on the Fusus map. Fusus Pro also includes CCTV streams, most Fusus functionality, including Registry and Connect, and CAD integration and CAD core.[3] Fusus Pro+ offers approximately 50 percent more CCTV and core hardware allowance than Fusus Pro, along with Tips, Notify, and RMS integration.[4]
25. **Fusus Pro, CCTV only, no Axon BWCs:** Fusus Pro for customers who do not have Axon Body Worn Cameras.
26. **TASER 7 Certification with Virtual Reality (VR):** Pays for the TASER 7 program in

[3] Axon Evidence third-party storage limits apply to the Fusus Vault.
[4] An optional CCTV-only bundle is available for customers not using Axon cameras.

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installments over 5 years including access to Axon Evidence for energy weapon program management, annual training cartridges, unlimited duty cartridges, online training content, and Axon VR Full VR Package.

27. **Axon Justice Basic:** Pro license with API access, discovery workflows (with Axon Justice user interface), and Axon Investigate Pro (including 3PV playback).
28. **Axon Justice Premier:** Pro license with API access, discovery workflows (with Axon Justice user interface), and Axon Investigate Pro (including 3PV playback), unlimited 3P storage, Redaction Assistant, and unlimited auto-transcription.
29. **Axon Justice Premier+:** Pro license with API access, discovery workflows (with Axon Justice user interface), and Axon Investigate Pro (including 3PV playback), Redaction Assistant, unlimited auto-transcription, unlimited 3P storage, translation, Policy Chat, and Brief One.
30. **Body worn camera (BWC) Rescue:** Axon Body Worn Camera, BWC TAP refresh, Axon Dock TAP refresh, and warranty for the camera and dock.
31. **Fire/EMS Axon Fleet:** Dual-view Camera, interior and Exterior Cameras, Axon Fleet Hub, Axon Signal Vehicle Unit, Cradlepoint router kit (R980), extended warranty, installation, GeoTab on-board diagnostics (OBD) dongle and hardware, Axon Fleet 3 Vehicle License, Cradlepoint Netcloud License, has Fleet Unlimited Storage, Axon Respond license, and GeoTab license.
32. **Axon Fleet Basic:** Dual-view Camera, Interior Camera, Axon Fleet Hub, Axon Signal Vehicle Unit, Cradlepoint router kit (R980), extended warranty, installation, Axon Fleet warranty, storage, Axon Fleet 3 Vehicle License, real-time alerts, Cradlepoint Netcloud License, and Fleet Unlimited Storage.
33. **Axon Fleet Basic + TAP:** Dual-view Camera, Interior Camera, Axon Fleet Hub, Axon Signal Vehicle Unit, Cradlepoint router kit (R980), extended warranty, TAP upgrade at five years, installation, Axon Fleet 3 Vehicle License, real-time alerts, Cradlepoint Netcloud license, and Fleet Unlimited Storage.
34. **Axon Fleet Advanced:** Dual-view Camera, Interior Camera, Axon Fleet Hub, Axon Signal Vehicle Unit, Cradlepoint router kit (R980), extended warranty, TAP upgrade at five years, installation, Axon Fleet 3 Vehicle License, Cradlepoint Netcloud license, Fleet Unlimited Storage, ALPR license, and real-time alerts, locations and livestreaming license.
35. **Axon Fleet Advanced with Geotab:** Dual-view Camera, Interior Camera, Axon Fleet Hub, Axon Signal Vehicle Unit, Cradlepoint router kit (R980), extended warranty, TAP upgrade at five years, installation, Geotab ODB dongle and hardware, Axon Fleet 3 Vehicle License, Cradlepoint Netcloud license, Fleet Unlimited Storage, ALPR license, real-time alerts, locations and livestreaming license, and Geotab software license.
36. **Axon Fleet Advanced with ZOLL:** Dual-view Camera, Interior Camera, Axon Fleet Hub, Axon Signal Vehicle Unit, Cradlepoint router kit (R980), extended warranty, TAP upgrade at five years, installation, ZOLL defibrillator, Axon Fleet 3 Vehicle License, Cradlepoint

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Netcloud license, and Fleet Unlimited Storage.[5]

37. **Axon Interview Room Essential:** Cameras and mounts,[6] microphone, 5-year warranty, installation, server and client software licenses, unlimited storage for interview videos in Axon Evidence, and a basic Axon Evidence License.[7]
38. **Axon Interview Room Standard:** Cameras and mounts, microphone, 5-year warranty, installation, a power over ethernet (PoE) switch, a touch panel and mounts, two lite servers, server and client software licenses, unlimited storage for interview videos in Axon Evidence, and a basic Axon Evidence License.[7]
39. **Axon Air Basic Patrol:** Axon Air, Axon Evidence pilot data license and professional implementation (services), Skydio Basic Patrol software kit (includes Skydio data storage, media sync, fleet manager, Skydio Connect 5G, and multi-viewer live streaming), Skydio X10 Patrol hardware kit (Skydio X10 Ready Kit, Skydio NightSense, Skydio Spotlight, Skydio Speaker).
40. **Drone as First Responder (DFR) Patrol:** Axon Air, Axon Evidence pilot data license and professional implementation (services), Skydio DFR Command license (includes Skydio Crosshair Coordinates, Data Storage, Media Sync, Fleet Manager, Remote Ops, Skydio Connect 5G), Skydio X10 Patrol hardware kit (includes Skydio X10 Ready Kit, Skydio NightSense, Skydio Spotlight, Skydio Speaker), Skydio Care 3-year extended warranty, Skydio X10 In-Person Training.
41. **Drone as First Responder (DFR) Dock:** Axon Air, Axon Evidence pilot data license and professional implementation (services), Skydio DFR Command license (includes Skydio Crosshair Coordinates, Data Storage, Media Sync, Fleet Manager, Remote Ops, Skydio Connect 5G), Skydio Dock for X10 DFR Kit (Skydio X10 dock bundle, Skydio NightSense, Skydio Spotlight, Skydio Speaker), Skydio Care 3-year extended warranty, Skydio dock maintenance plan, and Skydio dock in-person deployment and training.
42. **Drone as First Responder (DFR) Dock Pro:** Three Axon Air, Axon Evidence pilot data licenses and one professional implementation (services), three Skydio DFR Command licenses (includes Skydio Crosshair Coordinates, Data Storage, Media Sync, Fleet Manager, Remote Ops, Skydio Connect 5G), three Skydio Dock for X10 DFR Kits (Skydio X10 dock bundle, Skydio NightSense, Skydio Spotlight, Skydio Speaker), three Skydio Care 3-year extended warranties, three Skydio dock maintenance plans, Skydio dock in-person deployment and training, Dedrone Beyond Long Range DFR hardware kit, Dedrone Tracker Long Range AI DFR software, Dedrone Long Range four-year warranty, three Dedrone Long Range Radar software, and two Dedrone install service days.

[5] Additional ZOLL products available for purchase are the ZOLL AED 3, ZOLL Compact Trauma Kit, ZOLL AED Puls, and the ZOLL Comprehensive Trauma Kit.
[6] Axon Interview Room is available with 1- and 2-camera bundles.
[7] With the Essential bundle, a power over ethernet (PoE) switch, a touch panel and mounts, and two lite servers are available as options.

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SOLE AUTHORIZED DISTRIBUTOR FOR AXON BRAND PRODUCTS	SOLE AUTHORIZED REPAIR FACILITY FOR AXON BRAND PRODUCTS
Axon Enterprise, Inc. **17800 N. 85th Street, Scottsdale, AZ 85255** **Phone: 480-905-2000 or 800-978-2737** **Fax: 480-991-0791**	**Axon Enterprise, Inc.** **17800 N. 85th Street, Scottsdale, AZ 85255** **Phone: 480-905-2000 or 800-978-2737** **Fax: 480-991-0791**

Please contact your local Axon sales representative or call us at 1-800-978-2737 with any questions.

Sincerely,



Josh Isner
President
Axon Enterprise, Inc.

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AXON PURCHASE AND SERVICE AGREEMENT

POLICE
CITY COUNCIL
OCTOBER 28, 2025
CHRIS STABIO, POLICE CAPTAIN
MATT FENNER, POLICE LIEUTENANT
JULIE LINGER, BUSINESS SERVICES MANAGER

BACKGROUND

2021

City Council approved a $208,347 purchase of sixty-two (62) TASER 7 conducted energy devices and the associated equipment and accessories from Axon.

2022

City Council approved a $701,000, five (5) year service contract with Axon to transition the Department to an integrated Body Worn Camera (BWC) and In-Car Video system. This also included interview cameras, a digital evidence storage platform, and all the necessary accessories and software for the system.

BACKGROUND

Post 2022

The Department has continued to purchase new technology and hardware from Axon, including License Plate Reader (LPR) technology, additional BWC's, and additional fleet cameras.

2025

The Department currently has 13 separate contracts agreements with Axon for the hardware and software systems.

BACKGROUND

Proposed Contract

Will consolidate the current 13 contracts into one 5-year contract including:

- Technology upgrades
- Equipment replacement
- 66 new Taser 10 devices

DISCUSSION

Technology Upgrades

- Axon Air
- FUSUS
- Live Stream – LPR
- Virtual Reality Training Platforms
- Software Upgrades



DISCUSSION

Equipment Replacement

- Replacement and system update of body worn cameras in 2028 and 2030

- Replacement and system update of fleet cameras in 2030

DISCUSSION

Tasers

- Taser 7 are at their end of life and no longer supported
- Taser 10 allow officers to deploy from a greater distance 45' vs 21'
- Taser 10 offers up to 10 uses per deployment
- Taser 10 offers better design features
- Department has in-house trainers for the new device.

DISCUSSION

Key Benefits

- Improved transparency and accountability
- Enhanced officer safety and readiness
- Increased efficiency by consolidating isolated systems into one platform
- Total costs savings over $885,000

	Proposed Bundled	Unbundled
OFFICER SAFTEY PLAN (OSP)	$939,087.76	$0
Transfer Balance Software	-$64,478.38	-$64,478.38
Transfer Balance Goods	-$5,343.22	-$5,343.22
BWC	OSP Bundle + $37,767.64	$206,827.80
Taser 10 + VR Training	OSP Bundle + $6,000	$550,528.23
Community Request	OSP Bundle	$44,268.00
FUSUS	OSP Bundle + $64,121.75	$481,792.20
Axon Air	$36,658.52	$37,862.80
Interview Rooms	$20,752.80	$20,752.80
Standards	OSP Bundle	$44,268.00
Performance	OSP Bundle	$44,268.00
Redaction Assistant	OSP Bundle	$44,268.00
Auto-Tagging	OSP Bundle	$44,268.00
Investigate	OSP Bundle	$49,119.00
Fleet 3 In-car Camera	$244,515 (LPR and Livestream added)	$238,858.20
Evidence.com/Storage/License	OSP Bundle + $19,500	$357,222.60
Signal Sidearm	OSP Bundle	$20,672.00
Auto Transcribe	$98,856.60	$92,085.60
Axon Training Conference	Included	$8,900.00
Tax	Included	$66,658.99
Total:	**$1,397,498.67**	**$2,282,798.62**
Total Savings:	**$885,299.95**	

FISCAL IMPACT

FIVE (5) YEAR COST OF THE CONTRACT IS $1,397,498.67.

- FUNDING: $300,000 ASSET FORFEITURE FUND(F281), $390,000 COPS FUND (F275), $775,000 TECHNOLOGY FUND (553)

- SUPPLEMENTAL APPROPRIATIONS REQUESTED TO FY2025-27 ADOPTED TWO-YEAR BUDGET
  - $100,000 in Asset Forfeiture
  - $77,000 Community Oriented Policing Services

- THE TECHNOLOGY FUND WILL COVER INCREASED COSTS IN YEARS TWO AND FOUR OF THE CONTRACT AS ONE-TIME FUNDS BECOME UNAVAILABLE FROM ASSET FORFEITURE.

- BY CONSOLIDATING THE CURRENT CONTRACTS AND BUNDLING THE EQUIPMENT PURCHASE, THE DEPARTMENT WILL SAVE APPROXIMATELY $885,300 OVER THE FIVE-YEAR CONTRACT.

RECOMMENDATIONS

THAT THE CITY COUNCIL:

1. Award a Master Services and Purchasing Agreement with Axon Enterprise, Inc. (Axon) in an amount not to exceed $1,397,498.67 over a five (5) year period.
2. Authorize the Police Chief to execute any necessary contingency in an amount not to exceed 5% of the original contract amount.
3. Authorize the City Manager to execute the Agreement.
4. Approve supplemental appropriations in the amount of $100,000 in Asset Forfeiture (Fund 281) and $77,000 in Community Oriented Policing Services (Fund 275) in the FY2025-27 Adopted Two-Year Budget.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**

SUBJECT: Introduction and First Reading of an Ordinance Approving the 2025 City-Wide Engineering and Traffic Speed Surveys and Declaring Speed Limits

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RECOMMENDATION
That the City Council:

1. Waive full reading, read by title only, and introduce for first reading an ordinance titled, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING THE 2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY AND AMENDING THE GLENDORA MUNICIPAL CODE TO DETERMINE AND DECLARE PRIMA FACIE SPEED LIMITS;" and
2. Direct staff to prepare a Summary Ordinance for Publication.

STRATEGIC FOCUS AREAS
Goal 4: Enhance and Modernize the Organization (EMO)
Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY
The California Vehicle Code (CVC) requires local jurisdictions to periodically conduct an Engineering and Traffic Surveys (E&TS) to ensure that posted speed limits are kept reasonably current and reflective of existing roadway and traffic conditions.

It has been nearly 10 years since the last comprehensive update to the City's E&TS. To maintain compliance and enforceability with current State standards, staff engaged Advantec Consulting Engineers, Inc. to prepare an updated 2025 Citywide Engineering and Traffic Survey.

The updated survey aligns the City's documentation with the most recent California Manual on Uniform Traffic Control Devices (CA MUTCD, Revision 8, January 2024) and Assembly Bill 43 (2021) ensuring that all posted speed limits, roadway classifications and supporting documentation remain current and compliant with the latest State regulatory requirements.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
On April 25, 2017 the City Council approved the 2017 Citywide Engineering and Traffic Survey establishing the prima facie speed limits and extending enforceability for ten years based on City Engineer certification.

On November 20, 2024 the City issued a Task Order to on call consultant Advantec Consulting Engineers, Inc. for the objective of preparing an updated Citywide E&TS.

DISCUSSION

The California Vehicle Code (CVC) requires that local jurisdictions conduct Engineering and Traffic Surveys (E&TS) at regular intervals to ensure that posted speed limits are based on actual traffic conditions and remain enforceable. These surveys form the foundation for establishing reasonable and safe speed limits that balance driver expectations, roadway design, and public safety.

When speed limits are established using current data, they reflect the prevailing flow of traffic under normal conditions. This encourages voluntary compliance, improves safety, and helps law enforcement focus on motorists traveling at truly unsafe speeds.

Street Classifications

Streets within a community are generally classified as local, collector, or arterial streets.

- **Local streets** provide direct access to homes and businesses and typically serve lower traffic volumes and shorter distances. The CVC establishes a prima facie speed limit of 25 miles per hour on local residential streets; these streets do not require an Engineering and Traffic Survey for radar enforcement.
- **Collector streets** connect local streets to arterials and carry moderate traffic volumes.
- **Arterial streets** accommodate higher volumes of traffic and provide primary connections between neighborhoods, commercial centers, and regional routes.

Because collectors and arterials carry the majority of non-local traffic and have more variable operating conditions, they are the primary focus of the Citywide E&TS.

Methodology and Regulatory Basis

The 2025 Citywide Engineering and Traffic Survey was conducted in accordance with CVC §§ 40801–40802 and the California Manual on Uniform Traffic Control Devices (CA MUTCD, Revision 8, January 2024).

The 2024 CA MUTCD states that when a speed limit is posted, it should be established at the nearest 5-mile-per-hour increment of the 85th-percentile speed of free-flowing traffic. The 85th-percentile speed represents the speed at or below which 85 percent of vehicles are traveling under normal conditions and reflects the collective judgment of most drivers as to what is reasonable and safe for a given roadway segment.

Speed limits significantly below the 85th percentile often result in uneven traffic flow and increased variation in speeds, while limits higher than the 85th percentile can compromise safety. Establishing limits near this value promotes uniformity, fairness, and consistency in enforcement.

The MUTCD also allows the traffic engineer to apply a reduction of up to 5 miles per hour below the measured 85th percentile when justified by conditions not readily apparent to drivers, such as higher collision histories, heavy pedestrian activity, or restricted sight distances.

Assembly Bill 43 (2021) provides local agencies with additional flexibility when setting speed limits. The law allows for downward rounding of speed limits to the nearest 5-mile-per-hour increment and the designation of “safety corridors” or “business activity districts” where lower limits may be appropriate to protect pedestrians, bicyclists, and transit users. The 2025 E&TS incorporates these provisions and applies engineering judgment to identify locations where existing limits can be retained or modestly adjusted to enhance safety while maintaining efficient traffic flow.

Survey Findings

A total of 119 segments were evaluated citywide. Data collection included radar speed sampling, field observations, and review of five years of collision history (2020–2024) obtained from the Statewide Integrated Traffic Records System (SWITRS).

Consistent with the methodology in the CA MUTCD (Rev. 8, 2024) two key indicators were used to evaluate prevailing speeds:

- The 85th-percentile speed, which represents the speed at or below which 85% of vehicles are traveling; and
- The 10-mile-per-hour pace speed, which is the 10 miles per hour range that contains the largest number of observed vehicles, typically about 70 percent of drivers.

Use of both measures helps confirm that recommended speed limits align with typical driver behavior and facilitate the orderly, predictable movement of vehicles along each corridor. Under the California MUTCD (Rev. 8, 2024), the primary basis for setting posted speed limits is the 85th-percentile speed, where the 10-mph pace speed is an accepted supplemental measure that engineers use to confirm consistency and support professional judgment.

The analysis also considered traffic volumes, roadway classifications, adjacent land uses, pedestrian and bicycle activity, collision rates and consistency between adjoining segments to ensure recommendations are context sensitive and supportable under the CVC.

Recommendations for Posted Speed Changes

Of the 119 segments evaluated, 17 warranted changes to existing speed limits to better reflect prevailing travel speeds and roadway conditions. All changes warranted a reduction in the posted speed; there are no increases to the speed limits recommended. The remaining segments were confirmed as appropriate and remain unchanged. It is the City Engineer's opinion that new speed limits should be posted as stated in the report. The speed limit changes are indicated below:

	Ada Avenue
	Segment 1: Grand Avenue to Vermont Avenue This segment is currently posted at 30 mph and has one through lane in each direction. It is a collector street with an ADT of 2,313 vehicles per day. The adjacent land use is residential and healthcare facilities. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to a higher accident rate, (3.70/MVMT) than what is expected for this road type (1.96/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1). It is recommended that the speed limit should decrease by 5 mph, **from 30 mph to 25 mph** for the above reasons.
	Amelia Avenue
	Segment 3: Auto Centre Drive to Duell Street This segment is currently posted at 40 mph and has two through lanes in each direction. It is a minor arterial with an ADT of 7,284 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and having direct access to several homes and various neighborhoods and a school, a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph, **from 40 mph to 35 mph** for the above reasons.

	Segment 4: Duell Street to Route 66 This segment is currently posted at 40 mph and has two through lanes in each direction. It is a minor arterial with an ADT of 7,145 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and having direct access to several homes and various neighborhoods and a school, a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph, **from 40 mph to 35 mph** for the above reasons.
	Base Line Road
	Segment 12: Barranca Avenue to Grand Avenue This segment is currently posted at 45 mph and has two through lanes in each direction. It is a minor arterial with an ADT of 9,722 vehicles per day. The adjacent land use is residential. The critical speed is 48 mph and would normally justify a 50 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a higher accident rate, (2.63/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph, **from 45 mph to 40 mph** for the above reasons.
	Bennett Avenue
	Segment 16: Grand Avenue to Glendora Avenue This segment is currently posted at 35 mph and has one through lane in each direction. It is a collector with an ADT of 4,116 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph, from **35 mph to 30 mph** for the above reasons.
	Segment 17: Glendora Avenue to Cullen Avenue This segment is currently posted at 35 mph and has one through lane in each direction. It is a collector with an ADT of 3,625 vehicles per day. The adjacent land use is residential. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5mph, **from 35mph to 30 mph** for the above reasons.
	Elwood Avenue

Segment 29: Route 66 to Foothill Boulevard

This segment is currently posted at 35 mph and has one through lane in each direction. It is a local street with an ADT of 1,641 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a higher accident rate, (3.34/MVMT) than what is expected for this road type (2.61/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, from **35 mph to 30 mph** for the above reasons.

Foothill Boulevard

Segment 31: Barranca Avenue to Grand Avenue

This segment is currently posted at 40 mph and has one through lane in the eastbound direction and two through lanes in the westbound direction. It is a minor arterial with an ADT of 11,061 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, from **40 mph to 35 mph** for the above reasons.

Segment 32: Grand Avenue to Glendora Avenue

This segment is currently posted at 40 mph and has two through lanes in each direction. It is a minor arterial with an ADT of 14,424 vehicles per day. The adjacent land use is commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, **from 40 mph to 35 mph** for the above reasons.

Segment 33: Glendora Avenue to Cullen Avenue

This segment is currently posted at 40 mph and has one through lane in each direction. It is a minor arterial with an ADT of 11,819 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, **from 40 mph to 35 mph** for the above reasons.

Segment 37: Lone Hill Avenue to Amelia Avenue
This segment is currently posted at 40 mph and has one through lane in each direction. It is a minor arterial with an ADT of 4,617 vehicles per day. The adjacent land use is residential. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, **from 40 mph to 35 mph** for the above reasons.

Gladstone Street

Segment 38: Barranca Avenue to Grand Avenue
This segment is currently posted at 45 mph and has two through lanes in each direction. It is a minor arterial with an ADT of 13,893 vehicles per day. The adjacent land use is residential and a cemetery. The critical speed is 49 mph and would normally justify a 50 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a higher accident rate, (1.71/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, **from 45 mph to 40 mph** for the above reasons.

Segment 39: Grand Avenue to Glendora Avenue
This segment is currently posted at 45 mph and has twp through lanes in each direction. It is a minor arterial with an ADT of 14,874 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a higher accident rate, (1.25/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, **from 45mph to 40 mph** for the above reasons.

Glendora Avenue

Segment 50: Bennett Avenue to Sierra Madre Avenue
This segment is currently posted at 35 mph and has one through lane in each direction. It is a minor arterial with an ADT of 2,375 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a higher accident rate, (3.08/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent.

It is recommended that the speed limit should decrease by 5 mph, f**rom 35 mph to 30 mph** for the above reasons.

Grand Avenue

	Segment 54: Arrow Highway to Gladstone Street This segment is currently posted at 45 mph and has two through lanes in each direction. It is a major arterial with an ADT of 22,480 vehicles per day. The adjacent land use is residential and a cemetery. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. Due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), a lower speed limit is prudent. It is recommended that the speed limit decrease by 5 mph, from **45 mph to 40 mph** for the above reasons.
	Lone Hill Avenue
	Segment 77: Gladstone Street to Auto Centre Drive This segment is currently posted at 40 mph and has two through lanes in each direction. It is a minor arterial with an ADT of 20,202 vehicles per day. The adjacent land use is commercial. The critical speed is 33 mph and would normally justify a 35 mph posted speed limit. In addition, due to a higher accident rate, (1.45/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit decrease by 5 mph, **from 40 mph to 35 mph** for the above reasons.
	Valley Center Avenue
	Segment 117: Foothill Boulevard to Sierra Madre Avenue This segment is currently posted at 45 mph and has one through lane in each direction. It is a minor arterial with an ADT of 6,971 vehicles per day. The adjacent land use is residential. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph, **from 45 mph to 40 mph** for the above reasons.

Validity and Extensions

Under the California Vehicle Code, an Engineering and Traffic Survey is valid for five years from the date of adoption and may be extended to seven years if radar operators have completed State-approved training and the equipment remains properly certified. If the City Engineer determines that roadway and traffic conditions remain unchanged, additional extensions may be authorized under applicable State provisions. Such determinations must be made prior to the expiration of the active survey period, typically near the end of the five-year validity term to ensure continuous enforceability. Longer extensions of up to ten or fourteen years are available under current law (CVC § 40802, as amended by AB 43) when all statutory conditions are met, including complete radar operator and equipment certification and a written determination by the City Engineer that no substantial changes have occurred in roadway characteristics or traffic conditions since the survey was adopted.

The 2025 E&TS therefore establishes a renewed five-year enforceability baseline, valid through 2030, with potential for a seven-year extension under qualifying conditions, and the opportunity for a longer certification period if future evaluations confirm eligibility.

FISCAL IMPACT

The Task Order was issued in the amount of $69,485 for completion of the engineering and traffic survey. Sufficient funds were available in FY 2024-2025 Capital Improvement Budget (30170550-59100). Implementation costs will be limited to fabrication and installation of new or replacement sign which will be funded through Streets Operating Budget.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), this project is Categorically Exempt under CEQA Guidelines Section 15301 (Existing Facilities), as it involves no expansion of use and consists solely of the operation and minor alteration of existing public roadways and signage.

Prepared By:	Valerie Velasquez-Santoya, Assistant Public Works Director
Concurs With:	Not Applicable
Reviewed By:	William Wittkopf, Public Works Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A_Proposed_Ordinance_-_ETS_FINAL_101725.pdf
B_2025_Engineering_Traffic_Survey_Glendora.pdf
C_2025_Speed_Survey_Citywide_Map_Glendora.pdf
D_PowerPoint_2025_Citywide_Engineering_ETS_City_Council_Meeting_10-28-25.pdf
E_Public_Notices_-_Summary_of_Ordinance_Proposed_and_Approved.pdf

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GLENDORA APPROVING THE 2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY AND AMENDING THE GLENDORA MUNICIPAL CODE TO DETERMINE AND DECLARE PRIMA FACIE SPEED LIMITS

THE CITY COUNCIL
City of Glendora, California

WHEREAS, the California Vehicle Code (CVC) allows local jurisdictions to establish speed zones on local streets based on Engineering and Traffic Surveys prepared in accordance with the methodology specified in the California Manual on Uniform Traffic Control Devices (CA MUTCD, Rev. 8, January 2024); and

WHEREAS, California Vehicle Code Section 22357 provides that a local authority agency may determine, upon the basis of an Engineering and Traffic Survey, that a speed limit other than the statutory prima facie limit would facilitate the orderly movement of vehicular traffic and would be reasonable and safe; and

WHEREAS, the declared speed limits shall be effective when appropriate signs giving notice thereof are erected and maintained, and may not thereafter be revised except upon the basis of a new Engineering and Traffic Survey; and

WHEREAS, the previous Citywide Engineering and Traffic Survey was adopted in 2017 and its enforceability is nearing expiration; and

WHEREAS, under current law (CVC § 40802, as amended by Assembly Bill 43 of 2021), an Engineering and Traffic Survey is valid for five years and may be extended for longer periods under specified conditions; and

WHEREAS, the City of Glendora retained Advantec Consulting Engineers, Inc. to prepare the 2025 Citywide Engineering and Traffic Survey (2025 Survey) in accordance with the CA MUTCD and CVC requirements; the original of which is on file in the City Clerk's office and is incorporated herein by reference; and

WHEREAS, the 2025 Survey identifies and recommends updated prima facie speed limits for certain roadway segments to reflect current traffic conditions and ensure consistency with State law.

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

SECTION 1. The City Council hereby approves of the 2025 Survey, which is incorporated herein by this reference.

SECTION 2. The City Council finds that the foregoing recitals are true and correct and constitute the findings and determinations of the City Council in this matter.

SECTION 3. That Section 10.05.010 of the Municipal Code of the City of Glendora, California, is hereby deleted in its entirety and restated to read as follows:

"10.05.010 **PRIMA FACIE SPEED LIMITS:** Pursuant to and in accordance with the provisions of Section 22357 of the California Vehicle Code, and based upon the 2025 Citywide Engineering and Traffic Survey, the City Council of the City of Glendora has determined that the following prima facie speed limits are reasonable and safe and are most appropriate to facilitate the orderly movement of vehicular traffic:

Sub-Section No.	Roadway Segment	2025 Prima Facie Speed Limits (miles-per-hour)
1.	**ADA AVENUE:**	
	Between Grand Avenue and Vermont Avenue	25
	Between Vermont Avenue and Glenwood Avenue	25
2.	**AMELIA AVENUE:**	
	Between Auto Centre Drive and Duell Street	35
	Between Duell Street and Route 66	35
	Between Route 66 & Country Club Drive	35
	Between Country Club Drive and Foothill Boulevard	25
3.	**AUTO CENTRE DRIVE:**	
	Between Lone Hill Avenue and SR-57 Freeway	35
	Between SR-57 Freeway and Amelia Avenue	35
4.	**BARRANCA AVENUE:**	
	Between Route 66 and Foothill Boulevard	40
	Between Foothill Boulevard and Leadora Avenue	40
	Between Leadora Avenue and Sierra Madre Avenue	35
5.	**BASE LINE ROAD:**	
	Between Barranca Avenue and Grand Avenue	40
	Between Grand Avenue and Dodsworth Avenue	35
	Between Dodsworth Avenue and Glendora Avenue	35
6.	**BENNETT AVENUE:**	
	Between Barranca Avenue and Grand Avenue	30
	Between Grand Avenue and Glendora Avenue	30
	Between Glendora Avenue and Cullen Avenue	30
	Between Cullen Avenue and Live Oak Avenue	30
	Between Live Oak Avenue and Loraine Avenue	30
	Between Loraine Avenue and Underhill Drive	25
7.	**BONNIE COVE AVENUE:**	
	Between Arrow Highway and Juanita Avenue	25
	Between Juanita Avenue and Gladstone Street	25
	Between Gladstone Street and I-210 Freeway	25
8.	**COMPROMISE LINE ROAD:**	
	Between Valley Center Avenue and Route 66	40

Sub-Section No.	Roadway Segment	2025 Prima Facie Speed Limits (miles-per-hour)
9.	**CULLEN AVENUE:**	
	Between Ada Avenue and Foothill Boulevard	30
	Between Foothill Boulevard and Bennett Avenue	30
	Between Bennett Avenue and Leadora Avenue	30
	Between Leadora Avenue and Sierra Madre Avenue	30
10.	**ELWOOD AVENUE:**	
	Between Route 66 and Foothill Boulevard	30
11.	**FOOTHILL BOULEVARD:**	
	Between Citrus Avenue and Barranca Avenue	35
	Between Barranca Avenue and Grand Avenue	35
	Between Grand Avenue and Glendora Avenue	35
	Between Glendora Avenue and Cullen Avenue	35
	Between Cullen Avenue and Loraine Avenue	35
	Between Loraine Avenue and Valley Center Avenue	35
	Between Valley Center Avenue and Lone Hill Avenue	35
	Between Lone Hill Avenue and Amelia Avenue	35
	Between Amelia Avenue and Cataract Avenue	45
12.	**GLADSTONE STONE:**	
	Between Barranca Avenue and Grand Avenue	40
	Between Grand Avenue and Glendora Avenue	40
	Between Glendora Avenue and Bonnie Cove Avenue	45
	Between Bonnie Cove Avenue and Sunflower Avenue	45
	Between Sunflower Avenue and Valley Center Avenue	45
	Between Valley Center Avenue and Lone Hill Avenue	45
13.	**GLENDORA AVENUE:**	
	Between Arrow Highway and Juanita Avenue	40
	Between Juanita Avenue and Gladstone Street	40
	Between Gladstone Street and Base Line Road	40
	Between Base Line Road and Route 66	40
	Between Route 66 & Ada Avenue	35
	Between Ada Avenue and Foothill Boulevard	35
	Between Bennett Avenue and Sierra Madre Avenue	30
14.	**GLENDORA MOUNTAIN ROAD:**	
	Between Sierra Madre Avenue and Boulder Springs Drive	40
	Between Boulder Springs Drive and Big Dalton Canyon Road	40
15.	**GLENWOOD AVENUE:**	
	Between Route 66 and Foothill Boulevard	25
16.	**GRAND AVENUE:**	
	Between Arrow Highway and Gladstone Street	40

Sub-Section No.	Roadway Segment	2025 Prima Facie Speed Limits (miles-per-hour)
	Between Gladstone Street and I-210 Freeway	40
	Between Base Line Road and Mauna Loa Avenue	40
	Between Mauna Loa Avenue and Route 66	40
	Between Route 66 and Ada Avenue	40
	Between Ada Avenue and Foothill Boulevard	40
	Between Foothill Boulevard and Bennett Avenue	40
	Between Bennett Avenue and Leadora Avenue	40
	Between Leadora Avenue and Sierra Madre Avenue	40
17.	**JUANITA AVENUE:**	
	Between Grand Avenue and Glendora Avenue	30
	Between Glendora Avenue and Bonnie Cove Avenue	30
	Between Bonnie Cove Avenue and Sunflower Avenue	30
	Between Sunflower Avenue and Valley Center Avenue	30
18.	**LEADORA AVENUE:**	
	Between Yucca Ridge Road and Barranca Avenue	30
	Between Barranca Avenue and Grand Avenue	30
	Between Grand Avenue and Glendora Avenue	30
	Between Glendora Avenue and Cullen Avenue	30
	Between Cullen Avenue and Live Oak Avenue	30
	Between Live Oak Avenue and Loraine Avenue	30
19.	**LIVE OAK AVENUE:**	
	Between Foothill Boulevard and Bennett Avenue	25
	Between Bennett Avenue and Leadora Avenue	25
	Between Leadora Avenue and Sierra Madre Avenue	25
	Between Sierra Madre Avenue and Palm Drive	25
20.	**LONE HILL AVENUE:**	
	Between Gladstone Street and Auto Centre Drive	35
	Between Auto Centre Drive and I-210 Freeway	40
	Between Petunia Street and Route 66	40
	Between Route 66 and Foothill Boulevard	40
21.	**LORAINE AVENUE:**	
	Between Route 66 and Steffen Street	40
	Between Steffen Street and Foothill Boulevard	40
	Between Foothill Boulevard and Bennett Avenue	40
	Between Bennett Avenue and Leadora Avenue	40
	Between Leadora Avenue and Sierra Madre Avenue	40
	Between Sierra Madre Avenue and Palm Drive	35
22.	**MAUNA LOA AVENUE:**	
	Between Barranca Avenue and Grand Avenue	25
	Between Grand Avenue and Glendora Avenue	30
23.	**PALM DRIVE:**	

Sub-Section No.	Roadway Segment	2025 Prima Facie Speed Limits (miles-per-hour)
	Between Live Oak Avenue and Loraine Avenue	35
24.	**PASADENA AVENUE:**	
	Between Route 66 and Lemon Avenue	25
	Between Lemon Avenue and Ada Avenue	25
25.	**ROUTE 66:**	
	Between Barranca Avenue and Vecino Drive	40
	Between Vecino Drive and Grand Avenue	40
	Between Grand Avenue and Vermont Avenue	40
	Between Vermont Avenue and Glendora Avenue	40
	Between Glendora Avenue and Pasadena Avenue	40
	Between Pasadena Avenue and Elwood Avenue	40
	Between Elwood Avenue and Loraine Avenue	40
	Between Loraine Avenue and Hunters Trail	45
	Between Hunters Trail and Compromise Line Road	45
	Between Compromise Line Road and Lone Hill Avenue	45
	Between Lone Hill Avenue and Amelia Avenue	45
26.	**SIERRA MADRE AVENUE:**	
	Between 660-feet west of Yucca Ridge Road and Barranca Avenue	45
	Between Barranca Avenue and Grand Avenue	45
	Between Grand Avenue and Glendora Avenue	40
	Between Glendora Avenue and Live Oak Avenue	40
	Between Live Oak Avenue and Loraine Avenue	40
	Between Loraine Avenue and Valley Center Avenue	40
27.	**SUNFLOWER AVENUE:**	
	Between Arrow Highway and Juanita Avenue	40
	Between Juanita Avenue and Gladstone Street	40
	Between Gladstone Street and I-210 Freeway	40
28.	**VALLEY CENTER AVENUE:**	
	Between Arrow Highway and Juanita Avenue	40
	Between Juanita Avenue and Gladstone Street	40
	Between Gladstone Street and Allen Avenue	25
	Between Compromise Line Road and Foothill Boulevard	35
	Between Foothill Boulevard and Sierra Madre Avenue	40
29.	**VERMONT AVENUE:**	
	Between Route 66 and Ada Avenue	30
	Between Ada Avenue and Foothill Boulevard	30

SECTION 4. The City's Public Works Director is authorized and directed to install or replace signs to give notice of the speed limits established by this Ordinance, pursuant to CVC § 22357 and § 40802.

SECTION 5. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this Ordinance shall nonetheless remain in full force and effect.

SECTION 6. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption thereof and cause same to be published at least once in the San Gabriel Valley Examiner, a weekly newspaper of general circulation, published in the City of Glendora, which newspaper is hereby designated for that purpose (Govt. Code § 40806). This Ordinance shall be effective on the thirtieth (30th) day after its adoption by the City Council.

SECTION 7. The City Clerk is hereby directed to forward a certified copy of this Ordinance to the Presiding Judge of the Superior Court of California County of Los Angeles West Covina Courthouse, 1427 West Covina Parkway, West Covina, CA 91790 and to the Los Angeles Superior Court Clerk's Office at the Superior Court of California County of Los Angeles West Covina Courthouse, 1427 West Covina Parkway, West Covina, CA 91790.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Glendora this ___ day of _____, 2025.

BY: _____
DAVID FREDENALL
Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
DANNY ALESHIRE
City Attorney

CERTIFICATION

I, 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

2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS)

Date: September 22, 2025

Prepared By:

ADVANTEC

CITY OF GLENDORA

2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS)

Prepared For:

Prepared by:

ADVANTEC
Consulting Engineers



Under the Supervision of:

Date: 09/22/25

John Dorado, P.E.

September 22, 2025

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INTRODUCTION

This Engineering and Traffic Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of Glendora. This report presents recommended speed limits for 119 street segments in the City of Glendora.

Engineering and Traffic Surveys are required by the State of California to establish intermediate speed limits on local streets and to enforce those limits using radar or other speed measuring devices. These surveys must be updated every 5, 7 or 10 years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code (CVC), except for amendments set forth in Assembly Bill No. 43 (AB 43), which amends the law and extends the validity enforceable posted speed limits for up to 14 years if the roadway segment meets certain conditions.

The CVC also requires that the surveys be conducted based on the methodology required by the California Manual on Uniform Traffic Control Devices (CA MUTCD), Revision 8, January 11, 2024. Relevant sections of CA MUTCD are included in **Appendix F**.

The survey was requested by the City for the proper posting of speed limits and to enable the Police Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require Engineering and Traffic Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's police officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some speed surveys may be extended to 10 years if a traffic engineer/engineer of record certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(S)(i)(II)]. Recently the law has been amended, under AB 43, which allow speed surveys to be extended to 14 years if a traffic engineer/engineer of record certifies that no changes in roadway or traffic conditions have occurred. AB 43 legislation also authorizes local authorities to establish a prima facie speed limit of 25 miles per hour (mph) for roadways deemed to be local or residential.

Excerpts from the California Vehicle Code are provided in **Appendix E** for reference.

The Engineering and Traffic Surveys for the City were conducted in accordance with procedures outlined in the CAMUTCD, Revision 8, January 11, 2024, and as required by Section 627 of the 2025 California Vehicle Code (CVC). The Code further describes three elements of an engineering and traffic survey:

1. Measurement of prevailing speed;
2. Collision history; and
3. Traffic and roadway conditions not readily apparent to the motorist.

Posted speed limits are established primarily to protect the general public from the reckless and unpredictable behavior of dangerous drivers. They provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually used to record the prevailing speed of reasonable drivers.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

The CA MUTCD specifies the methodology to be used for completing Engineering and Traffic Surveys. This methodology includes an evaluation of current vehicle speeds, collision history and conditions not readily apparent to motorists. The basic elements of the Engineering and Traffic Survey are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a "basic speed limit" is established at the nearest 5-mile per hour (mph) increment to the 85th percentile

speed. For example, if the 85th percentile speed is 48 mph, the basic speed limit is 50 mph. If the 85th percentile speed is 47 mph, the basic speed limit is 45 mph.

Collision History

Reported collisions are reviewed for each street segment to determine if there is a higher than average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

Conditions Not Readily Apparent To Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that the CA MUTCD recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

New requirements (per January 11, 2024, CA MUTCD)

This version of the CAMUTCD reflects changes from the approved Assembly Bill No. 43 (AB 43) that was published on October 11, 2021, and takes into effect on January 1, 2022.

Under Section 2B.13: Speed Limit Sign (R2-1)

- **Added guidance**: Methods outside of setting speed limits are encouraged to reduce speeds and maintain safe speeds.
    - These other methods include traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts.
- The period of time that an engineering and traffic survey justifies a speed can be extended from 7 to 14 years if a traffic engineer evaluates that section of the street and determines that no significant changes in roadway or traffic conditions have occurred.

Under Section 2B.13: 85th Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

- In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th percentile speed, the City may round down the speed limit to the lower five miles per hour increment.
    - Rounding down requires justifications by a registered Civil or Traffic Engineer in the Engineering and Traffic Survey (E&TS) document.

        - These are highway, traffic, and roadside conditions not readily apparent to the driver.
    - A speed limit can be established using the following options:
        - Round to the nearest five miles per hour increment.
        - If the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed.
        - If the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then the speed limit may be reduced by 5 mph from the nearest 5 mph increment below the 85th percentile speed.
        - If the segment is designated as a "safety corridor" or "land or facility generating high concentrations of bicyclists and pedestrians," an additional 5 mph speed reduction may be applied.
- The total reduction in the speed limit shall not exceed 12.4 mph from the 85th percentile speed.

The following **Table 2B-103(CA)** from the CAMUTCD reflects the rounding guidelines on **State highway systems.**

Table 2B-103(CA). Examples of Rounding and Additional Speed Reduction on State Highway System

85th percentile Speed Range (mph)	Rounding to nearest 5 mph increment	If rounding to nearest is up, may round down	If rounding to nearest is down, may additionally lower by 5 mph
47.5 - 50.0	50	45	No
45.1 - 47.4	45	No	40
42.5 - 45.0	45	40	No
40.1 - 42.4	40	No	35

In the City of Glendora, the following streets are classified as MAP21 Principal Arterial state highways, under the National Highway System (NHS):

- Route 66 (from east to west city limits)
- Grand Avenue (from Route 66 to the southerly city limits)

The following **Table 2B-104(CA)** from the CAMUTCD reflects the rounding guidelines on **local agency's roadways**.

Table 2B-104(CA). Examples of Rounding and Additional Speed Reduction on Local Agency's Roadways Subjected to CVC

85th percentile Speed (mph)	Rounding to nearest 5 mph increment	If rounding to nearest is up, may round down	If rounding to nearest is down, may additionally lower by 5 mph	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph*
47.5 - 50.0	50	45	No	40
45.1 - 47.4	45	No	40	35
42.5 - 45.0	45	40	No	35
40.1 - 42.4	40	No	35	30

- ***** Note:** These rounding guidelines are applicable to local agency roadways subjected to CVC, they are not applicable to the State Highway System.

Under Section 2B.13: <u>Applicability on State Highway System & Local Agency Roadways</u>

- Designated safety corridors, retaining the currently adopted speed limit or restoring the immediately prior adopted speed limit, and prima facie speed limits contiguous to a business activity district are not applicable to roadways on the State Highway System.

Under Section 2B.13: <u>Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians</u>

- In order to lower the speed limit more than what is allowed under the new rounding guidelines, after completing an E&TS, cities may lower the speed limit by an additional 5 mph for the following reasons:
  - The local agency roadway segment is designated as a "safety corridor".
  - The local agency roadway segment is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.
- "Safety Corridor" Definition:
  - A roadway segment where the highest number of serious injury and fatality crashes occur.
  - A roadway segment where one or more of the required crash weighting factors listed in **Table 2B-105(CA)** from the CAMUTCD occurs.
  - Safety corridors are limited to one-fifth of a city's street system (measured by linear miles).

- Three-to-five-year crash data should be used to determine a safety corridor.

Table 2B-105(CA). Safety Corridor Definition Requirements

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows: • Crash severity: Fatal Crashes, Serious Injury Crashes • Mode: Pedestrian-bicycle related crashes, vehicle/other • Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen • Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey • School proximity (within 0.25 miles) based on the California School Campus Database
Crash Density	Each roadway segment block can be converted into ~ 0.25 mile overlapping "corridor" segments to create a consistent unit of measurement and assess the concentration of linear patterns of injuries within a defined distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) "corridor" segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.
Maintenance	The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.

- "Land or facility that generates high concentrations of bicyclists or pedestrians" definition:
  - Crash data demonstrates a highway segment is within the top 20% of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year period within the City boundary.
  - A portion of highway where one or more of any of the generators listed in **Table 2B-106(CA)** from the CAMUTCD are present within a distance of 1,320 feet.

Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
	Sidewalk presence

Category	Generator
Presence of Pedestrian/Bicyclist Infrastructure	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

Under Section 2B.13: <u>(Retain currently adopted or restore immediately prior speed limit)</u>

- Currently adopted or immediately prior speed limits may only be retained after an E&TS is completed and the City finds that the speed limit is more than reasonable or safe.
    - The E&TS must also show that the roadway segment has not been changed from when the currently adopted or immediately prior speed limits were in use (e.g., no additional lanes).
- The speed limit may not be lowered by more than 5 mph from the currently adopted or immediately prior speed limit.

Under Section 2B.13: <u>Business Activity District</u>

- Cities can set a standard speed limit of 20-25 mph in "business activity districts". It must meet the following:
    - A maximum of four traffic lanes.
    - A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.
    - A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.
- “Business activity district” definition:
    - A portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements:
        - No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

- Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
- Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
- Marked crosswalks not controlled by a traffic control device.

SURVEY CONDITIONS

SURVEY LOCATIONS

The procedures below describe the criteria and methods used to survey selected streets within the City of Glendora. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Existing conditions information was obtained including prevailing vehicle speed, traffic collisions, visibility restrictions, and roadway conditions within the community. Speed data and field reviews were conducted at 119 locations between February and March 2025. **Appendix A** contains Engineering and Traffic Survey Forms that summarize the data collection and recommendations for each street segment

Speed Data

Radar speed measurements were conducted at 119 locations during February and March 2025. All surveys were conducted in good weather conditions, during off-peak hours on Tuesdays, Wednesdays, and Thursdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 200 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments. Radar speed survey results for each location are presented in **Appendix B**. Survey equipment and operator certifications are provided in **Appendix D**.

Collision Data

Collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) electronic collision database. For this study, collision data was obtained for the latest 5 years of reported collisions from January 2020 to December 2024. The collision rates for the 119 segments, expressed in accidents per million vehicle miles (A/MVM), were determined by using the following formula:

$$R = \frac{A \text{ x } 1{,}000{,}000}{t \text{ x } 365 \frac{\text{days}}{\text{year}} \text{x } l \text{ x } v}$$

A = Number of midblock accidents over time period
R = Collision Rate (accidents / million vehicle miles)
l = Length of Segment (miles)
v = Traffic Volume (average daily traffic)
t = years of reported collisions (years)

The segment collision rate was then compared to the average County of Los Angeles collision rate. The average County collision rates, obtained from the *County of Los Angeles, Department of Public Works 2013 Collision Rate Analysis Report, are as follows:*

Urban Roadway Classification	L.A. County Average Collision Rate
Major Arterial (2 to 4 lanes, less than 40 mph)	2.15
Major Arterial (2 to 4 lanes, at and over 40 mph)	1.15
Secondary Arterial (2 to 4 lanes, less than 40 mph)	1.32
Secondary Arterial (2 to 4 lanes, at and over 40 mph)	0.84
Collector Street (2 lanes)	1.96
Local Street (2 lanes)	2.61

The three-year collision data and a summary of the collision rates for the 119 surveyed street segments are provided in **Appendix C**.

Field Review Data

A field review was conducted for each of the selected street segments in the City with consideration for the following factors:

1. Street width and alignment (design speed);
2. Pedestrian activity and traffic flow characteristics;
3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs, speed limit signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with criteria contained in the CA MUTCD. Criteria utilized included:

A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed.

B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.

C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the County of Los Angeles and are considered reasonable for use in the City of Glendora.

Assembly Bill No. 43

In addition to the criteria contained in the CAMUTCD, the state of California recently approved Assembly Bill No. 43 (effective on January 1, 2022) that allows a registered engineer to extend the validity of existing speed surveys to 14 years. The criteria to extend or recertify existing speed surveys up to 14 years is stated under Section 40802 from the CVC:

> (B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:
>
> (I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that:

1. No significant changes in roadway or traffic conditions have occurred, including, but not limited to,
2. Changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

Prima Facie Criteria

The Assembly Bill No. 43 specifies criteria to determine if a street can be designated as a local street. A local street can be designated to have a prima facie speed limit of 25 mph. This criteria are stated under Sections 40802, 627, and 22352 from the CVC:

40802. (b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals and "stops" as defined in Section 445.

(C) Not more than one traffic lane in each direction.

627. (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

RESULTS AND RECOMMENDATIONS

The Engineering and Traffic Survey Forms, presented in **Appendix A**, depict results of a thorough evaluation of the available data, and recommend a speed limit for each street segment surveyed. The recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit within the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. All segments are fully explained later in this report.

The Legislature, in adopting Section 22358.5 of the California Vehicle Code (CVC), has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

The recommendations contained in this Report are intended to establish prima facie speed limits. They are not intended to be absolute for all prevailing conditions. All prima facie speed violations are actually violations of the basic speed law (Section 22350 of California Vehicle Code). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A prima facie limit is intended to establish a maximum safe speed under normal conditions.

Table 1 identifies the street segments with recommended changes to the posted speed limits.

TABLE 1 - Street Segments with Recommended Speed Limit Change

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)
	ADA AVE:		
1	1) b/t Grand Ave & Vermont Ave	30	**25**
	AMELIA AVE:		
3	1) b/t Auto Centre Dr & Duell St	40	**35**
4	2) b/t Duell St & Route 66	40	**35**
	BASE LINE RD:		
12	1) b/t Barranca Ave & Grand Ave	45	**40**
	BENNETT AVE:		
16	2) b/t Grand Ave & Glendora Ave	35	**30**
17	3) b/t Glendora Ave & Cullen Ave	35	**30**
	ELWOOD AVE:		
29	1) b/t Route 66 & Foothill Blvd	35	**30**
	FOOTHILL BL:		
31	2) b/t Barranca Ave & Grand Ave	40	**35**
32	3) b/t Grand Ave & Glendora Ave	40	**35**
33	4) b/t Glendora Ave & Cullen Ave	40	**35**

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)
37	8) b/t Lone Hill Ave & Amelia Ave	40	**35**
	GLADSTONE ST:		
38	1) b/t Barranca Ave & Grand Ave	45	**40**
39	2) b/t Grand Ave & Glendora Ave	45	**40**
	GLENDORA AVE:		
50	7) b/t Bennett Ave & Sierra Madre Ave	35	**30**
	GRAND AVE:		
54	1) b/t Arrow Hwy & Gladstone St	45	**40**
	LONE HILL AVE:		
77	1) b/t Gladstone St & Auto Centre Dr	40	**35**
	VALLEY CENTER AVE:		
117	5) b/t Foothill Blvd & Sierra Madre Ave	45	**40**

This Report also documents the recommendation for the placement of any new regulatory or warning signs, including speed limit signs. Table 2 presents the segments with new recommended signage.

Table 3 summarizes the recommendations for all surveyed segments.

TABLE 2 - Street Segments with Recommended Changes to Signage

Location Number	Roadway Segment	Signage Recommendations
	ADA AVE:	
1	1) b/t Grand Ave & Vermont Ave	Add speed limit sign for EB/WB direction
	AMELIA AVE:	
3	1) b/t Auto Centre Dr & Duell St	Add speed limit sign for NB direction
4	2) b/t Duell St & Route 66	Add speed limit sign for SB direction
	BASE LINE RD:	
12	1) b/t Barranca Ave & Grand Ave	Add speed limit sign for EB/WB direction
	BENNETT AVE:	
16	2) b/t Grand Ave & Glendora Ave	Add speed limit sign for EB/WB direction
17	3) b/t Glendora Ave & Cullen Ave	Add speed limit sign for EB/WB direction

Location Number	Roadway Segment	Signage Recommendations
	ELWOOD AVE:	
29	1) b/t Route 66 & Foothill Blvd	Add speed limit sign for EB/WB direction
	FOOTHILL BL:	
31	2) b/t Barranca Ave & Grand Ave	Add speed limit sign for EB/WB direction
32	3) b/t Grand Ave & Glendora Ave	Add speed limit sign for EB/WB direction
33	4) b/t Glendora Ave & Cullen Ave	Add speed limit sign for EB/WB direction
37	8) b/t Lone Hill Ave & Amelia Ave	Add speed limit sign for EB/WB direction
	GLADSTONE ST:	
38	1) b/t Barranca Ave & Grand Ave	Add speed limit sign for EB direction
39	2) b/t Grand Ave & Glendora Ave	Add speed limit sign for EB/WB direction
	GLENDORA AVE:	
50	7) b/t Bennett Ave & Sierra Madre Ave	Add speed limit sign for NB/SB direction
	GRAND AVE:	
54	1) b/t Arrow Hwy & Gladstone St	Add speed limit sign for NB/SB direction
	LONE HILL AVE:	
77	1) b/t Gladstone St & Auto Centre Dr	Add speed limit sign for NB direction
	VALLEY CENTER AVE:	
117	5) b/t Foothill Blvd & Sierra Madre Ave	Add speed limit sign for NB/SB direction

TABLE 3 - Summary of Recommendations

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
	ADA AVE:			
1	1) b/t Grand Ave & Vermont Ave	30	**25**	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
2	2) b/t Vermont Ave & Glenwood Ave	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	AMELIA AVE:			
3	1) b/t Auto Centre Dr & Duell St	40	**35**	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver
4	2) b/t Duell St & Route 66	40	**35**	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver
5	3) b/t Route 66 & Country Club Dr	35	35	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
6	4) b/t Country Club Dr & Foothill Blvd	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	AUTO CENTRE DR:			
7	1) b/t Lone Hill Ave & 57 Fwy	35	35	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
8	2) b/t 57 Fwy & Amelia Ave	35	35	1) Round to 35 MPH
	BARRANCA AVE:			
9	1) b/t Route 66 & Foothill Blvd	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
10	2) b/t Foothill Blvd & Leadora Ave	40	40	1) Round to 40 MPH
11	3) b/t Leadora Ave & Sierra Madre Ave	35	35	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	BASE LINE RD:			
12	1) b/t Barranca Ave & Grand Ave	45	**40**	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
13	2) b/t Grand Ave & Dodsworth Ave	35	35	1) Round to 35 MPH

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
14	3) b/t Dodsworth Ave & Glendora Ave	35	35	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver
	BENNETT AVE:			
15	1) b/t Barranca Ave & Grand Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
16	2) b/t Grand Ave & Glendora Ave	35	**30**	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
17	3) b/t Glendora Ave & Cullen Ave	35	**30**	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
18	4) b/t Cullen Ave & Live Oak Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
19	5) b/t Live Oak Ave & Loraine Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
20	6) b/t Loraine Ave & Underhill Dr	25	25	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	BONNIE COVE AVE:			
21	1) b/t Arrow Hwy & Juanita Ave	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
				determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
22	2) b/t Juanita Ave & Gladstone St	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
23	3) b/t Gladstone St & 210 Fwy	25	25	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	COMPROMISE LINE RD:			
24	1) b/t Valley Center Ave & Route 66	40	40	1) Round to 40 MPH
	CULLEN AVE:			
25	1) b/t Ada Ave & Foothill Blvd	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
26	2) b/t Foothill Blvd & Bennett Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
27	3) b/t Bennett Ave & Leadora Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
28	4) b/t Leadora Ave & Sierra Madre Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	ELWOOD AVE:			

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
29	1) b/t Route 66 & Foothill Blvd	35	**30**	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	FOOTHILL BLVD:			
30	1) b/t Citrus Ave & Barranca Ave	35	35	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
31	2) b/t Barranca Ave & Grand Ave	40	**35**	1) Round to 45 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
32	3) b/t Grand Ave & Glendora Ave	40	**35**	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
33	4) b/t Glendora Ave & Cullen Ave	40	**35**	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
34	5) b/t Cullen Ave & Loraine Ave	35	35	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
35	6) b/t Loraine Ave & Valley Center Ave	35	35	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
36	7) b/t Valley Center Ave & Lone Hill Ave	35	35	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
37	8) b/t Lone Hill Ave & Amelia Ave	40	**35**	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	GLADSTONE ST:			
38	1) b/t Barranca Ave & Grand Ave	45	**40**	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
39	2) b/t Grand Ave & Glendora Ave	45	**40**	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
40	3) b/t Glendora Ave & Bonnie Cove Ave	45	45	1) Round to 50 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
41	4) b/t Bonnie Cove Ave & Sunflower Ave	45	45	1) Round to 50 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
42	5) b/t Sunflower Ave & Valley Center Ave	45	45	1) Round to 45 MPH
43	6) b/t Valley Center Ave & Lone Hill Ave	45	45	1) Round to 45 MPH
	GLENDORA AVE:			
44	1) b/t Arrow Hwy & Juanita Ave	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
45	2) b/t Juanita Ave & Gladstone St	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
46	3) b/t Gladstone St & Base Line Rd	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
47	4) b/t Base Line Rd & Route 66	40	40	1) Round to 40 MPH
48	5) b/t Route 66 & Ada Ave	35	35	1) Round to 35 MPH
49	6) b/t Ada Ave & Foothill Blvd	35	35	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
50	7) b/t Bennett Ave & Sierra Madre Ave	35	**30**	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	GLENDORA MOUNTAIN RD:			

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
51	1) b/t Sierra Madre Ave & Boulder Springs Dr	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
52	2) b/t Boulder Springs Dr & Big Dalton Canyon Rd	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	GLENWOOD AVE:			
53	1) b/t Route 66 & Foothill Blvd	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	GRAND AVE:			
54	1) b/t Arrow Hwy & Gladstone St	45	**40**	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
55	2) b/t Gladstone St & 210 Fwy	40	40	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
56	3) b/t Base Line Rd & Mauna Loa Ave	40	40	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
57	4) b/t Mauna Loa Ave & Route 66	40	40	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
58	5) b/t Route 66 & Ada Ave	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
59	6) b/t Ada Ave & Foothill Blvd	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
60	7) b/t Foothill Blvd & Bennett Ave	40	40	1) Round to 40 MPH
61	8) b/t Bennett Ave & Leadora Ave	40	40	1) Round to 40 MPH
62	9) b/t Leadora Ave & Sierra Madre Ave	40	40	1) Round to 40 MPH
	JUANITA AVE:			
63	1) b/t Grand Ave & Glendora Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
64	2) b/t Glendora Ave & Bonnie Cove Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
65	3) b/t Bonnie Cove Ave & Sunflower Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
				3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
66	4) b/t Sunflower Ave & Valley Center Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	LEADORA AVE:			
67	1) b/t Yucca Ridge Rd & Barranca Ave	30	30	1) Round to 30 MPH 2) Round down to 25 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
68	2) b/t Barranca Ave & Grand Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
69	3) b/t Grand Ave & Glendora Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
70	4) b/t Glendora Ave & Cullen Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
71	5) b/t Cullen Ave & Live Oak Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
72	6) b/t Live Oak Ave & Loraine Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	LIVE OAK AVE:			
73	1) b/t Foothill Blvd & Bennett Ave	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
74	2) b/t Bennett Ave & Leadora Ave	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
75	3) b/t Leadora Ave & Sierra Madre Ave	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
76	4) b/t Sierra Madre Ave & Palm Dr	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	LONE HILL AVE:			
77	1) b/t Gladstone St & Auto Centre Dr	40	**35**	1) Round to 35 MPH

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
78	2) b/t Auto Centre Dr & 210 Fwy	40	40	1) Round to 40 MPH
79	3) b/t Petunia St & Route 66	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
80	4) b/t Route 66 & Foothill Blvd	40	40	1) Round to 40 MPH
	LORAINE AVE:			
81	1) b/t Route 66 & Steffen St	40	40	1) Round to 40 MPH
82	2) b/t Steffen St & Foothill Blvd	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
83	3) b/t Foothill Blvd & Bennett Ave	40	40	1) Round to 40 MPH
84	4) b/t Bennett Ave & Leadora Ave	40	40	1) Round to 40 MPH
85	5) b/t Leadora Ave & Sierra Madre Ave	40	40	1) Round to 40 MPH
86	6) b/t Sierra Madre Ave & Palm Dr	35	35	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	MAUNA LOA AVE:			
87	1) b/t Barranca Ave & Grand Ave	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
88	2) b/t Grand Ave & Glendora Ave	30	30	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
				Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	PALM DR:			
89	1) b/t Live Oak Ave & Loraine Ave	35	35	1) Round to 35 MPH
	PASADENA AVE:			
90	1) b/t Route 66 & Lemon Ave	25	25	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
91	2) b/t Lemon Ave & Ada Ave	25	25	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	ROUTE 66:			
92	1) b/t Barranca Ave & Vecino Dr	40	40	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
93	2) b/t Vecino Dr & Grand Ave	40	40	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
94	3) b/t Grand Ave & Vermont Ave	40	40	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
95	4) b/t Vermont Ave & Glendora Ave	40	40	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
96	5) b/t Glendora Ave & Pasadena Ave	40	40	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
97	6) b/t Pasadena Ave & Elwood Ave	40	40	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
98	7) b/t Elwood Ave & Loraine Ave	40	40	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
99	8) b/t Loraine Ave & Hunters Trail	45	45	1) Round to 45 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
100	9) b/t Hunters Trail & Compromise Line Rd	45	45	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
101	10) b/t Compromise Line Rd & Lone Hill Ave	45	45	1) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
102	11) b/t Lone Hill Ave & Amelia Ave	45	45	1) Round to 45 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
103	12) b/t Amelia Ave & Cataract Ave	45	45	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
	SIERRA MADRE AVE:			
104	1) b/t 660' W/o Yucca Ridge Rd & Barranca Ave	45	45	1) Round to 45 MPH
105	2) b/t Barranca Ave & Grand Ave	45	45	1) Round to 45 MPH
106	3) b/t Grand Ave & Glendora Ave	40	40	1) Round to 40 MPH
107	4) b/t Glendora Ave & Live Oak Ave	40	40	1) Round to 40 MPH
108	5) b/t Live Oak Ave & Loraine Ave	40	40	1) Round to 40 MPH
109	6) b/t Loraine Ave & Valley Center Ave	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	SUNFLOWER AVE:			
110	1) b/t Arrow Hwy & Juanita Ave	40	40	1) Round to 40 MPH
111	2) b/t Juanita Ave & Gladstone St	40	40	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
112	3) b/t Gladstone St & 210 Fwy	40	40	1) Round to 40 MPH
	VALLEY CENTER AVE:			
113	1) b/t Arrow Hwy & Juanita Ave	40	40	1) Round to 40 MPH
114	2) b/t Juanita Ave & Gladstone St	40	40	1) Round to 40 MPH

Location Number	Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
115	3) b/t Gladstone St & Allen Ave	25	25	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
116	4) b/t Compromise Line Rd & Foothill Blvd	35	35	1) Round to 35 MPH
117	5) b/t Foothill Blvd & Sierra Madre Ave	45	**40**	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	VERMONT AVE			
118	1) b/t Route 66 & Ada Ave	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
119	2) b/t Ada Ave & Foothill Blvd	30	30	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

SPEED LIMIT JUSTIFICATION AND RECOMMENDATIONS

The following 119 segments were surveyed and speed limit recommendations and justifications are described for each segment.

Ada Avenue

Segment #1 -Ada Avenue - Grand Avenue to Vermont Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 2,313 vehicles per day. The adjacent land use is residential and healthcare facilities. The critical speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to a high accident rate, (3.70/MVMT) than what is expected for this road type (1.96/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1). It is recommended that the speed limit should decrease by 5 mph to 25 mph for the above reasons.

