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

CITY COUNCIL, SUCCESSOR AGENCY AND HOUSING AUTHORITY

5:00 PM CLOSED SESSION
7:00 PM GENERAL SESSION

Wednesday, November 12, 2025, 5:00 PM
City Hall Council Chamber
116 E. Foothill Boulevard, Glendora

AGENDA

CALL TO ORDER

ROLL CALL

CLOSED SESSION

1. Closed Session Items

— CS1. 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 Manager

— CS2. CONFERENCE WITH LABOR NEGOTIATOR A closed session will be held, pursuant to Government Code §54957.6 with the City Council as the city negotiators, regarding labor negotiations with unrepresented employees - City Manager

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.

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.

2. Public Comments Received

MEMBER STATEMENTS/REPORTS

CITY MANAGER AND CITY ATTORNEY STATEMENTS

SPECIAL ITEMS

3. Proclamation proclaiming November 10-14, 2025 as Law Enforcement Records and Support Personnel Appreciation Week

4. Presentation on an Update on SB 1383 Three-Stream Commercial Program from Athens Services

5. Small Business Saturday: Shop Glendora

6. 2025-2027 Strategic Planning Update for November 2025

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.

7. Public Hearing to Adopt a Master Schedule of Fees for Services and a User Fee Cost Recovery Policy

Recommended Action for the City Council:

— 1. Adopt the User Fee Cost Recovery Policy; and

— 2. Adopt a Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL APPROVING AND ADOPTING THE MASTER SCHEDULE OF FEES FOR SERVICE."

8. Public Hearing to conduct the Second Reading and Adoption of Ordinance No. 2097 adopting the 2025 California Building Standards Codes

Recommended Action for City Council:

— 1. Adopt on second reading an Ordinance 2097 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.

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.

9. Affirm minutes from the October 28, 2025 Meeting

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

— 1. Affirm minutes as presented.

10. Review and Affirm Disbursements for October 2025 in the Amount of $5,841,894.18

Recommended Action for the City Council and Successor Agency:

— 1. Review and affirm disbursements for October 2025 in the amount of $5,841,894.18.

11. Approve Amendment No. 1 to the Agreement with Krzysztof Chris Balasinski for Glendora Youth Basketball Referee Services in an amount not to exceed $100,710

Recommended Action for the City Council:

— 1. Award an Agreement to Kriciazysztof Chris Balasinski (Ref Union) in an amount not to exceed $100,710; and

— 2. Authorize the City Manager or his designee to execute the Agreement with Krzysztof Chris Balasinski (Ref Union).

12. Second reading and adoption of Ordinance 2095 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. Waive full reading, read by title only and adopt on second reading Ordinance No. 2095 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).

13. Second reading and adoption of Ordinance 2096 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 adopt on second reading Ordinance 2096 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."

14. Consideration of a Resolution approving Final Parcel Map No. 83617 (Applicant: Dmitriy Kazakov; Property Owner: John B. Cashion; Location: 445 N. Oak Drive and 960 W. Leadora Avenue)

Recommended Action for the City Council:

— 1. Adopt a Resolution entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA APPROVING FINAL PARCEL MAP NO. 83617 SUBDIVIDING A SINGLE PARCEL INTO TWO SEPARATE INDIVIDUAL PARCELS, LOCATED AT 445 N. OAK DRIVE AND 960 W. LEADORA AVENUE, GLENDORA, CALIFORNIA"; and

— 2. Authorize the City Engineer and City Clerk to sign Final Parcel Map No. 83617.

15. Approve the Acquisition of Public Works and Police Department Vehicles

Recommended Action for the City Council:

— 1. Approve the acquisition of one (1) 2026 Ford F-650 with Thermo-lay hot asphalt system from Haaker Equipment company, at a cost of $266,298.38;

— 2. Approve the acquisition of five (5) 2026 Ford Police Interceptor Utility Explorers from National Auto Fleet Group, including taxes and fees, in the amount of $330,511.15;

— 3. Approve a supplemental appropriation from Internal Services Fund for Vehicles and Equipment (Fund 554) in the amount of $186,000.

MEMBER AGENDA ITEMS

16. 2025 Election for San Gabriel Basin Water Quality Authority (WQA) Board Member Representing Cities with Prescriptive Pumping Rights (Term 2026 - 2030)

Recommended Action for the City Council:

— 1. Adopt a Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, CASTING ITS VOTES FOR COUNCILMEMBER _____ TO REPRESENT CITIES WITH PRESCRIPTIVE PUMPING RIGHTS ON THE BOARD OF THE SAN GABRIEL BASIN WATER QUALITY AUTHORITY (WQA)" casting Glendora's five votes for either Robert Gonzales, City of Azusa or Jeffrey Maloney, City of Alhambra for the San Gabriel Basin Water Quality Authority (WQA) Board Member representing cities with prescriptive pumping rights.

NEW BUSINESS

17. Award of a Public Works Contract to Select Electric, Inc. for Traffic Signal Modifications, Plan No. 1388 in the amount of $2,087,197

Recommended Action for City Council:

— 1. Adopt a Categorical Exemption from the California Environmental Quality Act pursuant to Title 14, Section 15301(c) of the California Code of Regulations;

— 2. Approve the Plans and Specifications for the (Highway Safety Improvement Program (HSIP) Funded Cycle 11-Traffic Signal Modifications, Plan No. 1388;

— 3. Award an Agreement to Select Electric, Inc., for the HSIP Funded Cycle -11 Traffic Signal Modifications, Plan No. 1388 Project in the amount of $2,087,197;

— 4. Authorize 10% contingency in the amount of $208,720; and

— 5. Authorize the City Manager or his designee to execute the Agreement with Select Electric, Inc., including minimal and/or non-substantive changes.

18. Award the Professional Services Agreement with Craftwater Engineering, Inc. for the Stormwater Master Plan Project FY 2025/26 for an amount not to exceed $341,895

Recommended Action for City Council:

— 1. Award a professional services agreement to Craftwater Engineering, Inc. for the Stormwater Master Plan Project FY 2025/26 (Plan No. 1376) in the amount of $341,895, with a 10% contingency of $34,190, for a total not-to-exceed amount of $376,085;

— 2. Authorize the Public Works Director or designee to execute any necessary change orders up to 10 percent of the original contract amount;

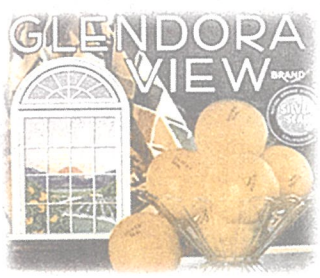
— 3. Authorize the City Manager or designee to execute the Agreement, including any minor or non-substantive changes; and

— 4. Approve a supplemental appropriation from the Measure W Fund (250) in the amount of $126,085 to fully fund the project.

MEMBER/STAFF CLOSING COMMENTS

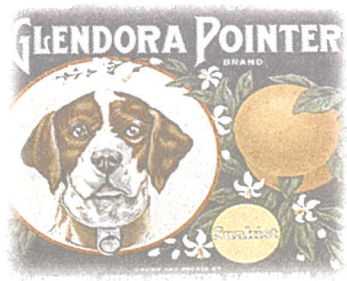
ADJOURNMENT

Date Posted: November 6, 2025 04:53 pm











Proclamation

The City of Glendora

State of California

WHEREAS, Law enforcement agencies throughout the State depend upon law enforcement records and professional staff personnel to provide them with vital services; and

WHEREAS, Information is the lifeblood of any organization and accurate law enforcement records must be created, collected, processed, maintained, disseminated, and disposed of in accordance with local, state and federal laws; and

WHEREAS, Citizens have an expectation law enforcement records are maintained with accuracy and integrity, overseen by staff dedicated to continual professional development, and the highest standards of operational efficiency; and

WHEREAS, Enforcement records and professional staff personnel are crucial to helping law enforcement agencies identify, pursue, capture, and process suspected law violators; and

WHEREAS, These professionals continually use their expertise and experience to assist in serving the public, maintaining criminal statistics, and assisting patrol and investigators track felons and improve apprehension strategies; and

WHEREAS, It is important to recognize California's law enforcement records and professional staff personnel for their valuable contributions to our law enforcement system; and

WHEREAS, The City of Glendora Police Department Records and Professional Staff are responsible for the integrity of law enforcement records for prosecutors, allied agencies and citizens, tracking missing and wanted persons, accounting for recovered stolen vehicles, firearms and property, live scan and fingerprint services, call taking, creation and verification of statistical reports for the Department of Justice and Federal Bureau of Investigations and a host of behind the scenes duties in support of the Department and City goals

NOW, THEREFORE, *we, the City Council of the City of Glendora, do hereby proclaim the week of November 11-15, 2025, in the City of Glendora as*

"Law Enforcement Records and Support Personnel Day"

and do hereby recognize and support the Glendora Police Department Records and Professional Staff personnel for their invaluable service to the Department and the City.

IN WITNESS WHEREOF, *I have hereunto set my hand and caused the Seal of the City of Glendora to be affixed this 12th day of November 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



Athens Services

City of Glendora

Proposed Commercial and Multifamily 3-Stream Program Transition

SB 1383 Program Elements

In August 2022, Council adopted an amendment to ensure SB 1383 compliance.



Collection Program



Contamination Monitoring



Waste Assessments



Outreach & Education



Procurement

Additional Program Elements Include:

- **Data & Reporting**
- **Food Recovery Support**

What is a 3-Stream Program?

- Trash service for commercial and multifamily customers would now include recycle and organics as the base level of service



3 Yard Trash



96 Gallon Recycle



64 Gallon Organics

Athens Services

Pay As You Throw vs. Bundled Service

- Transition to a bundled rate structure
- Customers receive a blue and green barrel with trash service







Service Type	Pay as you Throw	Bundle Rate
Trash (1 - 3yd bin, 1 day/week)	$368.82	$419.44
Organics (64 gallon)	(0.00) $120.81	$0.00 ($23.05 Year 1)
Recycle (96 gallon)	N/A	$0.00 ($27.56)
Total	$368.82	$419.44

Athens Services

Right Sizing Collection Service

Service Type	Current Rates	Proposed Bundled Rates Option 1	Proposed Bundled Rates Option 2
Standard Service	3 Yard Trash 64gal Organics **$368.82** 	3-Yard Trash Bundle (Default) (96gal Recycle & 64gal Organics) **$419.44** 	1.5 Yard Trash Bundle (96R & 64O) w/ Extra 96 Gallon Recycle $331.63 + $27.56 = **$359.19** 
Organics Waivers Customers	3 Yard Trash No Organics **$368.82** 	1.5 Yard Trash Bundle (96R & 64O) (2 – 96 gallon recycle, if organics not needed) **$331.63** 	

Additional Right Sizing Options

Service Type	Current Rates	Proposed Bundled Rates Option 3
Standard Service	1.5 Yard Trash (2x week) 64gal Organics **$372.28** 	1.5 Yard Trash (1x week) 1.5 Yard Recycle (1x week) 64gal Organics **$281.02 + $82.68 - $27.56 = $336.32** 

Athens Services

Commercial Customer Support



- Direct in-person outreach to each customer
- Customer Service Department (888) 336-6100

Additional Proposed Changes

Contamination Fees:

- Right-size current fees
- Keep one rate at $50-60
- Customer assessed a fee after two warnings;
  resets each calendar year



City Facilities:

- Transition all City facilities and City Special Events to Three Streams

Next Steps

- Staff is currently working with Athens Services
  - Contract Amendment
  - Municipal Code Update



Questions?



SMALL BUSINESS SATURDAY: SHOP GLENDORA

COMMUNITY DEVELOPMENT
CITY COUNCIL
NOVEMBER 12, 2025
SHANTELLE CORIA, MANAGEMENT AIDE

CURRENT INITATIVES

SMALL BUSINESS DEVELOPMENT CENTER

WORKSHOPS AND EVENTS

GLENDORA BUSINESS NEWSLETTER

OPEN REWARDS

SMALL BUSINESS DEVELOPMENT CENTER



VIRTUAL WORKSHOP

GOOGLE BUSINESS PROFILES & LOCAL SEO

THURSDAY, NOVEMBER 20

2 PM – 3 PM

WORKSHOPS AND EVENTS







GLENDORA BUSINESS NEWSLETTER



Glendora — PRIDE OF THE FOOTHILLS | EST. 1911

Business Newsletter

Open Rewards Tip:

Shop Local. Earn Rewards. Save Money.

Support Glendora's small businesses and get rewarded through the **Open Rewards app!** Every purchase at participating shops earns you points you can redeem for future savings.

Getting started is simple:

1. **Download the app**
2. **Create your account**
3. **Shop local**
4. **Upload your receipt or link your card**

🔥 Spend $100, get $5 back. It's that easy.

Funding Opportunity: LA County Small Business Resiliency Fund

Los Angeles County's Department of Economic Opportunity (DEO) has launched the **Small Business Resiliency Fund** to support businesses impacted by immigration enforcement actions since June 2025.

Grant Amounts:

- Up to **$5,000** for brick-and-mortar businesses.
- Up to **$2,500** for independent contractors, sidewalk vendors, and home-based businesses.

Eligibility Highlights:

- Located in LA County and operating before June 1, 2025.
- 100 or fewer employees; annual gross revenue $6 million or less.
- Must demonstrate disruption such as revenue loss, workforce impact, or temporary closure.

Application Window:

- Open now through **October 31, 2025, at 5 PM (PST)**.

How to Apply:

👉 Visit opportunity.lacounty.gov/resiliencyfund for details, eligibility, and application instructions, or click button below.

Did You Know?

If multiple businesses receive the same score, applications will go into a lottery system to break ties. Submitting early helps ensure your application is reviewed in full.

Apply Here

HOW TO RAISE PRICES WITHOUT LOSING CUSTOMERS

COMMUNICATING YOUR BRAND & STORY

COMMUNITY + CONSUMER TRENDS

WANT LOYAL CUSTOMERS

Glendora

OPEN REWARDS





Glendora

SMALL BUSINESS SATURDAY

November 29, 2025

President/CEO of the Chamber of Commerce, Joe Cina

STRATEGIC PLAN UPDATE: *NOVEMBER 2025*

2025-2027 STRATEGIC PLAN INDICATOR SUMMARY		
Completed	25	*24.5%*
In Process	63	*61.8%*
Not-Started	14	*13.7%*
102		

GOAL: Broad, overarching focus areas guiding City and Council efforts and resource allocation over a defined period. They represent key priorities, providing a strategic framework and communicating overall ambitions to stakeholders, influencing decision-making.

OUTCOME: Specific, measurable, achievable, relevant, and time bound (SMART) results the City aims to achieve within each goal area. They translate broad goals into concrete targets, clarifying success and focusing efforts on tangible results within defined timeframes.

ACTION: Specific projects, programs, initiatives, policies, or operational changes the City undertakes to achieve desired outcomes. These are the concrete steps to achieve the outcomes moving the City toward its goals.

INDICATOR: The indicators are specific deliverables or milestones that indicate progress or completion within each action. They detail the work required, with timelines and assigned departments, enabling granular tracking of progress within actions and contributing to broader outcome and goal achievement.

Goal 1: SubURBAN Living

Foster intentional urbanization through increased targeted housing density, revitalized commercial areas, and enhanced services and infrastructure that supports a livable community for all.

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

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes:** Revised Timeline / Notes About what was done and when it was completed
ACTION 1.1: GENERAL PLAN UPDATE				
RFP for Consultant	2026 Q1	Comm. Dev. (Planning)	In-Process	RFP draft ready in January 2026. Prior to release, staff will present the RFP as an informational item to the Planning Commission and City Council.
Subdivision Code	2025 Q4	Comm. Dev. (Planning)	In-Process	
Objective Design Guidelines	2025 Q3	Comm. Dev. (Planning)	Complete	Council adopted first reading on October 28, 2025
Safety Element	2025 Q3	Comm. Dev. (Planning)	Complete	Council adopted on October 28, 2025
ACTION 1.2: 1762 DALE DEVELOPMENT				
ENA with Mercy Housing - (development complete in 3 years of ENA approval)	2025 Q2	Comm. Dev. (Housing and Economic Dev.)	In-Process	ENA executed on July 8, 2025.
ACTION 1.3: STATION DEVELOPMENT VISION (TOC/TAP)				
Adoption of Development Vision	2025 Q3	Comm. Dev. (Planning)	Complete	Council adopted Station Area Plan on July 8, 2025
Gold Line Authority Property Sale	2025 Q2	Gold Line Construction Authority	In-Process	Development application received from Warmington housing 86 units
Metro develops parking lot, including affordable units	2028-2030	La County Metro	Not Started	METRO released an RFP for housing development in 2023 at various station sites; the Glendora A-Line Station is part of that RFP.
ACTION 1.4: SCHOOL SITE DEVELOPMENT				
Sunflower Campus Development Agreement approval	2025 Q2	Comm. Dev. (Planning)	In-Process	Lewis 81 unit development application
Azusa Unified School District Development Agreement approval	2025 Q4	Comm. Dev. (Planning)	In-Process	Melia 163 unit concept application
Glendora Unified School District Development Agreement approval	2026 Q3	Comm. Dev. (Planning)	In-Process	City and GUSD Staff have met to discuss framework for future rezoning of campuses and other district property. District understands that community benefits are necessary for rezoning projects.

Entitling Developments	2027 Q3	Comm. Dev. (Planning)	Not Started	
ACTION 1.5: SAN JOSE / WOODLAND SITE DEVELOPMENT				
Approve Development Entitlements	2025 Q3	Comm. Dev. (Planning)	Complete	Council approved Tentative Map on August 26, 2025
Affordability Regulatory Agreement	2025 Q3	Comm. Dev. (Planning)	In-Process	

Goal 1: SubURBAN Living

Outcome 2: Revitalized commercial centers

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 1.6: ECONOMIC ACTION PLAN				
Council approves EAP programming	2025 Q2	Comm. Dev. (Housing and Economic Dev.)	Complete	Council approved on March 25, 2025
Implementing the plan + Creating the programs	Ongoing	Comm. Dev. (Housing and Economic Dev.)	In-Process	Shop local, SBDC workshops, ED newsletter implemented

Goal 1: SubURBAN Living

Outcome 3: A complete eco-system to support the homeless population and improve access to support tools

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 1.7: FORMALIZE INTERDEPENDENCE OF OUR PARTNERS WHO SERVE HOMELESS COMMUNITY				
Prepare Service Provider Assessment	2025 Q3	Recreation & Human Services (Human Services Manager) / Library (Director, Library Services Manager)	Complete	PD update 10/29/25 - Continued meetings and partnerships with Human Services and LA CADA. Prioritizing same-day response for homeless encampments and balancing enforcement and outreach, where appropriate. Leveraging partnerships with outside agencies (LASD and CHP) to identify unhoused individuals involved in serious or ongoing criminal activity. PD and Human Services outreach specifically for seniors or elderly who require services and may be on the verge of homelessness.

Convene summit / workshop w/partners	2025 Q4	Recreation & Human Services and GPD	In-Process	Human Services continuing services with YWCA Senior Case mgmt at La Fetra Center. City receiving Measure A funds to assist with motel vouchers, rental assistance, eviction prevention, landlord engagement. Staff coordinating with Shepherd's Pantry, GUSD, local churches to facilitate referrals and increase community awareness of these resources.
ACTION 1.8: 1762 DALE DEVELOPMENT				
ENA with Mercy Housing - (development complete in 3 years of ENA approval)	2025 Q3	Comm. Dev. (Housing and Economic Dev.)	In-Process	ENA executed on July 8, 2025.
ACTION 1.9: COORDINATE ALTERNATIVES WITH LOCAL MOTEL OWNERS				
Agreements with service providers + motel owners	2025 Q3	Recreation & Human Services	Complete	5/2025 We have a two year agreement with L.A. CADA with an additional one year option for Outreach.
ACTION 1.10: ECONOMIC ACTION PLAN				
Implementing the plan + Creating the programs	2025 Q2	Comm. Dev. (Housing and Economic Dev.)	In-Process	Shop local, SBDC workshops, ED newsletter implemented
Sunstone Challenge	2025 Q2	Comm. Dev. (Housing and Economic Dev.)	Complete	Glendora Team earned 2nd place

Goal 1: SubURBAN Living

Outcome 4: Determine on annexation of county islands on the western City border

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes:** Revised Timeline / Notes About what was done and when it was completed
ACTION 1.11: REVIEW COST OF SERVICE STUDY				
Workshop with City Council	2026 Q3	Comm. Dev. (Planning)	Not Started	
City Council direction to move forward with annexation of a portion thereof	2027 Q1	Comm. Dev. (Planning)	In-Process	Council approved contract with consultant (RSG) on February 25, 2025 to move forward with annexation process. Completed survey work, and initial meetings with LAFCO and LA County. Working on expense and revenue analysis and pre-zone ordinance

Goal 2: Glendora as a Destination

Attract visitors through strategic marketing, promotion of local businesses, and enhanced connectivity between attractions for a seamless destination experience.

Outcome 1: Destination marketing to increase visitors to Glendora

Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 2.1: CONVENE A WORKING GROUP WITH THE CHAMBER AND BUSINESS IMPROVEMENT DISTRICT				
Hire an Economic Development Manager	2025 Q3	Comm. Dev. + CMO	Complete	Tiffany Chew hired to fill position
Convene the working group and report of progress	2026 Q4	Comm. Dev. + CMO	Not Started	Began discussing roles and responsibilities (e.g. who maintains landscaping in the Village) with the BID. Working group target start date 2026 Q2.
ACTION 2.2: ECONOMIC ACTION PLAN				
Approval of plan programs and funding	2025 Q4	Comm. Dev. (Housing and Economic Dev.)	In-Process	Council approved action plan on March 25, 2025

Goal 2: Glendora as a Destination

Outcome 2: Economic development strategies to encourage people to "Shop Glendora"

Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 2.3: COUNCIL LIASION CHAMPIONS CHAMBER STRATEGIC INITIATIVES				
Liaison engages and supports economic development programs and initiatives	Ongoing	CMO	Complete	City Council has assigned a member (Thompson) as the Chamber Liaison. Additionally, another Councilmember (Elias), participates at the SGVCOG Olympic Task Force, as well as the City's Economic Development Manager to find opportunities for the City.
ACTION 2.4: COMMUNICATION AUDIT				

Recommendations for a Communication Plan	2025 Q4	City Clerk - Lead/Legislative/ Admin/IT/PW/Finance/CMO/PD/Library/Comm. Dev./Rec. & HS	Complete	Over the past six months, the City advanced Goal 2, Action 2.4 – Communications Audit through key foundational steps. The Communications Audit, conducted by JPW Communications, was completed, and the findings along with 13 strategic recommendations were presented to the City Manager's Office in June 2025 for consideration and possible action. The recommendations are currently under review and evaluation. The next step includes scheduling a Glendora Messaging Workshop in January 2026 to define a unified citywide narrative and develop draft key message pillars for organizational use.
Goal 2: Glendora as a Destination **Outcome 3: Determine the highest and best use for South Hills**				
Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 2.5: GENERAL PLAN UPDATE				
See indications above	2025 Q3- 2026 Q1	Comm. Dev. (Planning)	In-Process	RFP draft ready in January 2026. Prior to release, staff will present the RFP as an informational item to the Planning Commission and City Council.
ACTION 2.6: CONDUCT COMMUNITY POLLING FOR SOUTH HILLS TO INFORM COUNCIL'S POLICY DIRECTION				
Hire polling firm to complete poll	2026 Q1	CMO	Complete	2025 Community Survey included several questions pertaining to potential South Hills Development. A majority of respondents (57%) indicated they would support the development proposal as described, whereas 32@ opposed the concept, and 11% were unsure. Age appeared to be a driving factor in shaping opinions about development, with support being highest amount residents 25 and under (77%), steadily declining with age, reaching 46% among seniors.
Council Work Session	2026 Q2	CMO	In-Process	Staff has solicited proposals for a firm to provide development scenarios and viability - costs range between $50,000 to $100,000. Staff will return to City Council by mid-2026 with an updated conversation about direction.
ACTION 2.7:HIRE AVID TRAILS TO DESIGN A MOUNTAIN BIKE PARK AND 6 MILES OF BIKE TRAILS				

Recognizing the community's need for a dedicated biking space, the City has been working since 2022 to develop a bike park. The park is being designed as a family-friendly destination where people can come	Construction 2026 Q4 Trail completion	Recreation & Human Services	In-Process	In the process to hire a engineer/project manager to oversee and coordinate the project Final Design, Plan Check and that proper bid documents are prepared.

Goal 2: Glendora as a Destination

Outcome 4: Connected destination and attraction areas

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 2.8: CONDUCT A WAY-FINDING ASSESSMENT				
Issue/ award RFP	2026 Q3	Public Works	Not Started	Target start date 2026 Q1/Q2
Council Work Session	2026 Q3	Public Works	Not Started	Target start date 2026 Q1/Q2
ACTION 2.9: DOCUMENTATION OF BEAUTIFICATION AND VISUAL APPEAL EFFORTS THROUGH LINKAGES OF ITEMS IN THIS PLAN				
Beautification of public spaces, like parks, streets, and plazas, involves enhancing their visual appearance and making them more inviting and enjoyable for residents and visitors, often through landscaping, art installation, and improved infrastructure.	2026 Q4	Public Works, Comm. Dev and PD- Community Preservation	In-Process	City parks continue to received significant improvements, including upcoming skate park repairs, a new shade and picnic area at Gladstone Park, and upgraded playground equipment in the Teen Center. New Glendora Logo signage and street signs will begin installation in mid-2026.

Goal 2: Glendora as a Destination

Outcome 5: Implement Strategic Communications Plan

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 2.10: DEVELOP AND IMPLEMENT A STRATEGIC COMMUNICATIONS PLAN				
Create Communications Task Force	2026 Q1	City Clerk - Lead/Legislative/ Admin/IT/PW/Finance/CMO/PD/Library/Comm. Dev./Rec. & HS	In-Process	This action is part of strategic recommended action 2 proposed by JPW Communications in their Strategic Communications Audit presented to the City Manager in June 2025.
Gather data, Develop Framework for plan and Engage Community	2026 Q2	City Clerk - Lead/Legislative/ Admin/IT/PW/Finance/CMO/PD/Library/Comm. Dev./Rec. & HS	In-Process	This action is part of several strategic recommended actions proposed by JPW Communications in their Strategic Communications Audit presented to the City Manager in June 2025.
Approval of plan by City Council	2026 Q3	City Clerk - Lead/Legislative/ Admin/IT/PW/Finance/CMO/PD/Library/Comm. Dev./Rec. & HS	Not Started	

Goal 3: New + Revitalized Facilities

Develop new and enhanced facilities including a modern civic center and improved public spaces that foster connectivity, accessibility, and civic pride.



Outcome 1: New or revitalized Civic Center

Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 3.1: CITY COUNCIL DIRECTS FUNDING METHODOLOGY				
City Council Work Session	2025 Q1	CM	In-Process	Several work sessions have been held about City facilities. Both workshops and informational items have been given to the City Council and Board of Library Trustees.
ACTION 3.2: NEW TRANSPORTATION FACILITY				
New paving and potentially a new modular building	TBD	Public Works / Finance	In-Process	Paving complete, evaluating new building/additional improvements
ACTION 3.3: COMPLETE SPACE PLANNING ASSESSMENT				
Contact vendors and receive proposals	2026 Q2	PW/Finance/CMO	Complete	Staff began work with the DLR Group and an updated Civic Center development scenario. Work was just completed on an updated Civic Center design and functionality based on feedback and direction from the City Council.
Vendor selection	2026 Q3	PW/Finance/CMO	Complete	City Council approved amended agreement with the DLR Group.
Coordination with citywide facility assessment	2026 Q3	All	Complete	Citywide assessment of all facilities is complete, with over $50 million in identified needs to remain "Status Quo." Visioning exercise with the DLR Group identifies space needed by category.
ACTION 3.4: DETERMINE IF NEW OR REMODEL				
Consolidate study / civic center Coordination of results from citywide facility/space assessments	2026 Q1	Admin/IT/PW/Finance/CMO/PD/Library	In-Process	DLR Group work on Civic Center and use of space will be provided to the City Council in December 2025.
ACTION 3.5: SERVICE IMPACT PLANNING				

Develop plans for service delivery for departments impacted by renovations and new buildings	As Needed	Admin/IT/PW/Finance/CMO/PD/Library	In-Process	Library has started brainstorming options for continuing services, touring library facilities in other cities that have made use of temporary spaces, and attending training relating to service delivery.

Goal 3: New + Revitalized Facilities

Outcome 2: Improved Public Spaces



Indicator/Action	Timeline	Lead	Status	Notes: Revised Timeline / Notes About what was done and when it was completed
ACTION 3.6: COMPLETION OF URBAN FORESTRY MANUAL				
Conduct community outreach Council	2025 Q2	Public Works	Complete	UFM to be presented to City Council in 2025 Q4
ACTION 3.7: ADA TRANSITION PLAN				
Will provide an assessment of ADA deficiencies and a plan to tackle and work towards compliance	2026 Q4	Public Works	In-Process	Steady progress has been made, two year process, completion expected to be on time.
ACTION 3.8: COMPLETION OF THE PARKS MASTER PLAN				
Will provide an assessment of our park facilities deficiencies and a plan to tackle and work towards updating them	2026 Q2	Recreation & Human Services and Public Works	Not Started	Putting together the RFP for the Parks Master Plan in early 2026 to see what park facilities deficiencies.

Goal 3: New + Revitalized Facilities

Outcome 3: Give Back to the Community



Indicator/Action	Timeline	Lead	Status	Notes: Revised Timeline / Notes About what was done and when it was completed
ACTION 3.9: DEVELOP A CENTRALIZED CITYWIDE VOLUNTEER PROGRAM				
Program is completed and becomes central location for all local groups to solicit volunteer assistance	In progress/ Ongoing	Human Resources	In-Process	HR continues to work with Police, Recreation & Human Services, and the Library to draft and adopt a Citywide Volunteer Policy to expand the pool of volunteers to be utilized by any Department.
ACTION 3.10: EXPAND AND CREATE LOCAL ADOPT-A-PARK, STREET, AND RELATED PROGRAMS				
Implement new program	2026 Q3	Public Works	Not Started	
ACTION 3.11: DEVELOP A LARGE, YEARLY CITY-SPONSORED BEAUTIFICATION/VOLUNTEER DAY OR EVENT				
Establish a city-sponsored beautification project	2025 Q4	Human Resources	Not Started	

Goal 4: Sustainable Infrastructure

Plan and construct infrastructure that enhances street conditions, expands trail connectivity, improves traffic safety and mobility, upgrades water systems, and ensures compliance with regulatory standards for a resilient and accessible community

Outcome 1: Improved PCI ratings for streets

Indicator/Action	Timeline	Lead	Status	**Notes:** Revised Timeline / Notes About what was done and when it was completed
ACTION 4.1: COMPLETE PAVEMENT MANAGEMENT PROGRAM STUDY				
Final report to Council	2025 Q4	Public Works	In-Process	Target date is December 2025
Determine goal PCI rating + funding opportunities	2025 Q4	Public Works	In-Process	Target date is December 2025

Goal 4: Sustainable Infrastructure

Outcome 2: Complete People Movement project

Indicator/Action	Timeline	Lead	Status	**Notes:** Revised Timeline / Notes About what was done and when it was completed
ACTION 4.2: SAN DIMAS WASH URBAN TRAIL				
Enter into an Amended MOA with the SGVCOG to administer and deliver the People Movement Project	2024 Q3	Public Works	Complete	Completed in 2025 Q1
Provide Outreach	Ongoing	Public Works	In-Process	Will provide notice construction to begin in Spring 2026
Release RFP for Construction and complete the San Dimas Urban Trail	2026 Q1	Public Works	In-Process	Award for Construction expected Jan 26, NTP Feb 26
ACTION 4.3: FIRST LAST MILE IMPROVEMENTS (GLENDORA AVE AND FOOTHILL BLVD.)				
Complete Design	2026 Q1	Public Works	In-Process	Design expected to be on time
Refurbish Antique Street Lights	2025 Q4	Public Works	In-Process	Will begin in Nov 25, Completion target May 2026
Release RFP for Construction and complete the First Last Mile Improvements	2027 Q2	Public Works	Not Started	RFP likely in 2026 Q2

ACTION 4.4: LITTLE DALTON AND BIG DALTON WASH TRAIL				
Identify funding	2024 Q3	PW/ Finance/ CMO	In-Process	Working with SGVCOG on cost estimates and grants
Public Outreach	Ongoing	Public Works / CMO	In-Process	
Complete Design - USACE 408 Permit - Environmental Clearance - Use Agreements / Easements	TBD	Public Works	In-Process	LDW in process; have not started BDW - last phase

Goal 4: Sustainable Infrastructure

Outcome 3: Traffic signal modernization



Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 4.5: TRAFFIC AND SPEED SURVEY				
Completion of survey will determine changes needed	2025 Q3	Public Works / PD	Complete	First reading was completed on 10/28; second reading scheduled for Nov.12, 2025.
ACTION 4.6: COMPREHENSIVE SIGNAL INVENTORY				
Create a GIS Layer for signals	2025 Q4	Public Works / IT	In-Process	
ACTION 4.7: SIX INTERSECTIONS IN THE PROCESS OF UPDATING				
LA County completing work	2025 Q4	Public Works	Complete	Completed 2025 Q3
ACTION 4.8: HIGHWAY IMPROVEMENT SAFETY PROGRAM				
8 intersections for Cycle II - requesting funding from Caltrans	2027 Q2	Public Works	In-Process	Award for Construction November 12, 2025

Goal 4: Sustainable Infrastructure

Outcome 4: National Pollution Discharge Elimination System



Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 4.9: MS4 PERMIT COMPLIANCE				
Trash Discharge Prohibitions Compliance	2026 Q3	Public Works	Not Started	Will begin in 2026
Stormwater Master Plan	2026 Q1	Public Works	In-Process	Council Award scheduled for Nov 2025
Finkbiner Park Stormwater Capture Project	TBD	Public Works	In-Process	100%Design Dec 2025 - Construction Start 2027 Q4

Goal 4: Sustainable Infrastructure

Outcome 5: Implemented Water Master Plan

Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 4.10: CONTRACT WITH A CONSULTANT				
For Completion of a water infrastructure assessment and plan (Water Infrastructure Plan)	2025 Q4	Public Works	In-Process	Bids have been received and under evaluation. Award target 2026 Q1
ACTION 4.11: GLENDORA WATER AND STREET IMPROVEMENTS				
Completion of plans, specifications and cost estimate	2026 Q1	Public Works	In-Process	Completion expected 2026 Q4
Complete Construction	TBD	Public Works / Finance	Not Started	Pending Identification of Funding Source
ACTION 4.12: COLORADO WATER AND STREET IMPROVEMENTS				
Completion of plans, specifications and cost estimate, Complete Construction	2027 Q1	Public Works	In-Process	RFP expected Spring 2026, Construction Start June 2026, Completion before 2027 Q1
ACTION 4.13: CYPRESS WATER AND STREET IMPROVEMENTS				
Completion of plans, specifications and cost estimate, Complete Construction	2027 Q1	Public Works	In-Process	RFP expected Spring 2026, Construction Start July 2026, Completion before 2027 Q1
ACTION 4.14: NORTH GLENDORA RESERVOIR				
Replace existing with new reservoir	2027 Q1	Public Works	In-Process	NOI issued / Closing 11/29. Bid out in 2026 Q1, Construction 2026 Q3/Q4

Goal 4: Sustainable Infrastructure

Outcome 6: Modernization of the City's Fleet

Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 4.15: DEVELOP A PLAN FOR THE REPLACEMENT OF ALL CITY VEHICLES				
Prepare Initial Five Year Plan	2025 Q4	Public Works	In-Process	In process; target complete date end of 2025 Q4
ACTION 4.16: PURSUE GRANT FUNDING FOR THE ACQUISITION OF ELECTRIC VEHICLES AND INFRASTRUCTURE				
Identify and apply for funding opportunities	Ongoing	Public Works/RHS	In-Process	Currently staff is looing into current funding sources for the Transportation Division.
ACTION 4.17: PURSUE GRANT FUNDING TO EXPLAND AVAILABILITY OF PUBLIC ELECTRIC VEHICLE CHARGING INFRASTRUCTURE				

Identify and apply for funding opportunities; issue RFP for deployment	Ongoing	Public Works	Not Started	Staff has attended meetings/webinars

Goal 5: Staff + Technology

Strengthen City operations through investment in staff and technology improvements.

Outcome 1: Stable Workforce

Indicator/Action	Timeline	Lead	Status	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 5.1: UPDATE PERSONNEL POLICIES AND REGULATIONS				
Prepare draft	2025 Q2	Human Resources	Complete	Draft Personnel Policies, and necessary GMC revisions were completed in August 2025.
Meet + confer with employee groups	2025 Q2	Human Resources	In-Process	Upcoming quarterly meetings with employee groups will continue progress.
Council approval	2025 Q4	Human Resources	Not Started	
ACTION 5.2: ASSESS SERVICE DELIVERY AND EMPLOYEE TOTAL COMPENSATION PACKAGE				
MOU negotiations / new employee engagements	2025 Q2	CMO, Human Resources, Finance	In-Process	Three-Year AFSCME MOU approved on 10/14/25 for the period of 9/1/25 through 6/30/2028. GMA MOU negotiations are underway.
Public safety - professional staff MOU's	2025 Q4	CMO, Human Resources, Finance	Complete	Updated three year agreements with POA (6/10/25) and PMA (7/8/25) were approved by City Council. Each agreement runs from 7/1/25-6/30/28.
Hours of operation	2026 Q1	CMO-lead / Admin/IT/PW/Finance/PD/Library/Comm. Dev/ Rec &HS/ City Clerk	In-Process	A citywide documentation process of locations and employee hours/community access is underway. Additionally, a Library has begun collecting detailed statistics on usage and staffing to review effectiveness of current hours of operation.
ACTION 5.3: FORMALIZE THE HUMAN RESOURCES LIFE CYCLE				
Develop an employee handbook	2026 Q1	Human Resources	In-Process	First draft has been completed; final draft anticipated by the end of March 2026.

Establish a formal employee orientation / on-boarding process	2025 Q4	Admin - HR - lead/ CMO/IT/PW/Finance/PD/Library/Comm. Dev/ Rec&HS/ City Clerk	In-Process	Citywide program framework is almost complete. PD has established a 40 hour Onboarding program which includes 18 to 26 topics (depending on classification), familiarization with all City departments, and family engagement.
Develop a Succession Plan to identify existing staff for additional development	2026 Q2	Admin - HR - lead/ CMO/IT/PW/Finance/PD/Library/Comm. Dev/ Rec&HS/ City Clerk	In-Process	Successful succession planning efforts have been completed in the Police, Community and Economic Development, and Recreation and Human Services Departments. A formal policy will be established to enable departments has been drafted based on ICMA's Comprehensive Guide to Local Government Succession Planning.
Conduct periodic employee surveys, both citywide and department specific, as needed	2025 Q3	Human Resources	Complete	Survey assessments completed in Recreation and Human Services, Library, and through the Wellness program. Additional surveys will be developed and facilitated as needed.
Supervisory/ manager academy	2026 Q1	Human Resources	In-Process	HR has developed a series of management/supervisor training opportunities. Executive Management Team has been encouraged to find ways for staff to participate.

Goal 5: Staff + Technology



Outcome 2: Accessible and enhanced City services

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 5.4: DELIVER MORE CITY SERVICES USING TECHNOLOGY				
Civic Access app/311	2026 Q2	IT	In-Process	Civic access app is in development and is mostly done. This will be complete in January when EAM goes live.
Deployment of city services kiosk	2026 Q3	IT	In-Process	Staff deployed service Kiosk computers in the permitting office. Part of this goal was to include Smart City Kiosks in The Village which doesn't look like it will happen in the short term due to costs.

Citywide parking application	2025 Q4	IT/PD	In-Process	Discussions with Park Mobile for placement of parking kiosk and associated costs; meeting on 10-22-25; Exploring options for citywide parking enforcement using LPR technology. Next meeting 10-30-25. Potential one-year contract extension with existing parking enforcement vendor to ensure no lapse in parking enforcement service at the end of the 2025 contract with option to retain existing vendor, in the event they are able to provide LPR enforcement. Awaiting quote from Intercon to determine if RFP is necessary for new parking enforcement vendor.
ACTION 5.5: COMPLETE CITYWIDE DIGITIZATION EFFORTS				
Completion of document imaging project, including standardized data entry standards, and unified management system	2026 Q2	City Clerk-PD/PW/Comm. Dev	In-Process	**October 2025 Update:** The Citywide Document Imaging and Digitization Project continues to progress on schedule. **Phase I – Foundational Implementation and Standardization (Completed):** The City Clerk's Office has completed the citywide implementation of standardized data entry procedures, file naming conventions, and metadata protocols across all departments. Scanning workflows and protocols were finalized in coordination with Complete Paperless Solutions, LLC, establishing the foundation for consistent digitization and records management practices. **Phase II – Departmental Digitization and Integration (In Progress):** Digitization of legacy records is well underway. - *Police Department Records:* All legacy records have been fully indexed and scanned. The complete dataset will be returned to the Police Department Records Division for quality control review on November 6, 2025. - *Building and Development Plans:* A comprehensive index has been created for all building plans. Plans from the Building Plan Room and Street Yard Pod have been inventoried, boxed, and are scheduled for pickup by the City's scanning vendor on November 6, 2025 for processing. **Next Steps:** The upcoming milestones include cleaning and organizing Building Division property files, Capital Improvement Program (CIP) files, and Public Works property records, followed by their inventorying, indexing, boxing, and scanning.
ACTION 5.6: DEVELOP A FRAMEWORK FOR DATA UTILIZATION FOR DEVISION-MAKING (SMART CITY)				

Development of draft framework for data utilization +	2026 Q4	IT	In-Process	Several GIS layers have been implemented across the City in various departments. These layers and applications are being utilized to accumulate and analyze data. Some of these layers include signs and maintenance, water, traffic, parks and utilities.
Council work session	2026 Q4	IT	Not Started	This project has not been started. Dashboard concepts will be designed by May of 2026.

Goal 5: Staff + Technology



Outcome 3: Completed software implementation

Indicator/Action	**Timeline**	**Lead**	**Status**	**Notes**: Revised Timeline / Notes About what was done and when it was completed
ACTION 5.7: INCREASE THE NUMBER OF GIS LAYERS AND APPLICATIONS				
Operations specific information Go live of community dashboard	2026 Q4	All	In-Process	Community dashboard is in development.
Go live of community dashboard	2026 Q2	All	In-Process	Dashboard for community is set to go-live in March 2026
ACTION 5.8: TYLER IMPLEMENTATION – ENTERPRISE PERMITTING AND LICENSING				
Go-live week	2025Q2	Comm. Dev / Public Works / Police / IT	Complete	Permitting has gone live, however there are tweaks in the configuration that have been requested for Permitting, building and engineering.
ACTION 5.9: TYLER IMPLEMENTATIONS – UTILITY BILLING				
Public education provided in advance of Go live week	2025 Q2	Public Works / IT / Finance	Complete	Letter sent to customers prior to go live. Follow-up letter planned to provide update on login and new features with .
Successful Go live	2025 Q3	Public Works / IT / Finance	Complete	Go Live occurred in June 2025.
ACTION 5.10: TYLER IMPLEMENTATION – ENTERPRISE ASSEST MANAGEMENT				
Public education provided in advance of Go live week	2025 Q3	Public Works / IT / Finance	In-Process	IT will provide a video tutorial published on the City website and Social Media if available explaining the process of how to use 311 and the City app.
Successful Go live	2025 Q3	Public Works / IT / Finance	Not Started	
ACTION 5.11: TYLER IMPLEMENTATION – ENTERPRISE RESOURCE PLANNING				
Open Finance Go Live	2026 Q1	Finance / Admin / IT	In-Process	Preliminary website developed. Finance provided preview to City Manager's Office and received feedback for updates.
Capital Project Explorer Go Live	2026 Q2	Finance/ PW / IT	In-Process	Early information gathered during FY2025-27 Budget process with new CIP sheets.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**Finance**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**Public Hearing to Adopt a Master Schedule of Fees for Services and a User Fee Cost Recovery Policy**		

RECOMMENDATION
That the City Council:

Conduct a public hearing to receive comments on the City of Glendora's User Fee Study; and

1. Adopt the User Fee Cost Recovery Policy; and
2. Adopt a Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL APPROVING AND ADOPTING THE MASTER SCHEDULE OF FEES FOR SERVICE."

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

EXECUTIVE SUMMARY
The City of Glendora engaged Matrix Consulting Group to prepare a comprehensive Cost Allocation Plan and User Fee Study to ensure that the City's fees for services accurately reflect the cost of providing those services. The study provides a detailed review of both direct and indirect costs associated with City operations and establishes a fair methodology for distributing overhead costs to departments.

Pursuant to Government Code Section 66016, a public hearing is required prior to the adoption of new or adjusted user fees. This report seeks City Council consideration and approval of the Cost Allocation Plan and User Fee Study following the required public hearing.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

The last comprehensive User Fee study was conducted in 2003. On April 22, 2025, the City entered into an agreement with Matrix Consulting Group to conduct a Cost Allocation Plan and User Fee Study. On September 23, 2025, staff presented an informational update to the City Council regarding the results of the study and receive direction on the implementation of the proposed fee adjustments.

DISCUSSION
On April 22, 2025, the City entered into an agreement with Matrix Consulting Group to conduct a Cost Allocation Plan and User Fee Study. On September 23, 2025, staff presented an informational update to the City Council regarding the results of the study and receive direction on the implementation of the proposed fee adjustments. Periodic updates ensure compliance, transparency, and fiscal responsibility.

Based on the City Council's recommendations and drection, Matrix Consulting prepared the final report for staff review in mid-October. The Cost Allocation Plan identifies the full cost of central services and allocates these costs to operating departments using measurable allocation factors (e.g., number of employees, budget size, or transactions). The accompanying User Fee Study evaluates each fee-based service provided by the City, calculating the actual cost to deliver the service and recommending updated fee amounts to achieve the desired cost recovery level established by Council policy.

The User Fee Study provides a transparent, data-driven foundation for the City's Master Schedule of Fees for Service and ensures compliance with applicable laws governing the establishment of fees. This public hearing represents the final step prior to the Council's consideration of formal adoption of he Master Schedule of Fees.

Public notice for this hearing was provided in accordance with statutory requirements. Following the hearing, staff recommends that the City Council adopt the Master Schedule of Fees for Service by resolution and authorize implementation of the updated fees, effective January 1, 2026.

FISCAL IMPACT

Adoption of the Master Schedule of Fees for Service will enable the City to closely recover the costs associated with providing services to the public. Adjusting fees to reflect true service costs will help maintain the City's financial sustainability and reduce General Fund subsidies for activities that primarily benefit individual users rather than the community as a whole. The proposed fee adjustments are estimated to recover approximately $1.2 Million annually; the City's adopted 2025-2027 Two-Year budget anticipates the adoption of this fee study as associated revenues.

ENVIRONMENTAL DETERMINATION

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

Prepared By:	Desiree Valdivia, Office Coordinator
Concurs With:	Not Applicable
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_Presentation_of_Master_Schedule_of_Fees_for_Service.pdf
B. Comprehensive User Fee Study Report
C. Proposed Master Schedule of Fees for Service
D_User_Fee_Cost_Recovery_Policy_-_Draft.pdf
E_Resolution_CC_2025-.pdf
F. Public Hearing Notice
G. Proof of Publication - San Gabriel Valley Examiner
H. Proof of Publication - San Gabriel Valley Tribune

PUBLIC HEARING TO ADOPT A MASTER SCHEDULE OF FEES FOR SERVICE AND A USER FEE COST RECOVERY POLICY

FINANCE DIVISION
CITY COUNCIL
NOVEMBER 12, 2025

PURPOSE

- To adopt the City's Master Schedule of Fees for Service and formalize the User Fee Cost Recovery Policy following completion of the Cost Allocation Plan and User Fee Study.
- Align fees with the true cost of services.
- Ensure compliance and fiscal transparency.
- Support long-term financial sustainability.

HISTORY

- The last comprehensive was completed in 2003.
- Select fees have been adjusted periodically to maintain compliance, transparency, and fiscal responsibility.
- On April 22, 2025, the City entered into an agreement with Matrix Consulting Group to prepare a Cost Allocation Plan and User Fee Study.
- Departments actively participated throughout the process, meeting with the consultant to review data, cost drivers, and draft findings.
- On September 23, 2025, staff presented preliminary findings to the City Council.
- The final study and recommended updates are now presented for City Council consideration following the required public hearing.

USER FEE COST RECOVERY POLICY OVERVIEW

- Establishes a consistent framework for setting and maintaining user fees.
- Ensures fees reflect the cost of providing City services.
- Promotes transparency, fairness, and accountability.
- Balances cost recovery with community benefit and equity.
- Assigns clear roles: Finance, Departments, City Manager, and Council.
- Requires regular review and updates, including comprehensive studies every 3–5 years

FEE STUDY FINDINGS & UPDATES

- Overall cost recovery for fee-based services: 67%
- Strong cost recovery: Building, Engineering, Environmental Services
- Low cost recovery areas: Recreation, Library, Police
  - Fees mostly unchanged due to community service focus.
- Updates align fees with actual costs, promoting fairness, transparency, and fiscal sustainability

Cost Recovery Analysis

Dept / Div	Revenue	Cost	Difference	Cost Recovery
Building	$1,381,145	$1,682,861	($301,717)	82%
Engineering	$438,381	$637,465	($199,083)	69%
Env. Services	$67,510	$100,325	($32,815)	67%
Finance	$110,048	$183,876	($73,828)	60%
Library	$32,690	$66,829	($34,139)	49%
Planning	$238,622	$389,291	($150,669)	61%
Police	$289,449	$522,247	($232,798)	55%
Rec & Human Svcs	$59,320	$312,420	($253,100)	19%
Water	$120,040	$212,856	($92,816)	56%
Total	**$2,737,206**	**$4,108,170**	**($1,370,964)**	**67%**

PROPOSED REVENUE IMPACTS

Service Area	Revenue at Current Fee	Revenue at Full Cost	Max Revenue Increase	Current Cost Recover	Revenue at Proposed Fee	Projected Revenue Change	Projected Cost Recovery
Building	$1,380,947	$1,629,828	$248,881	85%	$1,614,263	$233,317	99%
Economic Development	$4,600	$13,585	$8,985	34%	$13,560	$8,960	100%
Engineering	$438,381	$626,802	$188,420	70%	$625,821	$187,439	100%
Environmental Services	$67,510	$100,218	$32,708	67%	$99,310	$31,800	99%
Finance	$110,048	$183,807	$73,759	60%	$167,695	$57,647	91%
Library	$32,690	$63,949	$31,259	51%	$32,690	$0	51%
Planning	$238,622	$380,739	$142,117	63%	$296,771	$58,148	78%
Police	$289,449	$520,205	$230,756	56%	$301,704	$12,255	58%
Recreation & Human Services	$59,320	$312,420	$253,100	19%	$59,320	$0	19%
Water	$120,040	$212,856	$92,816	56%	$120,040	$0	56%
Total	**$2,741,608**	**$4,044,409**	**$1,302,801**	**68%**	**$3,331,175**	**$589,567**	**82%**

NEXT STEPS & IMPLEMENTATION

- Adopt Master Schedule of Fees and Cost Recovery Policy.
- Update fee schedules in City systems and public documents.
- Implement fees on January 1, 2026.
- Conduct annual review to maintain compliance.
- Plan next comprehensive study (every 3–5 years)

RECOMMENDATION

- That the City Council
  - Adopt the User Fee Cost Recovery Policy; and
  - Adopt a City Council Resolution entitled, “A RESOLUTION OF THE CITY COUNCIL APPROVING AND ADOPTING THE MASTER SCHEDULE FEES FOR SERVICE.”

COMPREHENSIVE USER FEE STUDY REPORT

FINAL REPORT

September 2025

GLENDORA, CA

MATRIX
CONSULTING GROUP

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INTRODUCTION AND EXECUTIVE SUMMARY

The report, which follows, presents the results of the Comprehensive User Fee study conducted by Matrix Consulting Group for the City of Glendora, California.

PROJECT BACKGROUND AND OVERVIEW

The City of Glendora has not conducted a formal fee analysis in over 10 years. The purpose of this study is to evaluate and determine the full cost (direct and indirect) of providing a variety of city services. The Matrix Consulting Group analyzed the cost-of-service relationships that exist between fees for service activities in the following areas: Building, Engineering, Environmental Services, Finance, Library, Planning, Police, Recreation & Human Services, and Utilities. The results of this study provide a tool for understanding current service levels and the cost for those services.

GENERAL PROJECT APPROACH AND METHODOLOGY

The methodology employed by Matrix Consulting Group is a widely accepted "bottom up" approach to cost analysis, where time spent per unit of fee activity is determined for each position within a Department or Program. Once time spent for a fee activity is determined, all applicable City costs are then considered in the calculation of the "full" cost of providing each service. The following table provides an overview of types of costs applied in establishing the "full" cost of services provided by the City:

TABLE 1: OVERVIEW OF COST COMPONENTS

Cost Component	*Description*
Direct	Fiscal Year 2025-26 Budgeted salaries, benefits, and allowable expenditures.
Indirect	Division, departmental, clerical, and Citywide support.

Together, the cost components in the table above comprise the calculation of the total "full" cost of providing a service, regardless of whether a fee for that service is charged. The work accomplished by Matrix Consulting Group in the analysis of the proposed fees for service involved the following steps:

- **Department / Program Staff Interviews:** The project team interviewed department / program staff regarding their needs for clarification to the structure of existing fee items or for addition of new fee items.
- **Data Collection:** Data was collected for each permit / service, including time estimates. In addition, all budgeted costs and staffing levels for Fiscal Year 2025-26 were entered into Matrix Consulting Group's analytical software model.
- **Cost Analysis:** The full cost of providing each service included in the analysis was established.

- **Review and Approval of Results with City Staff:** Department management has reviewed and approved these documented results.

A more detailed description of user fee methodology and legal and policy considerations are provided in subsequent chapters of this report.

SUMMARY OF RESULTS

When comparing fee-related revenue with the calculated total annual cost, the City is under-recovering its costs by approximately $1.37 million or recovering 67% of its costs. The following table shows the revenue collected, the total annual cost, the resulting difference, and the resulting cost recovery percentage by major division.

TABLE 2: ANNUAL COST RECOVERY ANALYSIS

Division	Fee-Related Revenue	Fee-Related Cost	Difference	Cost Recovery %
Building	$1,381,145	$1,682,861	($301,717)	82%
Engineering	$438,381	$637,465	($199,083)	69%
Environmental Services	$67,510	$100,325	($32,815)	67%
Finance	$110,048	$183,876	($73,828)	60%
Library	$32,690	$66,829	($34,139)	49%
Planning	$238,622	$389,291	($150,669)	61%
Police	$289,449	$522,247	($232,798)	55%
Recreation & Human Services	$59,320	$312,420	($253,100)	19%
Water	$120,040	$212,856	($92,816)	56%
Total	**$2,737,206**	**$4,108,170**	**($1,370,964)**	**67%**

The largest deficit is in relation to Building fees and is due to building permit and plan check fees for valuation-based projects. Other large deficits are related to Recreation, due to field rental fees, and Police, caused by carry concealed weapon permits.

The differences highlight the disparity between current fees charged and the actual cost of providing services. As such, the City should closely evaluate and modify fees where appropriate to help bridge the cost-recovery gap.

The detailed documentation of this study will show an over-collection for some fees (on a per unit basis) and an undercharge for most others. The results of this analysis will provide the Department and the City with guidance on how to right-size their fees to ensure that each service unit is set at an amount that does not exceed the full cost of providing that service. The display of the cost recovery figures shown in this report are meant to provide a basis for policy development discussions among City Councilmembers and City staff and do not represent a recommendation for where or how the City Council should act. The setting of the “rate” or “price” for services, whether at full cost recovery or lower, is a policy decision to be made only by the City Council with input from City staff and the community.

CONSIDERATIONS FOR COST RECOVERY POLICY AND UPDATES

The Matrix Consulting Group recommends that the City use the information contained in this report to discuss, adopt, and implement a formal Cost Recovery Policy, including a mechanism for the annual update of fees for service.

ADOPT A FORMAL COST RECOVERY POLICY

The Government Finance Officers Association's (GFOA) best practices for *Establishing Government Charges and Fees* states that governmental entities should adopt formal policies regarding charges and fees which include the jurisdiction's intention to recover the full cost or partial costs of providing services, sets forth circumstances under which the jurisdiction might set a charge for fee at less than or more than 100% of full cost, and outlines the considerations that might influence the jurisdiction's pricing decision.

The Matrix Consulting Group strongly recommends that the Council adopt a formalized, individual cost recovery policy for each service area included in this Study. Whenever a cost recovery policy is established at less than 100% of the full cost of providing services, a known gap in funding is recognized and may then potentially be recovered through other revenue sources. The Matrix Consulting Group considers a formalized cost recovery policy for various fees for service an industry Best Management Practice.

ADOPT AN ANNUAL FEE UPDATE / INCREASE MECHANISM

GFOA best practices for *Establishing Government Charges and Fees* states that governmental entities should review, and update charges and fees periodically based on factors such as the impact of inflation, other cost increases, adequacy of cost recovery, use of services, and the competitiveness of current rates to avoid large infrequent fee increases.

The purpose of a comprehensive update is to completely revisit the analytical structure, service level estimates and assumptions, and to account for any major shifts in cost components or organizational structures that have occurred since the City's previous analysis. It's recommended the City establish a practice of conducting comprehensive analyses every five to seven years as this practice captures any changes to organizational structure, processes, as well as any new service areas.

In between comprehensive updates, the City should continue to utilize published industry economic factors such as Consumer Price Index (CPI) or other regional factors to update the cost calculations established in the Study on an annual basis.

LEGAL FRAMEWORK

This section of the report is intended to provide an overview of the legal rules and regulations that govern what is considered a fee for service, how those fees can be calculated, general principles, philosophies, and general policy considerations for setting fees for service.

LEGAL FRAMEWORK

A "user fee" is a charge for service provided by a governmental agency to a public citizen or group. California has several Government Codes and Propositions that regulate fees for service, with the purpose of ensuring that fees are reasonable and justified. The most prominent and relevant of these includes:

- **Proposition 26:** Passed in 2010, specifically outlined the difference between a fee and a tax and dictates that fees must be directly related to a service and cannot exceed the reasonable cost of that service.
- **Government Code § 50076:** clarifies that fees for service costs are not special taxes and do not need voter approval.
- **Government Code § 65104:** gives local governments the authority to charge planning and zoning fees to recover processing costs.

When determining fees for service it is important to ensure there is a **direct benefit** – the service is provided directly to the payer, and that it is **cost based**, and does not exceed the reasonable cost of providing the service.

EXCEPTIONS TO THE RULE

While Proposition 26 defines what constitutes a user fee, and how those fees can be determined, it also provides a key exception for fees charged for facility or property rentals. This exception outlines that fees for use of government property (e.g., renting public buildings, parks, or event spaces) are voluntary transactions. Therefore, governments can charge **market-based** rental fees for these services.

GENERAL PRINCIPLES AND PHILOSOPHIES REGARDING USER FEES

Local governments are providers of many types of general services to their communities. While all services provided by local government are beneficial to constituents, some services can be classified as globally beneficial to all citizens, while others provide more of a direct benefit to a specific group or individual. The following table provides examples of services provided by local government within a continuum of the degree of community benefit received:

TABLE 3: SERVICES IN RELATION TO BENEFIT RECEIVED

"Global" Community Benefit	"Global" Benefit and an Individual or Group Benefit	Individual or Group Benefit
•Police •Park Maintenance •Fire Suppression	•Recreation / Community Services •Fire Prevention	•Building Permits •Planning and Zoning Approval •Engineering Development Review

Funding for local government is obtained from myriad revenue sources such as taxes, fines, grants, special charges, user fees, etc. In recent years, alternative tax revenues, which typically offset subsidies for services provided to the community, have become increasingly limited. These limitations have caused increased attention on user fee activities as a revenue source that can offset costs otherwise subsidized (usually) by the general fund. In Table 3, services in the "global community benefit" section tend to be funded primarily through voter-approved tax revenues. In the middle of the table, one typically finds a mixture of taxes, user fees, and other funding sources. Finally, in the "individual / group benefit" section of the table are the services provided by local government that are typically funded almost entirely by user fee revenue.

The following are two central concepts regarding the establishment of user fees:

- **Fees should be assessed according to the degree of individual or private benefit gained from services.** For example, the processing and approval of a land use or building permit will generally result in monetary gain to the applicant, whereas Police services and Fire Suppression are examples of services that are essential to the safety of the community at large.
- **A profit-making objective should not be included in the assessment of user fees.** In fact, California laws require that the charges for service be in direct proportion to the costs associated with providing those services. Once a charge for service is assessed at a level higher than the actual cost of providing a service, the term "user fee" no longer applies. The charge then becomes a tax subject to voter approval.

Therefore, it is commonly accepted that user fees are established at a level that will recover up to, and not more than, the cost of providing a particular service.

GENERAL POLICY CONSIDERATIONS REGARDING USER FEES

Undoubtedly, there are programs, circumstances, and services that justify a subsidy from a tax-based or alternative revenue source. However, it is essential that jurisdictions prioritize the use of revenue sources for the provision of services based on the continuum of benefit received.

Within the services that are typically funded by user fees, the Matrix Consulting Group recognizes several reasons why City staff or City Council may not advocate the full cost recovery of services. The following factors are key policy considerations in setting fees at less than 100 percent of cost recovery:

- **Limitations posed by an external agency.** The State or an outside agency will occasionally set a maximum, minimum, or limit on the jurisdiction's ability to charge a fee. Examples includes time spent copying and retrieving public documents and / or transportation permits.
- **Encouragement of desired behaviors.** Keeping fees for certain services below full cost recovery may provide better compliance from the community. For example, if the cost of a permit for changing a water heater in a residential home is higher than the cost of the water heater itself, many citizens will avoid pulling the permit.
- **Benefit received by user of the service and the community at large is mutual.** Many services that directly benefit a group or individual equally benefit the community. Examples include Planning Design Review, historical dedications, and certain types of special events.

The Matrix Consulting Group recognizes the need for policies that intentionally subsidize certain activities. The primary goals of a User Fee Study are to provide a fair and equitable basis for determining the costs of providing services and ensure that the City complies with State law.

SUMMARY OF LEGAL RESTRICTIONS AND POLICY CONSIDERATIONS

Once the full cost of providing services is known, the next step is to determine the "rate" or "price" for services at a level which is up to, and not more than, the full cost amount. The City Council is responsible for this decision, which often becomes a question of balancing service levels and funding sources. The placement of a service or activity within the continuum of benefit received may require extensive discussion and at times fall into a "grey area." However, with the resulting cost of services information from a User Fee Study, the City Council can be assured that the adopted fee for service is reasonable, fair, and legal. Overall, city staff has reviewed all fees for service in this analysis and where subsidies were identified, they recommended increases where appropriate to reduce the deficit; and where over-recoveries were identified, reduced the fee to comply with the law.

USER FEE STUDY METHODOLOGY

The Matrix Consulting Group utilizes a cost allocation methodology commonly known and accepted as the "bottom-up" approach to establishing User Fees. The term means that several cost components are calculated for each fee or service. These components then build upon each other to comprise the total cost for providing the service. The following chart describes the components of a full cost calculation:



The following subsections discuss the two components of the basis of the full cost.

TIME ESTIMATION

Utilization of time estimates is a reasonable and defensible approach, especially since experienced staff members who understand service levels and processes unique to the City developed these estimates. The project team worked closely with City staff in developing time estimates with the following criteria:

- Estimates are representative of **average times** for providing services. Extremely difficult or abnormally simple projects are not factored in the analysis.
- Estimates reflect the time associated with the **position or positions** that typically perform a service.
- Estimates are reviewed by the project team for "**reasonableness**" against their experience with other agencies.
- Estimates were not based on time in motion studies, as they are not practical for the scope of services and time frame for this project.
- Estimates match the current or proposed staffing levels to ensure there is no over-allocation of staff resources to fee and non-fee related activities.

The Matrix Consulting Group agrees that while the use of time estimates is not perfect, it is the best alternative available for setting a standard level of service on which to base a jurisdiction's fees for service and meets the requirements of California law.

The alternative to time estimating is actual time tracking, often referred to billing on a "time and materials" basis. Except in the case of anomalous or very large and complex projects, Matrix Consulting Group believes this approach to not be cost effective or reasonable for the following reasons:

- Accuracy in time tracking is compromised by the additional administrative burden required to track, bill, and collect for services in this manner.
- Additional costs are associated with administrative staff's billing, refunding, and monitoring deposit accounts.
- Customers often prefer to know the fees for services in advance of applying for permits or participating in programs.
- Departments can better predict revenue streams and staff needs using standardized time estimates and anticipated permit volumes.

Situations arise where the size and complexity of a given project warrants time tracking and billing on a "time and materials" basis. The Matrix Consulting Group has recommended taking a deposit and charging Actual Costs for such fees as appropriate and itemized within the current fee schedule.

FULLY BURDENED HOURLY RATES

The fully burdened hourly rates calculated through this study include the following components:

- **Salaries**: FY25-26 Budgeted salaries were utilized and consolidated at the positional level.
- **Benefits:** FY25-26 Budgeted benefits were utilized and consolidated at the positional level.
- **Productive Hours:** Based on Glendora's current personnel system rules, working or productive hours were calculated. This means taking the starting total working hours and reducing the hours by vacation, sick, holidays, training, and administrative leave based on each bargaining unit
- **Departmental / Divisional Overhead:** This captures any internal service charges or operating supply costs such as vehicles, supplies, etc. Additionally, this component includes the cost associated with support from Director, Administrative and Analytical staff that do not directly work on fees.
- **Citywide Overhead:** This captures support provided by the City Council, City Manager, City Clerk, City Attorney, Finance, and Human Resources. The costs are based on the Citywide Cost Allocation Plan (provided under separate cover).

Together these components result in the generation of fully burdened hourly rates by position / classification and / or department / division. These rates were multiplied against the time assumptions to calculate the full cost of services noted in this report.

RESULTS OVERVIEW

The motivation behind a cost of services (User Fee) analysis is for City Council and Departmental staff to maintain services at a level that is both accepted and effective for the community and to maintain control over the policy and management of these services.

It should be noted that the results presented in this report are not a precise measurement. In general, a cost-of-service analysis takes a "snapshot in time," where a fiscal year of financial and operational information is utilized. Changes to the structure of fee names, along with the use of time estimates, allow only for a reasonable projection of subsidies and revenue. Consequently, City Council and Department staff should rely conservatively upon these estimates to gauge the impact of implementation going forward.

Discussion of results in the following chapters is intended as a summary of extensive and voluminous cost allocation documentation produced during the Study. Each chapter will include detailed cost calculation results for each fee including the following:

- **Modifications:** discussions regarding any proposed revisions to the current fee schedule, including elimination or addition of fees.
- **"Per Unit" Results:** comparison of the full cost of providing each unit of service to the current fee for each unit of service (where applicable).
- **Annualized Results:** utilizing volume of activity estimates, annual subsidies, and revenue impacts were projected where workload was available.

The full analytical results were provided to City staff under separate cover from this summary report.

BUILDING & SAFETY

The Building and Safety Division is part of Community Development Department. The Building & Safety Division performs plan reviews, inspections, permit issuances, and ensures that all new construction and buildings occupancies are in line with the current health and safety standards as well as the California building standards code. The following subsections discuss fee schedule modifications, detailed per unit results, and annual revenue impacts for the fee-related services provided by the Building & Safety Division.

FEE SCHEDULE MODIFICATIONS

In discussions with Building and Safety Division, the following modifications were proposed to the current fee schedule:

- **Eliminated Fees:** Staff proposed eliminating the following fees, as these services are no longer offered by City staff, covered under other fees, or are now offered by other departments within the City:
    - 'Saddle Main Line'
    - 'Excavation (Under Sidewalk/Public Improvement)'
    - 'Pea Trap'
    - 'Ventilation System'
    - 'Overflow Seepage Pit Drain Field Ext.'
- **New Fees:** Staff proposed the addition of the following fees, to capture services already provided but not codified or new services being provided:
    - 'Bathroom Remodel / Kitchen Remodel (no structural changes)'
    - 'EV Charging Station'
    - 'Battery Backup'
    - 'Residential HVAC Replacement'
    - 'Swimming Pool / Spa'
    - 'Commercial Kitchen Hood & Exhaust System'
    - 'Minimum Permit Fee' for Building, Mechanical, Electrical, and Plumbing.
    - 'Additional Building Plan Check Fee'
    - 'Mechanical, Electrical, or Plumbing Plan Check Fee'
    - 'Sewer Plan Check Fee'

- **Expanded Fees**: Staff proposed expanding the building valuation schedule from beyond $1,000,000 to be tiered all the way up to $25,000,000 and exponentially increase thereafter. This better captures the development environment in the City of Glendora.
- **Consolidated Fees:** Staff proposed the following consolidations to the fee schedule:
    - Receptacles, Lights / Switches were consolidated into a singular category to be each – rather than based on ranges.
    - 'Motors with a Combined and Not Combined Rating over were combined into a singular fee category
    - 'Vented Decorative Appliance', 'Up to 100,000 BTU Up to 1,000,000 BTU', and 'Over 1,000,000 BTU' were consolidated into the following fees 'Refrigeration Compressor', 'Absorption Unit', 'Fuel Burning Heater or Furnace', and Boiler')
    - 'Air Handling Unit', 'Up to 2,000 CFM Up to 10,000 CFM Over', and '10,000 CFM', were consolidated into a single fee 'Air Handling Unit'.
    - 'Ranges/Clothes Dryers/ Water Heaters/Other Outlets' and 'Dishwasher/Stationary Cooktop/ Stationary Appliance' was consolidated into a single fee 'Fixed Appliances & Dedicated Outlets (Ranges, Dryers, Water Heaters, Cooktops, Dishwashers, etc.)'
- **Modified Fees**: Staff proposed the modification of the following fees, to better reflect the services offered by the City:
    - 'Battery Backup' was changed to 'Energy Storage System (ESS)' to more accurately reflect the services offered.
    - 'Carnival' was changed to 'Carnival Ride / Attraction' to more accurately reflect the services offered.
    - 'Gas System' was changed to 'Gas System (Includes up to 5 Outlets)' to more accurately reflect the services offered.
    - 'Refrigeration Compressor, Absorption Unit, or Fuel Burning Heater, Boiler, Furnace;' was broken out into the following fees, 'Refrigeration Compressor', 'Absorption Unit', 'Fuel Burning Heater or Furnace', 'and 'Boiler' to more accurately reflect the services offered.
    - 'House Sewer Connecting to Public Sewer' was changed to 'Building Sewer Connection to Public Sewer' to more accurately reflect the services offered.
    - 'Septic Tank Seepage Pit Drain Field Ext.' was changed to 'Septic Tank, Seepage Pit, or Drain Field (Per Unit)' to more accurately reflect the services offered.
    - 'Alter, Repair or Abandon House Sewer' was changed to 'Alter, Repair or Abandon Building Sewer' to more accurately reflect the services offered.
    - 'Not over 200 Amp' was changed to 'Not Over 225 Amp' to more accurately reflect the services offered.
    - 'Over 200 Amp' was changed to 'Over 225 Amp' to more accurately reflect the services offered.

The modifications noted ensure that the proposed fee schedule more accurately reflects the services being provided by Building and Safety staff.

DETAILED RESULTS

The Building and Safety Division collects fees for plan checks, building permits, application fees, combo permits, electrical permits, plumbing permits, mechanical permits, sewer permits, and other permits like change of occupancy, lost inspection cards, and solar. The total cost calculated for each service includes direct staff costs, Divisional, Departmental, and Citywide overhead. The following table details the fee name, current fee, total cost, and difference associated with each service offered.

TABLE 4: TOTAL COST PER UNIT RESULTS – BUILDING & SAFETY

Fee Name	Current Fee	Total Cost	Difference
Intake Processing	$25	$31	($6)
Building Permit Application Fee			
$1 to $500	$23.50	$128.65	($105.15)
$501 to $2,000			
First $500	$23.50	$128.65	($105.15)
Each Additional $100	$3.05	$5.31	($2.26)
$2,001 to $25,000			
First $2,000	$69.25	$208.26	($139.01)
Each additional $1,000	$14.00	$17.04	($3.04)
$25,001 to $50,000			
First $25,000	$391.25	$600.07	($208.82)
Each additional $1,000	$10.10	$14.21	($4.11)
$50,001 to $100,000			
First $50,000	$643.75	$955.42	($311.67)
Each additional $1,000	$7.00	$8.21	($1.21)
$100,001 to $500,000			
First $100,000	$993.75	$1,366.08	($372.33)
Each additional $1,000	$5.60	$4.92	$0.68
$500,001 to $1,000.000			
First $500,000	$3,233.75	$3,332.23	($98.48)
Each additional $1,000	$4.75	$4.56	$0.19
$1,000,000 to $5,000,000			
First $1,000,000	$5,608.75	$5,610.16	($1.41)
Each additional $1,000	$3.15	$0.57	$2.58
$5,000,000 to $10,000,000			
First $5,000,000	Modified	$7,888.09	N/A
Each additional $1,000	Modified	$0.54	N/A
$10,000,000 to $25,000,000			
First $10,000,000	Modified	$10,608.50	N/A
Each additional $1,000	Modified	$0.40	N/A
$25,000,000+			
First $25,000,000	Modified	$16,661.13	N/A
Each additional $1,000	Modified	$0.20	N/A

Fee Name	Current Fee	Total Cost	Difference
Building Plan Check Fee			
Building Plan Check Fee	65%	65%	0%
Additional Building Plan Check Fee	New	$213	N/A
Mechanical, Electrical, or Plumbing Plan Check Fee	New	$213	N/A
Sewer Plan Check Fee	New	$213	N/A
Building Permit Fees - Other Inspections and Fees			
Inspections outside of normal business hours (minimum charge - two hours)	$94	$146	($52)
Re-inspection fees assessed under provisions of the California Building Code	$94	$122	($28)
Inspection for which no fee is specifically indicated minimum charge - one half hour)	$94	$122	($28)
Additional plan review required by changes, additions or revisions on plans (minimum charge - one half hour)	$94	$213	($119)
For use of outside consultants for plan checking and inspections, or both		Actual Cost	
Other Building permit Application fees			
Building Address Processing w/o Map	$555	$432	$123
Building Investigation	$85	$327	($242)
Building Permit Surcharge for NPDES (SWPPP) Inspections	5%	5%	0%
Building Re-Address Processing	$555	$432	$123
Building Re-inspection	$70	$177	($107)
Change of Occupancy	$185	$945	($760)
Lost Inspection Card	$42	$116	($74)
Temporary Occupancy Review	$225	$452	($227)
Combo Permits - Single Family Residential			
Bathroom Remodel / Kitchen Remodel (no structural changes)	New	$300	N/A
EV Charging Station	New	$177	N/A
Energy Storage System (ESS)	New	$307	N/A
Residential HVAC Replacement	New	$235	N/A
Swimming Pool / Spa	New	$1,161	N/A
Electrical Permit Application			
Receptacles/Lights/Switches	$1.40	$4.08	($2.68)
Fixed Appliances & Dedicated Outlets (Ranges, Dryers, Water Heaters, Cooktops, Dishwashers, etc.)	$5.65	$8.16	($2.51)
Motors	Modified	$40	N/A
Signs	$56.35	$91	($34.65)
Timers	$14.10	$48	($33.90)
Service 0-600V			
Not Over 225 Amp	$70.27	$122.36	($52.09)
Over 225 amp	$56.35	$152	($95.65)
New Dwellings	$0.07	$0.10	($0.03)
Temporary Power Poles	$28.25	$122	($93.75)
Temporary Distribution Poles	$14.10	$61	($46.90)
Carnival Ride / Attraction	$23.50	$61	($37.50)
Swimming Pool/Spas	$61.35	$183	($121.65)
Where No Fee is Set	$75	$91	($16)

Fee Name	Current Fee	Total Cost	Difference
Minimum Permit Fee	New	$122	N/A
Issuance Fee Per Permit	$42	$55	($13)
Plumbing Permit Application			
Toilet	$11.30	$30	($18.70)
Bath Tub	$11.30	$30	($18.70)
Shower	$11.30	$30	($18.70)
Wash Basin	$11.30	$30	($18.70)
Kitchen Sink	$11.30	$30	($18.70)
Dishwasher	$15	$30	($15)
Laundry Tub or Tray	$11.30	$30	($18.70)
Automatic Washer	$11.30	$30	($18.70)
Water Heater	$40.57	$61	($20.43)
Solar Water Heater	$31.50	$122	($90.50)
Water Softener	$11.30	$30	($18.70)
Gas System (up to 5 Outlets)	$15	$61	($46)
Additional Gas Outlet Over 5	$2.65	$12	($9.35)
Floor Drain	$11.30	$30	($18.70)
Lawn Sprinkler System	$17	$61	($44)
Misc. Water Piping	$15	$61	($46)
Swimming Pool Piping	$24.25	$91	($66.75)
Where No Fee is Set	$75	$91	($16)
Minimum Permit Fee	New	$122	N/A
Issuance Fee Per Permit	$42	$55	($13)
Mechanical Permit Application			
Refrigeration Compressor	Modified	$91	N/A
Absorption Unit	Modified	$91	N/A
Boiler	Modified	$91	N/A
Fuel Burning Heater or Furnace	Modified	$91	N/A
Air Handling Unit	Modified	$91	N/A
Air Inlet or Outlet	$7.90	$15	($7.10)
Appliance Vent (not included above)	$7.90	$42	($34.10)
Evaporative Cooler	$12.80	$91	($78.20)
Ventilation Fans	$11.30	$30	($18.70)
Residential Kitchen Hood & Exhaust System	$39	$61	($22)
Commercial Kitchen Hood & Exhaust System	New	$91	N/A
Spray Booth, Exhaust System	$39	$122	($83)
Fire Dampers	$7.50	$91	($83.50)
Alter Duct System (not included above)	$18.50	$91	($72.50)
Where No Fee is Set	$75	$91	($16)
Minimum Permit Fee	New	$122	N/A
Issuance Fee Per Permit	$42	$55	($13)
Sewer Permit Application			
Building Sewer Connection to Public Sewer	$56.75	$122	($65.25)
Septic Tank, Seepage Pit, or Drain Field	$84.75	$214	($129.25)
Connect Additional Building/Work	$28.25	$122	($93.75)

Fee Name	Current Fee	Total Cost	Difference
Alter, Repair or Abandon Building Sewer	$28.25	$122	($93.75)
Grease Interceptor	$56.75	$183	($126.25)
Where No Fee is Set	$75	$122	($47)
Minimum Permit Fee	New	$122	N/A
Issuance Fee Per Permit	$42	$55	($13)
Other Permits			
Building Re-inspection	$72	$177	($105)
Investigation	$170	$327	($157)
Lost Inspection Card	$42	$116	($74)
Commercial Solar			
50kw or Less	$1,000	$1,218	($218)
50-250kW (Base)	$1,000	$1,218	($218)
50-250kW (per kW above 50 kW)	$7	$5	$2
250 kW (Base)	$2,400	$2,271	$129
250 kW (per kW above 250 kW)	$5	$4	$1
Residential Solar:			
Base	$500	$559	($59)
Per Kw above 15Kw	$15	$16	($1)

The fees administered by the Building and Safety Division generally under-recover for its services. For Building Permit fees, the most significant deficit is in relation to the '$100,001 to $500,000' base fee at $372.33.

For Permits outside the Building Permit fee category, the most significant deficit is in relation to the 'Change of Occupancy' under the Other Building Permit Application Fees category at $760. The smallest under recovery is for the 'New Dwellings' under the Electrical Permit Application category at $0.03 per square foot.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Building and Safety has a deficit of roughly $302,000. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 5: ANNUAL RESULTS – BUILDING AND SAFETY

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Building Valuation-Based Fees	$1,160,447	$1,420,565	($260,118)
Other Inspections and Fees	$925	$4,725	($3,800)
Combo Permits - Single Family Residential	$104,528	$82,132	$22,396
Electrical Permit Application	$23,149	$42,114	($18,966)
Plumbing Permit Application	$18,817	$39,929	($21,112)
Mechanical Permit Application	$8,871	$10,752	($1,882)
Sewer Permit Application	$11,447	$24,213	($12,766)
Other Permits	$52,962	$58,431	($5,469)
Total	**$1,381,145**	**$1,682,861**	**($301,717)**

Building and Safety has an annual cost recovery of roughly 82%. The largest source of this deficit is the valuation-based fees at $260,000. The primary source of that deficit is plan check fees. Even though the plan check rate doesn't change, the change in the building permit fee, results in a large deficit for plan check fees. Reviewing and right-sizing these fees is critical to help achieving higher cost recovery.

ENGINEERING

The Engineering Division is part of the Public Works Department. The Engineering Division is responsible for developing and maintaining long term infrastructure development and replacement projects, CIP, and conducting plan checks for improvements and grading plans. The following sections discuss fee schedule modifications and detailed per unit results for the fee-related services associated with Engineering.

FEE SCHEDULE MODIFICATIONS

In discussions with City staff, the following modifications were proposed to the current fee schedule:

- **Eliminated Fees:** Staff proposed eliminating the 'Newsrack Registration (Per Rack)' as this service is no longer offered by the City.
- **Modified Fees**: Staff proposed modifying the '3rd Party Consultants' from a flat fee to a per hour fee to better reflect the services offered by the City.
- **Consolidated Fees:** Staff proposed the following consolidations to the fee schedule:
    - The 'Single-Family / ADU' and 'Multi-Family (more than 1) / Commercial' were consolidated into '1 acre or more' under SWPPP Review Fee.
    - The 'Flat Fee for Review (Includes First and Second Submittals)' was consolidated into a single deposit under Administrative Wireless Telecommunications Facility Permit Fees - Small Wireless Facilities.

The modifications proposed ensure that the proposed fee schedule more accurately reflects the services being provided by Engineering staff.

DETAILED RESULTS

The Engineering Division collects fees for parcel map/tract map developments, drainage related inspections and reviews, encroachment permits, plan checks, driveway approach permits, excavation permits, curb, gutter, sidewalk & paving permits, sewer permits, right of way, and other miscellaneous fees like waste disposal/cleanup and quitclaims. The total cost calculated for each service includes direct staff costs and Division and Citywide overhead. The following table details the fee name, current fee, total cost, and difference associated with each service offered.

TABLE 6: TOTAL COST PER UNIT RESULTS – ENGINEERING

Fee Name	Current Fee	Total Cost	Difference
Street Name Signs	$310	$418	($108)
Traffic Signs	$300	$1,112	($812)
Street Lights (Administration)			
Administration Fee	$350	$561	($211)

Fee Name	Current Fee	Total Cost	Difference
Curb Stenciling	$11	$33	($22)
Parcel Map/Tract Map Development Fees			
Final Parcel Map Review	$1,805	$3,376	($1,571)
Final Tract Map Review			
Application	$1,954	$3,702	($1,748)
Over 4 lots	$13	$46	($33)
Final Map Amendment Review	$550	$3,114	($2,564)
Street Name Processing w/o Map	$2,011	$2,332	($321)
Street Re-Name Processing	$2,011	$2,332	($321)
Street/Right-of-Way Abandonment Processing	$1,774	$2,055	($281)
Building Address or Re-Address Processing without Map	$555	$705	($150)
Drainage			
Drainage Plan/Check/Inspections/ SWPP			
Single-Family / ADU	$350	$634	($284)
Multi-Family (more than 1) / Commercial	Actual Cost	$1,007	N/A
Geotechnical/Soils Report Review			
Single-Family / ADU	$550	$785	($235)
Multi-Family (more than 1) / Commercial	Actual Cost	$1,015	N/A
Low Impact Development (LID Report)			
Single-Family / ADU	$550	$785	($235)
Multi-Family (more than 1) / Commercial	Actual Cost	$1,015	N/A
Encroachment Permits			
Temporary Placement on Street Permit	$86	$336	($250)
Temporary Encroachment Permit	$86	$368	($282)
Permanent Encroachment Permit	$241	$782	($541)
Plan Checks			
Public Improvement Plan Check/ Inspection	5.00%	5.00%	$0
Traffic Control Plan Review	$350	$733	($383)
Miscellaneous Plan Review			
Single-Family / ADU	$350	$785	($435)
Multi-Family (more than 1) / Commercial	Actual Cost	$1,292	N/A
Signing/Striping Plan Check	$307	$870	($563)
SWPPP Review Fee			
Less than 1 acre	$350	$497	($147)
1 acre or more	$550	$864	($314)
Traffic Study Review Fee	$550	$742	($192)
Delta Revision Fee	$307	$777	($470)
Delta Revision to Drainage/Grading Plans	$350	$432	($82)
Stock Pile Plan Review Fee	$307	$733	($426)
Hydrology & Hydraulics Report Review Fee			
Single-Family / ADU	$550	$872	($322)

Fee Name	Current Fee	Total Cost	Difference
Multi-Family (more than 1) / Commercial		Actual Cost	
Drive Approach Permits			
Residential Drive Approach	$145	$520	($375)
Commercial Drive Approach	$300	$740	($440)
Excavation Permits			
Natural Soil Excavation (sod/earth)	$145	$603	($458)
Paved Surfaces:			
1 – 50 square foot	$145	$300	($155)
51 – 300 square foot	$300	$366	($66)
301 – 600 square foot	$450	$485	($35)
601 – 1,000 square foot	$691	$702	($11)
Over 1,000 square foot	$691	$870	($179)
Each Addl. 100 sq. ft. over 1,000	$25	$29	($4)
Curb, Gutter, Sidewalk & Paving Permits			
Curb and/or Gutter			
0 - 100 linear foot	$145	$466	($321)
Over 100 linear foot	$1.00	$1.34	($0.34)
Sidewalk			
0 - 100 sq. ft.	$145	$603	($458)
Over 100 sq. ft.	$1.00	$1.21	($0.21)
Minor Curb Cut/Drilling (Core)	$145	$538	($393)
Sewer Fees			
House Sewer Connecting to Public Sewer	$145	$777	($632)
Sewer Front Footage	$6.50	$6.59	($0.09)
Sewer Acreage	$730	$780	($50)
Sewer Main Inspection Fee	$1.00	$1.68	($0.68)
Manhole, Junction Structure, etc. Inspection	$71	$304	($233)
Sewer Area Study Review Fee			
Single-Family / ADU	$550	$923	($373)
Multi-Family (more than 1) / Commercial		Actual Cost	
Miscellaneous Fees			
Pool Drainage Permit	$73	$236	($163)
Sign Impound Fee	$100	$199	($99)
Easement Quitclaim Deed Processing	$445	$923	($478)
Oversized Transportation Permit	$16	$215	($199)
Moving Building/House			
Permit Fee	$75	$181	($106)
Hazardous Material Spill: Cleanup & Disposal Sewage Spill Cleanup Damage to City Property/ Repair		$273	($273)
Construction and Demolition (C&D) Waste Management Plan Administration			
Projects with a valuation less than $100,000:			
City Approved Haul	$0	$99	($99)
Self-Haul	$80	$99	($19)
Projects with a valuation greater than $100,000:			
City Approved Haul	$80	$99	($19)

Fee Name	Current Fee	Total Cost	Difference
Self-Haul	$160	$99	$61
Preferential Parking District - Establishment or Modification		Actual Cost	
Miscellaneous Inspections			
Inspections (after hours/weekends)	Actual Cost	$162	N/A
Re-inspections	Actual Cost	$136	N/A
Inspection (no indicated fee)	Actual Cost	$136	N/A
3rd Party Consultants	Actual Cost	$294	N/A
Wireless Telecommunication Facilities (Public Right-of-Way)			
Administrative Wireless Telecommunications Facility Permit Fees - Small Wireless Facilities - Deposit	$1,650	$4,000	($2,350)
Administrative Wireless Telecommunications Facility Permit Fees - Eligible Facilities Request - Flat fee for review	$450	$543	($93)
Major Wireless Telecommunications Facility Permit Fees - Non-Administrative - Deposit	$1,650	$8,000	($6,350)
Grading & Drainage Plan Check/Inspection Fees Grading Permit Fees			
51-1000 Cubic Yards			
For First 50 Cubic Yards	$677	$809	($132)
Each add'l 100 Cubic Yards or Fraction Thereof	$154	$171	($17)
1,001-10,000 Cubic Yards			
For First 1,001 Cubic Yards	$2,252	$2,439	($187)
Each add'l 1000 Cubic Yards or Fraction Thereof	$192	$196	($4)
10,001-50,000 Cubic Yards			
For First 10,001 Cubic Yards	$4,057	$4,206	($149)
Each add'l 1000 Cubic Yards or Fraction Thereof	$270	$81	$189
50,001-100,000 Cubic Yards			
For First 50,001 Cubic Yards	$7,238	$7,467	($229)
Each add'l 1000 Cubic Yards or Fraction Thereof	$115	$113	$2
Over 100,000 Cubic Yards			
For First 100,000 Cubic Yards	$12,998	$13,166	($168)
Each add'l 1000 Cubic Yards or Fraction Thereof	$58	$56	$2

The fees administered by the Engineering Division generally under-recover for its services. The largest non-deposit related deficit is in relation to 'Final Map Amendment Review' fee under the Parcel Map/Tract Map Development Fees category for $2,564. The smallest under recoveries are in relation to Sewer Fees, specifically for a 'Sewer Front Footage' fee for $0.09 per square foot.

There are also a handful of over-recoveries as it relates to the grading and drainage plan check and inspection fees. Right-sizing those fees will ensure that the City can achieve greater cost recovery.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Engineering has a deficit of roughly $199,000. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 7: ANNUAL RESULTS – ENGINEERING

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Encroachment Permits	$11,508	$46,372	($34,864)
Plan Checks	$103,371	$109,104	($5,733)
Drive Approach Permits	$15,585	$53,540	($37,955)
Excavation Permits	$237,384	$344,408	($107,024)
Curb, Gutter, Sidewalk & Paving Permits	$668	$2,404	($1,736)
Miscellaneous Fees	$1,876	$10,310	($8,434)
Wireless Telecommunication Facilities (Public Right-of-Way)	$11,250	$13,575	($2,325)
Grading & Drainage	$56,739	$57,751	($1,012)
Total	**$438,381**	**$637,465**	**($199,083)**

Engineering has an annual cost recovery of roughly 69%. The largest under-recovery is in relation to the Excavation Permits, specifically $75,570 of the difference is due to the 'Natural Soil Excavation (sod/earth)'. Currently, The City charges $145 per excavation, the total cost was calculated to be $603, resulting in a per unit deficit of $458. The large per unit deficit coupled with the roughly 165 times these permits were administered in the past year resulted in the large cost recovery gap. The department should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

ENVIRONMENTAL SERVICES

The Environmental Services Division is part of the Public Works Department. Environmental Services is responsible for handling the city's recycling and solid waste programs, regulatory compliance, and community outreach around environmental education. This program is currently administered through a third party consultant that is managed by City staff. The following subsections discuss fee schedule modifications, detailed per unit results, and annual revenue impacts as appropriate for the fee-related services provided by the Environmental Services Division.

FEE SCHEDULE MODIFICATIONS

In discussions with City staff, the following modifications were proposed to the current fee schedule:

- **Eliminated Fees:** Staff proposed eliminating 'FOG Program Wastewater Sampling and Analysis' as this service is not offered.
- **New Fees:** Staff proposed the addition of the following fees as they highlight services already offered but not codified on the fee schedule:
    - 'NPDES - Current Construction Re-inspection'
    - 'Environmental Services Hourly Fee'

The modifications noted ensure that the proposed fee schedule more accurately reflects the services being provided by Environmental Services staff.

DETAILED RESULTS

The Environmental Services Division collects fees for Fats, Oils, and Grease inspections, and NPDES inspections. The total cost calculated for each service includes direct consultant costs, Departmental, and Citywide overhead. The following table details the fee name, current fee, total cost, and difference associated with each service offered.

TABLE 8: TOTAL COST PER UNIT RESULTS – ENVIRONMENTAL SERVICES

Fee Name	Current Fee	Total Cost	Difference
FOG Fees			
FOG (Fats, Oil and Grease) Application Fee for New Restaurants	$250	$276	($26)
FOG Program Inspections	$180	$193	($13)
FOG Program, Industrial, Automotive, and Gas Station Re-inspection Fee	$100	$193	($93)
National Pollutant Discharge Elimination Services (NPDES)			
NPDES - Current Construction Inspection	$145	$383	($238)
NPDES - Current Construction Re-inspection	New	$191	N/A
NPDES Automotive Inspection			
Inspection	$240	$257	($17)

Fee Name	Current Fee	Total Cost	Difference
Follow-up	$150	$177	($27)
NPDES Gas Station Inspection			
Inspection	$230	$257	($27)
Follow-up	$150	$177	($27)
NPDES Industrial Inspection			
Inspection	$270	$386	($116)
Follow-up	$140	$281	($141)
NPDES Restaurant Inspection			
Inspection	$140	$193	($53)
Follow-up	$150	$156	($6)
NPDES - Nursery			
Inspection	$240	$257	($17)
Follow-up	$150	$177	($27)
NPDES Non-Industrial Inspection			
Inspection	$240	$257	($17)
Follow-up	$150	$177	($27)
Other Fees			
Environmental Services Hourly Fee	New	$184	N/A

The fees administered by the Environmental Services Division under-recover. The largest deficit is in relation to 'NPDES - Current Construction Inspection' under National Pollutant Discharge Elimination Services (NPDES) at $238. The smallest under recovery is for the 'NPDES Restaurant Inspection – Follow up' under the National Pollutant Discharge Elimination Services (NPDES) category at $6.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Environmental Services has a deficit of roughly $33,000. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 9: ANNUAL RESULTS – ENVIRONMENTAL SERVICES

Fee Category	Revenue at Current Fee	Annual Cost	Difference
FOG Fees	$22,500	$27,995	($5,495)
NPDES	$45,010	$72,330	($27,320)
Total	**$67,510**	**$100,325**	**($32,815)**

Environmental Services has an annual cost recovery of roughly 67%. The largest under-recovery is in relation to (NPDES), specifically $23,000 of the difference is due to 'Current Construction Inspection'. Currently, the City charges $145 per inspection; the total cost was calculated to be $383, resulting in a per-unit deficit of $238. This large per-unit deficit, coupled with the roughly 96 times these inspections were administered in the past year, results in the large cost recovery gap. The department should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

FINANCE

The Finance Division is part of the Administrative Services Department. The finance division provides minimal fee-related services for business licenses and utility billing support (captured under utilities). The following subsections discuss fee schedule modifications, detailed per unit results, and annual results for the fee-related services provided by the Finance Division.

FEE SCHEDULE MODIFICATIONS

In discussions with city staff, the only modification proposed to the fee schedule was the elimination of 'Reprint of Business Licenses' as this service is no longer offered. This update more accurately reflects the services being provided by Finance Staff.

DETAILED RESULTS

The Finance Division collects fees for Business License and Special Events. The total cost calculated for each service includes direct staff costs and Division and Citywide overhead. The following table details the fee name, current fee, total cost, and difference associated with each service offered.

TABLE 10: TOTAL COST PER UNIT RESULTS – FINANCE

Fee Name	Current Fee	Total Cost	Difference
Business License Fees			
New Business License Application Review	$77	$88	($11)
Business License Renewal	$10	$29	($19)
Bingo Permit	$50	$70	($20)
Dance Permit	$30	$35	($5)
Solicitation and Peddling Permit			
First Vendor	$50	$77	($27)
Each Additional Vendor	$20	$44	($24)
Vending Machines, Amusement Devices			
Machine Fee	$35	$52	($17)
Special Events			
Parade/Special Event / Outdoor Display Permit			
New (PD Parade/Special Event)	$580	$612	($32)
Business Permit Fee (Special Outdoor Event Display)	$100	$95	$5
Non-Profit Permit Fee (Special Outdoor Event Display)	$50	$60	($10)
Repeat (PD Parade/Special Event)	$216	$230	($14)
Business Permit Fee (Special Outdoor Event Display)	$100	$95	$5
Non-Profit Permit Fee (Special Outdoor Event Display)	$50	$60	($10)

Nearly all of the fees administered by the Finance Division are under-recovering for their associated costs. The largest under-recovery is for a 'New (PD Parade / Special Event)' at $32. The smallest undercharge is in the Business License Fees category for a 'Dance Permit' at $5. There are a handful of over-recoveries in relation to the business permit fees for special outdoor event display.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Finance has a deficit of roughly $74,000. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 11: ANNUAL RESULTS – FINANCE

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Business License Fees	$97,416	$170,478	($73,062)
Special Events	$12,632	$13,398	($766)
Total	**$110,048**	**$183,876**	**($73,828)**

Finance has an annual cost recovery of roughly 60%. 'Business License Renewal' makes up roughly $64,000 of the $64,000. Currently, the City charges $10 per renewal, the total cost was calculated to be $29, resulting in a per unit deficit of $19. While the per unit deficit is not particularly large, this service was administered 3,366 times in the past year, resulting in the large deficit amount. The department should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

LIBRARY

The Library Department manages and administers the Library's budget, collections, and strategic planning to provide modern, community-centered library services. The Library also offers public programs, materials, and technology resources for all ages. The majority of the Library's services are free for the public to utilize. The scope of this analysis was rental fees, processing fees, and administering / proctoring test fees. The following sections discuss fee schedule modifications, detailed per-unit results, and annual results for the fee-related services provided by Library staff.

FEE SCHEDULE MODIFICATIONS

In discussions with Library staff, staff proposed modifying the following fees for Other Fees and Charges:

- 'Books, videos, software, compact discs, audio tapes & playaways, laptops/tablets' was changed to 'All physical materials except magazines, pamphlets & passes'
- 'Magazines, and pamphlets' was changed to 'Magazines, pamphlets and passes'

The modifications noted ensure that the proposed fee schedule more accurately reflects the services being provided by Library staff.

DETAILED RESULTS

Of the Library fees evaluated in this analysis, the Library Department collects fees for event facility rentals, interlibrary loans, and administering/proctoring tests. The total cost calculated for each service includes direct staff costs and department and citywide overhead. The following table details the fee name, current fee, total cost, and difference associated with each service offered.

TABLE 12: TOTAL COST PER UNIT RESULTS – LIBRARY

Fee Name	Current Fee	Total Cost	Difference
Library Meeting/Event Facilities Fees (Resident Non-Profit)			
Facility Deposit	$0	$500	($500)
Bidwell Forum	$0	$140	($140)
Bidwell Forum with Plaza	$0	$172	($172)
Friends Room	$0	$83	($83)
Cleaning Deposit	$250	$250	$0
Person-on-duty	$25	$59	($34)
Microphone Fee	$0	$24	($24)
Video Equipment (VHS/DVD Players, TV Monitors, Screens, Laptops, Projectors)	$0	$33	($33)
Library Meting/Event Facilities Fees (All Other Groups			
Facility Deposit	$250	$500	($250)

Fee Name	Current Fee	Total Cost	Difference
Bidwell Forum	$100	$140	($40)
Bidwell Forum with Plaza	$150	$172	($22)
Friends Room	$75	$83	($8)
Cleaning Deposit	$250	$250	$0
Person-on-duty	$25	$59	($34)
Microphone Fee	$10	$24	($14)
Video Equipment (VHS/DVD Players, TV Monitors, Screens, Laptops, Projectors)	$25	$33	($8)
Other Fees and Charges			
Processing:			
All physical materials except magazines, pamphlets & passes	$10	$21	($11)
Magazines, and pamphlets, and passes	$2	$2	$0
Lost Library Card	$2	$2	$0
Holds on material:			
Per item Unclaimed	$0	$2	($2)
Interlibrary Loan Request	$2	$30	($28)
Administrating/proctoring tests	$40	$43	($3)

The Library Department under-recovers on all fees. The largest under-recovery that is not in relation to a deposit is at $172 for a 'Bidwell Forum with Plaza' usage under Library Meeting/Event Facilities Fees (Resident Non-Profit). This is because the City does not currently charge non-profit resident groups for the use of the facility, but there is still a cost incurred. The smallest under-recovery is in relation to the 'Holds on Material – Per Item Unclaimed' fee under the Other Fees and Charges category for $2.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, the Library has a deficit of roughly $34,000. The following table shows the revenue at the current fees, total projected annual cost, and the resulting difference by major fee category.

TABLE 13: ANNUAL RESULTS – LIBRARY

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Library Meeting/Event Facilities Fees	$350	$826	($476)
Other Fees and Charges	$32,340	$66,003	($33,663)
Total	**$32,690**	**$66,829**	**($34,139)**

The Library has an annual cost recovery of roughly 49%. The largest under-recovery is in relation to the Other Fees and Charges; specifically $31,526 of the difference is due to the processing fees. Currently, the Library charges $10 per item processed; the total cost was calculated to be $21, resulting in a per-unit deficit of $11.The per-unit deficit, coupled with the roughly 2,866 times it was charged, resulted in the large cost recovery gap. The department should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

PLANNING

The Planning Division part of the Community Development. The Planning Division is responsible for ensuring that construction is in compliance with the city's zoning and land usage regulations, plan checks, environmental reviews, grading, and zoning. The Planning Division also responsible for developing the city's community development policies, general plans, zoning codes, regional planning activities, and land use studies. The following subsections discuss fee schedule modifications and detailed per unit results for the fee-related services provided by Planning.

FEE SCHEDULE MODIFICATIONS

In discussions with City staff, the following modifications were proposed to the current fee schedule:

- **Eliminated Fees:** Staff proposed eliminating the following fees as these services are no longer offered by City staff or are now incorporated into the general use permit (CUP) process:
    - 'Radius Map and Labels'
    - 'Animal Conditional Use Permit'
- **Moved Fees:** To better align with where and how services are provided, the following fees have been reassigned to their respective departments.
    - 'Building Address Processing w/o Map', 'Building Investigation', 'Building Permit Surcharge for NPDES (SWPPP) Inspections', 'Building Plan Check/Inspection', 'Building Re-Address Processing', 'Building Re-inspection', 'Change of Occupancy', 'Fire Alarm Plan Check/Inspection', 'Fire Hood/Duct Plan Check/Inspection', 'Lost Inspection Card', 'Temporary Occupancy Review' were moved from Planning to Building.
    - 'FOG (Fire, Oil and Gas) Application Fee for New Restaurants', 'FOG Program Inspections', 'FOG Program Wastewater Sampling and Analysis', 'FOG Program, Industrial, Automotive, and Gas Station Re-inspection Fee' were moved from Planning to Environmental Services.
    - Public Transit Service and Transportation were moved from Planning to Recreation and Human Services.
- **New Fees:** Staff proposed the addition of the following fees, to capture services already provided but not codified:
    - 'Administrative Subdivision (SB9, SB684, and AB1033)'
    - Wireless Telecommunications Facilities
    - 'SB330 Applications'
    - 'Technical Review'

The modifications noted ensure that the proposed fee schedule better reflects the services being provided by Planning staff.

DETAILED RESULTS

The Planning Division collects fees for appeals, development plans, street/sidewalk vendor permits, and wireless telecommunication facility fees. The total cost calculated for each service includes direct staff costs and Departmental and Citywide overhead. The following table details the fee name, current fee, total cost, and difference associated with each service offered.

TABLE 14: TOTAL COST PER UNIT RESULTS – PLANNING

Fee Name	Current Fee	Total Cost	Difference
Animal Conditional Use Permit	Actual Cost		
Annexation	Actual Cost		
Appeal to City Council			
Initial Deposit	$2,000	$3,064	($1,064)
Subsequent Deposits	$1,000	$1,532	($532)
Appeal to Planning Commission			
Initial Deposit	$2,000	$3,064	($1,064)
Subsequent Deposits	$1,000	$1,532	($532)
Certificate of Compliance	$1,481	$1,079	$402
Conceptual Review	$1,041	$5,167	($4,126)
Conditional Use Permit	$2,425	$8,705	($6,280)
Development Agreement	Actual Cost		
Development Plan Review – Minor			
Director	$2,483	$4,415	($1,932)
Commission	$3,297	$5,028	($1,731)
Development Plan Review – Major	$5,000	$7,628	($2,628)
Environmental Impact Report Review	Actual Cost		
Environmental Initial Study	Actual Cost		
Environmental: Categorical Exemption Review	$214	$432	($218)
General Plan Amendment - Map	$4,000	$8,705	($4,705)
General Plan Amendment - Other	$15,000	$8,705	$6,295
Business License Zoning Verification	$29	$101	($72)
Landscape Plans Applications	$400	$355	$45
Legal Review of CC&Rs	Actual Cost		
Lot Line Adjustment	$1,554	$717	$837
Lot Merger	$1,554	$717	$837
Minor Modification	$1,422	$3,802	($2,380)
Mitigation Monitoring	Actual Cost		
Modification Review (CUP or Variance)	$2,067	$3,802	($1,735)
Planned Development	$10,000	$8,705	$1,295
Planned Redevelopment	$10,000	$8,705	$1,295
Reversion to Acreage	Actual Cost		
Review of CC&Rs	Actual Cost		
Sign Variance	$1,951	$1,198	$753

Fee Name	Current Fee	Total Cost	Difference
Specific Plan Review	Actual Cost		
Renewals	$165	$125	$40
Tentative Parcel Map Review (Lot Split)	$4,006	$4,275	($269)
Administrative Subdivision (SB9, SB684, & AB1033)	New	$4,679	N/A
Tentative Tract Map (Subdivision)	$5,286	$5,487	($201)
Time Extension Review	$1,042	$738	$304
Variance	$2,224	$3,802	($1,578)
Zone Change - Map	$4,000	$8,705	($4,705)
Zone Change - Other	$15,000	$8,705	$6,295
Zoning Verification Letter	$214	$1,657	($1,443)
Conditional Use Permit - Minor	$1,315	$738	$577
Recreational Vehicle Admin Review Permit Appeal	$200	$585	($385)
Wireless Telecommunications Facilities			
Eligible Facility Requests (EFR)	New	$1,351	N/A
Minor Wireless Facility Permit	New	$6,253	N/A
Major Wireless Facility Permit	New	$8,705	N/A
SB330 Applications	New	$891	N/A
Technical Review (Applicable to Administrative Subdivisions, Tentative Parcel Map / Tentative Tract Map, Certificate of Compliance, Lot Line Adjustment, and Lot Merger)	New	Actual Cost	N/A

Nearly all of the fees administered by the Planning Division under-recover for their associated costs. The largest under-recovery is $6,280 for 'Conditional Use Permit' under the Planning fees. The smallest undercharge is in the Planning Fees category for the 'Business License Zoning Verification' fee at $72.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Planning has a deficit of roughly $151,000. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 15: ANNUAL RESULTS – PLANNING

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Conceptual Review	$11,451	$56,837	($45,386)
Conditional Use Permit	$21,577	$77,453	($55,876)
Development Plan Review	$65,352	$100,337	($34,984)
Planned Development	$32,797	$28,550	$4,247
SB9 Lot Split Applications	$17,524	$18,716	($1,192)
Tentative Tract Map (Subdivision)	$34,036	$35,330	($1,294)
Variance	$21,924	$37,480	($15,556)
Zoning Verification Letter	$1,070	$8,285	($7,215)
Misc. Planning Applications	$32,892	$26,303	$6,588
Total	**$238,622**	**$389,291**	**($150,669)**

Planning has an annual cost recovery of roughly 61%. The largest under-recovery is in relation to the 'Conditional Use Permit'. Currently, the city charges $2,425 per permit but it costs them $8,705 to provide the service. The division should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

POLICE

The Police Department is responsible for preserving public safety and maintaining the peace within the city through patrolling, investigating crimes, traffic enforcement, and 24/7 rapid responses to emergencies. As it relates to fee-related services, the police department is responsible for records-related services and false alarms. The following subsections discuss fee schedule modifications, detailed per unit results, and annual revenue impacts for the fee-related services provided by the Police Department.

FEE SCHEDULE MODIFICATIONS

In discussions with City staff, the following modifications were proposed to the current fee schedule:

- **Eliminated Fees:** Staff proposed eliminating the following fees, as these services are no longer offered by City staff, covered under other fees, or are now offered by other departments within the City:
    - 'Adult Business Entertainer Permit'
    - 'Adult Business License'
    - 'Disabled Placard Valid but Not Properly Displayed'
    - 'Police Computer Records Search'
    - Street Vendor Permit
    - Alarm System Appeal Fees and other Alarm system penalties
- **Moved Fees:** Staff proposed moving the Parade/Special Event Permit category from Police to Finance in order to better align with where and how services are provided.
- **Contracted Fees:** Animal control services are contracted with an external agency; therefore, these fees were not evaluated through this analysis.

The modifications noted ensure that the proposed fee schedule more accurately reflects the services being provided by Police staff.

DETAILED RESULTS

The Police Department collects fees for bicycle licenses, code enforcement investigations, noise disturbances response call-backs / alcohol consumed by a minor, parking permits, police report copies, alarm fees, and CCW licenses. The total cost calculated for each service includes direct staff costs and Departmental and Citywide overhead. The following table details the fee name and total cost associated with each service offered.

TABLE 16: TOTAL COST PER UNIT RESULTS – POLICE

Fee Name	Current Fee	Total Cost	Difference
Bicycle Licenses			
New license	$6	$8	($2)
Renewal	$3	$8	($5)
Cost Recovery of Graffiti Damage Caused by a Minor	Actual Cost	Actual Cost	N/A
DUI Incident Response Investigation	Actual Cost	Actual Cost	N/A
Fingerprint Card	$20	$24	($4)
Impound Vehicle Release	$120	$162	($42)
Inspection, documentation and registration of vacant property or property in foreclosure	$200	$83	$117
Massage Business Permit	$350	$335	$15
Massage Business Permit Renewal	$350	$167	$183
Massage Tech/Practitioner Permit	$297	$167	$130
Massage Tech/Practitioner Permit Renewal	$297	$83	$214
Massage Business Location Change	$182	$167	$15
Massage Business Sale/Transfer	$350	$167	$183
Parking Permit - Early Morning			
Early Morning/Per Day	$5	$5	$0
Early Morning/Per Year	$75	$83	($8)
Police Photo Reproduction	$33	$37	($4)
Police Report Copy			
First Five (5) pages	Free	$0	N/A
Additional Pages After 5	$0.15	$0.15	$0.00
Police Special Services	Actual Cost	Actual Cost	N/A
Records Check/Clearance Letter	$25	$42	($17)
Vehicle Equipment Correction Inspection	$25	$29	($4)
Video/Audio Disk Reproduction	$25	$37	($12)
Weapons Storage Processing	$50	$61	($11)
Traffic Collision Report	$20	$21	($1)
Sidewalk Vendor - Impounding Equipment & Merchandise	$200	$209	($9)
Alarm Fees			
Alarm Permit			
Residential	$40	$52	($12)
Commercial	$50	$52	($2)
False Alarm Fines			
Permitted			
1st Alarm	$0	$138	($138)
2nd Alarm	$75	$138	($63)
3rd Alarm	$150	$138	$12
4th Alarm	$250	$138	$112
5th Alarm	$250	$138	$112
Non-Permitted			
1st Alarm	$50	$138	($88)
2nd Alarm	$175	$138	$37
3rd Alarm	$200	$138	$62

Fee Name	Current Fee	Total Cost	Difference
4th Alarm	$350	$138	$212
5th Alarm	$350	$138	$212
Carry Concealed Weapon (CCW)			
Carry Concealed Weapon (CCW) - New Application	$389	$1,454	($1,065)
Carry Concealed Weapon (CCW) - Amended Application	$10	$435	($425)
Carry Concealed Weapon (CCW) - Live Scan	$20	$24	($4)
Carry Concealed Weapon (CCW) - Renewal	$129	$871	($742)

The majority of the fees administered by the Police Department under-recover for their associated costs. The largest under-recovery is $1,065 for 'Carry Concealed Weapon (CCW) - New Application' under Carry Concealed Weapon (CCW). The largest over-recovery is for $214 for 'Massage Tech/Practitioner Permit Renewal' Under Police Fees. The smallest undercharge is for a 'Each Additional Card' and 'Traffic Collision Report' fee at $1. The smallest over-recovery outside of penalties is for a 'Massage Permit' and a 'Massage Business Location Change' for $15.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Police has a deficit of roughly $233,000. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 17: ANNUAL RESULTS – POLICE

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Police Fees	$175,588	$233,852	($58,264)
Alarm Fees	$77,250	$153,640	($76,390)
Carry Concealed Weapon (CCW)	$36,611	$134,755	($98,144)
Total	**$289,449**	**$522,247**	**($232,798)**

Police has an annual cost recovery of roughly 55%. The largest under-recovery is in relation to the 'Carry Concealed Weapon (CCW)', specifically $94,785 of the difference is due to the 'Carry Concealed Weapon (CCW) - New Application'. Currently, the City Charges $389 per permit; the total cost was calculated to be $1,454, resulting in a per unit deficit of $1,065. This per-unit deficit, coupled with the roughly 89 times the fee was charged in the past year, resulted in the large cost recovery gap. The department should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

RECREATION

The Recreation Division is part of the Recreation and Human Services Department. The Recreation Division is responsible for developing, managing, and coordinating recreational activities, educational programs, spring and summer camps, 21 city-wide special events, and the city's various facilities/fields that can be utilized by residents. While Recreation and Human Services administers other fees, for the purposes of this analysis we only evaluated the field rental fees. The following subsections discuss fee schedule modifications, detailed per unit results, and annual revenue impacts for the fee-related services provided by the Recreation Division.

FEE SCHEDULE MODIFICATIONS

In discussions with City staff, no modifications were proposed to the to the fee schedule.

DETAILED RESULTS

The Recreation Division is responsible for collecting fees for field rentals. The Recreation Division assesses different fees based on the "group" that is receiving the service. The City currently has six group classifications. The following points identify each group:

- Group 1: Sanctioned Glendora Youth Leagues/Official GUSD Programs or events
- Group 2: Educational and Nonprofit Groups
- Group 3: Resident Single Day Use
- Group 4: Resident Travel
- Group 5: Non-Resident Travel
- Group 6: Tournaments

The total cost calculated for each service includes direct staff costs and Division and Citywide overhead. The following table details the fee name and total cost associated with each service offered by the group category.

TABLE 18: TOTAL COST PER UNIT RESULTS – RECREATION FIELDS

Fee Name	Current Fee	Total Cost	Difference
Pompei Turf Fields[1]			
Field Rental			
Group 1	$0	$213	($213)
Group 2	$30	$213	($183)
Group 3	$50	$213	($163)
Group 4	$100	$213	($113)
Group 5	$150	$213	($63)

[1]Insurance is required for the rental of the noted buildings/facilities

Fee Name	Current Fee	Total Cost	Difference
Group 6	$200	$213	($13)
Lights			
Group 1	$12	$12	$0
Group 2	$15	$12	$3
Group 3	$15	$12	$3
Group 4	$20	$12	$8
Group 5	$25	$12	$13
Group 6	$30	$12	$18
Administration Fee			
Group 1	$10	$32	($22)
Group 2	$10	$32	($22)
Group 3	$10	$32	($22)
Group 4	$10	$32	($22)
Group 5	$10	$32	($22)
Group 6	$10	$32	($22)
Facility Deposit			
Group 1	$0	$673	($673)
Group 2	$0	$673	($673)
Group 3	$0	$673	($673)
Group 4	$0	$673	($673)
Group 5	$0	$673	($673)
Group 6	$500	$673	($173)
Finkbiner Park Fields[2]			
Field Rental			
Group 1	$0	$66	($66)
Group 2	$15	$66	($51)
Group 3	$20	$66	($46)
Group 4	$40	$66	($26)
Group 5	$80	$66	$14
Group 6	$100	$66	$34
Lights			
Group 1	$12	$12	$0
Group 2	$15	$12	$3
Group 3	$15	$12	$3
Group 4	$20	$12	$8
Group 5	$25	$12	$13
Group 6	$30	$12	$18
Administration Fee			
Group 1	$10	$38	($28)
Group 2	$10	$38	($28)
Group 3	$10	$38	($28)
Group 4	$10	$38	($28)
Group 5	$10	$38	($28)

[2] Insurance is required for the rental of the noted buildings/facilities

Fee Name	Current Fee	Total Cost	Difference
Group 6	$10	$38	($28)
Facility Deposit			
Group 1	$0	$236	($236)
Group 2	$0	$236	($236)
Group 3	$0	$236	($236)
Group 4	$0	$236	($236)
Group 5	$0	$236	($236)
Group 6	$500	$236	$264
Glendora Unified Fields[3]			
Field Rental			
Group 1	$0	$199	($199)
Group 2	$15	$199	($184)
Group 3	$20	$199	($179)
Group 4	$40	$199	($159)
Group 5	$80	$199	($119)
Group 6	$100	$199	($99)
Lights			
Group 1	$12	$12	$0
Group 2	$15	$12	$3
Group 3	$15	$12	$3
Group 4	$20	$12	$8
Group 5	$25	$12	$13
Group 6	$30	$12	$18
Administration Fee			
Group 1	$10	$89	($79)
Group 2	$10	$89	($79)
Group 3	$10	$89	($79)
Group 4	$10	$89	($79)
Group 5	$10	$89	($79)
Group 6	$10	$89	($79)
Facility Deposit			
Group 1	$0	$688	($688)
Group 2	$0	$688	($688)
Group 3	$0	$688	($688)
Group 4	$0	$688	($688)
Group 5	$0	$688	($688)
Group 6	$500	$688	($188)

The fees administered by the Recreation Division generally under-recover for its services. For fees outside of deposits, the largest under recovery is in relation to Pompei Turf Fields, specifically 'Field Rentals – Group 1' at $213. The smallest undercharge is for a 'Field Rental – Group 6' under Pompei Turf Fields at $13. There is a handful of over-recoveries associated with 'Lights' for Pompei Turf Fields, Finkbiner Park Fields, and Glendora Unified Fields. While the Parks and Recreation fees generally under

[3] Insurance is required for the rental of the noted buildings/facilities

recover, these fees are different in the sense that they're based on what the market can bear and as such do not have to be set based on the cost of the service, but rather the market rate.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Recreation has a deficit of roughly $253,000 for field rentals. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 19: ANNUAL RESULTS – RECREATION

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Pompei Turf Fields	$58,820	$310,340	($251,520)
Finkbiner Park Fields	$500	$2,080	($1,580)
Total	**$59,320**	**$312,420**	**($253,100)**

Recreation has an annual cost recovery of roughly 19%. The largest under-recovery is in relation to the Pompei Turf Fields, specifically due to 'Field rentals – Group 2'. The city currently charges only $30, but the full cost is $213. The department should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

WATER

The Water Department is part of Public Works. It is responsible for treating, maintaining, and distributing safe and clean water to all residents across the city. While the majority of its services are covered through rates, there are a handful of fees that are assessed by the Water Department in relation to service disconnects, reconnects, meter testing, installation, etc. The following subsections discuss fee schedule modifications, detailed per unit results, and annual revenue impacts for the fee-related services provided by the Water Department.

FEE SCHEDULE MODIFICATIONS

In discussions with City staff, staff proposed eliminating the following fees, as these services are no longer offered by City staff, covered under other fees, or are now offered by other departments within the City:

- 'Quitclaims of Water Easement'
- 'Convert Private Pipe to City'
- 'Fire Hydrant Inspections (Private Hydrant Inspection)'

The modifications noted ensure that the proposed fee schedule more accurately reflects the services being provided by Water staff.

DETAILED RESULTS

The Water Department is responsible for collecting fees for Service Reconnection Fees, clean-up of sewage and hazardous materials, water system inspections, installation charges, and various other fees like fire hydrant flow tests, fire hydrant inspections, and irrigation plan reviews. The total cost calculated for each service includes direct staff costs and Department and Citywide overhead. The following table details the fee name and total cost associated with each service offered.

TABLE 20: TOTAL COST PER UNIT RESULTS – UTILITY FEES

Fee Name	Current Fee	Total Cost	Difference
Damage to City Property Repair		Actual Cost	
Service Reconnect Fees			
Delinquent (Business hours, Customer receiving social assistance):	$50	$107	($57)
Delinquent (Outside of business hours, Customer receiving social assistance):	$150	$297	($147)
Delinquent (Business Hours):	$70	$107	($37)
Delinquent (Outside of Business Hours):	$150	$297	($147)
Non-Delinquent (Business Hours):	$77	$107	($30)
Non-Delinquent (Outside of Business Hours):	$112	$297	($185)
Non-Delinquent (After midnight):	$128	$297	($169)

Fee Name	Current Fee	Total Cost	Difference
Hazardous Material Spill Cleanup and Disposal		Actual Cost	
Sewage Spill Cleanup		Actual Cost	
Temporary Water Meter Rental Service	$29	$78	($49)
Water System Inspection			
Lateral for ADU	$935	$491	$444
Manual Meter Read Fee	$60	$234	($174)
ACH Return Fee (incorrect bank information)	$27	$57	($30)
Chargeback Fee (Customer Disputed Bill Penalty)	$35	$57	($22)
New Account Application/Activation Fee (Processing Fee, excluding meter installation)	$77	$86	($9)
Deposits for Service	$200	$200	$0
Door Hanger Fee	$20	$48	($28)
Trip Charge for Additional Visit	$76	$146	($70)
Temporary Construction Meter	$281	$292	($11)
Water Service Installation Charges			
Water Service Installation			
3/4-1"	Modified	$5,000	N/A
2"	Modified	$7,000	N/A
4"	Modified	$10,000	N/A
6"	Modified	$12,000	N/A
Miscellaneous Water Fees and Charges			
Backflow Preventer Installation	$152	$152	$0
Fire Hydrant Flow Test (office study performed with hydraulic model)	$551	$882	($331)
Fire Hydrant Flow Test (Field Test)	$512	$663	($151)
Fire Flow Availability Form	$299	$409	($110)
Fire Hydrant Meter Deposit	$1,851	$2,000	($149)
Irrigation Plan Review/Water System Inspection (Non-Tract)	$235	$132	$103
Fire Service Plan Review/Water Service Installation Plan Review	$310	$132	$178
Water Meter Test			
¾" – 2":	$308	$234	$74
Water Quality Testing		Actual Cost	
Bacterial Sample Test	$517	$401	$116
Pressure Test	$296	$401	($105)
Hydrant Lock Fee (new lock with installation)	$212	$287	($75)
Hydrant- Handle replacement fee	$79	$167	($88)
Broken lock/ damage costs & service.	$212	$217	($5)

Most of the fees administered by the Water Department under-recover for their associated costs. The largest under-recovery is $331 for 'Fire Hydrant Flow Test (office study performed with hydraulic model)' under Miscellaneous Water Fees and Charges. The largest over-recovery is $444 for 'Water System Inspection - Lateral for ADU'. The smallest undercharge is for a 'Broken lock/ damage costs & service' fee under Miscellaneous Water Fees and Charges at $5. The smallest overcharge is for a 'Water Meter Test – ¾" – 2"' fee under Miscellaneous Water Fees and Charges at $74.

ANNUAL REVENUE IMPACT

Based on the prior year's workload information, Water has a deficit of roughly $160,000. The following table shows the revenue at the current fee, total projected annual cost, and the resulting difference by major fee category.

TABLE 21: ANNUAL RESULTS – UTILITY FEES

Fee Category	Revenue at Current Fee	Annual Cost	Difference
Service Reconnect Fees	$31,920	$115,824	($83,904)
New Account	$36,960	$41,280	($4,320)
Door Hanger Fee	$51,160	$122,784	($71,624)
Total	**$120,040**	**$212,856**	**($92,816)**

Water has an annual cost recovery of roughly 56%. The largest under-recovery is in relation to the 'Door Hanger Fee'. The per unit difference is approximately $28, and the City charged this fee approximately 2,558 times. The department should review these results and adjust fees appropriately to align with divisional and departmental cost recovery goals.

DEVELOPMENT SERVICES SURCHARGES

There are two typical surcharges assessed as part of the development review process – General Plan Maintenance Fee and Technology fee. Currently, the City of Glendora assesses both of these fees. The following subsections discuss the calculation and application of the General Plan Maintenance Fee and Technology Fee and provides comparative context to other jurisdictions.

GENERAL PLAN MAINTENANCE FEE

A General Plan Maintenance fee is meant to account for updates to the general plan, zoning ordinance, housing elements, and other long-range planning activities that are part of the larger General Plan.

