



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

PLANNING COMMISSION

7:00 PM

Tuesday, May 5, 2026
City Hall Council Chamber
116 E. Foothill Boulevard, Glendora

AGENDA

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

REORDERING OF AND ADDITIONS TO THE AGENDA

PUBLIC COMMENT

The City of Glendora encourages community participation at its public meetings. Speakers are 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.

1. Public Comments received

MEMBER STATEMENTS/REPORTS

DIRECTOR/STAFF LIAISON AND ATTORNEY STATEMENTS

PUBLIC HEARINGS

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

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

2. Public hearing to consider adopting a Resolution amending the City of Glendora General Plan Circulation Element

Recommended Action for the Planning Commission:

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

- 1. Find and determine that the General Plan Amendment amending the Circulation Element is exempt from the California Environmental Quality Act (CEQA); and
- 2. Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE AMENDED CIRCULATION ELEMENT, AND FINDING THE GENERAL PLAN AMENDMENT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)"

CONSENT CALENDAR

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

3. Affirm minutes from the March 3, 2026 Planning Commission meeting

Recommended Action for the Planning Commission

- 1. Affirm minutes as presented.

NEW BUSINESS

4. Presentation of the Updated Urban Forestry Manual

Recommended Action for the Planning Commission

- 1. Receive, review, and provide feedback on the updated Urban Forestry Manual; and
- 2. Recommend that the City Council approve the updated Urban Forestry Manual.

MEMBER/STAFF CLOSING COMMENTS

ADJOURNMENT



STAFF REPORT

TO: Chair and Commissioners

DATE: May 5, 2026

FROM: Community Development

DISTRICT(S): Citywide

SUBJECT: Public hearing to consider adopting a Resolution amending the City of Glendora General Plan Circulation Element

RECOMMENDATION

That the Planning Commission,

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

1. Find and determine that the General Plan Amendment amending the Circulation Element is exempt from the California Environmental Quality Act (CEQA); and
2. Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE AMENDED CIRCULATION ELEMENT, AND FINDING THE GENERAL PLAN AMENDMENT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)"

EXECUTIVE SUMMARY

As of early 2026, the City has received significant development interest for parcels within the immediate vicinity of the Metro A Line station. Recent interest in development is in the area between Glendora Avenue to the east, Vermont Avenue to the west, Route 66 to the south and the Metro A Line right-of-way to the north. Despite the adoption of the Station Area Vision Plan in July 2025, existing goals, policies, and programs within the Circulation Element of the General Plan are not updated. This amendment updates the Circulation Element by updating language to reflect that the Metro A Line Station is now operational, corrects minor grammatical errors, and updates the Element to current brand standards. This amendment also establishes criteria for required infrastructure improvements, including a future grid-block road network south of the Metro A Line station. These updates will allow the City to better respond to current increases in development interest within this critical area, improve connectivity around the Station (most notably for emergency services), expand potential economic development opportunities, and accommodate a diverse range of housing types as envisioned in the Station Area Vision Plan.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

California law requires every city and county to adopt a comprehensive General Plan to guide future growth and development. As outlined in Government Code Section 65302, the General Plan must address eight mandatory elements: land use, transportation, housing, open space, conservation, safety, noise, and environmental justice. The Circulation Element of the General Plan, adopted in 2007, addresses transportation by defining transportation needs of the City and presents a comprehensive transportation plan to accommodate those needs. The circulation and transportation system established in the Circulation Element plays an important role in shaping the overall structure and form of the City, in that it both divides and connects land uses at the same time.

Pursuant to the City Council's 2025-2027 Strategic Plan, the City recently initiated the process to update the General Plan. A draft Request for Proposals (RFP) was reviewed by the Planning Commission and City Council on March 3 and April 14, 2026, respectively. This General Plan update process is anticipated to take at least three to five years to complete. Meanwhile, the City has attracted development interest for parcels surrounding the Metro A Line station which require immediate action. For example, the City is currently reviewing one development application proposing 86 townhomes south of the Station along Vermont Avenue (to be presented to the Planning Commission separately at a later date). Planning staff has been contacted by LA County Metro regarding potential development of the Metro A Line Station parking lot. No development application has been submitted for development of the Metro A Line Station parking lot as of the writing of this report.

The current Circulation Element, last updated in 2007, contains goals, policies and programs which either have already been fulfilled or which did not clearly anticipate the growth and development potential currently being seen around the Metro A Line station. In July 2025, the City Council adopted the Station Area Vision Plan, which presents a vision for development and is not a regulatory tool for analyzing individual development applications. Lacking clear and objective criteria within the General Plan's Circulation Element is problematic and could lead to uncoordinated development within this critical area which fails to achieve the vision of the Station Area Vision Plan as well as other General Plan goals and policies.

DISCUSSION

Staff proposes to amend the Circulation Element to incorporate grid-block network criteria referred to as Focus Area A within the Station Area Vision Plan. This amendment involves revised language to Section 3.1 ("Existing Circulation System") of the Circulation Element, as well as three new policies to be included under Goal CIR-3 ("Infrastructure Improvements Coordinated with Local Growth") (See Attachment B). This amendment will establish basic criteria for infrastructure improvements anticipated to be built incrementally with future development. In addition to updating regulations in response to anticipated development as discussed above, the amendment is necessary to update language and branding in the Circulation Element which has become outdated since its adoption in 2007 and which is consistent with branding standards adopted by the City Council in 2024. The amendment also corrects minor grammatical errors throughout the Element. An excerpt providing the pages where these various edits occur (redlined) is also included as an attachment to this staff report.

Establishing a grid-block road network within this area provides multiple benefits. First, it provides clear criteria for new infrastructure improvements required to facilitate orderly development within the area immediately surrounding the Metro A Line station, as envisioned in the Station Area Vision Plan. Second, such a network improves access and circulation around the Station area, most critically for emergency services. Staff notes here that the Police Department has expressed support for the conceptual road network infrastructure improvements proposed in this amendment. Third, a grid-block network creates additional street frontages where future commercial or retail businesses may be located. And finally, as noted in the adopted Station Area Vision Plan, a grid-block network can facilitate the construction of a diverse mix of housing types, including but not limited to wrap-style mixed-use developments and townhomes or condominiums.

As described in the proposed amendment, and as the adopted Station Area Vision Plan also notes, this area is intended to be pedestrian friendly. As such, staff proposes block lengths not to exceed 600 feet, with no block perimeter to exceed 1,800 feet. These dimensions employ standard urban design principles common within the latter half of the 1800s and early 1900s and which are consistent with historical grid-block dimensions employed during the founding of Glendora^[1]. As such, this new infrastructure criteria are intended to mirror existing block dimensions found in and around the Glendora Village, which typically measure roughly 300 feet by 600 feet. Staff notes that block dimensions are a critical component of urban design and neighborhood character, as blocks of such sizes promote pedestrian activity, foot traffic and walking, all characteristics which make places like the Village unique and appealing, and which are intended to be replicated within this area around the Metro A Line Station.

Staff also notes that the proposed amendment introduces a new standard street section for roads within this new block configuration. Specifically, these roads would have right-of-way widths not to exceed 56 feet to include two vehicular travel lanes (one in each direction), one lane for parallel parking, and ample pedestrian areas inclusive of 4-foot parkways and 8-foot sidewalks. The roadways may also accommodate bicycles via "sharrows."

[1] Laid by the Glendora Land Company in 1887, Glendora's early grid-block network was established at a time where this development pattern was common. John William Reps, *Cities of the American West: A History of Frontier Urban Planning* (Princeton Univ. Press, 1979).

FISCAL IMPACT

There is no immediate direct fiscal impact associated with this request, as the approval of this request simply results in text amendments to the existing Circulation Element of the General Plan. Any project which includes future development effectuating these amended provisions will be analyzed separately for any fiscal impact.

ENVIRONMENTAL DETERMINATION

This General Plan Amendment is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3), as it can be seen with certainty that there is no possibility that approval of the General Plan Amendment may have a significant effect on the environment.

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

Attachments

[A_Draft_Resolution.pdf](#)

[B_Draft_Circulation_Element_Amendment.pdf](#)

[C_Circulation_Element_Redline_Excerpt.pdf](#)

[D_Notice_of_Public_Hearing.pdf](#)

[E_CEQA_Exemption.pdf](#)

[F_Staff_Presentation.pdf](#)

RESOLUTION CC 2026-_____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA
ADOPTING A GENERAL PLAN AMENDMENT TO ADOPT THE
AMENDED CIRCULATION ELEMENT, AND FINDING THE GENERAL
PLAN AMENDMENT EXEMPT FROM THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT (CEQA)**

**THE CITY COUNCIL
City of Glendora, California**

WHEREAS, the City of Glendora has adopted a General Plan, known as *Community Plan 2025*, which includes all the elements mandated by California Government Code Section 65302; and

WHEREAS, the existing Circulation Element was adopted in 2007 as part of the City's General Plan; and

WHEREAS, the City Council adopted the Station Area Vision Plan in July 2025, and the Metro A Line Station subsequently opened for operation in September 2025; and

WHEREAS, in light of current and anticipated development interest in the area surrounding the Metro A Line Station, the City has determined that it is necessary to update the Circulation Element of the General Plan; and

WHEREAS, these updates to the Circulation Element of the General Plan include new criteria for required infrastructure improvements, including a new grid-block road network around the Metro A Line Station; and

WHEREAS, the Circulation Element has been updated to current City brand standards adopted in March 2024, and various text and grammatical errors have been updated and correct; and

WHEREAS, the Planning Commission held a duly noticed public hearing on May 5, 2026, and thereafter recommended that the City Council find the proposed amendment exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) and approve the amendment to the Circulation Element of the General Plan; and

WHEREAS, the City Council held a public hearing on June 9, 2026, 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; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

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

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

SECTION 2. The City Council hereby finds that the General Plan Amendment is exempt from the California Environmental Quality Act (“CEQA”), pursuant to CEQA Guidelines Section 15061(b)(3), as it can be seen with certainty that there is no possibility that approval of the General Plan Amendment or this Resolution may have a significant effect on the environment.

SECTION 3. The City Council hereby approves a General Plan Amendment to adopt the amended Circulation Element, attached hereto as “Exhibit A” and incorporated herein by this reference.

SECTION 4. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction or by reason of any preempting legislation, the remaining provisions, sections, paragraphs, sentences, and words of this Resolution shall remain in full force and effect.

SECTION 5. 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 9th day of June, 2026.

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 June, 2026, by the following vote:

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

Dated:

KATHLEEN R. SESSMAN
City Clerk/Communications Director

EXHIBIT A

Circulation Element

Glendora



Circulation Element

Updated June 2026





GLENDORA COMMUNITY PLAN 2025 — CHAPTER 3: CIRCULATION ELEMENT

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CHAPTER 3

CIRCULATION ELEMENT

1.0 INTRODUCTION

The Circulation Element represents the City's overall transportation plan. The transportation plan consists not only of the physical transportation system itself, such as streets, highways, bicycle routes and sidewalks, but also to the various modes of transportation, such as cars, buses, trucks (goods movement), rail, bicycles, ridesharing and walking, as well. Circulation also refers to the movement of people and goods and products within and through the City. The circulation and transportation system plays an important role in shaping the overall structure and form of the City, in that it both divides and connects land uses at the same time.

The relationship of the Circulation Element to the Land Use Element is critical since the circulation system must adequately handle future traffic as the City and surrounding areas continue to grow, and provide the means to move people and goods through and within the City of Glendora. Land use and circulation must be closely tied to ensure that citizens are able to move in and around the City to locations where they live, work, shop, and spend leisure hours. The circulation system is directly affected, and even shaped by existing and future land use patterns.

The Circulation Element identifies and establishes the City's policies governing the system of roadways, intersections, bicycle paths, pedestrian ways and other components of the circulation system, which collectively provide for the movement of people and goods throughout the City. The Circulation Element establishes official city policy that:

- Identifies the transportation facilities that will be required to serve both present and future vehicular and non-vehicular travel demand in the City;
- Identifies classifications and design standards for circulation facilities; and
- Identifies strategies to implement the City's circulation system.

The Circulation Element describes existing circulation conditions in the City, and establishes standards for implementation of future improvements in conjunction with planned growth, and provides a method for measuring system performance for future updates. The Element considers not only the physical requirements of the transportation system (roadway facility type, number of lanes, etc.), but also operational issues such as the provision of transit services, and programs and policies that encourage use of alternative transit modes.

2.0 AUTHORITY FOR ELEMENT

The State of California Government Code Section 65302 (b) requires that a General Plan include, "A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

3.0 SUMMARY OF EXISTING CONDITIONS

The City of Glendora shares borders with the City of San Dimas on the east, southeast, and south, City of Covina on the southwest, and the City of Azusa on the west. The Angeles National Forest and Glendora Wilderness Park form the City's northern border.

Many of the arterial roadways through the City of Glendora extend beyond the City boundaries into neighboring cities. Circulation issues and travel patterns, likewise, extend beyond the Glendora city limits. The land use decisions and traffic patterns in these other jurisdictions have the potential to affect the quality of traffic flow and mobility in the City of Glendora, and conversely, traffic conditions and decisions made by the City of Glendora can affect its neighbors. In particular, existing and future commercial development in San Dimas on the east side of the City, and future development on the former Monrovia nursery property on the west have the potential to affect traffic conditions in some portions of the City of Glendora.

3.1 EXISTING CIRCULATION SYSTEM

3.1.1 Regional and Local Access

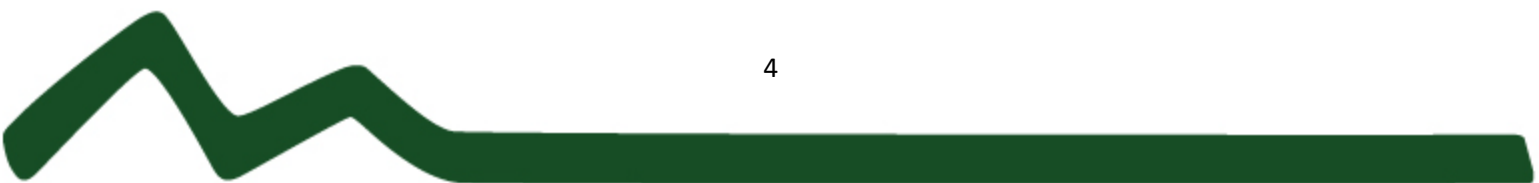
Regional access to the City of Glendora is provided by the Foothill Freeway (I-210). The I-210 Freeway provides east-west regional circulation through the City, connecting with the Orange Freeway (SR-57) at the eastern boundary of the City. Interchanges with the I-210 Freeway are provided at Grand Avenue, Sunflower Avenue, and Lone Hill Avenue. Arrow Highway, which forms the City's southern border, continues easterly through the City of San Dimas, and has an interchange with the SR-57 Freeway.

Continuous travel routes through the City are constrained by the I-210 Freeway and the 260-acre South Hills Park, located in the middle of the City. North-south mobility through the City is limited to arterials and collectors on either side of the park that cross the I-210 Freeway, which include Barranca Avenue, Grand Avenue, Glendora Avenue, and Lone Hill Avenue. Other limited north-south collectors that carry local traffic include Loraine Avenue, Valley Center Avenue, Bonnie Cove Avenue, Sunflower Avenue, and Amelia Avenue.

East-west roadways through the City include Sierra Madre Avenue, Foothill Boulevard, Route 66 (formerly called Alostia Avenue), Gladstone Street, and Arrow Highway. Baseline Road ends at Glendora Avenue, on the west side of South Hills Park, and picks up again at Amelia Avenue, at the eastern City boundary. Other limited east-west collectors that carry local traffic include Leadora Avenue, Bennett Avenue, and Ada Avenue.

3.1.2 Los Angeles County Congestion Management Program (LA CMP)

The I-210 Freeway and a portion of the I-210 / SR-57 interchange are the only routes in the City of Glendora designated in the Los Angeles County Congestion Management Program (LA CMP). Since no CMP arterials are designated in Glendora, there are no intersections in Glendora designated as CMP monitoring intersections.



3.1.3 Roadway Functional Classification System

The City of Glendora circulation system consists of a network of local neighborhood streets providing access to the arterial street system, which in turn provide access to the regional freeway system. This network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will have more lanes, higher speed limits and fewer driveways. Where access to properties is required, streets will have fewer lanes, lower speeds, parking, and more frequent driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including Glendora, use a functional classification system. The system provides a logical framework for the design and operation of the roadway system and helps residents and elected officials identify preferred characteristics of each street.

Four roadway categories are described in the City's 1992 Circulation Element: Freeway, Arterial, Collector, and Local. Descriptions of these four categories are provided below.

Freeway - A freeway is a controlled-access, high-speed facility with anywhere from six to ten lanes, plus auxiliary and merge lanes. The I-210 Freeway is the only freeway through the City, with eight lanes (four lanes in each direction) carrying up to 150,000 vehicles per day.

Arterial - The primary function of an arterial is to provide for regional, sub-regional, and inter-city travel, carrying approximately 12,000 to 50,000 vehicles per day. Arterials generally consist of four to six travel lanes (two to three in each direction) with the optimal right-of-way width of 100 feet and a curb-to-curb width of 84 feet. Speed limits range from 35 to 55 miles per hour.

Collector - Collectors are designed to carry traffic between local streets and the arterial roadway network. This category of roadway generally consists of two to four travel lanes (one to two in each direction) with the optimal right-of-way width of 60 to 80 feet with a curb-to-curb width of 40 feet. Collectors typically carry approximately 12,000 vehicles per day. Posted speed limits range from 25 to 40 miles per hour.

Local - Local streets are designed to provide direct access to individual properties not served by arterial and collector roadways. Local streets include roadways not classified as arterials or collectors. A Local street generally consists of two travel lanes (one in each direction) with parking permitted on one or both sides. Local streets generally have a right-of-way width of 50 feet and a curb-to-curb width of 36 feet. Posted speed limits range from 25 to 30 miles per hour. As described in Section 3.1.7 below, interior south station streets are considered local streets.

The existing functional classifications for the roadways in the City of Glendora, as currently designated in the City's Circulation Element, are listed on Table CIR-1, Existing Roadway Classifications, and are depicted on Exhibit CIR-1, Existing Roadway Classifications. The number of existing lanes for each roadway is also shown on Table CIR-1 and is shown on Exhibit CIR-2, Existing Roadway Lanes.

The City of Glendora street cross-sections for the various roadway types, which are provided on the City's Standard Design and Specifications, Standard Plan 1.7, are shown on Exhibit CIR-3, Standard Street

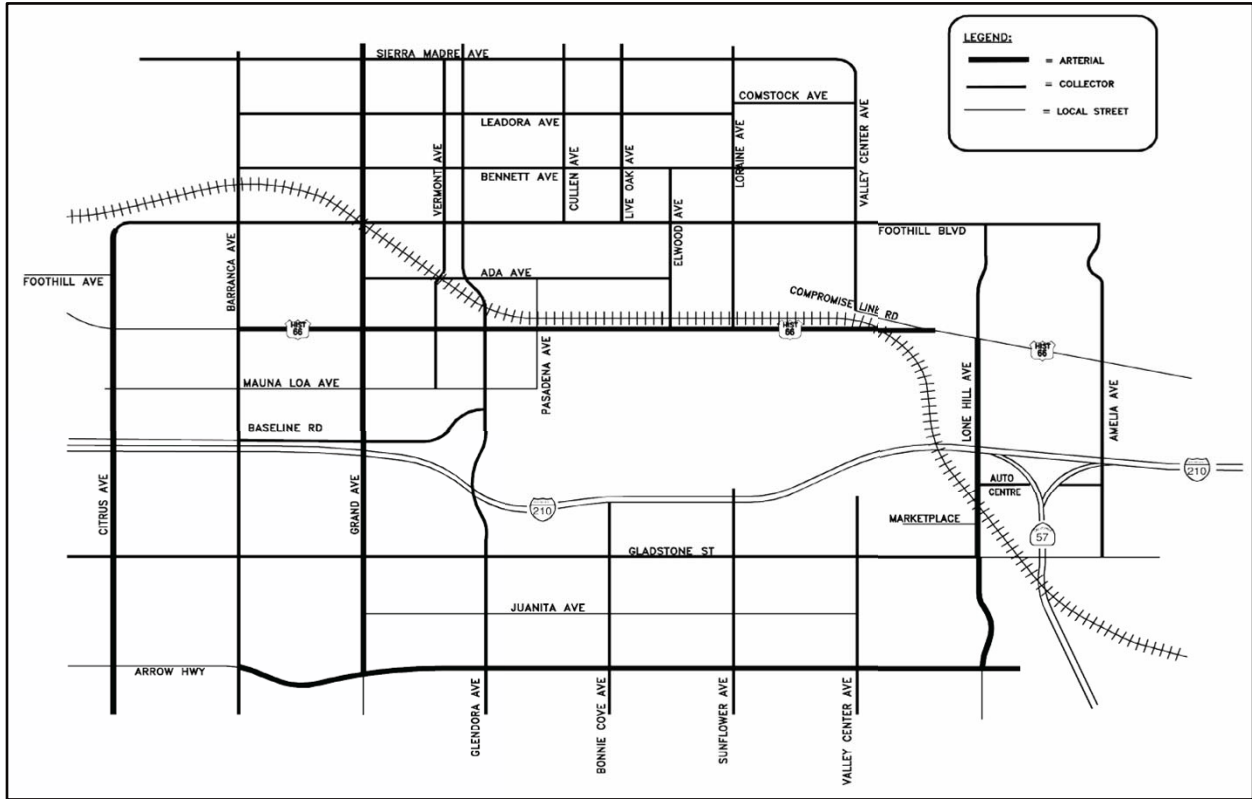
Sections. It is noted that the designations described in the Circulation Element are not consistent with the Standard Plan cross-sections, as shown on the following chart.

Circulation Element		Standard Plan Specification	
Designation	Description	Designation	Specification
Arterial	100' R/W 84' curb-to-curb 4 to 6 lanes, divided	Major	100' R/W 84' curb-to-curb 6 lanes, divided
Collector	60 - 80' R/W 40' curb-to-curb 2 to 4 lanes	Secondary	80' - 84' R/W 64' curb-to-curb 4 lanes undivided
Local Street	50' R/W 36' curb-to-curb 2 lanes	Collector (Local Residential)	60' R/W 40' curb-to-curb 2 lanes
		Local - Residential (24 Lots or Less)	50' R/W 36' curb-to-curb 2 lanes
R/W = right-of way ' = foot			

**Table CIR-1
Existing Roadway Classifications**

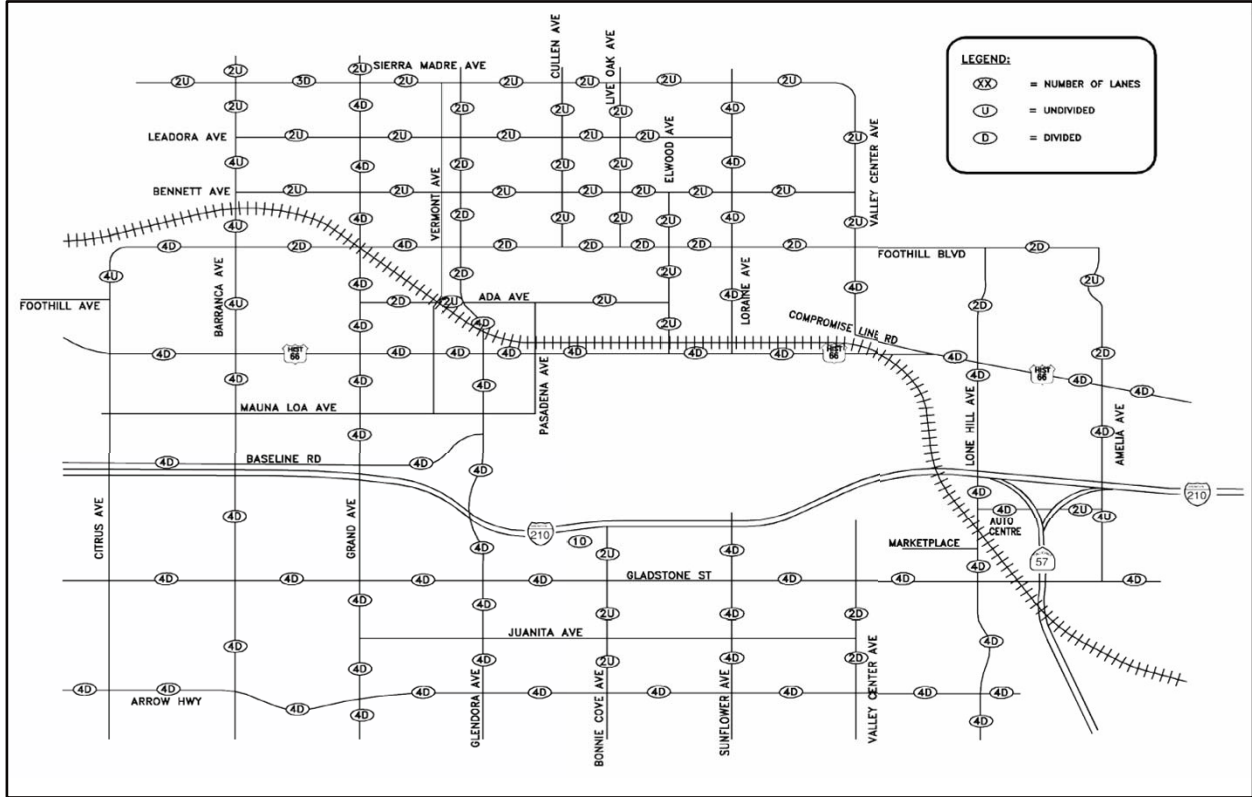
Arterial	Existing Classification	Existing Lanes
East - West Roadways		
Sierra Madre Avenue	Collector	2 lanes
Leadora Avenue	Collector	2 lanes
Comstock Ave: Loraine Avenue to Valley Center	Collector	2 lanes
Bennett Avenue	Collector	2 lanes
Foothill Boulevard: Citrus Avenue to Glendora	Collector	4-lane divided
Foothill Boulevard: east of Glendora Street	Collector	2 lanes
Ada Avenue	Collector	2 lanes
Route 66	Arterial	4-lane divided
Auto Centre Drive	Collector	4-lane divided
Gladstone Street	Collector	4-lane divided
Baseline Avenue	Collector	4-lane divided
Arrow Highway	Arterial	4-lane divided
North - South Roadways		
Citrus Avenue: Foothill to Sierra Madre	Arterial	4-lane undivided
Barranca Avenue: north of Leadora Avenue	Collector	2 lanes
Barranca Avenue: south of Leadora Avenue	Collector	4-lane undivided
Grand Avenue: north of Sierra Madre Avenue	Arterial	2 lanes
Grand Avenue: Sierra Madre Avenue to Gladstone	Arterial	4-lane divided
Grand Avenue: south of Gladstone	Arterial	4-lane divided
Glendora Avenue: Sierra Madre Avenue to Ada Avenue	Collector	2 lanes
Glendora Avenue: Ada Avenue to Arrow Highway	Collector	4-lane divided
Cullen Avenue	Collector	2 lanes
Bonnie Cove Avenue	Collector	2 lanes
Live Oak Avenue	Collector	2 lanes
Sunflower Avenue	Collector	4-lane divided
Elwood Avenue	Collector	2 lanes
Loraine Avenue	Collector	4-lane divided
Valley Center Avenue	Collector	2 lanes
Lone Hill Avenue: north of Route 66	Collector	2 lanes
Lone Hill Avenue: Route 66 to Gladstone	Arterial	4-lane divided
Lone Hill Avenue: south of Gladstone	Arterial	4-lane divided
Amelia Avenue: north of Route 66	Collector	2 lanes
Amelia Avenue: south of Route 66	Collector	4-lane divided

Exhibit CIR-1 Existing Roadway Classifications



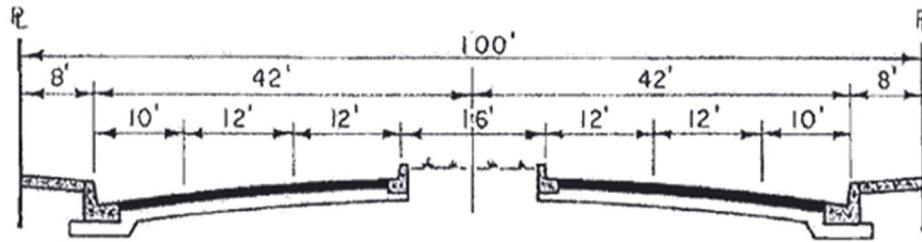
Source: Kimley-Horn Associates, Inc.; June 2007.

Exhibit CIR 2 Existing Roadway Lanes

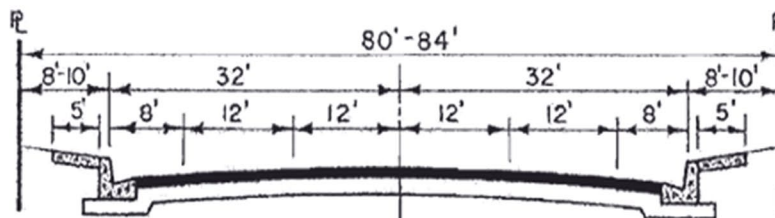


Source: Kimley-Horn Associates, Inc.; June 2007.

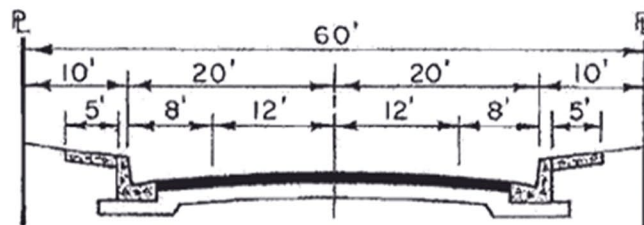
Exhibit CIR 3 Standard Street Sections



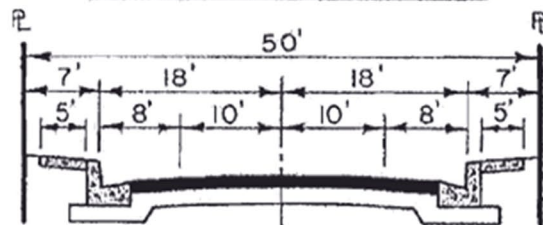
MAJOR - 100' R/W



SECONDARY - 80'-84' R/W



**COLLECTOR - 60' R/W
(LOCAL-RESIDENTIAL)**



**LOCAL-RESIDENTIAL - 50' R/W
(24 LOTS OR LESS)**

Source: Kimley-Horn Associates, Inc.; June 2007. Interior South Station Street graphic included under Section 3.1.7 below.

3.1.4 Public Transportation Services

The City of Glendora is well served by public transit systems. The Foothill Transit and the Glendora Mini-Bus both operate routes that extend into or through the City of Glendora. Local lines include service to Citrus College, four regional shopping centers, and the main bus terminal in El Monte. Limited express service is available weekdays to Cal State Los Angeles, the University of Southern California, and Downtown Los Angeles from El Monte. Bus lines travel down multiple streets such as Arrow Highway, Route 66, Grand Avenue, Lone Hill Avenue, Foothill Boulevard, and Sierra Madre Avenue.

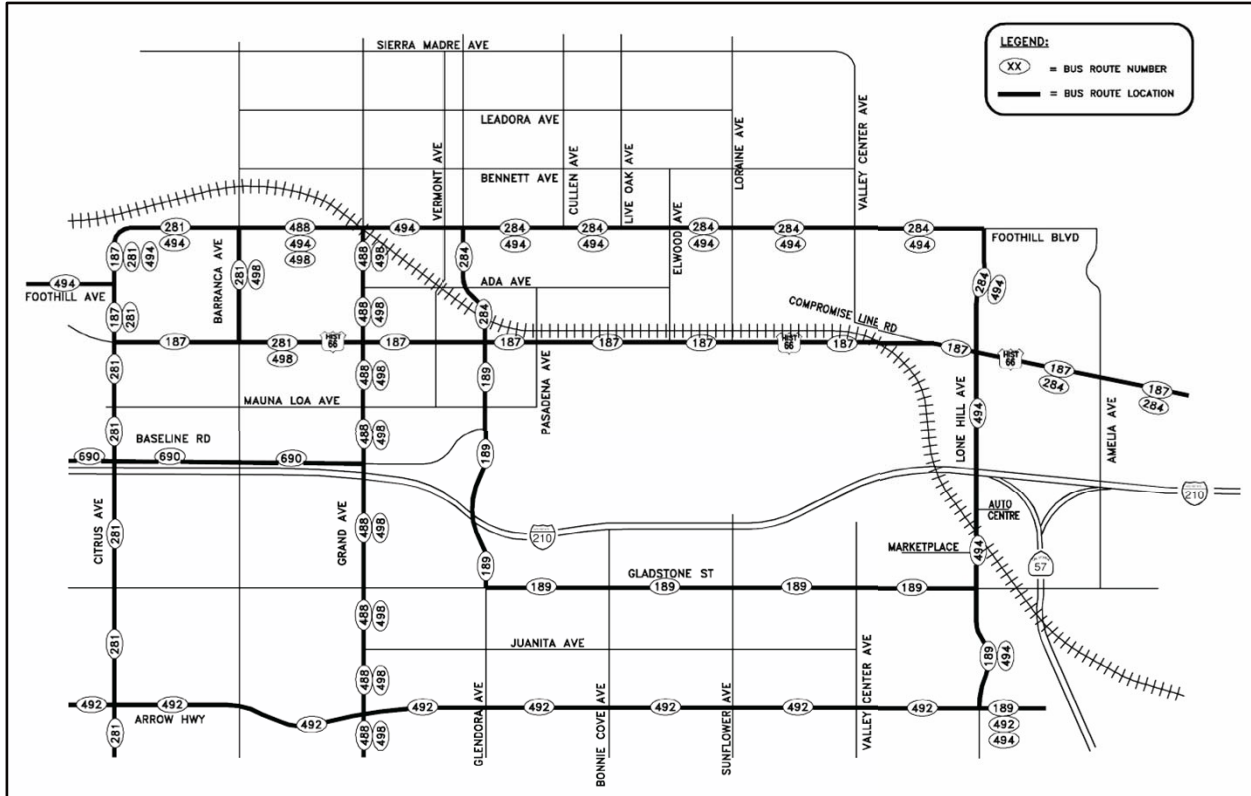
Exhibit CIR-4, Public Transportation Services, illustrates the bus routes that run through the City of Glendora. A brief description of each of the transit services in the City of Glendora is provided below.