Segment #2 -Ada Avenue – Glendora Avenue to Glenwood Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 604 vehicles per day. The adjacent land use is residential. The critical speed is 34 mph and would normally justify a 35 mph posted speed limit. However, due to this segment having direct access to several homes and various neighborhoods, a lower speed limit is prudent. Also, due to a high accident rate, (6.21/MVMT) than what is expected for this road type (1.96/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1). It is recommended that the speed limit remain at 25 mph for the above reasons.

Amelia Avenue

Segment #3 -Amelia Avenue – Auto Centre Drive to Duell Street

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 7,284 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and having direct access to several homes and various neighborhoods and a school, a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 35 mph for the above reasons.

Segment #4 -Amelia Avenue – Duell Street to Route 66

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 7,145 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and having direct access to several homes and various neighborhoods and a school, a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 35 mph for the above reasons.

Segment #5 -Amelia Avenue – Route 66 to Country Club Drive

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 5,158 vehicles per day. The adjacent land use is residential and a golf course. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #6 -Amelia Avenue – Country Club Drive to Foothill Boulevard

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 4,518 vehicles per day. The adjacent land use is residential. The critical speed is 34 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (1.55/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Auto Centre Drive

Segment #7 -Auto Centre Drive – Lone Hill Avenue to 57 Freeway

This segment is currently posted at 35 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 19,727 vehicles per day. The adjacent land use is commercial. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to a high accident rate, (2.46/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #8 -Auto Centre Drive – 57 Freeway to Amelia Ave

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 12,080 vehicles per day. The adjacent land use is commercial and institutional. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. It is recommended that the speed limit remain at 35 mph for the above reasons.

Barranca Avenue

Segment #9 -Barranca Avenue – Route 66 to Foothill Boulevard

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 14,469 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to a high

concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #10 -Barranca Avenue – Foothill Boulevard Leadora Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 7,916 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain to 40 mph for the above reasons.

Segment #11 -Barranca Avenue – Leadora Avenue to Foothill Boulevard

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 3,548 vehicles per day. The adjacent land use is residential. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Base Line Road

Segment #12 -Base Line Road – Barranca Avenue to Grand Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 9,722 vehicles per day. The adjacent land use is residential. The critical speed is 48 mph and would normally justify a 50 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (2.63/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 40 mph for the above reasons.

Segment #13 -Base Line Road – Grand Avenue to Dodsworth Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 16,550 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #14 -Base Line Road – Dodsworth Avenue to Glendora Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 9,088 vehicles per day. The adjacent land use is residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to the end of the roadway occurring after a curve which may not be apparent to unfamiliar drivers (CVC Section 22358.6(b)) a lower

speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Bennett Avenue

Segment #15 -Bennett Avenue – Barranca Avenue to Grand Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is classified as a minor arterial with an ADT of 3,260 vehicles per day. The roadway width varies from 48 to 64 feet. The adjacent land use is residential and institutional. A middle school and an elementary school cover about half of the north side of this segment. Number of residential units with direct access to roadway meets residential density definition per CA-MUTCD. This roadway segment is designated as a bicycle route, and a mid-block pedestrian crossing is located within the segment. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (1.72/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed remain at 30 mph for the above reasons.

Segment #16 -Bennett Avenue – Grand Avenue to Glendora Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a collector with an ADT of 4,116 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 30 mph for the above reasons.

Segment #17 -Bennett Avenue – Glendora Avenue to Cullen Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a collector with an ADT of 3,625 vehicles per day. The adjacent land use is residential. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5mph to 30 mph for the above reasons.

Segment #18 -Bennett Avenue – Cullen Avenue to Live Oak Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector with an ADT of 2,873 vehicles per day. The adjacent land use is residential. The critical speed is 35 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians

and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #19 -Bennett Avenue – Live Oak Avenue to Loraine Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector with an ADT of 2,884 vehicles per day. The adjacent land use is residential. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #20 -Bennett Avenue – Loraine Avenue to Underhill Drive

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector with an ADT of 310 vehicles per day. The adjacent land use is residential. The critical speed is 30 mph and would normally justify a 30 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Bonnie Cove Avenue

Segment #21 -Bonnie Cove Avenue– Arrow Highway to Juanita Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 3,948 vehicles per day. The adjacent land use is residential. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #22 -Bonnie Cove Avenue– Juanita Avenue to Gladstone Street

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 2,454 vehicles per day. The adjacent land use is residential. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #23 -Bonnie Cove Avenue– Gladstone Street to 210 Freeway

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 1,789 vehicles per day. The adjacent land use is residential. The critical speed is 31 mph

and would normally justify a 30 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Compromise Line Road

Segment #24 -Compromise Line Road– Valley Center Avenue to Route 66

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 3,184 vehicles per day. The adjacent land use is residential. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Cullen Avenue

Segment #25 -Cullen Avenue– Ada Avenue to Foothill Boulevard

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 3,328 vehicles per day. The adjacent land use is residential. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #26 -Cullen Avenue– Foothill Boulevard to Bennett Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 3,541 vehicles per day. The adjacent land use is residential. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #27 -Cullen Avenue– Bennett Avenue to Leadora Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 2,814 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #28 -Cullen Avenue– Leadora Avenue to Sierra Madre Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street

with an ADT of 1,482 vehicles per day. The adjacent land use is residential. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Elwood Avenue

Segment #29 -Elwood Avenue– Route 66 to Foothill Boulevard

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a local street with an ADT of 1,641 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (3.34/MVMT) than what is expected for this road type (2.61/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 30 mph for the above reasons.

Foothill Boulevard

Segment #30 -Foothill Boulevard– Citrus Avenue to Barranca Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 9,306 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (0.98/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #31 -Foothill Boulevard– Barranca Avenue to Grand Avenue

This segment is currently posted at 40 mph and has 1 through lane in the eastbound direction and 2 through lanes in the westbound direction. It is a minor arterial with an ADT of 11,061 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 35 mph for the above reasons.

Segment #32 -Foothill Boulevard– Grand Avenue to Glendora Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 14,424 vehicles per day. The adjacent land use is commercial. The critical speed is 40 mph

and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 35 mph for the above reasons.

Segment #33 -Foothill Boulevard– Glendora Avenue to Cullen Avenue

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 11,819 vehicles per day. The adjacent land use is commercial and residential. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 35 mph for the above reasons.

Segment #34 -Foothill Boulevard– Cullen Avenue to Loraine Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 11,739 vehicles per day. The adjacent land use is residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #35 -Foothill Boulevard– Loraine Avenue to Valley Center Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 12,898 vehicles per day. The adjacent land use is residential. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #36 -Foothill Boulevard– Valley Center Avenue to Lone Hill Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 15,404 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #37 -Foothill Boulevard– Lone Hill Avenue to Amelia Avenue

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 4,617 vehicles per day. The adjacent land use is residential. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists

(CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 35 mph for the above reasons.

Gladstone Street

Segment #38 -Gladstone Street– Barranca Avenue to Grand Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 13,893 vehicles per day. The adjacent land use is residential and a cemetery. The critical speed is 49 mph and would normally justify a 50 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (1.71/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 40 mph for the above reasons.

Segment #39 -Gladstone Street– Grand Avenue to Glendora Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 14,874 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high accident rate, (1.25/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 40 mph for the above reasons.

Segment #40 -Gladstone Street– Glendora Avenue to Bonnie Cove Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 19,219 vehicles per day. The adjacent land use is residential. The critical speed is 48 mph and would normally justify a 50 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #41 -Gladstone Street– Bonnie Cove Avenue to Sunflower Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 19,403 vehicles per day. The adjacent land use is residential. The critical speed is 50 mph and would normally justify a 50 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #42 -Gladstone Street– Sunflower Avenue to Valley Center Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a minor arterial

with an ADT of 19,690 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #43 -Gladstone Street– Valley Center Avenue to Lone Hill Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 15,726 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 45 mph and would normally justify a 45 mph posted speed limit. It is recommended that the speed limit remain at 45 mph for the above reasons.

Glendora Avenue

Segment #44 -Glendora Avenue– Arrow Highway to Juanita Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 13,196 vehicles per day. The adjacent land use is residential. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to a high accident rate, (2.02/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #45 -Glendora Avenue– Juanita Avenue to Gladstone Street

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 13,573 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high accident rate, (1.35/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #46 -Glendora Avenue– Gladstone Street to Base Line Road

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 16,960 vehicles per day. The adjacent land use is residential and open land. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #47 -Glendora Avenue– Base Line Road to Route 66

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial

with an ADT of 21,784 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #48 -Glendora Avenue– Route 66 to Ada Avenue

This segment is currently posted at 35 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 13,534 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 33 mph and would normally justify a 35 mph posted speed limit. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #49 -Glendora Avenue– Ada Avenue to Foothill Boulevard

This segment is currently posted at 35 mph and has 2 through lanes in the northbound direction and 1 through lane in the southbound direction. It is a minor arterial with an ADT of 9,119 vehicles per day. The adjacent land use is commercial. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #50 -Glendora Avenue– Bennett Avenue to Sierra Madre Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 2,375 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (3.08/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 30 mph for the above reasons.

Glendora Mountain Road

Segment #51 -Glendora Mountain Road– Sierra Madre Avenue to Boulder Springs Drive

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,469 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high accident rate, (3.36/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #52 -Glendora Mountain Road– Boulder Springs Drive to Big Dalton Canyon Road

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a collector street with an ADT of 793 vehicles per day. The adjacent land use is residential and open land. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Glenwood Avenue

Segment #53 -Glenwood Avenue– Lemon Ave to Foothill Boulevard

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a local street with an ADT of 890 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 34 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (4.10/MVMT) than what is expected for this road type (2.61/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Grand Avenue

Segment #54 -Grand Avenue– Arrow Highway to Gladstone Street

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 22,480 vehicles per day. The adjacent land use is residential and a cemetery. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. Due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), a lower speed limit is prudent. It is recommended that the speed limit decrease by 5 mph to 40 mph for the above reasons.

Segment #55 -Grand Avenue– Gladstone Street to 210 Freeway

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 23,515 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #56 -Grand Avenue– Base Line Road to Mauna Loa Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 32,222 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #57 -Grand Avenue– Mauna Loa Avenue to Route 66

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 31,434 vehicles per day. The adjacent land use is commercial. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #58 -Grand Avenue– Route 66 to Ada Avenue

This segment is currently not posted but has a 40 mph municipal speed limit and has 3 through lanes in the northbound direction and 2 through lanes in the southbound direction. It is a minor arterial with an ADT of 14,326 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #59 -Grand Avenue– Ada Avenue to Foothill Boulevard

This segment is currently posted at 40 mph and has 3 through lanes in each direction. It is a minor arterial with an ADT of 15,252 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #60 -Grand Avenue– Foothill Boulevard to Bennett Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 8,442 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #61 -Grand Avenue– Bennett Avenue to Leadora Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 6,015 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #62 -Grand Avenue– Leadora Avenue to Sierra Madre Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 4,766 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain

at 40 mph for the above reasons.

Juanita Avenue

Segment #63 -Juanita Avenue– Grand Avenue to Glendora Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 2,770 vehicles per day. The adjacent land use is residential. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (2.69/MVMT) than what is expected for this road type (1.96/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #64 -Juanita Avenue– Glendora Avenue to Bonnie Cove Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,678 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #65 -Juanita Avenue– Bonnie Cove Avenue to Sunflower Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 2,525 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #66 -Juanita Avenue– Sunflower Avenue to Valley Center Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,897 vehicles per day. The adjacent land use is residential. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Leadora Avenue

Segment #67 -Leadora Avenue– Yucca Ridge Road to Barranca Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 594 vehicles per day. The adjacent land use is residential. The critical speed is 31 mph and would normally justify a 30 mph posted speed limit. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #68 -Leadora Avenue– Barranca Avenue to Grand Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,864 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 39 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #69 -Leadora Avenue– Grand Avenue to Glendora Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 2,168 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (2.11/MVMT) than what is expected for this road type (1.96/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #70 -Leadora Avenue– Glendora Avenue to Cullen Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,394 vehicles per day. The adjacent land use is residential. The critical speed is 35 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #71 -Leadora Avenue– Cullen Avenue to Live Oak Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,346 vehicles per day. The adjacent land use is residential. The critical speed is 34 mph and would normally justify a 30 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Segment #72 -Leadora Avenue– Live Oak Avenue to Loraine Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street

with an ADT of 1,534 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Live Oak Avenue

Segment #73 -Live Oak Avenue– Foothill Boulevard to Bennett Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,831 vehicles per day. The adjacent land use is residential. The critical speed is 33 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #74 -Live Oak Avenue– Bennett Avenue to Leadora Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,901 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 33 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #75 -Live Oak Avenue– Leadora Avenue to Sierra Madre Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,420 vehicles per day. The adjacent land use is residential. The critical speed is 35 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #76 -Live Oak Avenue– Sierra Madre Avenue to Palm Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,799 vehicles per day. The adjacent land use is residential. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Lone Hill Avenue

Segment #77 -Lone Hill Avenue– Gladstone Street to Auto Centre Drive

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 20,202 vehicles per day. The adjacent land use is commercial. The critical speed is 33 mph and would normally justify a 35 mph posted speed limit. In addition, due to a high accident rate, (1.45/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit decrease by 5 mph to 35 mph for the above reasons.

Segment #78 -Lone Hill Avenue– Auto Centre Drive to 210 Freeway

This segment is currently posted at 40 mph and has 3 through lanes in each direction. It is a minor arterial with an ADT of 32,070 vehicles per day. The adjacent land use is commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #79 -Lone Hill Avenue– Petunia Street to Route 66

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 29,370 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high accident rate, (1.51/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #80 -Lone Hill Avenue– Route 66 to Foothill Boulevard

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 16,656 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Loraine Avenue

Segment #81 -Loraine Avenue– Route 66 to Steffen Street

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 8,498 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #82 -Loraine Avenue– Steffen Street to Foothill Boulevard

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 7,478 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 43 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #83 -Loraine Avenue– Foothill Boulevard to Bennett Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 7,521 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #84 -Loraine Avenue– Bennett Avenue to Leadora Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 5,369 vehicles per day. The adjacent land use is residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #85 -Loraine Avenue– Leadora Avenue to Sierra Madre Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 3,135 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #86 -Loraine Avenue– Sierra Madre Avenue to Palm Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a collector street with an ADT of 2,255 vehicles per day. The adjacent land use is residential. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 35 mph for the above reasons.

Mauna Loa Avenue

Segment #87 -Mauna Loa Avenue– Barranca Avenue to Grand Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 3,869 vehicles per day. The adjacent land use is residential and institutional. The critical

speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #88 -Mauna Loa Avenue– Grand Avenue to Glendora Avenue

This segment is currently posted at 30 mph and has 1 through lane in each direction. It is a collector street with an ADT of 3,137 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 38 mph and would normally justify a 40 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (2.38/MVMT) than what is expected for this road type (1.96/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

Palm Drive

Segment #89 -Palm Drive– Live Oak Avenue to Loraine Avenue

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,387 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. This segment also has direct access to several homes and various neighborhoods. It is recommended that the speed limit remain at 35 mph for the above reasons.

Pasadena Avenue

Segment #90 -Pasadena Avenue– Route 66 to Lemon Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 3,086 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 31 mph and would normally justify a 30 mph posted speed limit However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #91 -Pasadena Avenue– Lemon Avenue to Ada Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is a collector street with an ADT of 1,896 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 28 mph and would normally justify a 30 mph posted speed limit. However, due to a high accident rate, (3.71/MVMT) than what is expected for this road type (1.96/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Route 66

Segment #92 -Route 66– Barranca Avenue to Vecino Drive

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 18,256 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #93 -Route 66– Vecino Drive to Grand Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 18,977 vehicles per day. The adjacent land use is commercial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #94 -Route 66– Grand Avenue to Vermont Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 20,449 vehicles per day. The adjacent land use is commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #95 -Route 66– Vermont Avenue to Glendora Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 25,575 vehicles per day. The adjacent land use is commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #96 -Route 66– Glendora Avenue to Pasadena Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 21,088 vehicles per day. The adjacent land use is commercial. The critical speed is 40 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #97 -Route 66– Pasadena Avenue and Elwood Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 21,687 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), a lower speed limit is prudent. It is

recommended that the speed limit remain at 40 mph for the above reasons.

Segment #98 -Route 66– Elwood Avenue to Loraine Avenue

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 21,314 vehicles per day. The adjacent land use is commercial. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #99 -Route 66– Loraine Avenue to Hunters Trail

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 25,602 vehicles per day. The adjacent land use is commercial. The critical speed is 47 mph and would normally justify a 45 mph posted speed limit. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #100 -Route 66– Hunters Trail to Compromise Line Road

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 24,132 vehicles per day. The adjacent land use is commercial. The critical speed is 50 mph and would normally justify a 50 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #101 -Route 66– Compromise Line Road to Lone Hill Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 24,132 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to this roadway's classification under Map21 National Highway System, it is recommended that the speed limit remain at 45 mph.

Segment #102 -Route 66– Lone Hill Avenue to Amelia Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 18,647 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 47 mph and would normally justify a 45 mph posted speed limit. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #103 -Route 66 [Foothill Boulevard]– Amelia Avenue to Cataract Avenue

This segment is currently posted at 45 mph and has 2 through lanes in each direction. It is a major arterial with an ADT of 17,008 vehicles per day. The adjacent land use is residential and a golf course. The critical

speed is 52 mph and would normally justify a 50 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Sierra Madre Avenue

Segment #104 -Sierra Madre Avenue– 660' w/o Yucca Ridge Road to Barranca Avenue

This segment is currently posted at 45 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 7,916 vehicles per day. The adjacent land use is residential. The critical speed is 47 mph and would normally justify a 45 mph posted speed limit. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #105 -Sierra Madre Avenue– Barranca Avenue to Grand Avenue

This segment is currently posted at 45 mph and has 1 through lane in the eastbound direction and 2 through lanes in the westbound direction. It is a minor arterial with an ADT of 9,246 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. It is recommended that the speed limit remain at 45 mph for the above reasons.

Segment #106 -Sierra Madre Avenue– Grand Avenue to Glendora Avenue

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 11,679 vehicles per day. The adjacent land use is residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #107 -Sierra Madre Avenue– Glendora Avenue to Live Oak Avenue

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 11,502 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #108 -Sierra Madre Avenue– Live Oak Avenue to Loraine Avenue

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 6,248 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #109 -Sierra Madre Avenue– Loraine Avenue to Valley Center Avenue

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 6,162 vehicles per day. The adjacent land use is residential. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Sunflower Avenue

Segment #110 -Sunflower Avenue– Arrow Highway to Juanita Avenue

This segment is currently not posted but has a 40 mph municipal speed limit and has 2 through lanes in each direction. It is a minor arterial with an ADT of 13,686 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #111 -Sunflower Avenue– Juanita Avenue to Gladstone Street

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 14,018 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 44 mph and would normally justify a 45 mph posted speed limit. However, due to a high accident rate, (2.35/MVMT) than what is expected for this road type (0.84/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #112 -Sunflower Avenue– Gladstone Street to 210 Freeway

This segment is currently posted at 40 mph and has 2 through lanes in each direction. It is a minor arterial with an ADT of 20,014 vehicles per day. The adjacent land use is residential. The critical speed is 42 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Valley Center Avenue

Segment #113 -Valley Center Avenue– Arrow Highway to Juanita Avenue

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 6,427 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #114 -Valley Center Avenue– Juanita Avenue to Gladstone Street

This segment is currently posted at 40 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 5,078 vehicles per day. The adjacent land use is residential. The critical speed is 41 mph and would normally justify a 40 mph posted speed limit. It is recommended that the speed limit remain at 40 mph for the above reasons.

Segment #115 -Valley Center Avenue– Gladstone Street to Allen Avenue

This segment is currently posted at 25 mph and has 1 through lane in each direction. It is classified as a minor arterial with an ADT of 1,053 vehicles per day. The segment is 0.25 miles long with a roadway width of 36 feet and terminates at the north end at a ”T” intersection. It is a designated Bicycle Route. The adjacent land use is residential and commercial. The number of residential units with direct access to roadway meets residential density definition per CA-MUTCD. The current Posted Speed Limit was not established by the previous Engineering and Traffic Survey. The critical speed is 34 mph and would normally justify a 35 mph posted speed limit. However, due to traffic conditions not readily apparent to drivers (CVC Section 22358.6(b)) and due to a high accident rate, (3.47/MVMT) than what is expected for this road type (1.32/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 25 mph for the above reasons.

Segment #116 -Valley Center Avenue– Compromise Line Road to Foothill Boulevard

This segment is currently posted at 35 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 2,805 vehicles per day. The adjacent land use is residential and institutional. The critical speed is 35 mph and would normally justify a 35 mph posted speed limit. It is recommended that the speed limit remain at 35 mph for the above reasons.

Segment #117 -Valley Center Avenue– Foothill Boulevard to Sierra Madre Avenue

This segment is currently posted at 45 mph and has 1 through lane in each direction. It is a minor arterial with an ADT of 6,971 vehicles per day. The adjacent land use is residential. The critical speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit should decrease by 5 mph to 40 mph for the above reasons.

Vermont Avenue

Segment #118 -Vermont Avenue– Route 66 to Ada Avenue

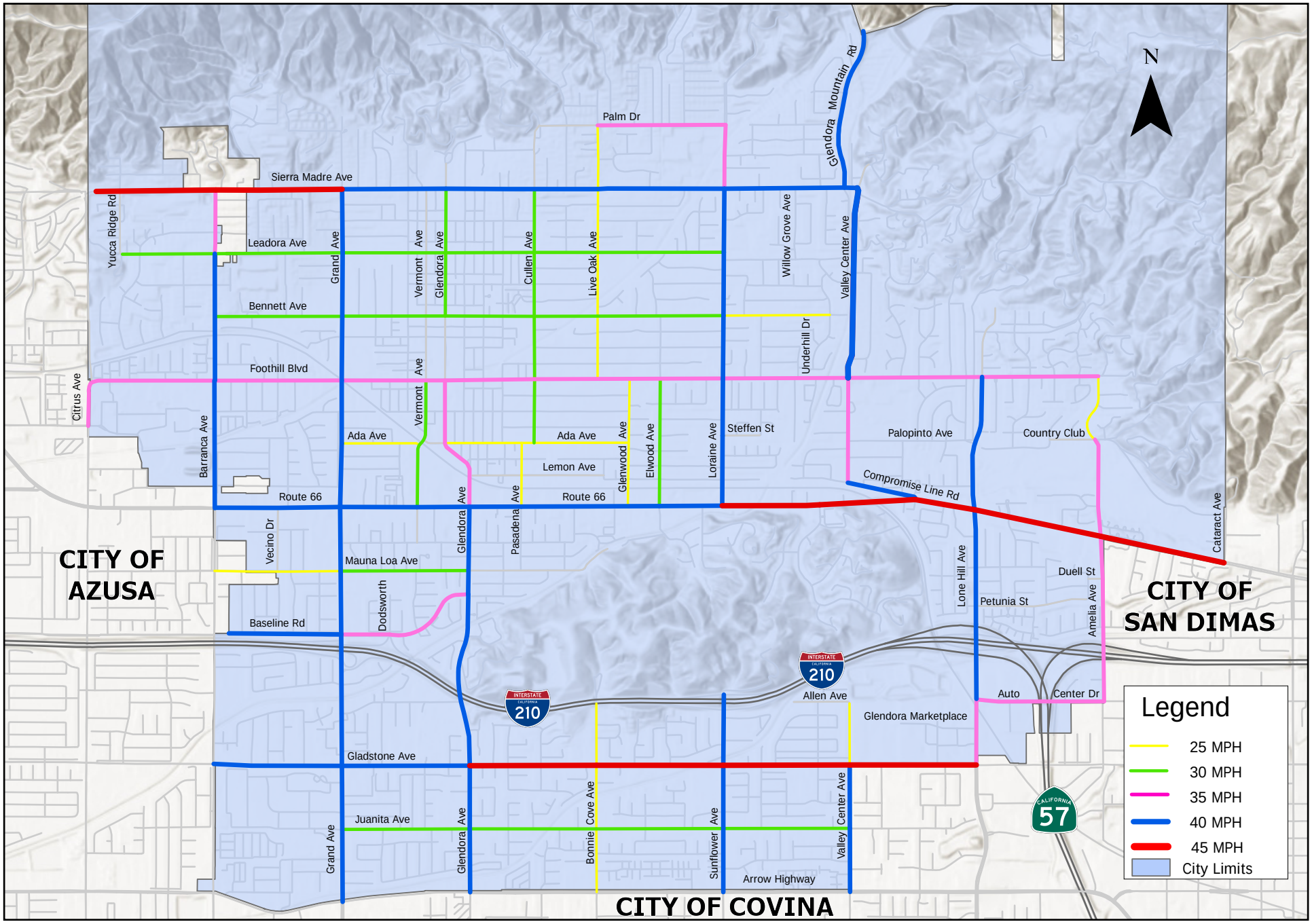
This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 5,568 vehicles per day. The adjacent land use is commercial. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to a high accident rate, (3.94/MVMT) than what is expected for this road type (2.61/MVMT), this segment is labeled as a safety corridor per CVC Section 22358.7(a)(1), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph

for the above reasons.

Segment #119 -Vermont Avenue– Ada Avenue to Foothill Boulevard

This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 4,351 vehicles per day. The adjacent land use is residential and commercial. The critical speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to a high concentration of pedestrians and bicyclists (CVC Section 22358.7(a)(2)), a lower speed limit is prudent. It is recommended that the speed limit remain at 30 mph for the above reasons.

APPENDIX A – E&TS Map, E&TS Summary Table, Engineering and Traffic Survey Forms



ADVANTEC Consulting Engineers

2025 Engineering and Traffic Speed Surveys - City of Glendora

Recommended Speed Limits

City of Glendale: 2025 Engineering and Traffic Survey (E&TS) Summary

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
	ADA AVE:															
1	1) b/t Grand Ave & Vermont Ave	Collector Street	-	Yes		-	-	30	32	25	5	0.32	2,313	3.70	1.96	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
2	2) b/t Vermont Ave & Glenwood Ave	Collector Street	-	Yes		-	-	25	34	25	0	0.73	604	6.21	1.96	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	AMELIA AVE:															
3	1) b/t Auto Centre Dr & Duell St	Minor Arterial	No	Yes		-	-	40	42	35	5	0.48	7,284	0.52	0.84	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver
4	2) b/t Duell St & Route 66	Minor Arterial	No	Yes		-	-	40	40	35	5	0.17	7,145	0.00	0.84	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver
5	3) b/t Route 66 & Country Club Dr	Minor Arterial	No	Yes		-	-	35	45	35	0	0.37	5,158	0.48	0.84	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
6	4) b/t Country Club Dr & Foothill Blvd	Minor Arterial	-	Yes		-	-	25	34	25	0	0.26	4,518	1.55	1.32	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	AUTO CENTRE DR:															
7	1) b/t Lone Hill Ave & 57 Fwy	Minor Arterial	-	Yes		Yes	-	35	38	35	0	0.32	19,727	2.46	1.32	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
8	2) b/t 57 Fwy & Amelia Ave	Minor Arterial	No	Yes		-	Yes	35	36	35	0	0.19	12,080	0.40	1.32	1) Round to 35 MPH

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
	BARRANCA AVE:															
9	1) b/t Route 66 & Foothill Blvd	Minor Arterial	No	Yes		-	-	40	43	40	0	0.50	14,469	0.76	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
10	2) b/t Foothill Blvd & Leadora Ave	Minor Arterial	No	Yes		-	-	40	42	40	0	0.50	7,916	0.23	0.84	1) Round to 40 MPH
11	3) b/t Leadora Ave & Sierra Madre Ave	Minor Arterial	No	Yes		-	-	35	39	35	0	0.25	3,548	0.00	1.32	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	BASE LINE RD:															
12	1) b/t Barranca Ave & Grand Ave	Minor Arterial	-	Yes		-	-	45	48	40	5	0.50	9,722	2.63	0.84	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
13	2) b/t Grand Ave & Dodsworth Ave	Minor Arterial	No	Yes		-	-	35	36	35	0	0.18	15,666	0.65	1.32	1) Round to 35 MPH
14	3) b/t Dodsworth Ave & Glendora Ave	Minor Arterial	No	Yes		-	-	35	41	35	0	0.36	9,088	0.56	0.84	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver
	BENNETT AVE:															
15	1) b/t Barranca Ave & Grand Ave	Minor Arterial	-	Yes		-	-	30	39	30	0	0.49	3,260	1.72	1.32	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
16	2) b/t Grand Ave & Glendora Ave	Collector Street	No	Yes		-	-	35	38	30	5	0.40	4,116	0.00	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
17	3) b/t Glendora Ave & Cullen Ave	Collector Street	No	Yes		-	-	35	37	30	5	0.35	3,625	0.00	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
18	4) b/t Cullen Ave & Live Oak Ave	Collector Street	No	Yes		-	-	30	35	30	0	0.25	2,873	0.00	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
19	5) b/t Live Oak Ave & Loraine Ave	Collector Street	No	Yes		-	-	30	37	30	0	0.49	2,884	0.65	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
20	6) b/t Loraine Ave & Underhill Dr	Collector Street	No	Yes		-	-	25	30	25	0	0.40	310	0.00	1.96	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
	BONNIE COVE AVE:															
21	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	No	Yes		-	-	25	36	25	0	0.24	3,948	0.00	1.32	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
22	2) b/t Juanita Ave & Gladstone St	Minor Arterial	No	Yes		-	-	25	37	25	0	0.25	2,454	0.00	1.32	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
23	3) b/t Gladstone St & 210 Fwy	Minor Arterial	No	Yes		-	-	25	31	25	0	0.25	1,789	0.00	1.32	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	COMPROMISE LINE RD:															
24	1) b/t Valley Center Ave & Route 66	Minor Arterial	No	Yes		-	-	40	40	40	0	0.26	3,184	0.00	1.32	1) Round to 40 MPH
	CULLEN AVE:															
25	1) b/t Ada Ave & Foothill Blvd	Collector Street	No	Yes		-	-	30	36	30	0	0.25	3,328	1.10	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
26	2) b/t Foothill Blvd & Bennett Ave	Collector Street	No	Yes		-	-	30	37	30	0	0.25	3,541	1.03	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
27	3) b/t Bennett Ave & Leadora Ave	Collector Street	No	Yes		-	-	30	38	30	0	0.25	2,814	0.00	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
28	4) b/t Leadora Ave & Sierra Madre Ave	Collector Street	No	Yes		-	-	30	37	30	0	0.25	1,482	0.00	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	ELWOOD AVE:															
29	1) b/t Route 66 & Foothill Blvd	Local Street	-	Yes		-	-	35	38	**30**	**5**	0.50	1,641	3.34	2.61	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
	FOOTHILL BLVD:															
30	1) b/t Citrus Ave & Barranca Ave	Minor Arterial	-	Yes		-	-	35	45	35	0	0.50	9,306	0.98	0.84	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
31	2) b/t Barranca Ave & Grand Ave	Minor Arterial	No	Yes		-	-	40	43	35	5	0.50	11,061	0.83	0.84	1) Round to 45 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
32	3) b/t Grand Ave & Glendora Ave	Minor Arterial	No	Yes		Yes	-	40	40	35	5	0.40	14,424	1.11	1.32	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
33	4) b/t Glendora Ave & Cullen Ave	Minor Arterial	No	Yes		-	-	40	39	35	5	0.35	11,819	0.88	1.32	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
34	5) b/t Cullen Ave & Loraine Ave	Minor Arterial	No	Yes		-	-	35	41	35	0	0.74	11,739	0.32	1.32	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
35	6) b/t Loraine Ave & Valley Center Ave	Minor Arterial	No	Yes		-	-	35	43	35	0	0.48	12,898	0.44	0.84	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
36	7) b/t Valley Center Ave & Lone Hill Ave	Minor Arterial	No	Yes		-	-	35	42	35	0	0.52	15,404	0.46	0.84	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
37	8) b/t Lone Hill Ave & Amelia Ave	Minor Arterial	No	Yes		-	-	40	43	35	5	0.46	4,617	0.43	0.84	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
	GLADSTONE ST:															
38	1) b/t Barranca Ave & Grand Ave	Minor Arterial	-	Yes		-	-	45	49	40	5	0.50	13,893	1.71	0.84	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
39	2) b/t Grand Ave & Glendora Ave	Minor Arterial	-	Yes		-	-	45	44	40	5	0.49	14,874	1.25	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
40	3) b/t Glendora Ave & Bonnie Cove Ave	Minor Arterial	No	Yes		-	-	45	48	45	0	0.50	19,219	0.48	0.84	1) Round to 50 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
41	4) b/t Bonnie Cove Ave & Sunflower Ave	Minor Arterial	No	Yes		-	-	45	50	45	0	0.50	19,403	0.66	0.84	1) Round to 50 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
42	5) b/t Sunflower Ave & Valley Center Ave	Minor Arterial	No	Yes		-	-	45	46	45	0	0.50	19,690	0.65	0.84	1) Round to 45 MPH
43	6) b/t Valley Center Ave & Lone Hill Ave	Minor Arterial	No	Yes		No	-	45	45	45	0	0.49	15,726	0.47	0.84	1) Round to 45 MPH
	GLENDORA AVE:															
44	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	-	Yes		-	-	40	43	40	0	0.24	13,196	2.02	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
45	2) b/t Juanita Ave & Gladstone St	Minor Arterial	-	Yes		-	-	40	44	40	0	0.25	13,573	1.35	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
46	3) b/t Gladstone St & Base Line Rd	Minor Arterial	No	Yes		-	-	40	46	40	0	0.69	16,960	0.16	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
47	4) b/t Base Line Rd & Route 66	Minor Arterial	No	Yes		-	-	40	38	40	0	0.34	21,784	0.62	1.32	1) Round to 40 MPH
48	5) b/t Route 66 & Ada Ave	Minor Arterial	No	Yes		-	-	35	33	35	0	0.29	13,534	0.23	1.32	1) Round to 35 MPH
49	6) b/t Ada Ave & Foothill Blvd	Minor Arterial	No	Yes		No	Yes	35	38	35	0	0.25	9,119	0.80	1.32	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
50	7) b/t Bennett Ave & Sierra Madre Ave	Minor Arterial	-	Yes		-	Yes	35	38	30	5	0.50	2,375	3.08	1.32	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	GLENDORA MOUNTAIN RD:															
51	1) b/t Sierra Madre Ave & Boulder Springs Dr	Collector Street	-	Yes		-	-	40	44	40	0	0.37	1,469	3.36	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
52	2) b/t Boulder Springs Dr & Big Dalton Canyon Rd	Collector Street	No	Yes		-	-	40	44	40	0	0.25	793	0.00	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	GLENWOOD AVE:															
53	1) b/t Route 66 & Foothill Blvd	Local Street	-	Yes		-	-	25	34	25	0	0.50	890	4.10	2.61	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	GRAND AVE:															
54	1) b/t Arrow Hwy & Gladstone St	Major Arterial	NA	NA		-	-	45	42	40	5	0.54	22,480	0.68	1.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
55	2) b/t Gladstone St & 210 Fwy	Major Arterial	NA	NA		-	-	40	46	40	0	0.43	23,515	0.36	1.15	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
56	3) b/t Base Line Rd & Mauna Loa Ave	Major Arterial	NA	NA		-	-	40	41	40	0	0.25	32,222	1.81	1.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
57	4) b/t Mauna Loa Ave & Route 66	Major Arterial	NA	NA		-	-	40	39	40	0	0.25	31,434	0.58	1.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
58	5) b/t Route 66 & Ada Ave	Minor Arterial	No	Yes		-	-	40	44	40	0	0.24	14,326	0.80	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
59	6) b/t Ada Ave & Foothill Blvd	Minor Arterial	No	Yes		-	-	40	43	40	0	0.25	15,252	0.48	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
60	7) b/t Foothill Blvd & Bennett Ave	Minor Arterial	-	Yes		-	-	40	40	40	0	0.25	8,442	2.16	1.32	1) Round to 40 MPH
61	8) b/t Bennett Ave & Leadora Ave	Minor Arterial	No	Yes		-	-	40	42	40	0	0.25	6,015	0.61	1.32	1) Round to 40 MPH
62	9) b/t Leadora Ave & Sierra Madre Ave	Minor Arterial	No	Yes		-	-	40	42	40	0	0.25	4,766	0.77	0.84	1) Round to 40 MPH
	JUANITA AVE:															
63	1) b/t Grand Ave & Glendora Ave	Collector Street	-	Yes		-	-	30	40	30	0	0.49	2,770	2.69	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
64	2) b/t Glendora Ave & Bonnie Cove Ave	Collector Street	No	Yes		-	-	30	38	30	0	0.49	1,678	0.00	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
65	3) b/t Bonnie Cove Ave & Sunflower Ave	Collector Street	No	Yes		-	-	30	38	30	0	0.49	2,525	1.48	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
66	4) b/t Sunflower Ave & Valley Center Ave	Collector Street	No	Yes		-	-	30	36	30	0	0.49	1,897	0.98	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	LEADORA AVE:															
67	1) b/t Yucca Ridge Rd & Barranca Ave	Collector Street	No	Yes		-	-	30	31	30	0	0.39	594	0.00	1.96	1) Round to 30 MPH 2) Round down to 25 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
68	2) b/t Barranca Ave & Grand Ave	Collector Street	No	Yes		-	-	30	39	30	0	0.49	1,864	0.00	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
69	3) b/t Grand Ave & Glendora Ave	Collector Street	-	Yes		-	-	30	42	30	0	0.40	2,168	2.11	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
70	4) b/t Glendora Ave & Cullen Ave	Collector Street	No	Yes		-	-	30	35	30	0	0.34	1,394	0.00	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
71	5) b/t Cullen Ave & Live Oak Ave	Collector Street	No	Yes		-	-	30	34	30	0	0.25	1,346	0.00	1.96	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
72	6) b/t Live Oak Ave & Loraine Ave	Collector Street	No	Yes		-	-	30	38	30	0	0.50	1,534	0.00	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	LIVE OAK AVE:															
73	1) b/t Foothill Blvd & Bennett Ave	Collector Street	No	Yes		-	-	25	33	25	0	0.26	1,831	0.00	1.96	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
74	2) b/t Bennett Ave & Leadora Ave	Collector Street	No	Yes		-	-	25	33	25	0	0.25	2,298	0.00	1.96	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
75	3) b/t Leadora Ave & Sierra Madre Ave	Collector Street	No	Yes		-	-	25	35	25	0	0.25	1,420	0.00	1.96	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
76	4) b/t Sierra Madre Ave & Palm Dr	Collector Street	No	Yes		-	-	25	36	25	0	0.26	1,799	0.00	1.96	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
	LONE HILL AVE:															
77	1) b/t Gladstone St & Auto Centre Dr	Minor Arterial	-	Yes		No	-	40	33	35	5	0.25	20,202	1.45	1.32	1) Round to 35 MPH
78	2) b/t Auto Centre Dr & 210 Fwy	Minor Arterial	-	Yes		No	-	40	40	40	0	0.21	32,070	2.31	1.32	1) Round to 40 MPH
79	3) b/t Petunia St & Route 66	Minor Arterial	-	Yes		-	-	40	44	40	0	0.37	29,370	1.51	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
80	4) b/t Route 66 & Foothill Blvd	Minor Arterial	No	Yes		-	-	40	41	40	0	0.53	16,656	0.10	0.84	1) Round to 40 MPH
	LORAINE AVE:															
81	1) b/t Route 66 & Steffen St	Minor Arterial	No	Yes		-	-	40	42	40	0	0.28	8,498	0.00	1.32	1) Round to 40 MPH
82	2) b/t Steffen St & Foothill Blvd	Minor Arterial	No	Yes		-	-	40	43	40	0	0.22	7,478	1.11	1.32	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
83	3) b/t Foothill Blvd & Bennett Ave	Minor Arterial	No	Yes		-	-	40	41	40	0	0.25	7,521	0.49	0.84	1) Round to 40 MPH
84	4) b/t Bennett Ave & Leadora Ave	Minor Arterial	No	Yes		-	-	40	41	40	0	0.25	5,369	0.00	1.32	1) Round to 40 MPH
85	5) b/t Leadora Ave & Sierra Madre Ave	Minor Arterial	No	Yes		-	-	40	41	40	0	0.25	3,135	0.00	1.32	1) Round to 40 MPH
86	6) b/t Sierra Madre Ave & Palm Dr	Collector Street	No	Yes		-	-	35	38	35	0	0.26	2,255	0.00	1.96	1) Round to 40 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	MAUNA LOA AVE:															
87	1) b/t Barranca Ave & Grand Ave	Collector Street	No	Yes		-	-	25	37	25	0	0.50	3,869	0.94	1.96	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
88	2) b/t Grand Ave & Glendora Ave	Collector Street	-	Yes		-	-	30	38	30	0	0.49	3,137	2.38	1.96	1) Round to 40 MPH 2) Round down to 35 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
	PALM DR:															
89	1) b/t Live Oak Ave & Loraine Ave	Collector Street	No	Yes		-	-	35	37	35	0	0.49	1,387	0.00	1.96	1) Round to 35 MPH
	PASADENA AVE:															
90	1) b/t Route 66 & Lemon Ave	Collector Street	No	Yes		-	-	25	31	25	0	0.12	3,086	0.00	1.96	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
91	2) b/t Lemon Ave & Ada Ave	Collector Street	-	Yes		-	-	25	28	25	0	0.13	1,896	3.71	1.96	1) Round to 30 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	ROUTE 66:															
92	1) b/t Barranca Ave & Vecino Dr	Major Arterial	NA	NA		No	-	40	42	40	0	0.25	18,256	1.00	1.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
93	2) b/t Vecino Dr & Grand Ave	Major Arterial	NA	NA		No	-	40	42	40	0	0.26	18,977	0.74	2.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
94	3) b/t Grand Ave & Vermont Ave	Major Arterial	NA	NA		No	-	40	40	40	0	0.28	20,449	2.39	2.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
95	4) b/t Vermont Ave & Glendora Ave	Major Arterial	NA	NA		No	-	40	40	40	0	0.19	25,575	0.75	2.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
96	5) b/t Glendora Ave & Pasadena Ave	Major Arterial	NA	NA		No	-	40	40	40	0	0.19	21,088	2.28	2.15	1) Round to 40 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
97	6) b/t Pasadena Ave & Elwood Ave	Major Arterial	NA	NA		No	-	40	44	40	0	0.55	21,687	0.77	1.15	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
98	7) b/t Elwood Ave & Loraine Ave	Major Arterial	NA	NA		No	-	40	44	40	0	0.25	21,314	1.20	1.15	1) Round to 45 MPH 2) Round down to 40 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
99	8) b/t Loraine Ave & Hunters Trail	Major Arterial	NA	NA		No	-	45	47	45	0	0.37	25,602	0.67	1.15	1) Round to 45 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
100	9) b/t Hunters Trail & Compromise Line Rd	Major Arterial	NA	NA		No	-	45	50	45	0	0.37	24132	0.72	1.15	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
101	10) b/t Compromise Line Rd & Lone Hill Ave	Major Arterial	NA	NA		No	-	45	42	45	0	0.23	26340	1.21	1.15	1) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
102	11) b/t Lone Hill Ave & Amelia Ave	Major Arterial	NA	NA		No	-	45	47	45	0	0.50	11734	0.62	1.15	1) Round to 45 MPH 2) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
103	12) b/t Amelia Ave & Cataract Ave	Major Arterial	No	Yes		-	-	45	52	45	0	0.49	17,008	0.11	1.15	1) Round to 50 MPH 2) Round down to 45 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Maintain existing speed limit due to CVC Section 22358.8 Note: Cannot Round down an additional 5 MPH since this is classified under Map21 National Hwy System
	SIERRA MADRE AVE:															
104	1) b/t 660' W/o Yucca Ridge Rd & Barranca Ave	Minor Arterial	No	Yes		-	-	45	47	45	0	0.51	7,916	0.68	0.84	1) Round to 45 MPH
105	2) b/t Barranca Ave & Grand Ave	Minor Arterial	No	Yes		-	-	45	46	45	0	0.49	9,246	0.00	0.84	1) Round to 45 MPH
106	3) b/t Grand Ave & Glendora Ave	Minor Arterial	No	Yes		-	-	40	41	40	0	0.40	11,679	0.00	0.84	1) Round to 40 MPH
107	4) b/t Glendora Ave & Live Oak Ave	Minor Arterial	No	Yes		-	-	40	42	40	0	0.60	11,502	0.13	1.32	1) Round to 40 MPH
108	5) b/t Live Oak Ave & Loraine Ave	Minor Arterial	No	Yes		-	-	40	42	40	0	0.50	6,248	0.58	1.32	1) Round to 40 MPH
109	6) b/t Loraine Ave & Valley Center Ave	Minor Arterial	No	Yes		-	-	40	44	40	0	0.51	6,162	0.00	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	SUNFLOWER AVE:															
110	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	-	Yes		-	-	40	42	40	0	0.23	13,686	0.87	0.84	1) Round to 40 MPH

City of Glendale: 2025 Engineering and Traffic Survey (E&TS) Summary

Location Number	Roadway Segment	Roadway Classification	Safety Corridor: Higher Crash Rates CVC Sec. 22358.7(a)(1)	High Concentration of Peds & Bicyclists CVC Sec. 22358.7(a)(2)	Retain currently adopted or restore immediately prior speed limit CVC Sec. 22358.8	Business Activity District CVC Sec. 22358.9	Adjacent to Business Activity District	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Recommended Speed Limit (mph)	Differential Speed Limit	Length (mi)	ADT	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)	Comments
111	2) b/t Juanita Ave & Gladstone St	Minor Arterial	-	Yes		-	-	40	44	40	0	0.25	14,018	2.35	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
112	3) b/t Gladstone St & 210 Fwy	Minor Arterial	-	Yes		-	-	40	42	40	0	0.24	20,014	0.95	0.84	1) Round to 40 MPH
	VALLEY CENTER AVE:															
113	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	No	Yes		-	-	40	41	40	0	0.24	6,427	1.18	1.32	1) Round to 40 MPH
114	2) b/t Juanita Ave & Gladstone St	Minor Arterial	No	Yes		-	-	40	41	40	0	0.25	5,078	0.72	0.84	1) Round to 40 MPH
115	3) b/t Gladstone St & Allen Ave	Minor Arterial	-	Yes		No	-	25	34	25	0	0.25	1,053	3.47	1.32	1) Round to 35 MPH 2) Round down to 30 MPH, per CVC 22358.6(b); Engineers determine roadway contains traffic conditions not readily apparent to the driver 3) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
116	4) b/t Compromise Line Rd & Foothill Blvd	Minor Arterial	-	Yes		-	-	35	35	35	0	0.41	2,805	1.59	1.32	1) Round to 35 MPH
117	5) b/t Foothill Blvd & Sierra Madre Ave	Minor Arterial	No	Yes		-	-	45	46	40	5	0.77	6,971	0.00	0.84	1) Round to 45 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
	VERMONT AVE															
118	1) b/t Route 66 & Ada Ave	Local Street	-	Yes		-	-	30	36	30	0	0.25	5,568	3.94	2.61	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(1); Safety Corridor: Higher Crash Rates; Proposed Safety Corridor or per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists
119	2) b/t Ada Ave & Foothill Blvd	Local Street	No	Yes		-	-	30	37	30	0	0.25	4,351	1.68	2.61	1) Round to 35 MPH 2) Round down an additional 5 MPH per CVC Section 22358.7(a)(2); High Concentration of Peds & Bicyclists