The General Plan Maintenance fee is governed by Government Code Section 66014(b) which states that fees "may include the costs reasonably necessary to prepare and revise the plans and policies that a local agency is required to adopt before it can make any necessary findings and recommendations." This code states that fees can be charged against zoning changes, zoning variances, use permits, building inspections, and filing applications.

More typically, the fee is charged during the building permit phase to ensure any development project, which gets to that phase, makes enough of an impact to require the need for an update to the Zoning Code or the General Plan. This fee should only be applied to major building permits (i.e., new or remodel / tenant improvements) rather than standalone permits for water heaters or electrical outlets.

The project team took the estimated cost associated with updating the General Plan as budgeted in the City's General Plan budget and divided it by the years over which those contracted services would be provided, to calculate the annualized cost. The following table breaks out by category the components that comprise the total annual cost calculation.

TABLE 22: GENERAL PLAN MAINTENANCE FEE – ANNUAL COSTS

Task	Budget	Annualized	Per Year Cost
General Plan Contract	$500,000	3	$166,667
Total Annual Cost	**$500,000**		**$166,667**

The annual cost to the City for updating their general plan is roughly $166,667. The City currently charges the fee as a percentage of its building permit fees, which is the most common methodology. The project team calculated the full cost of the General Plan Fee based upon the Percentage of Building Permit Fee methodologies. The following table shows this calculation:

TABLE 23: GENERAL PLAN MAINTENANCE FEE CALCULATION

Category	Calculation
Annual Cost	$166,667
Total Building Permit Costs	$1,312,038
General Plan Maintenance Fee	**12.7%**

As the table indicates, the calculated Comprehensive Plan Maintenance Fee is 12.7% of the building valuation. The following table compares the city's current fee to the full cost fee calculated through this study:

TABLE 24: GENERAL PLAN MAINTENANCE FEE PER UNIT RESULTS

Category	Current Fee	Full Cost	Difference
General Plan Maintenance Fee	12%	12.7%	(0.70%)

The City's current fee is 12% of the fee paid for a building permit, while the full cost was calculated to be 12.7% of the fee paid for a building permit. This results in a per unit difference of 0.70%.

As part of this analysis, the project team conducted a comparative survey of other local jurisdictions and their assessment of a General Plan Maintenance Fee. Like other comparative efforts, the survey below simply shows the fees charged by the jurisdiction and does not include the basis upon which the other jurisdictions calculated or developed their fee. The following table shows the results of this comparative analysis:

TABLE 25: GENERAL PLAN MAINTENANCE FEE – COMPARATIVE SURVEY

Jurisdiction	Fee Amount
Arcadia	5% of Planning Applications
Azusa	10% of Permit
Brea	$0.00196 x valuation
Covina	$2.00 per $1,000 of Valuation
La Verne	4% of the Building Permit
Monrovia	15% of bldg & plan check fees
Upland	6% of the Permit Fee

As the table indicates the current fee charged by jurisdictions varies based upon project type and / or building permit. The full cost and current fee are generally higher than all of the other jurisdictions surveyed with the exception of Monrovia. However, like other comparative analyses, this only reflects the fee being charged, not necessarily the full cost of those services.

TECHNOLOGY SURCHARGE FEE

A Technology Fee allows a jurisdiction to support the costs associated with its permitting system, staff time for managing the systems, acquiring the system, mobile devices used for permitting, etc. The City of Glendora currently charges a plan maintenance fee to capture the costs for technology and develops a budget annually for those technology-related needs. The project team utilized the annual contract budget of $500,000 for Plan Maintenance to calculate the updated technology fee.

The most defensible methodology for assessing a technology fee is based proportionately on the percentage of the permit fee, as the greater the permit fee, the more software utilization and storage space is required. This is how the City currently assesses its fee. Therefore, the project team took the total Technology Annual Cost and divided it by the annual fee-related cost associated with Building, Planning, and Engineering. The following table shows this calculation:

TABLE 26: TECHNOLOGY SURCHARGE CALCULATION

Category	Technology Fee Calculation
Total Annual Technology Cost	$500,000
Total Annual Permitting Costs	$2,709,617
Technology Surcharge	**18.5%**

Based upon this calculation, the City's full cost Technology fee would be 18.5% of the permit fee. Therefore, if a permit fee was $100, the Technology fee collected would be $18.50; whereas if a permit fee was $1,000; the Technology fee collected would be $185. This type of structure enables the Technology fee to be more proportionately distributed based upon the projects and their impact upon the system. The following table compares the City's current fee to the full cost fee:

TABLE 27: TECHNOLOGY SURCHARRGE PER UNIT RESULTS

Category	Current Fee	Full Cost	Difference
Technology Surcharge	13%	18.5%	(5.5%)

The City's current fee is 13% of the permit fee, while the full cost was calculated to be 18.5% of the permit fee. This results in a per unit difference of 5.5%.

As part of this analysis, the project team conducted a comparative survey of other local jurisdictions and their assessment of a Technology Fee. Like other comparative efforts, the survey below simply shows the fees charged by the jurisdiction. The following table shows the results of this comparative analysis:

TABLE 28: TECHNOLOGY SURCHARGE – COMPARATIVE SURVEY

Jurisdiction	Fee Amount
Arcadia	5.5% of Permit & Plan Check Fees
Azusa	5% of permit and plan check fee
Brea	$0.0008 x valuation
Covina	N/A
La Verne	2% on all Building Permits
Monrovia	$8 per Permit
Upland	N/A

As the table indicates the current fee charged by jurisdictions varies based upon project type and / or valuation. The current and full cost calculated for the City is higher than all the other jurisdictions surveyed. However, like other comparative analyses, this only reflects the fee being charged, not necessarily the full cost of those services.

SURCHARGE FUND BEST PRACTICES

It is a best practice to collect and account for General Plan Maintenance and Technology surcharges in separate accounts, as doing so ensures compliance with funding requirements, enables appropriate allocation of funds to general plan or technology-related activities, and mitigates any potential issues with the comingling of funds. The City already follows this best practice and should continue to do so.

COST RECOVERY CONSIDERATIONS

The following sections provide guidance regarding how and where to increase fees, determine annual update factors, and develop cost recovery policies and procedures.

FEE ADJUSTMENTS

This study has documented and outlined on a fee-by-fee basis where the City is under- and over-collecting for its fee-related services. City and Department management will now need to review the study results and adjust fees per Departmental and City philosophies and policies. The following points outline the major options the City has in adjusting its fees:

- **Over-Collection:** Upon review of the fees that were shown to be over-collecting for costs of services provided, the City should reduce the current fee to be in line with the full cost of providing the service.
- **Full Cost Recovery:** For fees that show an under-collection for costs of services provided, the City may decide to increase the fee to full cost recovery immediately.
- **Phased Increase:** For fees with significantly low-cost recovery levels, or which would have a significant impact on the community, the City could choose to increase fees gradually over a set period.

The City will need to review the results of the fee study and associated cost recovery levels and determine how best to adjust fees. While decisions regarding fees that currently show an over-recovery are straightforward, the following subsections provide further detail on why and how the City should consider either implementing Full Cost Recovery or a Phased Increase approach to adjusting its fees.

FULL COST RECOVERY

Based on the permit or review type, the City may wish to increase the fee to cover the full cost of providing services. Certain permits may be close to cost recovery already, and an increase to full cost may not be significant. Other permits may have a more significant increase associated with full cost recovery.

Increasing fees associated with permits and services that are already close to full cost recovery can potentially bring a Department's overall cost recovery level higher. Often, these minimal increases can provide necessary revenue to counterbalance fees that cannot be increased.

The City should consider increasing fees for permits for which services are rarely engaged to full cost recovery. These services often require specific expertise and can involve more complex research and review due to their infrequent nature. As such, setting these fees at full cost recovery will ensure that when the permit or review is requested, the City is recovering the full cost of its services.

PHASED INCREASES

Depending on current cost recovery levels, some current fees may need to be increased significantly to comply with established or proposed cost recovery policies. Due to the type of permit or review or the amount by which a fee needs to be increased, it may be best for the City to use a phased approach to reaching its cost recovery goals.

As an example, you may have a current fee of $200 with a full cost of $1,000, representing 20% cost recovery. If the current policy is 80% cost recovery, the current fee would need to increase by $600, bringing the fee to $800, to comply with proposed recovery levels. Assuming this service is something the City provides quite often and affects various members of the community, an instant increase of $600 may not be feasible. Therefore, the City could take a phased approach, whereby it increases the fee annually over a set period until cost recovery is achieved.

Raising fees over a set period not only allows the City to monitor and control the impact to applicants but also ensure that applicants have time to adjust to significant increases. Continuing with the example above, the City could increase the fee by $150 per year for the next four years, spreading out the increase. Depending on the desired overall increase and the impact to applicants, the City could choose to vary the number of years by which it chooses to increase fees. However, the project team recommends that the City not phase increases for periods greater than five years, as that is the maximum window after which a comprehensive fee assessment should be completed.

ANNUAL ADJUSTMENTS

Conducting a comprehensive analysis of fee-related services and costs annually would be quite cumbersome and costly. The general recommendation is that a comprehensive fee analysis should be conducted every three to five years. This allows jurisdictions to ensure they account for organizational changes, such as staffing levels and merit increases, and process efficiencies, code or rule changes, or technology improvements. Developing annual update mechanisms allow jurisdictions to maintain current levels of cost recovery, while accounting for increases in staffing or expenditures related to permit services. The two most common types of update mechanisms are Consumer Price Index (CPI) and Cost of Living Adjustment (COLA) factors. The following points provide further detail on each of these mechanisms:

- **COLA / Personnel Cost Factor:** Jurisdictions often provide their staff with annual salary adjustments to account for increases in local cost of living. These increases are not tied to merit or seniority but rather meant to offset rising costs associated with housing, gas, and other livability factors. Sometimes these factors vary depending on the bargaining group of a specific employee. Generally, these factors are around two or three percent annually.
- **CPI / ECI Factor:** A common method of increasing fees or cost is to look at regional cost indicators, such as the Consumer Price Index or Employment Cost Index. These factors are calculated by the Bureau of Labor Statistics, are put out at various intervals within a year, and are specific to states and regions.

The City of Glendora already utilizes a CPI factor and it should continue to do so to ensure that fees are increased in alignment with cost increases.

POLICIES AND PROCEDURES

This study has identified areas where the City is under-collecting the costs associated with providing services. This known funding gap is therefore being subsidized by other City revenue sources.

Development of cost recovery policies and procedures will ensure that current and future decision makers understand how and why fees were determined and set, as well as provide a road map for ensuring consistency when moving forward. The following subsections outline typical cost recovery levels and discuss the benefits of developing target cost recovery goals and procedures for achieving and increasing cost recovery.

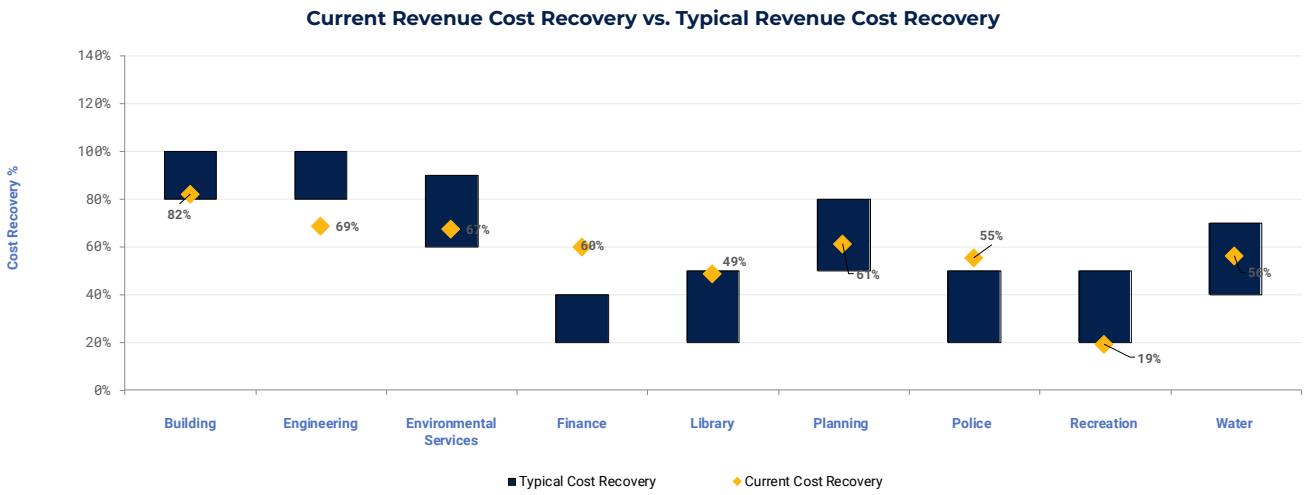
TYPICAL COST RECOVERY

The Matrix Consulting Group has extensive experience in analyzing local government operations across the United States and has calculated typical cost recovery ranges. The following table outlines cost recovery ranges by major service area.

TABLE 29: TYPICAL COST RECOVERY RANGES BY MAJOR SERVICE AREA

Service Areas	Typical Cost Recovery Ranges
Building	80-100%
Engineering	80-100%
Environmental Services	60-80%
Finance	20-40%
Library	20-50%
Planning	50-80%
Police	20-50%
Recreation & Human Services	20-50%
Water	40-70%

The following graph depicts how Glendora compares to industry cost recovery range standards.



Building, Environmental Services, Library, Planning, and Water are within the typical cost recovery range, while Finance and Police are above the typical cost recovery ranges. Engineering and Recreation & Human Services are below the typical recovery ranges.

DEVELOPMENT OF COST RECOVERY POLICIES AND PROCEDURES

The City should review the current cost recovery levels and adopt a formal policy regarding cost recovery. This policy can be general in nature and can apply broadly to the City as a whole or to each department and division specifically. A department-specific cost recovery policy would allow the City to better control the cost recovery associated with different types of services being provided and the community benefit received.

APPENDIX – COMPARATIVE SURVEY

As part of the Cost of Services (User Fee) study for the City of Glendora, Matrix Consulting Group conducted a comparative survey of user fees. The City identified seven municipalities to be included in the comparative survey: Arcadia, Azusa, Brea, Covina, La Verne, Monrovia, and Upland. The project team then reviewed public documents (i.e., agenda items, staff reports, budgets, fee schedules, and ordinances) and or contacted jurisdictions to get comparative information.

While this full report provides the City with a reasonable estimate and understanding of the true costs of providing services, many jurisdictions also wish to benchmark themselves against other comparable jurisdictions to understand the local "rates" for comparable services. This type of comparative analysis allows for the City to assess what types of changes in fee levels their community can bear. However, benchmarking does not provide adequate information regarding the relationship of other jurisdictions' costs to their fees (i.e., policy decisions to subsidize, cost recovery goals, etc.). To contextualize this portion of the analysis, the project team provided economic and recency factors for the comparable jurisdictions.

The following sections detail various factors to consider when reviewing comparative survey results, as well as graphical comparisons of current fees and total calculated costs for various permits issued or services provided by the City.

ECONOMIC FACTORS

To provide additional context to the comparative survey information, the project team collected economic factors for the jurisdictions included. Three important economic factors to consider when comparing fees across multiple jurisdictions are: population, budget, and workforce size. These factors can impact how and when fees are administered, as a jurisdiction with a smaller population may choose to not charge a fee, or a smaller workforce size may inhibit their ability to administer a fee.

The following tables rank each jurisdiction from smallest to largest for each of these economic factors:

TABLE 30: RANKING OF JURISDICTIONS BY POPULATION

Jurisdiction	Population[4]
La Verne	32,300
Monrovia	38,920
Brea	47,900
Azusa	48,988
Covina	51,090
Glendora	**51,254**
Arcadia	56,116
Upland	79,140

[4] California Finance estimates as of 1/1/2024 were used to determine each jurisdiction's population.

TABLE 31: RANKING OF JURISDICTIONS BY CITYWIDE TOTAL BUDGET

Jurisdiction	FY25-26 Budget[5]
La Verne	$78,164,008
Arcadia	$88,313,900
Monrovia	$96,099,951
Glendora	$110,778,077
Brea	$134,193,644
Upland	$167,058,490
Covina	$181,475,751
Azusa	$183,300,000

TABLE 32: RANKING OF JURISDICTIONS BY FTE

Jurisdiction	FY25-26 Authorized FTE
La Verne	195
Covina	232
Monrovia	243.75
Upland	268
Glendora	270.01
Arcadia	312.31
Azusa	378.01
Brea	406.014

When compared to the surveyed jurisdictions, the City of Glendora ranks near the top in terms of population, but on the middle for budget and staffing.

RECENCY FACTOR

While the above comparative information can provide some perspective when paralleling Glendora's fees with surveyed jurisdictions, other key factors to consider are when a jurisdiction's fee schedule was last updated and when the last comprehensive analysis was undertaken. It is important to note that even though jurisdictions may have conducted recent fee studies, their fees are not always adopted at full cost recovery. The comparative results only show the adopted fee for the surveyed jurisdiction, not necessarily the full cost associated with the comparable service.

The following tables detail when each surveyed jurisdiction last conducted a fee analysis and when they last updated their fee schedule:

TABLE 33: LAST FEE SCHEDULE UPDATE

Jurisdiction	Response
Arcadia	2025
Azusa	2025
Brea	2025
Covina	2025

[5] To ensure appropriate comparisons, full operating budget (all funds) has been used for all jurisdictions.

Jurisdiction	Response
La Verne	2025
Monrovia	2024
Upland	2025

TABLE 34: LAST FEE STUDY CONDUCTED

Jurisdiction	Response
Arcadia	2021
Azusa	2016
Brea	2017
Covina	2016
La Verne	N/A
Monrovia	2024
Upland	2023

Most of the surveyed jurisdictions have published an updated fee schedule within the last year. However, Monrovia last updated their fee schedule in 2024. Additionally, only half of the jurisdictions except for Azusa, Brea, and La Verne have conducted a fee study within the last five years.

ADDITIONAL FACTORS

Along with keeping the statistics outlined in the previous sections in mind, the following issues should also be noted regarding the use of market surveys in the setting of fees for service:

- **Cost Recovery Factors:** Each jurisdiction and its fees are different, and many are not based on the actual cost of providing services as various policy decisions may subsidize services.
- **Fee Variance Factors:** A fee with the same name may encompass different types of services or activities across jurisdictions. Variability may stem from differences in service delivery models (e.g., in-house vs. contracted), the scope of work included under the fee, and staffing configurations, all of which can influence how indirect and overhead costs are allocated.

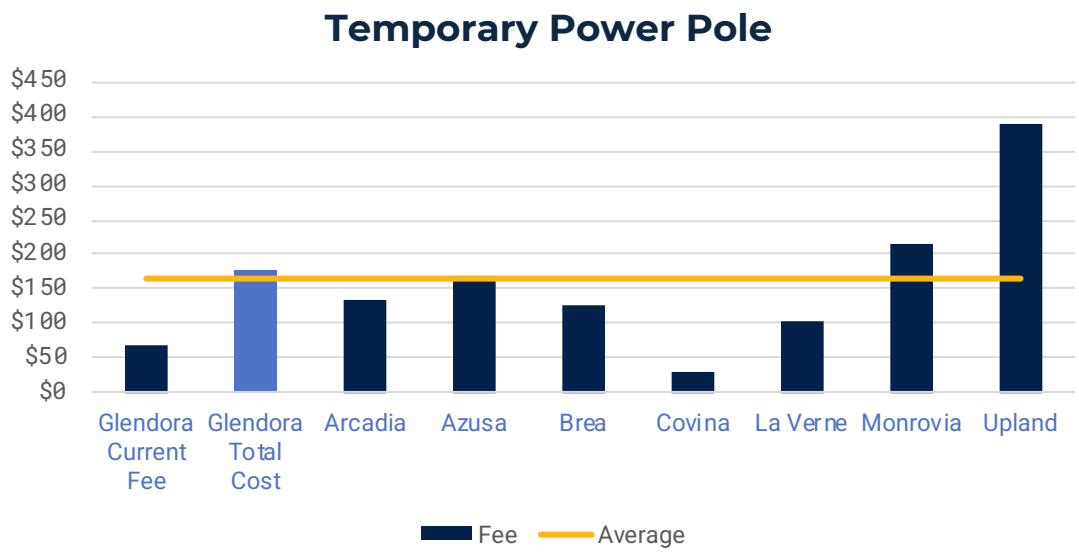
In addition to the issues noted, market surveys can also run the risk of creating a confusing excess of data that will obscure rather than clarify policy issues. Because each jurisdiction is different, the Matrix Consulting Group recommends that the information contained in the market comparison of fees be used as a secondary decision-making tool, rather than the primary method for determining an acceptable price point for services.

COMPARATIVE SURVEY RESULTS

As part of this study, the project team conducted a survey of how the City's current user fees and calculated full cost compare to other identified jurisdictions. The following subsections provide a comparative look at several fee-related services provided by the City versus the surveyed jurisdictions.

TEMPORARY POWER POLE

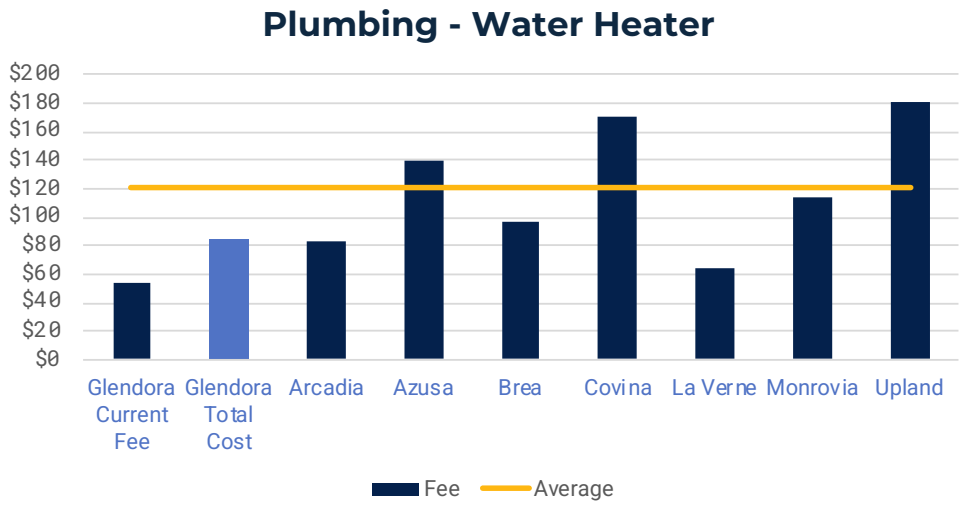
Building currently charges a fee of $70 for Temporary Power Pole. Through this study, the project team calculated the full cost of this service to be $177. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the second lowest when compared to other jurisdictions at $70. However, its full cost of $177 is above the jurisdictional average of $167. The City's current fee is most comparable to La Verne's fee of $103, while the calculated full cost is most comparable to Azusa's fee of $169.

PLUMBING - WATER HEATER

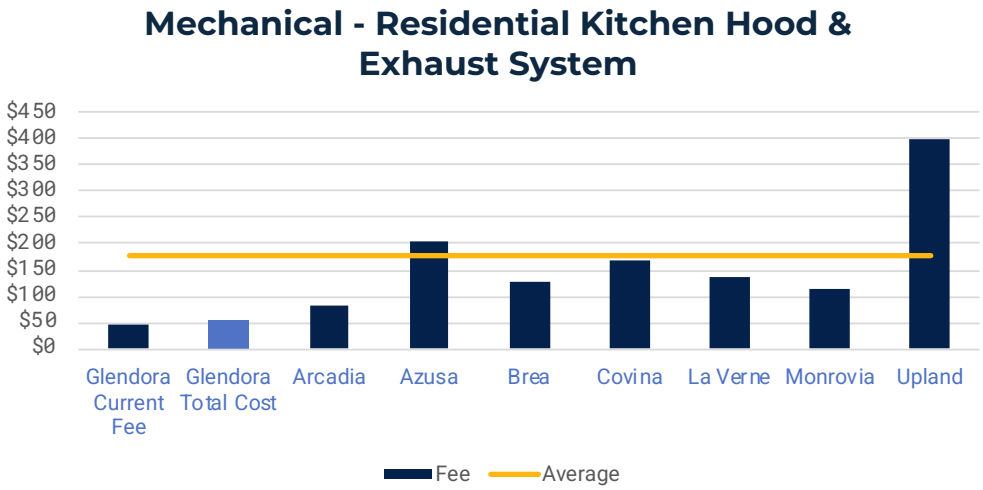
Building currently charges a fee of $53 for Plumbing - Water Heater. Through this study, the project team calculated the full cost of this service to be $85. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $53. However, its full cost of $85 is below the jurisdictional average of $121. The City's current fee is most comparable to La Verne's fee of $64, while the calculated full cost is most comparable to Arcadia's fee of $83.

MECHANICAL - RESIDENTIAL KITCHEN HOOD & EXHAUST SYSTEM

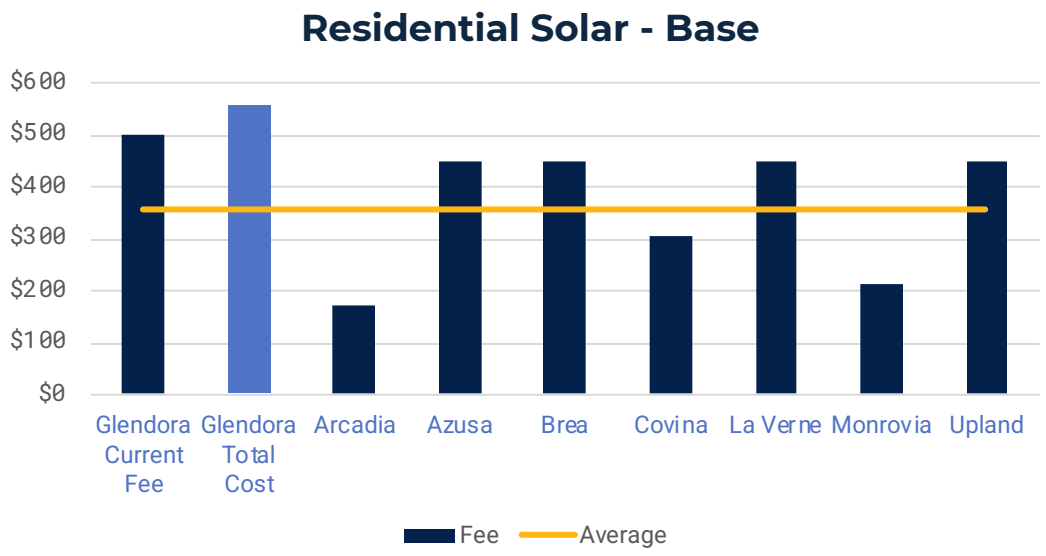
Building currently charges a fee of $46 for Mechanical - Residential Kitchen Hood & Exhaust System. Through this study, the project team calculated the full cost of this service to be $55. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $46. However, its full cost of $55 is below the jurisdictional average of $176. The City's current fee and full cost is most comparable to Arcadia's fee of $81.

RESIDENTIAL SOLAR

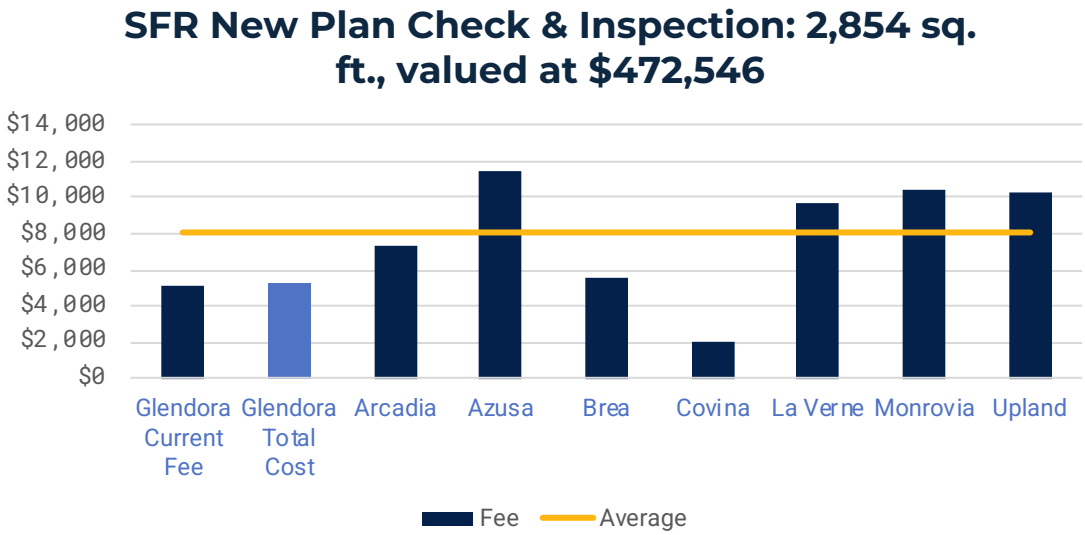
Building currently charges a fee of $500 for Residential Solar. Through this study, the project team calculated the full cost of this service to be $559. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the highest when compared to other jurisdictions at $500. However, its full cost of $559 is above the jurisdictional average of $356. The City's current fee and full cost are most comparable to Upland's fee of $450.

SFR NEW PLAN CHECK & INSPECTION: 2,854 SQ. FT., VALUED AT $472,546

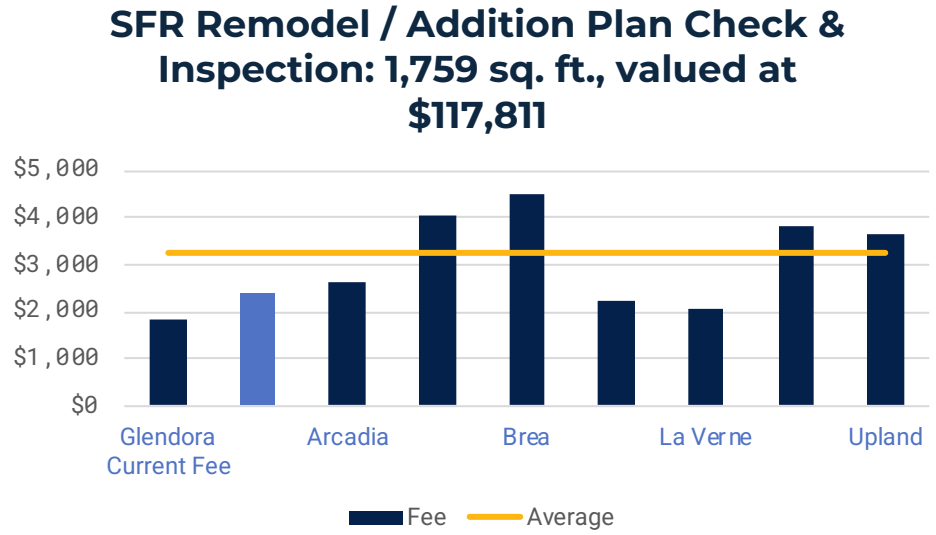
Building currently charges a fee of $5,082 for plan check and inspection of a new single family home that is 2,854 sq. ft., valued at $472,546. Through this study, the project team calculated the full cost of this service to be $5,276. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the second lowest when compared to other jurisdictions at $5,082. However, its full cost of $5,276 is below the jurisdictional average of $8,111. The City's current fee and full cost is most comparable to Brea's fee of $5,500.

SFR REMODEL / ADDITION PLAN CHECK & INSPECTION: 1,759 SQ. FT., VALUED AT $117,811

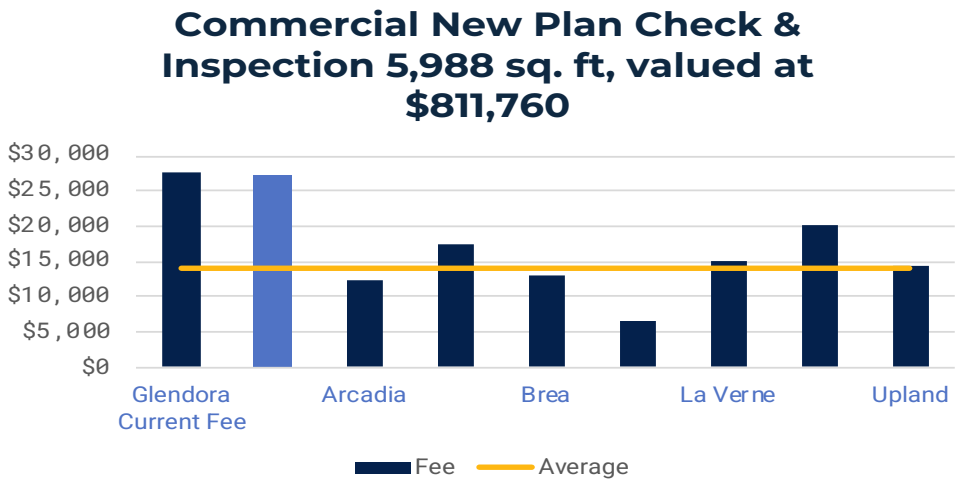
Building currently charges a fee of $1,804 for plan check and inspection of a Remodel / Addition that is 1,759 sq. ft., valued at $117,811. Through this study, the project team calculated the full cost of this service to be $2,398. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $1,804. However, its full cost of $2,398 is below the jurisdictional average of $3,272. The City's current fee is most comparable to La Verne's fee of $2,039, while the calculated full cost is most comparable to Covina's fee of $2,250.

COMMERCIAL NEW PLAN CHECK & INSPECTION 5,988 SQ. FT, VALUED AT $811,760

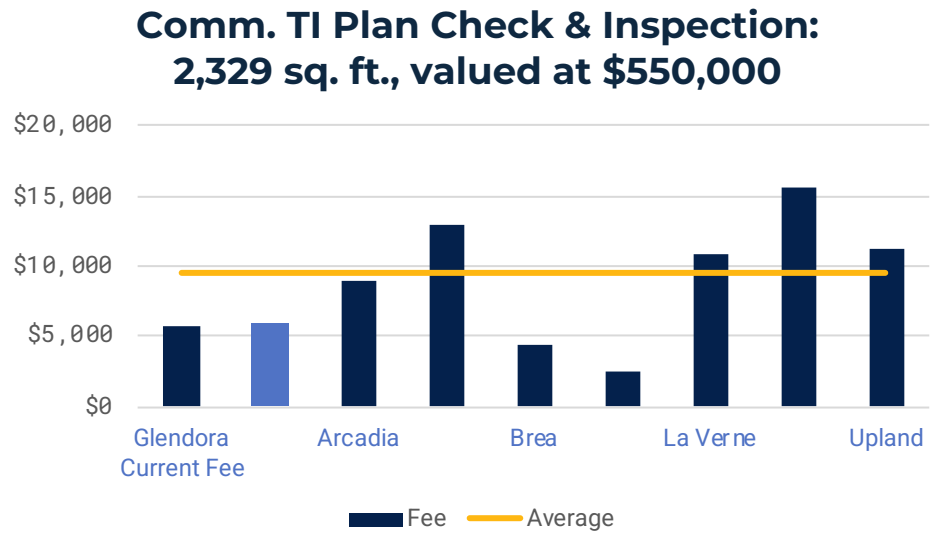
Building currently charges a fee of $27,788 for Plan Check & Inspection of a new commercial building that is 5,988 sq. ft, valued at $811,760. Through this study, the project team calculated the full cost of this service to be $27,392. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current and full cost fees are the highest when compared to other jurisdictions. The City's current and full cost fee is most comparable to Monrovia's fee of $20,327.

COMM. TI PLAN CHECK & INSPECTION: 2,329 SQ. FT., VALUED AT $550,000

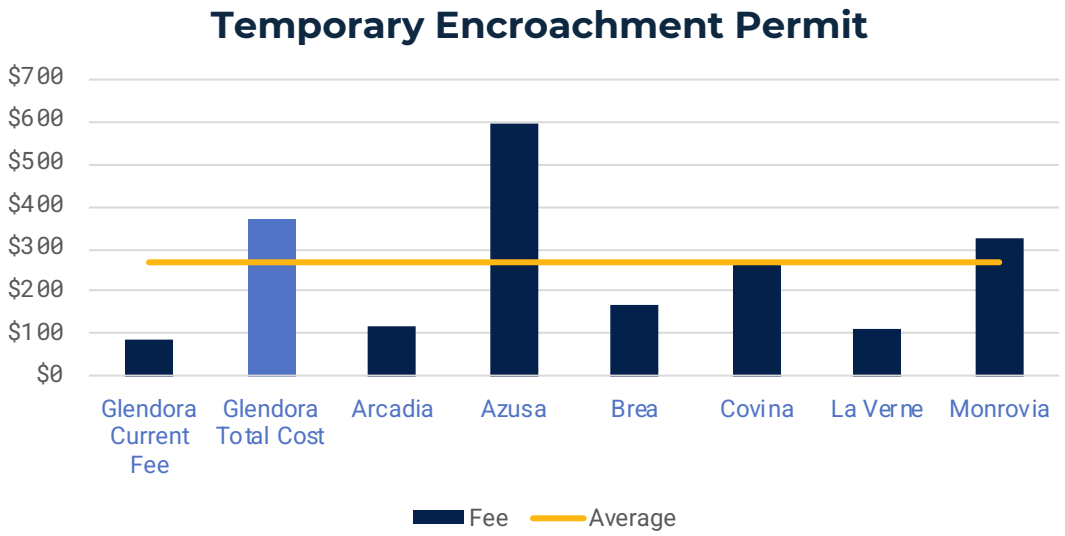
Building currently charges a fee of $5,728 for Plan Check & Inspection of a tenant improvement of a commercial project that is 2,329 sq. ft., valued at $550,000. Through this study, the project team calculated the full cost of this service to be $5,874. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $5,728. However, its full cost of $5,874 is below the jurisdictional average of $9,519. The City's current fee and full cost is most comparable to Brea's fee of $4,500.

TEMPORARY ENCROACHMENT PERMIT

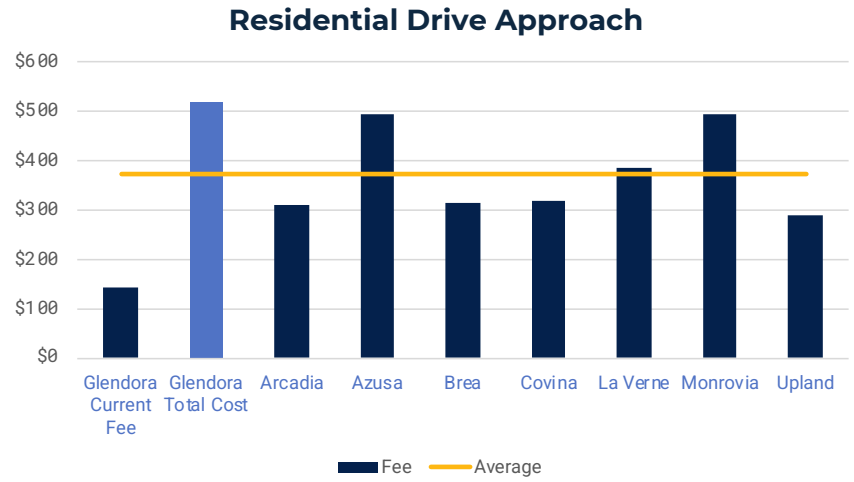
Engineering currently charges a fee of $86 for a Temporary Encroachment Permit. Through this study, the project team calculated the full cost of this service to be $368. The following graph shows how Glendora's current fee and full cost compare to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $86. However, its full cost of $368 is above the jurisdictional average of $267. The City's current fee is most comparable to La Verne's fee of $110, while the calculated full cost is most comparable to Monrovia's fee of $324.

RESIDENTIAL DRIVE APPROACH

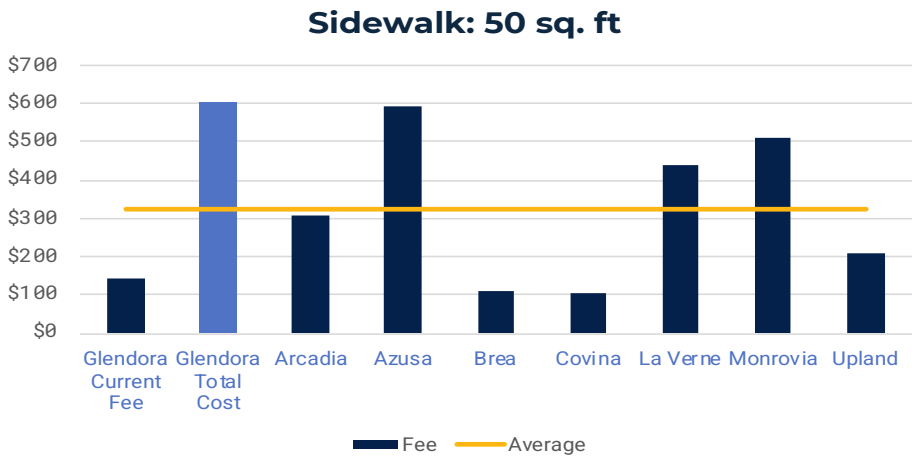
Engineering currently charges a fee of $145 for the Residential Drive Approach. Through this study, the project team calculated the full cost of this service to be $520. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $145. However, its full cost of $520 is above the jurisdictional average of $372. The City's current fee is most comparable to Upland's fee of $290, while the calculated full cost is most comparable to Monrovia's and Azusa's fee of $495.

SIDEWALK: 50 SQ. FT

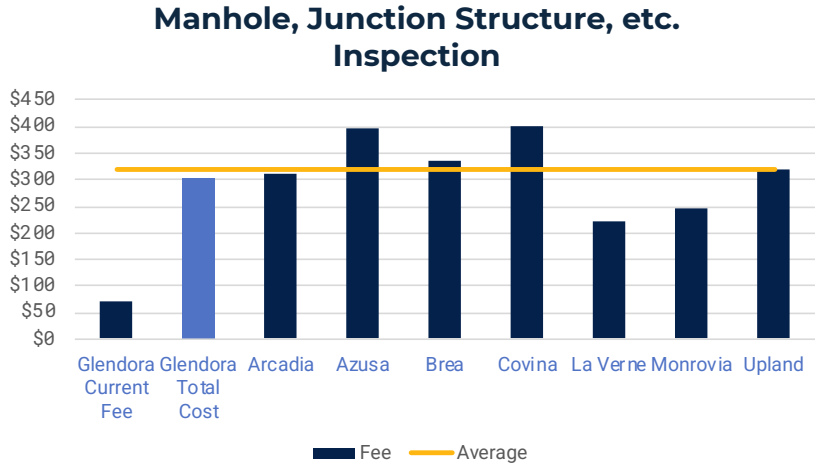
Engineering currently charges a fee of $145 for Sidewalk: 50 sq. ft. Through this study, the project team calculated the full cost of this service to be $603. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the third lowest when compared to other jurisdictions at $145. However, its full cost of $603 is above the jurisdictional average of $325. The City's current fee is most comparable to Brea's fee of $110, while the calculated full cost is most comparable to Azusa's fee of $594.

MANHOLE, JUNCTION STRUCTURE, ETC. INSPECTION

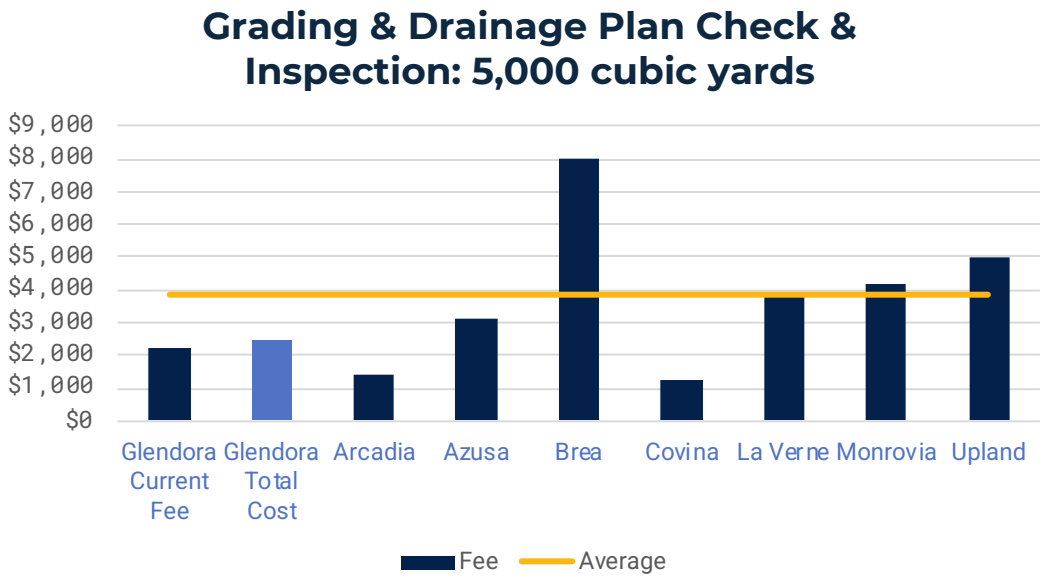
Engineering currently charges a fee of $71 for Manhole, Junction Structure, etc. Inspection. Through this study, the project team calculated the full cost of this service to be $304. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $71. However, its full cost of $304 is barely below the jurisdictional average of $318. The City's current fee is most comparable to La Verne's fee of $220, while the calculated full cost is most comparable to Arcadia's fee of $310.

GRADING & DRAINAGE PLAN CHECK & INSPECTION: 5,000 CUBIC YARDS

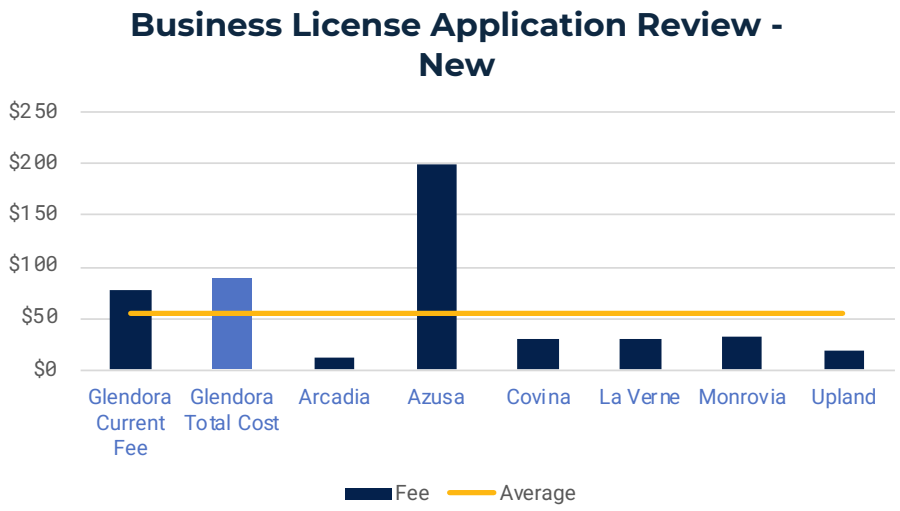
Engineering currently charges a fee of $2,252 for Grading & Drainage Plan Check & Inspection: 5,000 cubic yards. Through this study, the project team calculated the full cost of this service to be $2,439. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the third lowest when compared to other jurisdictions at $2,252. However, its full cost of $2,439 is below the jurisdictional average of $3,855. The City's current fee is most comparable to Arcadia's fee of $1,390, while the calculated full cost is most comparable to Azusa's fee of $3,139.

BUSINESS LICENSE APPLICATION REVIEW - NEW

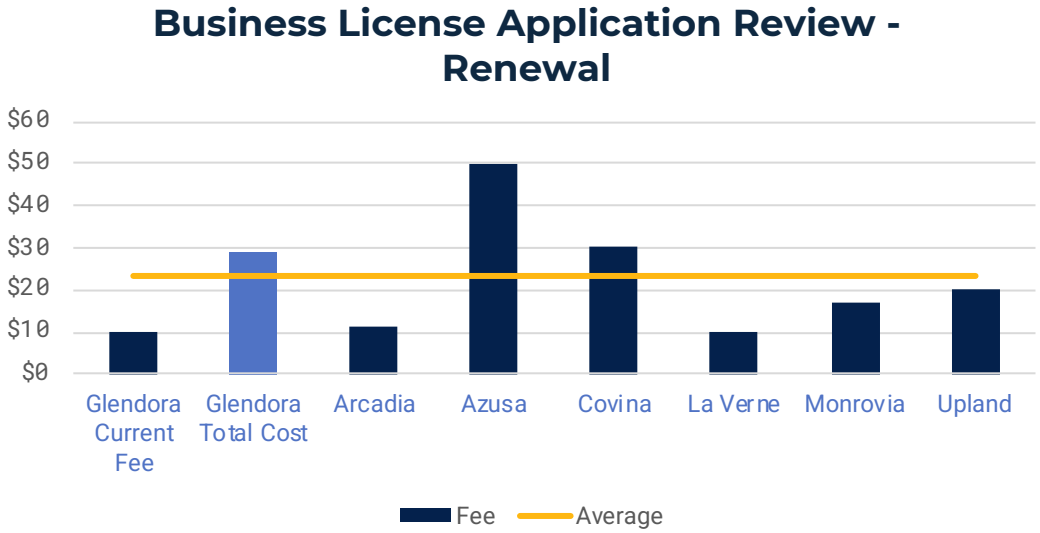
Finance currently charges a fee of $77 for Business License Application Review - New. Through this study, the project team calculated the full cost of this service to be $88. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the second highest when compared to other jurisdictions at $77. However, its full cost of $88 is above the jurisdictional average of $54.

BUSINESS LICENSE APPLICATION REVIEW - RENEWAL

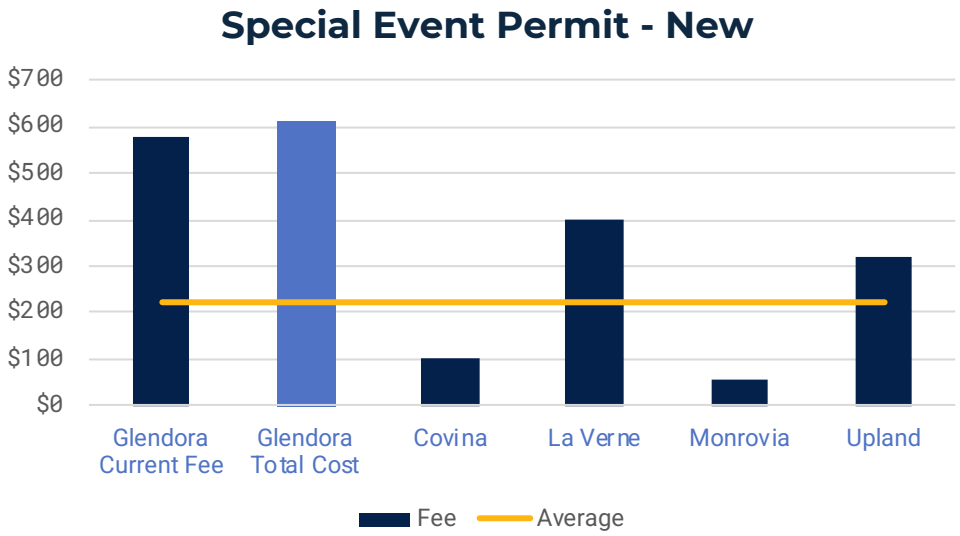
Finance currently charges a fee of $10 for Business License Application Review - Renewal. Through this study, the project team calculated the full cost of this service to be $29. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $10. However, its full cost of $29 is above the jurisdictional average of $23. The City's current fee is most comparable to La Verne's fee of $10, while the calculated full cost is most comparable to Covina's fee of $30.

SPECIAL EVENT PERMIT - NEW

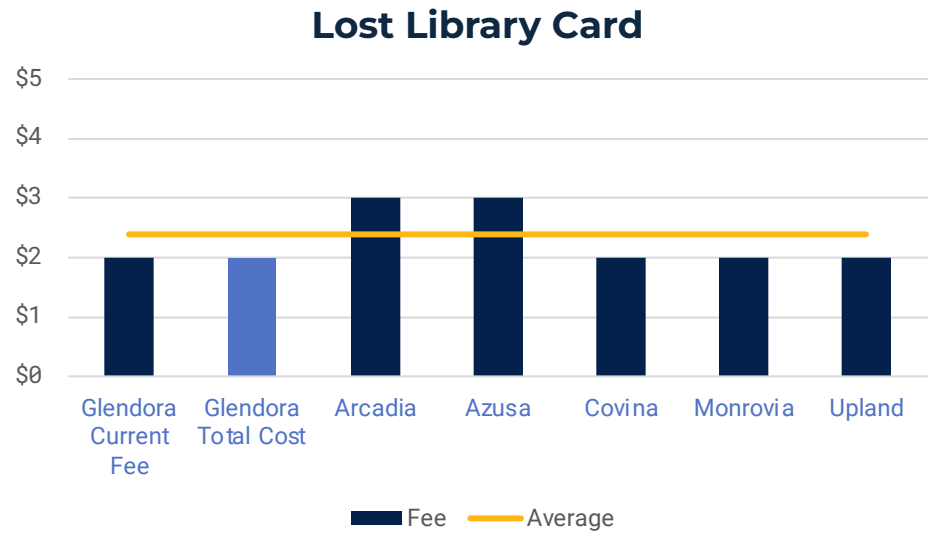
Finance currently charges a fee of $580 for Special Event Permit - New. Through this study, the project team calculated the full cost of this service to be $611. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the highest when compared to other jurisdictions at $580. However, its full cost of $612 is above the jurisdictional average of $221. The City's current fee and full cost are most comparable to La Verne's fee of $400.

LOST LIBRARY CARD

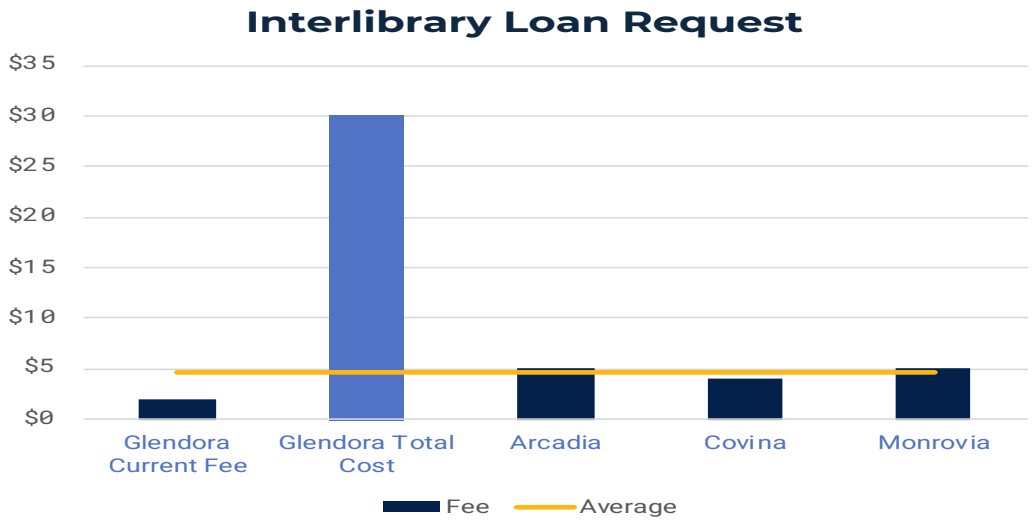
Library currently charges a fee of $2 for Lost Library Card. Through this study, the project team calculated the full cost of this service to be $2. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current and full cost fee are aligned with fees charged by Covina, Monrovia, and Upland. The cities of Arcadia and Azusa both charge $3.

INTERLIBRARY LOAN REQUEST

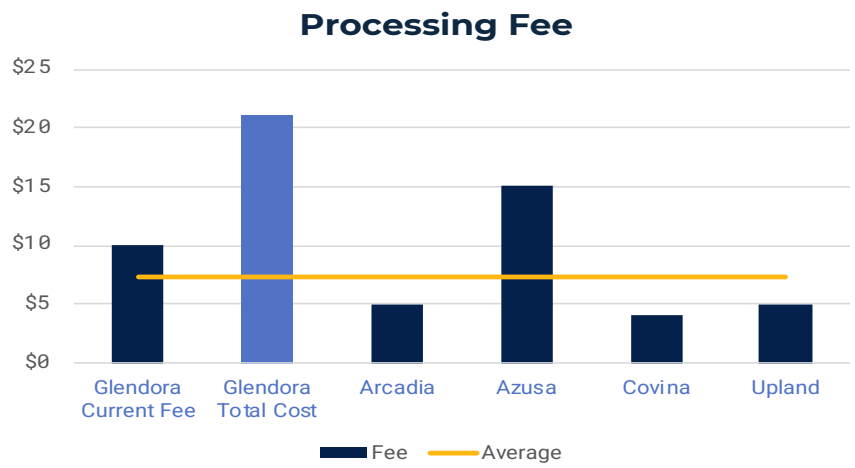
Library currently charges a fee of $2 for Interlibrary Loan Request. Through this study, the project team calculated the full cost of this service to be $30. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $2. However, its full cost of $30 is above the jurisdictional average of $5. The City's current fee is most comparable to Covina's fee $4 fee.

PROCESSING FEE FOR LOST / DAMAGED MATERIALS

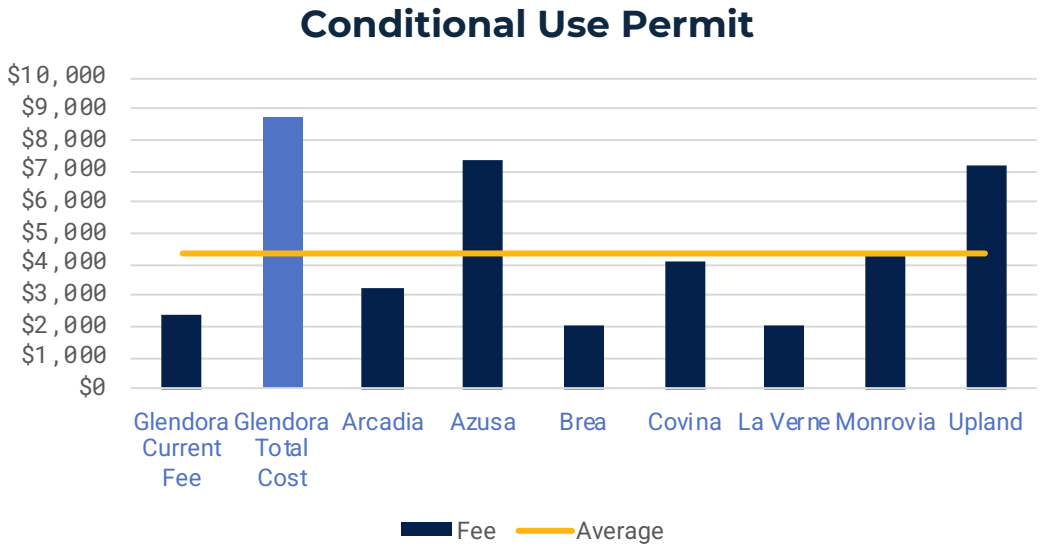
Library currently charges a fee of $10 for Processing Fee for Lost / Damaged Materials. Through this study, the project team calculated the full cost of this service to be $21. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is in the middle when compared to other jurisdictions at $10. However, its full cost of $21 is above the jurisdictional average of $7. The City's current fee is most comparable to Arcadia's and Upland's fee of $5 as well as Azusa's fee of $15, while the calculated full cost is most comparable to Azusa's fee of $15.

CONDITIONAL USE PERMIT

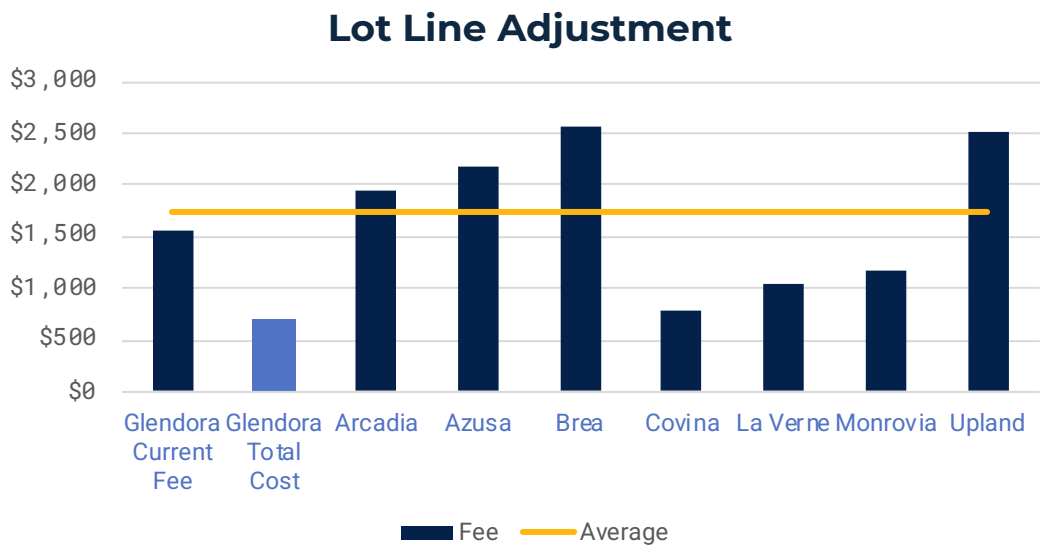
Planning currently charges a fee of $2,425 for Conditional Use Permit. Through this study, the project team calculated the full cost of this service to be $8,705. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the third lowest when compared to other jurisdictions at $2,425. However, its full cost of $8,705 is above the jurisdictional average of $4,315. The City's current fee is most comparable to Brea's Deposit and La Verne's deposit of $2,000, while the calculated full cost is most comparable to Azusa's fee of $7,332. Since other jurisdictions charge it as a deposit it is difficult to accurately compare the cost and the fee that would be ultimately assessed.

LOT LINE ADJUSTMENT

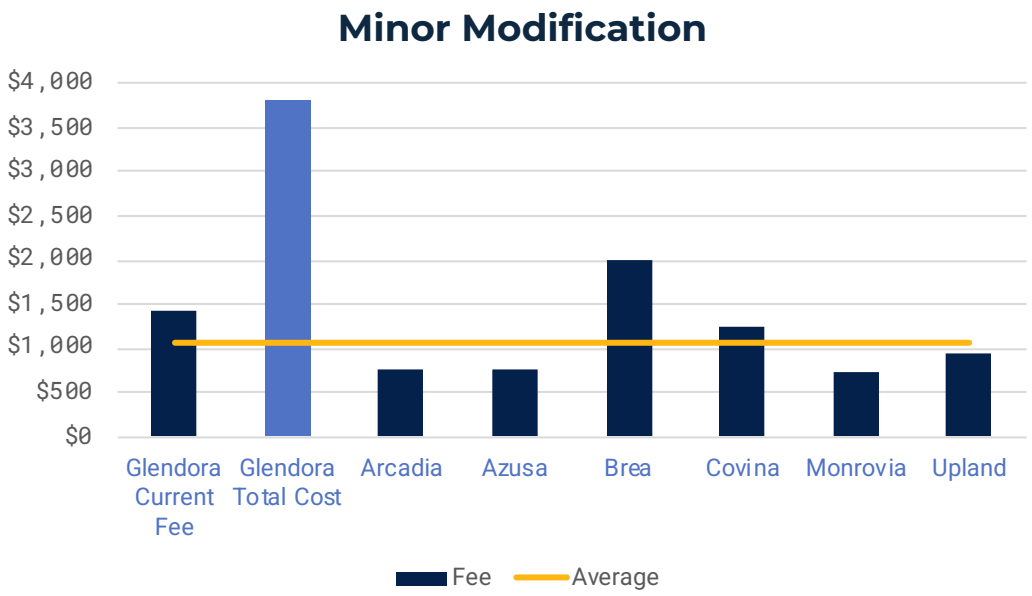
Planning currently charges a fee of $1,554 for Lot Line Adjustment. Through this study, the project team calculated the full cost of this service to be $717. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is in the middle when compared to other jurisdictions at $1,554. However, its full cost of $717 is below the jurisdictional average of $1,741. The City's current fee is most comparable to Monrovia's fee of $1,174, while the calculated full cost is most comparable to Covina's fee of $773.

MINOR MODIFICATION

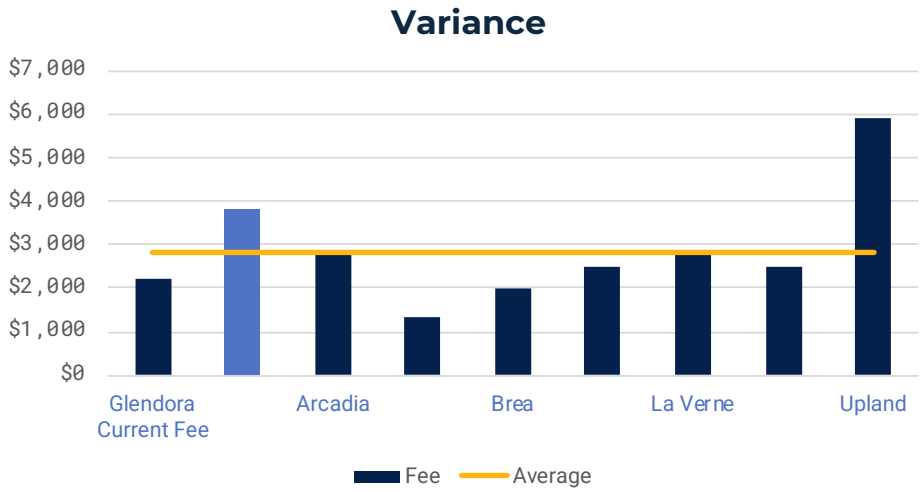
Planning currently charges a fee of $1,422 for Minor Modification. Through this study, the project team calculated the full cost of this service to be $3,802. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the second highest when compared to other jurisdictions at $1,422. However, its full cost of $3,802 is above the jurisdictional average of $1,078. The City's current fee is most comparable to Covina's fee of $1,236, while the calculated full cost is most comparable to Brea's deposit of $2,000.

VARIANCE

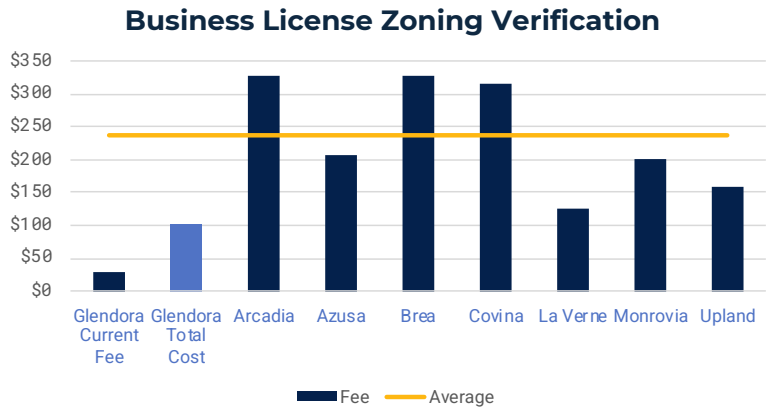
Planning currently charges a fee of $2,224 for Variance. Through this study, the project team calculated the full cost of this service to be $3,802. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the third lowest when compared to other jurisdictions at $2,224. However, its full cost of $3,802 is above the jurisdictional average of $2,828. The City's current fee is most comparable to Brea's deposit of $2,000, while the calculated full cost is most comparable to Arcadia's fee of $2,816.

BUSINESS LICENSE ZONING VERIFICATION

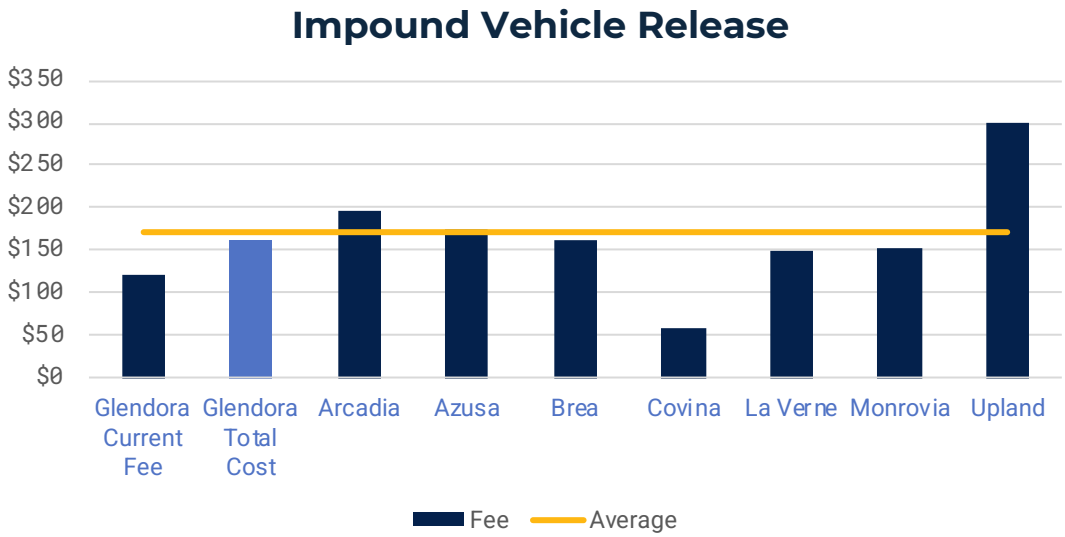
Planning currently charges a fee of $29 for Business License Zoning Verification. Through this study, the project team calculated the full cost of this service to be $101. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the lowest when compared to other jurisdictions at $29. However, its full cost of $101 is below the jurisdictional average of $238. The City's current fee and full cost is most comparable to La Verne's fee of $125.

IMPOUND VEHICLE RELEASE

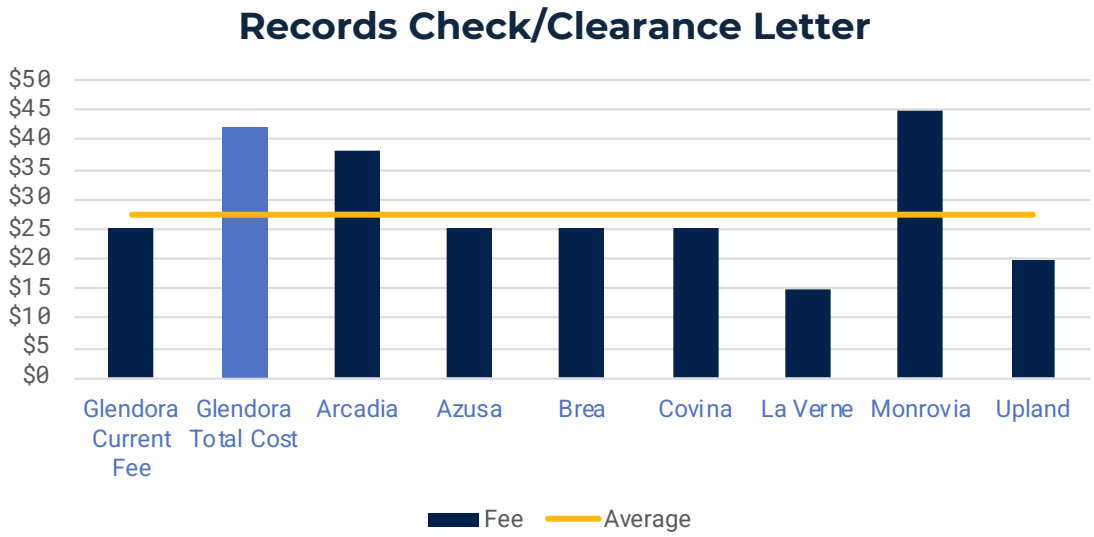
Police currently charges a fee of $120 for Impound Vehicle Release. Through this study, the project team calculated the full cost of this service to be $162. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the second lowest when compared to other jurisdictions at $120. However, its full cost of $162 is below the jurisdictional average of $171. The City's current fee is most comparable to La Verne's fee of $150, while the calculated full cost is most comparable to Brea's fee of $162.

RECORDS CHECK/CLEARANCE LETTER

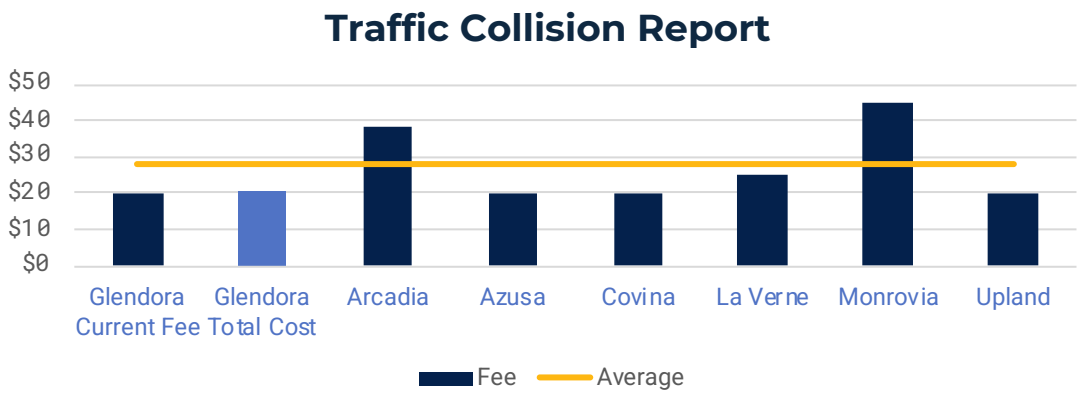
Police currently charges a fee of $25 for Records Check/Clearance Letter. Through this study, the project team calculated the full cost of this service to be $42. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the middle when compared to other jurisdictions at $25. However, its full cost of $42 is above the jurisdictional average of $28. The City's current fee is most comparable to Azusa's, Brea's, and Covina's fee of $25, while the calculated full cost is most comparable to Monrovia's fee of $45.

TRAFFIC COLLISION REPORT

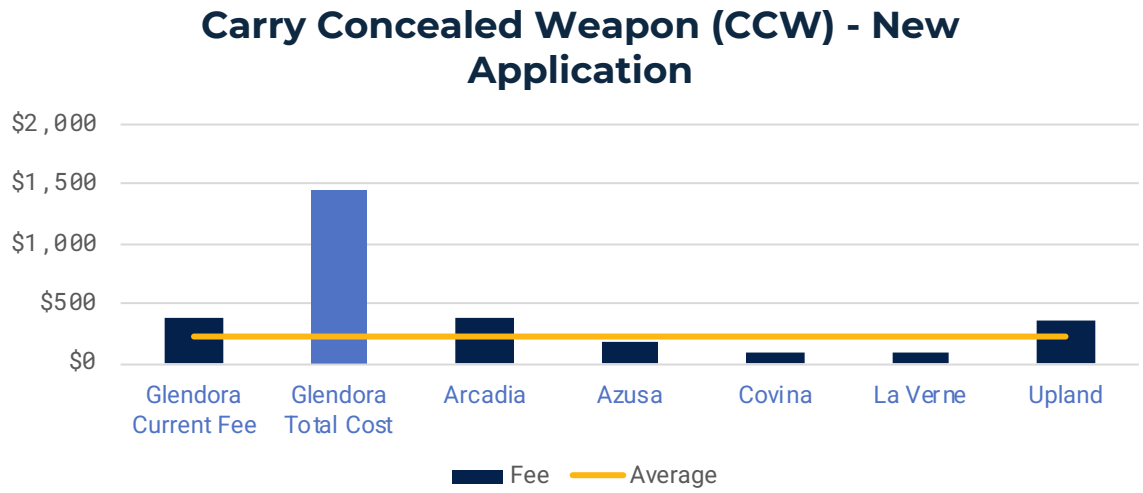
Police currently charges a fee of $20 for Traffic Collision Report. Through this study, the project team calculated the full cost of this service to be $21. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the among the lowest when compared to other jurisdictions at $20. However, its full cost of $21 is below the jurisdictional average of $28. The City's current fee and full cost is most comparable to Azusa's, Covina's, and Upland's fee of $20.

CARRY CONCEALED WEAPON (CCW) - NEW APPLICATION

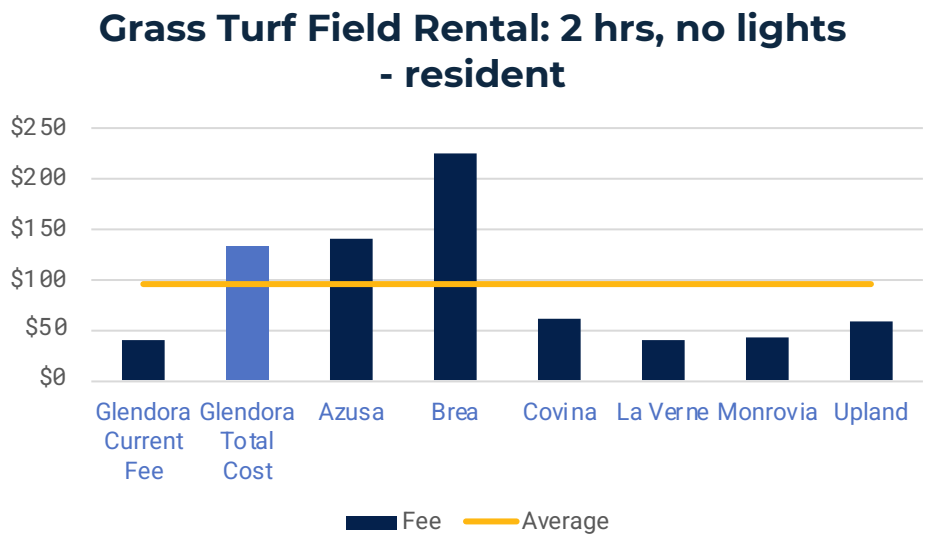
Police currently charges a fee of $389 for Carry Concealed Weapon (CCW) - New Application. Through this study, the project team calculated the full cost of this service to be $1,454. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is among the highest when compared to other jurisdictions at $389. However, its full cost of $1,454 is above the jurisdictional average of $230. The City's current fee and full cost is most comparable to Arcadia's fee of $389.

29 GRASS TURF FIELD RENTAL: 2 HRS, NO LIGHTS - RESIDENT

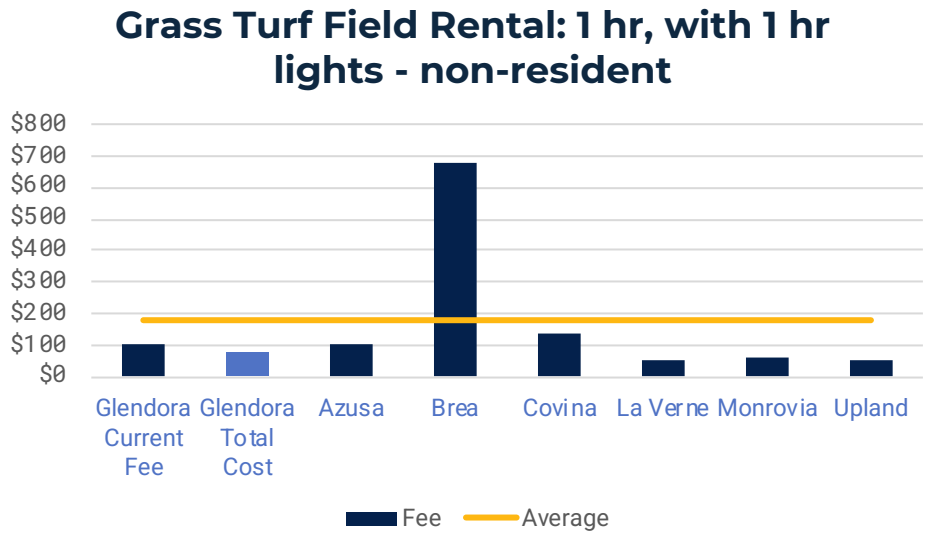
Recreation currently charges a fee of $40 for Grass Turf Field Rental: 2 hrs., no lights - resident. Through this study, the project team calculated the full cost of this service to be $132. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is among the lowest when compared to other jurisdictions at $40. However, its full cost of $132 is above the jurisdictional average of $95. The City's current fee is most comparable to La Verne's fee of $40, while the calculated full cost is most comparable to Azusa's fee of $140.

GRASS TURF FIELD RENTAL: 1 HR, WITH 1 HR LIGHTS - NON-RESIDENT

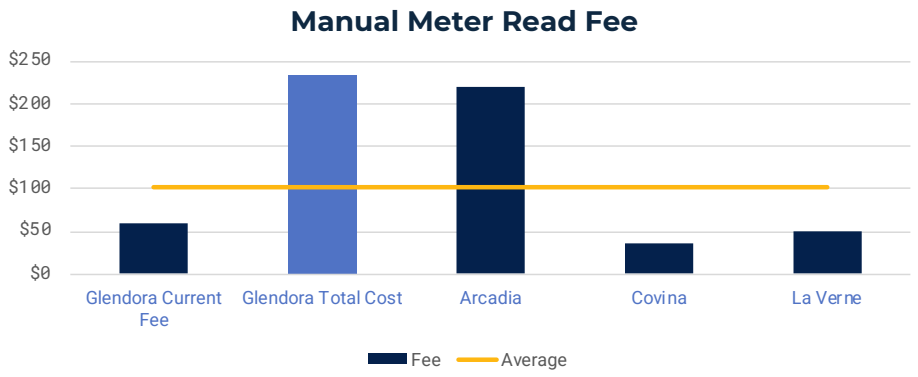
Recreation currently charges a fee of $105 for Grass Turf Field Rental: 1 hr., with 1 hr. lights - non-resident. Through this study, the project team calculated the full cost of this service to be $78. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is in the middle when compared to other jurisdictions at $105. However, its full cost of $78 is below the jurisdictional average of $180. The City's current fee is most comparable to Azusa's fee of $105, while the calculated full cost is most comparable to Monrovia's fee of $59.

MANUAL METER READ FEE

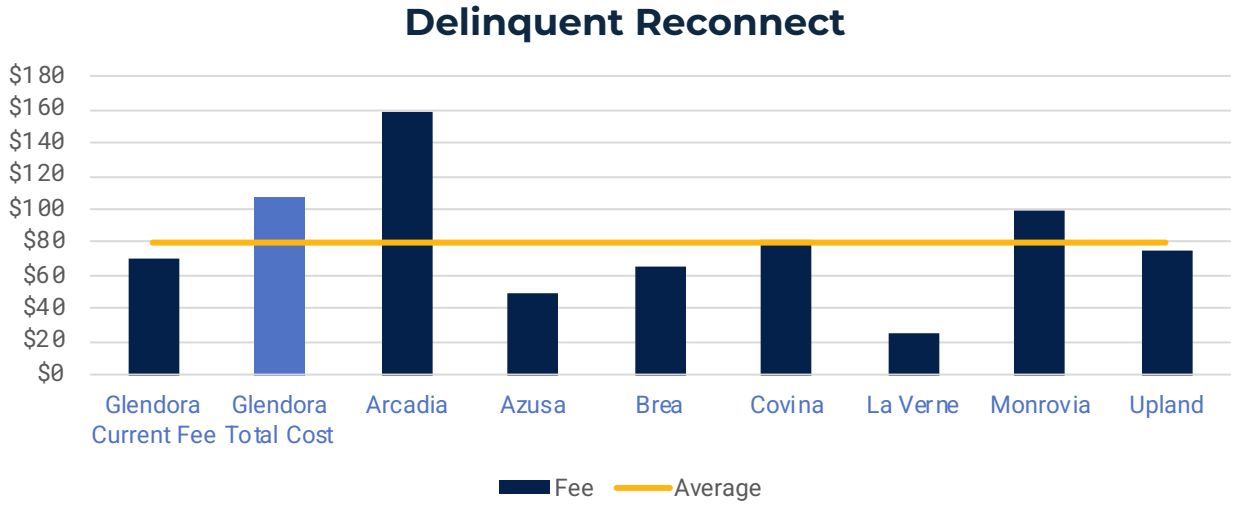
Water currently charges a fee of $60 for Manual Meter Read Fee. Through this study, the project team calculated the full cost of this service to be $234. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is in the middle when compared to other jurisdictions at $60. However, its full cost of $234 is above the jurisdictional average of $102. The City's current fee is most comparable to La Verne's fee of $50, while the calculated full cost is most comparable to Arcadia's fee of $219.

DELINQUENT RECONNECT

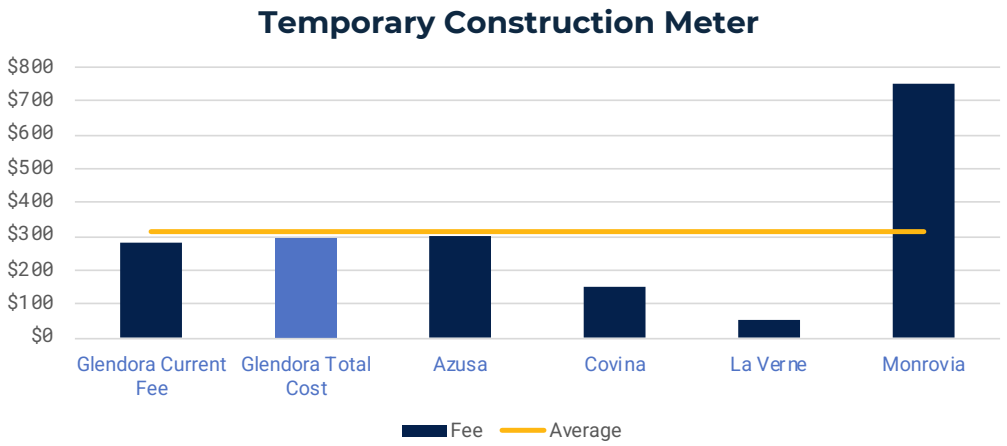
Water currently charges a fee of $70 for Delinquent Reconnect. Through this study, the project team calculated the full cost of this service to be $107. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is in the middle when compared to other jurisdictions at $70. However, its full cost of $107 is above the jurisdictional average of $79. The City's current fee is most comparable to Brea's fee of $65 and Upland's fee of $75, while the calculated full cost is most comparable to Monrovia's fee of $99.

TEMPORARY CONSTRUCTION METER

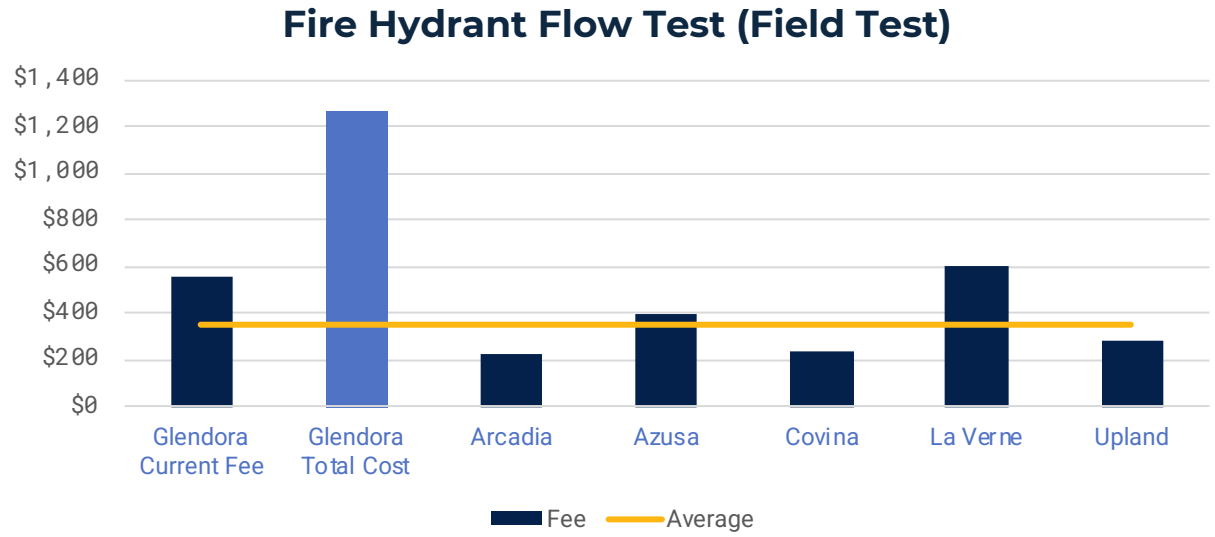
Water currently charges a fee of $281 for Temporary Construction Meter. Through this study, the project team calculated the full cost of this service to be $292. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is in the middle when compared to other jurisdictions at $281. However, its full cost of $292 is below the jurisdictional average of $314. The City's current fee and full cost is most comparable to Azusa's fee of $300.

FIRE HYDRANT FLOW TEST (FIELD TEST)

Water currently charges a fee of $551 for Fire Hydrant Flow Test (Field Test). Through this study, the project team calculated the full cost of this service to be $882. The following graph shows how Glendora's current fee and full cost compares to surveyed jurisdictions.



Glendora's current fee is the second highest when compared to other jurisdictions at $551. However, its full cost of $882 is above the jurisdictional average of $348. The City's current fee and full cost is most comparable to La Verne's fee of $600.

SUMMARY

Overall, Glendora generally has current fees that are lower when compared to the fees of the other surveyed jurisdictions. Of the surveyed jurisdictions, Glendora's current fees are most comparable with La Verne, Brea, Upland, Covina, and Azusa, while the City's full cost calculated is most comparable to fees charged by Azusa, Arcadia, and Monrovia. It is important to note that the results of this survey only show the fees adopted by the council, not the cost recovery policy decisions for departments or a jurisdiction. As such, the results of this survey should be used as a secondary decision-making tool.

City of Glendora

PROPOSED MASTER SCHEDULE OF FEES FOR SERVICE

EFFECTIVE 01/01/2026

CITY CLERK

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		City Clerk					
		Administrative Fees					
~~AD-1~~		~~Agenda/Minutes Mailing Service Agendas~~	~~Per Page~~	~~$0.10~~			
AD-2	CC-1	Document Reproduction[1]	Per Page	$0.10		$0.10	GOV § 7922.530
AD-3	CC-2	Campaign Statement Reproduction					
		Campaign Statement Reproduction	Per Page	$0.10		$0.10	GOV § 81008
		Retrieval Fee	Each	$5		$5	GOV § 81008
AD-4	CC-3	Fair Political Practices Commission (FPPC) Forms	Per Page	$0.10		$0.10	Govt Code § 81008(a)
AD-5	CC-4	Returned Check Processing					
		First NSF Check	Each	$25		$25	CIV § 1719(a)
		Each Additional NSF Check	Each	$35		$35	CIV § 1719(a)
AD-6	CC-5	Video/Audio Reproduction	Per Disc	$1		$1	GOV § 7922.530
~~AD-7~~		~~Insurance Administrative Fee~~	~~Per Application~~	~~$50~~			
~~AD-8~~		~~Public Works Payroll Records~~	~~Per Page~~	~~$1~~			
AD-9	CC-6	Credit Card Service Fee					
		Finance, Police, City Clerk Minimum Fee	Each	$2.50		$2.50	Pass Through
		Service Fee	Each	3.2%		3.2%	Pass Through
		Community Development, Public Works, Minimum Fee	Each	$6.95		$6.95	Pass Through
		Service Fee	Each	3.2%		3.2%	Pass Through
		Transient Occupancy Tax Transactions	Each	2.5%		2.5%	Pass Through
		Recreation and Human Services Transactions	Each	3.0%		3.0%	Pass Through
AD-11	CC-7	Civil Subpoena					
		Reproduction Cost	Each	$15		$15	EVI § 1563(b)(6)
		Daily Deposit	Per Day	$275		$275	Deposit
AD-12	CC-8	Duces Tecum Subpoena	Each	$15		$15	EVI § 1563(b)(6)
AD-13	CC-9	Collection Services	Each	15%-30%		15%-30%	Rate
~~AD-14~~		~~Treble Damages~~					
1. Duplication charges for electronic records copies are limited to the direct cost of producing the electronic copy, including programming and computer services costs if the request requires the production of electronic records that are otherwise only produced at regularly scheduled intervals, or production of the record would require data compilation, extraction, or programming (8 Cal Code Regs §6253.9).							
		Adult Passport Book and Card Fees					
AD-15	CC-10	Passport Book - ages 16 & Over (Valid 10 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$130		$130	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$35		$35	22 CFR § 22.1
AD-15	CC-11	Passport Card - ages 16 & Over (Valid 10 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$30		$30	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$35		$35	22 CFR § 22.1
AD-15	CC-12	Passport Card & Book - ages 16 & Over (Valid 10 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$160		$160	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$35		$35	22 CFR § 22.1
AD-15	CC-13	Passport Renewal - ages 16 & Over (valid 10 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$130		$130	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$0			
AD-15	CC-14	Passport Card Renewal - ages 16 & Over (valid 10 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$30		$30	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$0			
AD-15	CC1-15	Passport Card & Book Renewal - ages 16 & Over (valid 10 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$160		$160	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$0			
		Minor Passport Book and Card Fees					
AD-15	CC-16	Passport Book- ages 15 & Under (valid 5 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$100		$100	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$35		$35	22 CFR § 22.1
AD-15	CC-17	Execution Fee Cash/Check Payable to City of Glendora					
		Passport Fee Check or Money Order Payable to the DOS	Each	$15		$15	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$35		$35	22 CFR § 22.1
AD-15	CC-18	Passport Card & Book - ages 15 & Under (valid 5 years)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$115		$115	22 CFR § 22.1
		Execution Fee Cash/Check Payable to City of Glendora	Each	$35		$35	22 CFR § 22.1
		Additional Services and Fees					
AD-15	CC-19	Passport Photo					
		Execution Fee Cash/Check Payable to City of Glendora	Each	$15		$15	22 CFR § 22.1
		Electronic Photo	Each				
AD-15	CC-20	Express Mail to Passport Services for Expedited Applications					
		Execution Fee Cash/Check Payable to City of Glendora	Each	Actual		Actual	22 CFR § 22.1
AD-15	CC-21	Expedite Fee (2-3 weeks)					
		Passport Fee Check or Money Order Payable to the DOS	Each	$60		$60	22 CFR § 22.1
AD-15	CC-22	Express Mail to Applicant					
		Passport Fee Check or Money Order Payable to the DOS	Each	Actual		Actual	22 CFR § 22.1
AD-15	CC-23	Mail Out Fee for Passport Renewals					
		Execution Fee Cash/Check Payable to City of Glendora	Each	Actual		Actual	22 CFR § 22.1
AD-15	CC-24	Notary Public - DS-3053	Each	Fees are subject to the Department			GOV § 8223 (b)
AD-15	CC-25	Notary Public - Journal Public Request for Line Item	Each	Fees are subject to the Department			GOV § 8223 (b)

FINANCE

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Finance					
		Business License Fees					
BLF-1	BLF-1	New Business License Application Review	Each				
BLF-2	BLF-2	Business License Renewal	Each				
~~BLF-3~~		~~Reprint of Business Licenses~~	~~Each~~				
BLF-4	BLF-3	Bingo Permit	Each				
BLF-5	BLF-4	Dance Permit	Each				
BLF-6	BLF-5	Solicitation and Peddling Permit					
		First Vendor	Each				
		Each Additional Vendor	Each				
~~BL-7~~		~~Special Outdoor Display Events Permit~~					
		~~Business Permit Fee~~	~~Each~~				
		~~Non-Profit Permit Fee~~	~~Each~~				
BLF-8	BLF-6	Vending Machines, Amusement Devices					
		Machine Fee	Per Machine				
		Gross Receipt Fee	Per Receipt				
BLF-9	BLF-7	Business License State Surcharge for American Disabilities Act Compliance	Each				
		Business License Taxes					
BL-1	BLT-1	Accountants, Architects, Civil Engineers, Geologists, Physicists, Lawyers	Each	$88		$88	Taxes
BL-2	BLT-2	Apartments, Mobile Home Parks, Trailer Parks, Industrial and Commercial Rentals	Each	$35		$35	Taxes
BL-3	BLT-3	Apparel & Accessories, Restaurants, Night Clubs, Furniture & Home Furnishings, Appliances, General Merchandise, Liquor or Department Stores, Tires, Batteries, Variety, Trailer Sales, Misc. Goods	Each	$35		$35	Taxes
BL-4	BLT-4	Appraisers, Bookkeepers, Brokers, Consultants, Private Investigators, Taxidermists, Communication Services, Sales Representatives	Each	$63		$63	Taxes
BL-5	BLT-5	Auto Dealers, Gas Stations, Grocery, Meat, Fish, Fruit and Vegetable	Each	$35		$35	Taxes
BL-6	BLT-6	Automotive Repair, Printing Shops, Newspapers, Misc. Retail Firms	Each	$35		$35	Taxes
BL-7	BLT-7	Barber, Beauty Shops, All Other Service Firms at Retail	Each	$35		$35	Taxes
BL-8	BLT-8	Building Materials, Hardware, Farm and Garden Supply	Each	$35		$35	Taxes
BL-9	BLT-9	Circuses, Carnivals	Per Day	$75		$75	Taxes
BL-10	BLT-10	Collection Agencies, Cosmetologists, Insurance Adjusters, Physical Training Schools, Social Workers, Tree Surgeons	Each	$48		$48	Taxes
BL-11	BLT-11	Delivery Vehicles	Per Vehicle	$53		$53	Taxes
BL-12	BLT-12	Dental Hygienists, Physical Therapists, Oculists	Each	$58		$58	Taxes
BL-13	BLT-13	Dentists, Chiropractors, Physicians, Psychologists, Podiatrists, Optometrists, Pharmacists, Other Medical and Health Specialists	Each	$88		$88	Taxes
BL-14	BLT-14	Drug Stores, Dry Goods, Jewelers, Laundry, Dry Cleaners	Each	$35		$35	Taxes
BL-15	BLT-15	Electrical, Plumbing, Heating, Air Conditioning Contractors	Each	$43		$43	Taxes
BL-16	BLT-16	Funeral Home or Mortuary only	Each	$50		$50	Taxes
BL-17	BLT-17	Funeral Chapel & Cemetery, Mortuary & Cemetery	Each	$100		$100	Taxes
BL-18	BLT-18	General Contractors	Each	$43		$43	Taxes
BL-19	BLT-19	Handbill Distributor Permit	Each	$15		$15	Taxes
BL-20	BLT-20	Hotels, Motels	Each	$35		$35	Taxes
BL-21	BLT-21	Motion Picture / Television Production	Each	$750		$750	Taxes
BL-22	BLT-22	Outdoor Billboards	Each	Tax - Based on size of billboard (GMC 5.08.060)		Tax - Based on size of billboard (GMC 5.08.060)	Taxes
BL-23	BLT-23	Public Utilities					
		Franchise Tax	Each	$150		$150	Taxes
		All Others	Each	$32		$32	Taxes
BL-24	BLT-24	Residential Subdivision Signs	Each	Tax - Based on size of sign (GMC 5.08.060)		Tax - Based on size of sign (GMC 5.08.060)	Taxes
BL-25	BLT-25	Rest Homes, Retirement Homes	Each	$35		$35	Taxes
BL-26	BLT-26	Sanitarium, Convalescent Homes, Infirmaries, Hospitals	Each	$35		$35	Taxes
BL-27	BLT-27	Street Vendors	Each	$50		$50	Taxes
BL-28	BLT-28	Sub-Contractors and All Others	Each	$43		$43	Taxes
BL-29	BLT-29	Wholesale / Manufacturers	Each	$53		$53	Taxes
BL-30	BLT-30	All Other Categories	Each	$35		$35	Taxes
		Transient Occupancy Tax					
TOT-1	TOT-2	Transient Occupancy Tax	Each	6%		6%	Taxes
		Special Events					
	SE-1	Parade/Special Event / Outdoor Display Permit					
PD-22		New (PD Parade/Special Event)	Each	$580	$607	$605	User Fee
BLF-7		Business Permit Fee (Special Outdoor Event Display)	Each	$100	$95	$95	User Fee
BLF-7		Non-Profit Permit Fee (Special Outdoor Event Display)	Each	$50	$60	$60	User Fee
		Repeat (PD Parade/Special Event)	Each	$216	$229	$225	User Fee
		Business Permit Fee (Special Outdoor Event Display)	Each	$100	$95	$95	User Fee
		Non-Profit Permit Fee (Special Outdoor Event Display)	Each	$50	$60	$60	User Fee

LIBRARY

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Library					
		Library Meeting/Event Facilities Fees (Resident Non-Profit)					
LB-1.1	LB-1.1	Facility Deposit	Each	$0	$500	$0	Rental
LB-1.2	LB-1.2	Bidwell Forum	Per Hour	$0	$140	$0	Rental
LB-1.3	LB-1.3	Bidwell Forum with Plaza	Per Hour	$0	$172	$0	Rental
LB-1.4	LB-1.4	Friends Room	Per Hour	$0	$83	$0	Rental
LB-1.5	LB-1.5	Cleaning Deposit	Each	$250	$250	$0	Deposit
LB-1.6	LB-1.6	Person-on-duty	Per Hour Per Pe	$25	$58	$25	User Fee
LB-1.7	LB-1.7	Alarm Response	Per Response	$100	$137	$135	Penalty
LB-1.8	LB-1.8	Microphone Fee	Per Mic	$0	$24	$0	Rental
LB-1.9	LB-1.9	Video Equipment (VHS/DVD Players, TV Monitors, Screens, Laptops, Projecto	Flat	$0	$32	$0	Rental
		Library Meeting/Event Facilities Fees (All Other Groups)					
LB-2.1	LB-2.1	Facility Deposit	Per Event	$250	$500	$250	Rental
LB-2.2	LB-2.2	Bidwell Forum	Per Hour	$100	$140	$125	Rental
LB-2.3	LB-2.3	Bidwell Forum with Plaza	Per Hour	$150	$172	$170	Rental
LB-2.4	LB-2.4	Friends Room	Per Hour	$75	$83	$80	Rental
LB-2.5	LB-2.5	Cleaning Deposit (if food or drink are brought in for event)	Per Event	$250	$250	$250	Deposit
LB-2.6	LB-2.6	Person-on-duty	Per Hour Per Pe	$25	$58	$25	User Fee
LB-2.7	LB-2.7	Alarm Response	Per Response	$100	$137	$135	Penalty
LB-2.8	LB-2.8	Microphone Fee	Per Mic	$10	$24	$20	Rental
LB-2.9	LB-2.9	Video Equipment (VHS/DVD Players, TV Monitors, Screens, Laptops, Projecto	Flat	$25	$32	$30	Rental
		Overdue Materials					
LB-3	LB-3.1	Books, Magazines, Pamphlets, Compact Discs & Playaways (Adult & Youth)	Each	$0		$0	Penalty
LB-3	LB-3.2	Videos, DVDs and Software	Each	$0		$0	Penalty
LB-3	LB-3.3	Public Use Laptops/Tablets	Each	$0		$0	Penalty
		Damaged Material					
LB-5	LB-4.1	Minimum Charge	Each	$2		$1	Penalty
LB-5	LB-4.2	Maximum Charge	Each	Maximum charge - Replacement cost of the item (plus processing fee)		Maximum charge - Replacement cost of the item (plus processing fee)	Penalty
		Lost Material					
LB-6	LB-5.1	Replacement charge for lost items	Each	Actual Cost		Actual Cost	Penalty
LB-6	LB-5.2	Replacement charge for lost or stolen public use laptop/tablet	Each	$975.00		$975	Penalty
LB-6	LB-5.3	Materials returned with lost or missing parts	Each	Assessed and charged accordingly		Assessed and charged accordingly	Penalty
		Other Fees and Charges					
LB-7	LB-6.1	Processing: ~~Books, videos, software, compact discs, audio tapes & playaways, laptops/tablets~~, All physical materials except magazines, pamphlets & passes	Each				
		Magazines, and pamphlets, and passes	Each				
LB-7	LB-6.2	Lost Library Card	Each				
LB-7	LB-6.3	Holds on material:					
		Per item Unclaimed	Each				
LB-7	LB-6.4	Interlibrary Loan Request	Per search				
LB-7	LB-6.5	Administrating/proctoring tests	Per test				
LB-7	LB-6.6	Printouts & Photocopies					
		Black & White	Per Page	$0.15		$0.15	GOV § 7922.530
		Color	Per Page	$0.30		$0.30	GOV § 7922.530
LB-7	LB-6.7	Faxing - Incoming Faxes	Each	$0.50		$0.50	Pass Through
LB-7	LB-6.8	Faxing - Outgoing Faxes	Each	$0		$0	No Charge
LB-7	LB-6.9	Scanning to USB/email/smartphone/tablet	Each	$0		$0	Materials
LB-7	LB-6.10	Supplied Office/Stationary Materials	Each	$0-$25		$0-$25	Materials
LB-7	LB-6.11	Supplies at City-wide Special Events	Each	$0-$25		$0-$25	Materials

RECREATION & HUMAN SERVICES

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Recreation & Human Services					
CS-1	RHS-1	Adult Sports	Each	$300 - $400		$300 - $400	User Fee
CS-2	RHS-2	Contract Recreation Classes	Each	25% - 30%		25% - 30%	Rate
CS-3	RHS-3	Day Camp Program	Per Child Per W	$150-$175		$150-$175	User Fee
CS-4	RHS-4	La Fetra Center Events	Each	$4 - $25		$4 - $25	User Fee
CS-5	RHS-5	La Fetra Class Activities	Each	$4 - $100		$4 - $100	User Fee
CS-6	RHS-6	La Fetra Activities	Each	$4		$4	User Fee
CS-7	RHS-7	Parks Playground Trips	Per Child	$10 - $20		$10 - $20	User Fee
CS-8	RHS-8	Teen Center Activities					
		Teen Center Trips	Per Participant	$6 - $60		$6 - $60	User Fee
		Events	Per Person	$0 - $10		$0 - $10	User Fee
CS-9	RHS-9	Trips and Tours	Per Person	$20 - $150		$20 - $150	User Fee
CS-10	RHS-10	Administration Fee	Per Class	$10		$10	User Fee
CS-11	RHS-11	Refund Fee	Per Refund	$10		$10	User Fee
CS-12	RHS-12	Activity Guide Advertisement					
		Quarter Page	Each	$250		$250	User Fee
		Half Page	Each	$500		$500	User Fee
		Full Page	Each	$1,000		$1,000	User Fee
CS-13	RHS-13	Youth Basketball	Per Player	$120 - $140		$120 - $140	User Fee
CS-14	RHS-14	Sanctioned Youth Sports, per player field charge	Per Player	$10 - $25		$10 - $25	User Fee
		Facility Rentals					
		SCOUT HUT**					
		Glendora Scout Troops:					
		Group 1	Each	$0		$0	Rental
		Group 2					
		Seasonal	Each	$40		$40	Rental
		Annual	Each	$70		$70	Rental
		Group 3					
		Seasonal	Each	$80		$80	Rental
		Annual	Each	$140		$140	Rental
		Group 4	Each	$0		$0	Rental
		Group 5	Each	$0		$0	Rental
		1-Room					
		Group 1	Per Hour	$50		$50	Rental
		Group 2	Per Hour	$50		$50	Rental
		Group 3	Per Hour	$100		$100	Rental
		Group 4	Per Hour	$125		$125	Rental
		Group 5	Per Hour	$150		$150	Rental
		2-Room					
		Group 1	Per Hour	$75		$75	Rental
		Group 2	Per Hour	$75		$75	Rental
		Group 3	Per Hour	$150		$150	Rental
		Group 4	Per Hour	$175		$175	Rental
		Group 5	Per Hour	$200		$200	Rental
		Cleaning					
		Group 1	Each	$125		$125	Rental
		Group 2	Each	$125		$125	Rental
		Group 3	Each	$125		$125	Rental
		Group 4	Each	$125		$125	Rental
		Group 5	Each	$125		$125	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		Facility Deposit					
		Group 1	Each	$100		$100	Rental
		Group 2	Each	$100		$100	Rental
		Group 3	Each	$100		$100	Rental
		Group 4	Each	$100		$100	Rental
		Group 5	Each	$100		$100	Rental
		Staff*					
		Group 1	Each	$25		$25	Rental
		Group 2	Each	$25		$25	Rental
		Group 3	Each	$25		$25	Rental
		Group 4	Each	$25		$25	Rental
		Group 5	Each	$25		$25	Rental
		*If alcohol is being served at any building rental, renter must pay for an additional staff member, regardless of party size.					
		**Insurance is required for the rental of the noted buildings/facilities.					
		LEGION BUILDING**					
		Main Hall					
		Group 1	Per Hour	$100		$100	Rental
		Group 2	Per Hour	$150		$150	Rental
		Group 3	Per Hour	$200		$200	Rental
		Group 4	Per Hour	$225		$225	Rental
		Group 5	Per Hour	$250		$250	Rental
		Staff 75/1*:					
		Group 1	Each	$25		$25	Rental
		Group 2	Each	$25		$25	Rental
		Group 3	Each	$25		$25	Rental
		Group 4	Each	$25		$25	Rental
		Group 5	Each	$25		$25	Rental
		Cleaning Fee					
		Group 1	Each	$125		$125	Rental
		Group 2	Each	$125		$125	Rental
		Group 3	Each	$125		$125	Rental
		Group 4	Each	$125		$125	Rental
		Group 5	Each	$125		$125	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		Facility Deposit					
		Group 1	Each	$300		$300	Rental
		Group 2	Each	$300		$300	Rental
		Group 3	Each	$300		$300	Rental
		Group 4	Each	$300		$300	Rental
		Group 5	Each	$300		$300	Rental

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		A/V Equipment (optional)					
		Group 1	Each	$75		$75	Rental
		Group 2	Each	$75		$75	Rental
		Group 3	Each	$75		$75	Rental
		Group 4	Each	$75		$75	Rental
		Group 5	Each	$75		$75	Rental
		*If alcohol is being served at any building rental, renter must pay for an additional staff member, regardless of party size.					
		**Insurance is required for the rental of the noted buildings/facilities.					
		BIG TREE PARK - 2 hr reservation, 50 chairs, 1 table and staff set up**					
		Reservation Fee					
		Group 1	Each	$200		$200	Rental
		Group 2	Each	$300		$300	Rental
		Group 3	Each	$400		$400	Rental
		Group 4	Each	$500		$500	Rental
		Group 5	Each	$500		$500	Rental
		Facility Deposit*					
		Group 1	Each	$200		$200	Rental
		Group 2	Each	$200		$200	Rental
		Group 3	Each	$200		$200	Rental
		Group 4	Each	$200		$200	Rental
		Group 5	Each	$200		$200	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		*For Glendora Scouts, key deposit only, all other fees waived					
		**Insurance is required for the rental of the noted buildings/facilities.					
		BIG DALTON - Amphitheater or Outside Girl Scout Cabin Area**					
		Glendora Scout Troops					
		Group 1	Each	$0		$0	Rental
		Group 2	Each				
		Group 3	Each				
		Group 4	Each	$0		$0	Rental
		Group 5	Each	$0		$0	Rental
		Day Use					
		Group 1	Each	$40		$40	Rental
		Group 2	Each	$100		$100	Rental
		Group 3	Each	$200		$200	Rental
		Group 4	Each	$300		$300	Rental
		Group 5	Each	$350		$350	Rental
		Facility Deposit					
		Group 1	Each	$100		$100	Rental
		Group 2	Each	$100		$100	Rental
		Group 3	Each	$100		$100	Rental
		Group 4	Each	$100		$100	Rental
		Group 5	Each	$100		$100	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		Key Deposit					
		Group 1	Each	$50		$50	Rental
		Group 2	Each	$50		$50	Rental
		Group 3	Each	$50		$50	Rental
		Group 4	Each	$50		$50	Rental
		Group 5	Each	$50		$50	Rental
		**Insurance is required for the rental of the noted buildings/facilities.					
		PARK SPECIAL EVENTS - 2 hr Minimum**					
		Day Use					
		Group 1	Per Hour	$35		$35	Rental
		Group 2	Per Hour	$60		$60	Rental
		Group 3	Per Hour	$85		$85	Rental
		Group 4	Per Hour	$110		$110	Rental
		Group 5	Per Hour	$160		$160	Rental
		Facility Deposit					
		Group 1	Each	$200		$200	Rental
		Group 2	Each	$200		$200	Rental
		Group 3	Each	$200		$200	Rental
		Group 4	Each	$200		$200	Rental
		Group 5	Each	$200		$200	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		**Insurance is required for the rental of the noted buildings/facilities.					
		TEEN CENTER**					
		Teen Center					
		Group 1	Per Hour	$240		$240	Rental
		Group 2	Per Hour	$250		$250	Rental
		Group 3	Per Hour	$500		$500	Rental
		Group 4	Per Hour	$700		$700	Rental
		Group 5	Per Hour	$725		$725	Rental
		Gymnasium					
		Group 1	Per Hour	$80		$80	Rental
		Group 2	Per Hour	$125		$125	Rental
		Group 3	Per Hour	$200		$200	Rental
		Group 4	Per Hour	$225		$225	Rental
		Group 5	Per Hour	$250		$250	Rental
		Meeting Room					
		Group 1	Each	$0		$0	Rental
		Group 2	Each	$75		$75	Rental
		Group 3	Each	$100		$100	Rental
		Group 4	Each	$125		$125	Rental
		Group 5	Each	$150		$150	Rental

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Staff 75/1*					
		Group 1	Each	$25		$25	Rental
		Group 2	Each	$25		$25	Rental
		Group 3	Each	$25		$25	Rental
		Group 4	Each	$25		$25	Rental
		Group 5	Each	$25		$25	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		Facility Deposit					
		Group 1	Each	$200		$200	Rental
		Group 2	Each	$200		$200	Rental
		Group 3	Each	$200		$200	Rental
		Group 4	Each	$200		$200	Rental
		Group 5	Each	$200		$200	Rental
		*If alcohol is being served at any building rental, renter must pay for an additional staff member, regardless of party size.					
		**Insurance is required for the rental of the noted buildings/facilities.					
		LA FETRA SENIOR CENTER - 2 hr minimum**					
		Sage Room					
		Group 1	Per Hour	$100		$100	Rental
		Group 2	Per Hour	$150		$150	Rental
		Group 3	Per Hour	$185		$185	Rental
		Group 4	Per Hour	$225		$225	Rental
		Group 5	Per Hour	$250		$250	Rental
		Staff 75/1*					
		Group 1	Each	$25		$25	Rental
		Group 2	Each	$25		$25	Rental
		Group 3	Each	$25		$25	Rental
		Group 4	Each	$25		$25	Rental
		Group 5	Each	$25		$25	Rental
		Cleaning Fee					
		Group 1	Each	$125		$125	Rental
		Group 2	Each	$125		$125	Rental
		Group 3	Each	$125		$125	Rental
		Group 4	Each	$125		$125	Rental
		Group 5	Each	$125		$125	Rental
		Administration					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		A/V Equipment (optional)					
		Group 1	Each	$75		$75	Rental
		Group 2	Each	$75		$75	Rental
		Group 3	Each	$75		$75	Rental
		Group 4	Each	$75		$75	Rental
		Group 5	Each	$75		$75	Rental
		Facility Deposit					
		Group 1	Each	$300		$300	Rental
		Group 2	Each	$300		$300	Rental
		Group 3	Each	$300		$300	Rental
		Group 4	Each	$300		$300	Rental
		Group 5	Each	$300		$300	Rental
		Oak/ Elm Room					
		Group 1	Per Hour	$100		$100	Rental
		Group 2	Per Hour	$150		$150	Rental
		Group 3	Per Hour	$200		$200	Rental
		Group 4	Per Hour	$225		$225	Rental
		Group 5	Per Hour	$250		$250	Rental
		Staff 75/1*					
		Group 1	Each	$25		$25	Rental
		Group 2	Each	$25		$25	Rental
		Group 3	Each	$25		$25	Rental
		Group 4	Each	$25		$25	Rental
		Group 5	Each	$25		$25	Rental
		Cleaning Fee					
		Group 1	Each	$75		$75	Rental
		Group 2	Each	$75		$75	Rental
		Group 3	Each	$75		$75	Rental
		Group 4	Each	$75		$75	Rental
		Group 5	Each	$75		$75	Rental
		Administration					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		A/V Equipment (optional)					
		Group 1	Each	$75		$75	Rental
		Group 2	Each	$75		$75	Rental
		Group 3	Each	$75		$75	Rental
		Group 4	Each	$75		$75	Rental
		Group 5	Each	$75		$75	Rental
		Facility Deposit					
		Group 1	Each	$300		$300	Rental
		Group 2	Each	$300		$300	Rental
		Group 3	Each	$300		$300	Rental
		Group 4	Each	$300		$300	Rental
		Group 5	Each	$300		$300	Rental
		*If alcohol is being served at any building rental, renter must pay for an additional staff member, regardless of party size.					
		**Insurance is required for the rental of the noted buildings/facilities.					

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		CARLYLE LINDER EQUESTRIAN PARK**					
		North or South Riding Ring					
		Group 1	Per Hour	$25		$25	Rental
		Group 2	Per Hour	$60		$60	Rental
		Group 3	Per Hour	$85		$85	Rental
		Group 4	Per Hour	$110		$110	Rental
		Group 5	Per Hour	$0		$0	Rental
		Facility Deposit					
		Group 1	Each	$200		$200	Rental
		Group 2	Each	$200		$200	Rental
		Group 3	Each	$200		$200	Rental
		Group 4	Each	$500		$500	Rental
		Group 5	Each	$0		$0	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$0		$0	Rental
		Picnic Shelter					
		Group 1	Each	$0		$0	Rental
		Group 2	Each	Same as Park Picnic Reservations		Same as Park Picnic Reservations	Rental
		Group 3	Each	Same as Park Picnic Reservations		Same as Park Picnic Reservations	Rental
		Group 4	Each	Same as Park Picnic Reservations		Same as Park Picnic Reservations	Rental
		Group 5	Each	$0		$0	Rental
		Snack Bar					
		Group 1	Per Hour	$0		$0	Rental
		Group 2	Per Hour	$50		$50	Rental
		Group 3	Per Hour	$75		$75	Rental
		Group 4	Per Hour	$100		$100	Rental
		Group 5	Per Hour	$0		$0	Rental
		**Insurance is required for the rental of the noted buildings/facilities.					
		PARK PICNIC RESERVATION AREA					
		Day Use					
		Group 1					
		4 Hours	Each	$20		$20	Rental
		8 Hours	Each	$40		$40	Rental
		Group 2					
		4 Hours	Each	$25		$25	Rental
		8 Hours	Each	$50		$50	Rental
		Group 3					
		4 Hours	Each	$30		$30	Rental
		8 Hours	Each	$60		$60	Rental
		Group 4					
		4 Hours	Each	$50		$50	Rental
		8 Hours	Each	$100		$100	Rental
		Group 5					
		4 Hours	Each	$75		$75	Rental
		8 Hours	Each	$150		$150	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		Park Picnic Reservation - Finkbiner Park Large Shade Structure Site Day Use					
		Side 1 or 2 (4 hours)					
		Group 1	Each	$70		$70	Rental
		Group 2	Each	$75		$75	Rental
		Group 3	Each	$80		$80	Rental
		Group 4	Each	$100		$100	Rental
		Group 5	Each	$125		$125	Rental
		Side 1 or 2 (8 hours)					
		Group 1	Each	$130		$130	Rental
		Group 2	Each	$140		$140	Rental
		Group 3	Each	$150		$150	Rental
		Group 4	Each	$190		$190	Rental
		Group 5	Each	$190		$190	Rental
		Both 1 & 2 (4 hours)					
		Group 1	Each	$135		$135	Rental
		Group 2	Each	$140		$140	Rental
		Group 3	Each	$145		$145	Rental
		Group 4	Each	$185		$185	Rental
		Group 5	Each	$190		$190	Rental
		Both 1 & 2 (8 hours)					
		Group 1	Each	$240		$240	Rental
		Group 2	Each	$250		$250	Rental
		Group 3	Each	$255		$255	Rental
		Group 4	Each	$295		$295	Rental
		Group 5	Each	$295		$295	Rental
		Administrative Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		DAWSON TENNIS COURTS - 6 courts					
		Day Use					
		Group 1	per court per ho	$0		$0	Rental
		Group 2	per court per ho	$5		$5	Rental
		Group 3	per court per ho	$10		$10	Rental
		Group 4	per court per ho	$20		$20	Rental
		Group 5	per court per ho	$25		$25	Rental
		Administration Fee					
		Group 1	Each	$0		$0	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		VOLLEYBALL COURT					
		Day Use					
		Group 1	per court per ho	$0		$0	Rental
		Group 2	per court per ho	$5		$5	Rental
		Group 3	per court per ho	$10		$10	Rental
		Group 4	per court per ho	$20		$20	Rental
		Group 5	per court per ho	$25		$25	Rental
		Administration Fee					
		Group 1	Each	$0		$0	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		CENTENNIAL HERITAGE PARK**					
		Day Use					
		Group 1	Per Hour	$35		$35	Rental
		Group 2	Per Hour	$60		$60	Rental
		Group 3	Per Hour	$85		$85	Rental
		Group 4	Per Hour	$110		$110	Rental
		Group 5	Per Hour	$160		$160	Rental
		Facility Deposit					
		Group 1	Each	$200		$200	Rental
		Group 2	Each	$200		$200	Rental
		Group 3	Each	$200		$200	Rental
		Group 4	Each	$200		$200	Rental
		Group 5	Each	$200		$200	Rental
		Administration Fee					
		Group 1	Each	$10		$10	Rental
		Group 2	Each	$10		$10	Rental
		Group 3	Each	$10		$10	Rental
		Group 4	Each	$10		$10	Rental
		Group 5	Each	$10		$10	Rental
		**Insurance is required for the rental of the noted buildings/facilities.					
		POMPEI TURF FIELDS**					
		Field Rental					
		Group 1	Per Hour	$0-$50*	$205	$0-$50*	Rental
		Group 2	Per Hour	$30	$205	$30	Rental
		Group 3	Per Hour	$50	$205	$50	Rental
		Group 4	Per Hour	$100	$205	$100	Rental
		Group 5	Per Hour	$150	$205	$150	Rental
		Group 6	Per Hour	$200	$205	$200	Rental
		Lights					
		Group 1	Per Hour	$12	$12	$12	Rental
		Group 2	Per Hour	$15	$12	$15	Rental
		Group 3	Per Hour	$15	$12	$15	Rental
		Group 4	Per Hour	$20	$12	$20	Rental
		Group 5	Per Hour	$25	$12	$25	Rental
		Group 6	Per Hour	$30	$12	$30	Rental
		Administration Fee					
		Group 1	Per Hour	$10	$31	$10	Rental
		Group 2	Per Hour	$10	$31	$10	Rental
		Group 3	Per Hour	$10	$31	$10	Rental
		Group 4	Per Hour	$10	$31	$10	Rental
		Group 5	Per Hour	$10	$31	$10	Rental
		Group 6	Per Hour	$10	$31	$10	Rental
		Facility Deposit					
		Group 1	Each	$0	$648	$0	Rental
		Group 2	Each	$0	$648	$0	Rental
		Group 3	Each	$0	$648	$0	Rental
		Group 4	Each	$0	$648	$0	Rental
		Group 5	Each	$0	$648	$0	Rental
		Group 6	Each	$500	$648	$500	Rental
		*Individual Agreements are in place with each organization					
		**Insurance is required for the rental of the noted buildings/facilities.					
		FINKBINER PARK FIELDS**					
		Field Rental					
		Group 1	Per Hour	$0-$50*	$66	$0-$50*	Rental
		Group 2	Per Hour	$15	$66	$15	Rental
		Group 3	Per Hour	$20	$66	$20	Rental
		Group 4	Per Hour	$40	$66	$40	Rental
		Group 5	Per Hour	$80	$66	$80	Rental
		Group 6	Per Hour	$100	$66	$100	Rental
		Lights					
		Group 1	Per Hour	$12	$12	$12	Rental
		Group 2	Per Hour	$15	$12	$15	Rental
		Group 3	Per Hour	$15	$12	$15	Rental
		Group 4	Per Hour	$20	$12	$20	Rental
		Group 5	Per Hour	$25	$12	$25	Rental
		Group 6	Per Hour	$30	$12	$30	Rental
		Administration Fee					
		Group 1	Per Hour	$10	$38	$10	Rental
		Group 2	Per Hour	$10	$38	$10	Rental
		Group 3	Per Hour	$10	$38	$10	Rental
		Group 4	Per Hour	$10	$38	$10	Rental
		Group 5	Per Hour	$10	$38	$10	Rental
		Group 6	Per Hour	$10	$38	$10	Rental
		Facility Deposit					
		Group 1	Each	$0	$236	$0	Rental
		Group 2	Each	$0	$236	$0	Rental
		Group 3	Each	$0	$236	$0	Rental
		Group 4	Each	$0	$236	$0	Rental
		Group 5	Each	$0	$236	$0	Rental
		Group 6	Each	$500	$236	$500	Rental
		*Individual Agreements are in place with each organization					
		**Insurance is required for the rental of the noted buildings/facilities.					