Foothill Transit Authority

Foothill Transit (FTA) operates several routes in the City of Glendora.

- Route 187 is operated between Claremont and Pasadena, serving Glendora via Foothill Boulevard and Route 66 en route. Service is provided every day with a frequency of one bus every twenty minutes in each direction, except that the frequency is decreased to one bus every one-half hour during the weekends and holidays.
- Route 189 is operated between Claremont and Glendora, generally traveling along Foothill Boulevard, Gladstone Street, and Glendora Avenue. Service is provided Monday through Friday with a frequency of about one bus per hour in each direction.
- Route 281 is operated between the Puente Hills Mall and Glendora, serving Glendora via Citrus Avenue, Foothill Boulevard, Barranca Avenue, and Route 66. Service is provided every day with a frequency of generally one bus every one-half hour in each direction, except that the frequency is decreased to one bus per hour during the weekends and holidays.
- Route 284 is operated between the Plaza at West Covina and Glendora, traveling along Lone Hill Avenue, Foothill Boulevard, and Glendora Avenue in the City of Glendora. Service is provided every day with a frequency of generally one bus per hour in each direction.
- Route 488 is operated between the El Monte Transit Station and Glendora, serving Glendora via Grand Avenue, and Foothill Boulevard. Service is provided every day with a frequency of generally one bus per hour in each direction, except that the frequency is increased to one bus every one-half hour during the weekday peak periods.
- Route 492 is operated between Downtown Los Angeles and the Montclair Transit Center, traveling along Arrow Highway at the southern end of the City. Service is provided every day with a frequency of generally one bus every one-half hour in each direction, except that the frequency is decreased to one bus per hour during the weekends and holidays.

Exhibit CIR 4 Public Transportation Services



Source: Kimley-Horn Associates, Inc.; June 2007.

- Route 494 is operated between the El Monte Transit Station and the San Dimas Park and Ride Center, traveling along Lone Hill Avenue, Foothill Boulevard, and Citrus Avenue in the City of Glendora. Service is provided Monday through Friday with a frequency of about one bus every one-half hour in each direction.
- Route 498 is operated between Downtown Los Angeles and the Citrus College Park and Ride, serving Glendora via Grand Avenue and Foothill Boulevard. Service is provided Monday through Friday with a frequency of generally one bus every one-half hour in each direction, except that the frequency is increased to one bus every ten minutes during the weekday peak period.
- Route 690 is operated between Downtown Pasadena and the Montclair Transit Center, traveling along Baseline Road through the City of Glendora. Service is provided every day with a frequency of generally one bus every one-half hour in each direction.
- Route 851 is operated between Eastland Center in West Covina, serving Glendora via Glendora Avenue, Arrow Highway, Sunflower Avenue, Gladstone Street, Sierra Madre Avenue, and Valley Center. Service is provided Monday through Friday with a frequency of generally one bus per hour

in each direction, except that the frequency is increased to one bus every one-half hour during the weekday peak period.

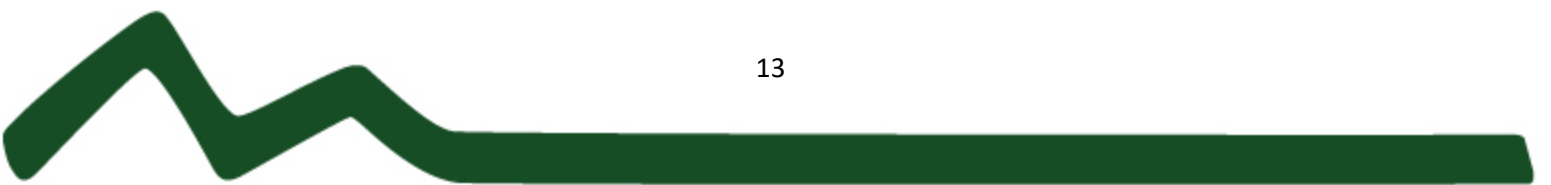
Glendora's Mini-Bus

Glendora's mini-bus offers curb-to-curb transportation services for senior citizens and permanently disabled persons of Glendora. The bus operates Monday through Friday from 8:00 AM to 5:00 PM, Saturday and Sunday from 9:00 AM to 2:00 PM. The cost is 50 cents each way. The service transfers riders to the Pomona Valley Transit Station at the Lone Hill Shopping Center, the Metro Link Station in Covina, and also to the Azusa Transit system at the Citrus College Center.

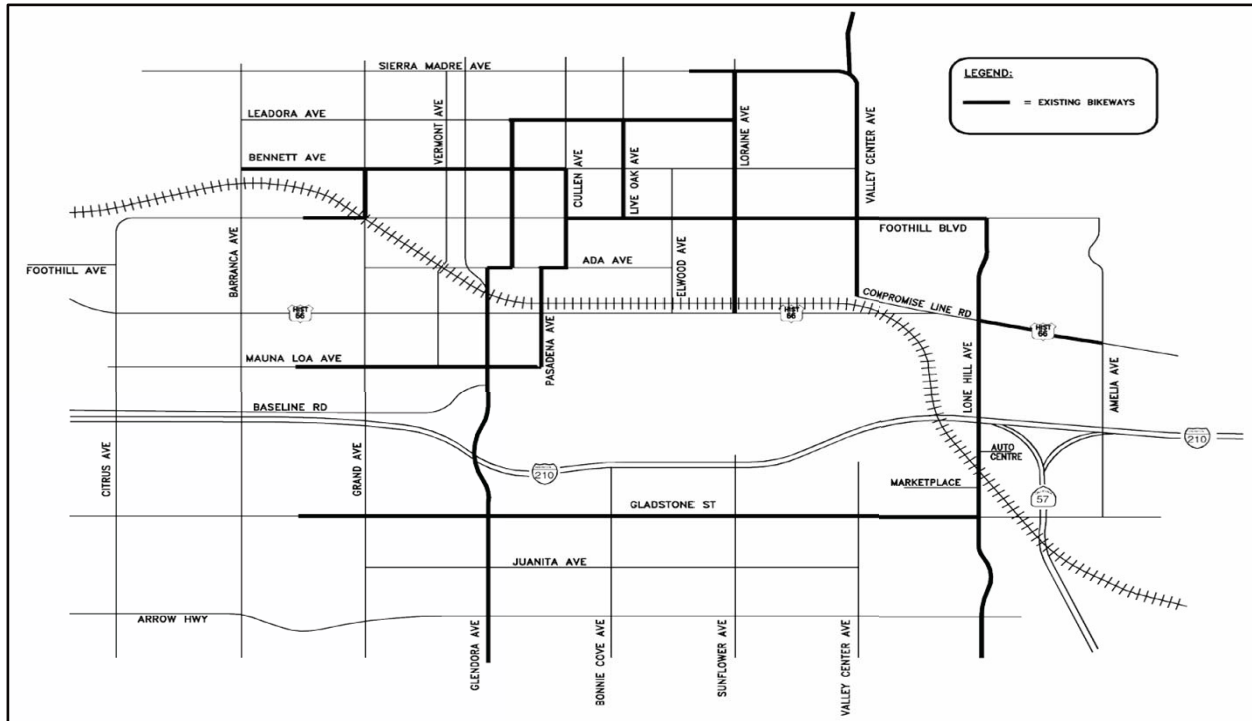
3.1.5 Bicycle Facilities

Bicycle routes are provided on a number of roadways within the City of Glendora. For east-west travel, Class III bike routes (signed routes) are provided on portions of Sierra Madre Avenue, Leadora Avenue, Bennett Avenue, Foothill Boulevard, Mauna Loa Avenue, and Gladstone Avenue. For north-south travel, bike routes are provided on portions of Grand Avenue, Glendora Avenue, Pasadena Avenue, Live Oak Avenue, Loraine Avenue, Valley Center Avenue, and Lone Hill Avenue. The existing bikeways in Glendora are illustrated on Exhibit CIR-5, Bikeways.

The bikeway system is intended to provide bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. Foothill Transit provides bike racks on all buses, to improve mobility and provide the bicycle rider with travel mode options for longer trips. Riding and hiking trails through the City's park and open space system also provide residents with recreational biking opportunities.



**Exhibit CIR-5
Bikeways**



Source: Kimley-Horn Associates, Inc.; June 2007.

The City of Glendora plans to upgrade the existing bicycle system to encourage and facilitate alternative travel modes, which will also benefit air quality. The City will adopt a City Policy for Bicycle and Mopeds, which will include lane striping, signing, and control devices, in accordance with State guidelines. Additional bicycle racks will be provided to enhance bicyclists' access to The Village. The plan considers construction of Class I (off-road facility) along Foothill Boulevard to provide access to Citrus Community College, Azusa Pacific University, and the Metro A Line Station.

3.1.6 Truck Routes

The City of Glendora has designated selected roadways as truck routes to provide for the regulated movement of trucks through the City. The designated truck routes in Glendora are illustrated on Exhibit CIR-6, Truck Routes. The designation of truck routes is intended to direct truck traffic to those streets where it would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Primary arterials and roadways providing access to the freeways are the most likely candidates for truck route designation. The designation of truck routes does not prevent trucks from using other roads or streets needed to make deliveries to specified destinations, or for other reasons, as defined in the Motor Vehicle Code of the State of California.

3.1.7 Station Road Network and Rail

Metro A Line

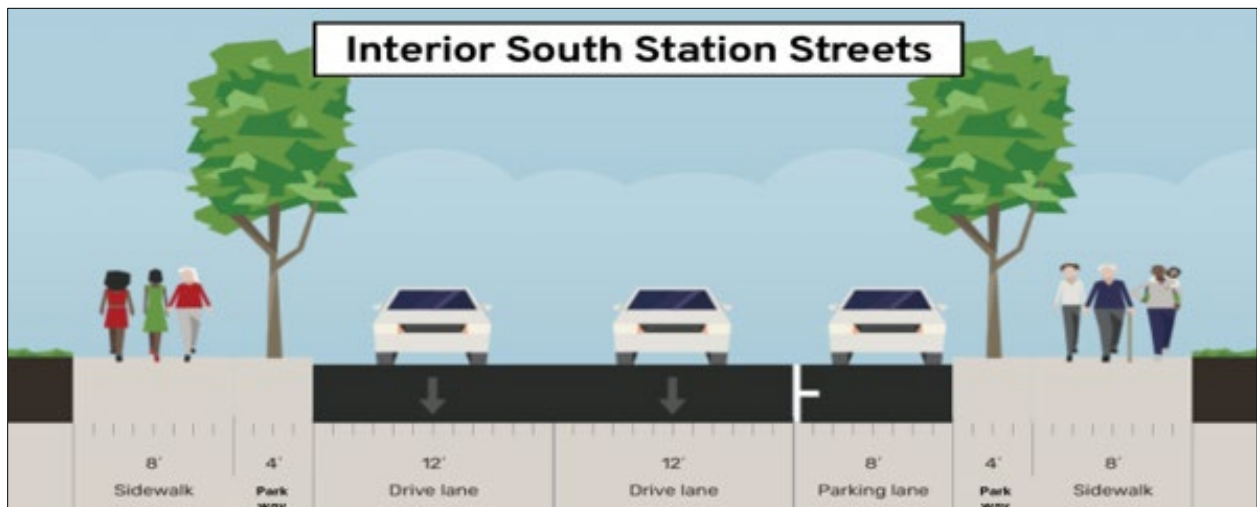
The Foothill Extension of the Metro A Line (formerly Gold Line) opened in Glendora in September 2025 and follows an alignment from its terminus in Azusa to its current eastern terminus in the City of Pomona, passing through many Foothill cities, including Glendora. As of 2026, service is offered from approximately 4:00 AM to 1:00 AM seven days a week. The trains will stop at stations every 8-10 minutes during weekday peak hours, and every 10-20 minutes during, middays, nights, and weekends. The station is located approximately 180 feet east of Vermont Avenue, just south of the City's downtown Village. Passengers enter the center platform station from the east or west end. The Station accommodates 300 parking spaces.

The block bounded by Glendora Avenue to the east, Vermont Avenue to the west, Metro A Line right-of-way to the north, and Route 66 to the south is anticipated to undergo significant future development activity due to its proximity to the Metro A Line station. New development within this area shall be designed around a grid-block network of open, connected public or private streets.

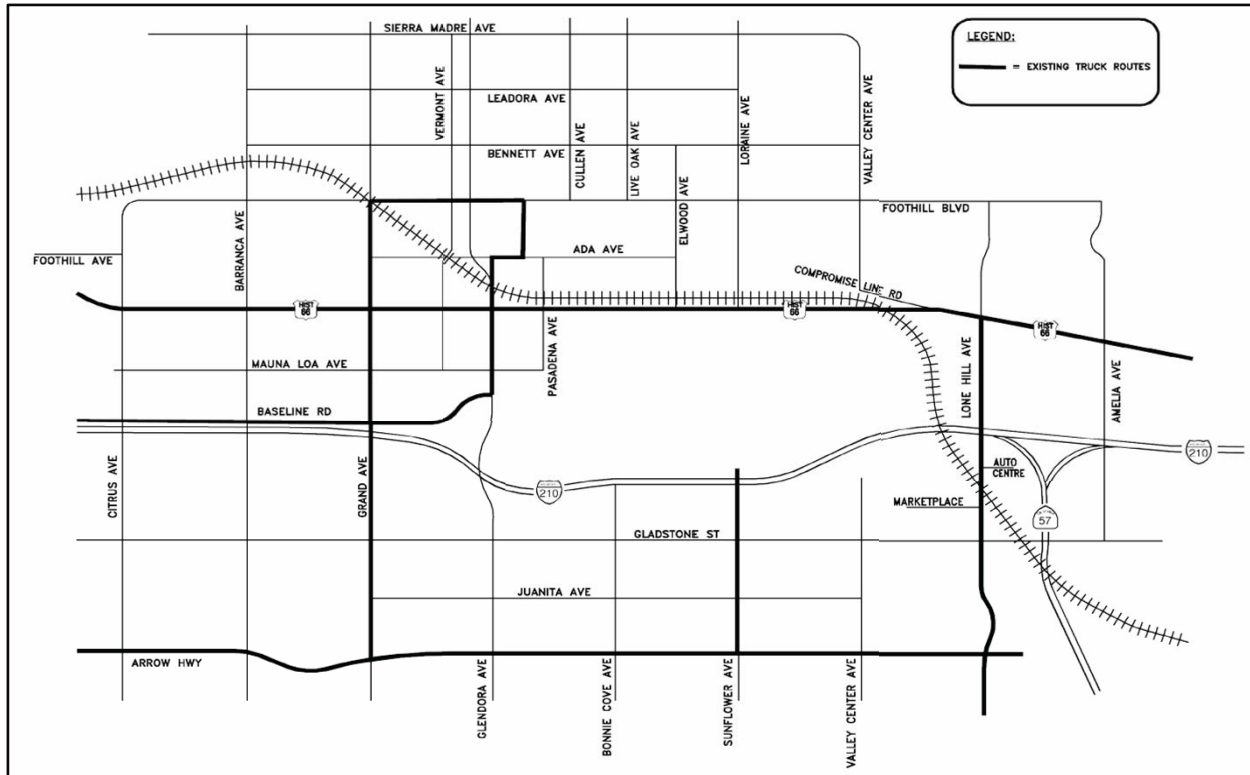
Within this new grid-block network, block faces shall not exceed 600 feet, nor shall any block perimeters exceed 1,800 feet. Such a grid-block network has many benefits in that it easily accommodates various housing and construction types, promotes walkability and connectivity, and promotes economic development by providing additional street frontage for potential new shopfronts. Connected grid-block roadway networks also improve response times for emergency services by providing multiple paths of travel to and from residences, businesses, and incident locations. New local streets within this grid-block network (reference images below) require a total of 56-feet of right-of-way intended to accommodate two lanes of vehicular traffic, one parallel parking lane on at least one side of the street, and ample room within the pedestrian realm, inclusive of 4-foot parkways and 8-foot sidewalks. The roadway may also accommodate bicycles via "sharrows."



*South Station Zoning Aerial image is shown for illustrative purposes only. Specific locations of compliant publicly accessible public or private roads will be determined at the time of development.



**Exhibit CIR-6
Truck Routes**



Source: Kimley-Horn Associates, Inc.; June 2007.

Existing At-Grade Rail Crossings

There are currently eight at-grade rail crossings of the existing rail line in the City of Glendora. To improve traffic safety once the number of train movements through these intersections increase, the Los Angeles County Metropolitan Transportation Authority (LACMTA or MTA) has adopted a Grade Crossing Safety Improvement Program, which includes a four-gate crossing (two gates in each direction) at accident-prone locations, to reduce the incidence of drivers attempting to drive around single-arm gates; increased manned enforcement details, and photo enforcement at the at-grade crossings. The City will work with MTA to advocate grade-separated rail crossing for safety and to reduce congestion at the diagonal Grand/Foothill intersection crossing, and other key locations. The completion of the Metro A Line in September 2025 eliminated an at-grade rail crossing at Glenwood Avenue, thus as of 2026, there are currently seven at-grade crossings in the City of Glendora.

3.2 ANALYSIS OF EXISTING CONDITIONS

3.2.1 Level of Service Definition for Intersections

Intersections are analyzed using the Intersection Capacity Utilization (ICU) methodology as specified by the Los Angeles CMP. The ICU methodology uses peak hourly traffic volumes and lane capacities to calculate a volume-to-capacity ratio (V/C ratio) for each turning movement on each approach. A capacity of 1,600 vehicles per lane per hour through signalized intersections is assumed, with a 10 percent clearance factor to account for the effect of yellow and red phases in each signal cycle. Critical movements are then identified and an ICU value determined based on a summation of the critical V/C ratios. The ICU methodology provides a comparison of intersection volumes to the intersection capacity and the results are then related to LOS values, ranging from "A" to "F," according to the following chart.

Intersection Level of Service and Corresponding ICU Values

Level of Service	Intersection Capacity Utilization (ICU)
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	Greater than 1.00

Level of Service (LOS) terms are used to qualitatively describe prevailing conditions and their effect on traffic. Broadly interpreted, the LOS concept denotes any one of a number of differing combinations of operating conditions that may take place as a roadway is accommodating various traffic volumes. The LOS is related to the volume-to-capacity ratio (V/C). To determine the V/C ratio, the average daily traffic volume on a particular roadway link is divided by the link capacity. There are six defined Levels of Service, LOS "A" through "F" which describe conditions ranging from "ideal" to "worst" as defined in the chart on the following page.

Level of Service Descriptions

Level of Service	Description of Operation	Range of V/C Ratios
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds begin to be affected by other vehicles; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods: recommended ideal design standard.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volumes and traffic speed can drop to zero; traffic volumes will be less than the volume which occurs at Level of Service E.	> 1.00

As shown on this chart, traffic conditions are best when the daily traffic volumes are less than 60 or 70 percent of the theoretical capacity of the intersection, while extreme congestion and delays can be expected when the daily traffic volumes approach or exceed 100 percent of the intersection capacity.

3.2.2 Level of Service Standard

As of the last General Plan update in 1992), Objective 1 of Goal 1 of the Circulation Element stated that the City's Level of Service standard is to maintain a Level of Service "C" or better on the City's roads and intersections. In December, 2003, in conjunction with the processing of the General Plan Amendment for the Route 66 Specific Plan, the City amended the Circulation Element to establish the Level of Service standard as LOS "D" or better on roads and intersections.

3.2.3 Peak Hour Intersection Analysis

Twenty intersections were selected for analysis of existing traffic conditions as well as future traffic conditions that would be anticipated when General Plan land uses would be built out. The selection of the 20 intersections was based on which intersections are currently carrying high peak hour volumes, such as those near activity centers and freeway interchanges, as well as those near vacant or underutilized parcels



where development could occur and traffic growth might be anticipated. The 20 intersections selected for analysis are:

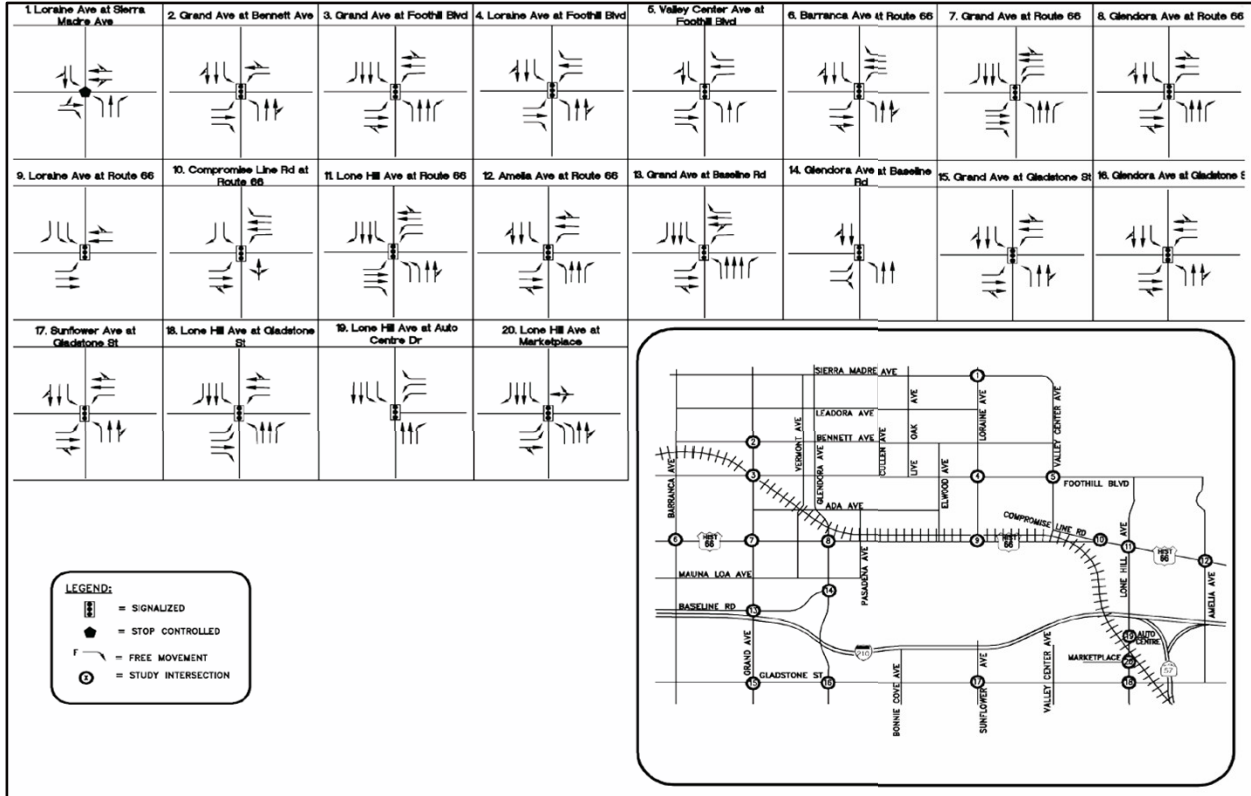
1. Sierra Madre Avenue at Loraine Avenue
2. Bennett Avenue at Grand Avenue
3. Foothill Boulevard at Grand Avenue
4. Foothill Boulevard at Loraine Avenue
5. Foothill Boulevard at Valley Center Avenue
6. Route 66 at Barranca Avenue
7. Route 66 at Grand Avenue
8. Route 66 at Glendora Avenue
9. Route 66 at Loraine Avenue
10. Route 66 at Compromise Line Road
11. Route 66 at Lone Hill Avenue
12. Route 66 at Amelia Avenue
13. Baseline Road at Grand Avenue
14. Baseline Road at Glendora Avenue
15. Gladstone Street at Grand Avenue
16. Gladstone Street at Glendora Avenue
17. Gladstone Street at Sunflower Avenue
18. Gladstone Street at Lone Hill Avenue
19. Auto Centre Drive at Lone Hill Avenue
20. Marketplace (entrance) at Lone Hill Avenue

3.2.4 Intersection Capacity Analysis

Existing lane configurations and traffic control at the study intersections are shown on Exhibit CIR-7, Existing Lane Configurations and Traffic Control. Morning and evening peak hour traffic counts were conducted at the 20 intersections in March 2006¹, and are depicted on Exhibit CIR-8, Existing Peak Hour Traffic Volumes. The peak hours are the highest volume hour within the morning peak period (7:00 - 9:00 AM) and the evening peak period (4:00 - 7:00 PM). Copies of the traffic count data sheets are provided in Appendix A. ICU analyses were conducted to evaluate the existing operating conditions of the 20 intersections. The resulting ICU values and the corresponding LOS are summarized in Table CIR-2, Existing Conditions Peak Hour Intersection Operation. Intersection analysis worksheets for existing conditions are provided in Appendix B.

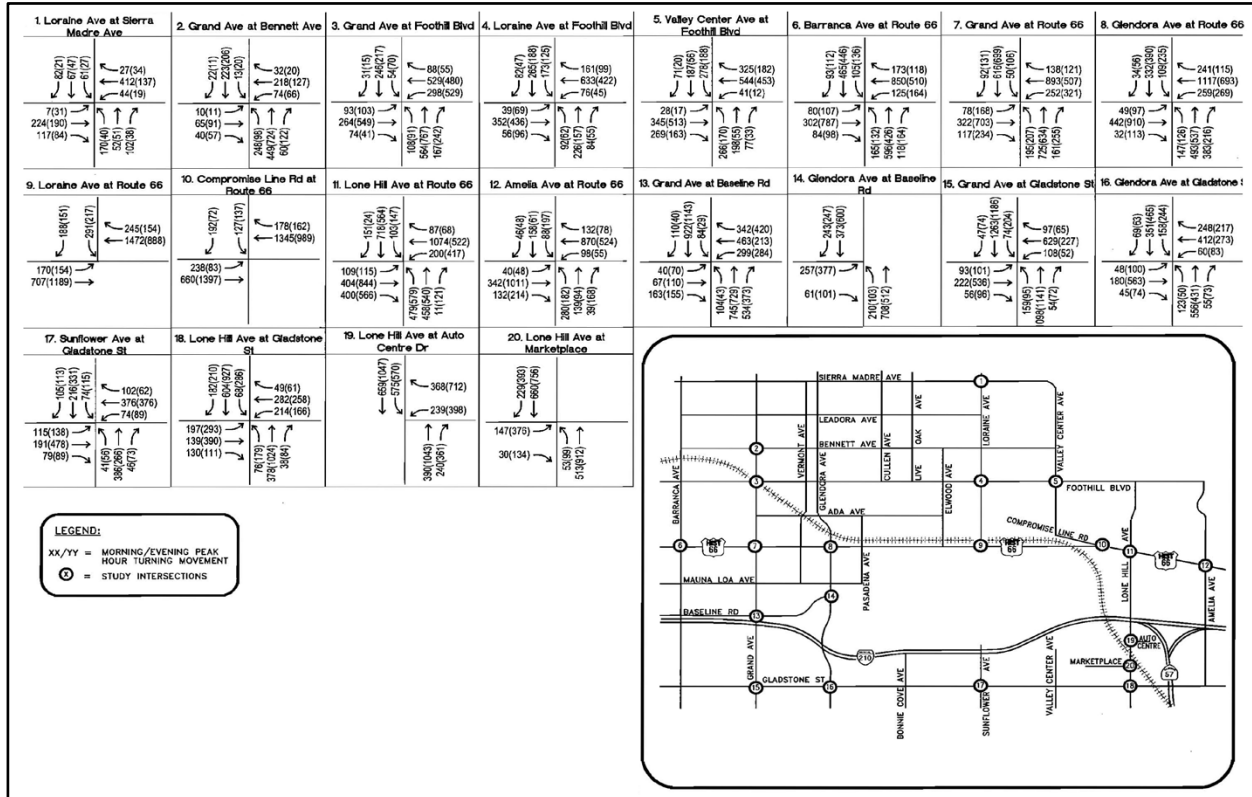
¹ Traffic counts were conducted on Tuesday through Thursday during the week of March 21, 2006.

Exhibit CIR-7 Existing Lane Configurations and Traffic Control



Source: Kimley-Horn Associates, Inc.; June 2007.

Exhibit CIR-8 Existing Peak Hour Traffic Volumes



Source: Kimley-Horn Associates, Inc.; June 2007.

With the exception of two intersections, all study intersections are currently operating at LOS "D" or better under existing conditions. Two intersections are currently operating at LOS "E" as follows:

- Route 66 and Lone Hill Avenue (AM Peak Hour)
- Gladstone Street and Lone Hill Avenue (PM Peak Hour)

Needed improvements to achieve acceptable Level of Service at these two intersections will be discussed in the following section.

**Table CIR-2
Existing Conditions Peak Hour Intersection Operation**

Signalized Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Sierra Madre Ave / Loraine Ave	0.471	A	0.318	A
Bennett Ave / Grand Ave	0.494	A	0.475	A
Foothill Blvd / Grand Ave	0.602	B	0.898	D
Foothill Blvd / Loraine Ave	0.725	C	0.545	A
Foothill Blvd / Valley Center Drive	0.785	C	0.582	A
Route 66 / Barranca Ave	0.704	C	0.748	C
Route 66 / Grand Ave	0.785	C	0.779	C
Route 66 / Glendora Ave	0.777	C	0.867	D
Route 66 / Loraine Ave	0.784	C	0.568	A
Route 66 / Compromise Line Road	0.789	C	0.622	B
Route 66 / Lone Hill Ave	0.922	E	0.886	D
Route 66 / Amelia Ave	0.677	B	0.745	C
Baseline Rd / Grand Ave	0.716	C	0.825	D
Baseline Rd / Glendora Ave	0.523	A	0.578	A
Gladstone St / Grand Ave	0.894	D	0.837	D
Gladstone St / Glendora Ave	0.626	B	0.661	B
Gladstone St / Sunflower Ave	0.503	A	0.507	A
Gladstone St / Lone Hill Ave	0.557	A	0.946	E
Auto Centre / Lone Hill Ave	0.524	A	0.871	D
Marketplace / Lone Hill Ave	0.371	A	0.511	A

4.0 GENERAL PLAN BUILDOUT TRAFFIC CONDITIONS

This element addresses forecasted traffic conditions upon buildout of the City of Glendora. Buildout traffic conditions include not only the future growth in traffic that will result from development of vacant and under-utilized parcels within the City, but also growth in traffic from neighboring cities, and area-wide traffic that passes through Glendora. Because of its location, situated just north of the I-210 Freeway, and positioned between downtown Los Angeles and several other San Gabriel Valley cities to the west and the County of San Bernardino to the east, the City of Glendora streets carry a portion of the region's east-west travel demand on its arterial streets.

As the region continues to grow, and regional transportation facilities (most specifically the I-210 in the case of Glendora) become more congested, the effect of regional traffic on City streets will continue to be felt. The County of Los Angeles Congestion Management Program (CMP) forecasts a 14.76 percent increase in traffic volumes in the San Gabriel Valley area by the Year 2025. While some of this growth within the City of Glendora is accounted for by the buildout of its vacant and underutilized parcels city-wide, a portion of this also represents growth in through traffic particularly in the east-west direction. The analysis for the update of the City of Glendora Circulation Element includes not only the future traffic associated with buildout of the City's land use, but the effect of traffic growth throughout the region, as well.

4.1 METHODOLOGY

Analysis of projected traffic conditions at buildout of the City was conducted to determine whether or not the City's circulation system can accommodate the future traffic demands of the City's land use plan. Buildout assumes that each vacant or underutilized parcel in the City will buildout to its full General Plan potential. If roadway or intersection deficiencies are projected to occur as a result of buildout of General Plan land uses, then improvements needed to accommodate future traffic volumes will be identified.