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Ada Avenue **LOC. NO. 1**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Vermont Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	47.5	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	Healthcare
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2313	-
15. Length of segment (miles)	0.32	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	32	-
2. Average speed (mph)	27	-
3. 50th percentile speed (mph)	26	-
4. Range of speeds (mph)	18-38	-
5. 10 mile per hour pace speed (mph)	21-30	-
6. Percent in 10 miles per hour pace	72	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	3.70	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	3.70	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Minor	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Ada Avenue	**LOC. NO. 2**	**DATE: 08/14/2025**	
LIMITS: b/t Vermont Ave and Glenwood Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		32.4	
2. Number of through travel lanes by direction		1	-
3. Painted Median		No	-
4. Raised Median		No	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		25	-
7. Surrounding land uses		Residential	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		604	-
15. Length of segment (miles)		0.73	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		34	-
2. Average speed (mph)		30	-
3. 50th percentile speed (mph)		30	-
4. Range of speeds (mph)		20-40	-
5. 10 mile per hour pace speed (mph)		25-34	-
6. Percent in 10 miles per hour pace		74	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		3	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		3	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		6.21	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		6.21	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other		15 mph Speed Bumps	
E. Recommended speed limit (mph)		25	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Amelia Avenue	**LOC. NO. 3**	**DATE: 08/14/2025**	
LIMITS: b/t Auto Center Dr and Duell St			
DIRECTION OF TRAVEL		**NB**	**SB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		64.1	
2. Number of through travel lanes by direction		2	-
3. Painted Median		No	-
4. Raised Median		No	-
5. On-street parking		No	-
6. Posted speed limit (mph)		40	Not Posted
7. Surrounding land uses		Residential	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	Yes
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		7284	-
15. Length of segment (miles)		0.48	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		42	-
2. Average speed (mph)		38	-
3. 50th percentile speed (mph)		38	-
4. Range of speeds (mph)		30-49	-
5. 10 mile per hour pace speed (mph)		35-44	-
6. Percent in 10 miles per hour pace		76	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		2	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		2	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.52	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.52	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		Yes	-
6. Other			
E. Recommended speed limit (mph)		35	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Amelia Avenue	**LOC. NO. 4**	**DATE: 08/14/2025**	
LIMITS: b/t Duell St and Route 66			
DIRECTION OF TRAVEL		**NB**	**SB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		63.9	
2. Number of through travel lanes by direction		2	-
3. Painted Median		No	-
4. Raised Median		No	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		Not Posted	40
7. Surrounding land uses		Institutional	Residential
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		7145	-
15. Length of segment (miles)		0.17	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		40	-
2. Average speed (mph)		36	-
3. 50th percentile speed (mph)		36	-
4. Range of speeds (mph)		29-47	-
5. 10 mile per hour pace speed (mph)		31-40	-
6. Percent in 10 miles per hour pace		83	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		0	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		0	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.00	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.00	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		Minor	-
5. School Speed Zone		Yes	-
6. Other			
E. Recommended speed limit (mph)		35	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Amelia Avenue	**LOC. NO. 5**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Country Club Dr			
DIRECTION OF TRAVEL		**NB**	**SB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		32.5	
2. Number of through travel lanes by direction		1	-
3. Painted Median		Yes	-
4. Raised Median		No	-
5. On-street parking		No	-
6. Posted speed limit (mph)		35	-
7. Surrounding land uses		Golf Course	Residential
8. Does surrounding land use have direct access		No	-
9. Frequency of driveways		Not Frequent	-
10. Curb and gutter present		No	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		No	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		5158	-
15. Length of segment (miles)		0.37	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		45	-
2. Average speed (mph)		39	-
3. 50th percentile speed (mph)		39	-
4. Range of speeds (mph)		28-49	-
5. 10 mile per hour pace speed (mph)		34-43	-
6. Percent in 10 miles per hour pace		72	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		1	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		1	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.48	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.48	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		Yes	-
5. School Speed Zone		No	-
6. Other		Signalized Golf Cart Crossing	
E. Recommended speed limit (mph)		35	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Amelia Avenue	**LOC. NO. 6**	**DATE: 08/14/2025**	
LIMITS: b/t Country Club Dr and Foothill Blvd			
DIRECTION OF TRAVEL		**NB**	**SB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		39.6	
2. Number of through travel lanes by direction		1	-
3. Painted Median		No	-
4. Raised Median		No	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		25	-
7. Surrounding land uses		Residential	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		No	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		4518	-
15. Length of segment (miles)		0.26	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		34	-
2. Average speed (mph)		31	-
3. 50th percentile speed (mph)		31	-
4. Range of speeds (mph)		23-41	-
5. 10 mile per hour pace speed (mph)		26-35	-
6. Percent in 10 miles per hour pace		89	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		2	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		2	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		1.55	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		1.55	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		Yes	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		25	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Auto Center Drive **LOC. NO. 7**	**DATE: 08/14/2025**	
LIMITS: b/t Lone Hill Ave and 57 Fwy		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	63.6	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	19727	-
15. Length of segment (miles)	0.32	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	26-42	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	89	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	17	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	17	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.46	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.46	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Minor	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Auto Center Drive	**LOC. NO. 8**	**DATE: 08/14/2025**	
LIMITS: b/t 57 Fwy and Amelia Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		51.9	
2. Number of through travel lanes by direction		1	-
3. Painted Median		Yes	-
4. Raised Median		No	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		35	-
7. Surrounding land uses		Commercial	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		12080	-
15. Length of segment (miles)		0.19	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		36	-
2. Average speed (mph)		33	-
3. 50th percentile speed (mph)		33	-
4. Range of speeds (mph)		25-41	-
5. 10 mile per hour pace speed (mph)		28-37	-
6. Percent in 10 miles per hour pace		90	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		1	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		1	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.40	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.40	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		Yes	-
6. Other			
E. Recommended speed limit (mph)		35	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Barranca Avenue **LOC. NO. 9**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	62	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	40	Not Posted
7. Surrounding land uses	Residential	Institutional
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	Frequent
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	14,469	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	43	-
2. Average speed (mph)	40	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	31-47	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	85	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	6	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	6	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.76	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.76	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Barranca Avenue **LOC. NO. 10**	**DATE: 08/14/2025**	
LIMITS: b/t Foothill Blvd and Leadora Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.4	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	7916	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	30-48	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	82	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.23	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.23	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	Yes	-
2. School Crosswalk	Yes	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	RR Xing. Stop @ Bennett.	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Barranca Avenue **LOC. NO. 11**	**DATE: 08/14/2025**	
LIMITS: b/t Leadora Ave and Sierra Madre Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	32	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3548	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	39	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	22-44	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	66	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Base Line Road **LOC. NO. 12**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Grand Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	58	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Open Field	Residential
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	9722	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	48	-
2. Average speed (mph)	44	-
3. 50th percentile speed (mph)	44	-
4. Range of speeds (mph)	33-55	-
5. 10 mile per hour pace speed (mph)	39-48	-
6. Percent in 10 miles per hour pace	72	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	14	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	14	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.63	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.63	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Base Line Road **LOC. NO. 13**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Dodsworth Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	83	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	15,666	-
15. Length of segment (miles)	0.18	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	36	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	23-39	-
5. 10 mile per hour pace speed (mph)	28-37	-
6. Percent in 10 miles per hour pace	89	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.65	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.65	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Base Line Road **LOC. NO. 14**	**DATE: 08/14/2025**	
LIMITS: b/t Dodsworth Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	60	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	No
9. Frequency of driveways	Not Frequent	
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	9088	-
15. Length of segment (miles)	0.36	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	26-45	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	76	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.56	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.56	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	Yes	-
6. Other	Dip	
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bennett Avenue **LOC. NO. 15**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Grand Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64-48	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	Institutional
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3260	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	39	-
2. Average speed (mph)	35	-
3. 50th percentile speed (mph)	35	-
4. Range of speeds (mph)	24-43	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	77	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.72	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.72	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bennett Avenue **LOC. NO. 16**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	48.6	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	4116	-
15. Length of segment (miles)	0.4	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	24-43	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	84	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other	Stop @ Vermont	
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bennett Avenue **LOC. NO. 17**	**DATE: 08/14/2025**	
LIMITS: b/t Glendora Ave and Cullen Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	49.6	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3625	-
15. Length of segment (miles)	0.35	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	25-43	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	79	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bennett Avenue **LOC. NO. 18**	**DATE: 08/14/2025**	
LIMITS: b/t Cullen Ave and Live Oak Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	37.8	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	No	-
14. Two-way daily traffic volume (ADT)	2873	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	35	-
2. Average speed (mph)	31	-
3. 50th percentile speed (mph)	31	-
4. Range of speeds (mph)	23-42	-
5. 10 mile per hour pace speed (mph)	27-36	-
6. Percent in 10 miles per hour pace	84	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bennett Avenue **LOC. NO. 19**	**DATE: 08/14/2025**	
LIMITS: b/t Live Oak Ave and Loraine Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	38	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2884	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	24-42	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	79	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.65	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.65	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bennett Avenue **LOC. NO. 20**	**DATE: 08/14/2025**	
LIMITS: b/t Loraine Ave and Underhill Dr		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	35.8	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	310	-
15. Length of segment (miles)	0.4	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	30	-
2. Average speed (mph)	26	-
3. 50th percentile speed (mph)	26	-
4. Range of speeds (mph)	18-37	-
5. 10 mile per hour pace speed (mph)	21-30	-
6. Percent in 10 miles per hour pace	81	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bonnie Cove Avenue **LOC. NO. 21**	**DATE: 08/14/2025**	
LIMITS: b/t Arrow Hwy and Juanita Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	49.2	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3948	-
15. Length of segment (miles)	0.24	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	36	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	26-40	-
5. 10 mile per hour pace speed (mph)	27-36	-
6. Percent in 10 miles per hour pace	88	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bonnie Cove Avenue **LOC. NO. 22**	**DATE: 08/14/2025**	
LIMITS: b/t Juanita Ave and Gladstone St		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	40	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2454	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	22-42	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	74	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Bonnie Cove Avenue **LOC. NO. 23**	**DATE: 08/14/2025**	
LIMITS: b/t Gladstone St and 210 Fwy		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	61	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1789	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	31	-
2. Average speed (mph)	26	-
3. 50th percentile speed (mph)	26	-
4. Range of speeds (mph)	18-35	-
5. 10 mile per hour pace speed (mph)	22-31	-
6. Percent in 10 miles per hour pace	71	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Compromise Line Road **LOC. NO. 24**	**DATE: 08/14/2025**	
LIMITS: b/t Valley Center Ave and Route 66		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	45-63	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3184	-
15. Length of segment (miles)	0.26	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	40	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	25-47	-
5. 10 mile per hour pace speed (mph)	31-40	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Cullen Avenue **LOC. NO. 25**	**DATE: 08/14/2025**	
LIMITS: b/t Ada Ave and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	35.6	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3328	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	36	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	23-40	-
5. 10 mile per hour pace speed (mph)	28-37	-
6. Percent in 10 miles per hour pace	83	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.10	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.10	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Cullen Avenue **LOC. NO. 26**	**DATE: 08/14/2025**	
LIMITS: b/t Foothill Blvd and Bennett Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	40.2	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3541	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	23-43	-
5. 10 mile per hour pace speed (mph)	27-36	-
6. Percent in 10 miles per hour pace	78	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.03	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.03	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Cullen Avenue **LOC. NO. 27**	**DATE: 08/14/2025**	
LIMITS: b/t Bennett Ave and Leadora Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39.9	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2814	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	24-45	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Cullen Avenue **LOC. NO. 28**	**DATE: 08/14/2025**	
LIMITS: b/t Leadora Ave & Sierra Madre Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	40.7	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1482	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	26-43	-
5. 10 mile per hour pace speed (mph)	27-36	-
6. Percent in 10 miles per hour pace	82	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Elwood Avenue **LOC. NO. 29**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	36	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1641	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	23-42	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	3.34	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	3.34	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	RR Xing	
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 30**	**DATE: 08/14/2025**	
LIMITS: b/t Citrus Ave and Barranca Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	61.5	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Institutional	Residential
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	9306	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	45	-
2. Average speed (mph)	40	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	29-52	-
5. 10 mile per hour pace speed (mph)	35-44	-
6. Percent in 10 miles per hour pace	67	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	5	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.98	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.98	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 31**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Grand Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	55	
2. Number of through travel lanes by direction	1/2	2
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	11061	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	43	-
2. Average speed (mph)	37	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	26-48	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	71	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	5	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.83	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.83	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 32**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	59.6	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	14424	-
15. Length of segment (miles)	0.4	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	40	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	26-44	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	83	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	7	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	7	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.11	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.11	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Signal @ Vermont	
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 33**	**DATE: 08/14/2025**	
LIMITS: b/t Glendora Ave and Cullen Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	40.5	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	11819	-
15. Length of segment (miles)	0.35	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	39	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	25-44	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	77	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	4	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	4	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.88	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.88	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 34**	**DATE: 08/14/2025**	
LIMITS: b/t Cullen Ave and Loraine Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	41.5	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	No	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	11739	-
15. Length of segment (miles)	0.74	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	29-48	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	79	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.32	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.32	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 35**	**DATE: 08/14/2025**	
LIMITS: b/t Loraine Ave and Valley Center Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	44.4	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	No	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	12898	-
15. Length of segment (miles)	0.48	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	43	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	28-50	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	70	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.44	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.44	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 36**	**DATE: 08/14/2025**	
LIMITS: b/t Valley Center Ave and Lone Hill Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	52.2	
2. Number of through travel lanes by direction	2/1	1
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	15404	-
15. Length of segment (miles)	0.52	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	31-49	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	42	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	4	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	4	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.46	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.46	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard LOC. NO. 37	DATE: 08/14/2025	
LIMITS: b/t Lone Hill Ave and Amelia Ave		
DIRECTION OF TRAVEL	EB	WB
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	52.2	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	No	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	4617	-
15. Length of segment (miles)	0.46	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	43	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	30-49	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	80	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.43	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.43	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Gladstone Street **LOC. NO. 38**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Grand Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.7	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Cemetery	Residential
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	13893	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	49	-
2. Average speed (mph)	43	-
3. 50th percentile speed (mph)	42	-
4. Range of speeds (mph)	33-54	-
5. 10 mile per hour pace speed (mph)	38-47	-
6. Percent in 10 miles per hour pace	73	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	13	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	13	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.71	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.71	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Gladstone Street **LOC. NO. 39**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.4	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	Yes- near Grand only	
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Institutional	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	14874	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	41	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	33-50	-
5. 10 mile per hour pace speed (mph)	35-44	-
6. Percent in 10 miles per hour pace	81	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	10	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	10	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.25	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.25	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Gladstone Street **LOC. NO. 40**	**DATE: 08/14/2025**	
LIMITS: b/t Glendora Ave and Bonnie Cove Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.5	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	Yes	No
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	19219	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	48	-
2. Average speed (mph)	44	-
3. 50th percentile speed (mph)	44	-
4. Range of speeds (mph)	34-53	-
5. 10 mile per hour pace speed (mph)	39-48	-
6. Percent in 10 miles per hour pace	70	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	5	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.48	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.48	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	45	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Gladstone Street **LOC. NO. 41**	**DATE: 08/14/2025**	
LIMITS: b/t Bonnie Cove Ave and Sunflower Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.4	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	No
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	19403	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	50	-
2. Average speed (mph)	44	-
3. 50th percentile speed (mph)	44	-
4. Range of speeds (mph)	32-55	-
5. 10 mile per hour pace speed (mph)	38-47	-
6. Percent in 10 miles per hour pace	72	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	7	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	7	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.66	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.66	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	45	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Gladstone Street **LOC. NO. 42**	**DATE: 08/14/2025**	
LIMITS: b/t Sunflower Ave and Valley Center Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	54.6	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	19690	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	46	-
2. Average speed (mph)	41	-
3. 50th percentile speed (mph)	41	-
4. Range of speeds (mph)	31-53	-
5. 10 mile per hour pace speed (mph)	36-45	-
6. Percent in 10 miles per hour pace	70	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	7	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	7	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.65	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.65	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other	Signal @ Willow	
E. Recommended speed limit (mph)	45	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Gladstone Street **LOC. NO. 43**	**DATE: 08/14/2025**	
LIMITS: b/t Valley Center Ave and Lone Hill Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	58	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	Yes	No
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	Commercial
8. Does surrounding land use have direct access	No	
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	No	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	15726	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	45	-
2. Average speed (mph)	41	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	32-52	-
5. 10 mile per hour pace speed (mph)	36-45	-
6. Percent in 10 miles per hour pace	79	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	4	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	4	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.47	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.47	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other	Signal @ Shellman	
E. Recommended speed limit (mph)	45	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Avenue **LOC. NO. 44**	**DATE: 08/14/2025**	
LIMITS: b/t Arrow Hwy and Juanita Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.6	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	Not Posted
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	13196	-
15. Length of segment (miles)	0.24	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	43	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	27-50	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	69	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	7	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	7	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.02	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.02	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Avenue **LOC. NO. 45**	**DATE: 08/14/2025**	
LIMITS: b/t Juanita Ave and Gladstone St		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.2	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	40
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	13573	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	40	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	29-48	-
5. 10 mile per hour pace speed (mph)	36-45	-
6. Percent in 10 miles per hour pace	76	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	5	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.35	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.35	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Avenue **LOC. NO. 46**	**DATE: 08/14/2025**	
LIMITS: b/t Gladstone St and Base Line Rd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	Yes- near Gladstone only	
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Open Field	Residential
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	16960	-
15. Length of segment (miles)	0.69	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	46	-
2. Average speed (mph)	42	-
3. 50th percentile speed (mph)	42	-
4. Range of speeds (mph)	33-52	-
5. 10 mile per hour pace speed (mph)	37-46	-
6. Percent in 10 miles per hour pace	84	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.16	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.16	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Avenue **LOC. NO. 47**	**DATE: 08/14/2025**	
LIMITS: b/t Base Line Rd and Route 66		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	59.8	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	21784	-
15. Length of segment (miles)	0.34	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	22-41	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	78	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	5	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.62	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.62	-
9. Is accident rate abnormally high?		
D. Other Special Conditions		
1. Crosswalk	Yes	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Signals @ Mauna Loa, Colorado	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Avenue **LOC. NO. 48**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Ada Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	60	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	35	Not Posted
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	13534	-
15. Length of segment (miles)	0.29	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	33	-
2. Average speed (mph)	29	-
3. 50th percentile speed (mph)	29	-
4. Range of speeds (mph)	21-38	-
5. 10 mile per hour pace speed (mph)	26-35	-
6. Percent in 10 miles per hour pace	81	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.23	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.23	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	No	-
6. Other	RR Xing	
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Avenue **LOC. NO. 49**	**DATE: 08/14/2025**	
LIMITS: b/t Ada Ave and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	68.4	
2. Number of through travel lanes by direction	2	1
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	35
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	9119	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	24-43	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	74	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.80	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.80	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Avenue **LOC. NO. 50**	**DATE: 08/14/2025**	
LIMITS: b/t Bennett Ave and Sierra Madre Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	68.7	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2375	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	21-45	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	72	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	4	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	4	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	3.08	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	3.08	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	Yes	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Stop @ Leadora	
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Mountain Road **LOC. NO. 51**	**DATE: 08/14/2025**	
LIMITS: b/t Sierra Madre Ave and Boulder Springs Dr		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	43.8	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	No	Yes
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1469	-
15. Length of segment (miles)	0.37	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	39	-
4. Range of speeds (mph)	28-50	-
5. 10 mile per hour pace speed (mph)	35-44	-
6. Percent in 10 miles per hour pace	66	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	3.36	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	3.36	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glendora Mountain Road **LOC. NO. 52**	**DATE: 08/14/2025**	
LIMITS: b/t Boulder Springs Dr and Big Dalton Canyon Rd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39.1	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Open Field	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	No	-
11. Sidewalks present	No	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	793	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	30-50	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	73	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Glenwood Avenue **LOC. NO. 53**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	890	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	34	-
2. Average speed (mph)	30	-
3. 50th percentile speed (mph)	30	-
4. Range of speeds (mph)	19-41	-
5. 10 mile per hour pace speed (mph)	26-35	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	4.10	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	4.10	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	RR Xing	
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 54**	**DATE: 08/14/2025**	
LIMITS: b/t Arrow Hwy and Gladstone St		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	82	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	Cemetery
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	22480	-
15. Length of segment (miles)	0.54	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	39	-
4. Range of speeds (mph)	27-46	-
5. 10 mile per hour pace speed (mph)	35-44	-
6. Percent in 10 miles per hour pace	85	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	9	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	9	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.68	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.68	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	Yes	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Signal @ Juanita	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 55**	**DATE: 08/14/2025**	
LIMITS: b/t Gladstone St and 210 Fwy		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	82	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	No
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	23515	-
15. Length of segment (miles)	0.43	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	46	-
2. Average speed (mph)	41	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	32-51	-
5. 10 mile per hour pace speed (mph)	35-44	-
6. Percent in 10 miles per hour pace	69	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	4	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	4	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.36	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.36	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Signal @ Promenade	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 56**	**DATE: 08/14/2025**	
LIMITS: b/t Base Line Rd and Mauna Loa Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	82	
2. Number of through travel lanes by direction	2	2
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	Yes
6. Posted speed limit (mph)	40	Not Posted
7. Surrounding land uses	Commercial	Residential
8. Does surrounding land use have direct access	Yes	No
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	32222	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	37	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	28-46	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	81	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	16	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	16	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.81	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.81	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 57**	**DATE: 08/14/2025**	
LIMITS: b/t Mauna Loa Ave and Route 66		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	83	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	40
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	31434	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	39	-
2. Average speed (mph)	25	-
3. 50th percentile speed (mph)	25	-
4. Range of speeds (mph)	27-44	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	81	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	5	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.58	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.58	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 58**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Ada Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	82	
2. Number of through travel lanes by direction	3	3/2
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Commercial	Residential
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	14326	-
15. Length of segment (miles)	0.24	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	40	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	29-50	-
5. 10 mile per hour pace speed (mph)	35-44	-
6. Percent in 10 miles per hour pace	74	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.80	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.80	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 59**	**DATE: 08/14/2025**	
LIMITS: b/t Ada Ave and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	83	
2. Number of through travel lanes by direction	3	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	Not Posted	40
7. Surrounding land uses	Commercial	Residential
8. Does surrounding land use have direct access	No	Yes
9. Frequency of driveways	Not Frequent	Frequent
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	15252	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	43	-
2. Average speed (mph)	40	-
3. 50th percentile speed (mph)	39	-
4. Range of speeds (mph)	32-48	-
5. 10 mile per hour pace speed (mph)	35-44	-
6. Percent in 10 miles per hour pace	88	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.48	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.48	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	Yes	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Signal @ Carroll	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 60**	**DATE: 08/14/2025**	
LIMITS: b/t Foothill Blvd and Bennett Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	83	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	Not Posted
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	Not Frequent
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	8442	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	40	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	26-46	-
5. 10 mile per hour pace speed (mph)	31-40	-
6. Percent in 10 miles per hour pace	83	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	5	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.16	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.16	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 61**	**DATE: 08/14/2025**	
LIMITS: b/t Bennett Ave and Leadora Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	No
6. Posted speed limit (mph)	40	Not Posted
7. Surrounding land uses	Residential	Institutional
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	6015	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	29-48	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	83	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.61	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.61	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Minor	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Grand Avenue **LOC. NO. 62**	**DATE: 08/14/2025**	
LIMITS: b/t Leadora Ave and Sierra Madre Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	69	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	4766	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	37	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	26-48	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	74	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.77	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.77	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Juanita Avenue **LOC. NO. 63**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	37.5	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2770	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	40	-
2. Average speed (mph)	35	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	24-46	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	70	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	4	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	4	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.69	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.69	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Juanita Avenue **LOC. NO. 64**	**DATE: 08/14/2025**	
LIMITS: b/t Glendora Ave and Bonnie Cove Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39.7	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1678	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	24-42	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	79	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Juanita Avenue **LOC. NO. 65**	**DATE: 08/14/2025**	
LIMITS: b/t Bonnie Cove Ave and Sunflower Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	40.1	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2525	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	24-43	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	78	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.48	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.48	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Juanita Avenue **LOC. NO. 66**	**DATE: 08/14/2025**	
LIMITS: b/t Sunflower Ave and Valley Center Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	40	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1897	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	36	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	22-42	-
5. 10 mile per hour pace speed (mph)	28-37	-
6. Percent in 10 miles per hour pace	81	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.98	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.98	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Leadora Avenue **LOC. NO. 67**	**DATE: 08/14/2025**	
LIMITS: b/t Yucca Ridge Rd and Barranca Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	32.8	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	No	-
11. Sidewalks present	No	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	No	-
14. Two-way daily traffic volume (ADT)	594	-
15. Length of segment (miles)	0.39	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	31	-
2. Average speed (mph)	26	-
3. 50th percentile speed (mph)	26	-
4. Range of speeds (mph)	16-35	-
5. 10 mile per hour pace speed (mph)	21-30	-
6. Percent in 10 miles per hour pace	69	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Leadora Avenue	**LOC. NO. 68**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Grand Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		36-52.9	abrubt change
2. Number of through travel lanes by direction		1	-
3. Painted Median		No	-
4. Raised Median		No	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		30	-
7. Surrounding land uses		Residential	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		1864	-
15. Length of segment (miles)		0.49	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		39	-
2. Average speed (mph)		34	-
3. 50th percentile speed (mph)		35	-
4. Range of speeds (mph)		23-44	-
5. 10 mile per hour pace speed (mph)		32-41	-
6. Percent in 10 miles per hour pace		72	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		0	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		0	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.00	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.00	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		30	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Leadora Avenue **LOC. NO. 69**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	57	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	No
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2168	-
15. Length of segment (miles)	0.4	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	35	-
4. Range of speeds (mph)	25-48	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	67	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.11	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.11	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Dips @ Pennsylvania, Vermont	
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Leadora Avenue **LOC. NO. 70**	**DATE: 08/14/2025**	
LIMITS: b/t Glendora Ave and Cullen Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	43.8	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1394	-
15. Length of segment (miles)	0.34	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	35	-
2. Average speed (mph)	31	-
3. 50th percentile speed (mph)	31	-
4. Range of speeds (mph)	22-40	-
5. 10 mile per hour pace speed (mph)	26-35	-
6. Percent in 10 miles per hour pace	78	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Dip @ Minnesota	
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Leadora Avenue	**LOC. NO. 71**	**DATE: 08/14/2025**	
LIMITS: b/t Cullen Ave and Live Oak Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		37.6	
2. Number of through travel lanes by direction		1	-
3. Painted Median		No	-
4. Raised Median		No	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		30	-
7. Surrounding land uses		Residential	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		No	Yes
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		1346	-
15. Length of segment (miles)		0.25	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		34	-
2. Average speed (mph)		30	-
3. 50th percentile speed (mph)		29	-
4. Range of speeds (mph)		22-39	-
5. 10 mile per hour pace speed (mph)		26-35	-
6. Percent in 10 miles per hour pace		76	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		0	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		0	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.00	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.00	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		30	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Leadora Avenue **LOC. NO. 72**	**DATE: 08/14/2025**	
LIMITS: b/t Live Oak Ave and Loraine Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	37.4	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1534	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	33	-
4. Range of speeds (mph)	21-42	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	69	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Live Oak Avenue **LOC. NO. 73**	**DATE: 08/14/2025**	
LIMITS: b/t Foothill Blvd and Bennett Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	32.8	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	Not Posted
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1831	-
15. Length of segment (miles)	0.26	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	33	-
2. Average speed (mph)	30	-
3. 50th percentile speed (mph)	29	-
4. Range of speeds (mph)	21-40	-
5. 10 mile per hour pace speed (mph)	24-33	-
6. Percent in 10 miles per hour pace	81	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Live Oak Avenue **LOC. NO. 74**	**DATE: 08/14/2025**	
LIMITS: b/t Bennett Ave and Leadora Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39.9	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Institutional	Residential
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2298	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	33	-
2. Average speed (mph)	29	-
3. 50th percentile speed (mph)	29	-
4. Range of speeds (mph)	21-36	-
5. 10 mile per hour pace speed (mph)	25-34	-
6. Percent in 10 miles per hour pace	84	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Live Oak Avenue **LOC. NO. 75**	**DATE: 08/14/2025**	
LIMITS: b/t Leadora Ave and Sierra Madre Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	36.1	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1420	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	35	-
2. Average speed (mph)	31	-
3. 50th percentile speed (mph)	30	-
4. Range of speeds (mph)	24-41	-
5. 10 mile per hour pace speed (mph)	27-36	-
6. Percent in 10 miles per hour pace	88	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Live Oak Avenue **LOC. NO. 76**	**DATE: 08/14/2025**	
LIMITS: b/t Sierra Madre Ave and Palm Dr		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	37.6	
2. Number of through travel lanes by direction	1	-
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1799	-
15. Length of segment (miles)	0.26	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	36	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	23-41	-
5. 10 mile per hour pace speed (mph)	29-38	-
6. Percent in 10 miles per hour pace	76	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Lone Hill Avenue **LOC. NO. 77**	**DATE: 08/14/2025**	
LIMITS: b/t Gladstone St and Auto Centre Dr		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	84	
2. Number of through travel lanes by direction	2	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	40	Not Posted
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	20202	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	33	-
2. Average speed (mph)	30	-
3. 50th percentile speed (mph)	30	-
4. Range of speeds (mph)	24-38	-
5. 10 mile per hour pace speed (mph)	25-34	-
6. Percent in 10 miles per hour pace	88	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	8	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	8	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.45	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.45	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	Yes	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	RR Xing. Signal @ Marketplace.	
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Lone Hill Avenue **LOC. NO. 78**	**DATE: 08/14/2025**	
LIMITS: b/t Auto Centre Dr and 210 Freeway		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	84	
2. Number of through travel lanes by direction	3	-
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	
6. Posted speed limit (mph)	40	
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Rare	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	32070	-
15. Length of segment (miles)	0.21	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	40	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	28-45	-
5. 10 mile per hour pace speed (mph)	31-40	-
6. Percent in 10 miles per hour pace	84	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	17	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	17	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.31	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.31	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Lone Hill Avenue **LOC. NO. 79**	**DATE: 08/14/2025**	
LIMITS: b/t Petunia St and Route 66		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	79	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	No	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	Yes
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	29370	-
15. Length of segment (miles)	0.37	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	40	-
3. 50th percentile speed (mph)	39	-
4. Range of speeds (mph)	31-48	-
5. 10 mile per hour pace speed (mph)	36-45	-
6. Percent in 10 miles per hour pace	85	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	18	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	18	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.51	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.51	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	No	-
6. Other	Signal @ Kenoma	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Lone Hill Avenue **LOC. NO. 80**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	58	
2. Number of through travel lanes by direction	1	
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	Near Foothill only	Yes
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	
9. Frequency of driveways	Frequent	
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	16656	-
15. Length of segment (miles)	0.53	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	32-46	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	91	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.10	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.10	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Loraine Avenue **LOC. NO. 81**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Steffen St		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	57.6	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	Not Posted
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	
9. Frequency of driveways	Frequent	
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	8498	-
15. Length of segment (miles)	0.28	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	27-49	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other	RR Xing	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Loraine Avenue **LOC. NO. 82**	**DATE: 08/14/2025**	
LIMITS: b/t Steffen St and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	57.9	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	40
7. Surrounding land uses	Residential	Institutional
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	7478	-
15. Length of segment (miles)	0.22	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	43	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	39	-
4. Range of speeds (mph)	28-50	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.11	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.11	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Loraine Avenue **LOC. NO. 83**	**DATE: 08/14/2025**	
LIMITS: b/t Foothill Blvd and Bennett Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	59	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	7521	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	26-45	-
5. 10 mile per hour pace speed (mph)	31-40	-
6. Percent in 10 miles per hour pace	74	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.49	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.49	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Loraine Avenue **LOC. NO. 84**	**DATE: 08/14/2025**	
LIMITS: b/t Bennett Ave and Leadora Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	55.6	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	Not Posted
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	5369	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	35	-
4. Range of speeds (mph)	26-48	-
5. 10 mile per hour pace speed (mph)	31-40	-
6. Percent in 10 miles per hour pace	68	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Loraine Avenue **LOC. NO. 85**	**DATE: 08/14/2025**	
LIMITS: b/t Leadora Ave and Sierra Madre Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	59.8	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	40
7. Surrounding land uses	Institutional	Residential
8. Does surrounding land use have direct access	Yes	No
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3135	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	35	-
4. Range of speeds (mph)	24-49	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	71	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Loraine Avenue	**LOC. NO. 86**	**DATE: 08/14/2025**	
LIMITS: b/t Sierra Madre Ave and Palm Dr			
DIRECTION OF TRAVEL		**NB**	**SB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		39.7	
2. Number of through travel lanes by direction		1	
3. Painted Median		No	-
4. Raised Median		No	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		35	-
7. Surrounding land uses		Residential	City Yard
8. Does surrounding land use have direct access		Yes	No
9. Frequency of driveways		Frequent	Not Frequent
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		2255	-
15. Length of segment (miles)		0.26	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		38	-
2. Average speed (mph)		33	-
3. 50th percentile speed (mph)		32	-
4. Range of speeds (mph)		22-44	-
5. 10 mile per hour pace speed (mph)		28-37	-
6. Percent in 10 miles per hour pace		67	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		0	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		0	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.00	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.00	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		35	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Mauna Loa Avenue **LOC. NO. 87**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Grand Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39.8	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3869	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	22-40	-
5. 10 mile per hour pace speed (mph)	27-36	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.94	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.94	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other	Stop @ Vecino	
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Mauna Loa Avenue **LOC. NO. 88**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	38.2	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3137	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	38	-
2. Average speed (mph)	34	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	24-43	-
5. 10 mile per hour pace speed (mph)	30-39	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	1	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	4	-
5. Fatal accident rate per MVMT	0.59	-
6. Injury accident rate per MVMT	1.78	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.38	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Palm Drive **LOC. NO. 89**	**DATE: 08/14/2025**	
LIMITS: b/t Live Oak Ave and Loraine Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	30-40	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	Yes
9. Frequency of driveways	Not Frequent	Frequent
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1387	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	33	-
3. 50th percentile speed (mph)	34	-
4. Range of speeds (mph)	24-44	-
5. 10 mile per hour pace speed (mph)	28-37	-
6. Percent in 10 miles per hour pace	78	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Pasadena Avenue **LOC. NO. 90**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Lemon Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	37	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	Not Posted
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	3086	-
15. Length of segment (miles)	0.12	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	31	-
2. Average speed (mph)	26	-
3. 50th percentile speed (mph)	26	-
4. Range of speeds (mph)	17-35	-
5. 10 mile per hour pace speed (mph)	23-32	-
6. Percent in 10 miles per hour pace	80	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	RR Xing	
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Pasadena Avenue **LOC. NO. 91**	**DATE: 08/14/2025**	
LIMITS: b/t Lemon Ave and Ada Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39.5	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	25
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1896	-
15. Length of segment (miles)	0.13	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	28	-
2. Average speed (mph)	24	-
3. 50th percentile speed (mph)	25	-
4. Range of speeds (mph)	15-32	-
5. 10 mile per hour pace speed (mph)	21-30	-
6. Percent in 10 miles per hour pace	80	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	3.71	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	3.71	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 92**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Vecino Dr			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		75.6	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		40	-
7. Surrounding land uses		Commercial	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		18256	-
15. Length of segment (miles)		0.25	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		42	-
2. Average speed (mph)		38	-
3. 50th percentile speed (mph)		38	-
4. Range of speeds (mph)		28-49	-
5. 10 mile per hour pace speed (mph)		32-41	-
6. Percent in 10 miles per hour pace		74	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		5	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		5	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		1.00	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		1.00	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		40	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 93**	**DATE: 08/14/2025**	
LIMITS: b/t Vecino Dr and Grand Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		79	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		No	-
6. Posted speed limit (mph)		40	-
7. Surrounding land uses		Commercial	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		18977	-
15. Length of segment (miles)		0.26	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		42	-
2. Average speed (mph)		36	-
3. 50th percentile speed (mph)		36	-
4. Range of speeds (mph)		25-47	-
5. 10 mile per hour pace speed (mph)		32-41	-
6. Percent in 10 miles per hour pace		68	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		4	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		4	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.74	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.74	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		40	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 94**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Vermont Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		78	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		40	-
7. Surrounding land uses		Commercial	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		20449	-
15. Length of segment (miles)		0.28	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		40	-
2. Average speed (mph)		36	-
3. 50th percentile speed (mph)		36	-
4. Range of speeds (mph)		27-42	-
5. 10 mile per hour pace speed (mph)		31-40	-
6. Percent in 10 miles per hour pace		86	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		15	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		15	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		2.39	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		2.39	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		40	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 95**	**DATE: 08/14/2025**	
LIMITS: b/t Vermont Ave and Glendora Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		78	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		40	-
7. Surrounding land uses		Commercial	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		25575	-
15. Length of segment (miles)		0.19	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		40	-
2. Average speed (mph)		35	-
3. 50th percentile speed (mph)		35	-
4. Range of speeds (mph)		25-45	-
5. 10 mile per hour pace speed (mph)		32-41	-
6. Percent in 10 miles per hour pace		77	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		4	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		4	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.75	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.75	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		40	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 96**	**DATE: 08/14/2025**	
LIMITS: b/t Glendora Ave and Pasadena Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		77.7	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		40	-
7. Surrounding land uses		Commercial	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		21088	-
15. Length of segment (miles)		0.19	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		40	-
2. Average speed (mph)		36	-
3. 50th percentile speed (mph)		36	-
4. Range of speeds (mph)		27-46	-
5. 10 mile per hour pace speed (mph)		31-40	-
6. Percent in 10 miles per hour pace		82	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		10	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		10	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		2.28	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		2.28	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		Yes	-
6. Other			
E. Recommended speed limit (mph)		40	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66 **LOC. NO. 97**	**DATE: 08/14/2025**	
LIMITS: b/t Pasadena Ave and Elwood Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	80	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	21687	-
15. Length of segment (miles)	0.55	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	40	-
3. 50th percentile speed (mph)	40	-
4. Range of speeds (mph)	30-49	-
5. 10 mile per hour pace speed (mph)	36-45	-
6. Percent in 10 miles per hour pace	74	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	10	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	10	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.77	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.77	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66 **LOC. NO. 98**	**DATE: 08/14/2025**	
LIMITS: b/t Elwood Ave and Loraine Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	82	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	21314	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	31-50	-
5. 10 mile per hour pace speed (mph)	36-45	-
6. Percent in 10 miles per hour pace	84	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	7	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	7	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.20	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.20	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 99**	**DATE: 08/14/2025**	
LIMITS: b/t Loraine Ave and Hunters Trail			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		82	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		45	-
7. Surrounding land uses		Commercial	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		25602	-
15. Length of segment (miles)		0.37	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		47	-
2. Average speed (mph)		43	-
3. 50th percentile speed (mph)		43	-
4. Range of speeds (mph)		33-53	-
5. 10 mile per hour pace speed (mph)		38-47	-
6. Percent in 10 miles per hour pace		81	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		7	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		7	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.67	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.67	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		45	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 100**	**DATE: 08/14/2025**	
LIMITS: b/t Hunters Trail and Compromise Line Rd			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		80-64	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		No	-
6. Posted speed limit (mph)		45	-
7. Surrounding land uses		Open Field	Commercial
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Not Frequent	Frequent
10. Curb and gutter present		Yes	-
11. Sidewalks present		No	Yes
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		24132	-
15. Length of segment (miles)		0.37	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		50	-
2. Average speed (mph)		44	-
3. 50th percentile speed (mph)		44	-
4. Range of speeds (mph)		32-55	-
5. 10 mile per hour pace speed (mph)		39-48	-
6. Percent in 10 miles per hour pace		60	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		1	-
2. Number of injury accidents		6	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		7	-
5. Fatal accident rate per MVMT		0.10	-
6. Injury accident rate per MVMT		0.61	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.72	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		Yes	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		45	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 101**	**DATE: 08/14/2025**	
LIMITS: b/t Compromise Line Rd and Lone Hill Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		79.3	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		No	Yes
6. Posted speed limit (mph)		45	-
7. Surrounding land uses		Commerical	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		26340	-
15. Length of segment (miles)		0.23	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		42	-
2. Average speed (mph)		38	-
3. 50th percentile speed (mph)		38	-
4. Range of speeds (mph)		28-50	-
5. 10 mile per hour pace speed (mph)		32-41	-
6. Percent in 10 miles per hour pace		74	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		8	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		8	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		1.21	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		1.21	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		Yes	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		45	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Route 66	**LOC. NO. 102**	**DATE: 08/14/2025**	
LIMITS: b/t Lone Hill Ave and Amelia Ave			
DIRECTION OF TRAVEL		**EB**	**WB**
A. Roadway Characteristics			
1. Total Curb to Curb Street width (feet)		76.8	
2. Number of through travel lanes by direction		2	
3. Painted Median		No	-
4. Raised Median		Yes	-
5. On-street parking		Yes	-
6. Posted speed limit (mph)		45	-
7. Surrounding land uses		Commerical	-
8. Does surrounding land use have direct access		Yes	-
9. Frequency of driveways		Frequent	-
10. Curb and gutter present		Yes	-
11. Sidewalks present		Yes	-
12. Street illummination midblock		Yes	-
13. Street illumination at intersections		Yes	-
14. Two-way daily traffic volume (ADT)		11734	-
15. Length of segment (miles)		0.5	-
B. Speed Characteristics			
1. 85th percentile speed (mph)		47	-
2. Average speed (mph)		42	-
3. 50th percentile speed (mph)		42	-
4. Range of speeds (mph)		29-53	-
5. 10 mile per hour pace speed (mph)		37-46	-
6. Percent in 10 miles per hour pace		65	-
C. Accident Analysis for preceding 3 years			
1. Number of fatal accidents		0	-
2. Number of injury accidents		4	-
3. Number of property damage only accidents		0	-
4. Total number of accidents		4	-
5. Fatal accident rate per MVMT		0.00	-
6. Injury accident rate per MVMT		0.62	-
7. Property damage only accident rate per MVMT		0.00	-
8. Total accident rate per MVMT		0.62	-
9. Is accident rate abnormally high?		-	-
D. Other Special Conditions			
1. Crosswalk		No	-
2. School Crosswalk		No	-
3. Vertical Curves		No	-
4. Horizontal Curves		No	-
5. School Speed Zone		No	-
6. Other			
E. Recommended speed limit (mph)		45	-
MVMT=million vehicle miles of travel			

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Foothill Boulevard **LOC. NO. 103**	**DATE: 08/14/2025**	
LIMITS: b/t Amelia Ave and Cataract Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	70.8	
2. Number of through travel lanes by direction	2	-
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	No	-
11. Sidewalks present	No	-
12. Street illummination midblock	No	-
13. Street illumination at intersections	No	-
14. Two-way daily traffic volume (ADT)	17008	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	52	-
2. Average speed (mph)	46	-
3. 50th percentile speed (mph)	46	-
4. Range of speeds (mph)	34-58	-
5. 10 mile per hour pace speed (mph)	42-51	-
6. Percent in 10 miles per hour pace	68	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.11	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.11	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Bike Lane	
E. Recommended speed limit (mph)	45	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sierra Madre Avenue **LOC. NO. 104**	**DATE: 08/14/2025**	
LIMITS: b/t 660' W/o Yucca Ridge Rd and Barranca Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	24.2	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Open Field	Residential
8. Does surrounding land use have direct access	No	Yes
9. Frequency of driveways	Not Frequent	Frequent
10. Curb and gutter present	No	-
11. Sidewalks present	No	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	7916	-
15. Length of segment (miles)	0.51	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	47	-
2. Average speed (mph)	42	-
3. 50th percentile speed (mph)	43	-
4. Range of speeds (mph)	30-52	-
5. 10 mile per hour pace speed (mph)	38-47	-
6. Percent in 10 miles per hour pace	73	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.68	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.68	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	Yes	-
2. School Crosswalk	No	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	45	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sierra Madre Avenue **LOC. NO. 105**	**DATE: 08/14/2025**	
LIMITS: b/t Barranca Ave and Grand Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	62	
2. Number of through travel lanes by direction	1	2
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	No	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	Institutional
8. Does surrounding land use have direct access	No	Yes
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	9246	-
15. Length of segment (miles)	0.49	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	46	-
2. Average speed (mph)	4	-
3. 50th percentile speed (mph)	41	-
4. Range of speeds (mph)	33-53	-
5. 10 mile per hour pace speed (mph)	36-45	-
6. Percent in 10 miles per hour pace	78	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	45	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sierra Madre Avenue **LOC. NO. 106**	**DATE: 08/14/2025**	
LIMITS: b/t Grand Ave and Glendora Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	50.1	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	No	-
11. Sidewalks present	No	Yes
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	11679	-
15. Length of segment (miles)	0.4	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	37	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	27-46	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sierra Madre Avenue **LOC. NO. 107**	**DATE: 08/14/2025**	
LIMITS: b/t Glendora Ave and Live Oak Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	57.4	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	Yes	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	Yes
9. Frequency of driveways	Not Frequent	Frequent
10. Curb and gutter present	Yes	No
11. Sidewalks present	Yes	No
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	11502	-
15. Length of segment (miles)	0.6	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	27-49	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	76	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.13	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.13	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	Yes	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Dip @ Easley Cyn	
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sierra Madre Avenue **LOC. NO. 108**	**DATE: 08/14/2025**	
LIMITS: b/t Live Oak Ave and Loraine Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	47	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	40
7. Surrounding land uses	Residential	Institutional
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	No	Yes
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	6248	-
15. Length of segment (miles)	0.5	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	37	-
3. 50th percentile speed (mph)	37	-
4. Range of speeds (mph)	24-48	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	69	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.58	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.58	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sierra Madre Avenue **LOC. NO. 109**	**DATE: 08/14/2025**	
LIMITS: b/t Loraine Ave and Valley Center Ave		
DIRECTION OF TRAVEL	**EB**	**WB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	58.5	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	6162	-
15. Length of segment (miles)	0.51	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	39	-
4. Range of speeds (mph)	29-51	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	68	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sunflower **LOC. NO. 110**	**DATE: 08/14/2025**	
LIMITS: b/t Arrow Hwy and Juanita Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.2	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	13686	-
15. Length of segment (miles)	0.23	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	38	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	27-46	-
5. 10 mile per hour pace speed (mph)	34-43	-
6. Percent in 10 miles per hour pace	74	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	3	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	3	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.87	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.87	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sunflower **LOC. NO. 111**	**DATE: 08/14/2025**	
LIMITS: b/t Juanita Ave and Gladstone St		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	59.7	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	Not Posted	40
7. Surrounding land uses	Residential	Institutional
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	14018	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	44	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	29-50	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	70	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	9	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	9	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	2.35	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	2.35	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Sunflower **LOC. NO. 112**	**DATE: 08/14/2025**	
LIMITS: b/t Gladstone St and 210 Fwy		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.3	
2. Number of through travel lanes by direction	2	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	No	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	20014	-
15. Length of segment (miles)	0.24	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	42	-
2. Average speed (mph)	39	-
3. 50th percentile speed (mph)	38	-
4. Range of speeds (mph)	28-48	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	83	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	1	-
2. Number of injury accidents	4	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	5	-
5. Fatal accident rate per MVMT	0.19	-
6. Injury accident rate per MVMT	0.76	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.95	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Valley Center Avenue **LOC. NO. 113**	**DATE: 08/14/2025**	
LIMITS: b/t Arrow Hwy and Juanita Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	62	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	6427	-
15. Length of segment (miles)	0.24	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	26-47	-
5. 10 mile per hour pace speed (mph)	32-41	-
6. Percent in 10 miles per hour pace	75	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.18	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.18	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Valley Center Avenue **LOC. NO. 114**	**DATE: 08/14/2025**	
LIMITS: b/t Juanita Ave and Gladstone St		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	64.1	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	40	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Not Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	5078	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	41	-
2. Average speed (mph)	36	-
3. 50th percentile speed (mph)	36	-
4. Range of speeds (mph)	26-47	-
5. 10 mile per hour pace speed (mph)	33-42	-
6. Percent in 10 miles per hour pace	70	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.72	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.72	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Valley Center Avenue **LOC. NO. 115**	**DATE: 08/14/2025**	
LIMITS: b/t Gladstone St and Allen Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	35.6	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	25	-
7. Surrounding land uses	Commercial	Residential
8. Does surrounding land use have direct access	No	Yes
9. Frequency of driveways	Not Frequent	Frequent
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	1053	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	34	-
2. Average speed (mph)	28	-
3. 50th percentile speed (mph)	28	-
4. Range of speeds (mph)	21-37	-
5. 10 mile per hour pace speed (mph)	25-34	-
6. Percent in 10 miles per hour pace	68	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	1	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	1	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	3.47	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	3.47	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	Bike Route	
E. Recommended speed limit (mph)	25	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Valley Center Avenue **LOC. NO. 116**	**DATE: 08/14/2025**	
LIMITS: b/t Compromise Line Rd and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	57	
2. Number of through travel lanes by direction	1	
3. Painted Median	Yes	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	35	-
7. Surrounding land uses	Institutional	Residential
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	2805	-
15. Length of segment (miles)	0.41	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	35	-
2. Average speed (mph)	31	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	22-40	-
5. 10 mile per hour pace speed (mph)	26-35	-
6. Percent in 10 miles per hour pace	80	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.59	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.59	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	Yes	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	35	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Valley Center Avenue **LOC. NO. 117**	**DATE: 08/14/2025**	
LIMITS: b/t Foothill Blvd and Sierra Madre Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	38.3	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	45	-
7. Surrounding land uses	Residential	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	Not Frequent
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	6971	-
15. Length of segment (miles)	0.77	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	46	-
2. Average speed (mph)	42	-
3. 50th percentile speed (mph)	41	-
4. Range of speeds (mph)	31-51	-
5. 10 mile per hour pace speed (mph)	38-47	-
6. Percent in 10 miles per hour pace	78	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	0	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	0	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	0.00	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	0.00	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	Yes	-
5. School Speed Zone	Yes	-
6. Other		
E. Recommended speed limit (mph)	40	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Vermont Avenue **LOC. NO. 118**	**DATE: 08/14/2025**	
LIMITS: b/t Route 66 and Ada Ave		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	39	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	5568	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	36	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	24-43	-
5. 10 mile per hour pace speed (mph)	28-37	-
6. Percent in 10 miles per hour pace	82	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	6	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	6	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	3.94	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	3.94	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other	RR Xing	
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

CITY OF GLENDORA - ENGINEERING AND TRAFFIC SURVEY FORM

ROADWAY: Vermont Avenue **LOC. NO. 119**	**DATE: 08/14/2025**	
LIMITS: b/t Ada Ave and Foothill Blvd		
DIRECTION OF TRAVEL	**NB**	**SB**
A. Roadway Characteristics		
1. Total Curb to Curb Street width (feet)	43	
2. Number of through travel lanes by direction	1	
3. Painted Median	No	-
4. Raised Median	No	-
5. On-street parking	Yes	-
6. Posted speed limit (mph)	30	-
7. Surrounding land uses	Commercial	-
8. Does surrounding land use have direct access	Yes	-
9. Frequency of driveways	Frequent	-
10. Curb and gutter present	Yes	-
11. Sidewalks present	Yes	-
12. Street illummination midblock	Yes	-
13. Street illumination at intersections	Yes	-
14. Two-way daily traffic volume (ADT)	4351	-
15. Length of segment (miles)	0.25	-
B. Speed Characteristics		
1. 85th percentile speed (mph)	37	-
2. Average speed (mph)	32	-
3. 50th percentile speed (mph)	32	-
4. Range of speeds (mph)	21-42	-
5. 10 mile per hour pace speed (mph)	28-37	-
6. Percent in 10 miles per hour pace	80	-
C. Accident Analysis for preceding 3 years		
1. Number of fatal accidents	0	-
2. Number of injury accidents	2	-
3. Number of property damage only accidents	0	-
4. Total number of accidents	2	-
5. Fatal accident rate per MVMT	0.00	-
6. Injury accident rate per MVMT	1.68	-
7. Property damage only accident rate per MVMT	0.00	-
8. Total accident rate per MVMT	1.68	-
9. Is accident rate abnormally high?	-	-
D. Other Special Conditions		
1. Crosswalk	No	-
2. School Crosswalk	No	-
3. Vertical Curves	No	-
4. Horizontal Curves	No	-
5. School Speed Zone	No	-
6. Other		
E. Recommended speed limit (mph)	30	-
MVMT=million vehicle miles of travel		

Prepared By: Frank Gomez

Reviewed By: John Dorado, PE

APPENDIX B – Radar Speed Surveys

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	1	38		X	1
37	0	0	37			0
36	0	0	36			0
35	1	1	35	X	X	2
34	2	4	34	X X	X X X X	6
33	0	1	33		X	1
32	3	3	32	X X X	X X X	6
31	1	3	31	X	X X X	4
30	2	5	30	X X	X X X X X	7
29	4	3	29	X X X X	X X X	7
28	3	4	28	X X X	X X X X	7
27	3	6	27	X X X	X X X X X X	9
26	3	0	26	X X X		3
25	5	3	25	X X X X X	X X X	8
24	8	6	24	X X X X X X X X	X X X X X X	14
23	4	1	23	X X X X	X	5
22	5	1	22	X X X X X	X	6
21	3	3	21	X X X	X X X	6
20	3	0	20	X X X		3
19	0	2	19		X X	2
18	0	3	18		X X X	3
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

Location: Ada Avenue

Between: Grand Avenue - Vermont Avenue

Weather: Clear

Date: 2/11/25

Time From: 2:15

Time To: 3:25

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	12%	20%
% In Pace:	82%	68%	72%
% Under Pace:	0%	20%	8%
Average Speed:	26 MPH	27 MPH	27 MPH
Pace Speed:	20 - 29 MPH	24 - 33 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	22 MPH	21 MPH	22 MPH
50th Percentile / Critical Speed:	25 MPH	28 MPH	26 MPH
85th Percentile / Critical Speed:	30 MPH	32 MPH	32 MPH

* * * PACE * * *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	1	40	X	1
39	0	1	39	X	1
38	0	0	38		0
37	2	1	37	X X / X	3
36	1	1	36	X / X	2
35	4	3	35	X X X X / X X X	7
34	4	3	34	X X X X / X X X	7
33	5	3	33	X X X X X / X X X	8
32	1	7	32	X / X X X X X X X	8
31	5	6	31	X X X X X / X X X X X X	11
30	4	3	30	X X X X / X X X	7
29	4	2	29	X X X X / X X	6
28	2	5	28	X X / X X X X X	7
27	5	4	27	X X X X X / X X X X	9
26	2	0	26	X X	2
25	6	3	25	X X X X X X / X X X	9
24	1	3	24	X / X X X	4
23	0	3	23	/ X X X	3
22	2	1	22	X X / X	3
21	0	0	21		0
20	2	0	20	X X	2
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Ada Avenue

Between: Glendora Avenue - Glenwood Avenue

Weather: Clear

Date: 2/11/25

Time From: 1:25

Time To: 2:15

Existing Speed Limit: 25 MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	6%	14%
% In Pace:	76%	74%	74%
% Under Pace:	10%	20%	12%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	25 - 34 MPH	27 - 36 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	1	49		X	1
48	1	1	48	X	X	2
47	0	1	47		X	1
46	0	0	46			0
45	0	2	45		X X	2
44	2	5	44	X X	X X X X X	7
43	2	0	43	X X		2
42	3	3	42	X X X	X X X	6
41	2	2	41	X X	X X	4
40	4	3	40	X X X X	X X X	7
39	5	6	39	X X X X X	X X X X X X	11
38	7	7	38	X X X X X X X	X X X X X X X	14
37	6	4	37	X X X X X X	X X X X	10
36	2	2	36	X X	X X	4
35	5	6	35	X X X X X	X X X X X X	11
34	2	3	34	X X	X X X	5
33	3	1	33	X X X	X	4
32	2	1	32	X X	X	3
31	4	0	31	X X X X		4
30	0	2	30		X X	2
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * * *

Location: Amelia Avenue

Between: Auto Centre Drive - Duell Street

Weather: Clear

Date: 2/11/25

Time From: 9:40

Time To: 10:05

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	20%	10%	6%
% In Pace:	80%	76%	76%
% Under Pace:	0%	14%	18%
Average Speed:	38 MPH	39 MPH	38 MPH
Pace Speed:	31 - 40 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	33 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	42 MPH	44 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	1	0	47	X	1	
46	2	0	46	X X	2	
45	0	0	45		0	
44	0	0	44		0	
43	2	1	43	X X / X	3	
42	3	2	42	X X X / X X	5	
41	0	2	41	/ X X	2	
40	3	3	40	X X X / X X X	6	*
39	3	2	39	X X X / X X	5	*
38	5	3	38	X X X X X / X X X	8	*
37	9	5	37	X X X X X X X X X / X X X X X	14	*
36	5	7	36	X X X X X / X X X X X X X	12	*
35	2	9	35	X X / X X X X X X X X X	11	*
34	3	6	34	X X X / X X X X X X	9	*
33	6	3	33	X X X X X X / X X X	9	*
32	1	3	32	X / X X X	4	*
31	2	3	31	X X / X X X	5	*
30	2	1	30	X X / X	3	
29	1	0	29	X	1	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Amelia Avenue

Between: Duell Street - Route 66

Weather: Clear

Date: 2/11/25

Time From: 10:05

Time To: 10:30

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	10%	13%
% In Pace:	78%	88%	83%
% Under Pace:	12%	2%	4%
Average Speed:	37 MPH	36 MPH	36 MPH
Pace Speed:	33 - 42 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	35 MPH	36 MPH
85th Percentile / Critical Speed:	42 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	1	49	S: X	1	
48	1	3	48	N: X; S: X X X	4	
47	0	1	47	S: X	1	
46	0	6	46	S: X X X X X X	6	
45	2	3	45	N: X X; S: X X X	5	
44	1	1	44	N: X; S: X	2	
43	1	6	43	N: X; S: X X X X X X	7	*
42	3	2	42	N: X X X; S: X X	5	*
41	3	3	41	N: X X X; S: X X X	6	*
40	1	5	40	N: X; S: X X X X X	6	PACE
39	6	3	39	N: X X X X X X; S: X X X	9	
38	7	5	38	N: X X X X X X X; S: X X X X X	12	
37	6	3	37	N: X X X X X X; S: X X X	9	
36	4	1	36	N: X X X X; S: X	5	*
35	3	3	35	N: X X X; S: X X X	6	*
34	5	2	34	N: X X X X X; S: X X	7	*
33	2	0	33	N: X X	2	
32	2	0	32	N: X X	2	
31	0	1	31	S: X	1	
30	1	0	30	N: X	1	
29	1	1	29	N: X; S: X	2	
28	1	0	28	N: X	1	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Amelia Avenue

Between: Route 66 - Country Club Drive

Weather: Clear

Date: 2/11/25

Time From: 10:30

Time To: 10:55

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	10%	19%
% In Pace:	80%	74%	72%
% Under Pace:	10%	16%	9%
Average Speed:	37 MPH	41 MPH	39 MPH
Pace Speed:	33 - 42 MPH	37 - 46 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	36 MPH	34 MPH
50th Percentile / Critical Speed:	37 MPH	41 MPH	39 MPH
85th Percentile / Critical Speed:	42 MPH	46 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	1	41	X	1	
40	0	0	40		0	
39	0	0	39		0	
38	0	1	38	X	1	
37	2	2	37	X X / X X	4	
36	1	2	36	X / X X	3	
35	2	4	35	X X / X X X	6	*
34	2	5	34	X X / X X X X	7	*
33	8	3	33	X X X X X X X X / X X X	11	*
32	8	6	32	X X X X X X X X / X X X X X X	14	P
31	7	6	31	X X X X X X X / X X X X X X	13	A
30	7	3	30	X X X X X X X / X X X	10	C
29	4	5	29	X X X X / X X X X X	9	E
28	5	6	28	X X X X X / X X X X X X	11	*
27	1	3	27	X / X X X	4	*
26	2	2	26	X X / X X	4	*
25	0	1	25	/ X	1	
24	0	0	24		0	
23	1	0	23	X	1	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Amelia Avenue

Between: Country Club Drive - Foothill Boulevard

Weather: Clear

Date: 2/11/25

Time From: 10:55

Time To: 11:35

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	0%	8%	9%
% In Pace:	92%	86%	89%
% Under Pace:	8%	6%	2%
Average Speed:	31 MPH	31 MPH	31 MPH
Pace Speed:	28 - 37 MPH	27 - 36 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
85th Percentile / Critical Speed:	33 MPH	35 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	1	42	X	1	
41	3	1	41	X X X / X	4	
40	0	1	40	X	1	
39	0	1	39	X	1	
38	4	6	38	X X X X / X X X X X X	10	*
37	4	6	37	X X X X / X X X X X X	10	*
36	5	2	36	X X X X X / X X	7	*
35	9	7	35	X X X X X X X X X / X X X X X X X	16	*
34	7	3	34	X X X X X X X / X X X	10	*
33	2	5	33	X X / X X X X X	7	*
32	1	9	32	X / X X X X X X X X X	10	*
31	6	4	31	X X X X X X / X X X X	10	*
30	5	2	30	X X X X X / X X	7	*
29	1	1	29	X / X	2	*
28	1	0	28	X	1	
27	1	1	27	X / X	2	
26	1	0	26	X	1	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Auto Centre Drive

Between: Lone Hill Avenue - State Route 57

Weather: Clear

Date: 2/11/25

Time From: 9:00

Time To: 9:20

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	6%	7%
% In Pace:	88%	90%	89%
% Under Pace:	6%	4%	4%
Average Speed:	34 MPH	34 MPH	34 MPH
Pace Speed:	29 - 38 MPH	30 - 39 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH
85th Percentile / Critical Speed:	37 MPH	38 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	1	41		X	1	
40	0	1	40		X	1	
39	1	2	39	X	X X	3	
38	0	2	38		X X	2	
37	4	2	37	X X X X	X X	6	*
36	4	3	36	X X X X	X X X	7	*
35	2	12	35	X X	X X X X X X X X X X X X	14	*
34	8	6	34	X X X X X X X X	X X X X X X	14	
33	8	2	33	X X X X X X X X	X X	10	
32	7	5	32	X X X X X X X	X X X X X	12	
31	5	4	31	X X X X X	X X X X	9	
30	2	7	30	X X	X X X X X X X	9	*
29	3	3	29	X X X	X X X	6	*
28	3	0	28	X X X		3	*
27	2	0	27	X X		2	
26	0	0	26			0	
25	1	0	25	X		1	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Auto Centre Drive

Between: State Route 57 - Amelia Avenue

Weather: Clear

Date: 2/11/25

Time From: 9:20

Time To: 9:40

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	8%	7%
% In Pace:	92%	92%	90%
% Under Pace:	6%	0%	3%
Average Speed:	33 MPH	34 MPH	33 MPH
Pace Speed:	28 - 37 MPH	29 - 38 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	29 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	36 MPH	37 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.	
				Northbound	Southbound		
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	1	1	47	X	X	2	
46	2	1	46	X X	X	3	
45	2	1	45	X X	X	3	
44	2	2	44	X X	X X	4	
43	5	6	43	X X X X X	X X X X X X	11	*
42	6	7	42	X X X X X X	X X X X X X X	13	*
41	6	3	41	X X X X X X	X X X	9	*
40	4	8	40	X X X X	X X X X X X X X	12	PACE *
39	5	4	39	X X X X X	X X X X	9	
38	6	3	38	X X X X X X	X X X	9	
37	5	2	37	X X X X X	X X	7	
36	1	4	36	X	X X X X	5	*
35	1	3	35	X	X X X	4	*
34	3	3	34	X X X	X X X	6	*
33	1	0	33	X		1	
32	0	0	32			0	
31	0	2	31		X X	2	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Barranca Avenue

Between: Route 66 - Foothill Boulevard

Weather: Clear

Date: 1/7/25

Time From: 12:45

Time To: 1:10

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	10%	12%
% In Pace:	86%	86%	85%
% Under Pace:	12%	4%	3%
Average Speed:	40 MPH	40 MPH	40 MPH
Pace Speed:	37 - 46 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	37 MPH	35 MPH	36 MPH
50th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH
85th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	3	48	X X X	3
47	0	1	47	X	1
46	1	1	46	X / X	2
45	0	0	45		0
44	3	0	44	X X X	3
43	5	1	43	X X X X X / X	6
42	6	3	42	X X X X X X / X X X	9
41	3	2	41	X X X / X X	5
40	3	3	40	X X X / X X X	6
39	2	3	39	X X / X X X	5
38	5	6	38	X X X X X / X X X X X X	11
37	3	5	37	X X X / X X X X X	8
36	6	7	36	X X X X X X / X X X X X X X	13
35	5	10	35	X X X X X / X X X X X X X X X X	15
34	2	2	34	X X / X X	4
33	3	1	33	X X X / X	4
32	2	2	32	X X / X X	4
31	0	0	31		0
30	1	0	30	X	1
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Barranca Avenue

Between: Foothill Boulevard - Leadora Avenue

Weather: Clear

Date: 1/7/25

Time From: 1:10

Time To: 1:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	10%	9%
% In Pace:	82%	84%	82%
% Under Pace:	16%	6%	9%
Average Speed:	38 MPH	38 MPH	38 MPH
Pace Speed:	35 - 44 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	3	0	44	X X X	3	
43	0	0	43		0	
42	1	1	42	X X	2	
41	2	4	41	X X X X X X	6	
40	1	1	40	X X	2	
39	5	2	39	X X X X X X X	7	*
38	2	3	38	X X X X X	5	*
37	3	5	37	X X X X X X X X	8	*
36	4	3	36	X X X X X X X	7	P
35	4	4	35	X X X X X X X X	8	A
34	3	2	34	X X X X X	5	C
33	1	7	33	X X X X X X X X	8	E
32	4	3	32	X X X X X X X	7	*
31	4	2	31	X X X X X X	6	*
30	3	2	30	X X X X X	5	*
29	1	4	29	X X X X X	5	
28	3	0	28	X X X	3	
27	4	0	27	X X X X	4	
26	1	3	26	X X X X	4	
25	0	1	25	X	1	
24	1	1	24	X X	2	
23	0	1	23	X	1	
22	0	1	22	X	1	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Barranca Avenue

Between: Leadora Avenue - Sierra Madre Avenue

Weather: Clear

Date: 1/7/25

Time From: 1:50

Time To: 2:40

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	16%	13%
% In Pace:	66%	70%	66%
% Under Pace:	20%	14%	21%
Average Speed:	34 MPH	34 MPH	34 MPH
Pace Speed:	30 - 39 MPH	29 - 38 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	28 MPH
50th Percentile / Critical Speed:	34 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	1	55	X	1
54	0	2	54	X X	2
53	0	2	53	X X	2
52	1	3	52	X X X X	4
51	1	2	51	X X X	3
50	0	1	50	X	1
49	2	0	49	X X	2
48	3	4	48	X X X X X X X	7
47	1	3	47	X X X X	4
46	2	3	46	X X X X X	5
45	4	6	45	X X X X X X X X X X	10
44	6	4	44	X X X X X X X X X X	10
43	2	7	43	X X X X X X X X X	9
42	5	6	42	X X X X X X X X X X X	11
41	4	2	41	X X X X X X	6
40	4	2	40	X X X X X X	6
39	3	1	39	X X X X	4
38	5	0	38	X X X X X	5
37	2	1	37	X X X	3
36	2	0	36	X X	2
35	2	0	35	X X	2
34	0	0	34		0
33	1	0	33	X	1
32	0	0	32		0
31	0	0	31		0
30	0	0	30		0
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * *

Location: Base Line Road

Between: Barranca Avenue - Grand Avenue

Weather: Clear

Date: 1/7/25

Time From: 12:20

Time To: 12:45

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	22%	15%
% In Pace:	74%	76%	72%
% Under Pace:	10%	2%	13%
Average Speed:	42 MPH	46 MPH	44 MPH
Pace Speed:	37 - 46 MPH	39 - 48 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	38 MPH	42 MPH	39 MPH
50th Percentile / Critical Speed:	42 MPH	45 MPH	44 MPH
85th Percentile / Critical Speed:	47 MPH	52 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	0	41		0	
40	0	0	40		0	
39	0	4	39	X X X X	4	
38	1	1	38	X / X	2	
37	0	4	37	X X X X	4	*
36	2	6	36	X X / X X X X X X	8	*
35	7	8	35	X X X X X X X / X X X X X X X X	15	*
34	10	3	34	X X X X X X X X X X / X X X	13	P
33	2	6	33	X X / X X X X X X	8	A
32	4	4	32	X X X X / X X X X	8	C
31	2	6	31	X X / X X X X X X	8	E
30	5	4	30	X X X X X / X X X X	9	*
29	8	2	29	X X X X X X X X / X X	10	*
28	5	1	28	X X X X X / X	6	*
27	1	1	27	X / X	2	
26	2	0	26	X X	2	
25	0	0	25		0	
24	0	0	24		0	
23	1	0	23	X	1	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Base Line Road

Between: Grand Avenue - Dodsworth Avenue

Weather: Clear

Date: 1/7/25

Time From: 12:00

Time To: 12:20

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	0%	6%
% In Pace:	92%	92%	89%
% Under Pace:	6%	8%	5%
Average Speed:	32 MPH	34 MPH	33 MPH
Pace Speed:	27 - 36 MPH	30 - 39 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	28 MPH	30 MPH	29 MPH
50th Percentile / Critical Speed:	32 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	35 MPH	37 MPH	36 MPH

Radar Survey Conducted By:

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Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.		
				Eastbound / Westbound			
55	0	0	55		0		
54	0	0	54		0		
53	0	0	53		0		
52	0	0	52		0		
51	0	0	51		0		
50	0	0	50		0		
49	0	0	49		0		
48	0	0	48		0		
47	0	0	47		0		
46	0	0	46		0		
45	1	1	45	X / X	2		
44	1	3	44	X / X X X	4		
43	0	2	43	/ X X	2		
42	2	1	42	X X / X	3		
41	3	3	41	X X X / X X X	6	*	
40	1	3	40	X / X X X	4	*	
39	2	5	39	X X / X X X X X	7	*	
38	1	7	38	X / X X X X X X X	8	P	
37	3	8	37	X X X / X X X X X X X X	11	A	
36	4	5	36	X X X X / X X X X X	9	C	
35	6	5	35	X X X X X X / X X X X X	11	E	
34	3	2	34	X X X / X X	5	*	
33	5	1	33	X X X X X / X	6	*	
32	6	3	32	X X X X X X / X X X	9	*	
31	3	0	31	X X X	3		
30	4	1	30	X X X X / X	5		
29	1	0	29	X	1		
28	3	0	28	X X X	3		
27	0	0	27		0		
26	1	0	26	X	1		
25	0	0	25		0		
24	0	0	24		0		
23	0	0	23		0		
22	0	0	22		0		
21	0	0	21		0		
20	0	0	20		0		
19	0	0	19		0		
18	0	0	18		0		
17	0	0	17		0		
16	0	0	16		0		
15	0	0	15		0		
14	0	0	14		0		
13	0	0	13		0		
12	0	0	12		0		
11	0	0	11		0		
10	0	0	10		0		
9	0	0	9		0		
8	0	0	8		0		
7	0	0	7		0		
6	0	0	6		0		
5	0	0	5		0		
Total	50	50		GRAND TOTALS	100		

Location: Base Line Road

Between: Dodsworth Avenue - Glendora Avenue

Weather: Clear

Date: 1/7/25

Time From: 11:40

Time To: 12:00

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	22%	2%	11%
% In Pace:	76%	84%	76%
% Under Pace:	2%	14%	13%
Average Speed:	35 MPH	38 MPH	36 MPH
Pace Speed:	28 - 37 MPH	35 - 44 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	30 MPH	35 MPH	32 MPH
50th Percentile / Critical Speed:	34 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	1	0	43	X	1	
42	1	2	42	X X	3	
41	4	2	41	X X X X X X	6	
40	1	2	40	X X X	3	
39	6	5	39	X X X X X X X X X X X	11	*
38	5	2	38	X X X X X X X	7	*
37	4	6	37	X X X X X X X X X X	10	*
36	2	5	36	X X X X X X X	7	P
35	4	3	35	X X X X X X X	7	A
34	3	4	34	X X X X X X X	7	C
33	2	3	33	X X X X X	5	E
32	2	5	32	X X X X X X X	7	*
31	4	3	31	X X X X X X X	7	*
30	5	4	30	X X X X X X X X X	9	*
29	5	0	29	X X X X X	5	
28	1	0	28	X	1	
27	0	2	27	X X	2	
26	0	0	26		0	
25	0	1	25	X	1	
24	0	1	24	X	1	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Bennett Avenue

Between: Barranca Avenue - Grand Avenue

Weather: Clear

Date: 1/7/25

Time From: 2:40

Time To: 3:20

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	12%	13%
% In Pace:	74%	80%	77%
% Under Pace:	12%	8%	10%
Average Speed:	35 MPH	35 MPH	35 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	1	43	WB: X	1	
42	1	1	42	EB: X; WB: X	2	
41	0	3	41	WB: X X X	3	
40	0	3	40	WB: X X X	3	
39	1	2	39	EB: X; WB: X X	3	
38	5	3	38	EB: X X X X X; WB: X X X	8	*
37	4	2	37	EB: X X X X; WB: X X	6	*
36	3	3	36	EB: X X X; WB: X X X	6	*
35	7	6	35	EB: X X X X X X X; WB: X X X X X X	13	P
34	4	6	34	EB: X X X X; WB: X X X X X X	10	A
33	4	7	33	EB: X X X X; WB: X X X X X X X	11	C
32	5	6	32	EB: X X X X X; WB: X X X X X X	11	E
31	3	3	31	EB: X X X; WB: X X X	6	*
30	5	3	30	EB: X X X X X; WB: X X X	8	*
29	5	0	29	EB: X X X X X	5	*
28	2	1	28	EB: X X; WB: X	3	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	1	0	24	EB: X	1	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Bennett Avenue

Between: Grand Avenue - Glendora Avenue

Weather: Clear

Date: 1/7/25

Time From: 3:20

Time To: 3:45

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	4%	12%
% In Pace:	90%	82%	84%
% Under Pace:	6%	14%	4%
Average Speed:	33 MPH	35 MPH	34 MPH
Pace Speed:	29 - 38 MPH	32 - 41 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	29 MPH	32 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	37 MPH	40 MPH	38 MPH

Radar Survey Conducted By:

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PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.	PACE
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	2	0	43	X X	2	
42	0	0	42		0	
41	0	0	41		0	
40	0	2	40	X X	2	
39	2	2	39	X X / X X	4	
38	3	1	38	X X X / X	4	*
37	2	5	37	X X / X X X X X	7	*
36	1	6	36	X / X X X X X X	7	*
35	4	2	35	X X X X / X X	6	P
34	8	9	34	X X X X X X X X / X X X X X X X X X	17	A
33	4	2	33	X X X X / X X	6	C
32	8	2	32	X X X X X X X X / X X	10	E
31	3	5	31	X X X / X X X X X	8	*
30	2	6	30	X X / X X X X X X	8	*
29	3	3	29	X X X / X X X	6	*
28	2	2	28	X X / X X	4	
27	5	2	27	X X X X X / X X	7	
26	0	1	26	/ X	1	
25	1	0	25	X	1	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Bennett Avenue

Between: Glendora Avenue - Cullen Avenue

Weather: Clear

Date: 2/19/25

Time From: 3:25

Time To: 3:50

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	10%	8%
% In Pace:	80%	84%	79%
% Under Pace:	2%	6%	13%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	27 - 36 MPH	28 - 37 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	28 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	1	42	X	1
41	0	0	41		0
40	0	0	40		0
39	1	0	39	X	1
38	1	1	38	X X	2
37	0	2	37	X X	2
36	3	2	36	X X X X X	5
35	3	4	35	X X X X X X X	7
34	2	7	34	X X X X X X X X X	9
33	2	7	33	X X X X X X X X X	9
32	4	3	32	X X X X X X X	7
31	4	9	31	X X X X X X X X X X X X X	13
30	5	3	30	X X X X X X X X	8
29	9	7	29	X X X X X X X X X X X X X X X X	16
28	4	1	28	X X X X X	5
27	5	0	27	X X X X X	5
26	3	1	26	X X X X	4
25	2	2	25	X X X X	4
24	1	0	24	X	1
23	1	0	23	X	1
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Bennett Avenue

Between: Cullen Avenue - Live Oak Avenue

Weather: Clear

Date: 2/18/25

Time From: 3:20

Time To: 3:50

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	2%	6%
% In Pace:	82%	90%	84%
% Under Pace:	14%	8%	10%
Average Speed:	30 MPH	32 MPH	31 MPH
Pace Speed:	27 - 36 MPH	29 - 38 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	29 MPH	27 MPH
50th Percentile / Critical Speed:	29 MPH	32 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH

Radar Survey Conducted By:

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PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	1	0	42	X	1	
41	1	0	41	X	1	
40	0	2	40	X X	2	
39	4	3	39	X X X X / X X X	7	
38	3	1	38	X X X / X	4	*
37	2	1	37	X X / X	3	*
36	2	4	36	X X / X X X X	6	*
35	4	8	35	X X X X / X X X X X X X	12	P
34	4	4	34	X X X X / X X X X	8	A
33	5	4	33	X X X X X / X X X X	9	C
32	4	4	32	X X X X / X X X X	8	E
31	5	7	31	X X X X X / X X X X X X X	12	*
30	6	3	30	X X X X X X / X X X	9	*
29	5	3	29	X X X X X / X X X	8	*
28	1	1	28	X / X	2	
27	1	3	27	X / X X X	4	
26	0	1	26	/ X	1	
25	1	0	25	X	1	
24	1	1	24	X / X	2	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Bennett Avenue

Between: Live Oak Avenue - Loraine Avenue

Weather: Clear

Date: 2/19/25

Time From: 22:25

Time To: 12:05

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	14%	11%
% In Pace:	80%	82%	79%
% Under Pace:	8%	4%	10%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	29 - 38 MPH	27 - 36 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	38 MPH	36 MPH	37 MPH

Radar Survey Conducted By:

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	1	0	37	X		1
36	0	0	36			0
35	0	0	35			0
34	1	1	34	X	X	2
33	4	2	33	X X X X	X X	6
32	1	2	32	X	X X	3
31	1	2	31	X	X X	3
30	2	2	30	X X	X X	4
29	3	3	29	X X X	X X X	6
28	3	3	28	X X X	X X X	6
27	3	4	27	X X X	X X X X	7
26	8	8	26	X X X X X X X X	X X X X X X X X	16
25	3	5	25	X X X	X X X X X	8
24	5	5	24	X X X X X	X X X X X	10
23	9	4	23	X X X X X X X X X	X X X X	13
22	2	5	22	X X	X X X X X	7
21	3	1	21	X X X	X	4
20	1	0	20	X		1
19	0	2	19		X X	2
18	0	1	18		X	1
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Bennett Avenue

Between: Loraine Avenue - Underhill Drive

Weather: Clear

Date: 2/19/25

Time From: 12:05

Time To: 1:30

Existing Speed Limit: 25 MPH

* * * PACE * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	10%	15%
% In Pace:	82%	82%	81%
% Under Pace:	2%	8%	4%
Average Speed:	26 MPH	26 MPH	26 MPH
Pace Speed:	21 - 30 MPH	22 - 31 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	23 MPH	22 MPH	22 MPH
50th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
85th Percentile / Critical Speed:	31 MPH	30 MPH	30 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	1	1	40	X	X	2	
39	1	1	39	X	X	2	
38	0	1	38		X	1	
37	4	1	37	X X X X	X	5	
36	3	9	36	X X X	X X X X X X X X X	12	*
35	1	5	35	X	X X X X X	6	*
34	6	7	34	X X X X X X	X X X X X X X	13	*
33	2	4	33	X X	X X X X	6	P
32	6	1	32	X X X X X X	X	7	A
31	7	4	31	X X X X X X X	X X X X	11	C
30	4	3	30	X X X X	X X X	7	E
29	6	5	29	X X X X X X	X X X X X	11	*
28	3	6	28	X X X	X X X X X X	9	*
27	5	1	27	X X X X X	X	6	*
26	1	0	26	X		1	
25	0	0	25			0	
24	0	1	24		X	1	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Bonnie Cove Avenue