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		GLENDORA UNIFIED FIELDS**					
		Field Rental					
		Group 1	Per Hour	$0-$50*	$199	$0-$50*	Rental
		Group 2	Per Hour	$15	$199	$15	Rental
		Group 3	Per Hour	$20	$199	$20	Rental
		Group 4	Per Hour	$40	$199	$40	Rental
		Group 5	Per Hour	$80	$199	$80	Rental
		Group 6	Per Hour	$100	$199	$100	Rental
		Lights					
		Group 1	Per Hour	$12	$12	$12	Rental
		Group 2	Per Hour	$15	$12	$15	Rental
		Group 3	Per Hour	$15	$12	$15	Rental
		Group 4	Per Hour	$20	$12	$20	Rental
		Group 5	Per Hour	$25	$12	$25	Rental
		Group 6	Per Hour	$30	$12	$30	Rental
		Administration Fee					
		Group 1	Per Hour	$10	$89	$10	Rental
		Group 2	Per Hour	$10	$89	$10	Rental
		Group 3	Per Hour	$10	$89	$10	Rental
		Group 4	Per Hour	$10	$89	$10	Rental
		Group 5	Per Hour	$10	$89	$10	Rental
		Group 6	Per Hour	$10	$89	$10	Rental
		Facility Deposit					
		Group 1	Each	$0	$688	$0	Rental
		Group 2	Each	$0	$688	$0	Rental
		Group 3	Each	$0	$688	$0	Rental
		Group 4	Each	$0	$688	$0	Rental
		Group 5	Each	$0	$688	$0	Rental
		Group 6	Each	$500	$688	$500	Rental
		*Individual Agreements are in place with each organization					
		**Insurance is required for the rental of the noted buildings/facilities.					
		Transportation					
P-54	RHS-15	Public Transit Service					
		One-way trip within Glendora City Limits	Each	$0.50		$0.50	User Fee
		One-way trip within Azusa, Covina, or San Dimas	Each	$1.50		$1.50	User Fee
		One-way trip within Baldwin Park, Duarte, Pomona, or West Covina	Each	$4		$4	User Fee
		Fixed Route Service Fare Structure					
		General	Each	$1		$1	User Fee
		Student	Each	$0.75		$0.75	User Fee
		Senior Citizen (62+)/Disabled	Each	$0.50		$0.50	User Fee
		Monthly Fare Booklet Fare Structure (Per 30 trips)					
		Senior (62+)/Disabled	Each	$15		$15	User Fee
		Student	Each	$18		$18	User Fee
		General	Each	$30		$30	User Fee
P-55	RHS-16	Transportation					
		MTA Bus Pass	Each	$7 - $220		$7 - $220	User Fee
		Foot-hill Transit Bus Passes	Each	$22 - $170		$22 - $170	User Fee
		TAP Card Products	Each	$2 - $300		$2 - $300	User Fee
		Discount	Each	$7		$7	User Fee

PLANNING

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Planning					
P-1	P-1	Animal Conditional Use Permit	Per Application	$1,665		$1,665	User Fee
P-2	P-2	Annexation	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-3	P-3	Appeal to City Council					
		~~Appeals~~	~~Each~~				
		Initial Deposit	Each	$2,000	$3,035	$3,000	Deposit
		Subsequent Deposits	Each	$1,000	$1,517	$1,500	Deposit
P-4	P-4	Appeal to Planning Commission (e.g. Development Plans, CUPs)					
		~~Appeals~~	~~Each~~				
		Initial Deposit	Each				
		Subsequent Deposits	Each				
~~P-5~~		~~Building Address Processing w/o Map~~	~~Per Application~~				
~~P-6~~		~~Building Investigation~~	~~Per Investigation~~				
~~P-7~~		~~Building Permit Surcharge for NPDES (SWPPP) Inspections~~	~~Each~~				
~~P-8~~		~~Building Plan Check/Inspection~~	~~Each~~				
~~P-9~~		~~Building Re-Address Processing~~	~~Per Application~~				
~~P-10~~		~~Building Re-inspection~~	~~Per Inspection~~				
P-11	P-5	Certificate of Compliance	Per Application	$1,481	$1,068	$1,000	User Fee
		Technical Review Actual Costs					
P-13	P-6	Conceptual Review	Per Application	$1,041	$5,132	$2,000	User Fee
P-14	P-7	Conditional Use Permit	Per Application	$2,425	$4,904	$3,500	User Fee
P-15	P-8	Development Agreement	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-16	P-9	Development Plan Review – Minor					
		Director	Each	$2,483	$4,374	$4,300	User Fee
		Commission	Each	$3,297	$4,981	$4,900	User Fee
P-17	P-10	Development Plan Review – Major	Each	$5,000	$7,233	$7,200	User Fee
P-18	P-11	Environmental Impact Report Review	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-19	P-12	Environmental Initial Study	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-20	P-13	Environmental: Categorical Exemption Review	Per Application	$214	$427	$400	User Fee
~~P-21~~		~~Fire Hood/Duct Plan Check/Inspection~~	~~Each~~				
~~P-22~~		~~FOG (Fire, Oil and Gas) Application Fee for New Restaurants~~	~~Each~~				
~~P-23~~		~~FOG Program Inspections~~	~~Each~~				
~~P-24~~		~~FOG Program Wastewater Sampling and Analysis~~	~~Each~~				
~~P-25~~		~~FOG Program, Industrial, Automotive, and Gas Station Re-inspection~~ Fee	~~Each~~				
P-27.1	P-14	General Plan Amendment - Map	Each	$4,000	$8,623	$8,600	User Fee
P-27.2	P-15	General Plan Amendment - Other	Each	$15,000	$8,623	$8,600	User Fee
P-29	P-16	Business License Zoning Verification	Per Application	$29	$100	$100	User Fee
P-30	P-17	Landscape Plans Applications	Each	$400	$351	$300	User Fee
P-31	P-18	Legal Review of CC&Rs	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
~~Spec-15~~		~~Lost Inspection Card~~	~~Per Card~~				
P-33	P-19	Lot Line Adjustment	Per Application	$1,554	$710	$700	User Fee
		Technical Review Actual Costs					
P-34	P-20	Lot Merger	Per Application	$1,554	$710	$700	User Fee
		Technical Review Actual Costs					
P-35	P-21	Minor Modification	Per Application	$1,422	$3,767	$3,700	User Fee
P-36	P-22	Mitigation Monitoring	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-37	P-23	Modification Review (CUP or Variance)	Per Application	$2,067	$3,767	$3,700	User Fee
P-38	P-24	Planned Development	Each	$10,000	$8,623	$8,600	User Fee
P-39	P-25	Planned Redevelopment	Each	$10,000	$8,623	$8,600	User Fee
~~P-40~~		~~Radius Map and Labels~~	~~Each~~				
P-41	P-26	Reversion to Acreage	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-42	P-27	Review of CC&Rs	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-43	P-28	Sign Variance	Per Application	$1,951	$1,186	$1,100	User Fee
P-44	P-29	Specific Plan Review	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
P-45	P-30	Street/Sidewalk Vendor Permit					
		New Permit	Each	$275	$248	$200	User Fee
		Renewals	Each	$165	$124	$100	User Fee
~~Spec-12~~		~~Temporary Occupancy Review~~	~~Per Application~~				
P-47	P-31	Tentative Parcel Map Review (Lot Split)	Per Application	$4,006	$4,235	$4,000	User Fee
	P-32	SB9 Lot Split Applications Administrative Subdivision (SB 9, SB 684, and AB	Each	New	$4,635	$4,000	User Fee
P-48	P-33	Tentative Tract Map (Subdivision)	Each	$5,286	$5,436	$5,400	User Fee
P-49	P-34	Time Extension Review	Per Application	$1,042	$731	$700	User Fee
P-50	P-35	Variance	Per Application	$2,224	$3,767	$3,700	User Fee
P-51.1	P-36	Zone Change - Map	Each	$4,000	$8,623	$8,600	User Fee
P-51.2	P-37	Zone Change - Other	Each	$15,000	$8,623	$8,600	User Fee
P-52	P-38	Zoning Verification Letter	Each	$214	$1,642	$1,600	User Fee
P-53	P-39	Public Hearing - Postage/Publication	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
~~P-54~~		~~Public Transit Service~~					
		~~One-way trip within Glendora City Limits~~	~~Each~~				
		~~One-way trip within Azusa, Covina, or San Dimas~~	~~Each~~				
		~~One-way trip within Baldwin Park, Duarte, Pomona, or West Covina~~	~~Each~~				
		~~Fixed Route Service Fare Structure~~					
		~~General~~	~~Each~~				
		~~Student~~	~~Each~~				
		~~Senior Citizen (62+)/Disabled~~	~~Each~~				
		~~Monthly Fare Booklet Fare Structure~~					
		~~Senior (62+)/ Disabled~~	~~Each~~				
		~~Student~~	~~Each~~				
		~~General~~	~~Each~~				
~~P-55~~		~~Transportation~~					
		~~MTA Bus Pass~~	~~Each~~				
		~~Foothill Transit Bus Passes~~	~~Each~~				
		~~TAP Card Products~~	~~Each~~				
		~~Discount~~	~~Each~~				
P-56	P-40	Temporary Sign/Banner Permit	Per Application	$45	$579	$500	User Fee
P-57	P-41	Conditional Use Permit - Minor	Each	$1,315	$731	$700	User Fee
P-58	P-42	Recreational Vehicle Administrative Review Permit Appeal	Each	$200	$579	$200	Deposit
	P-43	Wireless Telecommunications Facilities					
		Eligible Facility Requests (EFR)	Each	New	$1,338	$1,000	User Fee
		Minor Wireless Facility Permit	Each	New	$6,195	$2,500	User Fee
		Major Wireless Facility Permit	Each	New	$8,623	$5,000	User Fee
	P-44	SB330 Applications	Each	New	$883	$800	User Fee
		Technical Review (Applicable to Administrative Subdivisions, Tentative Parcel Map / Tentative Tract Map, Certificate of Compiance, Lot Line Adjustment, and Lot Merger)		New	Actual Cost	Actual Cost	User Fee
		Surcharges					
	P-45	Technology	%of Permit	13%	19.0%	19.0%	Surcharge

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Community Art Program (CAP)					
P-66	P-46	CAP - Requirement Contribution to In- Lieu Community Art Fund					
		BPV (building permit valuation) - New commercial / industrial & mixed use with residential as ancillary component (with BPV of $375,000+).	%of Building Pe	1%		1%	Impact Fee
		BPV - New tenant improvements to existing commercial / industrial &mixed use with residential as ancillary component (with BPV of $375,000+).	%of Building Pe	0.50%		0.50%	Impact Fee
		BPV - New residential of 11 or more units / houses and new mixed use with residential as primary component.	%of Building Pe	0.25%		0.25%	Impact Fee
		Misc. Fees					
P-67	P-47	Park Development Fees					
		Residential	Each	$2,273		$2,273	Reso 2012-46
		Additional Bedroom Beyond 3 Bedrooms	Each	$200		$200	Reso 2012-46
		Second Dwellings, Apartment and Condo units	Per Residential	$1,591		$1,591	Reso 2012-46
		Commercial construction fee	Per Sq. Ft.	$0.62		$0.62	Reso 2012-46
		Outdoor Dining Fees					
P-65	P-48	Outdoor Dining					
		Parklet User	Per Year	$400	$1,191	$1,190	User Fee
		Sidewalk Dining	Per Year	$150	$418	$415	User Fee

BUILDING & SAFETY

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Building & Safety					
	B&S-1	Intake Processing Fee	Each	$25	$31	$31	User Fee
		Building Permit Application Fee					
BP-1.1	BP-1.1	$1 to $500	Each	$23.50	$124.38	$124.38	User Fee
BP-1.2	BP-1.2	$501 to $2,000					
		First $500	Each	$23.50	$124.38	$124.38	User Fee
		Each Additional $100	Each	$3.05	$5.13	$5.13	User Fee
BP-1.3	BP-1.3	$2,001 to $25,000					
		First $2,000	Each	$69.25	$201.37	$201.37	User Fee
		Each additional $1,000	Each	$14.00	$16.48	$16.48	User Fee
BP-1.4	BP-1.4	$25,001 to $50,000					
		First $25,000	Each	$391.25	$580.38	$580.38	User Fee
		Each additional $1,000	Each	$10.10	$13.74	$13.74	User Fee
BP-1.5	BP-1.5	$50,001 to $100,000					
		First $50,000	Each	$643.75	$923.90	$923.90	User Fee
		Each additional $1,000	Each	$7.00	$7.94	$7.94	User Fee
BP-1.6	BP-1.6	$100,001 to $500,000					
		First $100,000	Each	$993.75	$1,320.77	$1,320.77	User Fee
		Each additional $1,000	Each	$5.60	$4.75	$4.75	User Fee
BP-1.7	BP-1.7	$500,001 to $1,000.000					
		First $500,000	Each	$3,233.75	$3,221.92	$3,221.92	User Fee
		Each additional $1,000	Each	$4.75	$4.41	$4.41	User Fee
BP-1.8	BP-1.8	$1,000,000 to $5,000,000					
		First $1,000,000	Each	$5,608.75	$5,425.00	$5,425.00	User Fee
		Each additional $1,000	Each	$3.15	$0.55	$0.55	User Fee
N/A	BP-1.9	$5,000,000 to $10,000,000					
		First $5,000,000	Each	Modified	$7,628.08	$7,628.08	User Fee
		Each additional $1,000	Each	Modified	$0.53	$0.53	User Fee
N/A	BP-1.10	$10,000,000 to $25,000,000					
		First $10,000,000	Each	Modified	$10,257.88	$10,257.88	User Fee
		Each additional $1,000	Each	Modified	$0.39	$0.39	User Fee
N/A	BP-1.11	$25,000,000+					
		First $25,000,000	Each	Modified	$16,109.59	$16,109.59	User Fee
		Each additional $1,000	Each	Modified	$0.20	$0.20	User Fee
		Plan Check Fees					
	BP-2	Building Plan Check Fee	% of Building Pe	65%	65%	65%	User Fee
	BP-3	Additional Building Plan Check Fee	Per Hour	New	$209	$209	User Fee
	BP-4	Mechanical, Electrical, or Plumbing Plan Check Fee	Per Hour	New	$209	$209	User Fee
	BP-5	Sewer Plan Check Fee	Per Hour	New	$209	$209	User Fee
		Building Permit Fees - Other Inspections and Fees					
BP-2.1	BP-3.1	Inspections outside of normal businesshours (minimum charge - two hours)	Per Hour	$94	$146	$145	User Fee
~~P-2.2~~		~~Re-inspection fees assessed underprovisions of the California Building~~ Code	~~Per Hour*~~				
BP-2.3	BP-3.2	Inspection for which no fee is specifically indicated	Per Hour	$47	$118	$115	User Fee
BP-2.4	BP-3.3	Additional plan review required by changes, additions or revisions on plans	Per Hour	$47	$209	$205	User Fee
BP-2.5	BP-3.4	For use of outside consultants for plan checking and inspections, or both	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
		*Or the total hourly cost to the jurisdiction, whichever is greatest. This cost s					
		Other Building permit Application fees					
~~BP-3~~		~~Fire Suppression~~	~~Each~~				
~~BP-3~~		~~Factory Built Fireplace~~	~~Each~~				
~~BP-3~~		~~Masonry Fireplace~~	~~Each~~				
~~BP-3~~		~~Light Standards~~	~~Each~~				
~~BP-3~~		~~Monument~~	~~Each~~				
P-5	OBP-1	Building Address Processing w/o Map	Per Application	$555	$426	$425	User Fee
~~P-6~~		~~Building Investigation~~	~~Per Investigation~~				
P-7	OBP-2	Building Permit Surcharge for NPDES (SWPPP) Inspections	Each	5%	5%	5%	Surcharge
		~~Building Plan Check/Inspection File Maintenance~~	~~Each~~				
P-8	OBP-3	Building Re-Address Processing	Per Application	$555	$426	$425	User Fee
~~P-9~~		~~Building Re-inspection~~	~~Per Inspection~~				
P-12	OBP-4	Change of Occupancy	Per Application	$185	$923	$920	User Fee
~~P-20~~		~~Fire Alarm Plan Check/Inspection~~	~~Valuation-Based~~				
~~P-21~~		~~Fire Hood/Duct Plan Check/Inspection~~	~~Valuation-Based~~				
~~P-32~~		~~Lost Inspection Card~~	~~Per Card~~				
P-46	OBP-5	Temporary Occupancy Review	Per Application	$225	$440	$440	User Fee
		Combo Permits - Single Family Residential					
	CP-1	Bathroom Remodel / Kitchen Remodel (no structural changes)	Each	New	$290	$290	User Fee
	CP-2	EV Charging Station	Each	New	$171	$170	User Fee
	CP-3	Energy Storage System (ESS)	Each	New	$299	$295	User Fee
	CP-4	Residential HVAC Replacement	Each	New	$228	$225	User Fee
	CP-5	Swimming Pool / Spa	Each	New	$1,131	$1,130	User Fee
		Electrical Permit Application					
Elec - 1	Elec - 1	Receptacles/Lights/Switches	Per Outlet	$1.40	$3.95	$3.95	User Fee
		~~First 20~~	~~Each~~				
		~~Additional over 20~~	~~Each~~				
		~~Lighting Fixtures~~:	~~Per Fixture~~				
		~~First 20~~	~~Each~~				
		~~Additional over 20~~	~~Each~~				
Elec - 3	Elec - 2	Fixed Appliances & Dedicated Outlets (Ranges, Dryers, Water Heaters, Cooktops, Dishwashers, etc.)	Each	$5.65	$7.89	$7.89	User Fee
		~~Dishwasher/Stationary Cooktop/Stationary Appliance~~	~~Each~~				
Elec - 5	Elec - 3	Motors	Each	Modified	$39	$35	User Fee
		~~1~~	~~Each~~				
		~~2~~	~~Each~~				
		~~11~~	~~Each~~				
		~~51~~	~~Each~~				
		~~101~~	~~Each~~				
		~~500~~	~~Each~~				
		~~Combined Rating Not Over~~					
		~~1~~	~~Each~~				
		~~10~~	~~Each~~				
		~~50~~	~~Each~~				
		~~100~~	~~Each~~				
		~~500~~	~~Each~~				
Elec - 6	Elec - 4	Signs	Each	$56.35	$88	$85	User Fee
Elec - 7	Elec - 5	Timers	Each	$14.10	$47	$45	User Fee
Elec - 8	Elec - 6	Service 0-600V					
		Not Over ~~200~~ 225 Amp	Each	$70.27	$118.42	$115	User Fee
		Over ~~200~~ 225 amp	Each	$56.35	$148	$145	User Fee

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
	Elec - 7	New Dwellings	Per Sq. Ft.	$0.07	$0.10	$0.10	User Fee
Elec - 11	Elec - 8	Temporary Power Poles	Each	$28.25	$118	$115	User Fee
Elec - 12	Elec - 9	Temporary Distribution Poles	Each	$14.10	$59	$55	User Fee
Elec - 13	Elec - 10	Carnival Ride / Attraction	Per Attraction	$23.50	$59	$55	User Fee
Elec - 14	Elec - 11	Swimming Pool/Spas	Each	$61.35	$177	$175	User Fee
Elec - 15	Elec - 12	Where No Fee is Set	Each	$75	$88	$85	User Fee
	Elec - 13	Minimum Permit Fee	Each	New	$118	$115	User Fee
Elec - 16	Elec - 14	Issuance Fee Per Permit	Each	$42	$53	$50	User Fee
		Plumbing Permit Application					
Plum - 1	Plum-1	Toilet	Each	$11.30	$29	$25	User Fee
Plum - 2	Plum-2	Bath Tub	Each	$11.30	$29	$25	User Fee
Plum - 3	Plum-3	Shower	Each	$11.30	$29	$25	User Fee
Plum - 4	Plum-4	Wash Basin	Each	$11.30	$29	$25	User Fee
Plum - 5	Plum-5	Kitchen Sink	Each	$11.30	$29	$25	User Fee
Plum - 6	Plum-6	Dishwasher	Each	$15	$29	$25	User Fee
Plum - 7	Plum-7	Laundry Tub or Tray	Each	$11.30	$29	$25	User Fee
Plum - 8	Plum-8	Automatic Washer	Each	$11.30	$29	$25	User Fee
Plum - 9	Plum-9	Water Heater	Each	$40.57	$59	$55	User Fee
Plum - 10	Plum-10	Solar Water Heater	Each	$31.50	$118	$115	User Fee
Plum - 11	Plum-11	Water Softener	Each	$11.30	$29	$25	User Fee
Plum - 12	Plum-12	Gas System (up to 5 Outlets)	Each	$15	$59	$55	User Fee
Plum - 13	Plum-13	Additional Gas Outlet Over 5	Each	$2.65	$11	$10	User Fee
Plum - 14	Plum-14	Floor Drain	Each	$11.30	$29	$25	User Fee
Plum - 15	Plum-15	Lawn Sprinkler System	Each	$17	$59	$55	User Fee
Plum - 16	Plum-16	Misc. Water Piping	Each	$15	$59	$55	User Fee
Plum - 17	Plum-17	Swimming Pool Piping	Each	$24.25	$88	$85	User Fee
~~Plum-18~~		~~Pea Trap~~	~~Each~~				
Plum - 19	Plum-18	Where No Fee is Set	Each	$75	$88	$85	User Fee
	Plum-19	Minimum Permit Fee	Each	New	$118	$115	User Fee
Plum - 20	Plum-20	Issuance Fee Per Permit	Each	$42	$53	$50	User Fee
		Mechanical Permit Application					
MP-1	MP-1	Refrigeration Compressor	Each	Modified	$88	$85	User Fee
	MP-2	Absorption Unit	Each	Modified	$88	$85	User Fee
	MP-3	Boiler	Each	Modified	$88	$85	User Fee
		~~Vented Decorative Appliance~~					
		~~Up to 100,000 BTU Up to 1,000,000 BTU~~					
		~~Over 1,000,000 BTU~~					
	MP-4	Fuel Burning Heater or Furnace	Each	Modified	$88	$85	User Fee
MP-2	MP-5	Air Handling Unit	Each	Modified	$88	$85	User Fee
		~~Air Handling Unit~~	~~Each~~				
		~~Up to 2,000 CFM Up to 10,000 CFM Over~~	~~Each~~				
		~~10,000 CFM~~	~~Each~~				
MP-3	MP-6	Air Inlet or Outlet	Each	$7.90	$15	$15	User Fee
MP-4	MP-7	Appliance Vent (not included above)	Each	$7.90	$41	$40	User Fee
MP-5	MP-8	Evaporative Cooler	Each	$12.80	$88	$85	User Fee
MP-6	MP-9	Ventilation Fans	Each	$11.30	$29	$25	User Fee
~~MP-7~~		~~Additional Fans Over 10~~	~~Each~~				
~~MP-8~~		~~Ventilation System~~	~~Each~~				
MP-9	MP-10	Residential Kitchen Hood & Exhaust System	Each	$39	$59	$55	User Fee
MP-9	MP-11	Commercial Kitchen Hood & Exhaust System	Each	New	$88	$85	User Fee
MP-10	MP-12	Spray Booth, Exhaust System	Each	$39	$118	$115	User Fee
MP-11	MP-13	Fire Dampers	Each	$7.50	$88	$85	User Fee
MP-12	MP-14	Alter Duct System (not included above)	Each	$18.50	$88	$85	User Fee
MP-13	MP-15	Where No Fee is Set	Each	$75	$88	$85	User Fee
	MP-16	Minimum Permit Fee	Each	New	$118	$115	User Fee
MP-14	MP-17	Issuance Fee Per Permit	Each	$42	$53	$50	User Fee
		Sewer Permit Application					
SWR-1	SP-1	Building Sewer Connection to Public Sewer	Each	$56.75	$118	$115	User Fee
SWR-2	SP-2	Septic Tank, Seepage Pit, or Drain Field	Per Unit	$84.75	$207	$205	User Fee
~~SWR-3~~		~~Overflow Seepage Pit Drain field Ext.~~	~~Each~~				
SWR-4	SP-3	Connect Additional Building/ Work	Each	$28.25	$118	$115	User Fee
SWR-5	SP-4	Alter, Repair or Abandon Building Sewer	Each	$28.25	$118	$115	User Fee
~~SWR-6~~		~~Saddle Main Line~~	~~Each~~				
~~SWR-7~~		~~Excavation (Under Sidewalk/Public Improvement)~~	~~Each~~				
SWR-8	SP-5	Grease Interceptor	Each	$56.75	$177	$175	User Fee
SWR-9	SP-6	Where No Fee is Set	Each	$75.00	$118	$115	User Fee
SWR-10	SP-7	Minimum Permit Fee	Each	New	$118	$115	User Fee
SWR-11	SP-8	Issuance Fee Per Permit	Each	$42	$53	$50	User Fee
		Building Valuation Data for Specialty Items					
Spec-1	Spec-1	Patio (Open)					
		Valuation will be equal to an open carport as set by the Annual Building					
		Valuation Data.	Per Square Foot	$31		$31	
		Carport - of garage value with a minimum plan check fee of $142	Per Square Foot	68.30%		68.30%	
Spec-2	Spec-2	Patio (Closed)					
		Valuation will be equal to twice the valuation used for an open patio	Per Square Foot	$62		$62	
		Minimum plan check fee of $142	Per Square Foot				
Spec-3 &4	Spec-3	Composition or Build Up Roof					
		Fiberglass	Per Square Foot	$3		$3	
		All Other Roofing Material	Per Square Foot	$3		$3	
~~Spec-5~~		~~Swimming Pools~~					
~~Spec-6~~		~~Pool and Spa~~					
Spec-7	Spec-4	Walls					
Spec-8	Spec-5	Walls					
~~Spec-9~~	~~Spec-5~~	~~Sign Fees~~					
~~Spec-10~~		~~Fire Alarm Plan Check/Inspection~~	~~Each~~				
~~Spec-11~~		~~Change of Occupancy~~	~~Per Application~~				
~~Spec-12~~		~~Temporary Occupancy Review~~	~~Per application~~				
Spec-13	Spec-6	Building Re-inspection	Per inspection	$72	$171	$170	User Fee
Spec-14	Spec-7	Investigation	Per Investigatio	$170	$316	$315	User Fee
Spec-15	Spec-8	Lost Inspection Card	Per Card	$42	$112	$110	User Fee
Spec-16	Spec-9	Commercial Solar					
		50kw or Less	Flat	$1,000	$1,190	$1,000	Gov. Code 66015 (b)
		50-250kW (Base)	Base	$1,000	$1,190	$1,000	Gov. Code 66015 (b)
		50-250kW (per kW above 50 kW)	Per kw	$7	$5	$7	Gov. Code 66015 (b)
		250 kW (Base)	Base	$2,400	$2,221	$2,400	Gov. Code 66015 (b)
		250 kW (per kW above 250 kW)	Per kw	$5	$4	$5	Gov. Code 66015 (b)
Spec-17	Spec-10	Residential Solar:					
		Base	Flat	$500	$545	$450	GOV § 66015 (a)
		Per Kw above 15Kw	per Kw	$15	$16	$15	GOV § 66015 (a)
		Surcharges					
	S-1	General Plan Maintenance	%of Permit	12%	13%	13%	Surcharge
	S-2	Technology	%of Permit	13%	19%	19%	Surcharge

ENVIRONMENTAL SERVICES

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Environmental Services					
		FOG Fees					
P-22	ES-1	FOG (Fats, Oil and Grease) Application Fee for New Restaurants	Each	$250	$274	$270	User Fee
P-23	ES-2	FOG Program Inspections	Each	$180	$193	$190	User Fee
~~P-24~~		~~FOG Program Wastewater Sampling and Analy~~sis	~~Each~~				
P-25	ES-3	FOG Program, Industrial, Automotive, and Gas Station Re-inspection Fee	Each	$100	$193	$190	User Fee
		National Pollutant Discharge Elimination Services (NPDES)					
E-61	ES-4	NPDES - Current Construction Inspection	Each	$145	$382	$380	User Fee
	ES-5	NPDES - Current Construction Re-inspection	Each	New	$191	$190	User Fee
E-62	ES-6	NPDES Automotive Inspection					
		Inspection	Each	$240	$257	$255	User Fee
		Follow-up	Each	$150	$177	$175	User Fee
E-63	ES-7	NPDES Gas Station Inspection					
		Inspection	Each	$230	$257	$255	User Fee
		Follow-up	Each	$150	$177	$175	User Fee
E-64	ES-8	NPDES Industrial Inspection					
		Inspection	Each	$270	$385	$385	User Fee
		Follow-up	Each	$150	$281	$280	User Fee
E-65	ES-9	NPDES Restaurant Inspection					
		Inspection	Each	$140	$192	$190	User Fee
		Follow-up	Each	$150	$156	$155	User Fee
E-66	ES-10	NPDES - Nursery					
		Inspection	Each	$240	$257	$255	User Fee
		Follow-up	Each	$150	$177	$175	User Fee
E-67	ES-11	NPDES Non-Industrial Inspection					
		Inspection	Each	$240	$257	$255	User Fee
		Follow-up	Each	$150	$177	$175	User Fee
		Other Fees					
	ES-12	Environmental Services Hourly Fee	Per Hour	New	$183	$180	User Fee

ENGINEERING

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Engineering					
E-1	E-1	Street Name Signs	Per Set	$310	$411	$410	User Fee
E-2	E-2	Traffic Signs	Per Sign	$300	$1,098	$1,095	User Fee
E-3	E-3	Street Lights (Administration)					
		Administration Fee	Per Light	$350	$555	$555	User Fee
		Marbelite	Deposit	$3,000		$3,000	Pass Through
		Double Davit	Deposit	$4,200		$4,200	Pass Through
E-4	E-4	Curb Stenciling	Per Lot	$11	$32	$30	User Fee
		Parcel Map/Tract Map Development Fees					
E-5	E-5	Final Parcel Map Review	Per Application	$1,805	$3,337	$3,335	User Fee
E-6	E-6	Final Tract Map Review					
		Application	Per Application	$1,954	$3,658	$3,655	User Fee
		Over 4 lots	Each	$13	$45	$45	User Fee
E-7	E-7	Final Map Amendment Review	Per Application	$550	$3,077	$3,075	User Fee
E-8	E-8	Street Name Processing w/o Map	Per Application	$2,011	$2,304	$2,300	User Fee
E-9	E-9	Street Re-Name Processing	Per Application	$2,011	$2,304	$2,300	User Fee
E-10	E-10	Street/Right-of-Way Abandonment Processing	Per Application	$1,774	$2,033	$2,030	User Fee
E-11	E-11	Building Address or Re-Address Processing without Map	Per Application	$555	$695	$695	User Fee
		Drainage					
E-12	E-12	Drainage Plan/Check/Inspections/ SWPP					
		Single-Family / ADU	Each	$350	$625	$625	User Fee
		Multi-Family (more than 1) / Commercial	Each	Actual Cost	$993	$990	User Fee
E-16	E-13	Geotechnical/Soils Report Review					
		Single-Family / ADU	Each	$550	$774	$770	User Fee
		Multi-Family (more than 1) / Commercial	Each	Actual Cost	$1,001	$1,000	User Fee
E-17	E-14	Low Impact Development (LID Report)					
		Single-Family / ADU	Each	$550	$774	$770	User Fee
		Multi-Family (more than 1) / Commercial	Each	Actual Cost	$1,001	$1,000	User Fee
		Encroachment Permits					
E-18	E-15	Temporary Placement on Street Permit	Each	$86	$331	$330	User Fee
E-19	E-16	Temporary Encroachment Permit	Each	$86	$363	$360	User Fee
E-20	E-17	Permanent Encroachment Permit	Each	$241	$772	$770	User Fee
		Plan Checks					
	E-18	Public Improvement Plan Check/ Inspection	%of Constructio	5%	5%	5%	User Fee
		$10,000	Each				
		$25,000	Each				
		$50,000	Each				
		$100,000	Each				
		$500,000	Each				
E-22	E-19	Traffic Control Plan Review	Each	$350	$723	$720	User Fee
E-23	E-20	Miscellaneous Plan Review					
		Single-Family / ADU	Each	$350	$774	$770	User Fee
		Multi-Family (more than 1) / Commercial	Each	Actual Cost	$1,275	$1,275	User Fee
E-24	E-21	Signing/Striping Plan Check	Each	$307	$858	$855	User Fee
E-25	E-22	SWPPP Review Fee					
		Less than 1 acre	Each	$350	$490	$490	User Fee
		1 acre or more	Each	$550	$852	$850	User Fee
		~~Single-Family / ADU~~	~~Each~~				
		~~Multi-Family (more than 1) / Commercial~~	~~Each~~				
E-26	E-23	Traffic Study Review Fee	Each	$550	$734	$730	User Fee
E-27	E-24	Delta Revision Fee	Each	$307	$767	$765	User Fee
E-28	E-25	Delta Revision to Drainage/Grading Plans	Each	$350	$426	$425	User Fee
E-29	E-26	Stock Pile Plan Review Fee	Each	Refer to Drainage/Grading Chart	$723	$720	User Fee
E-30	E-27	Hydrology & Hydraulics Report Review Fee		$307			
		Single-Family / ADU	Each	$550	$862	$860	User Fee
		Multi-Family (more than 1) / Commercial	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
		Drive Approach Permits					
E-31	E-28	Residential Drive Approach	Each	$145	$513	$510	User Fee
E-32	E-29	Commercial Drive Approach	Each	$300	$730	$730	User Fee
		Excavation Permits*					
E-33	E-30	Natural Soil Excavation (sod/earth)	Each	$145	$595	$595	User Fee
E-34	E-31	Paved Surfaces:					
		1 – 50 square foot	Each	$145	$295	$295	User Fee
		Deposit	Each	$150		$150	Deposit
		51 – 300 square foot	Each	$300	$361	$361	User Fee
		Deposit	Each	$1,000		$1,000	Deposit
		301 – 600 square foot	Each	$450	$478	$478	User Fee
		Deposit	Per Sq. Ft	$4		$4	Deposit
		601 – 1,000 square foot	Each	$691	$693	$693	User Fee
		Deposit	Each	$3,000		$3,000	Deposit
		Over 1,000 square foot	Each	$691	$858	$858	User Fee
		Each Addl. 100 sq. ft. over 1,000	Each Addl. 100	$25	$28	$28	User Fee
		Deposit	Each	$3,000		$3,000	Deposit
		Each Addl. 100 sq. ft. over 1,000	Each Addl. 100	$1		$1	Deposit
*Prior to permits being issued, final costs will be calculated and charged to the Applicant if they exceed deposit fees.							
		Curb, Gutter, Sidewalk & Paving Permits					
E-35	E-32	Curb and/or Gutter					
		0 - 100 linear foot	Each	$145	$460	$460	User Fee
		Over 100 linear foot	Per L.F.	$1.00	$1.33	$1.30	User Fee
E-36	E-33	Sidewalk					
		0 - 100 sq. ft.	Each	$145	$595	$595	User Fee
		Over 100 sq. ft.	Per Sq. Ft.	$1.00	$1.19	$1.10	User Fee
E-37	E-34	Minor Curb Cut/Drilling (Core)	Per Curb locatic	$145	$530	$530	User Fee
E-38	E-35	Paving	Each				
		Sewer Fees					
E-39	E-36	Building Sewer Connection to Public Sewer	Each	$145	$766	$765	User Fee
E-40	E-37	Sewer Front Footage	Per Front Foot	$6.50	$6.51	$6.51	User Fee
E-41	E-38	Sewer Acreage	Per Acre	$730	$769	$765	User Fee
E-42	E-39	Sewer Main Inspection Fee	Per Liner Foot	$1.00	$1.66	$1.60	User Fee
E-43	E-40	Manhole, Junction Structure, etc. Inspection	Each	$71	$300	$300	User Fee
E-44	E-41	Sewer Area Study Review Fee					
		Single-Family / ADU	Each	$550	$913	$910	User Fee
		Multi-Family (more than 1) / Commercial	Each	Actual Cost	Actual Cost	Actual Cost	User Fee

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Miscellaneous Fees					
E-45	E-42	Pool Drainage Permit	Each	$73	$233	$230	User Fee
E-46	E-43	Sign Impound Fee	Each	$100	$196	$195	User Fee
~~E-47~~		~~Newsrack Registration (per rack)~~	~~Each~~				
E-48	E-44	Easement Quitclaim Deed Processing	Each	$445	$913	$910	User Fee
E-49	E-45	Oversized Transportation Permit	Each	$16	$212	$210	User Fee
E-50	E-46	Moving Building/House					
		Permit Fee	Each	$75	$179	$175	User Fee
		Deposit	Each	$1,000		$1,000	Deposit
		Hazardous Material Spill: Cleanup & Disposal Sewage Spill Cleanup					
E-51	E-47	Damage to City Property/ Repair	Each	Actual Cost	$269	$265	User Fee
E-52	E-48	Construction and Demolition (C&D) Waste Management Plan Administration					
		Projects with a valuation less than $100,000:					
		City Approved Haul	Each	$0	$98	$95	User Fee
		Self-Haul	Each	$80	$98	$95	User Fee
		Projects with a valuation greater than $100,000:					
		City Approved Haul	Each	$80	$98	$95	User Fee
		Self-Haul	Each	$160	$98	$95	User Fee
E-53	E-49	Preferential Parking District -Establishment or Modification	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
		Miscellaneous Inspections					
E-54	E-50	Inspections (after hours/weekends)	Per Hour	Actual Cost	$160	$160	User Fee
E-55	E-51	Re-inspections	Per Hour	Actual Cost	$134	$130	User Fee
E-56	E-52	Inspection (no indicated fee)	Per Hour	Actual Cost	$134	$130	User Fee
E-57	E-53	3rd Party Consultants	Per Hour	Actual Cost	$290	$290	User Fee
		Wireless Telecommunication Facilities (Public Right-of-Way)					
		Administrative Wireless Telecommunications Facility Permit Fees - Small					
E-58	E-54	Wireless Facilities					
		~~Flat Fee for Review (Includes First and Second Submittals)~~	~~Each~~				
		Deposit	Each	$1,650	$4,000	$4,000	Deposit
		~~Additional Cost (Following exhaustion of Deposit)~~	~~Each~~				
		Administrative Wireless Telecommunications Facility Permit Fees -					
E-59	E-55	Eligible Facilities Request					
		Flat fee for review	Each	$450	$537	$535	Deposit
		~~Additional Cost (Following exhaustion of Flat Fee)~~	~~Each~~				
		Major Wireless Telecommunications Facility Permit Fees - Non-					
E-60	E-56	Administrative					
		~~Flat Fee for Review (Includes First and Second Submittals)~~	~~Each~~				
		Deposit	Each	$1,650	$8,000	$8,000	Deposit
		~~Additional Cost(Following exhaustion of Deposit)~~	~~Each~~				
		*Prior to permits being issued, final costs will be calculated and charged to the Applicant if they exceed deposit fees.					
		GRADING & DRAINAGE PLAN CHECK/ INSPECTION FEES GRADING PERMIT FEES					
	E-57	51-1000 Cubic Yards					
		For First 50 Cubic Yards	Each	$677	$798	$795	User Fee
		Each add'l 100 Cubic Yards or Fraction Thereof	Each	$154	$169	$165	User Fee
	E-58	1,001-10,000 Cubic Yards					
		For First 1,001 Cubic Yards	Each	$2,252	$2,406	$2,405	User Fee
		Each add'l 1000 Cubic Yards or Fraction Thereof	Each	$192	$193	$190	User Fee
	E-59	10,001-50,000 Cubic Yards					
		For First 10,001 Cubic Yards	Each	$4,057	$4,149	$4,145	User Fee
		Each add'l 1000 Cubic Yards or Fraction Thereof	Each	$270	$80	$80	User Fee
	E-60	50,001-100,000 Cubic Yards					
		For First 50,001 Cubic Yards	Each	$7,238	$7,365	$7,365	User Fee
		Each add'l 1000 Cubic Yards or Fraction Thereof	Each	$115	$112	$110	User Fee
	E-61	Over 100,000 Cubic Yards					
		For First 100,000 Cubic Yards	Each	$12,998	$12,988	$12,985	User Fee
		Each add'l 1000 Cubic Yards or Fraction Thereof	Each	$58	$56	$55	User Fee
		Surcharges					
	E-62	Technology	%of Permit	13%	19%	19.0%	Surcharge

POLICE

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Police					
~~PD-1~~		~~Adult Business Entertainer Permit~~	~~Per Application~~				
~~PD-2~~		~~Adult Business License~~	~~Per Application~~				
		Animal Control					
PD-3	PD-1	Animal Control Services					
		Food & Care	Each	$10		$10	Pass Through
		Cat	Each	$10		$10	Pass Through
		Small Animal	Each	$5		$5	Pass Through
		Medium Animal	Each	$10		$10	Pass Through
		Large Animal	Each	$40		$40	Pass Through
		Biter (OBS)	Each	$20		$20	Pass Through
PD-4	PD-2	Animal Impound					
		Dog 1st offense—altered	Each	$30		$30	Pass Through
		Dog 1st offense—unaltered	Each	$50		$50	Pass Through
		Dog 2nd offense—altered	Each	$70		$70	Pass Through
		Dog 2nd offense—unaltered	Each	$100		$100	Pass Through
		Dog 3rd offense—altered	Each	$120		$120	Pass Through
		Dog 3rd offense—unaltered	Each	$120		$120	Pass Through
		Cat—altered	Each	$5		$5	Pass Through
		Cat—unaltered	Each	$5		$5	Pass Through
		Small Animal	Each	$15		$15	Pass Through
		Medium Animal	Each	$25		$25	Pass Through
		Large Animal	Each	$60		$60	Pass Through
PD-5	PD-3	Animal License Issuance					
		Cat License Altered/S/C $5	Each	$5		$5	Pass Through
		Unaltered/S/C	Each	$10		$10	Pass Through
		Penalty	Each	$10		$10	Pass Through
		Dog License Unaltered	Each	$100		$100	Pass Through
		Altered	Each	$30		$30	Pass Through
		S/C Unaltered	Each	$100		$100	Pass Through
		S/C Altered	Each	$10		$10	Pass Through
		Veteran Disability Altered	Each	$0		$0	Pass Through
		Penalty	Each	$50		$50	Pass Through
		Potentially Dangerous	Each	$125		$125	Pass Through
PD-6	PD-4	Animal Retrieval/Disposal					
		Owner Released – licensed: Per Animal	Per Animal	$40		$40	Pass Through
		Per Litter	Per Litter	$30		$30	Pass Through
		O/R pickup live	Each	$30		$30	Pass Through
		O/R pickup dead	Each	$20		$20	Pass Through
		Owner Released – unlicensed: Per Animal	Per Animal	$100		$100	Pass Through
		Per Litter	Per Litter	$100		$100	Pass Through
		O/R pickup live	Each	$100		$100	Pass Through
		O/R pickup dead	Each	$100		$100	Pass Through
		Police Fees					
PD-7	PD-5	Bicycle Licenses					
		New license	Each	$6	$8	$4	VEH § 39004
		Renewal	Each	$3	$8	$2	VEH § 39004
PD-8	PD-6	Code Enforcement Investigation					
		Various Fines	Each	$50 - $1,500		$50 - $1,500	
		Re-investigation	Each	$100	$166	$100	User Fee
PD-9	PD-7	Cost Recovery of Graffiti Damage Caused by a Minor	Each	Actual Cost		Actual Cost	User Fee
~~PD-10~~		~~Disabled Placard Valid but Not Properly Displayed~~	~~Each~~				
PD-11	PD-8	DUI Incident Response Investigation	Each	Actual Cost		Actual Cost	User Fee
PD-12	PD-9	Fingerprint Card	First Card	$20	$24	$20	User Fee
		Additional Fingerprint Card	Each Additional	$5	$6	$5	User Fee
PD-13	PD-10	Impound Vehicle Release	Per Vehicle	$120	$161	$160	User Fee
PD-14	PD-11	Inspection, documentation and registration of vacant property or property in foreclosure	Each	$200	$83	$80	User Fee
PD-15	PD-12	Massage Business Permit	Per Application	$350	$333	$330	User Fee
PD-16	PD-13	Massage Business Permit Renewal	Each	$350	$166	$165	User Fee
PD-17	PD-14	Massage Tech/Practitioner Permit	Per Application	$297	$166	$165	User Fee
PD-18	PD-15	Massage Tech/Practitioner Permit Renewal	Each	$297	$83	$80	User Fee
PD-19	PD-16	Massage Business Location Change	Per Application	$182	$166	$165	User Fee
PD-20	PD-17	Massage Business Sale/Transfer	Per Application	$350	$166	$165	User Fee
PD-21	PD-18	Noise Disturbance Response Call-Back / Alcohol consumed by a Minor					
		1st Response	Each	$0		$0	Penalty
		2nd Response	Each	$100		$100	Penalty
		3rd Response	Each	$250		$250	Penalty
		4th Response	Each	$500		$500	Penalty
		5th Response	Each	$1,000		$1,000	Penalty
		6th and subsequent Responses	Each	$2,500		$2,500	Penalty
PD-23	PD-19	Parking Permit - Early Morning					
		Early Morning/Per Day	Per Day	$5	$5	$5	User Fee
		Early Morning/Per Year	Per Year	$75	$83	$80	User Fee
~~PD-24~~		~~Police Computer Records Search~~	~~Per Hour~~				
PD-25	PD-20	Police Photo Reproduction	Per Request	$33	$37	$35	User Fee
PD-26	PD-21	Police Report Copy					
		First Five (5) pages	Each	Free		Free	User Fee
		Additional Pages After 5	Per Page	$0.15	$0.15	$0.15	User Fee
PD-27	PD-22	Police Special Services	Each	Actual Cost		Actual Cost	User Fee
PD-28	PD-23	Records Check/Clearance Letter	Per Letter	$25	$42	$40	User Fee
~~PD-29~~		~~Street Vendor Permit~~					
		~~New~~	~~Per Application~~				
		~~Renewal~~	~~Per Application~~				
PD-30	PD-24	Vehicle Equipment Correction Inspection	Per Inspection	$25	$28	$25	User Fee
PD-31	PD-25	Video/Audio Disk Reproduction	Per Disk	$25	$37	$35	User Fee
PD-32	PD-26	Weapons Storage Processing	Per Weapon	$50	$61	$60	User Fee
PD-33	PD-27	Traffic Collision Report	Per Report	$20	$21	$20	User Fee
	PD-28	Sidewalk Vendor - Impounding Equipment & Merchandise	Each	$200	$208	$205	User Fee

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Alarm Fees					
PD-34	PD-29	Alarm Permit					
		Residential	Per Permit	$40	$52	$40	User Fee
		Commercial	Per Permit	$50	$52	$50	User Fee
PD-35	PD-30	False Alarm Fines					
		Permitted					
		1st Alarm	Each	$0	$137	$0	Penalty
		2nd Alarm	Each	$75	$137	$75	Penalty
		3rd Alarm	Each	$150	$137	$150	Penalty
		4th Alarm	Each	$250	$137	$250	Penalty
		5th Alarm	Each	$250	$137	$250	Penalty
		Non-Permitted					
		1st Alarm	Each	$50	$137	$50	Penalty
		2nd Alarm	Each	$175	$137	$175	Penalty
		3rd Alarm	Each	$200	$137	$200	Penalty
		4th Alarm	Each	$350	$137	$350	Penalty
		5th Alarm	Each	$350	$137	$350	Penalty
PD-37	PD-31	Alarm Permit Late Registration	Each	$10		$10	Penalty
~~PD-38~~		~~Alarm System Appeal Fee~~					
		~~Under 30 Minutes~~	~~Each~~				
		~~Over 30 Minutes~~	~~Each~~				
~~PD-39~~		~~Alarm Fee Late Charge~~	~~Each~~				
~~PD-40~~		~~Alarm Permit Reinstatement Fee~~	~~Each~~				
~~PD-41~~		~~Automatic Dialing Fee~~	~~Each~~				
~~PD-42~~		~~Operating Suspended Alarm System~~	~~Each~~				
~~PD-43~~		~~Audible Alarm Violation~~	~~Each~~				
~~PD-44~~		~~Failure to Report New Install~~	~~Each~~				
~~PD-45~~		~~Failure to Report Disconnected Alarm~~	~~Each~~				
~~PD-46~~		~~False Alarm caused by Alarm company~~	~~Each~~				
~~PD-47~~		~~False statement by Alarm company~~	~~Each~~				
PD-38	PD-32	Alarm Fee Late Charge	Each	$25		$25	Penalty
PD-39	PD-33	Alarm Permit Reinstatement Fee	Each	$100		$100	Penalty
		Carry Concealed Weapon (CCW)					
PD-48.1	PD-34.1	Carry Concealed Weapon (CCW) -New Application	Each	$389	$1,450	$595	User Fee
PD-48.2	PD-34.2	Carry Concealed Weapon (CCW) -Amended Application	Each	$10	$434	$10	User Fee
PD-48.3	PD-34.3	Carry Concealed Weapon (CCW) -Live Scan	Each	$20	$24	$24	User Fee
PD-48.4	PD-34.4	Carry Concealed Weapon (CCW) -Renewal	Each	$129	$868	$495	User Fee
		Code Enforcement Violation					
VEH-1	VEH-1	Prohibited parking on public grounds	Each	$51		$51	Penalty
VEH-2	VEH-2	No front license plate	Each	$51		$51	Penalty
VEH-3	VEH-3	Failure to display registration tab	Each	$51		$51	Penalty
VEH-4	VEH-4	Current year tab required	Each	$51		$51	Penalty
VEH-5	VEH-5	Parked within intersection	Each	$51		$51	Penalty
VEH-6	VEH-6	Parked on crosswalk	Each	$51		$51	Penalty
VEH-7	VEH-7	Parked in painted zone	Each	$51		$51	Penalty
VEH-8	VEH-8	Parked within 15 ft. of fire station	Each	$51		$51	Penalty
VEH-9	VEH-9	Parked on sidewalk	Each	$51		$51	Penalty
VEH-10	VEH-10	Parked at street excavation	Each	$51		$51	Penalty
VEH-11	VEH-11	Double parked	Each	$51		$51	Penalty
VEH-12	VEH-12	Parked in a bus zone	Each	$255		$255	Penalty
VEH-13	VEH-13	Parked on bridge	Each	$51		$51	Penalty
VEH-14	VEH-14	Parked blocking disabled ramp	Each	$336		$336	Penalty
VEH-15	VEH-15	Parked in fire lane	Each	$255		$255	Penalty
VEH-16	VEH-16	Parked in excess of 18 inches of curb/ wrong side	Each	$51		$51	Penalty
VEH-17	VEH-17	Parked/obstructing handicapped space	Each	$336		$336	Penalty
VEH-18	VEH-18	Parked too close to fire hydrant	Each	$51		$51	Penalty
VEH-19	VEH-19	Parked without setting brake, stopping motor	Each	$51		$51	Penalty
VEH-20	VEH-20	Parked blocking access ramp	Each	$336		$336	Penalty
		Glendora Municipal Code (GMC) Parking Violations					
VEH-21	VEH-21	Parked vehicle with for sale sign	Each	$51		$51	Penalty
VEH-22	VEH-22	Early morning parking prohibited	Each	$51		$51	Penalty
VEH-23	VEH-23	Failure to obey curb markings	Each	$51		$51	Penalty
VEH-24	VEH-24	Parking in excess of 72 hours	Each	$51		$51	Penalty
VEH-25	VEH-25	Parking on public property in violationof signs	Each	$51		$51	Penalty
VEH-26	VEH-26	Commercial Vehicle: Parked in residential area	Each	$86		$86	Penalty
VEH-27	VEH-27	Commercial Vehicle: Parked in commercial area	Each	$51		$51	Penalty
VEH-28	VEH-28	Parking in violation of posted sign	Each	$51		$51	Penalty
VEH-29	VEH-29	Parked with sign advertising event	Each	$51		$51	Penalty
VEH-30	VEH-30	Preferential parking permit required	Each	$51		$51	Penalty
VEH-31	VEH-31	Selling from parked vehicle	Each	$51		$51	Penalty
VEH-31	VEH-31	Parked in violation of posted signs	Each	$51		$51	Penalty
VEH-31	VEH-31	Late Penalty	Each	$45		$45	Penalty

PUBLIC WORKS

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Public Works					
P-60	PW-1	Tree Planting					
		15-Gallon	Each	$180		$180	Material Costs
		24' box	Each	$360		$360	Material Costs
		36' box	Each	$1,000		$1,000	Material Costs
		48' box	Each	$1,950		$1,950	Material Costs
		60' box	Each	$5,950		$5,950	Material Costs
P-61	PW-2	Service Request Pruning	Each	Actual Cost		Actual Cost	Pass-Through
P-62	PW-3	Tree Removal -Appeal to the Commission	Each	Actual Cost		Actual Cost	Pass-Through
P-63	PW-4	Memorial Trees	Each	$310		$310	Pass-Through
P-64	PW-5	Tree Replacement Cost for Developers (In-Lieu Fund)	Each	Actual Cost		Actual Cost	Pass-Through

UTILITY FEES

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		Utility Fees					
UMT-1	UMT-1	Damage to City Property Repair	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
UMT-2	UMT-2	Service Reconnect Fees					
		Delinquent (Business hours, Customer receiving social assistance)	Each	$50	$107	$50	User Fee
		Delinquent (Outside of business hours, Customer receiving social assistance):	Each	$150	$297	$150	User Fee
		Delinquent (Business Hours):	Each	$70	$107	$107	User Fee
		Delinquent (Outside of Business Hours):	Each	$150	$297	$295	User Fee
		Non-Delinquent (Business Hours):	Each	$77	$107	$105	User Fee
		Non-Delinquent (Outside of Business Hours):	Each	$112	$297	$295	User Fee
		Non-Delinquent (After midnight):	Each	$128	$297	$295	User Fee
UMT-3	UMT-3	Hazardous Material Spill Cleanup and Disposal	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
UMT-4	UMT-4	Sewage Spill Cleanup	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
UMT-5	UMT-5	Street Light Maintenance	Each				
UMT-6	UMT-6	Temporary Water Meter Rental Service	Each	$29	$78	$75	Rental
UMT-7	UMT-7	Water Bill Penalties	Each	10%		10%	Penalty
UMT-8	UMT-8	Water Conservation Violations					
		First Water Conservation Violation	Each	$0		$0	Penalty
		Second Water Conservation Violation	Each	$150		$150	Penalty
		Third Water Conservation Violation	Each	$250		$250	Penalty
		Fourth Water Conservation Violation	Each	$1,000		$1,000	Penalty
UMT-10	UMT-9	Water System Inspection					
		Lateral for ADU	Per Inspection	$935	$491	$490	User Fee
		~~Convert private pipe to City~~	~~Each~~				
UMT-11	UMT-10	Integrated Waste Management Franchise Fee	Each	11%		11%	Franchise Fee
UMT-11	UMT-11	Vehicle and Equipment Rental Rates	Each				
UMT-13	UMT-12	Manual Meter Read Fee	Each	$60	$234	$230	User Fee
	UMT-13	ACH Return Fee(incorrect bank information)	Each	$27	$57	$55	User Fee
	UMT-14	Chargeback Fee (Customer Disputed Bill Penalty)	Each	$35	$57	$55	User Fee
	UMT-15	New Account Application/ Activation Fee (Processing Fee, excluding meter installation)	Each	$77	$86	$85	User Fee
	UMT-16	Deposits for Service	Each	$200	$200	$200	User Fee
	UMT-17	Door Hanger Fee	Each	$20	$48	$45	User Fee
	UMT-18	Trip Charge for Additional Visit	Each	$76	$146	$145	User Fee
	UMT-19	Temporary Construction Meter	Each	$281	$292	$290	User Fee
		Water Service Installation Charges					
		~~Water Service Size – 1"~~					
		~~Flow (In GPM) 50~~					
		~~10 Feet Minimum~~	~~Each~~				
		~~11 Feet to 20 Feet~~	~~Each~~				
		~~21 Feet to 30 Feet*~~	~~Each~~				
		~~Water Service Size – 2"~~					
		~~Flow (In GPM) 160~~					
		~~10 Feet Minimum~~	~~Each~~				
		~~11 Feet to 20 Feet~~	~~Each~~				
		~~21 Feet to 30 Feet*~~	~~Each~~				
		~~¾", 1", 1 ½", 2"~~					
		~~Labor~~	~~Each~~				
		~~Service Truck~~	~~Each~~				
		Water Service Installation					
		3/4-1"	Deposit	Modified	$5,000	$5,000	Deposit
		2"	Deposit	Modified	$7,000	$7,000	Deposit
		4"	Deposit	Modified	$10,000	$10,000	Deposit
		6"	Deposit	Modified	$12,000	$12,000	Deposit
		Miscellaneous Water Fees and Charges					
		Water Front Footage	Per Foot	$8		$8	Rates
		Acreage Charges	Per Acre	$4,658.50		$4,658.50	Rates
		Backflow Preventer Installation	Each	$152	$152	$150	User Fee
		Fire Hydrant Flow Test (office study performed with hydraulic model)	Per Fire Hydran	$551	$871	$870	User Fee
		Fire Hydrant Flow Test (Field Test)	Per Fire Hydran	$512	$728	$725	User Fee
		Fire Flow Availability Form	Per Request	$299	$409	$405	User Fee
		~~Fire Hydrant Inspections (Private Hydrant Inspection)~~	~~Per Fire Hydrant~~				
		Fire Services / Protection (Fixed)	Per Diameter In	$9		$9	Rates
		Fire Hydrant Meter Deposit	Deposit	$1,851	$2,000	$2,000	Deposit
		~~Quitclaim of Water Easement~~	~~Each~~				
		Irrigation Plan Review/Water System Inspection (Non-Tract)	Each	$235	$196	$195	User Fee
		Fire Service Plan Review/Water Service Installation Plan Review	Each	$310	$196	$195	User Fee
		Water Meter Test					
		¾" – 2":	Each	$308	$234	$230	User Fee
		Water Quality Testing	Each	Actual Cost	Actual Cost	Actual Cost	User Fee
		Bacterial Sample Test	Each	$517	$401	$400	User Fee
		Pressure Test	Each	$296	$401	$400	User Fee
		Hydrant Lock Fee (new lock with installation)	Each	$212	$287	$285	User Fee
		Hydrant- Handle replacement fee	Each	$79	$167	$165	User Fee
		Broken lock/ damage costs &service.	Each	$212	$217	$215	User Fee
		Bi-Monthly Meter Connection Charge*					
		5/8 &3/4 Inch	Each	$87.93		$87.93	Rates
		1 Inch	Each	$138.24		$138.24	Rates
		1.5 Inch	Each	$264.76		$264.76	Rates
		2 Inch	Each	$426.04		$426.04	Rates
		3 Inch	Each	$1,013.74		$1,013.74	Rates
		4 Inch	Each	$1,013.74		$1,013.74	Rates
		6 Inch	Each	$2,225.21		$2,225.21	Rates
		8 Inch	Each	$2,225.21		$2,225.21	Rates
*Shall be automatically increased based on the percentage change in the Consumer Price Index (CPI) from October to October for calendar years 2025 – 2028, not to exceed 5% each year. Extraordinary increases may be brought to							
		Bi-Monthly Consumption Tiers (CCF)					
		5/8 Inch					
		Tier 1	Each	0-12		0-12	Rates
		Tier 2	Each	13-38		13-38	Rates
		Tier 3	Each	39-76		39-76	Rates
		Tier 4	Each	>76		>76	Rates
		3/4 Inch					
		Tier 1	Each	0-12		0-12	Rates
		Tier 2	Each	13-38		13-38	Rates
		Tier 3	Each	39-76		39-76	Rates
		Tier 4	Each	>76		>76	Rates
		1 Inch					
		Tier 1	Each	0-18		0-18	Rates
		Tier 2	Each	19-67		19-67	Rates
		Tier 3	Each	68-134		68-134	Rates
		Tier 4	Each	>134		>134	Rates

Old Item No.	New Item No.	Service Provided	Unit	Current Fee	Total Cost	Proposed Fee	Fee Type
		1.5 Inch					
		Tier 1	Each	0-42		0-42	Rates
		Tier 2	Each	43-134		43-134	Rates
		Tier 3	Each	135-268		135-268	Rates
		Tier 4	Each	>268		>268	Rates
		2 Inch					
		Tier 1	Each	0-64		0-64	Rates
		Tier 2	Each	65-220		65-220	Rates
		Tier 3	Each	221-440		221-440	Rates
		Tier 4	Each	>440		>440	Rates
		3 Inch					
		Tier 1	Each	0-181		0-181	Rates
		Tier 2	Each	182-419		182-419	Rates
		Tier 3	Each	420-838		420-838	Rates
		Tier 4	Each	>838		>838	Rates
		4 Inch					
		Tier 1	Each	0-181		0-181	Rates
		Tier 2	Each	182-658		182-658	Rates
		Tier 3	Each	659-1316		659-1316	Rates
		Tier 4	Each	>1316		>1316	Rates
		6 Inch					
		Tier 1	Each	0-328		0-328	Rates
		Tier 2	Each	329-2,341		329-2,341	Rates
		Tier 3	Each	2,342-4,682		2,342-4,682	Rates
		Tier 4	Each	>4,682		>4,682	Rates
		8 Inch					
		Tier 1	Each	0-328		0-328	Rates
		Tier 2	Each	329-2,341		329-2,341	Rates
		Tier 3	Each	2,342-4,682		2,342-4,682	Rates
		Tier 4	Each	>4,682		>4,682	Rates
		Consumption Rates for Water & Elevations (CCF)*					
		Zone A					
		Tier 1	Each	$1.80		$1.80	Rates
		Tier 2	Each	$2.76		$2.76	Rates
		Tier 3	Each	$3.72		$3.72	Rates
		Tier 4	Each	$4.68		$4.68	Rates
		Elevation		$0.23		$0.23	Rates
		Zone B					
		Tier 1	Each	$1.80		$1.80	Rates
		Tier 2	Each	$2.76		$2.76	Rates
		Tier 3	Each	$3.72		$3.72	Rates
		Tier 4	Each	$4.68		$4.68	Rates
		Elevation		$1.05		$1.05	Rates
		Zone C					
		Tier 1	Each	$1.80		$1.80	Rates
		Tier 2	Each	$2.76		$2.76	Rates
		Tier 3	Each	$3.72		$3.72	Rates
		Tier 4	Each	$4.68		$4.68	Rates
		Elevation		$2.12		$2.12	Rates
		Zone D					
		Tier 1	Each	$1.80		$1.80	Rates
		Tier 2	Each	$2.76		$2.76	Rates
		Tier 3	Each	$3.72		$3.72	Rates
		Tier 4	Each	$4.68		$4.68	Rates
		Elevation		$3.51		$3.51	Rates

*Shall be automatically increased based on the percentage change in the Consumer Price Index (CPI) from October to October for calendar years 2025 – 2028

USER FEE COST RECOVERY POLICY		**SECTION or POLICY NO:** Policy No. <<XXXX>>
		ORIGINATING DEPT: Administrative Services – Finance Division
		Reference: Administrative Policy
SUPERSEDES: N/A	**NEW EFFECTIVE DATE:** 11/12/2025	**PAGE 1 of 2**
APPROVED BY: CC approved resolution No XXXX-XX		

Policy Objective:

The purpose of this policy is to establish a consistent framework for developing, implementing, and maintaining user fees and charges for City services. This policy ensures that the City recovers the appropriate share of costs incurred in providing fee-based services while promoting transparency, accountability, and fairness in fee-setting practices. It is intended to balance the City's cost recovery objectives with broader community benefits and equity considerations, ensuring that fees are applied consistently and in compliance with all applicable State laws and regulations governing the establishment and adjustment of municipal fees.

Authority:

This policy is established under the authority of California Government Code Sections 66014 and 66016, which regulate the setting and modification of local government fees and charges.

Assigned Responsibility:

Finance Division: Responsible for administering this policy, coordinating cost-of-service studies, and maintaining documentation supporting adopted fees.

Department Directors: Responsible for identifying services subject to cost recovery, preparing accurate cost data, and recommending fee adjustments in coordination with the Finance Division.

City Manager's Office: Provides oversight and policy direction, reviews departmental recommendations, and presents fee schedules to the City Council for consideration.

City Council: Has final authority to adopt, amend, or repeal fees and charges through resolution following applicable noticing and public hearing requirements.

Definitions:

Cost Recovery: The process of collecting fees and charges to offset the City's cost of providing specific services.

User Fee: A fee charged to individuals or entities for the use of City services or facilities.

Full Cost: All direct and indirect costs associated with providing a service, including personnel, overhead, materials, and contractual services.

Subsidy: The portion of service cost not recovered through fees, supported instead by the General Fund or other funding sources.

Policy/Procedure:

1. Cost Recovery Goals
    a. The City shall establish fees and charges with the objective of recovering the full cost of services provided, except where a subsidy is determined to serve the public interest.
    b. Cost recovery levels may vary based on the nature of the service, legal or regulatory constraints, community benefit, and City Council direction.
    c. Departments shall identify cost recovery targets for major service categories, subject to approval by the City Manager and Finance Division.
    d. The City shall establish fees and charges with the objective of recovering the full cost of services provided, except where a subsidy is determined to serve the public interest.
2. Fee Studies and Updates
    a. Comprehensive cost-of-service studies shall be conducted periodically (generally every three to five years) to evaluate fee levels and ensure they reflect the full cost of providing services.
    b. Between comprehensive studies, fees may be updated annually based on inflationary indices or other Council-approved methodologies.
    c. Documentation supporting fee calculations shall be retained by the Finance Division and made available for public review upon request.
3. Council Adoption
    a. All fees and charges established or revised under this policy shall be adopted by City Council resolution, in accordance with all noticing and public hearing requirements set forth in State law.
4. Periodic Review
    a. Departments shall review fees annually and recommend adjustments, as appropriate, to maintain consistency with this policy and applicable legal requirements.

RESOLUTION CC 2025-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA ADOPTING THE PROPOSED MASTER SCHEDULE OF FEES FOR SERVICE

THE CITY COUNCIL
City of Glendora, California

WHEREAS, the City of Glendora engaged Matrix Consulting Group to conduct a comprehensive Cost Allocation Plan and User Fee Study to evaluate the full cost of providing City services; and,

WHEREAS, the purpose of the study is to ensure that user fees accurately reflect the cost of providing services, consistent with the City Council's cost recovery policy and applicable provisions of the California Government Code; and,

WHEREAS, the User Fee Study identifies the actual cost to provide fee-based services and recommends updated fees to ensure fairness, transparency, and fiscal sustainability; and,

WHEREAS, in accordance with California Government Code Section 66016, notice of a public hearing was duly given, and said public hearing was held on November 12, 2025, to receive and consider all evidence and reports related to the proposed Master Schedule of Fees for Service; and,

WHEREAS, after due consideration, the City Council finds that the User Fee Study is in the best interest of the City and will ensure that the City continues to provide services in a fiscally responsible and equitable manner.

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

SECTION 1. The City Council hereby adopts the proposed Master Schedule of Fees for Service, as presented and incorporated by reference herein.

SECTION 2. The City Council authorizes staff to implement updated fees and charges for City services consistent with the adopted study, effective January 1, 2026.

SECTION 3. The City Clerk shall certify to the passage and adoption of this Resolution and shall enter the same into the Book of Original Resolutions of the City of Glendora.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Glendora this ____ day of _____ 2025.

BY: _____
DAVID FREDENDALL
Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

DANNY ALESHIRE
City Attorney

CERTIFICATION

I, Kathleen R. Sessman, City Clerk/Communications Director, 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

NOTICE OF PUBLIC HEARING

CITY COUNCIL

YOU MAY BE AFFECTED BY THE FOLLOWING:

NOTICE IS HEREBY GIVEN that the City Council of the City of Glendora will hold a public hearing in the City Council Chambers of City Hall, 116 E. Foothill Boulevard, Glendora, California, on November 12, 2025, at 7:00 p.m. to receive and consider all evidence and reports relative to a resolution amending the City of Glendora Master Fee Schedule of fees and charges for City Services to receive and consider all evidence and reports relative to a resolution adopting the City of Glendora Cost Allocation Plan and User Fee Study, and updating fees and charges for City services accordingly.

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.org.

Further information on this item will be posted to the city's website at CityofGlendora.org/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.

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

Published San Gabriel Valley Examiner: 10/27/2025
11/6/2025

CERTIFICATION

I, Kathleen R. Sessman, City Clerk of the City of Glendora, hereby certify that I posted a copy of this Notice on the bulletin board outside the City Hall Council Chamber, 116 E. Foothill Boulevard at 2:00 p.m. on 10/23/2025.

Kathleen R. Sessman, MMC
City Clerk

San Gabriel Valley Examiner
709 E. Route 66 Ste. A
Glendora, CA 91740
626-852-3374

City of Glendora
Attn: City Clerk
116 E. Foothill Blvd.
Glendora, CA 91741

PROOF OF PUBLICATION
(201 5.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States. I am over the age of eighteen years. I am not a party to the above-entitled matter. I am the principal clerk of the Publisher of the San Gabriel Valley Examiner, an adjudicated newspaper of general circulation printed and published weekly in the City of Glendora, County of Los Angeles. The San Gabriel Valley Examiner has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 19, 1999, case Number KS 005341. The notice, of which the annexed is a true printed copy, has been published in each regular and entitled issue of said newspaper and not any supplement thereof on the following dates to wit:

November 6, 2025

I declare under penalty of perjury that the foregoing is true and correct.

Executed in the City of Glendora, Los Angeles County, California
On this **6th** day of **November** 2025.

Signature

NOTICE OF PUBLIC HEARING
CITY COUNCIL
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Kathleen R. Sessman, MMC
City Clerk/Communications Director

Publish in the San Gabriel Valley Examiner on November 6, 2025. #GK02

SAN GABRIEL VALLEY TRIBUNE
Local. News. Matters.
sgvtribune.com

181 W. Huntington Dr. Suite #209
Monrovia, California 91016
(626) 544-0885
ealmeida@scng.com

Lorena Cordova
116 E Foothill Blvd
Glendora, CA 91741

Account Number:	5272431
Ad Order Number:	0011761932
Customer's Reference/PO Number:	
Publication:	San Gabriel Valley Tribune
Publication Dates:	10/27/2025
Total Amount:	$445.37
Payment Amount:	$0.00
Amount Due:	$445.37
Notice ID:	s2fQ2EvD2Ghpxc8kGosX
Invoice Text:	NOTICE OF PUBLIC HEARING CITY COUNCIL YOU MAY BE AFFECTED BY THE FOLLOWING: NOTICE IS HEREBY GIVEN that the City Council of the City of Glendora will hold a public hearing in the City Council Chambers of City Hall, 116 E. Foothill Boulevard, Glendora, California, on November 12, 2025, at 7:00 p.m. to receive and consider all evidence and reports relative to a resolution amending the City of Glendora Master Fee Schedule of fees and charges for City Services to receive and consider all evidence and reports relative to a resolution adopting the City of Glendora Cost Allocation Plan and User Fee Study, and updating fees and charges for City services accordingly. 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.org. Further information on this item will be posted to the city's website at CityofGlendora.org/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. 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

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San Gabriel Valley Tribune
Affiliated with SGV Newspaper Group
181 W. Huntington Dr. Suite #209
Monrovia, California 91016
(626) 544-0885

FILE NO. 0011761932

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not party to or interested in the above-entitled matter. I am the principal clerk of the printer of SAN GABRIEL VALLEY TRIBUNE, a newspaper of general circulation for the City of West Covina, by the Superior Court of the County of Los Angeles, State of California, on the date of September 10, 1957, Case Number 684891. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

10/27/2025

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at Monrovia, California
On this 27th day of October, 2025.

Eva Almeida
Signature

NOTICE OF PUBLIC HEARING
CITY COUNCIL
YOU MAY BE AFFECTED BY THE FOLLOWING:

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Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published San Gabriel Valley Tribune: 10/27/2025
Published San Gabriel Valley Examiner: 11/6/2025

San Gabriel Valley Tribune
Published: 10/27/25

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Public Hearing to conduct the Second Reading and Adoption of Ordinance No. 2097 adopting the 2025 California Building Standards Codes**

RECOMMENDATION
That the City Council:

1. Adopt on second reading Ordinance 2097 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.

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
On October 28, 2025, the City Council held a public hearing and approved the first reading of Ordinance No. 2097, adopting the 2025 California Building Standards Codes.

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.

This item returns following the first reading and introduction of the ordinance at the City Council meeting on October 28, 2025. Adoption of codes by reference must follow the procedures in Government Code Section 50022.1 et seq., including specific public notice and hearing requirements. This meeting serves as the second reading, public hearing, and proposed adoption. The required notices were published at least five days apart in advance of this meeting.

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:	David Collett, Building Official
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.pdf

ORDINANCE NO. 2097

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 by the City Council of the City of Glendora this ___ day of November, 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 28th day of October, 2025. Thereafter, said Ordinance was duly approved and adopted at a regular meeting of the City Council on the _____ day of _____, 20__, by the following roll call vote:

AYES: MEMBERS: Davis, Elias, Thompson, Allawos and Fredendall.
NOES: MEMBERS: None.
ABSENT: MEMBERS: None.
ABSTAIN: MEMBERS: None.

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 6th day of November, 2025, and 20th day of November, 2012.

Dated:

_____
KATHLEEN R. SESSMAN
City Clerk/Communications Director

SECOND READING AND ADOPTION OF ORDINANCE ADOPTING THE 2025 CALIFORNIA BUILDING STANDARDS CODES

COMMUNITY DEVELOPMENT

CITY COUNCIL MEETING

NOVEMBER 12, 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. Adopt on second 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. 2097,** 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:	MEMBERS:	Davis, Elias, Thompson, Allawos and Fredendall.
NOES:	MEMBERS:	None.
ABSENT:	MEMBERS:	None.

Dated this 30th day of October, 2025.

Kathleen R. Sessman, MMC
City Clerk

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. 2097,** 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:	MEMBERS:
NOES:	MEMBERS:
ABSENT:	MEMBERS:

Dated this _____ day of November, 2025.

Kathleen R. Sessman, MMC
City Clerk

Published in San Gabriel Valley Examiner: November 20, 2025

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**City Clerk**	**DISTRICT(S):**	**Not Applicable**
SUBJECT:	**Affirm minutes from the October 28, 2025 Meeting**		

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

1. Affirm 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 recomends 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 procceedings. The action minuts for the October 28, 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 legislative bodies acknowledge their accuracy and preserve them as an official record of the meeting. If any corrections or amendments are desired, they can be addressed before the final affirmation.

FISCAL IMPACT
There is no fiscal impact associated with this action

ENVIRONMENTAL DETERMINATION
There are no environmental impacts associated with this action.

Prepared By: Roxanne Breceda, Deputy City Clerk / Records Manager

Concurs With:	Not Applicable
Reviewed By:	Kathleen Sessman, City Clerk/Communications Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Not Applicable
Legal Review:	Not Applicable
CEQA Review:	Not Applicable

Attachments

A_October_28_2025_Reg_Mtg_Minutes.pdf

City of Glendora Minutes
Regular Meeting

Tuesday, October 28, 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 (via Zoom), Deputy City Manager Marie Ricci, Chief of Police Mike Randazzo, Public Works Director William Wittkopf, Finance Director/City Treasurer Kyle Johnson, City Clerk/Communications Director Kathleen Sessman, Assistant Public Works Director Valerie Velasquez-Santoya, Building Official David Collett, Principal Planner Hans Friedel, Senior Planner Yalini Siva, Police Captain Chris Stabio, Police Lieutenant Matt Fenner, Business Services Manager Julie Linger, Media Specialist Craig Gill, Senior Media Specialist Greg Morton, and Deputy City Clerk/Records Manager Roxanne Breceda

CLOSED SESSION

Closed Session titles were read into the record.

Mayor Fredendall announced that an item arose after the posting of the agenda that required immediate City Council action regarding real property located at 1134 S. Barranca Avenue that requires a 4/5 vote to add to the agenda and requested a motion.

A motion was made by Mayor Pro Tem Allawos, seconded by Councilmember Thompson, that the City Council add an Urgency Item entitled, "CONFERENCE WITH REAL PROPERTY NEGOTIATORS A closed session will be held, pursuant to Government Code § 54956.8, to enable the City Council to consider negotiations with Glendora Unified School District, with whom City is negotiating and to give direction to its negotiator(s) Adam Raymond, Danny Aleshire, Jeff Kugel, and Moises Lopez regarding certain real properties in Glendora generally located at 1134 S. Barranca Avenue, APN 8632-001-900. The City's real property negotiators will seek direction from the City Council regarding this property." Motion carried 5-0 as follows: AYSE: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

There was no one wishing to provide comment. The meeting convened into Closed Session at 6:07 PM.

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).

Closed Session adjourned at 6:45 PM and the meeting reconvened into Open Session at 7:00 PM with all members present. City Attorney Aleshire reported confidential briefings were held on both Closed Session items, direction was given, and no reportable actions were 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 Iris Cuevas.

HIGH SCHOOL STUDENT REPORTS
2. High School Student Reports

Student reports were presented by Charter Oak Student Representative Iris Cuevas, Saint Lucy's Student Representative Julianna Santiago and Arianna Terrazas.

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

PUBLIC COMMENT
3. Public Comments received

Mayor Fredendall read the following statement into the records relating to Independent Cities Association (ICA) Amicus Brief Statement:
"Before we open this evening's Public Comment Period I want to report out and share about a recent action taken on behalf of the City that has become news fodder in social media circles, and I believe needs sharing and clarification as the fueled bonfire has once again made many distractions.

As most of us are aware, The City extends itself beyond our own agency to regional committees, commissions and associations that collaborate to help serve the City in many areas. These inclusions and memberships are made to enhance, improve and expand our voice and presence in the region and the state to advance causes to better promote and position Glendora to receive and provide better service to our residents, than we might be able to do alone.

Participation in these entities is through appointed, elected or volunteered delegates made up of Councilmembers and or Staff. Said delegate becomes the representative on behalf of the City.

One of these associations is Independent Cities Association, an entity made up of 40+ member Cities with the mission being to Network, educate, collaborate and advance the member cities positions toward voice, local controls and address issues of mutual importance related to matters pressed upon us by higher levels of government. I

represent this City at this Association and am presently serving on the Exec. Board of Directors as Vice President."

Comments were received from: Bob Moore and Wendy Seyfert.

MEMBER STATEMENT/REPORTS
Councilmember/Commissioner Thompson thanked Mayor Fredendall for the ICA statement.

Councilmember/Commissioner Davis highlighted the City's Halloween Carnival; announced the Halloween Walk taking place Friday, October 31, 2025; reminded the community about Dalton Trail Day and the Glendora Historical Society's "Family Ties" event on Saturday, November 1, 2025; and noted the Glendora Community Coordinating Council's holiday basket program.

Councilmember/Commissioner Elias commented on recent social media activity regarding the ICA; recognized Red Ribbon Week and thanked local officers and cadets for their participation; acknowledged the Glendora High School Girls Flag Football Team; and requested a brief overview of the City's public noticing requirements for public meetings.

Mayor Pro Tem/Vice-Chair Allawos congratulated Aleshire & Wynder on their ICA briefing; reported on the San Gabriel Valley Council of Governments; and addressed topics including smart streetlight technology and Athens Services' bulk pickup program, encouraging residents to contact Athens or the City with any service-related concerns.

Mayor/Chair Fredendall announced Dalton Trail Day on Saturday, November 1, 2025; reported that there have been no recent transient-related incidents; and reminded the community to use caution and be safe while trick-or-treating.

CITY MANAGER AND CITY ATTORNEY STATEMENTS
There were no statements or reports given.

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

Proclamation presented to School Resource Officers Albert Argueta and Crystal Goins.

PUBLIC HEARINGS
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

Item title was read into the record, and the Public Hearing was opened.

A staff presentation was made. Public Testimony period was opened. There being no one wishing to provide testimony, the Public Testimony period and Public Hearing were closed.

City Council discussion included architectural styles; state law requirements for housing developments; building code amenities; height variation; side-yard architecture; electric vehicle (EV) and Americans with Disabilities Act (ADA) parking regulations; and reference to the user guide.

A motion was made by Councilmember Davis, seconded by Councilmember Thompson, that the City Council 1. Find and determine that the Ordinance is exempt from the California Environmental Quality Act (CEQA); 2. Introduce for first reading **Ordinance 2095** 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 introduced Ordinance for publication pursuant to Govt. Code 36933 and Resolution CC 2018-40. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

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

Item title was read into the record, and the Public Hearing was opened.

A staff presentation was made by Principal Planner Hans Friedel, who announced for the record that Appendix Attachment B had been inadvertently omitted from the agenda item and was now attached and available for public review. The Public Testimony period was opened. Correspondence was received from the Glendora Citizens group. There being no one wishing to provide oral testimony, the Public Testimony period and Public Hearing were closed.

City Council discussion included information on texting 67283 for emergency alerts and texting "Glendora" for City updates; the Fire Hazard Severity Zones Map; Housing Element zoning and related State requirements; identification of community hazards, map boundaries, and evacuation sites; Emergency Operations Center (EOC) exercises, shelter areas, and regional shelters; Fire Hazard Policy F-22; disaster service response; and CEQA requirements regarding the availability and adequacy of Los Angeles County services.

Following discussion, a motion was made by Councilmember Davis, seconded by Councilmember Thompson, that the City Council 1. Find and determine that the Safety Element update is exempt from the California Environmental Quality Act (CEQA); and 2. Adopt **Resolution CC 2025-37** entitled, "A RESOLUTION OF THE CITY COUNCIL APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE AMENDED SAFETY ELEMENT, INCORPORATING THE MOST RECENT FEMA FLOOD INSURANCE RATE MAP, AND FINDING THE PROJECT IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)." Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

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)

Item title was read into the record, and the Public Hearing was opened.

A staff presentation was made. An applicant presentation was given by Brian Cunningham, Director of Development for The Olson Company.

The Public Testimony period was opened. Public Testimony was received from: Harrison Smalley. The Public Testimony period and Public Hearing were closed.

Closing comments were provided by Brian Cunningham, Director of Development for The Olson Company.

City Council discussion included locating bedrooms with bathrooms on the first floor; clarification of public testimony regarding homelessness and crime trends as noted in the Los Angeles County report; art requirements for the community gates; unit cost considerations; management and income verification for the 55-year affordability covenant; Covenants, Conditions, and Restrictions (CC&Rs) related to parking enforcement; no overnight street parking condition; Homeowners Association (HOA) oversight of garage use and authority to inspect garages; placement of mechanical equipment and architectural design details; parking concerns; roof edge treatment; concerns with front setbacks and parking; and clarification of the procedural constraints surrounding any consideration of project denial.

Following discussion, a motion was made by Councilmember Davis, seconded by Councilmember Thompson, that the City Council 1. Adopt a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) for the project; and 2. Adopt **Resolution CC 2025-38** titled, "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)." Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

CONSENT CALENDAR
Councilmember Thompson commented on Item #11, and Mayor Pro Tem Allawos requested clarification on Item #12.

A motion was made by Councilmember/Commissioner Davis, seconded by Councilmember/Commissioner Thompson to approved Consent Calendar Items #8 - #12 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.

8. Affirm minutes from the October 14, 2025 Meeting

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

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

The City Council and Successor Agency receive and filed 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

The City Council 1. Accepted the Office of Traffic Safety STEP Grant PT26120 award; and 2. Authorized 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

The City Council 1. Adopt a Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) for the project; 2. Approved an Agreement with Miracle Playground Sales for Gladstone Park Shade Structure and Picnic Site Installation in the amount of $186,141; and 3. Authorized 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

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

Following discussion, a motion was made by Councilmember Davis, seconded by Mayor Pro Tem Allawos, 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. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

Mayor Fredendall requested a motion to extend the meeting past the 10:30 PM curfew. A motion was made by Councilmember Davis, seconded by Mayor Pro Tem Allawos. There being no objections, the meeting continued.

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

Following discussion, a motion was made by Mayor Pro Tem Allawos, seconded by Councilmember Thompson, that the City Council 1. Introduce for first reading **Ordinance 2096** 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;" and 2. Direct staff to prepare a Summary Ordinance for Publication. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

15. Capital Improvement Update

A motion was made by Councilmember Thompson, seconded by Mayor Pro Tem Allawos, that the City Council 1. Receive and file the FY 2025/26 Capital Improvement Program Update. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

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

A motion was made by Mayor Pro Tem Allawos, seconded by Councilmember Davis, that the City Council 1. Introduce for first reading **Ordinance 2097** 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;" and 2. Direct the preparation of a summary of ordinance for publication pursuant to Govt. Code 36933 and Resolution CC 2018-40. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

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

A motion was made by Mayor Pro Tem Allawos, seconded by Councilmember Thompson, 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. Motion carried 5-0 as follows: AYES: Davis, Elias, Thompson, Allawos, Fredendall; NOES: None; ABSENT: None; ABSTAIN: None.

MEMBER/STAFF CLOSING COMMENTS
Councilmember/Commissioner Elias congratulated the Glendora High School Girls Flag Football team for their 19–0 victory and upcoming semifinal game this weekend.

Councilmembers wished everyone a safe and happy Halloween

ADJOURNMENT
Meeting adjourned at 10:52 PM.

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Minutes were approved on _____.

STAFF REPORT

TO: Mayor and Council Members **DATE:** November 12, 2025

FROM: Finance **DISTRICT(S):** Citywide

SUBJECT: Review and Affirm Disbursements for October 2025 in the Amount of $5,841,894.18

RECOMMENDATION

That the City Council and Successor Agency:

1. Review and affirm disbursements for October 2025 in the amount of $5,841,894.18.

STRATEGIC FOCUS AREAS

Goal 2: Maintain Financial Stability and Sustainability (MFSS)

EXECUTIVE SUMMARY

For October 2025 the City disbursed the following amounts through accounts payable and payroll.

Month	A/P	Payroll	Total
October 2025	$3,540,895.73		$3,540,895.73
10/03/2025		$758,473.93	$758,473.93
10/17/2025		$745,237.23	$745,237.23
10/31/2025		$797,287.29	$797,287.29
Total	**$3,540,895.73**	**$2,300,998.45**	**$5,841,894.18**

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Pursuant to the Glendora Municipal Code Section 2.20.030 Departmental Reports, the Finance Department shall provide a comprehensive report on disbursements, at least on a quarterly basis.

DISCUSSION

Notable disbursements in the month of October include:

Name	Amount	Description
IDS Group Inc.	$252,650.00	Glendora Corp. Yard Improvements
Mariposa Landscapes, Inc.	$235,142.75	Citywide Landscape Maintenance
Southern California Edison	$215,061.02	Citywide Electric Utility
Tyler Technologies Inc.	$203,717.31	ERP & EPL Updates & Budget Book Implementation
West Coast Arborists, Inc.	$176,653.08	Citywide Tree Trimming and Maintenance
County of Los Angeles	$129,487.01	Citywide Traffic Signal Repairs, Maintenance & Upgrades
Azusa Light & Water	$101,424.67	Electric and Pumping Charges

FISCAL IMPACT

There is no impact associated with the recommendation of this report.

ENVIRONMENTAL DETERMINATION
There is no CEQA impact associated with the recommendations in this report.

Prepared By:	George Perez-Sosa, Accounting Technician
Concurs With:	Not Applicable
Reviewed By:	Kyle Johnson, Finance Director/City Treasurer
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_Warrant_Register_-_October_2025.pdf

CITY OF GLENDORA

CITY COUNCIL MEETING **11/12/2025**

WARRANT REGISTER - OCTOBER 2025			$3,540,895.73
PAYROLL EFT	10/3/2025	$	758,473.93
	10/17/2025	$	745,237.23
	10/31/2025	$	797,287.29
TOTAL			**$5,841,894.18**

PREPARED BY: George Perez



REVIEWED BY
Finance Director/City Treasurer

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4454	EFT	10/3/2025	167	AARDVARK	10150300	51219	250507	INV2500770	Kinetic Breaching Tool	$14,038.75
										$14,038.75
4455	EFT	10/3/2025	2706	ALL CITY MANAGEMENT SERVICES INC	10550340	59100	260069	102936	Crossing Guard Services - 8/17/25 - 8/30/25	$16,395.40
										$16,395.40
4456	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039252239	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$64.83
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039261187	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$89.28
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039261188	DIVISION SUPPLIES	$12.23
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039261189	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$49.04
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039261190	DIVISION SUPPLIES	$5.73
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039261197	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$68.81
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039265606	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$23.68
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180720	51300	260081	2039265608	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$9.58
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039272501	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$40.59
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039272502	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$20.30
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039272503	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$20.30
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039272743	DIVISION SUPPLIES	$3.06
	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039273011	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$43.98

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4456	EFT	10/3/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039273012	DIVISION SUPPLIES	$6.11
										$457.52
4457	EFT	10/3/2025	2568	BURRO CANYON SHOOTING PARK	10150310	59100		3599	Range Fees - 9/5/25	$40.00
										$40.00
4458	EFT	10/3/2025	573	CDW GOVERNMENT, INC.	55330150	59112		AF9GD7E	Acrobat Pro License	$275.40
										$275.40
4459	EFT	10/3/2025	2628	CELLEBRITE USA CORP	55330150	59110	260187	Q-455141-1	CONSULTING SERVICES	$11,335.26
										$11,335.26
4460	EFT	10/3/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	59100		632886	RESTROOM SUPPLIES	$279.62
	EFT	10/3/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	59100		632887	restroom supplies	$224.25
	EFT	10/3/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	59100		632925	RESTROOM SUPPLIES	$685.27
										$1,189.14
4461	EFT	10/3/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	358245	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$212.13
	EFT	10/3/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	358302	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$176.58
	EFT	10/3/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	359150	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$164.31
	EFT	10/3/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	359328	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$542.95
										$1,095.97
4462	EFT	10/3/2025	297	COVINA VALLEY WATER COMPANY	50170640	53100		AUGUST-25	WATER SHARES	$13,562.96
										$13,562.96
4463	EFT	10/3/2025	6287	CYNTHIA ESTRADA HAEBE	10150330	59100		25-088	August Reports	$1,270.50
										$1,270.50

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4464	EFT	10/3/2025	7040	DLR GROUP INC., A CALIFORNIA CORPORATION	30100990	70000	260071	0254709	COG City Hall and Library	$19,287.50
										$19,287.50
4465	EFT	10/3/2025	3184	DUNN-EDWARDS CORPORATION	10170560	51400		2160A38757	PAINTING SUPPLIES	$44.34
	EFT	10/3/2025	3184	DUNN-EDWARDS CORPORATION	10170560	51400		2160A38846	PAINT SUPPLIES	$44.70
										$89.04
4466	EFT	10/3/2025	6464	E SOURCE COMPANIES LLC	50170620	66010	260130	14092	WATER LOSS REPORT 2025	$3,000.00
										$3,000.00
4467	EFT	10/3/2025	2508	ENVISIONWARE INC	10180710	51200	260176	INV-US-78171	LIBRARY AND SUBSCRIPTION SERVICES (INCLUDES RESEAR	$4,576.40
										$4,576.40
4468	EFT	10/3/2025	2528	GLENDORA AFTER STROKE CENTER	10190820	59100	260031	2511	AfterStroke September 2025	$833.33
										$833.33
4469	EFT	10/3/2025	6923	FIVESTAR RUBBER STAMP ETC., INC	10190800	59100		76847	TROPHY ENGRAVING	$100.00
										$100.00
4470	EFT	10/3/2025	902	GRAINGER	10170560	51400		9635325955	CEILING TILES	$665.22
	EFT	10/3/2025	902	GRAINGER	10170560	51400		9635358725	ELECTRICAL PUSH BUTTON	$342.04
										$1,007.26
4471	EFT	10/3/2025	14	H & L CHARTER CO., INC.	23190800	58240	260030	32169	TRANSPORTATION FOR DAY TRIP ON 08/19/2025	$1,165.50
	EFT	10/3/2025	14	H & L CHARTER CO., INC.	23190800	58240	260030	32315	TRANSPORTATION FOR DAY TRIP ON 09/11/2025	$1,065.50
										$2,231.00
4472	EFT	10/3/2025	4229	HIGH SPEED PLUMBING, INC.	10170560	59100		13658	SEWER SERVICE	$1,495.00
										$1,495.00

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4473	EFT	10/3/2025	1446	IMS REFRIGERATION INC.	10170560	59100		57569	ice machine repair	$285.00
										$285.00
4474	EFT	10/3/2025	5947	INFOSEND, INC.	50140200	55320	260139	294027	UTILITY BILLING	$0.00
	EFT	10/3/2025	5947	INFOSEND, INC.	50140200	55340	260139	294027	UTILITY BILLING	$4,105.85
	EFT	10/3/2025	5947	INFOSEND, INC.	50140200	59100	260139	294027	UTILITY BILLING	$0.00
										$4,105.85
4475	EFT	10/3/2025	163	INLAND VALLEY HUMANE SOCIETY &	10150380	32507	260067	INV00013	ANIMAL CARE CONTROL - AUGUST 2025	($9,410.00)
	EFT	10/3/2025	163	INLAND VALLEY HUMANE SOCIETY &	10150380	59135	260067	INV00013	ANIMAL CARE CONTROL - AUGUST 2025	$43,186.75
										$33,776.75
4476	EFT	10/3/2025	1444	J DE SIGIO CONSTRUCTION INC.	50170630	59100	260056	2503-2	JDC EMERGENCY SERVICES FY 25/26 FOR WATER DIVISION	$9,093.31
	EFT	10/3/2025	1444	J DE SIGIO CONSTRUCTION INC.	50170630	59100	260056	2503-3	GATE VALVE 965 S. GLENDORA AVE	$24,319.35
	EFT	10/3/2025	1444	J DE SIGIO CONSTRUCTION INC.	50170630	59100	260056	2503-4	HEATHER ST. MAIN LEAK	$24,939.59
										$58,352.25
4477	EFT	10/3/2025	37	LIEBERT CASSIDY WHITMORE	10150300	59100	260183	304921	Client/Matter No.: GL050-00062	$8,516.50
										$8,516.50
4478	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$59,885.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54001	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$208.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54002	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$375.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54003	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$167.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54004	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$283.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54006	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$50.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54007	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$242.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	20460460	56500	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$426.00

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4478	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	23470580	56500	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$567.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	25570580	59100	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$9,571.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	50170580	59100	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$1,528.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	50170640	59100	260042	115618	CITYWIDE LANDSCAPE MAINTENANCE	$4,521.00
	EFT	10/3/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	260042	115816	WATERING POTS TWICE A WEEK	$562.00
										$78,385.00
4479	EFT	10/3/2025	5712	MIDWEST TAPE LLC	10180730	51300		507691898	CONTENT FOR THE PUBLIC	$62.01
										$62.01
4480	EFT	10/3/2025	513	OCLC INC.	10180700	59100	260186	1000438202	LIBRARY AND SUBSCRIPTION SERVICES (INCLUDES RESEAR	$13,212.85
										$13,212.85
4481	EFT	10/3/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10160400	51110		435437723001	OFFICE SUPPLY - PLANNING	$121.88
	EFT	10/3/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190800	51110	260057	437486164001	DRAWER ORGANIZER AND MOUSES	$91.38
										$213.26
4482	EFT	10/3/2025	938	PASCO DOORS	10170560	59100		102248	DOOR MAINT PD LIBRARY	$1,100.00
										$1,100.00
4483	EFT	10/3/2025	1138	PINPOINT INDUSTRIES, INC.	23190860	55320		11705	GLENDORA FACILITY INFO POSTCARDS	$746.51
										$746.51
4484	EFT	10/3/2025	21	PITNEY BOWES POSTAGE BY PHONE	10115030	55340		082025 - Postage	Account# 8000-9090-0934-6847	$984.90
	EFT	10/3/2025	21	PITNEY BOWES POSTAGE BY PHONE	50115030	55340		082025 - Postage	Account# 8000-9090-0934-6847	$422.10
										$1,407.00
4485	EFT	10/3/2025	6935	PROACTIVE WORK HEALTH MEDICAL CENTER72	10140250	55130		032621	New Hire Medical Physicals	$441.00
	EFT	10/3/2025	6935	PROACTIVE WORK HEALTH MEDICAL CENTER72	50140250	55130		032621	New Hire Medical Physicals	$294.00
										$735.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4486	EFT	10/3/2025	6483	TONY'S AUTO REPAIR	55470530	59100		1167	REPAIRS ON PD 15	$958.43
	EFT	10/3/2025	6483	TONY'S AUTO REPAIR	55470530	59100		1168	P.M ON 741	$186.01
	EFT	10/3/2025	6483	TONY'S AUTO REPAIR	55470530	59100		1169	P.M ON PD 156	$97.46
										$1,241.90
4487	EFT	10/3/2025	1702	SANDERS LOCK & KEY, INC.	25570520	51200		SC00872036	KEYS FOR SIGNAL LIGHT PANEL BOXES	$39.87
										$39.87
4488	EFT	10/3/2025	3954	THE SAUCE CREATIVE SERVICES	10190800	54008		7813	Trails Day Street Banners Designs	$175.00
										$175.00
4489	EFT	10/3/2025	6285	SDI PRESENCE LLC	55330150	59100	260041	20165	SDI PROFESSIONAL SERVICES	$43,677.15
										$43,677.15
4490	EFT	10/3/2025	7011	ST GEORGE'S MEDICAL CLINIC	10140250	55130		154384	Candidate Pre-Employment Medical	$895.00
	EFT	10/3/2025	7011	ST GEORGE'S MEDICAL CLINIC	10140250	55130		154384.0	Candidate Pre-employment Medical	$295.00
										$1,190.00
4491	EFT	10/3/2025	3498	STERICYCLE, INC.	10170500	59100	260123	8011942494	DOCUMENT SHREDDING SERVICE - PW / CITY HALL	$102.93
										$102.93
4492	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-522085	FINANCE SOFTWARE UPDATE - EPL	$6,463.63
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-522085	FINANCE SOFTWARE UPDATE - EPL	$5,288.42
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-523964	FINANCE SOFTWARE UPDATE - EPL	$2,815.93
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-523964	FINANCE SOFTWARE UPDATE - EPL	$2,303.94
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-526463	FINANCE SOFTWARE UPDATE - EPL	$1,007.33
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-526463	FINANCE SOFTWARE UPDATE - EPL	$824.17
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-527093	FINANCE SOFTWARE UPDATE - EPL	$778.39
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-527093	FINANCE SOFTWARE UPDATE - EPL	$636.86
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-527724	FINANCE SOFTWARE UPDATE - EPL	$366.30

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4492	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-527724	FINANCE SOFTWARE UPDATE - EPL	$299.70
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-529022	FINANCE SOFTWARE UPDATE - EPL	$457.87
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-529022	FINANCE SOFTWARE UPDATE - EPL	$374.63
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-529698	FINANCE SOFTWARE UPDATE - EPL	$366.30
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-529698	FINANCE SOFTWARE UPDATE - EPL	$299.70
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-528299	FINANCE SOFTWARE UPDATE	$4,840.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-528299	FINANCE SOFTWARE UPDATE	$3,960.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-530660	BUDGET BOOK IMPLEMENTATION	$8,954.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-530660	BUDGET BOOK IMPLEMENTATION	$7,326.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-531537	FINANCE SOFTWARE UPDATE	$792.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-531537	FINANCE SOFTWARE UPDATE	$648.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-532066	FINANCE SOFTWARE UPDATE	$4,840.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-532066	FINANCE SOFTWARE UPDATE	$3,960.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-532342	FINANCE SOFTWARE UPDATE	$1,188.00
	EFT	10/3/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-532342	FINANCE SOFTWARE UPDATE	$972.00
										$59,763.17
4493	EFT	10/3/2025	543	TAS	10160420	55320		27597	LAPEL PINS	$249.19
										$249.19
4494	EFT	10/3/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	51400		S128565090.001	ELECTRICAL SUPPLIES LID DEFUSERS	$364.50
										$364.50
4495	EFT	10/3/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	233324	CITY & WATER SITES TREE MAINT, BOUGAINVILLEA TRIM	$23,158.30
	EFT	10/3/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	233325	CITY & WATER SITES TREE MAINT, BOUGAINVILLEA TRIM	$29,906.10
	EFT	10/3/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	233362	Emergency responses on Foothill and Bennett	$10,058.65
										$63,123.05

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4496	EFT	10/3/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1274806-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$2,508.95
										$2,508.95
4497	EFT	10/3/2025	3845	JOSE M AMARO	10100001	42300		28487	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$648.00
	EFT	10/3/2025	3845	JOSE M AMARO	50100001	42300		28487	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$252.00
										$900.00
4498	EFT	10/3/2025	105	AFSCME DISTRICT COUNCIL 36	92000000	20104		28470	Payroll Run 1 - Warrant 250928 AFSCME DUES	$1,017.50
										$1,017.50
4499	EFT	10/3/2025	6477	CHRISTOPHER LUBBOCK	10100001	42300		28491	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$216.00
	EFT	10/3/2025	6477	CHRISTOPHER LUBBOCK	50100001	42300		28491	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$84.00
										$300.00
4500	EFT	10/3/2025	6825	DANA SIMPSON	92000000	20105		28480	Payroll Run 1 - Warrant 250928	$100.00
										$100.00
4501	EFT	10/3/2025	104	GLENDORA CITY EMPLOYEE ASSOCIATION	92000000	20104		28469	Payroll Run 1 - Warrant 250928 City Employee Assoc	$680.00
										$680.00
4502	EFT	10/3/2025	107	GLENDORA MANAGEMENT ASSOCIATION	92000000	20104		28471	Payroll Run 1 - Warrant 250928 GMA DUES	$510.00
										$510.00
4503	EFT	10/3/2025	109	GLENDORA POLICE MANAGEMENT	92000000	20104		28473	Payroll Run 1 - Warrant 250928 PMA DUES	$613.50
										$613.50
4504	EFT	10/3/2025	6331	JAMES DE MOND	10100001	42300		28489	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$864.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4504	EFT	10/3/2025	6331	JAMES DE MOND	50100001	42300		28489	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$336.00
										$1,200.00
4505	EFT	10/3/2025	6447	MARTIN BARRETT	10100001	42300		28488	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$864.00
	EFT	10/3/2025	6447	MARTIN BARRETT	50100001	42300		28488	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$336.00
										$1,200.00
4506	EFT	10/3/2025	6731	MATTHEW WILLIAMS	10100001	42300		28496	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$864.00
	EFT	10/3/2025	6731	MATTHEW WILLIAMS	50100001	42300		28496	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$336.00
										$1,200.00
4507	EFT	10/3/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20101		28479	Payroll Run 1 - Warrant 250928 MIDAMERICA HRA	$450.00
										$450.00
4508	EFT	10/3/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20103		28478	Payroll Run 1 - Warrant 250928 MIDAMERICA RETIRE	$4,779.38
										$4,779.38
4509	EFT	10/3/2025	108	POLICE ASSOCIATION	92000000	20104		28472	Payroll Run 1 - Warrant 250928 POA DUES	$3,865.00
										$3,865.00
4510	EFT	10/3/2025	5072	PATRICIA SORENSEN	10100001	42300		28492	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$432.00
	EFT	10/3/2025	5072	PATRICIA SORENSEN	50100001	42300		28492	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$168.00
										$600.00
4511	EFT	10/3/2025	4284	TIMOTHY P. STAAB	10100001	42300		28494	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$648.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4511	EFT	10/3/2025	4284	TIMOTHY P. STAAB	50100001	42300		28494	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$252.00
										$900.00
4512	EFT	10/3/2025	6929	STERLING HEALTH SERVICES, INC	92000000	20106		28481	Payroll Run 1 - Warrant 250928	$361.01
										$361.01
4513	EFT	10/3/2025	3063	BRIAN SUMMERS	10100001	42300		28495	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$144.00
	EFT	10/3/2025	3063	BRIAN SUMMERS	50100001	42300		28495	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$56.00
										$200.00
4514	EFT	10/10/2025	6415	88844MOTOR	55470530	59100		13383	REPAIR FOR 772	$1,561.83
										$1,561.83
4515	EFT	10/10/2025	1442	ADLERHORST INTERNATIONAL LLC	10150310	51210		123729	Boarding - K9 Biba	$430.00
										$430.00
4516	EFT	10/10/2025	4163	ADVANTEC CONSULTING ENGINEERS INC.	30170550	59100	250343	9803-0305-01-08	DESIGN SERVICES FOR CITWIDE ENG & TRAFFIC SURVEY	$2,720.00
										$2,720.00
4517	EFT	10/10/2025	1339	AFLAC	92000000	20106		INV0000996124	AFLAC Group Sept Bill 2025	$3,339.27
										$3,339.27
4518	EFT	10/10/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100	260174	SD5607	EMERGENCY HVAC REPLACEMENT - CITY MGR OFFICES	$19,250.00
										$19,250.00
4519	EFT	10/10/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5610	SERVICE CALL PD	$1,530.00
										$1,530.00
4520	EFT	10/10/2025	5620	ALTA PLANNING & DESIGN INC	23000990	70000	9220598	304.0002022.046-36	LEGACY - URBAN TRAILS DESIGN CONTRACT	$240.19
	EFT	10/10/2025	5620	ALTA PLANNING & DESIGN INC	23300990	70000	9220598	304.0002022.046-36	LEGACY - URBAN TRAILS DESIGN CONTRACT	$279.57

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4520	EFT	10/10/2025	5620	ALTA PLANNING & DESIGN INC	23400990	70000	9220598	304.0002022.046-36	LEGACY - URBAN TRAILS DESIGN CONTRACT	$996.49
										$1,516.25
4521	EFT	10/10/2025	2613	AZUSA WHOLESALE PLUMBING, INC.	10170560	51400		0481578-IN	PLUMBING SUPPLY	$253.27
										$253.27
4522	EFT	10/10/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039272742	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$19.59
										$19.59
4523	EFT	10/10/2025	6781	BAY ALARM COMPANY	10190830	56100		22529461	Nov Monitoring	$115.00
										$115.00
4524	EFT	10/10/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	59100		631793	RESTROOM SUPPLIES	$549.11
	EFT	10/10/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	59100		632179	RESTROOM SUPPLIES	$436.55
	EFT	10/10/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190830	56100		632884	Teen Center Supplies	$194.52
										$1,180.18
4525	EFT	10/10/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	359152	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$492.92
	EFT	10/10/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	359345	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$88.88
	EFT	10/10/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	359470	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$22.13
										$603.93
4526	EFT	10/10/2025	843	NANCY K. BOHL INC	10150300	59100		INV106289	Employee Support Services - August	$640.00
										$640.00
4527	EFT	10/10/2025	297	COVINA VALLEY WATER COMPANY	50170640	53100		MAY-25	WATER SHARES	$10,685.03
										$10,685.03

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4528	EFT	10/10/2025	5500	CRAFTWATER ENGINEERING INC	25100990	70000	923147	20-086-35	LEGACY- FINKBINER STORMWATER CAPTURE PROJ DESIGN	$1,494.50
										$1,494.50
4529	EFT	10/10/2025	6797	DAVE BANG ASSOCIATES, INC OF CALIFORNIA	30100990	70000	260201	CA59511	PARK, PLAYGROUND, RECREATIONAL AREA	$51,641.41
										$51,641.41
4530	EFT	10/10/2025	2209	DOCU-TRUST	10190800	59100		0056726	OFF SITE DOCUMENT STORAGE - SEPTEMBER 2025	$15.56
	EFT	10/10/2025	2209	DOCU-TRUST	10140200	59100		0056727	OFFSITE DOCUMENT STORAGE	$16.19
	EFT	10/10/2025	2209	DOCU-TRUST	50140200	59100		0056727	OFFSITE DOCUMENT STORAGE	$16.20
	EFT	10/10/2025	2209	DOCU-TRUST	10115030	59100		0056729	Monthly Storage	$102.94
										$150.89
4531	EFT	10/10/2025	6547	DRAW TAP GIS, LLC	50200990	70000	260211	2025GDR-0018	CONSULTING SERVICES	$10,065.00
	EFT	10/10/2025	6547	DRAW TAP GIS, LLC	50200990	70000	260211	2025GDR-0019	CONSULTING SERVICES	$12,540.00
										$22,605.00
4532	EFT	10/10/2025	6541	FIRE RISK MANAGEMENT SERVICES	92000000	20109		103.10.2025	FRMS Medical Oct 2025 Bill	$72,658.98
										$72,658.98
4533	EFT	10/10/2025	2413	SOUTHLAND SPORTS OFFICIALS	10190810	58300		F25-FO.1	Instructor Payment Fall 25 League	$2,849.00
										$2,849.00
4534	EFT	10/10/2025	65	GALE/CENGAGE LEARNING	10180730	51300		999101377893	CONTENT FOR THE PUBLIC	$62.27
										$62.27
4535	EFT	10/10/2025	11	GLENDORA CHAMBER OF COMMERCE	10160420	59600	260017	21427542	OCT 2025 CONSULTING SERVICES	$4,166.67
										$4,166.67
4536	EFT	10/10/2025	11	GLENDORA CHAMBER OF COMMERCE	20460460	57220		SEPTEMBER 2025	BID FEES FROM 09/01/2025-09/30/2025	$3,386.00
										$3,386.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4537	EFT	10/10/2025	3381	GLENDORA GARDENS NURSERY	10170580	51270		1190	Trees for the Arboretum	$89.69
										$89.69
4538	EFT	10/10/2025	2923	GMS ELEVATOR SERVICES, INC	10190820	59100		126581	LFC GMS ELEVATOR SERVICE SEPTEMBER 2025	$123.05
										$123.05
4539	EFT	10/10/2025	902	GRAINGER	55470530	51500		9554839390	TRAILER PINS AND HARNESSES	$454.67
	EFT	10/10/2025	902	GRAINGER	55470530	51200		9565700169	BATERIES/PADLOCKS	$85.72
	EFT	10/10/2025	902	GRAINGER	55470530	51500		9629224214	WINCH CABLE	$175.90
	EFT	10/10/2025	902	GRAINGER	10170560	51400		9640880960	ELECTRICAL PUSH BUTTON	$359.30
	EFT	10/10/2025	902	GRAINGER	55470530	51200		9644779549	SAFTEY GLASSES	$47.21
	EFT	10/10/2025	902	GRAINGER	55470530	51200		9644779556	GLOVES	$43.93
	EFT	10/10/2025	902	GRAINGER	50170630	53520		9657350782	WATER DIV. - WEB SLING	$112.42
	EFT	10/10/2025	902	GRAINGER	50170630	53520		9657350790	WATER DIV. - FILTER SOCK	$135.50
	EFT	10/10/2025	902	GRAINGER	50170630	53520		9658164869	WATER DIV. - STORMWATER PIPE FILTER	$45.65
										$1,460.30
4540	EFT	10/10/2025	407	HDL COREN & CONE	10140200	59100		SIN052883	FY25 ACFR STATS PACKAGE	$397.50
	EFT	10/10/2025	407	HDL COREN & CONE	50140200	59100		SIN052883	FY25 ACFR STATS PACKAGE	$397.50
										$795.00
4541	EFT	10/10/2025	3697	IDS GROUP INC.	30100990	70000	250294	22X021.02-9	GLENDORA CORP YARD IMPROVEMENTS	$252,650.00
										$252,650.00
4542	EFT	10/10/2025	5947	INFOSEND, INC.	50140200	55320	260139	292096	UTILITY BILLING - POSTAGE	$0.00
	EFT	10/10/2025	5947	INFOSEND, INC.	50140200	55340	260139	292096	UTILITY BILLING - POSTAGE	$2,157.47
	EFT	10/10/2025	5947	INFOSEND, INC.	50140200	59100	260139	292096	UTILITY BILLING - POSTAGE	$0.00
	EFT	10/10/2025	5947	INFOSEND, INC.	50140200	55320	260139	295131	UTILITY BILLING	$0.00
	EFT	10/10/2025	5947	INFOSEND, INC.	50140200	55340	260139	295131	UTILITY BILLING	$0.00

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4542	EFT	10/10/2025	5947	INFOSEND, INC.	50140200	59100	260139	295131	UTILITY BILLING	$2,160.75
										$4,318.22
4543	EFT	10/10/2025	1882	JOE A. GONSALVES & SON	10120100	59100	260080	162789	Joe A Gonsalves Attorney Fees	$3,500.00
										$3,500.00
4544	EFT	10/10/2025	6550	SILENT 6 LLC	10150330	59100		1754	TactiTrack GPS Trackers - annual renewal	$2,245.00
										$2,245.00
4545	EFT	10/10/2025	6971	KIMBERLY DOWNEY	10190810	58300		SU25-SA.1	Instructor Payment SU25 Session 1	$1,722.00
										$1,722.00
4546	EFT	10/10/2025	6398	LA - C.A.D.A.	10390840	58601	260003	City of Glendora #42	LA CADA - September 2025	$21,875.00
										$21,875.00
4547	EFT	10/10/2025	256	LANCE, SOLL & LUNGHARD	10140200	45100	240111	70244	PROFESSIONAL SVCS - TEMP IN LIEU OF	$1,486.25
	EFT	10/10/2025	256	LANCE, SOLL & LUNGHARD	50140200	45100	240111	70244	PROFESSIONAL SVCS - TEMP IN LIEU OF	$1,486.25
										$2,972.50
4548	EFT	10/10/2025	37	LIEBERT CASSIDY WHITMORE	10150300	59100		300237	GL050-00062	$1,080.00
	EFT	10/10/2025	37	LIEBERT CASSIDY WHITMORE	10140250	59100		304919	Client Matter: GL050-00062	$127.50
										$1,207.50
4549	EFT	10/10/2025	366	LIGHTNING OIL CO., INC.	55470530	59100		40392	QUARTERLY CLAIRIFIER CLEANING	$1,495.00
										$1,495.00
4550	EFT	10/10/2025	6745	MALISSA J. APODACA INC.	10190810	58300		F25-MA.1	Instructor Payment Session 1	$1,627.50
										$1,627.50
4551	EFT	10/10/2025	409	MERRIMAC ENERGY GROUP	55470530	51650	260039	2242058	FUEL FOR VEHICLES AND EQUIPMENT	$26,749.59
										$26,749.59
4552	EFT	10/10/2025	5712	MIDWEST TAPE LLC	10180730	51300		507724963	CONTENT FOR THE PUBLIC	$58.68

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4552	EFT	10/10/2025	5712	MIDWEST TAPE LLC	10180730	51300		507724965	CONTENT FOR THE PUBLIC	$58.68
										$117.36
4553	EFT	10/10/2025	5635	MUNICIPAL DENTAL POOL	92000000	20110		21031.10.2025	Delta Dental Oct 2025 Bill	$13,070.07
										$13,070.07
4554	EFT	10/10/2025	225	NATIONAL BUSINESS FURNITURE	10150300	51200		MK618148-OFF	Executive High Back Leather Chairs - Item#224744	$1,182.49
										$1,182.49
4555	EFT	10/10/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190800	51750	260057	433829768001	ODP - OFFICE SUPPLIES	$218.71
										$218.71
4556	EFT	10/10/2025	3471	PETE'S ROAD SERVICE INC	55470530	51500		25-0867185-00	fork lift tires	$931.02
										$931.02
4557	EFT	10/10/2025	1138	PINPOINT INDUSTRIES, INC.	10190820	55320	260009	11713	LA FETRA TIMES PRINTING - October 2025	$837.10
										$837.10
4558	EFT	10/10/2025	5987	PRESCREEN SOLUTIONS, INC	10140250	55316		13746	Pre-employment Prescreening	$387.94
										$387.94
4559	EFT	10/10/2025	2560	RIGHT OF WAY, INC.	25570520	56600	260116	74701	SIGN REPAIR FOOTHILL & GRAND	$425.28
	EFT	10/10/2025	2560	RIGHT OF WAY, INC.	25570520	56600	260116	75358	STREET NAME AND REGULATORY SIGNS	$75.56
	EFT	10/10/2025	2560	RIGHT OF WAY, INC.	25570520	56600	260116	75418	STREET NAME AND REGULATORY SIGNS	$14,605.64
										$15,106.48
4560	EFT	10/10/2025	6483	TONY'S AUTO REPAIR	55470530	59100	260112	1170	MAINTENANCE OF EQUIPMENT FY2025-26	$759.83
										$759.83
4561	EFT	10/10/2025	6966	RSG, INC.	10160400	59100	250495	14036	CONSULTING SERVICES - AUGUST	$1,617.50
										$1,617.50

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4562	EFT	10/10/2025	1702	SANDERS LOCK & KEY, INC.	10170560	59100		0000063518	NEW LOCK SETS, DEADBOLT REPLACEMENT	$965.22
	EFT	10/10/2025	1702	SANDERS LOCK & KEY, INC.	10170560	51400		SC00870934	KEY CUTTING	$43.75
	EFT	10/10/2025	1702	SANDERS LOCK & KEY, INC.	10170560	51400		SC00872050	SCHLAGE DEAD BOLT WITH CYLINDER RE-KEY	$489.71
										$1,498.68
4563	EFT	10/10/2025	3954	THE SAUCE CREATIVE SERVICES	10190810	55320		7828	Halloween Movie and Carnival Overlays	$154.61
										$154.61
4564	EFT	10/10/2025	986	SECTRAN SECURITY, INC.	10140200	59100	260140	25090613	ARMORED CAR SERVICES - 09/2025	$92.30
	EFT	10/10/2025	986	SECTRAN SECURITY, INC.	50140200	59100	260140	25090613	ARMORED CAR SERVICES - 09/2025	$215.37
										$307.67
4565	EFT	10/10/2025	370	R&R CUSTOM SIGNS	10190800	54008		230400	Trails Day Street Banners	$969.06
										$969.06
4566	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10120100	51750		05I8710345837	DRINKING WATER	$181.88
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10140200	51110		05I8710345837	DRINKING WATER	$138.64
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10150300	51750		05I8710345837	DRINKING WATER	$249.79
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10170500	51750		05I8710345837	DRINKING WATER	$338.73
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10170580	51750		05I8710345837	DRINKING WATER	$140.88
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10180700	51400		05I8710345837	DRINKING WATER	$226.73
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10190800	51750		05I8710345837	DRINKING WATER	$163.87
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	10190820	51750		05I8710345837	DRINKING WATER	$248.29
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	23190860	51200		05I8710345837	DRINKING WATER	$100.42
	EFT	10/10/2025	996	DS SERVICES OF AMERICA, INC.	50140200	51110		05I8710345837	DRINKING WATER	$138.64
										$1,927.87
4567	EFT	10/10/2025	1723	SPRAGUES READY MIX	25570520	56600		276110	Concrete for 515 S Vermont	$1,740.16
										$1,740.16

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4568	EFT	10/10/2025	6875	SPRINGSTEAD & ASSOCIATES	10160420	59100	260146	OCT 2025	CONSULTING SERVICES	$4,150.00
										$4,150.00
4569	EFT	10/10/2025	2933	STAPLES ADVANTAGE	10170500	51110		6042540202	BOOKENDS, EXPANDABLE HANGING FILE FOLDERS	$302.49
										$302.49
4570	EFT	10/10/2025	3490	L.A. COUNTY SANDBAGS	25570520	51200		25-M152309	sAND BAGS	$2,366.25
										$2,366.25
4571	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255310	ASSOCIATE ENGINEER	$155.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255311	STAFF ENGINEER / PLAN REVIEW	$340.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255312	ASSOCIATE ENGINEER	$465.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255313	SR PROJECT MANAGER	$3,190.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255314	SR PROJECT MANAGER	$1,980.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255315	SR PROJ MGR / ASSOCIATE ENG	$1,635.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255316	SENIOR ENGINEER	$330.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255317	SENIOR ENGINEER / STAFF ENG/PLAN REVIEW	$2,625.00
	EFT	10/10/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255318	ASSOCIATE ENGINEER	$7,440.00
										$18,160.00
4572	EFT	10/10/2025	5948	TRAPEZE SOFTWARE GROUP, INC.	23190860	59100	260196	TSMAU250727	YEAR 4 SOFTWARE MAINTENANCE FEE	$4,325.00
										$4,325.00
4573	EFT	10/10/2025	6590	TRUSTMARK VOLUNTARY BENEFIT ADMIN	92000000	20106		00989410152025	Trustmark Oct 2025	$1,736.78
										$1,736.78
4574	EFT	10/10/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-534578	FINANCE SOFTWARE UPDATE	$792.00
	EFT	10/10/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-534578	FINANCE SOFTWARE UPDATE	$648.00
										$1,440.00

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4575	EFT	10/10/2025	2584	ULINE	10150370	51200		197913671	Jail Reclosable Bags	$99.47
	EFT	10/10/2025	2584	ULINE	10170560	51400		198076831	4X6 SCRAPER ENTRY MAT	$162.82
										$262.29
4576	EFT	10/10/2025	6785	V&V MANUFACTURING INC.	10150300	59200		62984	Badge -- K9	$145.58
										$145.58
4577	EFT	10/10/2025	543	TAS	10150300	59200		27662	Name Tapes - Memo: e19677	$764.18
	EFT	10/10/2025	543	TAS	50170600	51110		27782	Uniforms	$427.84
	EFT	10/10/2025	543	TAS	50170600	51110		27782	Uniforms	$178.34
	EFT	10/10/2025	543	TAS	50170620	51200		27782	Uniforms	$427.33
	EFT	10/10/2025	543	TAS	50170630	51200		27782	Uniforms	$257.84
										$2,055.53
4578	EFT	10/10/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234069	Emergency removal 206 E Bennett	$2,980.95
										$2,980.95
4579	EFT	10/10/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1166024-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$316.75
	EFT	10/10/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1166025-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$896.86
										$1,213.61
4580	EFT	10/10/2025	6241	Y TIRE PERFORMANCE LLC	55470530	59100		59304	TIRES	$1,680.85
	EFT	10/10/2025	6241	Y TIRE PERFORMANCE LLC	55470530	59100		59377	59377	$810.35
										$2,491.20
4581	EFT	10/10/2025	6959	YOUNG MENS CHRISTIAN ASSOCIATION OF ORANGE COUNTY	10190810	58300		F25-YMCA.1	Instructor Payment F25 Session 1	$560.00
										$560.00
4582	EFT	10/10/2025	5314	DEBORAH WOOD	10100001	42300		28990	Medical Reimbursement 2024 Q4, 2025 Q1, Q2, Q3	$864.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4582	EFT	10/10/2025	5314	DEBORAH WOOD	50100001	42300		28990	Medical Reimbursement 2024 Q4, 2025 Q1, Q2, Q3	$336.00
										$1,200.00
4583	EFT	10/10/2025	7114	JANET STONE	10100001	42300		28991	Medical Reimbursement 2025 Q3	$432.00
	EFT	10/10/2025	7114	JANET STONE	50100001	42300		28991	Medical Reimbursement 2025 Q3	$168.00
										$600.00
4584	EFT	10/10/2025	7115	JOSE L CERVANTES	10100001	42300		28992	Medical Reimbursement 2025 Q2, Q3	$288.00
	EFT	10/10/2025	7115	JOSE L CERVANTES	50100001	42300		28992	Medical Reimbursement 2025 Q2, Q3	$112.00
										$400.00
4585	EFT	10/17/2025	6415	88844MOTOR	55470530	72375	250543	13356	ENGINE REPOWER LABOR FOR VACTOR 304	$13,700.00
	EFT	10/17/2025	6415	88844MOTOR	55470530	59100	260106	13391	Heavy- Truck Maintenance and Repair	$608.99
										$14,308.99
4586	EFT	10/17/2025	6765	A&P COMPLIANCE TESTING, INC.	55470530	59100		12448	D.O INSPECTION	$275.00
	EFT	10/17/2025	6765	A&P COMPLIANCE TESTING, INC.	55470530	59100		12452	D.O INSPECTION	$275.00
										$550.00
4587	EFT	10/17/2025	6438	CALIFORNIA FUELS & LUBRICANTS	55470530	51500		000404890	ENGINE OIL	$2,103.05
										$2,103.05
4588	EFT	10/17/2025	1442	ADLERHORST INTERNATIONAL LLC	10150310	51210		123751	Training - E Collar - Reyes	$500.00
										$500.00
4589	EFT	10/17/2025	6091	ADOPT A HWY LITTER REMOVAL SVC, LLC	10100000	13291	260045	310439	ADOPT A HIGHWAY LITTER REMOVAL	$3,303.00
										$3,303.00
4590	EFT	10/17/2025	435	AKM CONSULTING ENGINEERS	50200990	70000	922541	0013598	N. Glendora RSRVR 6/30 TO 8/25	$4,627.55
	EFT	10/17/2025	435	AKM CONSULTING ENGINEERS	50200990	70000	922541	0013598	N. Glendora RSRVR 6/30 TO 8/25	$5,386.45
										$10,014.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4591	EFT	10/17/2025	2706	ALL CITY MANAGEMENT SERVICES INC	10550340	59100	260069	103351	Crossing Guard Services - 8/31/25 - 9/13/25	$14,755.86
										$14,755.86
4592	EFT	10/17/2025	5167	AZTECH ELEVATOR COMPANY	10170560	59100		AZ20250	MONTHLY SERVICE ELEVATOR	$145.00
										$145.00
4593	EFT	10/17/2025	6469	BAKER & TAYLOR, LLC	10180720	51300	260081	2039281748	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$93.95
	EFT	10/17/2025	6469	BAKER & TAYLOR, LLC	10180720	51300	260081	2039281784	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$113.10
	EFT	10/17/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039284047	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$18.94
										$225.99
4594	EFT	10/17/2025	2568	BURRO CANYON SHOOTING PARK	10150310	59100		3614	Range Fees - 9/18/25 - 6	$120.00
										$120.00
4595	EFT	10/17/2025	6840	CASCIO CREATIVE CO.	10140200	59100	250119	CG-2025-11	DESIGN OF SHAREPOINT HEADERS (HR)	$0.00
	EFT	10/17/2025	6840	CASCIO CREATIVE CO.	10140250	59100	250119	CG-2025-11	DESIGN OF SHAREPOINT HEADERS (HR)	$56.00
	EFT	10/17/2025	6840	CASCIO CREATIVE CO.	50140200	59100	250119	CG-2025-11	DESIGN OF SHAREPOINT HEADERS (HR)	$0.00
	EFT	10/17/2025	6840	CASCIO CREATIVE CO.	50140250	59100	250119	CG-2025-11	DESIGN OF SHAREPOINT HEADERS (HR)	$56.00
										$112.00
4596	EFT	10/17/2025	7084	C.A.T. SPECIALTIES, INC	50170630	51200	260190	42362	WATER DIV. DISTRIBUTION SAFETY VESTS	$2,942.98
										$2,942.98
4597	EFT	10/17/2025	5112	CENTRALSQUARE TECHNOLOGIES, LLC	55330150	59111	260195	445821	CONSULTING SERVICES	$49,170.85
										$49,170.85
4598	EFT	10/17/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	10170520	51200		188625301090725	CABLE SERVICE CORPORATE YARD	$4.77