The methodology for evaluating future traffic volumes on the roadway segments and at intersections in Glendora is based on the following major premises:

- The Circulation Element must be consistent with all other Elements of the General Plan, especially the Land Use Element, such that there is a good balance between the transportation capacity to be provided and the travel demand to be generated by the buildout land uses.
- The effects of increased traffic in Glendora due to growth and development in neighboring communities must be taken into consideration. While "through" traffic is not encouraged, its presence must be recognized so that the Circulation Element can be responsive.
- The City's current circulation system is largely built out to its designated capacities, and is assumed to be the buildout network for the buildout analysis. If improvements to the roadway system or intersections are needed to accommodate General Plan Buildout, these will be recommended as mitigation measures.
- The traffic for development in Glendora on vacant or underutilized parcels was estimated and added to the background future traffic volumes. Further details are presented in the following paragraphs.

4.2 FUTURE LAND USE TRIP GENERATION

While the City of Glendora is generally developed, parcels throughout the City are still vacant, or are underdeveloped and have the potential for further development. The Land Use Element of the General Plan quantifies the potential development on these underutilized and vacant parcels. The remaining potential development on these parcels of interest in Glendora is estimated to consist of 3,066 dwelling units and approximately 2.23 million square feet of development. This total includes the proposed land uses planned for the Route 66 Specific Plan area.



For the analysis of future traffic conditions, each parcel was identified in terms of its potential future land use, including the land use type (residential, retail, office, industrial, etc.) and the quantity of those land uses (dwelling units, thousand square feet, etc.). The number of trips that would be generated by the potential development was calculated and is summarized in Appendix C to this report. In total, the buildout land uses have the potential to generate approximately 3,500 new trips in the morning peak hour, and approximately 8,300 trips in the evening peak hour.

The traffic analysis is intended to provide an evaluation of the traffic impacts associated with buildout of the City's remaining land use, as summarized in the Land Use Element. Buildout land use information was based on existing and General Plan land use data provided by the City and compiled parcel by parcel by RBF Consulting. All vacant and underutilized parcels were accounted for in the future land use database, including major approved and pending projects, such as the Route 66 Specific Plan and the Diamond Ridge Marketplace.

Buildout land uses were grouped by Traffic Analysis Zone (TAZ) as shown in Appendix C. The distribution assumptions for each TAZ include a combination of assignments to multiple destinations within the City and destinations external to the City. A detailed printout of the distribution assumptions for each TAZ is provided in Appendix C.

4.3 BUILDOUT TRAFFIC PROJECTIONS

The additional trips that would be generated by the proposed developments were estimated and distributed on the surrounding road network as described earlier in the report. Interaction between complementary land uses within the city, and pass-by assumptions were taken into account in the distribution and assignment of traffic. The buildout traffic estimates for the study intersections are presented in Exhibit CIR-9, Buildout Peak Hour Traffic Volumes.

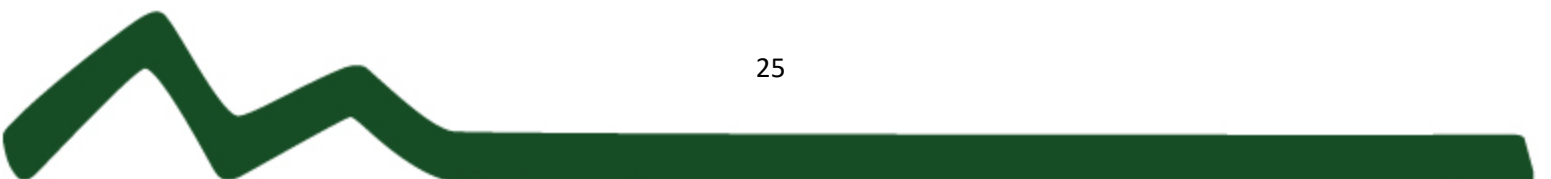
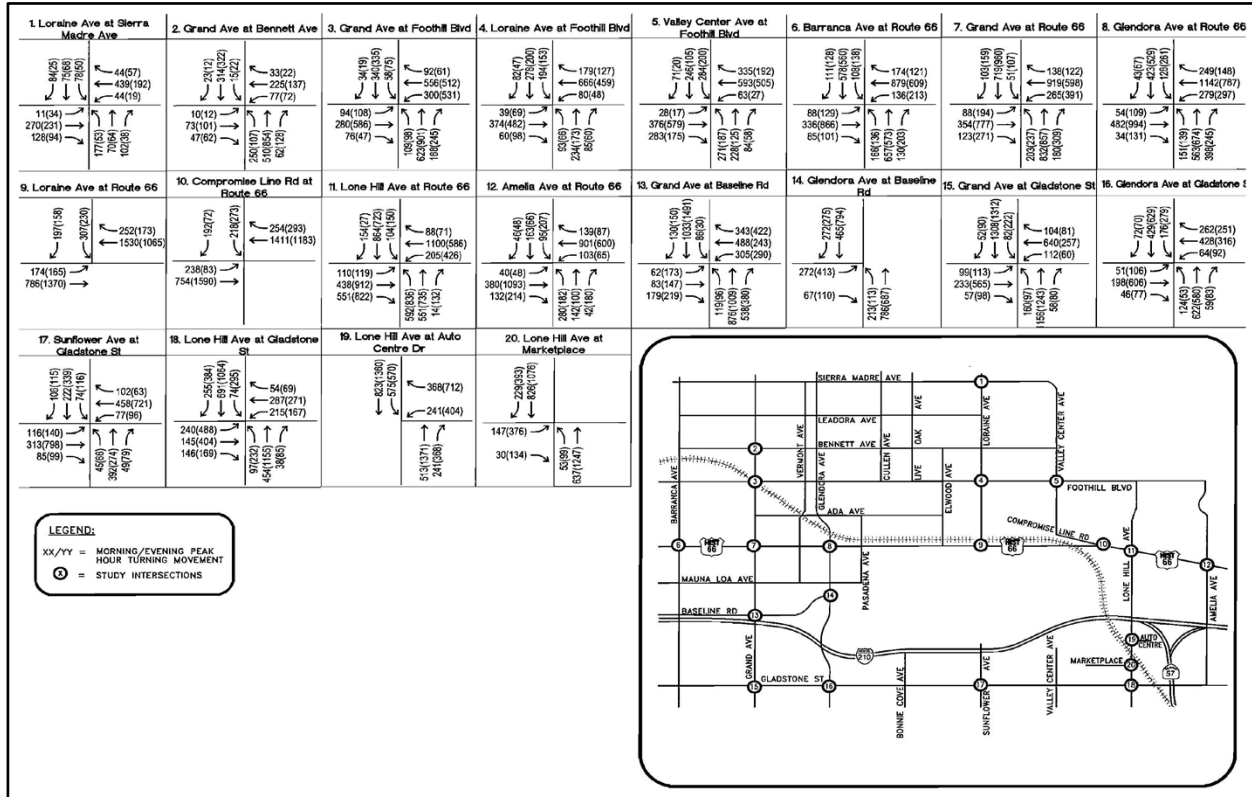


Exhibit CIR-9 Buildout Peak Hour Traffic Volumes



Source: Kimley-Horn Associates, Inc.; June 2007.

4.4 BUILDOUT TRAFFIC CONDITIONS AT INTERSECTIONS

The ICU analysis was conducted for buildout conditions, and the Level of Service was determined for each of the 20 study intersections, and the results are presented in Table CIR-3, Buildout Conditions Park Hour Intersection Operation. The data in Table CIR-3 indicates that 12 of the 20 intersections analyzed would operate at LOS "D" or better under buildout conditions. The following eight intersections would operate at LOS "E" or LOS "F."

- Foothill Boulevard and Grand Avenue (LOS "E" in the PM Peak Hour)
- Route 66 and Grand Avenue (LOS "E" in the PM Peak Hour)
- Route 66 and Glendora Avenue (LOS "E" in the PM Peak Hour)
- Route 66 and Lone Hill Avenue (LOS "E" in the AM Peak Hour and LOS "F" in the PM Peak Hour)
- Baseline Road and Grand Avenue (LOS "F" in the PM Peak Hour)
- Gladstone Street and Grand Avenue (LOS "E" in the AM Peak Hour)
- Gladstone Street Street and Lone Hill Avenue (LOS "F" in the PM Peak Hour)
- Auto Centre and Lone Hill Avenue (LOS "E" in the PM Peak Hour)

4.5 RECOMMENDED MITIGATION MEASURES

Buildout of the City will result in deficient conditions (Level of Service "E" or "F") at eight study intersections. Some of these deficiencies were identified previously in traffic studies for other approved and pending projects, such as the Route 66 Specific Plan and Diamond Ridge Marketplace. Wherever possible, mitigation measures identified here are consistent with mitigation measures for approved and pending projects. Improvements were identified that would achieve Level of Service "D" under buildout conditions at the eight impacted intersections. Wherever possible, the improvements will be achieved by re-striping and/or re-assigning lanes at intersections to minimize construction impacts on adjacent properties. These improvements are:

- Foothill Boulevard and Grand Avenue: The addition of a second westbound left-turn lane would improve the Level of Service from LOS "E" to LOS "C."
- Route 66 and Grand Avenue: The addition of a third eastbound through lane would improve the Level of Service from LOS "E" to LOS "D". (Identified in the Route 66 specific Plan Traffic Study). An alternative improvement for this intersection would be the conversion of the southbound exclusive right-turn lane to a shared through-right-turn lane. Either of these improvements can be achieved within the existing paved travelway.
- Route 66 and Glendora Avenue: The addition of a second westbound left-turn lane would improve the Level of Service from LOS "E" to LOS "D."
- Route 66 and Lone Hill Avenue: The conversion of the southbound exclusive right-turn lane to a shared through-right-turn lane would improve the Level of Service from LOS "F" to LOS "E". The additional improvements needed to improve the intersection to LOS "D" would require right-of-way take and would impact the businesses on the southwest and northwest corners of the intersection.
- Baseline Road and Grand Avenue: The addition of a second westbound right-turn lane would improve the level of service from LOS "F" to LOS "D". This improvement would help to accommodate the very high westbound right-turn demand coming from the freeway off-ramp. However, it may require right-of-way take on the north side of the street to achieve this improvement. An alternative improvement for this intersection would be the conversion of the southbound exclusive right-turn lane to a shared through-right-turn lane. This improvement can be achieved within the existing paved travelway on Grand Avenue.
- Gladstone Street and Grand Avenue: The addition of a third southbound through lane would improve the level of service from LOS "E" to LOS "D." This improvement can be achieved within the existing paved travelway on Grand Avenue.
- Gladstone Street and Lone Hill Avenue: The addition of a third northbound through lane and a third southbound through lane would improve the level of service from LOS "F" to LOS "C."

- Auto Centre and Lone Hill Avenue: the addition of a second westbound right-turn lane would improve the level of service from LOS "E" to LOS "D."

These recommended intersection improvements are depicted on Exhibit CIR-10, Recommended Intersection Improvements. A summary of the buildout ICU and Level of Service values with the recommended mitigation measures are presented in Table CIR-4, Buildout Conditions Peak House Intersection Operation Before and After Recommended Mitigation. Intersection analysis worksheets for buildout with mitigation conditions are provided in Appendix B.

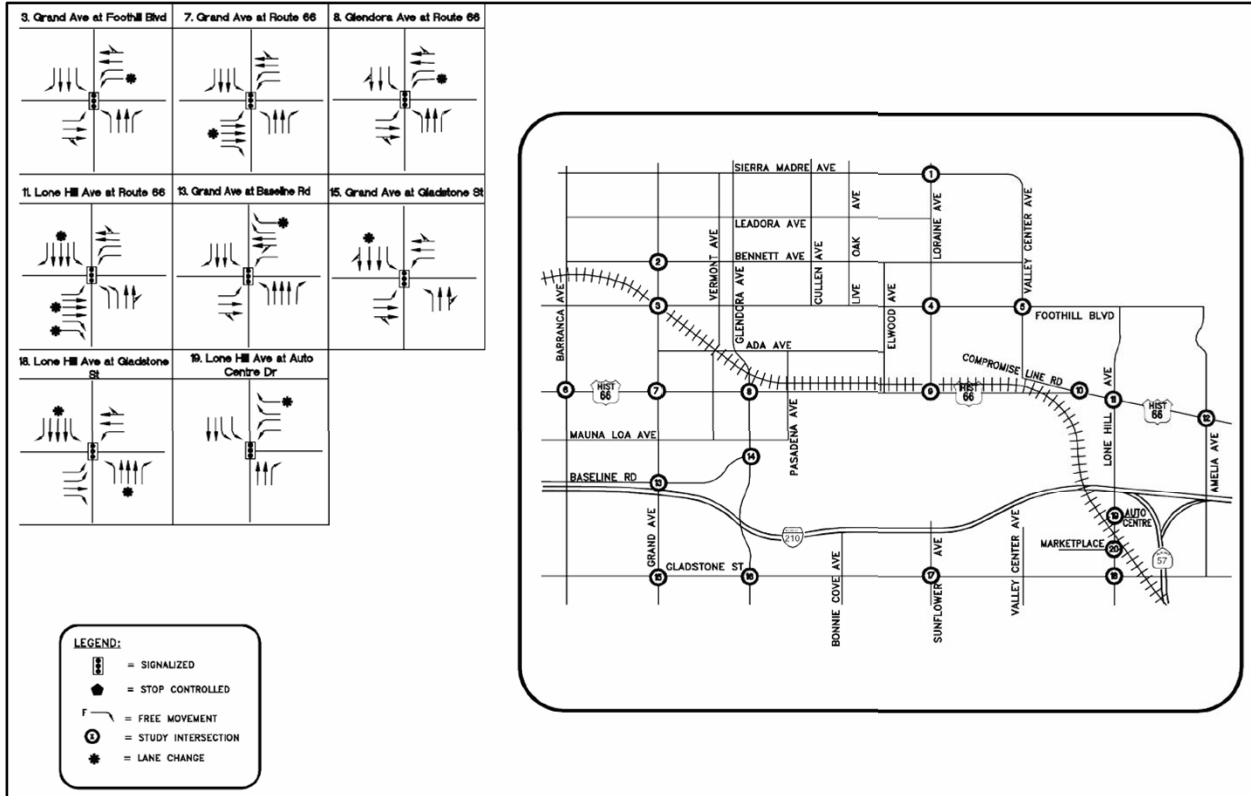
5.0 RECOMMENDATIONS FOR CIRCULATION PLAN

Buildout of the City entails the potential development of 3,066 new dwelling units and approximately 2.23 million square feet of development on vacant and underutilized parcels in Glendora. This total includes the proposed land uses planned for the Route 66 Specific Plan area. This development is estimated to generate over 100,000 new daily trips, with approximately 3,500 new trips in the morning peak hour, and approximately 8,300 trips in the evening peak hour.

With buildout of the City, increased traffic volumes will occur throughout the City, with deficient conditions (Level of Service "E" or "F") forecasted at eight study intersections.



Exhibit CIR-10 Recommended Intersection Improvements



Source: Kimley-Horn Associates, Inc.; June 2007.

**Table CIR-3
Buildout Conditions Peak Hour Intersection Operation**

Signalized Intersection	ICU	LOS	ICU	LOS
Sierra Madre Ave / Loraine Ave	0.513	A	0.369	A
Bennett Ave / Grand Ave	0.529	A	0.527	A
Foothill Blvd / Grand Ave	0.630	B	0.958	E
Foothill Blvd / Loraine Ave	0.762	C	0.598	A
Foothill Blvd / Valley Center Drive	0.856	D	0.674	B
Route 66 / Barranca Ave	0.749	C	0.864	D
Route 66 / Grand Ave	0.837	D	0.913	E
Route 66 / Glendora Ave	0.824	D	0.970	E
Route 66 / Loraine Ave	0.810	D	0.635	B
Route 66 / Compromise Line Road	0.826	D	0.768	C
Route 66 / Lone Hill Ave	0.995	E	1.005	F
Route 66 / Amelia Ave	0.690	B	0.791	C
Baseline Rd / Grand Ave	0.774	C	1.008	F
Baseline Rd / Glendora Ave	0.569	A	0.668	B
Gladstone St / Grand Ave	0.919	E	0.897	D
Gladstone St / Glendora Ave	0.670	B	0.753	C
Gladstone St / Sunflower Ave	0.532	A	0.623	B
Gladstone St / Lone Hill Ave	0.602	B	1.002	F
Auto Centre / Lone Hill Ave	0.515	A	0.973	E
Marketplace / Lone Hill Ave	0.421	A	0.607	B

**Table CIR-4
Buildout Conditions Peak Hour Intersection Operation
Before and After Recommended Mitigation**

	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Signalized Intersection				
Foothill Blvd / Grand Ave	0.630	B	0.958	E
With Mitigation: Add WB Left Turn Lane	0.592	A	0.792	C
Route 66 / Grand Ave	0.837	D	0.913	E
With Mitigation 1: Add EB Through Lane	0.837	D	0.894	D
With Mitigation 2: Convert SB Right Turn to SB Through-Right Turn Lane	0.783	C	0.846	D
Route 66 / Glendora Ave	0.824	D	0.970	E
With Mitigation: Add WB Left Turn Lane	0.824	D	0.877	D
Route 66 / Lone Hill Ave	0.995	E	1.005	F
With Mitigation 1: Convert SB Right Turn to SB Through-Right Turn Lane	0.937	E	0.936	E
With Mitigation 2: Add EB Left Turn, SB Through, and EB Through Lane	0.871	D	0.898	D
Baseline Rd / Grand Ave	0.774	C	1.008	F
With Mitigation 1: Add WB Right Turn Lane	0.774	C	0.876	D
With Mitigation 2: Convert SB Right Turn to SB Through-Right Turn Lane	0.694	B	0.884	D
Gladstone St / Grand Ave	0.919	E	0.897	D
With Mitigation: Add SB Through Lane	0.825	D	0.897	D
Gladstone St / Lone Hill Ave	0.602	B	1.002	F
With Mitigation: Add NB Through Lane and SB Through Lane	0.545	A	0.882	C
Auto Centre / Lone Hill Ave	0.515	A	0.973	E
With Mitigation: Add WB Right Turn Lane	0.515	A	0.833	D

Recommendations for this Circulation Element to address future traffic conditions are presented below.

- Improvements to mitigate the deficient peak hour conditions at study intersections have been presented in Section 4.5 of this Element.
- A funding or fee assessment mechanism, such as a traffic impact fee, or an improvement district, should be implemented to collect a portion of the costs to implement these improvements from new development.

- It is recommended that the roadway classifications in the Roadway Standards section of the Circulation Element be modified to be consistent with the newly adopted Standard Street Sections in the City's Standard Designs and Specifications, as follows:
 - Major – 84 feet of pavement within 100 feet of right-of-way (4 to 6 lanes divided)
 - Secondary – 64 feet of pavement within 80 to 84 feet of right-of-way (4 lanes)
 - Collector – 40 feet of pavement with 60 feet of right-of-way (2 lanes)
- With the recommended changes in classification types, the "Arterial" designation would be eliminated. IT is recommended that all Arterial roadways currently built to the 100-foot right-of-way be classified as a Major, and that those currently built to less than the 100-foot right-of-way be classified as a Secondary.
- It is recommended that the Major classification allow for either Major-4 or Major-6 category, to account for those roadways built to the Major standard, but striped for only four lanes.
- It is recommended that the following roadway segments be improved to provide six travel lanes (three in each direction):
 - Grand Avenue between Route 66 and Gladstone Street
 - Lone Hill Avenue between Route 66 and Gladstone Street
- It is recommended the existing Collectors that are built to two lanes be classified as a Collector, and that those that are four lanes be classified as a Secondary.

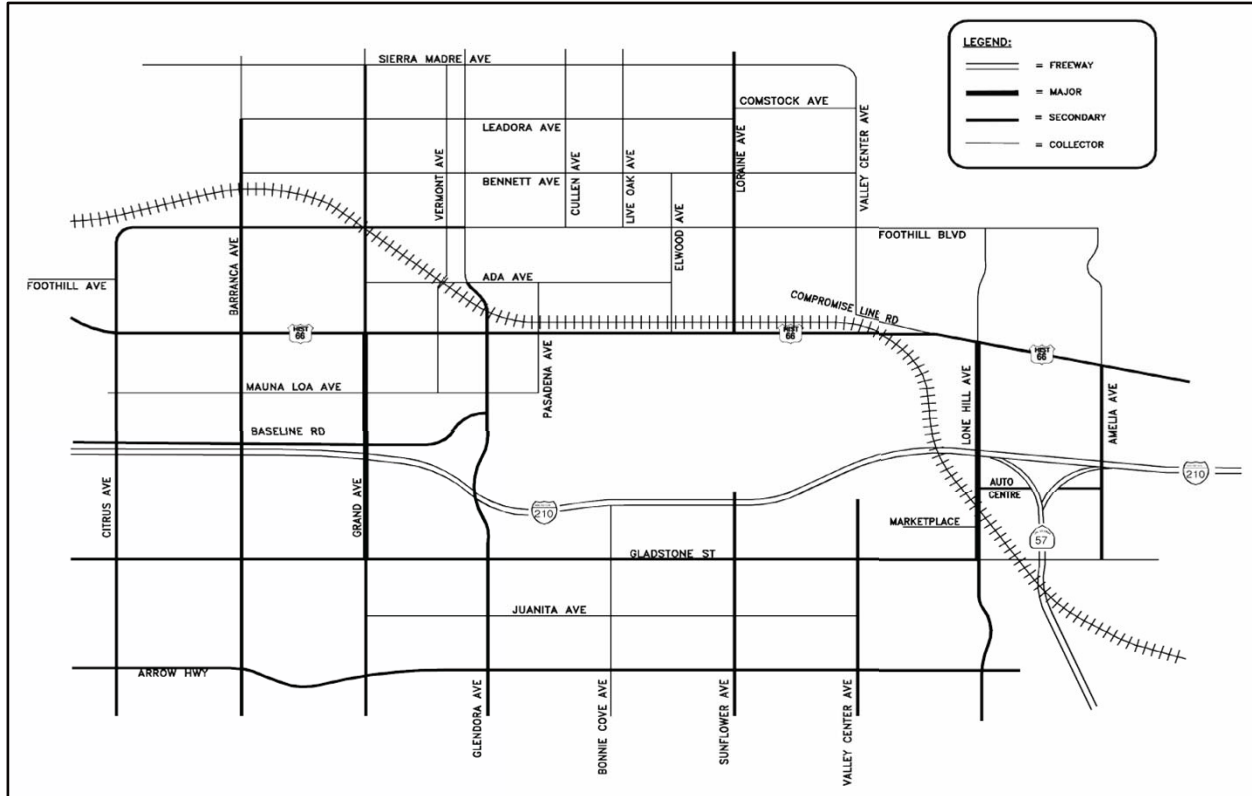
These recommended changes are shown on Table CIR-5, Recommended Roadway Classifications, and are depicted on Exhibit CIR-11, Recommended Roadway Classifications.

**Table CIR-5
Recommended Roadway Classification**

Arterial	Existing Classification	Existing Lanes	Recommended Classification
East - West Roadways			
Sierra Madre Avenue	Collector	2 lanes	Collector
Leadora Avenue	Collector	2 lanes	Collector
Comstock Ave: Loraine Avenue to Valley Center	Collector	2 lanes	Collector
Bennett Avenue	Collector	2 lanes	Collector
Foothill Boulevard: Citrus Avenue to Glendora	Collector	4-lane divided	<i>Secondary</i>
Foothill Boulevard: east of Glendora Street	Collector	2 lanes	Collector
Ada Avenue	Collector	2 lanes	Collector
Route 66	Arterial	4-lane divided	<i>Major - 4</i>
Auto Centre Drive	Collector	4-lane divided	<i>Secondary</i>
Gladstone Street	Collector	4-lane divided	<i>Secondary</i>
Baseline Avenue	Collector	4-lane divided	<i>Secondary</i>
Arrow Highway	Arterial	4-lane divided	<i>Major - 4</i>
North - South Roadways			
Citrus Avenue	Arterial	4-lane undivided	<i>Secondary</i>
Barranca Avenue: north of Leadora Avenue	Collector	2 lanes	Collector
Barranca Avenue: south of Leadora Avenue	Collector	4-lane undivided	<i>Secondary</i>
Grand Avenue: north of Sierra Madre Avenue	Arterial	2 lanes	<i>Collector</i>
Grand Avenue: Sierra Madre Avenue to Route 66	Arterial	4-lane divided	<i>Major - 4</i>
Grand Avenue: Route 66 to Gladstone	Arterial	4-lane divided	<i>Major - 6</i>
Grand Avenue: south of Gladstone	Arterial	4-lane divided	<i>Major - 4</i>
Glendora Avenue: Sierra Madre Ave to Ada Ave	Collector	2 lanes	Collector
Glendora Avenue: Ada Avenue to Arrow Highway	Collector	4-lane divided	<i>Secondary</i>
Cullen Avenue	Collector	2 lanes	Collector
Bonnie Cove Avenue	Collector	2 lanes	Collector
Live Oak Avenue	Collector	2 lanes	Collector
Sunflower Avenue	Collector	4-lane divided	<i>Secondary</i>
Elwood Avenue	Collector	2 lanes	Collector
Loraine Avenue	Collector	4-lane divided	<i>Secondary</i>
Valley Center Avenue	Collector	2 lanes	Collector
Lone Hill Avenue: north of Route 66	Collector	2 lanes	Collector
Lone Hill Avenue: Route 66 to Gladstone	Arterial	4-lane divided	<i>Major - 6</i>
Lone Hill Avenue: south of Gladstone	Arterial	4-lane divided	<i>Major - 4</i>
Amelia Avenue: north of Route 66	Collector	2 lanes	Collector
Amelia Avenue: south of Route 66	Collector	4-lane divided	<i>Secondary</i>

Note: Recommended classification changes are shown in ***Bold Italics***.

Table CIR-11
Recommended Roadway Classification



Source: Kimley-Horn Associates, Inc.; June 2007.

6.0 PLANNING CONSIDERATIONS, GOALS, AND POLICIES

Traffic Safety

Planning Consideration: The City of Glendora understands that the safe and efficient movement of vehicles and pedestrians contributes to overall community safety. Planning, design and maintenance of existing and future transportation infrastructure should seek to enhance the safety of vehicular traffic and pedestrians utilizing local roadways.

Goal CIR-1 Safety for motorists and pedestrians on local roadways.

Policies	CIR-1.1	Determine appropriate design of local roadway system considering all potential users including automobile, bicycle, and pedestrian users.
	CIR-1.2	Based on traffic counts, add audible and “countdown” signals to enhance pedestrian safety.
	CIR-1.3	Initiate public education programs that address the following components: Pedestrian rights, legal movements. Location of bike lanes and routes. Youth involvement/programs with Police (e.g. bike rodeos, etc.).
	CIR-1.4	Improve public directional and safety signage.
	CIR-1.5	Enforce speeds and traffic laws on all City streets.
	CIR-1.6	Employ traffic calming measures where appropriate to deter speeding.
	CIR-1.7	Explore opportunities to fund sidewalk safety enhancements through the Safe Routes to School program.

Local Coordination of Land Use and Circulation Planning

Planning Consideration: Local land use planning significantly influences the safe and efficient function of the local roadway system. The ability to adequately serve the transportation needs of the community should be a primary consideration in all land use planning decisions so that impacts of growth and development are reflected by appropriate improvements.

Goal	CIR-2	Coordinated transportation and land use planning.
Policies	CIR-2.1	Ensure transportation planning is fully evaluated in the context of future land use planning decisions.
	CIR-2.2	Ensure that the evaluation of potential transportation impacts is an integral component of all land use decisions.
	CIR-2.3	Encourage the sharing of land use and transportation data between the City and adjacent jurisdictions to ensure transportation impacts are properly mitigated.
	CIR-2.4	Support Caltrans’ efforts to improve traffic flow on the I-210 freeway.
	CIR-2.5	Support the efforts of the MTA in providing alternative transportation modes within Glendora that would compliment land use planning efforts.
	CIR-2.6	Enhance business and directional signage.
	CIR-2.7	Explore better use of uninterrupted roadways (e.g., Gladstone and Foothill).
	CIR-2.7	Create a funding or fee assessment mechanism, such as traffic impact fee or improvement district, to implement roadway or intersection improvements in the City or those necessary to support new development or redevelopment.
	CIR-2.9	Incorporate the Metro A Line into the local planning program.
	Program:	Provide adequate station facilities that support and enhance surrounding land uses.
CIR-2.10	Plan for adequate bus service to meet Glendora’s future needs.	
Program:	Work with Foothill Transit on new route development.	
Program:	Develop a fixed route local shuttle service, using either public or private franchises.	

Program: Enhance bus stop facilities with shaded seating areas, waste receptacles and route information.

CIR-2.12 Ensure future development along existing railroad rights-of-way includes appropriate public dedications or public easements to include opportunities for additional open space, and/or pedestrian and bicycle pathways.

Goal CIR-3 Infrastructure improvements coordinated with local growth.

Policies CIR-3.1 Continue to update traffic count database every five years.

CIR-3.2 Pursuant to Section 3.1.7, establish a grid-block network with the area bounded by the Metro A Line right-of-way to the north, Route 66 to the south, Glendora Avenue to the east, and Vermont Avenue to the west.

CIR-3.3 Require that each new increment of development within the grid-block network make all possible vehicular and pedestrian connections between circulation infrastructure and adjoining residential or commercial development and provide for future connections into any adjoining parcels.

CIR-3.4 The grid-block network required by CIR-3.2 shall be designed with blocks no longer than 600 feet and a total block perimeter not exceeding 1,800 feet. Exceptions may be considered as part of a development application where private vehicular roads with pedestrian sidewalks connect with existing development.

Planning Consideration: Design considerations that minimize the intrusion of traffic into local neighborhoods and divert through traffic onto appropriate roadways should be encouraged.

Goal CIR-4 Reduced transportation impacts in local neighborhoods.

Policies CIR-4.1 Designate routes to regional commerce that have minimum impact on schools and homes.

CIR-4.2 Clearly designate and understand arterials versus neighborhood streets.

CIR-4.3 Provide alternative options for local travel.

Program: Provide opportunities for local shuttle/ jitney service.

Program: Implement a pedestrian and bikeway master plan.

Regional Coordination

Planning Consideration: The City of Glendora understands circulation impacts from local planning decisions also affect the function and quality of circulation in adjacent jurisdictions. Conversely, planning decisions of adjacent jurisdictions can affect the function and quality of the circulation system within the City of Glendora. While the City of Glendora understands that it is part of the regional transportation system, the City seeks to discourage the use of non-arterials as major circulation routes and protect existing and future Glendora neighborhoods from unwanted traffic intrusions.

Goal	CIR-5	Appropriate coordination of transportation planning with adjacent jurisdictions.
Policies	CIR-5.1	Coordinate local and regional circulation planning with County Congestion Management Plan.
	CIR-5.2	Continue to stay involved and aware of local jurisdiction developments (e.g., Monrovia Nursery in Azusa).
	CIR-5.3	Coordinate signals on inter-city thoroughfares such as Grand Avenue, Lone Hill, and Route 66.
	CIR-5.4	Support regional transportation planning including the Metro A Line extension, bus network planning, and regional bikeway and hiking networks.
	CIR-5.4	Except where required to support emergency access, no public or private streets shall connect to the planning areas of adjoining communities.
	Program:	For new development the City shall not permit vehicular connections into the planning area from adjoining cities as condition of development approval.
	Program:	For new development, the City shall not permit vehicular connections into the planning area from adjoining cities except where emergency access is deemed appropriate. The City shall require appropriate limited access devices and improvements in its environmental review and land development processes to ensure vehicular connections are limited to emergency vehicles only.

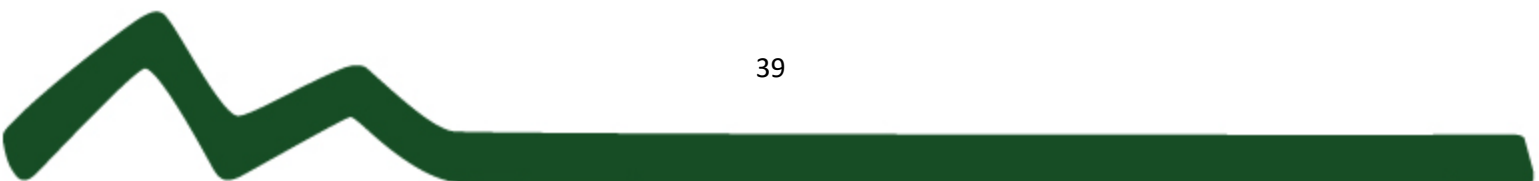
Transportation and Utility System Efficiency

Planning Consideration: The City of Glendora is approaching buildout conditions. As future growth will continue to impact the existing circulation and infrastructure systems, specific strategies should be implemented to maximize infrastructure efficiency. Emphasizing strategies that reduce demand for and that implement physical improvements that promote system efficiency will contribute to a well functioning circulation system.