Between: Arrow Highway - Juanita Avenue

Weather: Clear

Date: 1/7/25

Time From: 9:00

Time To: 9:20

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	6%	10%
% In Pace:	86%	90%	88%
% Under Pace:	2%	4%	2%
Average Speed:	32 MPH	33 MPH	32 MPH
Pace Speed:	27 - 36 MPH	28 - 37 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	31 MPH	33 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	1	42	X	1
41	0	2	41	X X	2
40	0	2	40	X X	2
39	2	1	39	X X / X	3
38	4	1	38	X X X X / X	5
37	3	4	37	X X X / X X X X	7
36	1	2	36	X / X X	3
35	6	5	35	X X X X X X / X X X X X	11
34	6	4	34	X X X X X X / X X X X	10
33	5	4	33	X X X X X / X X X X	9
32	6	5	32	X X X X X X / X X X X X	11
31	3	2	31	X X X / X X	5
30	2	3	30	X X / X X X	5
29	4	4	29	X X X X / X X X X	8
28	2	2	28	X X / X X	4
27	0	4	27	/ X X X X	4
26	2	1	26	X X / X	3
25	2	1	25	X X / X	3
24	2	1	24	X X / X	3
23	0	0	23		0
22	0	1	22	/ X	1
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * *

Location: Bonnie Cove Avenue

Between: Juanita Avenue - Gladstone Street

Weather: Clear

Date: 1/7/25

Time From: 9:20

Time To: 10:05

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	14%	8%
% In Pace:	80%	70%	74%
% Under Pace:	16%	16%	18%
Average Speed:	32 MPH	33 MPH	33 MPH
Pace Speed:	29 - 38 MPH	28 - 37 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	28 MPH	27 MPH	28 MPH
50th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	Pace
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	0	0	40			0	
39	0	0	39			0	
38	0	0	38			0	
37	0	0	37			0	
36	0	0	36			0	
35	0	1	35		X	1	
34	0	1	34		X	1	
33	0	1	33		X	1	
32	2	1	32	X X	X	3	
31	0	3	31		X X X	3	*
30	1	1	30	X	X	2	*
29	1	1	29	X	X	2	*
28	2	3	28	X X	X X X	5	P
27	3	1	27	X X X	X	4	A
26	3	1	26	X X X	X	4	C
25	3	2	25	X X X	X X	5	E
24	3	2	24	X X X	X X	5	*
23	1	1	23	X	X	2	*
22	2	2	22	X X	X X	4	*
21	2	0	21	X X		2	
20	2	1	20	X X	X	3	
19	0	2	19		X X	2	
18	0	2	18		X X	2	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	25	26			GRAND TOTALS	51	

Location: Bonnie Cove Avenue

Between: Gladstone Street - Interstate 210

Weather: Clear

Date: 1/7/25

Time From: 10:05

Time To: 11:40

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	15%	12%
% In Pace:	88%	65%	71%
% Under Pace:	0%	19%	18%
Average Speed:	25 MPH	26 MPH	26 MPH
Pace Speed:	20 - 29 MPH	22 - 31 MPH	22 - 31 MPH
15th Percentile / Critical Speed:	21 MPH	19 MPH	21 MPH
50th Percentile / Critical Speed:	25 MPH	26 MPH	26 MPH
85th Percentile / Critical Speed:	29 MPH	32 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed – Eastbound	Vehicles Surveyed – Westbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	1	0	47	X		1	
46	0	2	46		X X	2	
45	0	1	45		X	1	
44	0	3	44		X X X	3	
43	2	1	43	X X	X	3	
42	1	0	42	X		1	
41	1	2	41	X	X X	3	
40	2	4	40	X X	X X X X	6	*
39	1	5	39	X	X X X X X	6	*
38	5	5	38	X X X X X	X X X X X	10	*
37	4	4	37	X X X X	X X X X	8	P
36	4	5	36	X X X X	X X X X X	9	A
35	6	5	35	X X X X X X	X X X X X	11	C
34	2	4	34	X X	X X X X	6	E
33	7	1	33	X X X X X X X	X	8	*
32	4	1	32	X X X X	X	5	*
31	2	4	31	X X	X X X X	6	*
30	3	2	30	X X X	X X	5	
29	0	0	29			0	
28	0	0	28			0	
27	1	1	27	X	X	2	
26	2	0	26	X X		2	
25	2	0	25	X X		2	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Compromise Line Road

Between: Valley Center Avenue - Route 66

Weather: Clear

Date: 2/11/25

Time From: 11:35

Time To: 12:20

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	18%	14%
% In Pace:	76%	76%	75%
% Under Pace:	10%	6%	11%
Average Speed:	35 MPH	37 MPH	36 MPH
Pace Speed:	30 - 39 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	41 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	1	1	40	X	X	2	
39	0	0	39			0	
38	3	1	38	X X X	X	4	
37	3	2	37	X X X	X X	5	*
36	4	2	36	X X X X	X X	6	*
35	4	3	35	X X X X	X X X	7	*
34	4	6	34	X X X X	X X X X X X	10	P
33	1	2	33	X	X X	3	A
32	8	7	32	X X X X X X X X	X X X X X X X	15	C
31	6	7	31	X X X X X X	X X X X X X X	13	E
30	5	5	30	X X X X X	X X X X X	10	*
29	3	4	29	X X X	X X X X	7	*
28	3	4	28	X X X	X X X X	7	*
27	1	0	27	X		1	
26	1	4	26	X	X X X X	5	
25	2	0	25	X X		2	
24	1	1	24	X	X	2	
23	0	1	23		X	1	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Cullen Avenue

Between: Ada Avenue - Foothill Boulevard

Weather: Clear

Date: 2/19/25

Time From: 12:35

Time To: 1:25

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	4%	6%
% In Pace:	82%	84%	83%
% Under Pace:	16%	12%	11%
Average Speed:	32 MPH	31 MPH	32 MPH
Pace Speed:	29 - 38 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH

Radar Survey Conducted By:
Counts Unlimited, Inc.
PO Box 1178
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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	1	0	43	X	1	
42	2	1	42	X X / X	3	
41	1	1	41	X / X	2	
40	2	0	40	X X	2	
39	0	1	39	X	1	
38	2	0	38	X X	2	
37	3	2	37	X X X / X X	5	
36	1	3	36	X / X X X	4	*
35	2	5	35	X X / X X X X X	7	*
34	6	1	34	X X X X X X / X	7	*
33	5	5	33	X X X X X / X X X X X	10	P
32	7	7	32	X X X X X X X / X X X X X X X	14	A
31	5	6	31	X X X X X / X X X X X X	11	C
30	4	6	30	X X X X / X X X X X X	10	E
29	1	2	29	X / X X	3	*
28	2	2	28	X X / X X	4	*
27	4	4	27	X X X X / X X X X	8	*
26	1	2	26	X / X X	3	
25	0	2	25	/ X X	2	
24	0	0	24		0	
23	1	0	23	X	1	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Cullen Avenue

Between: Foothill Boulevard - Bennett Avenue

Weather: Clear

Date: 2/19/25

Time From: 1:25

Time To: 1:45

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	22%	10%	16%
% In Pace:	74%	82%	78%
% Under Pace:	4%	8%	6%
Average Speed:	33 MPH	32 MPH	32 MPH
Pace Speed:	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	28 MPH	27 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	38 MPH	36 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	1	0	45	X	1	
44	3	0	44	X X X	3	
43	0	0	43		0	
42	0	0	42		0	
41	2	1	41	X X / X	3	
40	0	0	40		0	
39	4	1	39	X X X X / X	5	*
38	1	3	38	X / X X X	4	*
37	7	3	37	X X X X X X X / X X X	10	*
36	5	3	36	X X X X X / X X X	8	
35	2	6	35	X X / X X X X X X	8	
34	3	7	34	X X X / X X X X X X X	10	
33	1	5	33	X / X X X X X	6	
32	4	2	32	X X X X / X X	6	*
31	5	3	31	X X X X X / X X X	8	*
30	5	5	30	X X X X X / X X X X X	10	*
29	2	3	29	X X / X X X	5	
28	2	0	28	X X	2	
27	0	5	27	/ X X X X X	5	
26	3	0	26	X X X	3	
25	0	0	25		0	
24	0	3	24	/ X X X	3	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Cullen Avenue

Between: Bennett Avenue - Leadora Avenue

Weather: Clear

Date: 2/19/25

Time From: 1:45

Time To: 2:35

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	4%	7%
% In Pace:	74%	80%	75%
% Under Pace:	14%	16%	18%
Average Speed:	34 MPH	33 MPH	33 MPH
Pace Speed:	30 - 39 MPH	29 - 38 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	27 MPH	29 MPH
50th Percentile / Critical Speed:	34 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	37 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	1	0	43	X	1
42	0	1	42	X	1
41	2	1	41	X X / X	3
40	0	1	40	X	1
39	2	1	39	X X / X	3
38	2	0	38	X X	2
37	4	1	37	X X X X / X	5
36	3	4	36	X X X / X X X X	7
35	6	5	35	X X X X X X / X X X X X	11
34	4	6	34	X X X X / X X X X X X	10
33	8	6	33	X X X X X X X X / X X X X X X	14
32	3	5	32	X X X / X X X X X	8
31	3	5	31	X X X / X X X X X	8
30	3	2	30	X X X / X X	5
29	3	3	29	X X X / X X X	6
28	3	4	28	X X X / X X X X	7
27	2	4	27	X X / X X X X	6
26	1	1	26	X / X	2
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

* * * PACE * * *

Location: Cullen Avenue

Between: Leadora Avenue - Sierra Madre Avenue

Weather: Clear

Date: 2/19/25

Time From: 2:35

Time To: 3:25

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	14%	10%	16%
% In Pace:	80%	88%	82%
% Under Pace:	6%	2%	2%
Average Speed:	34 MPH	33 MPH	33 MPH
Pace Speed:	28 - 37 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	3	0	42	X X X	3
41	1	2	41	X / X X	3
40	1	1	40	X / X	2
39	4	0	39	X X X X	4
38	2	4	38	X X / X X X X	6
37	9	2	37	X X X X X X X X X / X X	11
36	5	2	36	X X X X X / X X	7
35	3	3	35	X X X / X X X	6
34	3	8	34	X X X / X X X X X X X X	11
33	1	3	33	X / X X X	4
32	3	4	32	X X X / X X X X	7
31	3	5	31	X X X / X X X X X	8
30	2	4	30	X X / X X X X	6
29	5	4	29	X X X X X / X X X X	9
28	3	3	28	X X X / X X X	6
27	1	3	27	X / X X X	4
26	1	0	26	X	1
25	0	1	25	X	1
24	0	0	24		0
23	0	1	23	X	1
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * *

Location: Elwood Avenue

Between: Route 66 - Foothill Boulevard

Weather: Clear

Date: 2/11/25

Time From: 12:20

Time To: 1:25

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	22%	6%	12%
% In Pace:	74%	78%	75%
% Under Pace:	4%	16%	13%
Average Speed:	34 MPH	33 MPH	34 MPH
Pace Speed:	28 - 37 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	29 MPH
50th Percentile / Critical Speed:	35 MPH	32 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	37 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	1	52	X	1
51	0	0	51		0
50	0	0	50		0
49	2	2	49	X X X X	4
48	2	1	48	X X X	3
47	0	0	47		0
46	3	3	46	X X X X X X	6
45	0	6	45	X X X X X X	6
44	1	3	44	X X X X	4
43	5	3	43	X X X X X X X X	8
42	2	6	42	X X X X X X X X	8
41	5	2	41	X X X X X X X	7
40	1	5	40	X X X X X X	6
39	5	3	39	X X X X X X X	8
38	2	4	38	X X X X X X	6
37	1	0	37	X	1
36	8	3	36	X X X X X X X X X X X	11
35	6	2	35	X X X X X X X X	8
34	2	1	34	X X X	3
33	1	2	33	X X X	3
32	1	2	32	X X X	3
31	1	0	31	X	1
30	0	0	30		0
29	2	1	29	X X X	3
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Foothill Boulevard

Between: Citrus Avenue - Barranca Avenue

Weather: Clear

Date: 2/12/25

Time From: 9:00

Time To: 9:20

Existing Speed Limit: 35 MPH

PACE * * * * * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	8%	20%
% In Pace:	74%	70%	67%
% Under Pace:	10%	22%	13%
Average Speed:	39 MPH	41 MPH	40 MPH
Pace Speed:	34 - 43 MPH	38 - 47 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	39 MPH	42 MPH	40 MPH
85th Percentile / Critical Speed:	44 MPH	45 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	1	48	X	1
47	0	0	47		0
46	2	2	46	X X / X X	4
45	2	1	45	X X / X	3
44	2	4	44	X X / X X X	6
43	1	2	43	X / X X	3
42	1	2	42	X / X X	3
41	1	4	41	X / X X X	5
40	3	6	40	X X X / X X X X X	9
39	2	0	39	X X	2
38	2	5	38	X X / X X X X	7
37	4	8	37	X X X X / X X X X X X	12
36	2	4	36	X X / X X X	6
35	4	2	35	X X X X / X X	6
34	3	4	34	X X X / X X X	7
33	3	2	33	X X X / X X	5
32	10	2	32	X X X X X X X X X X / X X	12
31	3	1	31	X X X / X	4
30	3	0	30	X X X	3
29	0	0	29		0
28	1	0	28	X	1
27	0	0	27		0
26	1	0	26	X	1
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Foothill Boulevard

Between: Barranca Avenue - Grand Avenue

Weather: Clear

Date: 2/12/25

Time From: 9:20

Time To: 9:40

Existing Speed Limit: 40 MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	8%	20%
% In Pace:	72%	74%	71%
% Under Pace:	10%	18%	9%
Average Speed:	36 MPH	39 MPH	37 MPH
Pace Speed:	31 - 40 MPH	35 - 44 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	31 MPH	34 MPH	32 MPH
50th Percentile / Critical Speed:	35 MPH	38 MPH	37 MPH
85th Percentile / Critical Speed:	42 MPH	44 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	2	44		X X	2
43	0	1	43		X	1
42	2	1	42	X X	X	3
41	2	2	41	X X	X X	4
40	3	4	40	X X X	X X X X	7
39	3	5	39	X X X	X X X X X	8
38	6	6	38	X X X X X X	X X X X X X	12
37	7	1	37	X X X X X X X	X	8
36	6	5	36	X X X X X X	X X X X X	11
35	6	4	35	X X X X X X	X X X X	10
34	7	7	34	X X X X X X X	X X X X X X X	14
33	1	4	33	X	X X X X	5
32	1	3	32	X	X X X	4
31	2	2	31	X X	X X	4
30	3	1	30	X X X	X	4
29	1	1	29	X	X	2
28	0	0	28			0
27	0	0	27			0
26	0	1	26		X	1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Foothill Boulevard

Between: Grand Avenue - Glendora Avenue

Weather: Clear

Date: 2/12/25

Time From: 9:40

Time To: 10:00

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	8%	6%
% In Pace:	86%	82%	83%
% Under Pace:	14%	10%	11%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	33 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	40 MPH

PACE * * * * * * *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound (Vehicles Surveyed)	Westbound (Vehicles Surveyed)	TOT. VEH.	
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	1	0	44	X		1	
43	1	0	43	X		1	
42	0	2	42		X X	2	
41	2	0	41	X X		2	
40	3	2	40	X X X	X X	5	
39	3	3	39	X X X	X X X	6	*
38	2	2	38	X X	X X	4	*
37	5	3	37	X X X X X	X X X	8	*
36	3	1	36	X X X	X	4	P
35	2	6	35	X X	X X X X X X	8	A
34	3	5	34	X X X	X X X X X	8	C
33	2	7	33	X X	X X X X X X X	9	E
32	1	5	32	X	X X X X X	6	*
31	10	7	31	X X X X X X X X X X	X X X X X X X	17	*
30	4	3	30	X X X X	X X X	7	*
29	2	2	29	X X	X X	4	
28	1	0	28	X		1	
27	1	0	27	X		1	
26	4	1	26	X X X X	X	5	
25	0	1	25		X	1	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Foothill Boulevard

Between: Glendora Avenue - Cullen Avenue

Weather: Clear

Date: 2/12/25

Time From: 10:00

Time To: 10:20

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	8%	11%
% In Pace:	70%	84%	77%
% Under Pace:	16%	8%	12%
Average Speed:	34 MPH	34 MPH	34 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	29 MPH	31 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	39 MPH	38 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	1	48	X	1
47	1	3	47	X / X X X	4
46	0	1	46	X	1
45	0	2	45	X X	2
44	1	1	44	X / X	2
43	1	2	43	X / X X	3
42	2	0	42	X X	2
41	5	2	41	X X X X X / X X	7
40	4	5	40	X X X X / X X X X X	9
39	4	4	39	X X X X / X X X X	8
38	4	3	38	X X X X / X X X	7
37	6	2	37	X X X X X X / X X	8
36	7	6	36	X X X X X X X / X X X X X X	13
35	4	8	35	X X X X / X X X X X X X	12
34	2	5	34	X X / X X X X	7
33	3	2	33	X X X / X X	5
32	2	1	32	X X / X	3
31	2	1	31	X X / X	3
30	2	0	30	X X	2
29	0	1	29	X	1
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Foothill Boulevard

Between: Cullen Avenue - Loraine Avenue

Weather: Clear

Date: 2/12/25

Time From: 10:20

Time To: 10:40

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	20%	15%
% In Pace:	82%	76%	79%
% Under Pace:	12%	4%	6%
Average Speed:	37 MPH	38 MPH	38 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	44 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	1	0	50	X		1
49	1	0	49	X		1
48	0	1	48		X	1
47	4	1	47	X X X X	X	5
46	1	1	46	X	X	2
45	1	0	45	X		1
44	2	2	44	X X	X X	4
43	1	2	43	X	X X	3
42	1	6	42	X	X X X X X X	7
41	4	4	41	X X X X	X X X X	8
40	2	1	40	X X	X	3
39	3	6	39	X X X	X X X X X X	9
38	1	3	38	X	X X X	4
37	9	5	37	X X X X X X X X X	X X X X X	14
36	4	7	36	X X X X	X X X X X X X	11
35	3	3	35	X X X	X X X	6
34	2	2	34	X X	X X	4
33	3	1	33	X X X	X	4
32	2	2	32	X X	X X	4
31	2	2	31	X X	X X	4
30	1	0	30	X		1
29	1	0	29	X		1
28	1	1	28	X	X	2
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Foothill Boulevard

Between: Loraine Avenue - Valley Center Avenue

Weather: Clear

Date: 2/12/25

Time From: 10:20

Time To: 10:40

Existing Speed Limit: 35 MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	24%	6%	18%
% In Pace:	66%	78%	70%
% Under Pace:	10%	16%	12%
Average Speed:	38 MPH	38 MPH	38 MPH
Pace Speed:	32 - 41 MPH	35 - 44 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	37 MPH
85th Percentile / Critical Speed:	45 MPH	42 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	1	0	49	X	1
48	1	0	48	X	1
47	0	0	47		0
46	1	0	46	X	1
45	1	1	45	X X	2
44	2	1	44	X X	3
43	1	1	43	X X	2
42	8	1	42	X X X X X X X X X	9
41	3	1	41	X X X X	4
40	6	3	40	X X X X X X X X X	9
39	1	5	39	X X X X X X	6
38	6	7	38	X X X X X X X X X X X X X	13
37	3	7	37	X X X X X X X X X X	10
36	6	7	36	X X X X X X X X X X X X X	13
35	6	4	35	X X X X X X X X X X	10
34	2	7	34	X X X X X X X X X	9
33	1	3	33	X X X X	4
32	0	1	32	X	1
31	1	0	31	X	1
30	0	0	30		0
29	0	0	29		0
28	0	1	28	X	1
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * * * *

Location: Foothill Boulevard

Between: Valley Center Avenue - Lone Hill Avenue

Weather: Clear

Date: 2/12/25

Time From: 10:40

Time To: 11:00

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	6%	10%
% In Pace:	84%	90%	87%
% Under Pace:	8%	4%	3%
Average Speed:	39 MPH	37 MPH	38 MPH
Pace Speed:	35 - 44 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	35 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	42 MPH	40 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	1	49	W: X	1
48	1	0	48	E: X	1
47	0	0	47		0
46	1	2	46	E: X — W: X X	3
45	2	1	45	E: X X — W: X	3
44	2	1	44	E: X X — W: X	3
43	4	3	43	E: X X X X — W: X X X	7
42	1	1	42	E: X — W: X	2
41	6	5	41	E: X X X X X X — W: X X X X X	11
40	5	3	40	E: X X X X X — W: X X X	8
39	7	1	39	E: X X X X X X X — W: X	8
38	3	9	38	E: X X X — W: X X X X X X X X X	12
37	4	7	37	E: X X X X — W: X X X X X X X	11
36	4	3	36	E: X X X X — W: X X X	7
35	3	5	35	E: X X X — W: X X X X X	8
34	5	1	34	E: X X X X X — W: X	6
33	1	3	33	E: X — W: X X X	4
32	0	1	32	W: X	1
31	1	2	31	E: X — W: X X	3
30	0	1	30	W: X	1
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Foothill Boulevard

Between: Lone Hill Avenue - Amelia Avenue

Weather: Clear

Date: 2/12/25

Time From: 11:00

Time To: 11:20

Existing Speed Limit: 40 MPH

PACE *	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	8%	11%
% In Pace:	84%	76%	80%
% Under Pace:	4%	16%	9%
Average Speed:	39 MPH	38 MPH	39 MPH
Pace Speed:	34 - 43 MPH	35 - 44 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	35 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	39 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	1	58		X	1	
57	0	1	57		X	1	
56	0	1	56		X	1	
55	1	1	55	X	X	2	
54	0	2	54		X X	2	
53	4	2	53	X X X X	X X	6	
52	1	3	52	X	X X X	4	
51	1	3	51	X	X X X	4	*
50	2	0	50	X X		2	*
49	3	3	49	X X X	X X X	6	*
48	3	2	48	X X X	X X	5	P
47	7	5	47	X X X X X X X	X X X X X	12	A
46	6	7	46	X X X X X X	X X X X X X X	13	C
45	2	2	45	X X	X X	4	E
44	4	5	44	X X X X	X X X X X	9	*
43	3	3	43	X X X	X X X	6	*
42	5	2	42	X X X X X	X X	7	*
41	1	3	41	X	X X X	4	
40	0	2	40		X X	2	
39	2	1	39	X X	X	3	
38	1	1	38	X	X	2	
37	2	0	37	X X		2	
36	0	0	36			0	
35	1	0	35	X		1	
34	1	0	34	X		1	
33	0	0	33			0	
32	0	0	32			0	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Foothill Boulevard

Between: Amelia Avenue - Cataract Avenue

Weather: Clear

Date: 2/12/25

Time From: 11:20

Time To: 11:40

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	28%	17%
% In Pace:	72%	68%	68%
% Under Pace:	16%	4%	15%
Average Speed:	45 MPH	47 MPH	46 MPH
Pace Speed:	42 - 51 MPH	40 - 49 MPH	42 - 51 MPH
15th Percentile / Critical Speed:	41 MPH	42 MPH	41 MPH
50th Percentile / Critical Speed:	46 MPH	46 MPH	46 MPH
85th Percentile / Critical Speed:	50 MPH	53 MPH	52 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	3	0	54	X X X		3	
53	0	1	53		X	1	
52	3	0	52	X X X		3	
51	1	0	51	X		1	
50	3	0	50	X X X		3	
49	2	3	49	X X	X X X	5	
48	2	0	48	X X		2	
47	2	1	47	X X	X	3	*
46	5	3	46	X X X X X	X X X	8	*
45	4	2	45	X X X X	X X	6	*
44	3	1	44	X X X	X	4	P
43	3	6	43	X X X	X X X X X X	9	A
42	1	5	42	X	X X X X X	6	C
41	4	9	41	X X X X	X X X X X X X X X	13	E
40	3	7	40	X X X	X X X X X X X	10	*
39	4	5	39	X X X X	X X X X X	9	*
38	2	3	38	X X	X X X	5	*
37	0	2	37		X X	2	
36	2	1	36	X X	X	3	
35	1	1	35	X	X	2	
34	0	0	34			0	
33	2	0	33	X X		2	
32	0	0	32			0	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Gladstone Street

Between: Barranca Avenue - Grand Avenue

Weather: Clear

Date: 2/11/25

Time From: 1:50

Time To: 2:10

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	24%	10%	18%
% In Pace:	62%	86%	73%
% Under Pace:	14%	4%	9%
Average Speed:	44 MPH	42 MPH	43 MPH
Pace Speed:	39 - 48 MPH	37 - 46 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH
50th Percentile / Critical Speed:	44 MPH	41 MPH	42 MPH
85th Percentile / Critical Speed:	50 MPH	46 MPH	49 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	2	1	50	X X	X	3
49	0	1	49		X	1
48	0	0	48			0
47	1	2	47	X	X X	3
46	3	1	46	X X X	X	4
45	3	1	45	X X X	X	4
44	3	4	44	X X X	X X X X	7
43	2	6	43	X X	X X X X X X	8
42	7	3	42	X X X X X X X	X X X	10
41	1	6	41	X	X X X X X X	7
40	4	3	40	X X X X	X X X	7
39	10	5	39	X X X X X X X X X X	X X X X X	15
38	5	4	38	X X X X X	X X X X	9
37	2	4	37	X X	X X X X	6
36	3	3	36	X X X	X X X	6
35	2	4	35	X X	X X X X	6
34	1	1	34	X	X	2
33	1	1	33	X	X	2
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * * *

Location: Gladstone Street

Between: Grand Avenue - Glendora Avenue

Weather: Clear

Date: 2/11/25

Time From: 2:10

Time To: 2:30

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	12%	15%
% In Pace:	80%	84%	81%
% Under Pace:	14%	4%	4%
Average Speed:	41 MPH	40 MPH	41 MPH
Pace Speed:	37 - 46 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH
85th Percentile / Critical Speed:	45 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.	PACE
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	0	57		0	
56	0	0	56		0	
55	0	0	55		0	
54	0	0	54		0	
53	0	1	53	W: X	1	
52	2	1	52	E: X X / W: X	3	
51	1	2	51	E: X / W: X X	3	
50	2	0	50	E: X X	2	
49	3	2	49	E: X X X / W: X X	5	
48	3	3	48	E: X X X / W: X X X	6	*
47	3	5	47	E: X X X / W: X X X X X	8	*
46	5	5	46	E: X X X X X / W: X X X X X	10	*
45	7	4	45	E: X X X X X X X / W: X X X X	11	PACE
44	3	3	44	E: X X X / W: X X X	6	*
43	2	5	43	E: X X / W: X X X X X	7	*
42	3	5	42	E: X X X / W: X X X X X	8	*
41	1	1	41	E: X / W: X	2	*
40	2	3	40	E: X X / W: X X X	5	*
39	3	4	39	E: X X X / W: X X X X	7	*
38	3	2	38	E: X X X / W: X X	5	
37	1	0	37	E: X	1	
36	3	0	36	E: X X X	3	
35	2	2	35	E: X X / W: X X	4	
34	1	2	34	E: X / W: X X	3	
33	0	0	33		0	
32	0	0	32		0	
31	0	0	31		0	
30	0	0	30		0	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Gladstone Street

Between: Glendora Avenue - Bonnie Cove Avenue

Weather: Clear

Date: 2/11/25

Time From: 2:30

Time To: 2:50

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	12%	14%
% In Pace:	64%	76%	70%
% Under Pace:	32%	12%	16%
Average Speed:	44 MPH	44 MPH	44 MPH
Pace Speed:	42 - 51 MPH	39 - 48 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH
50th Percentile / Critical Speed:	45 MPH	44 MPH	44 MPH
85th Percentile / Critical Speed:	49 MPH	48 MPH	48 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	2	55		X X	2	
54	0	1	54		X	1	
53	0	1	53		X	1	
52	2	1	52	X X	X	3	
51	1	3	51	X	X X X	4	
50	2	3	50	X X	X X X	5	
49	5	1	49	X X X X X	X	6	
48	1	0	48	X		1	
47	2	5	47	X X	X X X X X	7	*
46	1	7	46	X	X X X X X X X	8	*
45	4	3	45	X X X X	X X X	7	*
44	6	3	44	X X X X X X	X X X	9	
43	6	5	43	X X X X X X	X X X X X	11	
42	1	5	42	X	X X X X X	6	
41	3	4	41	X X X	X X X X	7	
40	5	4	40	X X X X X	X X X X	9	*
39	3	1	39	X X X	X	4	*
38	4	0	38	X X X X		4	*
37	1	1	37	X	X	2	
36	1	0	36	X		1	
35	1	0	35	X		1	
34	0	0	34			0	
33	0	0	33			0	
32	1	0	32	X		1	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Gladstone Street

Between: Bonnie Cove Avenue - Sunflower Avenue

Weather: Clear

Date: 2/11/25

Time From: 2:50

Time To: 3:10

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	22%	22%	23%
% In Pace:	70%	74%	72%
% Under Pace:	8%	4%	5%
Average Speed:	43 MPH	45 MPH	44 MPH
Pace Speed:	38 - 47 MPH	40 - 49 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	38 MPH	41 MPH	40 MPH
50th Percentile / Critical Speed:	43 MPH	45 MPH	44 MPH
85th Percentile / Critical Speed:	49 MPH	51 MPH	50 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	1	53		X	1	
52	0	0	52			0	
51	1	1	51	X	X	2	
50	0	3	50		X X X	3	
49	0	1	49		X	1	
48	1	0	48	X		1	
47	3	2	47	X X X	X X	5	
46	1	3	46	X	X X X	4	
45	5	2	45	X X X X X	X X	7	*
44	6	3	44	X X X X X X	X X X	9	*
43	3	2	43	X X X	X X	5	*
42	1	7	42	X	X X X X X X X	8	P
41	6	6	41	X X X X X X	X X X X X X	12	A
40	4	5	40	X X X X	X X X X X	9	C
39	5	1	39	X X X X X	X	6	E
38	2	1	38	X X	X	3	*
37	3	3	37	X X X	X X X	6	*
36	3	2	36	X X X	X X	5	*
35	1	2	35	X	X X	3	
34	2	1	34	X X	X	3	
33	1	1	33	X	X	2	
32	1	1	32	X	X	2	
31	1	2	31	X	X X	3	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Gladstone Street

Between: Sunflower Avenue - Valley Center Avenue

Weather: Clear

Date: 2/11/25

Time From: 3:10

Time To: 3:30

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	16%	17%
% In Pace:	76%	66%	70%
% Under Pace:	12%	18%	13%
Average Speed:	41 MPH	41 MPH	41 MPH
Pace Speed:	36 - 45 MPH	37 - 46 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	45 MPH	47 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	0	57		0	
56	0	0	56		0	
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	2	52	X X	2	
51	0	1	51	X	1	
50	0	1	50	X	1	
49	0	1	49	X	1	
48	0	1	48	X	1	
47	1	2	47	X / X X	3	
46	0	1	46	X	1	
45	2	4	45	X X / X X X X	6	*
44	3	4	44	X X X / X X X X	7	*
43	4	3	43	X X X X / X X X	7	*
42	2	3	42	X X / X X X	5	
41	4	11	41	X X X X / X X X X X X X X X X	15	
40	4	8	40	X X X X / X X X X X X X	12	
39	10	4	39	X X X X X X X X X X / X X X X	14	
38	1	1	38	X / X	2	*
37	6	2	37	X X X X X X / X X	8	*
36	3	0	36	X X X	3	*
35	3	1	35	X X X / X	4	
34	2	0	34	X X	2	
33	4	0	33	X X X X	4	
32	1	0	32	X	1	
31	0	0	31		0	
30	0	0	30		0	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Gladstone Street

Between: Valley Center Avenue - Lone Hill Avenue

Weather: Clear

Date: 2/11/25

Time From: 3:30

Time To: 3:50

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	10%	10%
% In Pace:	80%	82%	79%
% Under Pace:	14%	8%	11%
Average Speed:	39 MPH	43 MPH	41 MPH
Pace Speed:	35 - 44 MPH	39 - 48 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	35 MPH	39 MPH	37 MPH
50th Percentile / Critical Speed:	39 MPH	41 MPH	40 MPH
85th Percentile / Critical Speed:	43 MPH	47 MPH	45 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	1	0	50	X	1
49	1	0	49	X	1
48	1	1	48	X X	2
47	1	2	47	X X X	3
46	3	2	46	X X X X X	5
45	2	1	45	X X X	3
44	2	1	44	X X X	3
43	3	5	43	X X X X X X X X	8
42	5	2	42	X X X X X X X	7
41	4	1	41	X X X X X	5
40	5	6	40	X X X X X X X X X X X	11
39	5	5	39	X X X X X X X X X X	10
38	1	4	38	X X X X X	5
37	1	1	37	X X	2
36	3	5	36	X X X X X X X X	8
35	3	4	35	X X X X X X X	7
34	1	1	34	X X	2
33	2	3	33	X X X X X	5
32	3	1	32	X X X X	4
31	1	2	31	X X X	3
30	0	1	30	X	1
29	2	1	29	X X X	3
28	0	1	28	X	1
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Glendora Mountain Road

Between: Sierra Madre Avenue - Boulder Springs Drive

Weather: Clear

Date: 2/12/25

Time From: 12:25

Time To: 1:30

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	12%	15%
% In Pace:	64%	68%	66%
% Under Pace:	18%	20%	19%
Average Speed:	40 MPH	38 MPH	39 MPH
Pace Speed:	35 - 44 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	40 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	45 MPH	43 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT.
				Northbound / Southbound	VEH.
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	1	50	X	1
49	1	1	49	X X	2
48	0	0	48		0
47	2	1	47	X X X	3
46	1	2	46	X X X	3
45	4	1	45	X X X X X	5
44	3	1	44	X X X X	4
43	1	2	43	X X X	3
42	3	1	42	X X X X	4
41	1	5	41	X X X X X X	6
40	3	2	40	X X X X X	5
39	5	7	39	X X X X X X X X X	12
38	3	4	38	X X X X X X X	7
37	5	3	37	X X X X X X X X	8
36	5	5	36	X X X X X X X X X X	10
35	5	7	35	X X X X X X X X X X X X	12
34	3	1	34	X X X X	4
33	2	3	33	X X X X X	5
32	2	1	32	X X X	3
31	0	1	31	X	1
30	1	1	30	X X	2
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Glendora Mountain Road

Between: Boulder Springs Drive - Big Dalton Canyon Road

Weather: Clear

Date: 2/12/25

Time From: 1:30

Time To: 3:00

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	24%	18%	21%
% In Pace:	70%	76%	73%
% Under Pace:	6%	6%	6%
Average Speed:	39 MPH	39 MPH	39 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	45 MPH	43 MPH	44 MPH

PACE

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	1	50		X	1
49	0	1	49		X	1
48	0	2	48		X X	2
47	2	1	47	X X	X	3
46	1	1	46	X	X	2
45	1	0	45	X		1
44	2	1	44	X X	X	3
43	2	3	43	X X	X X X	5 *
42	1	2	42	X	X X	3 *
41	4	4	41	X X X X	X X X X	8 *
40	6	4	40	X X X X X X	X X X X	10 PACE
39	6	5	39	X X X X X X	X X X X X	11
38	3	4	38	X X X	X X X X	7
37	4	4	37	X X X X	X X X X	8
36	2	1	36	X X	X	3 *
35	5	5	35	X X X X X	X X X X X	10 *
34	3	1	34	X X X	X	4 *
33	1	3	33	X	X X X	4
32	2	1	32	X X	X	3
31	2	2	31	X X	X X	4
30	1	2	30	X	X X	3
29	1	0	29	X		1
28	0	0	28			0
27	1	2	27	X	X X	3
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Glendora Avenue

Between: Arrow Highway - Juanita Avenue

Weather: Clear

Date: 2/11/25

Time From: 1:30

Time To: 1:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	12%	13%
% In Pace:	72%	66%	69%
% Under Pace:	16%	22%	18%
Average Speed:	38 MPH	38 MPH	38 MPH
Pace Speed:	34 - 43 MPH	35 - 44 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	1	48	X	1
47	1	1	47	X / X	2
46	1	3	46	X / X X X	4
45	5	3	45	X X X X X / X X X	8
44	2	2	44	X X / X X	4
43	2	3	43	X X / X X X	5
42	3	4	42	X X X / X X X X	7
41	3	5	41	X X X / X X X X X	8
40	5	7	40	X X X X X / X X X X X X X	12
39	6	4	39	X X X X X X / X X X X	10
38	6	5	38	X X X X X X / X X X X X	11
37	2	4	37	X X / X X X X	6
36	3	2	36	X X X / X X	5
35	3	2	35	X X X / X X	5
34	4	1	34	X X X X / X	5
33	2	2	33	X X / X X	4
32	0	0	32		0
31	0	1	31	X	1
30	0	0	30		0
29	2	0	29	X X	2
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

* * * PACE * * *

Location: Glendora Avenue

Between: Juanita Avenue - Gladstone Street

Weather: Clear

Date: 2/11/25

Time From: 1:10

Time To: 1:30

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	4%	7%
% In Pace:	74%	80%	76%
% Under Pace:	22%	16%	17%
Average Speed:	39 MPH	40 MPH	40 MPH
Pace Speed:	36 - 45 MPH	37 - 46 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	34 MPH	36 MPH	35 MPH
50th Percentile / Critical Speed:	39 MPH	40 MPH	40 MPH
85th Percentile / Critical Speed:	44 MPH	45 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	0	57		0	
56	0	0	56		0	
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	1	52	X	1	
51	0	2	51	X X	2	
50	0	0	50		0	
49	1	2	49	X / X X	3	
48	1	0	48	X	1	
47	1	2	47	X / X X	3	
46	9	3	46	X X X X X X X X X / X X X	12	*
45	4	3	45	X X X X / X X X	7	*
44	3	2	44	X X X / X X	5	*
43	5	4	43	X X X X X / X X X X	9	P
42	8	3	42	X X X X X X X X / X X X	11	A
41	8	3	41	X X X X X X X X / X X X	11	C
40	5	5	40	X X X X X / X X X X X	10	E
39	2	7	39	X X / X X X X X X X	9	*
38	2	4	38	X X / X X X X	6	*
37	1	3	37	X / X X X	4	*
36	0	3	36	X X X	3	
35	0	2	35	X X	2	
34	0	0	34		0	
33	0	1	33	X	1	
32	0	0	32		0	
31	0	0	31		0	
30	0	0	30		0	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Glendora Avenue

Between: Gladstone Street - Base Line Road

Weather: Clear

Date: 2/11/25

Time From: 12:50

Time To: 1:10

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	14%	10%
% In Pace:	94%	74%	84%
% Under Pace:	2%	12%	6%
Average Speed:	43 MPH	42 MPH	42 MPH
Pace Speed:	38 - 47 MPH	37 - 46 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	40 MPH	37 MPH	38 MPH
50th Percentile / Critical Speed:	42 MPH	40 MPH	42 MPH
85th Percentile / Critical Speed:	46 MPH	46 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	2	1	41	X X / X	3	
40	2	0	40	X X	2	
39	3	2	39	X X X / X X	5	*
38	2	5	38	X X / X X X X X	7	*
37	6	7	37	X X X X X X / X X X X X X X	13	*
36	8	3	36	X X X X X X X X / X X X	11	P
35	2	3	35	X X / X X X	5	A
34	2	5	34	X X / X X X X X	7	C
33	3	5	33	X X X / X X X X X	8	E
32	1	6	32	X / X X X X X X	7	*
31	6	4	31	X X X X X X / X X X X	10	*
30	1	4	30	X / X X X X	5	*
29	3	1	29	X X X / X	4	
28	1	2	28	X / X X	3	
27	2	1	27	X X / X	3	
26	3	1	26	X X X / X	4	
25	2	0	25	X X	2	
24	0	0	24		0	
23	0	0	23		0	
22	1	0	22	X	1	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Glendora Avenue

Between: Base Line Road - Route 66

Weather: Clear

Date: 2/11/25

Time From: 12:30

Time To: 12:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	2%	5%
% In Pace:	70%	88%	78%
% Under Pace:	26%	10%	17%
Average Speed:	33 MPH	34 MPH	34 MPH
Pace Speed:	31 - 40 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	27 MPH	30 MPH	29 MPH
50th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	1	0	38	X	1
37	1	2	37	X — X X	3
36	1	0	36	X	1
35	3	2	35	X X X — X X	5
34	4	1	34	X X X X — X	5
33	3	0	33	X X X	3
32	5	4	32	X X X X X — X X X X	9
31	6	6	31	X X X X X X — X X X X X X	12
30	6	5	30	X X X X X X — X X X X X	11
29	3	4	29	X X X — X X X X	7
28	1	9	28	X — X X X X X X X X X	10
27	4	4	27	X X X X — X X X X	8
26	4	7	26	X X X X — X X X X X X X	11
25	2	1	25	X X — X	3
24	1	2	24	X — X X	3
23	2	2	23	X X — X X	4
22	3	0	22	X X X	3
21	0	1	21	X	1
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Glendora Avenue

Between: Route 66 - Ada Avenue

Weather: Clear

Date: 2/11/25

Time From: 12:10

Time To: 12:30

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	10%	5%
% In Pace:	78%	88%	81%
% Under Pace:	16%	2%	14%
Average Speed:	30 MPH	29 MPH	29 MPH
Pace Speed:	26 - 35 MPH	23 - 32 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	25 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	28 MPH	29 MPH
85th Percentile / Critical Speed:	34 MPH	32 MPH	33 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	2	1	43	X X / X	3
42	1	0	42	X	1
41	3	0	41	X X X	3
40	5	1	40	X X X X X / X	6
39	0	1	39	X	1
38	3	2	38	X X X / X X	5
37	2	1	37	X X / X	3
36	6	6	36	X X X X X X / X X X X X X	12
35	5	6	35	X X X X X / X X X X X X	11
34	1	4	34	X / X X X X	5
33	6	5	33	X X X X X X / X X X X X	11
32	5	6	32	X X X X X / X X X X X X	11
31	5	1	31	X X X X X / X	6
30	1	6	30	X / X X X X X X	7
29	0	3	29	X X X	3
28	3	0	28	X X X	3
27	0	3	27	X X X	3
26	2	2	26	X X / X X	4
25	0	1	25	X	1
24	0	1	24	X	1
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * * *

Location: Glendora Avenue

Between: Ada Avenue - Foothill Boulevard

Weather: Clear

Date: 2/11/25

Time From: 11:50

Time To: 12:10

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	6%	14%
% In Pace:	76%	80%	74%
% Under Pace:	12%	14%	12%
Average Speed:	35 MPH	33 MPH	34 MPH
Pace Speed:	31 - 40 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	31 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	35 MPH	33 MPH	33 MPH
85th Percentile / Critical Speed:	40 MPH	36 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	1	45	S: X	1	
44	0	1	44	S: X	1	
43	1	0	43	N: X	1	
42	0	1	42	S: X	1	
41	1	3	41	N: X; S: X X X	4	
40	0	0	40		0	
39	3	2	39	N: X X X; S: X X	5	
38	5	2	38	N: X X X X X; S: X X	7	*
37	1	3	37	N: X; S: X X X	4	*
36	4	6	36	N: X X X X; S: X X X X X X	10	*
35	4	6	35	N: X X X X; S: X X X X X X	10	PACE
34	3	4	34	N: X X X; S: X X X X	7	A
33	5	3	33	N: X X X X X; S: X X X	8	C
32	4	1	32	N: X X X X; S: X	5	E
31	3	5	31	N: X X X; S: X X X X X	8	*
30	4	2	30	N: X X X X; S: X X	6	*
29	5	2	29	N: X X X X X; S: X X	7	*
28	0	1	28	S: X	1	
27	1	4	27	N: X; S: X X X X	5	
26	4	0	26	N: X X X X	4	
25	1	0	25	N: X	1	
24	0	1	24	S: X	1	
23	1	0	23	N: X	1	
22	0	1	22	S: X	1	
21	0	1	21	S: X	1	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Glendora Avenue

Between: Bennett Avenue - Sierra Madre Avenue

Weather: Clear

Date: 2/11/25

Time From: 11:20

Time To: 11:50

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	12%	13%
% In Pace:	76%	68%	72%
% Under Pace:	14%	20%	15%
Average Speed:	33 MPH	34 MPH	33 MPH
Pace Speed:	29 - 38 MPH	30 - 39 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	1	2	41	X / X X	3
40	1	0	40	X	1
39	0	1	39	X	1
38	0	1	38	X	1
37	1	1	37	X / X	2
36	1	2	36	X / X X	3
35	1	3	35	X / X X X	4
34	1	4	34	X / X X X X	5
33	5	5	33	X X X X X / X X X X X	10
32	5	2	32	X X X X X / X X	7
31	4	2	31	X X X X / X X	6
30	5	6	30	X X X X X / X X X X X X	11
29	4	7	29	X X X X / X X X X X X X	11
28	3	1	28	X X X / X	4
27	2	4	27	X X / X X X X	6
26	6	5	26	X X X X X X / X X X X X	11
25	2	2	25	X X / X X	4
24	3	1	24	X X X / X	4
23	3	1	23	X X X / X	4
22	1	0	22	X	1
21	0	0	21		0
20	0	0	20		0
19	1	0	19	X	1
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

* * * P A C E * * *

Location: Glenwood Road

Between: Route 66 - Foothill Boulevard

Weather: Clear

Date: 3/6/25

Time From: 12:15

Time To: 1:30

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	14%	11%
% In Pace:	78%	78%	75%
% Under Pace:	10%	8%	14%
Average Speed:	29 MPH	31 MPH	30 MPH
Pace Speed:	24 - 33 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	24 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	29 MPH	30 MPH	30 MPH
85th Percentile / Critical Speed:	33 MPH	35 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	1	46	X	1
45	1	0	45	X	1
44	6	1	44	X X X X X X / X	7
43	2	1	43	X X / X	3
42	2	6	42	X X / X X X X X X	8
41	3	8	41	X X X / X X X X X X X	11
40	5	3	40	X X X X X / X X X	8
39	9	4	39	X X X X X X X X X / X X X X	13
38	8	7	38	X X X X X X X X / X X X X X X X	15
37	3	5	37	X X X / X X X X X	8
36	4	6	36	X X X X / X X X X X X	10
35	1	1	35	X / X	2
34	4	1	34	X X X X / X	5
33	1	1	33	X / X	2
32	1	1	32	X / X	2
31	0	0	31		0
30	0	0	30		0
29	0	1	29	X	1
28	0	2	28	X X	2
27	0	1	27	X	1
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Grand Avenue

Between: Arrow Highway - Gladstone Street

Weather: Clear

Date: 1/7/25

Time From: 11:50

Time To: 12:10

Existing Speed Limit: 45 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	0%	2%	2%
% In Pace:	86%	84%	85%
% Under Pace:	14%	14%	13%
Average Speed:	39 MPH	38 MPH	39 MPH
Pace Speed:	36 - 45 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	36 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	39 MPH	38 MPH	39 MPH
85th Percentile / Critical Speed:	43 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	2	51	SB: X X	2
50	1	1	50	NB: X; SB: X	2
49	2	1	49	NB: X X; SB: X	3
48	2	3	48	NB: X X; SB: X X X	5
47	1	1	47	NB: X; SB: X	2
46	0	3	46	SB: X X X	3
45	1	2	45	NB: X; SB: X X	3
44	2	5	44	NB: X X; SB: X X X X X	7
43	4	6	43	NB: X X X X; SB: X X X X X X	10
42	1	3	42	NB: X; SB: X X X	4
41	6	2	41	NB: X X X X X X; SB: X X	8
40	2	6	40	NB: X X; SB: X X X X X X	8
39	4	2	39	NB: X X X X; SB: X X	6
38	6	5	38	NB: X X X X X X; SB: X X X X X	11
37	4	1	37	NB: X X X X; SB: X	5
36	3	3	36	NB: X X X; SB: X X X	6
35	3	1	35	NB: X X X; SB: X	4
34	4	3	34	NB: X X X X; SB: X X X	7
33	3	0	33	NB: X X X	3
32	1	0	32	NB: X	1
31	0	0	31		0
30	0	0	30		0
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Grand Avenue

Between: Gladstone Street - Interstate 210

Weather: Clear

Date: 1/7/25

Time From: 11:30

Time To: 11:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	14%	20%
% In Pace:	74%	70%	69%
% Under Pace:	8%	16%	11%
Average Speed:	40 MPH	42 MPH	41 MPH
Pace Speed:	34 - 43 MPH	38 - 47 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	34 MPH	37 MPH	35 MPH
50th Percentile / Critical Speed:	39 MPH	42 MPH	40 MPH
85th Percentile / Critical Speed:	44 MPH	47 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound (Vehicles Surveyed)	Southbound (Vehicles Surveyed)	TOT. VEH.	
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	1	0	46	X		1	
45	1	0	45	X		1	
44	0	1	44		X	1	
43	1	1	43	X	X	2	
42	4	2	42	X X X X	X X	6	
41	6	6	41	X X X X X X	X X X X X X	12	*
40	1	3	40	X	X X X	4	*
39	2	3	39	X X	X X X	5	*
38	5	6	38	X X X X X	X X X X X X	11	P
37	8	4	37	X X X X X X X X	X X X X	12	A
36	3	4	36	X X X	X X X X	7	C
35	3	4	35	X X X	X X X X	7	E
34	3	6	34	X X X	X X X X X X	9	*
33	4	3	33	X X X X	X X X	7	*
32	4	3	32	X X X X	X X X	7	*
31	1	2	31	X	X X	3	
30	0	1	30		X	1	
29	1	1	29	X	X	2	
28	2	0	28	X X		2	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Grand Avenue

Between: Base Line Road - Mauna Loa Avenue

Weather: Clear

Date: 1/7/25

Time From: 11:10

Time To: 11:30

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	8%	11%
% In Pace:	78%	84%	81%
% Under Pace:	16%	8%	8%
Average Speed:	37 MPH	37 MPH	37 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	33 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	2	44		X X	2
43	0	1	43		X	1
42	2	1	42	X X	X	3
41	3	2	41	X X X	X X	5
40	1	3	40	X	X X X	4
39	1	1	39	X	X	2
38	3	4	38	X X X	X X X X	7
37	3	10	37	X X X	X X X X X X X X X X	13
36	4	8	36	X X X X	X X X X X X X X	12
35	8	2	35	X X X X X X X X	X X	10
34	2	2	34	X X	X X	4
33	7	4	33	X X X X X X X	X X X X	11
32	3	0	32	X X X		3
31	9	5	31	X X X X X X X X X	X X X X X	14
30	2	3	30	X X	X X X	5
29	1	1	29	X	X	2
28	0	0	28			0
27	1	1	27	X	X	2
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Grand Avenue

Between: Mauna Loa Avenue - Route 66

Weather: Clear

Date: 1/7/25

Time From: 10:50

Time To: 11:10

Existing Speed Limit: 40 MPH

PACE *

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	12%	15%
% In Pace:	84%	78%	81%
% Under Pace:	4%	10%	4%
Average Speed:	35 MPH	36 MPH	35 MPH
Pace Speed:	30 - 39 MPH	31 - 40 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	34 MPH	36 MPH	35 MPH
85th Percentile / Critical Speed:	38 MPH	40 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	1	50	X	1
49	1	3	49	X / X X X	4
48	0	1	48	X	1
47	0	2	47	X X	2
46	2	1	46	X X / X	3
45	0	3	45	X X X	3
44	2	3	44	X X / X X X	5
43	3	3	43	X X X / X X X	6
42	4	7	42	X X X X / X X X X X X X	11
41	6	6	41	X X X X X X / X X X X X X	12
40	4	3	40	X X X X / X X X	7
39	2	4	39	X X / X X X X	6
38	2	4	38	X X / X X X X	6
37	7	3	37	X X X X X X X / X X X	10
36	5	1	36	X X X X X / X	6
35	4	1	35	X X X X / X	5
34	2	0	34	X X	2
33	3	3	33	X X X / X X X	6
32	1	1	32	X / X	2
31	1	0	31	X	1
30	0	0	30		0
29	1	0	29	X	1
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * *

Location: Grand Avenue

Between: Route 66 - Ada Avenue

Weather: Clear

Date: 1/7/25

Time From: 10:30

Time To: 10:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	14%	14%
% In Pace:	78%	74%	74%
% Under Pace:	16%	12%	12%
Average Speed:	38 MPH	41 MPH	40 MPH
Pace Speed:	35 - 44 MPH	37 - 46 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	34 MPH	37 MPH	35 MPH
50th Percentile / Critical Speed:	38 MPH	41 MPH	40 MPH
85th Percentile / Critical Speed:	43 MPH	46 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	2	0	48	X X	2
47	0	0	47		0
46	0	1	46	X	1
45	1	3	45	X X X X	4
44	4	3	44	X X X X X X X	7
43	3	1	43	X X X X	4
42	4	5	42	X X X X X X X X X	9
41	6	4	41	X X X X X X X X X X	10
40	5	6	40	X X X X X X X X X X X	11
39	9	7	39	X X X X X X X X X X X X X X X	16
38	3	4	38	X X X X X X X	7
37	4	4	37	X X X X X X X X	8
36	6	5	36	X X X X X X X X X X X	11
35	0	5	35	X X X X X	5
34	2	0	34	X X	2
33	0	1	33	X	1
32	1	1	32	X X	2
31	0	0	31		0
30	0	0	30		0
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * *

Location: Grand Avenue

Between: Ada Avenue - Foothill Boulevard

Weather: Clear

Date: 1/7/25

Time From: 10:10

Time To: 10:30

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	8%	7%
% In Pace:	90%	88%	88%
% Under Pace:	6%	4%	5%
Average Speed:	40 MPH	39 MPH	40 MPH
Pace Speed:	36 - 45 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	1	0	46	X	1
45	0	0	45		0
44	0	3	44	X X X	3
43	1	1	43	X X	2
42	2	0	42	X X	2
41	1	1	41	X X	2
40	5	3	40	X X X X X X X X	8
39	4	3	39	X X X X X X X	7
38	3	5	38	X X X X X X X X	8
37	6	9	37	X X X X X X X X X X X X X X X	15
36	3	5	36	X X X X X X X X	8
35	6	5	35	X X X X X X X X X X	11
34	3	2	34	X X X X X	5
33	7	1	33	X X X X X X X X	8
32	1	3	32	X X X X	4
31	3	6	31	X X X X X X X X X	9
30	2	2	30	X X X X	4
29	0	0	29		0
28	0	0	28		0
27	1	1	27	X X	2
26	1	0	26	X	1
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Grand Avenue

Between: Foothill Boulevard - Bennett Avenue

Weather: Clear

Date: 1/7/25

Time From: 9:45

Time To: 10:10

Existing Speed Limit: 40 MPH

PACE *

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	10%	10%
% In Pace:	82%	84%	83%
% Under Pace:	8%	6%	7%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	31 - 40 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	32 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	1	0	48	X		1
47	1	0	47	X		1
46	0	0	46			0
45	2	1	45	X X	X	3
44	0	2	44		X X	2
43	1	0	43	X		1
42	6	3	42	X X X X X X	X X X	9
41	4	5	41	X X X X	X X X X X	9
40	5	5	40	X X X X X	X X X X X	10
39	3	3	39	X X X	X X X	6
38	3	4	38	X X X	X X X X	7
37	3	7	37	X X X	X X X X X X X	10
36	3	4	36	X X X	X X X X	7
35	5	6	35	X X X X X	X X X X X X	11
34	5	3	34	X X X X X	X X X	8
33	3	3	33	X X X	X X X	6
32	2	2	32	X X	X X	4
31	3	1	31	X X X	X	4
30	0	0	30			0
29	0	1	29		X	1
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Grand Avenue

Between: Bennett Avenue - Leadora Avenue

Weather: Clear

Date: 1/7/25

Time From: 9:25

Time To: 9:45

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	6%	8%
% In Pace:	80%	86%	83%
% Under Pace:	10%	8%	9%
Average Speed:	38 MPH	37 MPH	38 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	42 MPH	41 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	1	48		X	1
47	0	0	47			0
46	0	2	46		X X	2
45	1	0	45	X		1
44	1	1	44	X	X	2
43	3	3	43	X X X	X X X	6
42	1	4	42	X	X X X X	5
41	2	9	41	X X	X X X X X X X X X	11
40	4	0	40	X X X X		4
39	4	0	39	X X X X		4
38	3	6	38	X X X	X X X X X X	9
37	2	4	37	X X	X X X X	6
36	7	0	36	X X X X X X X		7
35	9	5	35	X X X X X X X X X	X X X X X	14
34	3	5	34	X X X	X X X X X	8
33	2	1	33	X X	X	3
32	0	5	32		X X X X X	5
31	3	1	31	X X X	X	4
30	1	0	30	X		1
29	1	1	29	X	X	2
28	2	1	28	X X	X	3
27	0	1	27		X	1
26	1	0	26	X		1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Grand Avenue

Between: Leadora Avenue - Sierra Madre Avenue

Weather: Clear

Date: 1/7/25

Time From: 9:00

Time To: 9:25

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	8%	6%
% In Pace:	76%	72%	74%
% Under Pace:	20%	20%	20%
Average Speed:	36 MPH	38 MPH	37 MPH
Pace Speed:	34 - 43 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	38 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	2	0	46	X X	2	
45	1	0	45	X	1	
44	0	0	44		0	
43	0	0	43		0	
42	4	3	42	X X X X / X X X	7	
41	0	4	41	X X X X	4	
40	1	1	40	X / X	2	
39	3	1	39	X X X / X	4	*
38	2	3	38	X X / X X X	5	*
37	5	3	37	X X X X X / X X X	8	*
36	4	4	36	X X X X / X X X X	8	PACE
35	5	4	35	X X X X X / X X X X	9	
34	4	3	34	X X X X / X X X	7	
33	4	6	33	X X X X / X X X X X X	10	
32	3	5	32	X X X / X X X X X	8	*
31	1	1	31	X / X	2	*
30	3	6	30	X X X / X X X X X X	9	*
29	3	0	29	X X X	3	
28	1	2	28	X / X X	3	
27	1	2	27	X / X X	3	
26	2	1	26	X X / X	3	
25	1	0	25	X	1	
24	0	1	24	/ X	1	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Juanita Avenue

Between: Grand Avenue - Glendora Avenue

Weather: Clear

Date: 2/18/25

Time From: 10:55

Time To: 11:40

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	16%	16%
% In Pace:	68%	72%	70%
% Under Pace:	16%	12%	14%
Average Speed:	35 MPH	34 MPH	35 MPH
Pace Speed:	30 - 39 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	29 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	35 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	1	0	42	X		1	
41	0	3	41		X X X	3	
40	1	3	40	X	X X X	4	
39	4	2	39	X X X X	X X	6	*
38	4	1	38	X X X X	X	5	*
37	2	4	37	X X	X X X X	6	*
36	3	1	36	X X X	X	4	PACE
35	4	5	35	X X X X	X X X X X	9	
34	4	7	34	X X X X	X X X X X X X	11	
33	6	2	33	X X X X X X	X X	8	
32	8	6	32	X X X X X X X X	X X X X X X	14	*
31	4	7	31	X X X X	X X X X X X X	11	*
30	1	4	30	X	X X X X	5	*
29	4	2	29	X X X X	X X	6	
28	0	1	28		X	1	
27	1	1	27	X	X	2	
26	0	1	26		X	1	
25	2	0	25	X X		2	
24	1	0	24	X		1	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Juanita Avenue

Between: Glendora Avenue - Bonnie Cove Avenue

Weather: Clear

Date: 2/18/25

Time From: 11:40

Time To: 12:15

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	12%	8%
% In Pace:	80%	78%	79%
% Under Pace:	18%	10%	13%
Average Speed:	33 MPH	34 MPH	34 MPH
Pace Speed:	31 - 40 MPH	30 - 39 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	29 MPH	30 MPH	30 MPH
50th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	1	43		X	1	
42	1	1	42	X	X	2	
41	1	0	41	X		1	
40	2	0	40	X X		2	
39	2	1	39	X X	X	3	
38	4	3	38	X X X X	X X X	7	*
37	0	1	37		X	1	*
36	4	3	36	X X X X	X X X	7	*
35	7	3	35	X X X X X X X	X X X	10	P
34	4	7	34	X X X X	X X X X X X X	11	A
33	6	4	33	X X X X X X	X X X X	10	C
32	3	5	32	X X X	X X X X X	8	E
31	4	3	31	X X X X	X X X	7	*
30	5	8	30	X X X X X	X X X X X X X X	13	*
29	1	3	29	X	X X X	4	*
28	2	3	28	X X	X X X	5	
27	1	2	27	X	X X	3	
26	1	1	26	X	X	2	
25	0	0	25			0	
24	2	1	24	X X	X	3	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Juanita Avenue

Between: Bonnie Cove Avenue - Sunflower Avenue

Weather: Clear

Date: 2/18/25

Time From: 12:15

Time To: 12:50

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	14%	9%
% In Pace:	78%	82%	78%
% Under Pace:	14%	4%	13%
Average Speed:	33 MPH	33 MPH	33 MPH
Pace Speed:	30 - 39 MPH	27 - 36 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	33 MPH	32 MPH	33 MPH
85th Percentile / Critical Speed:	38 MPH	36 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	1	42		X	1	
41	0	1	41		X	1	
40	1	1	40	X	X	2	
39	1	3	39	X	X X	4	
38	1	2	38	X	X X	3	
37	1	2	37	X	X X	3	*
36	2	3	36	X X	X X	5	*
35	3	2	35	X X X	X X	5	*
34	7	6	34	X X X X X X	X X X X X	13	P
33	5	4	33	X X X X X	X X X X	9	A
32	6	2	32	X X X X X X	X X	8	C
31	5	5	31	X X X X X	X X X X	10	E
30	5	6	30	X X X X X	X X X X X	11	*
29	5	4	29	X X X X X	X X X X	9	*
28	4	4	28	X X X X	X X X X	8	*
27	1	1	27	X	X	2	
26	2	1	26	X X	X	3	
25	0	1	25		X	1	
24	0	1	24		X	1	
23	0	0	23			0	
22	1	0	22	X		1	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Juanita Avenue

Between: Sunflower Avenue - Valley Center Avenue

Weather: Clear

Date: 2/18/25

Time From: 2:50

Time To: 1:25

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	16%	11%
% In Pace:	86%	76%	81%
% Under Pace:	8%	8%	8%
Average Speed:	32 MPH	33 MPH	32 MPH
Pace Speed:	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	28 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	33 MPH	32 MPH
85th Percentile / Critical Speed:	35 MPH	38 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	0	0	37		0
36	0	0	36		0
35	1	0	35	X	1
34	0	0	34		0
33	2	2	33	X X / X X	4
32	1	2	32	X / X X	3
31	2	1	31	X X / X	3
30	2	3	30	X X / X X X	5
29	0	1	29	X	1
28	5	1	28	X X X X X / X	6
27	0	2	27	X X	2
26	3	5	26	X X X / X X X X X	8
25	0	4	25	X X X X	4
24	0	3	24	X X X	3
23	1	2	23	X / X X	3
22	3	2	22	X X X / X X	5
21	2	2	21	X X / X X	4
20	0	1	20	X	1
19	1	1	19	X / X	2
18	1	1	18	X / X	2
17	1	0	17	X	1
16	0	1	16	X	1
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	25	34		GRAND TOTALS	59

Location: Leadora Avenue

Between: Yucca Ridge Road - Barranca Avenue

Weather: Clear

Date: 3/6/25

Time From: 9:00

Time To: 10:30

Existing Speed Limit: 30 MPH

PACE	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	15%	19%
% In Pace:	64%	74%	69%
% Under Pace:	36%	12%	12%
Average Speed:	26 MPH	26 MPH	26 MPH
Pace Speed:	26 - 35 MPH	21 - 30 MPH	21 - 30 MPH