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4598	EFT	10/17/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	22315050	57060		188628501080125	Monthly Cable Bill	$173.88
	EFT	10/17/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	22315050	57060		188628501090125	Monthly Cable Bill	$173.88
	EFT	10/17/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	55330150	57055		188628701100125	Internet	$1,699.00
	EFT	10/17/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	55330150	57055		213493001100125	Internet	$1,219.99
										$3,271.52
4599	EFT	10/17/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170580	51200		632883	Restroom/trash/cleaning supplies for Louie Pompei	$416.50
	EFT	10/17/2025	6831	CLEAN SWEEP SUPPLY CO., INC	50170600	59100		632888	WATER DIV. - SEPTEMBER 2025	$144.21
	EFT	10/17/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190820	56100		632895	LFC CLEAN SWEEP 632895	$548.08
	EFT	10/17/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	59100		633369	RESTROOM SUPPLIES	$52.97
										$1,161.76
4600	EFT	10/17/2025	313	COMMERCIAL DOOR METAL SYSTEMS INC.	10170560	51400		61017	DOOR PARTS	$402.02
										$402.02
4601	EFT	10/17/2025	6715	CONVERGINT TECHNOLOGIES LLC	10170560	59100		IN00382856	MONITORING SERVICE LIBRARY	$1,376.81
	EFT	10/17/2025	6715	CONVERGINT TECHNOLOGIES LLC	10170560	59100		IN00389495	MONITORING SERVICE CITY HALL	$1,376.81
										$2,753.62
4602	EFT	10/17/2025	6529	COSTAR REALTY INFORMATION, INC.	10160420	55400		122841694	MEMEBERSHIP DUES	$1,353.21
										$1,353.21
4603	EFT	10/17/2025	297	COVINA VALLEY WATER COMPANY	50170640	53100		SEPTEMBER-25	WATER SHARES	$13,562.96
										$13,562.96
4604	EFT	10/17/2025	625	E.G. BRENNAN & CO CORP.	50140200	59100		i81085	SERVICE AGREEMENT	$310.16
										$310.16

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4605	EFT	10/17/2025	1010	E.J. WARD, INC.	55470530	51500		0087846-CM	/CAMIS FCT-IOT-5H	($3,045.99)
	EFT	10/17/2025	1010	E.J. WARD, INC.	55470530	59100	260210	EJ-INV-2672	SUPPORT SERVICE AND PARTS FOR FUEL MANAGEMENT	$7,128.00
										$4,082.01
4606	EFT	10/17/2025	3095	EDMARK GRAPHICS INC.	10150300	55320		29771	Business Cards - Argueta, Barker, Vasquez, Ahumada	$177.20
										$177.20
4607	EFT	10/17/2025	2508	ENVISIONWARE INC	10180710	51200	260217	INV-US-78241	LIBRARY AND ARCHIVAL EQUIPMENT, MACHINES, AND SUPP	$5,106.36
										$5,106.36
4608	EFT	10/17/2025	6093	FLOCK SAFETY	10150300	59100	260192	INV-73432	LPR - Hidden Springs Neighborhood	$8,475.00
										$8,475.00
4609	EFT	10/17/2025	6491	GENERATOR SERVICES CO., INC	10170560	59100		81235	generator service call	$417.50
										$417.50
4610	EFT	10/17/2025	11	GLENDORA CHAMBER OF COMMERCE	10120100	59100	260122	21427541	Glendora Chamber Yearly Membership Dues Cont.	$2,083.33
										$2,083.33
4611	EFT	10/17/2025	3381	GLENDORA GARDENS NURSERY	10170580	51270		1255	Dedication tree for Moka interns	$198.35
										$198.35
4612	EFT	10/17/2025	6923	FIVESTAR RUBBER STAMP ETC., INC	10190820	58100		76858	LFC NAME BADGES FOR VOLUNTEERS	$54.82
										$54.82
4613	EFT	10/17/2025	5355	GRANICUS	55330150	59110	260163	213521	CONSULTING SERVICES	$51,520.53
										$51,520.53
4614	EFT	10/17/2025	716	HACH COMPANY	50170640	53510		14674931	WATER DIV. - PRODUCTION SUPPLIES	$514.10
										$514.10

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4615	EFT	10/17/2025	3324	MICHELLE HARRINGTON	10190810	58300		F25-MH.2	Instructor Payment F25 2/2	$1,763.30
										$1,763.30
4616	EFT	10/17/2025	4229	HIGH SPEED PLUMBING, INC.	10170560	59100		13775	SEWER BACK UP PD	$225.00
										$225.00
4617	EFT	10/17/2025	1446	IMS REFRIGERATION INC.	10170560	59100		57711	ICE MACHINE SERVICE	$299.22
	EFT	10/17/2025	1446	IMS REFRIGERATION INC.	10170560	59100		57713	ICE MACHINE SERVICE	$316.39
	EFT	10/17/2025	1446	IMS REFRIGERATION INC.	10170560	59100		57714	ICE MACHINE SERVICE	$394.47
	EFT	10/17/2025	1446	IMS REFRIGERATION INC.	10170560	59100		57768	ICE MACHINE SERVICE	$361.24
										$1,371.32
4618	EFT	10/17/2025	4184	JMD	10170550	59100	260185	037 (25-207)	CITY TRAFFIC ENGINEERING SERVICES	$3,433.52
	EFT	10/17/2025	4184	JMD	30170550	59100	260214	100 (25-179)	AS NEEDED CIVIL ENGINEERING FOR GOLD LINE	$25,925.25
	EFT	10/17/2025	4184	JMD	30170550	59100	260214	101 (25-206)	AS NEEDED CIVIL ENGINEERING FOR GOLD LINE	$26,472.61
	EFT	10/17/2025	4184	JMD	30170550	59100	260214	102 (25-226)	AS NEEDED CIVIL ENGINEERING FOR GOLD LINE	$24,406.34
										$80,237.72
4619	EFT	10/17/2025	6566	JPW COMMUNICATIONS, INC	55330150	59100	250453	3768	COMMUNICATIONS AND MEDIA RELATED SERVICES	$300.00
										$300.00
4620	EFT	10/17/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	260042	115943	EXTRA WORK - SERVICE RD CLEANUP AT BONNIE COVE	$1,117.00
	EFT	10/17/2025	1286	MARIPOSA LANDSCAPES, INC.	50170640	59100		115944	WATER DIV. - PUMP STATION	$750.00
	EFT	10/17/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	260042	115945	OPEN SPACE WEED ABATEMENT	$43,762.00
										$45,629.00
4621	EFT	10/17/2025	409	MERRIMAC ENERGY GROUP	55470530	51650	260039	2241435	FUEL FOR VEHICLES AND EQUIPMENT	$26,415.09
										$26,415.09

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4622	EFT	10/17/2025	5451	OCEAN BLUE ENVIRONMENTAL SVCS INC	10170570	59100	260180	41980	700 S. Elwood - Homeless Encampment	$4,422.78
										$4,422.78
4623	EFT	10/17/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		436022107001	LFC ODP 09/11/2025	$556.24
	EFT	10/17/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		436279794001	LFC ODP 09/11/2025	$10.35
	EFT	10/17/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51750		438062102001	LFC ODP 09/17/2025	$148.87
	EFT	10/17/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51750		438063221001	LFC ODP 09/17/2025	$60.67
	EFT	10/17/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51750		438063223001	LFC ODP 09/18/2025	$108.53
	EFT	10/17/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		440115424001	LFC ODP REIMBURSEMENT - 09/16/2025	($422.37)
										$462.29
4624	EFT	10/17/2025	1810	OVERDRIVE, INC.	10180730	51300	260084	01148CO25287460	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$788.76
										$788.76
4625	EFT	10/17/2025	6318	PARKHOUSE TIRE INC.	55470530	51500		1011054311	DURAMGO PURSUIT TIRES	$819.13
										$819.13
4626	EFT	10/17/2025	4892	PRIORITY LANDSCAPE SERVICES LLC	10170580	51270		19694	Palm pruning at Louie Pompei	$900.00
										$900.00
4627	EFT	10/17/2025	6090	QUALITY AUTO SUPPLY, INC.	55470530	51500		277327-1	PARTS	$377.06
										$377.06
4628	EFT	10/17/2025	6493	QUALITY PUMPING SERVICES INC	10170560	59100		42	SEPTIC TANK SERVICE	$1,600.00
	EFT	10/17/2025	6493	QUALITY PUMPING SERVICES INC	10170560	59100		43	SEPTIC TANK PUMPING	$425.00
										$2,025.00
4629	EFT	10/17/2025	7015	RAPID FIRE SAFETY & SECURITY LLC	10190820	56100		INV-706432981	FIRE ALARM PULL STATION REPAIR	$205.00
										$205.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4630	EFT	10/17/2025	6580	REFRIGERATION SUPPLIES DISTRIBUTOR	10170560	51400		46339943-00	SENSORS TEMP PD	$96.17
										$96.17
4631	EFT	10/17/2025	6483	TONY'S AUTO REPAIR	55470530	59100	260112	1171	MAINTENANCE OF EQUIPMENT FY2025-26	$590.00
	EFT	10/17/2025	6483	TONY'S AUTO REPAIR	55470530	59100	260112	1172	MAINTENANCE OF EQUIPMENT FY2025-26	$554.39
										$1,144.39
4632	EFT	10/17/2025	1702	SANDERS LOCK & KEY, INC.	55470530	51500		SC00872151	KEY COPIES	$66.67
	EFT	10/17/2025	1702	SANDERS LOCK & KEY, INC.	10170560	51400		SC00872167	KEY CUTTING COPIES	$179.51
	EFT	10/17/2025	1702	SANDERS LOCK & KEY, INC.	10170560	51400		SC00872173	RESTROOM DOOR LOCK	$138.44
										$384.62
4633	EFT	10/17/2025	5671	SPECIAL T WATER SYSTEMS INC	50170640	53510		251550	WATER SOFTENER RENTAL	$125.00
										$125.00
4634	EFT	10/17/2025	3498	STERICYCLE, INC.	10150360	59100		8011961062	Shredding Services - August 2025	$701.92
	EFT	10/17/2025	3498	STERICYCLE, INC.	10150370	51200		8012014205	Sterisafe Services - October 2025	$115.23
										$817.15
4635	EFT	10/17/2025	1638	HAAKER EQUIPMENT COMPANY	50170630	51500		INV17466	WATER DIV. - HOSE	$622.46
										$622.46
4636	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255303	ASSOCIATE ENGINEER	$3,583.60
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	260054	20255303	ASSOCIATE ENGINEER	$1,686.40
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	260054	20255304	SR PROJ MGR / ASSOCIATE ENG	$4,560.00
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	260054	20255305	SR PROJECT MANAGER	$1,320.00
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255306	PERMIT TECH / ASSIST ENGINEER	$14,278.75
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	260054	20255306	PERMIT TECH / ASSIST ENGINEER	$14,278.75
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255307	SR PROJECT MANAGER	$1,760.00

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4636	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255308	SR PROJECT MANAGER	$2,750.00
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	30170550	59100	260054	20255309	SR PROJECT MANAGER	$146.67
	EFT	10/17/2025	6780	TRANSTECH ENGINEERS, INC	50270550	59100	260054	20255309	SR PROJECT MANAGER	$293.33
										$44,657.50
4637	EFT	10/17/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-535438	FINANCE SOFTWARE UPDATE	$396.00
	EFT	10/17/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-535438	FINANCE SOFTWARE UPDATE	$324.00
	EFT	10/17/2025	3621	TYLER TECHNOLOGIES INC	55330150	59111	260167	045-538575	ENTERPRISE PERMITTING LICENSE SOFTWARE	$1,150.00
										$1,870.00
4638	EFT	10/17/2025	2584	ULINE	10170560	59100		198216292	WALKING MEASURING WHEEL	$72.31
										$72.31
4639	EFT	10/17/2025	751	UNITED RENTALS (NORTH AMERICA)	10190830	56100		250055746-001	Gym Sound Panels	$534.94
										$534.94
4640	EFT	10/17/2025	1802	UNIVAR USA INC	50170640	53510	260144	53349661	WATER PRODUCTION BULK & BAG SALT	$2,881.93
										$2,881.93
4641	EFT	10/17/2025	543	TAS	10160420	55600		27713	NOTEBOOK MATERIAL -WORKSHOP	$775.25
	EFT	10/17/2025	543	TAS	50170630	51200	260189	27731	WATER DIV. DISTRIBUTION STAFF CLOTHING	$2,746.60
	EFT	10/17/2025	543	TAS	55470530	51200		27839	FLEET JACKETS	$373.23
										$3,895.08
4642	EFT	10/17/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	51400		S128803515.001	ELECTRICAL SUPPLIES	$150.88
	EFT	10/17/2025	2324	WALTERS WHOLESALE ELECTRIC CO	10170560	59100		S128851370.001	ELECTRICAL PARTS	$47.96
										$198.84
4643	EFT	10/17/2025	2474	WATERWISE CONSULTING INC.	50170620	66010	260077	8863	WaterWise Consulting Services	$1,125.50
										$1,125.50
4644	EFT	10/17/2025	232	WEST COAST ARBORISTS, INC.	50170580	59100	260037	233878	WD Request for clearance Hidden Springs Reservoir	$2,563.38

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4644	EFT	10/17/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234062	Tree removals on Crestview	$2,452.12
	EFT	10/17/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234063	Annual Ficus Pruning	$22,215.96
	EFT	10/17/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234067	Trimming service requests at Farber and Kirkwall	$767.65
										$27,999.11
4645	EFT	10/17/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1164413-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$7,317.81
	EFT	10/17/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1274533-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$4,148.48
	EFT	10/17/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1274533-01	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$3,006.87
	EFT	10/17/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1275682-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$4,362.22
	EFT	10/17/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1275683-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$734.28
										$19,569.66
4646	EFT	10/17/2025	1524	XEROX CORPORATION	55330150	51560	260044	41011693	MONTHLY USAGE CHARGES	$49.40
										$49.40
4647	EFT	10/17/2025	6241	Y TIRE PERFORMANCE LLC	55470530	51500		59866	TYIRES FOR 738	$776.96
	EFT	10/17/2025	6241	Y TIRE PERFORMANCE LLC	55470530	51500		59977	TIRES FOR 792	$328.68
										$1,105.64
4648	EFT	10/17/2025	159	YWCA	10190820	59100	260028	YWCA SEPTEMBER 2025	LFC YWCA SEPTEMBER 2025	$500.00
										$500.00
4649	EFT	10/17/2025	6284	ZOOM VIDEO COMMUNICATIONS, INC	55330150	59111	260218	INV320037929	COMMUNICATIONS AND MEDIA RELATED SERVICES	$2,982.21
										$2,982.21
4650	EFT	10/17/2025	105	AFSCME DISTRICT COUNCIL 36	92000000	20104		29189	Payroll Run 1 - Warrant 251012 AFSCME DUES	$1,017.50
										$1,017.50

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4651	EFT	10/17/2025	6825	DANA SIMPSON	92000000	20105		29199	Payroll Run 1 - Warrant 251012 GARNISHMENT SPOUSAL	$100.00
										$100.00
4652	EFT	10/17/2025	104	GLENDORA CITY EMPLOYEE ASSOCIATION	92000000	20104		29188	Payroll Run 1 - Warrant 251012 CITY EMPLOYEE ASSOC	$680.00
										$680.00
4653	EFT	10/17/2025	107	GLENDORA MANAGEMENT ASSOCIATION	92000000	20104		29190	Payroll Run 1 - Warrant 251012 GMA DUES	$510.00
										$510.00
4654	EFT	10/17/2025	109	GLENDORA POLICE MANAGEMENT	92000000	20104		29192	Payroll Run 1 - Warrant 251012 PMA DUES	$613.50
										$613.50
4655	EFT	10/17/2025	6730	JASON TIBBETTS	10100001	42300		29234	Tibbetts - Medical Reimb 2025 Q3	$864.00
	EFT	10/17/2025	6730	JASON TIBBETTS	50100001	42300		29234	Tibbetts - Medical Reimb 2025 Q3	$336.00
										$1,200.00
4656	EFT	10/17/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20101		29198	Payroll Run 1 - Warrant 251012 MIDAMERICA HRA	$450.00
										$450.00
4657	EFT	10/17/2025	6115	MIDAMERICA ADMIN&RETIRE SOLUTIONS	92000000	20103		29197	Payroll Run 1 - Warrant 251012 MIDAMERICA RETIRE	$4,628.20
										$4,628.20
4658	EFT	10/17/2025	108	POLICE ASSOCIATION	92000000	20104		29191	Payroll Run 1 - Warrant 251012 POA DUES	$3,865.00
										$3,865.00
4659	EFT	10/17/2025	6929	STERLING HEALTH SERVICES, INC	92000000	20106		29200	Payroll Run 1 - Warrant 251012 STERLING HEALTH HSA	$361.01
										$361.01

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4660	EFT	10/24/2025	6415	88844MOTOR	55470530	59100	260106	13407	Heavy- Truck Maintenance and Repair	$1,255.58
										$1,255.58
4661	EFT	10/24/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		3051	AUGUST MAINT	$158.00
	EFT	10/24/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		3052	AUGUST MAINT	$236.00
	EFT	10/24/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		3053	AUGUST MAINTENACE	$478.00
	EFT	10/24/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		3054	AUGUST MAINTENACE	$254.00
	EFT	10/24/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		3055	AUGUST MAINTENACE	$262.00
	EFT	10/24/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5676	SERVICE CALL TEEN CENTER	$365.00
	EFT	10/24/2025	1	AIR-EX AIR CONDITIONING INC.	10170560	59100		SD5681	SERVICE CALL PD CHILLER SOLENOID REPLACEMENT	$721.85
										$2,474.85
4662	EFT	10/24/2025	2706	ALL CITY MANAGEMENT SERVICES INC	10550340	59100	260069	103753	Crossing Guard Services - 9/14/2025 - 9/27/2025	$16,395.40
										$16,395.40
4663	EFT	10/24/2025	7	ALTA-FOODCRAFT INC.	10120100	59100		12547565	MONTHLY COFFEE SERVICE FEE - OCTOBER 2025	$35.00
										$35.00
4664	EFT	10/24/2025	318	ANIMAL PEST MANAGEMENT SERVICES	10170560	59100		677853	PEST SERVICE	$1,530.00
	EFT	10/24/2025	318	ANIMAL PEST MANAGEMENT SERVICES	10170560	59100		744315	PEST SERVICE	$500.00
	EFT	10/24/2025	318	ANIMAL PEST MANAGEMENT SERVICES	10170560	59100		749584	PEST SERVICE	$1,530.00
										$3,560.00
4665	EFT	10/24/2025	688	ASSOCIATION OF CALIFORNIA WATER AGENCIES	50170600	55400		ACWA SEPT 2025	MEMBERSHIP DUES	$27,420.00
										$27,420.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4666	EFT	10/24/2025	5433	AVALON COLLISION CENTERS INC	55470530	59100		32342	REPAIRS FOR POLICE UNIT 5	$879.80
	EFT	10/24/2025	5433	AVALON COLLISION CENTERS INC	55470530	59100		32356	WINDSHEILD REPLACEMENT	$1,211.77
										$2,091.57
4667	EFT	10/24/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039284046	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$91.29
	EFT	10/24/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039285578	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$19.77
	EFT	10/24/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039286659	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$41.27
	EFT	10/24/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039286660	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$20.30
	EFT	10/24/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039286661	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$27.84
										$200.47
4668	EFT	10/24/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170580	51200		632248	Cleaning/restroom supplies for Louie Pompei	$404.99
	EFT	10/24/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190810	56100		633585	Legion Soap Refills	$145.81
										$550.80
4669	EFT	10/24/2025	2980	COCO'S CREW INC	10190810	58300		F25-CC.1	Instructor Payment F25 Session 1	$6,597.50
										$6,597.50
4670	EFT	10/24/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	27124	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$295.07
	EFT	10/24/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	27510	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$185.00
	EFT	10/24/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	29496C	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$39.95
	EFT	10/24/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	360421	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$213.19

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4670	EFT	10/24/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	360449	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	$160.59
										$893.80
4671	EFT	10/24/2025	313	COMMERCIAL DOOR METAL SYSTEMS INC.	10170560	59100		61256	STEEL DOOR REPLACEMENT	$2,448.64
										$2,448.64
4672	EFT	10/24/2025	6531	CORE & MAIN LP	50170630	53520		X306546	WATER DIV. - REPAIR CLAMP	$2,491.88
										$2,491.88
4673	EFT	10/24/2025	6529	COSTAR REALTY INFORMATION, INC.	10160420	55400		122382675	JULY-SEPT 2025	$1,353.21
										$1,353.21
4674	EFT	10/24/2025	843	NANCY K. BOHL INC	28050310	55600		INV106477	Wellness, Balance & Resilience - 8/13/25	$900.00
	EFT	10/24/2025	843	NANCY K. BOHL INC	28050310	55600		INV106478	Wellness Balance & Resilience - 8/14/2025	$900.00
										$1,800.00
4675	EFT	10/24/2025	2517	CWE	25070570	59100	260011	F25539	TO-2026-001 FOR AS-NEEDED NPDES PROGRAM SUPPORT	$19,823.15
										$19,823.15
4676	EFT	10/24/2025	2209	DOCU-TRUST	10160400	55400		0056728	STORAGE OCTOBER	$2.32
										$2.32
4677	EFT	10/24/2025	3398	DUDEK	10170580	59100	250111	202507703	URBAN FORSTRY UPDATE RELATED TO MUNICIPAL CODES	$2,101.25
										$2,101.25
4678	EFT	10/24/2025	3184	DUNN-EDWARDS CORPORATION	10170560	59100		2160A39853	PAINT SUPPLIES	$185.41
	EFT	10/24/2025	3184	DUNN-EDWARDS CORPORATION	10170560	51400		2160A39881	PAINT SUPPLIES CITY HALL	$260.48
										$445.89

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4679	EFT	10/24/2025	7149	FORVIS MAZARS LLP	25570520	59100		1240514	SCO REPORT	$1,260.00
	EFT	10/24/2025	7149	FORVIS MAZARS LLP	25570520	59100		2182292	SCO REPORT	$1,200.00
										$2,460.00
4680	EFT	10/24/2025	6991	G&G ENVIRONMENTAL COMPLIANCE, INC.	50170600	59100	250518	Glendora_0725	Cross-Connection Plan Development	$4,087.50
										$4,087.50
4681	EFT	10/24/2025	65	GALE/CENGAGE LEARNING	10180730	51300	260226	999101540272	LIBRARY AND SUBSCRIPTION SERVICES (INCLUDES RESEAR	$4,653.99
	EFT	10/24/2025	65	GALE/CENGAGE LEARNING	10180730	51300	260225	999101540274	LIBRARY AND SUBSCRIPTION SERVICES (INCLUDES RESEAR	$7,743.90
										$12,397.89
4682	EFT	10/24/2025	902	GRAINGER	10170560	51400		9656287936	RETURN FLUSH PUSH BUTTON OPRTR, RED, INV9635358725	($260.52)
	EFT	10/24/2025	902	GRAINGER	10170560	51200		9677644586	baby changing stations	$460.68
										$200.16
4683	EFT	10/24/2025	4229	HIGH SPEED PLUMBING, INC.	10170560	59100		13808	MAIN SEWER LINE SERVICE	$1,500.00
										$1,500.00
4684	EFT	10/24/2025	163	INLAND VALLEY HUMANE SOCIETY &	10150380	32507	260067	INV00028	ANIMAL CARE CONTROL - SEP	($10,600.00)
	EFT	10/24/2025	163	INLAND VALLEY HUMANE SOCIETY &	10150380	59135	260067	INV00028	ANIMAL CARE CONTROL - SEP	$43,186.75
										$32,586.75
4685	EFT	10/24/2025	1888	INTER-CON SECURITY SYSTEMS INC.	10150310	59100	260068	BD0638865	Parking Enforcement - September 2025	$22,978.89
										$22,978.89
4686	EFT	10/24/2025	7112	SARAH JANE MCARTHUR	10150300	55320		20772	Police Stickers	$580.50
										$580.50
4687	EFT	10/24/2025	6409	KANOPY	10180730	51300	260083	472532 - PPU	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$467.00
										$467.00

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4688	EFT	10/24/2025	6500	LA CHRISTMAS LIGHT INSTALLERS INC	10160420	59100	260137	1069-2	ELECTRICAL EQUIPMENT AND SUPPLIES	$8,533.80
										$8,533.80
4689	EFT	10/24/2025	256	LANCE, SOLL & LUNGHARD	10140200	45100	240111	70673	PROFESSIONAL SVCS - TEMP IN LIEU OF	$1,130.00
	EFT	10/24/2025	256	LANCE, SOLL & LUNGHARD	50140200	45100	240111	70673	PROFESSIONAL SVCS - TEMP IN LIEU OF	$1,130.00
										$2,260.00
4690	EFT	10/24/2025	1496	LAW ENFORCEMENT MEDICAL	10150310	59100		18766	Blood Draws - 9/23/2025	$800.00
										$800.00
4691	EFT	10/24/2025	4878	MACLEOD WATTS INC	10140200	59100		092525Glend	GASB 75 ACTUARIAL SERVICES	$1,100.00
	EFT	10/24/2025	4878	MACLEOD WATTS INC	50140200	59100		092525Glend	GASB 75 ACTUARIAL SERVICES	$1,100.00
										$2,200.00
4692	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$59,885.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54001	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$208.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54002	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$375.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54003	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$167.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54004	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$283.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54006	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$50.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	20370580	54007	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$242.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	20460460	56500	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$426.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	23470580	56500	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$567.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	25570580	59100	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$9,571.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	50170580	59100	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$1,528.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	50170640	59100	260042	116144	CITYWIDE LANDSCAPE MAINTENANCE SEPT 2025	$4,521.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	10570580	59100	260042	116145	GUSD LANDSCAPE MAINTENANCE - SEPT 2025	$31,883.75
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	25570580	56500	260042	116314	RELOCATED NEW VACUUM BREAKER	$400.00

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4692	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	10170580	59100	260042	116315	REMOVED EXISTING BENDER BOARD OFF ON BIG TREE PARK	$228.00
	EFT	10/24/2025	1286	MARIPOSA LANDSCAPES, INC.	25570580	56500	260042	116323	VACUUM BREAKER REPAIR AT SANTA FE & ROUTE 66	$794.00
										$111,128.75
4693	EFT	10/24/2025	7037	MATRIX CONSULTING GROUP LTD	10100001	59100	250546	5	CONSULTING SERVICES	$3,400.00
										$3,400.00
4694	EFT	10/24/2025	4720	KIMBALL MIDWEST	55470530	51500		103787894	shop supplies	$339.28
										$339.28
4695	EFT	10/24/2025	5712	MIDWEST TAPE LLC	10180730	51300		507795895	CONTENT FOR THE PUBLIC	$80.83
	EFT	10/24/2025	5712	MIDWEST TAPE LLC	10180730	51300	260100	507821799	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$2,163.09
										$2,243.92
4696	EFT	10/24/2025	7123	NETWORK DEPOSITION SERVICES, INC.	10150330	59100		A25090461	Translation - Job No. 326311	$300.00
										$300.00
4697	EFT	10/24/2025	5451	OCEAN BLUE ENVIRONMENTAL SVCS INC	10170570	59100	260180	42030	700 S. Elwood - Encampment	$4,581.05
										$4,581.05
4698	EFT	10/24/2025	513	OCLC INC.	10180730	51300	260085	1000467302	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$265.64
										$265.64
4699	EFT	10/24/2025	6892	ODP BUSINESS SOLUTIONS, LLC	55330150	51110		441476326001	office supplies	$183.32
	EFT	10/24/2025	6892	ODP BUSINESS SOLUTIONS, LLC	55330150	51110		441476326001	office supplies	($1.66)
	EFT	10/24/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51110		443438521001	LFC ODP 10/03/2025	$104.15
										$285.81

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4700	EFT	10/24/2025	1810	OVERDRIVE, INC.	10180730	51300	260084	01148DA25292830	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$194.98
	EFT	10/24/2025	1810	OVERDRIVE, INC.	10180730	51300	260084	01148SV25304891	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$8.97
	EFT	10/24/2025	1810	OVERDRIVE, INC.	10180730	51300	260084	01148SV25305069	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$1.99
										$205.94
4701	EFT	10/24/2025	1138	PINPOINT INDUSTRIES, INC.	10190800	54008		11766	Trails Signs	$102.71
	EFT	10/24/2025	1138	PINPOINT INDUSTRIES, INC.	10190820	55320	260009	11772	LA FETRA TIMES PRINTING - OCTOBER 150 EXTRA COPIES	$418.56
										$521.27
4702	EFT	10/24/2025	4515	ANTON PLASIL	10190810	58300		F25-TP.1	Instructor Payment F25 Session 1	$343.00
										$343.00
4703	EFT	10/24/2025	718	POALAC	10150300	51200		09 25 2025	Centurion Awards - Randazzo, Stabio, Gold, Price	$320.00
										$320.00
4704	EFT	10/24/2025	6320	LEGALSHIELD	92000000	20116		302517.10.2025	Legal Shield Oct Bill 2025	$773.75
										$773.75
4705	EFT	10/24/2025	6483	TONY'S AUTO REPAIR	55470530	59100		1173	REPAIRS ON PD 19	$137.46
	EFT	10/24/2025	6483	TONY'S AUTO REPAIR	55470530	59100		1174	REPAIRS FOR STREETS 738	$1,871.37
	EFT	10/24/2025	6483	TONY'S AUTO REPAIR	55470530	59100	260112	1178	MAINTENANCE OF EQUIPMENT FY2025-26	$2,709.54
										$4,718.37
4706	EFT	10/24/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GI092025	Monthly Citwide September Advertisements	$209.00
	EFT	10/24/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GI092025	Monthly Citwide September Advertisements	$264.00
	EFT	10/24/2025	23	SAN GABRIEL VALLEY EXAMINER	10160400	55310		GI092025	Monthly Citwide September Advertisements	$236.50
	EFT	10/24/2025	23	SAN GABRIEL VALLEY EXAMINER	10160420	55320		GI092025	Monthly Citwide September Advertisements	$115.50
	EFT	10/24/2025	23	SAN GABRIEL VALLEY EXAMINER	30170550	59100		GI092025	Monthly Citwide September Advertisements	$187.00

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4706	EFT	10/24/2025	23	SAN GABRIEL VALLEY EXAMINER	50170600	59100		GI092025	Monthly Citwide September Advertisements	$82.50
										$1,094.50
4707	EFT	10/24/2025	1702	SANDERS LOCK & KEY, INC.	10170560	59100		SC00872180	LOCK RE-KEY CYLINDER	$30.00
										$30.00
4708	EFT	10/24/2025	6285	SDI PRESENCE LLC	55330150	59100	260041	20656 sept	SDI PROFESSIONAL SERVICES	$44,987.46
										$44,987.46
4709	EFT	10/24/2025	986	SECTRAN SECURITY, INC.	10140200	59100	260140	25100611	ARMORED CAR SERVICES - 10/2025	$92.30
	EFT	10/24/2025	986	SECTRAN SECURITY, INC.	50140200	59100	260140	25100611	ARMORED CAR SERVICES - 10/2025	$215.37
										$307.67
4710	EFT	10/24/2025	1723	SPRAGUES READY MIX	25570520	56600		276454	SIDEWALK REPAIR DAWSON/ 1247 S. GLENDORA	$1,820.73
										$1,820.73
4711	EFT	10/24/2025	3498	STERICYCLE, INC.	50170600	59100		8011556266	WATER DIV. - PAPER RECYCLING	$127.94
	EFT	10/24/2025	3498	STERICYCLE, INC.	50170600	59100		8011856181	WATER DIV. - PAPER RECYCLING	$129.98
	EFT	10/24/2025	3498	STERICYCLE, INC.	10170500	59100	260123	8012240529	DOCUMENT SHREDDING SERVICE - PW / CITY HALL	$102.93
	EFT	10/24/2025	3498	STERICYCLE, INC.	10150370	51200		8012319645	Steri-safe Subscription - November 2025	$115.23
										$476.08
4712	EFT	10/24/2025	6929	STERLING HEALTH SERVICES, INC	92000000	20101		891214	Sterling Admin Fees	$115.50
										$115.50
4713	EFT	10/24/2025	6888	THE BRIEFING ROOM LLC	10150300	55600	260215	1424	Online Training Platform	$3,305.38
										$3,305.38
4714	EFT	10/24/2025	347	THREE VALLEYS MUNICIPAL WATER	50170640	53100		6800	WATER DIV. - PURCHASED WATER	$20,819.51
										$20,819.51

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4715	EFT	10/24/2025	2741	THYSSENKRUPP ELEVATOR CORP	10170560	59100		3008922429	ELEVATOR SERVICE	$113.90
	EFT	10/24/2025	2741	THYSSENKRUPP ELEVATOR CORP	10170560	59100		3008922844	ELEVATOR MONITORING CITY HALL	$757.14
										$871.04
4716	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-531227	FINANCE SOFTWARE UPDATE - EPL	$4,455.00
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-531227	FINANCE SOFTWARE UPDATE - EPL	$3,645.00
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-531286	FINANCE SOFTWARE UPDATE - EPL	$91.57
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-531286	FINANCE SOFTWARE UPDATE - EPL	$74.93
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	025-531725	FINANCE SOFTWARE UPDATE - EPL	$18,885.29
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	025-531725	FINANCE SOFTWARE UPDATE - EPL	$15,451.60
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-537068	FINANCE SOFTWARE UPDATE	$792.00
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-537068	FINANCE SOFTWARE UPDATE	$648.00
	EFT	10/24/2025	3621	TYLER TECHNOLOGIES INC	28250940	51520		130-160219	Project Mgmt. Order# 40240	$500.00
										$44,543.39
4717	EFT	10/24/2025	1651	UNITED MAINTENANCE SYSTEMS	10170560	59100	260129	16095	JANITORIAL SERVICES	$9,300.00
	EFT	10/24/2025	1651	UNITED MAINTENANCE SYSTEMS	10170580	59100	260129	16095	JANITORIAL SERVICES	$20,785.00
	EFT	10/24/2025	1651	UNITED MAINTENANCE SYSTEMS	10190810	59100	260129	16095	JANITORIAL SERVICES	$2,600.00
	EFT	10/24/2025	1651	UNITED MAINTENANCE SYSTEMS	10190820	56100	260129	16095	JANITORIAL SERVICES	$1,550.00
	EFT	10/24/2025	1651	UNITED MAINTENANCE SYSTEMS	50170600	59100	260129	16095	JANITORIAL SERVICES	$550.00
										$34,785.00
4718	EFT	10/24/2025	130	UNDERGROUND SERVICE ALERT/SC	50170520	56600		25-260961	WATER DIV. - STATE FEES	$153.34
	EFT	10/24/2025	130	UNDERGROUND SERVICE ALERT/SC	50170520	56600		920250314	WATER DOV. - MONTHLY MAINTENANCE	$316.00
										$469.34
4719	EFT	10/24/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234066	District 1 Palm Pruning	$23,353.90
										$23,353.90

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4720	EFT	10/24/2025	1524	XEROX CORPORATION	55330150	51560	260044	40949766	MONTHLY USAGE CHARGES (September)	$5,098.07
										$5,098.07
4721	EFT	10/24/2025	7082	YUNEX CORP	25570520	56400	260164	5610006527	CITYWIDE TRAFFIC SIGNAL MAINTENANCE - EXTRA WORK	$13,504.66
	EFT	10/24/2025	7082	YUNEX CORP	25570520	56400	260164	90005481	CITYWIDE TRAFFIC SIGNAL MAINTENANCE	$6,102.72
										$19,607.38
4722	EFT	10/31/2025	6415	88844MOTOR	55470530	59100		13422	INSPEC/ADJ LABOR AND DUAL BATTERIES REPALCEMENT	$1,877.34
	EFT	10/31/2025	6415	88844MOTOR	55470530	59100	260106	13432	Heavy- Truck Maintenance and Repair	$3,964.97
	EFT	10/31/2025	6415	88844MOTOR	55470530	59100	260106	13435	Heavy- Truck Maintenance and Repair	$3,039.52
										$8,881.83
4723	EFT	10/31/2025	2706	ALL CITY MANAGEMENT SERVICES INC	10550340	59100	260069	104125	Crossing Guard Services - 9/28/25 - 10/11/25	$16,161.18
										$16,161.18
4724	EFT	10/31/2025	2409	TRIFYTT SPORTS LLC	10190810	58300		F25-TFS.1	Instructor Payment F25 Session 1	$4,393.90
										$4,393.90
4725	EFT	10/31/2025	6823	ANN MARIE VERNER	10190810	58300		F25-WSF.1	Fall 25 Instructor Payment	$192.00
										$192.00
4726	EFT	10/31/2025	117	ATHENS SERVICES	50170630	57170	260094	20302727	WATER DIV. - OCTOBER 2025	$34,675.71
										$34,675.71
4727	EFT	10/31/2025	6469	BAKER & TAYLOR, LLC	10180730	51300	260082	2039285579	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$18.95
	EFT	10/31/2025	6469	BAKER & TAYLOR, LLC	10180710	51200		2039285718	DIVISION SUPPLIES	$3.06
										$22.01

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4728	EFT	10/31/2025	2568	BURRO CANYON SHOOTING PARK	10150310	59100		3635	range fees 10/6/25	$120.00
										$120.00
4729	EFT	10/31/2025	5194	CHARTER COMMUNICATIONS HOLDINGS,LLC	22315050	57060		188628501100125	October Monthly Cable Bill	$173.88
										$173.88
4730	EFT	10/31/2025	50	CID CYLDE T BERMEO	10190810	58300		F25-CB.1	Instructor Payment F25 Session 1	$1,120.00
										$1,120.00
4731	EFT	10/31/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10170560	51200		633591	RESTROOM SUPPLIES	$532.31
	EFT	10/31/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190800	59100		633595	ADMIN AND TRANSPORTATION JANITORIAL SUPPLIES	$24.09
	EFT	10/31/2025	6831	CLEAN SWEEP SUPPLY CO., INC	23190860	51200		633595	ADMIN AND TRANSPORTATION JANITORIAL SUPPLIES	$24.09
	EFT	10/31/2025	6831	CLEAN SWEEP SUPPLY CO., INC	10190820	56100		633598	LFC JANITORIAL SUPPLIES	$367.73
										$948.22
4732	EFT	10/31/2025	2083	COLLEY AUTO CARS INC	55470530	72375	260198	250524	WATER 753 REPLACEMENT	$33,202.94
	EFT	10/31/2025	2083	COLLEY AUTO CARS INC	55470530	51500	260109	CM346131	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR AUTO	($1,993.50)
										$31,209.44
4733	EFT	10/31/2025	3320	COPP CONTRACTING, INC.	28500990	70000	250398	RET RELEASE	CONSTRUCTION SERVICES, GENERAL (INCL. MAINTENANCE	$18,899.26
										$18,899.26
4734	EFT	10/31/2025	843	NANCY K. BOHL INC	10150300	59100		INV106692	Employee Support Services - Sept 2025	$480.00
										$480.00
4735	EFT	10/31/2025	3762	DONNA COUPLAND	10190810	58300		F25-DC.1	Instructor Payment F25 Session 1	$1,545.60
										$1,545.60

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4736	EFT	10/31/2025	3465	CSG CONSULTANTS INC	10160410	59100	250205	62647	CONSULTING SERVICES - AUGUST	$23,250.00
	EFT	10/31/2025	3465	CSG CONSULTANTS INC	10160410	59100	250205	B251151	CONSULTING SERVICES	$26,875.20
										$50,125.20
4737	EFT	10/31/2025	6287	CYNTHIA ESTRADA HAEBE	10150330	59100		25-091	September Reports	$1,540.00
										$1,540.00
4738	EFT	10/31/2025	6525	DE NOVO PLANNING GROUP	10150300	59100	923442	4871	LEGACY - SAFETY ELEMENT, ENVIRONMENTAL JUSTICE...	$5,325.94
	EFT	10/31/2025	6525	DE NOVO PLANNING GROUP	22260400	59100	923442	4871	LEGACY - SAFETY ELEMENT, ENVIRONMENTAL JUSTICE...	$7,462.76
										$12,788.70
4739	EFT	10/31/2025	6972	DISABILITY ACCESS CONSULTANTS, LLC	30100990	70000	250475	25-284	DAC-ADA SELF-EVALUATION AND TRANSITION PLAN	$7,504.02
	EFT	10/31/2025	6972	DISABILITY ACCESS CONSULTANTS, LLC	50200990	70000	250475	25-284	DAC-ADA SELF-EVALUATION AND TRANSITION PLAN	$1,495.98
										$9,000.00
4740	EFT	10/31/2025	6371	EPD SOLUTIONS, INC.	50200990	70000		20560	WATER DIV. PROFESSIONAL SERVICES - NORTH GLENDORA	$595.00
										$595.00
4741	EFT	10/31/2025	6960	EXP U.S. SERVICES INC.	23400990	70000	250410	156750	CONSULTING SVCS GLENDORA AVE WATER & STREET PROJ	$546.97
	EFT	10/31/2025	6960	EXP U.S. SERVICES INC.	50200990	70000	250410	156750	CONSULTING SVCS GLENDORA AVE WATER & STREET PROJ	$1,277.03
	EFT	10/31/2025	6960	EXP U.S. SERVICES INC.	23400990	70000	250410	158253	CONSULTING SVCS GLENDORA AVE WATER & STREET PROJ	$5,248.88
	EFT	10/31/2025	6960	EXP U.S. SERVICES INC.	50200990	70000	250410	158253	CONSULTING SVCS GLENDORA AVE WATER & STREET PROJ	$12,254.63
										$19,327.51

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4742	EFT	10/31/2025	2183	FEHR & PEERS	30170550	59100	260223	189706	CONSULTING SERVICES - GLENDORA PARKING LOT DESIGN	$1,440.00
										$1,440.00
4743	EFT	10/31/2025	592	FORENSIC NURSE SPECIALISTS INC.	10150330	59100		6380	Sexual Assault Exam	$1,300.00
										$1,300.00
4744	EFT	10/31/2025	3468	SHEILA JENNINGS GANINO	10190810	58300		F25- SG.2	Instructor Payment F25 October	$2,010.00
										$2,010.00
4745	EFT	10/31/2025	6560	GOVERNMENT BUSINESS INTERIORS, LLC	23100990	70000	260179	7890833	CONFERENCE TABLE	$7,076.59
										$7,076.59
4746	EFT	10/31/2025	902	GRAINGER	50170640	51200		9625805289	WATER DIV. - WRENCH SETS	$23.86
	EFT	10/31/2025	902	GRAINGER	50170640	59100		9677245855	WATER DIV. - RATCHET STRAPS, CORNER PROTECTORS	$574.61
										$598.47
4747	EFT	10/31/2025	6555	HAPPYORNOT AMERICAS INC.	55330150	59100	260212	110207887	SAAS SUBSCRIPTION	$4,587.68
										$4,587.68
4748	EFT	10/31/2025	4229	HIGH SPEED PLUMBING, INC.	10170560	59100		13829	SEWER LINE SERVICE LIBRARY	$750.00
										$750.00
4749	EFT	10/31/2025	1446	IMS REFRIGERATION INC.	10170560	59100		57712	ICE MACHINE SERVICE LEGION	$299.22
										$299.22
4750	EFT	10/31/2025	5947	INFOSEND, INC.	50140200	55320	260139	295876	UTILITY BILLING - POSTAGE	$0.00
	EFT	10/31/2025	5947	INFOSEND, INC.	50140200	55340	260139	295876	UTILITY BILLING - POSTAGE	$4,959.69
	EFT	10/31/2025	5947	INFOSEND, INC.	50140200	59100	260139	295876	UTILITY BILLING - POSTAGE	$0.00
	EFT	10/31/2025	5947	INFOSEND, INC.	50140200	55320	260139	296739	UTILITY BILLING	$0.00
	EFT	10/31/2025	5947	INFOSEND, INC.	50140200	55340	260139	296739	UTILITY BILLING	$0.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4750	EFT	10/31/2025	5947	INFOSEND, INC.	50140200	59100	260139	296739	UTILITY BILLING	$2,252.79
										$7,212.48
4751	EFT	10/31/2025	5730	JAVIER DJEU TENNIS	10190810	58300		F25-JD.1	Instructor Payment F25 Session 1	$2,079.00
										$2,079.00
4752	EFT	10/31/2025	4184	JMD	10170550	59100	260185	038 (25-227)	CITY TRAFFIC ENGINEERING SERVICES	$2,469.21
										$2,469.21
4753	EFT	10/31/2025	6566	JPW COMMUNICATIONS, INC	10180700	59100	250459	3769	COMMUNICATIONS AND MEDIA RELATED SERVICES	$931.25
										$931.25
4754	EFT	10/31/2025	1458	KALBAN, INC.	28500990	70000	240243	2310-R	CDBG CURB RAMP PROJECT FY23-24 PLAN NO 1382	$11,169.00
										$11,169.00
4755	EFT	10/31/2025	5691	KEENAN & ASSOCIATES	55330150	59111	260074	330114	BENEFIT BRIDGE INSTALLMENTS 5/12	$1,250.00
										$1,250.00
4756	EFT	10/31/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	260078	071496	Uniform Pants	$209.84
	EFT	10/31/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	260078	071516	Uniforms - Atkins	$258.46
										$468.30
4757	EFT	10/31/2025	6992	KIMBERLY BOYLE	10190810	58300		F25-KB.2	Instructor Payment F25 October	$2,010.00
										$2,010.00
4758	EFT	10/31/2025	6971	KIMBERLY DOWNEY	10190810	58300		F25-SA.1	Instructor Payment F25 Session 1	$789.60
										$789.60
4759	EFT	10/31/2025	2186	REGIONAL TAP SERVICE CENTER	23190860	58250	260022	GLENDORA10152025	TAP SALES REIMBURSEMENT FOR SEPTEMBER 2025	$829.62
										$829.62

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4760	EFT	10/31/2025	3742	LOS ANGELES PARTYWORKS INC	10190810	58100	260229	204585	Bounce Houses for Halloween Carnival	$7,922.00
										$7,922.00
4761	EFT	10/31/2025	5712	MIDWEST TAPE LLC	10180730	51300		507825543	CONTENT FOR THE PUBLIC	$58.68
										$58.68
4762	EFT	10/31/2025	6807	NAVIANT, INC	55330150	59110	260230	00154961	COMPUTER SOFTWARE FOR MICROCOMPUTERS, SYSTEMS, INC	$21,251.99
	EFT	10/31/2025	6807	NAVIANT, INC	55330150	59110	260230	00154962	COMPUTER SOFTWARE FOR MICROCOMPUTERS, SYSTEMS, INC	$75,114.43
										$96,366.42
4763	EFT	10/31/2025	513	OCLC INC.	10180730	51300	260085	1000467420	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$272.42
										$272.42
4764	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190800	55320	260057	433930990001	HP PLOTTER INK - MAGENTA	$218.82
	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190810	51110		435467716001	Legion Office Supplies	$113.75
	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190810	51110		435470682001	Legion Offices Trash Cans	$14.84
	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190800	51110	260057	439086367001	OFFICE AND FOOD SUPPLIES	$23.62
	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190800	51750	260057	439086367001	OFFICE AND FOOD SUPPLIES	$31.60
	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190800	51750	260057	439341430001	HOT CUP LIDS	$6.14
	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10150360	51110		443230958001	paper, stapler, tape dispenser	$411.70
	EFT	10/31/2025	6892	ODP BUSINESS SOLUTIONS, LLC	10190820	51750		444515525001	ODP - LFT COFFEE SUPPLIES	$288.21
										$1,108.68
4765	EFT	10/31/2025	1810	OVERDRIVE, INC.	10180730	51300	260084	01148SV25305155	PUBLICATIONS, AUDIOVISUAL MATERIALS, BOOKS, TEXTBO	$2.99
										$2.99

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4766	EFT	10/31/2025	938	PASCO DOORS	10170560	59100		103610	DOOR REPAIR SERVICE	$933.59
										$933.59
4767	EFT	10/31/2025	21	PITNEY BOWES POSTAGE BY PHONE	10115030	55340		09-SEPT Postage	Account# 8000-9090-0934-6847 CITYWIDE Postage	$1,600.00
	EFT	10/31/2025	21	PITNEY BOWES POSTAGE BY PHONE	50115030	55340		09-SEPT Postage	Account# 8000-9090-0934-6847 CITYWIDE Postage	$400.00
										$2,000.00
4768	EFT	10/31/2025	2114	PLACEWORKS	22260400	59100	923471	COG-10.0 - 10	LEGACY - ODS - SEPTEMBER	$2,521.40
										$2,521.40
4769	EFT	10/31/2025	2114	PLACEWORKS	30100990	70000	250256	COG-12.0-12	PROFESSIONAL SERVICES - SEPT 1-SEPT 30, 2025	$7,968.75
	EFT	10/31/2025	2114	PLACEWORKS	30100990	70000	250256	COG-12.0-8	SERVICES FROM MAY 1-MAY 31, 2025	$6,078.75
										$14,047.50
4770	EFT	10/31/2025	7015	RAPID FIRE SAFETY & SECURITY LLC	10190820	56100		INV-706434878	LFC RAPID FIRE SERVICE	$312.00
										$312.00
4771	EFT	10/31/2025	6483	TONY'S AUTO REPAIR	55470530	59100	260112	1175	MAINTENANCE OF EQUIPMENT FY2025-26	$247.46
	EFT	10/31/2025	6483	TONY'S AUTO REPAIR	55470530	59100	260112	1176	MAINTENANCE OF EQUIPMENT FY2025-26	$1,121.76
	EFT	10/31/2025	6483	TONY'S AUTO REPAIR	55470530	59100	260112	1177	MAINTENANCE OF EQUIPMENT FY2025-26	$1,018.35
										$2,387.57
4772	EFT	10/31/2025	1702	SANDERS LOCK & KEY, INC.	10170560	51400		SC00872324	KEY COPIES	$75.09
										$75.09
4773	EFT	10/31/2025	370	R&R CUSTOM SIGNS	22315050	51200		230405	GLENDORA CONNECT WITH US BANNER	$470.69
										$470.69
4774	EFT	10/31/2025	1723	SPRAGUES READY MIX	25570520	56600		276311	SIDEWALK REPAIR 224 N VALLEY CENTER	$1,820.73
										$1,820.73

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4775	EFT	10/31/2025	2933	STAPLES ADVANTAGE	10170500	51110		6044653825	OFFICE SUPPLIES	$180.58
										$180.58
4776	EFT	10/31/2025	3498	STERICYCLE, INC.	10150360	59100		8012259252	shredding service - September 2025	$548.08
										$548.08
4777	EFT	10/31/2025	6484	STREAMLINE CORP.	55470530	59100		1331	DETAIL ON CITY HALL 790 VEHICLE	$450.00
	EFT	10/31/2025	6484	STREAMLINE CORP.	55470530	59100		1332	VINYL WRAP REMOVAL AND PAIMT CORRECTION.	$1,250.00
										$1,700.00
4778	EFT	10/31/2025	3621	TYLER TECHNOLOGIES INC	22160410	59100	260043	025-531780	SUBSCRIPTION	$26,243.50
	EFT	10/31/2025	3621	TYLER TECHNOLOGIES INC	30100990	70000	250298	045-538105	FINANCE SOFTWARE UPDATE	$792.00
	EFT	10/31/2025	3621	TYLER TECHNOLOGIES INC	50200990	70000	250298	045-538105	FINANCE SOFTWARE UPDATE	$648.00
	EFT	10/31/2025	3621	TYLER TECHNOLOGIES INC	55330150	59100	260043	045-539705	SUBSCRIPTION	$68,417.25
										$96,100.75
4779	EFT	10/31/2025	2584	ULINE	10150370	51200		198887506	Blk Nitrile Gloves	$675.91
	EFT	10/31/2025	2584	ULINE	10150370	51200		199010070	spill magic absorbent powder	$129.38
										$805.29
4780	EFT	10/31/2025	751	UNITED RENTALS (NORTH AMERICA)	10190810	58100	260007	249900254-001	Portable Toilets for Summer Dirt Camp	$10,676.38
										$10,676.38
4781	EFT	10/31/2025	1802	UNIVAR USA INC	50170640	53510	260144	53397144	WATER PRODUCTION BULK & BAG SALT	$7,933.41
										$7,933.41
4782	EFT	10/31/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234611	Trimming requests on Scottdale, Foothill, Route 66	$1,305.17
	EFT	10/31/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234613	District 1 and 2 Palm Pruning	$11,087.27
	EFT	10/31/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234615	Annual Ficus Trimming	$44,990.17

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
4782	EFT	10/31/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	234618	Emergency removal at Centennial Heritage Park	$1,045.80
										$58,428.41
4783	EFT	10/31/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1273620-00	WATER DIV. - CL1-8 CLAMPS	$1,705.99
	EFT	10/31/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1275538-00	WATER DIV. - K SPOT COPPER TUBBING	$2,402.17
	EFT	10/31/2025	124	WESTERN WATER WORKS SUPPLY CO.	50170630	53520	260086	1276478-00	MAINLINE WATER PARTS & SUPPLIES / WESTERN WATER	$5,020.62
										$9,128.78
119606	Printed	10/3/2025	287	CWF INC	10190810	58100		79981	Halloween Carnival Stage	$1,619.20
										$1,619.20
119607	Printed	10/3/2025	127	CINTAS CORPORATION	10170560	59100	260038	4242542239	LAUNDRY AND CLEANING SERVICES - M&O	$84.08
	Printed	10/3/2025	127	CINTAS CORPORATION	25570520	59200	260038	4242542239	LAUNDRY AND CLEANING SERVICES - M&O	$160.63
	Printed	10/3/2025	127	CINTAS CORPORATION	50170520	59200	260038	4242542239	LAUNDRY AND CLEANING SERVICES - M&O	$43.58
	Printed	10/3/2025	127	CINTAS CORPORATION	55470530	59200	260038	4242542239	LAUNDRY AND CLEANING SERVICES - M&O	$56.81
	Printed	10/3/2025	127	CINTAS CORPORATION	10170560	59100	260038	4243121091	LAUNDRY AND CLEANING SERVICES - M&O	$84.08
	Printed	10/3/2025	127	CINTAS CORPORATION	25570520	59200	260038	4243121091	LAUNDRY AND CLEANING SERVICES - M&O	$160.63
	Printed	10/3/2025	127	CINTAS CORPORATION	50170520	59200	260038	4243121091	LAUNDRY AND CLEANING SERVICES - M&O	$43.58
	Printed	10/3/2025	127	CINTAS CORPORATION	55470530	59200	260038	4243121091	LAUNDRY AND CLEANING SERVICES - M&O	$56.81
										$690.20
119608	Printed	10/3/2025	7046	HOUSTON AND HARRIS PCS	50100000	22750		25583	UB 951105900 0 HYDRANT METER 84569269	$1,567.84
										$1,567.84
119609	Printed	10/3/2025	203	INDEPENDENT CITIES ASSOCIATION	10120100	55400	260001	1449	Independent Cities Association Membership	$2,627.90
										$2,627.90
119610	Printed	10/3/2025	170	INNOVATIVE PRINTING CONCEPTS INC.	10150360	55320	260182	23220	Notice to Appear Cites	$3,832.29
										$3,832.29

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119611	Printed	10/3/2025	5379	GATEWAY WATER MANAGEMENT AUTHORITY	25070570	59100		HTU-25-23	Stormwater TDML Monitoring	$2,062.77
										$2,062.77
119612	Printed	10/3/2025	6701	MONTE VISTA WATER DISTRICT	50170620	55400		WEWAC 2025	WEWAC Dues	$1,500.00
										$1,500.00
119613	Printed	10/3/2025	999999	ONE TIME VENDOR	50170620	66010		525WMedaAve	Conservation Rebate - NFT	$9,700.00
										$9,700.00
119614	Printed	10/3/2025	999999	ONE TIME VENDOR	50170620	66010		701WSierraMadreAve	Conservation Rebate - NFT	$10,000.00
										$10,000.00
119615	Printed	10/3/2025	999999	ONE TIME VENDOR	10190800	34005		2011950.001	REFUND OF BIG DALTON SECURITY DEPOSIT	$100.00
										$100.00
119616	Printed	10/3/2025	7087	PILLSBURY WINTHROP SHAW PITTMAN LLP	10110020	55200		8628592	CONSULTING SVCS	$700.00
	Printed	10/3/2025	7087	PILLSBURY WINTHROP SHAW PITTMAN LLP	50110020	55200		8628592	CONSULTING SVCS	$700.00
										$1,400.00
119617	Printed	10/3/2025	6402	RTS 85 INC.	10190810	58100	260131	RTSINC.HC2025	Halloween Carnival Rides Rental	$25,000.00
										$25,000.00
119618	Printed	10/3/2025	212	PECK ROAD GRAVEL	25570520	56600		879921	SPOILS DUMP	$720.00
										$720.00
119619	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700027810752.1 08.25	ELECTRIC UTILITY / AUG	$30.15
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700141071891 09.25	ELECTRIC UTILITY / SEPT	$190.44
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700171323464 09.25	ELECTRIC UTILITY / SEPT	$91.26
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57100		700171869593 08.25	ELECTRIC UTILITY / AUG	$168.97
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700471587368.1 08.25	ELECTRIC UTILITY / AUG	$124.43

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119619	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700483746320 08.25	ELECTRIC UTILITY / AUG	$14.04
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10150300	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$14,069.86
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10170560	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$3,701.06
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$36.52
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10180700	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$10,086.77
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10180740	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$664.66
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700544090222 08.25	ELECTRIC UTILITY / AUG	$180.56
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	50170560	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$1,186.59
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	50170630	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$245.80
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	55470530	57100		700544090222 08.25	ELECTRIC UTILITY / AUG	$1,565.02
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700707832888.1 08.25	ELECTRIC UTILITY / AUG	$15.20
	Printed	10/3/2025	213	SOUTHERN CALIFORNIA EDISON	20170520	57110		700916370057 09.25	ELECTRIC UTILITY / SEPT	$91.33
										$32,462.66
119620	Void	10/3/2025	2576	STATE FARM INSURANCE COMPANY	10170560	51400		666515	PLUMBING PARTS	$310.64
										$310.64
119621	Printed	10/3/2025	533	STUMP FENCE CO.	50170600	59100	260128	MS14204	WATER DIVISION SAFETY BARRIER 2025	$8,680.00
										$8,680.00
119622	Printed	10/3/2025	348	SUBURBAN WATER SYSTEMS	10170580	51200		180013719902	Baseline medians irrigation bill	$317.53
										$317.53
119623	Printed	10/3/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51400		666489	PLUMBING PARTS	$289.04
										$289.04
119624	Printed	10/3/2025	232	WEST COAST ARBORISTS, INC.	10170580	59150	260037	233320	Trees planted on Brightview and Glendora Ave	$767.66
										$767.66
119625	Printed	10/3/2025	6215	CITY NET	10390840	59100	260184	CityNet091925	CityNet Homeless Census-initial payment	$8,753.00
										$8,753.00

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119626	Printed	10/3/2025	999999	ONE TIME VENDOR	10120100	59990		Basketball Ad	SPONSORSHIP AD GHS BASKETBALL	$225.00
										$225.00
119627	Printed	10/3/2025	798	FRANCHISE TAX BOARD	92000000	20105		28475	Payroll Run 1 - Warrant 250928 FTB GARNISHMENT	$50.00
										$50.00
119628	Printed	10/3/2025	6839	MATTHEW EGAN	10100001	42300		28490	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$864.00
	Printed	10/3/2025	6839	MATTHEW EGAN	50100001	42300		28490	Payroll Run 1 - Warrant 250928 Med Reimb 2025 Q3	$336.00
										$1,200.00
119629	Printed	10/3/2025	24	STANDARD INSURANCE COMPANY	92000000	20111		160759462.10.2025	Standard Vision Oct 2025 Bill	$2,845.72
										$2,845.72
119630	Printed	10/10/2025	1339	AFLAC	92000000	20106		146041.	AFLAC Indiv Aug Bill 2025	$2,009.64
	Printed	10/10/2025	1339	AFLAC	92000000	20106		471273	AFLAC Indvi September 2025 Bill	$2,009.64
										$4,019.28
119631	Printed	10/10/2025	6973	AMV PROPERTY MAINTENANCE LLC	23100990	70000	260203	2508	PRESSURE WASHING CITY FACILITY	$2,578.25
										$2,578.25
119632	Printed	10/10/2025	321	AREA D CIVIL DEFENSE/DISASTER	10150300	51219	260191	2510	Disaster Dues - 51,159 population	$4,092.72
										$4,092.72
119633	Printed	10/10/2025	183	AT&T	55330150	57050		09-331-254-5632-676	Monthly Statement	$136.14
										$136.14
119634	Printed	10/10/2025	183	AT&T	10150300	51219		287309283967x9182025	First Net - September 2025	$48.23
										$48.23
119635	Printed	10/10/2025	292	AZUSA LIGHT & WATER	50170640	53150		016-6043.300 OCT2025	ELECTRIC CHARGES	$91,983.73
										$91,983.73

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119636	Printed	10/10/2025	198	BEE REMOVERS	50170610	59100		603727	WATER DIV. REMOVAL SERVICE	$140.00
										$140.00
119637	Printed	10/10/2025	5923	BOB BARKER COMPANY, INC	10150370	51200		INV2167974	Jail Supplies - SO0403625	$378.99
										$378.99
119638	Printed	10/10/2025	6932	CALIFORNIA PIONEER HERITAGE FOUNDATION	10190810	58100		CalLivHist	Pumpkin Festivals Activities	$750.00
										$750.00
119639	Printed	10/10/2025	453	E.E.I.	10190820	58200		Carpenters9/17/25	Colorful Songs Revue Carpenters 09/17/2025	$1,292.00
										$1,292.00
119640	Printed	10/10/2025	127	CINTAS CORPORATION	10170560	59100	260038	4243837768	LAUNDRY AND CLEANING SERVICES - M&O	$84.08
	Printed	10/10/2025	127	CINTAS CORPORATION	25570520	59200	260038	4243837768	LAUNDRY AND CLEANING SERVICES - M&O	$160.63
	Printed	10/10/2025	127	CINTAS CORPORATION	50170520	59200	260038	4243837768	LAUNDRY AND CLEANING SERVICES - M&O	$43.58
	Printed	10/10/2025	127	CINTAS CORPORATION	55470530	59200	260038	4243837768	LAUNDRY AND CLEANING SERVICES - M&O	$56.81
										$345.10
119641	Printed	10/10/2025	2192	CYPRESS HEATING & AIR CONDITIONING	10170560	51500	250503	64092839	NEW AC UNIT INSTALL AT LEGION BUILDING	$7,600.00
										$7,600.00
119642	Printed	10/10/2025	3585	KLAUS DUEBBERT	10190810	58100		3020	Pumpkin Festival Activities	$900.00
										$900.00
119643	Printed	10/10/2025	5330	NAPA AUTO PARTS	55470530	51500		881605	BATTERY CORE RETURN	($19.94)
	Printed	10/10/2025	5330	NAPA AUTO PARTS	55470530	51500	260114	884569	VEHICLE AND EQUIPMENT PARTS	$26.57
										$6.63
119644	Printed	10/10/2025	302	HILLYARD/LOS ANGELES	10190830	56100		700679371	Teen Center Zamboni Battery Replacement	$1,933.80
										$1,933.80

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119645	Printed	10/10/2025	2553	HOLLIDAY ROCK CO., INC.	25570520	56600	260048	180625	FY 2025/26 ASPHALT MATERIALS FOR STREET REPAIRS	$392.22
	Printed	10/10/2025	2553	HOLLIDAY ROCK CO., INC.	25570520	56600	260048	1807665	FY 2025/26 ASPHALT MATERIALS FOR STREET REPAIRS	$392.22
										$784.44
119646	Printed	10/10/2025	2553	HOLLIDAY ROCK CO., INC.	50170630	56300		1812606	WATER DIV. - GAS VENT	$390.06
										$390.06
119647	Printed	10/10/2025	6943	ICC CODIFICATION, INC.	10115030	59100		GCI0018413	ECode PubDocs Bulk Uploader	$250.00
										$250.00
119648	Printed	10/10/2025	3182	IMPACT IMAGES INC.	10190810	56100	260178	INV000161379	Canopies	$2,024.86
	Printed	10/10/2025	3182	IMPACT IMAGES INC.	10190820	51500	260178	INV000161379	Canopies	$3,244.53
	Printed	10/10/2025	3182	IMPACT IMAGES INC.	10190830	58100	260178	INV000161379	Canopies	$2,030.85
	Printed	10/10/2025	3182	IMPACT IMAGES INC.	10400000	22904	260178	INV000161379	Canopies	$5,139.21
										$12,439.45
119649	Printed	10/10/2025	342	DEPARTMENT OF JUSTICE	10150360	32506		07 14 2025	CCW Renewal Fees - 10 Applicants	$520.00
										$520.00
119650	Printed	10/10/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	260078	071455	Perez Uniforms	$409.73
	Printed	10/10/2025	856	KEYSTONE UNIFORM DEPOT	10150300	59200	260078	071456	Silva Uniforms	$452.83
										$862.56
119651	Printed	10/10/2025	4276	LOS ANGELES UNIFIED SCHOOL DISTRICT	10140250	55316		3912	Employee Bilingual Testing	$270.00
										$270.00
119652	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	23300990	70000		RE-PW-25090800773	PEOPLE MOVEMENT PROJ, SAN DIMAS WASH URBAN TRAIL	$695.85
	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	25570520	56400	250233	RE-PW-25090801162	CITYWIDE TRAFFIC SIGNAL REPAIRS; MAINT; UPGRADES	$388.90

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119652	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	25570520	56400	250233	RE-PW-25090801163	CITYWIDE TRAFFIC SIGNAL REPAIRS; MAINT; UPGRADES	$17,333.46
	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	23300990	70000	240279	RE-PW-25090801164	CSR271369-LONEHILL & GLENDORA MRKT CAMERA & BACKUP	$16,419.93
	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	25570520	56400	250233	RE-PW-25090801172	CITYWIDE TRAFFIC SIGNAL REPAIRS; MAINT; UPGRADES	$18,438.13
	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	25570520	56400	250233	RE-PW-25090801180	CITYWIDE TRAFFIC SIGNAL REPAIRS; MAINT; UPGRADES	$2,764.93
	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	25570520	56400	250233	RE-PW-25090801509	CITYWIDE TRAFFIC SIGNAL REPAIRS; MAINT; UPGRADES	$2,525.67
	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	25570520	56400	250233	RE-PW-25090801557	CITYWIDE TRAFFIC SIGNAL REPAIRS; MAINT; UPGRADES	$68,892.26
										$127,459.13
119653	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	25570520	56400	250233	IN260000172	GLENDORA'S SHARE OF REPAIR DUE TO ACCIDENT	$5,056.83
										$5,056.83
119654	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	55470530	59100	260205	INV0473970	FUEL UNDERGROUND STORAGE TANK PERMIT	$2,495.00
	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	55470530	59100	260205	INV0474370	FUEL UNDERGROUND STORAGE TANK PERMIT	$4,420.00
										$6,915.00
119655	Printed	10/10/2025	115	COUNTY OF LOS ANGELES	10150370	51750	260079	260382BL	Inmate Meal Service - August 2025	$363.42
										$363.42
119656	Printed	10/10/2025	6017	M-TECHS PRINTER REPAIR INC	55330150	59120		42105	Printer maintenance	$225.00
										$225.00
119657	Printed	10/10/2025	4708	MNS ENGINEERS INC	50270550	59100	250509	91215	WATER FACILITIES PROGRAM MANAGEMENT	$8,922.50
										$8,922.50
119658	Printed	10/10/2025	999999	ONE TIME VENDOR	10190800	34903		2001373.011	Legion Rental Security Deposit Refund 10.3.25	$300.00
										$300.00

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119659	Printed	10/10/2025	999999	ONE TIME VENDOR	10190800	34903		2001372.011	Legion Rental Security Deposit Refund 10.4.25	$200.00
										$200.00
119660	Printed	10/10/2025	999999	ONE TIME VENDOR	10190800	34904		1001032.004	REFUND FOR RENTAL ON 09/27/2025	$300.00
										$300.00
119661	Printed	10/10/2025	999999	ONE TIME VENDOR	10400000	22701		WMP25-0030	REFUND	$10,000.00
										$10,000.00
119662	Printed	10/10/2025	999999	ONE TIME VENDOR	50170620	66010		736ESierraMadreAve	Conservation Rebate - Pool Cover	$125.00
										$125.00
119663	Printed	10/10/2025	999999	ONE TIME VENDOR	10190800	34904		2001031.004	REFUND FOR RENTAL ON 09/21/2025	$300.00
										$300.00
119664	Printed	10/10/2025	999999	ONE TIME VENDOR	50170620	66010		544WWhitcombAve	Conservation Rebate - Pool Cover	$116.28
										$116.28
119665	Printed	10/10/2025	999999	ONE TIME VENDOR	10190800	34903		2001371.011	Legion Building Rental Security Deposit 9.27.25	$300.00
										$300.00
119666	Printed	10/10/2025	645	PRO LINE GYM FLOORS, INC.	10190830	56100	260142	3321	Gym resurfacing	$3,850.00
										$3,850.00
119667	Printed	10/10/2025	867	QUINN COMPANY	55470530	59100	260177	WO810276563	MAINT. AND REPAIR FOR LARGE TRUCKS AND EQUIPMENT.	$5,549.74
										$5,549.74
119668	Printed	10/10/2025	3509	SERVPRO OF GLENDORA/SAN DIMAS	10170560	59100	260197	196708	LA FETRA REPLACEMENT OF DUCT WORK, CANS, ETC.	$14,096.75
										$14,096.75
119669	Printed	10/10/2025	212	PECK ROAD GRAVEL	25570520	56600		880006	SPOILS DUMP	$480.00
										$480.00

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119670	Printed	10/10/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2509-248102	TOOLS	$373.82
										$373.82
119671	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700043404110 09.25	ELECTRIC UTILITY / SEPT	$66.90
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700115006779 09.25	ELECTRIC UTILITY / SEPT	$16.81
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700204872330 09.25	ELECTRIC UTILITY / SEPT	$42.24
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700311071869 09.25	ELECTRIC UTILITY / SEPT	$38.23
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	20170520	57110		700382717584 09.25	ELECTRIC UTILITY / SEPT	$34,889.84
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700382717584 09.25	ELECTRIC UTILITY / SEPT	$8,722.46
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544079108 09.25	ELECTRIC UTILITY / SEPT	$439.42
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	25570580	57100		700544079108 09.25	ELECTRIC UTILITY / SEPT	$439.42
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544079108.1 09.25	ELECTRIC UTILITY / SEPT	$7.12
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	25570580	57100		700544079108.1 09.25	ELECTRIC UTILITY / SEPT	$7.12
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700563209932 09.25	ELECTRIC UTILITY / SEPT	$82.40
	Printed	10/10/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700576803975 09.25	ELECTRIC UTILITY / SEPT	$15.69
										$44,767.65
119672	Printed	10/10/2025	2189	T-MOBILE USA, INC.	55330150	57051		998091690OCT	SEPTEMBER CITY WIDE PHONE BILL	$4,972.46
										$4,972.46
119673	Printed	10/10/2025	4052	TOTAL IMAGING SOLUTIONS	10160410	59100		21908	MICROFILM - DUE	$935.00
										$935.00
119674	Printed	10/17/2025	2207	AUTOLIFT SERVICES, INC.	55470530	59100		27136	VEHICLE LIFT INSPECTIONS AND CERTIFICATION.	$720.00
										$720.00
119675	Printed	10/17/2025	198	BEE REMOVERS	50170610	59100		603736	WATER DIV. - METER BOX REMOVAL	$140.00
	Printed	10/17/2025	198	BEE REMOVERS	50170610	59100		603740	WATER DIV. - BEE REMOVAL FROM METER	$140.00
										$280.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119676	Printed	10/17/2025	6587	DOORKING INC	50170630	59100		2605003	WATER DIV. - FRONT GATE	$45.95
										$45.95
119677	Printed	10/17/2025	1279	EWING IRRIGATION PRODUCTS, INC.	10170580	51200		27625167	Irrigation supplies for repairs on Sierra Madre	$512.92
										$512.92
119678	Printed	10/17/2025	5330	NAPA AUTO PARTS	55470530	51500		888815	ENGINE OIL	$106.25
										$106.25
119679	Printed	10/17/2025	2553	HOLLIDAY ROCK CO., INC.	25570520	56600	260048	1810437	FY 2025/26 ASPHALT MATERIALS FOR STREET REPAIRS	$196.11
										$196.11
119680	Printed	10/17/2025	7006	JACOB GREEN AND ASSOCIATES, INC	10120100	59100	250514	3114	Organization Assessment	$9,656.00
										$9,656.00
119681	Printed	10/17/2025	5509	JCB SOUTHERN CALIFORNIA LLC	55470530	59100		W09057	REPAIRS FOR STREETS FRONT LOADER 104	$1,493.18
										$1,493.18
119682	Printed	10/17/2025	999999	ONE TIME VENDOR	10190800	34904		2001034.004	REFUND FOR RENTAL ON 10/04/2025	$300.00
										$300.00
119683	Printed	10/17/2025	999999	ONE TIME VENDOR	10190800	34904		2001036.004	REFUND FOR RENTAL ON 10/11/2025	$250.00
										$250.00
119684	Printed	10/17/2025	999999	ONE TIME VENDOR	10190800	34903		2001374.011	Legion Rental Security Deposit Refund 10.11.25	$300.00
										$300.00
119685	Printed	10/17/2025	999999	ONE TIME VENDOR	10190800	34904		2001038.004	REFUND FOR RENTAL ON 09/20/2025	$95.00
										$95.00
119686	Printed	10/17/2025	999999	ONE TIME VENDOR	10190800	34903		2001375.011	Legion Rental Security Deposit Refund 10.10.25	$300.00
										$300.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119687	Printed	10/17/2025	999999	ONE TIME VENDOR	10400000	22701		WMP24-0161	REFUND	$10,000.00
										$10,000.00
119688	Printed	10/17/2025	999999	ONE TIME VENDOR	10190800	34904		2001037.004	RENTAL REFUND ON 10/12/2025	$300.00
										$300.00
119689	Printed	10/17/2025	438	ROUTE 66 CAR WASH INC.	55470530	59100		JULY2025	JULY 2025 CAR WASHES	$1,404.00
										$1,404.00
119690	Printed	10/17/2025	1399	SCMAF-SAN GABRIEL VALLEY	10190830	55600		INST2025-GDORA	SCMAF Institute	$40.00
										$40.00
119691	Printed	10/17/2025	7069	SG CREATIVE, LLC	50170620	66010		006	Armando de JesusSticker Color Design Updates	$120.00
										$120.00
119692	Printed	10/17/2025	25	SOCALGAS	10190810	57150		010 818 4100 7 09.25	GAS SERVICE / SEPT	$139.86
	Printed	10/17/2025	25	SOCALGAS	10170580	57150		021 217 7500 7 09.25	GAS SERVICE / SEPT	$21.10
	Printed	10/17/2025	25	SOCALGAS	23160430	57150		067 577 0039 5 09.25	GAS SERVICE / SEPT	$45.14
	Printed	10/17/2025	25	SOCALGAS	10150300	57150		082 218 3000 6 09.25	GAS SERVICE / SEPT	$121.16
	Printed	10/17/2025	25	SOCALGAS	10180700	57150		082 218 3000 6 09.25	GAS SERVICE / SEPT	$455.56
	Printed	10/17/2025	25	SOCALGAS	10180740	57150		082 218 3000 6 09.25	GAS SERVICE / SEPT	$29.08
	Printed	10/17/2025	25	SOCALGAS	10150300	57150		084 318 3000 2 09.25	GAS SERVICE / SEPT	$417.42
	Printed	10/17/2025	25	SOCALGAS	10190810	57150		090 618 4900 7 09.25	GAS SERVICE / SEPT	$27.52
	Printed	10/17/2025	25	SOCALGAS	55470530	57150		105 217 8300 0 09.25	GAS SERVICE / SEPT	$45.17
	Printed	10/17/2025	25	SOCALGAS	50170610	57150		113 718 2000 9 09.25	GAS SERVICE / SEPT	$95.80
	Printed	10/17/2025	25	SOCALGAS	10170560	57150		157 870 5340 2 09.25	GAS SERVICE / SEPT	$19.24
	Printed	10/17/2025	25	SOCALGAS	50170560	57150		157 870 5340 2 09.25	GAS SERVICE / SEPT	$6.07
	Printed	10/17/2025	25	SOCALGAS	10190810	57150		172 518 4900 0 09.25	GAS SERVICE / SEPT	$42.93
										$1,466.05

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119693	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700012556591 09.25	ELECTRIC UTILITY / SEPT	$84.45
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700044746144 09.25	ELECTRIC UTILITY / SEPT	$89.88
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700105419240 09.25	ELECTRIC UTILITY / SEPT	$4,006.94
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	23160430	57100		700186875190 09.25	ELECTRIC UTILITY / SEPT	$191.53
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	23160430	57100		700188418302 09.25	ELECTRIC UTILITY / SEPT	$2,961.52
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700373809853 09.25	ELECTRIC UTILITY / SEPT	$3,497.39
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700434430409 09.25	ELECTRIC UTILITY / SEPT	$73.97
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700483746320 09.25	ELECTRIC UTILITY / SEPT	$14.59
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	50170630	57100		700483790372 09.25	ELECTRIC UTILITY / SEPT	$12.12
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700485998740 09.25	ELECTRIC UTILITY / SEPT	$20.46
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700544140843 09.25	ELECTRIC UTILITY / SEPT	$67,225.47
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544149331 09.25	ELECTRIC UTILITY / SEPT	$11,726.92
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	20370580	54001		700544149331 09.25	ELECTRIC UTILITY / SEPT	$15.58
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	20370580	54002		700544149331 09.25	ELECTRIC UTILITY / SEPT	$14.87
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	20370580	54004		700544149331 09.25	ELECTRIC UTILITY / SEPT	$14.75
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	50170640	53150		700576818830 09.25	ELECTRIC UTILITY / SEPT	$14.43
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700597856211 09.25	ELECTRIC UTILITY / SEPT	$86.81
	Printed	10/17/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700603290736 09.25	ELECTRIC UTILITY / SEPT	$14.09
										$90,065.77
119694	Printed	10/17/2025	26	VERIZON CALIFORNIA	55330150	57051		6118427598	cell phone act 970622904-00001	$6,432.44
	Printed	10/17/2025	26	VERIZON CALIFORNIA	55330150	57051		6120928097	cell phone bill act 9760622904-00001	$6,568.06
	Printed	10/17/2025	26	VERIZON CALIFORNIA	55330150	57051		6123411846	CELL PHONE ACCT 9760622904-00001	$2,488.46
	Printed	10/17/2025	26	VERIZON CALIFORNIA	55330150	57051		6123411847	CELL PHONE ACCT 9760622904-00004	$4,090.28
	Printed	10/17/2025	26	VERIZON CALIFORNIA	55330150	57051		6123411848	CELL PHONE ACCT 9760622904-00005	$1,031.31
										$20,610.55

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119695	Printed	10/17/2025	179	VULCAN MATERIALS COMPANY	50170630	59100		4395985	WATER DIV. - AGG & ASPHALT	$2,641.44
										$2,641.44
119696	Void	10/17/2025	798	FRANCHISE TAX BOARD	92000000	20105		29194	Payroll Run 1 - Warrant 251012 FTB GARNISHMENT	$50.00
										$50.00
119697	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55200		99471	ATTORNEY INVOICE - GENERAL RETAINER OCT 25	$21,049.00
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55200		99472	ATTORNEY INVOICE - SPECIAL PROJECTS	$336.00
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55200		99473	ATTORNEY INVOICE - LITIGATION	$3,080.00
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55206		99474	ATTORNEY INVOICE - PLANNING	$10,701.90
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55209		99475	ATTORNEY INVOICE - PUBLIC WORKS ENGINEERING	$1,064.00
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55205		99476	ATTORNEY INVOICE - POLICE	$2,802.50
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55207		99477	ATTORNEY INVOICE - CODE ENFORCEMENT	$1,203.30
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55200		99478	ATTORNEY INVOICE - REIMBURSABLE	$82.00
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55207		99486	ATTORNEY INVOICE - 531-555 E ARROW HWY	$1,394.63
	Printed	10/24/2025	4741	ALESHIRE & WYNDER, LLP	10110020	55207		99487	ATTORNEY INVOICE - 606 E CARROLL AVE	$358.70
										$42,072.03
119698	Printed	10/24/2025	7147	ANTONY LIN	50100000	11024		29161	UB 562160000 1454 STEFFEN	$90.14
										$90.14
119699	Printed	10/24/2025	4674	AUTOZONE STORES INC	55470530	51500	260113	03674452053	VEHICLE AND EQUIPMENT PARTS	$326.50
	Printed	10/24/2025	4674	AUTOZONE STORES INC	55470530	51500	260113	03674465179	VEHICLE AND EQUIPMENT PARTS	$382.92
	Printed	10/24/2025	4674	AUTOZONE STORES INC	55470530	51500	260113	03674477150	VEHICLE AND EQUIPMENT PARTS	$178.08
										$887.50

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119700	Printed	10/24/2025	7132	BARBARA DUNN	50100000	11024		29146	UB 211160700 810 DALTON	$279.71
										$279.71
119701	Printed	10/24/2025	5414	BRIAN WINKLER	10190820	58100		BRIAN WINKLER VET25	VETERANS LUNCHEON 2025 MUSICIAN PAYMENT	$250.00
										$250.00
119702	Printed	10/24/2025	184	CPCA	10150300	55610		13780	Annual Training Seminar - Linger & Stabio	$1,850.00
										$1,850.00
119703	Printed	10/24/2025	532	CALIFORNIA DEPT OF TAX FEE	10100000	20012		0-052-525-568 Q3 25	SALES AND USE TAX JUL-SEP	$85.17
	Printed	10/24/2025	532	CALIFORNIA DEPT OF TAX FEE	23100000	20012		0-052-525-568 Q3 25	SALES AND USE TAX JUL-SEP	$133.19
	Printed	10/24/2025	532	CALIFORNIA DEPT OF TAX FEE	25500000	20012		0-052-525-568 Q3 25	SALES AND USE TAX JUL-SEP	$0.19
	Printed	10/24/2025	532	CALIFORNIA DEPT OF TAX FEE	28000000	20012		0-052-525-568 Q3 25	SALES AND USE TAX JUL-SEP	$408.50
	Printed	10/24/2025	532	CALIFORNIA DEPT OF TAX FEE	55400000	20012		0-052-525-568 Q3 25	SALES AND USE TAX JUL-SEP	$320.95
										$948.00
119704	Printed	10/24/2025	7128	EDITH ASKEW	50100000	11024		29141	UB 903305000 937 SHADY	$126.80
										$126.80
119705	Printed	10/24/2025	1279	EWING IRRIGATION PRODUCTS, INC.	10170580	51200		27849398	Irrigation supplies for repair at Banna/Arrow	$479.64
	Printed	10/24/2025	1279	EWING IRRIGATION PRODUCTS, INC.	10170580	51200		27863285	Irrigation supplies for Banna/Arrow	$242.59
										$722.23
119706	Printed	10/24/2025	798	FRANCHISE TAX BOARD	92000000	20105		29194	Payroll Run 1 - Warrant 251012 FTB GARNISHMENT	$50.00
										$50.00
119707	Printed	10/24/2025	7130	G JOANNE SMULLIN	50100000	11024		29144	UB 863046000 1327 BONNIE COVE	$42.65
										$42.65
119708	Printed	10/24/2025	2553	HOLLIDAY ROCK CO., INC.	25570520	56600	260048	1808066	FY 2025/26 ASPHALT MATERIALS FOR STREET REPAIRS	$196.11

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119708	Printed	10/24/2025	2553	HOLLIDAY ROCK CO., INC.	25570520	56600	260048	1808527	FY 2025/26 ASPHALT MATERIALS FOR STREET REPAIRS	$392.22
										$588.33
119709	Printed	10/24/2025	7007	JB BOSTICK LLC	23100990	70000	250506	RET RELEASE	GLENDORA BUS YARD IMPROVEMENTS - PHASE 1 PLAN 1398	$6,783.65
										$6,783.65
119710	Printed	10/24/2025	7135	JOHN BONOMO	50100000	11024		29149	UB 903260900 1341 CANDISH	$105.44
										$105.44
119711	Printed	10/24/2025	7142	JOSE AZCARRAGA	50100000	11024		29156	UB 651026000 675 WILD ROSE	$124.18
										$124.18
119712	Printed	10/24/2025	7052	KELLEY GILL	50100000	11024		29142	UB 401023000 229 VISTA BONITA	$68.98
										$68.98
119713	Printed	10/24/2025	4740	KEVIN BLAIR	10190820	58100		KEVIN BLAIR CB25	JACK MCCOY CRAFT BOUTIQUE 2025	$200.00
										$200.00
119714	Printed	10/24/2025	1800	INTERSTATE BATTERY OF THE I.E.	10150300	51200		110006379	Batteries	$514.32
										$514.32
119715	Printed	10/24/2025	7131	LISA M BURRILL	50100000	11024		29145	UB 211184000 951 DALTON	$154.15
										$154.15
119716	Printed	10/24/2025	4276	LOS ANGELES UNIFIED SCHOOL DISTRICT	10140250	55316		3925	Employee Bilingual Testing	$90.00
										$90.00
119717	Printed	10/24/2025	115	COUNTY OF LOS ANGELES	25570520	56400	260166	RE-PW-25100602182	TRAFFIC SIGNAL MAINT - SHARED SIGNALS	$1,137.53
										$1,137.53
119718	Printed	10/24/2025	115	COUNTY OF LOS ANGELES	23160430	59100		99041072501	SERVICES FROM JULY 1-JULY 31 2025	$815.35
										$815.35

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119719	Printed	10/24/2025	115	COUNTY OF LOS ANGELES	30100990	70000		CEQA GLADSTONE SHADE	CEQA NOE FILING - GLADSTONE PARK SHADE STRUCTURE	$75.00
										$75.00
119720	Printed	10/24/2025	7136	MADISON ESPARZA	50100000	11024		29150	UB 101065000 103 AMBLESIDE	$128.35
										$128.35
119721	Printed	10/24/2025	7145	MAHMOUD SALTI	50100000	11024		29159	UB 841026000 1752 GRAND	$190.58
										$190.58
119722	Printed	10/24/2025	7134	MARIA DEL HOYO RICO	50100000	11024		29148	UB 402084000 543 HEBER	$89.74
										$89.74
119723	Printed	10/24/2025	7141	MARISSA BUENAFLOR	50100000	11024		29155	UB 201174000 448 VIRGINIA	$40.91
										$40.91
119724	Printed	10/24/2025	7137	MARTHA TAFT	50100000	11024		29151	UB 123110000 439 VIRGINIA	$6.41
										$6.41
119725	Printed	10/24/2025	7127	MICHAEL BAIN	50100000	11024		29140	UB 111074000 705 LA CROSSE	$153.39
										$153.39
119726	Printed	10/24/2025	7146	MICHAEL RAMOS JR	50100000	11024		29160	UB 842029000 152 PAYSON	$14.07
										$14.07
119727	Printed	10/24/2025	7133	MICHAEL ROMERO	50100000	11024		29147	UB 301187500 312 FOOTHILL	$22.23
										$22.23
119728	Printed	10/24/2025	3073	MMASC	10160420	55600		14293	WEBINAR	$5.00
										$5.00
119729	Printed	10/24/2025	7129	NORMA OLEY	50100000	11024		29143	UB 321011000 831 LEMON	$253.23
										$253.23

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119730	Printed	10/24/2025	999999	ONE TIME VENDOR	10190800	34904		2001041.004	REFUND FOR RENTAL ON 10/18/2025	$300.00
										$300.00
119731	Printed	10/24/2025	999999	ONE TIME VENDOR	10400000	22701		WMP25--0052	REFUND	$3,776.00
										$3,776.00
119732	Printed	10/24/2025	999999	ONE TIME VENDOR	10400000	22701		WMP25-0087	REFUND	$6,550.00
										$6,550.00
119733	Printed	10/24/2025	999999	ONE TIME VENDOR	10190800	34903		2001364.011	Legion Rental Deposit 9.12.25	$300.00
										$300.00
119734	Printed	10/24/2025	999999	ONE TIME VENDOR	10190800	34904		2001042.004	REFUND FOR RENTAL ON 10/19/2025	$300.00
										$300.00
119735	Printed	10/24/2025	7138	RANDAL W SMICK	50100000	11024		29152	UB 901108000 1644 BRADFORD	$141.29
										$141.29
119736	Printed	10/24/2025	7143	RANDY SMITH	50100000	11024		29157	UB 903229000 1261 VALLEY CENTER	$54.82
										$54.82
119737	Printed	10/24/2025	7139	RENEE NICKOLS	50100000	11024		29153	UB 902041000 936 PAYSON	$41.89
										$41.89
119738	Printed	10/24/2025	7144	ROBERT E LANGON III	50100000	11024		29158	UB 213113000 943 FOOTHILL	$89.74
										$89.74
119739	Printed	10/24/2025	438	ROUTE 66 CAR WASH INC.	55470530	59100		August 2025	AUGUST 2025 CARWASHES	$1,157.00
	Printed	10/24/2025	438	ROUTE 66 CAR WASH INC.	55470530	59100		FEB 2025	FEBRUARY 2025 CARWASHES	$429.00
	Printed	10/24/2025	438	ROUTE 66 CAR WASH INC.	55470530	59100		JUNE 2025	JUNE 2025 CARWASHES	$1,577.00
	Printed	10/24/2025	438	ROUTE 66 CAR WASH INC.	55470530	59100		MARCH/APRIL 2025	MARCH/APRIL 2025 CARWASHES	$789.00
	Printed	10/24/2025	438	ROUTE 66 CAR WASH INC.	55470530	59100		MAY 2025	MAY 2025 CARWASHES	$484.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119739	Printed	10/24/2025	438	ROUTE 66 CAR WASH INC.	55470530	59100		SEPTEMBER 2025	SEPTEMBER 2025 CARWASHES	$853.00
										$5,289.00
119740	Printed	10/24/2025	1074	SHRED-IT USA	10140200	59100		8007921861	SHREDDING SVCS	$89.93
	Printed	10/24/2025	1074	SHRED-IT USA	50140200	59100		8007921861	SHREDDING SVCS	$38.54
	Printed	10/24/2025	1074	SHRED-IT USA	10140200	59100		8008226715	SHREDDING SERVICES	$61.53
	Printed	10/24/2025	1074	SHRED-IT USA	50140200	59100		8008226715	SHREDDING SERVICES	$61.53
	Printed	10/24/2025	1074	SHRED-IT USA	10140200	59100		8008614752	SHREDDING SVCS	$61.30
	Printed	10/24/2025	1074	SHRED-IT USA	50140200	59100		8008614752	SHREDDING SVCS	$61.30
	Printed	10/24/2025	1074	SHRED-IT USA	10140200	59100		8008829284	SHREDDING SVCS	$60.84
	Printed	10/24/2025	1074	SHRED-IT USA	50140200	59100		8008829284	SHREDDING SVCS	$60.84
										$495.81
119741	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700027810752 09.25	ELECTRIC UTILITY / SEPT	$28.00
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700044813337 09.25	ELECTRIC UTILITY / SEPT	$15.40
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10150300	57100		700078595912 09.25	ELECTRIC UTILITY / SEPT	$720.25
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57100		700171869593 09.25	ELECTRIC UTILITY / SEPT	$194.61
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	24090830	57100		700486170108 09.25	ELECTRIC UTILITY / SEPT	$5,022.93
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10150300	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$16,126.45
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10170560	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$4,237.00
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$35.81
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10180700	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$11,559.74
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10180740	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$757.57
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	25570520	57110		700544090222 09.25	ELECTRIC UTILITY / SEPT	$179.38
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	50170560	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$1,354.91
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	50170630	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$255.23

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119741	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	55470530	57100		700544090222 09.25	ELECTRIC UTILITY / SEPT	$1,760.39
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700544160142 09.25	ELECTRIC UTILITY / SEPT	$3,380.35
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700621505316 09.25	ELECTRIC UTILITY / SEPT	$20.24
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	10170580	57100		700707832888 09.25	ELECTRIC UTILITY / SEPT	$14.29
	Printed	10/24/2025	213	SOUTHERN CALIFORNIA EDISON	23160430	57100		700880058917 09.25	ELECTRIC UTILITY / SEPT	$1,851.03
										$47,513.58
119742	Printed	10/24/2025	348	SUBURBAN WATER SYSTEMS	10170580	51200		180023292096	Irrigation bill for Baseline medians	$254.95
										$254.95
119743	Printed	10/24/2025	7148	TINA DOSSEY	50100000	22750		29169	UB 212026000 1044 E BENNETT AVE	$200.00
										$200.00
119744	Printed	10/24/2025	3860	TRANSUNION RISK & ALTERNATIVE	10150330	59100		2677112-202509-1	September Billing	$150.00
										$150.00
119745	Printed	10/24/2025	4259	U.S. BANK	50140200	59100		7658763	WATER REV BOND - SERIES 2016	$1,100.00
										$1,100.00
119746	Printed	10/24/2025	886	UNIFIRST CORPORATION	50170630	51200		2242184	WATER DIV. - FIRST AID SUPPLIES	$76.07
	Printed	10/24/2025	886	UNIFIRST CORPORATION	50170630	51200		L101046	WATER DIV. - FIRST AID SUPPLIES	$244.53
										$320.60
119747	Printed	10/24/2025	7140	VALERIE ESTRADA	50100000	11024		29154	UB 903022000 1225 SWAIN	$113.37
										$113.37
119748	Printed	10/24/2025	26	VERIZON CALIFORNIA	55470530	51520	260118	606000073702	AVL SYSTEM	$1,970.80
										$1,970.80
119749	Printed	10/24/2025	179	VULCAN MATERIALS COMPANY	50170640	53100		4769510	WATER DIV. - AGG & ASPHALT	$267.48
										$267.48
119750	Printed	10/24/2025	2069	CALIFORNIA BUILDING STANDARDS	10100000	22614		BSF 07/25 - 09/25	BSF FEES 07/01/2025 - 09/30/2025	$513.30

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119750	Printed	10/24/2025	2069	CALIFORNIA BUILDING STANDARDS	10160410	32601		BSF 07/25 - 09/25	BSF FEES 07/01/2025 - 09/30/2025	($51.33)
										$461.97
119751	Printed	10/24/2025	537	DEPARTMENT OF CONSERVATION	10100000	22613		SMI 07/25 - 09/25	SMI FEES 07/01/2025 - 09/30/2025	$1,670.66
	Printed	10/24/2025	537	DEPARTMENT OF CONSERVATION	10400000	22705		SMI 07/25 - 09/25	SMI FEES 07/01/2025 - 09/30/2025	($83.53)
										$1,587.13
119752	Printed	10/24/2025	1479	WESTERN AUDIO VISUAL CORP.	22315050	59100	260224	23374	EQUIPMENT MAINTENANCE AND REPAIR SERVICES FOR COMP	$4,194.00
										$4,194.00
119753	Printed	10/31/2025	6975	ALARM PROGRAM SYSTEMS, LLC	50170640	53150		INV-23-4476382	WATER DIV. - FALSE ALARM	$150.00
	Printed	10/31/2025	6975	ALARM PROGRAM SYSTEMS, LLC	50170640	53150		INV-4402577	WATER DIV. - PERMIT 2024	$25.00
										$175.00
119754	Printed	10/31/2025	7153	ALBERTO M BALO	50100000	11024		29621	UB 841047000 1652 GRAND	$5.52
										$5.52
119755	Printed	10/31/2025	7150	APORO LLC	50100000	11024		29618	UB 411299000 954 GRAND	$58.60
										$58.60
119756	Printed	10/31/2025	183	AT&T	55330150	57050		331 254-5632 676 4	PD - PHONE OCT 2025	$204.91
	Printed	10/31/2025	183	AT&T	55330150	57050		339 344-8383 840 6	PD PHONE OCT 2025	$568.84
										$773.75
119757	Printed	10/31/2025	183	AT&T	10150300	51219		287309283967x101825	First Net - October 2025	$48.23
										$48.23
119758	Printed	10/31/2025	292	AZUSA LIGHT & WATER	50170640	53150		016-0837.300 OCT2025	ELECTRIC CHARGES	$9,440.94
										$9,440.94
119759	Printed	10/31/2025	7151	BETTY ANN ORTEGA	50100000	11024		29619	UB 411266000 938 FUCHSIA	$68.28
										$68.28

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119760	Printed	10/31/2025	1156	STATE OF CALIFORNIA	10170560	51400		E2215324 SB	ELEVATOR CONVEYANCE PERMIT	$125.00
	Printed	10/31/2025	1156	STATE OF CALIFORNIA	10170560	51200		E2215325SB	CONVEYANCE INVOICE	$225.00
										$350.00
119761	Printed	10/31/2025	7122	CBJ, LP DBA LOS ANGLES BUSINESS JOURNAL	10160420	55320	260221	6182-R	PRINTING AND TYPESETTING SERVICES	$5,750.00
										$5,750.00
119762	Printed	10/31/2025	2232	CHARLES P. CROWLEY COMPANY, INC.	50170640	53150	260096	CSIV01290	Chemical Feed System Maintenace FY 25-26	$4,226.09
										$4,226.09
119763	Printed	10/31/2025	127	CINTAS CORPORATION	10170560	59100	260038	4244630419	LAUNDRY AND CLEANING SERVICES - M&O	$84.08
	Printed	10/31/2025	127	CINTAS CORPORATION	25570520	59200	260038	4244630419	LAUNDRY AND CLEANING SERVICES - M&O	$160.63
	Printed	10/31/2025	127	CINTAS CORPORATION	50170520	59200	260038	4244630419	LAUNDRY AND CLEANING SERVICES - M&O	$43.58
	Printed	10/31/2025	127	CINTAS CORPORATION	55470530	59200	260038	4244630419	LAUNDRY AND CLEANING SERVICES - M&O	$56.81
	Printed	10/31/2025	127	CINTAS CORPORATION	10170560	59100	260038	4245300540	LAUNDRY AND CLEANING SERVICES - M&O	$84.08
	Printed	10/31/2025	127	CINTAS CORPORATION	25570520	59200	260038	4245300540	LAUNDRY AND CLEANING SERVICES - M&O	$160.63
	Printed	10/31/2025	127	CINTAS CORPORATION	50170520	59200	260038	4245300540	LAUNDRY AND CLEANING SERVICES - M&O	$43.58
	Printed	10/31/2025	127	CINTAS CORPORATION	55470530	59200	260038	4245300540	LAUNDRY AND CLEANING SERVICES - M&O	$56.81
	Printed	10/31/2025	127	CINTAS CORPORATION	10170560	59100	260038	4246125831	LAUNDRY AND CLEANING SERVICES - M&O	$84.08
	Printed	10/31/2025	127	CINTAS CORPORATION	25570520	59200	260038	4246125831	LAUNDRY AND CLEANING SERVICES - M&O	$160.63
	Printed	10/31/2025	127	CINTAS CORPORATION	50170520	59200	260038	4246125831	LAUNDRY AND CLEANING SERVICES - M&O	$43.58
	Printed	10/31/2025	127	CINTAS CORPORATION	55470530	59200	260038	4246125831	LAUNDRY AND CLEANING SERVICES - M&O	$56.81
										$1,035.30
119764	Printed	10/31/2025	2826	REGENTS OF THE UNIVERSITY OF CALIFORNIA	10160400	55400		IN00417930	CEB KIT	$427.16
										$427.16

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119765	Printed	10/31/2025	2669	CULVER COMPANY LLC	50170620	66010		INV67476	CONSERVATION GIVEAWAYS	$1,043.45
										$1,043.45
119766	Printed	10/31/2025	191	DELL MARKETING L.P.	55330150	72030	260213	10842996901	COMPUTER ACCESSORIES AND SUPPLIES	$25,176.67
										$25,176.67
119767	Printed	10/31/2025	1279	EWING IRRIGATION PRODUCTS, INC.	10170580	51200		27970876	Water key to shut off irrigation system at meter	$118.90
	Printed	10/31/2025	1279	EWING IRRIGATION PRODUCTS, INC.	10170580	51200		27971081	Parts for backflow device repair	$340.76
										$459.66
119768	Printed	10/31/2025	221	INLAND EMPIRE STAGES, LTD.	23190800	58240	260029	64563	VALLEY VIEW 10/02	$2,386.25
										$2,386.25
119769	Printed	10/31/2025	431	INTOXIMETERS	28250940	51215	260219	798543	Mouthpieces & Supplies	$2,857.37
										$2,857.37
119770	Printed	10/31/2025	7152	IRENE R ELLEMAN	50100000	11024		29620	UB 562103000 157 OAK FOREST	$194.39
										$194.39
119771	Printed	10/31/2025	1422	LANGUAGE LINE SERVICES INC.	10150310	59100		11718637	over the phone interpretations	$22.56
										$22.56
119772	Printed	10/31/2025	115	COUNTY OF LOS ANGELES	10160400	55310		PLN22-0042	CEQA; NOTICE OF EXEMPTION	$75.00
										$75.00
119773	Printed	10/31/2025	115	COUNTY OF LOS ANGELES	10160400	55310		PLN22-0043	CEQ; NOTICE OF EXEMPTION	$75.00
										$75.00
119774	Printed	10/31/2025	7145	MAHMOUD SALTI	50100000	11024		29617	UB 841026000 1752 GRAND	$190.58
										$190.58
119775	Printed	10/31/2025	4708	MNS ENGINEERS INC	50270550	59100	250509	91556	WATER FACILITIES PROGRAM MANAGEMENT	$7,745.00
										$7,745.00

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119776	Printed	10/31/2025	999999	ONE TIME VENDOR	10190800	34904		2001045.004	CANCELLATION REFUND FOR RENTAL ON 11/15/2025	$1,635.00
										$1,635.00
119777	Printed	10/31/2025	999999	ONE TIME VENDOR	10160400	36603		PLN25-5035	REFUND	$1,315.00
										$1,315.00
119778	Printed	10/31/2025	999999	ONE TIME VENDOR	10190800	34904		2001035.004	REFUND FOR RENTAL ON 10/05/2025	$300.00
										$300.00
119779	Printed	10/31/2025	5658	BUCKNAM INFRASTRUCTURE GROUP INC	30100990	70000	250369	367-02.07	ENGINEERING SERVICES FOR PAVEMENT MANAGEMENT PLAN	$23,155.44
	Printed	10/31/2025	5658	BUCKNAM INFRASTRUCTURE GROUP INC	30100990	70000	250369	367-02.08	ENGINEERING SERVICES FOR PAVEMENT MANAGEMENT PLAN	$12,900.00
										$36,055.44
119780	Printed	10/31/2025	3566	POLLARD WATER	50170630	53520		0298264	WATER DIV. - EZ TAPS	$415.18
										$415.18
119781	Printed	10/31/2025	695	CITY OF SAN DIMAS	25570520	56400		4939	ROUTINE SHARED SIGNAL MAINT - AMELIA/ALLEN/AUTOCTR	$1,416.92
										$1,416.92
119782	Printed	10/31/2025	2754	SECURITAS TECHNOLOGY CORP	50170640	59100		6005158958	WATER DIV. MONITORING	$140.88
	Printed	10/31/2025	2754	SECURITAS TECHNOLOGY CORP	10150300	56200		6005299788	replacement camera part	$438.75
										$579.63
119783	Printed	10/31/2025	212	PECK ROAD GRAVEL	25570520	56600		880166	SPOILS DUMP	$460.00
										$460.00
119784	Printed	10/31/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2510-255682	CONCRETE BAGS FOR POST INSTALLATION	$39.34
	Printed	10/31/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2510-256656	CRUSHED ROCK FOR YARD	$46.40
	Printed	10/31/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2510-256757	CRUSHED ROCK FOR YARD	$46.40

Check #	Type	Check Date	Vendor #	Vendor Name	Org	Object	PO #	Invoice #	Description	Invoice Amt
119784	Printed	10/31/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2510-257527	STRAW WADDLE	$722.69
	Printed	10/31/2025	1966	SOUTHEAST CONSTRUCTION	25570520	56600		2510-257635	SCOOP OF TOPSOIL	$298.18
										$1,153.01
119785	Printed	10/31/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700245529575 09.25	ELECTRIC UTILITY / SEPT	$76.84
	Printed	10/31/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700393730926 09.25	ELECTRIC UTILITY / SEPT	$45.87
	Printed	10/31/2025	213	SOUTHERN CALIFORNIA EDISON	10170500	57120		700471587368 09.25	ELECTRIC UTILITY / SEPT	$128.65
										$251.36
119786	Printed	10/31/2025	7154	SQUIRE REALTY	50100000	11024		29622	UB 903022000 1225 SWAIN	$151.32
										$151.32
119787	Printed	10/31/2025	2189	T-MOBILE USA, INC.	10150330	59100		L2510117877	Case: 25-19073 Search Warrant	$150.00
										$150.00
119788	Printed	10/31/2025	6213	DISCOUNT TIRE/AMERICA'S TIRE	55470530	59100		1645063	TIRES FOR P.D 453	$1,023.58
										$1,023.58
119789	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		663703	plumbing supplies parts	$736.35
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		664097	plumbing supplies parts	$1,666.56
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		665564	plumbing supplies parts	$433.90
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		666255	plumbing supplies parts	$291.42
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		666441	plumbing supplies parts	$506.39
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		667476	plumbing supply parts	$628.12
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		667501	plumbing supplies parts	$481.56
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51200		667750	plumbing supplies parts	$192.72
	Printed	10/31/2025	2579	THOMPSON PLUMBING SUPPLY	10170560	51400		668294	PLUMBING PARTS	$642.78
										$5,579.80
Total										**$3,540,895.73**

Note: The payments above may include the following types: wire, automatic clearing house (ACH), electronic funds transfer (EFT) and paper check.

Fund	Fund Title	Amount
101	GENERAL FUND	$1,038,603.44
103	MEASURES E/Z	$30,628.00
104	TRUST	$35,381.68
105	GUSD JUA	$95,591.59
201	STREET LIGHTING ASSESSMT	$34,981.17
203	LANDSCAPE ASSESSMENT	$2,695.20
204	GLENDORA VILLAGE BUS DIST	$4,238.00
221	PERMIT FILE MAINTENANCE	$26,243.50
222	GENERAL PLAN MAINTENANCE	$9,984.16
223	PEG CABLE TV	$5,186.33
230	TRANS DEVELOP ACT	$240.19
231	PROP A TRANSIT	$33,079.14
233	MEASURE R TRANSPT. 2009	$17,395.35
234	MEASURE M	$7,926.34
240	MEASURE A/PARKS	$5,022.93
250	MEASURE W	$21,885.92
251	STORMWATER INVESTMENT	$1,494.50
255	STATE GAS TAX	$198,893.06
280	GRANTS	$2,208.50
282	STEP OTS GRANTS	$3,357.37
285	COMMUNITY DEV BLOCK GRANT	$30,068.26
301	CAPITAL PROJECTS	$562,164.70
501	WATER OPERATIONS	$506,813.51
502	WATER CAPITAL PROJECTS	$135,380.57
553	TECHNOLOGY	$436,162.90

Fund	Fund Title	Amount
554	FLEET MANAGEMENT	$171,958.47
920	PAYROLL DISBURSEMENT	$123,310.95
Total		**$3,540,895.73**

STAFF REPORT

TO: Mayor and Council Members **DATE:** November 12, 2025

FROM: Recreation and Human Services **DISTRICT(S):** Citywide

SUBJECT: Approve Amendment No. 1 to the Agreement with Krzysztof Chris Balasinski for Glendora Youth Basketball Referee Services in an amount not to exceed $100,710

RECOMMENDATION

That the City Council:

1. Award an Agreement to Kriciazysztof Chris Balasinski (Ref Union) in an amount not to exceed $100,710; and
2. Authorize the City Manager or his designee to execute the Agreement with Krzysztof Chris Balasinski (Ref Union).

STRATEGIC FOCUS AREAS

- Goal 7: Enhance Community Engagement and Presence (ECEP)

EXECUTIVE SUMMARY

Approve Amendment No. 1 to the Agreement with Krzysztof Chris Balasinski for Glendora Youth Basketball Referee Services in an amount not to exceed $100,710

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

In January of 2023, the City contracted with Krzysztof Chris Balasinski (Ref Union) for a two-year agreement, with two, one-year options.

DISCUSSION

Krzysztof Chris Balasinski (Ref Union) provides certified officials for the City's Youth Basketball Program. Due to the cumulative total of the existing contract totaling $100,710 over the past four years and with the upcoming 2025–2026 season, City Council approval is required in accordance with purchasing policies established under City of Glendora Municipal Code § 2.40.100. This report seeks Council authorization to approve the contract amendment with Krzysztof Chris Balasinski (Ref Union) to continue officiating services for the Youth Basketball Program.

Staff received three quotes from Ref Union, Southland Sports, Southland Officiating:

BIDDER	BID AMOUNT
Ref Union	$22,790.00
Southland Sports Officials	$24,850.00
Southland Officiating	No Bid

FISCAL IMPACT

There are sufficient appropriations in the General Fund (101) Recreation and Human Services Department in the FY 2025-27 Adopted Two-Year Budget. The revenue projected for Glendora Youth Basketball is $90,160.00 in year one of the FY 2025-27 Adopted Two-Year Budget.

ENVIRONMENTAL DETERMINATION

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

Prepared By:	Ramiro Valderrama, Recreation Supervisor
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:	Not Applicable

Attachments

A_Fully_Executed_Agreement_Basketball_Officials.pdf

B_Extension_Letter_2024-2025.pdf

C_Amendment_No_1_to_the_Agreement_with_Krzysztof_Chris_Balasinski_for_Glendora_Youth_Basketball_Refe.pdf

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CITY OF GLENDORA
CONTRACT SERVICES AGREEMENT FOR
Glendora Youth Basketball Officials

THIS CONTRACT SERVICES AGREEMENT (herein "Agreement") is made and entered into this 31st day of January, 2023, by and between the CITY OF GLENDORA, a California municipal corporation ("City") and Krzysztof Chris Balasinski, an individual herein "Consultant").

NOW, THEREFORE, the parties hereto agree as follows:

1. SERVICES OF CONSULTANT

1.1 Scope of Services. In compliance with all of the terms and conditions of this Agreement, the Consultant shall perform the work or services set forth in the "Scope of Services" attached hereto as Exhibit "A" and incorporated herein by reference. Consultant warrants that it has the experience and ability to perform all work and services required hereunder and that it shall diligently perform such work and services in a professional and satisfactory manner.

1.2 Compliance With Law. All work and services rendered hereunder shall be provided in accordance with all ordinances, resolutions, statutes, rules, and regulations of the City and any Federal, State or local governmental agency of competent jurisdiction.

1.3 California Labor Law. If the Scope of Services includes any "public work" or "maintenance work," as those terms are defined in California Labor Code section 1720 *et seq.* and California Code of Regulations, Title 8, Section 16000 *et seq.*, and if the total compensation is $1,000 or more, Consultant shall pay prevailing wages for such work and comply with the requirements in California Labor Code section 1770 *et seq.* and 1810 *et seq*., and all other applicable laws.

1.4 Licenses, Permits, Fees and Assessments. Consultant shall obtain at its sole cost and expense such licenses, permits, and approvals as may be required by law for the performance of the services required by the Agreement.

1.5 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.

2. COMPENSATION

2.1 Contract Sum. For the services rendered pursuant to this Agreement, Consultant shall be compensated in accordance with the "Schedule of Compensation" attached hereto as Exhibit "C" and incorporated herein by this reference, but not

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exceeding the maximum contract amount of **$22,790.00 (TWENTY-TWO THOUSAND SEVEN-HUNDRED NINETY DOLLARS) (**"Contract Sum").

2.2 Invoices. Each month Consultant 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 Director of Finance. By submitting an invoice for payment under this Agreement, Consultant is certifying compliance with all provisions of the Agreement. The invoice shall contain all information specified in Exhibit "C", 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. Consultant shall not invoice City for any duplicate services performed by more than one person.

City shall independently review each invoice submitted by the Consultant 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 Consultant which are disputed by City, City will use its best efforts to cause Consultant to be paid within forty-five (45) days of receipt of Consultant's correct and undisputed invoice; however, Consultant 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 any charges or expenses are disputed by City, the original invoice shall be returned by City to Consultant for correction and resubmission. Review and payment by the City of any invoice provided by the Consultant shall not constitute a waiver of any rights or remedies provided herein or any applicable law.

2.3 Additional Services. 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 Services or make changes by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written order is first given by the Contract Officer to the Consultant, incorporating therein any adjustment in (i) the Contract Sum for the actual cost of the extra work, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Consultant. Any increase in compensation of up to ten percent (10%) of the Contract Sum but not exceeding a total contract amount of Twenty-Five Thousand Dollars ($25,000) or in the time to perform of up to ninety (90) days may be approved by the City Manager. Any greater increases than Twenty-Five Thousand Dollars ($25,000), taken either separately or cumulatively, must be approved by the City Council. 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.

3. PERFORMANCE SCHEDULE

3.1 Time of Essence. Time is of the essence in the performance of this Agreement.

3.2 Schedule of Performance. Consultant shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed 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 Consultant, extensions to the time period(s)

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specified in the Schedule of Performance may be approved in writing by the Contract Officer but not exceeding thirty (30) 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 Consultant, 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 Consultant 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 Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Consultant's sole remedy being extension of the Agreement pursuant to this Section.

3.4 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 years from the date hereof, except as otherwise provided in the Schedule of Performance (Exhibit "D"). [The City Manager may, at his/her sole discretion, extend the Term for 3 additional one-year terms.]

4. COORDINATION OF WORK

4.1 Representative of Consultant. Krzysztof Chris Balasinski is hereby designated as being the representative of Consultant authorized to act on its behalf with respect to the work and services specified herein and make all decisions in connection therewith. All personnel of Consultant and any authorized agents shall be under the exclusive direction of the representative of Consultant. Consultant shall utilize only competent personnel to perform services pursuant to this Agreement. Consultant shall make every reasonable effort to maintain the stability and continuity of Consultant's staff and subcontractors and shall keep City informed of any changes.

4.2 Contract Officer. Recreation Superintendent or such person as may be designated by the City Manager, is hereby designated as being the representative the City authorized to act in its behalf with respect to the work and services specified herein and to make all decisions in connection therewith ("Contract Officer").

4.3 Prohibition Against Subcontracting or Assignment. Consultant shall not contract with any entity to perform in whole or in part the work or services required hereunder without the express written approval of the City. Neither this Agreement nor any interest herein may be assigned or transferred, voluntarily or by operation of law, without the prior written approval of City. Any such prohibited assignment or transfer shall be void.

4.4 Independent Consultant. Neither the City nor any of its employees shall have any control over the manner, mode or means by which Consultant, its agents or employees, perform the services required herein, except as otherwise set forth.

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Consultant shall perform all services required herein as an independent contractor of City with only such obligations as are consistent with that role. Consultant 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, or that it is a member of a joint enterprise with City.

5. INSURANCE AND INDEMNIFICATION

5.1 Insurance Coverages. Without limiting Consultant's indemnification of City, and prior to commencement of any services under this Agreement, Consultant shall obtain, 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. Consultant 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 $1,000,000 per occurrence, $2,000,000 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. Consultant 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 Consultant arising out of or in connection with 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. Consultant 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 Consultant 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. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000).

(e) Subcontractors. Consultant 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. Consultant shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a

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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. Consultant 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 Consultant, its agents, representatives, employees or subconsultants.

(c) Primary/noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required 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 Consultant or City will withhold amounts sufficient to pay premium from Consultant 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 Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City and shall require similar written express waivers and insurance clauses from each of its subconsultants.

(g) Enforcement of contract provisions (non-estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant 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

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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 Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. 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. Consultant 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 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 Consultant'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. Consultant 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 Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant 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. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the project will be submitted to City for review.

(n) Agency's right to revise specifications. The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City and Consultant may renegotiate Consultant'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. Consultant shall give City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

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(q) Additional insurance. Consultant 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, Consultant 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, 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, operations or activities provided herein of Consultant, its officers, employees, agents, subcontractors, invitees, or any individual or entity for which Consultant is legally liable ("indemnitors"), or arising from Consultant's or indemnitors' reckless or willful misconduct, or arising from Consultant's or indemnitors' negligent performance of or failure to perform any term, provision, covenant or condition of this Agreement, except claims or liabilities occurring as a result of City's sole negligence or willful acts or omissions. The indemnity obligation shall be binding on successors and assigns of Consultant and shall survive termination of this Agreement.

6. RECORDS, REPORTS, AND RELEASE OF INFORMATION

6.1 Records. Consultant shall keep, and require subcontractors to keep, such ledgers, books of accounts, invoices, vouchers, canceled checks, reports, studies 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 and shall keep such records for a period of three years following completion of the services hereunder. 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.

6.2 Reports. Consultant shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the services required by this Agreement or as the Contract Officer shall require.

6.3 Confidentiality and Release of Information.

(a) All information gained, or work product produced by Consultant in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Consultant. Consultant shall not release or disclose any such information or work product to persons or entities other than the City without prior written authorization from the Contract Officer.

(b) Consultant 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 Consultant gives the City notice of such court order or subpoena.

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(c) If Consultant provides any information or work product in violation of this Agreement, then the City shall have the right to reimbursement and indemnity from Consultant for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Consultant's conduct.

(d) Consultant shall promptly notify the City should Consultant 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 thereunder. The City retains the right, but has no obligation, to represent Consultant or be present at any deposition, hearing or similar proceeding. Consultant agrees to cooperate fully with the City and to provide the City with the opportunity to review any response to discovery requests provided by Consultant.

6.4 Ownership of Documents. All studies, surveys, data, notes, computer files, reports, records, drawings, specifications, maps, designs, photographs, documents and other materials (the "documents and materials") prepared by Consultant in the performance of this Agreement shall be the property of the City and shall be delivered to the City upon request of the Contract Officer or upon the termination of this Agreement, and Consultant shall have no claim for further employment or additional compensation as a result of the exercise by the City of its full rights of ownership use, reuse, or assignment of the documents and materials hereunder. Moreover, Consultant 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.

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. 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; Default. In the event that Consultant is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Consultant for any work performed after the date of default. Instead, the City may give notice to Consultant of the default and the reasons for the default. The notice shall include the timeframe in which Consultant may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, if circumstances warrant. During the period of time that Consultant is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. If Consultant does not cure the default, the City may take necessary steps to terminate this Agreement under this Article.

7.3 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

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purposes of this Agreement. Notwithstanding any contrary provision herein, Consultant shall file a statutory claim pursuant to Government Code Sections 905 et. seq. and 910 et. seq., in order to pursue any legal action under this Agreement.

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.

7.4 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 Consultant, except that where termination is due to the fault of the Consultant, the period of notice may be such shorter time as may be determined by the Contract Officer. In addition, the Consultant reserves the right to terminate this Contract at any time, with or without cause, upon sixty (60) days' written notice to City, except that where termination is due to the fault of the City, the period of notice may be such shorter time as the Consultant may determine. Upon receipt of any notice of termination, Consultant shall immediately cease all services hereunder except such as may be specifically approved by the Contract Officer. Except where the Consultant has initiated termination, the Consultant 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. In the event the Consultant has initiated termination, the Consultant shall be entitled to compensation only for the reasonable value of the work product actually produced hereunder, but not exceeding the compensation provided therefore in the Schedule of Compensation Exhibit "C". 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.

7.5 Termination for Default of Consultant. If termination is due to the failure of the Consultant 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 Consultant 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 Consultant for the purpose of set-off or partial payment of the amounts owed the City as previously stated.

8. MISCELLANEOUS

8.1 Covenant Against Discrimination. Consultant covenants that, by and for itself, its heirs, executors, assigns and all persons claiming under or through them, that 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. Consultant shall take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, color, creed,

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religion, sex, gender, sexual orientation, marital status, national origin, ancestry, or other protected class

8.2 Non-liability of City Officers and Employees. No officer or employee of the City shall be personally liable to the Consultant, 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 Consultant or to its successor, or for breach of any obligation of the terms of this Agreement.

8.3 Notice. 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 Consultant, to the person(s) 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.

8.4 Integration; Amendment. 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. This Agreement may be amended at any time by the mutual consent of the parties by an instrument in writing.

8.5 Severability. In the event that part of 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 portions 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.

8.6 Waiver. No delay or omission in the exercise of any right or remedy by non-defaulting party on any default shall impair such right or remedy or be construed as a waiver. A party's consent to or approval of any act by the other party requiring the party's consent or approval shall not be deemed to waive or render unnecessary the other party's consent to or approval of any subsequent act. 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.

8.7 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 any be granted, whether legal or equitable, shall be entitled to reasonable attorney's fees, whether or not the matter proceeds to judgment.

8.8 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

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against either party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply.

8.9 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.

8.10 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. Consultant 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. Consultant 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. Consultant 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.

Consultant's Authorized Initials DS KCB

Krzysztof Chris Balasinski

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 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

DocuSigned by:
Adam Raymond
A0FB4F5D056C43C...
Adam Raymond
City Manager
Feb 3, 2023 | 6:20 PM PST

APPROVED AS TO FORM:
ALESHIRE & WYNDER, LLP

DocuSigned by:
William Wynder
9F096A23BACC45F...
William W. Wynder
City Attorney

CERTIFY AVAILABILITY OF FUNDS:

DocuSigned by:
Marie Ricci
A98B6D9025C448A...
Marie Ricci
Administrative Services Director/City Treasurer

ATTEST:

DocuSigned by:
Kathleen Sessman
2252A9F44B69434...
Kathleen R. Sessman
City Clerk/Communications Director

CONTRACTOR:
Krzysztof Chris Balasinski

DocuSigned by:
Krzysztof Chris Balasinski
3119F7388B67483...
Name: Krzysztof Chris Balasinski
Title: Owner
Email: info@refunion.net
Feb 3, 2023 | 9:30 AM PST

Two corporate officer signatures required when Contractor is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. CONTRACTOR'S SIGNATURES SHALL BE DULY NOTARIZED UNLESS EXECUTED UTILIZING DOCUSIGN. IN ADDITION, THE APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONTRACTOR'S BUSINESS ENTITY.