Goal	CIR-6	Acceptable level of service on local roadways.
Policies	CIR-6.1	Improve the function of the circulation system through transportation system management strategies.
Goal	CIR-7	Improved access to alternative modes of transportation.
Policies	CIR-7.1	Explore funding for alternative transportation.
	CIR-7.2	Enhance alternative transportation services (mini-bus, seniors and private shuttle franchise service).
	CIR-7.3	Initiate a citywide campaign to promote for carpooling/park-n-ride.
	CIR-7.4	Create and implement a masterplan(s) for pedestrians, trails and bikeways.
	CIR-7.5	Ensure adequate pedestrian/ bike amenities at key destinations such as the Village, the Marketplace and other retail service areas such as along Route 66.
Goal	CIR-8	Controlled utility and infrastructure access between Glendora and adjoining jurisdictions.

Policies Infrastructure for new development shall be limited to the service of properties within the City’s planning area.

Programs	The City shall prohibit City-controlled infrastructure connections through its development approval process and public works contract bidding process.
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CHAPTER 3

CIRCULATION ELEMENT

1.0 INTRODUCTION

The Circulation Element represents the City's overall transportation plan. The transportation plan consists not only of the physical transportation system itself, such as streets, highways, bicycle routes and sidewalks, but also to the various modes of transportation, such as cars, buses, trucks (goods movement), rail, bicycles, ridesharing and walking, as well. Circulation also refers to the movement of people and goods and products within and through the City. The circulation and transportation system plays an important role in shaping the overall structure and form of the City, in that it both divides and connects land uses at the same time.

The relationship of the Circulation Element to the Land Use Element is critical since the circulation system must adequately handle future traffic as the City and surrounding areas continue to grow, and provide the means to move people and goods through and within the City of Glendora. Land use and circulation must be closely tied to ensure that citizens are able to move in and around the City to locations where they live, work, shop, and spend leisure hours. The circulation system is directly affected, and even shaped by existing and future land use patterns.

The Circulation Element identifies and establishes the City's policies governing the system of roadways, intersections, bicycle paths, pedestrian ways and other components of the circulation system, which collectively provide for the movement of people and goods throughout the City. The Circulation Element establishes official city policy that:

- Identifies the transportation facilities that will be required to serve both present and future vehicular and non-vehicular travel demand in the City;
- Identifies classifications and design standards for circulation facilities; and
- Identifies strategies to implement the City's circulation system.

The Circulation Element describes existing circulation conditions in the City, and establishes standards for implementation of future improvements in conjunction with planned growth, and provides a method for measuring system performance for future updates. The Element considers not only the physical requirements of the transportation system (roadway facility type, number of lanes, etc.), but also operational issues such as the provision of transit services, and programs and policies that encourage use of alternative transit modes.

2.0 AUTHORITY FOR ELEMENT

The State of California Government Code Section 65302 (b) requires that a General Plan include:³
"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

3.0 SUMMARY OF EXISTING CONDITIONS

The City of Glendora shares borders with the City of San Dimas on the east, southeast, and south, City of Covina on the southwest, and the City of Azusa on the west. The Angeles National Forest and Glendora Wilderness Park form the eCity's northern border.

Many of the arterial roadways through the City of Glendora extend beyond the eCity boundaries into neighboring cities. Circulation issues and travel patterns, likewise, extend beyond the Glendora city limits. The land use decisions and traffic patterns in these other jurisdictions have the potential to affect the quality of traffic flow and mobility in the City of Glendora, and conversely, traffic conditions and decisions made by the City of Glendora can affect its neighbors. In particular, existing and future commercial development in San Dimas on the east side of the City, and future development on the former Monrovia nursery property on the west have the potential to affect traffic conditions in some portions of the City of Glendora.

3.1 EXISTING CIRCULATION SYSTEM

3.1.1 Regional and Local Access

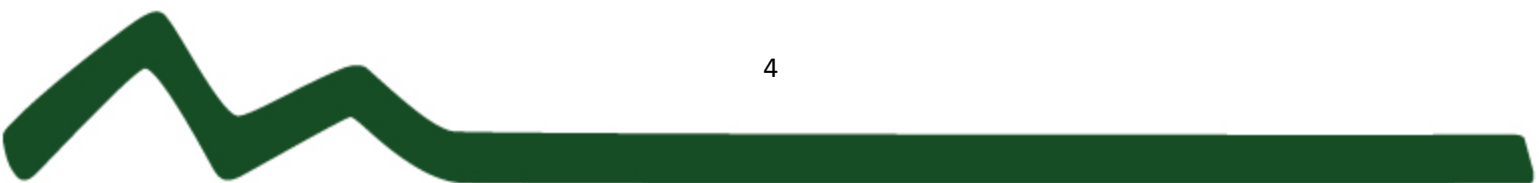
Regional access to the City of Glendora is provided by the Foothill Freeway (I-210). The I-210 Freeway provides east-west regional circulation through the City, connecting with the Orange Freeway (SR-57) at the eastern boundary of the City. Interchanges with the I-210 Freeway are provided at Grand Avenue, Sunflower Avenue, and Lone Hill Avenue. Arrow Highway, which forms the City's southern border, continues easterly through the City of San Dimas, and has an interchange with the SR-57 Freeway.

Continuous travel routes through the City are constrained by the I-210 Freeway and the 260-acre South Hills Park, located in the middle of the City. North-south mobility through the City is limited to arterials and collectors on either side of the park that cross the I-210 Freeway, which include Barranca Avenue, Grand Avenue, Glendora Avenue, and Lone Hill Avenue. Other limited north-south collectors that carry local traffic include Loraine Avenue, Valley Center Avenue, Bonnie Cove Avenue, Sunflower Avenue, and Amelia Avenue.

East-west roadways through the eCity include Sierra Madre Avenue, Foothill Boulevard, Route 66 (formerly called Alostia Avenue), Gladstone Street, and Arrow Highway. Baseline Road ends at Glendora Avenue, on the west side of South Hills Park, and picks up again at Amelia Avenue, at the eastern City boundary. Other limited east-west collectors that carry local traffic include Leadora Avenue, Bennett Avenue, and Ada Avenue.

3.1.2 Los Angeles County Congestion Management Program (LA CMP)

The I-210 Freeway and a portion of the I-210 / SR-57 interchange are the only routes in the City of Glendora designated in the Los Angeles County Congestion Management Program (LA CMP). Since no CMP arterials are designated in Glendora, there are no intersections in Glendora designated as CMP monitoring intersections.



3.1.3 Roadway Functional Classification System

The City of Glendora circulation system consists of a network of local neighborhood streets providing access to the arterial street system, which in turn provide access to the regional freeway system. This network serves two distinct and equally important functions: it provides access to adjacent land uses, and it facilitates the movement of persons and goods to and from, within and through the City. The design and operation of each street is determined by the importance placed on each of these functions. Streets that have a mobility and/or regional access function will have more lanes, higher speed limits and fewer driveways. Where access to properties is required, streets will have fewer lanes, lower speeds, parking, and more frequent driveways to serve abutting properties.

To define the intended uses of roadways, many jurisdictions, including Glendora, use a functional classification system. The system provides a logical framework for the design and operation of the roadway system and helps residents and elected officials identify preferred characteristics of each street.

Four roadway categories are described in the City's 1992 Circulation Element: Freeway, Arterial, Collector, and Local. Descriptions of these four categories are provided below.

Freeway - A freeway is a controlled-access, high-speed facility with anywhere from six to ten lanes, plus auxiliary and merge lanes. The I-210 Freeway is the only freeway through the City, with eight lanes (four lanes in each direction) carrying up to 150,000 vehicles per day.

Arterial - The primary function of an arterial is to provide for regional, sub-regional, and inter-city travel, carrying approximately 12,000 to 50,000 vehicles per day. Arterials generally consist of four to six travel lanes (two to three in each direction) with the optimal right-of-way width of 100 feet and a curb-to-curb width of 84 feet. Speed limits range from 35 to 55 miles per hour.

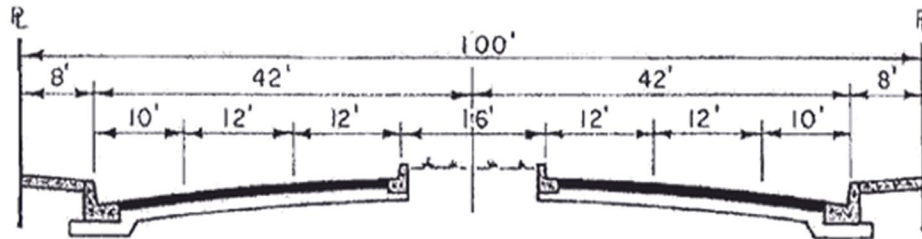
Collector - Collectors are designed to carry traffic between local streets and the arterial roadway network. This category of roadway generally consists of two to four travel lanes (one to two in each direction) with the optimal right-of-way width of 60 to 80 feet with a curb-to-curb width of 40 feet. Collectors typically carry approximately 12,000 vehicles per day. Posted speed limits range from 25 to 40 miles per hour.

Local - Local streets are designed to provide direct access to individual properties not served by arterial and collector roadways. Local streets include roadways not classified as arterials or collectors. A Local street generally consists of two travel lanes (one in each direction) with parking permitted on one or both sides. Local streets generally have a right-of-way width of 50 feet and a curb-to-curb width of 36 feet. Posted speed limits range from 25 to 30 miles per hour. As described in Section 3.1.7 below, interior south station streets are considered local streets.

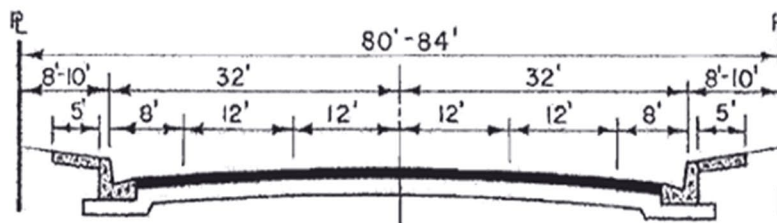
The existing functional classifications for the roadways in the City of Glendora, as currently designated in the City's Circulation Element, are listed on Table CIR-1, Existing Roadway Classifications, and are depicted on Exhibit CIR-1, Existing Roadway Classifications. The number of existing lanes for each roadway is also shown on Table CIR-1 and is shown on Exhibit CIR-2, Existing Roadway Lanes.

The City of Glendora street cross-sections for the various roadway types, which are provided on the City's Standard Design and Specifications, Standard Plan 1.7, are shown on Exhibit CIR-3, Standard Street

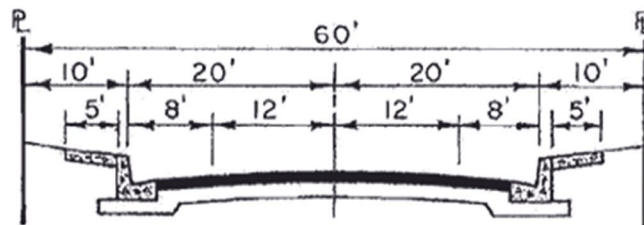
Exhibit CIR 3 Standard Street Sections



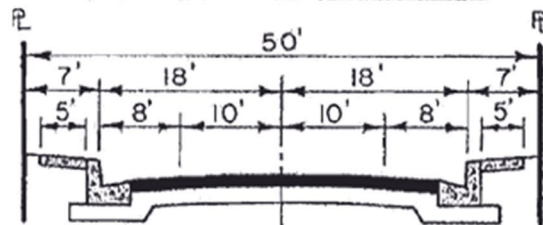
MAJOR - 100' R/W



SECONDARY - 80'-84' R/W



**COLLECTOR - 60' R/W
(LOCAL-RESIDENTIAL)**



**LOCAL-RESIDENTIAL - 50' R/W
(24 LOTS OR LESS)**

Source: Kimley-Horn Associates, Inc.; June 2007. Interior South Station Street graphic included under Section 3.1.7 below.

3.1.4 Public Transportation Services

in each direction, except that the frequency is increased to one bus every one-half hour during the weekday peak period.

Glendora's Mini-Bus

Glendora's mini-bus offers curb-to-curb transportation services for senior citizens and permanently disabled persons of Glendora. The bus operates Monday through Friday from 8:00 AM to 5:00 PM, Saturday and Sunday from 9:00 AM to 2:00 PM. The cost is 50 cents each way. The service transfers riders to the Pomona Valley Transit Station at the Lone Hill Shopping Center, the Metro Link Station in Covina, and also to the Azusa Transit system at the Citrus College Center.

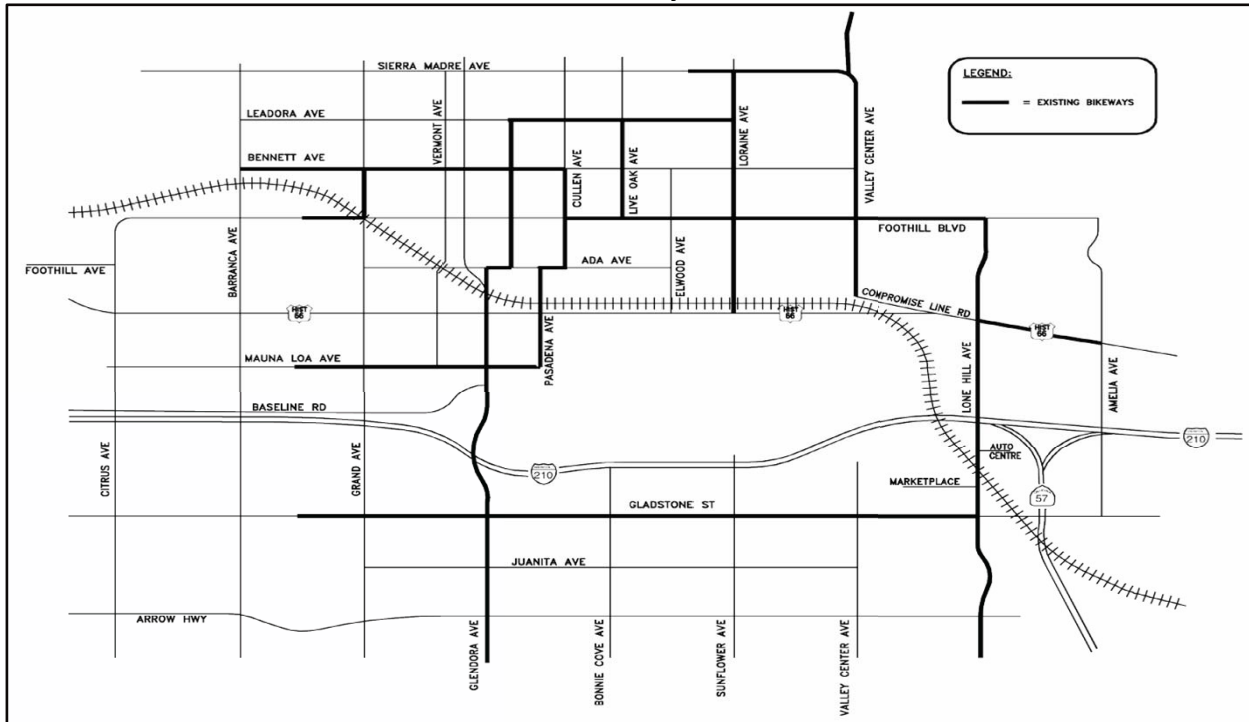
3.1.5 Bicycle Facilities

Bicycle routes are provided on a number of roadways within the City of Glendora. For east-west travel, Class III bike routes (signed routes) are provided on portions of Sierra Madre Avenue, Leadora Avenue, Bennett Avenue, Foothill Boulevard, Mauna Loa Avenue, and Gladstone Avenue. For north-south travel, bike routes are provided on portions of Grand Avenue, Glendora Avenue, Pasadena Avenue, Live Oak Avenue, Loraine Avenue, Valley Center Avenue, and Lone Hill Avenue. The existing bikeways in Glendora are illustrated on Exhibit CIR-5, Bikeways.

The bikeway system is intended to provide bicyclists with connections between neighborhoods, parks, schools, and other neighborhood and recreational facilities. Foothill Transit provides bike racks on all buses, to improve mobility and provide the bicycle rider with travel mode options for longer trips. Riding and hiking trails through the eCity's park and open space system also provide residents with recreational biking opportunities.



**Exhibit CIR-5
Bikeways**



Source: Kimley-Horn Associates, Inc.; June 2007.

The City of Glendora plans to upgrade the existing bicycle system to encourage and facilitate alternative travel modes, which will also benefit air quality. The City will adopt a City Policy for Bicycle and Mopeds, which will include lane striping, signing, and control devices, in accordance with State guidelines. Additional bicycle racks will be provided to enhance bicyclists' access to The Village. The plan considers construction of Class I (off-road facility) along Foothill Boulevard to provide access to Citrus Community College, Azusa Pacific University, and the **proposed Gold Metro A Line Station**.

3.1.6 Truck Routes

The City of Glendora has designated selected roadways as truck routes to provide for the regulated movement of trucks through the City. The designated truck routes in Glendora are illustrated on Exhibit CIR-6, Truck Routes. The designation of truck routes is intended to direct truck traffic to those streets where it would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Primary arterials and roadways providing access to the freeways are the most likely candidates for truck route designation. The designation of truck routes does not prevent trucks from using other roads or streets needed to make deliveries to specified destinations, or for other reasons, as defined in the Motor Vehicle Code of the State of California.

3.1.7 Station Road Network and Rail

Proposed Foothill Extension of Metro A Line



The Foothill Extension of the Metro A Line (formerly Gold Line) opened in Glendora in September 2025 and is proposed to follow an alignment from its previous current terminus in Azusa Pasadena to its current eastern terminus in the City of Pomona Montclair, passing through many Foothill cities, including Glendora. As of 2026, service is offered from approximately 4:00 AM to 1:00 AM seven days a week. The trains will stop at stations every 8-10 minutes during weekday peak hours, and every 10-20 minutes during middays, nights, and weekends. The station is located approximately 180 feet east of Vermont Avenue, just south of the City's downtown Village. Passengers enter the center platform station from the east or west end. The Station accommodates 300 parking spaces.

The block bounded by Glendora Avenue to the east, Vermont Avenue to the west, Metro A Line right-of-way to the north, and Route 66 to the south is anticipated to undergo significant future development activity due to its proximity to the Metro A Line station. New development within this area shall be designed around a grid-block network of open, connected public or private streets. The Gold Line Extension project will be completed in phases. Glendora is in Phase II, which is projected to open in 2014. The Draft Environmental Impact Report (DEIR) for the Gold Line extension was released in 2004, and the release of the Final EIR is pending.

Service is planned to be offered from approximately 4:30 AM to 12:30 AM seven days a week. The trains will stop at stations every 10 minutes during the rush hours (6 per hour), and every 20 minutes during off-peak hours (3 per hour). S station is proposed to be located approximately 180 feet east of Vermont Avenue, just south of the City's downtown Village. Passengers will be able to enter the center platform station from the east or west end. The Gold Line DEIR identifies a need for 400 parking spaces at the Glendora station.

Within this new grid-block network, block faces shall not exceed 600 feet, nor shall any block perimeters exceed 1,800 feet. Such a grid-block network has many benefits in that it easily accommodates various housing and construction types, promotes walkability and connectivity, and promotes economic development by providing additional street frontage for potential new shopfronts. Connected grid-block roadway networks also improve response times for emergency services by providing multiple paths of travel to and from residences, businesses, and incident locations. New local streets within this grid-block network (reference images below) require a total of 56-feet of right-of-way intended to accommodate two lanes of vehicular traffic, one parallel parking lane on at least one side of the street, and ample room within the pedestrian realm, inclusive of 4-foot parkways and 8-foot sidewalks. The roadway may also accommodate bicycles via "sharrows." Gold Line passengers will be able to connect with the Metro Red Line at Union Station in Downtown Los Angeles, which will also allow passengers to connect with the Metro Blue Line (Long Beach) and the Metro Green Line (Pasadena).





*South Station Zoning Aerial image is shown for illustrative purposes only. Specific locations of compliant publicly accessible public or private roads will be determined at the time of development.

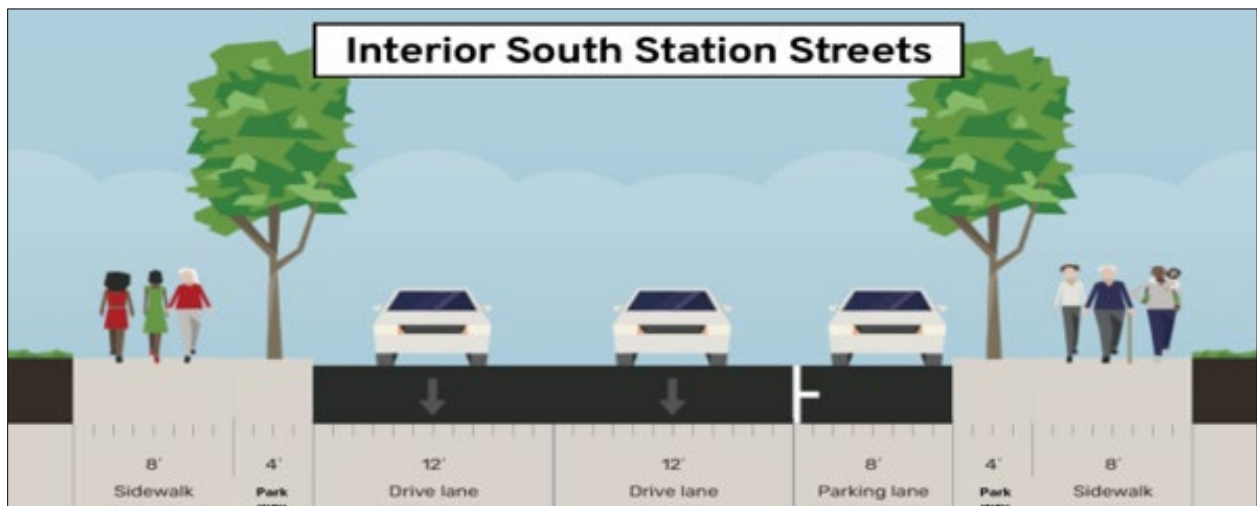
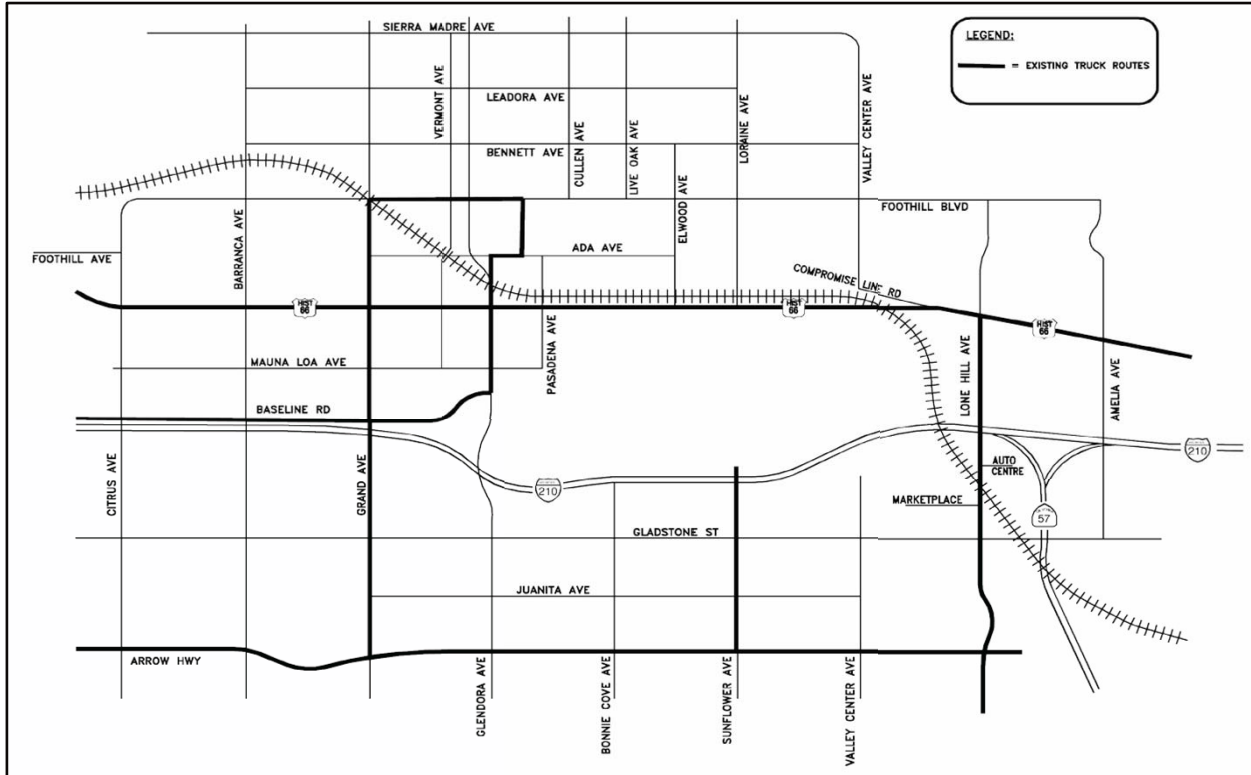


Exhibit CIR-6 Truck Routes



Source: Kimley-Horn Associates, Inc.; June 2007.

Existing At-Grade Rail Crossings

There are currently eight at-grade rail crossings of the existing rail line in the City of Glendora. To improve traffic safety once the number of train movements through these intersections increase, the Los Angeles County Metropolitan Transportation Authority (LACMTA or MTA) has adopted a Grade Crossing Safety Improvement Program, which includes a four-gate crossing (two gates in each direction) at accident-prone locations, to reduce the incidence of drivers attempting to drive around single-arm gates; increased manned enforcement details, and photo enforcement at the at-grade crossings. The City will work with MTA to advocate grade-separated rail crossing for safety and to reduce congestion at the diagonal Grand/Foothill intersection crossing, and other key locations. **The completion of the Metro A Line in September 2025 eliminated an at-grade rail crossing at Glenwood Avenue, thus as of 2026, there are currently seven at-grade crossings in the City of Glendora.**

3.2 ANALYSIS OF EXISTING CONDITIONS

3.2.1 Level of Service Definition for Intersections

felt. The County of Los Angeles Congestion Management Program (CMP) forecasts a 14.76 percent increase in traffic volumes in the San Gabriel Valley area by the Year 2025. While some of this growth within the City of Glendora is accounted for by the buildout of its vacant and underutilized parcels city-wide, a portion of this also represents growth in through traffic particularly in the east-west direction. The analysis for the update of the City of Glendora Circulation Element includes not only the future traffic associated with buildout of the City's **land use**, but the effect of traffic growth throughout the region, as well.

4.1 METHODOLOGY

Analysis of projected traffic conditions at buildout of the City was conducted to determine whether or not the City's circulation system can accommodate the future traffic demands of the City's land use plan. Buildout assumes that each vacant or underutilized parcel in the City will buildout to its full General Plan potential. If roadway or intersection deficiencies are projected to occur as a result of buildout of General Plan land uses, then improvements needed to accommodate future traffic volumes will be identified.

The methodology for evaluating future traffic volumes on the roadway segments and at intersections in Glendora is based on the following major premises:

- The Circulation Element must be consistent with all other Elements of the General Plan, especially the Land Use Element, such that there is a good balance between the transportation capacity to be provided and the travel demand to be generated by the buildout land uses.
- The effects of increased traffic in Glendora due to growth and development in neighboring communities must be taken into consideration. While "through" traffic is not encouraged, its presence must be recognized so that the Circulation Element can be responsive.
- The City's current circulation system is largely built out to its designated capacities, and is assumed to be the buildout network for the buildout analysis. If improvements to the roadway system or intersections are needed to accommodate General Plan Buildout, these will be recommended as mitigation measures.
- The traffic for development in Glendora on vacant or underutilized parcels was estimated and added to the background future traffic volumes. Further details are presented in the following paragraphs.

4.2 FUTURE LAND USE TRIP GENERATION

While the City of Glendora is generally developed, parcels throughout the City are still vacant, or are underdeveloped and have the potential for further development. The Land Use Element of the General Plan quantifies the potential development on these underutilized and vacant parcels. The remaining potential development on these parcels of interest in Glendora is estimated to consist of 3,066 dwelling units and approximately 2.23 million square feet of development. This total includes the proposed land uses planned for the Route 66 Specific Plan area.



For the analysis of future traffic conditions, each parcel was identified in terms of its potential future land use, including the land use type (residential, retail, office, industrial, etc.) and the quantity of those land uses (dwelling units, thousand square feet, etc.). The number of trips that would be generated by the potential development was calculated and is summarized in Appendix C to this report. In total, the buildout land uses have the potential to generate approximately 3,500 new trips in the morning peak hour, and approximately 8,300 trips in the evening peak hour.

The traffic analysis is intended to provide an evaluation of the traffic impacts associated with buildout of the City's remaining land use, as summarized in the Land Use Element. Buildout land use information was based on existing and General Plan land use data provided by the City and compiled parcel by parcel by RBF Consulting. All vacant and underutilized parcels were accounted for in the future land use database, including major approved and pending projects, such as the Route 66 Specific Plan and the Diamond Ridge Marketplace.

Buildout land uses were grouped by Traffic Analysis Zone (TAZ) as shown in Appendix C. The distribution assumptions for each TAZ include a combination of assignments to multiple destinations within the City and destinations external to the City. A detailed printout of the distribution assumptions for each TAZ is provided in Appendix C.

4.3 BUILDOUT TRAFFIC PROJECTIONS

The additional trips that would be generated by the proposed developments were estimated and distributed on the surrounding road network as described earlier in the report. Interaction between complementary land uses within the city, and pass-by assumptions were taken into account in the distribution and assignment of traffic. The buildout traffic estimates for the study intersections are presented in Exhibit CIR-9, Buildout Peak Hour Traffic Volumes.



- Auto Centre and Lone Hill Avenue: the addition of a second westbound right-turn lane would improve the level of service from LOS "E" to LOS "D."

These recommended intersection improvements are depicted on Exhibit CIR-10, Recommended Intersection Improvements. A summary of the buildout ICU and Level of Service values with the recommended mitigation measures are presented in Table CIR-4, Buildout Conditions Peak House Intersection Operation Before and After Recommended Mitigation. Intersection analysis worksheets for buildout with mitigation conditions are provided in Appendix B.

5.0 RECOMMENDATIONS FOR CIRCULATION PLAN

Buildout of the City entails the potential development of 3,066 new dwelling units and approximately 2.23 million square feet of development on vacant and underutilized parcels in Glendora. This total includes the proposed land uses planned for the Route 66 Specific Plan area. This development is estimated to generate over 100,000 new daily trips, with approximately 3,500 new trips in the morning peak hour, and approximately 8,300 trips in the evening peak hour.

With buildout of the City, increased traffic volumes will occur throughout the City, with deficient conditions (Level of Service "E" or "F") forecasted at eight study intersections.

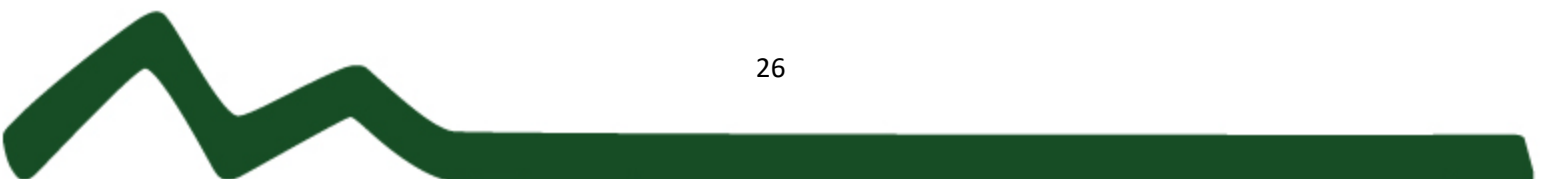
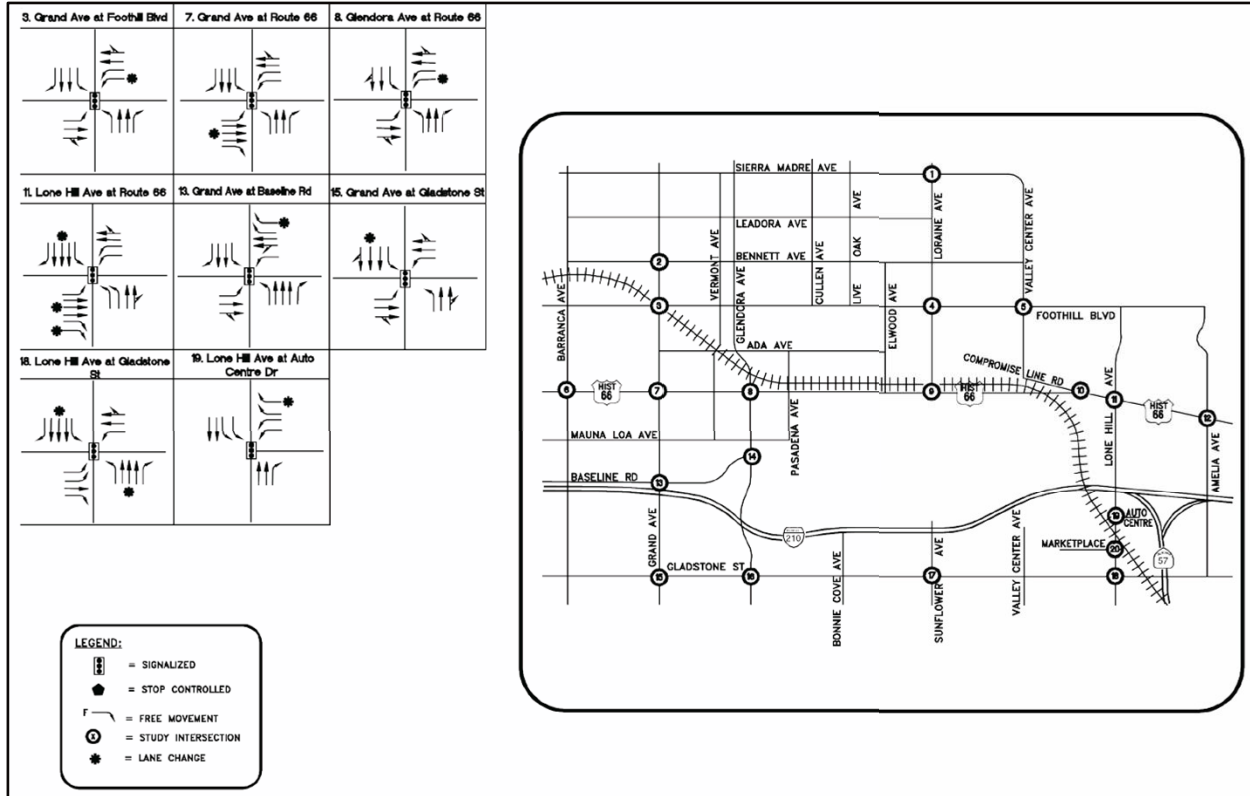


Exhibit CIR-10 Recommended Intersection Improvements



Source: Kimley-Horn Associates, Inc.; June 2007.