15th Percentile / Critical Speed:	21 MPH	21 MPH	21 MPH
50th Percentile / Critical Speed:	28 MPH	25 MPH	26 MPH
85th Percentile / Critical Speed:	32 MPH	30 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	1	44		X	1	
43	1	1	43	X	X	2	
42	3	0	42	X X X		3	
41	0	4	41		X X X X	4	*
40	1	2	40	X	X X	3	*
39	3	2	39	X X X	X X	5	*
38	6	0	38	X X X X X X		6	
37	4	5	37	X X X X	X X X X X	9	
36	2	2	36	X X	X X	4	
35	8	7	35	X X X X X X X X	X X X X X X X	15	
34	6	2	34	X X X X X X	X X	8	*
33	3	8	33	X X X	X X X X X X X X	11	*
32	3	4	32	X X X	X X X X	7	*
31	3	1	31	X X X	X	4	
30	1	2	30	X	X X	3	
29	0	2	29		X X	2	
28	0	2	28		X X	2	
27	2	1	27	X X	X	3	
26	2	1	26	X X	X	3	
25	0	2	25		X X	2	
24	0	0	24			0	
23	2	1	23	X X	X	3	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Leadora Avenue

Between: Barranca Avenue - Grand Avenue

Weather: Clear

Date: 2/12/25

Time From: 3:05

Time To: 4:00

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	4%	6%
% In Pace:	78%	72%	72%
% Under Pace:	14%	24%	22%
Average Speed:	35 MPH	34 MPH	34 MPH
Pace Speed:	31 - 40 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	31 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	35 MPH	34 MPH	35 MPH
85th Percentile / Critical Speed:	39 MPH	40 MPH	39 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	2	48		X X	2	
47	0	1	47		X	1	
46	0	0	46			0	
45	0	2	45		X X	2	
44	2	1	44	X X	X	3	
43	2	0	43	X X		2	
42	4	2	42	X X X X	X X	6	*
41	4	5	41	X X X X	X X X X X	9	*
40	3	2	40	X X X	X X	5	*
39	1	2	39	X	X X	3	
38	0	4	38		X X X X	4	
37	3	4	37	X X X	X X X X	7	
36	1	4	36	X	X X X X	5	
35	8	5	35	X X X X X X X X	X X X X X	13	*
34	4	1	34	X X X X	X	5	*
33	7	3	33	X X X X X X X	X X X	10	*
32	1	2	32	X	X X	3	
31	4	2	31	X X X X	X X	6	
30	1	3	30	X	X X X	4	
29	2	1	29	X X	X	3	
28	1	1	28	X	X	2	
27	1	1	27	X	X	2	
26	1	0	26	X		1	
25	0	2	25		X X	2	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Leadora Avenue

Between: Grand Avenue - Glendora Avenue

Weather: Clear

Date: 2/19/25

Time From: 2:40

Time To: 3:30

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	12%	10%
% In Pace:	70%	64%	67%
% Under Pace:	22%	24%	23%
Average Speed:	36 MPH	37 MPH	36 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	31 MPH	30 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	36 MPH	35 MPH
85th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

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PO Box 1178

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	0	41		0	
40	1	1	40	X / X	2	
39	1	0	39	X	1	
38	1	0	38	X	1	
37	2	4	37	X X / X X X X	6	
36	1	3	36	X / X X X	4	
35	3	1	35	X X X / X	4	*
34	6	6	34	X X X X X X / X X X X X X	12	*
33	1	5	33	X / X X X X X	6	*
32	3	7	32	X X X / X X X X X X X	10	*
31	5	5	31	X X X X X / X X X X X	10	*
30	6	3	30	X X X X X X / X X X	9	*
29	5	1	29	X X X X X / X	6	*
28	1	3	28	X / X X X	4	*
27	3	2	27	X X X / X X	5	*
26	8	4	26	X X X X X X X X / X X X X	12	*
25	1	3	25	X / X X X	4	
24	0	0	24		0	
23	1	1	23	X / X	2	
22	1	1	22	X / X	2	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Leadora Avenue

Between: Glendora Avenue - Cullen Avenue

Weather: Clear

Date: 2/19/25

Time From: 1:30

Time To: 2:40

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	18%	14%
% In Pace:	82%	78%	78%
% Under Pace:	6%	4%	8%
Average Speed:	31 MPH	31 MPH	31 MPH
Pace Speed:	26 - 35 MPH	25 - 34 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	26 MPH	26 MPH	26 MPH
50th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
85th Percentile / Critical Speed:	35 MPH	36 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	0	0	40			0	
39	1	2	39	X	X X	3	
38	0	3	38		X X X	3	
37	0	0	37			0	
36	1	1	36	X	X	2	
35	3	2	35	X X X	X X	5	*
34	6	2	34	X X X X X X	X X	8	*
33	2	2	33	X X	X X	4	*
32	3	1	32	X X X	X	4	
31	6	8	31	X X X X X X	X X X X X X X X	14	
30	5	2	30	X X X X X	X X	7	
29	6	2	29	X X X X X X	X X	8	
28	2	9	28	X X	X X X X X X X X X	11	*
27	4	3	27	X X X X	X X X	7	*
26	3	5	26	X X X	X X X X X	8	*
25	2	2	25	X X	X X	4	
24	3	4	24	X X X	X X X X	7	
23	1	1	23	X	X	2	
22	2	1	22	X X	X	3	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Leadora Avenue

Between: Cullen Avenue - Live Oak Avenue

Weather: Clear

Date: 2/18/25

Time From: 2:50

Time To: 3:40

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	20%	8%
% In Pace:	80%	76%	76%
% Under Pace:	16%	4%	16%
Average Speed:	30 MPH	30 MPH	30 MPH
Pace Speed:	26 - 35 MPH	24 - 33 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	30 MPH	28 MPH	29 MPH
85th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	1	46		X	1	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	1	0	42	X		1	
41	0	2	41		X X	2	
40	1	2	40	X	X X	3	
39	2	2	39	X X	X X	4	
38	2	5	38	X X	X X X X X	7	*
37	0	4	37		X X X X	4	*
36	1	3	36	X	X X X	4	*
35	3	4	35	X X X	X X X X	7	P
34	8	6	34	X X X X X X X X	X X X X X X	14	A
33	5	5	33	X X X X X	X X X X X	10	C
32	3	2	32	X X X	X X	5	E
31	3	2	31	X X X	X X	5	*
30	2	1	30	X X	X	3	*
29	8	2	29	X X X X X X X X	X X	10	*
28	3	2	28	X X X	X X	5	
27	1	2	27	X	X X	3	
26	2	0	26	X X		2	
25	3	2	25	X X X	X X	5	
24	1	2	24	X	X X	3	
23	0	0	23			0	
22	0	1	22		X	1	
21	1	0	21	X		1	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Leadora Avenue

Between: Live Oak Avenue - Loraine Avenue

Weather: Clear

Date: 2/18/25

Time From: 1:45

Time To: 2:50

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	2%	11%
% In Pace:	76%	70%	69%
% Under Pace:	10%	28%	20%
Average Speed:	32 MPH	34 MPH	33 MPH
Pace Speed:	26 - 35 MPH	32 - 41 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
50th Percentile / Critical Speed:	32 MPH	34 MPH	33 MPH
85th Percentile / Critical Speed:	35 MPH	38 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	1	40	X	1
39	0	0	39		0
38	0	1	38	X	1
37	0	4	37	X X X X	4
36	2	2	36	X X / X X	4
35	2	0	35	X X	2
34	2	1	34	X X / X	3
33	2	3	33	X X / X X X	5
32	6	3	32	X X X X X X / X X X	9
31	3	4	31	X X X / X X X X	7
30	3	6	30	X X X / X X X X X X	9
29	6	10	29	X X X X X X / X X X X X X X X X	16
28	6	7	28	X X X X X X / X X X X X X X	13
27	4	2	27	X X X X / X X	6
26	5	1	26	X X X X X / X	6
25	4	2	25	X X X X / X X	6
24	2	2	24	X X / X X	4
23	0	0	23		0
22	3	0	22	X X X	3
21	0	1	21	X	1
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * * * *

Location: Live Oak Avenue

Between: Foothill Boulevard - Bennett Avenue

Weather: Clear

Date: 2/18/25

Time From: 2:50

Time To: 3:20

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	4%	15%
% In Pace:	82%	80%	81%
% Under Pace:	10%	16%	4%
Average Speed:	29 MPH	30 MPH	30 MPH
Pace Speed:	25 - 34 MPH	28 - 37 MPH	24 - 33 MPH
15th Percentile / Critical Speed:	25 MPH	27 MPH	26 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	33 MPH	36 MPH	33 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	VEH.
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	3	36		X X X	3
35	1	2	35	X	X X	3
34	3	4	34	X X X	X X X X	7
33	2	4	33	X X	X X X X	6
32	2	4	32	X X	X X X X	6
31	5	4	31	X X X X X	X X X X	9
30	5	4	30	X X X X X	X X X X	9
29	10	3	29	X X X X X X X X X X	X X X	13
28	2	7	28	X X	X X X X X X X	9
27	10	5	27	X X X X X X X X X X	X X X X X	15
26	2	1	26	X X	X	3
25	3	4	25	X X X	X X X X	7
24	2	3	24	X X	X X X	5
23	2	1	23	X X	X	3
22	0	1	22		X	1
21	1	0	21	X		1
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

PACE * * * * * *

Location: Live Oak Avenue

Between: Bennett Avenue - Leadora Avenue

Weather: Clear

Date: 2/19/25

Time From: 10:35

Time To: 11:25

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	0%	6%
% In Pace:	88%	80%	84%
% Under Pace:	10%	20%	10%
Average Speed:	29 MPH	30 MPH	29 MPH
Pace Speed:	25 - 34 MPH	27 - 36 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	25 MPH	25 MPH	25 MPH
50th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
85th Percentile / Critical Speed:	32 MPH	34 MPH	33 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	1	41	X	1	
40	0	1	40	X	1	
39	0	0	39		0	
38	1	1	38	X X	2	
37	0	2	37	X X	2	
36	2	1	36	X X X	3	*
35	3	5	35	X X X X X X	8	*
34	3	2	34	X X X X X	5	*
33	4	1	33	X X X X X	5	PACE
32	6	5	32	X X X X X X X X X X	11	
31	4	7	31	X X X X X X X X X X X	11	
30	5	8	30	X X X X X X X X X X X X X	13	
29	8	8	29	X X X X X X X X X X X X X X X X	16	*
28	6	3	28	X X X X X X X X X	9	*
27	4	3	27	X X X X X X X X	7	*
26	2	0	26	X X	2	
25	1	2	25	X X X	3	
24	1	0	24	X	1	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Live Oak Avenue

Between: Leadora Avenue - Sierra Madre Avenue

Weather: Clear

Date: 2/19/25

Time From: 9:50

Time To: 10:35

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	10%	6%
% In Pace:	90%	86%	88%
% Under Pace:	8%	4%	6%
Average Speed:	30 MPH	31 MPH	31 MPH
Pace Speed:	27 - 36 MPH	27 - 36 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	35 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	PACE
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	1	41	X	1	
40	0	1	40	X	1	
39	1	1	39	X X	2	
38	3	4	38	X X X X X X X	7	*
37	2	2	37	X X X X	4	*
36	3	0	36	X X X	3	*
35	5	5	35	X X X X X X X X X X	10	P
34	4	1	34	X X X X X	5	A
33	4	5	33	X X X X X X X X X	9	C
32	8	13	32	X X X X X X X X X X X X X X X X X X X X X	21	E
31	3	3	31	X X X X X X	6	*
30	3	2	30	X X X X X	5	*
29	3	3	29	X X X X X X	6	*
28	3	1	28	X X X X	4	
27	2	1	27	X X X	3	
26	3	2	26	X X X X X	5	
25	2	2	25	X X X X	4	
24	0	2	24	X X	2	
23	1	1	23	X X	2	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Live Oak Avenue

Between: Sierra Madre Avenue - Palm Drive

Weather: Clear

Date: 2/19/25

Time From: 9:00

Time To: 9:50

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	6%	4%
% In Pace:	76%	76%	76%
% Under Pace:	22%	18%	20%
Average Speed:	32 MPH	32 MPH	32 MPH
Pace Speed:	29 - 38 MPH	29 - 38 MPH	29 - 38 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	37 MPH	36 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.	PACE
				Northbound	Southbound		
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	0	42			0	
41	0	0	41			0	
40	0	0	40			0	
39	0	0	39			0	
38	3	0	38	X X X		3	
37	1	2	37	X	X X	3	
36	1	1	36	X	X	2	
35	2	1	35	X X	X	3	
34	1	1	34	X	X	2	*
33	3	5	33	X X X	X X X X X	8	*
32	5	3	32	X X X X X	X X X	8	*
31	9	3	31	X X X X X X X X X	X X X	12	*
30	3	8	30	X X X	X X X X X X X X	11	*
29	6	11	29	X X X X X X	X X X X X X X X X X X	17	*
28	5	3	28	X X X X X	X X X	8	*
27	7	8	27	X X X X X X X	X X X X X X X X	15	*
26	3	0	26	X X X		3	*
25	1	3	25	X	X X X	4	*
24	0	1	24		X	1	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Lone Hill Avenue

Between: Gladstone Street - Auto Centre Drive

Weather: Clear

Date: 2/18/25

Time From: 1:25

Time To: 1:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	8%	11%
% In Pace:	88%	90%	88%
% Under Pace:	2%	2%	1%
Average Speed:	31 MPH	30 MPH	30 MPH
Pace Speed:	26 - 35 MPH	25 - 34 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	30 MPH	29 MPH	30 MPH
85th Percentile / Critical Speed:	34 MPH	33 MPH	33 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.	
				Northbound	Southbound		
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	1	0	45	X		1	
44	0	0	44			0	
43	3	0	43	X X X		3	
42	0	4	42		X X X X	4	
41	2	1	41	X X	X	3	
40	3	4	40	X X X	X X X X	7	*
39	6	4	39	X X X X X X	X X X X	10	*
38	3	5	38	X X X	X X X X X	8	*
37	8	6	37	X X X X X X X X	X X X X X X	14	PACE
36	7	5	36	X X X X X X X	X X X X X	12	
35	3	8	35	X X X	X X X X X X X	11	
34	6	1	34	X X X X X X	X	7	
33	4	3	33	X X X X	X X X	7	*
32	1	1	32	X	X	2	*
31	2	4	31	X X	X X X X	6	*
30	1	1	30	X	X	2	
29	0	2	29		X X	2	
28	0	1	28		X	1	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Lone Hill Avenue

Between: Auto Centre Drive - Interstate 210

Weather: Clear

Date: 2/18/25

Time From: 1:50

Time To: 2:10

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	0%	11%
% In Pace:	86%	82%	84%
% Under Pace:	6%	18%	5%
Average Speed:	37 MPH	36 MPH	36 MPH
Pace Speed:	32 - 41 MPH	33 - 42 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	33 MPH	31 MPH	33 MPH
50th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	1	0	48	X	1
47	2	1	47	X X / X	3
46	2	1	46	X X / X	3
45	3	3	45	X X X / X X X	6
44	4	1	44	X X X X / X	5
43	1	3	43	X / X X X	4
42	4	2	42	X X X X / X X	6
41	7	7	41	X X X X X X X / X X X X X X X	14
40	1	6	40	X / X X X X X X	7
39	5	5	39	X X X X X / X X X X X	10
38	7	7	38	X X X X X X X / X X X X X X X	14
37	4	4	37	X X X X / X X X X	8
36	4	7	36	X X X X / X X X X X X X	11
35	1	0	35	X	1
34	2	3	34	X X / X X X	5
33	1	0	33	X	1
32	0	0	32		0
31	1	0	31	X	1
30	0	0	30		0
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

* * * PACE * * * *

Location: Lone Hill Avenue

Between: Petunia Street - Route 66

Weather: Clear

Date: 2/18/25

Time From: 2:10

Time To: 2:30

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	4%	7%
% In Pace:	80%	90%	85%
% Under Pace:	10%	6%	8%
Average Speed:	40 MPH	40 MPH	40 MPH
Pace Speed:	36 - 45 MPH	36 - 45 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	45 MPH	43 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT.
				Northbound / Southbound	VEH.
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	1	0	46	X	1
45	2	1	45	X X / X	3
44	2	0	44	X X	2
43	1	0	43	X	1
42	3	2	42	X X X / X X	5
41	3	5	41	X X X / X X X X X	8
40	7	7	40	X X X X X X X / X X X X X X X	14
39	6	9	39	X X X X X X / X X X X X X X X X	15
38	8	6	38	X X X X X X X X / X X X X X X	14
37	9	6	37	X X X X X X X X X / X X X X X X	15
36	2	6	36	X X / X X X X X X	8
35	5	3	35	X X X X X / X X X	8
34	0	1	34	/ X	1
33	0	3	33	/ X X X	3
32	1	0	32	X	1
31	0	0	31		0
30	0	1	30	/ X	1
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Lone Hill Avenue

Between: Route 66 - Foothill Boulevard

Weather: Clear

Date: 2/18/25

Time From: 2:30

Time To: 2:50

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	2%	7%
% In Pace:	92%	96%	91%
% Under Pace:	2%	2%	2%
Average Speed:	39 MPH	38 MPH	38 MPH
Pace Speed:	35 - 44 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.	
				Northbound	Southbound		
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	1	49		X	1	
48	0	0	48			0	
47	2	2	47	X X	X X	4	
46	0	3	46		X X X	3	
45	0	1	45		X	1	
44	1	2	44	X	X X	3	
43	1	2	43	X	X X	3	*
42	2	2	42	X X	X X	4	*
41	8	4	41	X X X X X X X X	X X X X	12	*
40	3	3	40	X X X	X X X	6	PACE
39	3	4	39	X X X	X X X X	7	
38	3	0	38	X X X		3	
37	2	6	37	X X	X X X X X X	8	
36	7	5	36	X X X X X X X	X X X X X	12	*
35	5	9	35	X X X X X	X X X X X X X X X	14	*
34	2	4	34	X X	X X X X	6	*
33	2	1	33	X X	X	3	
32	4	0	32	X X X X		4	
31	3	1	31	X X X	X	4	
30	1	0	30	X		1	
29	0	0	29			0	
28	0	0	28			0	
27	1	0	27	X		1	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Loraine Avenue

Between: Route 66 - Steffen Street

Weather: Clear

Date: 2/18/25

Time From: 9:00

Time To: 9:20

Existing Speed Limit: N/P MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	18%	12%
% In Pace:	78%	78%	75%
% Under Pace:	10%	4%	13%
Average Speed:	37 MPH	39 MPH	38 MPH
Pace Speed:	32 - 41 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	32 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	44 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	1	50		X	1
49	0	1	49		X	1
48	0	0	48			0
47	0	3	47		X X X	3
46	1	0	46	X		1
45	1	3	45	X	X X X	4
44	1	1	44	X	X	2
43	4	4	43	X X X X	X X X X	8
42	8	5	42	X X X X X X X X	X X X X X	13
41	5	5	41	X X X X X	X X X X X	10
40	4	3	40	X X X X	X X X	7
39	7	1	39	X X X X X X X	X	8
38	1	3	38	X	X X X	4
37	3	1	37	X X X	X	4
36	4	2	36	X X X X	X X	6
35	2	6	35	X X	X X X X X X	8
34	2	5	34	X X	X X X X X	7
33	1	3	33	X	X X X	4
32	2	2	32	X X	X X	4
31	1	0	31	X		1
30	1	1	30	X	X	2
29	0	0	29			0
28	2	0	28	X X		2
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Loraine Avenue

Between: Steffen Street - Foothill Boulevard

Weather: Clear

Date: 2/18/25

Time From: 9:20

Time To: 9:55

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	18%	12%
% In Pace:	80%	70%	75%
% Under Pace:	14%	12%	13%
Average Speed:	39 MPH	39 MPH	39 MPH
Pace Speed:	34 - 43 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	39 MPH	40 MPH	39 MPH
85th Percentile / Critical Speed:	42 MPH	45 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	1	0	45	X		1
44	1	2	44	X	X X	3
43	3	2	43	X X X	X X	5
42	4	2	42	X X X X	X X	6
41	2	2	41	X X	X X	4
40	4	2	40	X X X X	X X	6
39	2	1	39	X X	X	3
38	7	2	38	X X X X X X X	X X	9
37	6	2	37	X X X X X X	X X	8
36	3	4	36	X X X	X X X X	7
35	2	5	35	X X	X X X X X	7
34	6	8	34	X X X X X X	X X X X X X X X	14
33	3	2	33	X X X	X X	5
32	1	3	32	X	X X X	4
31	2	9	31	X X	X X X X X X X X X	11
30	1	2	30	X	X X	3
29	0	0	29			0
28	1	1	28	X	X	2
27	1	0	27	X		1
26	0	1	26		X	1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Loraine Avenue

Between: Foothill Boulevard - Bennett Avenue

Weather: Clear

Date: 2/18/25

Time From: 9:55

Time To: 10:25

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	16%	19%
% In Pace:	78%	76%	74%
% Under Pace:	18%	8%	7%
Average Speed:	37 MPH	35 MPH	36 MPH
Pace Speed:	34 - 43 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	33 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	37 MPH	34 MPH	36 MPH
85th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH

* PACE *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	3	0	48	X X X		3
47	0	0	47			0
46	1	0	46	X		1
45	1	0	45	X		1
44	1	1	44	X	X	2
43	1	2	43	X	X X	3
42	3	2	42	X X X	X X	5
41	1	2	41	X	X X	3
40	3	2	40	X X X	X X	5
39	3	2	39	X X X	X X	5
38	4	3	38	X X X X	X X X	7
37	7	4	37	X X X X X X X	X X X X	11
36	1	3	36	X	X X X	4
35	6	9	35	X X X X X X	X X X X X X X X X	15
34	3	3	34	X X X	X X X	6
33	1	5	33	X	X X X X X	6
32	2	3	32	X X	X X X	5
31	4	0	31	X X X X		4
30	3	1	30	X X X	X	4
29	1	3	29	X	X X X	4
28	0	3	28		X X X	3
27	1	1	27	X	X	2
26	0	1	26		X	1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: Loraine Avenue

Between: Bennett Avenue - Leadora Avenue

Weather: Clear

Date: 2/18/25

Time From: 10:25

Time To: 11:00

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	22%	10%	18%
% In Pace:	68%	72%	68%
% Under Pace:	10%	18%	14%
Average Speed:	37 MPH	35 MPH	36 MPH
Pace Speed:	31 - 40 MPH	32 - 41 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	31 MPH	29 MPH	31 MPH
50th Percentile / Critical Speed:	37 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	42 MPH	40 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	1	0	49	X		1
48	0	0	48			0
47	0	0	47			0
46	1	0	46	X		1
45	2	0	45	X X		2
44	0	3	44		X X X	3
43	2	1	43	X X	X	3
42	3	1	42	X X X	X	4
41	3	3	41	X X X	X X X	6
40	1	0	40	X		1
39	0	5	39		X X X X X	5
38	1	2	38	X	X X	3
37	4	3	37	X X X X	X X X	7
36	5	2	36	X X X X X	X X	7
35	6	7	35	X X X X X X	X X X X X X X	13
34	4	3	34	X X X X	X X X	7
33	8	7	33	X X X X X X X X	X X X X X X X	15
32	4	3	32	X X X X	X X X	7
31	2	3	31	X X	X X X	5
30	1	0	30	X		1
29	1	2	29	X	X X	3
28	1	0	28	X		1
27	0	2	27		X X	2
26	0	2	26		X X	2
25	0	0	25			0
24	0	1	24		X	1
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Loraine Avenue

Between: Leadora Avenue - Sierra Madre Avenue

Weather: Clear

Date: 2/18/25

Time From: 11:00

Time To: 11:50

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	10%	14%
% In Pace:	72%	70%	71%
% Under Pace:	10%	20%	15%
Average Speed:	36 MPH	35 MPH	36 MPH
Pace Speed:	32 - 41 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Northbound	Southbound	TOT. VEH.	PACE
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	1	44		X	1	
43	0	2	43		X X	2	
42	2	2	42	X X	X X	4	
41	1	2	41	X	X X	3	
40	0	1	40		X	1	
39	2	2	39	X X	X X	4	
38	1	3	38	X	X X X	4	
37	3	4	37	X X X	X X X X	7	*
36	1	4	36	X	X X X X	5	*
35	3	1	35	X X X	X	4	*
34	2	2	34	X X	X X	4	
33	4	3	33	X X X X	X X X	7	
32	5	6	32	X X X X X	X X X X X X	11	
31	8	1	31	X X X X X X X X	X	9	
30	1	7	30	X	X X X X X X X	8	*
29	3	2	29	X X X	X X	5	*
28	5	2	28	X X X X X	X X	7	*
27	2	1	27	X X	X	3	
26	3	1	26	X X X	X	4	
25	1	2	25	X	X X	3	
24	2	1	24	X X	X	3	
23	0	0	23			0	
22	1	0	22	X		1	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Loraine Avenue

Between: Sierra Madre Avenue - Palm Drive

Weather: Clear

Date: 2/18/25

Time From: 11:50

Time To: 12:35

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	20%	16%	19%
% In Pace:	72%	66%	67%
% Under Pace:	8%	18%	14%
Average Speed:	32 MPH	34 MPH	33 MPH
Pace Speed:	26 - 35 MPH	30 - 39 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	27 MPH	29 MPH	28 MPH
50th Percentile / Critical Speed:	31 MPH	33 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	40 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT. VEH.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	1	2	40	X	X X	3
39	1	2	39	X	X X	3
38	1	3	38	X	X X X	4
37	3	3	37	X X X	X X X	6
36	3	4	36	X X X	X X X X	7
35	3	5	35	X X X	X X X X X	8
34	2	4	34	X X	X X X X	6
33	5	4	33	X X X X X	X X X X	9
32	3	4	32	X X X	X X X X	7
31	5	3	31	X X X X X	X X X	8
30	5	3	30	X X X X X	X X X	8
29	3	3	29	X X X	X X X	6
28	4	3	28	X X X X	X X X	7
27	6	3	27	X X X X X X	X X X	9
26	1	1	26	X	X	2
25	2	0	25	X X		2
24	0	3	24		X X X	3
23	0	0	23			0
22	2	0	22	X X		2
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50			GRAND TOTALS	100

* * * PACE * * *

Location: Mauna Loa Avenue

Between: Barranca Avenue - Grand Avenue

Weather: Clear

Date: 3/6/25

Time From: 10:30

Time To: 11:10

Existing Speed Limit: 25 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	8%	16%
% In Pace:	78%	72%	75%
% Under Pace:	10%	20%	9%
Average Speed:	31 MPH	33 MPH	32 MPH
Pace Speed:	27 - 36 MPH	29 - 38 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	28 MPH	27 MPH
50th Percentile / Critical Speed:	31 MPH	33 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.	
				Eastbound / Westbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	1	43	X	1	
42	0	2	42	X X	2	
41	3	0	41	X X X	3	
40	0	1	40	X	1	
39	5	0	39	X X X X X	5	*
38	0	6	38	X X X X X X	6	*
37	9	5	37	X X X X X X X X X	14	*
36	1	5	36	X X X X X X	6	P
35	6	3	35	X X X X X X X X X	9	A
34	4	3	34	X X X X X X X	7	C
33	2	3	33	X X X X X	5	E
32	6	1	32	X X X X X X X	7	*
31	2	5	31	X X X X X X X	7	*
30	5	4	30	X X X X X X X X X	9	*
29	0	4	29	X X X X	4	
28	2	1	28	X X X	3	
27	1	3	27	X X X X	4	
26	1	3	26	X X X X	4	
25	1	0	25	X	1	
24	2	0	24	X X	2	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Mauna Loa Avenue

Between: Grand Avenue - Glendora Avenue

Weather: Clear

Date: 3/6/25

Time From: 11:10

Time To: 11:50

Existing Speed Limit: 30 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	8%	7%
% In Pace:	80%	78%	75%
% Under Pace:	14%	14%	18%
Average Speed:	34 MPH	34 MPH	34 MPH
Pace Speed:	30 - 39 MPH	29 - 38 MPH	30 - 39 MPH
15th Percentile / Critical Speed:	30 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	34 MPH	34 MPH	34 MPH
85th Percentile / Critical Speed:	39 MPH	38 MPH	38 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.	PACE
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	1	44	X	1	
43	0	0	43		0	
42	0	1	42	X	1	
41	1	0	41	X	1	
40	2	1	40	X X / X	3	
39	2	2	39	X X / X X	4	
38	3	1	38	X X X / X	4	
37	3	3	37	X X X / X X X	6	*
36	2	4	36	X X / X X X X	6	*
35	12	9	35	X X X X X X X X X X X X / X X X X X X X X X	21	*
34	5	3	34	X X X X X / X X X	8	P
33	3	3	33	X X X / X X X	6	A
32	3	4	32	X X X / X X X X	7	C
31	1	3	31	X / X X X	4	E
30	4	2	30	X X X X / X X	6	*
29	2	5	29	X X / X X X X X	7	*
28	3	4	28	X X X / X X X X	7	*
27	1	2	27	X / X X	3	
26	1	1	26	X / X	2	
25	0	1	25	X	1	
24	2	0	24	X X	2	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Palm Drive

Between: Live Oak Avenue - Loraine Avenue

Weather: Clear

Date: 2/18/25

Time From: 12:35

Time To: 1:45

Existing Speed Limit: 35 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	12%	14%
% In Pace:	76%	80%	78%
% Under Pace:	18%	8%	8%
Average Speed:	34 MPH	33 MPH	33 MPH
Pace Speed:	30 - 39 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	34 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	38 MPH	37 MPH	37 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	0	0	37		0
36	0	0	36		0
35	0	1	35	X	1
34	1	1	34	X X	2
33	1	0	33	X	1
32	2	3	32	X X X X X	5
31	3	5	31	X X X X X X X X	8
30	3	7	30	X X X X X X X X X X	10
29	5	3	29	X X X X X X X X	8
28	4	6	28	X X X X X X X X X X	10
27	3	2	27	X X X X X	5
26	1	4	26	X X X X X	5
25	8	4	25	X X X X X X X X X X X X	12
24	7	4	24	X X X X X X X X X X X	11
23	0	6	23	X X X X X X	6
22	4	0	22	X X X X	4
21	0	3	21	X X X	3
20	3	1	20	X X X X	4
19	2	0	19	X X	2
18	2	0	18	X X	2
17	1	0	17	X	1
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Pasadena Avenue

Between: Lemon Avenue - Ada Avenue

Weather: Clear

Date: 2/19/25

Time From: 10:05

Time To: 11:20

Existing Speed Limit: 25 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	4%	4%
% In Pace:	76%	88%	80%
% Under Pace:	16%	8%	16%
Average Speed:	26 MPH	27 MPH	26 MPH
Pace Speed:	22 - 31 MPH	23 - 32 MPH	23 - 32 MPH
15th Percentile / Critical Speed:	20 MPH	23 MPH	22 MPH
50th Percentile / Critical Speed:	25 MPH	28 MPH	26 MPH
85th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	0	0	37		0
36	0	0	36		0
35	0	0	35		0
34	0	0	34		0
33	0	0	33		0
32	2	1	32	X X / X	3
31	0	1	31	/ X	1
30	2	4	30	X X / X X X	6
29	1	3	29	X / X X	4
28	2	2	28	X X / X X	4
27	6	6	27	X X X X X X / X X X X X	12
26	4	4	26	X X X X / X X X X	8
25	9	4	25	X X X X X X X X X / X X X X	13
24	4	11	24	X X X X / X X X X X X X X X X	15
23	6	6	23	X X X X X X / X X X X X	12
22	1	2	22	X / X X	3
21	1	2	21	X / X X	3
20	2	2	20	X X / X X	4
19	3	1	19	X X X / X	4
18	0	1	18	/ X	1
17	3	0	17	X X X /	3
16	1	0	16	X /	1
15	3	0	15	X X X /	3
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	50	50		GRAND TOTALS	100

Location: Pasadena Avenue

Between: Route 66 - Lemon Avenue

Weather: Clear

Date: 2/19/25

Time From: 11:20

Time To: 12:35

Existing Speed Limit: N/P MPH

* * * PACE * * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	4%	4%
% In Pace:	76%	88%	80%
% Under Pace:	14%	8%	16%
Average Speed:	24 MPH	25 MPH	24 MPH
Pace Speed:	19 - 28 MPH	21 - 30 MPH	21 - 30 MPH
15th Percentile / Critical Speed:	19 MPH	22 MPH	20 MPH
50th Percentile / Critical Speed:	25 MPH	24 MPH	25 MPH
85th Percentile / Critical Speed:	27 MPH	29 MPH	28 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	1	48	X	1
47	0	0	47		0
46	1	1	46	X X	2
45	1	2	45	X X X	3
44	1	4	44	X X X X X	5
43	2	6	43	X X X X X X X X	8
42	2	3	42	X X X X X	5
41	3	4	41	X X X X X X X	7
40	4	4	40	X X X X X X X X	8
39	3	2	39	X X X X X	5
38	2	1	38	X X X	3
37	3	4	37	X X X X X X X	7
36	5	2	36	X X X X X X X	7
35	3	3	35	X X X X X X	6
34	5	1	34	X X X X X X	6
33	1	3	33	X X X X	4
32	3	3	32	X X X X X X	6
31	3	2	31	X X X X X	5
30	2	0	30	X X	2
29	0	2	29	X X	2
28	3	0	28	X X X	3
27	0	2	27	X X	2
26	2	0	26	X X	2
25	1	0	25	X	1
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

PACE * * * * * * * *

Location: Route 66

Between: Barranca Avenue - Vecino Drive

Weather: Clear

Date: 1/7/25

Time From: 12:10

Time To: 12:30

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	8%	11%
% In Pace:	64%	66%	62%
% Under Pace:	30%	26%	27%
Average Speed:	36 MPH	38 MPH	37 MPH
Pace Speed:	34 - 43 MPH	35 - 44 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	30 MPH	32 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	39 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	44 MPH	43 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	1	47		X	1
46	1	1	46	X	X	2
45	1	1	45	X	X	2
44	3	1	44	X X X	X	4
43	1	3	43	X	X X X	4
42	0	3	42		X X X	3
41	3	3	41	X X X	X X X	6
40	2	1	40	X X	X	3
39	1	2	39	X	X X	3
38	6	2	38	X X X X X X	X X	8
37	5	5	37	X X X X X	X X X X X	10
36	7	5	36	X X X X X X X	X X X X X	12
35	4	4	35	X X X X	X X X X	8
34	2	2	34	X X	X X	4
33	4	6	33	X X X X	X X X X X X	10
32	2	2	32	X X	X X	4
31	0	3	31		X X X	3
30	2	1	30	X X	X	3
29	1	1	29	X	X	2
28	3	1	28	X X X	X	4
27	1	1	27	X	X	2
26	1	0	26	X		1
25	0	1	25		X	1
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Route 66

Between: Vecino Drive - Grand Avenue

Weather: Clear

Date: 1/7/25

Time From: 12:30

Time To: 12:50

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	14%	16%
% In Pace:	72%	66%	68%
% Under Pace:	16%	20%	16%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	32 - 41 MPH	33 - 42 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	41 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	2	0	42	X X	2
41	5	2	41	X X X X X / X X	7
40	3	3	40	X X X / X X X	6
39	3	6	39	X X X / X X X X X X	9
38	4	4	38	X X X X / X X X X	8
37	5	5	37	X X X X X / X X X X X	10
36	5	5	36	X X X X X / X X X X X	10
35	6	6	35	X X X X X X / X X X X X X	12
34	5	7	34	X X X X X / X X X X X X X	12
33	3	3	33	X X X / X X X	6
32	1	1	32	X / X	2
31	5	6	31	X X X X X / X X X X X X	11
30	0	0	30		0
29	1	1	29	X / X	2
28	1	1	28	X / X	2
27	1	0	27	X	1
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Route 66

Between: Grand Avenue - Vermont Avenue

Weather: Clear

Date: 1/7/25

Time From: 12:50

Time To: 1:10

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	4%	9%
% In Pace:	82%	92%	86%
% Under Pace:	18%	4%	5%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	33 - 42 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	31 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	35 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	39 MPH	40 MPH

* PACE *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	1	1	45	X	X	2
44	0	1	44		X	1
43	0	0	43			0
42	2	0	42	X X		2
41	3	3	41	X X X	X X X	6
40	2	4	40	X X	X X X X	6
39	2	3	39	X X	X X X	5
38	7	8	38	X X X X X X X	X X X X X X X X	15
37	3	3	37	X X X	X X X	6
36	3	2	36	X X X	X X	5
35	4	8	35	X X X X	X X X X X X X X	12
34	4	4	34	X X X X	X X X X	8
33	2	1	33	X X	X	3
32	7	4	32	X X X X X X X	X X X X	11
31	1	1	31	X	X	2
30	2	3	30	X X	X X X	5
29	2	2	29	X X	X X	4
28	0	1	28		X	1
27	2	1	27	X X	X	3
26	0	0	26			0
25	3	0	25	X X X		3
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: Route 66

Between: Vermont Avenue - Glendora Avenue

Weather: Clear

Date: 1/7/25

Time From: 1:10

Time To: 1:30

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	4%	5%
% In Pace:	74%	80%	77%
% Under Pace:	20%	16%	18%
Average Speed:	35 MPH	36 MPH	35 MPH
Pace Speed:	32 - 41 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	30 MPH	31 MPH	30 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	1	46		X	1
45	1	1	45	X	X	2
44	1	1	44	X	X	2
43	0	0	43			0
42	0	1	42		X	1
41	2	4	41	X X	X X X X	6
40	2	4	40	X X	X X X X	6
39	4	4	39	X X X X	X X X X	8
38	4	4	38	X X X X	X X X X	8
37	4	5	37	X X X X	X X X X X	9
36	6	6	36	X X X X X X	X X X X X X	12
35	4	8	35	X X X X	X X X X X X X X	12
34	4	3	34	X X X X	X X X	7
33	3	2	33	X X X	X X	5
32	5	1	32	X X X X X	X	6
31	6	3	31	X X X X X X	X X X	9
30	4	0	30	X X X X		4
29	0	1	29		X	1
28	0	0	28			0
27	0	1	27		X	1
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Route 66

Between: Glendora Avenue - Pasadena Avenue

Weather: Clear

Date: 1/7/25

Time From: 1:30

Time To: 1:50

Existing Speed Limit: 40 MPH

PACE

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	6%	12%
% In Pace:	88%	82%	82%
% Under Pace:	0%	12%	6%
Average Speed:	35 MPH	37 MPH	36 MPH
Pace Speed:	30 - 39 MPH	33 - 42 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	31 MPH	33 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	39 MPH	41 MPH	40 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT. VEH.
				Eastbound / Westbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	1	0	49	X	1
48	1	2	48	X X	3
47	0	0	47		0
46	3	3	46	X X X X X X	6
45	2	2	45	X X X X	4
44	3	2	44	X X X X X	5
43	4	0	43	X X X X	4
42	2	3	42	X X X X X	5
41	8	7	41	X X X X X X X X X X X X X X X	15
40	4	5	40	X X X X X X X X X	9
39	5	4	39	X X X X X X X X	9
38	2	7	38	X X X X X X X X	9
37	2	0	37	X X	2
36	6	6	36	X X X X X X X X X X X X	12
35	1	3	35	X X X X	4
34	1	1	34	X X	2
33	2	3	33	X X X X	5
32	2	1	32	X X X	3
31	1	0	31	X	1
30	0	1	30	X	1
29	0	0	29		0
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Route 66

Between: Pasadena Avenue - Elwood Avenue

Weather: Clear

Date: 1/7/25

Time From: 1:50

Time To: 2:10

Existing Speed Limit: 40 MPH

* * * PACE * * * *

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	18%	10%
% In Pace:	76%	78%	74%
% Under Pace:	14%	4%	16%
Average Speed:	40 MPH	39 MPH	40 MPH
Pace Speed:	36 - 45 MPH	33 - 42 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	40 MPH	39 MPH	40 MPH
85th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.	PACE
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	0	57		0	
56	0	0	56		0	
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	1	50	W: X	1	
49	0	2	49	W: X X	2	
48	0	1	48	W: X	1	
47	0	0	47		0	
46	1	0	46	E: X	1	
45	3	2	45	E: X X X W: X X	5	*
44	4	2	44	E: X X X X W: X X	6	*
43	3	2	43	E: X X X W: X X	5	*
42	2	4	42	E: X X W: X X X X	6	PACE
41	4	3	41	E: X X X X W: X X X	7	*
40	4	2	40	E: X X X X W: X X	6	*
39	5	5	39	E: X X X X X W: X X X X X	10	
38	7	7	38	E: X X X X X X X W: X X X X X X X	14	*
37	6	10	37	E: X X X X X X W: X X X X X X X X X X	16	*
36	5	4	36	E: X X X X X W: X X X X	9	*
35	2	2	35	E: X X W: X X	4	
34	0	1	34	W: X	1	
33	1	1	33	E: X W: X	2	
32	2	1	32	E: X X W: X	3	
31	1	0	31	E: X	1	
30	0	0	30		0	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Route 66

Between: Elwood Avenue - Loraine Avenue

Weather: Clear

Date: 3/6/25

Time From: 11:50

Time To: 12:15

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	8%	5%
% In Pace:	86%	82%	84%
% Under Pace:	12%	10%	11%
Average Speed:	39 MPH	40 MPH	39 MPH
Pace Speed:	36 - 45 MPH	36 - 45 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
50th Percentile / Critical Speed:	39 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT.	
				Eastbound / Westbound	VEH.	
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	0	57		0	
56	0	0	56		0	
55	0	0	55		0	
54	0	0	54		0	
53	1	0	53	X	1	
52	0	0	52		0	
51	0	0	51		0	
50	4	3	50	X X X X / X X X	7	
49	2	0	49	X X	2	
48	0	1	48	X	1	
47	2	4	47	X X / X X X X	6	*
46	3	3	46	X X X / X X X	6	*
45	5	2	45	X X X X X / X X	7	*
44	6	9	44	X X X X X X / X X X X X X X X	15	P
43	10	5	43	X X X X X X X X X X / X X X X X	15	A
42	5	2	42	X X X X X / X X	7	C
41	4	2	41	X X X X / X X	6	E
40	1	3	40	X / X X X	4	*
39	4	7	39	X X X X / X X X X X X	11	*
38	1	3	38	X / X X X	4	*
37	0	4	37	X X X X	4	
36	2	0	36	X X	2	
35	0	0	35		0	
34	0	0	34		0	
33	0	2	33	X X	2	
32	0	0	32		0	
31	0	0	31		0	
30	0	0	30		0	
29	0	0	29		0	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Route 66

Between: Loraine Avenue - Hunters Trail

Weather: Clear

Date: 1/7/25

Time From: 2:10

Time To: 2:35

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	2%	8%	11%
% In Pace:	82%	80%	81%
% Under Pace:	16%	12%	8%
Average Speed:	44 MPH	42 MPH	43 MPH
Pace Speed:	41 - 50 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	40 MPH	38 MPH	39 MPH
50th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH
85th Percentile / Critical Speed:	47 MPH	47 MPH	47 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT. VEH.	PACE
				Eastbound	Westbound		
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	1	59		X	1	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	1	55		X	1	
54	2	3	54	X X	X X X	5	
53	2	1	53	X X	X	3	
52	0	2	52		X X	2	
51	1	2	51	X	X X	3	
50	2	2	50	X X	X X	4	
49	2	1	49	X X	X	3	
48	4	2	48	X X X X	X X	6	*
47	4	4	47	X X X X	X X X X	8	*
46	2	2	46	X X	X X	4	*
45	2	2	45	X X	X X	4	P
44	5	6	44	X X X X X	X X X X X X	11	A
43	2	5	43	X X	X X X X X	7	C
42	3	2	42	X X X	X X	5	E
41	4	0	41	X X X X		4	*
40	2	5	40	X X	X X X X X	7	*
39	2	2	39	X X	X X	4	*
38	2	0	38	X X		2	
37	3	3	37	X X X	X X X	6	
36	4	1	36	X X X X	X	5	
35	1	2	35	X	X X	3	
34	0	1	34		X	1	
33	0	0	33			0	
32	1	0	32	X		1	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Route 66

Between: Hunters Trail - Compromise Line Road

Weather: Clear

Date: 1/7/25

Time From: 2:35

Time To: 2:55

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	26%	22%
% In Pace:	60%	60%	60%
% Under Pace:	30%	14%	18%
Average Speed:	44 MPH	45 MPH	44 MPH
Pace Speed:	41 - 50 MPH	39 - 48 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	37 MPH	39 MPH	37 MPH
50th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH
85th Percentile / Critical Speed:	49 MPH	52 MPH	50 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

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City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound / Westbound	TOT. VEH.
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	1	50	X	1
49	2	0	49	X X	2
48	1	0	48	X	1
47	1	0	47	X	1
46	1	2	46	X — X X	3
45	1	0	45	X	1
44	3	2	44	X X X — X X	5
43	0	0	43		0
42	1	3	42	X — X X X	4
41	2	6	41	X X — X X X X X X	8
40	4	2	40	X X X X — X X	6
39	4	4	39	X X X X — X X X X	8
38	6	5	38	X X X X X X — X X X X X	11
37	4	10	37	X X X X — X X X X X X X X X X	14
36	3	3	36	X X X — X X X	6
35	3	1	35	X X X — X	4
34	2	2	34	X X — X X	4
33	5	2	33	X X X X X — X X	7
32	3	3	32	X X X — X X X	6
31	2	1	31	X X — X	3
30	0	2	30	— X X	2
29	1	1	29	X — X	2
28	1	0	28	X	1
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Route 66

Between: Compromise Line Road - Lone Hill Avenue

Weather: Clear

Date: 1/7/25

Time From: 2:55

Time To: 3:15

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	20%	10%	18%
% In Pace:	72%	76%	74%
% Under Pace:	8%	14%	8%
Average Speed:	38 MPH	38 MPH	38 MPH
Pace Speed:	32 - 41 MPH	33 - 42 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	33 MPH	33 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	44 MPH	42 MPH	42 MPH

PACE * * * * * *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed	TOT.	
				Eastbound / Westbound	VEH.	
65	0	0	65		0	
64	0	0	64		0	
63	0	0	63		0	
62	0	0	62		0	
61	0	0	61		0	
60	0	0	60		0	
59	0	0	59		0	
58	0	0	58		0	
57	0	0	57		0	
56	0	0	56		0	
55	0	1	55	X	1	
54	0	0	54		0	
53	0	1	53	X	1	
52	0	1	52	X	1	
51	0	1	51	X	1	
50	0	2	50	X X	2	
49	2	3	49	X X / X X X	5	
48	2	2	48	X X / X X	4	
47	1	3	47	X / X X X	4	
46	4	5	46	X X X X / X X X X X	9	*
45	5	1	45	X X X X X / X	6	*
44	8	2	44	X X X X X X X X / X X	10	*
43	3	2	43	X X X / X X	5	P
42	4	3	42	X X X X / X X X	7	A
41	3	7	41	X X X / X X X X X X X	10	C
40	1	1	40	X / X	2	E
39	0	7	39	/ X X X X X X X	7	*
38	2	2	38	X X / X X	4	*
37	4	1	37	X X X X / X	5	*
36	1	3	36	X / X X X	4	
35	2	2	35	X X / X X	4	
34	2	0	34	X X	2	
33	1	0	33	X	1	
32	0	0	32		0	
31	2	0	31	X X	2	
30	1	0	30	X	1	
29	2	0	29	X X	2	
28	0	0	28		0	
27	0	0	27		0	
26	0	0	26		0	
25	0	0	25		0	
24	0	0	24		0	
23	0	0	23		0	
22	0	0	22		0	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
Total	50	50		GRAND TOTALS	100	

Location: Route 66

Between: Lone Hill Avenue - Amelia Avenue

Weather: Clear

Date: 1/7/25

Time From: 3:45

Time To: 3:35

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	18%	19%
% In Pace:	68%	66%	65%
% Under Pace:	22%	16%	16%
Average Speed:	41 MPH	43 MPH	42 MPH
Pace Speed:	37 - 46 MPH	39 - 48 MPH	37 - 46 MPH
15th Percentile / Critical Speed:	34 MPH	38 MPH	36 MPH
50th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH
85th Percentile / Critical Speed:	46 MPH	49 MPH	47 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	2	2	52	X X	X X	4	
51	0	2	51		X X	2	
50	1	2	50	X	X X	3	
49	0	1	49		X	1	
48	0	4	48		X X X X	4	
47	1	6	47	X	X X X X X X	7	*
46	2	0	46	X X		2	*
45	2	7	45	X X	X X X X X X X	9	*
44	3	4	44	X X X	X X X X	7	P
43	7	4	43	X X X X X X X	X X X X	11	A
42	4	3	42	X X X X	X X X	7	C
41	5	5	41	X X X X X	X X X X X	10	E
40	4	6	40	X X X X	X X X X X X	10	*
39	4	1	39	X X X X	X	5	*
38	4	1	38	X X X X	X	5	*
37	1	2	37	X	X X	3	
36	1	0	36	X		1	
35	3	0	35	X X X		3	
34	4	0	34	X X X X		4	
33	1	0	33	X		1	
32	0	0	32			0	
31	0	0	31			0	
30	1	0	30	X		1	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Sierra Madre Avenue

Between: Yucca Ridge Road - Barranca Avenue

Weather: Clear

Date: 2/11/25

Time From: 11:00

Time To: 11:20

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	22%	12%	14%
% In Pace:	74%	80%	73%
% Under Pace:	4%	8%	13%
Average Speed:	41 MPH	44 MPH	42 MPH
Pace Speed:	34 - 43 MPH	40 - 49 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	35 MPH	40 MPH	38 MPH
50th Percentile / Critical Speed:	41 MPH	44 MPH	43 MPH
85th Percentile / Critical Speed:	45 MPH	48 MPH	47 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	2	53		X X	2	
52	0	0	52			0	
51	1	1	51	X	X	2	
50	0	3	50		X X X	3	
49	1	0	49	X		1	
48	0	1	48		X	1	
47	3	2	47	X X X	X X	5	
46	1	3	46	X	X X X	4	
45	4	0	45	X X X X		4	*
44	2	5	44	X X	X X X X X	7	*
43	7	4	43	X X X X X X X	X X X X	11	*
42	4	2	42	X X X X	X X	6	
41	4	6	41	X X X X	X X X X X X	10	
40	7	4	40	X X X X X X X	X X X X	11	
39	1	6	39	X	X X X X X X	7	
38	1	6	38	X	X X X X X X	7	*
37	5	1	37	X X X X X	X	6	*
36	7	2	36	X X X X X X X	X X	9	*
35	0	1	35		X	1	
34	1	0	34	X		1	
33	1	1	33	X	X	2	
32	0	0	32			0	
31	0	0	31			0	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Sierra Madre Avenue

Between: Barranca Avenue - Grand Avenue

Weather: Clear

Date: 2/11/25

Time From: 10:40

Time To: 11:00

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	14%	18%
% In Pace:	84%	76%	78%
% Under Pace:	4%	10%	4%
Average Speed:	41 MPH	42 MPH	42 MPH
Pace Speed:	36 - 45 MPH	38 - 47 MPH	36 - 45 MPH
15th Percentile / Critical Speed:	36 MPH	38 MPH	37 MPH
50th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	45 MPH	47 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed: Eastbound	Vehicles Surveyed: Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	1	46		X	1
45	1	1	45	X	X	2
44	1	0	44	X		1
43	1	4	43	X	X X X X	5
42	2	2	42	X X	X X	4
41	4	3	41	X X X X	X X X	7
40	2	4	40	X X	X X X X	6
39	5	5	39	X X X X X	X X X X X	10
38	5	5	38	X X X X X	X X X X X	10
37	4	5	37	X X X X	X X X X X	9
36	3	2	36	X X X	X X	5
35	1	2	35	X	X X	3
34	7	7	34	X X X X X X X	X X X X X X X	14
33	5	1	33	X X X X X	X	6
32	3	2	32	X X X	X X	5
31	2	1	31	X X	X	3
30	0	1	30		X	1
29	3	1	29	X X X	X	4
28	0	2	28		X X	2
27	1	1	27	X	X	2
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Sierra Madre Avenue

Between: Grand Avenue - Glendora Avenue

Weather: Clear

Date: 2/11/25

Time From: 10:20

Time To: 10:40

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	4%	13%
% In Pace:	78%	78%	75%
% Under Pace:	12%	18%	12%
Average Speed:	36 MPH	37 MPH	37 MPH
Pace Speed:	32 - 41 MPH	34 - 43 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	37 MPH	37 MPH
85th Percentile / Critical Speed:	41 MPH	42 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	TOT. VEH.	PACE
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	1	0	49	X		1	
48	0	1	48		X	1	
47	0	0	47			0	
46	0	1	46		X	1	
45	1	0	45	X		1	
44	3	2	44	X X X	X X	5	
43	3	1	43	X X X	X	4	
42	4	4	42	X X X X	X X X X	8	*
41	4	6	41	X X X X	X X X X X X	10	*
40	7	4	40	X X X X X X X	X X X X	11	*
39	4	1	39	X X X X	X	5	
38	3	4	38	X X X	X X X X	7	
37	4	5	37	X X X X	X X X X X	9	
36	5	3	36	X X X X X	X X X	8	
35	1	2	35	X	X X	3	*
34	2	5	34	X X	X X X X X	7	*
33	5	3	33	X X X X X	X X X	8	*
32	0	3	32		X X X	3	
31	1	2	31	X	X X	3	
30	1	1	30	X	X	2	
29	1	0	29	X		1	
28	0	1	28		X	1	
27	0	1	27		X	1	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
Total	50	50			GRAND TOTALS	100	

Location: Sierra Madre Avenue

Between: Glendora Avenue - Live Oak Avenue

Weather: Clear

Date: 2/11/25

Time From: 10:00

Time To: 10:20

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	10%	13%
% In Pace:	78%	74%	76%
% Under Pace:	6%	16%	11%
Average Speed:	38 MPH	37 MPH	38 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	32 MPH	33 MPH
50th Percentile / Critical Speed:	39 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	1	48		X	1
47	3	0	47	X X X		3
46	0	0	46			0
45	1	2	45	X	X X	3
44	1	2	44	X	X X	3
43	0	1	43		X	1
42	5	5	42	X X X X X	X X X X X	10
41	5	2	41	X X X X X	X X	7
40	3	3	40	X X X	X X X	6
39	1	5	39	X	X X X X X	6
38	3	5	38	X X X	X X X X X	8
37	4	3	37	X X X X	X X X	7
36	5	4	36	X X X X X	X X X X	9
35	2	1	35	X X	X	3
34	3	4	34	X X X	X X X X	7
33	2	4	33	X X	X X X X	6
32	3	4	32	X X X	X X X X	7
31	3	1	31	X X X	X	4
30	1	1	30	X	X	2
29	1	2	29	X	X X	3
28	1	0	28	X		1
27	1	0	27	X		1
26	0	0	26			0
25	1	0	25	X		1
24	1	0	24	X		1
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Sierra Madre Avenue

Between: Live Oak Avenue - Loraine Avenue

Weather: Clear

Date: 2/11/25

Time From: 9:30

Time To: 10:00

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	12%	11%
% In Pace:	66%	72%	69%
% Under Pace:	24%	16%	20%
Average Speed:	37 MPH	37 MPH	37 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	37 MPH
85th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH

PACE * * * * * * * *

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed — Eastbound	Vehicles Surveyed — Westbound	TOT. VEH.
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	1	0	51	X		1
50	1	0	50	X		1
49	0	0	49			0
48	1	3	48	X	X X	4
47	1	0	47	X		1
46	2	1	46	X X	X	3
45	4	1	45	X X X X	X	5
44	0	3	44		X X	3
43	2	1	43	X X	X	3
42	2	3	42	X X	X X	5
41	3	3	41	X X X	X X	6
40	4	4	40	X X X X	X X X	8
39	9	7	39	X X X X X X X X X	X X X X X X X	16
38	2	2	38	X X	X X	4
37	3	6	37	X X X	X X X X X	9
36	2	3	36	X X	X X X	5
35	2	1	35	X X	X	3
34	5	4	34	X X X X X	X X X	9
33	0	1	33		X	1
32	2	1	32	X X	X	3
31	2	1	31	X X	X	3
30	2	2	30	X X	X X	4
29	0	3	29		X X	3
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50			GRAND TOTALS	100

Location: Sierra Madre Avenue

Between: Loraine Avenue - Valley Center Avenue

Weather: Clear

Date: 2/11/25

Time From: 9:00

Time To: 9:30

Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	20%	16%	18%
% In Pace:	68%	68%	68%
% Under Pace:	12%	16%	14%
Average Speed:	39 MPH	38 MPH	39 MPH
Pace Speed:	34 - 43 MPH	34 - 43 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	33 MPH	34 MPH
50th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	45 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed — Northbound	Vehicles Surveyed — Southbound	TOT. VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	2	2	46	X X	X X	4	
45	1	2	45	X	X X	3	
44	3	0	44	X X X		3	
43	2	2	43	X X	X X	4	*
42	4	3	42	X X X X	X X X	7	*
41	6	4	41	X X X X X X	X X X X	10	*
40	3	4	40	X X X	X X X X	7	*
39	6	4	39	X X X X X X	X X X X	10	*
38	2	4	38	X X	X X X X	6	*
37	4	3	37	X X X X	X X X	7	*
36	3	6	36	X X X	X X X X X X	9	*
35	3	4	35	X X X	X X X X	7	*
34	5	2	34	X X X X X	X X	7	*
33	2	2	33	X X	X X	4	
32	1	4	32	X	X X X X	5	
31	2	0	31	X X		2	
30	0	1	30		X	1	
29	0	2	29		X X	2	
28	0	1	28		X	1	
27	1	0	27	X		1	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Sunflower Avenue

Between: Arrow Highway - Juanita Avenue

Weather: Clear

Date: 2/18/25

Time From: 9:55

Time To: 10:15

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	18%	10%
% In Pace:	76%	74%	74%
% Under Pace:	12%	8%	16%
Average Speed:	38 MPH	37 MPH	38 MPH
Pace Speed:	34 - 43 MPH	32 - 41 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	34 MPH	32 MPH	33 MPH
50th Percentile / Critical Speed:	39 MPH	37 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	42 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	1	50	X	1
49	0	1	49	X	1
48	0	1	48	X	1
47	1	2	47	X / X X	3
46	1	1	46	X / X	2
45	2	1	45	X X / X	3
44	2	3	44	X X / X X X	5
43	4	2	43	X X X X / X X	6
42	5	1	42	X X X X X / X	6
41	2	8	41	X X / X X X X X X X	10
40	3	3	40	X X X / X X X	6
39	3	2	39	X X X / X X	5
38	3	4	38	X X X / X X X X	7
37	9	2	37	X X X X X X X X X / X X	11
36	1	6	36	X / X X X X X X	7
35	3	2	35	X X X / X X	5
34	3	3	34	X X X / X X X	6
33	2	5	33	X X / X X X X X	7
32	3	2	32	X X X / X X	5
31	1	0	31	X	1
30	1	0	30	X	1
29	1	0	29	X	1
28	0	0	28		0
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Sunflower Avenue

Between: Juanita Avenue - Gladstone Street

Weather: Clear

Date: 2/18/25

Time From: 10:15

Time To: 10:35

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	26%	22%
% In Pace:	72%	74%	70%
% Under Pace:	16%	0%	8%
Average Speed:	38 MPH	39 MPH	39 MPH
Pace Speed:	34 - 43 MPH	32 - 41 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	33 MPH
50th Percentile / Critical Speed:	38 MPH	39 MPH	38 MPH
85th Percentile / Critical Speed:	43 MPH	44 MPH	44 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	1	0	48	X	1
47	1	1	47	X X	2
46	1	3	46	X X X X	4
45	4	0	45	X X X X	4
44	1	0	44	X	1
43	0	0	43		0
42	2	3	42	X X X X X	5
41	8	7	41	X X X X X X X X X X X X X X X	15
40	3	6	40	X X X X X X X X X	9
39	4	5	39	X X X X X X X X X	9
38	6	6	38	X X X X X X X X X X X X	12
37	3	3	37	X X X X X X	6
36	8	1	36	X X X X X X X X X	9
35	2	8	35	X X X X X X X X X X	10
34	1	0	34	X	1
33	4	3	33	X X X X X X X	7
32	0	1	32	X	1
31	0	2	31	X X	2
30	0	0	30		0
29	1	0	29	X	1
28	0	1	28	X	1
27	0	0	27		0
26	0	0	26		0
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Sunflower Avenue

Between: Gladstone Street - Interstate 210

Weather: Clear

Date: 2/18/25

Time From: 10:35

Time To: 10:55

Existing Speed Limit: 40 MPH

* * * PACE * * *

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	8%	12%
% In Pace:	82%	84%	83%
% Under Pace:	2%	8%	5%
Average Speed:	39 MPH	38 MPH	39 MPH
Pace Speed:	33 - 42 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	44 MPH	41 MPH	42 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	1	47	X	1
46	0	1	46	X	1
45	1	0	45	X	1
44	2	0	44	X X	2
43	1	2	43	X X X	3
42	3	1	42	X X X X	4
41	6	1	41	X X X X X X X	7
40	3	2	40	X X X X X	5
39	0	2	39	X X	2
38	0	5	38	X X X X X	5
37	5	6	37	X X X X X X X X X X X	11
36	6	5	36	X X X X X X X X X X X	11
35	4	3	35	X X X X X X X	7
34	2	8	34	X X X X X X X X X X	10
33	6	3	33	X X X X X X X X X	9
32	3	5	32	X X X X X X X X	8
31	1	1	31	X X	2
30	3	1	30	X X X X	4
29	2	1	29	X X X	3
28	0	1	28	X	1
27	1	1	27	X X	2
26	1	0	26	X	1
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Valley Center Avenue

Between: Arrow Highway - Juanita Avenue

Weather: Clear

Date: 2/18/25

Time From: 9:35

Time To: 9:55

Existing Speed Limit: 40 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	12%
% In Pace:	70%	80%	75%
% Under Pace:	22%	10%	13%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	33 - 42 MPH	32 - 41 MPH	32 - 41 MPH
15th Percentile / Critical Speed:	31 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	41 MPH	40 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
65	0	0	65		0
64	0	0	64		0
63	0	0	63		0
62	0	0	62		0
61	0	0	61		0
60	0	0	60		0
59	0	0	59		0
58	0	0	58		0
57	0	0	57		0
56	0	0	56		0
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	1	47	X	1
46	0	0	46		0
45	0	0	45		0
44	2	3	44	X X / X X X	5
43	2	2	43	X X / X X	4
42	3	2	42	X X X / X X	5
41	2	4	41	X X / X X X X	6
40	1	5	40	X / X X X X X	6
39	3	4	39	X X X / X X X X	7
38	3	3	38	X X X / X X X	6
37	4	3	37	X X X X / X X X	7
36	5	5	36	X X X X X / X X X X X	10
35	3	4	35	X X X / X X X X	7
34	5	1	34	X X X X X / X	6
33	4	6	33	X X X X / X X X X X X	10
32	2	0	32	X X	2
31	6	1	31	X X X X X X / X	7
30	1	4	30	X / X X X X	5
29	2	1	29	X X / X	3
28	1	1	28	X / X	2
27	0	0	27		0
26	1	0	26	X	1
25	0	0	25		0
24	0	0	24		0
23	0	0	23		0
22	0	0	22		0
21	0	0	21		0
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
Total	50	50		GRAND TOTALS	100