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EXHIBIT "A"

SCOPE OF SERVICES

I. Consultant will perform the following services:

A. The City of Glendora Community Services Department facilitates a Youth Basketball Sports Program once a year (December – March) with an estimated 700 games to be officiated. The City will monitor these services provided by the contractor and will provide the Contractor with schedules, rules, and facilities. The Contractor must provide all other services required to provide sports officiating services including but not limited to the following:

B. Provide competent, qualified referees/officials to officiate league and post-season games for the Glendora Youth Basketball League. Should Contractor fail to provide referee/officials for any game, Contractor understands that liquidated damages in the amount of $30 per game/per official shall be assessed and the sum shall be deducted from payments due to the Contractor.

C. Written dress code policy, consistent with Southern California Municipal Athletic Federation (SCMAF) and California Interscholastic Federation (CIF) rules approved by the Recreation Supervisor/Superintendent. Referees/officials are required to be in proper uniforms. Contractor to provide uniforms, watches, whistles, and other game required equipment.

D. Develop a recruitment process involving recruiting, training, hiring, evaluating, and terminating of referees/officials. Contractor is responsible for all costs associated with this process. A minimum of one training session for referees/officials required.

E. Meetings: Attend any league/organization meetings as deemed necessary by the City as follows:

   a) Preseason meeting with the City's Recreation Superintendent and Recreation Supervisor to review rules, regulations, and schedules.

F. Keep game rotation of referee/officials minimal. City shall have the right to request game referee/official changes when deemed necessary with or without case.

G. Scheduling and supervision of referees/officials at all games. All schedules shall be provided at least two weeks prior to the scheduled game to the Recreation Supervisor.

H. Maintain membership with the Southern California Municipal Athletic Federation (SCMAF) in good standing and employ only SCMAF or California Interscholastic Federation (CIF) certified referees/officials.

I. Contractor and all referees/officials shall follow conflict of interest policy and notify Recreation Supervisor immediately if a conflict arises. This includes the following:

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a) Shall not coach in the City of Glendora's Youth basketball League.

b) Shall not be assigned to officiate a game in which a family relative is a participant as a player or coach.

J. Contractor is required to provide the necessary number of referees/officials per game by age division as follows:

a) One (1) referee/official for Grades 1 & 2 Coed

b) One (2) referee/official for Grades 3 & 4 Boys

c) Two (2) referees/officials for Grades 3, 4, & 5 Girls

d) Two (2) referees/officials for Grades 5 & 6 Boys

e) Two (2) referees/officials for Grades 7 & 8 Boys & Girls

II. As part of the Services, Consultant will prepare and deliver the following tangible work products to the City:

A. Complete list of names addresses and phone numbers for all referees/officials working under Contractor's employment to Recreation Supervisor (prior to season starting).

B. Written dress code policy, consistent with SCMAF and CIF rules approved by the Recreation Supervisor/Superintendent.

C. Schedules of all referees/officials assigned to games (at least two weeks prior to scheduled game).

III. In addition to the requirements of Section 6.2, during performance of the Services, Consultant will keep the City updated of the status of performance by delivering the following status reports:

A. Referee/Official Summary Update: Contractor shall provide City with updates on status of referee/officials' if any changes, issues or concerns arise.

B. The City of Glendora will provide a minimum of 24 hours advance notice for any and all game time changes. Any changes communicated under 24 hours will not excuse the city from compensating the referee or crew that had been confirmed to work.

IV. All work product is subject to review and acceptance by the City and must be revised by the Consultant without additional charge to the City until found satisfactory and accepted by City.

V. Consultant will utilize the following personnel to accomplish the Services:

A. Ref Union employees

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EXHIBIT "B"

SPECIAL REQUIREMENTS

(Superseding Contract Boilerplate)

Added text is indicated in ***bold italics***, deleted text is indicated in ~~strikethrough~~.

~~5.1 (b) Automobile liability insurance. Consultant 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 Consultant arising out of or in connection with 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.~~

~~5.1 (d) Workers' compensation insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000).~~

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EXHIBIT "C"

SCHEDULE OF COMPENSATION

I. Consultant shall perform the following Services at the following rates:

A. It is expressly agreed and understood that the total amount to be paid by City under this Agreement shall not exceed $ 22,790.00 for this project. Invoice to be submitted and approved by the project manager and Community Services Director.

An invoice for payment of eligible expenses shall be made for services specified in the Scope of Services section I herein, and in accordance with performance.

II. Within the budgeted amounts for each Task, and with the approval of the Contract Officer, funds may be shifted from one Task sub budget to another so long as the Contract Sum is not exceeded per Section 2.1, unless Additional Services are approved per Section 2.3.

III. The City will compensate Consultant for the Services performed upon submission of a valid invoice. Each invoice is to include:

A. Line items for all 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.

IV. The total compensation for the Services shall not exceed the Contract Sum as provided in Section 2.1 of this Agreement.

V. Consultant's billing rates for all personnel are attached as Exhibit C-1.

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EXHIBIT "D"

SCHEDULE OF PERFORMANCE

I. Consultant shall perform all services timely in accordance with the following schedule:

	Description	Deadline Date
A.	**Referees/officials per game by age division**	**April 2023**

II. Consultant shall deliver the following tangible work products to the City by the following dates.

A. Referees/Officials per game by age division as listed in Exhibit "A" from December 2023 – March 2023

III. The Contract Officer may approve extensions for performance of the services in accordance with Section 3.2.

City of Glendora | Recreation and Human Services
116 E. Foothill Blvd.
Glendora, CA 91741

December 11, 2024

Krzysztof Chris Balasinski
1210 Park Newport
Newport Beach, CA 92660

Dear Chris,

Pursuant to Section 3.4 of the Agreement between The City of Glendora (City) and Krzysztof Chris Balasinski dated January 31, 2023, the City is hereby invoking the second of its options to extend the term of the agreement for one additional year. All contract terms remain unchanged.

Sincerely,

Kelsey Fay
Management Analyst

Docusign Envelope ID: 6CC8E71C-037E-4174-94FD-E81D6452E50C

AMENDMENT NO. 1

TO CONTRACT SERVICES AGREEMENT

THIS AMENDMENT NO. 1 TO CONTRACT SERVICES AGREEMENT ("Amendment") is made by and between the **CITY OF GLENDORA**, a municipal corporation ("City") and **Krzysztof Chris Balasinski**, an individual ("Consultant") effective as of the _____ day of _____, 2025.

RECITALS

A. City and Consultant entered into that certain Contract Services Agreement dated January 31, 2023 (such agreement, as amended by those certain letter amendments, dated October 2, 2023 and December 11, 2024, the "Agreement") whereby Consultant agreed to provide certain Glendora Youth Basketball Referee services.

B. City and Consultant now desire to amend the Agreement to update the Contract Sum and the term of the Agreement.

TERMS

1. **Contract Changes**. The Agreement is amended as provided herein. Deleted text is indicated in ~~strikethrough~~ and added text in ***bold italics***.

a. "2.1 Contract Sum. For the services rendered pursuant to this Agreement, Consultant shall be compensated in accordance with the "Schedule of Compensation" attached hereto as Exhibit "C" and incorporated herein by this reference, but not exceeding the maximum contract amount of ***One Hundred Thousand Seven Hundred and Ten Dollars ($100,710)*** ~~$22,790.00 (TWENTY-TWO THOUSAND SEVEN HUNDRED NINETY DOLLARS)~~ ("Contract Sum")."

b. "3.4 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 years~~ ***four (4) years*** from the date hereof ***(i.e., January 31, 2027)***~~, except as otherwise provided in the Schedule of Performance~~ (Exhibit "D")."

c. Part I.A. of Exhibit "C" (Schedule of Compensation") shall be revised as follows:

"I. Consultant shall perform the following Services at the following rates:

A. It is expressly agreed and understood that the total amount to be paid by City under this Agreement shall not exceed ~~$ 22,790.00~~ ***$100,710*** for this project. Invoice to be submitted and approved by the project manager and Community Services Director."

An invoice for payment of eligible expenses shall be made for services specified in the Scope of Services section I herein, and in accordance with performance."

Docusign Envelope ID: 6CC8E71C-037E-4174-94FD-E81D6452E50C

d. Part V. of Exhibit "C" (Schedule of Compensation) is hereby deleted.

e. Parts I and II of Exhibit "D" (Schedule of Performance) are hereby amended to read that the deadline date for the performance of the services by Consultant shall be completed by January 31, 2027.

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; Warranty Re Absence of Defaults.** City and Consultant 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.

Consultant represents and warrants to City that, as of the date of this Amendment City is not in default of any material term of the Agreement and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement.

City represents and warrants to Consultant that, as of the date of this Amendment, Consultant is not in default of any material term of the Agreement and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement.

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 APPEAR ON THE FOLLOWING PAGE]

Docusign Envelope ID: 6CC8E71C-037E-4174-94FD-E81D6452E50C

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

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
CACE701662584A4...
Kyle Johnson
Finance Director/City Treasurer

ATTEST:

Kathleen R. Sessman
City Clerk/Communications Director

CONSULTANT:
Krzysztof Chris Balasinski, an individual

Signed by:
3119F7338B67483...
Name: Krzysztof Chris Balasinski
Title: Owner
Email Address: info@refunion.net
Oct 28, 2025 | 4:51 PM PDT

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**Second reading and adoption of Ordinance 2095 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:

1. Waive full reading, read by title only and adopt on second reading Ordinance No. 2095 entitled, "AN ORDINANCE OF THE CITY COUNCIL AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO ESTABLISH OBJECTIVE DESIGN STANDARDS AND STREAMLINE EXISTING REGULATIONS IN ALIGNMENT WITH THE ADOPTED HOUSING ELEMENT AND STATE LAW (File# PLN22-0042).

STRATEGIC FOCUS AREAS

2023-2025 Strategic Plan

Goal 1: Implement strategic economic development (ISED)

Objective 5: Sixth cycle housing element follow-up

Task 3: Develop objective design guidelines

2025-2027 Strategic Plan

Goal 1: Suburban living

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

Action 1.1. Objective design guidelines

EXECUTIVE SUMMARY

Ordinance 2095 streamlines development approvals while ensuring a baseline of design quality and flexibility, fulfilling State mandates and local planning goals. It was developed in response to Senate Bills 35 and 330 and Assembly Bill 2011, which require objective design standards—those that are uniformly verifiable and free of subjective judgment. Glendora's previous zoning and specific plans contained scattered, inconsistent guidelines that made review difficult and uneven. To address this, the City created a unified set of Objective Design Standards (ODS) consolidating and clarifying design requirements for residential, mixed-use, commercial, and industrial projects. The ODS modernize Glendora's Zoning Code, implement key Housing Element and Economic Action Plan priorities, and comply with the State Density Bonus Law. Supported by SB 2 grant funding, the City contracted PlaceWorks Inc. in 2023 to prepare the ODS, marking the culmination of a three-year effort to simplify review processes and ensure consistent, high-quality design across the City.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

California Government Code Section 65913.4 requires that design standards for residential and mixed-use developments be "objective," meaning they must be free from personal judgment and verifiable through clear, external benchmarks. State law also extends these requirements to SB 9 lot splits and accessory dwelling units. In alignment, Glendora's 2025 General Plan establishes numerous goals supporting high-quality, context-sensitive design—such as ensuring infill complements existing neighborhoods, guiding mixed-use development in key activity areas, and preserving historic and neighborhood character. These policies form the foundation for the City's transition to objective, rather than subjective, design standards.

The City advanced this effort through its 2021–2029 Housing Element, which includes actions requiring revisions to existing design guidelines to remove interpretive language and ensure compliance with SB 330. These initiatives align with the City's broader Strategic Plan and Economic Development Action Plan, which prioritize efficient, high-quality development and business attraction through streamlined review processes. The 2024–2025 EAP emphasizes reducing regulatory barriers, accelerating permit timelines, and improving design consistency to strengthen Glendora's economic vitality and urban character.

The development of Glendora's Objective Design Standards (ODS) was shaped by an inclusive, multi-phase engagement process that combined broad community outreach with targeted professional input. Beginning in April 2024, the City launched a community design survey that received over 560 responses, followed by an October 2024 open house and Planning Commission study session to review draft standards. In July 2025, the City and consultant PlaceWorks hosted a virtual Developer and Architect Roundtable with local professionals to refine technical details, including architectural styles, materials, and review procedures. Throughout the process, all draft materials and updates were made publicly available online to ensure transparency. Community feedback emphasized neighborhood character, pedestrian quality, and design consistency, while industry experts provided practical guidance on implementation. This collaborative process produced a clear, enforceable, and community-supported set of standards that align with State law and reflect Glendora's commitment to design excellence and streamlined development.

To implement these goals, the City held multiple joint meetings of the City Council and Planning Commission, culminating in the August 28, 2025, review of draft Objective Design Standards (ODS). Key updates included limiting permitted architectural styles for large multifamily projects to Craftsman and Spanish Revival, prohibiting wood shingle roofs and real wood decking for safety and durability, and adding a uniform "Top Edge Treatment" requirement to enhance facade dimensionality. The Planning Commission incorporated further technical feedback and recommended approval of the ODS and accompanying Zoning Code cleanup ordinance at their October 7, 2025, public hearing. City Council voted to adopt the ordinance upon introduction and first reading at their October 28, 2025 public hearing.

DISCUSSION

The Objective Design Standards (ODS) establish clear, enforceable expectations for architecture and site design, replacing Glendora's previous system of subjective guidelines found in Title 21 of the Glendora Municipal Code and the Arrow Highway and Route 66 Specific Plans. Many of the former provisions were advisory rather than mandatory, leading to inconsistent interpretations and noncompliance with State law requiring "objective" design standards. The new Ordinance repeals and replaces multiple Zoning Code sections to create a cohesive, easy-to-administer framework that ensures clarity for developers, property owners, and staff.

Major Updates:

1. **New Chapter 21.15 – Objective Design Standards:** Replaces Appendix 21.B with detailed architectural and site design standards for residential, mixed-use, commercial, and industrial projects.

2. **Applicability:** Applies to nearly all new development and major remodels citywide, excluding hillside projects and pre-approved ADUs, with flexibility for discretionary review through the Development Plan Review (DPR) process.

3. **Process Changes:** Streamlines approvals by allowing small multifamily and commercial projects to proceed directly to building permits, supporting the Economic Action Plan's efficiency goals.

4. **Specific Plan Revisions:** Repeals subjective provisions in the Route 66 and Arrow Highway Specific Plans to align with State law and the new ODS framework.

5. **Section 21.03 – General Regulations:** Updates standards for parking, landscaping, lighting, and fencing to ensure objectivity and consistency.

6. **Code Clean-Up:** Eliminates redundant and unclear language across the Zoning Code, consolidating design-related regulations into a single, cohesive system.

7. **User's Guide:** Provides visual aids, checklists, and staff tools to clarify standards and assist applicants in compliance.

The ODS focus on architectural and site design—not height, density, or setbacks—and include additional transition requirements near residential areas and arterial corridors. They apply to new construction and major renovations across most zoning districts, excluding a limited number of specific plans. Importantly, the ODS preserve design flexibility by allowing alternative architectural concepts through the DPR process, provided the proposed design maintains neighborhood character and safeguards public health, safety, and welfare.

FISCAL IMPACT

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

ENVIRONMENTAL DETERMINATION

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

Prepared By:	Hans Friedel, AICP, Principal Planner
Concurs With:	Not Applicable
Reviewed By:	Jeff Kugel, Community Development Director
Certified to Availability of Funds:	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_2095.pdf

B_Summary_for_Publication_2nd_Reading.pdf

ORDINANCE NO. 2095

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 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 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:

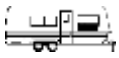
RECREATIONAL VEHICLE EXAMPLES



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.

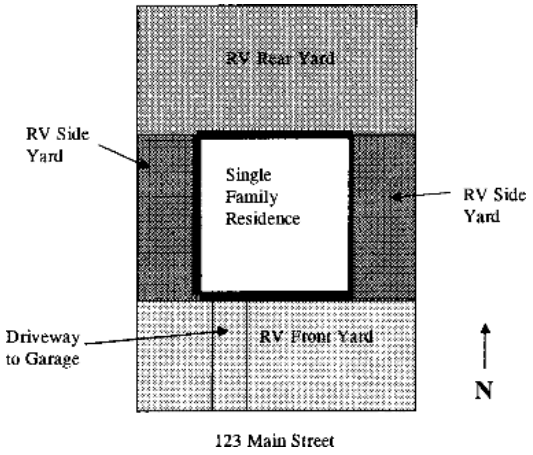
"RV street side yard" for the purposes of RV storage means the RV yard area adjacent to a street on a corner lot between the RV front yard as determined by the corner lot RV front yard definition and the RV rear yard.

"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.

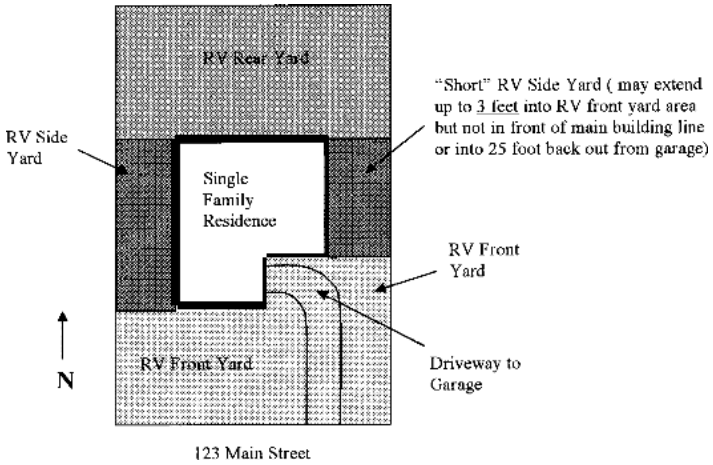
"Irregular nonconforming RV lot side yard" means the side yard for the narrowest side beginning at the side of the driveway farthest from the residence to the side property line of the narrowest side and extending from the front property line to the RV rear yard.

RV Yard Area Diagrams Examples (no scale):

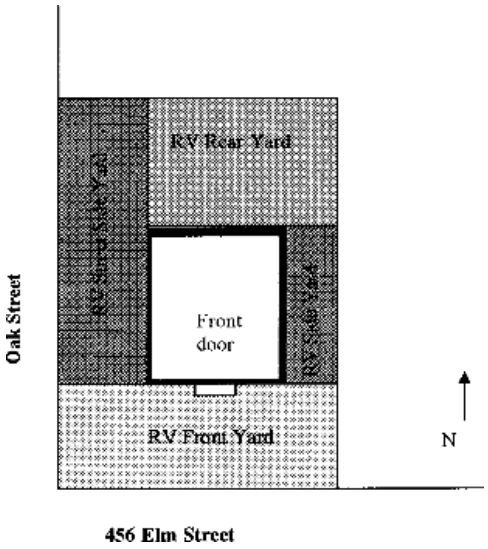
Square residential layout



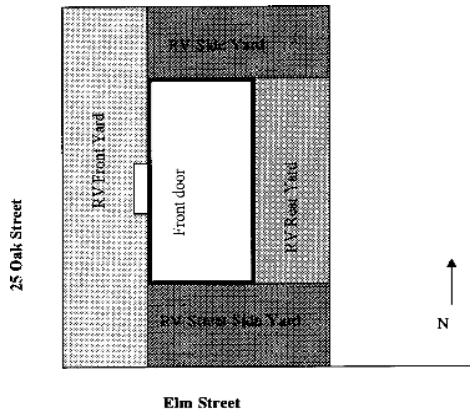
"L" residential layout



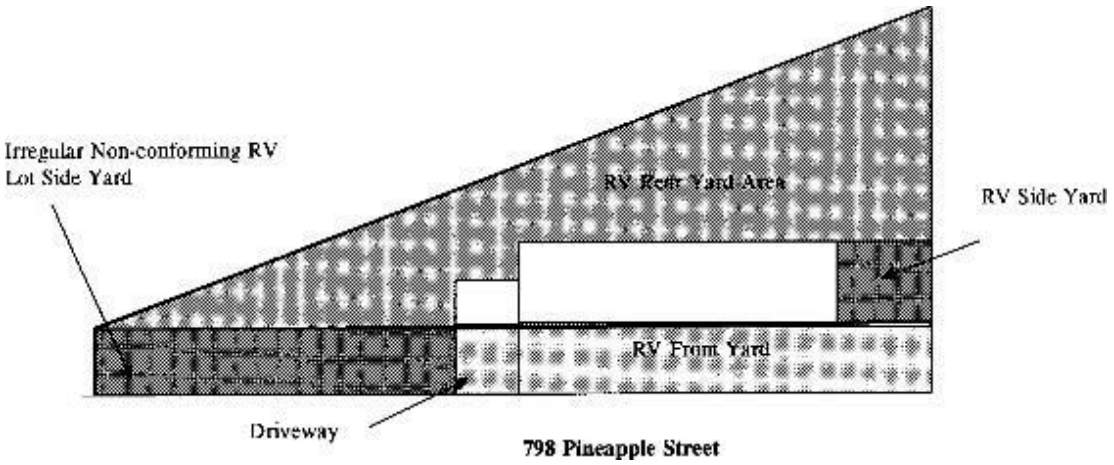
Corner lot RV yard area – Address and front door facing narrowest street frontage



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.

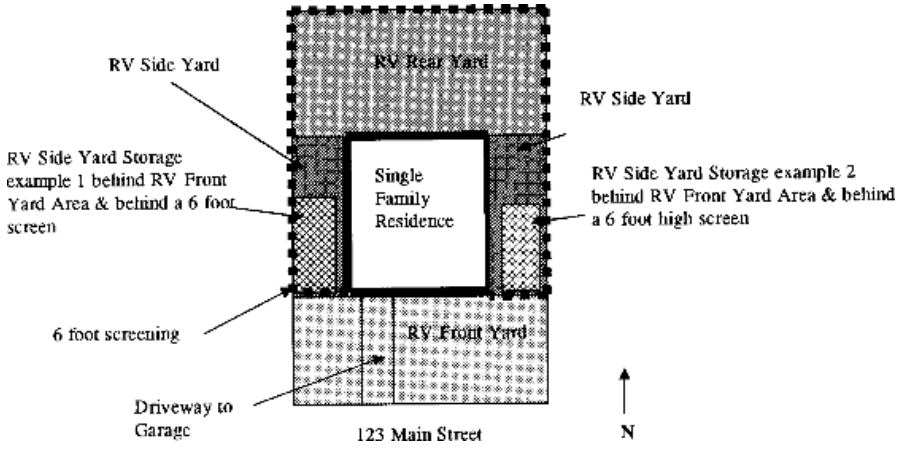
Temporary RV parking on public streets for any period of time is administered through Chapter 10.12 of the Glendora Municipal Code.

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.

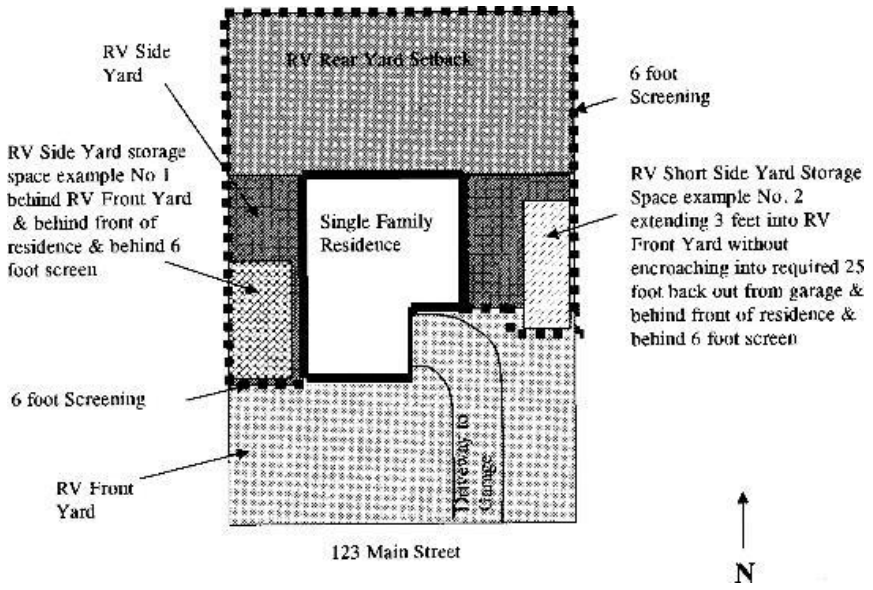
c. Side Yard RV Storage. Recreational vehicle storage is permitted in the RV side yard area behind the front setback and behind the RV front yard provided it is screened to a height of six feet as required by this title.

RV side yard storage examples:

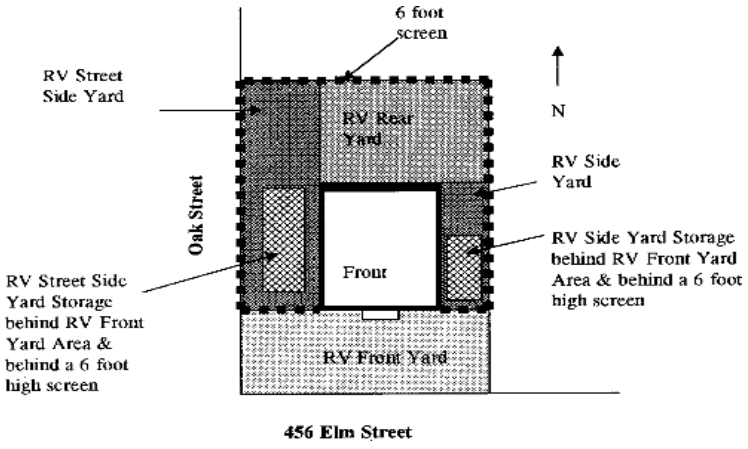
Side yard RV storage – Square residential building layout



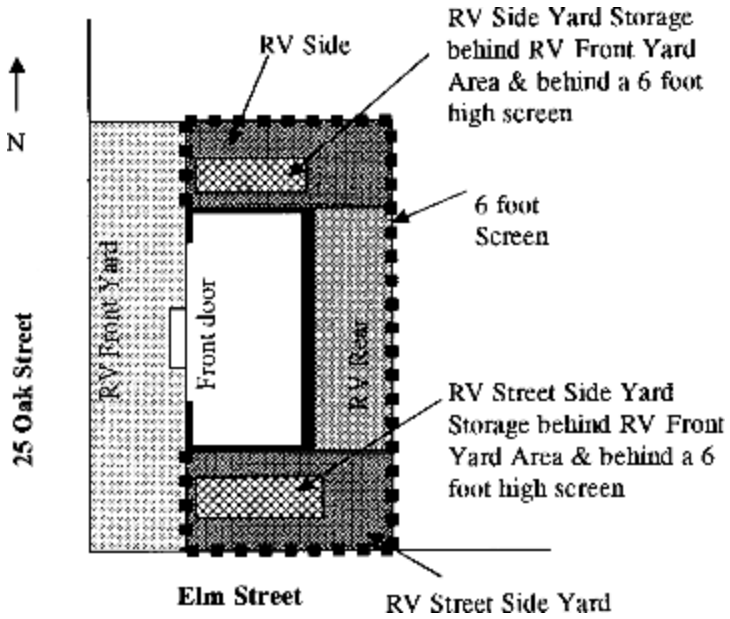
Side yard RV storage – "L" residential building layout



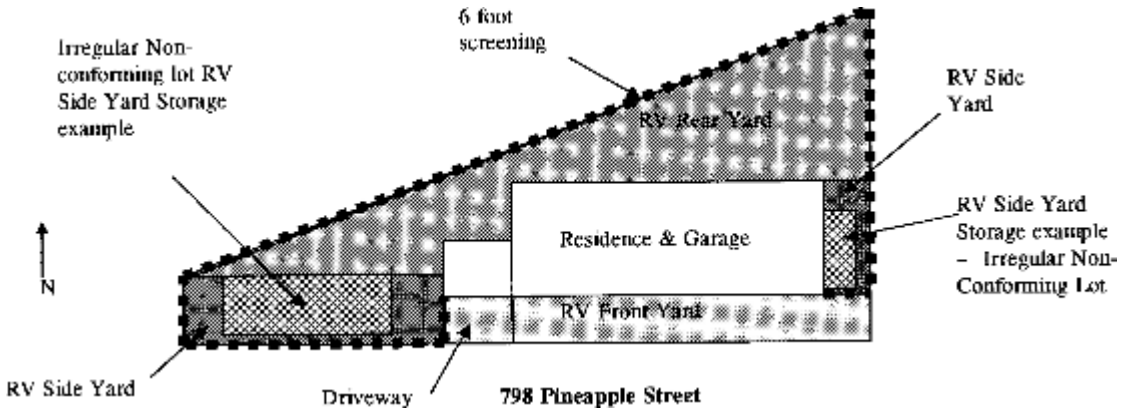
Side yard corner lot RV storage, address and front door on narrowest frontage



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.

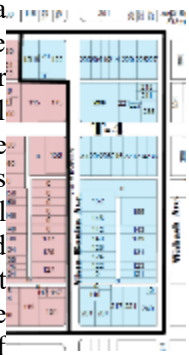
B. CCAP Zone Subdistricts.



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.

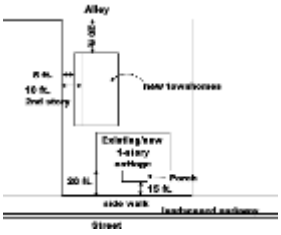
   d. Nonconforming lots: refer to Section 21.03.030(B) of this title.

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.

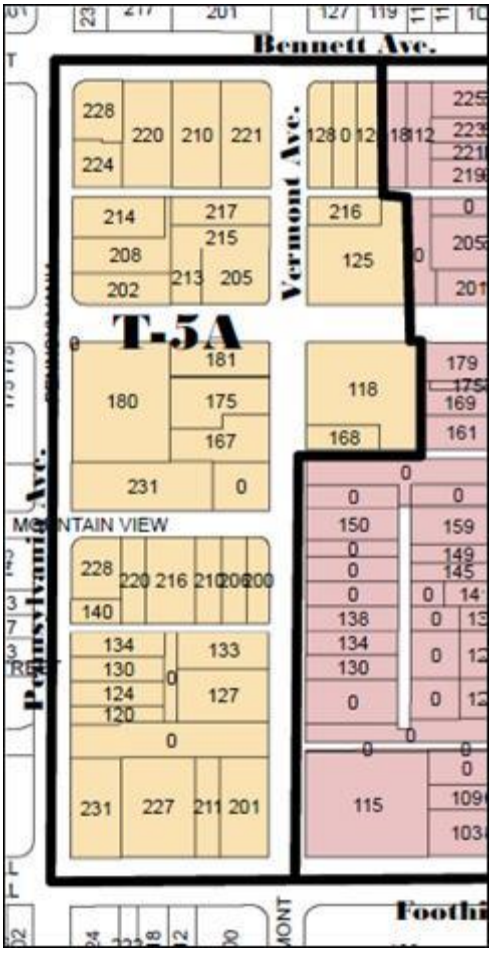
d. Unless the selected architectural style indicates otherwise, all building wall planes shall provide thoughtful articulation using variations in wall planes, window fenestration and entry openings to break up wall planes. Large expanses of blank walls are strongly discouraged.

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.

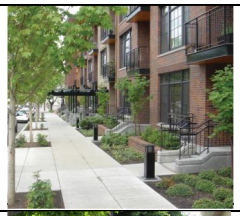
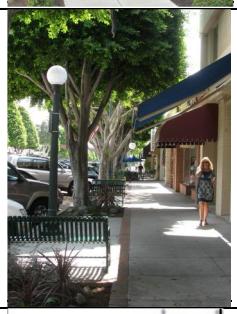
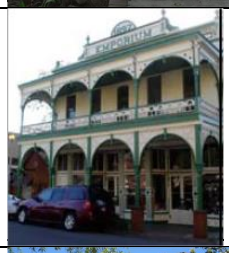
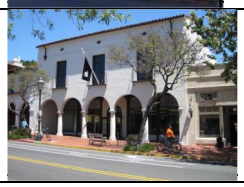
~~2. CCAP Design Standards Table of Contents.~~

   ~~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).~~

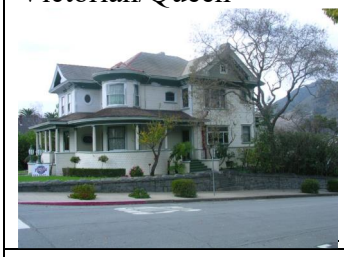
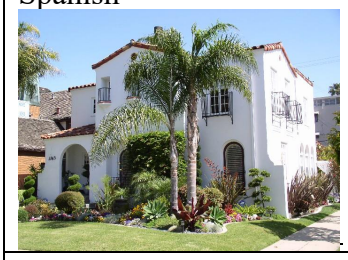
c. Subsection N, Table of Landscape Standards.

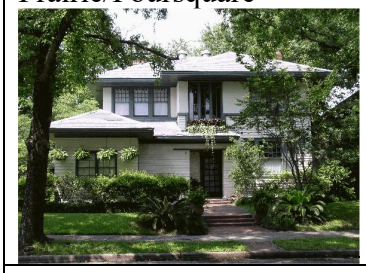
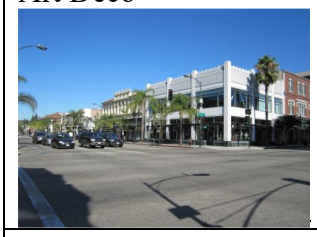
L. Table of Frontage Types Allowed (Shaded) in Each Subdistrict.

Frontage Type	Illustration	T4 Village Edge	T5 Village Core with frontage on Glendora Avenue	T5 Village Core without frontage on Glendora Avenue	T5A Village Transition
Residential Front Yard					
Porch					
Forecourt					
Stoop					
Shop Front					
Gallery					
Arcade					

M. Table of Architecture Styles Allowed (Shaded) in Each Subdistrict.

Architectural Style	T-4	T-5	T-5A
Romaneque Revival			

			
~~Victorian/Queen Anne~~ 			
~~Neoclassical Revival~~ 			
~~Main Street~~ 			
~~Spanish Revival~~ 			
~~Mission Revival~~ 			
~~Craftsman Bungalow~~			

			
~~Prairie/Foursquare~~ 			
~~Art Deco~~ 			
~~New Urbanism~~ 			

~~N. Open Space and Landscape Standards.~~

~~**Standard (shaded cells indicate applicability to specific subdistrict)**~~	~~**Subdistrict**~~		
	~~**T-4**~~	~~**T-5**~~	~~**T-5A**~~
~~All front and street side setback areas shall be landscaped with drought tolerant (low water use) plant material*~~			
~~A minimum of at least one shade tree (36-inch box size) as approved by the city shall be provided within the front setback area for each 50 feet of lot width.~~			
~~Maximum hardscape or paved area for front setback not to exceed 25% of actual front setback area from the main structure.~~			

~~Minimum open space per unit for multifamily development excluding required setback areas shall be 400 square feet per unit (may be a combination of private and common areas).~~			
~~Open space minimum length and width in any direction shall be not less than 10 feet and a minimum area not less than 150 square feet.~~			
~~All ground floor residential front and street side setbacks and courtyards shall be designed and landscaped to enhance the interface between the public and private realm by providing visual and/or physical accessibility from the public areas into the landscaped setback areas.~~			
~~Residential ground floor development front setback areas shall include landscaping with drought tolerant (low water use) plant material** and decorative paving.~~			
~~Ground floor commercial/retail/office development with front and street side setbacks, recessed entries and forecourts, shared walkways and courtyards shall incorporate pedestrian amenities including shaded seating, decorative paving and landscaped planter areas to enhance the pedestrian experience.~~			
~~All street corner development shall provide a minimum public landscaped plaza space of 500 square feet including seating, decorative paving, and lush planter landscaping to enhance the pedestrian experience.~~			
~~Mixed use residential development on second and third stories shall provide a minimum of one 150 square foot balcony (minimum 10 foot by 15 foot) per unit. The architectural style of balconies shall be consistent with the architectural style of the proposed development.~~			
~~Parking Lot Screening and Shading. All parking lots shall provide landscape screening along public rights-of-way. Shade trees (minimum 24-inch box size) shall be planted throughout the parking lot at a minimum of one tree for every three parking spaces.~~			

~~*~~ ~~For lists of drought tolerant or low water use plants, refer to A Guide to Estimating Irrigation Water Needs of Landscape Plantings in California by the University of California Cooperative Extension and the California Department of Water Resources - Low and Very Low water use designated plants, or Landscape Plants for Western Regions by Bob Perry.~~

~~**~~ ~~Ibid.~~

L. Outdoor Dining.

a. Purpose. The purpose and intent of this section is to provide regulations for outdoor dining operated in conjunction with a "dining" or "fast food restaurant," or "wine/beer tasting room" as defined in Section 21.01.020 of the Glendora Municipal Code.

b. The provisions of this section are applicable to sidewalk and parklet dining located in the public right-of-way in the CCAP T-5 and T5A zones.

c. Outdoor Dining Use Agreement. Any dining or fast-food restaurant, or wine/beer tasting room desiring to utilize the adjacent public right-of-way for outdoor dining shall submit an application for an outdoor dining use agreement ("agreement").

i. The community development director and public works director shall review, approve with conditions, or deny all applications for an outdoor dining use agreement.

ii. The planning commission shall review, approve with conditions, or deny all applications for serving alcoholic beverages or including entertainment in conjunction with outdoor dining.

iii. Outdoor dining use agreements shall be valid for one year and may be renewed annually.

d. Outdoor Dining Standards.

i. Outdoor Dining—No Alcoholic Beverages Permitted. Sidewalk outdoor dining without the sale or service of alcoholic beverages is permitted by this section and shall be subject to the following standards:

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~~



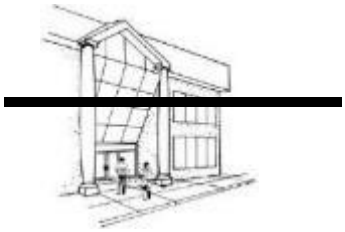
~~2. Human Scale. Develop buildings that include human-scale details, pedestrian amenities, and create new linkages between and within developments where possible.~~

~~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~~



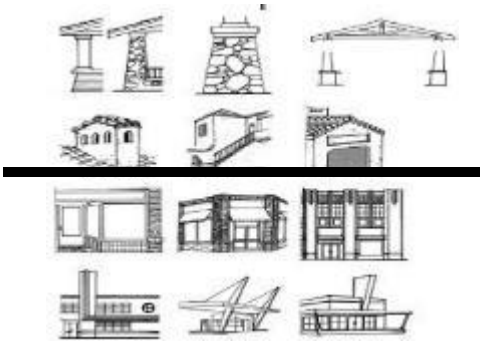
~~Building with Few Human Scale Qualities~~



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~~



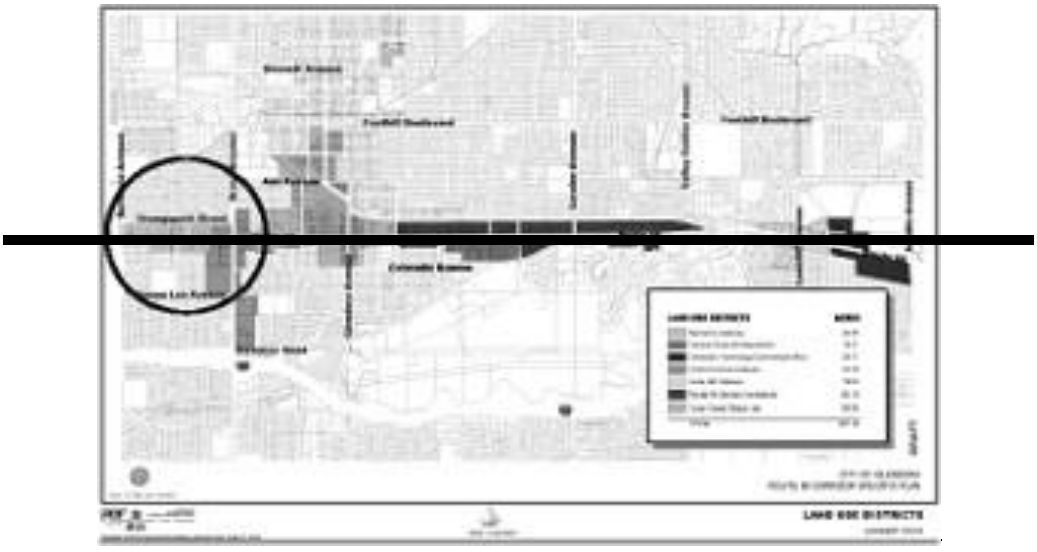
~~Unpleasant Development Character Created Through Uncoordinated Building Design, Open Space Placement, and Miscellaneous Streetscape~~

~~(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.

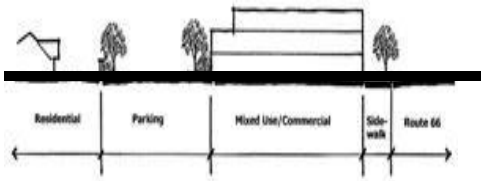
As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:

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.

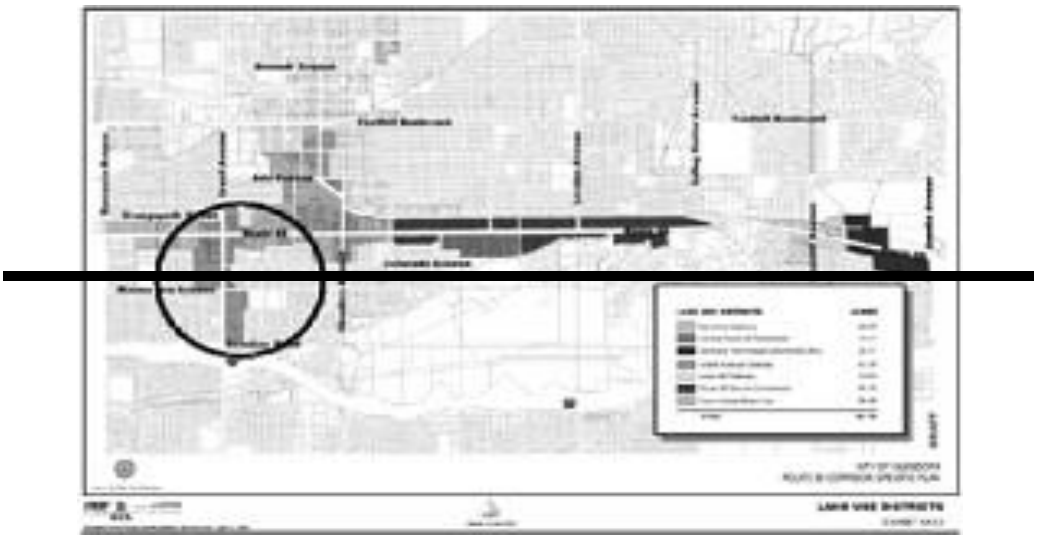
b. Relationship Between Building and Rear Yard – Setback, Buffer and Stepback. Within the Barranca gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66-fronting development sharing rear property lines with residential neighborhoods. For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

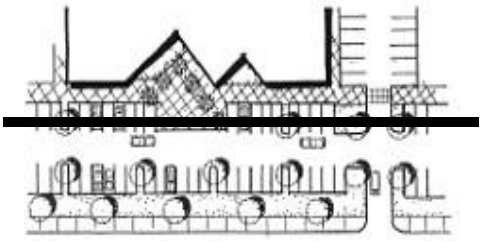
i. A primary commercial node;
ii. Primary southern gateway;
iii. Higher intensity commercial development;
iv. Capture local and regional market;
v. Auto-oriented gateway.

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.

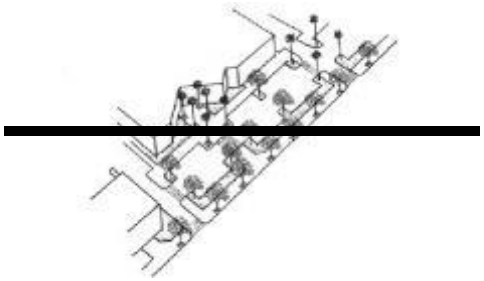
a. Relationship Between Building and Street – Setback from Street – Balanced Parking Orientation. For the Grand Avenue commercial gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with generous parking lot landscaping, and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



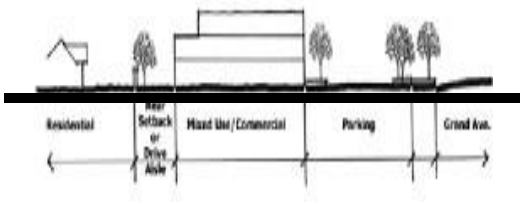
Relationship Between Building and Street: Setback from Street – Balanced Parking Orientation is Encouraged for the Grand Avenue Commercial Gateway District (Plan View above; Axonometric View below)



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.

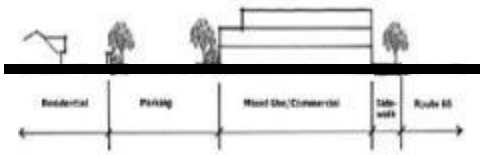
i. Within the town center mixed use district, three relationships between buildings and rear yard areas exist that require specific design guidance:

(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:

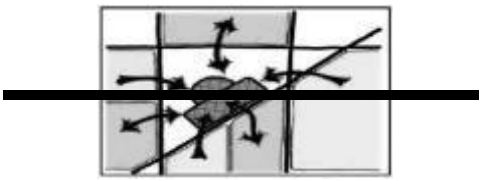
(A) Introducing generous landscaping along rear property line to optimize buffer.
(B) Installing low-scale light standards, using light shields, and setting back building to minimize light spillover from parking area and building to adjacent properties.
(C) Stepping back upper stories of buildings and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

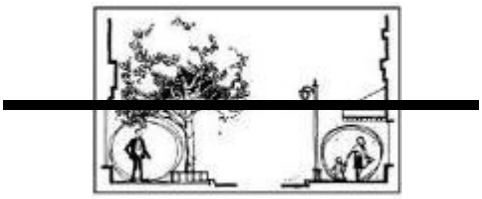


c. Transit Supportive Design Guidelines. Unlike the other districts within the specific plan area, the town center mixed use district will realize transit-supportive development and redevelopment as a result of future service by the Metro Gold Line (light rail). To optimize the benefits of light rail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

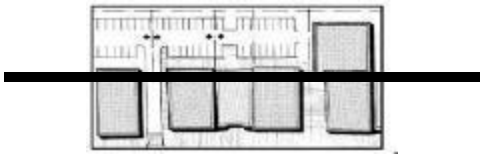


ii. All projects within the town center mixed use district should demonstrate pedestrian orientation by including weather protection (sun, wind, rain) elements such as awnings, colonnades, or canopies; building entrances and storefronts fronting on a segment of the pedestrian system; and the use of interesting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

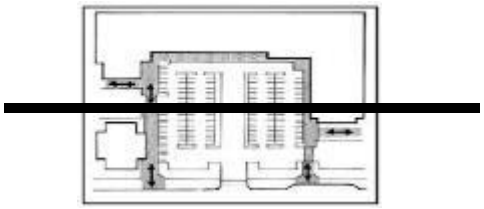


iii. Encourage shared (reciprocal access) parking, centrally located public parking, structured parking, to encourage transit use, walking, and bicycling and to maximize the development potential of sites within the town center mixed use district.

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.

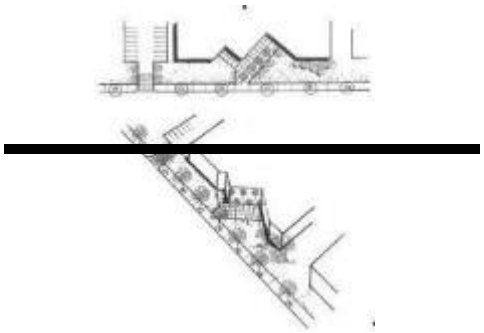
2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Route 66 service commercial district within the Route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

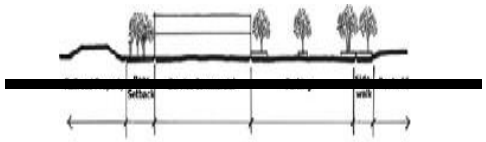
~~i. Within the Route 66 service commercial district, two primary relationships exist between buildings and rear yard areas that require specific design guidance:~~

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

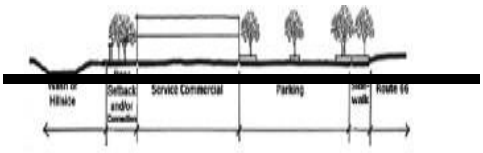
~~ii. On the north side of Route 66, the focus of Route 66 fronting properties is on providing an adequate and aesthetic buffer from the adjacent rail corridor. On the south side of Route 66 fronting properties share rear property lines with the Big Dalton Wash and the South Hills. A generous landscaped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

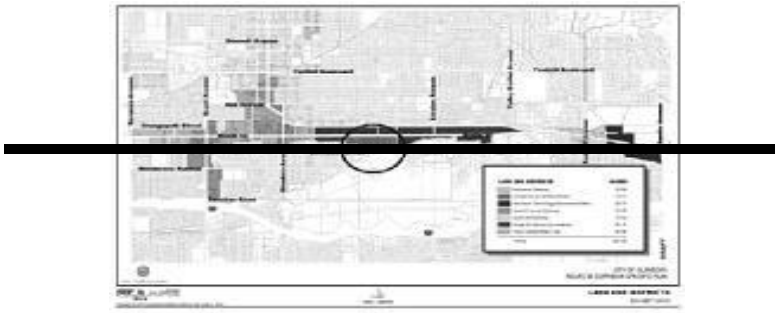
~~Buffer and/or Connection Relationship Between Buildings and Rear Yards Adjacent to Railroad Property is Encouraged for the Route 66 Service Commercial District~~



~~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.

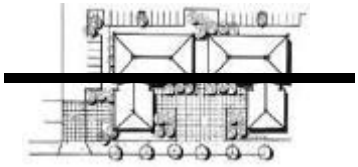
a. Relationship Between Building and Street – Setback from Street – Landscape Orientation and Street Adjacent – Pedestrian Orientation. For residential development within the central Route 66 residential district, this edge treatment encourages landscaped setbacks between buildings and streets, interrupted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

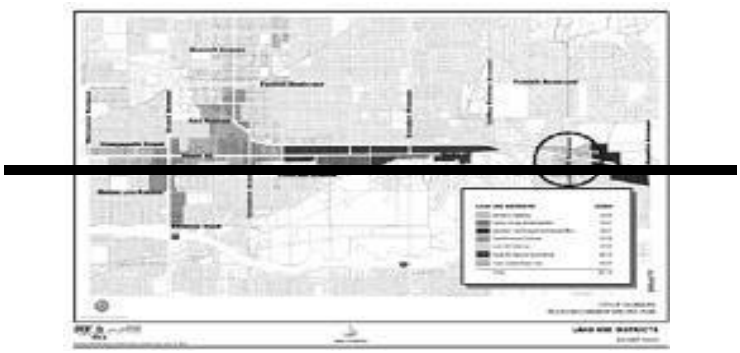
(A) Rear yard of residential development adjacent to wash;
(B) Rear yard of commercial development adjacent to wash.

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.

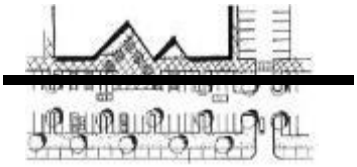
i. Streetscape enhancement;
ii. View preservation;
iii. Locally-serving commercial node;
iv. Capitalize on adjacent employment.

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.

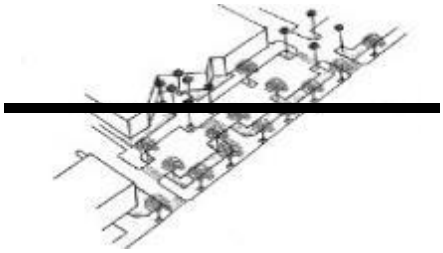
a. Relationship Between Building and Street – Setback from Street – Balanced Parking Orientation. For the Lone Hill gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with parking lot landscaping, and generous landscaped parkways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



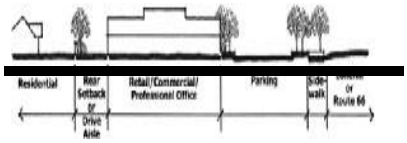
Relationship Between Building and Street: Setback from Street – Balanced Parking Orientation is Encouraged for the Lone Hill Gateway District (Plan View above; Axonometric View below)



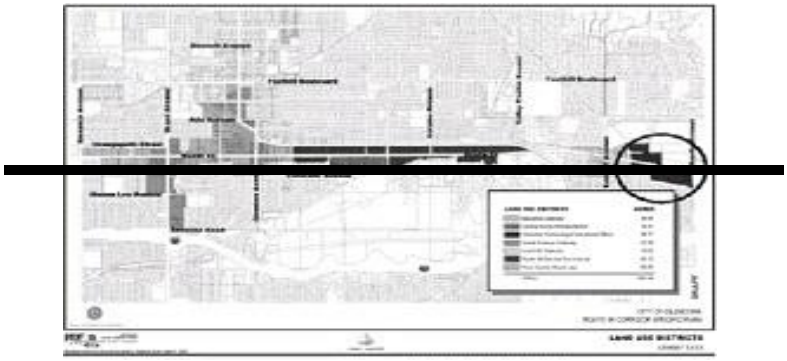
b. Relationship Between Buildings and Rear/Side Yards – Buffer and Stepback. Within the Lone Hill gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Lone Hill-fronting development sharing rear property lines with residential neighborhoods. For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

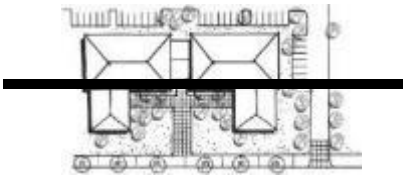
~~2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Glendora technology, commerce, and office district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

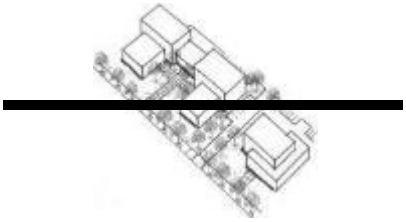
~~i. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:~~

~~(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)

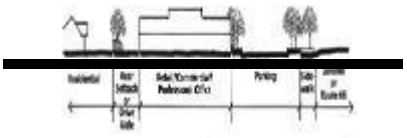


b. Relationship Between Buildings and Rear Yards – Buffer and Stepback. Within the Glendora technology, commerce, and office district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66 fronting development sharing rear property lines with residential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

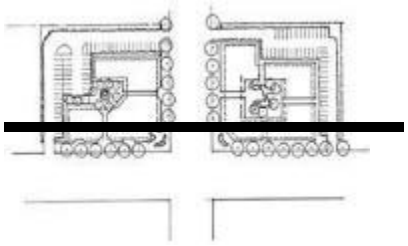
i. Pedestrian-oriented site planning and design;
ii. Provision for public spaces, plazas and courtyards;
iii. Minimum height, mass and scale standards to highlight the importance of the intersection;
iv. Provision for a mix of office/retail uses;
v. Excellence of architectural design, materials and landscaping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

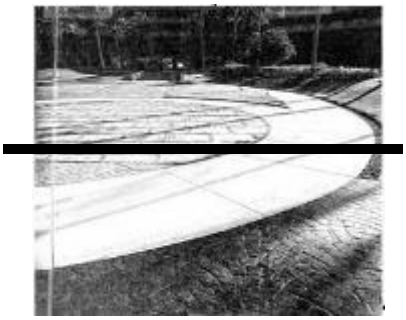


c. Materials and Colors. The overuse of stucco façade treatment is discouraged. Developers are encouraged to incorporate other façade materials including wood, stone, metal and glass in the design. Materials and colors should reflect the themes and heritage of the physical landscape, such as granite,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

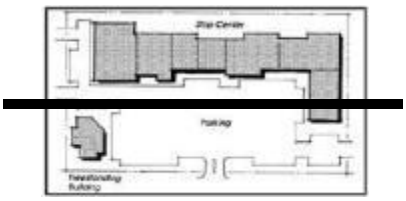
b. Building Siting.

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

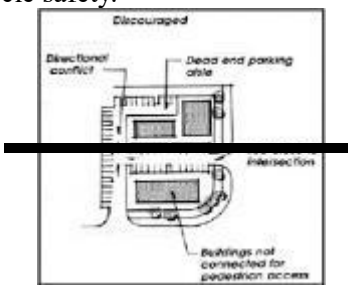
iii. Parking lots should be designed with a clear hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces.
iv. Parking lots should be divided into a series of connected smaller lots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

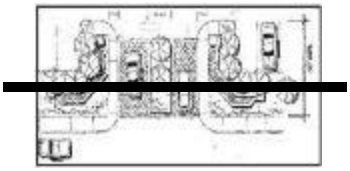
i. Entry drives should be adequately spaced apart from one another and from street intersections to optimize vehicle, pedestrian, and bicycle safety.



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.

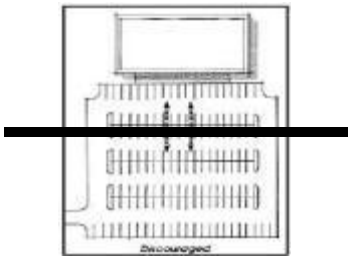
Utilize special accents at project entries



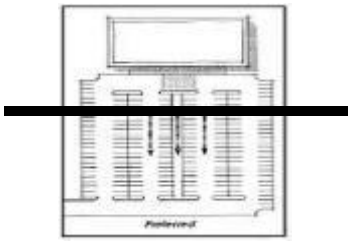
d. Pedestrian Circulation.
i. Avoid vehicle access lanes located near major building entries where pedestrians will enter or exit.

~~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~~

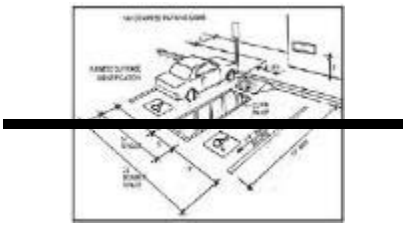


~~iv. All commercial projects should connect onsite pedestrian circulation system to offsite public sidewalks. At a minimum this connection should:~~

~~(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.~~

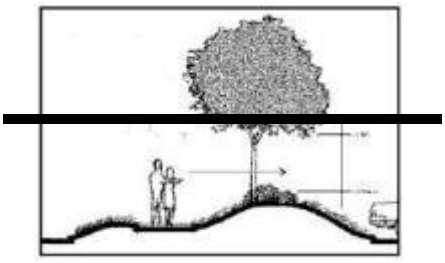
~~v. Emphasis on pedestrian crossings of driveways and major circulation aisles should be accentuated at building entries by extending pedestrian walkways into the parking aisle/lane.~~
~~vi. Access by disabled persons shall be incorporated into the overall pedestrian circulation system.~~

~~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~~

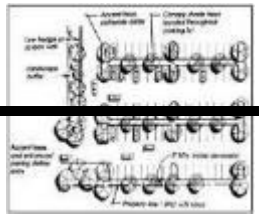


~~e. Parking Lot Landscaping.~~
~~Intermediate planting island in parking lot~~





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~~



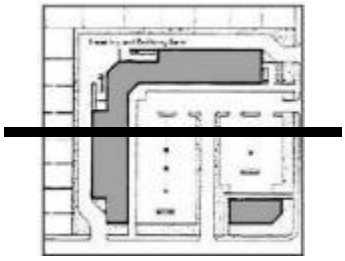
~~(A) The use of stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the negative impact of large expanses of black asphalt pavement.~~

~~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



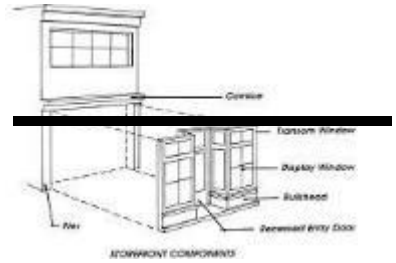
ii. The size and location of doors and windows should relate to the scale and proportions of the overall structure.
iii. Blank building façades along side property lines are strongly discouraged as they diminish the visual quality of contiguous properties as well as the Route 66 Corridor specific plan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



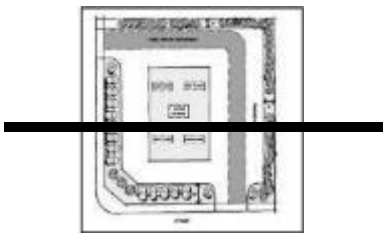
~~v. Pump island canopies should be designed with a hip, gable, barrel vaulted, or other roof system to match the architecture of primary structures on the site.~~
~~vi. High quality, durable building materials should be used. Service stations and car washes should incorporate façade material to produce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

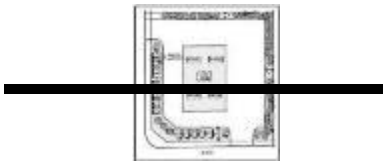


e. Landscaping, Walls, Fences.

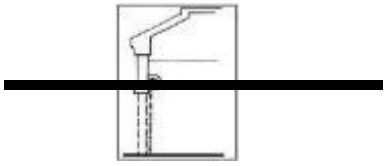
i. When service stations/car washes front public streets, a berm and hedge should be provided.
ii. Landscaped planters along the footprint of the entire building, except at pedestrian and vehicle entries, are strongly encouraged.
iii. Required perimeter walls and fencing should provide flowering vines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

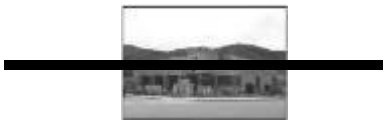
Landscape berms and/or hedges should be provided along all streets



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.

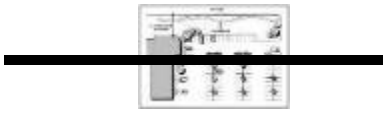
e. Landscaping, Walls, Fences.

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



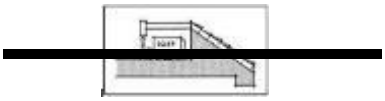
b. Site Organization.

~~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.~~

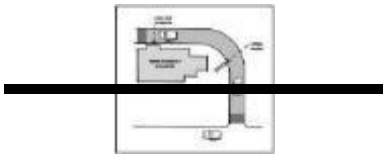
~~i. Drive-through aisles should be screened from the view of street frontage and adjacent parking areas. Landscaped berms, low masonry walls, or thick shrub landscaping should be utilized.~~

~~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.~~

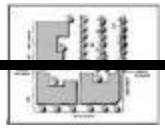
~~Example of big box retail~~



~~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.~~

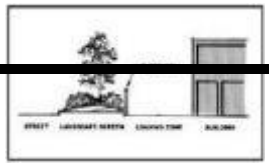
~~Outdoor storage areas should be consistent with the architecture design of the primary building~~



~~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~~

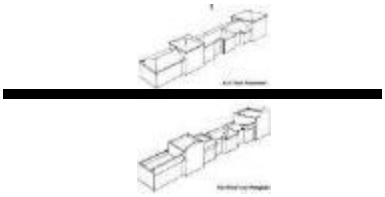


Tower elements or other vertical architectural treatments are required



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.

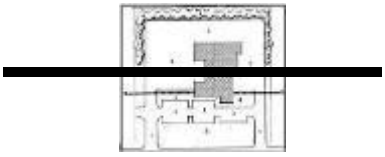
B. Site Planning Guidelines.

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.

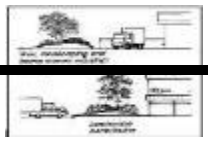
1. Location.

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~~



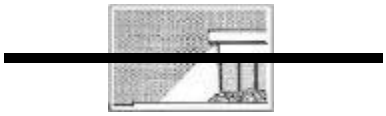
~~1. Landscaping.~~

~~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~~

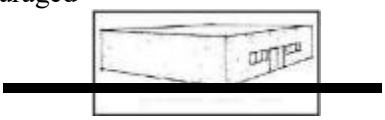


~~1. General.~~

~~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.

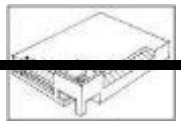
a. Employ variety in building forms to create visual character and interest.
b. Avoid long unbroken building façades. Façades with varied front setbacks are required.
c. Front and sidewall elevations should provide building offsets and architectural details.
d. Entrances to individual buildings should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

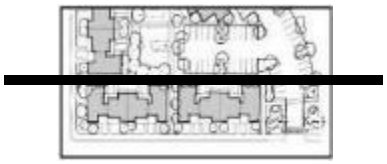
2. Building and Facilities Location. Appropriate building siting can reduce the perceived density of multifamily developments, maximize open space areas, provide "eyes on the street" surveillance, and enhance neighborliness by creating community gathering spaces.

~~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.

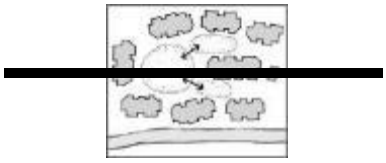
Centralized open space provides convenient access for many units



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

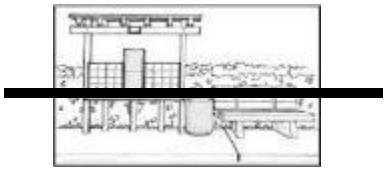


ii. Trash receptacles should be accessible for trash collection but should not block circulation drives near loading areas or conflict with parking. For security reasons, trash enclosure locations should not create blind spots or hiding areas.

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.

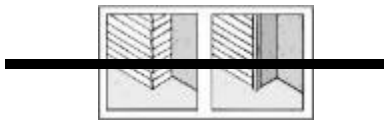
a. The development's dwelling units, community facilities, and parking structures should be unified by a consistent use of building materials, textures, and colors. Exterior columns or supports for site elements, such as trellises and porches, should utilize materials and colors that are compatible with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

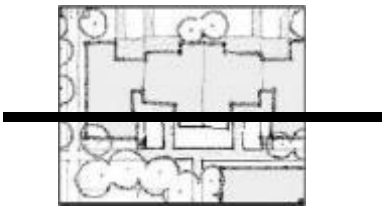


c. Cross circulation between vehicles and pedestrians should be minimized. A continuous, clearly marked walkway should be provided from the parking areas to main entrances of buildings.
d. Walkways should be located to minimize the impact of pedestrians on the privacy of nearby residences or private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

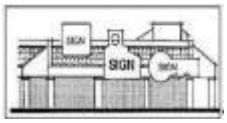
2. Location.

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~~

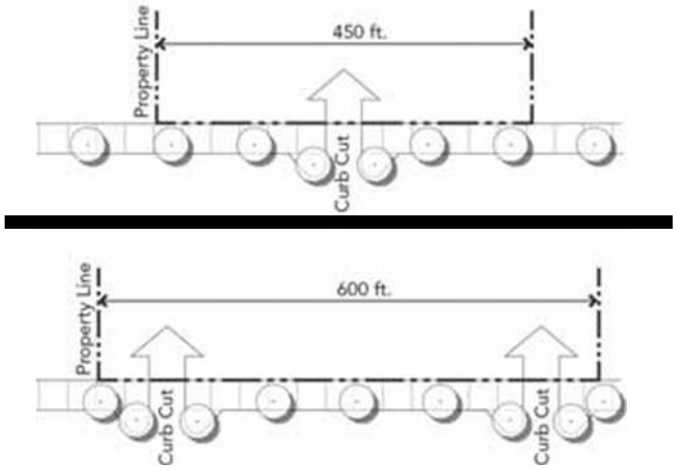
~~Regardless of land use, onsite, designated, secure bicycle parking shall be provided at a ratio of 0.25 bicycle space per required vehicle parking space. Required bicycle spaces may be reduced where alternative measures are provided to reduce vehicle trips.~~

~~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~~

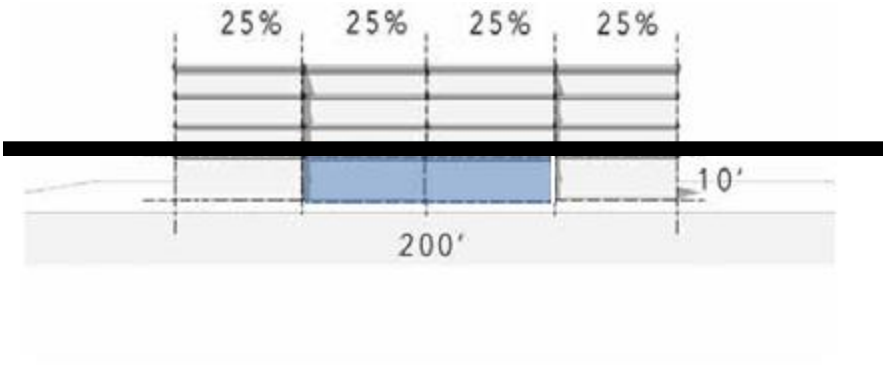
~~Use of high-quality materials like smooth finish stucco, brick, wood, and stone are encouraged.~~

~~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~~

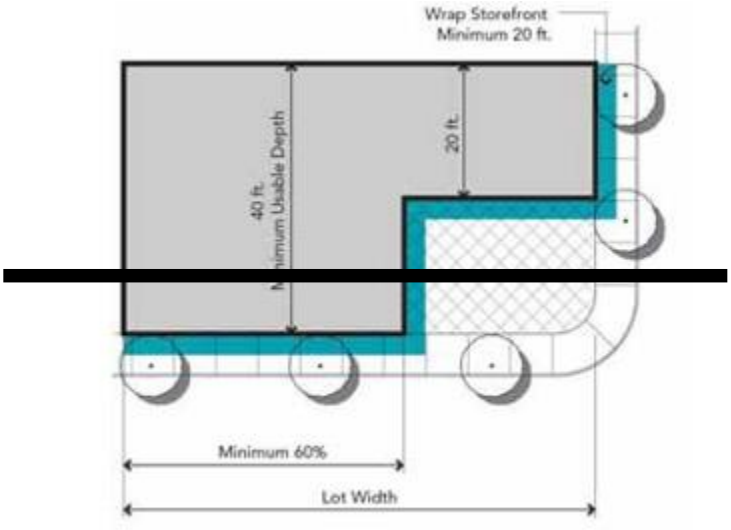
~~Ground floor design shall be high-quality and sensitive to the use. Residential units' ground floor design should be significantly different than the design for nonresidential. Storefront and industrial configurations and details providing a sense of human scale, variety, and interest within the overall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

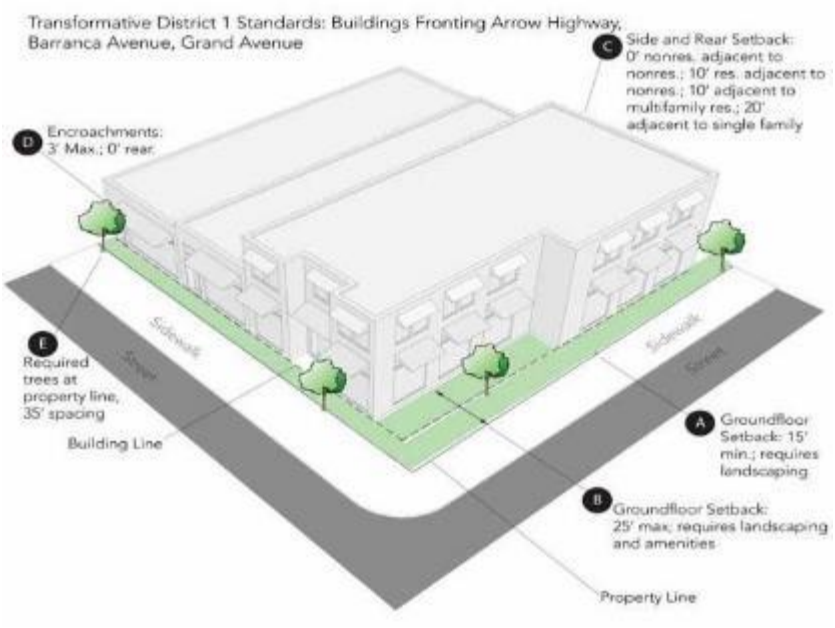
The corridor-wide standards and guidelines apply universally to all parcels within the Arrow Highway Specific Plan corridor. There are some standards and guidelines that are specific to each of the Transformative Districts. These standards and guidelines are presented by the respective District.

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		
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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~~

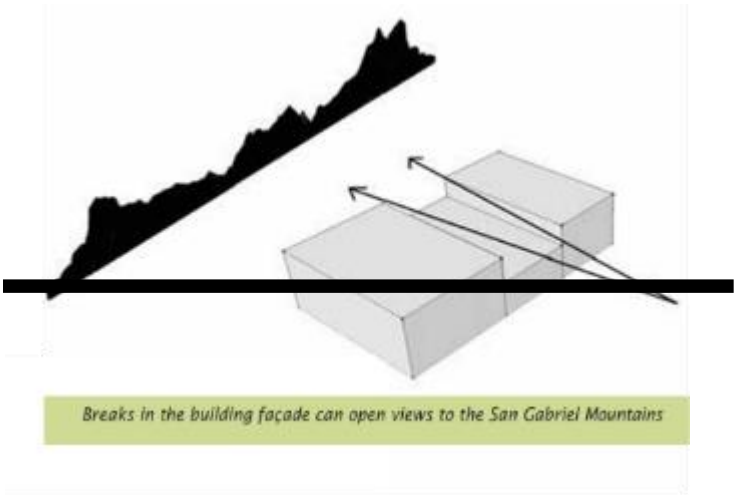
- ~~Configure rowhouses and townhomes to face arterial roads when possible. Alternatively, rowhouses and townhomes can orient inward if facing an open space or courtyard. If oriented around an open space or courtyard, provide an entry to each unit from the open space or courtyard.~~
- ~~Provide a significantly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

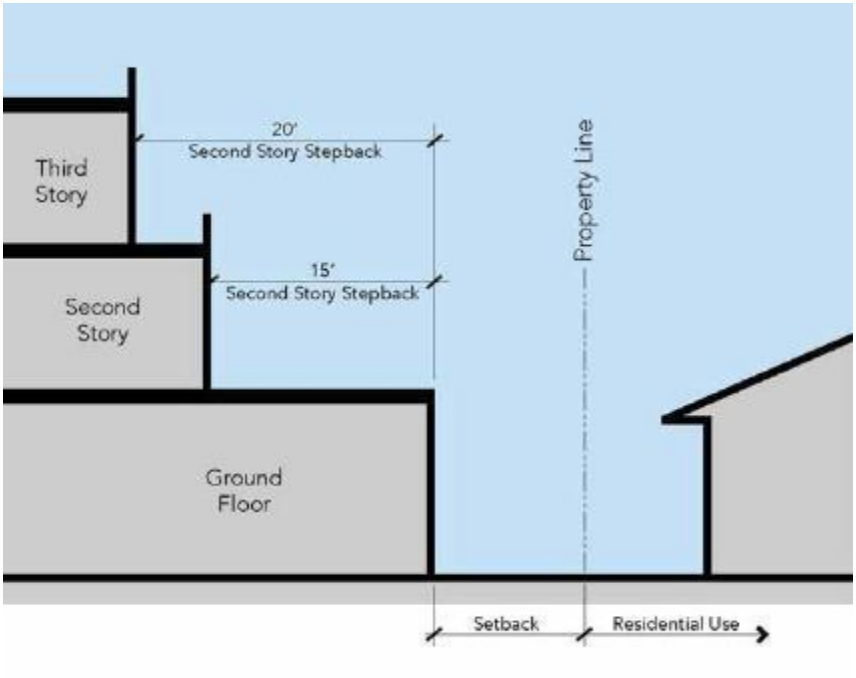
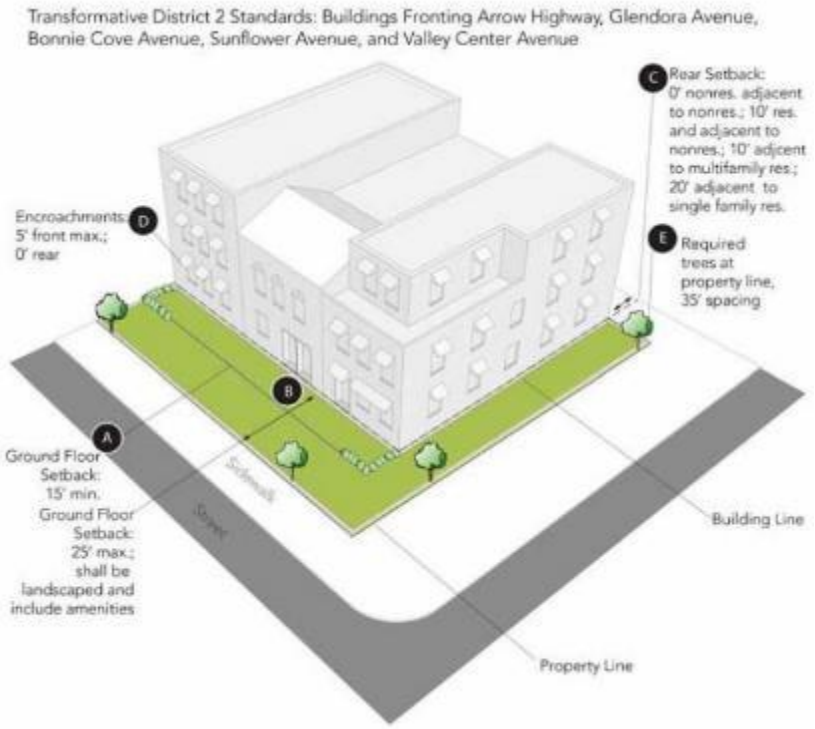


Exhibit 2.21
District 2 Prototypical Development



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



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

~~ORIENTATION~~

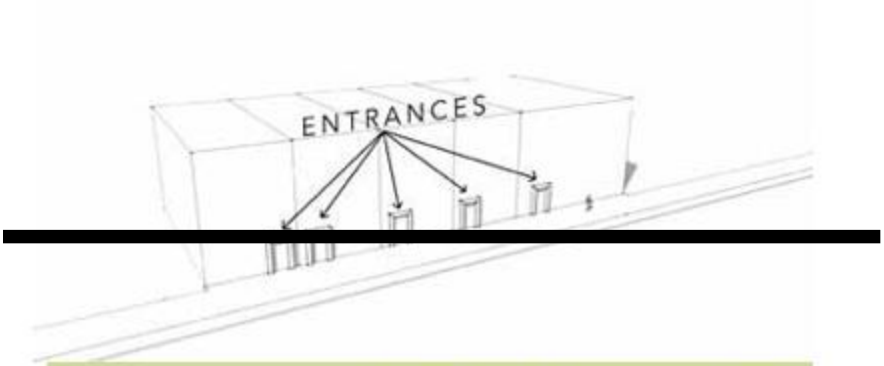
~~• Configure rowhouses and townhomes to face Arrow Highway. Alternatively, rowhouses and townhomes can orient towards an on-site open space or courtyard. If oriented around an open space or courtyard, provide an entry to each unit from the open space or courtyard. Provide an entry to each unit from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



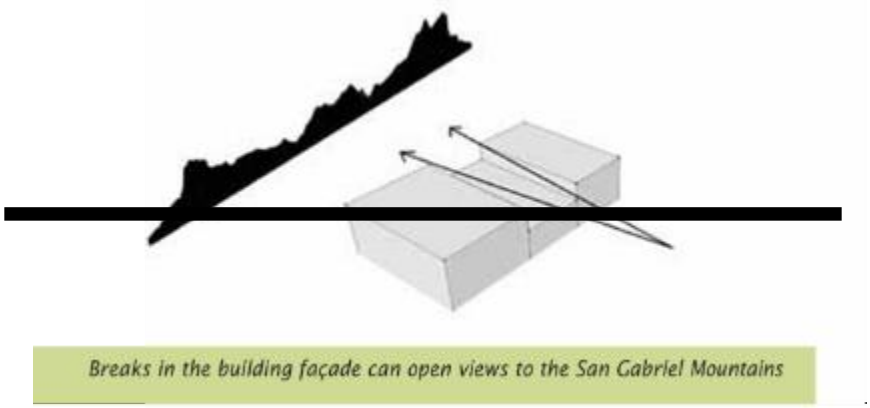
Buildings' rear wall should not face the street



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~~

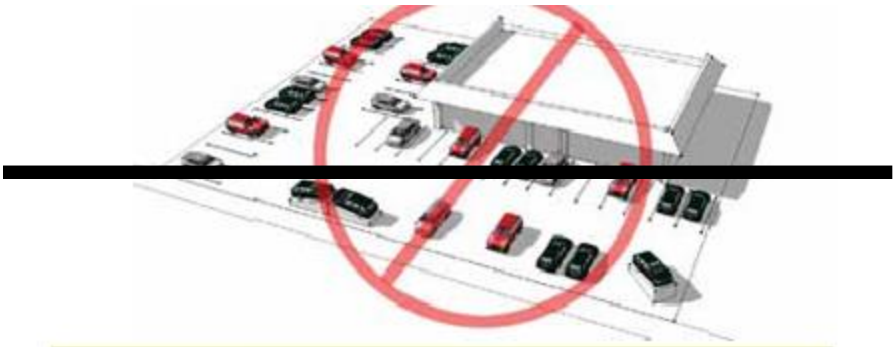
~~Surface parking within Transformative District 2 is prohibited in the front of buildings facing Arrow Highway, Grand Avenue, or Bonnie Cove Avenue. Surface parking lots are encouraged to be located at the side or rear of a lot. For corner lots, surface parking lots shall be accessed from a side street.~~

~~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.~~

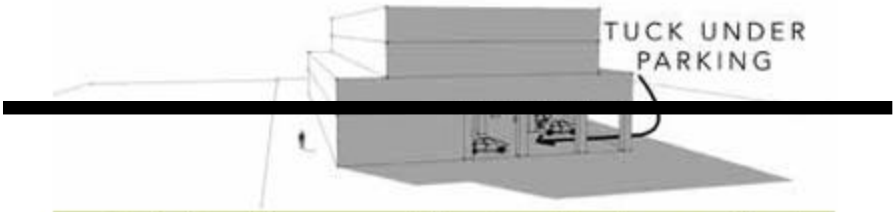
~~Provide directional lighting that provides visibility, enhances safety, and minimizes light pollution to surrounding properties.~~



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;*

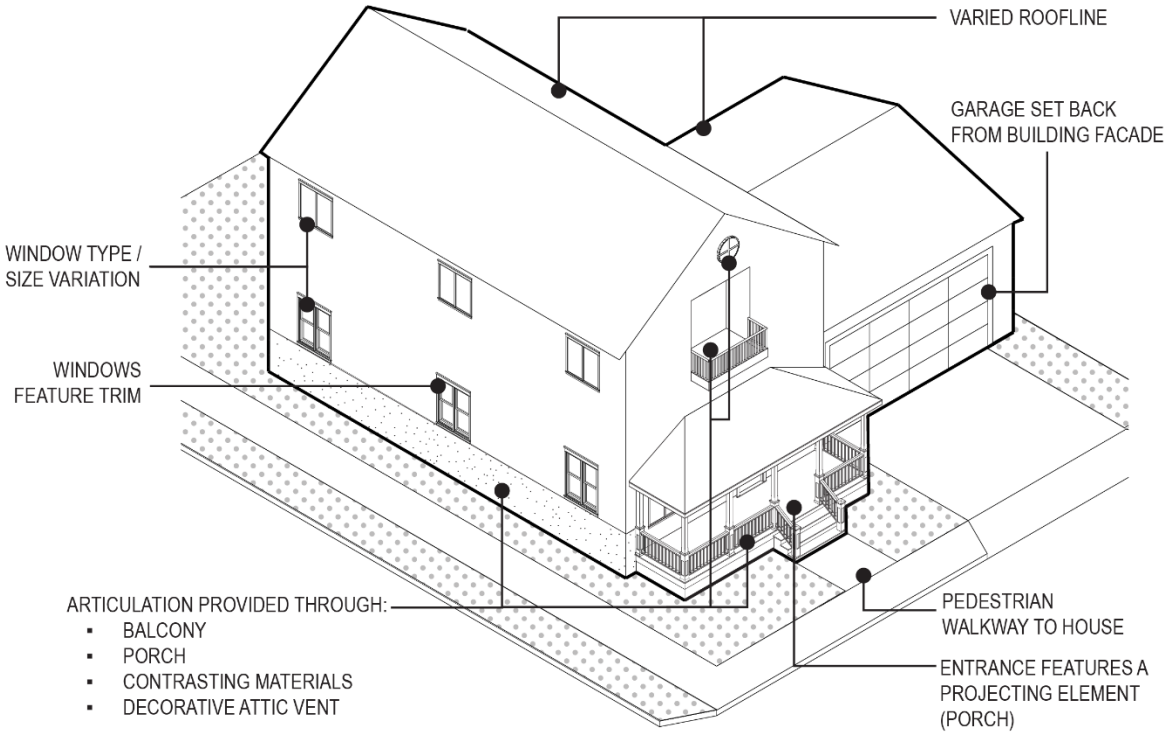
d. *Developments with ten (10) or more detached residential units shall include floorplans with flipped elevations on at least twenty-five (25) percent rounded up to the nearest whole number. For example, a ten (10) unit subdivision would have three houses with flipped elevations;*

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.

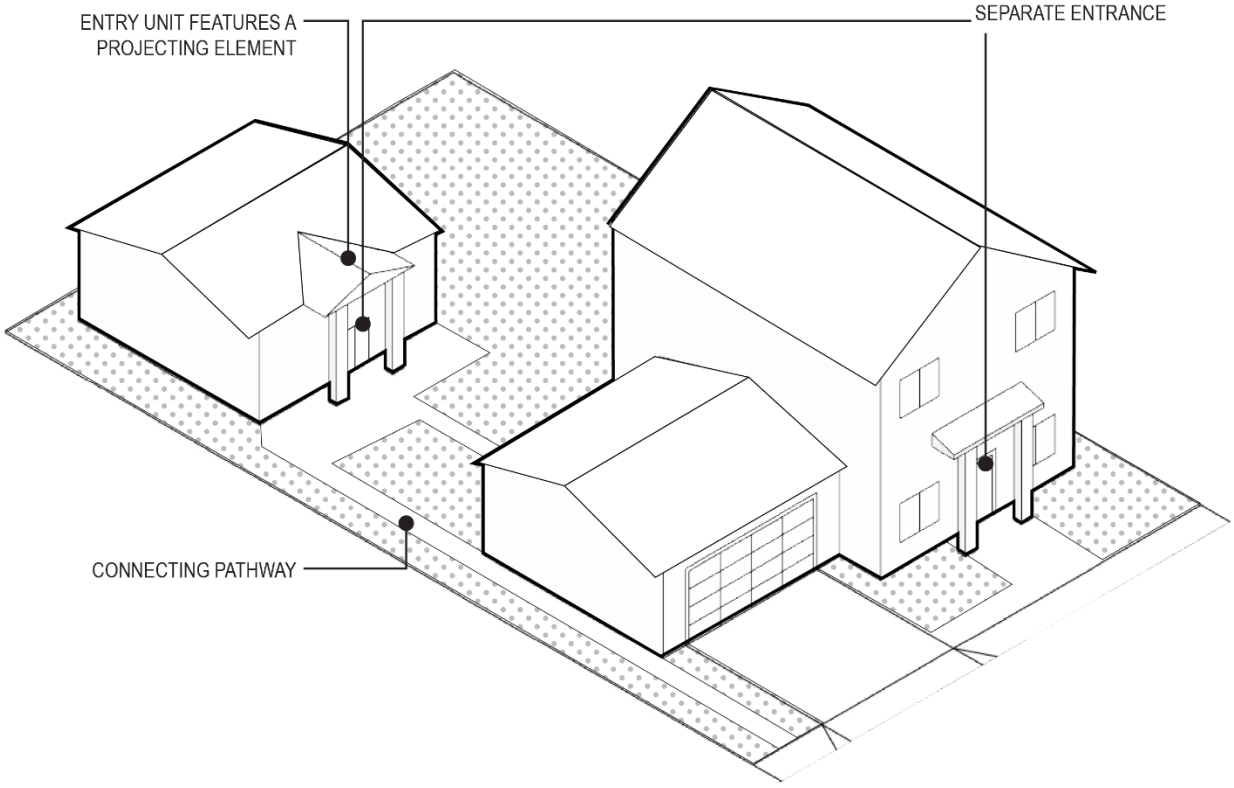
§ 21.15.040 Residential - Accessory Dwelling Units and Secondary Dwelling Units.

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

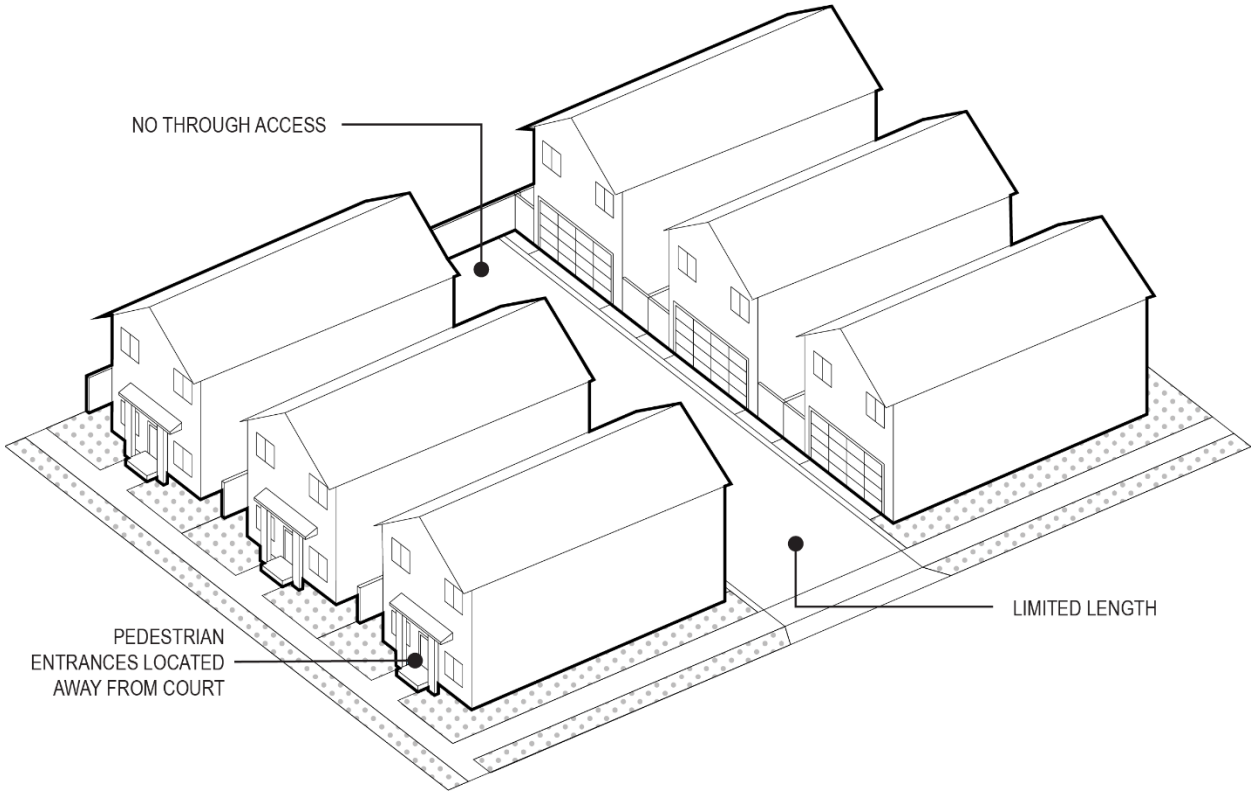
c. Garage doors shall not cross property lines when opening/closing.

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.

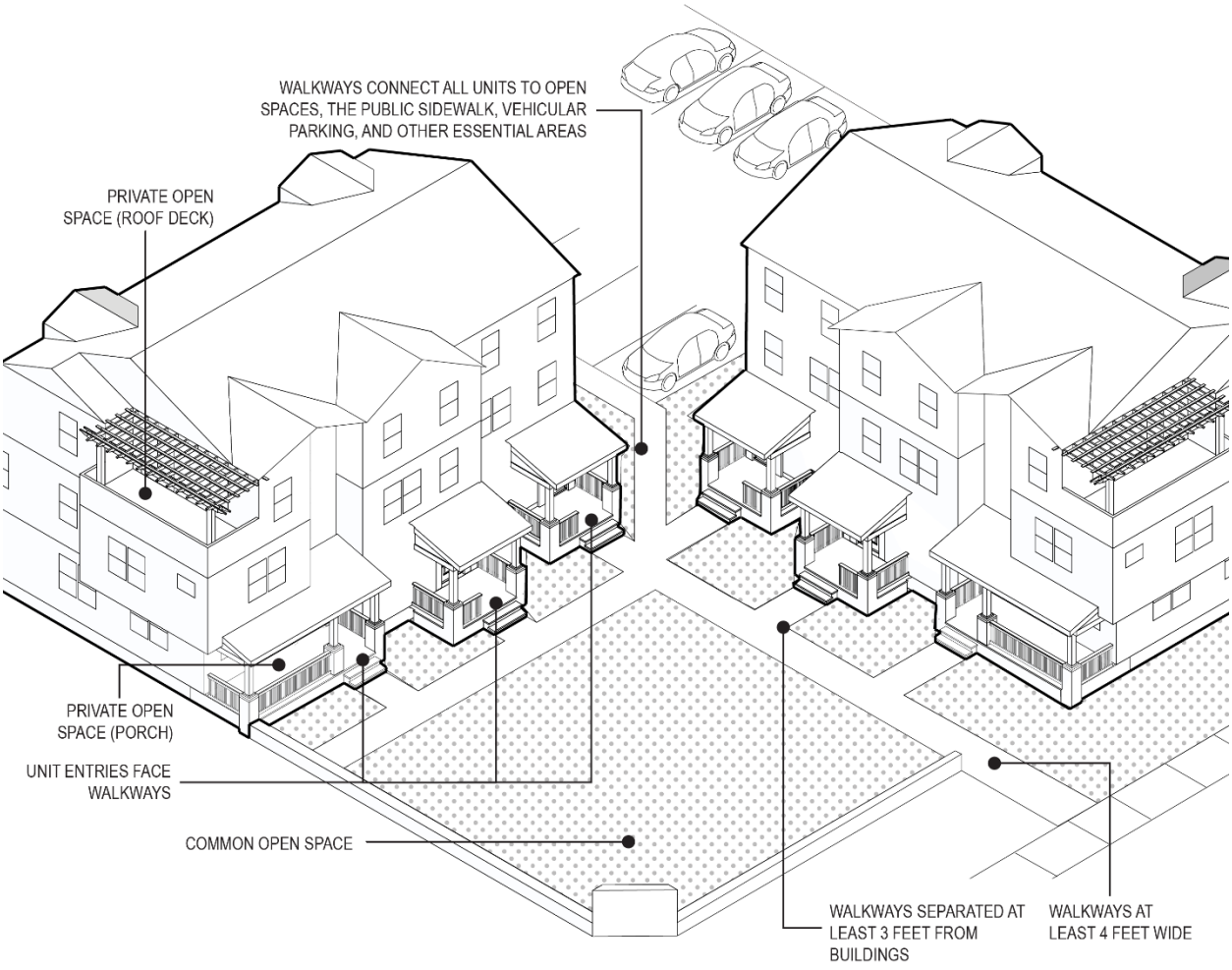
1. Pedestrian walkways shall connect residential units to essential areas such as parking, amenities, mailboxes, and waste/recycling enclosures, as well as public sidewalks, building entrances, and vehicle parking areas, including auto courts.

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;

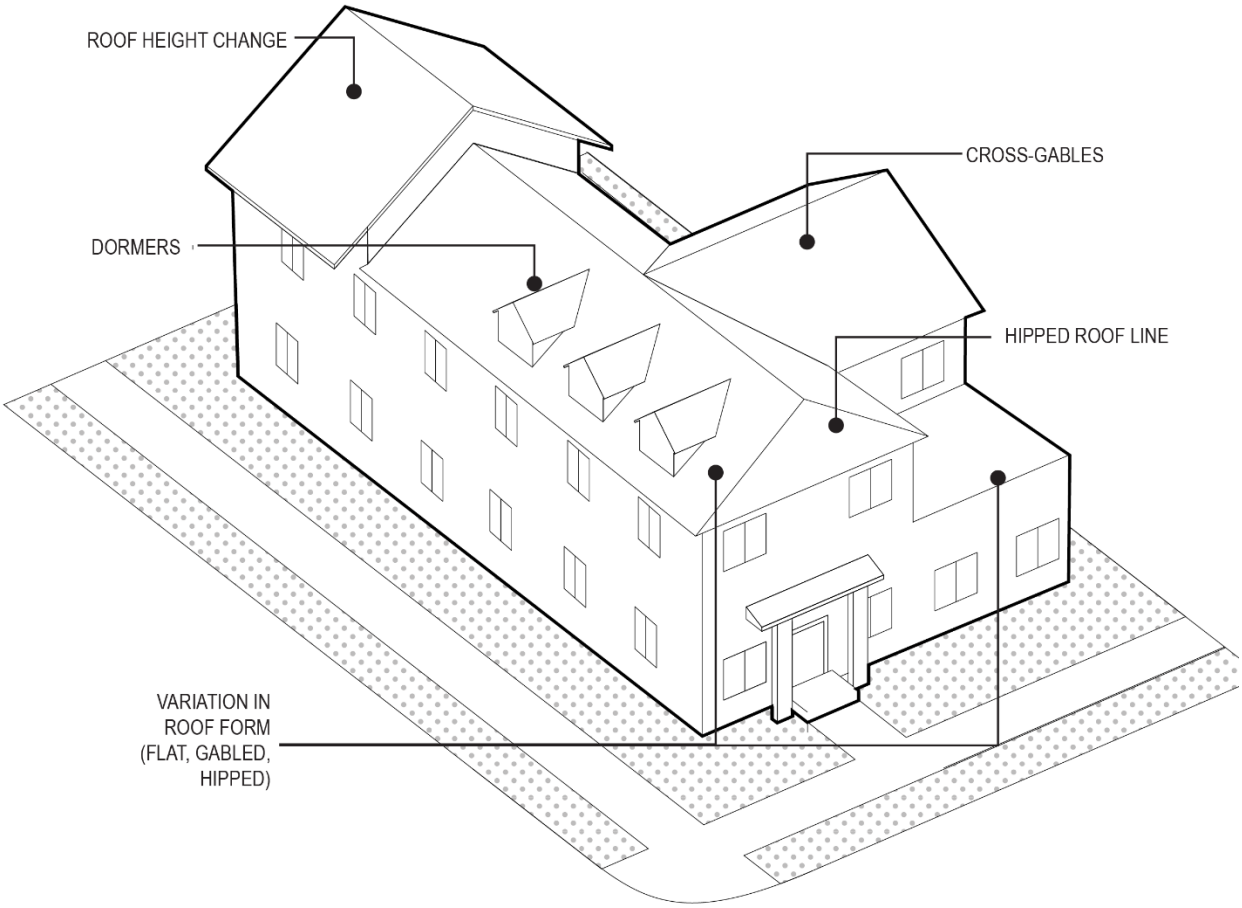
f. Trellises; and/or

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.

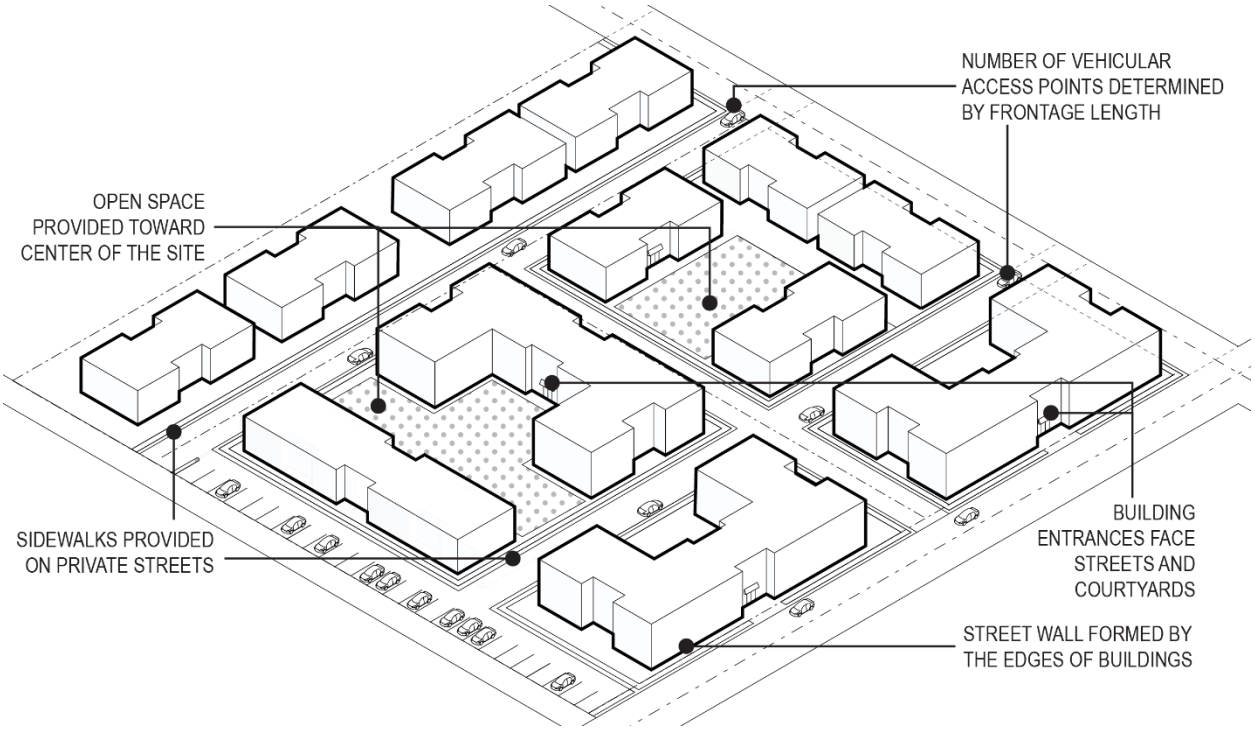
A. Introduction. These standards apply to new multifamily projects with eleven (11) or more units.

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.

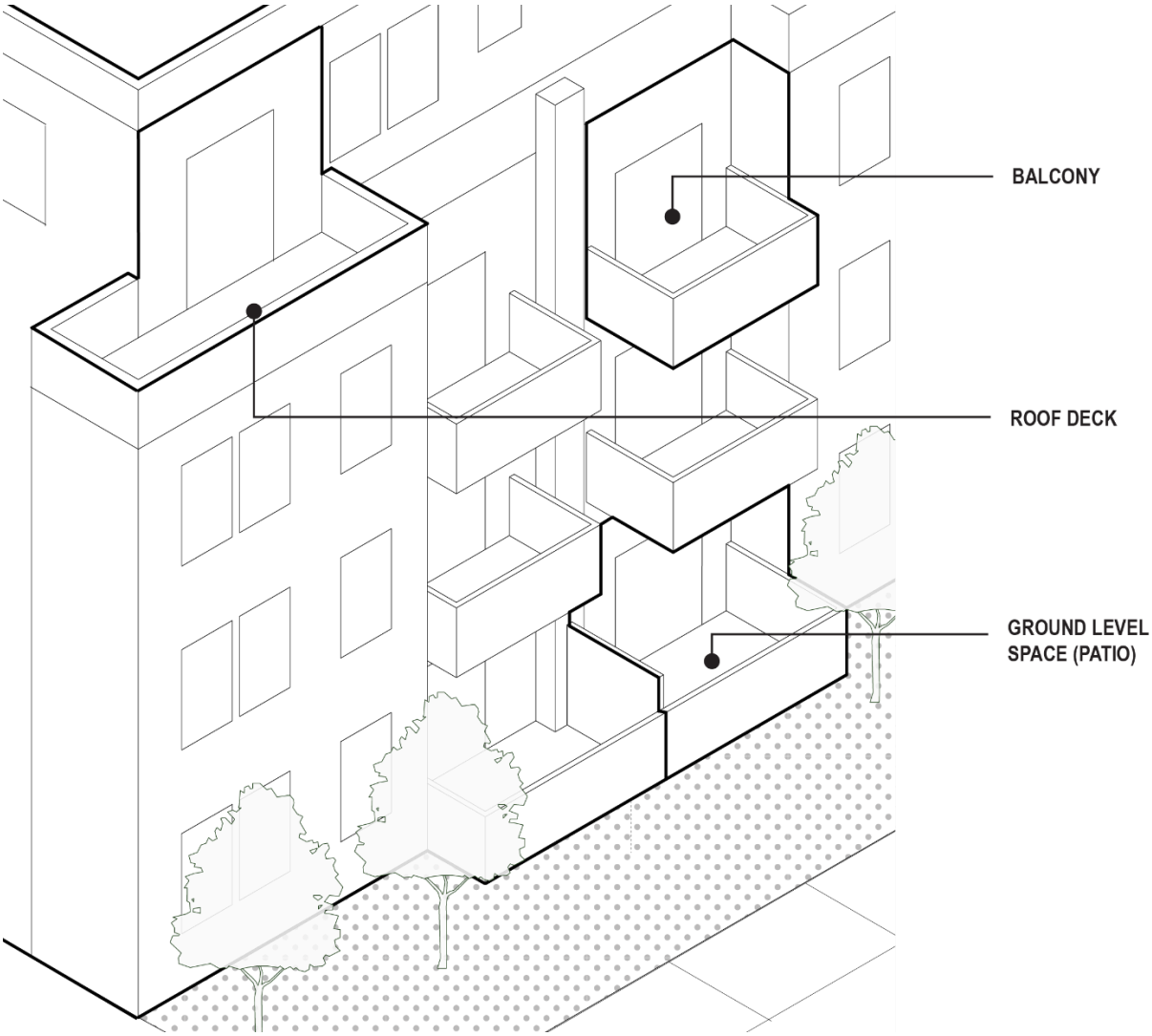
f. Community room/lobby with a minimum area of five hundred (500) square feet.

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;

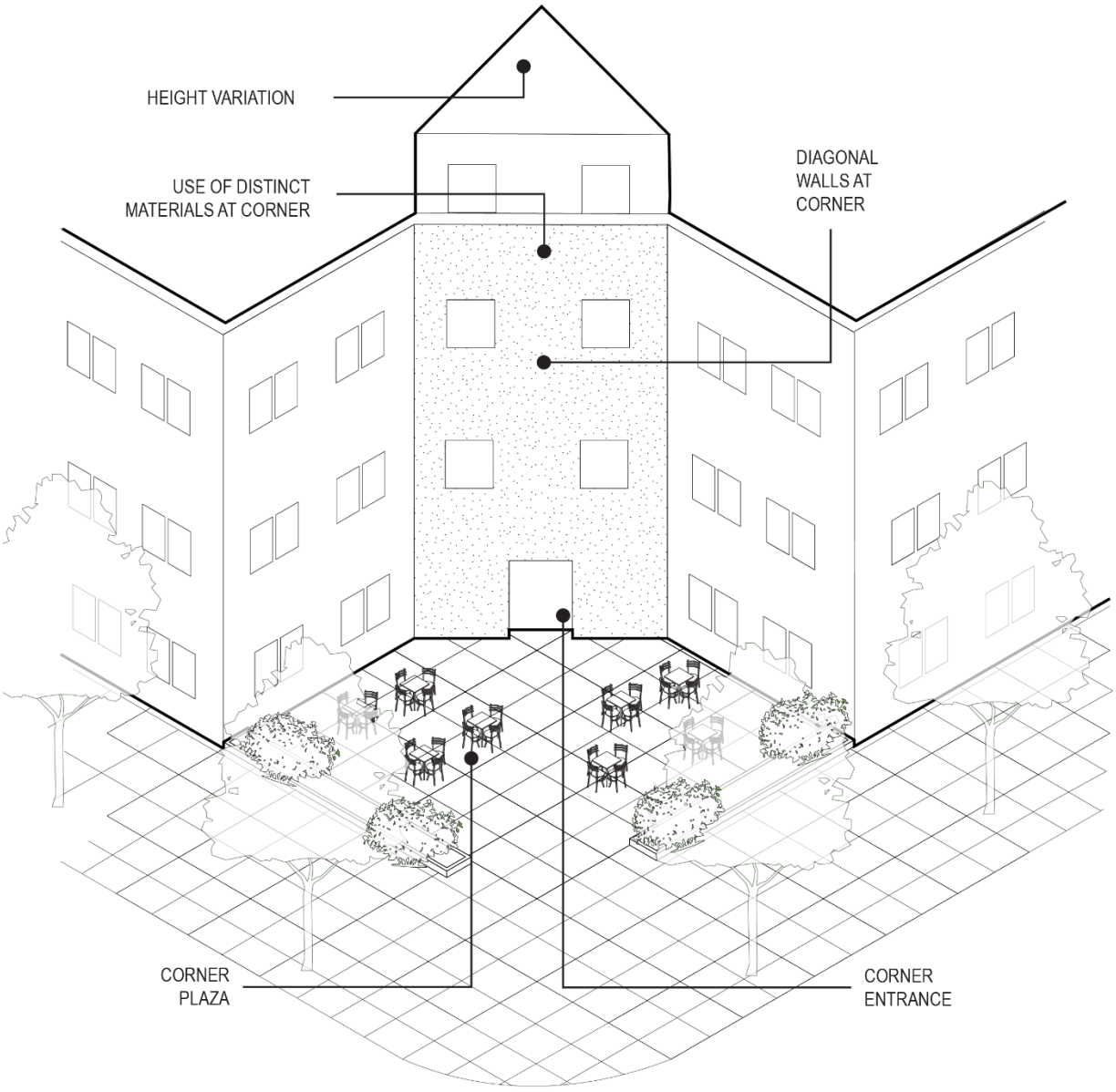
b. A height variation of at least five (5) feet (either taller or shorter) compared to the height of the adjacent facade, located within forty (40) feet of the building corner;

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.*

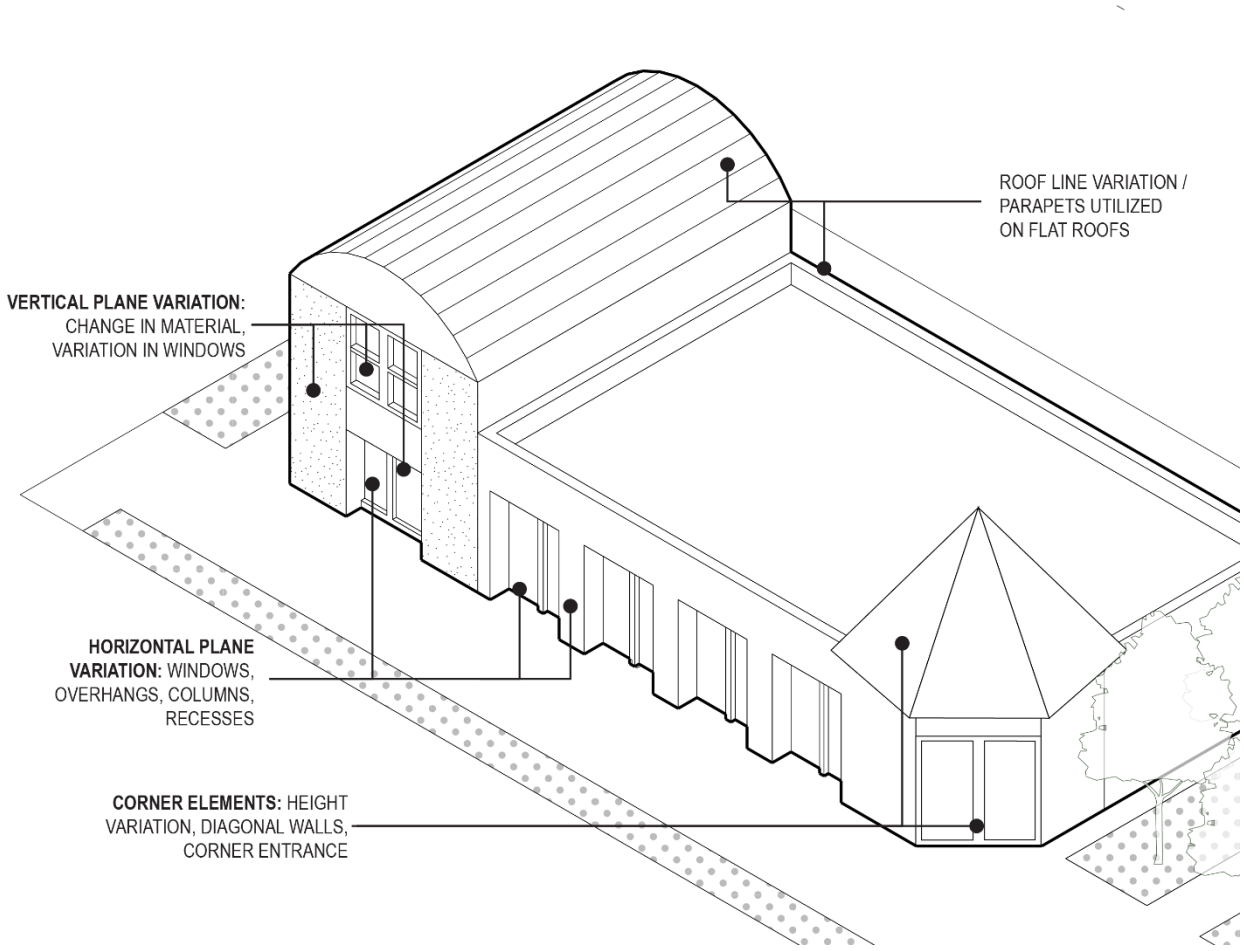
   b. *Pedestrian walkways shall connect public sidewalks with building entrances, vehicle parking areas, and public sidewalks along each street.*

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;

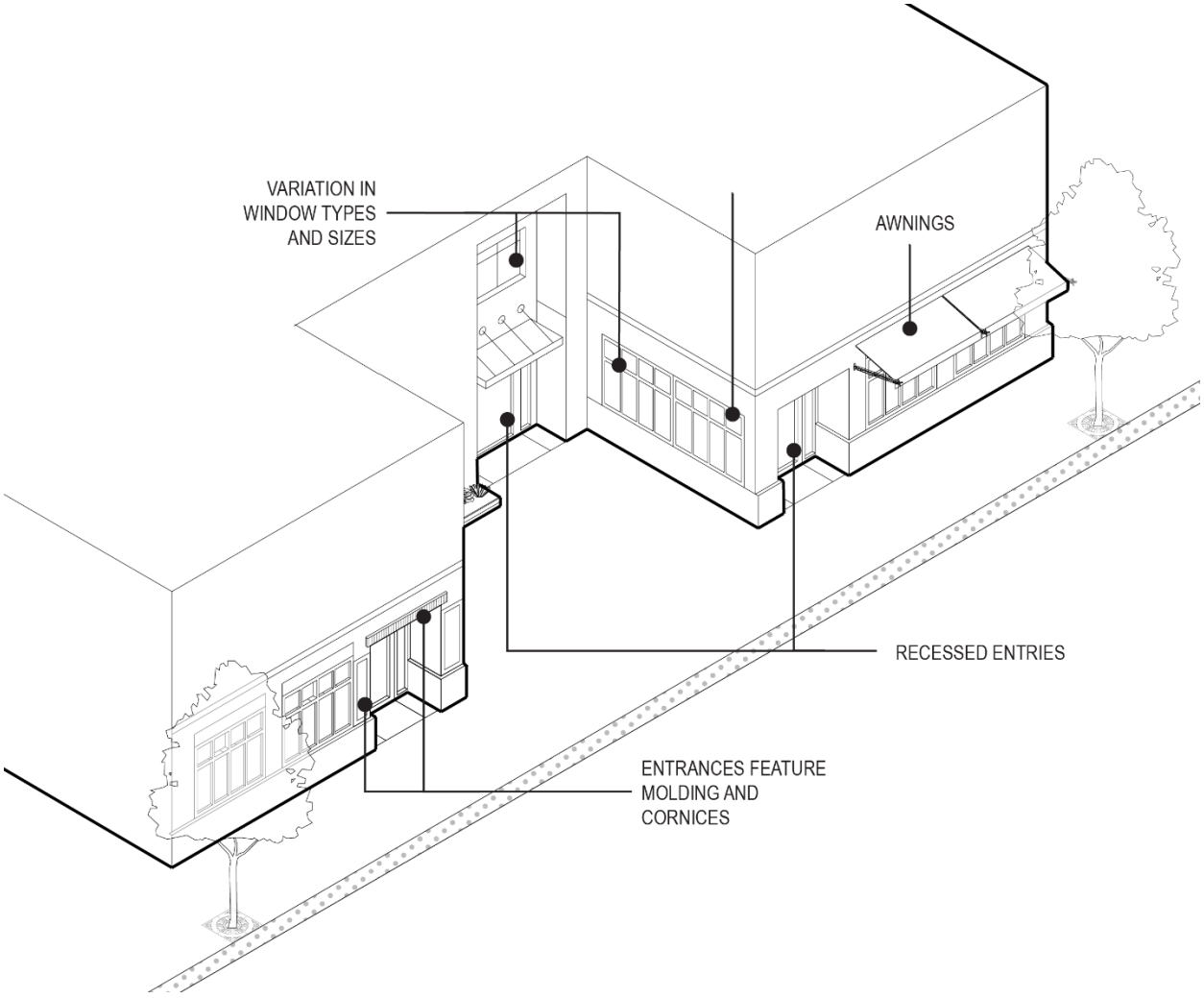
c. A corner feature recessed or projected by at least five (5) feet from the primary facade, extending from grade to building height;

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:

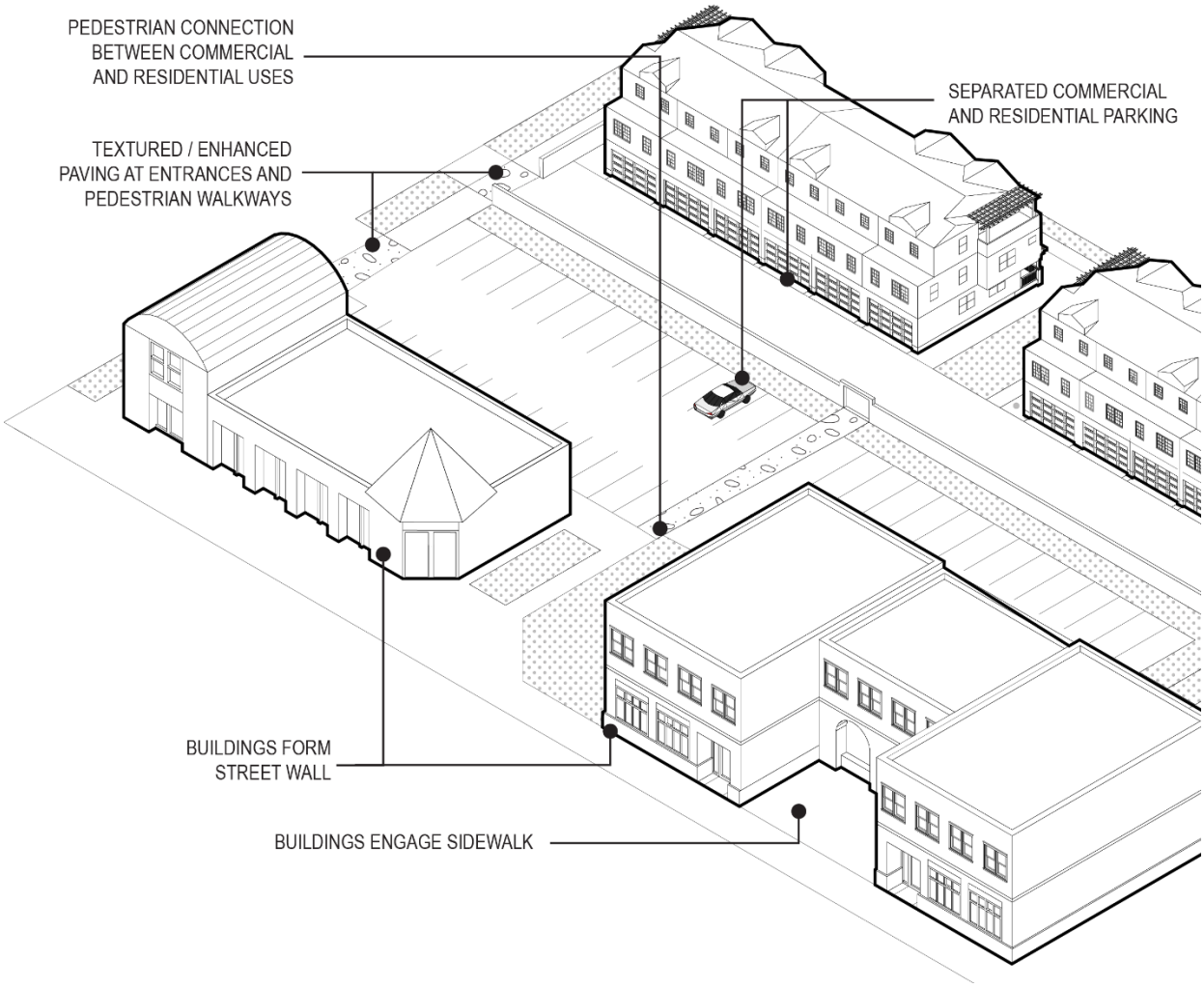
B. Architecture.

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.

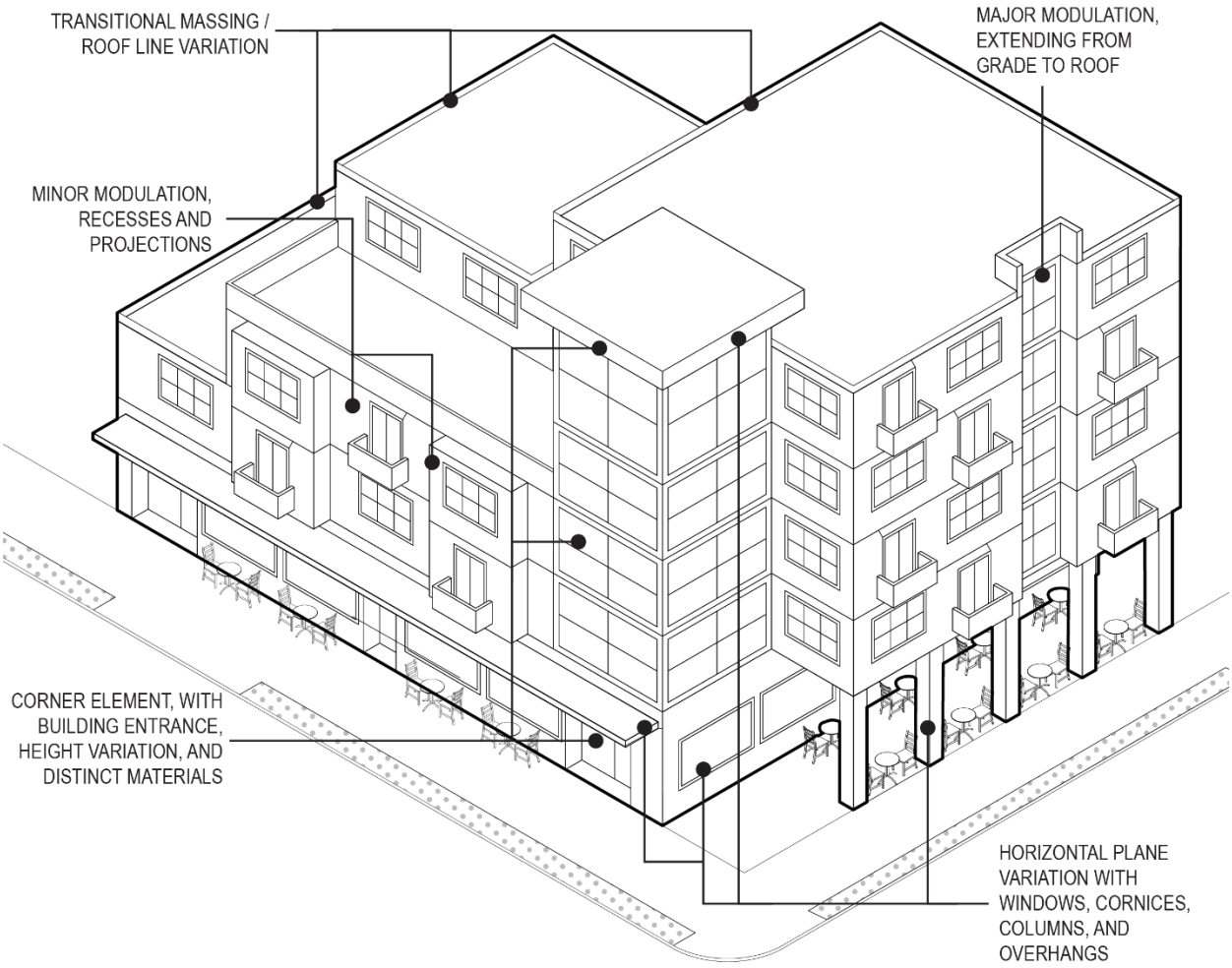
ii. Walkways shall be constructed from firm, slip-resistant materials like concrete, permeable paving, or concrete pavers.