**Table CIR-3
Buildout Conditions Peak Hour Intersection Operation**

Signalized Intersection	ICU	LOS	ICU	LOS
Sierra Madre Ave / Loraine Ave	0.513	A	0.369	A
Bennett Ave / Grand Ave	0.529	A	0.527	A
Foothill Blvd / Grand Ave	0.630	B	0.958	E
Foothill Blvd / Loraine Ave	0.762	C	0.598	A
Foothill Blvd / Valley Center Drive	0.856	D	0.674	B
Route 66 / Barranca Ave	0.749	C	0.864	D
Route 66 / Grand Ave	0.837	D	0.913	E
Route 66 / Glendora Ave	0.824	D	0.970	E
Route 66 / Loraine Ave	0.810	D	0.635	B
Route 66 / Compromise Line Road	0.826	D	0.768	C
Route 66 / Lone Hill Ave	0.995	E	1.005	F

improvements in the City or those necessary to support new development or redevelopment.

CIR-2.9 Incorporate the **Metro A Line Gold-Line-Extension** into the local planning program.

Program: Provide adequate station facilities that support and enhance surrounding land uses.

CIR-2.10 Plan for adequate bus service to meet Glendora’s future needs.

Program: Work with Foothill Transit on new route development.

Program: Develop a fixed route local shuttle service, using either public or private franchises.

Program: Enhance bus stop facilities with shaded seating areas, waste receptacles and route information.

CIR-2.12 Ensure future development along existing railroad rights-of-way includes appropriate public dedications or public easements to include opportunities for additional open space, and/or pedestrian and bicycle pathways.

Goal CIR-3 Infrastructure improvements coordinated with local growth.

Policies CIR-3.1 Continue to update traffic count database every five years.

CIR-3.2 Pursuant to Section 3.1.7, establish a grid-block network with the area bounded by the Metro A Line right-of-way to the north, Route 66 to the south, Glendora Avenue to the east, and Vermont Avenue to the west.

CIR-3.3 Require that each new increment of development within the grid-block network make all possible vehicular and pedestrian connections between circulation infrastructure and adjoining residential or commercial development and provide for future connections into any adjoining parcels.

CIR-3.4 The grid-block network required by CIR-3.2 shall be designed with blocks no longer than 600 feet and a total block perimeter not exceeding 1,800 feet. Exceptions may be considered as part of a development application where private vehicular roads with pedestrian sidewalks connect with existing development.

Planning Consideration: Design considerations that minimize the intrusion of traffic into local neighborhoods and divert through traffic onto appropriate roadways should be encouraged.

Goal CIR-4 Reduced transportation impacts in local neighborhoods.

Policies	CIR-4.1	Designate routes to regional commerce that have minimum impact on schools and homes.
	CIR-4.2	Clearly designate and understand arterials versus neighborhood streets.
	CIR-4.3	Provide alternative options for local travel.
	Program:	Provide opportunities for local shuttle/ jitney service.
	Program:	Implement a pedestrian and bikeway master plan.

Regional Coordination

Planning Consideration: The City of Glendora understands circulation impacts from local planning decisions also affect the function and quality of circulation in adjacent jurisdictions. Conversely, planning decisions of adjacent jurisdictions can affect the function and quality of the circulation system within the City of Glendora. While the City of Glendora understands that it is part of the regional transportation system, the City seeks to discourage the use of non-arterials as major circulation routes and protect existing and future Glendora neighborhoods from unwanted traffic intrusions.

Goal CIR-5 Appropriate coordination of transportation planning with adjacent jurisdictions.

Policies	CIR-5.1	Coordinate local and regional circulation planning with County Congestion Management Plan.
	CIR-5.2	Continue to stay involved and aware of local jurisdiction developments (e.g., Monrovia Nursery in Azusa).
	CIR-5.3	Coordinate signals on inter-city thoroughfares such as Grand Avenue, Lone Hill, and Route 66.
	CIR-5.4	Support regional transportation planning including the Metro A Gold Line extension, bus network planning, and regional bikeway and hiking networks.
	CIR-5.4	Except where required to support emergency access, no public or private streets shall connect to the planning areas of adjoining communities.
	Program:	For new development the City shall not permit vehicular connections into the planning area from adjoining cities as condition of development approval.
	Program:	For new development, the City shall not permit vehicular connections into the planning area from adjoining cities except where emergency

access is deemed appropriate. The City shall require appropriate limited access devices and improvements in its environmental review and land development processes to ensure vehicular connections are limited to emergency vehicles only.

Transportation and Utility System Efficiency

Planning Consideration: The City of Glendora is approaching buildout conditions. As future growth will continue to impact the existing circulation and infrastructure systems, specific strategies should be implemented to maximize infrastructure efficiency. Emphasizing strategies that reduce demand for and that implement physical improvements that promote system efficiency will contribute to a well functioning circulation system.

Goal	CIR-6	Acceptable level of service on local roadways.
Policies	CIR-6.1	Improve the function of the circulation system through transportation system management strategies.
Goal	CIR-7	Improved access to alternative modes of transportation.
Policies	CIR-7.1	Explore funding for alternative transportation.
	CIR-7.2	Enhance alternative transportation services (mini-bus, seniors and private shuttle franchise service).
	CIR-7.3	Initiate a citywide campaign to promote for carpooling/park-n-ride.
	CIR-7.4	Create and implement a masterplan(s) for pedestrians, trails and bikeways.
	CIR-7.5	Ensure adequate pedestrian/ bike amenities at key destinations such as the Village, the Marketplace and other retail service areas such as along Route 66.
Goal	CIR-8	Controlled utility and infrastructure access between Glendora and adjoining jurisdictions.

Policies Infrastructure for new development shall be limited to the service of properties within the City’s planning area.

Programs ~~1.~~The City shall prohibit City-controlled infrastructure connections through its development approval process and public works contract bidding process.



NOTICE OF PUBLIC HEARING

Planning Commission

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

Hearing Date: May 5, 2026 at 7:00 p.m.

File Number: APLN26-0001

Subject Property: Citywide

Request: The Planning Commission will consider a resolution recommending City Council adopt a General Plan Amendment, amending the Circulation Element of the General Plan

Applicant: City of Glendora

General Plan / Zoning: The Circulation Element applies citywide

Environmental: The General Plan Amendment has been determined to be exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15061(b) (3), as it can be seen with certainty that there is no possibility that approval of the General Plan Amendment may have a significant effect on the environment.

Contact Person: Sean McPherson, AICP, Assistant Community Development Director
Smcpherson@cityofglendora.gov / (626) 852-4848

All interested parties are invited to attend said hearing and express their views on this matter. Should you be unable to attend the public hearing, your comments must be made in writing and delivered to the City Clerk prior to the scheduled hearing date. Related documents are on file for public inspection and copying for the cost of duplication, at the office of the City Clerk, 116 E. Foothill Blvd, Glendora, California, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays.

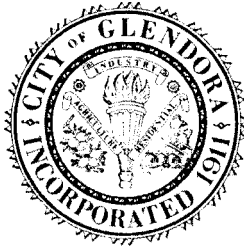
Further information on this item may be obtained or viewed at the following locations commencing on Friday, April 24, 2026:

- | | |
|-------------------------------------|---------------------------------------|
| 1. OFFICE OF THE CITY CLERK: | 2. COMMUNITY DEVELOPMENT DEPT: |
| Glendora City Hall | Glendora City Hall |
| City Clerk's Office | Planning Division |
| 116 E. Foothill Boulevard | 116 E. Foothill Boulevard |
| Glendora, CA 91741 | Glendora, CA 91741 |
| (626) 914-8210 | (626) 914-8292 |

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

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Published: Thursday, April 23, 2026 (*San Gabriel Valley Examiner*)



CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

CALIFORNIA ENVIRONMENTAL QUALITY ACT NOTICE OF EXEMPTION

Project Title: Adopt an update to the General Plan Circulation Element

Project Location: Citywide

Project Sponsor: City of Glendora

Mailing Address: 116 E. Foothill Blvd, Glendora, CA 91750

General Plan Land Use Designation: Citywide – applies to all land use designations.

Zoning Designation: Citywide – applies to all zoning districts

Project Description: Adoption of an update to the General Plan Circulation Element by a resolution titled: “A Resolution of the City Council Approving a General Plan Amendment to Adopt the Amended Circulation Element, and Finding the Project in Compliance with the California Environmental Quality Act (CEQA)”

The City Council recommends the following exempt status/findings:

- Ministerial (Sec. 15073)
- Declared Emergency (Sec. 15071(a))
- Emergency Project (Sec. 15071(b) and (c))
- Categorical Exemptions - Type: Guidelines Section 15061(b)(3) (the “common sense” exemption)**
- Statutory Exemption. Code Number:

Reasons for Exemption: The Circulation Element update constitutes a text update only and has been determined to be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b) (3), the Common Sense Exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment.

Jeff Kugel, Director of Community Development

Date: _____

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

City Council

on _____

Date: _____

Mark Carnahan, City Planner (626) 914-8253



ADOPT AN UPDATE TO THE GENERAL PLAN CIRCULATION ELEMENT

COMMUNITY DEVELOPMENT

PLANNING COMMISSION

MAY 5, 2026

SEAN MCPHERSON, ASSISTANT COMMUNITY DEVELOPMENT DIRECTOR



REQUEST

That the Planning Commission, open and conduct the Public Hearing and recommend that the City Council:

1. Adopt that the General Plan Amendment amending the Circulation Element is exempt from the California Environmental Quality Act (CEQA); and
2. Adopt "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE AMENDED CIRCULATION ELEMENT, AND FINDING THE GENERAL PLAN AMENDMENT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)"





BACKGROUND

- Circulation Element is a required component of the General Plan, last updated in 2007
- Establishes policy related to transportation and circulation needs within the City
- Circulation Element set to be updated as part of new General Plan (remember RFP), but this process may take 3–5 years
- Significant development interest around Station now which current policies did not anticipate. Station Area Vision Plan, while adopted by Council, is not a regulatory document
- New objective criteria is needed now to facilitate coherent development and achieve vision

Current Station Area Context



Legend

-  Circulation Element amendment area boundary
-  Glendora Metro A Line Station
-  Potential development application
-  Active development application

Vermont Avenue

Glendora Avenue

Route 66

Metro A Line Rail

PROPOSED AMENDMENT

- Establish grid-block network criteria to facilitate coordinated development. Benefits include:
 1. Clear criteria for future incremental infrastructure improvements
 2. Improves circulation, especially for emergency services (Police Department supports concept)
 3. Adds street frontage for potential new businesses
 4. Creates blocks to facilitate diverse mix of housing types

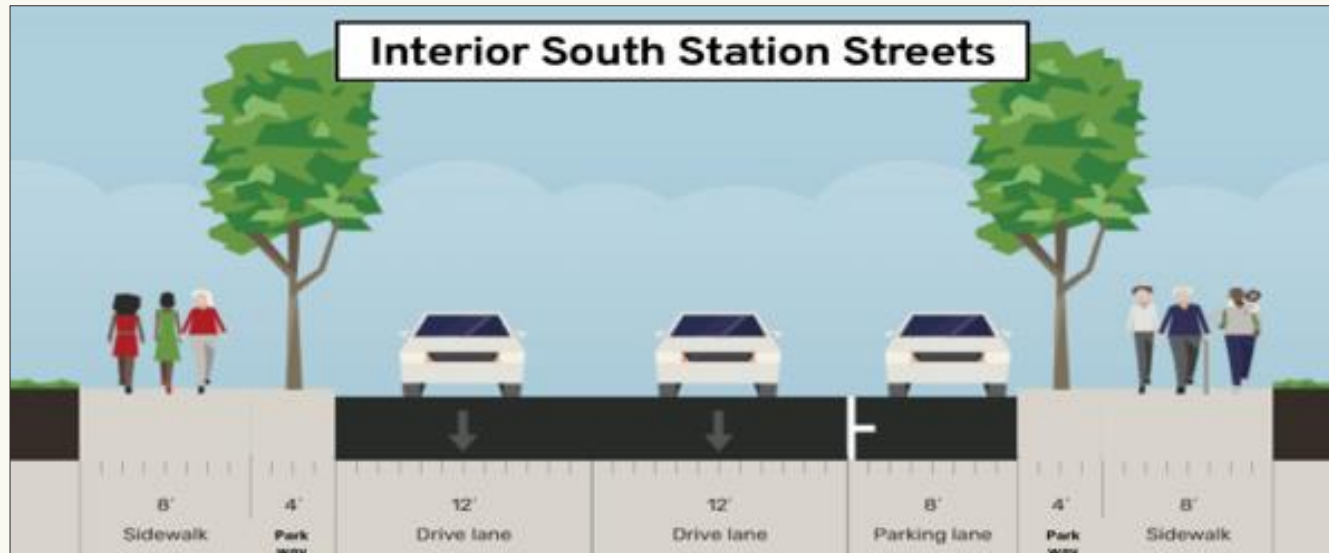
To be clear, this amendment is a text amendment only and does not propose any development. Future development will be required to implement the proposed road network incrementally as future development is proposed.

PROPOSED AMENDMENT



- Dimensions inspired by typical block size in original townsite of Glendora
- Blocks arranged with no face to exceed 600 linear feet, nor perimeter not to exceed 1,800 linear feet
- Such blocks maintain and promote critical community characteristics and ensure compatibility with historic development patterns

PROPOSED AMENDMENT



- Amendment includes new “Local” street section
- Facilitates vehicular, pedestrian and bicycle traffic
- Also facilitates on street parallel parking

PROPOSED AMENDMENT



- Amendment also updates language to reflect operational date of Metro A Line Station
- Fixes various typos, errors
- Brings Circulation Element into compliance with Council adopted brand standards

Circulation Element

Updated June 2026



RECOMMENDATIONS

That the Planning Commission consider adoption of the following:

1. That the General Plan Amendment amending the Circulation Element is exempt from the California Environmental Quality Act (CEQA); and
2. Adopt "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO ADOPT THE AMENDED CIRCULATION ELEMENT, AND FINDING THE GENERAL PLAN AMENDMENT EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)"



STAFF REPORT

TO: Chair and Commissioners

DATE: May 5, 2026

FROM: City Clerk

DISTRICT(S): Not Applicable

SUBJECT: Affirm minutes from the March 3, 2026 Planning Commission meeting

RECOMMENDATION

That the Planning Commission:

1. Affirm minutes as presented.

STRATEGIC FOCUS AREAS

- Not Applicable

EXECUTIVE SUMMARY

This staff report requests affirmation of the minutes from previous meetings. The minutes have been prepared and reviewed in accordance with city procedures and transparency requirements. Affirming these minutes ensures the accuracy and integrity of the official record. Staff recommends approval to maintain proper documentation and compliance with meeting protocols.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

Not Applicable.

DISCUSSION

Pursuant to the City's standard practices and the Brown Act, meeting action minutes are reviewed and affirmed by the legislative body to ensure transparency and accuracy in government proceedings. The action minutes for the March 3, 2026 meeting were compiled based on staff notes and official recordings. No requests for revisions or amendments have been received to date.

By affirming minutes, legislative bodies knowledge their accuracy and preserve them as an official record of the meeting. If any corrections or amendments are desired, they can be addressed before final affirmation.

FISCAL IMPACT

There is no fiscal impact associated with this action.

ENVIRONMENTAL DETERMINATION

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

Prepared By:

Lorena Cordova, City Clerk Specialist

Concurs With:

Not Applicable

Reviewed By:	Kathleen Sessman, MMC City Clerk/Communications Director Jeff Kugel, Community Development Director Mark Carnahan, City Planner
Certified to Availability of Funds:	Not Applicable
Approved By:	Not Applicable
Legal Review:	Not Applicable
CEQA Review:	Not Applicable

Attachments

[A_March_3_2026_Regular_Meeting_Minutes.pdf](#)

City of Glendora Minutes
Regular Meeting



Tuesday, March 3, 2026
City Hall Council Chamber
116 E. Foothill Boulevard
Virtually via Zoom ID# 9329247224

CALL TO ORDER

The Planning Commission meeting was called to order at 7:00 PM by Chair Cremins.

ROLL CALL

Members Present: Brian Faber, Paulette Koss, Wendy Jarvie, Vice-Chair Mark Davis, and Chair Timothy Cremins

Members Absent: None

Staff Present: Community Development Director Jeff Kugel, Assistant City Attorney Jessica Santiago, Assistant Community Development Director Sean McPherson, City Planner Mark Carnahan, Principal Planner Hans Friedel, Senior Planner Yalini Siva, Digital Media Specialist Craig Gill, Senior Digital Media Specialist Greg Morton, and City Clerk Specialist Lorena Cordova

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chair Cremins.

REORDERING OF AND ADDITIONS TO THE AGENDA

There were no requests received.

PUBLIC COMMENT

1. Public Comments received

No members of the public addressed the Planning Commission, and no written correspondence was received.

MEMBER STATEMENTS/REPORTS

There were no statements or reports given.

DIRECTOR/STAFF LIAISON AND ATTORNEY STATEMENTS

City Planner Carnahan provided an update on current and upcoming projects being constructed in Glendora.

SPECIAL ITEMS

2. Legislative Update (Continued from January 6, 2026 meeting)

Assistant City Attorney Santiago presented a legislative update.

CONSENT CALENDAR

A motion was made by Vice-Chair Davis, seconded by Commissioner Faber, to approve the Consent Calendar as presented, with Commissioner Koss abstaining due to absence from that meeting.

Motion carried 4 - 0 as follows: AYES: Faber, Jarvie, Davis, Cremins; NOES: None; ABSENT: None; ABSTAIN: Koss.

3. Affirm minutes from the January 6, 2026 meeting

The Planning Commission affirmed the minutes as presented.

NEW BUSINESS

4. Glendora General Plan Update Request for Proposals (RFP)

Commission discussion included the proposed Request for Proposals (RFP) for the Glendora General Plan Update, including the consultant selection process, estimated project costs, overall support for the project, desire for the RFP to address a community-wide parking demand analysis, the CEQA process and the importance of public outreach and engagement.

A motion was made by Commissioner Koss, seconded by Commissioner Jarvie, to direct staff to incorporate Planning Commission feedback into draft RFP.

Motion carried 5 - 0 as follows: AYES: Faber, Jarvie, Koss, Davis, Cremins; NOES: None; ABSENT: None; ABSTAIN; None.

5. 2025 Annual General Plan Progress Report and Housing Element Implementation Annual Progress Report

A motion was made by Commissioner Koss, seconded by Commissioner Faber, to: 1. Receive and file the 2025 General Plan Annual Progress Report and the Housing Element Implementation Annual Progress Report; and 2. Recommend that the City Council receive the 2025 General Plan Annual Progress Report at a City Council meeting and direct staff to submit the report to the California Department of Housing and Community Development and the Office of Land Use and Climate Innovation in accordance with Government Code section 65400.

Motion carried 5 - 0 as follows: AYES: Faber, Jarvie, Koss, Davis, Cremins; NOES: None; ABSENT: None; ABSTAIN: None.

MEMBER/STAFF CLOSING COMMENTS

Commissioner Faber reported that he would be unable to attend the May and July meetings.

Vice-Chair Davis reported that he and Chair Cremins attended a meet-and-greet with students from Berkley and participated in a question-and-answer session.

ADJOURNMENT

Meeting adjourned at 8:37 PM.

City Clerk Specialist

City Clerk/Communications Director

Minutes were approved on _____.



STAFF REPORT

TO: Chair and Commissioners

DATE: May 5, 2026

FROM: Public Works

DISTRICT(S): Citywide

SUBJECT: Presentation of the Updated Urban Forestry Manual

RECOMMENDATION

That the Planning Commission:

1. Review, and provide feedback on the updated Urban Forestry Manual; and
2. Receive and file the updated Urban Forestry Manual.

STRATEGIC FOCUS AREAS

- Action 3.6 Completion of Urban Forestry Manual

EXECUTIVE SUMMARY

The Urban Forestry Manual (Manual) and the Tree Ordinance (Glendora Municipal Code Title 16 – Trees) are key components of the City's urban forestry program. Together, they help balance the needs of a growing and increasingly built-out community with the long-term health and sustainability of Glendora's urban forest.

In July 2024, the City engaged Dudek to assist with updating the Urban Forestry Manual and reviewing related municipal code provisions, including the Tree Ordinance. The Manual was originally adopted in 2010 and last updated in 2017. The 2026 update modernizes the document, aligns it with current arboriculture industry standards, and incorporates updated data regarding the City's tree inventory and canopy cover.

Staff is presenting the Manual to the Planning Commission for review and feedback before final City Council consideration.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

The Urban Forestry Manual was first adopted in 2010 and updated in 2017.

On July 9, 2024, the City Council awarded a Consulting Services Agreement to Dudek in an amount not to exceed \$93,790, plus a 10% contingency, for a total authorized amount of \$103,170, to update the Urban Forestry Manual and review related municipal codes.

On November 12, 2025, the City Council approved Ordinance 2095 which was an amendment to Title 21 (Zoning) of the Glendora Municipal Code to establish objective design standards and streamline existing regulations. Variations of several policies from the Urban Forestry Manual were included in the ordinance, including tree replacement requirements.

On March 19, 2026, the draft updated Urban Forestry Manual was presented to the Community Services Commission (CSC). The CSC provided comments, which staff will evaluate and incorporate, as appropriate, into the final draft along with any additional feedback or recommended edits from the Planning Commission. The revised document will then be presented to the City Council for final review and approval.

Glendora's General Plan (Glendora Community Plan 2025) identifies establishing a tree master plan and developing a tree preservation strategy as actions supporting preservation and enhancement of landscape resources within the Conservation Element.

Additionally, updating the Urban Forestry Manual is identified in the City's 2025–2027 Strategic Plan under Action 3.6.

DISCUSSION

The City manages more than 12,000 trees located in parks, parkways, rights-of-way, easements, and other City-owned properties. The current inventory identifies 12,191 City-managed trees. In addition, citywide canopy cover includes trees on both public and private property. Periodic updates to the Urban Forestry Manual ensure the City's policies, procedures, and management strategies remain aligned with current industry standards, environmental conditions, and community priorities.

In July 2024, the City engaged Dudek to:

- Conduct a City-managed tree inventory analysis
- Perform a Citywide canopy cover analysis
- Update the Approved and Undesirable Tree Lists
- Revise the Urban Forestry Manual
- Review and redline the Tree Ordinance

Urban Forest Analysis

As part of the update, Dudek evaluated both the City-managed tree inventory and overall canopy coverage. The inventory analysis indicated that the total number of City-managed trees has declined since the last update. Based on available data, trees removed over time were not consistently replaced. Additional analysis would be required to determine exact quantities and causes of tree loss.

The Citywide canopy cover analysis revealed that canopy coverage decreased from 17.3% in 2018 to 16.8% in 2022. While this change may appear modest, it represents a measurable reduction in overall tree canopy across the community. These findings highlight the importance of proactive and thoughtful long-term planning. Glendora remains a community that values its urban forest; however, data indicates that continued attention to planting, preservation, and maintenance will be necessary to maintain and enhance canopy coverage over time.

Urban Forestry Manual Update

The updated 2026 Urban Forestry Manual primarily serves as:

1. An operational guide for City staff responsible for tree management and maintenance;
2. An educational and reference resource for residents and developers; and
3. A transparent framework outlining how the City manages its public tree assets.

Key updates include:

- Alignment with current International Society of Arboriculture (ISA) and municipal urban forestry standards
- Updated tree inventory and canopy data
- Revised Approved and Undesirable Tree Lists (considering water needs, climate resilience, wildfire risk, and spacing requirements)

- Illustrated guides for proper planting and maintenance practices
- Discussion of wildfire resilience and climate adaptability
- Clarification of development-related tree protection practices

The updated Manual discusses the current state of Glendora's urban forest, suitable tree species, wildfire resilience considerations, and other urban forestry topics relevant to a foothill community. Species recommendations were updated to reflect water efficiency, climate adaptability, wildfire risk, and long-term sustainability.

The Manual also highlights opportunities for community involvement, including participation in the Street Tree Program for rights-of-way and easements, annual tree planting events, and donation or recognition programs such as Heritage and Memorial Trees. These programs provide residents with meaningful ways to contribute to the long-term health of the City's urban forest.

Additionally, the Manual includes a discussion of the Village Ficus trees located in Glendora's downtown area. These trees are a defining feature of the community and require thoughtful long-term planning as they continue to age. The Manual acknowledges that future planning for their replacement will require careful evaluation and community engagement to ensure that any transition reflects Glendora's character and values.

Community Engagement Results

An online community survey, available in both English and Spanish, was open from April 2025 through September 2025 and received 198 responses. The survey was distributed through the City website, social media channels, Glendora's Earth Day Festival 2025, and National Night Out 2025. Preliminary results indicate that community members highly value the urban forest and support preserving trees during development when feasible.

Summary - Next Steps

While the City recently updated the Glendora Municipal Code (Title 21) as it relates to tree preservation and replacement, staff is bringing this item before the Planning Commission for informational purposes and to increase awareness. Included in the updated Manual as Appendices A and B, are the updated Lists of Approved and Undesirable Trees for the Commission's review. These updates reflect current considerations such as water efficiency, climate adaptability, wildfire risk, and long-term sustainability. In addition, the updated Manual reports that recent assessments indicate that the City's overall tree canopy coverage, inclusive of both public and private trees, has declined. As such, it is important to reinforce the role that private development plays in maintaining and enhancing the City's urban forest. This discussion is intended to ensure that, as the Planning Commission reviews future development proposals, the importance of tree preservation and appropriate replacement is consistently considered as part of the decision-making process.

Staff welcomes any comments or recommendations from the Planning Commission, which will be incorporated, as appropriate, into the final draft of the Urban Forestry Manual. Following Planning Commission input, the finalized Urban Forestry Manual, inclusive of any recommended updates, will be presented to the City Council for final review and approval.

FISCAL IMPACT

On July 9, 2024, City Council approved a Professional Services Agreement with Dudek in an amount not to exceed \$93,790, plus a 10% contingency, for a total authorized amount of \$103,170, funded through a General Fund appropriation.

ENVIRONMENTAL DETERMINATION

The Planning Commission's review of and recommendation regarding the updated Urban Forestry Manual does not constitute a "project" under the California Environmental Quality Act ("CEQA") because the action does not approve any activity that may result in a direct or reasonably foreseeable indirect physical change in the environment. Alternatively, the action is exempt from CEQA pursuant CEQA Guidelines section 15061(b)(3), as it can be seen with certainty that there is no possibility that the Planning Commission's advisory recommendation may have a significant effect on the environment.

Prepared By:	Valerie Velasquez-Santoya, Assistant Public Works Director
Concurs With:	Vice Chair, Michael Kotowski / Community Services Commission
Reviewed By:	Valerie Velasquez-Santoya, Assistant Public Works Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Moises Lopez, Assistant City Manager
Legal Review:	Jessica Santiago, Assistant City Attorney
CEQA Review:	Not Applicable

Attachments

[A_Glendora_Urban_Forestry_Manual_2026_Draft.pdf](#)

[B_PowerPoint.pdf](#)

THE CITY OF

Glendora



PUBLIC WORKS DEPARTMENT



URBAN FORESTRY MANUAL

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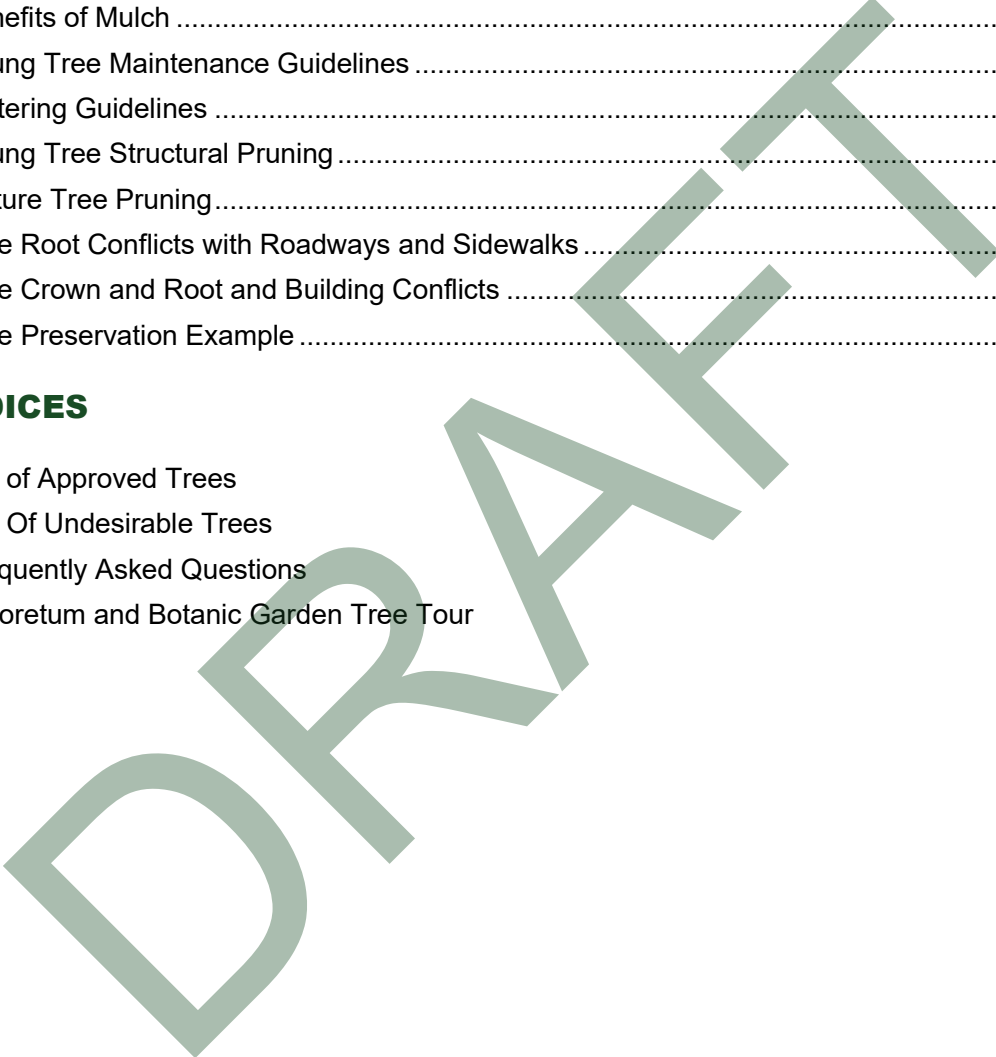
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REVISED MARCH 2026

City Council

Mayor	David Fredendall
Mayor Pro Tem	Karen Davis
Council Member	Michael Allawos
Council Member	Shaunna Elias
Council Member	Mendell L. Thompson

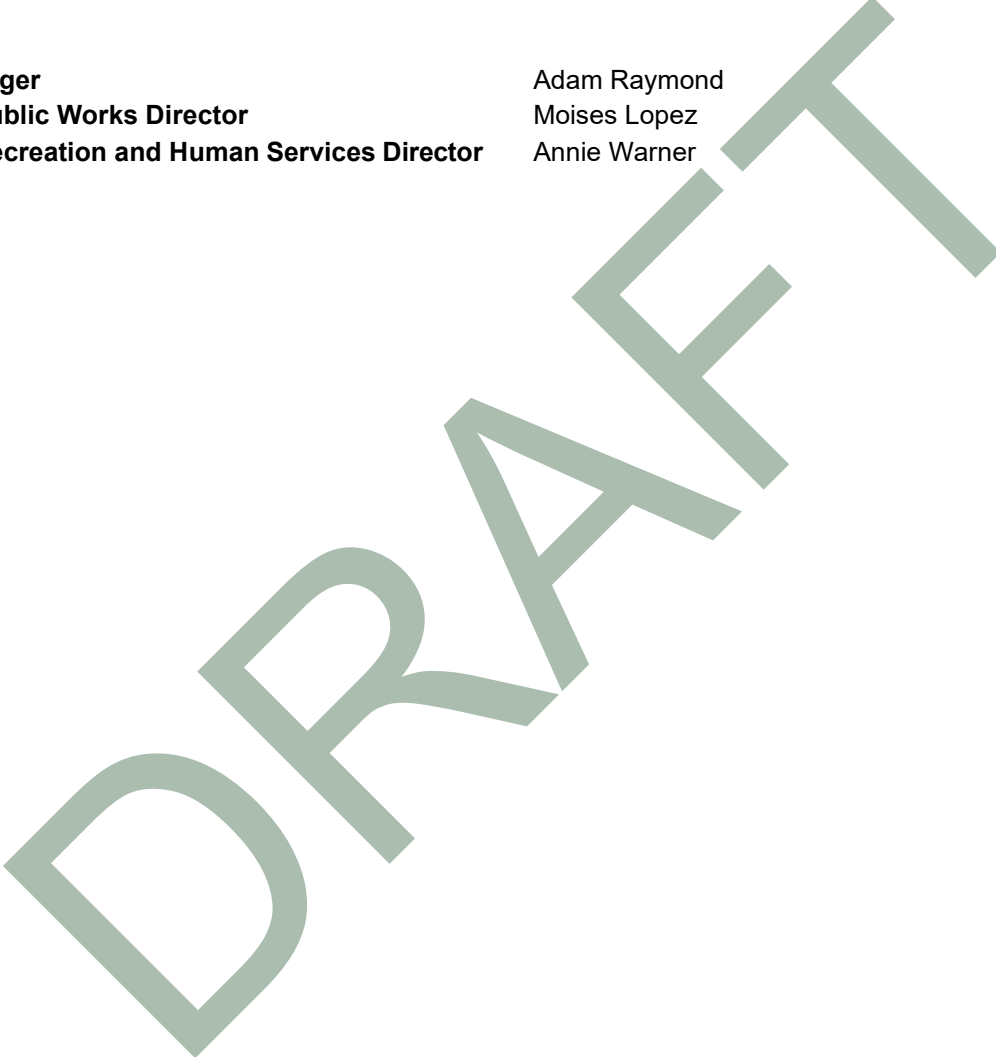
City Staff

City Manager
Interim Public Works Director
Interim Recreation and Human Services Director

Community Services Commission

Chair	David Gerber
Vice Chair	Michael Kotowski
Commissioner	Brittany Lewis-Porchia
Commissioner	Eddie Kouyoumdjian
Commissioner	Stephen Salle

Adam Raymond
 Moises Lopez
 Annie Warner



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CHAPTER 1: INTRODUCTION

What Is An Urban Forest?