Location: Valley Center Avenue

Between: Juanita Avenue - Gladstone Street

Weather: Clear

Date: 2/18/25

Time From: 9:00

Time To: 9:35

Existing Speed Limit: 40 MPH

PACE

	Northbound	Southbound	Combined Statistics
% Over Pace:	18%	12%	10%
% In Pace:	72%	74%	70%
% Under Pace:	10%	14%	20%
Average Speed:	36 MPH	37 MPH	36 MPH
Pace Speed:	31 - 40 MPH	33 - 42 MPH	33 - 42 MPH
15th Percentile / Critical Speed:	31 MPH	33 MPH	31 MPH
50th Percentile / Critical Speed:	35 MPH	37 MPH	36 MPH
85th Percentile / Critical Speed:	41 MPH	42 MPH	41 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.
				Northbound / Southbound	
55	0	0	55		0
54	0	0	54		0
53	0	0	53		0
52	0	0	52		0
51	0	0	51		0
50	0	0	50		0
49	0	0	49		0
48	0	0	48		0
47	0	0	47		0
46	0	0	46		0
45	0	0	45		0
44	0	0	44		0
43	0	0	43		0
42	0	0	42		0
41	0	0	41		0
40	0	0	40		0
39	0	0	39		0
38	0	0	38		0
37	1	0	37	X	1
36	2	1	36	X X / X	3
35	1	2	35	X / X X	3
34	2	0	34	X X	2
33	1	1	33	X / X	2
32	1	1	32	X / X	2
31	1	2	31	X / X X	3
30	1	0	30	X	1
29	0	4	29	X X X X	4
28	5	1	28	X X X X X / X	6
27	0	3	27	X X X	3
26	4	3	26	X X X X / X X X	7
25	2	2	25	X X / X X	4
24	0	1	24	X	1
23	2	1	23	X X / X	3
22	2	0	22	X X	2
21	0	3	21	X X X	3
20	0	0	20		0
19	0	0	19		0
18	0	0	18		0
17	0	0	17		0
16	0	0	16		0
15	0	0	15		0
14	0	0	14		0
13	0	0	13		0
12	0	0	12		0
11	0	0	11		0
10	0	0	10		0
9	0	0	9		0
8	0	0	8		0
7	0	0	7		0
6	0	0	6		0
5	0	0	5		0
Total	25	25		GRAND TOTALS	50

PACE * * * * * *

Location: Valley Center Avenue

Between: Gladstone Strret - Allen Avenue

Weather: Clear

Date: 3/6/25

Time From: 1:30

Time To: 3:00

Existing Speed Limit: 25 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	16%	12%	14%
% In Pace:	68%	72%	68%
% Under Pace:	16%	16%	18%
Average Speed:	29 MPH	28 MPH	28 MPH
Pace Speed:	25 - 34 MPH	24 - 33 MPH	25 - 34 MPH
15th Percentile / Critical Speed:	23 MPH	23 MPH	23 MPH
50th Percentile / Critical Speed:	28 MPH	27 MPH	28 MPH
85th Percentile / Critical Speed:	35 MPH	33 MPH	34 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed	TOT. VEH.	
				Northbound / Southbound		
55	0	0	55		0	
54	0	0	54		0	
53	0	0	53		0	
52	0	0	52		0	
51	0	0	51		0	
50	0	0	50		0	
49	0	0	49		0	
48	0	0	48		0	
47	0	0	47		0	
46	0	0	46		0	
45	0	0	45		0	
44	0	0	44		0	
43	0	0	43		0	
42	0	0	42		0	
41	0	0	41		0	
40	2	0	40	X X	2	
39	0	1	39	X	1	
38	2	0	38	X X	2	
37	0	5	37	X X X X X	5	
36	3	1	36	X X X / X	4	
35	6	2	35	X X X X X X / X X	8	*
34	4	3	34	X X X X / X X X	7	*
33	5	8	33	X X X X X / X X X X X X X X	13	*
32	6	5	32	X X X X X X / X X X X X	11	P
31	1	1	31	X / X	2	A
30	3	5	30	X X X / X X X X X	8	C
29	7	5	29	X X X X X X X / X X X X X	12	E
28	3	5	28	X X X / X X X X X	8	*
27	3	3	27	X X X / X X X	6	*
26	1	4	26	X / X X X X	5	*
25	1	0	25	X	1	
24	3	0	24	X X X	3	
23	0	1	23	X	1	
22	0	1	22	X	1	
21	0	0	21		0	
20	0	0	20		0	
19	0	0	19		0	
18	0	0	18		0	
17	0	0	17		0	
16	0	0	16		0	
15	0	0	15		0	
14	0	0	14		0	
13	0	0	13		0	
12	0	0	12		0	
11	0	0	11		0	
10	0	0	10		0	
9	0	0	9		0	
8	0	0	8		0	
7	0	0	7		0	
6	0	0	6		0	
5	0	0	5		0	
Total	50	50		GRAND TOTALS	100	

Location: Valley Center Avenue

Between: Compromise Line Road - Foothill Boulevard

Weather: Clear

Date: 2/12/25

Time From: 11:40

Time To: 12:05

Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	14%	14%
% In Pace:	82%	82%	80%
% Under Pace:	10%	4%	6%
Average Speed:	32 MPH	31 MPH	31 MPH
Pace Speed:	27 - 36 MPH	26 - 35 MPH	26 - 35 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	32 MPH	31 MPH	32 MPH
85th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	EB	WB	MPH	Eastbound	Westbound	VEH.	PACE
65	0	0	65			0	
64	0	0	64			0	
63	0	0	63			0	
62	0	0	62			0	
61	0	0	61			0	
60	0	0	60			0	
59	0	0	59			0	
58	0	0	58			0	
57	0	0	57			0	
56	0	0	56			0	
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	1	0	51	X		1	
50	2	0	50	X X		2	
49	1	1	49	X	X	2	
48	0	1	48		X	1	
47	5	4	47	X X X X X	X X X X	9	*
46	3	3	46	X X X	X X X	6	*
45	3	1	45	X X X	X	4	*
44	7	0	44	X X X X X X X		7	
43	3	3	43	X X X	X X X	6	
42	5	5	42	X X X X X	X X X X X	10	
41	5	9	41	X X X X X	X X X X X X X X X	14	
40	4	5	40	X X X X	X X X X X	9	*
39	2	8	39	X X	X X X X X X X X	10	*
38	1	2	38	X	X X	3	*
37	3	2	37	X X X	X X	5	
36	1	0	36	X		1	
35	3	2	35	X X X	X X	5	
34	0	2	34		X X	2	
33	0	0	33			0	
32	0	2	32		X X	2	
31	1	0	31	X		1	
30	0	0	30			0	
29	0	0	29			0	
28	0	0	28			0	
27	0	0	27			0	
26	0	0	26			0	
25	0	0	25			0	
24	0	0	24			0	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
Total	50	50			GRAND TOTALS	100	

Location: Valley Center Avenue

Between: Foothill Boulevard - Sierra Madre Avenue

Weather: Clear

Date: 2/12/25

Time From: 12:05

Time To: 12:25

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	4%	6%
% In Pace:	76%	80%	78%
% Under Pace:	16%	16%	16%
Average Speed:	42 MPH	41 MPH	42 MPH
Pace Speed:	38 - 47 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH
50th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH
85th Percentile / Critical Speed:	47 MPH	46 MPH	46 MPH

Radar Survey Conducted By:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.	PACE
				Northbound	Southbound		
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	1	0	43	X		1	
42	1	1	42	X	X	2	
41	1	1	41	X	X	2	
40	0	0	40			0	
39	0	2	39		X X	2	
38	1	0	38	X		1	
37	4	2	37	X X X X	X X	6	*
36	5	4	36	X X X X X	X X X X	9	*
35	1	3	35	X	X X X	4	*
34	3	2	34	X X X	X X	5	
33	7	7	33	X X X X X X X	X X X X X X X	14	
32	7	7	32	X X X X X X X	X X X X X X X	14	
31	7	5	31	X X X X X X X	X X X X X	12	
30	3	4	30	X X X	X X X X	7	*
29	3	2	29	X X X	X X	5	*
28	3	3	28	X X X	X X X	6	*
27	1	2	27	X	X X	3	
26	1	3	26	X	X X X	4	
25	0	1	25		X	1	
24	1	1	24	X	X	2	
23	0	0	23			0	
22	0	0	22			0	
21	0	0	21			0	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Vermont Avenue

Between: Route 66 - Ada Avenue

Weather: Clear

Date: 2/19/25

Time From: 9:00

Time To: 9:35

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	8%	8%
% In Pace:	86%	78%	82%
% Under Pace:	6%	14%	10%
Average Speed:	33 MPH	32 MPH	32 MPH
Pace Speed:	28 - 37 MPH	28 - 37 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	29 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	36 MPH	36 MPH

Radar Survey Conducted By:

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City of Glendora

Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.	PACE
				Northbound	Southbound		
55	0	0	55			0	
54	0	0	54			0	
53	0	0	53			0	
52	0	0	52			0	
51	0	0	51			0	
50	0	0	50			0	
49	0	0	49			0	
48	0	0	48			0	
47	0	0	47			0	
46	0	0	46			0	
45	0	0	45			0	
44	0	0	44			0	
43	0	0	43			0	
42	0	1	42		X	1	
41	1	1	41	X	X	2	
40	1	1	40	X	X	2	
39	1	3	39	X	X X	4	
38	1	2	38	X	X X	3	
37	3	1	37	X X X	X	4	*
36	1	0	36	X		1	*
35	4	2	35	X X X X	X X	6	*
34	9	3	34	X X X X X X X X X	X X X	12	P
33	9	3	33	X X X X X X X X X	X X X	12	A
32	8	5	32	X X X X X X X X	X X X X X	13	C
31	2	4	31	X X	X X X X	6	E
30	4	8	30	X X X X	X X X X X X X X	12	*
29	2	5	29	X X	X X X X X	7	*
28	3	4	28	X X X	X X X X	7	*
27	0	2	27		X X	2	
26	0	2	26		X X	2	
25	0	1	25		X	1	
24	1	1	24	X	X	2	
23	0	0	23			0	
22	0	0	22			0	
21	0	1	21		X	1	
20	0	0	20			0	
19	0	0	19			0	
18	0	0	18			0	
17	0	0	17			0	
16	0	0	16			0	
15	0	0	15			0	
14	0	0	14			0	
13	0	0	13			0	
12	0	0	12			0	
11	0	0	11			0	
10	0	0	10			0	
9	0	0	9			0	
8	0	0	8			0	
7	0	0	7			0	
6	0	0	6			0	
5	0	0	5			0	
Total	50	50			GRAND TOTALS	100	

Location: Vermont Avenue

Between: Ada Avenue - Foothill Boulevard

Weather: Clear

Date: 2/19/25

Time From: 9:35

Time To: 10:05

Existing Speed Limit: 30 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	18%	12%
% In Pace:	90%	76%	80%
% Under Pace:	2%	6%	8%
Average Speed:	33 MPH	32 MPH	32 MPH
Pace Speed:	28 - 37 MPH	26 - 35 MPH	28 - 37 MPH
15th Percentile / Critical Speed:	30 MPH	28 MPH	28 MPH
50th Percentile / Critical Speed:	33 MPH	31 MPH	32 MPH
85th Percentile / Critical Speed:	36 MPH	38 MPH	37 MPH

Radar Survey Conducted By:

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APPENDIX C – Collision Data and Rates

Collision Rates

Location Number	Roadway Segment	Roadway Classification	Length (mi)	ADT	Total Accidents	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)
	ADA AVE:						
1	1) b/t Grand Ave & Vermont Ave	Collector Street	0.32	2313	3	3.70	1.96
2	2) b/t Vermont Ave & Glenwood Ave	Collector Street	0.73	604	3	6.21	1.96
	AMELIA AVE:						
3	1) b/t Auto Centre Dr & Duell St	Minor Arterial	0.48	7284	2	0.52	0.84
4	2) b/t Duell St & Route 66	Minor Arterial	0.17	7145	0	0.00	0.84
5	3) b/t Route 66 & Country Club Dr	Minor Arterial	0.37	5158	1	0.48	0.84
6	4) b/t Country Club Dr & Foothill Blvd	Minor Arterial	0.26	4518	2	1.55	1.32
	AUTO CENTRE DR:						
7	1) b/t Lone Hill Ave & 57 Fwy	Minor Arterial	0.32	19727	17	2.46	1.32
8	2) b/t 57 Fwy & Amelia Ave	Minor Arterial	0.19	12080	1	0.40	1.32
	BARRANCA AVE:						
9	1) b/t Route 66 & Foothill Blvd	Minor Arterial	0.50	14469	6	0.76	0.84
10	2) b/t Foothill Blvd & Leadora Ave	Minor Arterial	0.50	7916	1	0.23	0.84
11	3) b/t Leadora Ave & Sierra Madre Ave	Minor Arterial	0.25	3548	0	0.00	1.32
	BASE LINE RD:						
12	1) b/t Barranca Ave & Grand Ave	Minor Arterial	0.50	9722	14	2.63	0.84
13	2) b/t Grand Ave & Dodsworth Ave	Minor Arterial	0.18	15666	2	0.65	1.32
14	3) b/t Dodsworth Ave & Glendora Ave	Minor Arterial	0.36	9088	2	0.56	0.84
	BENNETT AVE:						
15	1) b/t Barranca Ave & Grand Ave	Minor Arterial	0.49	3260	3	1.72	1.32
16	2) b/t Grand Ave & Glendora Ave	Collector Street	0.40	4116	0	0.00	1.96
17	3) b/t Glendora Ave & Cullen Ave	Collector Street	0.35	3625	0	0.00	1.96
18	4) b/t Cullen Ave & Live Oak Ave	Collector Street	0.25	2873	0	0.00	1.96
19	5) b/t Live Oak Ave & Loraine Ave	Collector Street	0.49	2884	1	0.65	1.96
20	6) b/t Loraine Ave & Underhill Dr	Collector Street	0.40	310	0	0.00	1.96

Collision Rates

Location Number	Roadway Segment	Roadway Classification	Length (mi)	ADT	Total Accidents	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)
	BONNIE COVE AVE:						
21	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	0.24	3948	0	0.00	1.32
22	2) b/t Juanita Ave & Gladstone St	Minor Arterial	0.25	2454	0	0.00	1.32
23	3) b/t Gladstone St & 210 Fwy	Minor Arterial	0.25	1789	0	0.00	1.32
	COMPROMISE LINE RD:						
24	1) b/t Valley Center Ave & Route 66	Minor Arterial	0.26	3184	0	0.00	1.32
	CULLEN AVE:						
25	1) b/t Ada Ave & Foothill Blvd	Collector Street	0.25	3328	1	1.10	1.96
26	2) b/t Foothill Blvd & Bennett Ave	Collector Street	0.25	3541	1	1.03	1.96
27	3) b/t Bennett Ave & Leadora Ave	Collector Street	0.25	2814	0	0.00	1.96
28	4) b/t Leadora Ave & Sierra Madre Ave	Collector Street	0.25	1482	0	0.00	1.96
	ELWOOD AVE:						
29	1) b/t Route 66 & Foothill Blvd	Local Street	0.50	1641	3	3.34	2.61
	FOOTHILL BLVD:						
30	1) b/t Citrus Ave & Barranca Ave	Minor Arterial	0.50	9306	5	0.98	0.84
31	2) b/t Barranca Ave & Grand Ave	Minor Arterial	0.50	11061	5	0.83	0.84
32	3) b/t Grand Ave & Glendora Ave	Minor Arterial	0.40	14424	7	1.11	1.32
33	4) b/t Glendora Ave & Cullen Ave	Minor Arterial	0.35	11819	4	0.88	1.32
34	5) b/t Cullen Ave & Loraine Ave	Minor Arterial	0.74	11739	3	0.32	1.32
35	6) b/t Loraine Ave & Valley Center Ave	Minor Arterial	0.48	12898	3	0.44	0.84
36	7) b/t Valley Center Ave & Lone Hill Ave	Minor Arterial	0.52	15404	4	0.46	0.84
37	8) b/t Lone Hill Ave & Amelia Ave	Minor Arterial	0.46	4617	1	0.43	0.84

Collision Rates

Location Number	Roadway Segment	Roadway Classification	Length (mi)	ADT	Total Accidents	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)
	GLADSTONE ST:						
38	1) b/t Barranca Ave & Grand Ave	Minor Arterial	0.50	13893	13	1.71	0.84
39	2) b/t Grand Ave & Glendora Ave	Minor Arterial	0.49	14874	10	1.25	0.84
40	3) b/t Glendora Ave & Bonnie Cove Ave	Minor Arterial	0.50	19219	5	0.48	0.84
41	4) b/t Bonnie Cove Ave & Sunflower Ave	Minor Arterial	0.50	19403	7	0.66	0.84
42	5) b/t Sunflower Ave & Valley Center Ave	Minor Arterial	0.50	19690	7	0.65	0.84
43	6) b/t Valley Center Ave & Lone Hill Ave	Minor Arterial	0.49	15726	4	0.47	0.84
	GLENDORA AVE:						
44	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	0.24	13196	7	2.02	0.84
45	2) b/t Juanita Ave & Gladstone St	Minor Arterial	0.25	13573	5	1.35	0.84
46	3) b/t Gladstone St & Base Line Rd	Minor Arterial	0.69	16960	2	0.16	0.84
47	4) b/t Base Line Rd & Route 66	Minor Arterial	0.34	21784	5	0.62	1.32
48	5) b/t Route 66 & Ada Ave	Minor Arterial	0.29	13534	1	0.23	1.32
49	6) b/t Ada Ave & Foothill Blvd	Minor Arterial	0.25	9119	2	0.80	1.32
50	7) b/t Bennett Ave & Sierra Madre Ave	Minor Arterial	0.50	2375	4	3.08	1.32
	GLENDORA MOUNTAIN RD:						
51	1) b/t Sierra Madre Ave & Boulder Springs Dr	Collector Street	0.37	1469	2	3.36	0.84
52	2) b/t Boulder Springs Dr & Big Dalton Canyon Rd	Collector Street	0.25	793	0	0.00	0.84
	GLENWOOD AVE:						
53	1) b/t Route 66 & Foothill Blvd	Local Street	0.50	890	2	4.10	2.61

Collision Rates

Location Number	Roadway Segment	Roadway Classification	Length (mi)	ADT	Total Accidents	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)
	GRAND AVE:						
54	1) b/t Arrow Hwy & Gladstone St	Major Arterial	0.54	22480	9	0.68	1.15
55	2) b/t Gladstone St & 210 Fwy	Major Arterial	0.43	23515	4	0.36	1.15
56	3) b/t Base Line Rd & Mauna Loa Ave	Major Arterial	0.25	32222	16	1.81	1.15
57	4) b/t Mauna Loa Ave & Route 66	Major Arterial	0.25	31434	5	0.58	1.15
58	5) b/t Route 66 & Ada Ave	Minor Arterial	0.24	14326	3	0.80	0.84
59	6) b/t Ada Ave & Foothill Blvd	Minor Arterial	0.25	15252	2	0.48	0.84
60	7) b/t Foothill Blvd & Bennett Ave	Minor Arterial	0.25	8442	5	2.16	1.32
61	8) b/t Bennett Ave & Leadora Ave	Minor Arterial	0.25	6015	1	0.61	1.32
62	9) b/t Leadora Ave & Sierra Madre Ave	Minor Arterial	0.25	4766	1	0.77	0.84
	JUANITA AVE:						
63	1) b/t Grand Ave & Glendora Ave	Collector Street	0.49	2770	4	2.69	1.96
64	2) b/t Glendora Ave & Bonnie Cove Ave	Collector Street	0.49	1678	0	0.00	1.96
65	3) b/t Bonnie Cove Ave & Sunflower Ave	Collector Street	0.49	2525	2	1.48	1.96
66	4) b/t Sunflower Ave & Valley Center Ave	Collector Street	0.49	1897	1	0.98	1.96
	LEADORA AVE:						
67	1) b/t Yucca Ridge Rd & Barranca Ave	Collector Street	0.39	594	0	0.00	1.96
68	2) b/t Barranca Ave & Grand Ave	Collector Street	0.49	1864	0	0.00	1.96
69	3) b/t Grand Ave & Glendora Ave	Collector Street	0.40	2168	2	2.11	1.96
70	4) b/t Glendora Ave & Cullen Ave	Collector Street	0.34	1394	0	0.00	1.96
71	5) b/t Cullen Ave & Live Oak Ave	Collector Street	0.25	1346	0	0.00	1.96
72	6) b/t Live Oak Ave & Loraine Ave	Collector Street	0.50	1534	0	0.00	1.96
	LIVE OAK AVE:						
73	1) b/t Foothill Blvd & Bennett Ave	Collector Street	0.26	1831	0	0.00	1.96
74	2) b/t Bennett Ave & Leadora Ave	Collector Street	0.25	2298	0	0.00	1.96
75	3) b/t Leadora Ave & Sierra Madre Ave	Collector Street	0.25	1420	0	0.00	1.96
76	4) b/t Sierra Madre Ave & Palm Dr	Collector Street	0.26	1799	0	0.00	1.96

Collision Rates

Location Number	Roadway Segment	Roadway Classification	Length (mi)	ADT	Total Accidents	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)
	LONE HILL AVE:						
77	1) b/t Gladstone St & Auto Centre Dr	Minor Arterial	0.25	20202	8	1.45	1.32
78	2) b/t Auto Centre Dr & 210 Fwy	Minor Arterial	0.21	32070	17	2.31	1.32
79	3) b/t Petunia St & Route 66	Minor Arterial	0.37	29370	18	1.51	0.84
80	4) b/t Route 66 & Foothill Blvd	Minor Arterial	0.53	16656	1	0.10	0.84
	LORAINE AVE:						
81	1) b/t Route 66 & Steffen St	Minor Arterial	0.28	8498	0	0.00	1.32
82	2) b/t Steffen St & Foothill Blvd	Minor Arterial	0.22	7478	2	1.11	1.32
83	3) b/t Foothill Blvd & Bennett Ave	Minor Arterial	0.25	7521	1	0.49	0.84
84	4) b/t Bennett Ave & Leadora Ave	Minor Arterial	0.25	5369	0	0.00	1.32
85	5) b/t Leadora Ave & Sierra Madre Ave	Minor Arterial	0.25	3135	0	0.00	1.32
86	6) b/t Sierra Madre Ave & Palm Dr	Collector Street	0.26	2255	0	0.00	1.96
	MAUNA LOA AVE:						
87	1) b/t Barranca Ave & Grand Ave	Collector Street	0.50	3869	2	0.94	1.96
88	2) b/t Grand Ave & Glendora Ave	Collector Street	0.49	3137	4	2.38	1.96
	PALM DR:						
89	1) b/t Live Oak Ave & Loraine Ave	Collector Street	0.49	1387	0	0.00	1.96
	PASADENA AVE:						
90	1) b/t Route 66 & Lemon Ave	Collector Street	0.12	3086	0	0.00	1.96
91	2) b/t Lemon Ave & Ada Ave	Collector Street	0.13	1896	1	3.71	1.96
	ROUTE 66:						
92	1) b/t Barranca Ave & Vecino Dr	Major Arterial	0.25	18256	5	1.00	1.15
93	2) b/t Vecino Dr & Grand Ave	Major Arterial	0.26	18977	4	0.74	2.15
94	3) b/t Grand Ave & Vermont Ave	Major Arterial	0.28	20449	15	2.39	2.15
95	4) b/t Vermont Ave & Glendora Ave	Major Arterial	0.19	25575	4	0.75	2.15
96	5) b/t Glendora Ave & Pasadena Ave	Major Arterial	0.19	21088	10	2.28	2.15
97	6) b/t Pasadena Ave & Elwood Ave	Major Arterial	0.55	21687	10	0.77	1.15
98	7) b/t Elwood Ave & Loraine Ave	Major Arterial	0.25	21314	7	1.20	1.15
99	8) b/t Loraine Ave & Hunters Trail	Major Arterial	0.37	25602	7	0.67	1.15
100	9) b/t Hunters Trail & Compromise Line Rd	Major Arterial	0.37	24132	7	0.72	1.15

Collision Rates

Location Number	Roadway Segment	Roadway Classification	Length (mi)	ADT	Total Accidents	Accident Rate (per MVMT)	Countywide Accident Rate (per MVMT)
101	10) b/t Compromise Line Rd & Lone Hill Ave	Major Arterial	0.23	26340	8	1.21	1.15
102	11) b/t Lone Hill Ave & Amelia Ave	Major Arterial	0.50	11734	4	0.62	1.15
103	12) b/t Amelia Ave & Cataract Ave	Major Arterial	0.49	17008	1	0.11	1.15
	SIERRA MADRE AVE:						
104	1) b/t 660' W/o Yucca Ridge Rd & Barranca Ave	Minor Arterial	0.51	7916	3	0.68	0.84
105	2) b/t Barranca Ave & Grand Ave	Minor Arterial	0.49	9246	0	0.00	0.84
106	3) b/t Grand Ave & Glendora Ave	Minor Arterial	0.40	11679	0	0.00	0.84
107	4) b/t Glendora Ave & Live Oak Ave	Minor Arterial	0.60	11502	1	0.13	1.32
108	5) b/t Live Oak Ave & Loraine Ave	Minor Arterial	0.50	6248	2	0.58	1.32
109	6) b/t Loraine Ave & Valley Center Ave	Minor Arterial	0.51	6162	0	0.00	0.84
	SUNFLOWER AVE:						
110	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	0.23	13686	3	0.87	0.84
111	2) b/t Juanita Ave & Gladstone St	Minor Arterial	0.25	14018	9	2.35	0.84
112	3) b/t Gladstone St & 210 Fwy	Minor Arterial	0.24	20014	5	0.95	0.84
	VALLEY CENTER AVE:						
113	1) b/t Arrow Hwy & Juanita Ave	Minor Arterial	0.24	6427	2	1.18	1.32
114	2) b/t Juanita Ave & Gladstone St	Minor Arterial	0.25	5078	1	0.72	0.84
115	3) b/t Gladstone St & Allen Ave	Minor Arterial	0.25	1053	1	3.47	1.32
116	4) b/t Compromise Line Rd & Foothill Blvd	Minor Arterial	0.41	2805	2	1.59	1.32
117	5) b/t Foothill Blvd & Sierra Madre Ave	Minor Arterial	0.77	6971	0	0.00	0.84
	VERMONT AVE						
118	1) b/t Route 66 & Ada Ave	Local Street	0.25	5568	6	3.94	2.61
119	2) b/t Ada Ave & Foothill Blvd	Local Street	0.25	4351	2	1.68	2.61

Case ID	Collision Date	Collision Time	Primary Road	Secondary Road	Distance	Direction	Collision Severity	Number Killed	Number Injured	Primary Collision Factor (PCF)	PCF Violation Category	Type of Collision	Motor Vehicle Involved With
9360911	11/8/2021	1745	ADA AVE	GLENDORA AV	10	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9442695	4/25/2022	0755	ADA AVE	GLENDWOOD AV	40	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9477674	8/5/2022	1551	ADA AVE	GRAND AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9170467	10/6/2020	1350	ADA AVE	GRAND AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Rear End	Other Motor Vehicle
9575771	4/16/2023	1449	ADA AVE	PASADENA AVE	107	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Hit Object	Other Motor Vehicle
9286852	7/8/2021	1120	ADA AVE	GRAND AVE	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Other Hazardous Violation	Broadside	Other Motor Vehicle
9756987	12/2/2024	1926	AMELIA AVE	AUTO CENTRE DR	15	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Lane Change	Rear End	Other Motor Vehicle
9364024	11/10/2021	1810	AMELIA AVE	DUELL ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9285924	7/18/2021	2040	AMELIA AVE	COUNTRY CLUB	378	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Head-On	Other Motor Vehicle
9761860	11/29/2024	1718	AMELIA AVE	FOOTHILL BL	250	S	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Wrong Side of Road	Sideswipe	Other Motor Vehicle
9338397	9/17/2021	1554	AMELIA AVE	ROUTE 66	152	N	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unknown	Overturned	Fixed Object
9736496	9/3/2024	1346	AUTO CENTER DR	S AMELIA AV	462	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9194039	12/2/2020	1402	AUTO CENTER DR	LONE HILL	417	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9728408	8/10/2024	808	AUTO CENTER DR	LONE HILL AV	665	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9389646	12/21/2021	1427	AUTO CENTER DR	RT 57	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9093514	4/2/2020	1338	AUTO CENTRE DR	LONE HILL AV	712	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9530641	10/29/2022	1037	AUTO CENTRE DR	LONE HILL AV	659	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9697009	4/20/2024	115	AUTO CENTRE DR	LONE HILL AV	0		Injury (Other Visible)	0	1	Other Than Driver	Other Than Driver (Or Pedestrian)	Hit Object	Fixed Object
9712313	9/4/2024	1510	AUTO CENTRE DR	S LONEHILL AVE	638	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9280167	5/31/2021	1056	AUTO CENTRE DR	RT 57	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9704464	6/2/2024	130	AUTO CENTRE DR	RT 57	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Head-On	Fixed Object
9161423	9/16/2020	1407	AUTO CENTRE DR	LONE HILL AV	400	E	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9402564	1/19/2022	0954	AUTO CENTRE DR	LONE HILL	764	E	Injury (Severe)	0	2	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Broadside	Other Motor Vehicle
9530395	11/6/2022	1205	AUTO CENTRE DR	LONE HILL	672	E	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9512850	10/21/2022	1200	AUTO CENTRE DR	RT 57	0		Injury (Other Visible)	0	2	Unknown	Unknown	Broadside	Other Motor Vehicle
9477755	6/26/2022	1215	AUTO CENTRE DR	57 SOUTH	45	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Broadside	Parked Motor Vehicle
9501322	9/24/2022	1453	AUTO CENTRE DR	S LONE HILL AV	0		Injury (Other Visible)	0	3	(Vehicle) Code Violation	Following Too Closely	Rear End	Other Motor Vehicle
9570649	3/27/2023	1637	AUTO CENTRE DR	S LONE HILL AV	650	E	Injury (Other Visible)	0	3	Unknown	Unknown	Broadside	Other Motor Vehicle
9582804	5/6/2023	1418	AUTO CENTRE DR	RT 57	250	W	Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9046683	2/10/2020	1025	BARANCA AVE	ROUTE 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9568061	4/4/2023	844	BARANCA AVE	RT 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Other Hazardous Violation	Broadside	Other Motor Vehicle
9416548	2/24/2022	1039	BARANCA AVE	RT 66	175	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9056635	3/2/2020	1304	BARANCA AVE	FOOTHILL BL	20	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9323567	9/16/2021	0423	BARANCA AVE	LEADORA AV	301	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Parked Motor Vehicle
9465686	12/9/2022	1126	BARANCA AVE	FOOTHILL BL	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9364984	11/13/2021	1542	BARANCA AVE	FOOTHILL RD	0		Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9558572	2/16/2020	2117	BASELINE RD	BARRANCA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9552630	1/24/2023	1633	BASELINE RD	BARRANCA AV	87	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Overturned	Fixed Object
9527093	1/31/2023	1622	BASELINE RD	BARRANCA AV	15	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Overturned	Non-Collision
9642545	11/27/2023	1310	BASELINE RD	S BARRANCA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9659005	12/25/2023	639	BASELINE RD	DODSWORTH AV	75	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Wrong Side of Road	Head-On	Fixed Object
9623180	10/18/2023	1238	BASELINE RD	S GRAND AV	182	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9627904	9/25/2023	1734	BASELINE RD	S GRAND AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9648640	11/28/2023	1755	BASELINE RD	S GRAND AV	412	E	Injury (Complaint of Pain)	0	1	Unknown	Unknown	Sideswipe	Other Motor Vehicle
9422735	3/14/2022	1224	BASELINE RD	BARRANCA AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9279264	5/27/2021	1536	BASELINE RD	BARRANCA AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9739358	9/24/2024	2155	BASELINE RD	BARRANCA AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Fixed Object
9407370	3/4/2022	0915	BASELINE RD	S BARRANCA AV	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9459135	5/17/2022	1232	BASELINE RD	S BARRANCA AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9299999	8/12/2021	1005	BASELINE RD	S GRAND AV	87	W	Injury (Complaint of Pain)	0	2	Other Than Driver	Other Than Driver (Or Pedestrian)	Rear End	Other Motor Vehicle
9017395	2/12/2020	1926	BASELINE RD	BARRANCA AVE	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9427742	4/7/2022	1815	BASELINE RD	GLENDORA AVE	303	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Hit Object	Fixed Object
9687154	6/25/2024	911	BASELINE RD	S BARRANCA AV	0		Injury (Other Visible)	0	3	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9588219	6/11/2023	1846	BASELINE RD	BARRANCA AVE	0		Injury (Other Visible)	0	5	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9451647	5/11/2022	0713	BENNETT AVE	GRAND AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Violation	Vehicle/Pedestrian	Pedestrian
9574021	3/29/2023	541	BENNETT AVE	N LORRAINE AV	629	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Hit Object	Fixed Object
9739362	9/22/2024	1303	BENNETT AVE	N GRAND AV	0		Injury (Complaint of Pain)	0	1	Unknown	Unknown	Broadside	Other Motor Vehicle
9258196	4/17/2021	1858	BENNETT AVE	N GRAND AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9515850	11/17/2022	1749	CULLEN AVE	BENNETT AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Sideswipe	Pedestrian
9058958	2/14/2020	1217	CULLEN AVE	FOOTHILL BL	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Bicycle
9627555	8/25/2023	2018	ELWOOD AVE	RT 66	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Bicycle
9641708	11/7/2023	515	ELWOOD AVE	E ROUTE 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9381485	1/16/2022	2236	ELWOOD AVE	RT 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Hit Object	Fixed Object
9247195	3/28/2021	2042	FOOTHILL BL	CATARACT	287	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Rear End	Parked Motor Vehicle
9498030	9/6/2022	1342	FOOTHILL BL	CITRUS AV	56	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9297959	7/21/2021	1107	FOOTHILL BL	CULLEN AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Wrong Side of Road	Broadside	Bicycle
9586018	5/15/2023	1458	FOOTHILL BL	S VALLEY CENTER AV	131	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9756982	11/20/2024	1614	FOOTHILL BL	S VALLEY CENTER AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9533617	1/12/2023	2112	FOOTHILL BL	CITRUS AV	80	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Broadside	Other Motor Vehicle
9513954	10/18/2022	1257	FOOTHILL BL	CITRUS AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9641707	11/14/2023	1954	FOOTHILL BL	CULLEN AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Fixed Object
9426023	3/9/2022	1834	FOOTHILL BL	GLENDORA	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9583015	4/28/2023	1510	FOOTHILL BL	GRAND AV	528	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9609886	6/26/2023	1805	FOOTHILL BL	GRAND AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9442719	4/7/2022	1107	FOOTHILL BL	GRAND AV	115	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9017391	2/16/2020	1647	FOOTHILL BL	GRAND AV	80	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9046748	2/5/2020	1301	FOOTHILL BL	LONE HILL AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9513951	10/16/2022	1119	FOOTHILL BL	LONE HILL AV	178	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Hit Object	Fixed Object
9282063	6/14/2021	0801	FOOTHILL BL	LORAINE AV	230	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Rear End	Other Motor Vehicle
9716939	7/18/2024	1836	FOOTHILL BL	BARRANCA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9613841	8/24/2023	1459	FOOTHILL BL	N GRAND AV	462	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9349759	10/7/2021	0042	FOOTHILL BL	N CITRUS AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unknown	Vehicle/Pedestrian	Pedestrian
9227051	2/26/2021	2125	FOOTHILL BL	LONE HILL AV	40	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9326873	9/25/2021	1025	FOOTHILL BL	N CULLEN AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Motor Vehicle on Other Roadway
9731562	8/15/2024	1818	FOOTHILL BL	VALLEY CENTER AV	223	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9422966	2/21/2022	1725	FOOTHILL BL	CULLEN AV	226	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9148488	9/2/2020	1932	FOOTHILL BL	GLENDORA	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9291734	7/9/2021	2120	FOOTHILL BL	GRAND AV	0		Injury (Other Visible)	0	2	Unknown	Unknown	Broadside	Other Motor Vehicle
9303678	8/11/2021	2216	FOOTHILL BL	GRAND AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9724355	7/8/2024	1333	FOOTHILL BL	VALLEY CENTER AV	10	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9767458	12/3/2024	813	FOOTHILL BL	S GRAND AV	575	W	Injury (Other Visible)	0	3	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9355047	10/25/2021	1516	FOOTHILL BL	N LORAINE AV	163	E	Injury (Complaint of Pain)	0	4	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9575770	4/29/2023	2016	FOOTHILL BL	FOOTHILL BL	5	N	Injury (Severe)	0	5	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Motor Vehicle on Other Roadway
9598216	7/4/2023	2	FOOTHILL BL	LIVE OAK AVE	102	W	Injury (Severe)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Pedestrian
9668851	2/29/2024	51	FOOTHILL BLVD	GLENWOOD AVE	207	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unknown	Vehicle/Pedestrian	Other Motor Vehicle
9558599	3/1/2023	759	FOOTHILL BLVD	VERMONT AVE	211	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Parked Motor Vehicle
9339074	9/25/2021	1328	FOOTHILL BLVD	VERMONT AVE	124	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Hit Object	Bicycle
9676500	4/27/2024	1615	GLADSTONE ST	GLENDORA AV	35	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Hit Object	Other Motor Vehicle
9201046	12/22/2020	0920	GLADSTONE ST	S BARRANCA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Pedestrian
9627899	9/15/2023	1948	GLADSTONE ST	S BONNIE COVE	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9642546	11/28/2023	742	GLADSTONE ST	S BONNIE COVE AV	0		Injury (Complaint of Pain)	0	1	Unknown	Pedestrian Right of Way	Vehicle/Pedestrian	Other Motor Vehicle
9351648	10/28/2021	0942	GLADSTONE ST	S SUNFLOWER AV	0		Injury (Other Visible)	0	1	Unknown	Unknown	Broadside	Pedestrian
9767720	12/10/2024	1246	GLADSTONE ST	S VALLEY CENTER AV	5	E	Injury (Other Visible)	0	1	Unknown	Unknown	Vehicle/Pedestrian	Other Motor Vehicle
9381484	1/16/2022	1743	GLADSTONE ST	S VALLEY CENTER AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unknown	Broadside	Other Motor Vehicle
9542910	12/17/2022	1259	GLADSTONE ST	S VALLEYT CENTER AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Head-On	Other Motor Vehicle
9739361	9/18/2024	1406	GLADSTONE ST	SOUTH GLENDORA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9507458	9/12/2022	1949	GLADSTONE ST	SUNFLOWER AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9148489	9/7/2020	1120	GLADSTONE ST	SUNFLOWER AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle

Case ID	Collision Date	Collision Time	Primary Road	Secondary Road	Distance	Direction	Collision Severity	Number Killed	Number Injured	Primary Collision Factor (PCF)	PCF Violation Category	Type of Collision	Motor Vehicle Involved With
9523352	12/10/2022	1515	GLADSTONE ST	VALLEY CENTER AV	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9056370	2/20/2020	1518	GLADSTONE ST	VALLEY CENTER AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9495479	9/13/2022	2300	GLADSTONE ST	GRAND AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9575800	5/19/2023	1210	GLADSTONE ST	BONNIE COVE AV	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Pedestrian
9515847	11/10/2022	0752	GLADSTONE ST	BONNIE COVE AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Passing	Hit Object	Other Motor Vehicle
9608827	7/24/2023	1556	GLADSTONE ST	BONNIE COVE AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9594160	7/8/2023	807	GLADSTONE ST	GLENDORA AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Bicycle
9193999	11/29/2020	1320	GLADSTONE ST	LONEHILL AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Other Hazardous Violation	Broadside	Other Motor Vehicle
9748264	8/7/2024	1301	GLADSTONE ST	SUNFLOWER AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9711368	7/16/2024	1752	GLADSTONE ST	VALLEY CENTER AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Parked Motor Vehicle
9641280	11/6/2023	1714	GLADSTONE ST	GRAND AV	330	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Rear End	Other Motor Vehicle
9592098	7/11/2023	1219	GLADSTONE ST	GRAND AV	90	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Fixed Object
9457603	6/7/2022	1800	GLADSTONE ST	S GRAND AV	64	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Hit Object	Pedestrian
9501321	9/23/2022	1833	GLADSTONE ST	BARRANCA AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Pedestrian Violation	Vehicle/Pedestrian	Other Motor Vehicle
9628970	9/5/2023	1119	GLADSTONE ST	BARRANCA AVE	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9552629	1/31/2023	2006	GLADSTONE ST	BARRANCA AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9771944	12/15/2024	2027	GLADSTONE ST	GLENDORA AV	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9255677	4/29/2021	1510	GLADSTONE ST	GLENDORA AV	131	W	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9402565	1/27/2022	1536	GLADSTONE ST	S VALLEY CENTER	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9654790	12/24/2023	1756	GLADSTONE ST	BARRANCA AV	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9707275	5/13/2024	2106	GLADSTONE ST	BARRANCA AVE	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9739229	9/17/2024	908	GLADSTONE ST	GLENDORA AV	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9628974	9/16/2023	1735	GLADSTONE ST	GLENDORA AV	50	W	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9117372	6/24/2020	1535	GLADSTONE ST	LOE HILL AVE	148	W	Injury (Severe)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9138012	7/31/2020	0821	GLADSTONE ST	SUNFLOWER AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9745442	10/1/2024	1338	GLADSTONE ST	SUNFLOWER AV	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9570650	3/15/2023	2013	GLADSTONE ST	GRAND AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9439841	5/13/2022	1740	GLADSTONE ST	S BARRANCA AV	0		Injury (Complaint of Pain)	0	2	Unknown	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9584450	5/1/2023	1323	GLADSTONE ST	BARRANCA AVE	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unknown	Broadside	Other Motor Vehicle
9466364	11/29/2022	2208	GLADSTONE ST	BARRANCA AVE	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9558520	2/15/2023	1810	GLADSTONE ST	BARRANCA AVE	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9467576	1/7/2023	2243	GLADSTONE ST	S SUNFLOWER AV	0		Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9746912	10/12/2024	1717	GLADSTONE ST	LONE HILL AV	65	W	Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9659010	12/19/2023	1124	GLADSTONE ST	S VALLEY CENTER AV	0		Injury (Other Visible)	0	4	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9740779	10/3/2024	1948	GLENDORA AVE	ARROW HWY	60	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9223844	1/29/2021	1708	GLENDORA AVE	RT 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9697011	4/17/2024	1327	GLENDORA AVE	JUANITA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Fixed Object
9674610	3/11/2024	1517	GLENDORA AVE	RT 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Overturned	Other Motor Vehicle
9502465	8/27/2022	1231	GLENDORA AVE	GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Pedestrian
9391795	12/29/2021	0755	GLENDORA AVE	FOOTHILL BL	0		Injury (Other Visible)	0	1	Unknown	Pedestrian Right of Way	Vehicle/Pedestrian	Non-Collision
9731561	8/16/2024	948	GLENDORA AVE	SIERRA MADRE AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unknown	Other	Other Motor Vehicle
9478181	7/5/2022	1757	GLENDORA AVE	BENNETT AV	320	N	Injury (Severe)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9542539	12/21/2022	0949	GLENDORA AVE	BASELINE RD	376	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9740779	10/3/2024	1948	GLENDORA AVE	ARROW HWY	60	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9731563	8/25/2024	107	GLENDORA AVE	BENNETT AV	126	S	#REF!	0	1	#REF!	Driving or Bicycling Under the Influence of Alcohol or Drug	Head-On	#REF!
9282854	6/20/2021	2100	GLENDORA AVE	E BENNETT AV	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Unsafe Starting or Backing	Vehicle/Pedestrian	Other Motor Vehicle
9689551	4/9/2024	653	GLENDORA AVE	EAST FOOTHILL BL	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Bicycle
9285120	6/11/2021	1540	GLENDORA AVE	ROUTE 66	200	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9641162	10/24/2023	944	GLENDORA AVE	E GLADSTONE ST	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Fixed Object
9216062	1/20/2021	1342	GLENDORA AVE	JUANITA AV	125	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Other Hazardous Violation	Head-On	Other Motor Vehicle
9258197	4/17/2021	1416	GLENDORA AVE	E GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Non-Collision
9703054	6/6/2024	1650	GLENDORA AVE	BASELINE RD	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Overturned	Other Motor Vehicle
9603083	6/22/2023	1745	GLENDORA AVE	MAUNA LOA AVE	11	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9603084	6/20/2023	2051	GLENDORA AVE	GLADSTONE ST	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9545964	2/1/2023	1704	GLENDORA AVE	JUANITA AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9530394	11/2/2022	0723	GLENDORA AVE	RT 66	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9182192	10/30/2020	1008	GLENDORA AVE	JUANITA AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9090887	3/25/2020	0805	GLENDORA AVE	JUANITA	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Overturned	Other Motor Vehicle
9530396	11/10/2022	1800	GLENDORA AVE	ARROW HWY	11	N	Injury (Severe)	0	2	(Vehicle) Code Violation	Unsafe Speed	Broadside	Other Motor Vehicle
9530397	11/9/2022	1506	GLENDORA AVE	RT 66	0		Injury (Other Visible)	0	3	Other Than Driver	Traffic Signals and Signs	Broadside	Non-Collision
9423124	3/1/2022	1607	GLENDORA MOUNTAIN RD	BOULDER SPRINGS DR	500	N	Injury (Severe)	0	1	(Vehicle) Code Violation	Other Than Driver (Or Pedestrian)	Other	Non-Collision
9728407	8/4/2024	257	GLENDORA MOUNTAIN RD	BOULDER SPRINGS DR	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Other	Other Motor Vehicle
9741163	10/3/2024	1229	GLENDORA MOUNTAIN RD	BOULDER SPRINGS	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Passing	Sideswipe	Other Motor Vehicle
9349760	10/9/2021	1656	GLENWOOD AVE	RT 66	91	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9706658	6/29/2024	0	GLENWOOD AVE	ROUTE 66	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9593348	6/21/2023	1147	GRAND AVE	ADA AVE	294	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Bicycle
9073537	5/5/2020	1219	GRAND AVE	MAUNA LOA	475	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9585635	4/27/2023	911	GRAND AVE	GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9058950	2/28/2020	1719	GRAND AVE	BASELINE RD	157	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9297960	7/30/2021	1530	GRAND AVE	MAUNA LOA AV	24	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Starting or Backing	Rear End	Pedestrian
9367563	11/25/2021	0839	GRAND AVE	BENNETT AV	17	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Non-Collision
9303677	8/5/2021	1151	GRAND AVE	GLADSTONE ST	365	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9410569	1/31/2022	1306	GRAND AVE	MAUNA LOA AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9442696	4/20/2022	1445	GRAND AVE	RT 66	50	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9515877	10/15/2022	0930	GRAND AVE	FOOTHILL BL	500	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turnign	Broadside	Other Motor Vehicle
9157694	9/29/2020	1610	GRAND AVE	FOOTHILL BL	73	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Starting or Backing	Rear End	Pedestrian
9552588	2/6/2023	1046	GRAND AVE	BENNETT	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Head-On	Other Motor Vehicle
9028498	1/8/2020	1140	GRAND AVE	BENNETT AV	0		Injury (Other Visible)	0	1	Other Than Driver	Traffic Signals and Signs	Broadside	Parked Motor Vehicle
9227052	2/24/2021	1306	GRAND AVE	GLADSTONE ST	245	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Other Than Driver (Or Pedestrian)	Rear End	Other Motor Vehicle
9428337	4/4/2022	1013	GRAND AVE	MAUNA LOA AV	300	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9577968	4/13/2023	807	GRAND AVE	BENNETT AV	45	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Fixed Object
9683994	3/24/2024	803	GRAND AVE	RT 66	50	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Sideswipe	Parked Motor Vehicle
9690776	4/29/2024	424	GRAND AVE	GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Lane Change	Rear End	Other Motor Vehicle
9690777	4/28/2024	1345	GRAND AVE	RT 66	200	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Not Stated	Broadside	Other Motor Vehicle
9641705	11/15/2023	1907	GRAND AVE	W LEADORA AV	0		Injury (Other Visible)	0	1	Unknown	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9744847	10/1/2024	1557	GRAND AVE	ARROW HWY	190	N	Injury (Complaint of Pain)	0	1	Not Stated	Unknown	Broadside	Other Motor Vehicle
9131617	7/25/2020	0920	GRAND AVE	W ROUTE 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Not Stated	Rear End	Other Motor Vehicle
9483895	7/24/2022	1117	GRAND AVE	ROUTE 66	128	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9513952	10/16/2022	2049	GRAND AVE	W GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	Unknown	Driving or Bicycling Under the Influence of Alcohol or Drug	Broadside	Other Motor Vehicle
9636743	10/24/2023	1320	GRAND AVE	W RT 66	400	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unknown	Broadside	Other Motor Vehicle
9642543	11/26/2023	1218	GRAND AVE	W GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9652541	1/25/2024	1529	GRAND AVE	W BASELINE RD	340	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Parked Motor Vehicle
9643963	11/8/2023	1216	GRAND AVE	W GLADSTONE ST	468	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9216074	1/12/2021	1701	GRAND AVE	W MAUNA LOA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Pedestrian
9457493	6/20/2022	1852	GRAND AVE	BASELINE RD	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Other Motor Vehicle
9598215	7/29/2023	1021	GRAND AVE	W GLADSTONE ST	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9632600	10/22/2023	1700	GRAND AVE	GLADSTONE ST	400	N	Injury (Severe)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Object
9739363	9/19/2024	1948	GRAND AVE	GLADSTONE ST	13	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9711371	7/30/2024	1804	GRAND AVE	W BASELINE RD	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Following Too Closely	Rear End	Pedestrian
9756981	11/21/2024	801	GRAND AVE	MAUNA LOA AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9194153	12/4/2020	1617	GRAND AVE	SIERRA MADRE AV	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Other Motor Vehicle
9117373	6/21/2020	1843	GRAND AVE	JUANITA AVE	369	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9451646	5/10/2022	1750	GRAND AVE	MAUNA LOA AV	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9745443	10/10/2024	1326	GRAND AVE	BASELINE RD	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9033789	1/24/2020	0217	GRAND AVE	BASELINE RD	23	S	Injury (Severe)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9295987	7/18/2021	0948	GRAND AVE	RT 66	113	N	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9530398	11/6/2022	1959	GRAND AVE	BASELINE RD	450	N	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9232932	1/16/2021	1515	GRAND AVE	RT 66	0		Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Broadside	Other Motor Vehicle

Case ID	Collision Date	Collision Time	Primary Road	Secondary Road	Distance	Direction	Collision Severity	Number Killed	Number Injured	Primary Collision Factor (PCF)	PCF Violation Category	Type of Collision	Motor Vehicle Involved With
9534437	1/19/2023	1225	GRAND AVE	MAUNA LOA AV	350	S	Injury (Other Visible)	0	3	Other Than Driver	Unsafe Speed	Rear End	Other Motor Vehicle
9750537	11/6/2024	1141	GRAND AVE	BASELINE RD	440	N	Injury (Severe)	0	3	Unknown	Other Than Driver (Or Pedestrian)	Rear End	Other Motor Vehicle
9724358	7/7/2024	1837	GRAND AVE	GLADSTONE ST	0		Injury (Other Visible)	0	3	(Vehicle) Code Violation	Unknown	Broadside	Other Motor Vehicle
9351644	10/25/2021	1910	JUANITA AVE	VALLEY CENTER AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Bicycle
9426026	3/16/2022	0840	JUANITA AVE	BONNIE COVE AV	383	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Parked Motor Vehicle
9046679	2/8/2020	1842	JUANITA AVE	SUNFLOWER AV	491	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9586019	5/11/2023	1136	JUANITA AVE	GRAND AVE	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Non-Collision
9572071	4/6/2023	1331	JUANITA AVE	GRAND AVE	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9465683	12/9/2022	2104	JUANITA AVE	GRAND AVE	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Other Hazardous Violation	Broadside	Other Motor Vehicle
9703168	5/29/2024	1509	JUANITA AVE	GRAND AVE	0		Injury (Other Visible)	0	3	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9428338	4/6/2022	1804	LEADORA AVE	GRAND AV	1056	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9482988	7/13/2022	1514	LEADORA AVE	GRAND AV	128	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9577967	4/13/2023	1357	LONE HILL AVE	AUTO CENTER DR	52	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9752873	10/26/2024	650	LONE HILL AVE	PETUNIA ST	885	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9534438	1/19/2023	1644	LONE HILL AVE	PETUNIA AV	550	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Other Hazardous Violation	Broadside	Other Motor Vehicle
9586020	5/17/2023	809	LONE HILL AVE	PETUNIA ST	42	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9771469	12/29/2024	1343	LONE HILL AVE	RT 210	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9530393	11/1/2022	1523	LONE HILL AVE	RT 66	137	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9627900	9/26/2023	2101	LONE HILL AVE	GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Bicycle
9703326	6/9/2024	622	LONE HILL AVE	RT 66	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Sideswipe	Other Motor Vehicle
9513861	10/20/2022	2003	LONE HILL AVE	AUTO CENTRE	359	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9042539	1/31/2020	1325	LONE HILL AVE	AUTO CENTER DR	375	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9099437	5/11/2020	0751	LONE HILL AVE	PETUNIA AV	506	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9239384	3/25/2021	1743	LONE HILL AVE	PETUNIA ST	40	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9375144	12/1/2021	0941	LONE HILL AVE	AUTO CENTRE DR	50	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9582802	5/22/2023	1359	LONE HILL AVE	RT 66	250	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9592199	5/31/2023	2254	LONE HILL AVE	AUTO CENTRE DR	25	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9689369	3/25/2024	728	LONE HILL AVE	AUTO CENTER DR	135	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unknown	Not Stated	Other Motor Vehicle
9490697	8/18/2022	1045	LONE HILL AVE	AUTO CENTRE DR	450	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9339073	9/24/2021	0557	LONE HILL AVE	AUTO CENTER DR	20	S	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9163848	9/19/2020	1148	LONE HILL AVE	RT 210	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9743539	11/7/2024	818	LONE HILL AVE	AUTO CENTRE DR	529	N	Injury (Severe)	0	1	Other Than Driver	Other Than Driver (Or Pedestrian)	Hit Object	Fixed Object
9438627	4/17/2022	1035	LONE HILL AVE	RT 210	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9687153	6/26/2024	1051	LONE HILL AVE	E PETUNIA ST	270	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9575798	5/27/2023	1806	LONE HILL AVE	RT 210	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9592302	6/6/2023	1449	LONE HILL AVE	PETUNIA ST	104	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Head-On	Fixed Object
9351652	10/29/2021	1041	LONE HILL AVE	E RT 66	41	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Other	Fixed Object
9384308	12/14/2021	2205	LONE HILL AVE	RT 66	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Head-On	Other Motor Vehicle
9456835	6/10/2022	1853	LONE HILL AVE	RT 210	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9465684	12/2/2022	1648	LONE HILL AVE	PETUNIA ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9526871	2/16/2023	632	LONE HILL AVE	RT 210	25	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9687389	3/9/2024	1343	LONE HILL AVE	AUTO CENTRE DR	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Following Too Closely	Rear End	Other Motor Vehicle
9544331	12/14/2022	0948	LONE HILL AVE	PETUNIA AV	530	S	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9613842	8/21/2023	2041	LONE HILL AVE	RT 66	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Other	Other Motor Vehicle
9676626	5/1/2024	2003	LONE HILL AVE	RT 66	508	S	Injury (Severe)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9258198	4/25/2021	1522	LONE HILL AVE	RT 210	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Broadside	Other Motor Vehicle
9364986	11/27/2021	1246	LONE HILL AVE	RT 210	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9685969	5/21/2024	1947	LONE HILL AVE	RT 210	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9542909	12/17/2022	1933	LONE HILL AVE	E GLADSTONE ST	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9760657	11/27/2024	1041	LONE HILL AVE	AUTO CENTER DR	430	N	Injury (Other Visible)	0	3	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9381951	1/5/2022	1140	LONE HILL AVE	E GLADSTONE ST	17	N	Injury (Complaint of Pain)	0	3	Other Than Driver	Other Than Driver (Or Pedestrian)	Rear End	Other Motor Vehicle
9280147	5/21/2021	2020	LONE HILL AVE	RT 210	0		Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Automobile Right of Way	Overturned	Other Motor Vehicle
9364985	11/18/2021	1253	LONE HILL AVE	RT 66	49	S	Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9465467	12/2/2022	0734	LONE HILL AVE	RT 66	0		Injury (Complaint of Pain)	0	4	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9667888	2/13/2024	1924	LONE HILL AVE	RT 66	0		Injury (Severe)	0	4	(Vehicle) Code Violation	Automobile Right of Way	Not Stated	Other Motor Vehicle
9326872	9/25/2021	0938	LONE HILL AVE	RT 210	0		Injury (Other Visible)	0	4	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9658987	1/15/2024	1527	LORAINE AVE	FOOTHILL BL	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Broadside	Pedestrian
9649886	12/20/2023	823	LORAINE AVE	BENNETT AV	5	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9384102	12/15/2021	1245	LORAINE AVE	FOOTHILL BL	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9756981	11/21/2024	801	MAUNA LOA AVE	GRAND AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9256135	3/20/2021	1733	MAUNA LOA AVE	GLENDORA AVE	0		Fatal	1	1	Unknown	Unknown	Sideswipe	Other Motor Vehicle
9436738	4/27/2022	1116	MAUNA LOA AVE	GLENDORA AVE	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Hit Object	Fixed Object
9227144	12/4/2020	1556	MAUNA LOA AVE	GLENDORA AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9410569	1/31/2022	1306	MAUNA LOA AVE	GRAND AVE	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9637032	11/3/2023	1140	MAUNA LOA AVE	GLENDORA AVE	0		Injury (Complaint of Pain)	0	2	Unknown	Unknown	Broadside	Other Motor Vehicle
9093515	4/14/2020	1802	PASADENA AVE	ADA AVE	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Bicycle
9608000	8/30/2023	1725	ROUTE 66	BARANCA AVE	203	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Head-On	Other Motor Vehicle
9201687	12/21/2020	0155	ROUTE 66	GLENWOOD AVE	139	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Rear End	Motor Vehicle on Other Roadway
9614735	9/3/2023	1305	ROUTE 66	S AMELIA AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Wrong Side of Road	Head-On	Other Motor Vehicle
9649883	12/22/2023	1801	ROUTE 66	S LORAINE AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9068812	4/21/2020	1647	ROUTE 66	LONE HILL	35	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9226789	2/20/2021	2141	ROUTE 66	HUNTERS TRL	848	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9422702	3/14/2022	0830	ROUTE 66	ELWOOD AV	250	E	Injury (Severe)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9701359	5/28/2024	1740	ROUTE 66	BARRANCA AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9771869	12/13/2024	820	ROUTE 66	S PASADENA AV	359	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Vehicle/Pedestrian	Pedestrian
9623123	10/12/2023	937	ROUTE 66	HUNTERS TRAIL AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Hit Object	Fixed Object
9577965	4/8/2023	1333	ROUTE 66	HUNTERS TRL	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Other	Non-Collision
9652542	1/27/2024	1718	ROUTE 66	E RTE 66 422	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Pedestrian Violation	Head-On	Pedestrian
9459136	7/15/2022	1715	ROUTE 66	GLENDORA AV	246	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Violation	Vehicle/Pedestrian	Pedestrian
9323568	9/18/2021	0938	ROUTE 66	LONE HILL AV	233	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9690775	4/26/2024	2353	ROUTE 66	N LORAINE AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9482983	7/20/2022	1007	ROUTE 66	GLENDORA AV	199	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9733249	8/26/2024	1010	ROUTE 66	VERMONT AV	125	E	Injury (Other Visible)	0	1	Other Than Driver	Other Than Driver (Or Pedestrian)	Hit Object	Fixed Object
9408767	2/1/2022	1047	ROUTE 66	ELWOOD AV	1056	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Wrong Side of Road	Broadside	Bicycle
9272107	5/26/2021	0935	ROUTE 66	BARRANCA AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9483898	7/24/2022	1347	ROUTE 66	VERMONT AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9490269	8/7/2022	1205	ROUTE 66	VERMONT AV	650	W	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Wrong Side of Road	Broadside	Bicycle
9558519	2/24/2023	1109	ROUTE 66	VERMONT AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9728409	8/7/2024	1408	ROUTE 66	GRAND AV	25	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Starting or Backing	Rear End	Other Motor Vehicle
9513865	10/11/2022	2127	ROUTE 66	ROUTE 66 AV 2025	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Overturned	Non-Collision
9689192	4/10/2024	1728	ROUTE 66	GRAND AV	33	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Sideswipe	Non-Collision
9614221	8/31/2023	1035	ROUTE 66	S LONE HILL AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9702123	5/15/2024	1341	ROUTE 66	LONE HILL AV	20	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Starting or Backing	Rear End	Other Motor Vehicle
9601607	8/12/2023	923	ROUTE 66	ELWOOD AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Head-On	Other Motor Vehicle
9772086	12/15/2024	1206	ROUTE 66	ELWOOD AV	300	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Hit Object	Fixed Object
9753301	11/9/2024	1920	ROUTE 66	COMPROMISE LINE RD	440	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Lane Change	Rear End	Other Motor Vehicle
9194000	11/28/2020	1020	ROUTE 66	VERMONT AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9150804	8/19/2020	1540	ROUTE 66	COMPROMISE LINE RD	600	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Lane Change	Sideswipe	Other Motor Vehicle
9041070	1/23/2020	1009	ROUTE 66	VERMONT AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Broadside	Bicycle
9421924	4/14/2022	1310	ROUTE 66	PASADENA AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9625172	8/31/2023	1411	ROUTE 66	SOUTH GLENDORA AV	349	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Not Stated	Broadside	Other Object
9526869	2/21/2023	836	ROUTE 66	VERMONT AV	400	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9628180	9/22/2023	756	ROUTE 66	S VERMONT AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9627062	9/28/2023	1248	ROUTE 66	LONE HILL AV	100	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9177697	10/30/2020	1732	ROUTE 66	GRAND AV	13	E	Injury (Other Visible)	0	1	Unknown	Unknown	Vehicle/Pedestrian	Pedestrian
9241628	3/18/2021	1353	ROUTE 66	PASADENA	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9318154	8/24/2021	1458	ROUTE 66	LORAINE AV	903	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Hit Object	Fixed Object