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.

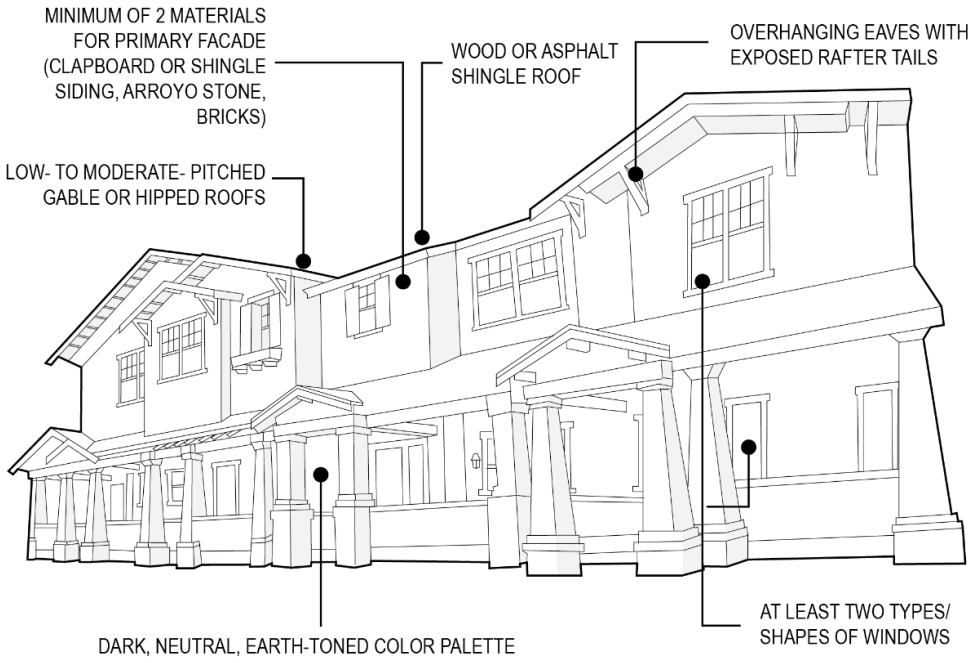
21.15.090, Table A. Architectural Styles.

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;***

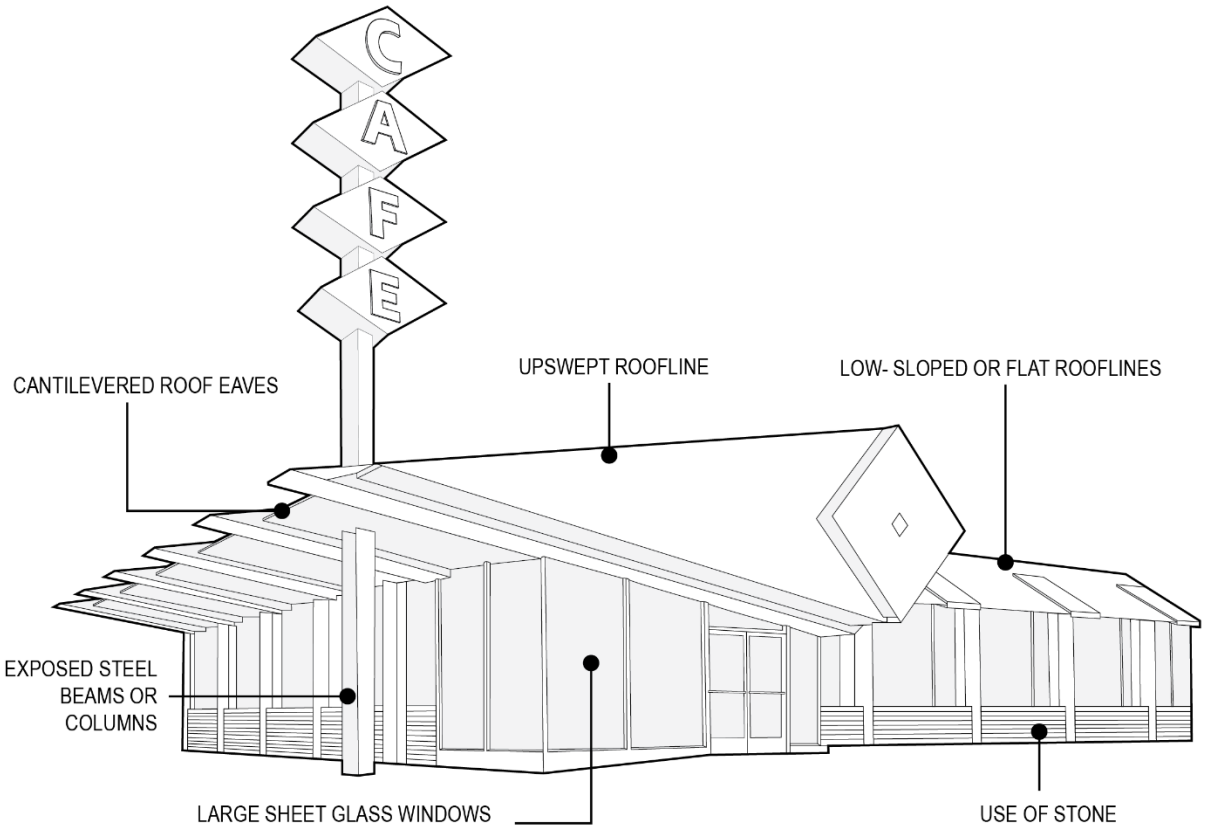
    q. ***Stained glass windows;***

    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.

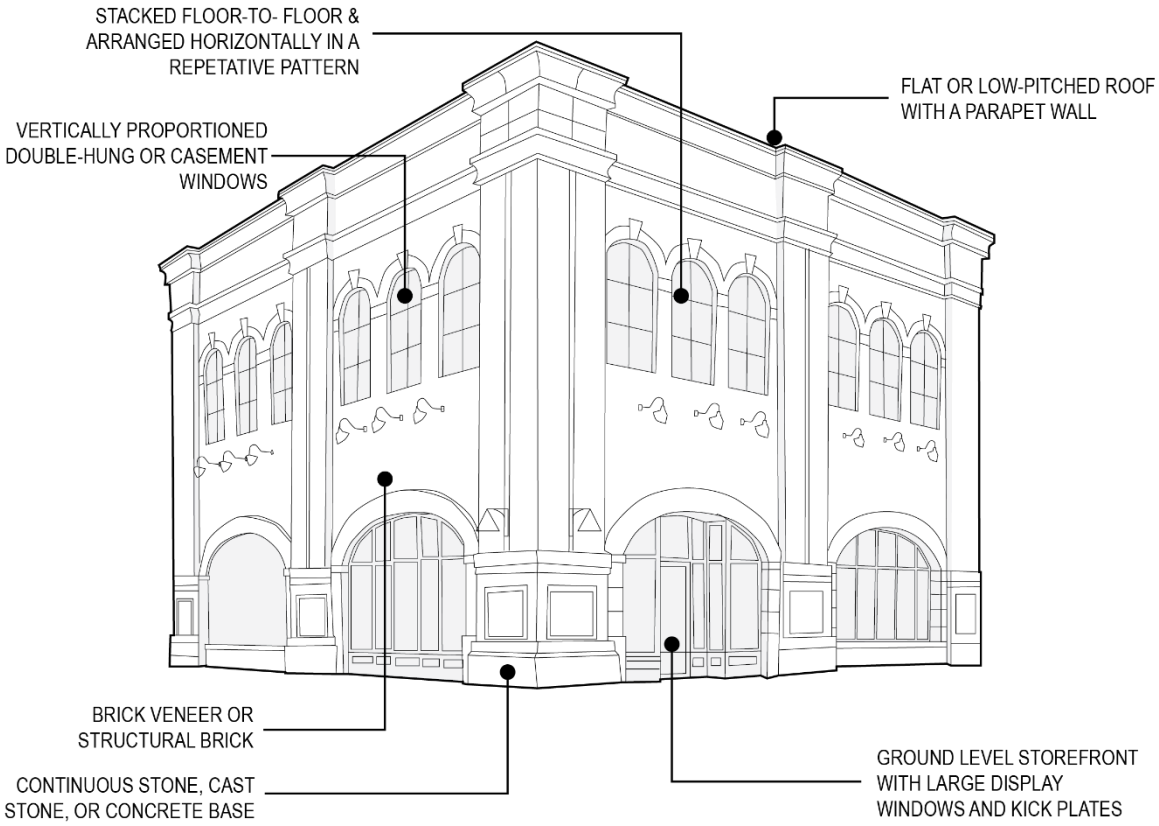
e. Exterior terrazzo steps/flooring/patio at the primary entry;

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;

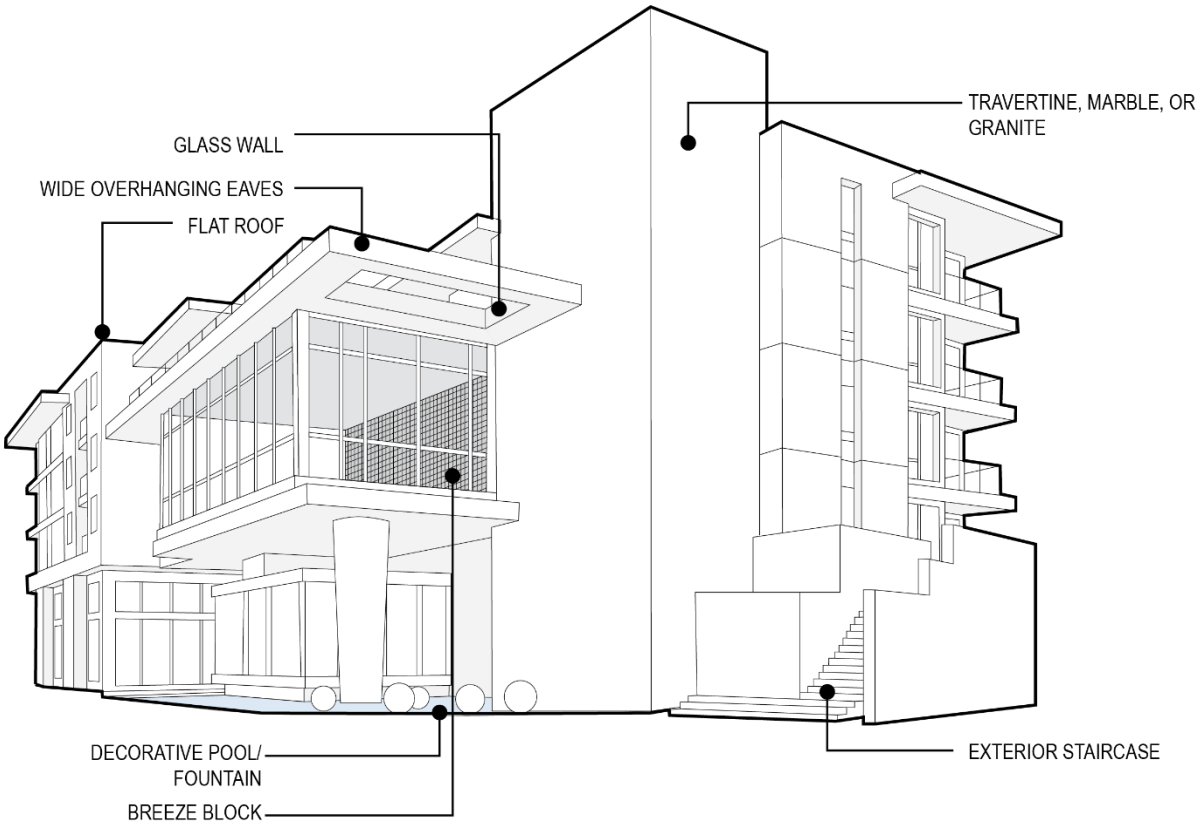
f. Ornamental caps on piers, pilasters and columns;

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.

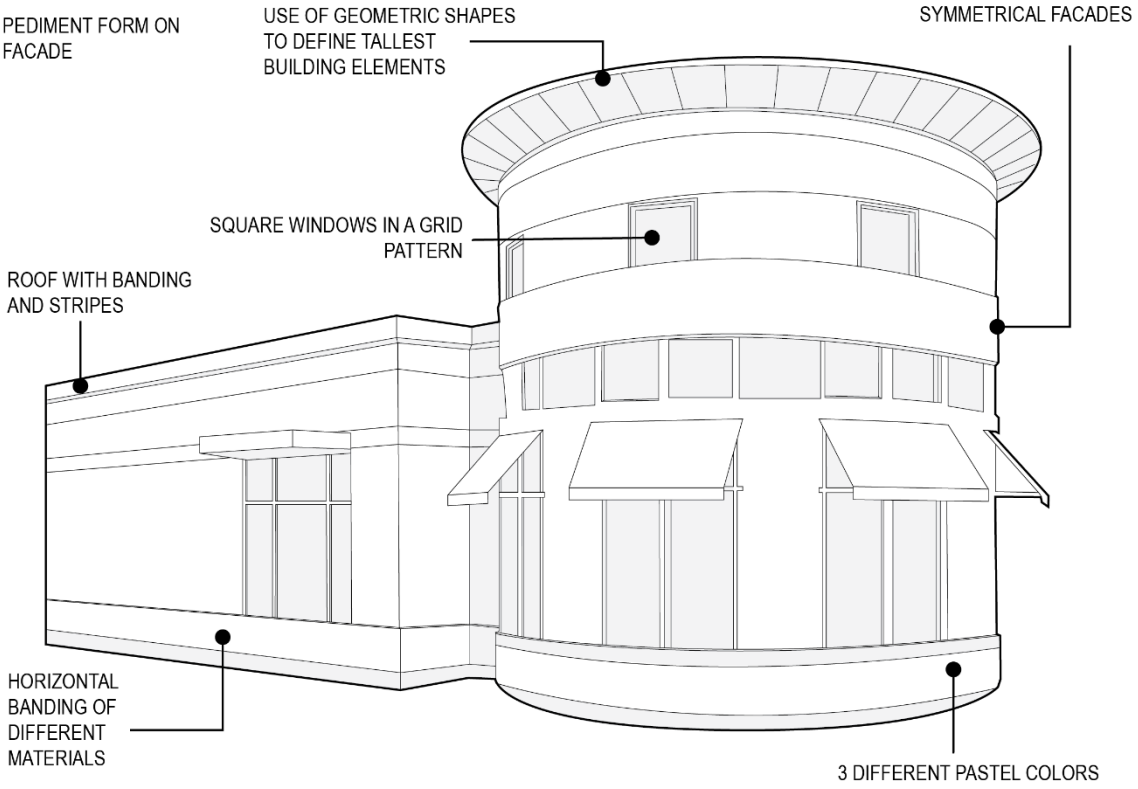
E. Mid-Century Modern. Mid-century Modern is a term used to describe the post-World War II iteration of the International Style in both residential and commercial design. The International Style was characterized by geometric forms, smooth wall surfaces, and an absence of exterior decoration. Mid-century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

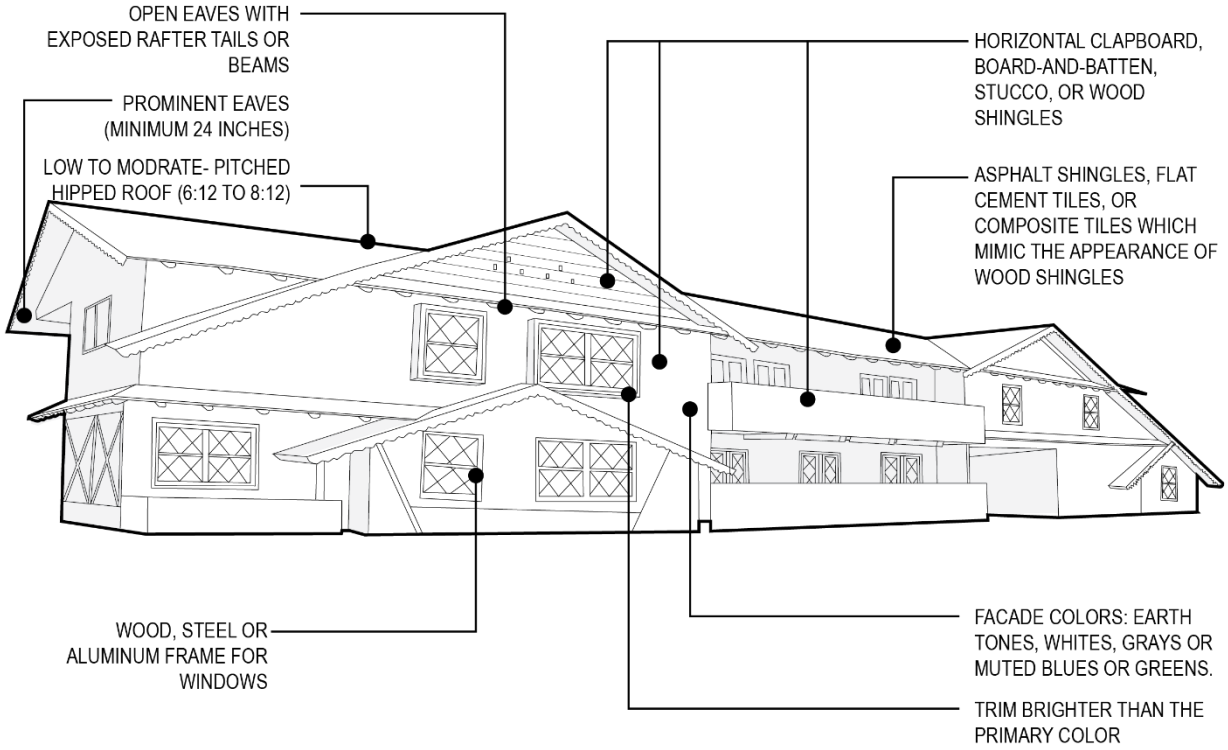
f. Use of basic geometric shapes, such as cylinders, pyramids, and cubes, to define tallest building elements;

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;

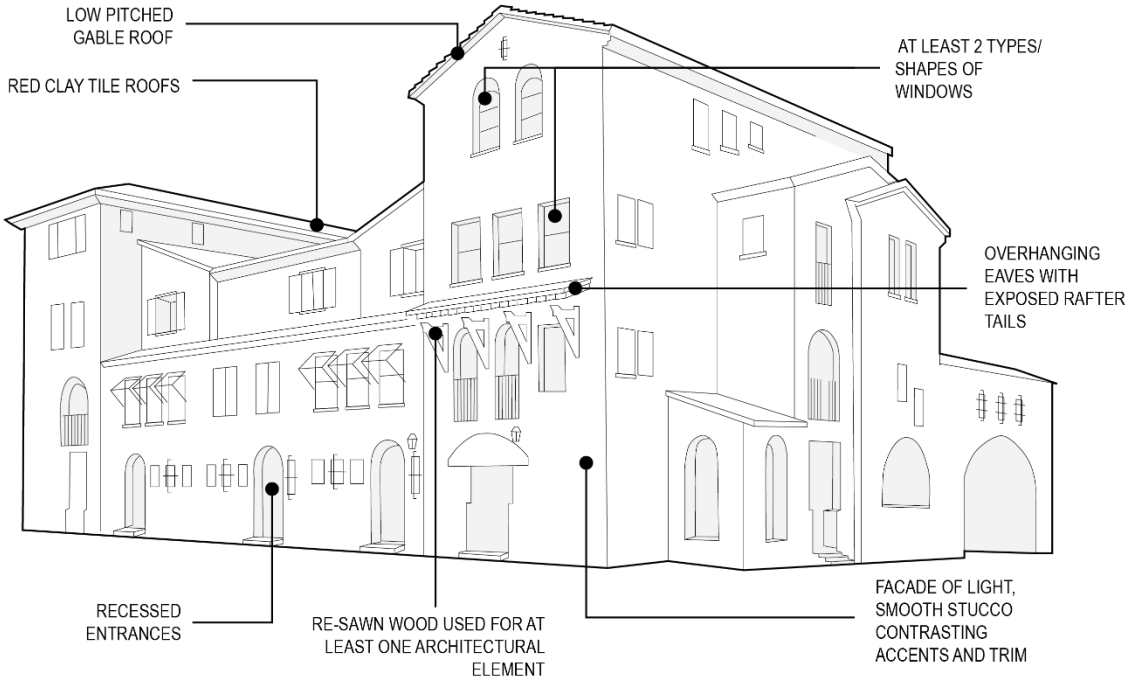
o. Scalloped bargeboards;

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, Kathleen R. Sessman, City Clerk/Communications Director of the City of Glendora, do hereby certify that the foregoing Ordinance was introduced for first reading on the **28th** day of **October, 2025**. Thereafter, said Ordinance was duly approved and adopted at a regular meeting of the City Council on the **12th** day of **November, 2025**, by the following roll call vote:

AYES:	MEMBERS:	Davis, Elias, Thompson, Allawos, and Fredendall.
NOES:	MEMBERS:	None.
ABSENT:	MEMBERS:	None.
ABSTAIN:	MEMBERS:	None.

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 6th of November 2025, and _____ day of November, 2025.

Dated:

KATHLEEN R. SESSMAN
City Clerk/Communications Director

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, November 12th, 2025, the Glendora City Council conducted a second reading and adopted **Ordinance No. 2095,** 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.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 12th day of November, 2025

Kathleen R. Sessman, MMC
City Clerk

Published in San Gabriel Valley Examiner: (Insert Publication Date)

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**Community Development**	**DISTRICT(S):**	**Citywide**
SUBJECT:	**Second reading and adoption of Ordinance 2096 approving the 2025 City-Wide Engineering and Traffic Speed Surveys and Declaring Speed Limits**		

RECOMMENDATION
That the City Council:

1. Waive full reading, read by title only and adopt on second reading Ordinance 2096 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."

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
Pursuant to State Law, an ordinance must be presented to the governing body twice for adoption and approval. On October 28, 2025, the City Council introduced for first reading Ordinance 2096. It is therefore recommended that the City Council waive full reading, read by title only and adopt on this second reading Ordinance 2096 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."

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.

On October 28, 2025, the City Council introduced for first reading Ordinance 2096 approving the 2025 City-Wide Engineering and Traffic Speed Surveys and amending of the Glendora Municipal Code to declare the updated prima facie speed limits.

DISCUSSION

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.

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). 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:

Location No.	Roadway Segment	Current Posted Speed Limit (mph)	Recommended Speed Limit (mph)
	Ada Ave.		
1	b/t Grand Ave & Vermont Ave	30	25
	Amelia Ave.		
3	b/t Auto Centre Dr. & Duell St	40	35
4	b/t Duell St. & Route 66	40	35
	Base Line Rd.		
12	b/t Barranca Ave. & Grand Ave.	45	40
	Bennett Ave.		
16	b/t Grand Ave. & Glendora Ave.	35	30
17	b/t Glendora Ave. & Cullen Ave.	35	30
	Elwood Ave.		
29	b/t Route 66 & Foothill Blvd.	35	30
	Foothill Blvd.		
31	b/t Barranca Ave. & Grand Ave.	40	35
32	b/t Grand Ave. & Glendora Ave.	40	35
33	b/t Glendora Ave. & Cullen Ave.	40	35
37	b/t Lone Hill Ave. & Amelia Ave.	40	35
	Gladstone St.		

38	b/t Barranca Ave. & Grand Ave.	45	40
39	b/t Grand Ave. & Glendora Ave.	45	40
	Glendora Ave.		
50	b/t Bennett Ave. & Sierra Madre Ave.	35	30
	Grand Ave.		
54	b/t Arrow Hwy. & Gladstone St.	45	40
	Lone Hill Ave.		
77	b/t Gladstone St. & Auto Centre Dr.	40	35
	Valley Center Ave.		
117	b/t Foothill Blvd. & Sierra Madre Ave.	45	40

The 2025 E&TS 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_Public_Notices_-_Summary_of_Ordinance_Proposed_and_Approved.pdf

ORDINANCE NO. 2096

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 28th day of October, 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:	Davis, Elias, Thompson, Allawos, and Fredendall.
NOES:	MEMBERS:	None.
ABSENT:	MEMBERS:	None.
ABSTAIN:	MEMBERS:	None.

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 6th day of October, 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

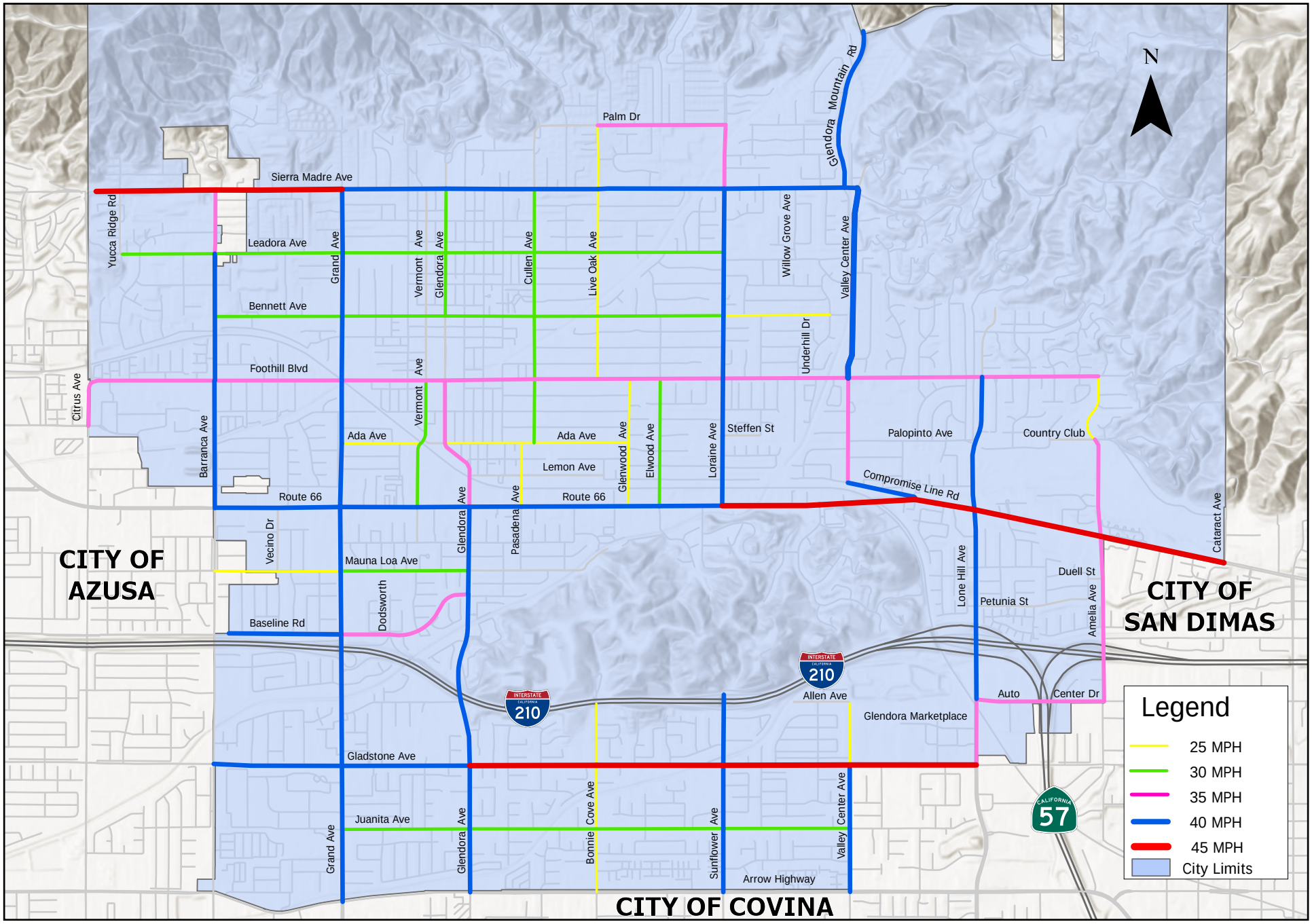
This segment is currently posted at 30 mph and has 1 through lane in each direction with an ADT of 5,568 vehicles per day. The adjacent land use is commercial. The critical speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to a high accident rate, (3.94/MVMT) than what 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

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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	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.

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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

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	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.

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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.

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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

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	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

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	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

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	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

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	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

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	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:

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	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

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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	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:

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
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

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.
				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:

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	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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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.
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:

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PO Box 1178

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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

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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	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	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	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

T 951-268-6268 F 951-268-6267

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	

(Vehicles Surveyed)

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

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	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

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	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	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	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

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	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

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.	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

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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	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

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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

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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

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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	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

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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	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

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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	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

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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	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

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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	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

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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	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

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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	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

T 951-268-6268 F 951-268-6267

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

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	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

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	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

T 951-268-6268 F 951-268-6267

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

T 951-268-6268 F 951-268-6267

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:

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	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

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.	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

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
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

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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	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

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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	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

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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

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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	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

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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	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

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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.

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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:

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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.

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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	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

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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	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

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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

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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	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

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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	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

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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	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

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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	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:

Counts Unlimited, Inc.

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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	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:

Counts Unlimited, Inc.

PO Box 1178

Corona, CA 92880

T 951-268-6268 F 951-268-6267

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.

The original of this document has an embossed seal over the signature.

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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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397
Borrego Springs, CA 92004

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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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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

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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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William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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Borrego Springs, CA 92004

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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

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

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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

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
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Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Rachel 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
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Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Kim Sanford

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

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.

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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Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

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
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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Phone: (858)467-9110
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112
(303)649-1000

Kris 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

Chris Sterig

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
(303)649-1000

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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(303)649-1000

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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LTI Laser Mapping & Laser Operator Instructor
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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:

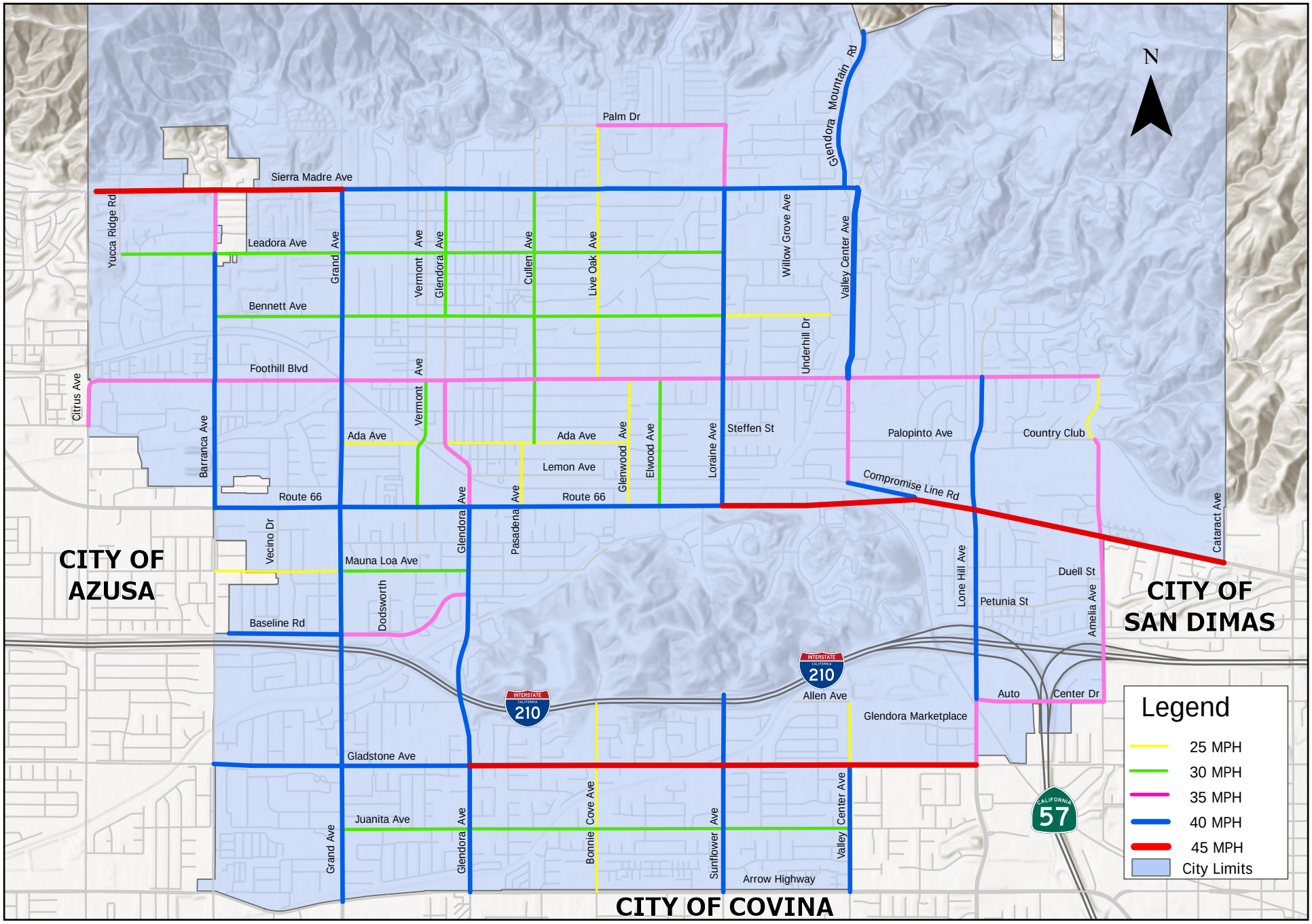
02 *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

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

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. 2096,** "**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:	Davis, Elias, Thompson, Allawos and Fredendall.
NOES:	COUNCILMEMBERS:	None.
ABSENT:	COUNCILMEMBERS:	None.

Dated this 29th day of October, 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. 2096, "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:**	**November 12, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**1**

SUBJECT: **Consideration of a Resolution approving Final Parcel Map No. 83617 (Applicant: Dmitriy Kazakov; Property Owner: John B. Cashion; Location: 445 N. Oak Drive and 960 W. Leadora Avenue)**

RECOMMENDATION

That the City Council:

1. Adopt a Resolution entitled “A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA APPROVING FINAL PARCEL MAP NO. 83617 SUBDIVIDING A SINGLE PARCEL INTO TWO SEPARATE INDIVIDUAL PARCELS, LOCATED AT 445 N. OAK DRIVE AND 960 W. LEADORA AVENUE, GLENDORA, CALIFORNIA”; and
2. Authorize the City Engineer and City Clerk to sign Final Parcel Map No. 83617.

STRATEGIC FOCUS AREAS

Not Applicable

EXECUTIVE SUMMARY

The project applicant/owner is requesting approval of Final Parcel Map No. 83617 subdividing a single parcel into two separate individual parcels.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

On March 14, 2023, the City Council approved Tentative Parcel Map No. 83617, located at 445 N. Oak Drive ("Property) for the subdivision of single parcel into two separate individual parcels (Attachment D). The City Council's adopted Resolution CC 2023-15 has been included for reference as an attachment to this report (Attachment C).

DISCUSSION

Pursuant to Sections 66458 and 66474.1 of the California Subdivision Map Act (Act), the approval of a final map is a ministerial action and cannot be denied if the final map is in substantial conformance with the conditionally approved tentative map and conforms to the requirements established by the Act and local ordinance. The City Council is the decision-making body for final maps, and if the map conforms to all requirements, it must approve the map at the meeting at which it received the map, or at its next regular meeting.

The City's Contract Surveyor has certified the map for mathematical accuracy, survey analysis, title information, and Subdivision Map Act compliance. As required prior to approval of the Final Map by the City Council, the subdivider is in compliance with the tentative map and all required Conditions of Approval (Attachments C and D). All off-site improvements have been completed and accepted by the City.

Staff recommends the City Council approve the Final Map and adopt the Resolution for the approval of Parcel Map No. 83617 (Attachments B and A). The Resolution authorizes the City Engineer and City Clerk to sign Final Parcel Map No. 83617 before filing with the County Recorder.

FISCAL IMPACT

There is no fiscal impact related to this action.

ENVIRONMENTAL DETERMINATION

A Mitigated Negative Declaration and Mitigation Monitoring Program were adopted by the City Council on March 14, 2023 for the tentative map subdividing the Property (Attachment E). The approval of a Final Map is a ministerial action and as such, the approval of the attached Resolution is exempt from the requirements of the CEQA pursuant to Section 15268 of the CEQA Guidelines.

Prepared By:	Maliha Ansari, Principal Civil Engineer
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_Resolution_Approving_Final_Parcel_Map_No_83617.pdf
B. Final Parcel Map No. 83617.pdf
C. Resolution CC 2023-15 Approving Tentative Map 83617.pdf
D. Tentavie Parcel Map No. 83617.pdf
E. City Council Report Approving Tentative Map March 14, 2023.pdf

RESOLUTION CC 2025-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA APPROVING FINAL PARCEL MAP NO. 83617 SUBDIVIDING A SINGLE PARCEL INTO TWO SEPARATE PARCELS, LOCATED AT 445 N. OAK DRIVE AND 960 W. LEADORA AVENUE, GLENDORA, CALIFORNIA.

THE CITY COUNCIL
City of Glendora, California

WHEREAS, the Tentative Parcel Map for Parcel No. 83617 ("Parcel Map 83617") for certain real property located at 445 N. Oak Drive, in the City of Glendora ("Property") has heretofore been submitted to the City Council of the City of Glendora ("City"); and

WHEREAS, the Tentative Parcel Map 83617 was approved by the City Council for the City on March 14, 2023, with associated conditions of approval; and

WHEREAS, the subdivider has knowledge of and has previously agreed to all of the conditions of approval imposed upon the Parcel Map 83617 and has taken the necessary steps to comply with such conditions or to provide for the performance of such conditions; and

WHEREAS, the subdivider has installed the improvements required for subdivision of the Property subject to Parcel Map 83617 and has paid all required fees required therefor; and

WHEREAS, the City Engineer/ Consultant Surveyor has reviewed the Parcel Map 83617 and the subdivider's proposed final map for the subdivision and recommends the approval of the Final Map for Parcel No. 83617 ("Final Map"); and

WHEREAS, the approval of the Final Map is a ministerial act pursuant to the California Environmental Quality Act ("CEQA"), and the California Subdivision Act and therefore, does not require environmental review under CEQA.

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

SECTION 1. The Recitals set forth above are incorporated herein by reference.

SECTION 2. The City Council of the City of Glendora hereby approves the Final Map for Parcel Map No. 83617 and directs that the City Engineer and City Clerk execute the same on behalf of the City of Glendora when all of the signatures that are required to be placed on such Final Map have been so signed.

SECTION 3. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption of this Resolution and thereupon the same shall take effect and be in force in accordance with its terms and provisions.

SECTION 4. 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 November, 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 November, 2025, by the following vote:

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

Dated:

_____
KATHLEEN R. SESSMAN
City Clerk/Communications Director

2 PARCELS
47,573 SQ. FT.

PARCEL MAP NO. 83617

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

BEING A SUBDIVISION OF PORTION OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 1 NORTH, RANGE 10 WEST, SAN BERNARDINO BASE AND MERIDIAN.

OWNER'S STATEMENT:

WE HEREBY STATE THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LANDS INCLUDED WITHIN THE SUBDIVISION SHOWN ON THIS MAP WITHIN THE DISTINCTIVE BORDER LINES, AND WE CONSENT TO THE PREPARATION AND FILING OF SAID MAP AND SUBDIVISION.

WE HEREBY DEDICATE TO THE CITY OF GLENDORA EASEMENT FOR PUBLIC STREET AND HIGHWAY PURPOSES AS SHOWN ON SAID MAP.

JOHN CASHION AND JENNIFER CASHION, HUSBAND AND WIFE, OWNERS

24 OUR FUNDING LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, BENEFICARY, UNDER A DEED OF TRUST RECORDED SEPTEMBER 12, 2022 AS INSTRUMENT NO. 2022890220, OFFICIAL RECORDS

BY: _____
TAREK OTHMAN, Chief Executive Officer

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A TRUE AND COMPLETE FIELD SURVEY PERFORMED BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF JOHN CASHION IN FEBRUARY 2020; THAT THE MONUMENTS OF THE CHARACTER AND LOCATIONS SHOWN HEREON ARE IN PLACE OR WILL BE IN PLACE WITHIN TWELVE MONTHS FROM THE FILING DATE OF THIS MAP; THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED AND THAT TIE NOTES TO ALL CENTERLINE MONUMENTS SHOWN AS "TO BE SET" WILL BE ON FILE IN THE OFFICE OF THE CITY ENGINEER WITHIN TWELVE MONTHS FROM FILING DATE SHOWN HEREON. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.

YEFIM TSALYUK
LS 7421

LICENSED LAND SURVEYOR — YEFIM TSALYUK — L.S. 7421 — STATE OF CALIFORNIA

CITY ENGINEER'S CERTIFICATE:

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP; THAT IT CONFORMS SUBSTANTIALLY TO THE TENTATIVE PARCEL MAP AND ALL APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF LOCAL SUBDIVISION ORDINANCES OF THE CITY OF GLENDORA APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE PARCEL MAP HAVE BEEN COMPLIED WITH; THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT SECTION 66442(a)(1), (2), AND (3) HAVE BEEN COMPLIED WITH; THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT WITH RESPECT TO CITY RECORDS.

MALIHA F. ANSARI _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — MALIHA F ANSARI — NO. 70424 — CIVIL — STATE OF CALIFORNIA

CITY CONTRACT SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS MAP; THAT IT COMPLIES WITH ALL PROVISIONS OF STATE LAW APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP; AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT IN ALL RESPECTS NOT CERTIFIED BY THE CITY ENGINEER.

Dan May
DAN MAY, P.L.S. 4652

10-17-25
DATE

LICENSED LAND SURVEYOR — DAN MAY — L.S. 4652 — STATE OF CALIFORNIA

CITY CLERK'S CERTIFICATE:

I HEREBY CERTIFY THAT THE CITY COUNCIL OF THE CITY OF GLENDORA BY RESOLUTION NO. _____ ADOPTED ON _____, 2025 APPROVED THE ATTACHED MAP AND ACCEPTED ON BEHALF OF THE CITY OF GLENDORA THE EASEMENT FOR PUBLIC STREET AND HIGHWAY PURPOSES, AS DEDICATED HEREON.

CITY CLERK, CITY OF GLENDORA _____ DATE _____

CITY OF GLENDORA ★ COUNTY OF LOS ANGELES — INCORPORATED NOV. 13TH, 1911 — STATE OF CALIFORNIA

SPECIAL ASSESSMENT STATEMENT:

I HEREBY STATE THAT ALL SPECIAL ASSESSMENTS LEVIED UNDER THE JURISDICTION OF THE CITY OF GLENDORA, TO WHICH THE LAND INCLUDED IN THE WITHIN SUBDIVISION OR ANY PART THEREOF IS SUBJECT, AND WHICH MAY BE PAID IN FULL, HAVE BEEN PAID IN FULL.

CITY CLERK, CITY OF GLENDORA _____ DATE _____

LOS ANGELES COUNTY CERTIFICATIONS

I HEREBY CERTIFY THAT ALL CERTIFICATES HAVE BEEN FILED AND DEPOSITS HAVE BEEN MADE THAT ARE REQUIRED UNDER THE PROVISIONS OF SECTIONS 66492 AND 66493 OF THE SUBDIVISION MAP ACT.

EXECUTIVE OFFICER, BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

DATE:_____

BY:_____
DEPUTY

I HEREBY CERTIFY THAT SECURITY IN THE AMOUNT OF $ _____HAS BEEN FILED WITH THE EXECUTIVE OFFICER, BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES AS SECURITY FOR THE PAYMENT OF TAXES AND SPECIAL ASSESSMENTS COLLECTED AS TAXES ON THE LAND SHOWN ON MAP OF PARCEL MAP NO. 83617 AS REQUIRED BY LAW.

EXECUTIVE OFFICER, BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

DATE:_____

BY:_____
DEPUTY

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING N 00°03'29" E OF CENTER LINE OF OAK DRIVE AS SHOWN ON MAP FILED IN BOOK 213, PAGE 21 THROUGH 28 INCLUSIVE, OF RECORD OF SURVEY IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

SIGNATURE OMISSIONS:

THE SIGNATURES OF THE HOLDERS OF THE EASEMENTS LISTED BELOW HAVE BEEN OMITTED UNDER THE PROVISIONS OF SECTION 66436 (a)(3)(A)(i-viii) OF THE SUBDIVISION MAP ACT SINCE THEIR INTEREST CANNOT RIPEN INTO A FEE:

EDWIN L. WEHMANN AND DOROTHY H. WEHMANN, THE HOLDERS OF AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, AS DISCLOSED BY DOCUMENT RECORDED NOVEMBER 2, 1945 AS INSTRUMENT NO. 19618, OF TORRENS, RECORDS OF LOS ANGELES COUNTY (EASEMENT IS UNLOCATABLE IN NATURE).

UNKNOWN OWNER, THE HOLDERS OF AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES, AS DISCLOSED BY DOCUMENT RECORDED APRIL 3, 1948, AS INSTRUMENT NO. 8086, OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY (EASEMENT IS UNLOCATABLE IN NATURE).

2 PARCELS
47,573 SQ. FT.

PARCEL MAP NO. 83617

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

NOTARY ACKNOWLEDGMENTS:

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF ~~CALIFORNIA~~ West Virginia
COUNTY OF ~~LOS ANGELES~~ Fayette
ON 10/9th/25 BEFORE ME, Alyssa Frame, NOTARY PUBLIC,
PERSONALLY APPEARED John Cashion.
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF ~~CALIFORNIA~~ West Virginia THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND AND OFFICIAL SEAL

SIGNATURE Alyssa Frame.
NAME OF NOTARY Alyssa Frame.
COUNTY IN WHICH COMMISSIONED Fayette.
DATE COMMISSION EXPIRES 04/05/2027.
~~COMMISSION NUMBER~~ _____.

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF ~~CALIFORNIA~~ West Virginia
COUNTY OF ~~LOS ANGELES~~ Fayette
ON 10/9/25 BEFORE ME, Alyssa Frame, NOTARY PUBLIC,
PERSONALLY APPEARED Jennifer Cashion.
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF ~~CALIFORNIA~~ West Virginia THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.
WITNESS MY HAND AND OFFICIAL SEAL

SIGNATURE Alyssa Frame.
NAME OF NOTARY Alyssa Frame.
COUNTY IN WHICH COMMISSIONED Fayette.
DATE COMMISSION EXPIRES 04/05/2027.
~~COMMISSION NUMBER~~ _____.

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF ~~LOS ANGELES~~ Orange
ON 15th Oct. 2025 BEFORE ME, Jo-An Guino Reeves, NOTARY PUBLIC,
PERSONALLY APPEARED Tarek Othman.
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL

SIGNATURE _____.
NAME OF NOTARY Jo-An Guino Reeves
COUNTY IN WHICH COMMISSIONED Orange.
DATE COMMISSION EXPIRES 31 Jan 2027.
COMMISSION NUMBER 2436731.

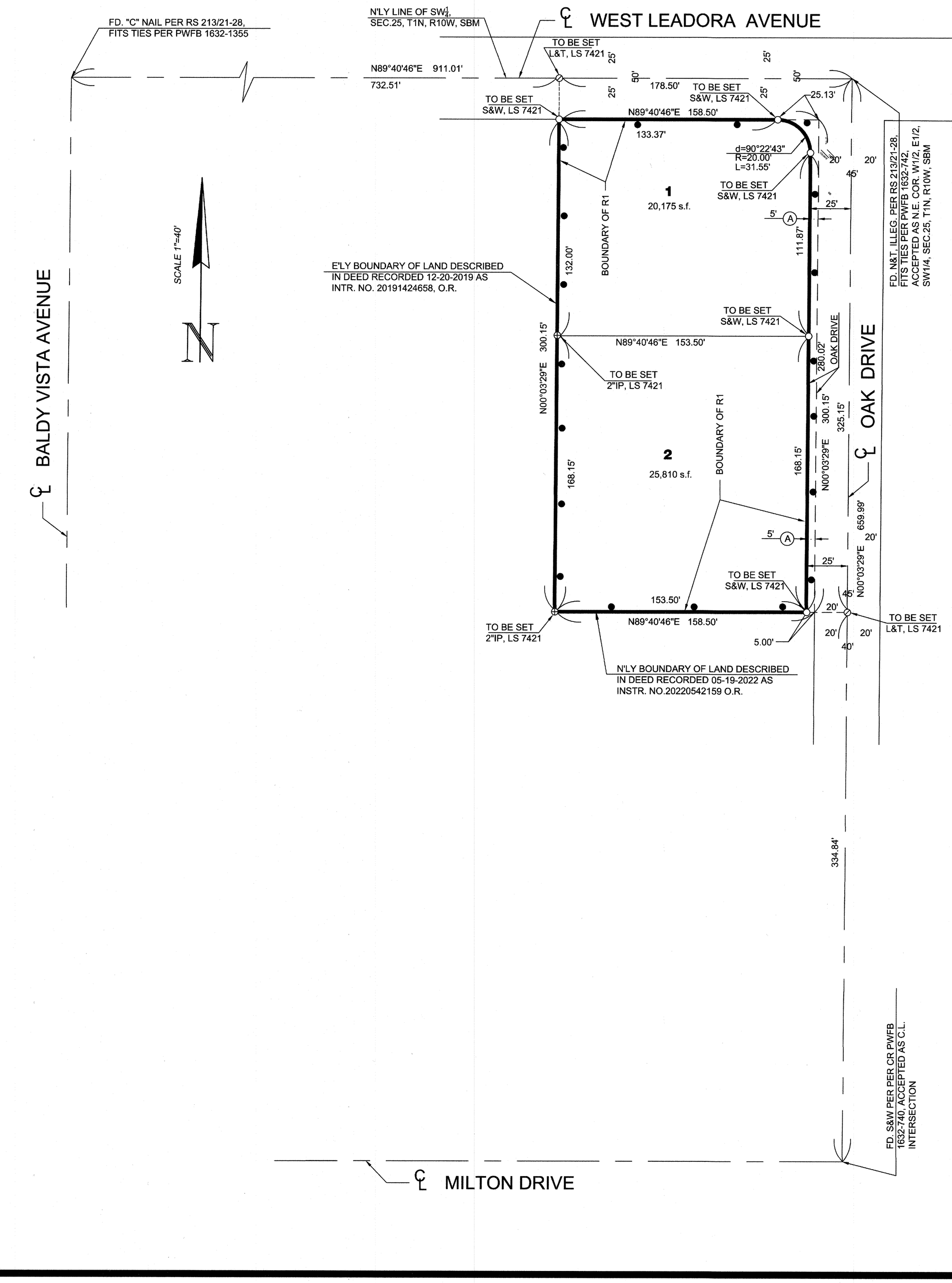
SCALE 1"=40'

PARCEL MAP NO. 83617

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

LEGEND

●—●—●—●	INDICATES THE BOUNDARY OF THE LAND BEING SUBDIVIDED BY THIS MAP
⊕	TO BE SET 2" I.P., TAG "LS7421", FLUSH
○	TO BE SET S&W STAMPED "LS7421"
⊘	TO BE SET L&T, TAG "LS7421" FLUSH
(A)	EASEMENT TO CITY OF GLENDORA FOR PUBLIC STREET AND HIGHWAY PURPOSES
R1	DEED RECORDED 09/12/2022 AS INSTR. NO. 20220890219, O.R.



DocuSign Envelope ID: 38AD4580-3CB3-4956-BF97-212DA6F5DFEB

RESOLUTION NO. CC 2023-15

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA APPROVING TENTATIVE PARCEL MAP NO. 83617 TO SUBDIVIDE AN EXISTING LOT LOCATED AT 445 NORTH OAK DRIVE (AND 960 W. LEADORA AVENUE), GLENDORA, CALIFORNIA, INTO TWO SEPARATE, INDIVIDUAL LOTS, (PROJECT NO. PLN21-0027) (APPLICANT: DMITRIY KAZAKOV; PROPERTY OWNER: JOHN B. CASHION).

THE CITY COUNCIL
City of Glendora, California

WHEREAS, The California Subdivision Map Act establishes the legal framework regarding the division of land; and

WHEREAS, Glendora Municipal Code (GMC) §21.A.E Table E establishes procedures for the review of subdivision applications, including Tentative Parcel Map (TPM) applications; and

WHEREAS, the property at 445 North Oak Drive, Glendora, California, is in an established neighborhood of residential-type uses; and

WHEREAS, on September 17, 2021, Dmitriy Kazakov, Kazakov Design, Inc. filed an application for a Tentative Parcel Map (No. 83617) to subdivide an existing lot with two residences into two individual lots on certain property located at 445 N. Oak Dr., Glendora, California (Project No. PLN21-0027); and

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

WHEREAS, The City Council finds the proposed project will not have a significant effect of the environment and is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA). City staff is directed to file a CEQA Notice of Exemption (NOE) for the project.

WHEREAS, a public hearing was opened by the Planning Commission of the City of Glendora, on January 3, 2023 and continued to February 7, 2023, 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 of Glendora; and

WHEREAS, on February 7, 2023, the Planning Commission recommended approval of the Tentative Parcel Map (Project No. PLN21-0027) to the City Council; and

WHEREAS, a public hearing was held by the City Council of the City of Glendora, on March 14, 2023, after due notice was given as required by law, at which time oral and

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documentary evidence was introduced along with the written recommendation of the Planning Commission of the City of Glendora.

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

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

SECTION 2. The City Council hereby makes Findings with Facts, which are hereby incorporated in full as follows:

FINDINGS FOR TENTATIVE PARCEL 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 §66473.5 of the California Government Code, the proposed Tentative Parcel Map (TTM #82883) is consistent with the City of Glendora's General Plan Land Use Element Designation of *Low Density Residential*. The proposed tentative parcel map is to subdivide an existing lot with two residences into two individual lots similar in size and dimensions as other lots in the surrounding neighborhood.

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

FACT: The proposed Tentative Parcel Map (TTM #82883) is consistent with the General Plan and is in agreement and harmony with applicable goals, objectives, and policies. Additionally, relevant Land Use, Housing, and Noise Elements, including:

- Goal LU-4: *Expanded residential development opportunities.*
- Goal LU-7: *A diverse range of housing choices.*
- Goal LU-11: *Rehabilitation and enhancement of existing land uses.*
- Goal LU-18: *Compatibility of adjacent land uses.*
- Policy LU-18.3: *Encourage land uses that are complementary in form and function with existing development.*
- Goal LU-21: *Preservation of neighborhood character.*
- *Goal 1:* *Assure the quality, safety, and habitability of existing housing and the continued high quality of residential neighborhoods.*

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: There is no proposed development related construction being proposed as part of the application. The site has two existing residential houses that already exist (and will remain) on site and substantially comply with the development standards for the *E-7-20,000* zone. For disclosure, the house addressed as 445 N. Oak Drive has one existing setback (east) of 22 feet, 7 inches which is less than the 25-foot requirement, however, this is acceptable as the house was built in 1913 and court decision have ruled that a map need only be in agreement with or in

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harmony with General Plan which this proposal is. Furthermore, the adjacent neighboring house to the south has a closer front setback than 445 N. Oak Drive house.

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

FACT: The site is relatively flat and is surrounded by existing residential single family neighborhood homes. The site already is developed with two residential homes and the proposed subdivision would simply add a new property line between them and the resulting two new lots would be similar in size to neighborhood zoned properties.

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: There is no construction proposed as part of this subdivision application, since the two houses are existing. Therefore, 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. In fact, the subdivision includes street right-of-way improvements that will increase safety. The subdivision design also 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 adopts an NOE as the project's required findings and filing for CEQA compliance.

SECTION 4. The City Council hereby approves Tentative Parcel Map (No. 83617) to subdivide an existing lot with two residences into two individual lots as described by the report and depicted on project plans attached to the City Council Agenda Report for PLN21-0027, and after determining that the project meets the requirements of GMC §21.A.E Table E 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.

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2. The subject property shall be developed in substantial conformance with project plans attached to the City Council Agenda Report for PLN21-0027, 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 Tentative Parcel Map (PLN21-0027) 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 Tentative Parcel Map (PLN21-0027) 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.

6. This Tentative Parcel Map is subject to all applicable conditions as outlined in GMC§20.08.130.

Planning

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 as long as 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 is responsible for submitting forms and fees associated with any formal documentation of the assignment of addresses for each residential houses and the newly created lots. The process is initiated with the Public Works Department and is concluded by the City Clerks Office.

Landscaping

10. Provide information regarding existing trees to be removed (location, tree type, size, general health) and the trees proposed as replacements and/or the payment of an in-lieu fee to cover

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the cost of trees to be removed. Tree in-lieu fees (if required) shall be assessed by the City Public Works Department and paid by applicant prior to the issuance of building permits. Replacement trees shall be based on the City of Glendora Urban Forestry Manual and if deemed necessary, information shall be presented as part of the final landscape design plans. Note separate approval/permit may be necessary for removal of existing trees within the public right-of-way. Contact Public Works Engineer and Parks/Trees Division regarding this condition.

11. Plant new street trees and related irrigation (per City standards and if deemed necessary by Public Works Division (City Engineer or City Arborist) within the public right-of-way (and new dedication area) along Oak Drive and Leadora Avenue.

Air Quality

12. 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)

Public Works

Final Parcel Map/Site Development:

13. A final parcel map is required. The final map will be reviewed for technical accuracy by the city's contract Land Surveyor. The developer is responsible for all such costs. A title report/subdivision report less than 6 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 on the property on the grading plan. Label, dimension and identify all easements and rights of way.

National Pollutant Discharge Elimination System (NPDES):

14. If any engineered grading is proposed for the site, then the project will be required to comply with the NPDES Municipal Separate Storm Sewer System (MS4) requirements. Projects subject to the MS4 are to implement post-construction low impact development (LID) storm water runoff water quality control measures per the Los Angeles County LID Manual as a way to reduce downstream runoff. Follow Section 21.03.090 of Glendora Municipal Code to determine Applicability and Performance Criteria.

Street Improvements/Utilities:

15. Any and all street improvements, utility, and trench work require a permit from the City of Glendora. Permits from the Building Division are required for work on private property. Any existing walls or fences that encroach in the public street rights of way shall be removed and reconstructed on private property. Public street right of way including the newly dedicated 5'-strip should be paved to the ultimate right-of-way. Public Works and Engineering Guidelines, Standards, and Permitting Information are available online at: https://www.cityofglendora.org/departments-services/public-works

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Los Angeles County Fire Department - Final Map Requirements

16. Access, as noted on the Tentative Parcel Map, shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.

17. The Final Map shall be submitted to the Land Development Unit for review and approval prior to recordation.

Los Angeles County Fire Department

18. The approval of this permit shall be contingent on approval by the Los Angeles County Fire Department. Any changes resulting from the requirements of the Los Angeles County Fire Department shall be submitted to the Planning Department for review and approval prior to the commencement of construction.

Waste Management Plan

19. All construction, demolition, and renovation projects within the city with a total valuation cost for the new or remodeled construction as determined by the building official which are, or are projected to be, greater than or equal to one hundred thousand dollars shall submit a Waste Management Plan to the Public Works 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 final inspection. The City may review and amend the plan as needed. Guidelines are available from the recycling coordinator. (GMC 6.09)

Term

20. The approved use shall commence within 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 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 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

21. The property owner 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 Glendora Municipal Code. (GMC §1.18)

22. 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

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offense and shall be punishable as provided. (GMC §21.01.030 H.)

SECTION 5. This Resolution shall take effect immediately upon adoption. 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** this 14th day of March, 2023.

City Council of Glendora, California

DocuSigned by:
BY: Gary Boyer
GARY BOYER
Mayor
Mar 16, 2023 | 10:09 AM PDT

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

DocuSigned by:
William Wynder
WILLIAM W. WYNDER
City Attorney
Mar 17, 2023 | 7:21 AM PDT

CERTIFICATION

I, Kathleen R. Sessman, City Clerk/Communications Director of the City of Glendora, 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 14th day of March, 2023, by the following vote:

AYES:	COUNCIL MEMBERS:	Allawos, Davis, Fredendall, Thompson, and Boyer.
NOES:	COUNCIL MEMBERS:	None.
ABSENT:	COUNCIL MEMBERS:	None.
ABSTAIN:	COUNCIL MEMBERS:	None.

Dated: March 15, 2023

DocuSigned by:
Kathleen Sessman
KATHLEEN R. SESSMAN
City Clerk/Communications Director
Mar 20, 2023 | 10:59 AM PDT

DocuSign

Certificate Of Completion

Envelope Id: 38AD45803CB34956BF97212DA6F5DFEB
Status: Completed
Subject: Complete with DocuSign: Resolution CC 2023-15 - PH - 445 N Oak Drive.docx
Source Envelope:
Document Pages: 7
Signatures: 3
Envelope Originator:
Certificate Pages: 5
Initials: 0
Lorena Cordova
AutoNav: Enabled
116 E Foothill Blvd
EnvelopeId Stamping: Enabled
Glendora, CA 91741
Time Zone: (UTC-08:00) Pacific Time (US & Canada)
LCordova@cityofglendora.org
IP Address: 173.196.201.130

Record Tracking

Status: Original
3/16/2023 9:27:13 AM
Holder: Lorena Cordova
LCordova@cityofglendora.org
Location: DocuSign

Signer Events	Signature	Timestamp
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Electronic Record and Signature Disclosure: Accepted: 3/16/2023 10:09:09 AM ID: a55517e4-a23c-474e-9b8e-3d927de3fd02		
William Wynder wwynder@awattorneys.com Security Level: Email, Account Authentication (None)	DocuSigned by: William Wynder 9F096A23BACC45F... Signature Adoption: Pre-selected Style Using IP Address: 50.112.162.3	Sent: 3/16/2023 10:09:21 AM Viewed: 3/17/2023 7:21:17 AM Signed: 3/17/2023 7:21:32 AM
Electronic Record and Signature Disclosure: Accepted: 3/17/2023 7:21:17 AM ID: 68158bd9-ae09-47cb-ba76-584deb537c3d		
Kathleen Sessman ksessman@cityofglendora.org City of Glendora Security Level: Email, Account Authentication (None)	DocuSigned by: Kathleen Sessman 2252A9F44B69431... Signature Adoption: Pre-selected Style Using IP Address: 173.196.201.130	Sent: 3/17/2023 7:21:35 AM Viewed: 3/20/2023 10:59:40 AM Signed: 3/20/2023 10:59:46 AM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
In Person Signer Events	**Signature**	**Timestamp**
Editor Delivery Events	**Status**	**Timestamp**
Agent Delivery Events	**Status**	**Timestamp**
Intermediary Delivery Events	**Status**	**Timestamp**
Certified Delivery Events	**Status**	**Timestamp**

Carbon Copy Events	Status	Timestamp
Natalie Espinoza nespinoza@cityofglendora.org Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Not Offered via DocuSign	COPIED	Sent: 3/20/2023 10:59:48 AM
City Clerk Group CityClerkGroup@cityofglendora.org Security Level: Email, Account Authentication (None) **Electronic Record and Signature Disclosure:** Accepted: 1/31/2023 10:02:21 AM ID: d762bf29-ec2a-4657-8ba4-03307791a5ae	COPIED	Sent: 3/20/2023 10:59:48 AM Viewed: 3/20/2023 11:02:03 AM

Witness Events	Signature	Timestamp

Notary Events	Signature	Timestamp

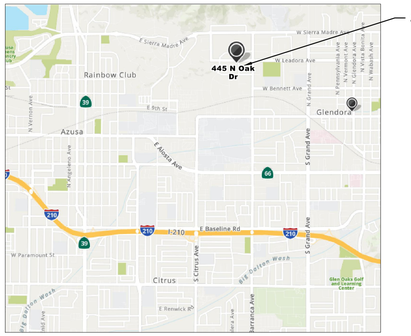
Envelope Summary Events	Status	Timestamps
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Certified Delivered	Security Checked	3/20/2023 10:59:40 AM
Signing Complete	Security Checked	3/20/2023 10:59:46 AM
Completed	Security Checked	3/20/2023 10:59:48 AM

Payment Events	Status	Timestamps

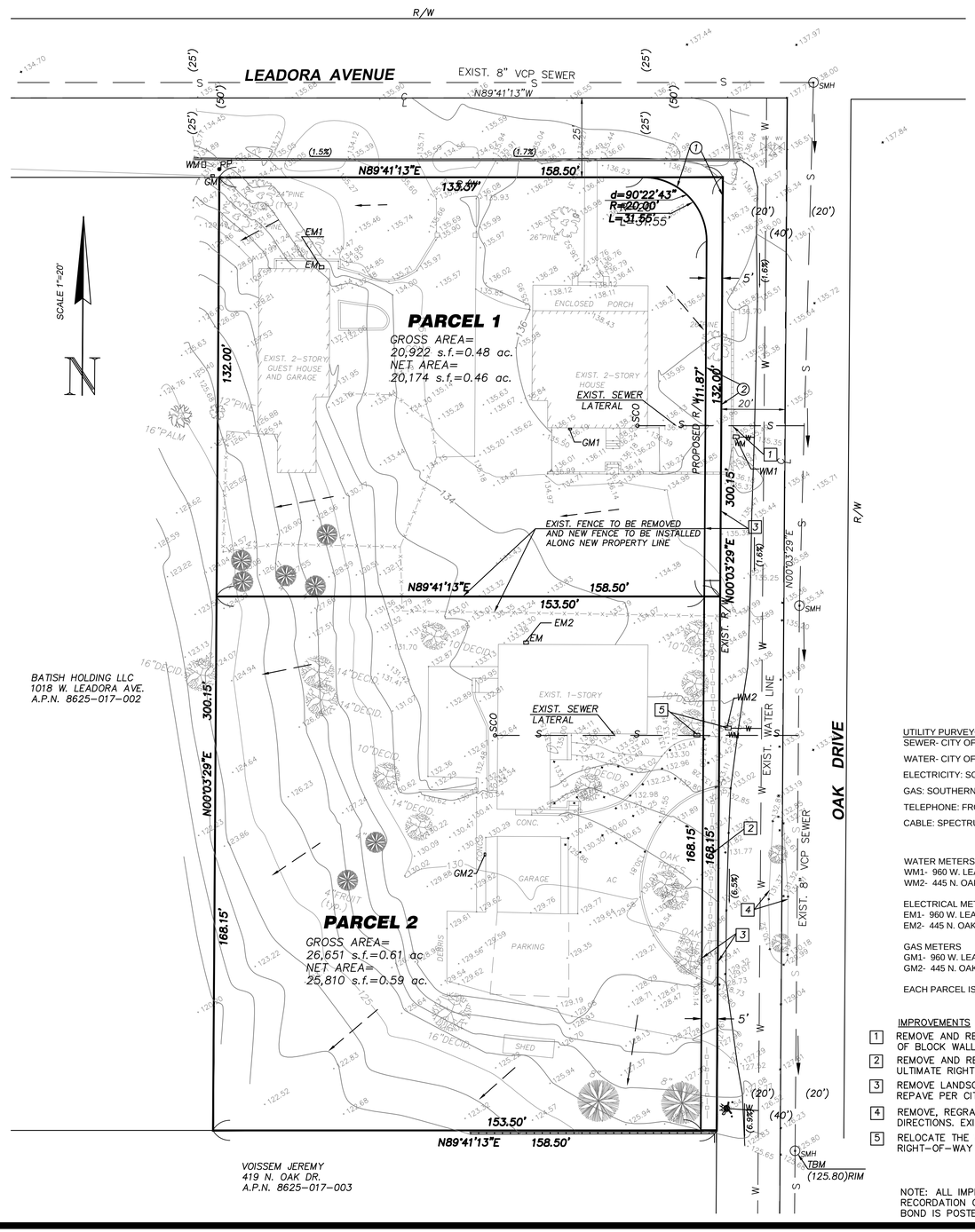
Electronic Record and Signature Disclosure

TENTATIVE PARCEL MAP NO. 83617

IN THE CITY OF GLENDORA, STATE OF CALIFORNIA
FOR RESIDENTIAL PURPOSES



VICINITY MAP
NTS



LEGEND

A.C.	ASPHALT CONCRETE
B.W.	BACK OF WALK
CB	CATCH BASIN
CC	CONCRETE
C&G	CURB & GUTTER
CF	CURB FACE
CLF	CHAIN LINK FENCE
C.O.	CLEAN OUT
EC	EDGE OF CONCRETE
EG	EDGE OF GUTTER
E.P.	EDGE OF PAVENMENT
EM	ELECTRIC METER
E.P.	EDGE OF PAVENMENT
F.F.	FINISHED FLOOR ELEVATION
F.G.	FINISHED GRADE ELEVATION
FH	FIRE HYDRANT
F.L.	FLOW LINE ELEVATION
F.S.	FINISHED SURFACE ELEVATION
GM	GAS METER
INV.	INVERT OF PIPE ELEVATION
L.F.	LINEAR FEET
NG	NATURAL GRADE
PCC	PORTLAND CEMENT CONCRETE
P.L.	PROPERTY LINE
PM	PARKING METER POST

E	ELECTRICAL
G	GAS
W	WATER
S	SEWER
T	TELEPHONE

TREE

PP	POWER POLE
PB	PULL BOX
PCC	PORTLAND CEMENT CONCRETE
R/W	RIGHT OF WAY
SCO	SEWER CLEANOUT
SDMH	STORM DRAIN MANHOLE
SMH	SEWER MANHOLE
ST.LT.	STREET LIGHT
SW	SIDE WALK
T	TELEPHONE
TC	TOP OF CURB ELEVATION
TEL.MH	TELEPHONE MANHOLE
TF	TOP OF FOOTING ELEVATION
TG	TOP OF GRATE ELEVATION
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TW	TOP OF WALL ELEVATION
WM	WATER METER
WV	WATER VALVE
IR.M.	IRRIGATION METER
LNDSC.	LANDSCAPE
DDCA	DOUBLE DETECTOR CHECK ASSEMBLY
CONC.	CONCRETE

WALL
FIRE HYDRANT
MONUMENTS
LIGHT POLE
— x — x — FENCE

PREPARED BY:
ITF & ASSOCIATES, INC.
11278 LOS ALAMITOS BLVD., #354
LOS ALAMITOS, CA
PHONE 800-797-9483
info@itf-associates.com

LICENSED LAND SURVEYOR
YEFIM TSALYUK
L.S. 7421
STATE OF CALIFORNIA

OWNER/APPLICANT:
JOHN CASHION AND JENNIFER CASHION
3740 RICHMOND CHAPEL RD.
VICTOR, WV 25938

SITE ADDRESS:
EXISTING: 445 N. OAK DR., GLENDORA, CA 91741
PROPOSED: 445 N. OAK DR. AND 960 W. LEODORA AVE., GLENDORA, CA 91741

LEGAL DESCRIPTION
THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 1 NORTH, RANGE 10 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS COMMENCING AS THE INTERSECTION OF THE SOUTHERLY LINE OF LEADORA AVENUE WITH THE WESTERLY LINE OF OAK DRIVE, AS SHOWN ON MAP OF LA FETRA PARK, RECORDED IN BOOK 30 PAGE 35 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID OAK DRIVE 300.15 FEET; THENCE WESTERLY PARALLEL WITH THE SOUTHERLY LINE OF LEADORA AVENUE 158.5 FEET; THENCE NORTHERLY PARALLEL WITH THE WESTERLY LINE OF OAK DRIVE 300.15 FEET TO THE SOUTHERLY LINE OF LEADORA AVENUE; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF LEADORA AVENUE, 158.5 FEET TO THE POINT OF BEGINNING.

APN: 8625-017-001

SURVEYOR'S NOTES:

1. DATE OF SURVEY: JUNE 2021

2. SITE AREA:
TOTAL GROSS AREA: 47,526 SQ. FT. (1.09 ACRES)
TOTAL NET AREA: 45,964 SQ. FT., (1.05 ACRES)

PARCEL 1
TOTAL GROSS AREA: 20,922 SQ. FT., (0.48 ACRES)
TOTAL NET AREA: 20,174 SQ. FT., (0.46 ACRES)

PARCEL 2
TOTAL GROSS AREA: 26,651 SQ. FT., (0.61 ACRES)
TOTAL NET AREA: 25,810 SQ. FT., (0.59 ACRES)

3. BASIS OF BEARINGS: CENTER LINE OF OAK DR. BEING N 00°03'29" E AS SHOWN ON RECORD OF SURVEY RECORDED IN BOOK 213, PAGE 21 TO 28, IN THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA.
TENTATIVE PARCEL MAP WAS PREPARED BASED ON RECORD DATA PER RS 213/21-28.

4. VERTICAL DATUM:
RIM ELEVATION OF THE SEWER MANHOLE APPROX. AT PROD OF S'LY PROPERTY LINE
ELEV. 125.80 (ASSUMED)

5. UNDERGROUND UTILITIES SHOWN HEREON ARE PER CITY OF GLENDORA RECORDS AND PER FIELD LOCATION AS EVIDENCED BY PAINT MARKS ON THE PAVEMENT, AND CANNOT BE GUARANTEED FOR COMPLETENESS OR ACCURACY.

6. ZONING: E7-20,.000

7. STREET DEDICATION: AS SHOWN HEREON

8. FLOOD ZONE DATA:
FLOOD ZONE: X
COMMUNITY NO. 06037 PANEL NO. C1420F
EFFECTIVE DATE: 09/26/2008

9. THE PROPERTY IS NOT A SUBJECT TO INUNDATION OR STORM WATER OVERFLOW

10. EXISTING BUILDINGS TO REMAIN

11. DATA SHOWN ON THE MAP IS BASED ON THE FIELD SURVEY

12. STRUCTURES SHOWN ON PARCEL 1 ARE ON SAME WATER METER

UTILITY PURVEYORS:
SEWER- CITY OF GLENDORA
WATER- CITY OF GLENDORA
ELECTRICITY: SOUTHERN CALIFORNIA EDISON
GAS: SOUTHERN CALIFORNIA GAS
TELEPHONE: FRONTIER
CABLE: SPECTRUM, DIRECTV

WATER METERS
WM1- 960 W. LEADORA AVE.
WM2- 445 N. OAK DR.

ELECTRICAL METERS
EM1- 960 W. LEADORA AVE.
EM2- 445 N. OAK DR.

GAS METERS
GM1- 960 W. LEADORA AVE.
GM2- 445 N. OAK DR.

EACH PARCEL IS CONNECTED TO PUBLIC SEWER

IMPROVEMENTS
1. REMOVE AND RECONSTRUCT EXISTING FENCE ON TOP OF BLOCK WALL BEHIND ULTIMATE RIGHT-OF-WAY LINE
2. REMOVE AND RECONSTRUCT EXISTING FENCE BEHIND ULTIMATE RIGHT-OF-WAY LINE
3. REMOVE LANDSCAPE IN EXISTING RIGHT-OF-WAY AND REPAVE PER CITY DIRECTIONS
4. REMOVE, REGRADE DIRT ISLAND AND REPAVE PER CITY DIRECTIONS. EXISTING TREES TO BE REMOVED
5. RELOCATE THE WATER METER BEHIND EXISTING RIGHT-OF-WAY

NOTE: ALL IMPROVEMENTS TO BE COMPLETED PRIOR TO RECORDATION OF FINAL MAP UNLESS THE IMPROVEMENT BOND IS POSTED

EXISTING EASEMENTS
1. EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES PER INST. NO. 19618 RECORDED NOVEMBER 2, 1945 (BLANKET IN NATURE)
2. EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES PER INST. NO. 8064 RECORDED APRIL 3, 1948 (NOT DISCOVERED)

PROPOSED DEDICATIONS
① 20' RADIUS DEDICATION FOR PUBLIC RIGHT OF WAY PURPOSES TO BE DEDICATED ON FINAL MAP (SHOWN HEREON)
② 5' DEDICATION FOR PUBLIC RIGHT OF WAY PURPOSES TO BE DEDICATED ON FINAL MAP (SHOWN HEREON)

STAFF REPORT

TO: MAYOR AND COUNCIL MEMBERS **DATE:** MARCH 14, 2023

FROM: COMMUNITY DEVELOPMENT **DISTRICT(S):** 1

SUBJECT: **A PUBLIC HEARING TO CONSIDER A RESOLUTION TO APPROVE A TENTATIVE PARCEL MAP NO. 83617 TO SUBDIVIDE AN EXISTING LOT LOCATED AT 445 NORTH OAK DRIVE (AND 960 WEST LEADORA AVENUE), GLENDORA, CALIFORNIA, INTO TWO SEPARATE INDIVIDUAL LOTS (PROJECT NUMBER PLN21-0027; APPLICANT: DMITRIY KAZAKOV; PROPERTY OWNER: JOHN B. CASHION).**

RECOMMENDATION

That 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 OF THE CITY OF GLENDORA, CALIFORNIA APPROVING TENTATIVE PARCEL MAP NO. 83617 TO SUBDIVIDE AN EXISTING LOT LOCATED AT 445 NORTH OAK DRIVE (AND 960 WEST LEADORA AVENUE), GLENDORA, CALIFORNIA INTO TWO SEPARATE, INDIVIDUAL LOTS (PROJECT NO. PLN21-0027) (APPLICANT: DMITRIY KAZAKOV; PROPERTY OWNER: JOHN B. CASHION)."

EXECUTIVE SUMMARY

The applicant is requesting that the City Council approve Tentative Parcel Map (No. 83617) to subdivide an existing lot with two existing single-family residences (445 North Oak Drive and 960 W. Leadora Avenue) into two separate individual lots.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

On September 17, 2021, an application (File No. PLN21-0027) was submitted (Attachment C) to subdivide the existing lot residences into two separate, individual lots.

On December 21, 2022, a Notice of Public Hearing (Attachment F) for the proposed project was published in the San Gabriel Valley Examiner and all property owners within 500 feet of the subject property were mailed a notice on December 22, 2022.

On January 3, 2023, the Planning Commission continued the item date specific (February 7, 2023) so that City staff and the applicant could resolve a minor issue that needed to be addressed prior to Planning Commission’s review.

On February 7, 2023, the Planning Commission recommended approval to the City Council.

DISCUSSION

Project Location

The subject property is located on the southwest corner of North Oak Drive and West Leadora Avenue. The site consists of two residences - 445 N. Oak Drive and 960 W. Leadora Avenue.

General Plan and Zoning Designation
The subject property has a General Plan Land Use Designation of *Low Density Residential* and a zoning designation *E-7-20,000 (Single-Family Estates).*

Application/Project Request
The project involves a request to subdivide (Tentative Parcel Map No. 83617) an existing lot with two existing single-family residences into two separate, individual lots. There is no construction proposed as a part of the application since both lots would each have one of the existing residences, but there are street related improvements that will be done, such as removing existing fences that are currently within the public right-of-way (ROW) and relocating them onto the proposed private lots and removing an existing dirt median island located within the public ROW on Oak Drive and paving the street to comply with the City's regulations.

Summary of Recommendation
Staff recommends the approval of the proposed tentative map as it is substantially consistent with applicable development standards for the E-7-20,000 zone and the City's General Plan.

FISCAL IMPACT

There is no fiscal impact for this project, and the applicant has paid all fees associated with the proposed review.

ENVIRONMENTAL DETERMINATION

A Notice of Exemption (NOE) - Categorical Exemption has been prepared (Attachment B) for this project pursuant to Section 15315 of CEQA guidelines.

Prepared By	Natalie Espinoza, Senior Planner
Concurs With	Paulette Koss, Planning Commission
Reviewed By	Jeff Kugel, Community Development Director
Certified to Availability of Funds	Marie Ricci, Administrative Services Director/City Treasurer
Approved By	Adam Raymond, City Manager
Legal Review	William W. Wynder, City Attorney
CEQA Review	Jeff Kugel, Community Development Director

ATTACHMENTS:

A. Draft Resolution
B. CEQA NOE
C. Project Application
D. Project Analysis Memo
E. Proposed Plans
F. Public Hearing Notice
G. PowerPoint Presentation

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**

SUBJECT: Approve the Acquisition of Public Works and Police Department Vehicles

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RECOMMENDATION
That the City Council:

1. Approve the acquisition of one (1) 2026 Ford F-650 with Thermo-lay hot asphalt system from Haaker Equipment company, at a cost of $266,298.38;
2. Approve the acquisition of five (5) 2026 Ford Police Interceptor Utility Explorers from National Auto Fleet Group, including taxes and fees, in the amount of $330,511.15;
3. Approve a supplemental appropriation from Internal Services Fund for Vehicles and Equipment (Fund 554) in the amount of $186,000.

STRATEGIC FOCUS AREAS

Goal 4 - Sustainable Infrastructure

EXECUTIVE SUMMARY
The management of the City's vehicle fleet includes acquisition and replacement of vehicles to ensure operational efficiency, reliability, cost-efficiency, and safety. Vehicles identified for replacement are evaluated based on age, mileage, condition and maintenance history. In addition, vehicles are occasionally added to the fleet for operational efficiency and/or reliability. The report includes the replacement of one Ford F-650 asphalt patch truck at a cost of $266,298.38 and outlines the recommended acquisition of five new Police patrol units, replacing four existing vehicles and the addition of one new patrol unit for a total vehicle cost of $330,511.15 plus $125,000 to upfit the five vehicles with necessary law enforcement equipment.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
In accordance with Glendora Municipal Code (GMC) Section 2.40.090(C)(4,6), procurement may occur

- *"When the procurement can only be obtained timely from a single source and the designee is satisfied that the best terms and conditions for the procurement thereof have been negotiated."*
- *When cooperative purchasing is available and undertaken or when goods can be obtained through federal, state, and/or entity pricing contracts or price agreements."*

DISCUSSION
The Public Works Equipment Maintenance unit generally follows a vehicle replacement schedule based upon age and/or mileage:

Vehicle Type	Basic Replacement Recommendation Criteria
Police Patrol Vehicles	3 Years or 80,000
Sedans and Light Duty Vehicles	10 Years or 100,000
Medium Duty Vehicles / Equipment	10 Years or 100,000
Heavy Duty Vehicles / Equipment Gas	15 Years or 100,000
Heavy Duty Vehicles / Equipment Diesel	15 Years or 150,000

Public Works Maintenance and Operations				
Vehicle No.	**Make**	**Model**	**Year**	**Mileage**
776	GMC	C6500 Asphalt Patch Truck	2009	86,448

The Public Works asphalt truck is scheduled for replacement based on the age criteria of greater than 15 years.

For the specialized equipment, Haaker Equipment Company and PB Loader Corporation are the only vendors servicing the Southern California region. While PB Loader is headquartered in Fresno, Haaker is located in La Verne, providing a more responsive option for parts and repair support. Staff recommends proceeding with Haaker Equipment Company due to its proximity and ability to minimize equipment downtime.

Police Department Vehicles				
Vehicle No.	**Make**	**Model**	**Year**	**Mileage**
3	Ford	Explorer Police Interceptor	2019	60,541
4	Ford	Explorer Police Interceptor	2019	79,676
9	Ford	Explorer Police Interceptor	2018	61,600
15	Ford	Explorer Police Interceptor	2019	59,548

The table above is a summary of the police vehicles to be replaced.

Four of the five proposed police patrol units will replace existing patrol units that meet or exceed the replacement criteria, in addition one of the vehicles has been substantially damaged in a police pursuit. Acquisition of the fifth patrol unit is proposed as a spare. The time window to acquire these vehicles at a cooperative purchasing price is limited and not available year round; it is recommended that an extra vehicle be acquired to have in place as a preparation measure should a patrol unit be damaged beyond repair for any number of reasons, including but not limited to a police pursuit.

Based on the availability of a relevant Sourcewell contract, staff obtained a quote for these vehicles through cooperative purchasing agreements. In accordance with Glendora Municipal Code (GMC) Section 2.40.090(C)(4) and (6), formal bidding is not required when the procurement can only be obtained timely from a single source and the designee is satisfied that the best terms and conditions have been negotiated, or when cooperative purchasing is available and undertaken through federal, state, or other entity pricing contracts or price agreements. Utilizing the Sourcewell cooperative contract allows the City to procure these vehicles in a timely manner while ensuring competitive pricing and compliance with City purchasing requirements. National Auto Fleet Group currently has five Ford Explorer Police Interceptors available for purchase.

Replacement of three patrol vehicles is included in the approved FY 2025-27 Adopted Two-Year Budget in the amount of $270,000. Staff is recommending the purchase of five patrol vehicles—two additional units beyond the budgeted three. One of the additional vehicles would replace a patrol unit recently involved in a pursuit-related collision, and the second would serve as a preventative measure to ensure operational readiness in the event another vehicle becomes inoperable unexpectedly. The opportunity to purchase these vehicles through the cooperative purchasing agreement is limited to a short time frame. Procuring an additional spare vehicle at this time will help maintain service continuity and fleet reliability. The acquisition cost of the five vehicles will be $330,511.15. In addition to the base vehicle cost, each patrol unit must be upfitted with specialized law enforcement components such as emergency lighting, sirens, safety partitions, and communication consoles at a cost of approximately $25,000 each or a total of $125,000 for all five. A supplemental appropriation in the amount of $186,000 is therefore requested to cover the additional cost associated with the two extra vehicles and required upfitting.

FISCAL IMPACT

The Internal Services Fund for Vehicles and Equipment (Fund 554) is used to maintain the City's fleet and to fund vehicle replacements. The asphalt patch truck replacement was included in the FY 2024-25 Mid-Cycle Budget in the amount of $350,000. A total of $270,000 was appropriated in FY 2025-27 Adopted Two-Year Budget for the replacement of three patrol vehicles; therefore, a supplemental appropriation is needed to fund the recommended purchase and upfitting of five patrol vehicles.

Internal Services Fund for Vehicles and Equipment (Fund 554)	
Street Vehicles 55470530-72375	
FY 2024-2025 Mid-Cycle Budget for Asphalt Truck:	$350,000
Cost of Proposed Asphalt Truck:	$266,298
Remaining Funds Available:	$83,702
Police Vehicles 55470530-72350	
FY 2025-2027 Adopted Two-Year Budget for 3 Police Interceptors:	$270,000
Cost of 5 Police Interceptors:	($330,511)

Cost to upfit 5 vehicles (@ $25,000 each)	($125,000)
Cost Exceeding Available Budget:	**$185,511**
Supplemental Appropriation Recommended:	**$186,000**

ENVIRONMENTAL DETERMINATION

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

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_Ford_Police_Interceptor_-_National_Auto_Fleet_Group_Quote.pdf

B_Ford_F-650_Asphalt_Truck_-_Haaker_Quote.pdf

C_Ford_F-650_Asphalt_Truck_-_PB_Quote.pdf

National Auto Fleet Group
A Division of Chevrolet of Watsonville
490 Auto Center Drive, Watsonville, CA 95076
(855) 289-6572 • (831) 480-8497 Fax
Fleet@NationalAutoFleetGroup.com

9/25/2025

Quote ID: **40779**

Order Cut Off Date: **TBA**

Steve Flores
City of Glendora
equipment maintenance

440 s. Loraine Ave

glendora, California, 91741

Dear Steve Flores,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.
One (1) New/Unused (2026 Ford Police Interceptor Utility (K8A) AWD,) and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Total Savings
Contract Price	$61,855.00	$59,678.09	3.519 %	$2,176.91
Tax (10.7500 %)		$6,415.39		
Tire fee		$8.75		
Total		$66,102.23		

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell Contract 091521-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper
Account Manager
Email: jcooper@nationalautofleetgroup.com
Office: (855) 289-6572
Fax: (831) 480-8497

Purchase Order Instructions & Resources

Once units are scheduled by OEM, no cancellations are accepted

In order to finalize your purchase please submit this purchase packet to your governing body for a purchase order approval and submit your purchase order in the following way:

Email: Fleet@NationalAutoFleetGroup.com

Fax: (831) 480-8497

Mail: National Auto Fleet Group

490 Auto Center Drive

Watsonville, CA 95076

We will send a courtesy confirmation for your order and a W-9 if needed.

Additional Resources

Learn how to track your vehicle:	**www.NAFGETA.com**
Use the upfitter of your choice:	**www.NAFGpartner.com**
Vehicle Status:	**ETA@NationalAutoFleetGroup.com**
General Inquiries:	**Fleet@NationalAutoFleetGroup.com**

For general questions or assistance please contact our main office at:

1-855-289-6572

Vehicle Configuration Options

ENGINE	
Code	**Description**
99W	Engine: 3.3L V6 Direct-Injection Hybrid System, (STD)
TRANSMISSION	
Code	**Description**
44B	Transmission: 10-Speed Automatic, (STD)
PRIMARY PAINT	
Code	**Description**
UM	Agate Black
SEAT TYPE	
Code	**Description**
FW	Charcoal Black, Unique HD Cloth Front Bucket Seats w/Cloth Rear, -inc: driver 6-way power track (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), 8-way power track passenger seat w/2-way power recline and 2-way power lumbar
AXLE RATIO	
Code	**Description**
___	3.73 Axle Ratio, (STD)
ADDITIONAL EQUIPMENT	
Code	**Description**
67H	Ready For The Road Package, Rear Lighting Solution, (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) mounted to inside liftgate glass and (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) installed on inside lip of liftgate (lights activate when liftgate is open), LED lights only, Wiring and controller not included, Hidden Door-Lock Plunger, Rear-Door Controls Inoperable, Locks, handles and windows, Can manually remove window or door disable plate w/special tool, Locks/windows operable from driver's door switches, Rear Console Plate, Contours through 2nd row; channel for wiring
76D	Underbody Deflector Plate, -inc: Engine and transmission shield
63B	Side Marker LED Sideview Mirrors, -inc: driver side - red/passenger side - blue, Located on exterior mirror housing, LED lights only, Wiring and controller not included
51V	Dual Driver & Passenger LED Bulb Spot Lamps (Whelen)
153	Front License Plate Bracket
16D	Badge Delete, -inc: Deletes the Police Interceptor badging on rear liftgate and the Interceptor badging on front hood (EcoBoost)
66A	Front Headlamp Lighting Solution, -inc: LED low beam/high beam headlamp, wig-wag function and (2) red/blue/white LED side warning lights in each headlamp (factory configured: driver's side white/red/passenger side white/blue), Wiring and LED lights included (in headlamps only; grille lights not included), Controller not included, Grille LED Lights, Siren & Speaker Pre-Wiring
66B	Tail Lamp Lighting Solution, -inc: LED tail lamp wig-wag module (red/white - red brake lights and white reverse lights, LED lights only, Wiring and controller not included
66C	Rear Lighting Solution, -inc: (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) mounted to inside liftgate glass and (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) installed on inside lip of liftgate (lights activate when liftgate is open), LED lights only, Wiring and controller not included
43A	Rear Auxiliary Liftgate Lights, -inc: red/blue LED lights; located beneath liftgate glass in applique panel, LED lights only, Wiring and controller not included
51W	Dual Driver & Passenger Spot Lamp Prep Kit, -inc: Does not include spot lamp housing and bulbs
18X	100 Watt Siren/Speaker w/Bracket & Pigtail
59B	Keyed Alike - 1284x
90G	Ballistic Door-Panels (Level IV+), -inc: Driver and passenger front-doors, Tested and meets the requirements of NIJ standard 0108.01 Level IV: .30-06 M2 AP 166gr (7.62 x 63 APM2 10.8g), Also designed to withstand special threat rounds: 7.62 x 54R LPS 9.65g and 7.62 x 51 mm M61 9.75g (.308 Winchester 150.5gr), In addition, Level IV+ includes all of the NIJ Level III and LAPD rounds listed in footnote 1
52P	Hidden Door-Lock Plunger, -inc: Rear-Door Controls Inoperable, Locks, handles and windows, Can manually remove window or door disable plate w/special tool, Locks/windows operable from driver's door switches
68G	Rear-Door Controls Inoperable, -inc: Locks, handles and windows, Can manually remove window or door disable plate w/special tool, Locks/windows operable from driver's door switches
87M	8" Rear Camera Image, -inc: In upper lefthand quadrant of display, 1/4 size picture in picture
67V	Front & Rear Police Wire Harness Connector Kit, -inc: For connectivity to Ford PI Package solutions includes front (2) male 4-pin connectors for siren, (5) female 4-pin connectors for lighting/siren/speaker, (1) 4-pin IP connector for speakers, (1) 4-pin IP connector for siren controller connectivity, (1) 8-pin sealed connector, (1) 14-pin IP connector, rear (2) male 4-pin connectors for siren, (5) female 4-pin

	connectors for lighting/siren/speaker, (1) 4-pin IP connector for speakers, (1) 4-pin IP connector for siren controller connectivity, (1) 8-pin sealed connector and (1) 14-pin IP connector
85R	Rear Console Plate, -inc: Contours through 2nd row; channel for wiring

OPTION PACKAGE

Code	Description
500A	Order Code 500A

2026 Fleet/Non-Retail Ford Police Interceptor Utility AWD

WINDOW STICKER

2026 Ford Police Interceptor Utility AWD

CODE	MODEL	MSRP
K8A	2026 Ford Police Interceptor Utility AWD	$48,550.00
	OPTIONS	
99W	Engine: 3.3L V6 Direct-Injection Hybrid System, (STD)	$0.00
44B	Transmission: 10-Speed Automatic, (STD)	$0.00
UM	Agate Black	$0.00
FW	Charcoal Black, Unique HD Cloth Front Bucket Seats w/Cloth Rear, -inc: driver 6-way power track (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), 8-way power track passenger seat w/2-way power recline and 2-way power lumbar	$70.00
___	3.73 Axle Ratio, (STD)	$0.00
67H	Ready For The Road Package, Rear Lighting Solution, (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) mounted to inside liftgate glass and (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) installed on inside lip of liftgate (lights activate when liftgate is open), LED lights only, Wiring and controller not included, Hidden Door-Lock Plunger, Rear-Door Controls Inoperable, Locks, handles and windows, Can manually remove window or door disable plate w/special tool, Locks/windows operable from driver's door switches, Rear Console Plate, Contours through 2nd row; channel for wiring	$4,050.00
76D	Underbody Deflector Plate, -inc: Engine and transmission shield	$340.00
63B	Side Marker LED Sideview Mirrors, -inc: driver side - red/passenger side - blue, Located on exterior mirror housing, LED lights only, Wiring and controller not included	$490.00
51V	Dual Driver & Passenger LED Bulb Spot Lamps (Whelen)	$880.00
153	Front License Plate Bracket	$0.00
16D	Badge Delete, -inc: Deletes the Police Interceptor badging on rear liftgate and the Interceptor badging on front hood (EcoBoost)	$0.00
66A	Front Headlamp Lighting Solution, -inc: LED low beam/high beam headlamp, wig-wag function and (2) red/blue/white LED side warning lights in each headlamp (factory configured: driver's side white/red/passenger side white/blue), Wiring and LED lights included (in headlamps only; grille lights not included), Controller not included, Grille LED Lights, Siren & Speaker Pre-Wiring	INC
66B	Tail Lamp Lighting Solution, -inc: LED tail lamp wig-wag module (red/white - red brake lights and white reverse lights, LED lights only, Wiring and controller not included	INC
66C	Rear Lighting Solution, -inc: (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) mounted to inside liftgate glass and (2) backlit flashing linear high-intensity LED lights (driver's side red/passenger side blue) installed on inside lip of liftgate (lights activate when liftgate is open), LED lights only, Wiring and controller not included	INC
43A	Rear Auxiliary Liftgate Lights, -inc: red/blue LED lights; located beneath liftgate glass in applique panel, LED lights only, Wiring and controller not included	$400.00
51W	Dual Driver & Passenger Spot Lamp Prep Kit, -inc: Does not include spot lamp housing and bulbs	$300.00
18X	100 Watt Siren/Speaker w/Bracket & Pigtail	INC
59B	Keyed Alike - 1284x	$50.00
90G	Ballistic Door-Panels (Level IV+), -inc: Driver and passenger front-doors, Tested and meets the requirements of NIJ standard 0108.01 Level IV: .30-06 M2 AP 166gr (7.62 x 63 APM2 10.8g), Also designed to withstand special threat rounds: 7.62 x 54R LPS 9.65g and 7.62 x 51 mm M61 9.75g (.308 Winchester 150.5gr), In addition, Level IV+ includes all of the NIJ Level III and LAPD rounds listed in footnote 1	$4,830.00
52P	Hidden Door-Lock Plunger, -inc: Rear-Door Controls Inoperable, Locks, handles and windows, Can manually remove window or door disable plate w/special tool, Locks/windows operable from driver's door switches	INC
68G	Rear-Door Controls Inoperable, -inc: Locks, handles and windows, Can manually remove window or door disable plate w/special tool, Locks/windows operable from driver's door switches	INC
87M	8" Rear Camera Image, -inc: In upper lefthand quadrant of display, 1/4 size picture in picture	$0.00
67V	Front & Rear Police Wire Harness Connector Kit, -inc: For connectivity to Ford PI Package solutions includes front (2) male 4-pin connectors for siren, (5) female 4-pin connectors for lighting/siren/speaker, (1) 4-pin IP connector for speakers, (1) 4-pin IP connector for siren controller connectivity, (1) 8-pin sealed connector, (1) 14-pin IP connector, rear (2) male 4-pin connectors for siren, (5) female 4-pin connectors for lighting/siren/speaker, (1) 4-pin IP connector for speakers, (1) 4-pin IP connector for siren controller connectivity, (1) 8-pin sealed connector and (1) 14-pin IP connector	$200.00
85R	Rear Console Plate, -inc: Contours through 2nd row; channel for wiring	INC
500A	Order Code 500A	$0.00

Please note selected options override standard equipment

SUBTOTAL	**$60,160.00**
Advert/ Adjustments	$0.00
Manufacturer Destination Charge	$1,695.00
TOTAL PRICE	**$61,855.00**

Est City: N/A MPG
Est Highway: N/A MPG
Est Highway Cruising Range: N/A mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Notes

Standard Equipment

MECHANICAL

Engine: 3.3L V6 Direct-Injection Hybrid System -inc: 136-MPH top speed (STD)
Transmission: 10-Speed Automatic (STD)
3.73 Axle Ratio (STD)

ADDITIONAL EQUIPMENT

50-State Emissions System
Transmission w/Driver Selectable Mode and Oil Cooler
Automatic Full-Time All-Wheel
Engine Oil Cooler
92-Amp/Hr 850CCA Maintenance-Free Battery
Hybrid Electric Motor 220 Amp Alternator
Class III Towing Equipment -inc: Hitch
Trailer Wiring Harness
Police/Fire
6840# Gvwr 1500# Maximum Payload
Gas-Pressurized Shock Absorbers
Front And Rear Anti-Roll Bars
Electric Power-Assist Steering
19 Gal. Fuel Tank
Dual Stainless Steel Exhaust
Permanent Locking Hubs
Strut Front Suspension w/Coil Springs
Multi-Link Rear Suspension w/Coil Springs
Regenerative 4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist and Hill Hold Control
Lithium Ion (li-Ion) Traction Battery 1.5 kWh Capacity
Wheels w/Hub Covers
Wheels: 18" x 8" 5-Spoke Painted Black Steel -inc: polished stainless steel hub cover and center caps
Tires: 255/60R18 AS BSW
Steel Spare Wheel
Full-Size Spare Tire Mounted Inside Under Cargo
Body-Colored Front Bumper w/Black Rub Strip/Fascia Accent and 1 Tow Hook
Body-Colored Rear Bumper w/Black Rub Strip/Fascia Accent
Body-Colored Bodyside Cladding and Black Wheel Well Trim
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Power Side Mirrors w/Convex Spotter and Manual Folding
Fixed Rear Window w/Wiper, Heated Wiper Park and Defroster
Deep Tinted Glass
Speed Sensitive Variable Intermittent Wipers
Galvanized Steel/Aluminum Panels
Lip Spoiler
Black Grille
Liftgate Rear Cargo Access
Tailgate/Rear Door Lock Included w/Power Door Locks
Auto On/Off Projector Beam Led Low/High Beam Headlamps
LED Brakelights
Radio w/Seek-Scan, Clock, Speed Compensated Volume Control and External Memory Control
Radio: AM/FM/MP3 Capable -inc: 100 watt siren/speaker prep kit, clock, 4 speakers, 1 USB port, 8" color LCD screen center-stack smart display, supports Android Auto and Apple CarPlay and fleet telematics modem, Allows data to be provided to support Ford Pro telematics and data services via optional subscription, including but not limited to vehicle location, speed, idle time, fuel, vehicle diagnostics and maintenance alerts, Device enables optional telematics services through Ford or authorized providers via paid subscription, Subscribe at https://fordpro.com/en-us/telematics/ or call 1-833-811-FORD (3673)

SYNC Phoenix Communication & Entertainment System -inc: hands-free voice command support compatible w/most Bluetooth connected mobile devices, 911 Assist, VHR, SYNC Services, AppLink, Bluetooth, steering wheel controls, USB port and auxiliary input jack
4 Speakers
Integrated Roof Antenna
Wireless Phone Connectivity
1 LCD Monitor In The Front
Driver Seat
Passenger Seat
35-30-35 Folding Split-Bench Front Facing Fold Forward Seatback Rear Seat
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Engine Coolant Temp, Tachometer, Engine Hour Meter, Traction Battery Level, Trip Odometer and Trip Computer
Power Rear Windows and Fixed 3rd Row Windows
Selective Service Internet Access
Compass
Remote Keyless Entry
Remote Releases -Inc: Power Cargo Access
Cruise Control w/Steering Wheel Controls
Dual Zone Front Automatic Air Conditioning
Rear HVAC
HVAC -inc: Underseat Ducts
Locking Glove Box
Driver Foot Rest
Unique HD Cloth Front Bucket Seats w/Vinyl Rear -inc: reduced bolsters, driver 6-way power track (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), passenger 8-way power track w/2-way power recline and 2-way power lumbar and built-in steel intrusion plates in both driver/passenger seatbacks
Interior Trim -inc: Metal-Look Instrument Panel Insert, Metal-Look Door Panel Insert and Metal-Look Interior Accents
Full Cloth Headliner
Urethane Gear Shifter Material
Day-Night Rearview Mirror
Driver And Passenger Visor Vanity Mirrors
Mini Overhead Console w/Storage and 2 12V DC Power Outlets
Front And Rear Map Lights
Fade-To-Off Interior Lighting
Full Vinyl/Rubber Floor Covering
Carpet Floor Trim
Cargo Features -inc: Cargo Tray/Organizer
Cargo Space Lights
Smart Device Remote Engine Start
Fleet Telematics Modem Tracker System
Smart Device Integration
Dashboard Storage, Driver And Passenger Door Bins
Power 1st Row Windows w/Driver And Passenger 1-Touch Up/Down
Delayed Accessory Power
Power Door Locks
Driver Information Center
Redundant Digital Speedometer
Trip Computer
Digital/Analog Appearance
Seats w/Vinyl Back Material
Manual Adjustable Front Head Restraints and Manual Adjustable Rear Head Restraints
Perimeter Alarm
2 12V DC Power Outlets
Air Filtration
Electronic Stability Control (ESC) And Roll Stability Control (RSC)
ABS And Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags

Emergency Sos Capability
Reverse Sensing System Rear Parking Sensors
BLIS (Blind Spot Information System) Blind Spot
Pre-Collision Assist with Pedestrian Detection
Rear Cross-Traffic Braking
Collision Mitigation-Front
Tire Specific Low Tire Pressure Warning
Dual Stage Driver And Passenger Front Airbags
Curtain 1st And 2nd Row Airbags
Airbag Occupancy Sensor
Passenger Knee Airbag
Rear Child Safety Locks
Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners
Back-Up Camera w/Washer

HAAKER EQUIPMENT
2070 NORTH WHITE AVENUE, LA VERNE, CALIFORNIA 91750
(909) 598-2706 ~ HAAKER.COM

QUOTE
OCTOBER 7, 2025

TO: CITY OF GLENDORA
116 EAST FOOTHILL BLVD.
GLENDORA, CA 91741

ATTN: MR. STEVE FLORES
(626) 852-4833
EMAIL: sflores@cityofglendora.org

IN ACCORDANCE WITH YOUR REQUEST, WE ARE PLEASED TO SUBMIT THE FOLLOWING PROPOSAL FOR YOUR CONSIDERATION AND APPROVAL.

ONE (1) NEW POTHOLE PATCHING MACHINE TRUCK MOUNTED

4.25-CUBIC YARD CAPACITY, 30 GALLON HYDRAULIC TANK. MOUNTED ON A 2026 FORD F-650 335HP CHASSIS, GAS REGULAR CAB BASE WITH 7.3L V-8 ENGINE AND TORQSHIFT 6-SPEED AUTOMATIC TRANSMISSION. UNIT TO INCLUDE THE FOLLOWING:

STANDARD FEATURES INCLUDED:

- ☐ FORCE AMERICAN CAN BUS CONTROLS AND HYDRAULIC BLOCK
- ☐ CUSTOM MOUNTING TO CAB/CHASSIS
- ☐ CHELSEA PTO - OR EQUIVALENT
- ☐ 30 GAL HORIZONTAL PROPANE TANK
- ☐ 9 KW ELECTRIC HEATING SYSTEM
- ☐ 1/EA 6" HARD FACED SCREW CONVEYOR AUGER
- ☐ 1/EA ANTI-BRIDGE BAR
- ☐ 30" CHUTE
- ☐ 30-GAL HYDRUALIC TANK
- ☐ 10 GALLON RELEASE AGENT TANK - 20' HOSE, HOSE REEL, AND WAND
- ☐ 10 GALLON WASTE TANK
- ☐ WAND STORAGE WITH DRIP CUP - SUPPORTS 1/EA TACK WAND AND 1/EA RELEASE AGENT WAND
- ☐ BACKUP CAMERA - WITH IN-CAB SPEAKER FOR COMMUNICATION
- ☐ DOT COMPLIANT RED AND AMBER CLEARANCE REFLECTORS - 4/EA YELLOW FRONT REFLECTORS, 4/EA RED REFLECTORS IN REAR, 9/EA CLEARANCE LIGHTS, 4/EA STOP, TAIL, TURN LIGHTS
- ☐ 6 CORNER SAFETY STROBE LIGHTING - 2/EA FRONT CHASSIS FENDER, 2/EA UNIT REAR FENDERS, 2/EA REAR PANEL
- ☐ HYDRAULIC HOPPER DOORS W/ IN-CAB CONTROLS
- ☐ 1 YEAR WARRANTY PARTS/LABOR WARRANTY

OPTIONAL FEATURES INCLUDED:

- ☐ HYDRAULICALLY OPERATED SPOILS BIN - IF SINGLE BIN - SPECIFICY LOCATION
- ☐ 20-GAL RELEASE AGENT TANK & HOPPER SPRAY BAR SYSTEM
- ☐ REAR LIFT PLATFORM FOR ROLLER/COMPACTOR - COMPACTOR
- ☐ HYDRAULIC TOOL CIRCUIT WITH REEL AND 25' HOSE
- ☐ DOUBLE-SIDED HYDRAULIC RAIS/LOWER LED ARROW BOARD
- ☐ PROPANE HAND TORCH W/ 25' HOSE
- ☐ 120 GALLON TACK TANK - ELECTRIC HEAT CONTROL W/25' HOSE & REEL
- ☐ WACKER BPS1550BW W/SPRINKLER
- ☐ STANLEY BR67 BREAKER WITH ACCESSORIES
- ☐ FRONT WORK LIGHTS (EACH) - SPECIFY QTY AND LOCATION
- ☐ TOOLBOX - SPECIFY LOCATION AND DIMENSION - 36" RC TOOLBOX MOUNTED STREET SIDE AND TOOL BASKET WITH OPEN TOP
- ☐ FRONT PLATFORM - GANG WALK BETWEEN CAB AND HOPPER BODY FOR ACCESS
- ☐ DELIVERY - DELIVERY AND TRAINING

UNIT PRICE:	$240,450.00
SALES TAX (10.750%):	$ 25,848.38
TOTAL PRICE F.O.B. GLENDORA, CA:	$266,298.38

THE PROPERTY HEREIN IS GUARANTEED BY MANUFACTURER'S WARRANTY ONLY AND SELLER MAKES NO WARRANTY EXPRESSED OR IMPLIED, OF MERCHANTABILITY OR OTHERWISE, OR OF FITNESS FOR ANY PARTICULAR PURPOSE, THAT EXTENDS BEYOND THE ABOVE DESCRIPTION OF THE EQUIPMENT.

NOTE: PRICE IS GOOD UNTIL 30 DAYS . COST INCREASES DUE TO THE ADDITION OF GOVERNMENT MANDATED SAFETY OR ENVIRONMENTAL DEVICES INCURRED AFTER THE DATE OF THIS PROPOSAL, WILL BE CHARGED TO YOU AT OUR COST. PROOF OF SUCH COSTS, IF ANY, WILL BE DOCUMENTED.

TAXES: SALES TAX APPLICABLE AT TIME OF DELIVERY WILL BE SHOWN ON OUR INVOICE. FEDERAL EXCISE TAXES, IF APPLICABLE, WILL REQUIRE PAYMENT UNLESS A PROPERLY EXECUTED EXEMPTION CERTIFICATE IS SUBMITTED.

DELIVERY: *TO BE DETERMINED* TERMS: *NET TERMS OR APPROVED FINANCING*

WE APPRECIATE THE OPPORTUNITY TO PRESENT THIS PROPOSAL AND LOOK FORWARD TO BEING OF FURTHER AND CONTINUED SERVICE.

HAAKER EQUIPMENT COMPANY ACCEPTED BY: _____

BY: Chuy Vallejo DATE: _____

JOSE "CHUY" VALLEJO
SALES AREA MANAGER

QUOTATION NO. 12046.R3

CITY OF GLENDORA, CA
116 E FOOTHILL BLVD
SOURCEWELL MEMBER ID# 94382
PB LOADER CONTRACT NO. 080521-PBL SOURCEWELL CONTRACT - LISTED PRICES

QUOTE DATE	9/29/2025
TERMS	Net 30
FOB	FRESNO
MFG PRODUCT ARO	See Below
INSTALL AROT	See Below

QTY	PART NO.	DESCRIPTION	PRICE	EXTENSION
		PATCHER		
1	51619-00	MODEL BC-4 ASPHALT PATCHER (4 CUBIC YARD CAPACITY) EQUIPPED WITH RADIANT HEATER, THERMOSTATICALLY CONTROLLED LPG BURNER, HYDRAULIC TOP LIDS AND DOORS, KEVLAR CHAIN CONVEYOR, HAND TORCH, SHOVEL APRON, 25 GAL. LPG TANK, INSTALLATION AND PAINT BLACK		
		EMULSION SYSTEM		
1	BH-153-21	PB MODEL BH-153-21 EMULSION SPRAY UNIT HEATED BY TRUCK COOLING SYSTEM, Y STRAINER, FILL BASKET, HYDRAULICALLY POWERED, 21 GAL. SOLVENT TANK, 132 GAL. EMULSION, WAND WITH 25' HOSE , 10 GAL WASTE TANK, THERMOMETER, AUXILIARY ELECTRIC HEAT SYSTEM, INSTALLATION AND PAINT BLACK		
		EMULSION SYSTEM OPTIONS		
1	4001-00	DRAW OFF VALVE		
1	MODS-62	6" CLEAN OUT PORT (CS SYSTEMS ONLY)		
1	4221-00	ELECTRIC OVERNIGHT HEAT SYSTEM - EMULSION (CS SYSTEMS ONLY)		
1	MODS-EC	12V ELECTRIC COMPRESSOR		
		COMPACTION TOOLS		
1	50640-00	COMPACTOR LIFT PLATFORM - HYDRAULIC		
1	7100-31	COMPACTOR PLATE - WACKER WP1550AW HONDA		
		HOSE REELS		
1	5438-00	HOSE REEL - 1/2" X 25' FOR EMULSION		
1	5437-00t	HOSE REEL - 3/8" X 25' FOR TORCH		
1	5437-00s	HOSE REEL - 3/8" X 25' FOR SOLVENT		
1	5437-00a	HOSE REEL - 3/8" X 25' FOR AIR		
1	5399-00h	HOSE REEL - DUAL 1/2" X 25' FOR HYD HAMMER		
		CHASSIS		
1	FORD OPT2	2026 FORD F-650 CHASSIS, 26,000 GVWR, 7.3L V8 GASOLINE 335HP ENGINE, 6-SPD AUTOMATIC TRANSMISSION WITH OVERDRIVE AND PTO PROVISION, 50 GALLON FUEL TANK, STEEL WHEELS, CAB PAINTED WHITE, 2 KEYS W/FOB, AUX SWITCHES - SEE NOTES FOR ACCESSORIES		
		HEATING		
1	50555-00	LPG TANK 35 GAL - IN LIEU OF 25GAL.		
1	50630-01	ELECTRIC OVERNIGHT HEATING SYSTEM - 240 VAC 6K 40AMP		
1	7065-00	25' POWER CABLE 240 VOLT		
1	6024-00	THERMOMETER 0-300		
		WANDS		
1	50584-00	AIR BLOW GUN W/ 25' HOSE (REQ COMPRESSOR OPTION OR TRUCK AIR)		
1	50560-00	SOLVENT PUMP & WAND WITH 25FT HOSE		
		SPOIL BINS		
1	50150-00	CROSS FRAME SPOILS BIN 18"		
1	50200-00	CAB GUARD W/ PB LOGO AND PERFORATED WINDOW		
		WORK PLATFORMS		
1	MODS-51	20" WORK PLATFORM/CATWALK WITH HAND RAILS AND LADDERS		
		CONTROLS		
1	50635-00	CAB CONTROLS (TOP LIDS) AIR TOGGLE		
		STORAGE		
1	7000-36	TOOL BOX 36"		
1	7000-20	TOOL BASKET - OPEN TOP		
1	2120-00	DUAL ASPHALT LUTE HOLDER - BRKT		
		HAMMER SYSTEMS		
1	50480-00	HYDRAULIC TOOL CIRCUIT W/ FLOW METER, PSI GAUGE AND FAN OIL COOLER		
1	7020-11	HYDRAULIC HAMMER BR-67 W/ ASPHALT CUTTER AND TAMPER PAD		
1	7021-00	LOCKABLE HAMMER HANGER		
		DISCHARGE SYSTEMS		
1	50553-00	PIVOTAL ASPHALT CHUTE		
		WARNING SYSTEMS		
1	695-2MC	STROBE - WHELEN MICRONS MCRNSA LED (SET OF TWO)		
2	695-51A	STROBE - WHELEN 500V 5V1A LED (SET OF TWO)		
1	MODS-78	TRAFFIC ADVISOR - WHELEN MODEL TAL85, 8 LIGHT 500 SERIES 5MM HEADS LED, 47" LG		
1	MODS-37	ECCO EC7003-K BACKUP CAMERA SYSTEM (MONITOR W/ SOUND + 1 CAM)		

QUOTATION NO. 12046.R3

QUOTE DATE	9/29/2025
TERMS	Net 30
FOB	FRESNO
MFG PRODUCT ARO	See Below
INSTALL AROT	See Below

CITY OF GLENDORA, CA
116 E FOOTHILL BLVD
SOURCEWELL MEMBER ID# 94382
PB LOADER CONTRACT NO. 080521-PBL SOURCEWELL CONTRACT - LISTED PRICES

QTY	PART NO.	DESCRIPTION	PRICE	EXTENSION
			SOURCEWELL LISTED TOTAL:	$243,699.00
			MARKET RATE ITEMS TOTAL PRICE:	$0.00
			ESTIMATED FREIGHT TO CUSTOMER:	$1,200.00
			10.25% SALES TAX:	$24,979.15
			GRAND TOTAL:	**$266,878.15**
			GRAND TOTAL FOR 1 UNITS:	$266,878.15

1. LEAD TIME SUBJECT TO CHANGE AT TIME OF ORDER.

2. CHASSIS ABOVE INCLUDES:
- **EMGARD 50W SYNTHETIC OIL LUBRICATION FOR FRONT AXLE.**
- **6.14 AXLE RATIO**
- **3" FRONT BUMPER EXTENSION**
- **REMOTE MOUNTED JUMP-START STUD**
- **TWO (2) 900 CCA BATTERIES IN STEEL BATTERY BOX**
- **DRIVER ASSIST TECHNOLOGY PACKAGE**

SEE SPECIFICATIONS ATTACHED FOR MORE DETAILS

2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615



Client Proposal

Prepared by:
James Blakely
Office: 909-770-5730

Quote ID: 26SG

Date: 01/23/2025

2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs

Dimensions

• GCWR: 37,000 lbs. • Front brake diameter: 15.0" • Rear brake diameter: 15.0" • Driver distance from axle: 54.4" * **Vehicle body length: 308.0"** • Vehicle body width: 96.7" • Vehicle body height: 94.7" * **Wheelbase: 194.0"** * **Turning radius (to curb): 26.6'** • Front track: 80.5" • Rear track: 72.6" * **Cab to axle: 120.0"** • Rear tire outside width: 96.0" * **Axle to end of frame: 75.0"** * **Frame section modulus: 14.2 cu.in.** * **Frame yield strength (psi): 120000.0** • Frame rail depth: 10.1" * **Frame rail width: 3.6"** • Frame rail thickness: .3" • Frame rail section: 9.5" • Front bumper to front axle: 39.0" * **Front frame extension: 3.0"** • Headroom first-row: 40.7" • Leg room first-row: 41.4" • Shoulder room first-row: 68.0" • Hip room first-row: 67.6"

Powertrain

• Spark ignition system • 7.3L V-8 variable valve control, engine with 335HP • Engine cylinders: V-8 • Injection Type: sequential MPI • Horsepower: 335 HP@3750 RPM • Torque: 468 lb.-ft.@3750 RPM • Radiator * **Auxiliary power take-off** • PRNDM shift indicator • 75 mph speed limiter • TorqShift 6-speed automatic • Rear-wheel drive • Recommended fuel: regular unleaded • Low-speed ABS traction control • Standard rear differential

Fuel Economy and Emissions

• Federal emissions

Suspension and Handling

• Standard ride suspension • Standard grade front shock absorbers

Driveability

• Hydraulic disc brakes • Front and rear ventilated disc brakes • 4-wheel antilock (ABS) brakes • Four channel ABS brakes * **Predictive brake assist system** • Hill start assist • Rigid axle front suspension • Leaf spring front suspension • Tapered leaf front suspension • Rigid axle rear suspension • Leaf spring rear suspension • Hydraulic power-assist steering system • Re-circulating ball steering • 2-wheel steering system

Body Exterior

• Side assist steps • 2 doors • Clearcoat paint • Monotone paint • Black side window trim • Black door handles • Black windshield trim • Black front bumper • 2 front tow hooks • Straight front bumper ends • Black grille • Hood mounted grille • Convex spotter in driver and passenger side door mirrors * **Video-feed rearview mirror** • Trailer style side mirrors • Black door mirrors • English measure truck 279/82R22.5 AS BSW front and rear tires • 22.5 x 8.25-inch front and dual rear wheels • White front wheels • Steel front wheels • White rear wheels • Steel rear wheels • Disc rear wheel

Convenience

* **Power door locks with 2 stage unlocking** * **Keyfob activated door locks** * **Auto-locking doors** • Cruise control with steering wheel mounted controls * **Power first-row windows** • Driver foot rest • Fixed rear windshield • Front beverage holders • Standard glove box • 2 beverage holders * **Driver and passenger door bins** • Instrument panel bin • Dashboard storage • Trip computer * **Upfitter switches** • Dual electric horn • Steering column lever gearshift location

Comfort

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

• Manual climate control • Cloth headliner material • Full headliner coverage • Full vinyl floor covering • Full floor coverage • Urethane steering wheel • Manual tilting steering wheel • Manual telescopic steering wheel

Seats and Trim

*** Seating capacity: 3** • Driver seat armrest *** Front seat center armrest** • Bucket driver seat • Folding driver seat back • Low driver seat back • 4 driver seats way-direction • Manual fore/aft *** Two person benchfront seat** • Fixed passenger seat back • Low passenger seat back • 2 passenger seats way-direction • Manual fore/aft • Vinyl front seat upholstery

Entertainment Features

*** 1 total number of 1st row displays** • AM/FM stereo radio • AM/FM • In-vehicle audio • AM radio • FM radio • Seek scan • Auxiliary input jack • External memory control • Standard grade speakers • Speakers number: 2 • Steering wheel mounted audio controls • Wireless audio streaming • Fixed audio antenna

Lighting, Visibility and Instrumentation

• Analog instrumentation display • Trip odometer • In-radio display clock • Driver information center • Tachometer • Oil pressure gauge • Engine/electric motor temperature gauge • Oil temperature gauge • Transmission fluid temperature gauge • Engine hour meter *** Gauge cluster display size (inches): 8.00** • Light tinted windows • Reflector headlights • Halogen headlights • Auto on/off headlight control • Multiple enclosed headlights • Delay-off headlights *** Auto high-beam headlights** • DRL preference setting • Variable intermittent front windshield wipers • Speed sensitive wipers *** Illuminated entry** • Front reading lights • Variable instrument panel light • Daytime running lights • Cab clearance lights • Delay interior courtesy lights

Technology and Telematics

• Bluetooth handsfree wireless device connectivity • 4G LTE Embedded Modem mobile hotspot internet access • 1 USB port

Safety and Security

• Vehicle tracker *** Remote panic alarm * Forward collision mitigation * Rear mounted camera** • Electronic stability control system *** Back-up alarm**

Dimensions

General Weights

* **Curb weight**	**9,233 lbs.**	* **Rear curb weight**	**3,534 lbs.**
Front GAWR	8500 lbs.	Rear GAWR	17500 lbs.
GVWR	26000 lbs.	GCWR	37000 lbs.

Trailering Weights

GCWR	37,000 lbs.

Weights

* **Max RBM (in.-lbs.)**	**1,780,800 max RBM (in.-lbs.)**	* **Nominal RBM (in.-lbs.)**	**1,701,600 nominal RBM (in.-lbs.)**

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

Front Weights

* **Front curb weight**	**5,700 lbs.**	Axle capacity front	8,500 lbs.
Spring rating front	8,500 lbs.	Tire/wheel capacity front	13,220 lbs.

Rear Weights

Axle capacity rear	17,500 lbs.	Spring rating rear	19,000 lbs.
Tire/wheel capacity rear	24,040 lbs.		