The City of Glendora’s urban forest, defined as all trees growing on public and private properties within the City of Glendora’s (City OR Glendora) boundaries, is an invaluable community asset that enhances the City’s unique charm and livability. Approximately 12,000 trees are growing in parks, parkways, easements or rights-of-ways, or on other City-owned property, and are maintained by the Public Works Department (City of Glendora. 2025.) These 12,191 trees comprise of 143 genera and 254 unique species, illustrating a diverse urban forest which enhances its resilience against pests or pathogens. By properly caring for, planting, and preserving urban trees, the City provides urban forestry benefits to community members today, while ensuring that future generations will continue to experience the beauty and associated environmental benefits, making the City a special place to live. The numerous benefits of a healthy and robust urban forest are illustrated in **Exhibit 1**.

Exhibit 1. Benefits of Trees.

BENEFITS OF TREES

- WILDLIFE HABITAT**
Trees support the lives of many wildlife species and provide them with food, shelter, and nesting sites.
- BEAUTY**
Trees add natural character to city streets and residential areas as they radiate with colors, flowers, textures, and shapes!
- HEALTHIER COMMUNITIES**
Trees improve mental health by lowering depression and stress, and they boost public health by reducing respiratory risks and encouraging outdoor recreation.
- RAINWATER CAPTURE**
Trees capture rainfall, channeling it down their trunks into the soil to recharge groundwater. They also reduce stormwater pollution flowing into the ocean.
- CONNECTING WITH NEIGHBORS**
Trees act as neighborhood landmarks that foster civic pride, and planting them creates community opportunities that bring diverse groups together.
- FRESH FOOD**
Trees provide food in the form of fruits, nuts, leaves, bark, and roots. Even dead trees provide food for many insects!
- SAVING ENERGY**
Strategically placed shade trees can cut annual air-conditioning costs by up to 56%, reducing the need for fossil fuels to generate electricity.
- SHADE**
Trees cool cities by up to 10°F by shading homes, streets, and other surfaces. Shaded areas can be 20-40°F cooler than un-shaded areas.
- CLEANER AIR**
Trees absorb pollutants and filter particulates out of the air by trapping them on their leaves and bark.
- CLEANER AIR**
Trees absorb pollutants and filter particulates out of the air by trapping them on their leaves and bark.

The City’s parks’ signs proudly feature a stately coast live oak tree, illustrating how trees are an integral part of Glendora’s community character. Native trees are well adapted to the California climate as demonstrated by their heat and drought tolerance. Native species evolved with the region’s landscape and are ecologically significant

to local plants, animals, and indigenous people. The planting of carefully chosen native species can help maintain and stabilize populations of wildlife. Other native trees that define the natural landscape of southern California include the California sycamore, Modesto ash, incense cedar, and toyon. These trees evolved in the local environment and provides enhanced benefits for climate adaptation and wildlife habitat to Glendora. **Exhibit 2** illustrates the benefits of planting native tree species throughout a community.

Exhibit 2. Why Native Trees Are Important

Why Native Trees Are Important

- 1. Native trees support exceptional biodiversity for the City of Glendora.** Native tree species have evolved with local fungi, insects, birds, and mammals, and these flora and fauna rely on these trees for habitat and food.
- 2. Native trees are adapted to the region and well suited to thrive in Glendora's environment.** Native tree species can withstand prolonged drought and be fire resilient. Native species such as the California Sycamore (*Platanus racemosa*) are riparian, which can be planted in areas to help mitigate storm water.
- 3. When the City, community partners, and Glendora property owners** choose to plant a native tree, they support the urban forest by increasing shade, enhancing environmental benefits, supporting wildlife, and limiting water needs.

Coast Live Oaks (*Quercus agrifolia*)

are noted for being a keystone species. Native oak trees play a critical role in maintaining a healthy ecosystem as their presence throughout the City supports wildlife habitat and biodiversity.

The City of Glendora recognizes the benefits of native trees and prioritizes these species when planting sites are appropriate. However, the quantity of native species to Glendora is limited, and native species are often unsuited for urban areas with large root structures and surrounding hardscape and limited soil volume in planting sites. Municipal urban forestry programs must balance ecological benefits, site suitability, maintenance requirements, and overall urban forestry resilience when selecting trees to foster a healthy and sustainable urban forest.

The List of Approved Trees (Appendix A) was updated with species that are well-suited for Glendora’s environment with consideration for water use, spacing requirements, root systems, and tree species diversity. The City will utilize the updated list to implement the arboricultural principle of ‘right tree, right place,’ supporting trees through their natural lifecycle, while maintaining a healthy, resilient, and sustainable urban forest.

The City of Glendora has been recognized as a “Tree City USA” for thirty-two (32) consecutive years with an additional “Growth Award” for five (5) years. Being recognized through The Arbor Day Foundation’s program is indicative of the City’s on-going commitment to providing proper care and management to the urban forest, maximizing the environmental benefits it provides. This investment enhances the quality of life and livability of Glendora for community members today and with proper care, for the City’s future residents.

Why Does Glendora Need an Urban Forestry Manual?

While urban trees benefit Glendora’s community in numerous ways, they often grow in suboptimal conditions, enduring air pollution, vandalism, compacted soils from pedestrian and vehicle traffic, limited growing spaces, extreme heat, and prolonged drought conditions. This results in a shortened life expectancy, and a greater need for monitoring and maintenance than trees that naturally occur in wildland areas. Proper maintenance practices can ensure the longevity of trees and enhance the City’s urban forest resources, or green infrastructure, over time. As illustrated in **Exhibit 3**, the benefits and economic value of trees appreciates as they mature, emphasizing the importance of preserving trees to maturity. This indicates that guidelines and policies for long-term care of the urban forest are necessary to ensure the urban forestry benefits experienced today by community members are available for future generations.

The Urban Forestry Manual (Manual) was developed as a tool to guide the day-to-day practices that impact Glendora’s urban forest. The Manual is intended for three main audiences, (1) a reference document to guide staff on day-to-day decision making which ensures alignment with City policies, (2) is informational for City leadership on the importance of a well-maintained urban forest, and (3) an educational resource for Glendora residents who care for trees growing on their private properties.

The Manual highlights the environmental benefits and economic values Glendora’s urban forest brings to the community and includes resources such as a List of Approved Trees (**Appendix A**) and illustrated guidelines for proper tree care practices. These resources are intended to encourage urban forest advocacy and communicate the important contribution of private property trees to maintaining Glendora’s overall urban forest.



The City of Glendora has been recognized as a “Tree City USA” for the last 32 years

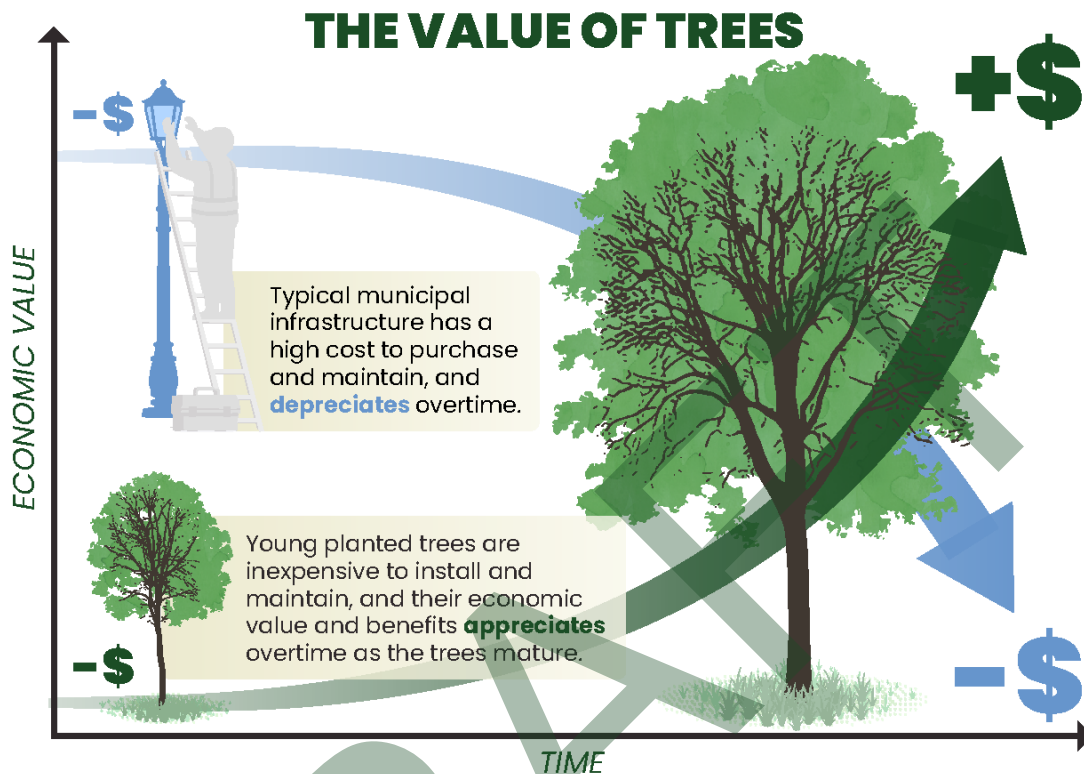
What is required to become a “Tree City USA”?

- *Active Tree Board*
- *Spend \$2/capita annually on tree care**
- *Tree Ordinance*
- *Annual Arbor Day Celebration*

In addition, Glendora has been recognized for a “Growth Award” for the last five (5) years, providing an enhanced level of care and community engagement annually.

**Costs expended vary each year and is reported annually to The Arbor Day Foundation to maintain this recognition.*

Exhibit 3. Value of Trees



Achieving Glendora's Planning Goals

The City of Glendora recognizes that trees can be an asset to help achieve the City's overall vision, described in Glendora's General Plan, known as Glendora's Community Plan 2025 (Community Plan). The Community Plan's Conservation Element (Chapter 8) identifies both establishing a tree master plan and developing a tree preservation strategy, as actions to support the preservation and enhancement of landscape resources (Glendora Community Plan 2025 Conservation Element. 2025)

Urban forestry and trees are mentioned throughout the City of Glendora's 2025-2027 Strategic Plan (Strategic Plan) and updating the Urban Forestry Manual is an action of 'Goal 3: New + Revitalized Facilities' (City of Glendora Council Retreat Summary Report. 2024). The Strategic Plan also identifies 'SubURBAN Living,' 'Glendora as a Destination,' and 'Sustainable Infrastructure,' as the City Council's goals, which may be supported by urban forestry efforts. Planting and preserving trees throughout the community assists in traffic calming, provides cleaner air and water, and helps mitigate increasing temperatures and stormwater runoff.

Sustainable, long-term urban forestry management is necessary in achieving the Community Plan and Strategic Plan's objectives of enhancing connectivity between attractions, improving street conditions, and fostering a livable community for all. Preserving trees through a tree preservation ordinance, identifying opportunities to plant new trees on both public and private properties, ensuring the 'right tree, is planted in the right place,' and securing resources to continue providing proper maintenance, are some of the most important factors in enhancing the urban forest throughout the City.

Glendora Is Losing Canopy Cover

The California Urban Tree Canopy Viewer (Viewer) is a publicly available online tool developed by the US Forest Service and California Department of Forestry and Fire Protection (CalFire). The Viewer identifies the City of Glendora’s urban canopy cover in 2022 was 16.8%, which is a 0.5% decrease from 2018 which shows 17.3%.

Cities may experience canopy cover loss over time due to various factors including the removal of private trees for development, annual windstorms, pests or pathogens, removal of trees as they mature and die, and lack of replacement tree plantings following the removal of these trees. While an exact cause cannot be pinpointed, it is likely that a combination of factors spanning private and public tree management led to the overall decline in urban canopy from 2018 to 2022.

Evaluating the City’s urban forestry program can help identify how the City can effectively expand the urban forest through policies, procedures, and guidelines. The City can directly impact canopy cover by ensuring large replacement trees are planted for reach removal on public property. However, urban forests encompass both trees on private and public property, and land ownership within municipalities often means a significant portion of the City’s urban forest is growing on private land. Through policies and ordinances, the City can approach regaining lost canopy cover by strengthening tree removal and replacement policies for new developments and re-construction projects, encouraging preservation of mature trees or planting replacement trees on private land, and considering protection for specimen trees on private property.

Using a combination of these methods will help support the City’s overall goal to expand the urban forest.

Finding Information - Urban Forestry Manual vs. Tree Ordinance

The Urban Forestry Manual and the City of Glendora’s Tree Ordinance (Ordinance) (Glendora Municipal Code Title 16, Section 20.08.130 (6), and Section 21.03.020 (C) (7) (b)) were evaluated in 2025 to address inefficiencies, align with arboricultural standards, address canopy cover loss, and balance urban forestry with competing priorities such as increased development. The Manual provides guidelines and specifications for the general care of City-managed trees, while the Tree Ordinance provides a regulatory framework for prohibited actions and mechanisms used to balance canopy cover loss when development projects require tree removals. The Manual was organized to be a resource for staff, leadership, and the community, while all regulatory components were contained in the Ordinance for ease of implementation. **Table 1.** Urban Forestry Manual vs. Tree Ordinance details the information found in each document and their general purposes.

Table 1. Urban Forestry Manual vs. Tree Ordinance

Urban Forestry Manual	Tree Ordinance (Glendora Municipal Code)
<ul style="list-style-type: none"> ▪ City-managed tree care procedures for City staff ▪ Benefits of trees and urban forestry education ▪ Private property tree care resources ▪ Maintenance specifications and standards ▪ Staffing description and structure ▪ Volunteer opportunities 	<ul style="list-style-type: none"> ▪ Protect trees on public land ▪ Tree removal and replacement requirements for development projects ▪ Restricted and prohibited actions for City-managed trees and development projects ▪ Plan review requirements for tree protection including Tree Protection Zones and Tree Protection Plans ▪ Tree permitting process, Ordinance enforcement and violation procedures

The Role of Private Residents and Developers

While the City and their tree care contractors aim to detect and mitigate all potential tree hazards from City-managed trees, residents are encouraged to notify the Public Works Department of any suspected tree hazards, maintenance needs, or unwarranted pruning or removal of City-managed trees. Residents may request service through the City's Services portal, available on the City website.

Private property owners who are pursuing new development or reconstruction projects are guided by Title 16 of the Glendora Municipal Code to protect trees, align with tree maintenance standards, and file tree removal permits. Developers are encouraged to preserve trees during construction and required to replace removed trees for each project as guided by the Ordinance.

Trees on Easements or Right-Of-Ways

When a residential property owner requests a tree to be planted on a City easement or rights-of-way, the City will purchase the tree, plant the tree, and maintain the tree over its lifetime at no cost to the resident. The residential property owner must agree to maintain working irrigation within the easement to promote the health and viability of the newly planted tree. This allows for a collaborative urban forestry program where both the resident and the City contribute to enhancement of the urban forest.

At the time of planting, residents receive a door hanger which provides watering guidelines for their tree. Residents can use irrigation infrastructure or hand-water newly planted trees once per week with approximately ten (10) gallons of water per inch of trunk diameter for the first year, bi-weekly for the second year, and once a month in the third year after planting. An additional watering prior to predicted extreme heat events or during prolonged periods of drought will further support the tree's longevity. Tree pruning, health assessments, or other maintenance operations (excluding irrigation) is the responsibility of the City and residents should contact the City to request service.

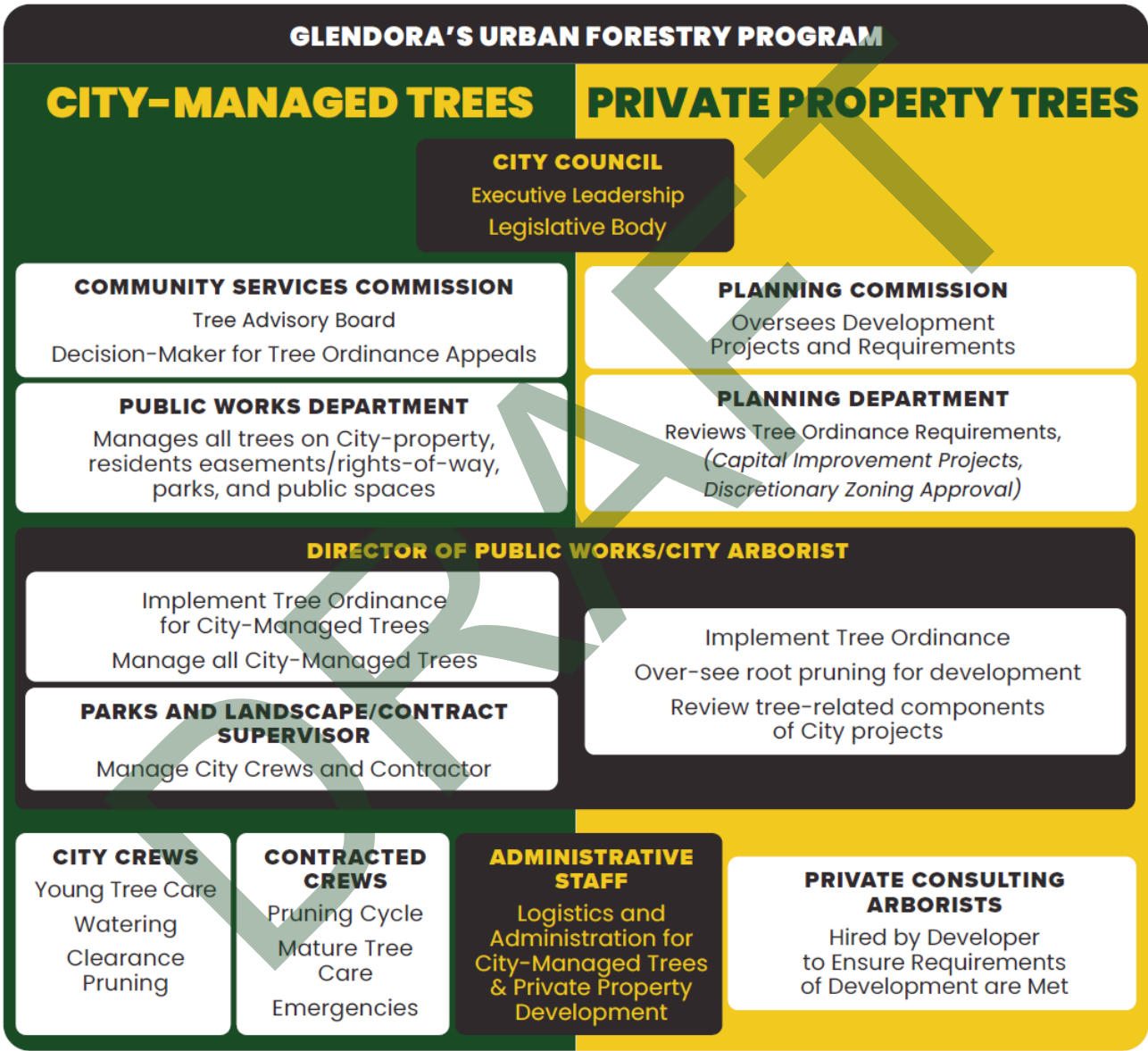
Trees on Private Property

Tree care responsibilities for residents include managing trees on their own property to maintain safe conditions. Private property trees are a large contributor to city-wide canopy cover and choices made by residential, commercial, and industrial property owners greatly impact the sustainability of the urban forest. The planting, maintenance, and preservation of private property trees are crucial to the urban forest because these decisions not only affect the health of the urban forest but also determine the extent of improved air quality, reduction of the urban heat effect, and enhanced well-being, experienced by the community. The City of Glendora recognizes the importance of proactive and targeted strategies to engage the community in urban forestry through volunteer partnerships, educational resources, tree giveaways, and outreach events.

CHAPTER 2: STAFFING AND LEADERSHIP

The care and maintenance of Glendora's City-owned trees is a collaborative effort between City staff and contractors. The associated job titles and responsibilities are illustrated in **Exhibit 4** and further detailed in narrative.

Exhibit 4. Glendora's Urban Forestry Organizational Chart



City Leadership

City Council

The City Council develops and establishes ordinances, provides direction to staff, and sets policies in the best interest of the City. The City Council receives recommendations from the Community Services Commission, Planning Commission, and City staff when discussing the urban forestry program.

Community Services Commission

The Community Services Commission is comprised of citizen representatives appointed by the City Council. The Community Services Commission, as defined in Section 2.18.020 of the Glendora Municipal Code, serves as the City's tree advisory board, acting as the final authority for hearing appeals and resolving objections regarding issues of tree pruning, removals, permitting, etc.

The City's Community Services Commission (Commission) shall direct staff to review the policies and guidelines in the Urban Forestry Manual and provide necessary updates on a five (5) year-maximum return interval. The Commission may recommend policy amendments to City Council as deemed necessary and the City Council shall be the approving body.

City Personnel

The City employs the following staff who are responsible for the oversight of the care and maintenance of Glendora's City-managed trees.

Director of Public Works/City Arborist

The Director of Public Works, who serves as the City Arborist, or their designee, is responsible for the following:

- A. Implement and be the authority for the City's Tree Ordinance, ensuring all procedures and policies are upheld.
- B. Regulate all tree planting in City parkways, rights-of-ways, or easements.
- C. Oversee the planting, removal, and replacement of City-managed trees.
- D. Maintain a current inventory of all City-managed trees. Such an inventory will be audited at a minimum of every five (5) years.
- E. Evaluate the health and safety of City-managed trees and implement appropriate remedial actions.
- F. Direct the pruning of City-managed trees.
- G. Oversee sidewalk, curb and gutter repair operations undertaken or contracted by the Public Works Department to prevent unnecessary damage to City-managed trees and root zones.
- H. Review and provide recommendations for tree preservation, removal, and replacement for new private subdivision projects.
- I. Review and approve development and reconstruction plans which reference tree protection, or tree removal and replacement ratios, and species, to ensure the Ordinance parameters are being followed.
- J. Maintain a publicly accessible register of Heritage Trees and Memorial Trees on the City's website, ensuring it is regularly updated and easily navigable for residents and visitors.
- K. Update the Community Services Commission periodically regarding the City's urban forestry program.

- L. Partner with the Community Services Commission to schedule Glendora's annual Arbor Day celebration and award of the Tree City USA designation.

Parks and Landscape/Contract Supervisor

The Parks and Landscape/Contract Supervisor administers the urban forestry program under the direction of the Director of Public Works.

Administrative Staff

Administrative staff assist in the day-to-day administrative tasks associated with City-managed trees. Their responsibilities include receiving community comments and concerns, reviewing tree permits, and organizing requests for tree work and inspections.

City Crews

City crews perform a limited amount of City-managed tree care, including tree planting, structural pruning, and watering when budget allows. When timely tree maintenance is required such as pruning for traffic sign clearance, crown raising for traffic and pedestrian paths of travel, or occasional hazard mitigation, the city crews address issues as capacity allows.

Non-City Personnel

Third party arboriculture and urban forestry professionals contribute to caring for Glendora's urban forest as follows:

Contracted Crews

The City contracts tree maintenance companies to plant, prune, maintain, and remove Glendora's City-managed trees, including annual Ficus pruning in the Village and the Big Tree located on the corner of West Colorado Avenue and South Santa Fe Avenue. Emergency pruning for hazard trees is generally performed by the contractor.

All companies contracted by the City to perform tree maintenance tasks employ the International Society of Arboriculture (ISA) Certified Arborists and ISA Certified Tree Workers among their working personnel. Contracts for tree maintenance are prepared and administered by the Public Works Department. Contracts for sidewalk repair and root pruning are prepared and administered by the Public Works Department and coordinated with the City Arborist. All root-pruning performed by contractors repairing curbs and sidewalks under the direction of the Public Works Department shall comply with the policies set forth in this Manual.

Private Consulting Arborists

Title 16 of the Glendora Municipal Code includes conditions for approval of new subdivisions. A developer may be required to retain an American Society of Consulting Arborists Registered Consulting Arborist and/or an ISA Certified Arborist to enforce all conditions placed upon the development of the property by the Planning Commission.

CHAPTER 3: TREE CARE PROCEDURES

Standard of Care

The guidelines and specifications set forth in this Manual are aligned with best management practices (BMPs) by the ISA and arboriculture industry standards through the American National Standards Institute (ANSI), as well as City-specific considerations. Any tree maintenance practice within the City shall adhere to these standards.

ANSI Standards

The ANSI A300 Tree Care Standards refers to the most current printing of this document. The ANSI-Z133 addresses detailed safety practices required for all tree workers and companies contracted by the City. Adherence to these standards is also required for utility companies working within City limits. Contractors who work with utility based pruning shall adhere to the ISA BMP utility tree pruning.

ISA Best Management Practices

Best Management Practices (BMPs) set forth by the ISA provide specific guidelines for implementing ANSI Standards during tree work including pruning, establishment care, pest management, inventory collection, and watering of trees. These BMPs were developed for the purpose of interpreting tree care standards and providing guidelines for arborists and tree workers, and as reference for people who employ their services.

Tree Inventory and Data Management

Glendora's Public Works Department keeps an inventory of all City-owned trees which is used to analyze the sustainability of an urban forest and helps inform management decisions. The tree inventory includes tree attribute data for each inventoried tree or site and serves as a hub for workflow organization. Tree attribute data includes Diameter at Standard Height (DSH), overall health, height, crown width, GPS location data, proximity to adjacent hardscape, work history, and other data relevant to each site. The inventory also includes vacant tree planting sites that have been identified as viable for future tree planting. An up-to-date tree inventory increases operational efficiencies and is an important component of proactive and responsible urban forest management.

Access and editing privileges to this inventory are shared by City staff and tree care contractors. Data includes all existing trees on City property or within City rights-of-way or easements, new tree plantings, any tree removals, and maintenance history for each site. Tree inventory information is kept up to date through continuous inputs from City staff and contractors.

Tree Planting And Establishment Care

Tree establishment and long-term survival can be impacted greatly by the actions taken during planting, such as the width and depth of the planting hole, placing the tree at the right depth, and proper staking. **Table 2** below explains how these practices impact tree longevity and full considerations are detailed in the following section. **Exhibits (5 through 12)** found at the end of the Tree Planting section illustrate the arboriculture best management practices regarding nursery stock selection, root correction for container-grown trees, tree planting and mulching, and establishment care.

Table 2. Tree Planting and Establishment Care Characteristics

Characteristic	Reasoning	Relation to Longevity
Planting depth	Planting a tree too deep or too shallow will inhibit the tree's establishment and growth.	If planted too shallow, tree roots will not have soil to establish in, decreasing the water and nutrients available to the tree overall. Planting a tree too deeply, may cause roots to suffocate and cause root rot.
Water at planting	Ensure newly planted trees receive ten (10) gallons of water per inch in trunk caliper, applied slowly upon planting.	Watering a tree after planting reduces transplant shock experienced by the tree and its roots, helping establishment.
Staking at planting	Trees that lean at the time of planting should be staked with one, two, or three stakes and supported by flexible ties. Each stake and tie shall allow movement of the tree trunk to develop trunk taper.	Leaning trees can be corrected to grow vertically with the support of stakes and ties. Trees that grow with a lean into maturity can potentially cause conflicts with pedestrian or vehicle paths of travel. Tying stakes to a tree too tightly will prevent movement of the tree, slowing the growth of the trunk and inhibiting establishment of a strong root system that can support the tree during high wind events.
Plant early in the planting season	Plant trees in winter months while rain events are likely and high heat events are less frequent.	Planting new trees in winter months will allow the tree to take advantage of rain events and limited heat stress. Providing water to newly planted trees through the planting season when not naturally occurring, assist the tree in the early phases of establishment.
Remove stakes after establishment	Stakes should be removed when the tree has established into the landscape. Establishment takes approximately one (1) to two (2) years after planting or when moving the trunk does not move the root ball.	When trees are staked beyond their establishment period, crown and trunk movement are not enough to produce a sufficient root system to support the tree. Without a sufficient root system, trees will lack water and nutrients.
Build a berm	Build a four (4) to six (6) inch berm for newly planted trees.	Berms provide a pathway for water to directly and slowly enter the root ball. Slowly water the tree and add water as it permeates the root ball.
Add mulch to berms	Add a mulch ring around the berm to help build soil profile with mulch decomposition.	Mulch reduces evaporation of water from the soil surface, and helps preserve moisture.

Vacant Sites

The Public Works Department has an objective to plant trees in all viable vacant sites located on City property or within City rights-of-way or easements. The City will do so by honoring all resident requests for new street trees in viable locations, planting new trees in identified locations, exploring locations that can be converted to a tree site, and replacing any City-managed removal on-site, should a viable vacant site be available. Residents who agree to providing sufficient water to a newly planted tree may request planting through the City's Services portal. Trees with residential watering agreements will be planted in the rights-of-way or easements adjacent to the home at no cost to the resident. Tree planting site viability is based on the spacing requirements identified in **Exhibit 5**.

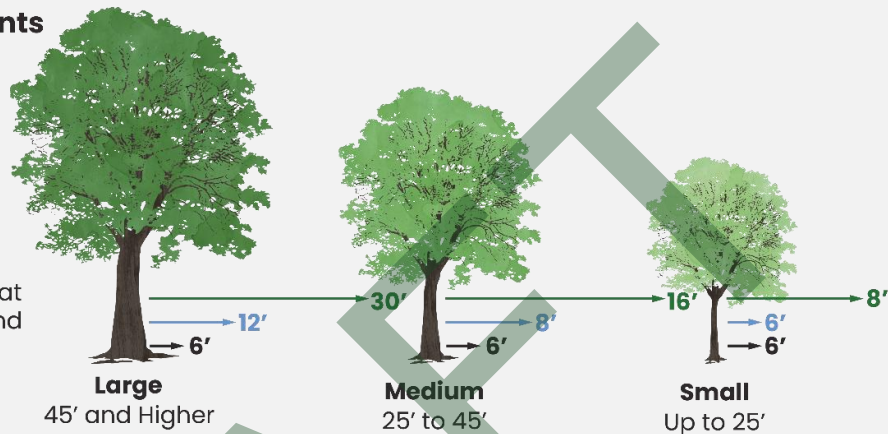
Exhibit 5. Spacing Guidelines for Trees

Spacing Guidelines for Residential Trees

Knowing the type of soil, water needs, and eventual size of the tree will help you select the best tree for your yard.