Case ID	Collision Date	Collision Time	Primary Road	Secondary Road	Distance	Direction	Collision Severity	Number Killed	Number Injured	Primary Collision Factor (PCF)	PCF Violation Category	Type of Collision	Motor Vehicle Involved With
9467577	1/8/2023	2000	ROUTE 66	LONE HILL	197	W	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9474784	6/22/2022	1703	ROUTE 66	ELWOOD AV	65	E	Injury (Other Visible)	0	1	Not Stated	Not Stated	Rear End	Other Motor Vehicle
9492734	8/15/2022	1554	ROUTE 66	ELWOOD AV	0		Injury (Severe)	0	1	Unknown	Unknown	Overturned	Non-Collision
9520096	11/14/2022	0637	ROUTE 66	HUNTERS TRL	1073	E	Fatal	1	1	(Vehicle) Code Violation	Improper Turning	Hit Object	Fixed Object
9530642	10/30/2022	0619	ROUTE 66	VERMONT AV	0		Injury (Other Visible)	0	1	Unknown	Unknown	Broadside	Other Motor Vehicle
9627224	9/20/2023	929	ROUTE 66	S PASADENA AV	310	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unknown	Other	Other Object
9674828	3/7/2024	520	ROUTE 66	ELWOOD AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9760664	11/24/2024	2139	ROUTE 66	COMPROMISE LINE RD	288	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Violation	Vehicle/Pedestrian	Pedestrian
9194152	12/2/2020	0905	ROUTE 66	GRAND AV	115	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Broadside	Bicycle
9575890	6/2/2023	1421	ROUTE 66	S GRAND AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9614205	9/7/2023	1121	ROUTE 66	BARRANCA	20	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9291735	7/12/2021	0726	ROUTE 66	GRAND AV	57	E	Injury (Severe)	0	1	Unknown	Unknown	Other	Other Object
9739379	9/17/2024	1341	ROUTE 66	S VERMONT AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9465685	12/9/2022	1725	ROUTE 66	COMPROMISE LINE RD	0		Injury (Severe)	0	1	(Vehicle) Code Violation	Pedestrian Right of Way	Vehicle/Pedestrian	Pedestrian
9764097	12/30/2024	1111	ROUTE 66	BARANCA AVE	350	S	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9688861	3/29/2024	1640	ROUTE 66	BARANCA AVE	161	S	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9688861	3/29/2024	1640	ROUTE 66	BARANCA AVE	161	S	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9771249	12/30/2024	1743	ROUTE 66	ELWOOD AV	294	E	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Rear End	Other Motor Vehicle
9492733	8/23/2022	1134	ROUTE 66	PASADENA	96	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9424936	3/22/2022	2013	ROUTE 66	PASADENA AV	1441	E	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9093516	4/13/2020	0351	ROUTE 66	GLENDORA AV	289	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Other Hazardous Violation	Broadside	Other Motor Vehicle
9746544	10/21/2024	1316	ROUTE 66	GRAND AV	110	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9696465	5/2/2024	1736	ROUTE 66	BARRANCA AV	841	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9641277	11/9/2023	1438	ROUTE 66	COMPROMISE LINE RD	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Unsafe Speed	Broadside	Other Motor Vehicle
9031482	1/9/2020	1617	ROUTE 66	PASADENA AV	0		Injury (Other Visible)	0	2	Unknown	Unknown	Broadside	Other Motor Vehicle
9168864	10/1/2020	1320	ROUTE 66	LONE HILL AV	15	W	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9325105	9/19/2021	0526	ROUTE 66	HUNTERS TRL	235	E	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Sideswipe	Parked Motor Vehicle
9376589	12/9/2021	2102	ROUTE 66	COMPROMISE LINE	720	W	Injury (Other Visible)	0	2	(Vehicle) Code Violation	Improper Turning	Hit Object	Fixed Object
9582806	5/13/2023	744	ROUTE 66	GRAND AV	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9733537	9/3/2024	716	ROUTE 66	HUNTERS TRL	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9750541	11/4/2024	1308	ROUTE 66	VERMONT AV	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9593346	6/14/2023	741	ROUTE 66	BARRANCA AV	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9584449	5/3/2023	1637	ROUTE 66	GLENWOOD AVE	50	W	Injury (Other Visible)	0	3	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9482985	7/12/2022	1154	ROUTE 66	PASADENA AV	230	W	Injury (Severe)	0	3	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9490695	8/9/2022	1214	ROUTE 66	HUNTERS TRL	0		Injury (Severe)	0	3	Unknown	Unknown	Broadside	Other Motor Vehicle
9376591	12/5/2021	1714	ROUTE 66	LORAINE AV	0		Injury (Severe)	0	3	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9127578	7/23/2020	1513	ROUTE 66	GLENDORA AV	157	E	Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Unsafe Lane Change	Not Stated	Other Motor Vehicle
9552122	2/22/2023	1713	ROUTE 66	AMELIA AV	0		Injury (Complaint of Pain)	0	3	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9216036	1/15/2021	2027	ROUTE 66	LORAINE AV	843	E	Injury (Other Visible)	0	4	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9753297	11/11/2024	1754	ROUTE 66	GLENDORA AV	339	W	Injury (Other Visible)	0	4	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9490696	8/6/2022	1251	ROUTE 66	HUNTERS TRL	471	E	Injury (Severe)	0	4	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9533615	1/14/2023	1031	ROUTE 66	VERMONT AV	240	W	Injury (Other Visible)	0	4	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9736220	9/9/2024	922	ROUTE 66	GLENWOOD AVE	75	E	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Starting or Backing	Rear End	Other Motor Vehicle
9552627	1/24/2023	1640	SIERRA MADRE AVE	N LORRAINE AV	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Vehicle/Pedestrian	Bicycle
9427752	3/23/2022	0606	SIERRA MADRE AVE	YUCCA RIDGE RD	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Head-On	Other Object
9498623	9/27/2022	0700	SIERRA MADRE AVE	N YUCCA RIDGE	801	E	Injury (Other Visible)	0	1	Unknown	Unknown	Other	Bicycle
9733227	8/29/2024	1830	SIERRA MADRE AVE	YUCCA RIDGE	350	E	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Pedestrian Violation	Head-On	Pedestrian
9138016	8/5/2020	1425	SIERRA MADRE AVE	LIVE OAK AV	250	E	Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Unsafe Lane Change	Rear End	Parked Motor Vehicle
9264992	4/5/2021	1739	SIERRA MADRE AVE	W SIERRA MADRE AV 600	0		Injury (Severe)	0	4	(Vehicle) Code Violation	Unsafe Lane Change	Broadside	Other Motor Vehicle
91413795	11/2/2020	2330	SUNFLOWER AVE	I-210 FWY	0		Fatal	1	0	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Rear End	Other Motor Vehicle
9746910	10/19/2024	1317	SUNFLOWER AVE	ARROW HWY	50	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Unsafe Speed	Rear End	Other Motor Vehicle
9623122	10/16/2023	1037	SUNFLOWER AVE	E GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9703167	5/28/2024	1648	SUNFLOWER AVE	E GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9724354	7/21/2024	1325	SUNFLOWER AVE	E GLADSTONE ST	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9557497	4/17/2023	1350	SUNFLOWER AVE	JUANITA AV	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9604583	9/30/2023	1640	SUNFLOWER AVE	I-210 FWY	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Automobile Right of Way	Sideswipe	Other Motor Vehicle
9736507	9/8/2024	1613	SUNFLOWER AVE	GLADSTONE ST	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Sideswipe	Other Motor Vehicle
9301156	7/24/2021	1235	SUNFLOWER AVE	RT 210	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9074840	3/6/2020	2216	SUNFLOWER AVE	GLADSTONE	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9287432	7/5/2021	1153	SUNFLOWER AVE	RT 210	0		Injury (Severe)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9736506	9/8/2024	1245	SUNFLOWER AVE	GLADSTONE ST	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9761454	12/13/2024	930	SUNFLOWER AVE	JUANITA AV	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9101160	6/2/2020	1226	SUNFLOWER AVE	GLADSTONE	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9041066	1/25/2020	2126	SUNFLOWER AVE	GLADSTONE ST	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle
9233178	2/7/2021	1307	SUNFLOWER AVE	GLADSTONE ST	0		Injury (Other Visible)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Head-On	Other Motor Vehicle
9074707	3/13/2020	1205	SUNFLOWER AVE	GLADSTONE ST	20	N	Injury (Other Visible)	0	3	(Vehicle) Code Violation	Improper Turning	Broadside	Other Motor Vehicle
9355536	10/12/2021	0800	VALLEY CENTER AVE	FOOTHILL BLVD	150	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Wrong Side of Road	Broadside	Bicycle
9513862	10/24/2022	2032	VALLEY CENTER AVE	FOOTHILL AVE	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9752874	10/29/2024	840	VALLEY CENTER AVE	W JUANITA AVE	0		Injury (Complaint of Pain)	0	1	Unknown	Unknown	Broadside	Other Motor Vehicle
9194049	12/5/2020	1413	VALLEY CENTER AVE	JUANITA AVE	89	N	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Driving or Bicycling Under the Influence of Alcohol or Drug	Head-On	Fixed Object
9153526	8/25/2020	0705	VALLEY CENTER AVE	ALLEN AVE	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Unsafe Speed	Head-On	Fixed Object
9745589	10/5/2024	1907	VALLEY CENTER AVE	ARROW HWY	114	N	Injury (Severe)	0	1	(Vehicle) Code Violation	Pedestrian Violation	Vehicle/Pedestrian	Pedestrian
9499247	10/7/2022	1857	VERMONT AVE	FOOTHILL BL	0		Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Wrong Side of Road	Broadside	Bicycle
9456836	6/7/2022	1116	VERMONT AVE	ADA AVE	568	S	Injury (Other Visible)	0	1	(Vehicle) Code Violation	Improper Turning	Rear End	Parked Motor Vehicle
9492735	8/17/2022	1729	VERMONT AVE	ADA AVE	224	S	Injury (Other Visible)	0	1	Unknown	Unknown	Hit Object	Fixed Object
9572070	4/10/2023	915	VERMONT AVE	ADA AVE	300	S	Injury (Complaint of Pain)	0	1	Unknown	Unknown	Hit Object	Fixed Object
9589231	6/8/2023	1023	VERMONT AVE	ROUTE 66	710	N	Injury (Complaint of Pain)	0	1	(Vehicle) Code Violation	Other Hazardous Violation	Broadside	Other Motor Vehicle
9739379	9/17/2024	1341	VERMONT AVE	ROUTE 66	0		Injury (Other Visible)	0	1	(Vehicle) Code Violation	Traffic Signals and Signs	Broadside	Other Motor Vehicle
9685972	5/1/2024	1948	VERMONT AVE	ADA AVE	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Improper Turning	Sideswipe	Other Motor Vehicle
9164488	9/18/2020	1752	VERMONT AVE	FOOTHILL BLVD	0		Injury (Complaint of Pain)	0	2	(Vehicle) Code Violation	Automobile Right of Way	Broadside	Other Motor Vehicle

APPENDIX D – Radar Meter and Operator Certifications

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 041547 + antenna 034081 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.748 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: _____ Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 043351 + antenna 031418 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.721 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.721 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 041547 + antenna 034081 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.748 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 049804 + antenna 049804 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.791GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 049804 + antenna 049804 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.791GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 044661 + antenna 0941489 was tested on February 01, 2024, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00	Yes
Radar Device Tuning Fork FF010828	-1MPH	+1MPH	0	Yes
Microwave Frequency –Ka Band	-100MHz	+100MHz	34.734GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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Test Results

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Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm²	-21.20dBm/cm² -22.15dBm/cm²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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By: _____ Date: February 01, 2024
Paige Petrie, Radar/Lidar Technician, for
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

City of Los Angeles

This Is To Certify That

Matthew Hilliard

Has successfully completed the 32 hour P.O.S.T. certified Radar Operator Course, conducted by the Los Angeles Police Department July 26 through July 29, 2011, in the City of Los Angeles

RANDIE MARTINEZ, Officer
Department Radar/Laser Coordinator

SEAN KARMODY, Sergeant
Officer in Charge, Traffic Coordination Section

Decatur Electronics, Inc. *Decatur, IL*

ABE F. CAMPOS

(Name and Title)

of COUNTS UNLIMITED

(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99 Craig Jaschek

Date Training Representative
Decatur Electronics • Decatur, Illinois

Decatur Electronics, Inc. *Decatur, IL*

ABE CAMPOS

(Name and Title)

of COUNTS UNLIMITED

(Department)

has successfully completed a training course in the operational aspects of

Decatur Genesis RADAR

9/14/99 Craig Jaschek

Date Training Representative
Decatur Electronics • Decatur, Illinois

Abe Campos

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
West Sacramento, CA Completed 31st day of July 2009.
The CAD Zone, Inc. – 4790 SW Watson Ave - Beaverton, OR 97005
Phone: (503) 641-0334 Fax: (503) 641-9077
Electro-Optical Instr. Co - 7914 Raytheon Rd. – San Diego, CA 92111
Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Jaime Beltran

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
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Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Ruby Gomez

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
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Electro-Optical Instr. Co - 7914 Raytheon Rd. – San Diego, CA 92111
Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Loreto Beltran

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
West Sacramento, CA Completed 31st day of July 2009.
The CAD Zone, Inc. – 4790 SW Watson Ave - Beaverton, OR 97005
Phone: (503) 641-0334 Fax: (503) 641-9077
Electro-Optical Instr. Co - 7914 Raytheon Rd. – San Diego, CA 92111
Phone: (858)467-9110
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Rachel Campos

Attended a 2 day course
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Approved: George Maglaras Date: March 4th & 5th ,2017

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Kim Sanford

Attended a 2 day course
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RADAR OPERATOR COURSE

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Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
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Rob Harvick

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

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Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
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Christine Duron

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
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Kris Campos

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For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

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Chris Sterig

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For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
Total Station Mapping Instructor
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours
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Luis Ramirez

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

George Maglaras - CAD Zone Trainer/Master Instructor
LTI Laser Mapping & Laser Operator Instructor
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Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
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Kirk Harris

Attended a 2 day course
For daily testing and operation of Police RADAR:

RADAR OPERATOR COURSE

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4th & 5th ,2017

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APPENDIX E – Legislative References

V C Section 627 Engineering and Traffic Survey

Engineering and Traffic Survey

627.

(a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

Amended Ch. 466, Stats. 1982. Effective January 1, 1983.
Amended Sec. 1, Ch. 45, Stats. 2000. Effective January 1, 2001.
Amended by Stats. 2021, Ch. 690, Sec. 1. (AB 43) Effective January 1, 2022.

V C Section 22349.b & 22349.c Maximum Speed Limit

Maximum Speed Limit

(b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:

(1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.

(2) Passing lanes may not be considered when determining the number of through lanes.

(c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

Amended and Repealed Sec. 22, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996.
Added Sec. 23, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.
Amended Sec. 1, Ch. 20, Stats. 1996. Effective March 29, 1996.
Amended Sec. 41, Ch. 724, Stats. 1999. Effective January 1, 2000.

V C Section 22350 Basic Speed Law

Basic Speed Law

22350.

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Amended Ch. 252, Stats. 1963. Effective September 20, 1963.

V C Section 22351 Speed Law Violations

Speed Law Violations

22351.

(a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.

(b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

V C Section 22352 Prima Facie Speed Limits

Prima Facie Speed Limits

22352.

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flag person is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Added Sec. 2, Ch. 421, Stats. 1997. Effective January 1, 1998.
Amended Sec. 2, Ch. 521, Stats. 2000. Effective January 1, 2001. Operative March 1, 2001.
Amended by Stats. 2021, Ch. 690, Sec. 3. (AB 43) Effective January 1, 2022.

V C Section 22357 Increase of Local Speed Limits to 65 Miles Per Hour

Increase of Local Speed Limits to 65 Miles Per Hour

22357.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Amended and repealed Sec. 28, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996.
Added Sec. 29, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.

V C Section 22357.1 Decrease Near Children's Playgrounds

Decrease Near Children's Playgrounds

22357.1.

Notwithstanding Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 miles per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

Added Ch. 508, Stats. 1989. Effective January 1, 1990.

V C Section 22358 Decrease of Local Speed Limits

Decrease of Local Speed Limits

22358.

(a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Amended and repealed Sec. 30, Ch. 766, Stats. 1995. Effective January 1, 1996. Repeal operative March 31, 1996.
Added Sec. 31, Ch. 766, Stats. 1995. Effective January 1, 1996. Operative March 31, 1996.
Amended by Stats. 2021, Ch. 690, Sec. 5. (AB 43) Effective January 1, 2022.

V C Section 22358.3 Decrease on Narrow Street

Decrease on Narrow Street

22358.3.

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Amended Ch. 1095, Stats. 1972. Effective March 7, 1973. Supersedes Ch. 372.

V C Section 22358.4 Decrease of Local Limits Near Schools or Senior Centers

Decrease of Local Limits Near Schools or Senior Centers

22358.4.

(a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

Amended Sec. 23, Ch. 279, Stats. 2005. Effective January 1, 2006.
Amended Sec. 1, Ch. 384, Stats. 2007. Effective January 1, 2008.
Amended by Stats. 2016, Ch. 208, Sec. 15. (AB 2906) Effective January 1, 2017.

V C Section 22358.5 Downward Speed Zoning

Downward Speed Zoning

22358.5.

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Added Ch. 11, Stats. 1959. Effective September 18, 1959.

22358.6.

The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

Added by Stats. 2021, Ch. 690, Sec. 6. (AB 43) Effective January 1, 2022.

22358.7.

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Added by Stats. 2021, Ch. 690, Sec. 7. (AB 43) Effective January 1, 2022.

22358.8.

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit.

(c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Added by Stats. 2021, Ch. 690, Sec. 8. (AB 43) Effective January 1, 2022.

22358.9.

(a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of four traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

(C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

(b) As used in this section, a “business activity district” is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Added by Stats. 2021, Ch. 690, Sec. 9. (AB 43) Effective January 1, 2022.

V C Section 22359 Boundary Line Streets

Boundary Line Streets

22359.

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Amended Ch. 209, Stats. 1963. Effective April 29, 1963.

V C Section 22406 Maximum Speed for Designated Vehicles

Maximum Speed for Designated Vehicles

22406.

No person may drive any of the following vehicles on a highway at a speed in excess of 55 miles per hour:

(a) A motortruck or truck tractor having three or more axles or any motortruck or truck tractor drawing any other vehicle.

(b) A passenger vehicle or bus drawing any other vehicle.

(c) A school bus transporting any school pupil.

(d) A farm labor vehicle when transporting passengers.

(e) A vehicle transporting explosives.

(f) A trailer bus, as defined in Section 636.

Amended by Stats. 2000, Ch. 787, Sec. 22. Effective January 1, 2001.

V C Section 22407 Decreasing Truck Speed Limit

Decreasing Truck Speed Limit

22407.

Whenever the Department of Transportation or local authority determines upon the basis of engineering studies and a traffic survey that the speed of 55 miles per hour is more than is reasonable or safe for vehicles mentioned in subdivision (a) of Section 22406 which have a manufacturer's gross vehicle weight rating of 10,000 pounds or more, in descending a grade upon any portion of a highway, the department or local authority, with respect to highways under their respective jurisdiction, may determine and declare a speed limit of 50, 45, 40, 35, 30, 25 or 20 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared speed limit shall be effective for such vehicles when appropriate signs giving notice thereof are erected upon the highway.

Amended Ch. 82, Stats. 1973. Effective January 1, 1974.

V C Section 22413 Decreasing Speed Limit on Grades

Decreasing Speed Limit on Grades

22413.

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie limit of 25 miles per hour is more than is reasonable and safe on any portion of a street having a grade in excess of 10 percent, the local authority may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared maximum speed shall be effective when appropriate signs giving notice thereof are erected upon the street.

Added Ch. 318, Stats. 1959.

V C Section 40801 Speed Trap Prohibition

Speed Trap Prohibition

40801.

No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

V C Section 40802 Speed Traps

Speed Traps

(a) A “speed trap” is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals and "stops" as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway, and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway, and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

(4) For purposes of this section, "business activity district" means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an

additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A “speed trap” is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

Amended Sec. 3, Ch. 521, Stats. 2000. Effective January 1, 2001.
Amended Sec. 49, Ch. 491, Stats. 2010. Effective January 1, 2011.
Amended by Stats. 2021, Ch. 690, Sec. 10. (AB 43) Effective January 1, 2022.

V C Section 40803 Speed Trap Evidence

Speed Trap Evidence

40803.

(a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

Amended Ch. 459, Stats. 1991. Effective January 1, 1992.
Amended Ch. 538, Stats. 1992. Effective January 1, 1993.
Amended Sec. 147, Ch. 124, Stats. 1996. Effective January 1, 1997.

Assembly Bill No. 43

An act to amend Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

AB 43, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law

authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

This bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined, and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. Existing law requires the Judicial Council to create and implement an online tool by June 30, 2024, for the adjudication of traffic infractions, among other things.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require that certain violations be subject to a warning citation, for the first 30 days of implementation. The bill would, in some circumstances, authorize the reduction of a speed limit beginning June 30, 2024, or when the Judicial Council has developed an online tool for adjudicating traffic infraction violations, whichever is sooner. The bill would require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit

remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

BILL TEXT

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 627 of the Vehicle Code is amended to read:

627.

(a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

SEC. 2. Section 21400 of the Vehicle Code is amended to read:

21400.

(a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

SEC. 3. Section 22352 of the Vehicle Code is amended to read:

22352.

The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flag person is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

SEC. 4. Section 22354 of the Vehicle Code is amended to read:

22354.

(a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 5. Section 22358 of the Vehicle Code is amended to read:

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the

orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 6. Section 22358.6 is added to the Vehicle Code, to read:

22358.6.

The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

SEC. 7. Section 22358.7 is added to the Vehicle Code, to read:

22358.7.

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b) (1) As used in this section, “safety corridor” shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations

statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 8. Section 22358.8 is added to the Vehicle Code, to read:

22358.8.

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit.

(c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 9. Section 22358.9 is added to the Vehicle Code, to read:

22358.9.

(a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of four traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

(C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

(b) As used in this section, a “business activity district” is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.

(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

SEC. 10. Section 40802 of the Vehicle Code is amended to read:

40802.

(a) A “speed trap” is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals and "stops" as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, “school zone” means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway, and on which is posted a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. “School zone” also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard “SCHOOL” warning sign.

(3) For purposes of this section, “senior zone” means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway, and on which is posted a standard “SENIOR” warning sign, pursuant to Section 22352.

(4) For purposes of this section, “business activity district” means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A “speed trap” is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

Approved by Governor - October 08, 2021
Filed with Secretary of State - October 08, 2021

APPENDIX F – 2014 CA-MUTCD

Standard:

03 **If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.**

04 **If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.**

05 **An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.**

Guidance:

06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.*

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 **The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at ~~signalized locations~~ controlled approaches.**

09 **The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.**

10 **The In-Street Pedestrian Crossing sign shall have a black legend (except for the red ~~STOP or~~ YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).**

11 **Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.**

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 **The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.**

Option:

14 The In-Street Pedestrian Crossing sign may be used ~~seasonably~~ seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education,

and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

Standard:

01 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) ~~study~~ that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**

02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

05 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

09 *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 *States and local agencies should conduct engineering studies at least once every 5, 7 or 14 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

11 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

12 ~~*When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic.*~~

CVC Section 22358.6 – 85th-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using**

additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

Standard:

12b **If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5. Refer to Section 22358.6(b).**

12c **The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).**

Support:

12d Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85th-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

12e Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria.

CVC Sections 22358.7, 22358.8 and 22358.9 – Applicability on State Highway System & Local Agency Roadways

Standard:

12f **CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.**

Support:

12g CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

12h CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.

Standard:

12i **The additional 5 mph speed reduction allowed by CVC Section 22358.7 on designated safety corridors or on portions of highway adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, shall not be applicable on any roadway segment that is on the State Highway System**

12j **The option allowed by CVC Section 22358.8 to retain the currently adopted speed limit or restore the immediately prior adopted speed limit, shall not be applicable on any roadway segment that is on the State Highway System.**

12k **Declaring prima facie speed limits of 25 mph or 20 mph on a highway contiguous to a business activity district allowed by CVC Section 22358.9 shall not be applicable on any roadway segment that is on the State Highway System.**

CVC Section 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians

Standard:

12l **Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a,**

and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as "safety corridor" or "land or facilities that generate high concentrations of bicyclists and pedestrians" in compliance with CVC Sections 22358.6(d) and 22358.7.

Option:

12m Local agencies may additionally lower the speed limits by 5 mph from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if, after completing an E&TS, find that the speed limit is still more than is reasonable or safe, for either of the following reasons:

1. The portion of a highway has been designated as a safety corridor.
2. The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

CVC Section 22358.7(a)(1) – "Safety Corridor" Definition

Standard:

12n **A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.**

12o **One or more crash weighting factors, as provided in Paragraph 12p, of this section shall be used to prioritize the locations of fatal and serious injury crashes in developing the "Safety Corridor".**

Option:

12p The crash weighting factors to prioritize the locations of fatal and serious injury crashes in developing the "Safety Corridor" may include, but are not limited to, the factors included in Table 2B-105(CA).

12q Data used to determine a safety corridor may be from the most recent Engineering and Traffic Survey (E&TS) performed. The crash data source may include, but is not limited to, California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS).

Standard:

12r **The prioritized subset of safety corridors shall:**

1. **Identify specific locations with high crash occurrences.**
2. **Identify corridor-level segments with a pattern of crash reoccurrence.**
3. **Be able to be stratified by mode.**

12s **Safety corridors shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network.**

Guidance:

12t *A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.*

Option:

12u For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur.

12v To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

Standard:

12w **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

12x Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

CVC Section 22358.7(a)(2) – "Land or facility that generates high concentrations of bicyclists or pedestrians" definition

Standard:

12y **Except for the Option in first paragraph below, a land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-106(CA) are present within a distance of 1320 feet.**

Option:

12z Crash data that demonstrates a highway segment is within the top twenty percent of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year period may be used in lieu of one of the generators listed in Table 2B-106(CA).

Standard:

12aa **A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.**

Option:

12ab A highway segment may be longer than 1320 feet provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet.

Standard:

12ac **The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS.**

Option:

12ad A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

12ae Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

Standard:

12af **The provisions of CVC Section 22358.7 to additionally lower the speed limit (by designating safety corridor or on portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians), shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner.**

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

12ag Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

12ah **Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.**

12ai **If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit nor below the immediately prior speed limit. Refer to CVC Section 22358.8(b).**

CVC Section 22358.9 – Business Activity District

Option:

12aj A local authority may, by ordinance, determine and declare a 25 or 20 mph prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 mph if the highway segment meets all of the following conditions:

1. A maximum of four traffic lanes.
2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.
3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.

12ak A "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets a least three of the following four requirements:

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

Standard:

12al **A local authority shall not declare a prima facie speed limit on a portion of a highway where the local authority has already lowered the speed limit as permitted for designated safety corridors (CV Section 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC Section 22358.7) or retained the currently adopted speed limit (CVC Section 22358.8) or have restored the immediately prior adopted speed limit (CVC Section 22358.8). Refer to CVC Section 22358.9(c).**

13 *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

14 Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

15 *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

16 Other factors that may be considered when establishing or reevaluating speed limits are the following:

A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
B. The pace;
C. Roadside development and environment;
D. Parking practices and pedestrian activity; and
E. Reported crash experience for at least a 12-month period.

17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

19 A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

20 *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

22 Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

23 Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

24 CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

25 **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:**

A. Prevailing speeds as determined by traffic engineering measurements.

B. Collision records.

C. Highway, traffic, and roadside conditions not readily apparent to the driver.

Guidance:

26 *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

27 *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.

B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,

C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.

D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.

E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.

F. The weather should be fair (dry pavement) with no unusual conditions prevailing.

G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.

H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.

J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.

L. Speed zoning should be coordinated with adjacent jurisdictions.

Support:

28 Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

29 When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:

A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.

B. Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

30 The following two methods of conducting E&TS may be used to establish speed limits:

1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:
   a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:
      - A north arrow

- Engineer's station or post mileage
- Limits of the proposed zones
- Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
- Collision rates for the zones involved
- Average daily traffic volume
- Location of traffic signals, signs and markings
- If the highway is divided, the limits of zones for each direction of travel
- Plotted 85th percentile and pace speeds at location taken showing speed profile

b. A report to the District Director that includes:

- The reason for the initiation of speed zone survey.
- Recommendations and supporting reasons.
- The enforcement jurisdictions involved and the recommendations and opinions of those officials.
- The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.

2. City and County Through Highways, Arterials, Collector Roads and Local Streets.

a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

31 In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

32 Any agency may lower the speed limit below the prima facie speed limit after performing, and based on the results of an E&TS.

Guidance:

33 *The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.*

Support:

34 Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

35 Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

36 The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

37 When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

38 *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

Signs

Standard:

39 **The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

40 **When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.**

41 **The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

Guidance:

42 *The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

Option:

43 The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

44 The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

45 Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

46 The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

Standard:

47 **The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

48 **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

49 **The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

Option:

50 The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

51 **Speed limit signs shall be placed at the beginning of all restricted speed zones.**

Option:

52 Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

53 **The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.**

54 **Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:**

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

Option:

- The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**

55 **Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

Guidance:

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

56 *Conventional highways with 55 mph speed limits should be posted as follows:*

Standard:

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.**

Guidance:

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Conventional highways with 65 mph speed limits should be posted as follows:

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Option:

57 Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

Standard:

58 **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

Guidance:

59 *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

Standard:

60 **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

Option:

61 The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

62 **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

63 **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.**

64 **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

Speed Enforced Signs

Option:

65 The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

66 *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

Support:

67 The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

68 The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

69 *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

Option:

70 The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

71 **The R48-2(CA) sign shall be used for both directions of travel.**

Guidance:

72 *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

Vehicle Speed Feedback Signs

Option:

73 A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

74 **If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

Guidance:

75 *To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.*

Option:

76 When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

77 In lieu of lights, legend may be retroreflective film for flip-disk systems.

78 The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

79 Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

80 Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352

Support:

81 The basic speed law states "No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."

Standard:

82 **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

83 Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Use of Metric System Designations – See CVC 21351.3

Option:

84 Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

85 *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

86 Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

87 **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

Legal Authority for Establishing Speed Limits

Support:

88 Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

Standard:

89 **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

90 The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - See CVC 22355

Option:

91 The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

92 The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

93 Refer to CVC 40802 for Speed Traps.

Standard:

94 **A speed trap shall not apply to a local street, road, school zone, senior zone, or business activity district.**

Support:

95 Senior zone is an area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign pursuant to CVC Section 22352.

96 Business activity district is a section of highway described in CVC Section 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC Section 22358.9(a)(1).

Standard:

97 **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.**

98 **This time provision shall be extended to seven years when using radar and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

99 **This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

Option:

100 This time provision for an E&TS may be extended to fourteen years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

101 *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

Support:

102 To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

Standard:

103 **Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.**

Guidance:

104 *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

Standard:

105 **If warranted, the Caltrans District Director shall issue a standard speed zone order.**

Support:

106 Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

107 **A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.**

Speed Zones in Temporary Traffic Control Areas

Support:

108 For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

Speed Zones and Traffic Signals

Standard:

109 **An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.**

Support:

110 Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

Section 2B.14 Truck Speed Limit Plaque (R2-2P)

Standard:

01 **Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~**

02 **The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.**

03 **The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.**

Support:

04 Refer to Section 2B.13 for more details.

Section 2B.15 Night Speed Limit Plaque (R2-3P)

Standard:

01 **Where different speed limits are prescribed for day and night, both limits shall be posted.**

Guidance:

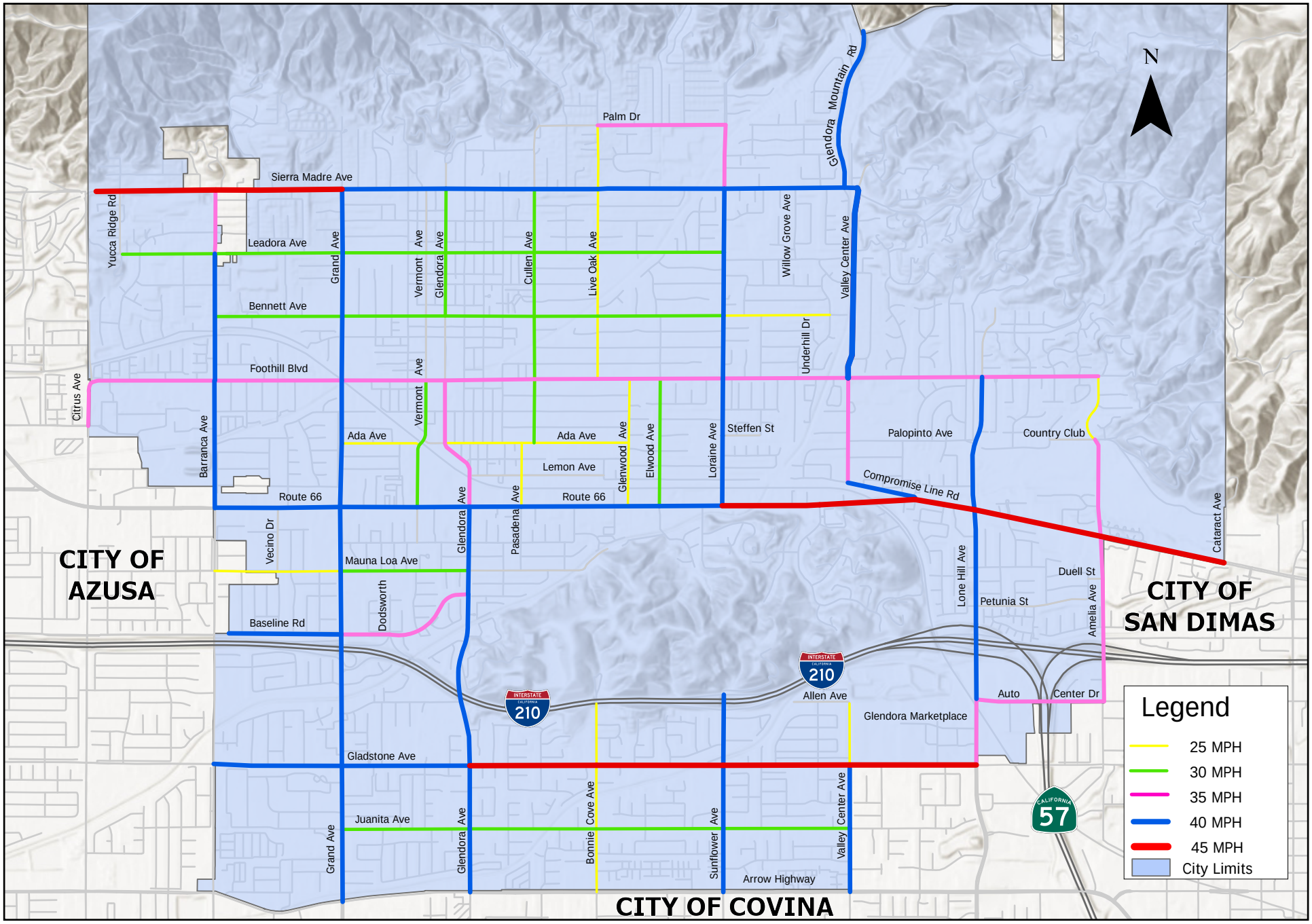
02 *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

Option:

03 A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

Support:

04 Refer to CVC 22355.



ADVANTEC Consulting Engineers

2025 Engineering and Traffic Speed Surveys - City of Glendora

Recommended Speed Limits

2025 CITYWIDE ENGINEERING & TRAFFIC SURVEY

PUBLIC WORKS

GLENDORA CITY COUNCIL

OCTOBER 28, 2025

VALERIE VELASQUEZ-SANTOYA, ASST. PW DIRECTOR &
JOHN DORADO, ADVANTEC CONSULTING ENGINEERS, INC.



PURPOSE & OVERVIEW

Engineer & Traffic Survey (E&TS)

Legal basis for determining speed limits under the California Vehicle Code (CVC)

Safe & Enforceable limits established based on:

- Roadway Conditions
- Traffic Patterns
- Prevailing Speeds

Required to be updated regularly per CVC:

- In compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD, Rev. 8 January 2024) and Assembly Bill 43 (2021).
- Ensure speed limits, roadway classifications and supporting documentation retain compliant.
- Ensure posted speed limits are reasonable, current & reflective of existing roadway and traffic conditions.

2017 Survey prepared by Advantec Consulting Engineers, Inc.

- Task order issued in November 2024 for updated Citywide E&TS.

2025 ENGINEERING & TRAFFIC SURVEY

PRESENTED BY

ADVANTEC

JOHN DORADO, PE

KEY REGULATORY FRAMEWORK

Conducted in accordance with CVC §§ 40801–40802 and CA MUTCD (Rev. 8, 2024).

- Engineering and traffic surveys are valid for five (5) years from adoption.
- May be extended to seven (7) years if radar operator training and certification remain current.
- Longer extensions (from 10 to 14 years) are available under AB 43 when the Engineer of Record certifies that no significant changes in roadway or traffic conditions have occurred.

Assembly Bill 43 (2021) allows greater flexibility in establishing speed limits:

- Rounding down to the nearest 5 mph increment when justified.
- Designating safety corridors or business activity districts.
- Designating land or facility that generates high concentrations of bicyclists or pedestrians.
- Provides the ability to retain the currently adopted survey or to restore immediately a prior speed limit.

Speed limits are based on the following survey data:

- 85th percentile speed: the speed at or below which 85% of vehicles are traveling under free-flow conditions.
- 10-mile-per-hour pace speed: the 10 mph range that contains the largest number of vehicles, typically representing about 70% of drivers.
- Collision rates.

The combination of these factors provides a balanced, data-supported approach to determining reasonable and enforceable limits.

Glendora

2025 ENGINEERING & TRAFFIC SURVEY

2025 E&TS Evaluated 119 street segments throughout the City:

- Arterial Streets: Higher volumes of traffic (Route 66, Grand, Lone Hill).
- Collector Streets: Connect local to arterial Streets (Ada, Loraine, Juanita)
- Local Streets: lower traffic, shorter distance, residential, prima facie speed limit of 25 miles per hour (not subject to the E&TS).

Elements of the E&TS

- Vehicle speeds surveyed by a certified radar operator with a calibrated radar unit:
  - Unmarked vehicle between February and March 2025.
  - Favorable weather, non-peak hours.
- Data sources included:
  - Speed measurements from certified radar equipment.
  - Collision History: Five years of collision history (2020 – 2024) from the Statewide Integrated Traffic Records System (SWITRS).
  - Identifying conditions not readily apparent to motorists.
  - Filed observation of land use, visibility, pedestrian activity, and roadway conditions.
  - Applying AB 43 requirements.

SURVEY FINDINGS

New Speed Limits recommended for Seventeen (17) Segments to better reflect current traffic conditions.

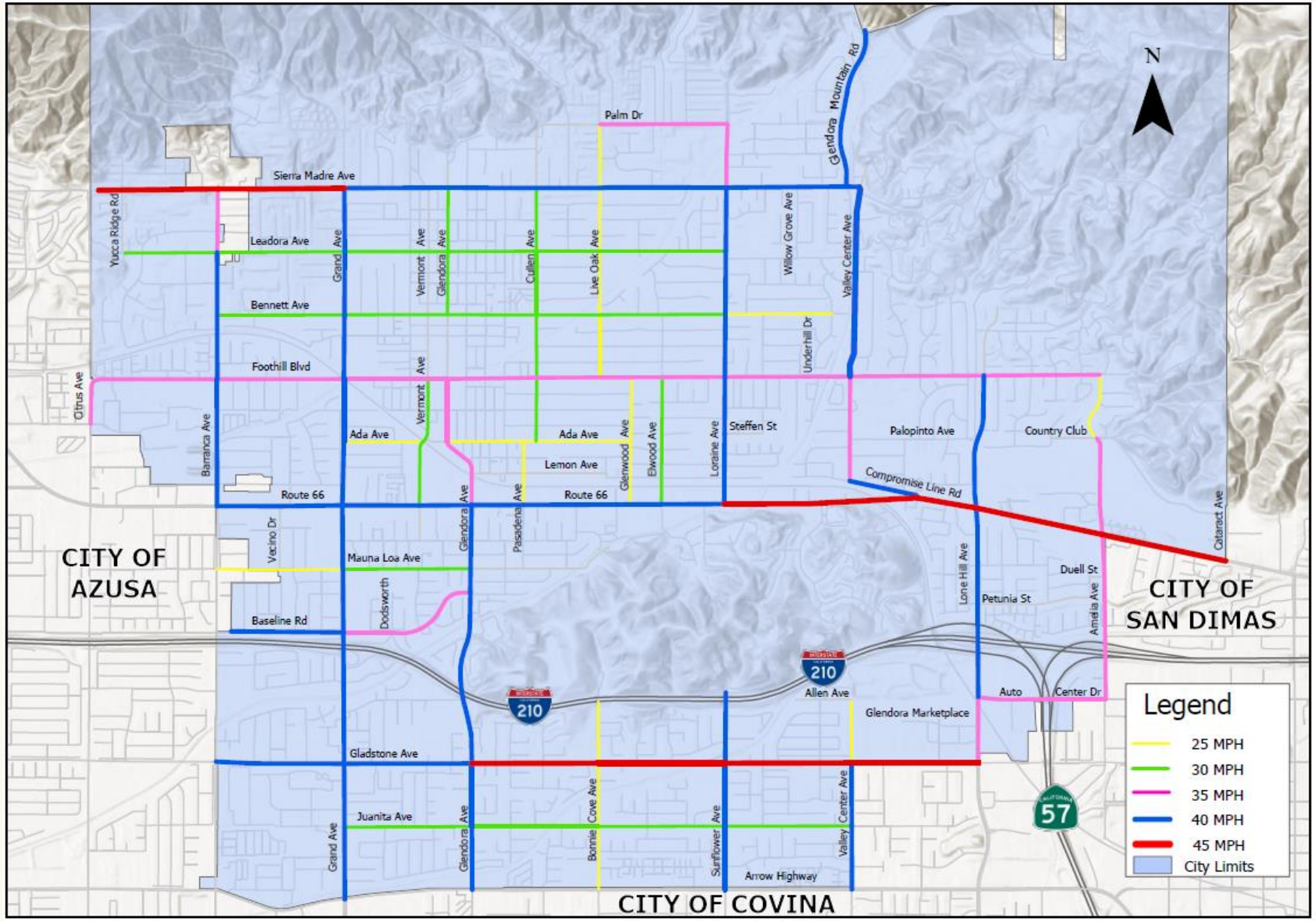
New regulatory Signs recommended for each segment warranting a speed change.

Roadway Segment	Segment Between	Posted Speed Limit	Recommended Speed Limit
Ada Ave:	Grand and Vermont Ave	30	**25**
Amelia Ave:	Auto Centre Dr. & Duell St	40	**35**
	Duell St. & Route 66	40	**35**
Base Line Rd:	Barranca Av & Grand Ave	45	**40**
Bennett Ave:	Grand Ave & Glendora Ave	35	**30**
	Glendora Ave & Cullen	35	**30**
Elwood Ave:	Route 66 & Foothill Blvd	35	**30**
Foothill Blvd:	Barranca Ave & Grand Ave	40	**35**
	Grand Ave & Glendora Ave	40	**35**
	Glendora Ave & Cullen Ave	40	**35**
	Lone Hill Ave & Amelia Ave	40	**35**
Gladstone St:	Barranca Ave & Grand Ave	45	**40**
	Grand Ave & Glendora Ave	45	**40**
Glendora Ave:	Bennett Ave & Sierra Madre Ave	35	**30**
Grand Ave:	Arrow Hwy & Gladstone St	45	**40**
Lone Hill Ave:	Gladstone St & Auto Centre Dr	40	**35**
Valley Center Ave:	Foothill Blvd & Sierra Madre Ave	45	**40**

SUMMARY OF SPEED SURVEY RESULTS

Number of Roadway Segments	No Change	-5 mph	Increase
119	102	17	0

2025 ENGINEERING & TRAFFIC SURVEY RECOMMENDED SPEED LIMITS



2025 ENGINEERING & TRAFFIC SURVEY NEXT STEPS

NEXT STEPS

Introduce & Adopt Ordinance Amending Glendora Municipal Code (GMC) 10.05.010

- GMC 10.05.010 Prima Facie Speed Limits codifies speed limits for arterial and collector street segments throughout the City.
- Proposed Ordinance is recommended to repeal and delete the current speed limits and amend with the updated speed limits reflecting the 17 street segment changes.

Second Reading of Ordinance November 12, 2025

Update and Install Updated Speed Limit Signage per Adopted Survey

RECOMMENDATION

THAT THE CITY COUNCIL:

1. Waive full reading, read by title only, and introduce for first reading an Ordinance entitled:

   "An Ordinance of the City Council of the City of Glendora, California Approving the 2025 Citywide Engineering and Traffic Survey and Amending the Glendora Municipal Code to Determine and Declare Prima Facie Speed Limits."

2. Instruct staff to prepare a Summary Ordinance for Publication.

PUBLIC NOTICE
SUMMARY OF PROPOSED ORDINANCE

(AS PRESCRIBED BY GOVERNMENT CODE SECTION 36933 (c) (1))

NOTICE IS HEREBY GIVEN THAT at their meeting held October 28, 2025, the Glendora City Council introduced for first reading, proposed **Ordinance No. _____,** "**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING THE 2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY AND AMENDING THE GLENDORA MUNICIPAL CODE TO DETERMINE AND DECLARE PRIMA FACIE SPEED LIMITS"** which if approved, will amend a section of Glendora Municipal Code Title 10 Vehicles and Traffic, Section 10.05.010 Prima Facie Speed Limits. The ordinance enacts the following regulations and policies:

This Ordinance adopts the **2025 Citywide Engineering and Traffic Survey**, prepared in accordance with the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD, Revision 8, January 2024)**.** The ordinance updates and establishes prima facie speed limits on various streets throughout the City of Glendora based on current traffic and roadway conditions (amended speed limits are proposed for seventeen street segments), consistent with Assembly Bill 43 (2021)**.** The adoption of this ordinance ensures the City's posted speed limits remain current, reasonable, and enforceable, and authorizes the Public Works Director to install or replace speed limit signs in accordance with the updated survey.

A certified copy of the full text of the proposed ordinance, including all roadway segments and proposed speed limits, is available for public review in the Office of the City Clerk, 116 E. Foothill Boulevard, Glendora, California**,** during normal business hours.

The City Council will consider adoption of said ordinance at their meeting to be held November 12, 2025, at 7:00 p.m., in the Council Chamber, 116 E. Foothill Boulevard, Glendora.

A full text copy of the ordinance may be reviewed in the Office of the City Clerk of the City of Glendora at Glendora City Hall, 116 E. Foothill Boulevard, California, and online at www.cityofglendora.org under public notices.

Said ordinance will become effective 30 days after adoption.

The foregoing Ordinance was introduced for first reading at a Regular Meeting of the Glendora City Council by the following roll call vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

Dated this _____ day of _____, 2025.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published in San Gabriel Valley Examiner: November 6, 2025

PUBLIC NOTICE
SUMMARY OF APPROVED ORDINANCE

AS PRESCRIBED BY GOVERNMENT CODE SECTION 36933 (c) (1)

NOTICE IS HEREBY GIVEN THAT at their meeting held November 12, 2025, the Glendora City Council conducted a second reading and adopted **Ordinance No. _____, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING THE 2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY AND AMENDING THE GLENDORA MUNICIPAL CODE TO DETERMINE AND DECLARE PRIMA FACIE SPEED LIMITS."** which amends several sections of Glendora Municipal Code Title 10 Vehicles and Traffic, Section 10.05.010 Prima Facie Speed Limits.

The ordinance enacts the following regulations and policies:

The ordinance approves the **2025 Citywide Engineering and Traffic Survey** prepared in accordance with the California Vehicle Code and California Manual on Uniform Traffic Control Devices (CA MUTCD, Rev. 8, 2024), updates posted speed limits on various City streets, and authorizes the installation of new or replacement signage consistent with those findings.

Said ordinance will become effective 30 days after adoption.

A full text copy of the ordinance may be reviewed in the Office of the City Clerk of the City of Glendora at Glendora City Hall, 116 E. Foothill Boulevard, California, and online at www.cityofglendora.org under public notices.

The foregoing Ordinance was approved and adopted at a Regular Meeting of the Glendora City Council by the following roll call vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

Dated this _____ day of _____, 2025.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published in San Gabriel Valley Examiner: November 20, 2025

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**Capital Improvement Update**		

RECOMMENDATION
That the City Council:

1. Receive and file the FY 2025/26 Capital Improvement Program Update.

STRATEGIC FOCUS AREAS
Goal 2: Maintain Financial Stability and Sustainability (MFSS)
Goal 4: Enhance and Modernize the Organization (EMO)
Goal 5: Improve and Maintain the City's Infrastructure and Facilities (IMCIF)

EXECUTIVE SUMMARY
This report provides an update on the City's active Capital Improvement Program (CIP) projects for Fiscal Years 2024/25 and 2025/26, including the progress of design and construction efforts across Public Works' core service areas—streets, water, parks, facilities, and stormwater. The update also acknowledges the adoption of the new Five-Year Capital Improvement Program Schedule for FY 2026 through FY 2030, approved as part of the FY 2025-27 Adopted Two-Year Budget. The adopted Five-Year CIP outlines over $108 million ($108M) in planned capital investments supporting infrastructure renewal, water system resiliency, facility modernization, and stormwater quality improvements.

The approved Two-Year CIP Budget totals $44M, with nearly $15M allocated for FY 2025/26 and $29M for FY 2026/27. In addition to the newly programmed projects, $22M in prior-year projects were carried forward, resulting in a Five-Year CIP total of $108M, including approximately $86M in new investments programmed through FY 2030

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
On June 10, 2025, the City Council adopted the FY 2025-27 Two-Year Budget of the City of Glendora covering Fiscal Years 2025/26 and 2026/27. The Two-Year Budget also included adoption of the new Five-Year Capital Improvement Program, which establishes a tentative schedule for capital projects planned from FY 2026 through FY 2030.

Only the projects programmed for FY 2026 and FY 2027 are currently budgeted and funded; the out-year projects (FY 2028–FY 2030) are included for planning purposes and will be subject to future budget appropriations and availability of funding resources. In addition to looking forward, several capital improvement projects approved in prior years have been carried forward, along with their remaining available budgets, to ensure completion of work already in progress.

DISCUSSION

Since the previous update, Public Works staff and consulting engineers have advanced multiple major capital projects through design, permitting, and environmental review stages, with several projects entering the bid phase before the end of the fiscal year.

Major Active Projects:

Glendora Avenue Water and Street Improvement

Comprehensive upgrade of the water main and full street rehabilitation (pavement, sidewalks, Americans with Disabilities Act (ADA) compliant ramps , and traffic signal enhancements) along Glendora Avenue from Gladstone to Route 66. Design is underway with completion expected in the second quarter (Q2) of FY 2026/27 (late 2026).

Colorado Avenue Water and Street Improvement

Comprehensive water main upgrade and street rehabilitation from Glendora Avenue to Le Mar Park and adjacent streets. Design is 60% complete with completion anticipated at the end of 2025. The RFP/Bid advertisement is anticipated to be released in the spring of 2026 with construction targeted for June 2026.

Cypress Avenue Water and Street Improvement

Comprehensive water main upgrade and street rehabilitation east of Loraine between Leadora Avenue and Bennett Avenue Currently in design with a target design completion by late 2025. The RFP/Bid advertisement is targeted for January–March 2026, with construction planned for summer 2026 to minimize the impact on school traffic.

North Glendora Reservoir Replacement

Improvements to access and site infrastructure associated with the City's reservoir, including road and supporting utility work. The project is currently awaiting the final access road design and working to finalize a Mitigated Negative Declaration (MND) for presentation and approval by City Council; after which the project will be advertised for construction.

Pavement Management Plan (PMP)

A critical asset management tool that evaluates the condition of all City streets by assigning a Pavement Condition Index (PCI). The Plan provides a guide to prioritize street repairs and preventative maintenance in order to maximize the effectiveness of limited funding. Scheduled to be presented to the City Council prior to the end of 2025.

Lone Hill Street Improvement

Replacement and realignment of roadway infrastructure along Lone Hill, including right-of-way coordination with Caltrans for associated street access and traffic improvements. To date, the encroachment has been approved by Caltrans, full regulatory permitting is expected to be completed by the end of 2025. A Request for Proposal (RFP)/Bid advertisement is anticipated to be released in January 2026 with construction to begin between March and April 2026.

Traffic and Speed Survey

Engineering and Traffic Survey evaluating speed limits on arterial and collector streets citywide. Ordinance revisions to GMC 10.05 (Prima Facie Speed Limits) are required to implement new limits. Presentation of the survey and first reading of the ordinance is scheduled for City Council on October 28, 2025.

Highway Safety Improvement Program (HSIP) Cycle 11, Traffic Signal Modifications

Upgrades and modernization of pedestrian crossing, and intersection safety features at eight priority intersections under the Highway Safety Improvement Program. The project has went out to bid and will be brought forward to City Council for award of the construction contract before the end of the year.

Glendora People Movement Project (GPMP)
This project consists of four distinct projects, three urban trails and first and last mile improvements along Glendora Avenue and Foothill Boulevard within close proximity of the newly opened Metro A Line. Staff with assistance form the San Gabriel Council of Government and consultants continue to make progress on the project, with construction of the San Dimas Wash Trail expected to be begin in the spring of 2026 and a focus on completing the First and Last Mile component next.

Finkbiner Park Stormwater Capture Project
Installation of an underground stormwater treatment and infiltration facility beneath the softball field to capture runoff and enhance water quality. Design is expected to be completed by the end of 2025. The project will proceed to City Council by or before January 2026 for consideration of the Mitigated Negative Declaration (MND) following a public hearing. Construction is expected to begin in the spring of 2027, after regulatory permits are obtained from Los Angeles County Flood Control District and potentially Army Corp of Engineers, as the project is adjacent to the Little Dalton Wash. This project includes $23.7M of funds programmed in the adopted CIP, the majority of which comes from Measure W.

South Hills Bike Park
Development of a bicycle park facility, including trail, pump track, and related amenities for the community in the South Hills Area adjacent to Glendora Ave. Construction bid documents for the trail are at 95% completion; Construction is targeted to begin in 2026. The project is funded with Measure A, Parks Development, and grant funds totaling $2.7M.

Manooshian Park Guardrail
Installation of guardrail along park perimeter boundaries to improve safety, pending environmental and permitting clearances. An environmental study will be required prior to applying for the required 408 Permit, as this project is adjacent to the Little Dalton Wash.

Facilities City Yard Improvement Project
Improves City Yard layout, access, and operational efficiency. Currently nearing completion of the design phase. Steps toward construction will commence upon identification of funding source.

Police Department Lobby Remodel
Enhances ADA accessibility, public interface, and security. The project is under design with construction expected to be complete in FY 2027.

ADA Self Evaluation and Transition Plan
Self evaluation of upgrades required to meet ADA compliance and the development of a plan and resources required to meet compliance. The project is still in the development phase and is expected to be completed in FY 2027.

Stormwater Master Plan
Comprehensive plan to improve citywide stormwater infrastructure. The RFP process has been completed with a recommendation for award presented to City Council for approval on October 28, 2025.

Newly Adopted CIP (FY 2026–2030) Highlights
The adopted five-year program advances several projects now in planning or design, with construction anticipated between FY 2026 and FY 2030. The list below provides a sneak preview of additional projects in the pipeline.

<u>Parks</u>
Gladstone Park Pickleball Courts – FY 2026–2027
Converts existing space to community pickleball courts.

Skate Park Resurfacing – FY 2026 to 2027 – $309,000
Resurfaces existing facility to improve safety and extend use.

Streets & Transportation
Citywide Grind, Overlay, and Slurry Seal Program – FY 2026 to 2030
Routine pavement rehabilitation and preservation across the city.

Citywide Sidewalk Improvement Program – FY 2026 – 2030
Repairs and upgrades sidewalks to enhance pedestrian accessibility.

HSIP Cycle 12 – FY 2026–2027
Design of signal modifications, pedestrian crossings, and safety upgrades at eleven intersections.

Stormwater
Storm Drain Inlet Insert Program – FY 2027–2029
Installs water quality treatment inserts to capture pollutants and improve runoff management.

FISCAL IMPACT
There is no fiscal impact associated with this receive-and-file report. Project costs are included in the adopted FY 2026–2027 budget and Five-Year CIP, with future years subject to appropriation.

ENVIRONMENTAL DETERMINATION
This action is not a "project" as defined by Section 21065 of the Public Resources Code and Sections 15060(c)(2), 15060(c)(3), and 15378 of the CEQA Guidelines.

Prepared By:	Valerie Velasquez-Santoya, Assistant Public Works Director
Concurs With:	Not Applicable
Reviewed By:	William Wittkopf, Public Works Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A_Power_Point.pdf

CAPITAL IMPROVEMENT PROGRAM UPDATE

PUBLIC WORKS
GLENDORA CITY COUNCIL
OCTOBER 28, 2025

VALERIE VELASQUEZ-SANTOYA, ASSISTANT PUBLIC WORKS DIRECTOR

CAPITAL IMPROVEMENT PROGRAM

FIVE YEAR CIP (2026 – 2030)

- Adopted June 10, 2025
- 5 Year Program totals $108.3 Million(M)
  - New FY 2026 – FY 2030 Investments ~ $86M
  - Carryforward Projects: $22.3 M

Two Year Funded Budget: $44.3M

FY 2025/26: $14.9M
FY 2026/27: $29.4M

Out-year projects (FY2028 – FY2030) are included for planning purposes and are subject to future budget appropriations and availability of funding resources.





WATER & STREET PROJECTS

GLENDORA WATER AND STREET IMPROVEMENT PROJECT

Location

Gladstone to Route 66

Water Main Improvements

1 Mile Water Line Replacement, Water Service Laterals and Fire Hydrant Assemblies

Street Improvements

Approximately 300,000 Sq. Ft. Pavement Resurfacing & Rehabilitation, ADA compliant curb ramps, New Signage, Striping and Traffic Signal Modifications.

Status

Design in process, completion of design expected late 2026 (FY27)

Construction pending appropriation



COLORADO WATER AND STREET IMPROVEMENT PROJECT

8 Streets

Glendora Ave. to Lemar Park
Route 66 to Mauna Loa Avenue

Water Main Improvements

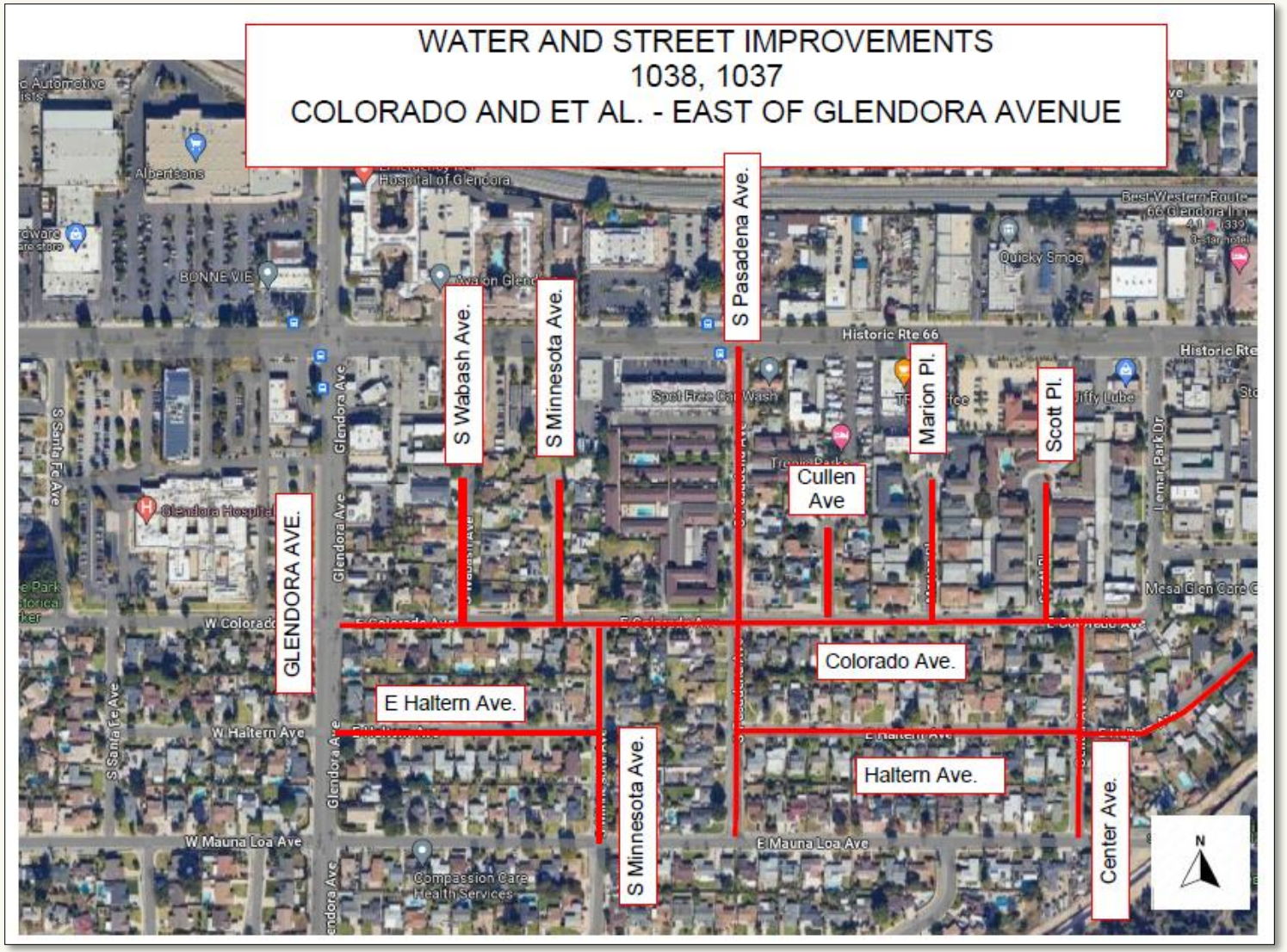
8,500 Linear Feet 8” Pipe Replacement
Water Service Laterals & Fire Hydrant Assemblies

Street Improvements

Approximately 300,000 Sq. Ft. Pavement Resurfacing & Rehabilitation, ADA compliant curb ramps, New Signage & Striping

Status

Design at 60% completion.
Construction RFP advertised Spring 2026;
Construction targeted for June 2026



CYPRESS AVENUE ET Al. WATER AND STREET IMPROVEMENT PROJECT

Location

7 Streets, Leadora to Bennett (N-S) and Loraine to Elwood (E – W)

Water Main Improvements

8,300 Linear Feet 8” Pipe Replacement
Water Service Laterals & Fire Hydrant Assemblies

Street Improvements

Approximately 300,000 Sq. Ft. Pavement Resurfacing & Rehabilitation; ADA compliant curb ramps, New Signage & Striping

Status

Design at 60% completion.
Construction RFP advertised Spring 2026
Construction targeted for Summer 2026



North Glendora Reservoir Replacement

Replacement of existing reservoir.

Access and site infrastructure improvements are also required, including road and supporting utility work.

Status:

Awaiting final access road design and Mitigated Negative Declaration (MND).



2025 PAVEMENT MANAGEMENT PLAN UPDATE

PROJECT DESCRIPTION

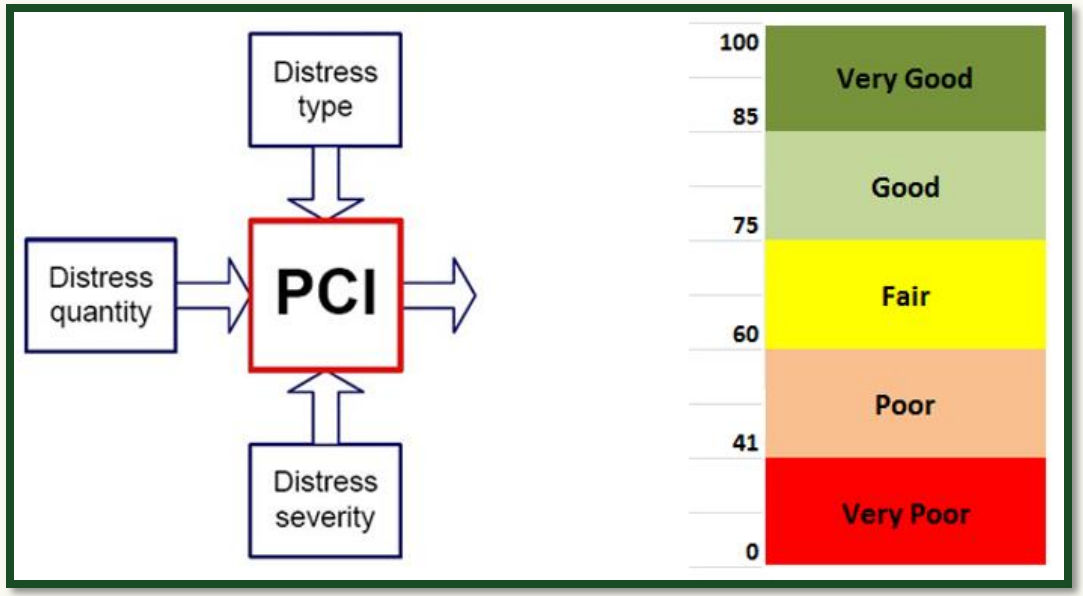
Evaluation of all City streets with assignment of a Pavement Condition Index (PCI) for each.

Tracks pavement deterioration over time

Guides the City in prioritizing street repairs and preventative maintenance to maximize the effectiveness of limited funding..

STATUS

- A PMP was last completed in 2020
- Updated 2025 PMP will be presented to City Council December 09, 2025.