Exterior Measurements

* **Vehicle body length**	**308.0"**	Vehicle body width	96.7"
Vehicle body height	94.7"	* **Wheelbase**	**194.0"**
Front brake diameter	15.0"	Front frame height loaded	35.6"
Rear brake diameter	15.0"	Front frame height unloaded	36.8"
Rear frame height loaded	36.5"	Rear frame height unloaded	37.8"
* **Turning radius (to bumper)**	**28.2'**	Width - mirrors folded	90.7"
Width - mirrors extended	121.9"	Front track	80.5"
Rear track	72.6"	Driver distance from axle	54.4"
* **Turning radius (to curb)**	**26.6'**	* **Cab to axle**	**120.0"**
Rear tire outside width	96.0"	* **Axle to end of frame**	**75.0"**
* **Frame section modulus**	**14.2 cu.in.**	* **Frame yield strength (psi)**	**120000.0**
Frame rail depth	10.1"	* **Frame rail width**	**3.6"**
Frame rail thickness	.3"	Frame rail section	9.5"
Front bumper to front axle	39.0"	* **Front frame extension**	**3.0"**

Headroom

Headroom first-row	40.7"

Legroom

Leg room first-row	41.4"

Shoulder Room

Shoulder room first-row	68.0"

Hip Room

Hip room first-row	67.6"

Powertrain

Engine

Engine	7.3L V-8 variable valve control, engine with 335HP	Valves per cylinder	2
Engine cylinders	V-8	Injection type	sequential MPI
Engine location	Front mounted engine	Ignition	Spark ignition system

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

Engine mounting direction: Longitudinal mounted engine
Engine block material: Iron engine block
Cylinder head material: Aluminum cylinder head

Engine Specs

Displacement: 7.3L
cc: 445 cu.in.
Bore: 4.22"
Stroke: 3.98"
Compression ratio: 10.5

Engine Power

Horsepower: 335 HP@3750 RPM
Torque: 468 lb.-ft.@3750 RPM

Alternator

Alternator amps: 210A
Alternator type: Heavy-duty alternator

Battery

* **Battery type: Dual lead acid battery**
* **Battery rating: 1800CCA**
Battery step: Battery step
Battery location: Battery location forward right
Battery run down protection: Battery run down protection

Engine Extras

Radiator: Radiator
* **Auxiliary power take-off: Auxiliary power take-off**
Shift indicator: PRNDM shift indicator

Transmission

Transmission: TorqShift 6-speed automatic
Transmission electronic control: Transmission electronic control
Speed limiter: 75 mph speed limiter
Overdrive transmission: Overdrive transmission
Lock-up transmission: Lock-up transmission
First gear ratio: 3.974
Second gear ratio: 2.318
Third gear ratio: 1.516
Fourth gear ratio: 1.149
Fifth gear ratio: 0.858
Sixth gear ratio: 0.674
Reverse gear ratio: 3.128
Stall ratio: 2
Selectable mode transmission: Tow/Haul Mode selectable mode transmission
Transmission oil cooler: Transmission oil cooler
* **PTO transmission provision: PTO transmission provision**

Drive Type

Drive type: Rear-wheel drive

Drivetrain

* **Axle ratio: 6.14**
Axle speed: Single axle speed

Exhaust

Tailpipe: Non stainless steel single exhaust
Additional muffler type: horizontal

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

Additional muffler location ..... right
Additional tailpipe location ..... right
Additional tailpipe type ..... horizontal

Fuel

Fuel type ..... regular unleaded

Fuel Tank

Front left fuel tank shape ..... rectangular
Front left fuel tank capacity ..... 50.01 US gallons

Drive Feature

Traction control ..... Low-speed ABS traction control
Differential ..... Standard rear differential

Fuel Economy and Emissions

Emissions

Emissions ..... Federal emissions

Suspension and Handling

Suspension

Suspension ..... Standard ride suspension
Front shock absorbers ..... Standard grade front shock absorbers

Driveability

Brakes

Brake type ..... Hydraulic disc brakes
Ventilated brakes ..... Front and rear ventilated disc brakes
ABS brakes ..... Four channel ABS brakes
ABS brakes ..... 4-wheel antilock (ABS) brakes

Brake Assistance

Hill start assist ..... Hill start assist
* **Brake assist system ..... Predictive brake assist system**

Front Suspension

Suspension ride type front ..... Rigid axle front suspension
Suspension type front ..... Leaf spring front suspension

Front Spring

Regular front springs ..... Regular front springs
Springs front ..... Tapered leaf front suspension

Rear Spring

Springs rear ..... Multi-leaf rear suspension
Rear springs ..... Regular grade rear springs
Auxiliary rear spring ..... Rubber auxiliary rear spring

Rear Suspension

Suspension type rear ..... Leaf spring rear suspension
Suspension ride type rear ..... Rigid axle rear suspension

Steering

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

Steering ..... Hydraulic power-assist steering system
Steering type number of wheels ..... 2-wheel steering system
Steering type ..... Re-circulating ball steering

Exterior

Front Wheels

Front wheels diameter ..... 22.5"
Front wheels width ..... 8.3"

Rear Wheels

Rear wheels diameter ..... 22.5"
Rear wheels width ..... 8.3"

Front And Rear Wheels

Appearance ..... none

Front Tires

Aspect 82
Diameter ..... 22.5"
Sidewalls ..... BSW
Tread ..... AS
Type ..... english measure truck tire
Width 279mm
Front wheel - RPM 497

Rear Tires

Aspect 82
Diameter ..... 22.5"
Sidewalls ..... BSW
Tread ..... AS
Type ..... english measure truck tire
Width 279mm
Rear wheel - RPM 497

Body Exterior

Exterior Features

Number of doors ..... 2 doors
Side steps ..... Side assist steps
Front splash guards ..... Front splash guards

Frame

Clean CA frame ..... Clean CA frame

Body

Body panels ..... Composite and galvanized steel body panels

Mirrors

Convex spotter ..... Convex spotter in driver and passenger side door mirrors
* **Video rearview mirror** ..... **Video-feed rearview mirror**

Tires

Front tires LT load rating ..... H
Rear tires LT load rating ..... H

Wheels

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

Front wheel type ..... Disc front wheel
Number of front wheel studs ..... 10 front wheel studs
Dual rear wheels ..... Dual rear wheels
Number of rear wheel studs ..... 10 rear wheel studs

Convenience

Door Locks

* **Door locks ..... Power door locks with 2 stage unlocking**
* **Auto door locks ..... Auto-locking doors**
* **Keyfob door locks ..... Keyfob activated door locks**

Cruise Control

Cruise control ..... Cruise control with steering wheel mounted controls

Exterior Mirrors

* **Door mirrors ..... Power door mirrors**

Folding door mirrors ..... Manual folding door mirrors
Heated door mirrors ..... Heated driver and passenger side door mirrors

Front Side Windows

* **First-row windows ..... Power first-row windows**

Passenger Visor

Visor passenger mirror ..... Passenger visor mirror

Power Outlets

12V power outlets ..... 2 12V power outlets

Pedals

Driver foot rest ..... Driver foot rest

Rear Windshield

Rear windshield ..... Fixed rear windshield

Storage

* **Door bins front ..... Driver and passenger door bins**

Number of beverage holders ..... 2 beverage holders
Beverage holders ..... Front beverage holders
Glove box ..... Standard glove box
Instrument panel storage ..... Instrument panel bin
Dashboard storage ..... Dashboard storage

Windows Feature

* **One-touch up window ..... Driver and passenger one-touch up windows**
* **One-touch down window ..... Driver and passenger one-touch down windows**

Miscellaneous

Trip computer ..... Trip computer
Gearshift location ..... Steering column lever gearshift location

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

* **Upfitter switches** ..... **Upfitter switches**

Horn ..... Dual electric horn

Comfort

Climate Control

Climate control ..... Manual climate control

Headliner

Headliner material ..... Cloth headliner material

Headliner coverage ..... Full headliner coverage

Floor Trim

Floor covering ..... Full vinyl floor covering

Floor coverage ..... Full floor coverage

Steering Wheel

Steering wheel material ..... Urethane steering wheel

Steering wheel telescopic .. Manual telescopic steering wheel

Steering wheel tilt ..... Manual tilting steering wheel

Seats and Trim

Seat Capacity

* **Seating capacity** **3**

Front Seats

Front seat type ..... Bucket driver seat

* **Front seat type** ..... **Two person benchfront seat**

Driver seat back ..... Folding driver seat back

Driver seat back type ..... Low driver seat back

Driver seats way-direction 4 driver seats way-direction

Driver seat fore/aft ..... Manual fore/aft

Passenger seat back ..... Fixed passenger seat back

Passenger seat back type .. Low passenger seat back

Passenger seats way-direction .... 2 passenger seats way-direction

Passenger seat fore/aft ..... Manual fore/aft

Armrests front driver ..... Driver seat armrest

* **Armrests front center** ... **Front seat center armrest**

Front Seat Trim

Front seat upholstery ..... Vinyl front seat upholstery

Front seatback upholstery ..... Carpet front seatback upholstery

Gearshifter Material

Gearshifter material .... Urethane gear shifter material

Entertainment Features

Displays

* **Number of first-row displays** **1 total number of 1st row displays**

Radio Features

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

Aux input jack ..... Auxiliary input jack
Seek scan ..... Seek scan
External memory ..... External memory control

Speakers

Speakers ..... Standard grade speakers
Speakers number 2

Audio Features

Steering mounted audio control ..... Steering wheel mounted audio controls
Wireless streaming ..... Wireless audio streaming

Lighting, Visibility and Instrumentation

Instrumentation

Trip odometer ..... Trip odometer
Instrumentation display ..... Analog instrumentation display

Instrumentation Displays

Driver information center ..... Driver information center
Clock ..... In-radio display clock

Instrumentation Gauges

Tachometer ..... Tachometer
Oil temperature gauge ..... Oil temperature gauge
Engine/electric motor temperature gauge ..... Engine/electric motor temperature gauge
Engine hour meter ..... Engine hour meter
Oil pressure gauge ..... Oil pressure gauge
Transmission temperature gauge ..... Transmission fluid temperature gauge
* **Gauge cluster display size (inches)** **8.00**

Instrumentation Warnings

Oil pressure warning ..... Oil pressure warning
Low brake fluid warning ..... Low brake fluid warning
Headlights on reminder ..... Headlights on reminder
Door ajar warning ..... Door ajar warning
Transmission fluid temperature warning ..... Transmission fluid temp warning
Low fuel warning ..... Low fuel warning
Battery charge warning ..... Battery charge warning
Key in vehicle warning ..... Key in vehicle warning
Service interval warning ..... Service interval indicator

Glass

Tinted windows ..... Light tinted windows

Headlights

Headlights ..... Halogen headlights
Auto headlights ..... Auto on/off headlight control
Delay off headlights ..... Delay-off headlights
DRL preference setting ..... DRL preference setting
Headlight type ..... Reflector headlights
Multiple headlights ..... Multiple enclosed headlights
* **Auto high-beam headlights** ..... **Auto high-beam headlights**

Front Windshield

Wipers ..... Variable intermittent front windshield wipers
Speed sensitive wipers ..... Speed sensitive wipers

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Selected Equip & Specs (cont'd)

Interior Lighting

- * **Illuminated entry** ..... **Illuminated entry**
- Front reading lights ..... Front reading lights
- Variable panel light ..... Variable instrument panel light

Lights

- Running lights ..... Daytime running lights
- Clearance lights ..... Cab clearance lights
- Interior courtesy lights ..... Delay interior courtesy lights

Technology and Telematics

Connectivity

- Handsfree ..... Bluetooth handsfree wireless device connectivity

Internet Access

- Internet access ..... 4G LTE Embedded Modem mobile hotspot internet access

USB Ports

- USB ports ..... 1 USB port

Safety and Security

Security System

- * **Remote panic alarm** ..... **Remote panic alarm**
- Vehicle tracker ..... Vehicle tracker

Active Driving Assistance

- * **Forward collision warning** ..... **Forward collision mitigation**

Cameras

- * **Rear camera** ..... **Rear mounted camera**

Traction Control

- Electronic stability control ..... Electronic stability control system

Parking Sensors

- * **Back up alarm** ..... **Back-up alarm**

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Warranty

Standard Warranty

Basic Warranty

Basic warranty ..... 24 months/unlimited

Powertrain Warranty

Powertrain warranty ..... 60 months/100,000 miles

Corrosion Perforation

Corrosion perforation warranty ..... 36 months/unlimited

Roadside Assistance Warranty

Roadside warranty ..... 24 months/unlimited

Frame Rail Warranty

Frame Rail Warranty ..... 60 months/unlimited

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

As Configured Vehicle

Code	Description
Base Vehicle	
F6A	Base Vehicle Price (F6A)
Engines	
99N	7.3L 2V DEVCT NA PFI V8 Gas - 335 HP @ 3750 rpm
425	50-State Emissions
Transmissions	
44P	Ford TorqShift HD 6-Speed Automatic - Double Overdrive, LESS PTO Provision and Tow/Haul
41B	Transmission Power Take-Off Provision w/LiveDrive Capability and Tow/Haul
Front Wheels & Tires	
643	Wheels, Front 22.5" x 8.25" White Powder Coated Steel, 10-Hole
T2A	Tires, Front Two 11R22.5H Goodyear Fuel Max RSA (497 rev/mile)
Rear Wheels & Tires	
663	Wheels, Rear 22.5" x 8.25" White Powder Coated Steel, 10-Hole
R2A	Tires, Rear Four 11R22.5H Goodyear Fuel Max RSA (497 rev/mile)
Brakes	
67H	Hydraulic Brake System - Bosch HydroMax w/Traction Control
Front Axle and Suspension	
43A	8,500 lb. Cap. Non-Driving - Dana D-850F
61B	Taper-Leaf Springs, Parabolic - 8,500 lb. Cap

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

As Configured Vehicle (cont'd)

Code	Description
60A	Lube, Front Axle, EmGard 50W, Synthetic Oil
Rear Axle and Suspension	
472	17,500 lb. Single-Speed - Dana S17-140
68M	Multi-Leaf Springs - 19,000 lb. Cap
607	Lube, Rear Axle, EmGard 75W-90, Synthetic Oil
X6A	6.14 Axle Ratio
Wheelbase	
194WB	194" Wheelbase/120" CA/75" AF/308" OAL
Frame	
536	Single Channel - Straight 'C' 14.18 SM, 120,000 PSI
76F	3" Front Bumper Extension
Exhaust	
91H	Single, Horizontal Muffler - Frame Mounted Right Side Back of Cab w/Catalytic Converter
Fuel Tanks	
65A	Fuel Tank - LH 50 Gallon - Steel
Electrical / Alternator / Battery	
STDALT	Extra Heavy Duty Alternator - 12-Volt, 210 Amp Mitsubishi
55M	Jump Start Stud - Remote Mounted
63B	Battery - Two 900 CCA, 1800 Total, Includes Steel Battery Box
59C	Body Builder Wiring - At End of Frame, Combined - (ILO Standard - Back of Cab Combined)
17M	Back-Up Alarm - Electric, 102 dBA
Seats	

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

As Configured Vehicle (cont'd)

Code	Description
881	30/70 Fixed Driver & Fixed 2-Passenger Bench - Vinyl
Cab Interior	
600A	Preferred Equipment Package 600A
87H	Driver Assist Technology Package. Hydraulic Brake
61M	Rear View Camera w/Mirror Display
92K	Enhanced Cluster w/High-Level 8-Inch Display
90P	Power Equipment Group - (Included in (90A) Appearance Group)
59F	Four Body Builder Switches - Mounted in Center Instrument Panel
588	Radio: AM/FM Stereo w/2 Speakers, USB input, Clock Display and Bluetooth
Cab Exterior	
54R	Mirrors, Dual - Heated & Motorized Rectangular, XL2020 - 102" Width
Ship-Thru	
21A	Pre-Delivery Inspection
31F	Ship-Thru - NFS National Fleet Services
Miscellaneous	
PAINT	Paint Type - Environmentally Friendly, "3 - Wet System"
Interior Color	
E_01	Gray

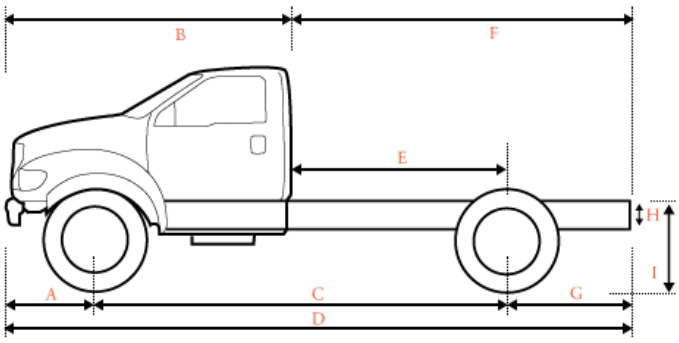
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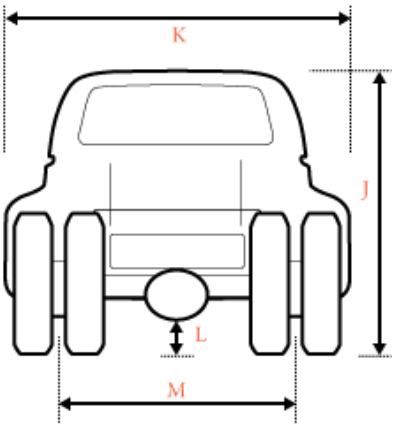
2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Vehicle Dimension and Performance Summary

Performance predictions in this report represent an estimate of vehicle performance based on standard operating conditions. Variations in customer equipment, load configuration, ambient conditions, and/or operator driving techniques can cause significant variations in vehicle performance. These values are not representative of results that may be shown in actual dynamometer tests. This report should therefore be used as a guide for comparative vehicle performance.





Dimensions

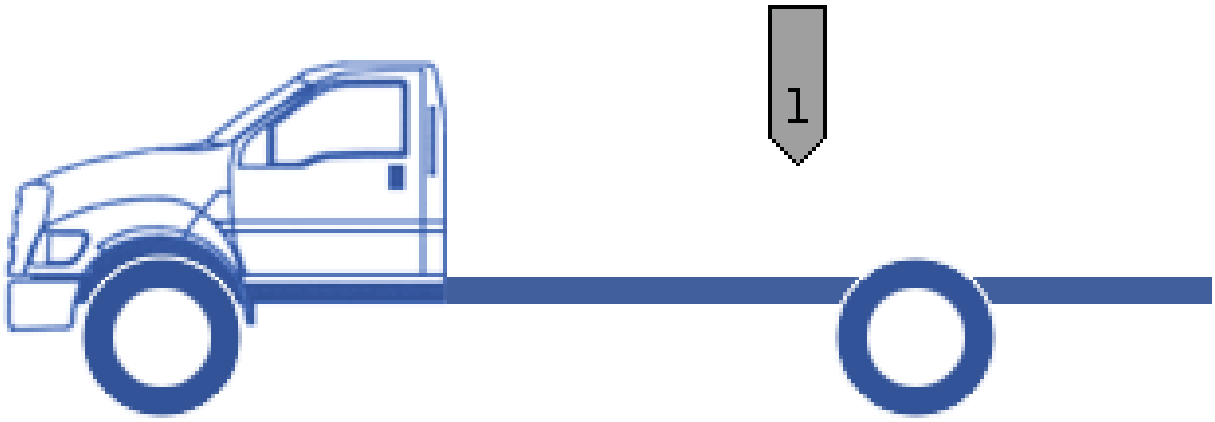
A	Front of Bumper to Front Axle	39.00 in.
B	Front Bumper to Back of Cab (BBC)	113.00 in.
C	Wheelbase (WB)	194.00 in.
D	Overall Length (OAL)	308.00 in.
E	Back of Cab to Rear Axle (CA)	120.00 in.
F	Back of Cab to End of Frame	195.00 in.
G	Rear Axle to End of Frame (AF)	75.00 in.
H	Frame Section Height	10.10 in.
I	Rear Frame Height Unloaded	37.80 in.
I	Rear Frame Height Loaded	36.50 in.
J	Cab Height	94.70 in.
K	Body Width	96.70 in.
L	Maximum Ground Clearance	N/A
L	Minimum Ground Clearance	N/A
M	Front Tread	80.50 in.
M	Rear Tread	72.60 in.

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Vehicle Dimension and Performance Summary (cont'd)



Weight

Licensing

GVWR does not exceed 26,000 lbs and may not require a Commercial Driver's License (CDL). Contact your local state commercial driver licensing office for specifics on what your state requires.

GVW	Front Axle	Rear Axle	Totals
Chassis	5,700 lbs	3,534 lbs	9,234 lbs
Body	0 lbs	0 lbs	0 lbs
Occupants Weight	200 lbs	100 lbs	300 lbs
1 Max Payload - (Max Payload)	2,600 lbs	13,866 lbs	16,466 lbs
TOTAL	**8,500 lbs**	**17,500 lbs**	**26,000 lbs**

Ratings	Front Axle	Rear Axle	GVWR
GAWR	**8,500 lbs**	**17,500 lbs**	**26,000 lbs**
Wheels/Tires	13,220 lbs	24,040 lbs	
Suspension	8,500 lbs	19,000 lbs	
Axle	8,500 lbs	17,500 lbs	
Legal Axle Limit	0 lbs	0 lbs	

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2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Vehicle Dimension and Performance Summary (cont'd)

Start, Grade and Speed

Shift Indicator

Vehicle equipped **with** *Park Pawl. Shift indicator will display* **PRNDM.**

Start	Ratio	Desired	Calculated
Start grade capability in 1st gear	3.97	15.00 %	20.40 %
Start grade capability in reverse	3.13	15.00 %	16.06 %

Grade	Ratio	Desired	Calculated
Maximum grade in 4th gear	1.15	3.00 %	5.90 %
Maximum grade in 5th gear	0.86	3.00 %	4.40 %
Maximum grade in 6th gear	0.67	3.00 %	3.46 %

Speed	Desired	Calculated
Top Speed (level grade)	75 mph	109 mph
To meet your requirement you need a maximum axle ratio of 10.75		
Top Speed on 3% grade	55 mph	
To meet your requirement you need a maximum of 166 hp		
Cruise Speed	60 mph	76 mph
Engine RPM at desired cruise speed		2,057 rpm

Variables in Use

Start

Rear axle ratio:	6.14	Clutch engagement torque:	234 ft.lbs.
Tire size:	11R22.5 (497 rev/mile)	Torque conversion ratio:	2.00
Gross Vehicle Weight (GVW):	26,000 lbs		

Grade

Rear axle ratio:	6.14	Gross Vehicle Weight (GVW):	26,000 lbs
Tire size:	11R22.5 (497 rev/mile)	Peak engine torque:	468 ft.lbs.

Speed

Engine Power:	335 hp @ 3,750 rpm	Worst road surface	Typical Highway
Peak Torque RPM:	3,750 rpm	Final Drive Ratio:	0.67
Frontal Area:	57.55 ft²	Drag Coefficient	0.80
Cruising RPM	2,600 rpm		

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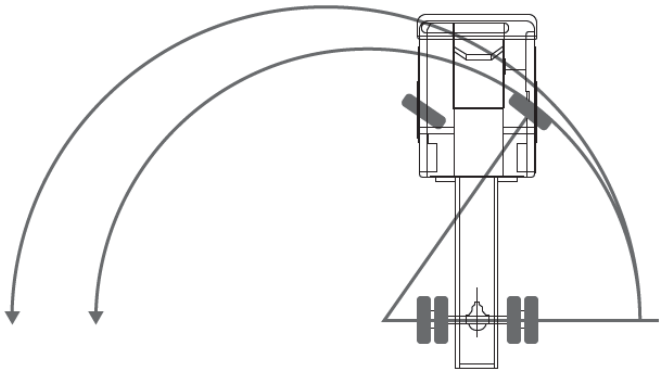
2026 F-650 Gas Regular Cab Base (F6A)

Price Level: 615 | Quote ID: 26SG

Vehicle Dimension and Performance Summary (cont'd)

Turning Radius

Turning radius to curb:	26.61 ft
Turning radius to bumper:	28.22 ft



Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

STAFF REPORT

TO: Mayor and Council Members **DATE:** November 12, 2025

FROM: City Clerk **DISTRICT(S):** Not Applicable

SUBJECT: 2025 Election for San Gabriel Basin Water Quality Authority (WQA) Board Member Representing Cities with Prescriptive Pumping Rights (Term 2026 - 2030)

RECOMMENDATION
That the City Council:

1. Adopt a Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, CASTING ITS VOTES FOR COUNCILMEMBER _____ TO REPRESENT CITIES WITH PRESCRIPTIVE PUMPING RIGHTS ON THE BOARD OF THE SAN GABRIEL BASIN WATER QUALITY AUTHORITY (WQA)" casting Glendora's five votes for either Robert Gonzales, City of Azusa or Jeffrey Maloney, City of Alhambra for the San Gabriel Basin Water Quality Authority (WQA) Board Member representing cities with prescriptive pumping rights.

STRATEGIC FOCUS AREAS
Not Applicable

EXECUTIVE SUMMARY
The San Gabriel Basin Water Quality Authority (WQA) is conducting its quadrennial election for the Board Member representing cities with prescriptive pumping rights. Each eligible city must cast its votes by City Council resolution no later than Tuesday, December 16, 2025, at 12:00 p.m.

The City of Glendora is entitled to five votes, based on its 2020 Census population of 52,558. The proposed Resolution (Attachment B) will designate which candidate the City is supporting for the upcoming election.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS
The San Gabriel Basin Water Quality Authority (WQA) was established by the State of California in 1993 to develop, finance, and implement groundwater treatment programs throughout the San Gabriel Valley. WQA is governed by a seven-member board consisting of:

- Three members representing overlying municipal water districts;
- One city councilmember from a city with prescriptive pumping rights;
- One city councilmember from a city without prescriptive pumping rights; and
- Two members representing water producers in the San Gabriel Basin.

Cities with prescriptive pumping rights include:

Alhambra	Arcadia	Azusa	Covina

El Monte	Glendora	Industry	Irwindale
Monterey Park	Monrovia	South Pasadena	Whittier

The City of Glendora has historically participated in these elections to ensure continued representation of municipal interests in regional groundwater management decisions. The current representative, Councilmember Robert Gonzales of the City of Azusa, has served since 2022, and his term expires on December 31, 2025.

DISCUSSION

The San Gabriel Basin Water Quality Authority was created by the State Legislature to address the critical need for coordinated groundwater cleanup programs in the Basin's water supply. The Board position representing cities with prescriptive pumping rights is a four-year term.

The WQA initiated its 2025 election process in accordance with its bylaws. The nomination period closed on Friday, October 18, 2025, at which time two qualified nominees were received. Nominees must be elected officials from one of the twelve eligible cities.

Nominees:

- Robert Gonzales, City of Azusa
- Jeffrey Maloney, City of Alhambra

Each participating city is required to cast all of its allocated votes for a single candidate. The City Council must adopt a resolution selecting one candidate and submit it to the WQA no later than December 16, 2025, at 12:00 p.m. Resolutions received after this deadline will not be counted.

Votes will be officially tallied during the WQA's regular meeting on Wednesday, December 17, 2025, at 12:00 p.m.

FISCAL IMPACT

There is no fiscal impact associated with the recommendations in this report.

ENVIRONMENTAL DETERMINATION

This item is not a project under the California Environmental Quality Act (CEQA) and is therefore exempt pursuant to CEQA Guidelines § 15378(b)(5).

Prepared By:	Kathleen R. Sessman, City Clerk/Communications Director
Concurs With:	Not Applicable
Reviewed By:	Kathleen R. Sessman, City Clerk/Communications Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Adam Raymond, City Manager
Legal Review:	Not Applicable
CEQA Review:	Not Applicable

Attachments

A_Resolution_2025_WQA_Election.pdf

B_WQA_Election_Packet.pdf

RESOLUTION CC 2025-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, CASTING ITS VOTES FOR COUNCILMEMBER _____ TO REPRESENT CITIES WITH PRESCRIPTIVE PUMPING RIGHTS ON THE BOARD OF THE SAN GABRIEL BASIN WATER QUALITY AUTHORITY (WQA)

THE CITY COUNCIL
City of Glendora, California

WHEREAS, on September 22, 1992, Senate Bill 1679 was signed into law by Governor Pete Wilson authorizing the creation of the San Gabriel Basin Water Quality Authority; and

WHEREAS, the Board of the San Gabriel Basin Water Quality Authority is composed of seven members with three appointed members from each of the three municipal water districts, one elected city council person from cities in the San Gabriel Basin with prescriptive pumping rights, one elected city council person from cities in the San Gabriel Basin without prescriptive pumping rights, and two appointed members representing water producers in the San Gabriel Basin; and

WHEREAS, the City of Glendora is one of the cities in the San Gabriel Basin with prescriptive pumping rights;

WHEREAS, the City of Glendora must cast its vote(s) for only one of the official nominees provided by the San Gabriel Basin Water Quality Authority;

WHEREAS, the City of Glendora must cast its vote(s) by resolution of the city council;

WHEREAS, the resolution of the City of Glendora casting its vote(s) must be received by the San Gabriel Basin Water Quality Authority no later than December 16, 2025 at 12:00 p.m.

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

SECTION 1. The City Council of the City of Glendora cast its five votes for Councilmember _____ as the representative for cities in the San Gabriel Basin with prescriptive pumping rights.

SECTION 2. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolution.

SECTION 3. The City Clerk is hereby directed to forward a fully executed copy of this resolution to the San Gabriel Basin Water Quality Authority, Attn: Stephanie Moreno, at stephanie@wqa.com no later than December 16, 2025 at 12:00 p.m. so that the City of Glendora' s votes may be counted.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Glendora this __ day of November, 2025.

BY: _____
DAVID FREDENDALL
Mayor

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
DANNY ALSHIRE
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 November, 2025, by the following vote:

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

Dated:

_____
KATHLEEN R. SESSMAN
City Clerk/Communications Director

SAN GABRIEL BASIN
WATER QUALITY AUTHORITY
1720 W. Cameron Ave., Suite 100, West Covina, CA 91790 • 626-338-5555 • info@wqa.com • wqa.com

October 20, 2025

City Manager
CITY OF GLENDORA
116 East Foothill Blvd.
Glendora, CA 91741

RE: ELECTION FOR WQA BOARD MEMBER REPRESENTING CITIES WITH PRESCRIPTIVE PUMPING RIGHTS

Dear City Manager:

The nomination period for the election of the WQA Board Member representing cities with prescriptive pumping rights was closed on Friday, October 18, 2025 at 5:00 p.m. Enclosed is an election ballot, a sample resolution, a list of nominees, a list of cities with pumping rights and the number of votes to which each is entitled. Each city has one vote for each 10,000 residents or majority thereof, as determined by the 2020 U.S. census data. The enclosed ballot indicates the number of votes your city may cast. Your city may cast its votes for one candidate by resolution of the city council. Please be aware that a city is not limited to voting for its own city council members and that a city may vote in an election whether or not it nominated a candidate.

Your city's resolution must be received at the address below by Tuesday, December 16, 2025 at 12:00 p.m. or it will not be counted. You may submit your resolution via email to Stephanie Moreno at stephanie@wqa.com. Resolutions may also be mailed in or hand delivered to our office Monday through Thursday 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 5:00 p.m. Votes will be officially counted during the WQA's regular meeting on Wednesday, December 17, 2025 at 12:00 P.M.

If you should have any questions, please contact me at (626) 338-5555 or Stephanie@wqa.com

Sincerely,

Stephanie Moreno
San Gabriel Basin WQA
1720 W. Cameron Ave., Suite 100
West Covina, CA 91790

Enclosures

SAN GABRIEL BASIN
WATER QUALITY AUTHORITY
1720 W. Cameron Ave., Suite 100, West Covina, CA 91790 • 626-338-5555 • info@wqa.com • wqa.com

BALLOT

ELECTION OF CITY MEMBER FROM
CITIES WITH PUMPING RIGHTS
TO THE BOARD OF THE SAN GABRIEL BASIN WATER QUALITY AUTHORITY

CITY: GLENDORA

NUMBER OF VOTES TO BE CAST: 5

TO THE CITY COUNCIL:

The following nominees have been duly nominated by qualified cities for the office of city member of the Board of the San Gabriel Basin Water Quality Authority ("the Authority") from cities with pumping rights.

The election of the city member will take place at the regularly scheduled meeting of the Board of the Authority set for December 17, 2025, at 12:00 P.M., at 1720 W. Cameron Ave., Suite 100, West Covina, California.

Your city may cast its votes for one nominee by resolution of the city council. The number of votes to which your city is entitled, based upon population, is set forth above. All your city's votes must be cast for only one candidate.

The resolution of the city council casting its votes must be sent to the Authority by December 16, 2025 at 12:00 P.M. or the votes **will not** be counted.

This Ballot shall be accompanied by the resolution of the city council casting its votes for city member from cities with pumping rights.

List of Nominees:

Robert Gonzales, City of Azusa
Jeffrey Maloney, City of Alhambra

Please contact Stephanie Moreno at Stephanie@wqa.com if you would like an electronic version of this resolution

(SAMPLE RESOLUTION)

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF _____, CALIFORNIA, CASTING ITS VOTE(S) FOR COUNCILMEMBER TO REPRESENT CITIES WITH PRESCRIPTIVE PUMPING RIGHTS ON THE BOARD OF THE SAN GABRIEL BASIN WATER QUALITY AUTHORITY

WHEREAS, on September 22, 1992, Senate Bill 1679 was signed into law by Governor Pete Wilson authorizing the creation of the San Gabriel Basin Water Quality Authority; and

WHEREAS, the Board of the San Gabriel Basin Water Quality Authority is composed of seven members with three appointed members from each of the three municipal water districts, one elected city council person from cities in the San Gabriel Basin with prescriptive pumping rights, one elected city council person from cities in the San Gabriel Basin without prescriptive pumping rights, and two appointed members representing water producers in the San Gabriel Basin; and

WHEREAS, the City of _____ is one of the cities in the San Gabriel Basin with prescriptive pumping rights;

WHEREAS, the City of _____ must cast its vote(s) for only one of the official nominees provided by the San Gabriel Basin Water Quality Authority;

WHEREAS, the City of _____ must cast its vote(s) by resolution of the city council;

WHEREAS, the resolution of the City of _____ casting its vote(s) must be received by the San Gabriel Basin Water Quality Authority no later than December 16, 2025 at 12:00 p.m.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF _____, CALIFORNIA DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

Section 1. The City Council of the City of _____ casts its full vote(s) for Councilmember _____ as the representative for cities in the San Gabriel Basin with prescriptive pumping rights.

PASS, APPROVED AND ADOPTED this _____ day of _____, 2025.

SAN GABRIEL BASIN
WATER QUALITY AUTHORITY
1720 W. Cameron Ave., Suite 100, West Covina, CA 91790 • 626-338-5555 • info@wqa.com • wqa.com

October 20, 2025

**ELECTION FOR WQA BOARD MEMBER
AND ALTERNATE MEMBER
REPRESENTING CITIES WITH
PRESCRIPTIVE PUMPING RIGHTS**

LIST OF NOMINATIONS

(In the order in which they were received)

Name	Nominated by
Robert Gonzales City of Azusa	Azusa Industry
Jeffrey Maloney City of Alhambra	Alhambra

Cities with Pumping Rights

2020 Census Data

City	2020 Population	# of Votes
Alhambra	82,868	8
Arcadia	56,681	6
Azusa	50,000	5
Covina	51,268	5
El Monte	109,450	11
Glendora	52,558	5
Industry	264	1
Irwindale	1,472	1
Monrovia	37,931	4
Monterey Park	61,096	6
South Pasadena	26,943	3
Whittier	87,306	9
	Total votes	**64**

SB 1679, Article 5. Sec. 505 (a)

Each City has one vote for each 10,000 residents or majority fraction thereof, as determined by the most recent U. S. decennial census data.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**

SUBJECT: Award of a Public Works Contract to Select Electric, Inc. for Traffic Signal Modifications, Plan No. 1388 in the amount of $2,087,197

RECOMMENDATION

That the City Council:

1. Adopt a Categorical Exemption from the California Environmental Quality Act pursuant to Title 14, Section 15301(c) of the California Code of Regulations;
2. Approve the Plans and Specifications for the (Highway Safety Improvement Program (HSIP) Funded Cycle 11-Traffic Signal Modifications, Plan No. 1388;
3. Award an Agreement to Select Electric, Inc., for the HSIP Funded Cycle -11 Traffic Signal Modifications, Plan No. 1388 Project in the amount of $2,087,197;
4. Authorize 10% contingency in the amount of $208,720; and
5. Authorize the City Manager or his designee to execute the Agreement with Select Electric, Inc., including minimal and/or non-substantive changes.

STRATEGIC FOCUS AREAS

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

EXECUTIVE SUMMARY

The bid opening for the HSIP Funded Cycle 11-Traffic Signal Modifications, Plan No.1388, was held on September 18, 2025. Thirteen prime bidders reviewed the bid packages and six contractors submitted bid proposals. Bids ranged from $2,087,197 to $2,580,236. Select Electric, Inc. of Anaheim, CA, was the lowest responsive bidder in the amount of $2,087,197.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

In 2022, Caltrans released the HSIP Cycle 11 call-for-projects with an application submittal date of September 12, 2022. On March 9, 2023, staff received notification that the City was awarded $1,733,580 state funded HSIP Cycle 11 grant for the Signalized Intersection Safety Enhancements Project.

The Glendora City Council approved the Fiscal Year 2024-25 Adopted Budget, inclusive of a total allocation of $2,750.000 for the completion of the HSIP Cycle 11-Traffic Signal Modifications, Plan # 1388**.**

DISCUSSION

This project includes the installation of protected left turn phasing of 6 intersections, converting signals from pedestal mounted to mast arms at 2 intersections, and installation of high visibility crosswalks. These enhancements may also include intersection lighting, ADA curb ramps, curb extensions, upgrading of pedestrian push button, upgrading of signal controller and cabinet, and advanced school zone signs.

<u>Project Locations:</u>


Route 66 @
Barranca
E State Rte 66
Route 66 @
Hunters Trail
Baseline @
Grand
W Baseline Rd
INTERSTATE
210
INTERSTATE
210
Gladstone @
Barranca
Gladstone @
Sunflower
Juanita @
Sunflower
E Juanita Ave

The Notice Inviting Bids for construction of the Project was advertised on July 10, July 17, and July 24, 2025. Bid opening took place on September 18, 2025. Thirteen prime contractors downloaded the bid package and six bids were received, but one was a non-responsive. The Five (5) responsive bids range from $2,087,197 to $2,580,236. After review of the bids, Select Electric Inc. was found to be the lowest responsible bidder, meeting the minimum qualifications, including having the required licensing, bonding, experience with similar projects, and the ability to perform the work. The recommendation is to award the agreement for construction to Select Electric Inc. in the amount of $2,087,197.

Contractor	Bid Amount
Select Electric, Inc.	**$2,087,197**
Ferreira Construction	$2,288,971
Elecnor Belco Electric, Inc	$2,233,176
Crosstown Electrical & Data, Inc	$2,334,620
DBX, Inc.	$2,580,236
Calpromax Engineering	Non-Responsive

FISCAL IMPACT

Funding for this project was included in the FY 2023-24 Adopted Budget and FY 2024-25 Adopted Budget in Fund 256 (Road Maintenance and Rehabilitation Act, (RMRA)) and Fund 291 (HSIP). The total project budget is $2,750,000 and estimated project expenditures are $2,684,357 as detailed in the tables below. The proposed Contract with Select Electric, Inc. will therefore not cause any unexpected fiscal impacts to the City which has not been previously budgeted for.

Project Budget

Description	Account No.	Project No.	Amount
FY 2023-24 Adopted Budget	29100990-70000 (HSIP)	5524104	$1,150,000
FY 2024-25 Adopted Budget	25600990-70000 (RMRA)	5524104	$1,016,420
FY 2024-25 Adopted Budget	29100990-70000 (HSIP)	5524104	$583,580
		Total	**$2,750,000**

Estimated Project Expenditures

Description	Budget	Expenditures
Project Number 5524104 Budget	**$2,750,000**	
Publication		$561
Design Cost for Professional Services (with 10% contingency)		$267,283
Environmental		$75
Construction		$2,087,197

Contingency 10%		$208,720
Construction Inspection (to be awarded)		$140,000
Geotechnical Testing		$45,000
	Total	**$2,748,836**

ENVIRONMENTAL DETERMINATION

A Notice of Exemption was submitted by the City for the Project pursuant to Section 15301(c) of the California Code of Regulations (i.e., the "Existing Facilities" Categorical Exemption) as required by the California Environmental Quality Act and was recorded by the County Registrar on December 06, 2024. A copy is attached and marked as attachment “A”.

Prepared By:	Abel Paguio, Civil Engineering Assistant II
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:	Jeff Kugel, Community Development Director

Attachments

A_Recorded_Notice_of_Exemption_1388.pdf
B_Plan_Holders_List_1388.pdf
C_Bid_Summary_1388.pdf
D_Bid_Proposal_1388.pdf
E_Contract_Agreement_Docusign-1388.pdf
F_Presentation-1388.pdf

Attachment "A"

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles

From: (Public Agency): City of Glendora
116 E. Foothill Blvd., Glendora, CA 91741

(Address)

2024 248633
FILED
Dec 06 2024
Dean C. Logan, Registrar - Recorder/County Clerk
Electronically signed by LAKEISHA MCCOY

Project Title: Signalized Intersection Safety Enhancements

Project Applicant: City of Glendora

Project Location - Specific:
Intersections of Baseline Rd & Grand Ave, Hunters Trail & Route 66, Lonehill Ave & Kenoma St, Barranca Ave & Alosta Ave/ Route 66, Gladstone St & Sunflower Ave, Juanita Ave & Sunflower Ave, Gladstone St & Valley Center Ave, Barranca Ave & Gladstone St

Project Location - City: Glendora Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

Traffic signal modifications including adding protected & protected/permissive phasing, removal of pedestal poles on medians, and other signal equipment upgrades as needed including controller/cabinets, poles, signal heads, push buttons, ramps and more as needed.

Name of Public Agency Approving Project: City of Glendora

Name of Person or Agency Carrying Out Project: City of Glendora

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: 15332 Class 32
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt:

The project will upgrade existing traffic signal equipment within the right of way of the City of Glendora that will improve safety for all road users. There is no expansion of existing use or former use.

Lead Agency Contact Person: Maliha Ansari Area Code/Telephone/Extension: (626) 914-8294

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes (No)

Signature: Date: 11/15/2024 Title: Principal Engineer

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

THIS NOTICE WAS POSTED
ON December 06 2024
UNTIL January 06 2025
REGISTRAR – RECORDER/COUNTY CLERK

Dean C. Logan
Los Angeles County Registrar / Recorder
12400 Imperial Highway, Norwalk, CA
(800)201-8999

BUSINESS FILINGS REGISTRATION

NORWALK DEPARTMENT HEADQUARTER

Cashier: L. MCCOY

20241206052000 3

Friday, December 6, 2024 2:42 PM

Item(s)

Fee	Qty	Total
NoE - County Posting Fee 2024248633	1	$75.00
Total		**$75.00**

Total Documents: 1

Customer payment(s):

Check $75.00

Check List:
#118088 $75.00

REGISTRAR-RECORDER/COUNTY CLERK
BUSINESS FILING & REGISTRATION
P.O. BOX 1208
NORWALK, CALIFORNIA 90651-1208

SANTA ANA CA 926
9 DEC 2024 PM 1 L

US POSTAGE PITNEY BOWES
ZIP 90650
02 4W
0000379063 DEC 09 2024
$ 000.69⁰

City of Glendora
116 E. Foothill Bl.
Glendora, CA 91741

91741-338059

Plan Holder Report as of 10/17/2025 03:39 PM CDT

HSIP Funded Cycle 11 - Traffic Signal Modifications and High Visibility Crosswalk Enhancement Project

Quest eBidDoc™ Number: 9771916

Closing Date: Thu, 09/18/2025 10:00 AM PDT **Posting Type:** Construction Project **Owner Name:** Glendora CA, City of **Solicitor Name:** Glendora CA, City of **Contact:** Desiree Hernandez **Phone:** 626-914-8210 **Email:** dhernandez@cityofglendora.org

Company Name & Address	Contact Name/Email Address	Phone/Fax	Bus. Cert	Bus. Desig	Entry Date	Doc Type	Comments
AM Signal 8100 Southpark Way, Unit A10, Littleton, CO-80120	Brooke Hagany bids@amsignalinc.com	720-348-6925		Supplier	07/18/2025	eBidDoc	
PWXPress 1900 Coffeeport Rd, Jacksonville, FL-32220	Mary Miller bids@pwxpress.com	408-676-8941	TGB	Supplier	07/21/2025	eBidDoc	
LAE Associates 1090 E. Yorba Linda Blvd., Ste 201, PLACENTIA, CA-92870	Fred Alamolhoda info@LAEassociates.com	7149932840	SBE	A/E Consultant	07/21/2025	eBidDoc	
Taft Electric Company 1694 Eastman Avenue, Ventura, CA-93003	Arnold Tostado estimatingasst@taftelectric.com	805-642-0121		Prime Bidder	07/21/2025	eBidDoc	
ConstructConnect 3825 Edwards Rd, Cincinnati, OH-45209	Eric Mills content@constructconnect.com	800-364-2059 866-570-8187		Plan Room	07/22/2025	eBidDoc	
E & M Constructors Inc 308 S. Maclay Ave #510, San Fernando, CA-91340	Eddie Padilla Emconstructors@yahoo.com	8184701266		Prime Bidder	07/22/2025	eBidDoc	
DBX, Inc. 42024 Avenida Alvarado, Suite A, Temecula, CA-92590	James C. Perry dbxinc@hotmail.com	951-296-9909 951-296-9678		Prime Bidder	07/23/2025	eBidDoc	
Select Electric, Inc. 1700 E. Via Burton, Anaheim, CA-92806	Ashley Owens estimating@selectelectricinc.com	6194606060 562-598-2201	MBE	Prime Bidder	07/23/2025	eBidDoc	
BidAmerica 41085 Elm Street, Murrieta, CA-92562	Tom Davis planroom@bidamerica.com	951-837-0559		Plan Room	07/23/2025	eBidDoc	
EMTS, Inc. 2972 Larkin Avenue, Clovis, CA-93612	Darin Sherlock nancya@eliteteamoffices.com	(209) 316-2915 (559) 292-7756		NOT BIDDING	07/24/2025	eBidDoc	
R.C. Becker and Son, Inc 28355 KELLY JOHNSON PKWY, VALENCIA, CA-91355	Vince Tellez tflanagan@rcbecker.com	661-259-4845 661-259-8859		Prime Bidder	07/28/2025	eBidDoc	
Calpromax Engineering, Inc. 850 N. Rose Drive #186, Placentia, CA-92870	Maria Armogeda calpromax@gmail.com	714-573-4599 714-459-7088	DBE	Prime Bidder	07/31/2025	eBidDoc	
Ferreira Construction 10370 Commerce Center Drive, St B-200, Rancho Cucamonga, CA-91730	Phil Palomino ppalomino@ferreiraconstruction.com	9096065900 9096087711		Prime Bidder	08/01/2025	eBidDoc	
Gueridon LLC 645 W Broadway, GLENDALE, CA-91203	Greg Asaturian gregasaturian123@gmail.com	18186537068		A/E Consultant	08/05/2025	eBidDoc	
Western Systems, Inc. 1122 Industry Street Bldg B, Everett, WA-98203	Rose White scalprojects@westernsystems-inc.com	425-438-1133		Supplier	08/07/2025	eBidDoc	
SWARCO McCain Inc 2365 Oak Ridge Way, Vista, CA-92081	Shellie Duarte bids@swarco.com	760-734-5063 760-734-5064		Supplier	08/13/2025	eBidDoc	
Alfaro Communications Construction,Inc. 15614 S.Atlantic Avenue, compton, CA-90221	Hakdi Daaifi hakdi@alfarocommunications.com	3106698949 310-669-8949	SBE	Prime Bidder	08/22/2025	eBidDoc	
PTM General Engineering Service Inc. 6942 Acorn St, Riverside, CA-92504	Elizabeth H. Mendoza estimating@ptm-eng.com	951-722-5678 951-710-1006	DBE	Project Solicitor	08/22/2025	eBidDoc	
California Professional Engine 19062 San Jose Ave, La Puenta, CA-91748	Van Nguyen estimating@cpengineeringinc.com	6268101338 626-810-1322	DBE,MBE,SBE	Prime Bidder	08/22/2025	eBidDoc	
Econolite Control Products 1250 N. Tustin Ave., Anaheim, CA-92807	Patty Gaspar wsestimating@econolite.com	714-630-3700		Supplier	08/29/2025	eBidDoc	
Chrisp Company 43950 Osgood Rd, Fremont, CA-94539	Aaron Patton apatton@chrispco.com	510-656-2840 510-656-2840		Subcontractor	09/10/2025	eBidDoc	
DT Stellar General Engineering 31941 Silk Vine Drive, Winchester, CA-92596	Jonathon Sedeno Jsedeno@dtstellargeneral.com	714-448-2369		Subcontractor	09/12/2025	eBidDoc	
QuestCDN Internal Client Success Acct. 1325 Best Practice Way, Quest, MN-549345	ClientSuccess skahl@questcdn.com	952-278-3345		NOT BIDDING	09/12/2025	eBidDoc	
Crosstown Electrical & Data, Inc. 5454 Diaz St, Irwindale, CA-91706	David Heermance aheermance@crosstowndata.com	626-813-6693 626-813-6693	DBE	Prime Bidder	09/12/2025	eBidDoc	
Onyx Paving Company, Inc. 2890 E. La Cresta Ave, Anaheim, CA-92806	Corey Kirschner bids@onyxpaving.net	714-632-6699 714-632-1883		Prime Bidder	09/12/2025	eBidDoc	
Elecnor Belco Electric Inc. 14320 Albers Way, Chino, CA-91710	John Wong jwong@elecnor.com	951-993-5470 909-993-5476		Prime Bidder	09/17/2025	eBidDoc	
PALP Inc., dba Excel Paving Company 2230 Lemon Avenue, Long Beach, CA-90806	Crissa Phillips estimating@excelpaving.net	562-599-5841 562-591-7485		Prime Bidder	09/17/2025	eBidDoc	

HSIP Funded Cycle 11-Traffic Signal Modifications,

Plan # 1388

BID OPENING: September 18, 20253

SUMMARY OF BIDS

	CONTRACTORS	**BID AMOUNT**
1.	Select Electric, Inc.	$ 2,087,197.00
2.	Ferreira Construction	$2,288,971.00
3.	Elecnor Belco Electric, Inc	$2,333,176.00
4.	Crosstown Electrical & Data Inc.	$2,234,620.00
5.	DBX, Inc.	$2,580,236.00
6.	Calpromax Engineering	Non-compliant bid

BID PROPOSAL

WORK IDENTIFICATION: **HSIP Cycle 11 Traffic Signal Modifications Project, Plan No. 1388**

NAME OF BIDDER: Select Electric, Inc.

CA. CONTRACTOR'S LICENSE: 297034 (No.) A, B, C-7, C-10 (Class) 10/31/2026 (Termination Date)

PWC REGISTRATION (DIR): 1000001036 (No.) Anaheim (City) 6/30/2028 (Expiration Date)

1. Proposal

(a) Bidder has examined copies of all the Contract Documents, including without limitation the Agreement wherein each of the other Contract Documents is identified, and accepts all the terms and conditions thereof.

(b) Bidder proposes and agrees, if this bid is accepted, to enter into an agreement with City in the form included in the Contract Documents to complete all work as specified in the Agreement for the contract price and within the contract time indicated in this bid and in accordance with the Contract Documents.

(c) This bid will remain open and not be withdrawn for the period specified in the Instructions to Bidders. If awarded the bid, bidder will sign the Agreement and submit the bonds, certificates and other documents required by the Contract Documents within fifteen (15) days after the date of the award of the contract by the City Council.

(d) Bidder has examined the site and locality where the work is to be performed and the legal requirements and conditions affecting the cost, progress and performance of the work in strict accordance with the Contract Documents.

(e) Bidder has included General Provisions Section 6-9 Liquidated Damages initialed by the contractor .

2. Bid

Bidder agrees to construct and complete, ready for use, all work as required and made necessary by the Contract Documents for the sum of Twenty Thousand, Eight Hundred Seventy One Dollars and Ninety Seven Cents dollars ($20,871.97).

If the Contract Documents include a Unit Price List, Bidder acknowledges that the total bid sum shown in this paragraph 2 and the estimated quantities and amounts shown on the Unit Price List are for purposes of comparison of bids only. Bidder also acknowledges that the City does not expressly or by implication agree that the actual amount of work shall correspond therewith, but reserves the right to increase or decrease the amount of any class or portion of the work as may be deemed necessary or expedient by the Engineer and that final payment shall be made at the unit prices bid, upon the basis of actual measured quantities as the same may be finally determined by the City Engineer.

Bidder acknowledges that the total bid sum shown in this paragraph 2, and all sums shown on any Unit Price List attached hereto, includes (i) all labor, materials, tools, equipment and services and all taxes, insurance, other general expenses, overhead and profit and (ii) all trenching, backfilling, grading, excavation and fill, resurfacing of every character, grubbing and clearing and removal of all obstructions necessary for the doing of the work, the preservation of existing structures, shrubs, and trees, where required, and the shoring, bridging and bracing required and incident to the doing of the work, together with all fittings and joints, of every character, connected in place, area clean-up, traffic protection, and the reconstruction and severances required in the doing of the work.

3. Schedule

Bidder understands that early completion is important to the City. Therefore, time being of the essence, bidder proposes that the work will be commenced and will be completed within the time specified in Article 13 of the Instruction to Bidders.

4. Addenda

Bidder acknowledges receipt of Addenda identified as: None

5. Bidder Information

(a) Bidder has 51 years of experience as a contractor in construction work.

(b) Bidder has recently completed the three (3) following construction works of similar nature:

Contract Amount	Class of Work	Date Completed	Name, Address, Phone Number of Owner
$2,304,000		12/2024	City of Redondo Beach531 N Gertruda Ave, Redondo Beach, CA 90277 Charles Eder 310-318-0686
$1,045,950		10/2024	City of Downey - 11111 Brookshire Ave. Downey, CA. 90241 Edwin Norris - 562-904-7296
$1,425,745		4/2025	City of Torrance - 20500 Madrona Ave. Torrance, CA. 90503 Alex Chou - 310-618-3032

6. Designation of Subcontractors

In compliance with the Subletting and Subcontracting Fair Practices Act, Public Contract Code Section 4100 et seq., listed below is each subcontractor who will perform work or labor or render service to the bidder in or about the construction of the work or will specifically fabricate and install a portion of the work in an amount in excess of one half of one (0.5%) percent of the total bid.

In the case of bids or offers for the construction of streets or highways, including bridges, listed below is each subcontractor who will perform work or labor or render service to the bidder in or about the construction of the work or will specifically fabricate and install a portion of the work in an amount in excess of one half of one percent (0.5%) of the prime contractor's total bid or ten thousand dollars ($10,000), whichever is greater.

Also listed below is the portion of the work which will be done by each subcontractor. (List only one subcontractor for each portion of the work as defined by the bidder in this bid.) [P.C.C. Section 4100 et seq.,]

Subcontractor Name & PWC registration #	Location of work	Portion of work
Superior Pavement Markings 1000001476	5312 Cypress St. Cypress, CA. 90630	Signing & Striping
DT Stellar General Engineering 1000993266	31941 Silk Vine Dr. Winchester, CA. 92596	Civil

7. Attachments

The following documents, signed in accordance with Article 12 of the Instructions to Bidders, are attached to, and made a part of, this bid:

(a) Non Collusion Affidavit, as required by Public Contract Code Section 7106 and made a part of this Bid Proposal at page 5
(b) Required Bid Security in the form of Bidders Bond
(c) Unit Price List
(d) General Provisions Section 6-9 Liquidated Damages initialed by the Contractor
(e) Other pertinent documents (list here and attach to this bid)

Dated this 16th day of September, 2025.

IF BIDDER IS:

An Individual

By N/A, (Individual's Name)

doing business as _____

Business address: _____

_____

Phone No.: (_____) _____

A Partnership

N/A (Firm Name)

By _____ (General Partner) (Title)

Business address: _____

Phone No.: (_____) _____

A Corporation

Select Electric, Inc. (Corporation Name) CA (State of Incorporation)

By _____ (Person Authorized to Sign) James Staab, President (Title)

(Corporate Seal) Attest _____ (Secretary)

Business address: 1700 E. Via Burton. Anaheim ,CA. 92806

Phone No.: (619) 460-6060

A Joint Venture

By N/A (Name)

(Address & Phone No.)

By _____ (Name)

(Address & Phone No.)

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Orange)

On 9/16/2025 before me, Kristina N Miller, Notary Public
(insert name and title of the officer)

personally appeared James Staab,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

KRISTINA N. MILLER
Notary Public - California
Orange County
Commission # 2518972
My Comm. Expires May 1, 2029

WITNESS my hand and official seal.

Signature K Miller (Seal)

NONCOLLUSION AFFIDAVIT TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID

State of California

ss.

County of Los Angeles

James Staab, being first duly sworn, deposes and says that he or she is President of Select Electric, Inc., the party making the foregoing bid, that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

[P.C.C. Section 7106]

End Section III - Proposal (Part 1)

Unit Price List

WORK IDENTIFICATION: **HSIP Cycle 11 Traffic Signal Modifications Project, Plan No. 1388**

NAME OF BIDDER: Select Electric, Inc.

ADDRESS: 1700 E. Via Burton. Anaheim, CA. 92806 PHONE NO: 619-460-6060

CA. CONTRACTOR'S LICENSE: 297034 (No.) A, B, C--7, C-10 (Class) 10/31/2026 (Termination Date)

PWC REGISTRATION (D.I.R.) 1000001036 (No.) Anaheim (City) 6/30/2028 (Expiration Date)

Bid Schedule:

Item	Description	Quantity	Unit	Unit Price	Total Price
100	Mobilization	1	LS	$104,541	$104,541
201	Traffic Control Per City Requirements	1	LS	$14,661	$14,661
202	*Temporary* Traffic Signal*	1	LS	$151,296	$151,296
300	Clearing and Grubbing	1	LS	$10,171	$10,171
401	Curb Ramp Replacement and Construction	6	EA	$16,553	$99,318
402	Median Nose Adjustment	2	EA	$7,778	$15,556
501	Remove Striping	280	LF	$26	$7,280
502	Remove Pavement Markings	5420	SF	$5	$27,100
503	Remove Sign and/or Post	2	EA	$30	$60
504	Install Sign and/or Post	35	EA	$138	$4830
505	Install Pavement Markings	15345	SF	$5	$76,725
601	Furnish and Install Cabinet and Controller Complete	5	EA	$51,848	$259,240
602	Furnish & Install New Type III Service Cabinet and Foundation Complete	1	EA	$6692	$6,692
603	Remove and Dispose Signal Pole, Attached Equipment, Pull box and Foundation	23	EA	$2604	$59,892
604	Remove and Dispose Signal Mast Arm and Attached Equipment	6	EA	$1398	$8,388
605	Furnish & Install New Type 2 Post and Foundation	6	EA	$1904	$11,424
606	Furnish & Install New Type 1-A Pole and Foundation	8	EA	$4078	$32,624
607	Furnish & Install New Type 15TS Pole and Foundation	1	EA	$7316	$7,316
608	Furnish & Install New Type 17 Pole and Foundation	1	EA	$16,387	$16,387
609	Furnish & Install New Type 26 Pole and Foundation	8	EA	$23,201	$185,608
610	Furnish & Install 20' Signal Mast Arm	1	EA	$3262	$3,262

Item	Description	Quantity	Unit	Unit Price	Total Price
611	Furnish & Install 35' Signal Mast Arm	4	EA	$4526	$18,104
612	Furnish & Install 40' Signal Mast Arm	5	EA	$5489	$27,445
613	Furnish & Install 45' Signal Mast Arm	5	EA	$5784	$28,920
614	Furnish & Install 12' Luminaire Mast Arm & Luminaire	6	EA	$2563	$15,375
615	Furnish & Install 15' Luminaire Mast Arm & Luminaire	4	EA	$2628	$10,512
616	Remove and Dispose Existing Traffic Signal Vehicle Heads	18	EA	$ 107	$1926
617	Relocate Existing Traffic Signal Vehicle Heads	1	EA	$ 333	$ 333
618	Furnish & Install 3-12" Vehicle Head w/ Mounting & Backplate	59	EA	$ 1126	$66,434
619	Furnish & Install 4-12" Vehicle Head w/ Mounting & Backplate	5	EA	$ 1366	$ 6,830
620	Furnish & Install 5-12" Vehicle Head w/ Mounting & Backplate	3	EA	$1711	$5,133
621	Furnish & Install Countdown Pedestrian Head w/ Mounting	18	EA	$ 871	$15,678
622	Remove Pedestrian Push Button	30	EA	$ 107	$ 3,210
623	Relocate APS Pedestrian Push Button	9	EA	$ 397	$ 3,573
624	Furnish & Install Audible APS Pedestrian Push Button System	6	EA	$12,403	$74,418
625	Furnish & Install LED Internally Illuminated Street Name Sign	25	EA	$ 3102	$77,550
626	Furnish & Install Inductive Loop Detection System	1	LS	$5342	$ 5,342
627	Furnish & Install Iteris Vantage Apex Video Detection System or Approved Equal	6	EA	$52,174	$313,044
628	Furnish & Install Clary Battery Backup System (BBS)	7	EA	$12,946	$90,622
629	Furnish & Install #5 Pull Box	2	EA	$2500	$ 5,000
630	Furnish & Install #6 Pull Box	17	EA	$2239	$ 38,063
631	Furnish & Install 3" Conduit PVC	490	LF	$ 112	$ 54,880
632	Furnish & Install 4" Conduit PVC	115	LF	$ 126	$14,490
633	Wiring	7	EA	$9867	$69,069
634	Signal Head Yellow Reflective Tape	113	EA	$ 344	$ 38,872

***Quantity may subject to change**

GRAND TOTAL PROJECT BID COST: $ 2,087,197.00

Two Million Eighty Seven Thousand, One Hundred Ninety Seven Dollars and zero cents.
In Words

The City has the option to reject all bids with or without cause. The City also has the option to remove bid items at its discretion. If the City chooses to remove bid items, no bid price adjustment will be allowed.

Select Electric, Inc.
(Bidder)

By: _____ 9/16/25
(Signature) (Date)

James Staab, President
(Title)

NOTE:
In case of error in extension of price into Total Price Column, the Unit Price will govern.

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AGREEMENT FOR PUBLIC WORKS SERVICES

By and Between

CITY OF GLENDORA

and

SELECT ELECTRIC, INC.

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AGREEMENT FOR PUBLIC WORKS SERVICES BETWEEN THE CITY OF GLENDORA AND SELECT ELECTRIC, 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 Select Electric, Inc., a California corporation ("Contractor"). City and Contractor may sometimes be referred to herein, individually as a "Party" or collectively, as the "Parties."

RECITALS

A. City has sought, by issuance of a Request for Proposals or Invitation for Bids, the performance of the services defined and described herein.

B. Contractor, following submission of a proposal or bid 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 set forth in the Bid Documents for the Project (as each such terms are defined below), 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 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

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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 "General Provisions" and "Special Provisions" in the bid documents for the project entitled **HSIP Cycle 11 Traffic Signal Modifications Project, Plan No. 1388**, including any documents or exhibits referenced therein (collectively, "Bid Documents"), all of which are incorporated herein by this reference. In the event of any inconsistency between the terms of the Bid Documents 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 JS

James Staab
President

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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 the Bid Documents, 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 or the Bid Documents, to the reasonable satisfaction of the City,

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the City shall have the right to correct and replace any defective or non-conforming work 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 **$2,087,197 (Two Million Eighty-Seven Thousand One Hundred Ninety-Seven 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 one (1) 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:

James Staab, President

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 the City's Public Works 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. The Product and Completed Operations coverage under the policy shall extend a minimum of three (3) years after completion of the Project. Coverage shall be included on behalf of the insured for covered claims arising out of the actions of independent contractors. If the insured is using subcontractors, the policy must include work performed "by or on behalf" of the insured. The policy shall contain no language that would invalidate or remove the insurer's duty to defend or indemnify for claims or suits expressly excluded from coverage. The policy shall specifically provide for a duty to defend on the part of the insurer.

(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) (e) Pollution Liability Insurance. Contractor shall maintain Environmental Impairment Liability insurance, written on a Contractor's Pollution Liability form or other form acceptable to City providing coverage for liability arising out of sudden, accidental, and gradual pollution and remediation. The policy limit shall be no less than $1,000,000 per claim and in the aggregate. All activities contemplated in this Agreement shall be specifically scheduled on the policy as "covered operations." The policy shall provide coverage for the hauling of waste from the Project site to the final disposal location, including non-owned disposal sites.

(f) 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.

(g) Additional Insurance. Policies of such other insurance, as may be required in the Special Requirements in Exhibit "B".

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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 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.

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(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 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

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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 ("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

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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.

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

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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.

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

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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.

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.

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(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.

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

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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.

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

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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 **$1,000 (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 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

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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) 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

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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, 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

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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/

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 JS

James Staab
President

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

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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
CACE701662584A4...
Kyle Johnson
Finance Director/City Treasurer

ATTEST:

Kathleen R. Sessman
City Clerk/Communications Director

CONTRACTOR:
SELECT ELECTRIC, INC., a California corporation

Signed by:
James Staab
94A72203B8844CB...
Name: James Staab
Title: President and Secretary
Email: james.staab@selectelectricInc.com
Address:1700 E. Via Burton, Anaheim, Ca 92806
Oct 28, 2025 | 11:42 AM PDT

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EXHIBIT "A"

SCOPE OF WORK

I. Contractor shall perform all of the work and comply with all of the specifications and requirements in the "General Provisions" and "Special Provisions" included in the Bid Documents for the Project entitled **HSIP Cycle 11 Traffic Signal Modifications Project, Plan No.1388**, including any documents or exhibits referenced therein.

II. Brief description of the work to be performed:

The Project entails traffic signal modifications at eight intersections in the City of Glendora. It includes installation of left turn phasing, upgrading traffic signal hardware, upgrading of curb ramps, highlighting crosswalk, striping and markings.

III. 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. Existing conditions report and status of overall work schedule

B. Progress reports of work completed over the past two (2) weeks

C. Report of work to be completed for the next two (2) weeks

D. Report on pending request for information (RFIs)

IV. 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.

V. 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~~.

I. Section 1.10 (Additional Work and Change Orders), paragraph (b) shall be modified as follows:

(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.

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EXHIBIT "C"

SCHEDULE OF COMPENSATION

I. Contractor shall perform all work at the rates on the Bid Documents submitted as part of the Bid Documents, and listed below:

Item Code	Item Description	UofM	Quantity	Unit Price	Extension
1	Mobilization	LS	1	$104,541.00	$104,541.00
2	Traffic Control Per City Requirements	LS	1	$14,661.00	$14,661.00
3	Temporary Traffic Signal*	LS	1	$151,296.00	$151,296.00
4	Clearing and Grubbing	LS	1	$10,171.00	$10,171.00
5	Curb Ramp Replacement and Construction	EA	6	$16,553.00	$99,318.00
6	Median Nose Adjustment	EA	2	$7,778.00	$15,556.00
7	Remove Striping	LF	280	$26.00	$7,280.00
8	Remove Pavement Markings	SF	5420	$5.00	$27,100.00
9	Remove Sign and/or Post	EA	2	$30.00	$60.00
10	Install Sign and/or Post	EA	35	$138.00	$4,830.00
11	Install Pavement Markings	SF	15345	$5.00	$76,725.00
12	Furnish and Install Cabinet and Controller Complete	EA	5	$51,848.00	$259,240.00
13	Furnish & Install New Type III Service Cabinet and Foundation Complete	EA	1	$6,692.00	$6,692.00
14	Remove and Dispose Signal Pole, Attached Equipment, Pull box and Foundation	EA	23	$2,604.00	$59,892.00
15	Remove and Dispose Signal Mast Arm and Attached Equipment	EA	6	$1,398.00	$8,388.00
16	Furnish & Install New Type 2 Post and Foundation	EA	6	$1,904.00	$11,424.00
17	Furnish & Install New Type 1-A Pole and Foundation	EA	8	$4,078.00	$32,624.00
18	Furnish & Install New Type 15TS Pole and Foundation	EA	1	$7,316.00	$7,316.00
19	Furnish & Install New Type 17 Pole and Foundation	EA	1	$16,387.00	$16,387.00
20	Furnish & Install New Type 26 Pole and Foundation	EA	8	$23,201.00	$185,608.00
21	Furnish & Install 20' Signal Mast Arm	EA	1	$3,262.00	$3,262.00
22	Furnish & Install 35' Signal Mast Arm	EA	4	$4,526.00	$18,104.00
23	Furnish & Install 40' Signal Mast Arm	EA	5	$5,489.00	$27,445.00
24	Furnish & Install 45' Signal Mast Arm	EA	5	$5,784.00	$28,920.00
25	Furnish & Install 12' Luminaire Mast Arm & Luminaire	EA	6	$2,563.00	$15,378.00

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26	Furnish & Install 15' Luminaire Mast Arm & Luminaire	EA	4	$2,628.00	$10,512.00
27	Remove and Dispose Existing Traffic Signal Vehicle Heads	EA	18	$107.00	$1,926.00
28	Relocate Existing Traffic Signal Vehicle Heads	EA	1	$333.00	$333.00
29	Furnish & Install 3-12" Vehicle Head w/ Mounting & Backplate	EA	59	$1,126.00	$66,434.00
30	Furnish & Install 4-12" Vehicle Head w/ Mounting & Backplate	EA	5	$1,366.00	$6,830.00
31	Furnish & Install 5-12" Vehicle Head w/ Mounting & Backplate	EA	3	$1,711.00	$5,133.00
32	Furnish & Install Countdown Pedestrian Head w/ Mounting	EA	18	$871.00	$15,678.00
33	Remove Pedestrian Push Button	EA	30	$107.00	$3,210.00
34	Relocate APS Pedestrian Push Button	EA	9	$397.00	$3,573.00
35	Furnish & Install Audible APS Pedestrian Push Button System	EA	6	$12,403.00	$74,418.00
36	Furnish & Install LED Internally Illuminated Street Name Sign	EA	25	$3,102.00	$77,550.00
37	Furnish & Install Inductive Loop Detection System	LS	1	$5,342.00	$5,342.00
38	Furnish & Install Iteris Vantage Apex Video Detection System or Approved Equal	EA	6	$52,174.00	$313,044.00
39	Furnish & Install Clary Battery Backup System (BBS)	EA	7	$12,946.00	$90,622.00
40	Furnish & Install #5 Pull Box	EA	2	$2,500.00	$5,000.00
41	Furnish & Install #6 Pull Box	EA	17	$2,239.00	$38,063.00
42	Furnish & Install 3" Conduit PVC	LF	490	$112.00	$54,880.00
43	Furnish & Install 4" Conduit PVC	LF	115	$126.00	$14,490.00
44	Wiring	EA	7	$9,867.00	$69,069.00
45	Signal Head Yellow Reflective Tape	EA	113	$344.00	$38,872.00
	Grand Total Project Bid Cost				**$2,087,197.00**

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 in Part I above, 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:

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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 the terms set forth in the Bid Documents and/or in any Notice to Proceed ("NTP") issued by the City and otherwise as set forth in the following schedule:

	Description	Days to Perform	Deadline Date
A.	NTP1-Materials Procurement (refer to Article 13 of Instruction to Bidders set forth in the Bid Documents)	180 Calendar Days	**As set forth in any NTP issued by the City**
B.	NTP 2- Construction (refer to Article 13)	90 Calendar Days	**As set forth in any NTP issued by the City**

II. Contractor shall deliver the following tangible work products to the City by the following dates.

A. City's Contract Officer will identify the same concurrently with the issuance of Notice To Proceed.

III. 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 **SELECT ELECTRIC, INC**, as Contractor ("Principal"), a Contract for the work entitled and described as follows: **HSIP CYCLE 11 TRAFFIC SIGNAL MODIFICATIONS, PLAN NO. 1388**

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 **Two Million Eighty Seven Thousand One Hundred Ninety Seven Dollars ($2,087,197.00)**, 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 **SELECT ELECTRIC, INC**, as Contractor ("Principal"), a Contract for the work entitled and described as follows: **HSIP CYCLE 11 TRAFFIC SIGNAL MODIFICATIONS, PLAN NO. 1388**;

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 **Two Million Eighty Seven Thousand One Hundred Ninety Seven Dollars ($2,087,197.00)**, 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: HSIP CYCLE 11 TRAFFIC SIGNAL MODIFICATIONS, PLAN NO. 1388

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
□ Owners/Landlords/Tenants
□ Manufacturers/Contractors
□ Products/Completed Operations
□ Broad Form Property Damage
□ Extended Bodily Injury
□ Broad Form Comprehensive General Liability Endorsement
□ Explosion Hazard
□ Collapse Hazard
□ Underground Property Damage
□ Pollution Liability
□ Liquor Liability
□ _____
□ _____
□ _____

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: 366C760A-58B0-4A2B-9046-CFEF907E85A4

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: 366C760A-58B0-4A2B-9046-CFEF907E85A4

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

Docusign Envelope ID: 366C760A-58B0-4A2B-9046-CFEF907E85A4

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: 366C760A-58B0-4A2B-9046-CFEF907E85A4

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Executed _____, 20___

_____
Signature of Authorized Representative

(Original signature only; no facsimile signature or initialed signature accepted)

Telephone No.: (_____) _____

Docusign Envelope ID: 366C760A-58B0-4A2B-9046-CFEF907E85A4

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: 366C760A-58B0-4A2B-9046-CFEF907E85A4

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: 366C760A-58B0-4A2B-9046-CFEF907E85A4

(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.: (_____) _____

AWARD CONSTRUCTION CONTRACT FOR HSIP CYCLE 11 –TRAFFIC SIGNAL MODIFICATIONS PLAN NOS. 1388

PUBLIC WORKS
GLENDORA CITY COUNCIL
NOVEMBER 12, 2025
ABEL PAGUIO, CIVIL ENGINEERING ASSISTANT II

PROJECT SCOPE

- INSTALLATION OF PROTECTED LEFT TURN PHASING ON 6 SIGNAL INTERSECTIONS,
- CONVERT TRAFFIC SIGNALS FROM PEDESTAL MOUNTED TO MAST ARMS ON 2 SIGNAL INTERSECTIONS
- INSTALLATION OF HIGH VISIBILITY CROSSWALKS.
- UPGRADING OF LIGHTING, CURB RAMPS, PEDESTRIAN PUSH BUTTON, WIRING, CONTROLLER AND CABINET.



PROJECT LOCATIONS

PROJECT AWARD

- Bid Opening was held on September 18th, 2025.
- Six (6) bids were received.
- One bid was deemed non-responsive
- Engineer's Estimate is $2,190,075.
- Bids ranged from $2,087,197 to $2,580,236.
- Award to Select Electric, Inc of Anaheim Ca.

BID SUMMARY

Bid Summary		
	Contractor's Name	**Bid Amount**
1	***Select Electric, Inc.***	**$2,087,197.00**
2	Ferreira Construction	$2,288,971.00
3	Elecnor Belco Electric, Inc	$2,333,176.00
4	Crosstown Electrical & Data, Inc.	$2,234,620.00
5	DBX, Inc.	$2,580,236.00
6	Calpromax Engineering	Non-responsive

PROJECT TIMELINE

Task	Tentative Date
Award of Contract	November 12, 2025
Notice to Proceed	December 08, 2025
Construction Duration	270 Calendar Days
Construction Start*	January 05, 2026
Construction Completion*	September 30, 2026

* DEPENDING ON THE WEATHER

PROJECT PROBABLE COST

Description (Funded through HSIP and RMRA)	Budget	Expenditures
Project Number 5524104 Budget (FY 2024 & FY 2025 Adopted Budgets)	$2,750,000	
Publication		$561
Design Cost for Professional Services (with 10% contingency)		$267,283
Environmental		$75
Construction		$2,087,197
Contingency 10%		$208,720
Construction Inspection (to be awarded)		$140,000
Geotechnical Testing		$45,000
	Total	$2,748,836

RECOMMENDATION:

THAT THE CITY COUNCIL:

1. Adopt a Categorical Exemption from the California Environmental Quality Act pursuant to Title 14, Section 15301(c) of the California Code of Regulations;
2. Approve the Plans and Specifications for the HSIP Funded Cycle 11-Traffic Signal Modifications, Plan No. 1388;
3. Award an Agreement to Select Electric, Inc., for the HSIP Funded Cycle -11 Traffic Signal Modifications, Plan No. 1388 Project in the amount of $2,087,197;
4. Authorize 10% contingency in the amount of $208,720; and
5. Authorize the City Manager or his designee to execute the Agreement with Select Electric, Inc., including minimal and/or non-substantive changes.

STAFF REPORT

TO:	**Mayor and Council Members**	**DATE:**	**November 12, 2025**
FROM:	**Public Works**	**DISTRICT(S):**	**Citywide**

SUBJECT: **Award the Professional Services Agreement with Craftwater Engineering, Inc. for the Stormwater Master Plan Project FY 2025/26 for an amount not to exceed $341,895**

RECOMMENDATION

That the City Council:

1. Award a professional services agreement to Craftwater Engineering, Inc. for the Stormwater Master Plan Project FY 2025/26 (Plan No. 1376) in the amount of $341,895, with a 10% contingency of $34,190, for a total not-to-exceed amount of $376,085;
2. Authorize the Public Works Director or designee to execute any necessary change orders up to 10 percent of the original contract amount;
3. Authorize the City Manager or designee to execute the Agreement, including any minor or non-substantive changes; and
4. Approve a supplemental appropriation from the Measure W Fund (250) in the amount of $126,085 to fully fund the project.

STRATEGIC FOCUS AREAS

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

EXECUTIVE SUMMARY

Under the Los Angeles Regional Water Quality Control Board's MS4 Permit, the City is required to implement programs that reduce pollutants in stormwater and urban runoff. To support these mandates, Los Angeles County voters approved Measure W, and the Safe, Clean Water Program (SCWP), in 2018. The SCWP provides annual local return funding to cities for stormwater capture, water-quality improvement, and drainage-system planning.

Each year, Glendora submits a Municipal Annual Plan to the County identifying projects and programs to be funded with Measure W revenues. The development of a Stormwater Master Plan (SMP) was included as an activity in the FY 2024/25 Municipal Annual Plan to create a comprehensive planning tool that documents existing infrastructure, identifies system deficiencies, and develops a prioritized roadmap for capital improvements and regulatory compliance.

Stormwater infrastructure is the City's first line of defense in protecting public health, preventing localized flooding, and improving water quality before runoff enters the Los Angeles County flood-control system and the Upper San Gabriel River watershed. Glendora's network of underground storm drains, catch basins, and channels works in coordination with County-maintained facilities to safely convey runoff from neighborhoods to downstream waterways.

Following the issuance of a Request for Proposal (RFP) in June, the bid opening for the SMP was held on July 17, 2025. Revised proposals ranged from $341,895 to $407,437. Following a thorough evaluation, Craftwater Engineering, Inc. was identified as the most qualified and lowest-cost proposer. The resulting plan will guide the City's long-term stormwater strategy, inform capital investment, and strengthen eligibility for regional Measure W funding.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

- The Stormwater Master Plan (Project No. 1376) was approved in the FY 2024-25 Amended Budget with an initial Fund 250 (Measure W) allocation of $250,000; a supplemental appropriation of $126,085 from Fund 250 is now required to fully fund the total project cost.
- The project is also identified in the City's FY 2024/25 Safe, Clean Water Municipal Annual Plan submitted to Los Angeles County, which outlines how Glendora will invest Measure W funds to advance local stormwater goals and MS4 Permit compliance.

DISCUSSION

The Stormwater Master Plan (SMP) will serve as Glendora's first comprehensive planning guide for stormwater management, regulatory compliance, and long-term infrastructure needs. The SMP will support the City's compliance with the Los Angeles Regional Water Quality Control Board's MS4 Permit and will align with the Los Angeles County Safe, Clean Water Program (Measure W). Through this process, the plan will help identify multi-benefit projects that can utilize the City's annual municipal allocation and regional funding.

Key objectives of the SMP are as follows:

- Document and map all existing storm drain facilities citywide;
- Assess condition and capacities through field inspections and CCTV evaluations;
- Perform hydrologic and hydraulic (H&H) modeling to identify capacity constraints and flood-prone areas;
- Recommend Capital Improvement Projects (CIPs) that address drainage deficiencies and improve water-quality performance;
- Evaluate funding opportunities to support projects that address drainage constraints, expand stormwater runoff capture, improve water quality, and help the City meet regulatory requirements; and
- Establish standard operating procedures and "How-To" guides to support staff in ongoing maintenance, monitoring, and future updates.

By consolidating and organizing storm drain data from City records, County systems, and Federal facilities constructed over the past century, the SMP will provide a single planning reference to guide future stormwater management and development.

Deliverables will include:

- A GIS-based storm drain inventory linked to construction records, inspection results, and photographs;
- An interactive web map of potential stormwater-quality project opportunities;
- H&H models of priority areas prone to flooding; and
- A prioritized CIP list aligned with Measure W and MS4 Permit objectives.

Together, the SMP and deliverables will enable the City to better plan for infrastructure upgrades, pursue external grant opportunities, and meet regulatory obligations efficiently and transparently.

A Request for Proposals (RFP) for preparation of the Stormwater Master Plan was advertised in the *San Gabriel Valley Examiner* on June 12 and June 19, 2025. Three firms submitted responsive proposals by the July 17, 2025 bid opening date, initially ranging in cost from $299,934 to $696,925. Following interviews and a review of the original proposals, City staff requested revised submittals from all three firms to ensure alignment with the City's needs and to allow for a more comparable evaluation. The revised proposals ranged in cost from $341,895 to $407,437.

Engineering Firm	Bid Amount
Craftwater Engineering, Inc.	$341,895.00
Rick Engineering	$356,500.00
CWE	$407,437.00

Craftwater Engineering, Inc. was identified as the lowest responsible bidder at $341,895, meeting all minimum qualifications. In addition to their competitive cost, Craftwater demonstrated strong experience with similar projects, qualified staff, and extensive experience with seeking regional funding opportunities. Based on these qualifications, staff recommends awarding the agreement to Craftwater Engineering, Inc., authorizing the contingency, and approving the supplemental appropriation to fully fund the project.

Development of the SMP is anticipated to take approximately 12–18 months to complete following the contract execution.

FISCAL IMPACT

The total fiscal impact of the project is expected to be $376,085, including a 10% contingency in the amount of $34,190.

The FY 2024-25 Amended Budget included $250,000 for the Stormwater Master Plan funded under Measure W Fund (250). A supplemental appropriation of $126,085 from Stormwater Fund 250 will be necessary to fully fund this project.

Description	Budget	Expenditures
Stormwater Master Plan, Project 5723101	**$250,000.00**	
Stormwater Master Plan agreement with Craftwater Engineering, Inc.		$341,895.00
Stormwater Master Plan Project contingency (10%)		$34,190.00
Total Estimated Project Expenditures		**$376,085.00**
Measure W (Fund 250) Supplemental Appropriation		$126,085.00

ENVIRONMENTAL DETERMINATION

This activity is not a "project" as defined by Section 21065 of the Public Resources Code or Sections 15060(c)(2), 15060(c)(3), and 15378 of the CEQA Guidelines.

Prepared By: Stephanie Ryan, Management Analyst

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_Craftwater_Agreement_Stormwater_Master_Plan_Partially_Executed.pdf

B_Craftwater_Revised_Proposal_-_Glendora_Stormwater_Master_Plan_9525.pdf

C_Presentation_FY_2025-26_Stormwater_Master_Plan_111225.pdf

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AGREEMENT FOR CONTRACT SERVICES

By and Between

CITY OF GLENDORA

and

CRAFTWATER ENGINEERING, INC

Docusign Envelope ID: ACECFFFA-57AA-4D1B-802A-92757CDAEFED

AGREEMENT FOR CONTRACT SERVICES BETWEEN THE CITY OF GLENDORA AND CRAFTWATER ENGINEERING, INC.

THIS AGREEMENT FOR CONTRACT 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 Craftwater Engineering, Inc., a California corporation ("Consultant"). City and Consultant may be referred to, individually or collectively, as "Party" or "Parties."

RECITALS

A. City has sought, by issuance of a Request for Proposals or Invitation for Bids, the performance of the services defined and described particularly in Article 1 of this Agreement.

B. Consultant, following submission of a proposal or bid 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's Municipal Code, City has authority to enter into and execute this Agreement.

D. The Parties desire to formalize the selection of Consultant for performance of those services defined and described particularly in Article 1 of this Agreement 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. SERVICES OF CONSULTANT

1.1 Scope of Services.

In compliance with all terms and conditions of this Agreement, the Consultant shall provide those services specified in the "Scope of Services" 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, Consultant represents and warrants that it has the qualifications, experience, and facilities necessary to properly perform the services required under this Agreement in a thorough, competent, and professional manner, and is experienced in performing the work and services contemplated herein. Consultant shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all services described herein. Consultant covenants that it shall follow the highest professional standards in performing the work and services required hereunder and that all materials will be both of good quality as well as fit for the purpose intended. For purposes of this Agreement, the phrase "highest

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professional standards" shall mean those standards of practice recognized by one or more first-class firms performing similar work under similar circumstances.

1.2 Consultant's Proposal.

The Scope of Services shall include the Consultant's scope of work or bid which shall be incorporated herein by this reference as though fully set forth herein. In the event of any inconsistency between the terms of such proposal and this Agreement, the terms of this Agreement shall govern.

1.3 Compliance with Law.

Consultant 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 California Labor Law.

If the Scope of Services includes any "public work" or "maintenance work," as those terms are defined in California Labor Code section 1720 *et seq.* and California Code of Regulations, Title 8, Section 16000 *et seq.*, and if the total compensation is $1,000 or more, Consultant shall pay prevailing wages for such work and comply with the requirements in California Labor Code section 1770 *et seq.* and 1810 *et seq*., and all other applicable laws, including the following requirements:

(a) Public Work. The Parties acknowledge that some or all of 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. Consultant shall post job site notices, as prescribed by regulation.

(b) Prevailing Wages. Consultant 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, Consultant acknowledges receipt of a copy of the Department of Industrial Relations (DIR) determination of the prevailing rate of per diem wages, and Consultant 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. Consultant 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 Consultant 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

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the work or craft in which the worker is employed for any public work done pursuant to this Agreement by Consultant or by any subcontractor.

(d) Payroll Records. Consultant shall comply with and be bound by the provisions of Labor Code Section 1776, which requires Consultant and each subconsultant 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. Consultant 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. Consultant shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, Consultant 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, Consultant and each of its subconsultants shall submit to the City a verified statement of the journeyman and apprentice hours performed under this Agreement.

(f) Eight-Hour Work Day. Consultant acknowledges that eight (8) hours labor constitutes a legal day's work. Consultant shall comply with and be bound by Labor Code Section 1810.

(g) Penalties for Excess Hours. Consultant shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Consultant shall, as a penalty to the City, forfeit twenty-five dollars ($25) for each worker employed in the performance of this Agreement by the Consultant 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 Consultant 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 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, Consultant 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."

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Consultant's Authorized Initials _____DS CH_____
Chad Helmle, Chief Executive Officer

(i) Consultant's Responsibility for Subcontractors. For every subcontractor who will perform work under this Agreement, Consultant 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. Consultant 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. Consultant shall diligently take corrective action to halt or rectify any such failure by any subcontractor.

1.5 Licenses, Permits, Fees and Assessments.

Consultant shall obtain at its sole cost and expense such licenses, permits and approvals as may be required by law for the performance of the services required by this Agreement. Consultant 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 Consultant'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.

By executing this Agreement, Consultant warrants that Consultant (i) has thoroughly investigated and considered the scope of services 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, Consultant warrants that Consultant has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of services hereunder. Should the Consultant discover any latent or unknown conditions, which will materially affect the performance of the services hereunder, Consultant shall immediately inform the City of such fact and shall not proceed except at Consultant's risk until written instructions are received from the Contract Officer.

1.7 Care of Work.

The Consultant shall adopt reasonable methods 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 may be caused by City's own negligence.

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1.8 Further Responsibilities of Parties.

Both Parties agree to use reasonable care and diligence to perform their respective obligations under this Agreement. Both Parties agree to act in good faith to execute all instruments, prepare all documents and take all actions as may be reasonably necessary to carry out the purposes of this Agreement. Unless hereafter specified, neither Party shall be responsible for the service of the other.

1.9 Additional Services.

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 Services or make changes by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written order is first given by the Contract Officer (as defined below) to the Consultant, incorporating therein any adjustment in (i) the Contract Sum (or a portion of the compensation due to Consultant) for the actual costs of the extra work, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Consultant. Any increase in compensation of up to ten percent (10%) of the Contract Sum or $50,000, whichever is less; or, in the time to perform of up to one hundred eighty (180) days, may be approved by the Contract Officer. Any greater increases, taken either separately or cumulatively, must be approved by the City Council. It is expressly understood by Consultant that the provisions of this Section shall not apply to services specifically set forth in the Scope of Services. Consultant hereby acknowledges that it accepts the risk that the services to be provided pursuant to the Scope of Services may be more costly or time consuming than Consultant anticipates and that Consultant shall not be entitled to additional compensation therefor. City may in its sole and absolute discretion have similar work done by other Consultants. No claims for an increase in the Contract Sum or time for performance shall be valid unless the procedures established in this Section are followed.

1.10 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 Consultant 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 Three Hundred Forty One Thousand Eight Hundred Ninety Five Dollars ($341,895) (the "Contract Sum"), unless additional compensation is approved pursuant to Section 1.9.

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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 services, less contract retention; (iii) payment for time and materials based upon the Consultant'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 Consultant 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 Consultant is required to attend additional meetings to facilitate such coordination, Consultant shall not be entitled to any additional compensation for attending said meetings.

2.4 Invoices.

Each month Consultant 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 Director of Finance. By submitting an invoice for payment under this Agreement, Consultant shall be deemed to have certify compliance with all provisions of this Agreement. The invoice shall contain all information specified in Exhibit "C", 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. Consultant shall not invoice City for any duplicate services performed by more than one person.

City shall independently review each invoice submitted by the Consultant 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 Consultant which are disputed by City, or as provided in Section 7.3, City will use its best efforts to cause Consultant to be paid within forty-five (45) days of receipt of Consultant's correct and undisputed invoice; however, Consultant 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 any charges or expenses are disputed by City, the original invoice shall be returned by City to Consultant for correction and resubmission. Review and payment by City for any invoice provided by the Consultant shall not constitute a waiver of any rights or remedies provided herein or any applicable law.

2.5 Waiver.

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

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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.

Consultant shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed 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 Consultant, 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 Consultant, 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 Consultant 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 Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Consultant's sole remedy being extension of this Agreement pursuant to this Section.

3.4 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 two (2) years from the date hereof ("Term"), except as otherwise provided in the Schedule of Performance (as shown on Exhibit "D" attached hereto).

ARTICLE 4. COORDINATION OF WORK

4.1 Representatives and Personnel of Consultant.

The following principals of Consultant ("Principals") are hereby designated as being the principals and representatives of Consultant authorized to act in its behalf with respect to the work specified herein and make all decisions in connection therewith:

Chad Helmle, Chief Executive Officer

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Brad Wardynski, Secretary

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 foregoing principals shall be responsible during the Term of this Agreement for directing all activities of Consultant and devoting sufficient time to personally supervise the services hereunder. All personnel of Consultant, and any authorized agents, shall at all times be under the exclusive direction and control of the Principals. For purposes of this Agreement, the foregoing Principals may not be replaced nor may their responsibilities be substantially reduced by Consultant without the express written approval of City. Additionally, Consultant shall utilize only competent personnel to perform services pursuant to this Agreement. Consultant shall make every reasonable effort to maintain the stability and continuity of Consultant's staff and subcontractors, if any, assigned to perform the services required under this Agreement. Consultant shall notify City of any changes in Consultant'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 Consultant.

Consultant 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. Consultant shall not at any time or in any manner represent that Consultant or any of Consultant's officers, employees, or agents are in any manner officials, officers, employees or agents of City. Neither Consultant, nor any of Consultant'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. Consultant expressly waives any claim Consultant may have to any such rights.

4.3 Contract Officer.

The Contract Officer shall be the City's Principal Civil Engineer, or such person as may be designated by the City Manager. It shall be the Consultant's responsibility to assure that the Contract Officer is kept informed of the progress of the performance of the services and the Consultant 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 Consultant.

Neither the City nor any of its employees shall have any control over the manner, mode or means by which Consultant, its agents or employees, perform the services required herein, except as otherwise set forth herein. City shall have no voice in the selection, discharge, supervision or control of Consultant's employees, servants, representatives or agents, or in fixing their number, compensation or hours of service. Consultant 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. Consultant shall not at any

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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 Consultant in its business or otherwise or a joint venturer or a member of any joint enterprise with Consultant.

4.5 Prohibition Against Subcontracting or Assignment.

The experience, knowledge, capability and reputation of Consultant, its principals and employees were a substantial inducement for the City to enter into this Agreement. Therefore, Consultant 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. 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 Consultant, 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 Consultant or any surety of Consultant of any liability hereunder without the express consent of City.

ARTICLE 5. INSURANCE AND INDEMNIFICATION

5.1 Insurance Coverages.

Without limiting Consultant's indemnification of City, and prior to commencement of any services under this Agreement, Consultant shall obtain, provide and maintain at its sole cost and 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. Consultant 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 $1,000,000 per occurrence, $2,000,000 general aggregate, for bodily injury, personal injury, and property damage, including without limitation, blanket contractual liability. 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. Consultant 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 Consultant 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. Consultant 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 Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

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(d) Workers' Compensation Insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least $1,000,000).

(e) Subcontractors. Consultant 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. Consultant 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. Consultant 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 Consultant, its agents, representatives, employees or subconsultants.

(c) Primary/Noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required 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 Consultant or City will withhold amounts sufficient to pay premium from Consultant 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.

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(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 Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

(g) Enforcement of Contract Provisions (non-estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant 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 Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. 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. Consultant 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 and automobile policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall 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 by the City in writing.

(l) Separation of Insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant'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. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the services who is brought onto or involved in the services by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes

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all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the services 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 Agreement to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City and Consultant may renegotiate Consultant's compensation.

(o) Deductibles / Self-insured Retentions. Any deductibles and self-insured retentions must be declared to and approved by City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions with respect to the City, it officers, officials, employees, agents and volunteers, or the Consultant shall provide a financial guarantee satisfactory to the city guaranteeing payment of losses and related investigations, claims administration and defense expense.

(p) Timely Notice of Claims. Consultant shall give City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

(q) Additional Insurance. Consultant 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, Consultant 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, 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, operations or activities provided herein of Consultant, its officers, employees, agents, subcontractors, or invitees, or any individual or entity for which Consultant is legally liable ("indemnitors"), or arising from Consultant's or indemnitors' reckless or willful misconduct, or arising from Consultant's or indemnitors' negligent performance of or failure to perform any term, provision, covenant or condition of this Agreement, and in connection therewith:

(a) Consultant will defend any action or actions filed in connection with any of said claims or liabilities and will pay all costs and expenses, including legal costs and attorneys' fees incurred in connection therewith;

(b) Consultant will promptly pay any judgment rendered against the City, its officers, agents or employees for any such claims or liabilities arising out of or in connection with the negligent performance of or failure to perform such work, operations or activities of Consultant

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hereunder; and Consultant 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 Consultant 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 Consultant hereunder, Consultant 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.

(d) Consultant shall incorporate similar indemnity agreements with its subcontractors and if it fails to do so Consultant 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 Consultant in the performance of professional services 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 Consultant and shall survive termination of this Agreement.

ARTICLE 6. RECORDS, REPORTS, AND RELEASE OF INFORMATION

6.1 Records.

Consultant shall keep, and require subcontractors to keep, such ledgers, books of accounts, invoices, vouchers, canceled checks, reports, studies 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 three (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 Consultant's business, custody of the books and records may be given to City, and access shall be provided by Consultant's successor in interest. Notwithstanding the above, the Consultant 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.

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Consultant 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. Consultant 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, Consultant agrees that if Consultant 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 Consultant is providing design services, the cost of the project being designed, Consultant shall promptly notify the Contract Officer of said fact, circumstance, technique or event and the estimated increased or decreased cost related thereto and, if Consultant is providing design services, the estimated increased or decreased cost estimate for the project being designed.

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 Consultant, 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 Consultant 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 Consultant will be at the City's sole risk and without liability to Consultant, and Consultant's guarantee and warranties shall not extend to such use, reuse or assignment. Consultant may retain copies of such documents for its own use. Consultant shall have the 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 Consultant fails to secure such assignment, Consultant shall indemnify City for all damages resulting therefrom. Moreover, Consultant 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) All information gained or work product produced by Consultant in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Consultant. Consultant 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) Consultant, 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 Consultant gives City notice of such court order or subpoena.

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(c) If Consultant, or any officer, employee, agent or subcontractor of Consultant, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Consultant for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Consultant's conduct.

(d) Consultant shall promptly notify City should Consultant, 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 Consultant or be present at any deposition, hearing or similar proceeding. Consultant agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Consultant. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

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 Consultant 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; Default.

In the event that Consultant is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Consultant for any work performed after the date of default. Instead, the City may give notice to Consultant of the default and the reasons for the default. The notice shall include the timeframe in which Consultant may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant, as determined by the Contract Officer. The cure period may run concurrently with the termination period as provided in Section 7.7, if the option to cure in the alternative to termination. During the period of time that Consultant is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. 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 Consultant 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 Consultant'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.

7.3 Retention of Funds.

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Consultant hereby authorizes City to deduct from any amount payable to Consultant (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 Consultant's acts or omissions in performing or failing to perform Consultant'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 Consultant, 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 Consultant 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 Consultant 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, Consultant shall file a statutory 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 Termination Prior to Expiration of Term.

This Section shall govern any termination of this Agreement except as specifically provided in the following Section for termination for cause. The City reserves the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days' written notice to Consultant, except that where termination is due to the fault of the Consultant, the period of notice may be such shorter time as may be determined by the Contract Officer. In addition, the Consultant

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reserves the right to terminate this Agreement at any time, with or without cause, upon sixty (60) days' written notice to City, except that where termination is due to the fault of the City, the period of notice may be such shorter time as the Consultant may determine. Upon receipt of any notice of termination, Consultant shall immediately cease all services hereunder except such as may be specifically approved by the Contract Officer. Except where the Consultant has initiated termination, the Consultant 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 Consultant has initiated termination, the Consultant 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.

7.8 Termination for Default of Consultant.

If termination is due to the failure of the Consultant 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 Consultant 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 Consultant for the purpose of set-off or partial payment of the amounts owed the City as previously stated.

7.9 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 attorneys' fees on any appeal, and in addition a Party entitled to attorneys' 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.

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 Consultant, 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 Consultant or to its successor, or for breach of any obligation of the terms of this Agreement.

8.2 Conflict of Interest.

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Consultant 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 Consultant's performance of services under this Agreement. Consultant 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. Consultant 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 affects her/his financial interest or the financial interest of any corporation, partnership or association in which (s)he is, directly or indirectly, interested, in violation of any State statute or regulation. The Consultant 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.

Consultant covenants that, by and for itself, its heirs, executors, assigns, and all persons claiming under or through them, that 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. Consultant 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.

Consultant 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 Consultant 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, Consultant 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 Consultant, to the person(s) 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

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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.

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 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 Consultant 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.

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

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"remote" or "noninterests" pursuant to Government Code Sections 1091 or 1091.5. Consultant 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. Consultant 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. Consultant 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.

Consultant's Authorized Initials DS CH

Chad Helmle, Chief Executive Officer

9.7 <u>Authority</u>.

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) that 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
CACE701662584A4...
Kyle Johnson
Finance Director/City Treasurer

ATTEST:

Kathleen R. Sessman
City Clerk/Communications Director

CONSULTANT:
CRAFTWATER ENGINEERING, INC., a California corporation

DocuSigned by:
Chad Helmle
3C831980DCB645E...
Name: Chad Helmle
Title: Chief Executive Officer, Chief Financial Officer
Email Address: chad.helmle@craftwater.com
Oct 29, 2025 | 5:25 PM PDT

Signed by:
Brad Wardynski
9497614AD3834F4...
Name: Brad Wardynski
Title: Secretary
Email Address: brad.wardynski@craftwater.com
Oct 28, 2025 | 11:49 AM PDT

Address:
11026 Caminito Vista Pacifica, San Diego, CA 92131

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer.

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EXHIBIT "A"

SCOPE OF SERVICES

I. Consultant (also referenced as "Craftwater") herein will perform the following services:

A. Task 1: Data Gathering

i. To accomplish this scope, Craftwater will conduct two 2-hour interviews with City staff to gain an understanding of the storm drain system condition, operation, maintenance, and as-built plan organization. This will include collecting anecdotal or documented information from City staff about problematic areas where flooding may occur within the City. After the interviews, the Craftwater team will coordinate with the City to collect and assemble available record (as-built) construction plans, and create a catalog including the following information for each plan: Drawing Number, Title / Subtitle, Location / Streets, and Date. This catalog will facilitate the following tasks by providing an organized and comprehensive reference of all source documents, from which QC can proceed. Craftwater's team will also independently inventory and collect existing stormwater and related GIS information, including County stormwater infrastructure, parcel, address, street, aerial photo, and elevation data. A number of these layers are available from various County sources. This will form an accurate and reliable basis of all GIS-related tasks to follow.

ii. Assumptions: City staff will provide as-built files for City-maintained infrastructure

B. Task 2: Condition Assessment

i. The Craftwater team will use the data collected during Task 1 to seek and digitize currently unmapped City stormwater assets. This will start with review of the approximately 30 "orphaned" structures in the current County datasets, and will be supplemented with information gathered during City interviews conducted under Task 1 and also desktop analysis to identify areas where unmapped drainage infrastructure may be present. Field condition assessment of underground gravity mains will then be conducted via CCTV. The inspections will gather key information missing from the initial data inventory and evaluate structural and maintenance condition of each storm drain trunk line. City-maintained open channels will also be investigated by walking each channel and using the ESRI Field App to note structural and maintenance condition. Condition assessment levels will follow a Green-Amber-Red nomenclature with nine levels to address asset conditions. The rating system and nomenclature shall align with the industry-standard rating system used by the National Association of Sewer Service Companies (NASSCO) Pipe assessment.

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ii. Assumptions:

- CCTV and camera inspection of known Gravity Main: up to 5.7 miles or 17 field days
- Basic traffic control will be provided by the Craftwater Team for CCTV work, but this scope exempts preparation of detailed traffic control plans and implementation of lane closures to conduct CCTV work. If necessary, the Craftwater team will work collaboratively with City staff to identify cost-efficient options for traffic control plan preparation and/implementation for locations where it may be necessary.
- Field inspection of 2.1 miles of known open channels
- Access/permission to inspect open channels will be coordinated by the City
- Because there is currently uncertainty regarding the extent and condition of City maintained storm drains and nodes, we are assuming inspection and assessment of the maximum quantities of infrastructure described above; however, we acknowledge that some assets may not warrant field inspection and condition assessment. The Contract Sum shall be reduced proportional to the actual number of assets needing inspection, as determined from the initial inventory and discussions with the City.

C. Task 3: System Inventory

i. Consultant shall provide a comprehensive Geographic Information Systems (GIS) database that allows City staff to visualize and summarize key facets of its stormwater infrastructure. It shall serve as a critical system of record which, when made available through the City's new GIS systemin order to allow City staff to search for and display data and associated documents at key locations. Finally, a GIS provides ad-hoc reporting and print capabilities to support future decisions. To develop a comprehensive GIS database, the following steps will be performed:

- Upgrade the County's stormwater GIS database to add, edit, or delete relevant fields, domains, and other database design elements that all appropriate data can be recorded and maintained going forward
- Update all conveyances to be are positionally accurate and correctly snapped from available plans.

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- Correct and fill in missing attribute information to the extent possible using available plans and field data
- Attach PDF files of each available record drawing to the matching stormwater mains
- Attach available photos, videos, and field inspection results to the corresponding stormwater nodes/conveyances
- Create flow arrows at ground level using available elevation data. This will help staff visualize stormwater flow on each street segment prior to reaching an available inlet/ catch basin
- Create comprehensive metadata for all stormwater layers

ii. This task will also include screening the City for additional stormwater quality project opportunities (beyond those already gathered and shared above). A menu of project types will be developed in collaboration with the City, then existing GIS tools will be used to identify opportunities that coincide with runoff and pollutant capture potential. The initial list of opportunities will be shared with the City via an interactive webmap for review prior to analysis and prioritization in Task 4.

D. Task 4: Stormwater Master Plan and CIP

i. This Task will begin with conducting H&H modeling for areas of known flooding within the City. Modeling will be conducted with EPA SWMM or an equivalent H&H model approved by the City to diagnose storm drain capacity deficiencies and recommend improvements.

ii. Modeling will also be conducted to estimate the water quality performance of identified stormwater capture project opportunities. Watershed modeling will be performed using available LSPC models that were calibrated for recent WMPs or scientific studies.

iii. After conclusion of modeling, the results will be combined with field condition assessments to prioritize a CIP that includes maintenance, repair, replacement, and new construction recommendations and cost estimates. The priorities for storm drains will be determined using a risk-based framework based on consequence of failure and probability of failure and will be phased according to the horizons specified in the scope above. Priorities for water quality projects will be aligned with MS4/WMP compliance goals and SCWP scoring criteria to maximize funding eligibility.

iv. The results and recommendations will be documented in a comprehensive Stormwater Master Plan document, and appended to the GIS database. All

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GIS layers will be posted to the City's GIS platform to allow staff to review and comment on all data. Finally, to support adaptability of the plan going forward, the Consultant will develop documentation, including How-To guides, on using and editing the stormwater GIS layers and a standard operating procedure for the City's catch basin cleaning crew to collect condition data on catch basin structures during routine operations.

v. Assumptions:

- H&H modeling will be conducted for up to two areas of the City with known flooding issues with a maximum combined drainage area of 200 acres
- The City will provide assistance posting stormwater GIS layers to the City's GIS for staff review
- City staff will review the final stormwater GIS layers
- City staff will provide final review and sign-off of all GIS deliverables, including data, metadata, and documentation

E. Task 5: Project Management

i. Throughout the course of the services, Craftwater's Project Manager will work closely with the City to track and adapt the project schedule using Microsoft Project. Consultant's enterprise-grade project management software will enable careful budget management, which will be reported on monthly. Consultant's team will include a direct lead for quality assurance/control with almost three decades of experience (Oliver Galang) to integrate QAQC at each critical step of the services provided for herein, which shall include multiple reviewers. All deliverables will be provided on time, in a clear and digestible manner, with assurance in the findings.

II. As part of the services, Consultant will prepare and deliver the following tangible work products to the City:

A. A Data Inventory Summary

B. A Condition Assessment Summary Memo

C. A Draft GIS-Based Storm Drain Database, including Existing Storm Drain Infrastructure Inventory (to be finalized in Task 4)

D. A Stormwater Quality Project Opportunity Webmap

E. A Final GIS-Based Storm Drain Database

F. A CIP Priority List

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G. An Outline of Final Report

H. A Stormwater Master Plan and Infrastructure Report (at 50% completion including draft CIP Priority List and at 90% including Preliminary Cost Estimates)

I. Monthly meeting agendas and meeting summaries (10), and monthly progress reports (12)

III. In addition to the requirements of Section 6.2, during performance of the services, Consultant will keep the City appraised of the status of performance by delivering the following status reports:

A. Email and telephonic status updates as required by the Contract Officer.

B. Monthly meeting agendas and meeting summaries (10), and monthly progress reports (12).

IV. All work product is subject to review and acceptance by the City, and must be revised by the Consultant without additional charge to the City until found satisfactory and accepted by City.

V. Consultant will utilize the following personnel to accomplish the services:

A. Oliver Galang

B. Brad Wardynski

C. Chad Helmle

D. Courtney Semlow

E. Tim Fairbank

F. Scott Eckersall

G. Bryce Swanson

H. Thom Epps

I. Brianna Datti

J. Other personnel of Consultant as approved by the Contract Officer.

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EXHIBIT "B"

SPECIAL REQUIREMENTS

(Superseding Contract Boilerplate)

Added text is indicated in ***bold italics***, deleted text is indicated in ~~strikethrough~~.

Section 1.1, Scope of Services, shall be modified as follows:

In compliance with all terms and conditions of this Agreement, the Consultant shall provide those services specified in the "Scope of Services" 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, Consultant represents ~~and warrants~~ that it has the qualifications, experience, and facilities necessary to properly perform the services required under this Agreement. ***The Consultant's services shall at all times be performed in a manner consistent with that degree of skill and care ordinarily exercised by practicing design professionals performing similar services in the same locality, at the same site and under the same or similar circumstances and conditions. The Consultant makes no other representations or warranties, whether expressed or implied, with respect to the services rendered hereunder***. ~~in a thorough, competent, and professional manner, and is experienced in performing the work and services contemplated herein. Consultant shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all services described herein. Consultant covenants that it shall follow the highest professional standards in performing the work and services required hereunder and that all 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.~~

Section 1.4, California Labor Law**,** Workers' Compensation shall be modified as follows**:**

(i) Consultant's Responsibility for Subcontractors. For every subcontractor who will perform work under this Agreement, Consultant 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. Consultant shall be required to take all actions necessary to enforce such contractual provisions and ~~ensure~~ ***monitor*** 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. Consultant shall diligently take corrective action to halt or rectify any such failure by any subcontractor.

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Section 1.6, Familiarity with Work, shall be modified as follows:

By executing this Agreement, Consultant ~~warrants~~ ***represents*** that Consultant (i) has ~~thoroughly~~ investigated and considered the scope of services 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, Consultant warrants that Consultant has or will investigate the site and is or will be fully acquainted with the conditions there existing, prior to commencement of services hereunder. Should the Consultant discover any latent or unknown conditions, which will materially affect the performance of the services hereunder, Consultant shall immediately inform the City of such fact and shall not proceed except at Consultant's risk until written instructions are received from the Contract Officer.~~

Section 1.7, Care with Work, shall be modified as follows:

The Consultant shall adopt reasonable methods 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 may be caused by City's own negligence.~~

Section 3.1 Time of Essence, paragraph 1 shall be modified as follows:

~~Time is of the essence in the performance of this Agreement.~~ ***Consultant agrees to provide its services in a timely manner, as expeditiously as is consistent with the professional standard of care, so as to cause no delay to the orderly progress of the Project, but the time for Consultant's performance shall be extended for delays outside of Consultant's reasonable control.***

Section 3.3 Force Majeure, paragraph 1 shall be modified as follows:

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 Consultant, including, but not restricted to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, ***pandemics***, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including the City, if the Consultant 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 Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Consultant's sole remedy being extension of this Agreement pursuant to this Section.

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Section 5.1 Insurance Coverages, shall be modified as follows:

~~Without limiting Consultant's indemnification of City~~, ***The procuring of the required insurance coverage herein shall not be construed to limit Consultant's obligations to the City under this Agreement,*** and prior to commencement of any services under this Agreement, Consultant shall obtain, provide and maintain at its sole cost and expense during the Term of this Agreement, policies of insurance of the type and amounts described below ~~and in a form~~ ***on standard forms to be*** satisfactory to City.

(a) General Liability Insurance. Consultant 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 $1,000,000 per occurrence, $2,000,000 general aggregate, for bodily injury, personal injury, and property damage, including without limitation, blanket contractual ***liability pursuant to ISO form CG 00 01 or carrier equivalent.*** ~~liability.~~ 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. Consultant 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 Consultant arising out of or in connection with the services to be performed under this Agreement~~, including coverage for any owned ***(if any)***, 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. Consultant shall maintain professional liability insurance that covers ~~the Services to be performed in connection with this Agreement~~ ***claims arising from the negligent acts, errors, or omissions of the Consultant , 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 Consultant 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. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of ~~at least~~ $1,000,000 ***each accident/employee/policy limit***).

(f) Additional Insurance. ~~Policies of such other insurance, as may be required in the Special Requirements in Exhibit "B".~~ ***None.***

Section 5.2 General Insurance Requirements, shall be modified as follows:

(a) Proof of Insurance. Consultant 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. ***The Consultant's insurance certificates and endorsements shall be approved by City's Risk Manager prior to the execution of this Agreement. Current certificates of insurance shall be kept on file with City at all times during the Term of this Agreement.*** 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

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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. Consultant 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 Consultant, its agents, representatives, employees or subconsultants.

(c) Primary/Noncontributing. ~~Coverage~~ ***To the extent afforded to the additional insureds, coverage provided*** by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required 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 noncontributory 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 ***commercially reasonable*** premium paid by City will be promptly reimbursed by Consultant or City will withhold amounts sufficient to pay premium from Consultant 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 ***at least*** 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~~ ***To the extent permitted by the applicable insurance policies, the*** 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 ***acting on City's behalf in the performance of this Agreement. Consultant shall require similar waivers and insurance clauses from each of its subconsultants as required herein.*** ~~or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.~~

(m) Pass Through Clause. Consultant agrees to ***require*** ~~ensure~~ that its subconsultants, subcontractors, and any other party involved with the services who is brought onto or involved in the services by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes.

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Section 5.3 Indemnification, shall be modified as follows:

~~To the full extent permitted by law, Consultant 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, 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, operations or activities provided herein of Consultant, its officers, employees, agents, subcontractors, or invitees, or any individual or entity for which Consultant is legally liable ("indemnitors"), or arising from Consultant's or indemnitors' reckless or willful misconduct, or arising from Consultant's or indemnitors' negligent performance of or failure to perform any term, provision, covenant or condition of this Agreement, and in connection therewith:~~ ***To the full extent permitted by law, Consultant agrees to indemnify and hold harmless (but not defend) the City, its officers, and employees and agents ("Indemnified Parties") against, and will hold each of them harmless from losses, claims, damages, and expenses (including reasonable attorneys' fees) (herein "claims or liabilities") that may be asserted or claimed by any third party to the extent caused by the Consultant's negligent acts, errors, or omissions in the performance of the services provided herein of Consultant, its officers, employees, agents, subcontractors, or invitees, or any individual or entity for which Consultant is legally liable ("indemnitors"), or arising from Consultant's or indemnitors' reckless or willful misconduct.***

~~(a) Consultant will defend any action or actions filed in connection with any of said claims or liabilities and will pay all costs and expenses, including legal costs and attorneys' fees incurred in connection therewith;~~

~~(b) Consultant will promptly pay any judgment rendered against the City, its officers, agents or employees for any such claims or liabilities arising out of or in connection with the negligent performance of or failure to perform such work, operations or activities of Consultant hereunder; and Consultant 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 Consultant 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 Consultant hereunder, Consultant 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.~~

~~(d)~~***(a)*** Consultant shall incorporate similar indemnity agreements with its subcontractors and if it fails to do so Consultant 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 Consultant in the performance of professional services hereunder. The provisions of this Section do not apply to claims or liabilities occurring as

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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 Consultant and shall survive termination of this Agreement.

Section 6.3 Ownership of Documents, shall be modified as follows:

All drawings, specifications, maps, designs, photographs, studies, surveys, data, notes, computer files, reports, records, documents and other materials (the "documents and materials") prepared by Consultant, 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 Consultant 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 Consultant will be at the City's sole risk and without liability to Consultant, ~~and Consultant's guarantee and warranties shall not extend to such use, reuse or assignment~~. Consultant may retain copies of such documents for its own use. Consultant shall have the 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 Consultant fails to secure such assignment, Consultant shall indemnify City for all damages resulting therefrom. Moreover, Consultant 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.

Section 7.2 Disputes; Default, shall be modified as follows:

In the event that Consultant is in default under the terms of this Agreement, ~~the City shall not have any obligation or duty to continue compensating Consultant for any work performed after the date of default. Instead,~~ the City may give notice to Consultant of the default and the reasons for the default. The notice shall include the timeframe in which Consultant may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant, as determined by the Contract Officer. The cure period may run concurrently with the termination period as provided in Section 7.7, if the option to cure in the alternative to termination. During the period of time that Consultant is in default, the City ***may***~~shall~~ hold all invoices and shall, when the default is cured, proceed with payment on the invoices. 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 Consultant does not cure the default, the City may take necessary steps to terminate this Agreement under ~~this~~ Article ***7.8***. Any failure on the part of the City to give notice of the Consultant'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. ***If any dispute arises between City and Consultant in connection with this Agreement or the breach thereof, the parties shall immediately attempt in good faith to settle the same by participation in a "meet-and-confer" session to include decision makers from both parties in an attempt to resolve the dispute in its***

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early stages. If such session does not result in a prompt agreement between City and Consultant concerning the disputed matters, City and Consultant agree to engage in non-binding mediation of any claim as a condition-precedent to commencing litigation in a court of competent jurisdiction. If the parties do not resolve the dispute through mediation pursuant to this Section, the method of binding dispute resolution shall be litigation in a court of competent jurisdiction in accordance with Article 7.1.

Section 7.3 Retention of Funds**,** shall be modified as follows:

~~Consultant hereby authorizes City to deduct from any amount payable to Consultant (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 Consultant's acts or omissions in performing or failing to perform Consultant'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 Consultant, 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 Consultant to insure, indemnify, and protect City as elsewhere provided herein.~~ ***City shall not impose a penalty on Consultant unless Consultant has been found liable for the amounts in a binding dispute resolution proceeding.***

Section 7.9 Attorneys' Fees, shall be deleted in its entirety.

A new Section 9.8 shall be added to the Agreement as follows:

9.8 <u>Waiver of Consequential Damages</u>.

Neither the City nor the Consultant shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of, or connected in any way to the Project or this Agreement. This mutual waiver includes, but is not limited to, damages related to loss of use, loss of profits, loss of income, loss of reputation, unrealized savings or diminution of property value and shall apply to any cause of action including negligence, strict liability, breach of contract and breach of warranty.

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EXHIBIT "C"

SCHEDULE OF COMPENSATION

I. Consultant shall perform the following tasks at the following rates**:**

Task Description	Total Cost
Task 1. Data Gathering	
Data Inventory Summary (Email)	$16,444
Task 1 Subtotal	**$16,444**
Task 2. Condition Assessment	
Condition Assessment Summary Memo	$98,944
Task 2 Subtotal	**$98,944**
Task 3. System Inventory	
Draft GIS-Based Storm Drain Database, including Existing Storm Drain Infrastructure Inventory	$27,560
Stormwater Quality Project Opportunity Webmap	$21,024
Task 3 Subtotal	**$48,584**
Task 4. Stormwater Master Plan and CIP	
Final GIS-Based Storm Drain Database	$7,321
Initial CIP Priority List	$87,126
Outline of Final Report	$14,984
Stormwater Master Plan and Infrastructure Report at 50% including CIP Priority List	$10,548
Stormwater Master Plan and Infrastructure Report at 90% including Preliminary Cost Estimates	$23,529
Five (5) Copies of Final Report and One Electronic Copy	$6,329
Task 4 Subtotal	**$149,836**
Task 5. Project Management	
Monthly meeting agendas and meeting summaries (10 @ 1,819.90 each)	$18,199
Monthly progress reports (12 @ 824 each)	$9,888
Task 4 Subtotal	**$28,087**
Grand Total	**$341,895**

II. Within the budgeted amounts for each Task, and with the approval of the Contract Officer, funds may be shifted from one Task subbudget to another so long as the Contract Sum is not exceeded per Section 2.1, unless Additional Services are approved per Section 1.9.

III. The City will compensate Consultant for the services performed upon submission of a valid invoice. Each invoice is to include:

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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.

IV . The total compensation for the services shall not exceed the Contract Sum as provided in Section 2.1 of this Agreement.

V. The Consultant's billing rates for all personnel are attached as Exhibit "C-1".

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EXHIBIT "C-1"

Employee	Helmle, Chad	Galang, Oliver	Wardynski, Bradley	Semlow, Courtney	Fairbank, Tim	Epps, Thom	Datti, Brianna	Takahashi, Andrew	Kurtzman, Heather	Acker, Sam	Nguyen, Ky
Billing Category	President	President	Senior Project Manager	Principal	Principal	Principal Water Resources Engineer/ Scientist/ Planner	Principal Water Resources Engineer/ Scientist/ Planner	Senior Project Engineer	Civil Designer	Water Resources Engineer/ Scientist/ Planner	Project Account-ant
Billing Rates	$ 375	$ 375	$ 300	$ 320	$ 320	$ 282	$ 282	$ 226	$ 169	$ 200	$ 185

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EXHIBIT "D"

SCHEDULE OF PERFORMANCE

I. Consultant shall perform all services timely in accordance with the following schedule:

	Description	Days to Perform	Deadline Date
A.	**All tasks**	1 year	1 year from City's issuance of a Notice to Proceed

TASK	START	END
Task 1: Data Gathering	NTP	NTP+1 month
Task 2: Condition Assessment	NTP+2 months	NTP+5 months
Task 3: System Inventory	NTP+3 months	NTP+7 months
Task 4: Stormwater Master Plan and CIP	NTP+7 months	NTP+12 months
Task 5: Project Management	NTP	NTP+12 months

II. The Contract Officer may approve extensions for performance of the services in accordance with Section 3.2.

CRAFTWATER
SCIENCE • STRATEGY • ENGINEERING

phone: 213.393.2392
email: info@craftwater.com
web: craftwater.com

September 5, 2025

Maliha Ansari
Cc Stephanie Ryan
City of Glendora
116 E. Foothill Boulevard
Glendora, CA 91741

Subject: Craftwater Proposal for Stormwater Master Plan (Plan #1376 – FY 2025-26)

Dear Ms. Ansari:

On behalf of Craftwater Engineering, Inc., (Craftwater) we are pleased to submit our proposal to partner with the City of Glendora in developing a comprehensive Stormwater Master Plan. Our team—consisting of **Craftwater, Eckersall, and Innerline Engineering**—brings unparalleled expertise in stormwater science, strategy, and engineering, coupled with deep, hands-on familiarity with Glendora's local watershed challenges and regulatory landscape.

Since 2020, Craftwater has proudly supported the City in securing over **$21 million in Safe, Clean Water Program (SCWP)** funding and leading technical efforts for transformative projects such as the **Finkbiner Park Stormwater Capture Project** and the **Glendora Avenue Green Street**. Our direct involvement in these initiatives, as well as our prior role in developing the **Upper San Gabriel River Watershed Management Program (WMP)**, positions us uniquely to help the City meet its compliance, infrastructure, and sustainability goals. What sets our team apart is:

1. **Integrated Expertise:** Craftwater's growing team of 38 professionals—combined with our subconsultant partners—seamlessly combines expertise in regulatory compliance, watershed planning, civil engineering design, hydrology and hydraulics, and geospatial data systems.

2. **Proven Local Impact:** Beyond our past success in Glendora, we have led the **Pasadena Stormwater Master Plan** and over **25 watershed planning efforts region-wide**, bringing adaptive, data-driven solutions that secure funding eligibility and foster community trust.

3. **Regulatory & Funding Strategy Leadership:** Craftwater is the **most active consultant in the SCWP**, with leadership roles in adaptive management, policy development, and the SCWP Technical Working Group. This ensures your Master Plan (which we understand is funded by the SCWP Municipal Program) will be fully aligned with SCWP funding criteria and MS4 compliance pathways.

4. **Pragmatic & Implementation-Focused:** Our philosophy is simple—create plans that don't gather dust. We focus on real-world implementation strategies backed by clear data, achievable phasing, and cost-effective solutions.

Our proposed Project Manager, **Brad Wardynski, PE**, brings a wealth of experience in stormwater master planning, having led or supported over **25 major stormwater planning projects**, including Pasadena and Alhambra's master plans and recent Countywide planning for the SCWP. Brad will be joined by a seasoned leadership team including **Chad Helmle, PE** (Principal-in-Charge), **Oliver Galang, PE** (QA/QC), and **Courtney Semlow, PE, CFM** (Engineering Lead), each bringing decades of practical, technical, and policy expertise. We are also excited to introduce **Tim Fairbank**, **PE** (Hydrology and Hydraulics Lead), who recently joined us after a respected tenure as Chief of the US Army Corps of Engineers' Hydrology and Hydraulics Branch of the Los Angeles District.

We are excited for the opportunity to deepen our collaboration with the City of Glendora and to help forge a resilient, sustainable, and fundable stormwater future. We confirm our availability to deliver the project within the proposed timeframe and budget, with a commitment to excellence in service and outcomes.

Thank you for your consideration. Should you have any questions, please contact me directly at **brad.wardynski@craftwater.com** or **213-393-2392**.

Sincerely,



Brad Wardynski, PE
COO, Science & Modeling Practice Lead



CRAFTWATER

SCIENCE • STRATEGY • ENGINEERING

Proposal:

CITY OF GLENDORA STORMWATER MASTER PLAN

PLAN #1376 - FY26-26

Revised September 5, 2025

Little Dalton Wash, Glendora, CA

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Compton Creek Outfall Screening for LRS Adaptation Scientific Studies, Los Angeles, CA

1. WORK EXPERIENCE

At Craftwater, we see an opportunity to do things differently. We bring our own style and personality to stormwater management in Los Angeles County, and have built a team of the best talent in the space with a passion to fundamentally transform urban watersheds. We don't just see ourselves as engineers, scientists, and planners - we're innovators, storytellers, and change-makers. The sections below introduce the Craftwater Team, which includes Craftwater, Eckersall, and Innerline Engineering, and describe our experience performing work similar to the services in the City of Glendora's (City's) Request for Proposals (RFP).