Spacing requirements by tree size

- ➔ Spacing from other trees
- ➔ Spacing from hardscape infrastructure
- ➔ Spacing from trunk at maturity to in-ground utility lines



Call 811 Before You Dig

Select the Right Tree for the Right Place

Choosing the proper tree species for each planting location is crucial for ensuring the tree's longevity and avoiding premature removal and conflicts with infrastructure. Site-based recommendations include available growing space, for roots, trunk, and canopy, as well as water availability, soil type, sunlight, heat, and nearby infrastructure. Trees that require a dry root zone should not be planted in lawn areas that are frequently irrigated. Trees that have large sprawling roots should not be planted in narrow parkways. Tall trees should not be planted below overhead utility lines.

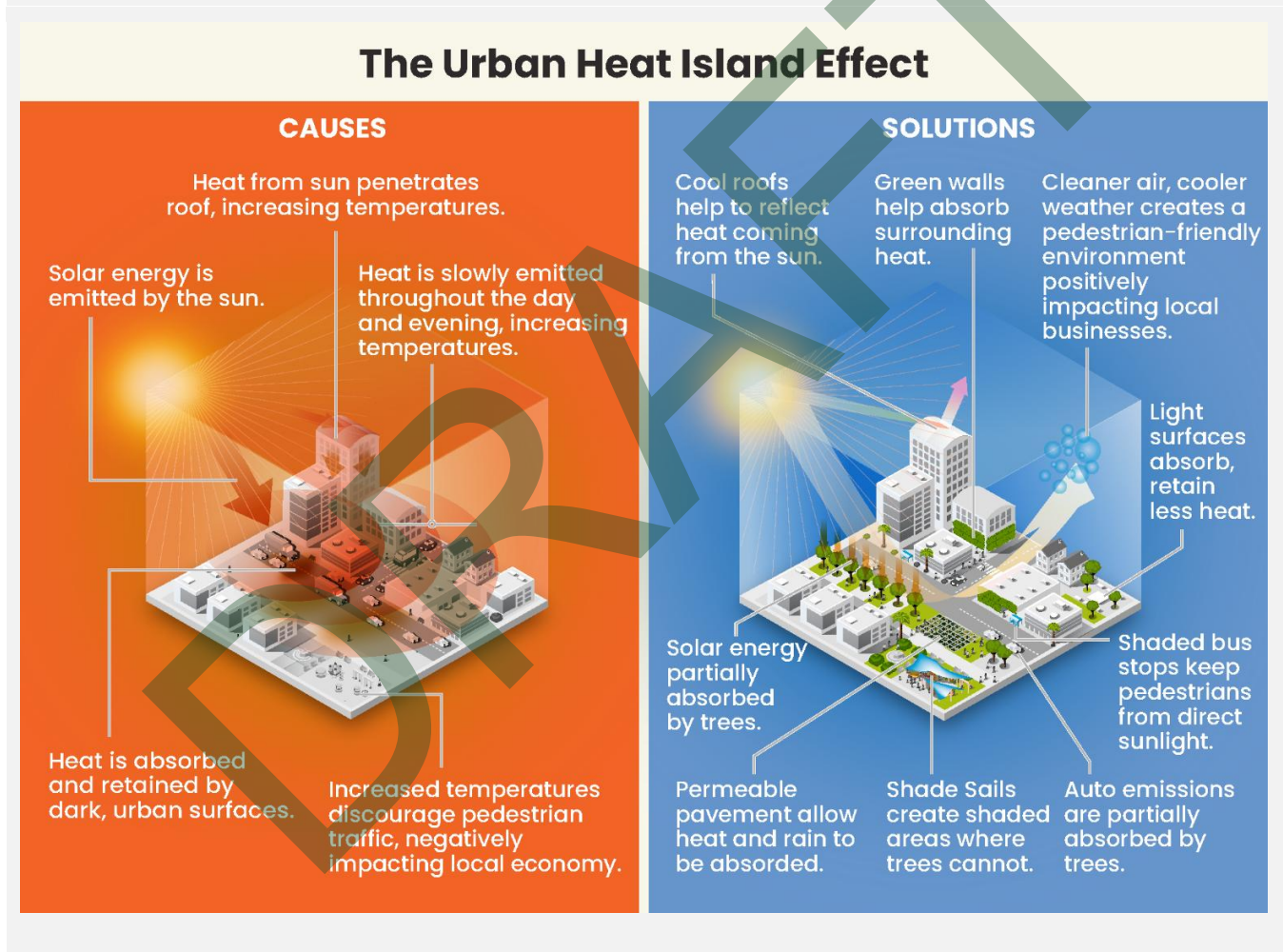
The selection of tree species shall be made from the City of Glendora's list of approved trees in **Appendix A** of this document provides information for the various considerations of each species. The trees are categorized according to the minimum planting space necessary and other characteristics. *SelecTree: A Tree Selection Guide* by California Polytechnic University, San Luis Obispo's Urban Forest Ecosystems Institute can be used to assist with tree selection.

The City Arborist shall approve all planting and replacement selections for trees on City-owned properties. Making the proper species selection at planting can significantly reduce future issues and costs associated with tree maintenance.

Prioritize Areas with the Lowest Canopy Cover

Studies have shown that inequitable canopy cover and pollution vulnerability disproportionately affect low-income and marginalized communities due to identifiable systemic injustices and socioeconomic factors (Locke et al. 2020). Tree canopy is often used as the essential measurement for urban forest success, as tree canopy provides shade and air filtration and reduces urban heat island effect, as shown in **Exhibit 6**. When addressing the distribution of canopy cover, it is important to consider variations in population density, land use, current canopy cover, existing planting spaces, and other environmental factors. Tree equity can be increased by focusing urban forest efforts in marginalized communities so that canopy cover and urban forest benefits are equally distributed throughout the City.

Exhibit 6. How Trees Help Negate the Urban Heat Island Effect



Prioritize Native Trees

The City is committed to enhancing the presence of California native tree species on private and City-owned property. The City also recognizes that native plants that thrive in surrounding wildlands may be less suitable in urban sites with small planting areas, amended and compacted soils, or less availability to vital resources like nutrients, microbial interactions, water, and sunlight. As new tree planting opportunities arise, native trees should

be considered before non-native species, as they evolved in the local environment, are emblematic to the area, and may be better suited for the planting site than non-native species. “Right tree right place” and individual site characteristics should be considered when determining if a native tree is the proper choice for a planting site. Several native tree species are listed in **Table 3. Common Native Trees**.

Table 3. Common Native Trees

Common Name	Scientific Name	Habitat	Fun Fact
Coast Live Oak	<i>Quercus agrifolia</i>	Foundation species found throughout California. Commonly found on hillsides, near creeks, and in parks.	Referred to as “the terrestrial coral reef” because of the vast amount of life that depends on it.
California Sycamore	<i>Platanus racemosa</i>	Riparian tree. Typically survives best near creeks and other sources of freshwater.	In some cultures, sycamore bark and roots are ground and boiled as a coffee substitute.
Modesto Ash	<i>Fraxinus velutina</i>	Often found in sandy soils of desert riparian areas.	Tolerates a wide range of soil types, from very alkaline to acidic, allowing the tree to grow in harsh conditions.
Incense Cedar	<i>Calocedrus decurrens</i>	Native range includes the coast ranges and Sierra Nevada range from Baja California to northwestern Oregon.	Common name derived from the aromas produced from its wood and crushed leaves. It is widely understood that the wood aroma repels insects.
Toyon	<i>Heteromeles arbutifolia</i>	Found in chaparral and woodland plant communities from Baja California to southwestern Oregon	Also called “Christmas berry” because of the bright red berries it produces in winter.

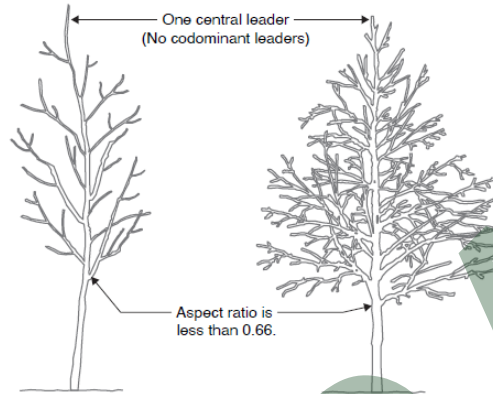
Soil Considerations

Soil composition profoundly impacts tree health. The physical and chemical properties of soil, such as texture, structure, pH, and nutrient content, play crucial roles in determining water and nutrient absorption. Healthy soil provides a stable foundation for root growth, allowing trees to anchor themselves securely and access essential resources. Conversely, poor soil conditions can lead to inadequate root development, making trees more susceptible to stress, pests, or pathogens. Understanding and managing soil composition is fundamental to promoting robust tree health and ensuring the longevity of urban forests. Understanding the City’s soil composition and how it changes from site to site can help determine which species is best suited for a planting location.

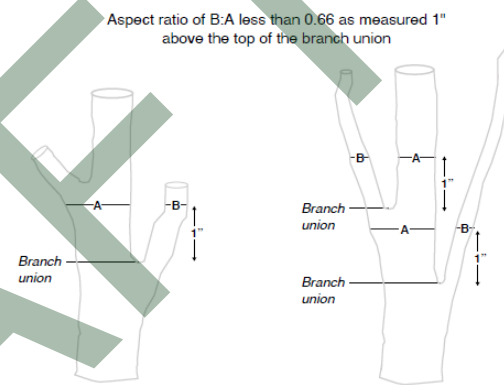
Exhibit 7. Nursery Stock Selection

Nursery Stock Selection

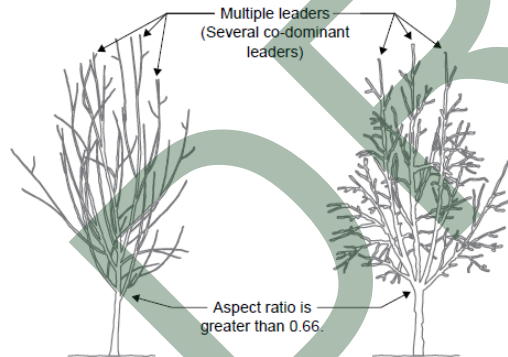
Accept



Accept

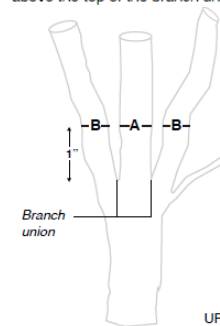


Reject



Reject

Aspect ratio of B:A greater than or equal to 0.66 as measured 1" above the top of the branch union.

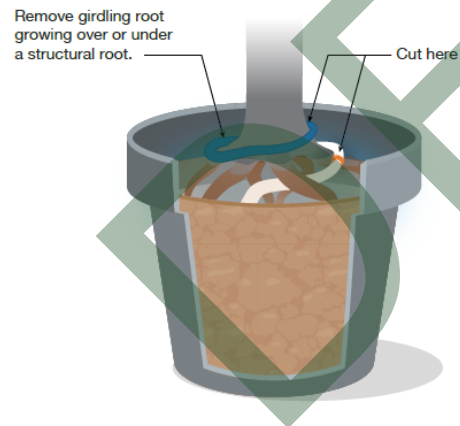
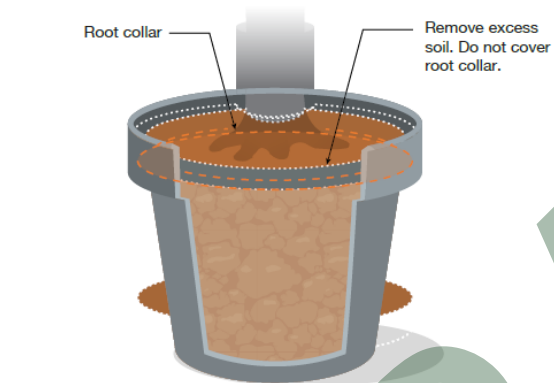


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NOTE: 1. Nursery stock with significant mechanical injury, serious root defects, and trees that show signs of dehydration are to be rejected. 2. Aspect ratio shall be less than 0.66 on all branch unions. Aspect ratio is the diameter of branch (B) divided by the diameter of the trunk (A) as measured 1" above the top of the branch union. 3. Any tree not meeting the crown observations detail may be rejected.

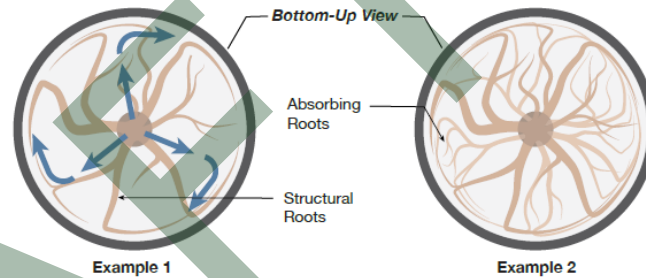
Exhibit 8. Root Correction for Container Grown Trees.

Root Correction for Container Grown Trees



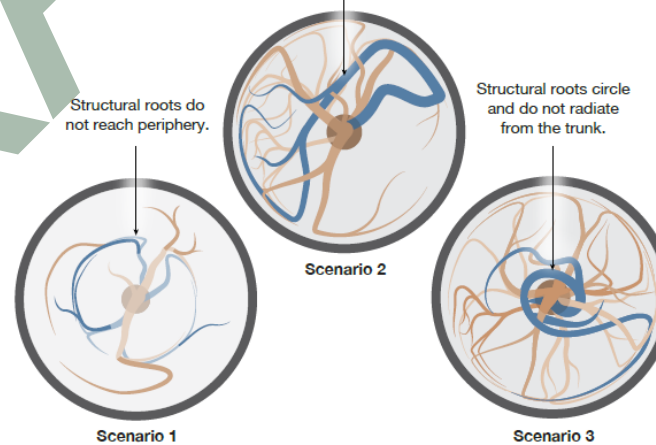
Accept

Roots radiate from trunk and reach each side of root ball without deflecting down or around.



Reject

Structural roots primarily grow to one side or tangent to trunk.



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Exhibit 9. Tree Planting and Mulching.

Tree Planting and Mulching

Planting hole shall be dug no deeper than the root ball and root collar is to be 1 to 2 inches above finished grade.

Keep mulch 4 to 6 inches away from trunk.

Round-topped soil berm 4 inches high by 8 inches wide above root ball surface shall be constructed around the root ball. Berm shall be built 6 to 12 inches outside of root ball.

Finished grade

Ensure root collar is visible

After backfilling, slowly water to saturate the root ball.

Prior to mulching, lightly tamp soil around the root ball (do not over compact).

2" to 3" layer of mulch.

Loose soil. Dig and turn the soil to reduce compaction.

Root ball width

Planting hole 2-3 times width of root ball

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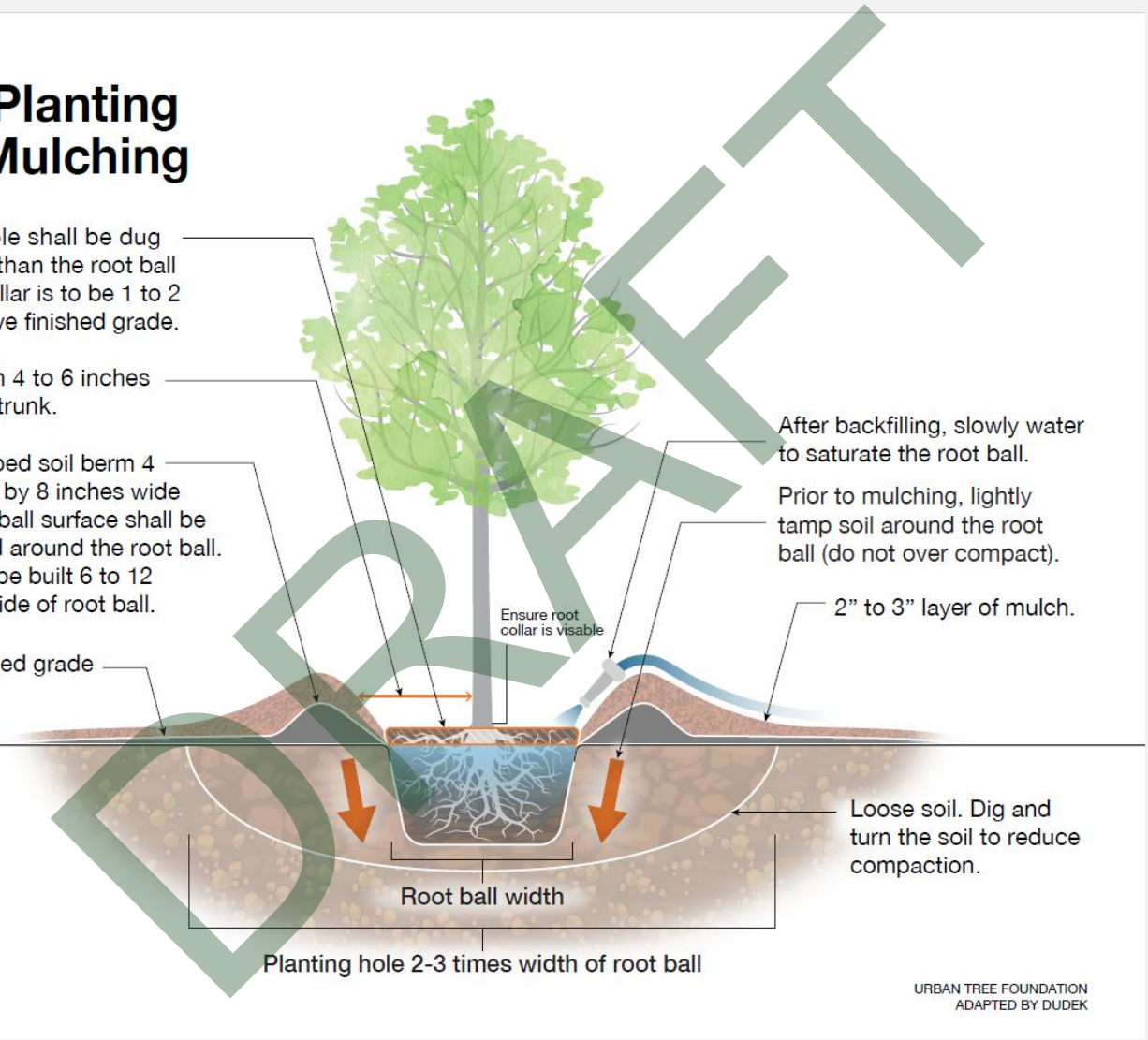


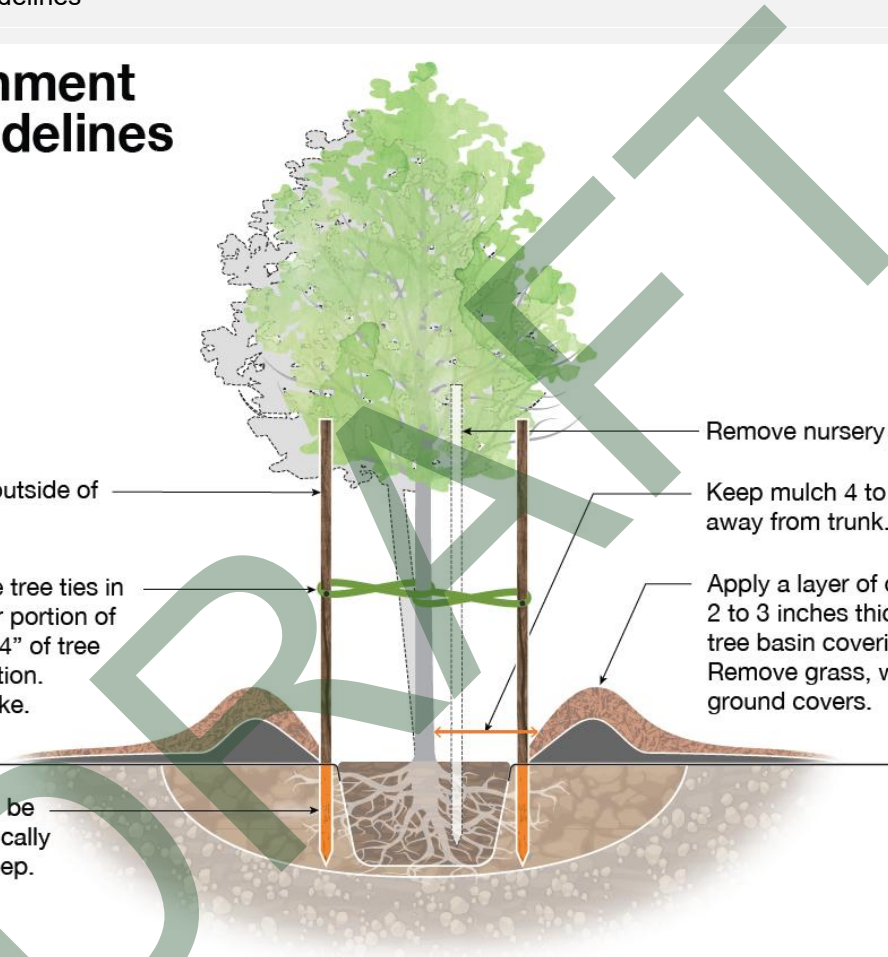
Exhibit 10. Establishment Care Guidelines

Establishment Care Guidelines

Install two stakes outside of the root ball.

Place non-abrasive tree ties in the middle to lower portion of the tree to allow 3-4" of tree sway in each direction. Nail tree ties to stake.

Tree stakes should be firmly secured vertically in the soil 2 feet deep.



Remove nursery stake.

Keep mulch 4 to 6 inches away from trunk.

Apply a layer of organic mulch 2 to 3 inches thick inside the tree basin covering the berm. Remove grass, weeds, and ground covers.

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Exhibit 11. Benefits of Mulch

Benefits of Mulch

Water Retention, Soil Insulation and Weed Suppression

- Mulch prevents the sun from drying out the soil after watering or a rain event, helping to retain soil moisture for a longer period of time.
- Mulch insulates the soil from extreme heat and colds, helping to maintain healthy soil conditions.
- Mulch helps suppress weeds that compete with the tree roots for water. The presence of fewer weeds also reduces maintenance costs, and increases the aesthetic appeal of the newly planted tree.

Mulch Applications

- Use only organic materials 4" - 6" thick.
- Keep mulch 4" away from the trunk of the tree to avoid moisture building on the trunk, which can lead to trunk rot and fungal growth.
- Apply a layer 2" - 3" thick inside the tree basin and covering the berm.

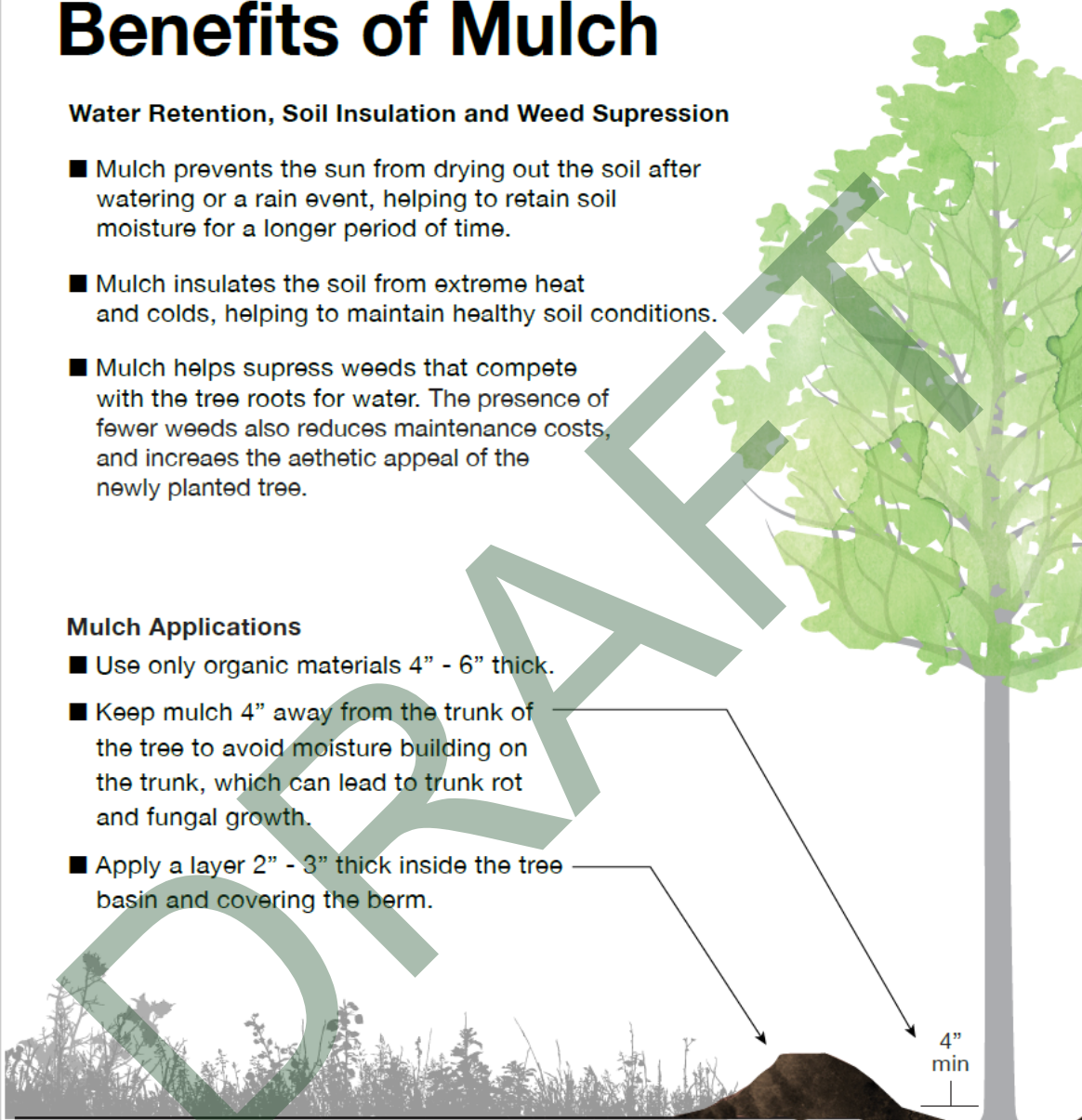


Exhibit 12. Young Tree Maintenance Guidelines

Tree Maintenance Guidelines

Ensure proper tree support

- Tree stakes should be firmly secured.
- Leaning or loose stakes should be re-installed immediately.
- Tree ties should be placed in the middle to upper portion of the tree and allow for tree movement.
- When the roots of the tree are established, remove the stakes and tree ties. This typically occurs 1 to 3 years after planting.

Weeding

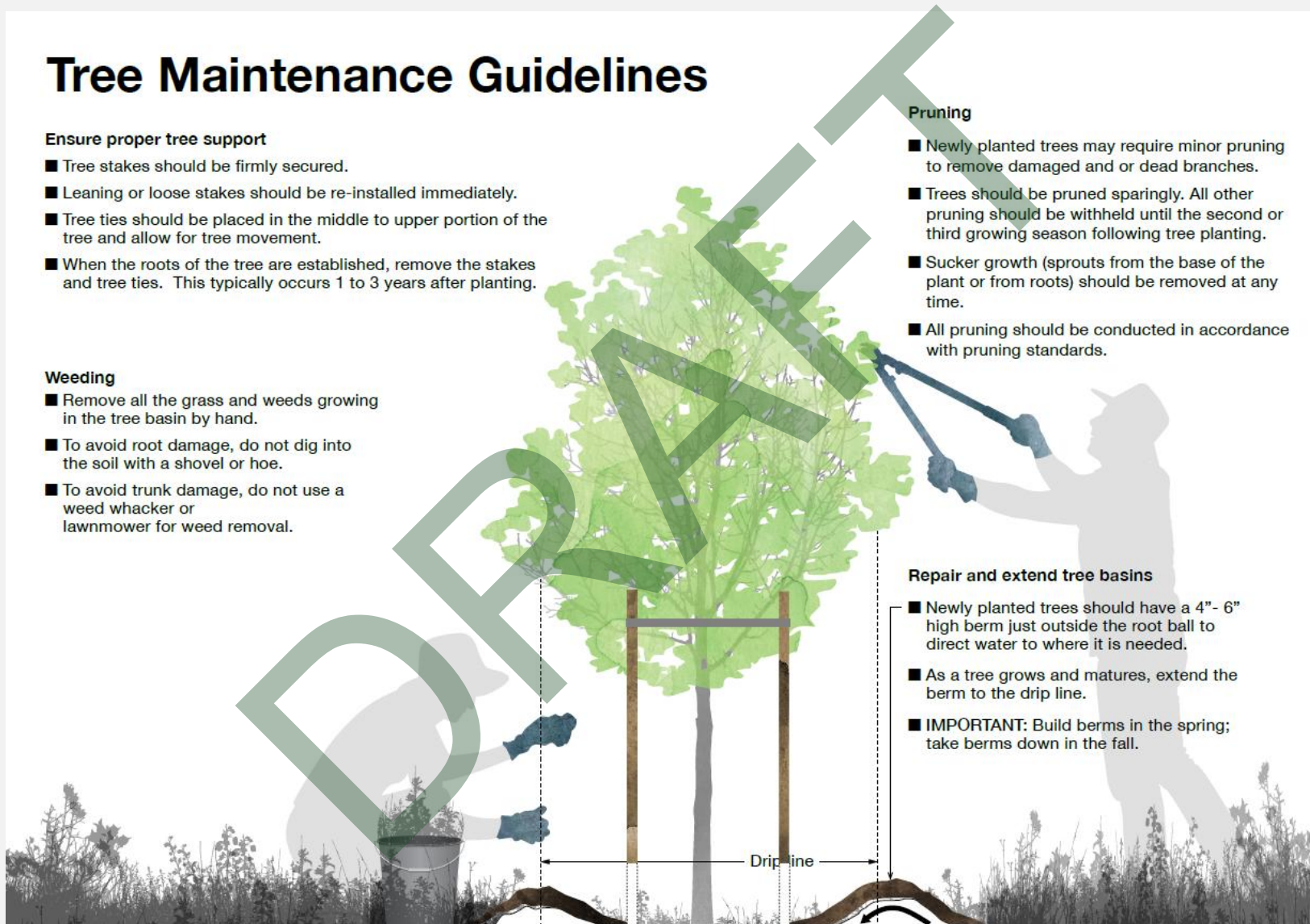
- Remove all the grass and weeds growing in the tree basin by hand.
- To avoid root damage, do not dig into the soil with a shovel or hoe.
- To avoid trunk damage, do not use a weed whacker or lawnmower for weed removal.

Pruning

- Newly planted trees may require minor pruning to remove damaged and or dead branches.
- Trees should be pruned sparingly. All other pruning should be withheld until the second or third growing season following tree planting.
- Sucker growth (sprouts from the base of the plant or from roots) should be removed at any time.
- All pruning should be conducted in accordance with pruning standards.

Repair and extend tree basins

- Newly planted trees should have a 4"- 6" high berm just outside the root ball to direct water to where it is needed.
- As a tree grows and matures, extend the berm to the drip line.
- **IMPORTANT:** Build berms in the spring; take berms down in the fall.



Tree Irrigation

Newly planted trees benefit most from deep, infrequent waterings that permeate through the entire root ball. Using the ISA BMP establishment care watering guidelines provides water to a new tree that supports its establishment into the landscape, impacts its ability to absorb nutrients and water, and enhances the tree's resiliency to heat events and prolonged drought throughout its lifetime. **Table 4** details the impact that adequate watering will have on a tree and **Exhibit 13** below illustrates the ISA BMPs for tree watering guidelines.

Trees planted on City easements or on the rights-of-way, are only planted when the adjacent property owner agrees to provide water to the tree throughout its lifetime. Residents requesting a new tree will be asked to provide water aligned with ISA best management practices for three (3) years after the tree is planted. **Appendix A** contains the approved species list and watering needs for each species. It is important to note that even species classified as "California native" or "drought-tolerant" require regular watering during the establishment phase. Sufficient watering while the tree is establishing into the impact a tree's ability to thrive and recover from drought stress or extreme heat events throughout its lifecycle.