GLENDORA PEOPLE MOVEMENT PROJECT

10+ MILES OF TRANSPORTATION IMPROVEMENTS

Urban Trails

Three Trails Along The Flood Channels

First / Last Mile

Enhanced Accessibility & Connectivity To A Line

Bike Lanes

Roundabout on Glendora at Ada

Fiscal Impact

$21.5 Million Investment

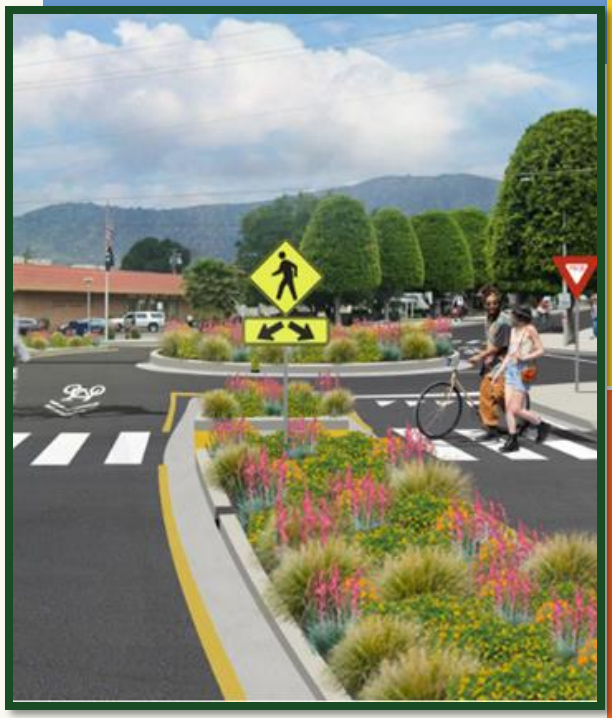
Grant Funds; Federal Appropriations; Local Return &
$1M City Capital Improvement Funds

Status

San Dimas Wash Trail Construction: Start Spring 2026

First Last Mile: Glendora/Foothill, Construction: Start Late 2026

Little Dalton Trail: Mid to Late 2027







FACILITIES

SOUTH HILLS BI

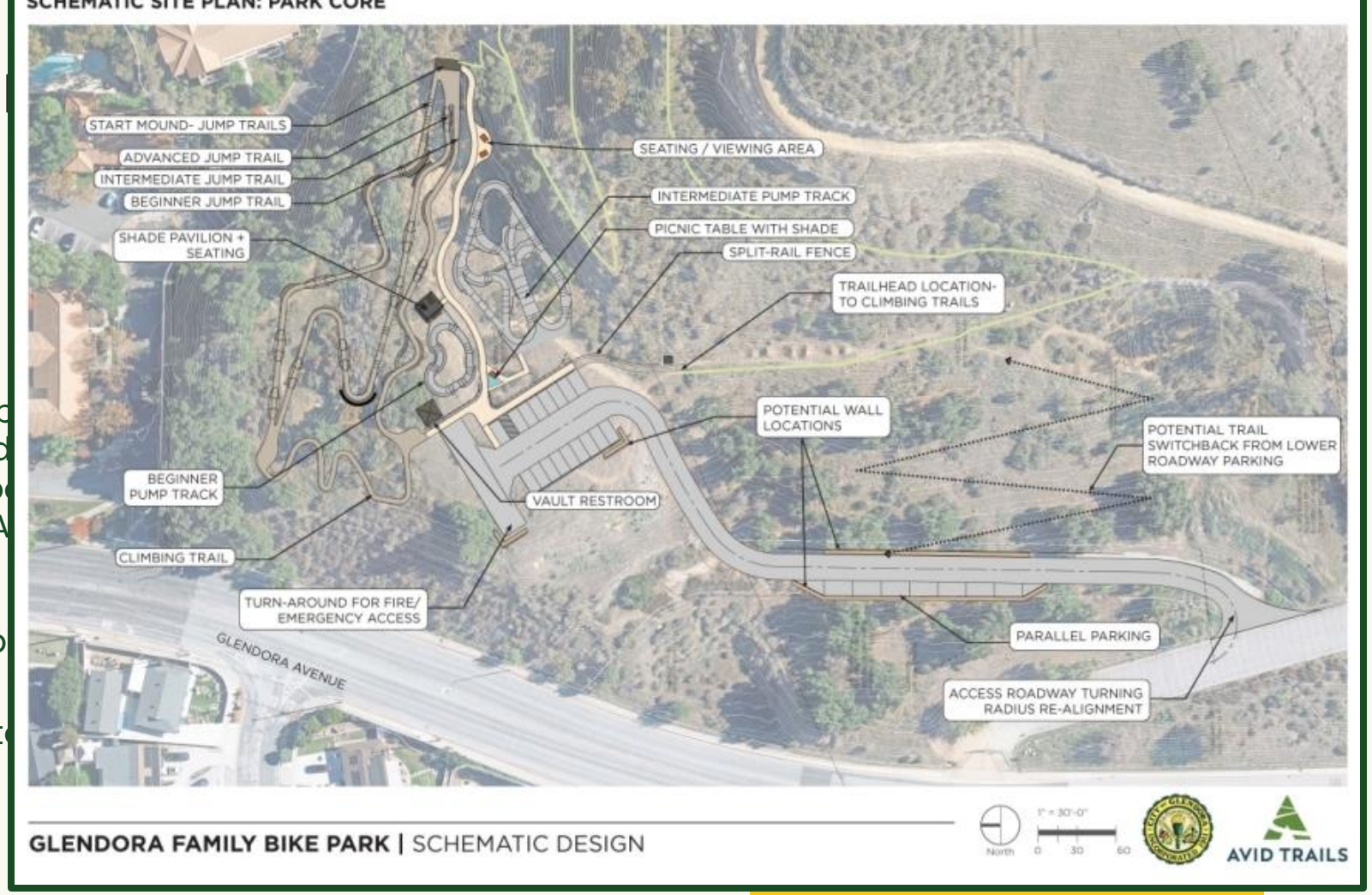
Project Scope

Family bike park develop
include Beginner and Ad
Jump Lines, Vault Restro
Seating and Spectator A

Status

Project is in the design p
environmental review.

Construction expected t



FINKBINER STORMWATER CAPTURE PROJECT

Project Scope

Regional stormwater capture & infiltration facility located at Finkbiner Park beneath baseball field. Improvements will contribute to Municipal Separate Storm Sewer (MS4) Permit compliance.

Fiscal Impact

Approximately $23.7 Million

Majority Funded through Safe Clean Water Act – Upper San Gabriel Valley Watershed

- $18.3 Million in Regional Funds Awarded
- Additional Funding from Safe Clean Water Municipal Funds

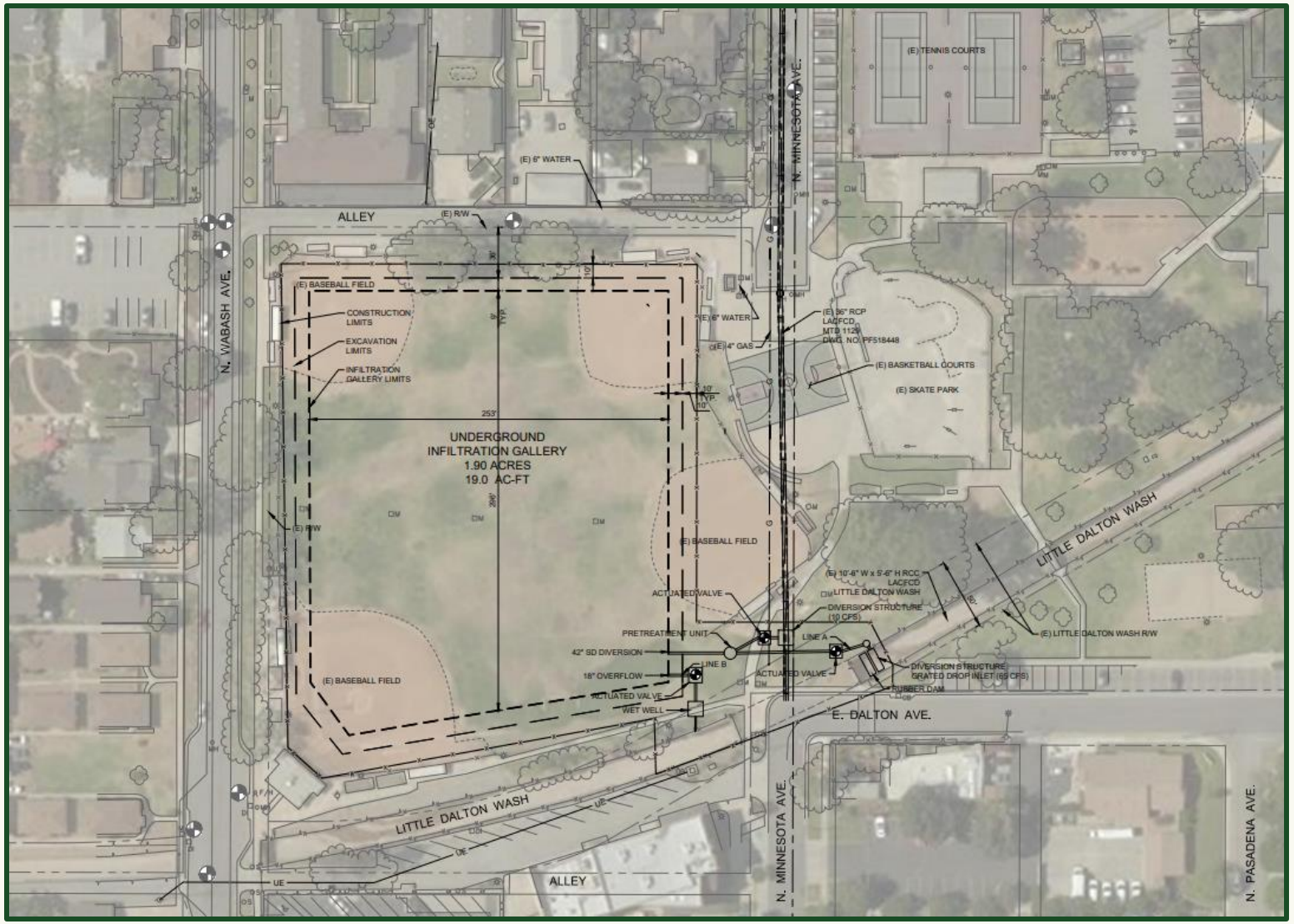
Status

Final Design to be complete by end of 2025.

MND to City Council January 2026

Construction Spring 2027

- Regulatory Permits Required



TRAFFIC-RELATED PROJECTS

Highway Safety Improvement Program (HSIP) Cycle 11

- Traffic Signal Modifications
- Install Protected Left Turn Phasing at Six (6) Locations
- Convert Pedestal Signals to Mast Arm Signals at Two (2) Locations
- Install High Visibility Crosswalks at all locations

Status

- Contract for construction to be Awarded November 12th



Engineering and Traffic Study

- Evaluates Speed Limits Citywide
- Periodic Updates Required per the California Vehicle Code

Status

- Study and Proposed Ordinance presented October 28th



CIP PROJECT LISTING

CIP PIPELINE

Project
ADA Self Evaluation and Transition Plan
American Legion Building Restroom Remodel
Big Dalton Restroom Demo / Rebuild
La Fetra Center Improvements
Scout Hut Improvements
Police Department Facility Improvements
Crowther Teen Center Roof Improvements
Skate Park Resurface
Gladstone Park Shade and Pickle Ball Courts
South Hills Bike Park
Annual Citywide Sidewalk Improvements
Finkbiner Park Stormwater Capture

Project
Traffic Signal Upgrades/Modifications
2025 Pavement Management Plan Update
Street Improvements: Slurry Seal/Grind & Overlay
2025 Traffic and Speed Survey Update
Street Name, Gateway & Wayfinding Signs
Lone Hill Ave Street Rehabilitation
Lone Hill Bridge at San Dimas Wash
People Movement Project
Antique Street Light Refurbishment
North Glendora Reservoir Improvement
Parks and Trails Master Plan
Stormwater Master Plan

Glendora

RECOMMENDATION:

THAT THE CITY COUNCIL:

1. Receive and file the FY 2025/26 Capital Improvement Program Update

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**October 28, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**First Reading and Introduction of Ordinance adopting the 2025 California Building Standards Codes**		

RECOMMENDATION
That the City Council:

1. Waive full reading, read by title only, and introduce for first reading an ordinance titled , “AN ORDINANCE OF THE CITY OF GLENDORA, CALIFORNIA, ADOPTING THE 2025 EDITIONS OF THE CALIFORNIA ADMINISTRATIVE CODE; CALIFORNIA FIRE CODE; CALIFORNIA BUILDING CODE; CALIFORNIA EXISTING BUILDING CODE; CALIFORNIA HISTORICAL BUILDING CODE; CALIFORNIA MECHANICAL CODE; CALIFORNIA PLUMBING CODE; CALIFORNIA WILDLAND-URBAN INTERFACE CODE; CALIFORNIA ELECTRICAL CODE; CALIFORNIA RESIDENTIAL CODE; CALIFORNIA GREEN BUILDING STANDARDS CODE; CALIFORNIA REFERENCED STANDARDS CODE; AND CALIFORNIA ENERGY CODE; INCLUDING SELECTED APPENDICES THERETO;" and
2. Direct the preparation of a summary of ordinance for publication pursuant to Govt. Code 36933 and Resolution CC 2018-40.

STRATEGIC FOCUS AREAS
Not Applicable

EXECUTIVE SUMMARY
Every three years, the California Building Standards Commission (CBSC) adopts and publishes a new edition of the codes that govern the design and construction of buildings, associated facilities, and equipment throughout the state. Local jurisdictions are required by state law to enforce these codes.

The 2025 California Building Standards Codes were published on July 1, 2025, and will become effective January 1, 2026.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
None

DISCUSSION
The California Building Standards Code (Title 24) establishes the minimum state regulations for the design, construction, and maintenance of buildings and related systems. These standards, defined in the California Health and Safety Code, apply uniformly to all building occupancies throughout the state and are published by the California Building Standards Commission (CBSC) every three years.

Cities and counties are required by state law to enforce Title 24 within their jurisdictions. The 2025 editions of these codes take effect January 1, 2026.

The 2025 updates advance statewide goals for energy efficiency, electrification, and wildfire resilience. Major changes include stronger electric-ready requirements in the Energy Code; new electric-vehicle charging and Automatic Load Management System provisions in the CALGreen Code; improved coordination of photovoltaic and battery-energy-storage standards; and the introduction of a new, stand-alone Wildland-Urban Interface Code consolidating wildfire-resilience and access standards.

California Assembly Bill 130 (2025) temporarily restricts local jurisdictions from adopting or enforcing building standards for residential occupancies that are more restrictive than those contained in the California Building Standards Code, between October 1, 2025 and June 1, 2031, except where necessary to address an imminent threat to health or safety or as otherwise permitted by State law. This ordinance adopts the 2025 California Building Standards Codes consistent with those requirements.

Adoption of the codes by reference must follow the procedures in Government Code Section 50022.1 et seq., which include specific public notice and hearing requirements. The first reading introduces the ordinance, and the second reading must be conducted as a public hearing. The second reading and hearing are tentatively scheduled for November 12, 2025, with two required public notices published at least five days apart prior to that date.

FISCAL IMPACT

There is no fiscal impact associated with the recommendations in this report.

ENVIRONMENTAL DETERMINATION

The proposed Ordinance and its various amendments to certain City code provisions is exempt from CEQA pursuant to Cal. Code Regs. Title 14, Section 15061(b)(3).

Prepared By:	Elizabeth Loera, Administrative Assistant
Concurs With:	Not Applicable
Reviewed By:	Jeff Kugel, Community Development Director
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A_ORDINANCE.pdf

B_PowerPoint.pdf

C_Summary_of_Ordinance_-_Public_Notice_Proposed_and_Approved.pdf

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF GLENDORA, CALIFORNIA, ADOPTING THE 2025 EDITIONS OF THE CALIFORNIA ADMINISTRATIVE CODE; CALIFORNIA FIRE CODE; CALIFORNIA BUILDING CODE; CALIFORNIA EXISTING BUILDING CODE; CALIFORNIA HISTORICAL BUILDING CODE; CALIFORNIA MECHANICAL CODE; CALIFORNIA PLUMBING CODE; CALIFORNIA WILDLAND-URBAN INTERFACE CODE; CALIFORNIA ELECTRICAL CODE; CALIFORNIA RESIDENTIAL CODE; CALIFORNIA GREEN BUILDING STANDARDS CODE; CALIFORNIA REFERENCED STANDARDS CODE; AND CALIFORNIA ENERGY CODE; INCLUDING SELECTED APPENDICES THERETO

THE CITY COUNCIL
City of Glendora, California

WHEREAS, California law requires that on January 1, 2026, all portions of the 2025 California Code of Regulations Title 24 must be effective within the City of Glendora; and

WHEREAS, pursuant to Government Code §§ 50022.1 *et seq.*, the City of Glendora is authorized to enact an ordinance which adopts any code by reference; and

WHEREAS, the California Building Standards Commission has adopted the triennial editions of the model codes (the "Codes"); and

WHEREAS, the City of Glendora has previously adopted the "Codes" and seeks to adopt the most recent versions of the "Codes"; and

WHEREAS, in accordance with Section 15061(b)(3) of Title 14 of the California Code of Regulations, the adoption of local amendments to effectuate amendments to the Codes is exempt from the provisions of the California Environmental Quality Act.

THE CITY COUNCIL OF THE CITY OF GLENDORA DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 18.04.010 of the Glendora Municipal Code "California Fire Code" is hereby repealed in its entirety and restated as follows:

"**Section 18.04.010 Adopted by reference.** The City adopts by reference the California Fire Code, 2025 Edition (Title 24, Part 9), which contains substantial copyrighted material from the 2024 International Fire Code, a copyrighted work owned by the International Code Council, Inc.; and said Code, including Appendix Chapters 4, B, BB, C, CC, and H, is adopted in total as the law of the City. One copy of the Code has been, and is now, filed in the office of

the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 2: Section 19.01.010 of the Glendora Municipal Code "California Administrative Code" is hereby added and adopted as follows:

"**Section 19.01.010 Adopted by reference.** The City adopts by reference the California Administrative Code, 2025 Edition (Title 24, Part 1). One copy of said Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 3. Section 19.02.010 of the Glendora Municipal Code "California Building Code" is hereby repealed in its entirety and restated as follows:

"**Section 19.02.010 Adopted by reference.** The City adopts by reference the California Building Code, 2025 Edition (Title 24, Part 2), which contains substantial copyrighted material from the 2024 International Building Code, a copyrighted work owned by the International Code Council, Inc.; and said Code, including Appendix Chapters H, I, and J, is adopted in total as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 4. Section 19.03.010 of the Glendora Municipal Code "California Existing Building Code" is hereby repealed in its entirety and restated as follows:

"**Section 19.03.010 Adopted by reference.** The City adopts by reference the California Existing Building Code, 2025 Edition (Title 24, Part 10), which contains substantial copyrighted material from the 2024 International Existing Building Code, a copyrighted work owned by the International Code Council, Inc.; and said Code, including Appendix Chapters A1, A2, A3, A4, and A5, is adopted as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 5. Section 19.04.010 of the Glendora Municipal Code "California Mechanical Code" is hereby repealed in its entirety and restated as follows:

"**Section 19.04.010 Adopted by reference.** The City adopts by reference the California Mechanical Code, 2025 Edition (Title 24, Part 4), which contains substantial copyrighted material from the 2024 Uniform Mechanical Code, a copyrighted work owned by the International Association of Plumbing and Mechanical Officials; and said Code is adopted as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and

the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 6. Section 19.05.010 of the Glendora Municipal Code "California Historical Building Code" is hereby repealed in its entirety and restated as follows:

"**Section 19.05.010 Adopted by reference.** The City adopts by reference the California Historical Building Code, 2025 Edition (Title 24, Part 8), which contains regulations of the State Historical Building Safety Board. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 7. Section 19.07.010 of the Glendora Municipal Code "California Wildland-Urban Interface Code" is hereby added and adopted as follows:

"**Section 19.07.010 Adopted by reference.** The City adopts by reference the California Wildland-Urban Interface Code, 2025 Edition (Title 24, Part 7), which contains substantial copyrighted material from the 2024 International Wildland-Urban Interface Code, a copyrighted work owned by the International Code Council, Inc.; and said Code is adopted as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 8. Section 19.08.010 of the Glendora Municipal Code "California Plumbing Code" is hereby repealed in its entirety and restated as follows):

"**Section 19.08.010 Adopted by reference.** The City adopts by reference the California Plumbing Code, 2025 Edition (Title 24, Part 5), which contains substantial copyrighted material from the 2024 Uniform Plumbing Code, a copyrighted work owned by the International Association of Plumbing and Mechanical Officials; and said Code, including Appendix Chapters A, B, D, H, I, and J, is adopted as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 9. Section 19.12.010 of the Glendora Municipal Code "California Electrical Code" is hereby repealed in its entirety and restated as follows:

"**Section 19.12.010 Adopted by reference.** The City adopts by reference the California Electrical Code, 2025 Edition (Title 24, Part 3), which contains substantial copyrighted material from the 2023 National Electrical Code, a copyrighted work owned by the National Fire Protection Association; and said Code is adopted in total as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 10: Section 19.13.010 of the Glendora Municipal Code "California Residential Code" is hereby repealed in its entirety and restated as follows:

> "**Section 19.13.010 Adopted by reference.** The City adopts by reference the California Residential Code, 2025 Edition (Title 24, Part 2.5), which contains substantial copyrighted material from the 2024 International Residential Code, a copyrighted work owned by the International Code Council, Inc.; and said Code, including Appendix Chapters BF, BH, and CI, is adopted in total as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 11: Section 19.14.010 of the Glendora Municipal Code "California Referenced Standards Code" is hereby added and adopted as follows:

> "**Section 19.14.010 Adopted by reference.** The City adopts by reference the California Referenced Standards Code, 2025 Edition (Title 24, Part 12). One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 12. Section 19.15.010 of the Glendora Municipal Code "California Green Building Standards Code" is hereby repealed in its entirety and restated as follows:

> "**Section 19.15.010 Adopted by reference.** The City adopts by reference the California Green Building Standards Code, 2025 Edition (Title24, Part 11); and said Code is adopted in total as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 13. Section 19.17.010 of the Glendora Municipal Code "California Energy Code" is hereby repealed in its entirety and restated as follows:

> "**Section 19.17.010 Adopted by reference.** The City adopts by reference the California Energy Code, 2025 Edition (Title 24, Part 6); and said Code is adopted in total as the law of the City. One copy of the Code has been, and is now, filed in the office of the Building Official, and the Code is adopted by reference as if incorporated and set out in full in this Chapter."

SECTION 14. Unless superseded or expressly repealed, references in City forms, documents and regulations to the titles, chapters, and sections of the City of Glendora Municipal Code, Title 18 and 19, shall be construed to apply to the corresponding provisions contained within the 2025 edited changes to Title 18 and 19 of the Glendora Municipal Code. City of Glendora Ordinance No. 2074 and all other ordinances or parts of ordinances in conflict herewith are hereby superseded and expressly repealed; otherwise, except as specifically amended by this Ordinance, all other provisions of Title 18 and 19 of the Glendora Municipal Code shall remain unchanged.

SECTION 15. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unenforceable by a court of competent jurisdiction, the remaining portions of this Ordinance shall nonetheless remain in full force and effect. The City Council of the City of Glendora hereby declares that it would have adopted each section, subsection, sentence, clause, phrase, or portion of this Ordinance, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions of this Ordinance be declared invalid or unenforceable.

SECTION 16. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption thereof and cause same to be published at least once in the San Gabriel Valley Examiner, a weekly newspaper of general circulation, published in the City of Glendora, which newspaper is hereby designated for that purpose (Government Code § 40806); and thereupon, and thirty (30) days after its passage, this Ordinance shall take effect.

PASSED, APPROVED and **ADOPTED** this ____ day of _____, 2025

City Council of Glendora, California

BY: _____
DAVID FREDENDALL, Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
DANNY ALESHIRE, City Attorney

CERTIFICATION

I, Kathleen R. Sessman, City Clerk of the City of Glendora, do hereby certify that the foregoing Ordinance was introduced for first reading on _____, 2025, by the following roll call vote:.

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

Thereafter, said Ordinance was duly approved and adopted at a regular meeting of the City Council on _____, 2025, by the following roll call vote:

AYES: COUCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

I further certify that 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.

Dated:

_____
KATHLEEN R. SESSMAN, City Clerk

FIRST READING AND INTRODUCTION OF ORDINANCE ADOPTING THE 2025 CALIFORNIA BUILDING STANDARDS CODES

COMMUNITY DEVELOPMENT

CITY COUNCIL MEETING

OCTOBER 28, 2025

DAVID COLLETT, BUILDING OFFICIAL

SUMMARY

- Every three years, the California Building Standards Commission adopts and publishes a new edition of the codes that govern the design and construction of buildings, associated facilities, and equipment throughout the state.

- Local jurisdictions are required by state law to enforce these codes.

- The new building codes become effective January 2026.

UPDATES

- The 2025 updates advance statewide goals for energy efficiency, electrification, and wildfire resilience.

Updates include:

- Stronger electric-ready requirements in the Energy Code
- New electric-vehicle charging and Automatic Load Management System provisions in the CALGreen Code
- Improved coordination of photovoltaic and battery-energy-storage standards
- Introduction of a new, stand-alone Wildland-Urban Interface Code consolidating wildfire-resilience and access standards.

CA AB 130

California Assembly Bill 130 (2025)

- Temporarily restricts local jurisdictions from adopting or enforcing building standards for residential occupancies that are more restrictive than those contained in the California Building Standards Code, between October 1, 2025 and June 1, 2031, except where necessary to address an imminent threat to health or safety or as otherwise permitted by State law.
- This ordinance adopts the 2025 California Building Standards Codes consistent with those requirements.

RECOMMENDATION

That the City Council:

1. Introduce for first reading an Ordinance entitled, “AN ORDINANCE OF THE CITY OF GLENDORA, CALIFORNIA, ADOPTING THE 2025 EDITIONS OF THE CALIFORNIA ADMINISTRATIVE CODE; CALIFORNIA FIRE CODE; CALIFORNIA BUILDING CODE; CALIFORNIA EXISTING BUILDING CODE; CALIFORNIA HISTORICAL BUILDING CODE; CALIFORNIA MECHANICAL CODE; CALIFORNIA PLUMBING CODE; CALIFORNIA WILDLAND-URBAN INTERFACE CODE; CALIFORNIA ELECTRICAL CODE; CALIFORNIA RESIDENTIAL CODE; CALIFORNIA GREEN BUILDING STANDARDS CODE; CALIFORNIA REFERENCED STANDARDS CODE; AND CALIFORNIA ENERGY CODE; INCLUDING SELECTED APPENDICES THERETO,” by reading of the title only and waiving further reading; and,
2. Direct the preparation of a summary of ordinance for publication pursuant to Govt. Code 36933 and Resolution CC 2018-40.

PUBLIC NOTICE
SUMMARY OF PROPOSED ORDINANCE
(AS PRESCRIBED BY GOVERNMENT CODE SECTION 36933 (c) (1))

NOTICE IS HEREBY GIVEN THAT at their meeting held October 28, 2025, the Glendora City Council introduced for first reading, proposed **Ordinance No. (Insert #),** which if approved, will amend the following sections of Glendora Municipal Code:

Section 18.04.010, California Fire Code; Section 19.01.010, California Administrative Code; Section 19.02.010, California Building Code; Section 19.03.010, California Existing Building Code; Section 19.04.010, California Mechanical Code; Section 19.05.010, California Historical Building Code; Section 19.07.010, California Wildland-Urban Interface Code; Section 19.08.010, California Plumbing Code; Section 19.12.010, California Electrical Code; Section 19.13.010, California Residential Code; Section 19.14.010, California Referenced Standards Code; Section 19.15.010, California Green Building Standards Code; Section 19.17.010, California Energy Code.

The Ordinance enacts the following regulations and policies:

Adopt by reference, the 2025 editions of the California Fire Code; California Administrative Code; California Building Code; California Existing Building Code; California Mechanical Code; California Historical Building Code; California Wildland-Urban Interface Code; California Plumbing Code; California Electrical Code; California Residential Code; California Referenced Standards Code; California Green Building Standards Code; and California Energy Code; including selected appendices thereto.

The City Council will consider adoption of said Ordinance at their meeting to be held November 12, 2025, at 7:00 p.m., in the Council Chamber, 116 E. Foothill Boulevard, Glendora.

A full text copy of the ordinance may be reviewed in the Office of the City Clerk of the City of Glendora at Glendora City Hall, 116 E. Foothill Boulevard, California, and online at www.cityofglendora.gov under public notices.

Said Ordinance will become effective 30 days after adoption.

The foregoing Ordinance was introduced for first reading at a Regular Meeting of the Glendora City Council by the following roll call vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

Dated this (day) day of (Month), (YYYY).

Kathleen R. Sessman, MMC
City Clerk

Published in San Gabriel Valley Examiner: (Insert Publication Date)

PUBLIC NOTICE
SUMMARY OF APPROVED ORDINANCE

AS PRESCRIBED BY GOVERNMENT CODE SECTION 36933 (c) (1)

NOTICE IS HEREBY GIVEN THAT at their meeting held November 12, 2025, the Glendora City Council conducted a second reading and adopted **Ordinance No. (Insert #),** which amends several sections of Glendora Municipal Code:
Section 18.04.010, California Fire Code; Section 19.01.010, California Administrative Code; Section 19.02.010, California Building Code; Section 19.03.010, California Existing Building Code; Section 19.04.010, California Mechanical Code; Section 19.05.010, California Historical Building Code; Section 19.07.010, California Wildland-Urban Interface Code; Section 19.08.010, California Plumbing Code; Section 19.12.010, California Electrical Code; Section 19.13.010, California Residential Code; Section 19.14.010, California Referenced Standards Code; Section 19.15.010, California Green Building Standards Code; Section 19.17.010, California Energy Code.

The ordinance enacts the following regulations and policies:

Adopt by reference, the 2025 editions of the California Fire Code; California Administrative Code; California Building Code; California Existing Building Code; California Mechanical Code; California Historical Building Code; California Wildland-Urban Interface Code; California Plumbing Code; California Electrical Code; California Residential Code; California Referenced Standards Code; California Green Building Standards Code; and California Energy Code; including selected appendices thereto.

Said ordinance will become effective 30 days after adoption.

A full text copy of the ordinance may be reviewed in the Office of the City Clerk of the City of Glendora at Glendora City Hall, 116 E. Foothill Boulevard, California, and online at www.cityofglendora.gov under public notices.

The foregoing Ordinance was approved and adopted at a Regular Meeting of the Glendora City Council by the following roll call vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

Dated this (day) day of (Month), (YYYY).

Kathleen R. Sessman, MMC
City Clerk

Published in San Gabriel Valley Examiner: (Insert Publication Date)

STAFF REPORT

TO: Mayor and Council Members **DATE:** October 28, 2025

FROM: City Manager **DISTRICT(S):** Citywide

SUBJECT: Consider Approval of City Attorney Rate Increases and an Amendment to the City Attorney Contract

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RECOMMENDATION

That the City Council:

1. Authorize an increase in some of the hourly billing rates for the City Attorney's Office;
2. Approve an Amendment to the Contract Services Agreement for City Attorney Services, dated March 13, 2018; and
3. Authorize the Mayor to execute the Amendment to the Contract Services Agreement.

STRATEGIC FOCUS AREAS

Not Applicable

EXECUTIVE SUMMARY

This item is to authorize an increase in some of the hourly billing rates for the City Attorney's Office and approval of an Amendment to the 2018 Contract Services Agreement with Aleshire & Wynder, LLP.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

The City Council entered into a Contract Services Agreement for City of Glendora City Attorney Services with Aleshire & Wynder, LLP (the "Firm") on March 13, 2018.

DISCUSSION

The City Attorney's Office has not received any rate adjustments since the Firm commenced providing legal services to the City of Glendora in March 2018. Except for an annual CPI adjustment of three percent (3%) (which the Firm voluntarily forbore during the COVID shut-down), none of the rates charged to the City of Glendora have been changed since the Firm commenced representation of the City in 2018.

Given the significant levels of inflation over the last seven years and the general increases in costs that have occurred across the board, the rate adjustments proposed by the Amendment to the 2018 Contract Services Agreement are intended to provide a catch up in the rates charged by the Firm to address historical discrepancies and will help align the hourly legal rates more closely with current market rates.

The following table summarizes the Firm's existing and proposed rates:

CLASSIFICATION	HOURLY RATES	
	EXISTING	PROPOSED (as of November 1, 2025)*

Monthly Retainer	$21,049 Maximum	$21,049 Maximum (Note: this assumes a $233 hourly rate)
Code Enforcement	Partners: $258 Associates: $234 Paralegals: $141	Partners: $297 Associates: $269 Paralegals: $162
Special Services (includes the following matters): litigation personnel / labor planning public works library issues police matters	Partners: $280 Associates: $257 Paralegals: $141	Partners: $328 Associates: $296 Paralegals: $162
Water	Partners: $280 Associates: $257 Paralegals: $174	Partners: $328 Associates: $296 Paralegals: $200
Reimbursable (developer pays)	Attorneys (blended): $410 Paralegals: $199	Partners: $458 Associates: $325 Paralegals: $228
Bond Financing	Attorneys (blended): $469 Paralegals: $199	Attorneys (blended): $500 Paralegals: $225

*Annual adjustments to the above rates shall be made in accordance with the change in the cost of living for the 12-month period published for the month of November, as shown in the attached Amendment.

The Firm's proposed rates will remain below market even after the requested rate adjustment is approved. Other competitive public law firms generally charge between $300-475 per hour for partners and associates, with some rates exceeding this range depending on the attorney's experience and the complexity of the matter.

FISCAL IMPACT

The impact of the new rate adjustments proposed by the Amendment are expected to be approximately $44,000 to $50,000 to the annual budget for legal services provided to the City, depending on the amount of litigation and legal work required of the City Attorney's Office. Sufficient appropriations are available for the contract amendment in the FY2025-27 Adopted Two-Year budget.

ENVIRONMENTAL DETERMINATION

There are no CEQA impacts associated with the recommendations in this report.

Prepared By:	Danny Aleshire, City Attorney
Concurs With:	Adam Raymond, City Manager
Reviewed By:	Marie Ricci, Deputy City Manager
Certified to Availability of Funds:	Kyle Johnson, Finance Director/City Treasurer
Approved By:	Adam Raymond, City Manager
Legal Review:	Danny Aleshire, City Attorney
CEQA Review:	Not Applicable

Attachments

A. 2018 Glendora City Attorney Contract (Fully Executed)

B. Glendora - AW Amendment to Contract Services Agreement for City Attorney Services (2057543.1).pdf

CITY OF GLENDORA CITY HALL (626) 914-8200
116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

March 19, 2018

Mr. William W. Wynder, Esq.
Aleshire & Wynder, LLP
18881 Von Karman Avenue, Suite 1700
Irvine, CA 92612

Dear Mr. Wynder:

At its meeting of March 13, 2018, the Glendora City Council approved the Contract Services Agreement for City of Glendora Attorney Services with Aleshire & Wynder, LLP.

Enclosed, please find an original copy of the agreement signed by the City. If you have any questions, please contact the Glendora City Clerk's Office at 626-914-8210.

Sincerely,

Kathleen Sessman
City Clerk

Enclosure: City of Glendora Contract Services Agreement

CONTRACT SERVICES AGREEMENT FOR
CITY OF GLENDORA
CITY ATTORNEY SERVICES

This **CONTRACT SERVICES AGREEMENT FOR CITY OF GLENDORA CITY ATTORNEY SERVICES** (the "Agreement") is effective as of the 13th day of March, 2018 by and between the law firm of ALESHIRE & WYNDER, LLP, a California limited liability partnership ("A&W"), and the CITY OF GLENDORA, a general law city & municipal corporation ("City"). The term "City" shall also include all boards, commissions, financing authorities, and other bodies of City.

1. APPOINTMENT

City Council hereby appoints A&W as the City Attorney to render such legal services as are customarily rendered by such officials and as further specified herein, including attending meetings of the City Council, Planning Commission and other boards and bodies of City, and its affiliated agencies, as directed by the City. The designated City Attorney, or any Assistant City Attorney, shall be established by resolution of the City Council. As of the effective date of this Agreement, William W. Wynder is designated as the City Attorney and Adrian R. Guerra is designated as the Assistant City Attorney.

A&W represents that it employs, or will employ at its own expense, all personnel required for the satisfactory performance of any and all tasks and services set forth herein. A&W shall not replace the designated City Attorney (or any successors to such person) without the City Council's prior approval, except from time to time necessary due to illness or vacation scheduling. Approval of any such temporary substitute, or of any Assistant City Attorney, shall be obtained from the City Manager. City Attorney may appoint various deputies as City Attorney deems appropriate without the need for amendment hereof.

2. SCOPE OF WORK AND DUTIES

A. A&W shall perform any and all work necessary for the provision of City Attorney services to City, including without limitation of the following:

(i) Attendance at City Council and Planning Commission meetings, unless excused by the City Manager or his/her designee, and other board and commission meetings on request of the City Manager or his/her designee; and

(ii) Provide legal advice, written legal opinions, and consultation on all matters affecting the City to the City Council, City Manager, boards, commissions, committees, officers, and employees of City and as requested by the City Council, the City Manager, or his/her designee, in accordance with such policies and procedures as may be established by the City from time to time; and

(iii) Be available for telephone consultation with City staff, as needed on legal matters which are within their area of operation; and

(iv) Prepare or review necessary legal documents such as: ordinances and resolutions; agreements of any nature; real property instruments of any nature including purchase/sale agreements and escrows, leases, covenants, deeds, easements and licenses; bond size, amount, and offering terms and conditions; public works construction documents including bid specifications, contracts, bonds, insurance, liens and related documents; memoranda of understanding; franchise agreements; and similar documents; and

(v) Represent and advise City on pending and potential litigation; notwithstanding the foregoing, it is expressly understood that A&W shall not be responsible for any pending litigation matter(s) handled by attorneys previously or otherwise employed by the City until all files have been transferred to A&W and A&W has specifically appeared in the matter(s) as attorneys of record on behalf of City; and

(vi) Monitor pending and current legislation and case law as appropriate; and

(vii) Supervise outside legal services, if any.

B. A&W, as a full-service law firm, is prepared to, and will, provide representation to City in all of its legal affairs, including, but not limited to, municipal law, land use, environmental, toxics, mining, water, tort defense, personnel, labor representation, code enforcement, criminal prosecution, housing, cable television, finance, franchising, contracts, enterprise and other matters, except where conflicts exist or where the City Council may otherwise direct.

C. The City Attorney will keep City informed as to the progress and status of all pending matters in accordance with such procedures as the City may establish from time to time. The City Attorney is expected to manage, control and oversee the delivery of legal services in a competent, professional, and cost-effective manner. All legal services shall be properly supervised and all personnel shall be qualified to handle the work assigned. If outside special counsel is retained, unless otherwise directed by the City Council, such special counsel shall be supervised by the City Attorney.

D. All legal services shall be coordinated under the direction of the City Manager. Notwithstanding any other provision contained herein, any legal services can only be authorized by the City Council or City Manager. Nothing in this Agreement shall be construed in any manner as limiting the ultimate and absolute discretion of the City Council, at any time, to assign or reassign any legal matter of the City from or to A&W.

3. CITY DUTIES

City agrees to provide such information, assistance, cooperation, and access to books, records, and other information as is necessary for A&W to effectively render its professional services under this Agreement. To the extent City desires services to be rendered on site, City, at City's expense, will make available sufficient office space, furniture, telephones, computers, facsimile machines, and secretarial support, as approved by the City Manager, as may be necessary therefor. City further agrees to abide by this Agreement, and to timely pay A&W's bills for fees, costs, and expenses.

4. COMPENSATION

The Fee Arrangement and Statement of Billing Practices are set forth in Exhibits "A" and "B", respectively, each of which are attached hereto and incorporated herein by this reference. In general, the arrangement is that there is a flat fee monthly retainer for legal services. For any assignment, matter, or project that is anticipated to exceed six (6) hours of legal services, those assignments, matters, or projects shall instead be billed hourly at special services rates outside of the monthly retainer.

The City and A&W agree to review and discuss the Fee Arrangement after one year of this Agreement to determine if any changes should be made thereto.

5. COSTS AND OTHER CHARGES

A&W may incur various costs and expenses in rendering the legal services required by this Agreement which, if customary and necessary for the performance of legal services hereunder, shall be reimbursable by City. These costs and expenses are described in more detail in Exhibit "B". City agrees to reimburse A&W for these costs and expenses in addition to the fees for legal services. Reimbursable costs shall not include any overhead or administrative charge by A&W or A&W's cost of equipment or supplies except as provided herein.

A&W may determine it necessary or appropriate to use one or more outside investigators, consultants, or experts in rendering the legal services required (particularly if a matter goes into litigation). City will be responsible for paying such fees and charges. A&W will not, however, retain the services of any outside investigators, consultants, or experts without the prior approval of City. A&W will select any investigators, consultants, or experts to be hired only after consultation with City.

The cost and expenses referred to herein include certain travel expenses; transportation, meals, and lodging; when incurred on behalf of the client. Generally, except in connection with litigation (travel costs to court and for discovery are chargeable), these will only be charged when outside of the area, and only with the prior agreement of City.

Finally, periodically, when on-site, A&W personnel may be required to make local and long-distance telephone calls, or make photocopies, or incur other expenses on behalf of the City as well as other clients. A&W will not be charged for such expenses and, in exchange, will not charge the City for calls made from our office or other locations to the City.

6. STATEMENTS AND PAYMENT

A&W shall render to City a statement for fees, costs, and expenses incurred on a periodic basis (generally monthly). Such statement(s) shall indicate the basis of the fees, including the hours worked, the hourly rate(s), and a brief description of the work performed. Separate billing categories can be established to track costs associated with City funding categories or to track project costs, or such other basis as the City may direct. Reimbursable costs shall be separately itemized.

Payments shall be made by City within thirty (30) days of receipt of the statement, except for those specific items on an invoice which are contested or questioned and are returned by City with a written explanation of the question or contest, within thirty (30) days of receipt of the invoice. Payments made more than thirty (30) days after the due date shall draw interest at the legal rate.

7. EXISTING LITIGATION MATTERS

As of the date of this Agreement, the City is engaged in various litigation matters, labor/personnel matters and/or administrative proceedings. City and City Attorney agree that City Attorney shall assume responsibility for, and handling of, those litigation matters, labor/personnel matters and/or administrative proceedings set forth in Exhibit "C" which is attached hereto and incorporated herein by this reference.

8. PROHIBITION AGAINST SUBCONTRACTING OR ASSIGNMENT

The experience, knowledge, capability and reputation of A&W, its partners, associates, and employees, was a substantial inducement for City to enter into this Agreement. Therefore, A&W shall not contract with any other person or entity to perform, in whole or in part, the legal services required under this Agreement without the written approval of City. In addition, neither this Agreement, nor any interest herein, may be transferred, assigned, conveyed, hypothecated, or encumbered voluntarily, or by operation of law, whether for the benefit of creditors, or otherwise, without the prior written approval of City. Adding attorneys to A&W, changes in the partnership, name changes and similar changes shall not be deemed a transfer or assignment requiring approval of City or amendment hereof.

9. INDEPENDENT CONTRACTOR

A&W shall perform all legal services required under this Agreement as an independent contractor of City, and shall remain, at all times as to City, a wholly independent contractor with only such obligations as are required under this Agreement. Neither City, nor any of its employees, shall have any control over the manner, mode, or means by which A&W, its agents or employees, render the legal services required under this Agreement, except as otherwise set forth. City shall have no voice in the selection, discharge, supervision or control of A&W employees, servants, representatives, or agents, or in fixing their number, compensation, or hours of service.

10. INSURANCE

A&W shall procure and maintain, at its sole cost and expense, in a form and content satisfactory to City, during the entire term of this Agreement, including any extension thereof, the following policies of insurance:

(a) Comprehensive General Liability Insurance. A policy of comprehensive general liability insurance written on a per occurrence basis in an amount not less than a combined single limit of One Million Dollars ($1,000,000.00), and One Million Dollars ($1,000,000.00) products and completed operations.

(b) Workers' Compensation Insurance. A policy of workers' compensation insurance in such amount as will fully comply with the laws of the State of California and which shall indemnify, insure and provide legal defense for both A&W and City against any loss, claim or damage arising from any injuries or occupational diseases occurring to any worker employed by or any persons retained by the Contractor in the course of carrying out the work or services contemplated in this Agreement.

(c) Automobile Insurance. A policy of comprehensive automobile liability insurance written on a per occurrence basis in an amount not less than a combined single limit liability of One Million Dollars ($1,000,000.00). Said policy shall include coverage for owner, non-owner, leased and hired cars.

(d) Errors and Omissions Insurance. A policy of professional liability issuance written on a claims made basis in an amount not less than Three Million Dollars ($3,000,000.00).

Except for the policy of professional liability insurance, all of the above policies of insurance shall be primary insurance and shall name City, its officers, employers and agents as additionally insured. Except for the policy of professional liability insurance, the insurer shall waive all rights of subrogation and contribution it may have against the City, its officers, employees and agents and their respective insurers. Except for the policy of professional liability insurance, all of said policies of insurance shall provide that said insurance may not be amended or canceled without providing thirty (30) days prior written notice by registered mail to the City. In the event any of said policies of insurance are cancelled, the attorney shall, prior to the cancellation date, submit new evidence of insurance in conformance with this Section to the City. Failure to do so is cause for termination.

11. INDEMNIFICATION

A. A&W agrees to indemnify City, its officers, employees and gents against, and will hold and save each of them harmless from, any and all actions, suits, claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions or liabilities (herein "claims or liabilities") that may be asserted or claimed by any person, firm or entity arising out of or in connection with the work, operations or activities of A&W, its agents, employees, subcontractors, or invitees, provided for herein or arising from the acts or omissions of A&W hereunder, or arising from A&W's performance of or failure to perform any term, provision, covenant or condition of this Agreement, except to the extent such claims or liabilities arise s from the negligence or willful misconduct of City, its officers, agents or employees.

B. City acknowledges that A&W is being appointed as City Attorney pursuant to the authority of Government Code Section 36505, and has the authority of that office. Accordingly, the City is responsible pursuant to Government Code Section 825 for providing a defense for the City Attorney for actions within the scope of its engagement hereunder. Therefore, City agrees to undertake its statutory duty and indemnify A&W, its officers, employees and agents against and will hold and save each of them harmless from, any and all actions, suits, claims, damages to persons or property, losses, costs penalties, obligations, errors, omissions or liabilities (herein "claims or liabilities") that may be asserted or claims by any person, firm or entity arising out of or in connection with the work, operations or activities of A&W within the course and scope of

its employment hereunder, but nothing herein shall require City to indemnify A&W for liability arising from its own negligence. In connection herewith:

(i) City will promptly provide a defense and pay any judgment rendered against the City, its officers, agency or employees for any such claims or liabilities arising out of or in connection with such work, operations or activities of City hereunder;

(ii) In the event A&W, its officers, agents or employees is made a party to any action or proceeding filed or prosecuted against City for such damages or other claims solely arising out of or in connection with the work operation or activities of City hereunder, City agrees to pay to A&W, its officers, agents or employees any and all costs and expenses incurred by attorney, its officers, agents or employees in such action or proceeding, including but not limited to, legal costs and attorneys' fees.

12. NOTICES

Notices required pursuant to this Agreement shall be given by personal service upon the party to be notified, or by delivery of same into the custody of the United States Postal Service, or its lawful successor; postage prepaid and addressed as follows:

CITY: City of Glendora
116 E. Foothill Blvd.
Glendora, CA 91741-3380
Attention: City Manager

ATTORNEY: Aleshire & Wynder, LLP
18881 Von Karman Avenue, Suite 1700
Irvine, California 92612
(949) 223-1170 (office)
(949) 223-1180 (fax)
Attention: William Wynder or Managing Partner

Service of a notice by personal service shall be deemed to have been given as of the date of such personal service. Notice given by deposit with the United States Postal Service shall be deemed to have been given two (2) consecutive business days following the deposit of the same in the custody of said Postal Service. Either party hereto may, from time to time, by written notice to the other, designate a different address or person which shall be substituted for that specified above.

13. NON-DISCRIMINATION

In connection with the execution of this Agreement, A&W shall not discriminate against any employee or applicant for employment because of race, religion, marital status, color, sex, handicap, sexual persuasion, or national origin. A&W shall take affirmative action to ensure that applicants are employed, and that employees are treated fairly during their employment, without regard to their race, religion, color, sex, marital status, handicap, sexual persuasion, or national origin. Such actions shall include, but not be limited to the following: employment, promotion, demotion, transfer, duties assignment; recruitment or recruitment advertising; layoff of

termination; rates of payor other forms of compensation; and selection for training, including apprenticeship.

14. TERM, DISCHARGE AND WITHDRAWAL

This Agreement shall continue in effect until terminated by either party hereto. City may discharge A&W at any time on three (3) affirmative votes of the City Council at a duly noticed public meeting. The City Attorney shall have no right to hearing or notice, and may be discharged with or without notice. A&W may withdraw from City's representation at any time, to the extent permitted by law, and the Rules of Professional Conduct, upon at least sixty (60) days' notice to City.

In the event of such discharge or withdrawal, City will pay A&W professional fees and costs, in accordance with this Agreement, for all work done (and costs incurred) through the date of cessation of legal representation. City agrees to execute, upon request, a stipulation in such form as to permit A&W to withdraw as City's attorneys of record in any legal action then pending. A&W shall deliver all documents and records of City to City, or to counsel designated by City, and assist to the fullest extent possible in the orderly transition of all pending matters to City's new counsel.

15. CONFLICTS

A&W has no present or contemplated employment which is adverse to the City. A&W agrees that it shall not represent clients in matters either litigation or non-litigation against the City. However, A&W may have past and present clients or may have future clients, which, from time to time, may have interests adverse to City, and A&W reserves the right to represent such clients in matters not connected with its representation of the City.

If a potential conflict of interest arises in A&W's representation of two clients, if such conflict is only speculative or minor, A&W shall seek waivers from each client with regards to such representation. However, if real conflicts exist, A&W would withdraw from representing either client in the matter, and assist them in obtaining outside special counsel.

16. INTERPRETATION OF AGREEMENT AND FORUM

This Agreement shall be construed and interpreted both as to validity and performance of the parties in accordance with the laws of the State of California. In the event of any dispute hereunder, forum shall be the Superior Court, Los Angeles County.

17. INTEGRATED AGREEMENT; AMENDMENT

This Agreement contains all of the agreement of the parties and cannot be amended or modified except by written agreement. This Agreement shall supercede that certain agreement for special counsel services previously entered into between the parties. No prior oral or written understanding shall be of any force or effect with respect to those matters covered in this Agreement. This Agreement may be amended at any time by the mutual consent of the parties by an instrument in writing.

18. CORPORATE AUTHORITY

The persons executing this Agreement on behalf of the parties hereto warrant that they are duly authorized to execute this Agreement on behalf of said parties and that in so executing this Agreement the parties hereto are formally bound to the provisions of this Agreement.

[SIGNATURE PAGES ON FOLLOWING PAGE(S)]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date of execution by the City.

DATED: March 16, 2018

"CITY"

CITY OF GLENDORA,
a municipal corporation

By: _____
Gary Boyer, Mayor

ATTEST:

_____
Kathleen Sessman, City Clerk

DATED: March 13, 2018

"A&W"

ALESHIRE & WYNDER, LLP

By: _____
William W. "Bill" Wynder, Esq.

EXHIBIT "A"
FEE ARRANGEMENT

(1) The City shall pay A&W a flat fee monthly retainer for legal services in the amount of Eighteen Thousand Dollars and No Cents ($18,000.00) per month with no limitation on the number of hours or types of legal services ("Monthly Retainer"), subject to the limitations in section (2) below. The Monthly Retainer shall include the following:

- Providing routine legal advice, consultation, and opinions to the City Council and staff.
- Assisting in the preparation and review of ordinances, agreements, contracts and related documents, forms, notices, certificates, deeds, and other documents required by the City.
- Attending all City Council, Planning Commission, Successor Agency and other meetings of board and commissions of the City as deemed necessary.
- Attending Weekly Staff Meeting.
- Consulting with Council Members, City Manager and City staff as needed.
- Rendering legal advice and opinions concerning legal matters that affect the City, including new legislation and court decisions.
- Performing research and interpreting laws, court decisions and other legal authorities in order to prepare legal opinions and to advise the City Council and management staff on legal matters pertaining to City operations.
- Monitoring pending and current state and federal legislation and case law as appropriate.
- Coordinating the work of outside counsel as needed and as directed by the City Council and City Manager.

(2) For any assignment, matter, or project that is anticipated to exceed six (6) hours of legal services, as mutually agreed upon by A&W and the City's City Manager, those assignments, matters, or projects shall instead be billed hourly outside of the Monthly Retainer at the following rates:

- Partners @ $240 per hour and Associates at $220 per hour.
- For Risk Management and Code Enforcement, services shall be billed at the following hourly rates: Partners @ $220 per hour and Associates at $200 per hour.
- Bond or Financial Services shall be billed at $400 per hour. Bond or Financial Services shall mean those situations where A&W acts as Bond Counsel for City with regard to the issuance of securities by City; after review and accord of the proposed issue by independent review Counsel if selected by City. Alternatively,

at the choice of the City, A&W may be compensated based on a contingency basis as follows: (i) For land based issues (i.e. CFD, Assessment or Improvement Districts) one and one-half (1 ½) percent of the first $1 million executed and delivered; three-quarters percent of the next $4 million executed and delivered; one-third percent of the next $10 million; one-eighth percent of the next $10 million; and one-tenth percent of any amount over $25 million; subject to a minimum fee of Forty Thousand Dollars ($40,000); or (ii) For all other financings the above schedule applies with a 25% discount. In the event that multiple series of bonds or notes are issued, the foregoing fee schedule would be applied to each issue. Fees shall be contingent unless otherwise directed by the client. If contingent, payment of the fees is entirely contingent upon the successful execution and delivery of the bonds or notes to be payable on or after delivery except for out-of-pocket expenses. In addition to the foregoing, a fee of $6,000 may be charged if a tax opinion is required.

(3) **Reimbursable Services** shall be billed at $350 per hour. Reimbursable Services include those legal services performed by A&W on behalf of the City where the City will be reimbursed by a third party for those services.

(4) The hourly rates for law clerks, paralegals, and document clerks shall be as follows.

Services	Rates
Law Clerks	$110 per hour
Paralegal	$120 per hour
Paralegal – Public Finance	$170 per hour
Paralegal – Water	$150 per hour
Paralegal Reimbursable	$170 per hour
Complex Document Control Clerk	$80 per hour

(5) In addition to the foregoing, the Firm would be reimbursed for out-of-pocket expenses as described in the attached Exhibit "B."

(6) Adjustments to the rates set forth in this Exhibit "A" shall be automatically adjusted as follows: On July 1, 2020 and every July 1st thereafter during the term of this Agreement, they shall be adjusted for the change in the cost of living for the twelve (12) month period published for the month of May, as shown by the relevant regional U.S. Department of Labor All Urban Consumers Index; provided, however, that such adjustment shall never be lower than zero percent (0%) nor more than three percent (3%).

EXHIBIT "B"
STATEMENT OF BILLING PRACTICES

The Firm's fees are generally billed monthly with payment due within thirty (30) days after the date of the bill.

The Firm will incur various costs and expenses in performing legal services. These costs and expenses are separately billed to the client and include fees fixed by law or assessed by public agencies, litigation costs including deposition, reporter fees, and transcript fees, long distance telephone calls, messenger and other delivery fees, postage, photocopying (charge of twenty cents ($.20) per page) and other reproduction costs, staff overtime when necessitated and authorized by the client, and computer-assisted research fees when authorized by the client, all based on the actual and reasonable cost (mileage, reproduction and other costs are periodically adjusted in accordance with the Firm's actual costs).

Travel costs including mileage (current IRS rate), parking, airfare, lodging, meals, and incidentals are charged in connection with administrative or judicial proceedings, or when traveling outside of Ventura, Los Angeles and Orange Counties. Travel time may also be charged in connection with such proceedings. In addition, the client will be responsible for paying the fees of consultants and other outside experts who are retained after consultation with the client.

It is understood that Firm will generally not charge for mileage between our office and City facilities, nor for local telephone calls or calls made to the City. In exchange, Firm shall not be charged for calls made or received at the City, whether local or long-distance, or for copying charges since copying onsite will reduce the charge to the client.

The monthly billing statements for fees and costs shall indicate the basis of the fees, including a detailed and auditable breakdown of the hours worked, the billable rates charged and description of the work performed. All bills are expected to be paid within thirty (30) days of the date of the billing statement. In the event any statement remains unpaid for more than thirty (30) days after the date of the statement, interest thereon at the rate of ten percent (10%) per annum shall be due and payable thereafter on the unpaid balance.

Registration fees for attorneys attending conferences and seminars are paid by the Firm and are never charged to the City (unless expressly requested by the City).

EXHIBIT "C"
LITIGATION AND ADMINISTRATIVE MATTERS
TO BE ASSUMED BY A&W

A. Litigation, Personnel/Labor, and Administrative Matters to Be Assumed by A&W.

1. ***City of Gardena v. Regional Water Quality Control Board, Los Angeles Region, et al.***
Orange County Superior Court Case No. 30-2016-00833722-CU-WM-CJC

A&W will be monitoring this case on behalf of the City and advising the City as appropriate.

2. **A&W will assume personnel and labor work from Liebert Cassidy Whitmore (LCW). A&W will meet with the City Manager and LCW to discuss the transition of this work within thirty (30) days of this Agreement becoming effective.**

B. Litigation, Personnel/Labor, and Administrative Matters to Be Retained by D. Wayne Leech:

1. ***Glendora Courtyard LLC, v. City of Glendora, et. al.***
U.S. District Court Case No. 2:15-cv-04665-SVW-JEM

2. ***Latourelle v. City of Glendora, et. al.***
Los Angeles Superior Court Case No. KC067150

3. ***McGhuey Trust v. City of Glendora***
Los Angeles Superior Court, Central Judicial District Case No. BC610367

4. ***Goodin v. City of Glendora***
U.S. District Court Case No. 2:17-cv-03567-FMO-(RAOx)

5. ***Janiec v. City of Glendora***
U.S. District Court Case No. 2:17-cv-02652-DFS-AFM

6. ***Andover Glendora Associates, LP v. City of Glendora, Glendora Housing Authority, and related cross complaint***
Los Angeles Superior Court Case No. KC069542

7. ***Carole Grosser v. City of Glendora, City of Azusa***
Los Angeles Superior Court Case No. BC658862

8. ***Angel v. City of Glendora, Glendora Unified School District***
Los Angeles Superior Court Case No. BC657441

9. ***Krystal Lopez v. , v. City of Glendora, et. al.***
U.S. District Court Case No. 2:17-cv-06843-ODW-RAO

AMENDMENT
TO CONTRACT SERVICES AGREEMENT

THIS AMENDMENT TO CONTRACT SERVICES AGREEMENT ("Amendment") by and between the **CITY OF GLENDORA**, a general law city & municipal corporation ("City"), and **ALESHIRE & WYNDER, LLP,** a California limited liability partnership ("Consultant"), is effective as of the 1st day of November 2025.

RECITALS

A. City and A&W entered into that certain Contract Services Agreement, dated March 13, 2018 (the "Agreement"), which contains the terms and conditions for the provision of City Attorney legal services by A&W for the City of Glendora. Initially capitalized terms used but not defined herein shall have the meaning set forth in the Agreement.

B. City and A&W desire to amend the Agreement to increase certain hourly rates payable under Agreement.

TERMS

1. **Contract Changes**. The Exhibit "A" (Fee Arrangement) attached to the Agreement is replaced in its entirety with the Exhibit "A" attached hereto.

2. **Continuing Effect of Agreement.** Except as amended by this Amendment, the provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement, as amended by this Amendment to the Agreement.

3. **Affirmation of Agreement.** City and A& W each ratify and reaffirm each and every one of the respective rights and obligations arising under the Agreement. Each party represents and warrants to the other that there have been no written or oral modifications to the Agreement other than as provided herein. Each party represents and warrants to the other that the Agreement is currently an effective, valid, and binding obligation.

4. **Adequate Consideration.** The parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

5. **Authority**. The persons executing this Amendment on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Amendment on behalf of said party, (iii) by so executing this Amendment, such party is formally bound to the provisions of this Amendment, and (iv) the entering into this Amendment does not violate any provision of any other agreement to which said party is bound.

6. **Counterparts**. This Amendment may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument. Each of the parties intend to be bound by the signatures on any telecopied, .pdf or

other electronically delivered document, and are aware that the other party will rely on the telecopied, .pdf or other electronically delivered signatures, and hereby waive any defenses to the enforcement of the terms of this Amendment based on the form of signature.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date and year first-above written.

CITY:
CITY OF GLENDORA, a municipal corporation

David Fredendall
City Manager

ATTEST:

Kathleen R. Sessman
City Clerk

A&W:
ALESHIRE & WYNDER, LLP



Name: Danny Aleshire

EXHIBIT "A"
FEE ARRANGEMENT

(1) The City shall pay A&W a flat fee monthly retainer for "General Legal Services" in the amount of $21,049 per month with no limitation in the number of hours or types of legal services ("Monthly Retainer"), subject to the qualifications set forth in Section 2 below. The Monthly Retainer / General Legal Services shall include the following:

- Providing routine legal advice, consultation, and opinions to the City Council and staff.
- Assisting in the preparation and review of ordinances, agreements, contracts, and related documents, forms, notices, certificates, deeds, and other documents required by the City.
- Attending all City Council meetings, as deemed necessary.
- Attending weekly staff meetings
- Consulting with Councilmembers, the City Manager, and other City staff as necessary.
- Rendering legal advice and opinions concerning legal matters that affect the City, including new legislation and court decisions.
- Performing research and interpreting laws, court decisions, and other legal authorities in order to prepare legal opinions and to advise the City Council and City staff on legal matters pertaining to City operations.
- Monitoring pending and current state and federal legislation and case law as appropriate.
- Coordinating the work of outside counsel as needed and as directed by the City Council and the City Manager.

(2) For any assignment, matter, or project that is anticipated to exceed six (6) hours of legal services or which involve Special Legal Services, those assignments, matters or projects shall be billed outside of the Monthly Retainer at the rates set forth below.

(3) **Special Services**: Effective November 1, 2025, the City shall pay A&W for attorney "Special Legal Services" (as defined below), at the following rates:

Special Services	Partners: $328 / hr Associates: $296 / hr Paralegals: $162 / hr

The term "Special Legal Services" shall include all general civil and criminal litigation matters, personnel matters / labor negotiations, planning / community development services matters, administrative hearings, public works matters, telecommunication matters, library matters, police matters, and other specialized legal matters. Specialized Legal Services shall not include any ICRMA litigation matters for which A&W is involved or engaged in, as such matters shall be billed at the rates approved by the ICRMA.

(4) **Code Enforcement**: Effective November 1, 2025, the City shall pay A&W for attorney code enforcement matters and associated litigation at the following rates:

Code Enforcement	Partners: $297 / hr Associates: $269 / hr Paralegals: $162 / hr

(5) **Water Services**: Effective November 1, 2025, the City shall pay A&W for water matters and associated litigation at the following rates:

Water	Partners: $328 / hr Associates: $296 / hr Paralegals: $200 / hr

(6) **Bond or Financial Services** shall be billed at $500 per hour (blended for partners and associates), and $225 for paralegals. Bond or Financial Services shall mean those situations where A&W acts as Bond Counsel for City with regard to the issuance of securities by City.

(7) **Reimbursable Services** shall be billed at $458 per hour for partners, $325 per hour for associates, and $228 per hour for paralegals. The term "Reimbursable Services" means those legal services performed by A&W on behalf of the City where the City will be reimbursed by a third party / developer for those services.

(8) In addition to the foregoing, the Firm would be reimbursed for out-of-pocket expenses as described in the attached Exhibit "B."

(9) Adjustments to the rates set forth in this Amended Exhibit "A" shall be as follows: Annual adjustments to the above rates shall be made in accordance with the change in the cost of living for the 12-month period published for the month of November, as shown in the Los Angeles, Long Beach and Anaheim Metropolitan Area U.S. Department of Labor All Urban Consumers Index; provided, however, that such adjustment shall not be lower than 3%, and such adjustment shall be rounded to the nearest dollar figure.