Firm Introduction

At Craftwater, we apply science, strategy, and engineering to restore balance to our watersheds and uplift local communities. By thoughtfully uniting these three elements, **we create solutions that aren't just visionary, they're also practical and enduring**. This is particularly important in the Los Angeles region, where we have seen some agencies get stuck in a seemingly endless cycle of planning, and replanning, and replanning again – only to experience frustration from interested parties and regulators who want to see action. **Craftwater is offering a clear-eyed alternative, where ideas become infrastructure**, instead of being recycled until they are too rusty to pass muster with interested parties. And while **we can tune watershed models to right-size compliance plans and cleverly navigate MS4 Permit provisions** to buy much-needed time, we prefer the fulfillment that comes from taking meaningful action to plan, design, build, monitor, and optimize projects in the real world.

In 2019, these drivers led to the formation of Craftwater (**a California S Corporation**). We brought together the best leaders in the stormwater industry to fundamentally transform watersheds through science-based planning and analysis, ambitious regulatory change, and bold (yet pragmatic) design. And we did it with a candid, light-hearted spirit. Our team is united by a hunger to tackle emerging water issues in new ways and a belief that we can have fun while we're at it – and we are rapidly growing as a result, with two main offices in Pasadena and San Diego, and three satellite offices in Orange County, Detroit metro, and DC metro. At the time of this Statement of Qualifications, **we employ 38 talented staff, and, by estimated contract execution, we are projected to employ a total of 41 or more.** Our growing team, under the guidance of recognized industry experts, gives us the staffing capability to deliver quality work on time across the full breadth of this RFP's scope. For more information about our vision and breadth of expertise, please visit our website at **www.craftwater.com**.



Arroyo Seco, Los Angeles, CA

Regional Experience

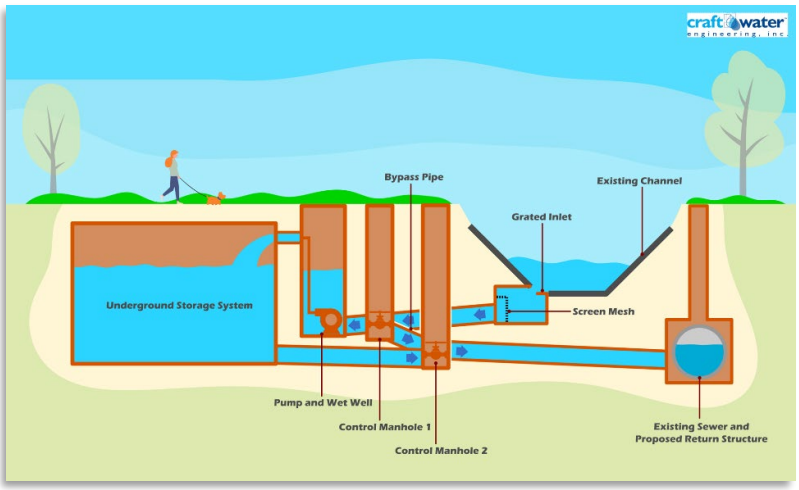
Craftwater as a company was built by assembling leaders with the unique skill and style to provide services across all tasks in the RFQ. While most firms are known for their specialty in one or two facets of stormwater management, Craftwater is recognized for expertise across the full breadth of stormwater program development, implementation, and adaptation. **In particular, our team is the most active and trusted consultant in the Safe, Clean Water Program (SCWP) and known for generating effective stormwater master plans in the San Gabriel Valley. This experience is particularly valuable to ensure that the Stormwater Master Plan (and projects that it generates) are eligible for SCWP funding.**

For example, in just the past six years, Craftwater has…

- Led over **25 watershed planning efforts spanning millions of acres**, including the Pasadena Stormwater Master Plan, Alhambra Stormwater Master Plan, countywide SCWP Initial Watershed Plans, and countywide plans for Ventura and San Mateo Counties
- Led **MS4 permit negotiations** and strategic response to State Board orders on behalf of the San Gabriel Valley Council of Governments
- Been **the trusted advisor** on **six Watershed Management Program Adaptive Management** submittals in the Los Angeles Region and ongoing coordination with Regional Board staff, identifying opportunities to integrate new information and lessons learned towards cost-effective management
- **Built the first Fire Effects Model** in the region to characterize the impacts of fires on water quality and paired with the likely exacerbation of these impacts under projected climate change
- Led or supported **9 Safe, Clean Water Program-funded scientific studies** (with three more recently approved for future funding)

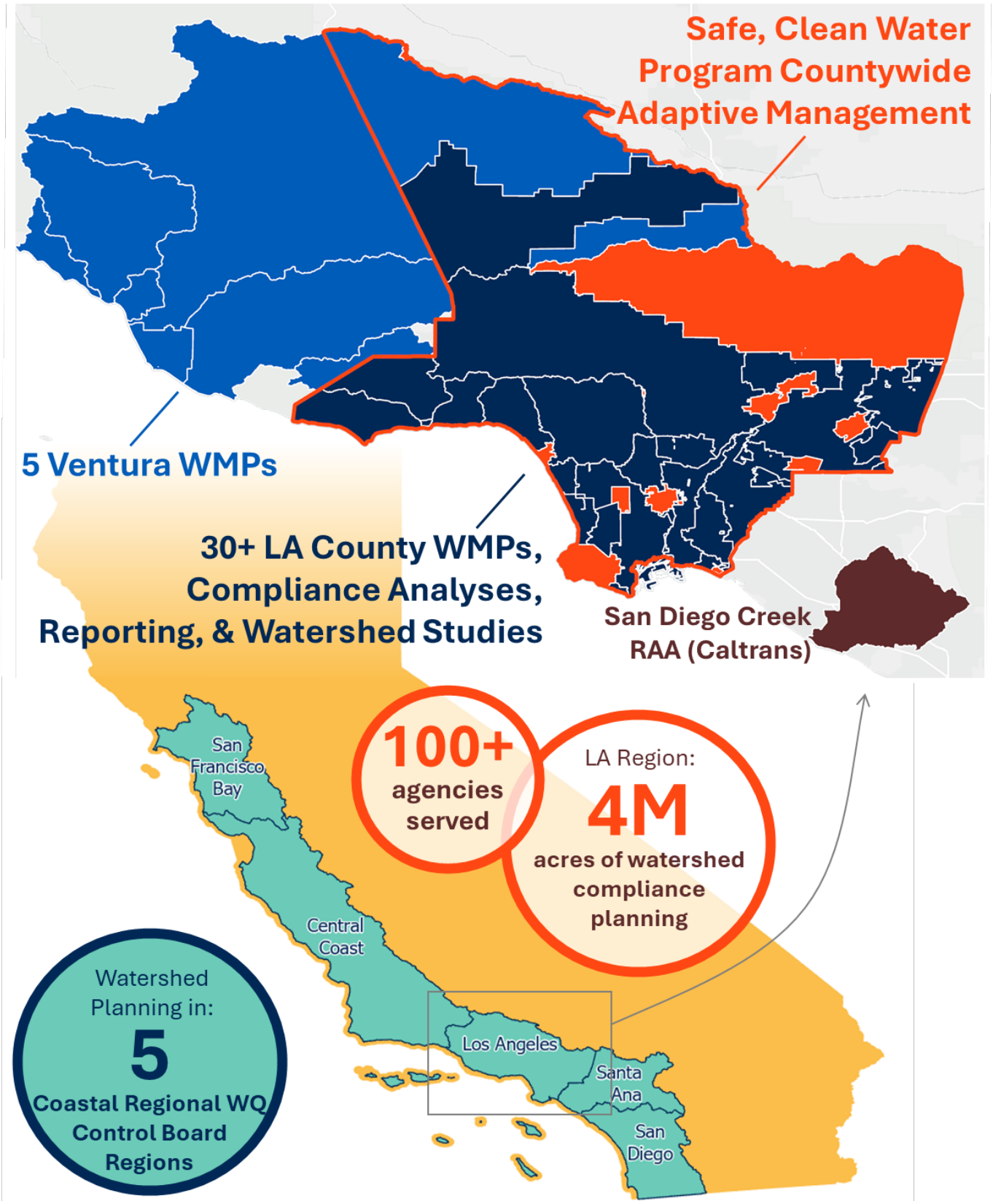


- **Revolutionized the approach to bacteria compliance planning**, including overseeing targeted monitoring
- Adapted and developed **extensive guidance and resources for the Safe, Clean Water Program**'s scoring criteria, watershed planning, reporting/monitoring requirements, engagement strategies, Tax Credit Trading Program, and key policy definitions, including **disadvantaged community benefits**
- **Conducted feasibility studies for over 65 stormwater capture projects** to earn our municipal partners **$470M in grant funding**
- **Designed over 30 stormwater capital infrastructure projects**–from small drainage designs, to parcel- and street-segment-scale green infrastructure, to regional facilities that treat as much as **42-acre-foot of stormwater per event** –across the state of California with a construction cost of over **$750 Million**
- Been the **only consultant invited to join LA County Public Works' Safe Clean Water Technical Working Group** charged with strategically addressing the implementation, operation, and maintenance of stormwater capture projects





Caruthers Park Stormwater Capture Project, Bellflower, CA



Craftwater's Team Brings Diverse Experience from Across California, with Extensive Recent Experience Serving Practically All Municipal Agencies In the LA Region

Experience With the City of Glendora

In addition to our experience performing similar stormwater master planning work throughout the region and shaping the SCWP, Craftwater's leaders have local experience working with the City. Since 2020, **we've helped the City secure over $21M from the SCWP** for technical support, design, and construction of stormwater projects, including the Finkbiner Park Stormwater Capture Project and the Glendora Avenue Green Street.

Since 2022, we have been working closely with the City on the **design of the Finkbiner Park Stormwater Capture Project**, and Craftwater's founding members also supported the **development of the original Upper San Gabriel River Watershed Management Program (WMP)**. This hands-on experience means that we are keenly aware of the City's objectives and recent steps towards meeting compliance goals.



Craftwater is Supporting the City with Design of the Finkbiner Park Stormwater Project



Stormwater Master Planning Experience

Watershed planning is the nexus of Craftwater's three core strengths: **science, strategy, and engineering.** All too often, though, a seemingly endless cycle of planning and re-planning (and re-planning) can lead to fatigue, and can recommend solutions that are too vague to be implemented, too complicated to interpret, or too expensive to unachievable in the real world. If these plans "sit on the shelf," this can breed distrust by constituents and interested parties who expect timely action. Craftwater's proven approach to water resources planning avoids the pitfalls described above by focusing on:

1. **implementation and operational utility,**
2. **transparency and clear communication,**
3. **stewardship and cross-program integration, and**
4. **a clear-eyed modeling approach that acknowledges uncertainties.**

This philosophy—applied during the example projects described on the following pages—yields implementation-oriented and program-minded recommendations.

HIGHLIGHTED EXAMPLE:
PASADENA STORMWATER MASTER PLAN

Client: **City of Pasadena**
Schedule: **Apr 2020-Dec 2024**
Contract Value: **$750,000**

Reference: **Dawn Petschauer,**
Stormwater Program Administrator, 626-744-3929
dpetschauer@cityofpasadena.net
100 North Garfield Ave, Pasadena, CA

Craftwater and our partner, Eckersall, supported the City of Pasadena with a **comprehensive stormwater master plan, including storm drain condition assessment and planning, water quality project identification, regional stormwater project feasibility studies, and full design of stormwater capture facilities.** Each of these efforts built upon each other positioning the City to have a greater in-depth understanding of their stormwater needs and potential solutions.

The City of Pasadena includes an extensive network of drainage infrastructure that must be monitored and maintained to protect life and property and to manage discharge of pollutants in stormwater (over **90 miles of gravity mains**, 12 miles of open channel, 2,718 catch basins, and 1,697 maintenance holes when considering City-, County-, and Caltrans-operated facilities). **Pasadena also sits on the divide between multiple receiving watersheds, which creates challenges for watershed planning** because runoff exits the City from many points along its border. Additionally, runoff from upstream Unincorporated County area that flows through the City represents an opportunity for partnership and credit trading if regional projects were designed and built to manage these flows.

To convergently manage its MS4, Craftwater conducted an integrated storm drain and watershed master plan to simultaneously inform data-driven capital planning decisions around drainage, water quality improvement, and water supply augmentation. The plan first developed a **comprehensive inventory and condition assessment of the City's drainage infrastructure,** which is a critical component for drainage improvement planning, and also to understand the best opportunities for water quality and water supply projects (i.e., to support WMP and Safe, Clean Water Program implementation). **After the system was inventoried, new multi-benefit stormwater project opportunities were identified, modeled, and prioritized to supplement WMP implementation planning with an emphasis on engineering feasibility and programmatic synergy.**

The master plan, in conjunction with the City and other interested stakeholder input, identified two multi-benefit, regional capture projects along the Arroyo Seco corridor. The Craftwater team subsequently led the development of the preliminary design, feasibility study report, and construction ready design documents (PS&E) for each location. Both projects support the goals described in the Upper LA River WMP and the Load Reduction Strategy (LRS).

Additional Stormwater Planning Examples

PROJECT NAME, DATE, SERVICES	CLIENT, CONTRACT VALUE	REFERENCE
Stormwater Master Plan: 7/2020-5/2022 Stormwater project ID and prioritization	**City of Alhambra** $96k	Latoya Waters 626) 570-5036 lwaters@cityofalhambra.org
preSIP Scientific Study: 12/2020-Present Engagement, project ID & prioritization, compliance analysis	**SGVCOG** $2.3M	Mackenzie Bolger 626-214-1316 mbolger@sgvcog.org
SCWP Metrics & Monitoring Study/Initial Watershed Plans: 9/2021-Present Watershed planning and characterization	**LA County Public Works** $2M	Kirk Allen 626-458-4331 kallen@dpw.lacounty.gov
Drainage Master Plan Support: 12/2020-8/2024 Stormwater project prioritization	**City of Huntington Beach** $27k	Lili Hernandez 714-374-5386 lhernandez@surfcity-hb.org
Gateway Area Pathfinding (GAP) Analysis: 2/2022-10/2024 Stormwater project ID, prioritization, compliance analysis	**Gateway Water Management Authority** $610k	Grace Kast 626-485-0338 Gracekast.gateway@gmail.com

Project Management Approach

Craftwater has a proven record of delivering complex, multi-stakeholder stormwater and watershed projects on time and within budget – even as regulatory requirements, technical needs, and community expectations evolve. **Trusted on over 25 as-needed and on-call contracts, including for the SGVCOG and LA County Public Works** (SCWP, Water Quality Monitoring, and Engineering), our project management approach is grounded in proactive coordination, transparent communication, and adaptive planning. For example, Craftwater was engaged in December 2024 by the Los Angeles County Public Works' SCWP Administration Team to lead extensive adaptations to the program under an incredibly rapid schedule (including analysis and deliverables due just weeks after notice to proceed). Across seven tasks including Regional Program financial modeling, development of public facing technical guidance, hydrologic modeling and sensitivity analysis, SCWP Scoring criteria adaptations, revisions to program policy documents, several public engagement events, and QA/QC of the online Reporting and Projects modules developed by other consultants, **we completed over 29 deliverables on time or ahead of schedule over the course of just five months**.



Across more than 65 SCWP Infrastructure Program projects, Craftwater has consistently demonstrated our ability to manage overlapping deadlines, technical deliverables, and stakeholder input while maintaining schedule integrity and cost control. Our project managers are skilled at aligning technical workplans with compliance milestones, identifying and mitigating risks early, and keeping diverse partners focused on shared outcomes. Whether leading feasibility studies, adaptive management reporting, or full project delivery, Craftwater's disciplined, responsive, and experienced project management team ensures that our clients' goals are achieved – even in dynamic regulatory and funding environments.

> **"If any issues arise, Craftwater would be better prepared to pivot and come up with a workable solution..."**
>
> **- City of Arcadia Staff Report, May 2020**

In addition to the operational and maintenance components of managing contracts, **Craftwater also brings extensive experience in the on-the-ground operations and maintenance (O&M) components of stormwater capture projects and watershed programs**, including optimization of non-structural programs and prescription targeted infrastructure maintenance. Craftwater has successfully managed complex, multi-phase stormwater infrastructure projects from early concept through construction and post-construction performance monitoring, many of which involve long-term implementation schedules and evolving regulatory requirements. Our team routinely develops O&M plans as part of feasibility studies and design packages, including detailed cost projections, staffing recommendations, and adaptive maintenance strategies aligned with SCWP requirements and MS4 compliance obligations. We design with maintenance in mind – integrating features such as access paths, cleanout structures, vector control elements, and simplified monitoring interfaces to reduce lifecycle costs and labor demands. **This experience was recognized when we were the only consultant invited to join LA County's Safe Clean Water Work Group focused on O&M of stormwater capture projects.**

Exemplary Projects Demonstrating Reliable, Long-Term Project Management and Program Support

RECENT EXAMPLE PROJECTS	CLIENT REFERENCE	MANAGEMENT HIGHLIGHTS
SCWP 2025 Adaptive Management	Mayra Cabrera LA County Public Works mcabrera@dpw.lacounty.gov	29 on-time deliverables under aggressive schedule with high public visibility
Rio Hondo/San Gabriel River WMP, Feasibility Studies, and Project Designs	Alex Tachiki City of Monrovia atachiki@monroviaca.gov	Ongoing WMP program support for 6 years, including proactive program adaptations in response to evolving project feasibility information and regulations
preSIP and LRS Adaptation Scientific Studies	Turner Lott SCAG (formerly SGVCOG) wtl7190@gmail.com	4+ years of successful project management and

2. PROJECT UNDERSTANDING & APPROACH

Below we describe our understanding of the project, our unique approach, and the highly qualified team we propose to deliver the scope of work.

Understanding

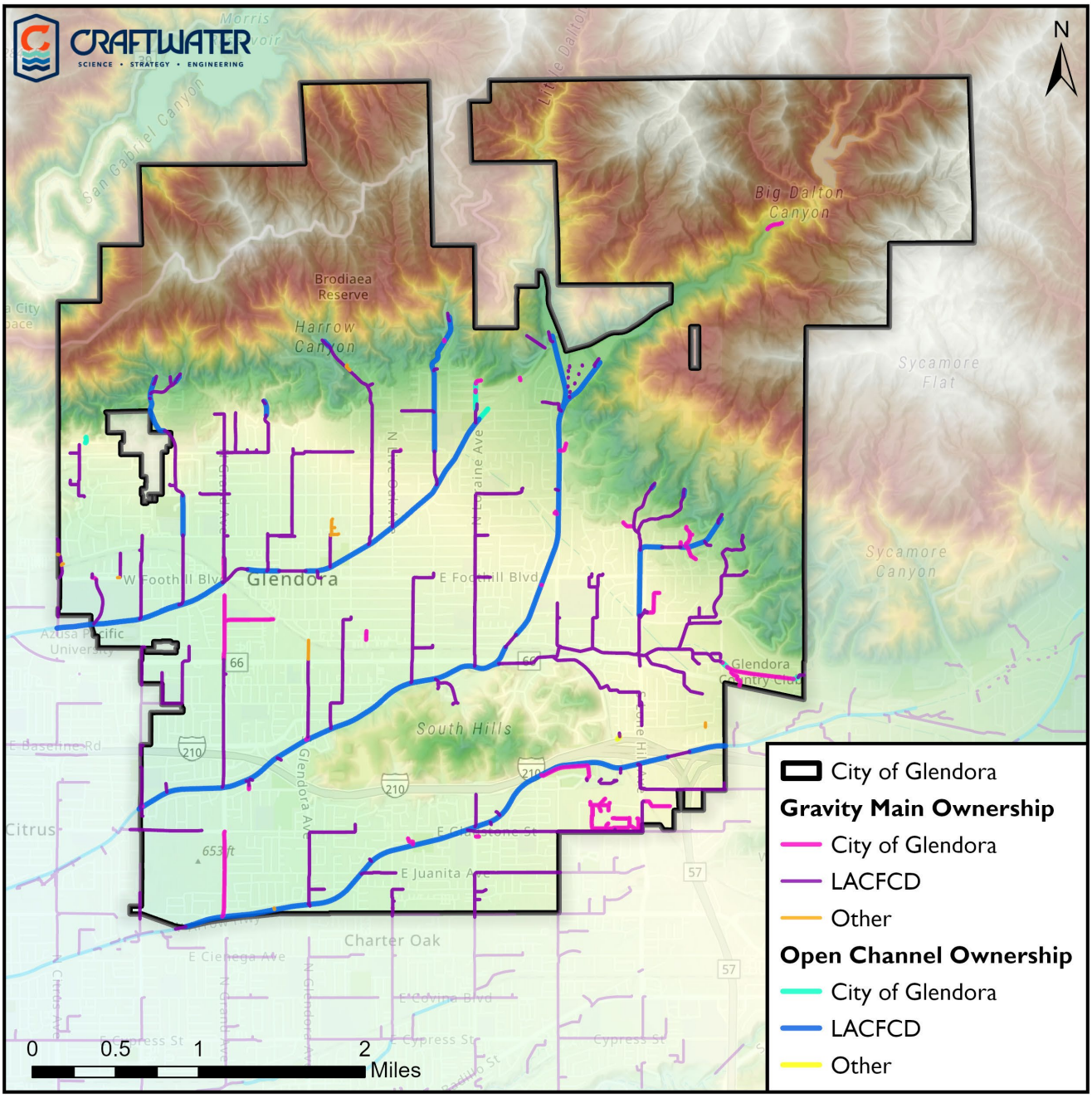
Craftwater understands that the City needs a comprehensive GIS database of City-managed stormwater assets that includes current condition and repair/replacement recommendations. One of the greatest challenges of this project will be identifying and delineating the extent of stormwater infrastructure maintained by the City. To develop an initial estimate, Craftwater inventoried the storm drain infrastructure data available from Los Angeles County Public Works, which suggests that the City may be responsible for **over 9.7 miles of storm drain pipes and channels and at least 387 storm drain nodes (see below)**.

This quantity includes **infrastructure that appears to be mislabeled in the County's data** (e.g., labeled as maintained by Gardena or Glendale but located within the City of Glendora). The existing data also indicate **over 30 "orphaned" catch basins** with no associated pipes, which means there is likely additional City infrastructure that must be found and digitized to complete the City's network. **This scavenger hunt for unmapped infrastructure is a key step that must be completed before initiating condition assessment.**

Initial Drainage Infrastructure Inventory Within City Limits

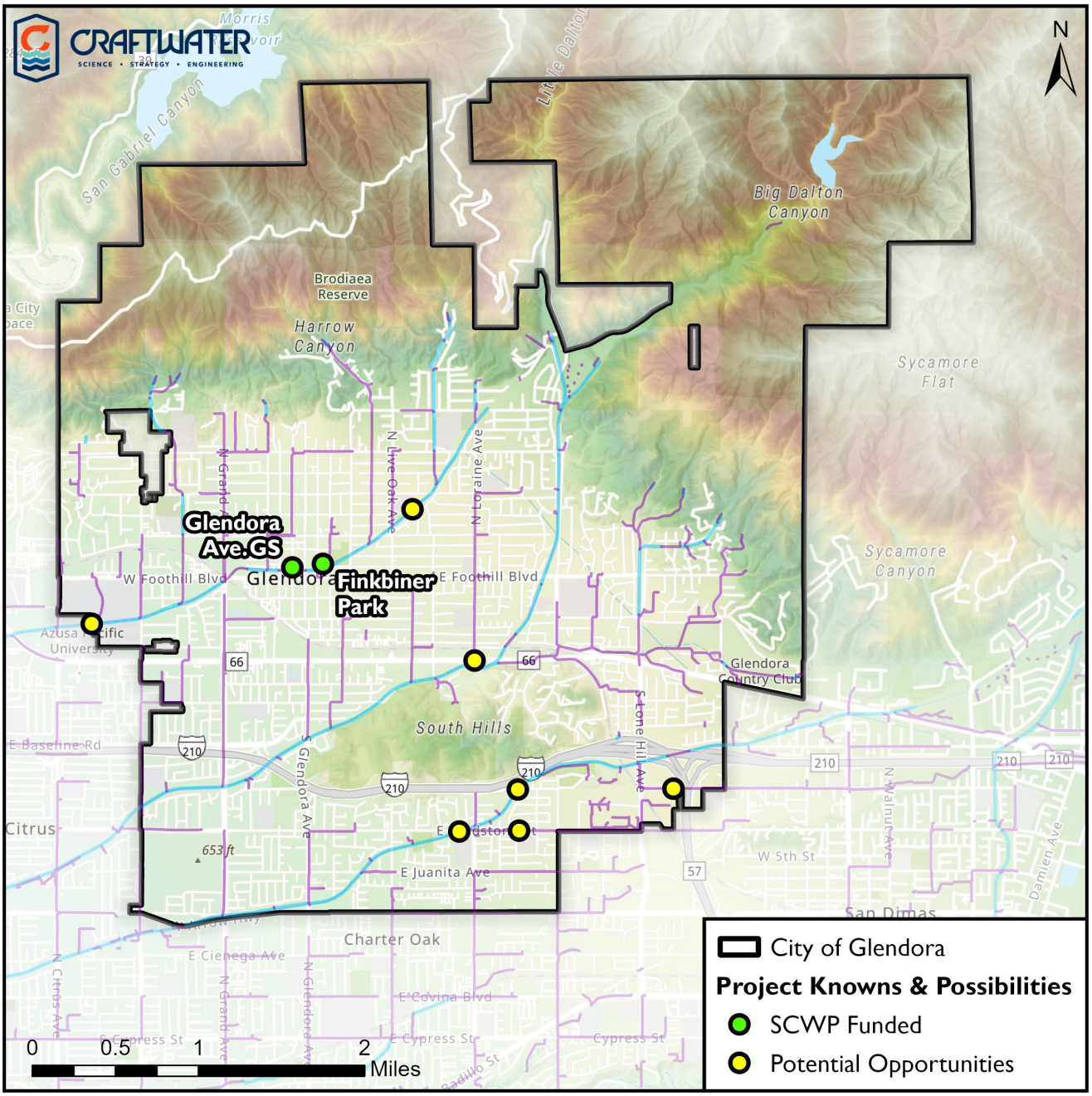
Maintained By	Pipes & Channels		Nodes	
	Miles	%	#	%
Glendora*	**9.7**	**17%**	**387**	**26%**
LACFCD	47.0	81%	1,063	72%
Private	0.7	1%	9	1%
Caltrans	0.1	0%	3	0%
Other	0.1	0%	8	1%

*Includes assets with unknown, null, or mislabeled ownership



Craftwater Conducted an Initial Inventory of Storm Drain Infrastructure to Characterize Ownership and Identify Orphaned Structures

We also understand that identifying and prioritizing stormwater quality projects is a key element of this stormwater master plan. According to the 2021 WMP Update, **the City is responsible for building over 87 acre-feet of stormwater capture capacity by 2036**. Through our SCWP planning experience, we have already begun the process of summarizing existing stormwater capture projects in the City and identifying new opportunities. The map below shows that **we have a head-start on the process** and are prepared to work with the City to efficiently identify a suite of stormwater quality projects to pair with storm drain improvements.



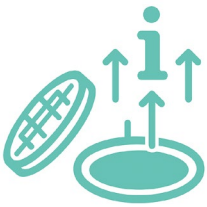
Craftwater Already Completed an Initial Inventory of Stormwater Capture Projects and Opportunities in the City

Finally, based on review of the City's SCWP Municipal Annual Plan, we understand that this effort would be funded by the SCWP Municipal Program, which comes with numerous reporting requirements to ensure eligibility of funding, including demonstrating a clear nexus to stormwater capture and water quality improvement. **It is critical to develop the master plan in a way that complies with the specific Activity Goals and Metrics described in the Annual Plan.**

Approach



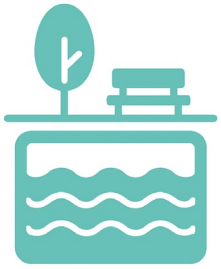
1. To identify and digitize the currently unmapped infrastructure, the team will employ an approach similar to that used in the City of Pasadena. We will start with a desktop analysis to review the orphaned nodes alongside aerial imagery and Google Street View to verify alignments of currently unmapped pipes. Where necessary, as-built plans provided by the City will be used to verify pipe ownership and alignment.



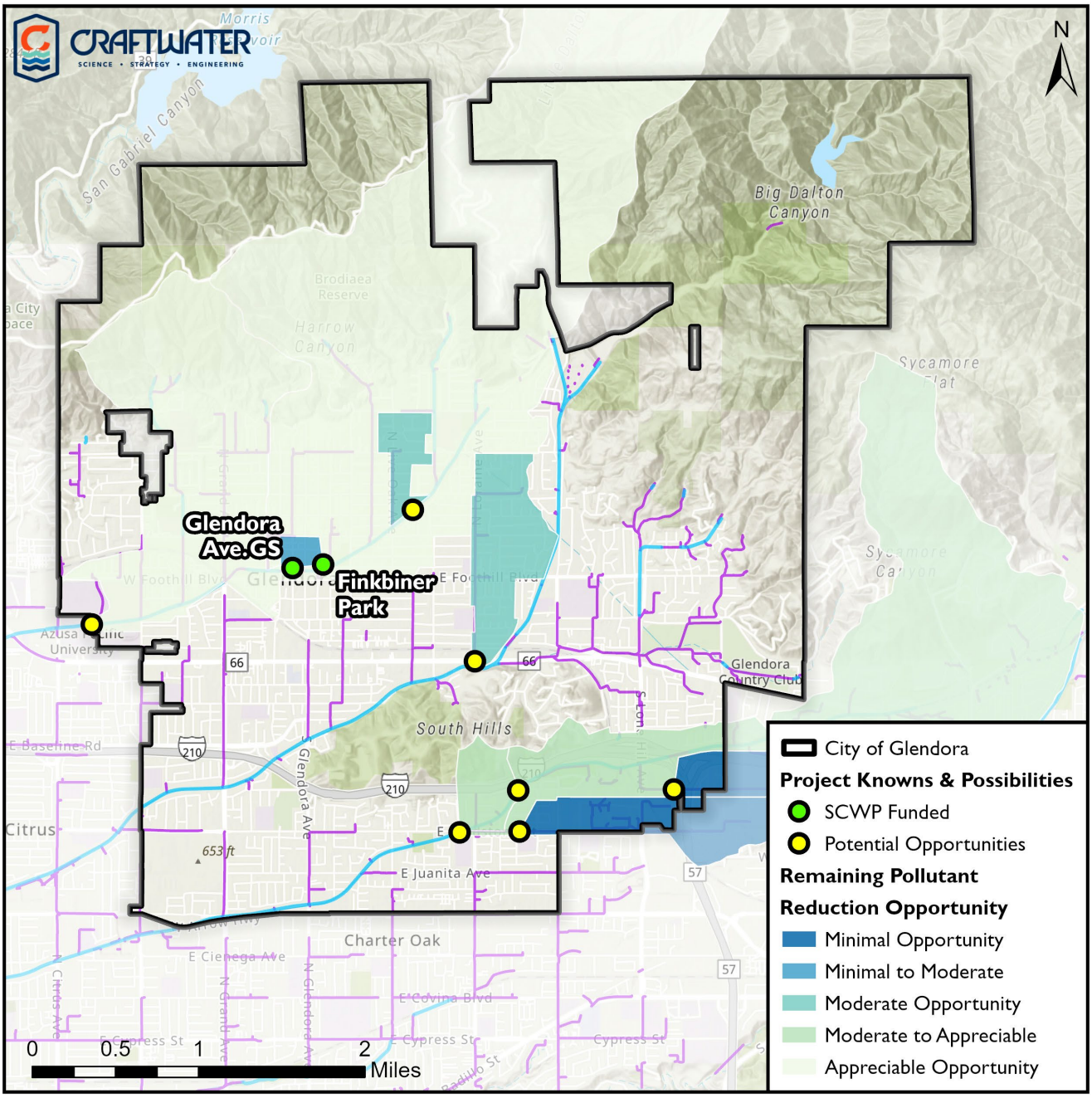
2. The City-maintained drainage network will then be evaluated via a combination of CCTV (for longer pipe segments), push camera (for laterals and shorter pipe segments), and visual inspection of nodes and open channels. The evaluations will gather basic attributes, including pipe size, material, and condition.



3. To identify potential hydraulic capacity issues, Craftwater will start by interviewing the City to collect information about areas with historical flooding complaints. Storm drain deficiencies can result from both structural issues and blockages (which will be identified through the preceding methods) and capacity issues. For areas where known flooding does not coincide with structural issues identified during field investigations, simple hydrologic and hydraulic (H&H) modeling will be conducted to characterize whether historical flooding likely resulted from undersized inlets/pipes or from acute issues like blockages due to leaf litter or trash. To minimize costs, hydrologic and hydraulic modeling is proposed for up to two sections of the City drain network and a maximum of 200 acres of drainage area.



4. Finally, to identify and prioritize stormwater capture projects for water quality compliance, Craftwater will leverage the extensive data and tools already developed through other stormwater planning efforts to screen City-owned parcels for runoff capture potential. Project opportunities will be modeled as a system using the WMP watershed model to estimate the potential impact (pollutant load capture) and cost-effectiveness (pollutant capture per dollar), and then will be reviewed with the City to tag sites with other community and political priorities. The roster of projects will be delivered in GIS and also in a simple Excel database to provide the City with flexibility to implement projects as support and funding are gained.



Craftwater Has Already Analyzed the Pollutant Capture Potential for Existing and Potential Opportunities

Delivery Team

To deliver the approach described above, Craftwater has assembled a team of experts with **extensive experience developing over 25 stormwater plans and supporting the implementation, adaptation, and/or reporting of almost every WMP in the Los Angeles Region**. This team also brings statewide, national, and international experience to benefit the City with fresh perspectives and forward-looking, innovative solutions. We highlight their qualifications and experience in the following pages, and resumes are included in **EXHIBIT B.**

In addition to our talented in-house team, **we boast professionally cohesive relationships with subconsultant partners, Eckersall and Innerline Engineering**, who are introduced in the next section.



Quality Assurance/Control	Project Manager	Principal-In-Charge
Oliver Galang, PE, ENV SP Engineering Design Practice Lead	**Brad Wardynski, PE** Science & Modeling Practice Lead	**Chad Helmle, PE** Chief Executive Officer

Technical Leads

Engineering	Hydrology & Hydraulics	GIS
Courtney Semlow, PE Director of Civil Design	**Tim Fairbank, PE** Director of Hydrology & Hydraulics	**Scott Eckersall, GISP** President (Eckersall)
Field Investigation	**Modeling & Planning**	**MS4 Compliance**
Bryce Swanson General Manager (Innerline Engineering)	**Thom Epps, PhD** Director of Modeling & Planning	**Brianna Datti, MS** Director of Science & Policy

Technical Support Team

Pauline Nguyen, PE, Project Engineer
Andrew Takahashi PE, QSD/P, Sr. Project Engineer
Eric Haley, PLA, Landscape Architect
Sam Hernandez, ASLA, Lead Landscape Architect
Ethan Morgan, EIT, Civil Design Assistant
David Tan, EIT, Civil Designer
Viviana Sanchez, EIT, Civil Design Assistant
Heather Kurtzman, EIT, Civil Designer
Shane Sasaki, EIT, Sr. Civil Designer
Alexis Wrzesien, EIT, Asst. Water Res. Scientist
Ryuto Nakatani, EIT, Civil Design Asst.
Parth Shah, Civil Design Asst.
Randy Wade, Asst. Water Res. Scientist
Britt Rhodimer, Landscape Design Intern
Kat Chavez, Landscape Architect Intern
Sam Acker, Asst. Water Res. Scientist
Ryan Bennett, Asst. Water Res. Scientist
Ky Nguyen, Project Controls Specialist
Rachel McFerrin, Director of Project Systems & Controls
9 accepted offers pending start by contract execution

KEY PERSONNEL	RELEVANT EXPERIENCE & QUALIFICATIONS
PROJECT MANAGER  **Brad Wardynski PE** Science & Modeling Practice Lead, COO Availability: 60%	• Supported development of original USGR WMP • Conducted 25 stormwater planning projects, including Pasadena Stormwater Master Plan, Alhambra Watershed Master Plan, and preSIP • Supporting SCWP Watershed Planning • Led 5 SCWP-funded scientific studies • Led SCWP Metrics and Monitoring Study and development of Credit Trading Program • Leading development of SCWP adaptive management and guidance development • Maintains trusted relationships with influential NGOs in the LA Region, including LA Waterkeeper and ARLA • Managed revision of the RH/SGR WMP, reducing costs by almost $1B • 14 years experience
QA/QC  **Oliver Galang PE, ENV SP** Engineering Design Practice Lead Availability: 40%	• Former head of the Los Angeles River Watershed for the Los Angeles County Department of Public Works, including staff management and direction for the planning of multi-use, multi-benefit projects, with an estimated construction value of more than $60 million • Former Head of the Data Management Section for Los Angeles County Department of Public Works and was responsible for an annual budget of more than $10 million in urban runoff and stormwater quality monitoring programs • Managed design of some of the first regional stormwater capture projects in LA County • 30 years experience
PRINCIPAL-IN-CHARGE  **Chad Helmle PE** CEO Availability: 30%	• Successfully overseen hundreds of large and small water resources projects • Served as program manager or principal-in-charge of several of the largest municipal on-call stormwater-focused contracts in the country, including with LA County Public Works, SGVCOG, GWMA, City of San Diego, and County of San Diego • Visionary behind many scientific, strategic, and engineering advances in Southern California, including strategic adaptive management of compliance plans in collaboration with regulators and NGOs; high-resolution, multi-benefit master planning; and hybrid, multi-functional stormwater capture systems. • 25 years experience
ENGINEERING LEAD  **Courtney Semlow PE, CFM** Director of Civil Design Availability: 60%	• Industry leader in all aspects of civil design, including stormwater capture design, erosion control, utilities, and road design • Leading full design of several SCWP-funded regional stormwater projects throughout Los Angeles County, including Paramount Spane Park, Glendora Finkbiner Park, Pasadena Arroyo Seco San Rafael Treatment Wetlands, Lynwood Park, Whittier York Field Park • 19 years experience

KEY PERSONNEL	RELEVANT EXPERIENCE & QUALIFICATIONS
MODELING & PLANNING LEAD  **Thom Epps, PHD** Director of Modeling & Planning Availability: 70%	• Conducted 15+ watershed planning projects, including within the USGR watershed • Technical lead for 4 SCWP-funded scientific studies, including the preSIP study that suggests pathways to save $Bs on WMP compliance • Extensive experience calibrating watershed models (e.g., WMMS) and identifying/modeling BMPs • Supported development of 5 original WMPs • Conducting LA River RAA for Caltrans • Leading development of AI strategy for LA County Stormwater Quality Division • Supporting and QA/QC'ing SCWP Watershed Planning • 8 years experience
H&H LEAD  **Tim Fairbank PE** Director of Hydrology and Hydraulics Availability: 70%	• Former Chief of US Army Corps of Engineers Hydrology and Hydraulics Branch – Los Angeles District responsible for serves and protects approximately 330 million people and approximately 10% of the U.S. economy • Managed the high-profile Dam & Levee Safety Section responsible for inspecting and evaluating the integrity and reliability of the 16 Corps owned and operated dams, one debris basin and 133 Corps constructed levee systems within the Los Angeles District. • Managed the Hydraulics Section responsible for Hydraulic analyses and studies supporting reconnaissance and feasibility planning, design, construction, operation & maintenance, project performance evaluation, permitting, regulatory, emergency management and project rehabilitation. • Responsible for sediment transport analyses, scour protection design and post fire debris flow analysis and evaluation including non-Newtonion debris flow analyses. • 26 years experience
MS4 COMPLIANCE LEAD  **Brianna Datti, MS** Director of Science & Policy Availability: 60%	• Project Manager for development of 5 WMPs and 7 WMP revisions/adaptations • Strategic advisor to 38 agencies during MS4 Permit negotiations • Led 6+ years of MS4 Annual and Semi-Annual Reporting • Manager or technical lead on 3 SCWP-funded scientific studies involving the SGVCOG, including the MCM study in the USGR • Leading ongoing engagement with Regional Board staff regarding WMP and scientific studies • Advancing innovative risk-based approaches to bacteria compliance • Led development of the first-of-its-kind fire effects model and integrating climate change considerations to inform resilient management practices • Directed bacteria and post-fire monitoring • Extensive experience analyzing stormwater and non-stormwater monitoring data • 8 years experience

Subconsultant Qualifications

ECKERSALL, LLC is a Geographic Information Systems (GIS) consulting firm in Chino, CA with over 20 years of experience. They are a Bronze Partner in the Esri Partner Network. Their founder, Scott Eckersall has been working with ESRI and other GIS technology since 1995. He has a growing team of talented GIS professionals with a shared vision to provide outstanding and cost-effective GIS solutions to a growing list of happy clients. Eckersall primarily works with municipal, utility, environmental, and commercial clients, and specializes in delivering scalable, sustainable solutions that improve operational efficiency, data accessibility, and public engagement. Their consultants are proficient in ESRI technologies, ArcGIS Enterprise, ArcGIS Online, and Geocortex platforms, and have worked with over 80 agencies across California. The firm emphasizes responsive support, tailored implementations, and knowledge transfer to ensure long-term client success.

Eckersall routinely executes complex and mission critical GIS project work, including database design, complex utility mapping, software development, implementation, tuning, maintenance, training, and integration with many other systems. The team has a keen understanding of ESRI and open-source geospatial technologies and offer our clients unbiased solutions that best meet their mission-critical needs without promoting any single approach or technology. They routinely connect GIS systems to many other databases and solutions and automate (and document) processes to keep it all running consistently and reliably. They team with their clients to simplify procedures and always strive to provide ample knowledge transfer so they can take it all over when we wrap up.

Each of their team has made a career of designing, implementing and supporting real-world Enterprise GIS and have a consistent track record of delivering results and building long-term working relationships with our clients.

Innerline Engineering was formed in 1997 and incorporated in 2000. From the very beginning, the company has been committed to acquiring and maintaining the best equipment and software available. Currently, the company utilizes State-of-the-Art Pearpoint and RST CCTV equipment, as well as Flexidata, POSM and Wincan reporting software. Safety is a priority, Innerline conducts monthly mandatory documented safety meetings for all employees. Quality is also a priority and a training and accuracy program is in place where every foot of inspection is reviewed by an in-house quality control department. Outside consultants are brought in on a regular basis to train personnel in a variety of applicable areas. This commitment to excellence, safety and attention to detail have made Innerline Engineering one of the most respected names in the industry for pipeline cleaning and inspection services.

3. SCOPE & SERVICES

Below we describe our proposed scope of services, which aligns with the tasks described in the RFP and the approach introduced in Section 2: PROJECT UNDERSTANDING & APPROACH.

Task 1: Data Gathering

The RFP specifies the following scope of work:

> *Conduct the necessary site visits and provide the data collection needed to develop the Plan. The development of the Stormwater Master Plan will require the Consultant to develop a thorough understanding of the stormwater system, including the operation and maintenance practices of the stormwater system. Collect available data on the watershed hydrology from relevant sources, including the City of Glendora, Los Angeles County Flood Control District, Caltrans, U.S. Geological Survey, the Federal Emergency Management Agency (FEMA) Flood Insurance Program and any other relevant sources.*

To accomplish this scope, Craftwater will conduct two 2-hour interviews with City staff to gain an understanding of the storm drain system condition, operation, maintenance, and as-built plan organization. This will include collecting anecdotal or documented information from City staff about problematic areas where flooding may occur within the City. After the interviews, the Craftwater team will coordinate with the City to collect and assemble available record (as-built) construction plans, and create a catalog including the following information for each plan: Drawing Number, Title / Subtitle, Location / Streets, and Date. This catalog will facilitate the following tasks by providing an organized and comprehensive reference of all source documents, from which QC can proceed. Craftwater's team will also independently inventory and collect existing stormwater and related GIS information, including County stormwater infrastructure, parcel, address, street, aerial photo, and elevation data. A number of these layers are available from various County sources. This will form an accurate and reliable basis of all GIS-related tasks to follow.

Assumptions: City staff will provide as-built files for City-maintained infrastructure

Deliverables: Data Inventory Summary (Email)

Task 2: Condition Assessment

The RFP specifies the following scope of work:

> *Complete a comprehensive, system-wide condition assessment plan that incorporates both video inspections and field review findings and develop a repair program for all City-owned storm drain infrastructure. The consultant will survey and assess the condition of the storm drain infrastructure utilizing Closed Circuit Television (CCTV) to supplement field observations, providing detailed recordings and mapping of the existing storm drain system as part of the GIS database.*

Before field condition assessment can occur, the Craftwater team will use the data collected during Task 1 to seek and digitize currently unmapped City stormwater assets. This will start with review of the approximately 30 "orphaned" structures in the current County datasets, and will be supplemented with information gathered during City interviews conducted under Task 1 and also desktop analysis to identify areas where unmapped drainage infrastructure may be present.

Field condition assessment of underground gravity mains will then be conducted via CCTV. The inspections will gather key information missing from the initial data inventory and evaluate structural and maintenance condition of each storm drain trunk line.

City-maintained open channels will also be investigated by walking each channel and using the ESRI Field App to note structural and maintenance condition.

Condition assessment levels will follow a Green-Amber-Red nomenclature with nine levels to address asset condition. This rating system and nomenclature aligns with the industry-standard rating system used by the National Association of Sewer Service Companies (NASSCO) Pipe assessment.

	Likelihood Category	Condition Index
Fully Functional	1 = Negligible GreenPlus	No noticeable defects. Some aging or wear may be visible. Fully functional.
	2 = Not Very Likely Green	Minor deterioration or defects may be evident. Noticeable wear or aging is visible. Fully functional.
	3 = Not Likely Green Minus	Some deterioration or defects are evident. Noticeable wear or aging is visible. Fully functional.
Function Affected	4 = Moderately Possible AmberPlus	Some deterioration or defects are evident in at least some portion of the equipment. Significant wear or aging is visible. Functionality is adequate but somewhat impaired.
	5 = Possible Amber	Serious deterioration or defects are evident in at least some portion of the equipment. Extensive aging or wear is visible. Functionality is impaired. Minor repairs or replacement required.
	6 = Likely AmberMinus	Serious deterioration or defects are evident throughout the equipment. Extensive aging or wear is visible. Function is significantly affected. Repairs or replacement required.
Function Significantly Affected or Non Functional	7 = Very Likely RedPlus	Extensive deterioration or defects are evident. Function is significantly affected. Repairs or replacement required.
	8 = Significant Red	Extensive deterioration or defects are evident. Barely functional. Major rehabilitation or replacement required.
	9 = Absolute RedMinus	Complete failure or major functional component failure. No longer functions. Major rehabilitation or replacement required.

Assumptions:

- CCTV and camera inspection of known Gravity Main: up to 5.7 miles or 17 field days
- Basic traffic control will be provided by the Craftwater Team for CCTV work, but this scope exempts preparation of detailed traffic control plans and implementation of lane closures to conduct CCTV work. If necessary, the Craftwater team will work collaboratively with City staff to identify cost-efficient options for traffic control plan preparation and/implementation for locations where it may be necessary.
- Field inspection of 2.1 miles of known open channels
- Access/permission to inspect open channels will be coordinated by the City
- Because there is currently uncertainty regarding the extent and condition of City-maintained storm drains and nodes, we are assuming inspection and assessment of the maximum quantities of infrastructure described above; however, we acknowledge that some assets may not warrant field inspection and condition assessment. **The price can be reduced proportional to the actual number of assets needing inspection, as determined from the initial inventory and discussions with the City.**

Deliverables: Condition Assessment Summary Memo

Task 3: System Inventory

The RFP specifies the following scope of work:

> *Provide a complete inventory of the City's storm drainage assets. The consultant shall conduct a GIS database of the City's storm drain assets that can be used for the new GIS system, which is being developed by the City. The GIS database should include layers indicating the ownership of storm drains, specifying which drains are owned by the City of Glendora, Los Angeles County, Caltrans, and private entities. The consultant shall update the database and address information gaps by reviewing record drawings and other City information.*

A comprehensive Geographic Information Systems (GIS) database that allows City staff to visualize and summarize key facets of its stormwater infrastructure is the key outcome of this scope. It serves as a critical system of record which, when made available through the City's new GIS system, allows staff to search for and display data and associated documents at key locations. Finally, a GIS provides ad-hoc reporting and print capabilities to support future decisions. To develop a comprehensive GIS database, the following steps will be performed:

- Upgrade the County's stormwater GIS database to add, edit, or delete relevant fields, domains, and other database design elements to ensure all appropriate data can be recorded and maintained going forward

- Update all conveyances and nodes to ensure they are positionally accurate and

correctly snapped from available plans

- Correct and fill in missing attribute information to the extent possible using available plans and field data
- Attach PDF files of each available record drawing to the matching stormwater mains
- Attach available photos, videos, and field inspection results to the corresponding stormwater nodes/conveyances
- Create flow arrows at ground level using available elevation data. This will help staff visualize stormwater flow on each street segment prior to reaching an available inlet / catch basin
- Create comprehensive metadata for all stormwater layers

This task will also include screening the City for additional stormwater quality project opportunities (beyond those already gathered and shared above in the Section 2: PROJECT UNDERSTANDING & APPROACH). A menu of project types will be developed in collaboration with the City, then existing GIS tools will be used to identify opportunities that coincide with runoff and pollutant capture potential. The initial list of opportunities will be shared with the City via an interactive webmap for review prior to analysis and prioritization in Task 4.

Deliverables:

- **Draft GIS-Based Storm Drain Database, including Existing Storm Drain Infrastructure Inventory (to be finalized in Task 4)**
- **Stormwater Quality Project Opportunity Webmap**

Task 4: Stormwater Master Plan and CIP

The RFP specifies the following scope of work:

> *Develop a comprehensive Stormwater Master Plan and Capital Improvement Program (CIP). Based on the findings from previous tasks, prepare a Stormwater Master Plan that will serve as a guiding document to improve existing infrastructure, address system deficiencies, and improve the overall reliability of the stormwater system to meet current and future needs. As part of the Master Plan, develop a detailed CIP that identifies and addresses system deficiencies through recommended storm drain repairs, replacements, and improvements. The CIP should follow a phased approach for both short- and long-term improvements, categorizing projects by high, medium, and low need based on the severity of issues and the potential consequences of inaction (e.g., flooding, sinkholes). A priority ranking should also be established based on coordination with planned street repaving to minimize redundant excavation. The CIP should follow a phased 7-, 10-, and 15-year schedule.*

Delivering this scope will begin with conducting H&H modeling for areas of known flooding within the City. Modeling will be conducted with EPA SWMM or an equivalent H&H model approved by the City to diagnose storm drain capacity deficiencies and recommend improvements.

Modeling will also be conducted to estimate the water quality performance of identified stormwater capture project opportunities. Watershed modeling will be performed using available LSPC models that were calibrated for recent WMPs or scientific studies.

After conclusion of modeling, the results will be combined with field condition assessments to prioritize a CIP that includes maintenance, repair, replacement, and new construction recommendations and cost estimates. The priorities for storm drains will be determined using a risk-based framework based on consequence of failure and probability of failure and will be phased according to the horizons specified in the scope above. Priorities for water quality projects will be aligned with MS4/WMP compliance goals and SCWP scoring criteria to maximize funding eligibility.

The results and recommendations will be documented in a comprehensive Stormwater Master Plan document, and appended to the GIS database. All GIS layers will be posted to the City's GIS platform to allow staff to review and comment on all data. Finally, to ensure adaptability of the plan going forward, the team will develop documentation, including How-To guides, on using and editing the stormwater GIS layers and a standard operating procedure for the City's catch basin cleaning crew to collect condition data on catch basin structures during routine operations.

Assumptions:

- H&H modeling will be conducted for up to two areas of the City with known flooding issues with a maximum combined drainage area of 200 acres
- The City will provide assistance posting stormwater GIS layers to the City's GIS for staff review
- City staff will review the final stormwater GIS layers
- City staff will provide final review and sign-off of all GIS deliverables, including data, metadata, and documentation.

Deliverables:

- **Final GIS-Based Storm Drain Database**
- **CIP Priority List**
- **Outline of Final Report**

- **Stormwater Master Plan and Infrastructure Report (at 50% completion including draft CIP Priority List and at 90% including Preliminary Cost Estimates)**
- **Five (5) Copies of Final Report and One Electronic Copy**

Task 5: Project Management

Throughout the course of the project, Craftwater's Project Manager will work closely with the City to track and adapt the project schedule using Microsoft Project. Our enterprise-grade project management software will enable careful budget management, which will be reported on monthly. To assure the highest quality of our work products, our team identified a direct lead for quality assurance/control with almost three decades of experience (Oliver Galang) to integrate QAQC at each critical step of the following tasks, which always includes multiple reviewers. All deliverables will be provided on time, in a clear and digestible manner, with assurance in the findings.

Deliverables: Monthly meeting agendas and meeting summaries (10), and monthly progress reports (12)


Merced Avenue Green Street, El Monte, CA

4. SCHEDULE

Below we propose a one-year schedule to complete each task in the scope of work, scaled to the notice to proceed (NTP). If selected, we will work with the City to develop and maintain a detailed schedule for each milestone.

TASK	START	END
Task 1: Data Gathering	**NTP**	**NTP+1 month**
Task 2: Condition Assessment	**NTP+2 months**	**NTP+5 months**
Task 3: System Inventory	**NTP+3 months**	**NTP+7 months**
Task 4: Stormwater Master Plan and CIP	**NTP+7 months**	**NTP+12 months**
Task 5: Project Management	**NTP**	**NTP+12 months**



Little Dalton Wash, Glendora, CA

EXHIBIT A: FEE PROPOSAL

Craftwater proposes the fee schedule below to deliver the services outlined in the proposal. The proposed fee is **not-to-exceed $341,895**, and includes all direct and indirect costs including all labor, employee benefits, mileage, equipment, materials, insurance, and reproduction cost. **Note that the cost for CCTV field condition assessment may be proportionally reduced based on the actual quantity of assets warranting inspection**. Per the options in the example Contract Services Agreement attached to the RFP, Craftwater proposes this fee on a **lump sum basis** to be paid based on the percentage completion of each task, but we are willing to negotiate these terms with the City.

CRAFTWATER
SCIENCE • STRATEGY • ENGINEERING

FEE PROPOSAL FOR:	Glendora Stormwater Master Plan																	
Contract Type:	Lump Sum																	
		CRAFTWATER ENGINEERING INC													SUBCONSULTANTS			TOTAL
	Employee	Helmle, Chad	Galang, Oliver	Wardynski, Bradley	Semlow, Courtney	Fairbank, Tim	Epps, Thom	Datti, Brianna	Takahashi, Andrew	Kurtzman, Heather	Acker, Sam	Nguyen, Ky	Total Labor Hours	Total Labor Effort	Eckersall	Innerline Engineering	Total Sub-consultant	TOTAL PROJECT EFFORT
	Billing Category	President	President	Senior Project Manager	Principal	Principal	Principal Water Resources Engineer/ Scientist/ Planner	Principal Water Resources Engineer/ Scientist/ Planner	Senior Project Engineer	Civil Designer	Water Resources Engineer/ Scientist/ Planner	Project Account-ant						
Task Description	Billing Rates	$ 375	$ 375	$ 300	$ 320	$ 320	$ 282	$ 282	$ 226	$ 169	$ 200	$ 185						
Task 1. Data Gathering		1	3	6	3	3	4	18	4	4	4	-	50	$ 13,804	$ 2,640	$ -	$ 2,640	$ 16,444
Task 2. Condition Assessment		1	2	18	6	16	-	-	24	80	-	-	163	$ 35,213	$ 5,302	$ 61,133	$ 66,435	$ 98,944
Task 3. System Inventory		1	1	16	-	-	24	8	4	8	48	-	110	$ 26,430	$ 22,154	$ -	$ 22,154	$ 48,584
Task 4. Stormwater Master Plan and CIP		2	7	40	32	36	100	18	80	96	192	-	603	$ 143,115	$ 6,721	$ -	$ 6,721	$ 149,836
Task 5. Project Management		1	4	32	4	6	2	2	38	4	4	12	109	$ 28,087	$ -	$ -	$ -	$ 28,087
TOTAL		6	17	112	45	61	130	46	150	192	248	12	1,019	$ 243,945	$ 36,817	$ 61,133	$ 97,950	$ 341,895

Valid for calendar year 2025 or no less than 180 days following submittal of this proposal; billing rates are subject to annual adjustment based on industry and economic conditions.

EXHIBIT B: KEY PERSONNEL RESUMES

CRAFTWATER
SCIENCE • STRATEGY • ENGINEERING

RESUME

Brad Wardynski

PE

Science and Modeling Practice Lead & Chief Operating Officer

e/ Brad.Wardynski@craftwater.com

p/ 213.393.2392



EXPERIENCE

14 years

EDUCATION

B.S., Biosystems Engineering, Michigan State University, 2010

M.S., Biological and Agricultural Engineering, North Carolina State University, 2012

LICENSES & CERTIFICATIONS

Professional Engineer (Civil) 84989, California, 2015

AREA OF EXPERTISE

Hydrologic and water quality modeling

MS4 permit and TMDL compliance

Water quality data management and analysis

Watershed management

Water quality monitoring plan assessments

Strategic planning

Asset management

Regulatory compliance

EXPERIENCE SUMMARY

With over a decade of experience in the fields of urban hydrology and green infrastructure, Brad Wardynski has worked with influential industry experts on a variety of projects spanning the full scope of stormwater program management, including regulatory support and reporting, multi-benefit watershed planning, modeling, feasibility and design, monitoring, outreach, and technical guidance. His projects and research have directly impacted key elements of the Safe Clean Water Program and Los Angeles County-specific stormwater control measure planning and design programs.

RELEVANT EXPERIENCE

Ventura Countywide Watershed Management Programs, 12 Permittees, (2020 – Present)

Sr. Project Manager overseeing completion five separate Watershed Management Programs across the coastal watersheds of Ventura County, including regulatory engagement, water quality characterization, compliance reasonable assurance analysis (RAA), project conceptualization, and development of alternative compliance pathways. Includes use of 2NDNATURE software for project compilation, analysis, and tracking.

Countywide Regional Stormwater Project Screening and Concepts, Ventura Countywide Stormwater Quality Management Program, (2019-Present)

Lead for a proactive study to strategically position all 12 municipal stormwater permittees in Ventura County to respond to the impending revised MS4 Permit. Includes gathering, compilation, and synthesis of current plans, projects, and data into one centralized, web-based mapping platform; strategic, data-driven, countywide screening for additional candidate stormwater capture projects, including site-by-site visual inspection by engineers; implementation of a novel approach to project prioritization by characterizing the runoff capture potential of every parcel in Ventura County; facilitation of interviews with municipal staff to incorporate local institutional preferences and knowledge into the prioritization; development of conceptual designs and fact sheets for ten candidate projects.

Safe, Clean Water Program 2025 Adaptive Management. LA County Public Works (2024 – Present)

Project Manager leading sweeping adaptations to SCWP implementation and administration, including development of SIP Programming Guidelines, Financial Modeling and Forecasting for all 9 Watershed Areas, Reporting and Projects Module Guidance, Scoring Criteria Pilot Adaptations, Interim Guidance Updates, Supplemental Guidance to Support Feasibility Study Guidelines, and Post-Construction Monitoring Guidance.

Safe, Clean Water Programs Metrics and Monitoring Study, LA County Flood Control District (2021 – 2024)

Project Manager supporting the Flood Control District with development of specific metrics for evaluating project and program success under the Safe, Clean Water Program. Will include robust stakeholder engagement and Countywide modeling to generate more localized guidance and measurable outcomes.

Upper LA River and Rio Hondo preSIP Safe, Clean Water Program Scientific Study (2020 – Present)

Sr. Project Manager overseeing completion of the highest-value ($2.3M) scientific study funded by the Safe, Clean Water Program to date. Facilitating coordination with project partners, including street/road agencies, water agencies, regulators, and NGOs to identify opportunities for co-funding project and develop a long-term framework for collaboration. Conducting an unprecedented site-scale review of the entire Upper LA River and Rio Hondo Watershed Areas (750 square miles) to identify, model, and prioritize specific project opportunities; results will provide asset-level clarity to inform EWMP implementation. The collaborative project opportunities gathered from partner organizations will then be combined with the newly identified opportunities and simulated to plot a granular, actionable, and affordable pathway to compliance. Results will be input to a digital planning platform to enable agencies to view recommended project opportunities, plan investments, and track progress. Study also included recalibration of watershed model to better represent CIMP monitoring data, and rearticulation of water quality compliance goals to better align with beneficial uses.

Bacteria Load Reduction Strategy (LRS) Adaptation Plan, Upper LA River Watershed Management Group (2019 – Present)

Sr. Project Manager overseeing development of the Load Reduction Strategy Adaptation Plan in the Los Angeles River watershed to adapt the current strategy to address the Bacteria TMDL to ensure management actions better align with protection of public health and supporting recreational beneficial use goals. This Plan—partially funded under the Safe, Clean Water Program's Scientific Studies Program--will provide an effective foundation to address pathogen health risk and will help streamline efforts across agencies and other stakeholders. This Plan will help identify the most effective pathway towards improved public health and attainment of bacteria-related water quality objectives through an adaptive management process that incorporates significant advances in the state of the science. The study will utilize a data-driven approach, including watershed models of bacteria loads and BMP models to evaluate effectiveness of strategies, to identify efficient and effective implementation actions watershed-wide.

Storm Drain Master Plan and Watershed Assessment, Pasadena (2020 – Present)

Sr. Project Manager overseeing water quality and storm drain improvement and budget plan, including tactical inventory and condition assessment of over 90 miles of gravity mains, 12 miles of open channel, 2,718 catch basins, and 1,697 maintenance holes. The integrated master plan approach simultaneously informs data-driven capital planning decisions around drainage, water quality improvement, and water supply augmentation. After the system was inventoried, new multi-benefit stormwater project opportunities were identified, modeled, and prioritized to supplement EWMP implementation planning with an emphasis on engineering feasibility and programmatic synergy. Craftwater then led feasibility studies for two multi-benefit, regional capture projects and led grant applications to request $4.7M of external funding.

Stormwater Master Plan, City of Alhambra (2020 – 2021)

Sr. Project Manager oversaw completion of a City-specific Stormwater Master Plan to articulate in greater detail the project opportunities available to meet Permit requirements. The Master Plan prioritized specific projects within the City, but also searched surrounding jurisdictions for collaborative regional project opportunities. Conceptual designs were developed for the top 3 prioritized sites, and the team presented the plan to City Council.

Local and State Regulatory Review, Upper Los Angeles River Watershed Management Group (2019–2020)

Lead in review pending and draft Regional Board and State Water Board orders to identify implications to the Watershed Group. Suggested strategic commentary and submitted comments to regulators on behalf of Group.

Adaptive Watershed Management Screening and Safe, Clean Water Scientific Study Application, Upper Los Angeles River and Dominguez Channel Watershed Management Groups (2019–2019)

Sr. Project Manager who conducted study to recommend strategic, watershed-wide adaptations to reduce implementation costs by 50-75% and improve actionability of Enhanced Watershed Management Programs. Included project-by-project master planning of representative subwatershed areas to demonstrate achievable compliance pathways by reducing number of prescribed projects by two orders of magnitude (from hundreds of projects to single digits). Developed, submitted, and presented grant applications for over $2M of Regional Scientific Study funding to the Safe, Clean Water Program.

2019 Enhanced Watershed Management Program Annual Report, Upper Los Angeles River Watershed Management Group (2019–2019)

Lead in analysis and preparation of annual water quality reporting materials for the 19 agencies of the largest Watershed Management Area in Los Angeles County.

Lower San Gabriel River Watershed Project Feasibility Studies, John Hunter and Associates (2019–Present)

Lead in providing strategic planning oversight and interpretation/establishment of adaptive compliance metrics.

Safe, Clean Water Program Credit Trading Framework Development, Los Angeles County Flood Control District (2019-Present).

Project Manager providing strategic planning and program management consulting in support of developing a credit trading program that includes direct linkage to municipal stormwater Permit compliance, and that also advances the parallel goals of the Safe, Clean water Program—namely, water supply augmentation, nature-based solutions, and community investments. Establishing a framework for a strategic, market-based stormwater management program that (1) clearly satisfies Permit requirements, (2) meaningfully prioritizes multiple benefits, and (3) allows for and encourages third-party participation/investment. Specific deliverables that were developed in close collaboration with the County and The Nature Conservancy included draft ordinance language, a public-facing framework document, a workplan for further advancement of the stormwater market programs, and preparation of content and facilitation of outreach meetings with key stakeholders, including the business community and environmental advocates.

As-Needed Stormwater Strategic Planning Services, City of Monrovia (2019-Present).

Lead in on-call strategic planning services related to stormwater compliance, including conducting special studies, engaging NGOs and regulators on behalf of City, development of stormwater project feasibility studies and Safe, Clean Water funding applications.

Stormwater Capture Modeling Expert Peer Review Services and Preliminary Design, Los Angeles Bureau of Engineering and Department of Water and Power (2020-Present).

Technical Advisor leading development of fully articulated hydrologic, hydraulic, and water quality model for analyzing, designing, and right-sizing 9 stormwater capture projects. Facilitating coordination between multiple consulting teams to ensure quality and consistency of modeling.

Adaptive Management and Annual Reporting, Upper Los Angeles River and Dominguez Channel Watershed Management Groups (2018-2018).

Lead in the development of MS4 Permit-required annual reporting for the Los Angeles River (the largest watershed in Los Angeles County) and Dominguez Channel (the most impervious watershed in Los Angeles County). Includes generation of graphic-heavy documents that "tell a story" about the watersheds instead of simply reporting the facts. Also includes adaptive management analysis to identify methods for streamlining watershed management programs and reducing overall costs to permittees. Adaptive management recommendations will provide permittees with meaningful information to negotiate permit terms with regulators.

Revised Enhanced Watershed Management Program, Rio Hondo/San Gabriel River Water Quality Group (2017-Present).

Project Manager facilitating collaboration between Cities, County, and regulators to revise current Enhanced Watershed Management Program (EWMP) to focus on a strategic and realistic approach towards improving water quality. Developing and assessing multi-benefit regional project concepts to reduce watershed-wide compliance costs while augmenting local water supply. Performing range of compliance analyses and watershed modeling to evaluate risks associated with the spectrum of compliance metrics and methods. Developing public-facing, publication-quality document clearly summarizing EWMP revisions in a digestible format.

EWMP Adaptive Management Analysis, Upper San Gabriel Valley Municipal Water District, CA (2016).

Lead to develop and executed a modeling strategy to evaluate potential water quality benefits from various lake management and wet-weather diversions at Peck Road Park Lake. Concisely translated receiving water quality improvements to Watershed Management Program scheduling and implementation planning to recommend strategic, cost-effective compliance strategies that leverage planned capital projects.

6 Enhanced Watershed Management Program (EWMP) Updates (Santa Monica Bay J2/3, Upper Los Angeles River, Ballona Creek, Dominguez Channel, Upper Santa Clara River, and East San Gabriel Valley Watershed Management Groups) CA (2020 – Present).

Sr. Project Manager for updating the EWMPs based on permit-required revised reasonable assurance analyses (RAAs) and adaptive management. The models supporting the RAAs were updated based on new data and tools available, as well as implementation progress. Incorporating updates to the EWMP documents based on the latest regulatory drivers, water quality priorities, project progress and opportunities, and revised recipes for compliance, including updated cost estimates to achieve.

Scientific Study to Balance Safe, Clean Water Program Outcomes, Accelerate Resiliency L.A. (ARLA) (2020 – Present).

Sr. Project Manager leading study to gain consensus among a Working Group of municipal (City of LA, San Gabriel Valley Council of Governments, and Gateway Water Management Authority) and NGO (LA Waterkeeper, The Nature Conservancy, and SCOPE) stakeholders around Safe, Clean Water Program adaptation recommendations. Identified full spectrum of potential project opportunities (from distributed nature-based solutions to regional, gray solutions) in a pilot subwatershed and modeled to analyze outcomes related to Working Group-recommended metrics, including maximizing water quality, water supply, and community investment benefits and leveraging alternative funding sources (Measures A, H, and M) to enhance return on investments over a 50-year program. Curating technical results into programmatic/policy-based recommendations for the LA County Flood Control District.

Lower Los Angeles River Watershed Project Feasibility Studies, John Hunter and Associates (2019–Present).

Lead in providing strategic planning oversight and interpretation/establishment of adaptive compliance metrics.

Revitalization Plan for the Upper Los Angeles River and Tributaries, Mountains Recreation and Conservation Authority (2018-2019).

Deputy Project Manager and technical lead for the Water and Environment committee. Led watershed planning analyses to identify and prioritize opportunities for revitalization in urban, underserved communicates, including development of baseline hydrologic and hydraulic conditions. Supported facilitation of working group meetings with 23 stakeholder groups.

Strategic Project Pilot Study for Compton Creek Watershed, Los Angeles County Department of Public Works (2018-2019).

Project Manager implemented and validated a strategic method for stormwater capture project planning for the 2,680 square miles of watershed that is managed by Los Angeles County Flood Control District. High-resolution data and on-the-ground engineering provided the foundation for project identification and screening, then analytical tools were used to characterize potential performance using meaningful metrics (e.g., average annual volume captured, annual pollutant load captured). The approach is being pilot tested in a representative area of the County before expanding Countywide. Upon completion, the pilot study will provide a framework for data-driven project selection and a standard "currency" to credit the County for building projects downstream from their Unincorporated areas, and also to trade credit with upstream cities when the County builds downstream projects.

Clean Beaches Initiative Project at Santa Monica Pier, City of Santa Monica (2017–Present).

Lead to develop rainfall and runoff forecasting software to inform real-time control of a regional stormwater capture facility located at Santa Monica Pier. The software was integrated with the City's SCADA to automate facility operations to maximize stormwater capture for water quality and water supply augmentation. Also oversaw installation of onsite hardware to stream real-time monitoring data to a cloud-based dashboard for public interaction.

Strategic Green Street Implementation Plan, Dominguez Channel Watershed Management Group (2017–2018).

Project Manager leading development of a watershed-wide, strategic 5-year green street plan for the 80-square-mile Dominguez Channel Watershed (the most impervious watershed in the Los Angeles Basin). Implementing a novel programmatic framework to efficiently identify and prioritize street-scale project opportunities throughout the watershed. Applying state-of-the-science understanding of green infrastructure to customizing green street configurations to specific environmental conditions and pollutants of concern. Facilitating coordination between nine permittees to incorporate institutional preferences and synergies into prioritization of green street configurations and locations. Clearly communicating results using an interactive web-based mapping application to streamline multi-agency review and data transfer with city engineers/scientists/planners, and to enable transparency with regulators/non-governmental organizations.

Lower Los Angeles River Revitalization Plan (Assembly Bill 530), Los Angeles Department of Public Works, CA (2016–Present).

Project Manager facilitating Water and Environment Plan Element Committee, including the planning and execution of bimonthly, interactive workshops with agencies and stakeholders. Leading technical analysis and prioritization of projects along Los Angeles River corridor on the basis of multi-objective criteria related to water resources, habitat, mobility, culture, and the public realm.

BMP Monitoring Guidance, Gwinnett County, GA (2017–Present).

Project Manager in applying lessons learned from past projects to develop guidance for incorporating real-time control technology into stormwater BMP monitoring in Gwinnett County. Content included state-of-the-science recommendations for monitoring approach and protocols, case studies, conceptual strategies, applicable BMP configurations, and equipment requirements.

Integrated Runoff Capture Design at Carriage Crest Park, City of Carson, CA (2016–Present).

Project Lead developing and executed strategic compliance analysis to support full design of 13 acre-foot, subsurface stormwater capture facility that manages runoff via controlled discharge to the water reclamation collection system. Analysis included watershed and sewer modeling to predict stormwater capture for demonstrating compliance equivalency and for budgeting long-term reclamation plant treatment costs. Maximized return on investment for three partner agencies by optimizing facility intake capacity, storage volume, and discharge rate to reduce costs and maximize pollutant capture.

Los Angeles River Upper Reach 2 Watershed Feasibility Study (2016–Present).

Technical Advisor for conceptual design of six regional water quality projects. Supported development of regulatory analysis that optimizes pollutant load reduction to schedule and attain least-cost compliance solutions.

Conceptual Plans to Upgrade Pump Plants and Utilize Green Infrastructure to Provide Resiliency and Treat Stormwater in the Upper Los Angeles River Watershed, City of Los Angeles, Bureau of Sanitation, CA (2015).

Lead in support of identification of opportunities to incorporate green infrastructure concepts into upgrades of aging pump stations to address wet- and dry-weather flow as part of development of Load Reduction Strategies for the LA River Bacteria TMDL. Integrating opportunities into EWMP development.

Lakewood Stormwater Capture Project, Caltrans and City of Lakewood, CA (2015-Present).

Technical Advisor providing technical assistance in water quality, hydrology, and hydraulic modeling to develop two conceptual designs for the City of Lakewood to comply with Los Cerritos Channel Watershed Management Program requirements. Developed an innovative modeling system to evaluate multiple BMP diversions, footprints, and real-time inlet and outlet controls to optimize compliance with water quality targets while minimizing costs. Evaluating irrigation requirements and potable water offset through use of dry- and wet-weather flows.

Development of Watershed Management Programs (WMPs), East San Gabriel, Long Beach, Lower LA River, Lower San Gabriel, Los Cerritos Channel Watershed Management Groups.

Technical Advisor supporting development of WMPs for five watershed management groups, representing 29 jurisdictions across greater Los Angeles County, to provide each jurisdiction a prescriptive strategy for compliance with multiple TMDLs. Specific efforts included innovative watershed-wide representation and modeling of potential green infrastructure opportunities. Schedules were developed to guide compliance with wet and dry weather goals.

Multi-Agency Collaborative, Pilot-to-Scale Initiative, City of Los Angeles Bureau of Sanitation, Los Angeles Department of Water and Power, Los Angeles County Flood Control District, CA (2015–Present).

Lead in planning, implementation, and monitoring of six pilot residential rainwater harvesting projects instrumented with real-time controls. Conducted regional scaling analysis to quantify potential benefits of residential rainwater harvesting at scale to inform programmatic decision making. Crafted innovative strategy to (1) perform parcel-scale geomatic assessment to rapidly create a database of countywide capture opportunities using high-resolution LiDAR and aerial imagery, (2) develop real-time control model simulation system linked to calibrated land simulation models to evaluate performance of identified opportunities, and (3) synthesize results to programmatic context and benchmarks. Facilitated collaborative meetings and workshops between partner agencies to present results and solicit multi-agency feedback.

Storm Water Harvesting and Use Study, City of San Diego (2019–Present).

Project Manager to collect, consolidate, and synthesize all known City stormwater capture activities into one consolidated library. The project library was then cross-referenced against specific strategies outlined in a stakeholder-led regional study to provide recommendations for which activities may warrant additional research. Facilitated collaboration between Stormwater Department and Public Utilities Department to identify, model, and cost City-wide opportunities based on San Diego County Stormwater Capture and Use Feasibility Study alternatives. Developed framework and policy recommendations for City-wide stormwater capture planning. Also outlined presentation content to be delivered to communicate findings to the City Council Environmental Committee.

Watershed Asset Management Plan Updates, City of San Diego (2019–Present).

Technical Lead to distill and visualize programmatic details into a fact sheet for broad audience. Liaison with financial planning team to incorporate future stormwater harvesting and use program elements into current financial model.

Stormwater Harvesting Augmentation Analysis, City of San Diego, CA (2016).

Technical Lead to assess potential water supply augmentation benefits, costs, and savings of routing regionally harvested stormwater to a planned potable reuse program. Evaluated wastewater treatment plant boundary conditions on basis of stormwater quantity and quality to determine load of harvested stormwater that could be harvested. Led development of advanced modeling system with predictive logic to simulate intelligent control of a stormwater harvesting and diversion network. Guided planning-level review of existing integrated projects and regulatory barriers to linking stormwater with potable reuse programs.

Watershed Implementation Plan for Rainbow Creek, County of San Diego (2018–Present).

Deputy Project Manager and technical lead for development of a BMP implementation plan to identify structural projects and nonstructural program enhancements that support TMDL compliance based on the list of strategies identified in the Rainbow Creek WQIP Compliance Analysis. This effort involves identification and site-scale analysis of both distributed and regional BMP projects and the development of conceptual designs that can be efficiently advanced to construction. Water quality and flood risk modeling will be conducted to ensure that programmatic efficiencies can be leveraged to address priority areas in the watershed. Also facilitated an inter-departmental workshop to solicit feedback and feasibility considerations from stakeholders early in the design process.

Storm Water Funding Strategy Development, City of San Diego (2019).

Technical Advisor and support. Developed funding gap model to provide City with a flexible, user-friendly tool to perform long-term budget forecasting and funding strategy scenario-play.

Mission Valley Integrated Regional Stormwater Capture Concept, City of San Diego, CA (2016–Present).

Project Manager leading feasibility study for flood control, water supply augmentation, and water quality improvement project. Developed conceptual design recommendations for multi-purpose, intelligently controlled infrastructure to meet specific water quality compliance targets during wet weather while maximizing groundwater recharge during dry weather. Analysis included identification and simulation of upstream detention facilities to throttle discharge of stormwater to the project and manage flood risk.

Comprehensive Load Reduction Plans (CLRPs) and Water Quality Improvement Plans (WQIPs), City of San Diego, CA (2013–Present).

Technical Lead in developing CLRPs were developed for several watersheds in San Diego to comply with the approved Bacteria Total TMDLs for Beaches and Creeks and address other potential 303(d) impairments within each of the watersheds. This comprehensive, inter-jurisdictional approach increases the effectiveness and efficiency of planning efforts and reduces the overall cost of BMP implementation efforts. Performed a geospatial evaluation of the San Diego River watershed to identify, characterize, and prioritize sites for centralized BMP implementation throughout the watershed. Site investigations were then performed to verify the suitability of each top-ranked site and to gather data necessary for optimization modeling. A long-term costing database was developed to estimate 20-year compliance costs and financial and fed directly into the City's asset management planning database. Continuing efforts include refining jurisdictional strategies and optimizing model inputs for cost savings.

CRAFTWATER
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RESUME

Oliver Galang

PE, ENV SP, QSD

Principal

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EXPERIENCE

30+ years

EDUCATION

B.S., Civil Engineering, California State University, Fullerton, 1993

Engineering Management Graduate Studies, California State Polytechnic University, Pomona, 2005

AREA OF EXPERTISE

Water Resources
Storm Water Compliance
Water Quality Monitoring Programs
Regional BMP Design
Drainage Design
Flood Control Management
Groundwater Recharge
Feasibility Studies
Safe, Clean Water Program

LICENSES & CERTIFICATIONS

Civil Engineer 56558, California, 1997
Envision Sustainability Professional, November 2014
Qualified SWPPP Developer (QSD)
Qualified Industrial Storm Water Practitioner (QiSP)

EXPERIENCE SUMMARY

Mr. Oliver Galang has more than 31 years of professional engineering experience in planning, design, construction, and program management of multi-million-dollar municipal capital improvement projects, specifically in water resources and stormwater infrastructure throughout southern California. He has extensive experience in the areas of water resources, stormwater and urban runoff management, water quality monitoring programs, flood management, and various types of green infrastructure. He is currently leading Craftwater's Water Resources Design Services Practice in California. Highlights of Oliver's career also include service as the Los Angeles River Watershed Manager for the Los Angeles County Department of Public Works. His responsibilities included directing the planning of multi-use, multi-benefit projects, with an estimated construction value of more than $60 million, along the Los Angeles River. He also served as the Water Quality Stormwater Programs Manager for the Los Angeles County Department of Public Works and was responsible for an annual budget of more than $10 million in urban runoff and stormwater quality monitoring programs, including Los Angeles County Flood Control District (LACFCD's) National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Monitoring Program. He was also served as the LACFCD Operations Manager overseeing the operations of the LACFCD flood control and water conservation system, which consisted of 14 reservoirs, 500 miles of conveyance channels, and 27 groundwater recharge facilities.

RELEVANT EXPERIENCE

Eaton Wash Stormwater Capture Project, City of Pasadena

Responsible Principal. Providing management oversight and QA/QC for the full design of a regional stormwater and park development project to reduce pollutant loads and runoff treatment for the City. This project consists of the development of a Feasibility Study and the development of the 100% Design documents for a regional stormwater capture project that incorporates a subsurface storage and infiltration basin, a surface vegetated treatment basin, and the development of a new park area for the local community. He was responsible for providing QA/QC and management oversight for the development of the feasibility study, reporting, and design documents, as well as securing $2 Million for the design phase.

Arroyo Seco San Rafael Stormwater Capture Project, City of Pasadena

Responsible Principal. This project consists of the development of a Feasibility Study and subsequently the development of 100% Design for a regional stormwater capture project that incorporates creek restoration, natural treatment wetlands, and stormwater use for irrigation. The project is intended to address the Cities of Pasadena's and South Pasadena's water quality actions required under the Upper Los Angeles River Enhanced Watershed Management Program. He was responsible for program management and oversight for the development of the feasibility study, meeting with the Cities, stakeholders, and assisting the City with securing $5 Million in funding from the Safe, Clean Water Program.

Merced Ave Linear Park Stormwater Capture Project, City of El Monte

Responsible Principal. Providing management oversight and QA/QC for the full design of a regional stormwater capture project to reduce pollutant loads and runoff treatment for the City of El Monte. This project consists of the development of a Feasibility Study and subsequently the development of 100% Design for a regional stormwater capture project that incorporates creek restoration, a new pedestrian/bike path, replacement of a 1900 LF concrete channel with a culvert, and stormwater quality natural treatment basins.

Culver Boulevard Median Stormwater Capture Project, Culver City

Project Manager. This project consists of the design and construction of a regional stormwater BMP Project along Culver Blvd between Sepulveda Blvd and Elenda Street. The project consists of two storm drain diversion structures, an 8-acre-foot underground storage facility, a pump station, dual filtration units, and return flow to the storm drain. The project addresses Culver City's water quality actions stated under the Ballona Creek Enhanced Watershed Management Program. The project surface enhancements include separate pedestrian and bike paths, bioswales, and public education and seating areas. He led the project development team with the water quality and hydraulic analysis, environmental documentation, and preparation for final design plans, specifications, and bid estimates. He presented the project at community and advisory meetings as well as City Council Meetings. He continued to support the project with the development of the monitoring plan, operations and maintenance plan, and technical reviews during construction.

Caruthers Park Stormwater Capture Project, City of Bellflower

Project Manager. This project consists of the design and construction of a regional stormwater BMP Project at the City of Bellflower's Caruthers Park. The project components include a storm drain diversion structure, 7.5-acre-foot underground infiltration and storage facility, and pump station to the sewer and return flow to the storm drain. The project is intended to address the City of Bellflower's water quality actions stated under the Los Cerritos Channel Watershed and the Upper San Gabriel River Enhanced Watershed Management Programs. He led the project development team and coordinated these efforts with the City Project Team and the LACFCD.

Carson Water Capture Project at Carriage Crest Park, Sanitation Districts of Los Angeles County

Project Manager. This project consists of the design and construction of a regional stormwater BMP Project at the City of Carson Carriage Crest Park. The project components include a storm drain diversion structure, 13.4 acre-foot underground storage facility, and pump station to the sewer and return flow to the storm drain. The project is intended to address the City of Carson's water quality actions stated under the Dominguez Channel Watershed Management Area Group's Enhanced Watershed Management Program. He led the project development team and coordinated these efforts with the County Sanitation Districts, LACFCD, and the City Project Team.

Bolivar Park Water Capture Project, City of Lakewood Public Works Department, Lakewood, California

Project Manager. Phase I of this project consisted of the development of two project concepts that will divert wet-weather and dry-weather urban runoff from the Los Cerritos Channel to an underground infiltration gallery or storage system at two City Parks, resulting in the development of 10% design documents for two City Park Regional BMPs. Phase II consisted of the development of the final design documents for an innovative regional BMP at Bolivar Park. Phase III included the design support services during construction of the regional BMP. He led the project design development team and coordinated these efforts with the City Project Team and leading the coordination with the LACFCD.

Mayfair Park Water Capture Project, City of Lakewood Public Works Department, Lakewood, California

Project Manager. This project consisted of the development of a regional BMP that will divert wet-weather and dry-weather urban runoff from the Los Cerritos Channel to an underground infiltration gallery or storage system at Mayfair Park. The project consists of the development of final design documents for an innovative regional BMP at Mayfair Park that includes stormwater capture and use for irrigation. The diversion structure consists of an air-inflated rubber dam and inlet structure. The discharge options include sanitary sewer discharge or filtration and discharge into the storm drain system. He led the project development team and coordinated these efforts with the City Project Team and the LACFCD.

AB 530 Lower Los Angeles River Revitalization Plan, Vernon to Long Beach, Los Angeles County Department of Public Works, California

Project Manager. This project consisted of the development of a visionary, community-based revitalization plan for the 19-miles of the Los Angeles River, from Vernon to Long Beach. The project was developed in response to Assembly Bill 430, which requires the development of the Lower Los Angeles River Working Group and the development of a revitalization plan that addresses the unique and diverse needs of the Lower Los Angeles River. On behalf of the LACFCD, Rivers and Mountains Conservancy, and Assembly speaker Rendon, managed the direction of the technical documentation for the Working Group, the technical teams in assessing the multiple facets of the revitalization plan, including a robust Community Engagement Program, assessment of Community Economics, Public Recreation needs, sustainable water resources, and environmental enhancement opportunities.

Lake Hodges Reservoir Water Quality Assessment Study, City of San Diego, California

Project Manager. This project consisted of an evaluation of the Lake Management issues in the reservoir and the development of a conceptual design report with those recommendations. This study evaluated water quality challenges in the reservoir, including algae, regulatory demands, and quagga mussel controls in the reservoir. Scope of work also included the development of a hydrodynamic model to estimate the potential changes to the reservoir because of the proposed alternatives including algae harvesting wetlands and a speece cone. He was responsible for managing the project, coordinating with the stakeholders, conducting the conceptual alternatives workshop, and the development of the conceptual planning report documents.

Agua Hedionda and Calaveras Creek Channels Dredging Project, City of Carlsbad, California

Project Manager and Technical Lead. This project consisted of the preparation of design plans and specifications for sloping rip rap drop structures and excavation to improve the flood control capacity of the channels. He is responsible for project management and for the development of the design documents for the City.

Regional Stormwater Facility Feasibility Study, City of San Jose, California

Project Technical Lead. The Regional Stormwater Facility Feasibility Study project consist of the evaluation of the City's requirements under the San Francisco Bay Municipal Regional Stormwater NPDES Permit for meeting Low Impact Development and Hydromodification requirements for developments and redevelopments. He was responsible for conducting the review of the permit requirements, evaluating similar programs and projects to address these requirements, and develop an approach for alternative compliance methods.

Folsom Dam Auxiliary Spillway Approach Channel Environmental Study, US Army Corps of Engineers, Folsom

Technical Author. This project was a Brown and Caldwell-URS Joint Venture to conduct an environmental study of the potential environmental impacts from the construction of the Folsom Dam Auxiliary Spillway Approach Channel and spur dike. He was responsible for the preparation of the water quality assessment and bioaccumulation potential assessment sections of the environmental study in accordance with NEPA and CEQA guidelines. Alternatives considered included the use of a secant pile cut-off wall, or a cell-filled cofferdam across the width of the proposed spillway to enable the construction of the auxiliary spillway approach channel, spur dike, and the spillway gates.

Sun Valley Strathern/Rory Shaw Wetlands Park Project, Los Angeles

Watershed Manager. Oversaw the design development of the $48 million multi-use wetlands park. The project is a major component of the Sun Valley Watershed Master Plan that seeks to address major flooding through a stakeholder-based multi-benefit project approach. The project consisted of redeveloping a 46-acre former landfill site into a multi-use stormwater facility. The facility consisted of 21-acres of flood control detention ponds, 10-acres of treatment wetlands, 15-acres of natural open space, and recreational park facilities that integrate low impact development (LID) components of permeable pavements, native landscaping and swales. The project also infiltrated stormwater runoff flows in the adjacent infiltration basins of the Sun Valley Park Project. He was responsible for project oversight and management of the final project concept; initiated the geotechnical investigations and pond liner design; met with the multiple stakeholders, political leaders, and partner agencies; managed funding grants; and presented the final project concept to the local community.

Compton Creek Flood Risk Mitigation Project, Los Angeles County

Watershed Manager. Oversaw the alternatives feasibility study and hydraulic analysis of a $20-million flood risk mitigation of Compton Creek to contain the 100-year storm event. He conducted technical review of the alternative concepts that consisted of using existing open space areas (parks, schools, undeveloped) within the Compton Creek Watershed to detain stormwater and constructing additional flood wall levees to contain the storm water flows within the Compton Creek Channel. Presented the alternative concepts and recommended plan on behalf of the County of Los Angeles Public Works.

LACFCD NPDES MS4 Stormwater Monitoring Program, Los Angeles County

Program Manager. Led the programmatic implementation and management of the MS4 NPDES Permit Stormwater Monitoring Program that characterized the stormwater discharge quality from Los Angeles County. The program encompassed stormwater and dry-weather composite sampling of a 3,000-square-mile area, seven major watershed mass emissions stations, and six major river tributary monitoring stations. He oversaw data compilation, technical analysis, and the stormwater quality assessment of the Annual NPDES Monitoring Report to the Los Angeles Regional Board. He also led efforts to conduct BMP performance testing of the Sun Valley Park infiltration system, Marie Canyon Water Quality Improvement Project, Dominguez Gap Wetlands, and the 19 Low Flow Diversion Systems in Santa Monica Bay.

San Gabriel River Valley Rubber Dams 2 and 3, Los Angeles County

Senior Project Manager. Responsible for the design, permitting, and implementation of two 8-foot high and 440-foot long air inflated rubber dams along the San Gabriel River. He was responsible for managing the development of the design plans, specifications, and engineer's cost estimate. In addition, he led the development of the environmental documents and negotiations with the regulatory agencies (US Fish and Wildlife, US Army Corps of Engineers, CA Department of Fish and Wildlife, and LA Regional Board) for the mitigation and monitoring plan.

Hollyhills Storm Drain, Unit 8B Phase 1, West Hollywood

Senior Project Manager. Responsible for managing the design, permitting, and implementation of the regional storm drain project. This project required close coordination with the Cities of Los Angeles and West Hollywood. The project involved the construction of a reinforced concrete storm drain with a total length of 2,250 linear feet, ranging in size from 36 inches to 84 inches in diameter. He was able to expedite the implementation of the project through a phased design and environmental permitting approach.

LACFCD San Gabriel Dam Hydroelectric Project, Azusa

Operations Manager. Responsible for management, operations, and oversight of the small hydroelectric project consisting of two power generating units at the dam generating a combined 4.975 MW of power. The project generated electricity that was sold to Southern California Edison and provided annual revenues from $1 million to $4 Million. He was responsible for implementing system controls upgrades and negotiating power sales agreements with Edison.

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RESUME

Chad Helmle

PE

President and Chief Executive Officer

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EXPERIENCE

25 years

EDUCATION

B.S., Engineering and Environmental Science, University of Notre Dame, 1997

M.S., Civil Engineering, Environmental Fluid Mechanics/Hydrology, Cornell University, 2005

LICENSES & CERTIFICATIONS

Professional Engineer 69525, California, 2006

AREA OF EXPERTISE

Hydrologic and water quality modeling

MS4 permit and TMDL compliance

Water quality data management and analysis

Watershed management

Water quality monitoring plan assessments

Strategic planning

Asset management

Regulatory compliance

EXPERIENCE SUMMARY

As President of Craftwater Engineering, Chad Helmle offers national experience with a focus on the Southern California water resources service area. He has overseen hundreds of large and small water resources projects and has served as program manager or principal-in-charge of several of the largest municipal on-call stormwater-focused contracts in the country.

RELEVANT EXPERIENCE

Watershed Engineering On-Call Contract, County of Los Angeles, As-needed contracts (2015-Present)

Principal in Charge to support the county with wide-ranging watershed services, including the design of regional BMPs in parks, regional master planning work, and piloting of innovative regional stormwater capture programs. Work for the County was recognized at the national and regional level as precedent-setting, especially in terms of applying technical innovation to solve emerging stormwater problems. Signature projects that Mr. Helmle has personally led include (1) the Multi-Agency Collaborative Stormcatcher Project, which demonstrated the feasibility of leveraging parcel-based real time control systems to capture runoff and augment water supplies; (2) the Lower Los Angeles River Revitalization Plan, which emphasizes a watershed-based approach to revitalizing a 19-mile long, two-mile wide reach of the LA River corridor; and (3) multiple park-based regional stormwater capture BMP designs intended to meet pressing TMDL compliance needs.

As-needed Stormwater Engineering and Consulting Services, City of San Diego As-needed contracts (2014 – Present)

Program Manager to provide the full spectrum of stormwater program support to the City, including all of the City's Water Quality Improvement Plans, stormwater capital project design, special scientific studies, BMP research and development, compliance reporting, and general permit support. Managed one of the largest stormwater contracts of its kind, helping the City gain attention on a national stage, especially with regard to cutting-edge BMP master planning, stormwater design, and innovative permit compliance strategies. Managed over 100 task orders worth nearly $30 million. Signature projects completed as part of this contract include: (1) a comprehensive watershed master plan that utilized first-of-their-kind modeling approaches to strategically identify and prioritize regional and green infrastructure project opportunities; (2) an innovative regional stormwater harvesting analysis that demonstrated the degree to which local stormwater capture can feasibly and realistically augment water supplies by upwards of 25%; and (3) regionally-critical re-negotiation of bacteria TMDL requirements that will set the stage for reducing municipal bacteria mitigation requirements across the state.

Upper LA River Load Reduction Strategy Adaptation, Safe, Clean Water Program Scientific Study (2020 – Present)

Strategic Advisor for the development of the Load Reduction Strategy Adaptation Plan in the Los Angeles River watershed to adapt the strategy to address the Bacteria TMDL to ensure management actions better align with protection of public health. Assisted to identify the most effective pathway towards improved public health and attainment of bacteria-related water quality objectives through an adaptive management process that incorporates significant advances in the state of the science. Provided strategic direction to utilize a data-driven approach, including watershed models of bacteria loads and BMP models to evaluate effectiveness of strategies, to identify efficient and effective implementation actions watershed-wide.

Fire Effects Safe, Clean Water Program Scientific Study (2022 – Present)

Strategic Advisor for the modeling and data analysis of the Upper Los Angeles River Fire Effects Study to inform more resilient watershed management programs. Helped secure $1.2M to fund this effort through the Safe, Clean Water Program. Provided strategic direction for predictive model to characterize potential impacts of fires on land uses and other environmental changes that influence stormwater quality. Conducted an analysis of historic data representative of post-fire impacts and literature review to best inform model development. The first-of-its-kind model represents a range of post-fire scenarios, including variable factors of burn severity, burn areas, and proximity of assessment points.

Maximizing Impact of Minimum Control Measures Safe, Clean Water Program Scientific Study (2023 – Present)

Strategic Advisor for the Maximizing Impact of Minimum Control Measures (MCM) Study to evaluate and optimize non-structural programs in the Los Angeles region. Secured $1.5M to fund this effort under the Safe, Clean Water Program. Developed tools to quantitatively estimate the effectiveness of MCMs and recommend implementation strategies for optimization. Supported work across 36 agencies under the SGVCOG to inform standardized, streamlined data collection that support quantification methods, ease of tracking and reporting, and optimization strategies. Develop a visual-based platform to view data and modeling results and inform management decisions on optimizing MCM programs for water quality benefits.

Upper LA River and Rio Hondo preSIP Safe, Clean Water Program Scientific Study (2020 – 2024)

Strategic Advisor for the PreSIP scientific study, the highest-value ($2.3M) scientific study funded by the Safe, Clean Water Program to date. Completed recalibration of the watershed model to better represent local CIMP monitoring data and environmental conditions in the local watershed. Contributed to the compliance framework, with rearticulation of the water quality goals better aligned with beneficial use protection. In addition, the study is conducting an unprecedented site-scale review of the entire Upper LA River and Rio Hondo Watershed Areas (750 square miles) to identify, model, and prioritize specific project opportunities; results provide asset-level clarity to inform WMP implementation. Results input to a digital planning platform to enable agencies to view recommended project opportunities, plan investments, and track progress.

Proposed and Tentative MS4 Permit and State Water Board Order Review, SGVCOG and ULAR WMG, CA (2020)

Strategic Advisor to provide a detailed review of the implications of the new MS4 Permit and the State Water Board Order to the SGVCOG and ULAR WMG. Contributed to key implications for the groups and drafted comments to the Los Angeles Regional Board and the State Water Board and development of a consensus approach to work across stakeholders for a strong negotiation stance for the Permittees. Drafted comments on behalf of the ULAR WMG on the staff working proposal of the MS4 Permit and State Water Board Order and on behalf of the SGVCOG and ULAR WMG in response to the tentative order on the MS4 Permit.

6 Watershed Management Program Updates (Santa Monica Bay J2/3, Upper LA River, Ballona Creek, Dominguez Channel, Upper Santa Clara River, and East San Gabriel Valley WMGs), CA (2020 – 2021)

Strategic Advisor for updating the WMPs based on permit-required revised reasonable assurance analyses (RAAs) and adaptive management. The models supporting the RAAs were updated based on new data and tools available, as well as implementation progress. Supported project team to update based on the latest regulatory drivers, water quality priorities, project progress and opportunities, and revised recipes for compliance, including updated cost estimates to achieve. Supported the additional limiting pollutant analysis for the Upper Los Angeles River WMP to satisfy emerging regulatory requirements. Advised strategic revisions to the East San Gabriel Valley WMP based on local water quality drivers and an achievable compliance pathway.

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RESUME

Courtney Semlow

PE, ENV SP, CFM

Director of Civil Design

e/ Courtney.Semlow@craftwater.com

p/ 847.445.0886



EXPERIENCE

19 years

EDUCATION

B.S., General Engineering, University of Illinois Urbana-Champaign, 2005.

LICENSES & CERTIFICATIONS

Professional Engineer (Civil), CA C94417, MA, VA, GA

Envision Sustainability Professional (ENV SP)

Certified Floodplain Manager (CFM)

Member, The Association of State Floodplain Management

EXPERIENCE SUMMARY

With more than 19 years of professional experience, Courtney Semlow has provided comprehensive site design and project management for diverse projects, including 1,000-acre mixed use subdivisions and military installation infrastructure throughout the United States and abroad. Courtney is knowledgeable in all aspects of civil design, including erosion control, water resource management, and road design. She can navigate complicated regulatory requirements, while producing cost-effective solutions that exceed client expectations. Another core area of her work focuses on water quality and stormwater pollution prevention by implementing environmentally sustainable stormwater management solutions, including infiltration basins, permeable pavement, and rain gardens.

RELEVANT EXPERIENCE

Finkbiner Park Stormwater Capture Project– Glendora, CA (2022-2025)

Project Manager. Providing project management of the design of a 5.6 ac-ft underground stormwater capture and infiltration facility. The project seeks to improve water quality by reducing heavy metal pollutants in the San Gabriel River Watershed. The project will divert stormwater runoff from existing LACFCD controlled Little Dalton Wash concrete channel and a local storm drain that drains a total of 1,512. Surface improvements include a complete renovation of four softball fields including new alignment to allow for more usable space adjacent to the fields. A recirculating stream is also proposed that will utilize dry weather flows and add a calming element to the park.

Eaton Wash Stormwater Capture Project– Pasadena, CA (2024-2025)

Project Manager. Providing project management of the design of a 2.5 ac-ft regional stormwater capture and treatment facility along the Eaton Wash channel in Pasadena. The project will provide significant water quality benefits for the City of Pasadena and unincorporated LA County due to the significant drainage area size (10,294 acres), location of the adjacent channel, and available development space. The project will capture and treat 100% of the dry-weather flows in accordance with the Upper Los Angeles River Load Reduction Strategy Plan. The project site is located directly downstream of the area burned by the Eaton Fire and therefore has the potential to remove even more harmful pollutants from the watershed and protect downstream communities and the ocean.

Apollo Park Stormwater Capture Project Feasibility Study – Downey, CA (2021)

Managed design of 10% conceptual drawings and Feasibility Study for a regional stormwater capture project submission to the Safe, Clean Water Program for funding. The project includes a stormwater diversion from an existing LACFCD storm drain to a 10 acre-feet infiltration system beneath an existing baseball surface. New catch basins and storm drain are proposed at nearby intersections and will connect to the system and help alleviate local flooding. Reductions of impervious area, a green street, permeable pavement, and diverse natural landscaping provide onsite stormwater management and improve the

aesthetics of the park.

MacArthur Park Lake Stormwater Capture Project– Los Angeles, CA (2023-2025)

Civil Design Project Manager. Providing project management of the civil design of a stormwater capture and treatment facility at MacArthur Park in LA. The project will divert and treat stormwater runoff from existing 42" local storm drain. Surface improvements include a terraced garden water feature that will recirculate and filter water from the lake as well as new trees.

Wilmington Middle School Greening Project – Los Angeles, CA (2023-2025)

Project Manager. Providing project management of the civil design for the replacement of over 14,000 square feet of existing underutilized asphalt pavement areas with green program spaces and outdoor classrooms. We completed a hydrologic analysis to determine stormwater runoff amounts and provided a stormwater treatment and drainage design to improve water quality and ensure proper outflow of stormwater.

Spane Park Stormwater Capture Project– Paramount, CA (2022-2025)

Project Manager. Providing project management of the design of a 5.3 ac-ft underground stormwater capture and treatment facility. The project will divert stormwater runoff from an existing LACFCD double box culvert that drains 1,338 acres at a rate of 20 cfs. The project will reduce pollutants and improve water quality in the Lower Los Angeles River watershed. Surface improvements include a complete renovation of the park including adding more parking and a new soccer field to strengthen the City's sports programs.

San Jose Creek Bike Trail Hydrologic and Hydraulic Analysis– Placentia, CA (2023-2025)

Project Manager. Provided oversight of hydrologic and hydraulic analysis for a proposed bike trail in Pomona, CA along the San Jose Creek concrete channel. We analyzed the existing areas draining towards the channel and recommended stormwater treatment BMPs that could be implemented along the project route. We also provided a hydrologic analysis of the adjacent park to determine if a more regional BMP could be implemented at the park.

Arroyo Seco Water Reuse and Stream Restoration Project– Pasadena, CA (2022-2025)

Project Manager. Providing project management of the design of two regional BMPs along the Arroyo Seco channel in Pasadena and South Pasadena. Tasks included performing hydrologic and hydraulic analysis of channel diversions to above ground infiltration BMPs. Dry weather flows will travel through a rock-lined stream to an existing cobble stone channel connected downstream to a golf course where it will be stored, treated, and used for irrigating the golf course.

Atwood Bike Trail Hydrologic and Hydraulic Analysis– Placentia, CA (2022)

Project Manager. Provided oversight of hydrologic and hydraulic analysis for a proposed bike trail in Placentia, CA. The proposed bike trail is located adjacent to the existing Atwood concrete channel and will replace the access road. We analyzed the existing areas draining towards the channel and recommended stormwater treatment BMPs that could be implemented along the project route.

Red Morton Community Park Stormwater Capture Project Design– Redwood City, CA (2021-2024)

Project Manager. Providing project management for the City of Redwood City to design a multi-beneficial regional stormwater capture practice at Red Morton Community Park. The project is anticipated to divert stormwater from an existing box culvert to a 9.5-acre-foot underground storage system set underneath existing soccer fields. The synthetic turf of the soccer fields are typically replaced every 7-10 years and the timing of this project is set to correlate with that effort. The City and Craftwater have committed to providing a design that meets community desires and stormwater treatment requirements for this 1,650-acre drainage area.

Encanto Park Stormwater Capture Project Design– Duarte, CA (2021-2023)

Project Manager. Providing project management to design a multi-beneficial regional stormwater capture practice at Encanto Park in Duarte,CA. The project is anticipated to divert stormwater from an existing 72" storm drain to a 0.6-acre-foot underground infiltration storage system set underneath an existing soccer field. Excess stormwater that is unable to infiltrate will overflow and be treated by an additional filtration system before returning to the storm drain. Expanded landscaping areas within the parking lot will utilize drought tolerant, native plantings that will enhance the look of the parking lot and reduce potable water used for irrigation.

Skylinks Golf Course Stormwater Capture Project Design– Long Beach, CA (2021)

Project Manager. Providing project management to design a multi-beneficial regional stormwater capture practice at Skylinks Golf Course in Long Beach,CA. The project is anticipated to divert stormwater from the existing Wardlow Channel to a 9.7-acre-foot underground infiltration storage system set adjacent to an existing golf course. Dry and wet weather flows will flow through the underground storage and be pumped to a surface wetland basin that is placed above the subsurface storage system. Excess stormwater will overflow and be treated by an additional filtration system before returning to the storm drain. Walking paths around the wetland cells, a sand volleyball court for the adjacent Fire Station, and a nursery for the Golf Course are additional project amenities that have been identified while working with project stakeholders.

El Dorado Park Regional Stormwater Capture Project Design– Long Beach, CA (2021)

Project Manager. Providing project management to design a multi-beneficial regional stormwater capture practice at El Dorado Park in Long Beach,CA. The project is anticipated to divert stormwater from the existing Artesia Norwalk Channel to a 13.9-acre-foot underground wetland system set in a currently underutilized area within El Dorado Regional Park. The storm diversion will utilize existing storm drain pipes and ditches to convey diverted runoff to the proposed wetland area which is approximately 1.5 miles away from the channel. Dry and wet weather flows will be treated by a proprietary pretreatment device before flowing through the wetland basin that is comprised of multiple cells and planted with native vegetation selected in collaboration with the El Dorado Park staff. Excess flows will go to an existing drainage ditch before outletting downstream at Coyote Creek. The project is also considering discharging some outflow to the sanitary sewer as the Long Beach Water Reclamation path is just south of the site.

Arboretum Natural Treatment Project Feasibility Study– Arcadia, CA (2020)

Project Manager. Designed 10% conceptual drawings and prepared Feasibility Study for a regional stormwater capture project submission to the Safe, Clean Water Program for funding. The project includes a stormwater drop-inlet diversion from the LACFCD Arcadia Wash Channel and a 4 acre-feet treatment wetland/recharge basin. Diverse natural landscaping will complement the overall aesthetic of the Arboretum and enhance the use of the space.

Heartwell Park at Clark Stormwater Capture Project Feasibility Study – Long Beach, CA (2021)

Project Manager. Managed design of 10% conceptual drawings and Feasibility Study for a regional stormwater capture practice adjacent to the Clark Channel for submission to the Safe, Clean Water Program. A Pre-treatment unit will remove pollutants from runoff diverted from the Palo Verde Chanel runoff before the water is temporarily stored in a 20 ac-ft subsurface storage system. Treated outflow from the underground storage will travel through a small existing lake where it will offset the need for potable water to sustain the lake's water level. Wetland cells will enhance the aesthetics of the lake and a naturalized stream will connect the lake overflow back to the existing channel.

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RESUME

Timothy Fairbank PE, MS

Principal Engineer

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p/ 714.785.6697



EXPERIENCE
26 years // July 2025

EDUCATION
B.S., Civil Engineering, 1999
M.S., Civil Engineering (Water Resources), 2005

LICENSES & CERTIFICATIONS
Professional Engineer 63844, California, 2002

AREAS OF EXPERTISE
- Hydrology and hydraulics
- Reservoir Operations
- Dam Safety
- Flood Risk Management
- Watershed management
- Strategic planning
- Regulatory compliance

EXPERIENCE SUMMARY

Timothy Fairbank offers national civil engineering and water resource management expert, specializing in hydrology, hydraulics, reservoir operations, dam safety, and flood risk management. Tim is a proven leader with a strong track record of managing multidisciplinary teams, overseeing complex water infrastructure projects, and coordinating with local, state, and federal agencies. He is adept at technical analysis, project planning, and personnel development.

RELEVANT EXPERIENCE

Hydrology and Hydraulic Branch, US Army Corps of Engineers, Los Angeles District // 2017 – 2025

Branch Chief. Managed the Hydrology and Hydraulics Branch responsible for supervising the Reservoir Regulation, Hydraulics and Hydrology & GIS Sections with a total of 35-50 employees. The Los Angeles District covers Southern California that doesn't drain to the Central Valley, Arizona, and approximately the lower 1/3 of Nevada and serves and protects approximately 330 million people and approximately 10% of the U.S. economy.

Reservoir Regulations Section, US Army Corps of Engineers, Los Angeles District // 2021 – 2022

Section Chief. Managed the Reservoir Regulation Section responsible for managing/operating the District's dams, updating Water Control Manuals, installing, maintaining measuring equipment and collecting data for the District's network of precipitation and stream gauges, managing and verifying the District's precipitation and stream gauge data, Developing and managing the District's Corps Water Management System (CWMS) network, evaluating and implementing Forecast Informed Reservoir Operations (FIRO) concepts at District Dams where applicable, and managing the Districts UAV (Drone) Program.

Hydraulics Section, US Army Corps of Engineers, Los Angeles District // 2019 – 2021

Section Chief. Managed the Hydraulics Section responsible for Hydraulic analyses and studies supporting reconnaissance and feasibility planning, design, construction, operation & maintenance, project performance evaluation, permitting, regulatory, emergency management and project rehabilitation. The section was also responsible for sediment transport analyses, scour protection design and post fire debris flow analysis and evaluation including non-Newtonion debris flow analyses.

Dam and Levee Safety Section, US Army Corps of Engineers, Los Angeles District // 2011 – 2014

Section Chief. Managed the high-profile Dam & Levee Safety Section responsible for inspecting and evaluating the integrity and reliability of the 16 Corps owned and operated dams, one debris basin and 133 Corps constructed levee systems within the Los Angeles District. The section was responsible for Periodic Inspections and Assessments of the USACE owned dams and all levees that the District had constructed.

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RESUME

Brianna Datti

M.S.

Director of Science & Policy

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EXPERIENCE

8 years

EDUCATION

B.S., Environmental Engineering, University of Connecticut, 2015

M.S., Civil and Environmental Engineering, Cornell University, 2017

AREA OF EXPERTISE

Hydrologic and water quality modeling

MS4 permit and TMDL compliance

Water quality data management and analysis

Watershed management

Water quality monitoring plan assessments and bioassessments

Fate and transport of sediment, metals, and nutrients

Lake hydrodynamics

Geospatial analysis

EXPERIENCE SUMMARY

Ms. Datti is the Director of Science and Policy at Craftwater Engineering. Her focus is on technical studies that establish an implementation-based framework for improved water quality and regulatory compliance guided by sound science and engineering. She specializes in right-sized watershed and water quality modeling and analysis as critical tools. She has developed stormwater management and water quality plans throughout southern California to address a variety of impairments, including biological impairments, metals, bacteria, toxic pollutants, sediment, dissolved oxygen, and nutrient enrichment. Her development of accurate watershed models has been used to assess existing and projected climate change conditions for hydrology and water quality and determine resilient best management projects and/or strategies to reach compliance with TMDLs, MS4 permit requirements, and other regulatory conditions. She has led multiple regulatory-based and strategic planning projects which incorporated technical models linked with evaluation of multi-benefits for communities to recommend appropriate target setting and cost-effective implementation actions. Through her work she is knowledgeable on applicable TMDLs, MS4 permits, and the San Diego and Los Angeles Region 303(d) listings and how ever-evolving regulations and scientific guidelines will impact watershed management programs.

RELEVANT EXPERIENCE

6 Watershed Management Program Updates (Santa Monica Bay J2/3, Upper LA River, Ballona Creek, Dominguez Channel, Upper Santa Clara River, and East San Gabriel Valley Watershed Management Groups), CA

Project Manager. Project manager for updating the WMPs based on permit-required revised reasonable assurance analyses (RAAs) and adaptive management. The models supporting the RAAs were updated based on new data and tools available, as well as implementation progress. Led updates based on the latest regulatory drivers, water quality priorities, project progress and opportunities, and revised recipes for compliance, including updated cost estimates to achieve. Conducted the additional limiting pollutant analysis for the Upper Los Angeles River WMP to satisfy emerging regulatory requirements. Advised strategic revisions to the East San Gabriel Valley WMP based on local water quality drivers and an achievable compliance pathway.

Ventura Countywide Watershed Management Programs, Ventura County, CA

Project Manager. Development of Watershed Management Programs (WMPs) for all Ventura County MS4 Permittees, covering five watersheds. Led the development of a Reasonable Assurance Analysis (RAA) right-sized to the local conditions, and that delineated actionable and affordable control measures. This included the development and calibration of a new watershed model (LSPC) for the five watersheds in Ventura County and modeling non-structural and structural control measures to evaluate expected reduction benefits. The tailored RAA approach developed is focused around four core elements to base the analysis on (1) latest and local watershed science, (2) assigning watershed and MS4-specific required pollutant reductions, (3) leveraging and optimizing minimum control measures, and (4) providing feasible project-led pathways to compliance. In addition, integrating dynamic tracking, allowing for flexibility and transparency as Permittees proceed with implementation of the Program.

Upper LA River Load Reduction Strategy Adaptation, Safe, Clean Water Program Scientific Study

Project Manager. Project manager for the development of the Load Reduction Strategy Adaptation Plan in the Los Angeles River watershed to adapt the current strategy to address the Bacteria TMDL to ensure management actions better align with protection of public health and supporting recreational beneficial use goals. Secured $1.2M to fund this effort through the Safe, Clean Water Program. This Plan provides an effective foundation to address pathogen health risk and will help streamline efforts across agencies and other stakeholders. This Plan helps identify the most effective pathway towards improved public health and attainment of bacteria-related water quality objectives through an adaptive management process that incorporates significant advances in the state of the science. The study utilizes a data-driven approach, including watershed models of bacteria loads and BMP models to evaluate effectiveness of strategies, to identify efficient and effective implementation actions watershed-wide.

Fire Effects Safe, Clean Water Program Scientific Study

Project Manager. Project manager for the modeling and data analysis of the Upper Los Angeles River Fire Effects Study to inform more resilient watershed management programs. Helped secure $800K to fund this effort through the Safe, Clean Water Program. Developing a predictive model to characterize potential impacts of fires on land uses and other environmental changes that influence stormwater quality. Conducted a robust analysis of historic monitoring data representative of post-fire impacts and literature review to best inform model development. The first-of-its-kind model represents a range of post-fire scenarios, including variable factors of burn severity, burn areas, and proximity of assessment points. Climate change models were layered with post-fire scenarios to better characterize the range of potential impacts on watershed pollutant loads. Ultimately, routing potential watershed changes through BMP models to inform a more resilient watershed management program that can meet regulatory objectives.

Maximizing Impact of Minimum Control Measures Safe, Clean Water Program Scientific Study

Project Manager. Project manager for the Maximizing Impact of Minimum Control Measures (MCM) Study to evaluate and optimize non-structural programs in the Los Angeles region. Secured $1.5M to fund this effort under the Safe, Clean Water Program. Developing tools to quantitatively estimate the effectiveness of MCMs and recommend implementation strategies for optimization. The study is developing a suite of modeling tools, aligned with MCM data to evaluate non-structural program activities. Working across 36 agencies under the San Gabriel Valley Council of Governments to inform standardized, streamlined data collection that support quantification methods, ease of tracking and reporting, and optimization strategies. The study will ultimately develop a visual-based platform to view data and modeling results and inform management decisions on optimizing MCM programs for water quality benefits.

Proposed and Tentative MS4 Permit and State Water Board Order Review, SGVCOG and ULAR WMG, CA

Project Manager. Project manager and technical lead to provide a detailed review of the implications of the new MS4 Permit and the State Water Board Order to the San Gabriel Valley Council of Governments (SGVCOG) and Upper Los Angeles River (ULAR) Watershed Management Group. Summarized and discussed key implications for the groups and drafted comments to submit to the Los Angeles Regional Board and the State Water Board. Drafted targeted talking points for the technical and elected group members during MS4 Permit workshops. Developed a consensus building approach to work across stakeholders to produce a strong negotiation stance for the Permittees. Drafted comments on behalf of the ULAR Watershed Management Group in response to the staff working proposal on the MS4 permit for the Los Angeles region and the State Water Board Order regarding the review of approved Watershed Management Programs. Drafted comments on behalf of the SGVCOG and ULAR Watershed Management Group in response to the tentative order on the MS4 permit for the Los Angeles region.

Stormwater Operations and Planning Division Strategic Plans, City of San Diego

Project Manager. Project manager for the development of the first Strategic Plan for the Operations Division under the City of San Diego's Stormwater Department. Continuing development of annual updates to the Operations and Planning Division fiscal year Strategic Plans. Through close coordination with the Program staff leads, developed a graphic-based plan that clearly defines each program activities under operations, how the work aligns with the Departments overall goals, where there is key coordination with other City departments, and set near-term and long-term goals and action plans for each program. This plan provides an overall vision and understanding of the Divisions responsibilities, while also providing a guidebook on how the Division continues to implement, improve, and innovate, with specific goals to do so.

Scott Eckersall, GISP

Senior GIS Analyst, Principal Consultant



EDUCATION

1996/BS/Civil Engineering/Cal State Los Angeles

PROFESSIONAL AFFILIATIONS

Geographic Information Systems Professional (GISP) #160964

Tau Beta Pi, the National Engineering Honor Society

KEY SKILLS

- Enterprise GIS
- ArcGIS Server Deployment
- Geocortex/VertiGIS
- ArcGIS Portal / Online
- Agile Software Development
- Amazon AWS
- ESRI and open-source platforms
- Documentation/Training
- SQL Server / Postgres Databases
- Advanced Python / SQL scripting

EXPERIENCE

With ECKERSALL: 18 years

With Other Firms: 12 years

Scott Eckersall is a seasoned geospatial technology professional with over 30 years of experience as a software developer, consultant, and trainer. He specializes in leveraging Geographic Information Systems (GIS) to address complex challenges in engineering, utilities, transportation, and environmental sectors.

In 2006, Mr. Eckersall founded **Eckersall, LLC**, an independent GIS consulting firm. Under his leadership, the company has become a trusted provider of innovative GIS solutions across Southern California. He is recognized as an expert in Esri Desktop, Web, and mobile technologies, and is the creator of **XY MAPS**, a web-based suite of GIS tools widely adopted by municipalities throughout the region.

Scott and his team provide GIS consulting services to **LA Metro**, numerous **Los Angeles County cities**, and local **water utilities**, delivering customized solutions that enhance spatial data analysis, visualization, and operational efficiency.

Skills

- GIS product design, development, customization, system integration, and roadmap for future development
- ArcGIS Enterprise setup, configuration, setup, deployment, and ongoing maintenance
- Geocortex site design, development, deployment, and maintenance to support in-house and public-facing users
- SQL and Python scripts and associated documentation to QC and merge data sets for production environment
- Automated process for incorporating updated property data into GIS data
- GIS layer updates, map service update/tuning, and troubleshooting
- GIS Training: Custom training development and delivery
- Automated user metrics and logging for increased awareness of internal and public use of GIS technology
- Ad-hoc mapping and data updates for various agencies

Experience

Eckersall LLC, Chino, CA: From March 2006 – Present, Mr. Eckersall has served as President and Founder. He remains hands-on as a Senior GIS Consultant and Solution Developer. During the past 16 years, Scott has developed and maintains XY MAPS, the firm's open-source web mapping solution for small municipalities. He has worked with approximately 80 clients on various GIS consulting engagements with increasing value and complexity. He has grown the firm to three full time and two part-time staff, with plans to hire 1-2 more team members in 2022. He consults with many municipalities, water utilities, and other firms.

Mr. Eckersall has worked with ESRI technology in nearly all projects, having handled system design, installation, configuration, testing, troubleshooting, and documenting complex ESRI and Geocortex solutions. These solutions have included hardware, software, and networking. Scott remains active in all software development efforts, from the firm's new XY MAPS development to many customized ESRI and Geocortex efforts.

ArborPro, Yorba Linda, CA: From August 2002 – February, 2006, Mr. Eckersall designed, developed, and supported the ArborPro software. This solution provides an easy-to-use GIS tool for urban foresters and landscape professionals. Scott continues to consult with ArborPro today, having designed and developed a new cloud based ArborPro. He consults with the firm on a part-time basis, recruiting software and support staff, providing GIS support, running software meetings, and producing product marketing/training materials.

Psomas/DMP, Riverside, CA: From March 1998 – July, 2002, Mr. Eckersall worked as a GIS Programmer, Product Manager and lead software developer for Digital Map Products (DMP). Mr. Eckersall designed and built CityGIS.com, a suite of GIS productivity tools for a mass-deployed user base. He also developed a variety of GIS applications including an award-winning ArcView 3.x Automated Pollutant Loading Model for Los Angeles County Public Works.

Los Angeles County Public Works, Alhambra, CA: From October 1991 – March, 1998, Mr. Eckersall worked as a Civil Engineering Technician and later Civil Engineering Assistant. He initially prepared construction plans for complex underground storm drain projects. By 1994, he joined the Engineering Systems unit in charge of all CAD and GIS technology implementation and support. He started automating processes by writing custom scripts in CAD and GIS, and managed 200+ UNIX workstations including hardware, software, and networking. He built GIS solutions for street lighting management, catch basin inventories, emergency management, road maintenance, and more.

AWARD PROFESSIONAL SERVICES AGREEMENT FOR STORMWATER MASTER PLAN, FY 2025/26 PLAN NO. 1376

PUBLIC WORKS

GLENDORA CITY COUNCIL

NOVEMBER 12, 2025

STEPHANIE RYAN, MANAGEMENT ANALYST

BACKGROUND

MEASURE W

- Measure W was passed by Los Angeles County voters in 2018 to fund local stormwater projects through the Safe, Clean Water Program (SCWP).
- SCWP provides annual Municipal funds to cities for:
  - Stormwater capture and water quality improvements.
  - Drainage system maintenance and planning.
- Supports compliance with the MS4 Permit, which requires cities to reduce pollutants in stormwater and urban runoff.
- Glendora uses Measure W revenues to fund projects identified in its Municipal Annual Plan, which includes the development of a Stormwater Master Plan (SMP).

STORMWATER MASTER PLAN

2023-2025 STRATEGIC PLAN

- Improve and maintain the City's infrastructure and facilities

STORMWATER MASTER PLAN KEY OBJECTIVES

- Map and assess existing storm drain facilities through field inspections and CCTV evaluations.
- Conduct H&H modeling to identify capacity issues and flood-prone areas.
- Develop CIP recommendations to improve drainage and water quality.
- Identify funding opportunities to support compliance, runoff capture, and water-quality goals.
- Create SOPs and "How-To" guides for maintenance, monitoring, and updates.

DELIVERABLES

- A GIS-based storm drain inventory linked to construction records, inspection results, and photographs.
- An interactive web map of potential stormwater-quality project opportunities.
- H&H models of priority areas prone to flooding.
- CIP list aligned with Measure W and MS4 Permit objectives, as well as funding opportunities through the Safe, Clean Water Program and other funding sources.

Glendora



PROJECT AWARD

- Bid Opening on July 17th, 2025.
- Three (3) responsive bids were received.
- Original Bids ranged from $299,934 to $696,925.
- Revised bids requested to align scope of project.
- Revised Bids ranged from $341,895 to $407,437.
- Award to Craftwater Engineering, Inc.

REVISED BID SUMMARY

	Engineering Firm	Bid Amount
1	**Craftwater Engineering, Inc.**	**$341,895.00**
2	Rick Engineering	$356,500.00
3	CWE	$407,437.00

PROJECT COST

Stormwater Master Plan, FY 25/26, Plan # 1376	Available Budget	Proposed Expenditures
FY 2024/25 Amended Budget, Project 5723101	$250,000.00	
Stormwater Master Plan Project		$341,895.00
Contingency 10%		$34,190.00
Total Proposed Expenditures		**$376,085.00**
Appropriation needed from Measure W Fund (250)		**$126,085.00**

RECOMMENDATION:

THAT THE CITY COUNCIL:

1. Award a professional services agreement to Craftwater Engineering, Inc. for the Stormwater Master Plan Project FY 2025/26 (Plan No. 1376) in the amount of $341,895, with a 10% contingency of $34,190, for a total not-to-exceed amount of $376,085;
2. Authorize the Public Works Director or designee to execute any necessary change orders up to 10 percent of the original contract amount;
3. Authorize the City Manager or designee to execute the Agreement, including any minimal and/or non-substantive changes; and
4. Approve a supplemental appropriation from the Measure W Fund (250) in the amount of $126,085 to fully fund the project.