Table 4. Tree Watering Characteristics

Characteristic	Reasoning	Relation to Longevity
Water at planting	Ensure newly planted trees receives ten (10) gallons of water per inch trunk diameter, applied slowly upon planting.	Watering a tree after planting reduces transplant shock experienced by the tree and its roots, helping establishment.
Over Watering	Overwatering shall be avoided by checking the soil moisture prior to watering. Check soil moisture by sticking a finger into the soil and examining if the soil is wet.	Trees declining through over watering look similar to trees declining from under watering. Both are detrimental to the tree's health.
Water trees consistently	Water Newly planted trees with ten (10) gallons of water per inch trunk diameter per week for the first year. Water bi-weekly the second year, and monthly for the third year after planting.	Supporting the establishment of a vigorous root system is necessary for roots to transport water efficiently throughout its life. Bucket watering, hand watering, or drip irrigation systems are ideal for slow, deep watering of trees.
Water Mature trees during drought	Water mature trees during extended periods of drought or extreme to help maintain tree health and avoid depletion of resources.	A continual depletion of resources will cause stress within the tree, and over time, it's ability to recover health and vigor will decrease.
Watering Location	Water at the tree's dripline. When it is raining, most mature trees naturally shed rainwater at the perimeter of the tree's crown – much like an umbrella.	This is the area capable of absorbing the most water and where watering efforts should be concentrated, if possible. Watering closer to the trunk is less effective and may increase the risk of disease and/or trunk rot.

Exhibit 13. Watering Guidelines

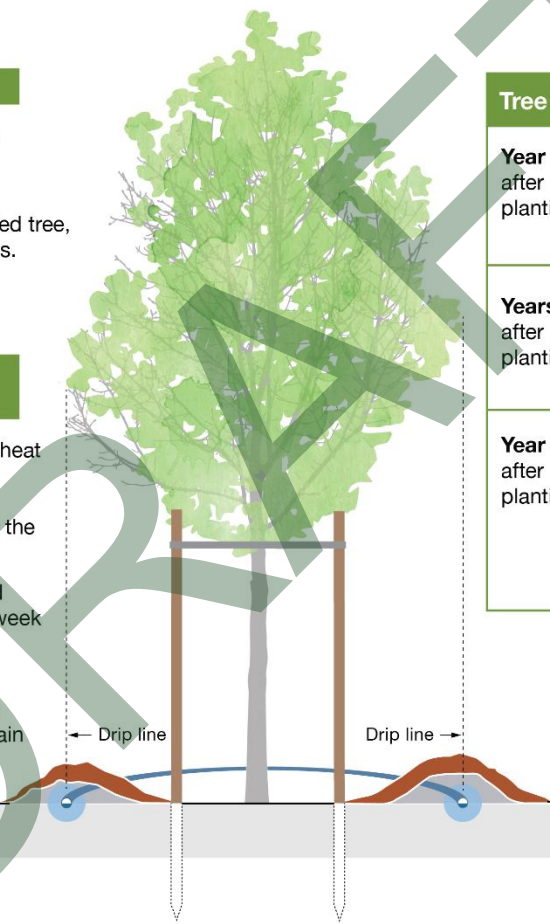
Watering Guidelines

Watering for Wet Seasons

- Prolonged saturated soil can lead to tree mortality.
- Turn off irrigation during rain events.
- To avoid over watering a newly planted tree, monitor soil moisture after rain events.
- If soil is saturated, stop watering. Resume watering when soil is dry.

Watering Guidelines for Hot and Dry Seasons

- Prolonged and unexpected extreme heat waves can threaten a newly planted trees survivability by depleting the available water inside the tree and in the soil.
- During these periods trees may need additional watering once or twice a week to be sustained.
- It is critical to provide additional water as soon as possible during extreme heat events to maintain tree health and vigor.



Tree Age	Frequency	Quantity
Year 1 after planting	Once per week	↑ 10 gallons per 1.5 inches in trunk diameter
Years 2-3 after planting	Ever other week	
Year 4 + after planting	Once per month when experiencing prolonged drought or high heat events	↓

Glendora Water Restrictions

The City enforces watering restrictions to preserve the availability of high-quality fresh groundwater for all City residents. However, Glendora's water restrictions recognize the value of properly watering trees to maintain health and safety of the urban forest and include the following exemption:

- Hand watering trees shall be allowed by any means and at any time of the day provided that:
 1. The watering shall be confined to the area within the dripline of the tree.
 2. The water is applied by means of a hose equipped with an automatic shut-off nozzle.
 3. There shall be no run-off as a result of hand watering.

Apart from tree watering, golf courses, City facilities, City parks, recreational fields, and schools are NOT exempt from the restrictions described below. The following restrictions apply to ALL City water customers:

- Outdoor watering is restricted between 8 AM to 5 PM.
- Watering is limited to three (3) days per week.
- Watering is limited to five (5) minutes per station.
 - Irrigation systems with drip irrigation are given an exception for an additional fifteen (15) minutes, given there is no runoff.
- No washing down sidewalks or driveways.
- No excessive runoff from landscape irrigation that causes water flow onto an adjoining sidewalk, driveway, street, alley, or gutter.
- No outdoor watering during and forty-eight (48) hours following measurable rainfall.
- No washing motor vehicles with a hose, unless the hose is fitted with a shut-off nozzle.

The following links provide information on the City's water conservation, rebate, smart water meter, and free water conservation programs: <https://www.cityofglendora.gov/Services/Water>

Tree Pruning

Pruning is a critical component of urban forest management, directly influencing tree health, structural integrity, public safety, and long-term maintenance needs and costs. When trees are pruned using age-specific strategies aligned with ISA Best Management Practices (BMPs), pruning supports structural soundness of trees, promotes healthy wound closure, and reduces the likelihood of structural defects as the tree grows.

All pruning activities create wounds that may serve as entry points for pests and pathogens, potentially compromising tree health. Proper pruning techniques increase the tree's ability to defend against decay through a natural process known as Compartmentalization of Decay in Trees (CODIT). A healthy and thriving tree uses its resources to compartmentalize the pruning wound, which takes away from resources to grow.

Tree pruning for any age of tree should only be performed when there is a clear and defined pruning objective. Pruning objectives should prioritize the preservation of the natural form and growth habits of the species to minimize maintenance frequency, costs, and associated emissions. However, preserving community character and value is also an accepted pruning objective, notably used for the Glendora's Village Ficus trees discussed in Chapter 4. The following section details acceptable pruning objectives and methods for all other City-managed trees.

Young Tree Structural Pruning

A tree is more likely to mature into a structurally sound tree when trees are formatively pruned at a young age. Young tree structural pruning promotes the early development of sound branching structure by removing weak attachments, establishing a central leader, and spacing branches evenly to support long-term health and stability. Defects such as codominant stems or competing leaders should be addressed at this age to minimize defects that may lead to limb or branch failures. Pruning of the relatively smaller branches on younger trees also results in smaller wounds that compartmentalize more effectively and is more cost-efficient than pruning at maturity due to reduced branch size and canopy volume. **Exhibit 14** illustrates Young Tree Structural Pruning Guidelines.

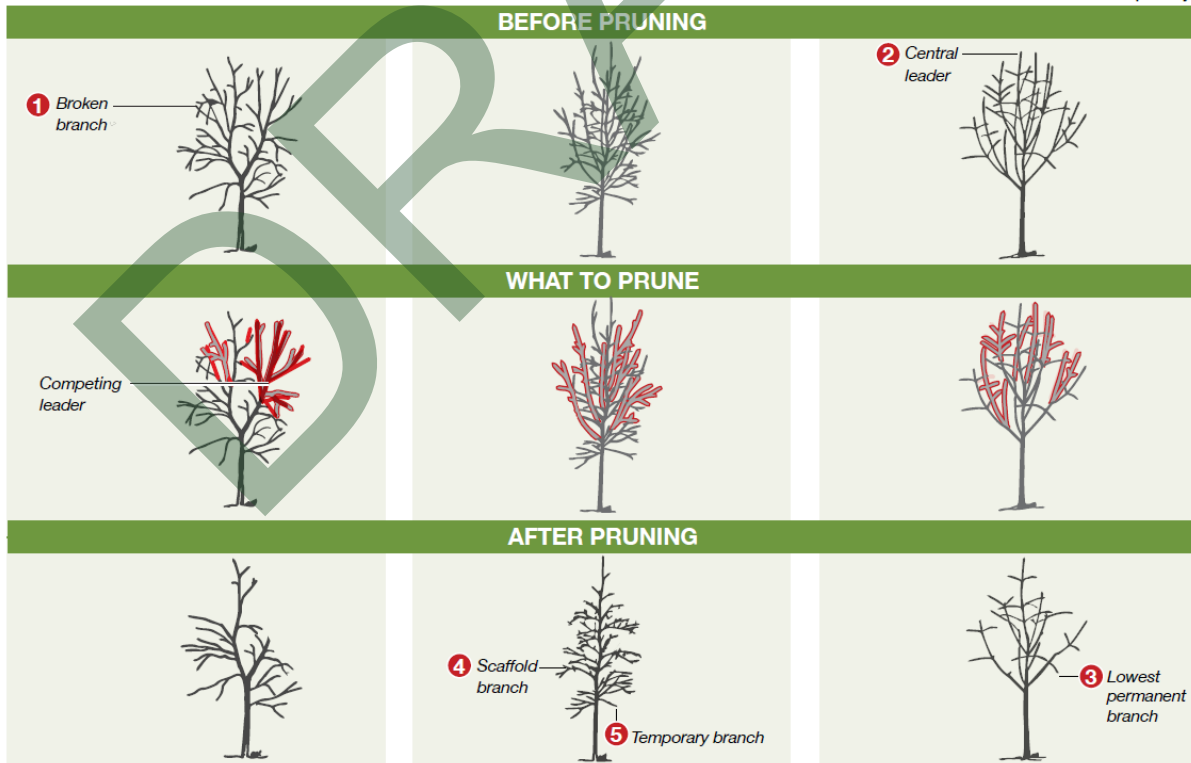
The most effective annual young tree structural pruning program begins one (1) year after planting and continues annually, as needed, for approximately ten (10) years, or until the tree enters the mature tree pruning cycle measuring approximately twelve (12) inches at diameter at standard height (DSH).

Young tree structural pruning is a relatively new practice with on-going research supporting its benefits. The City strives to secure funding for this program as the City plants more new trees throughout the community.

Exhibit 14. Young Tree Structural Pruning

Pruning to Improve Young Tree Structure

- 1 Remove broken branches.
- 2 Select central leader and remove competing leaders.
- 3 Select lowest permanent branch.
- 4 Select scaffold branches.
- 5 Select low temporary branches. Cut back and leave as temporary.



NOTE: 1. At the time of planting, limit pruning to removal of broken, dead, or diseased branches only.
 2. Young Tree Structural Pruning is to occur only after trees establish and resume normal growth rates following planting.

Structural Pruning: A Guide for the Green Industry
 URBAN TREE FOUNDATION | ADAPTED BY DUDEK

Mature Tree Pruning

Proper pruning practices for mature trees that enter a scheduled and systematic pruning cycle shall include a natural pruning system utilizing either a reduction cut, or branch removal cut. Trees that measure approximately twelve (12) inches at diameter at standard height (DSH), or at four and a half (4.5) feet above soil grade, are included in a mature tree pruning cycle. Acceptable methods for medium-aged and mature trees, when appropriately performed and prescribed, include crown cleaning, thinning, raising, and reduction. Pruning practices should not include topping, lion tailing, making flush cuts, unnecessarily leaving stubs, or removing an excessive number of live branches. A topped tree should be evaluated to reduce risk or be considered for removal. Topped trees kept in the landscape that are not reduced in stature may need annual maintenance for sucker growth control.

Removing more than necessary of the live crown in a single year or the use of improper pruning cuts is prohibited, as it compromises tree health, promotes the development of structural defects, increases maintenance needs, and accelerates premature decline or removal. Strategic pruning reduces long-term maintenance costs by reducing the likelihood of structural failures and minimizing reactive work over a tree's lifetime. Some structural pruning can be conducted on mature trees, however, the appropriate pruning type depends on the tree and the situation. These practices should be conducted for mature trees on a five (5) to seven (7) year pruning cycle to contribute to long-term aesthetics, health, and structural integrity, described below.

Pruning Cycle

A five (5) to seven (7) year pruning cycle is the optimal timeframe for maintaining mature trees in a safe condition while limiting expenses to a City (Miller et. al 1981). A pruning cycle on a shorter timeframe has a higher cost but does not correlate to a proportional increase in safety or tree health. Mature tree pruning should occur with pre-determined specifications which may include the style of pruning, amount to remove, what types of cuts to use, sizes of branch to be removed, and a pruning objective.

Every mature City-managed shade tree in Glendora is pruned on a five (5) year basis, which aligns with the industry standard for maintaining a safe and healthy municipal urban forest (Miller et. al 1981) and palm species are on a three (3) year pruning cycle. At the time of pruning, the City's contracted crew will perform an inspection of the tree's overall health. Inspecting and pruning mature trees at this frequency allows the City to identify and mitigate potential risk on a cyclical basis, prior to becoming a potential risk.

Pruning specifications for mature trees on a pruning cycle prioritize managing tree health and mitigating risk. These specifications are illustrated in **Exhibit 15** and include:

1. Trees with broken, damaged or hanging branches, or with branches that are blocking signs, streetlights, or intersection lights, shall be pruned immediately, no greater than one week from when the situation is identified and reported by a resident, contractor, or City staff.
2. Branches that are dead or exhibit significant damage or decline due to pests or pathogens should be removed to eliminate hazards, mitigate wounds that may serve as entry points for pests or pathogens, and/or enhance health by removing areas impacted from pest or pathogens from the crown of the tree.
3. Trees are pruned as needed to achieve a vertical clearance above the sidewalk of at least nine (9) feet and above the street at least fourteen (14) feet.
4. Glendora's Big Tree on the corner of West Colorado Avenue and South Santa Fe Avenue shall be pruned every two (2) years.

Exhibit 15. Mature Tree Pruning

Tree Pruning

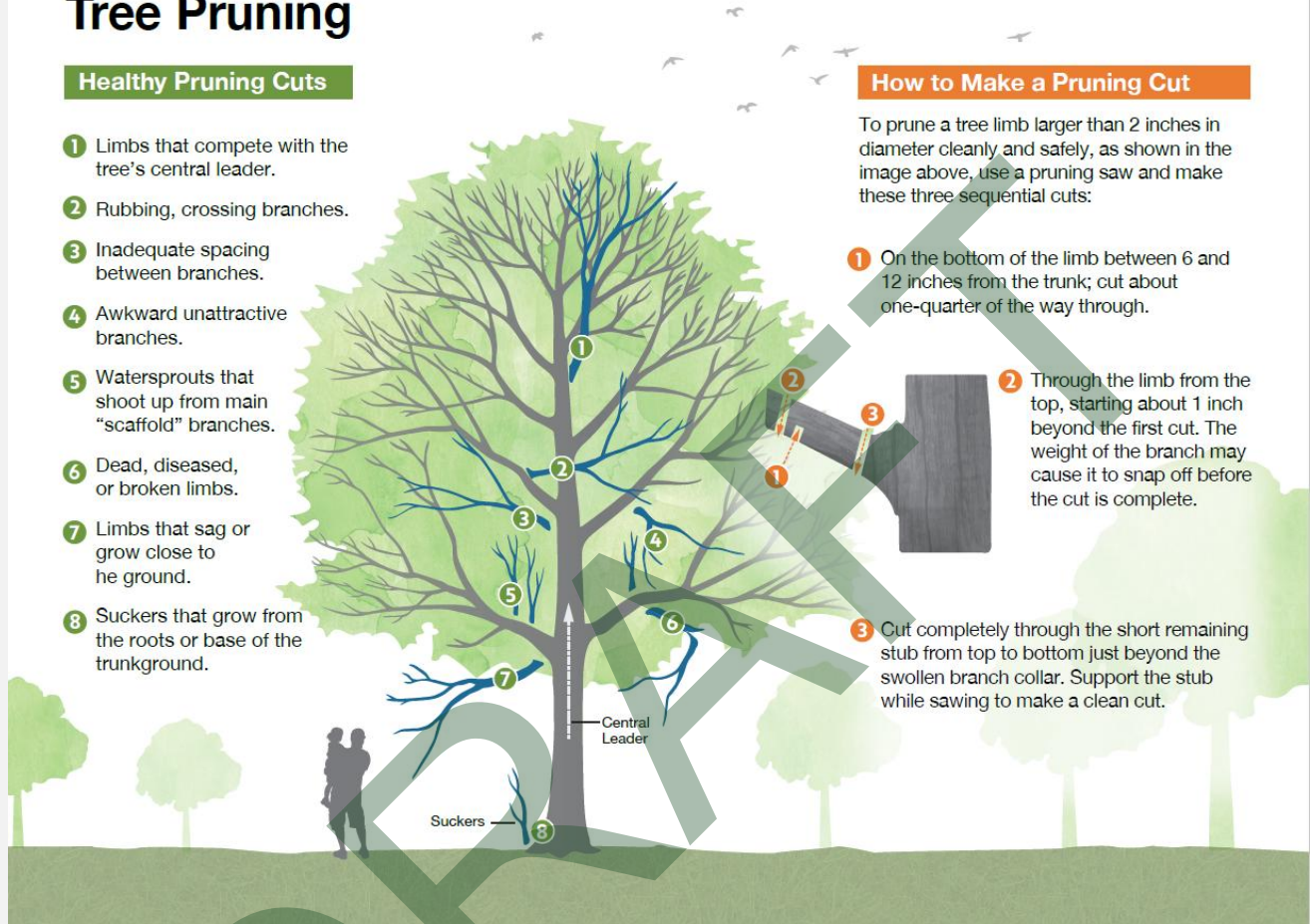
Healthy Pruning Cuts

- 1 Limbs that compete with the tree's central leader.
- 2 Rubbing, crossing branches.
- 3 Inadequate spacing between branches.
- 4 Awkward unattractive branches.
- 5 Watersprouts that shoot up from main "scaffold" branches.
- 6 Dead, diseased, or broken limbs.
- 7 Limbs that sag or grow close to the ground.
- 8 Suckers that grow from the roots or base of the trunkground.

How to Make a Pruning Cut

To prune a tree limb larger than 2 inches in diameter cleanly and safely, as shown in the image above, use a pruning saw and make these three sequential cuts:

- 1 On the bottom of the limb between 6 and 12 inches from the trunk; cut about one-quarter of the way through.
- 2 Through the limb from the top, starting about 1 inch beyond the first cut. The weight of the branch may cause it to snap off before the cut is complete.
- 3 Cut completely through the short remaining stub from top to bottom just beyond the swollen branch collar. Support the stub while sawing to make a clean cut.



Providing Additional Clearance

The mature pruning cycle addresses clearance issues as described in the list of specifications above. However, should a tree part be causing visibility, line of sight issues, or vertical clearance issues, additional clearance pruning can address this conflict. Growth can be directed away from objects such as buildings, security lights, or traffic signs by reducing or removing limbs that conflict with visibility issues. If a resident is experiencing visibility of safety issues due to a tree part, residents may request inspection through the City's Services portal.

Utility Pruning

Utility pruning keeps limbs clear of utility structures including overhead lines and is performed by contractors hired by the utility company due to specific safety requirements. Utility pruning is not performed by City crews or City contractors. If a resident believes a tree part is conflicting with utility infrastructure, residents may request inspection through the City's Services portal.

Aesthetic Pruning – Glendora’s Village

The gum drop Ficus trees in Glendora’s Village are characteristic of the downtown area and hold important value for the community. The annual maintenance program prioritizes maintaining the ‘gum drop’ aesthetic and conflict with arboriculture best management practices for tree care. These trees are pruned annually or up to twice a year to maintain this aesthetic, as budget allows. When trees are pruned to meet an aesthetic outside of the species’ natural form, maintenance costs and associated greenhouse gas emissions are greatly increased to preserve the aesthetic. Annual pruning may also be unintentionally harming these trees, increasing their vulnerability to pests and pathogens as pruning wounds remain exposed, and more are added annually. In addition, the existing trees are similar in age, and the City must identify a realistic and feasible vision for the Glendora Village to reforest the area as these gum drop trees reach the end of their natural lifecycle and require replacement. **Chapter 4** of the Manual discusses Ficus trees in Glendora’s Village in greater detail.

Pruning Outside of the Pruning Cycle

The City allocates funding to ensure each City-owned tree in easements or rights-of-ways are pruned every five (5) years. If a resident is interested in pruning a tree before the designated pruning cycle, residents may request an inspection through the City’s Services portal. The City Arborist will inspect the tree and identify if the tree necessitates pruning outside of the established pruning cycle. If the inspection indicates that the tree is sufficiently maintained and does not require earlier pruning, the City may consider accommodating the resident request through a ‘resident cost share’ program. This may allow the residents to pay for the requested pruning and associated administrative costs ahead of the designated pruning cycle. Tree pruning for any City-owned tree must be approved and performed by the City’s contractor and pruning objectives, such as aesthetic pruning or shaping, which may negatively impact the health or structure of the tree will be denied.

Plant Health Care

Plant health Care (PHC) is a program of scheduled inspections and proactive strategies and tactics to improve the appearance and vitality of landscape plants (or trees) within the expectations of the City (Ball 1994). The first iteration of PHC was integrated pest management (IPM), which focuses largely on monitoring and controlling pests. PHC is a broader practice that focuses on ensuring plants are healthy and have the resources to defend against pests, pathogens, and other factors that could cause a decline in their condition. Practices to improve soil health, proper tree selection, and preventative care are performed when warranted and in the most effective environmentally conscious method.

To improve the health and longevity of individual trees or species that are seeing decline, A thorough assessment will be required to accurately diagnose underlying causes and tailor PHC actions accordingly on a case-by-case basis. Implementing improvements in a sustainable and environmentally responsible manner will not only support the potential recovery of vulnerable trees but also contribute to the long-term resilience of the urban forest. These interventions may include integrated pest management, soil remediation, mulching, pruning, or other site-specific treatments.

Not all PHC interventions require intensive treatments such as soil injections, air spading, or other root zone modifications. While these techniques can be necessary in certain cases, many trees benefit greatly from simple, proactive practices that support root and soil health in an organic and low-impact manner. Two of the most effective and sustainable strategies include maintaining a consistent layer of organic mulch over the critical root zone and implementing a regular, species-appropriate watering regime. Mulch helps retain soil moisture, regulate

temperature, suppress weeds, and slowly improve soil structure as it decomposes. Consistent watering, especially during drought conditions or establishment periods, is essential to reduce stress and promote healthy growth.

Tree Risk

Dead, declining, or damaged trees can pose risks in an urban environment. Root, trunk, and/or branch damage can compromise the health and structural integrity of a tree, making it more likely to experience partial or whole failure. The consequences of failure vary depending on the tree part and nearby targets. A branch that falls in the middle of a forest does not present as high a risk as a failing tree near a house. During regular pruning cycles, tree crews contracted by the City inspect individual trees for potential hazards. If any conditions that render a tree hazardous are observed by City staff, contractors, or community members, these conditions should be reported to the Public Works Department for further evaluation. Further evaluation may include a Tree Risk Assessment report for individual trees with potential hazards conducted by an ISA Certified Arborist with the Tree Risk Assessment Qualification (TRAQ). All potential conflict resolution methods shall be considered to reduce risk prior to considering the tree for removal.

Tree and Infrastructure Conflicts

Where tree roots and infrastructure conflict, every effort shall be made to preserve the tree and protect the root system and trunk from damage. Damage to a tree's trunk or root system when tree and infrastructure conflicts are addressed can greatly compromise the health and stability of the tree long term.

Root Pruning

All crews, whether Public Works or contractors, are prohibited from pruning, shaving, or otherwise damaging the trunk flare and/or root system of a City-owned tree. Should trees and infrastructure conflicts occur and a resolution method intended to preserve the tree requires root pruning, the contractor shall notify the City Arborist. The City Arborist shall be required on-site prior to groundbreaking to ensure the root system is not compromised during excavation. All pavement shall be removed by hand to expose and inspect the root systems in question.

To determine if root pruning is appropriate and will not jeopardize the long-term health or stability of the tree, only trees and roots that align with the parameters illustrated in **Exhibits 16 and 17** shall be pruned. **As shown in Exhibits 16 and 17, roots may be pruned only if they meet all four (4) criteria.** Root pruning may be approved only if (1) the tree's health condition is 'fair' or 'good, and only if roots targeted for pruning are (2) located in no more than ninety (90) degrees of the tree's radius, (3) are not within a distance of three (3) times the diameter of the tree, and (4) roots are no greater than three (3) inches in diameter. If the tree's overall health is not in fair or good condition, or the three root-related parameters are not met, root pruning may jeopardize the tree's health and stability and should not be performed. All root pruning for City-managed trees shall be approved by the City Arborist.

Exhibit 16. Tree Root Conflicts with Roadways and Sidewalks

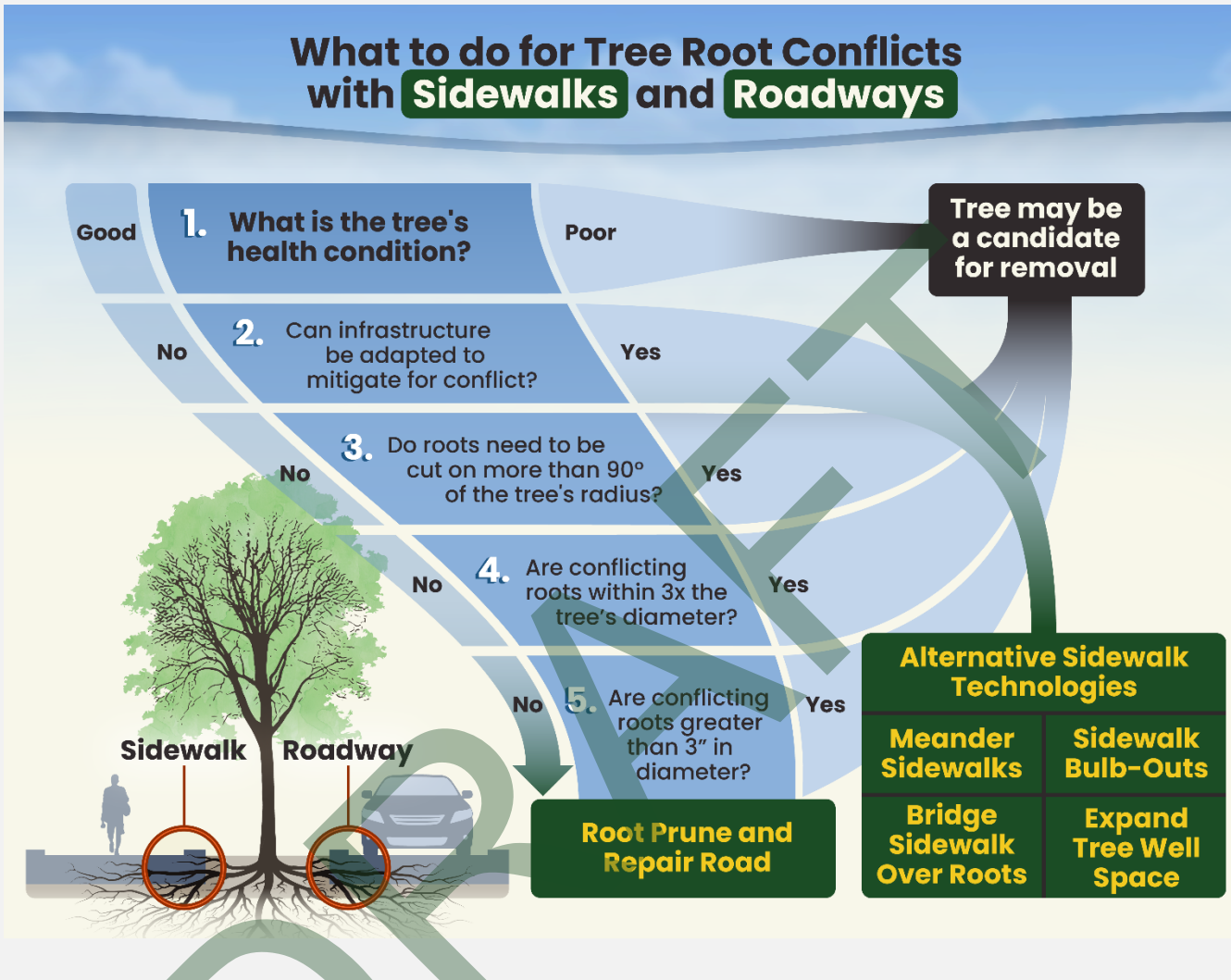
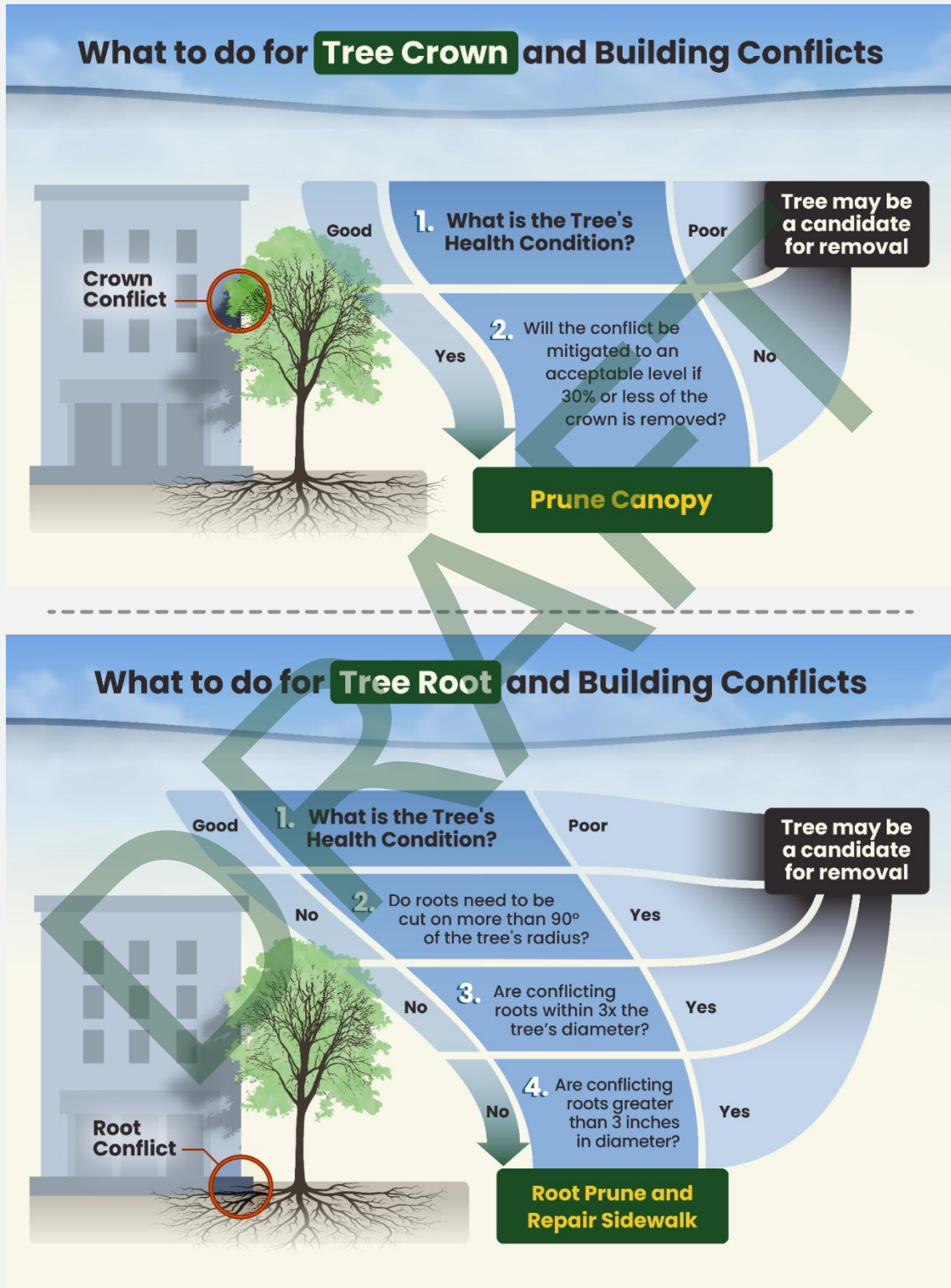


Exhibit 17. Tree Crown and Root and Building Conflicts



In cases where the disturbance of the root system within the tree's dripline area is unavoidable, the City Arborist or a contractor will perform one or more of the following under supervision of the City Arborist. All requirements illustrated in **Exhibit 16** and **Exhibit 17** must be met to root prune City-managed trees as described below:

1. **Selective Root Pruning** is the removal of specific offending roots that directly interfere with the work area. In general, the roots closest to the tree are the most important. Care should be taken to prune roots as far from the tree as possible. When pruning select roots, great care shall be given to retain as much root area as possible, including sufficient major structural root dispersal around the radius of the tree. Roots identified for removal shall fall within the parameters of **Exhibit 16**. Roots shall be cut back at least four (4) inches away from new hardscape to compensate for new growth and for possible hardscape forms. Pruning cuts shall be made cleanly with no crushing, tearing or ripping with mechanical means (backhoe, loader, or jackhammer).
2. **Root Shaving** is the removal of a small portion of a nonessential or general root with a diameter of four (4) inches or greater. Roots will be shaved down to allow for at least two (2) inches of clearance between the root and the new hardscape. No more than one third (1/3) of a root's diameter shall be shaved off. Shaving cuts shall be made cleanly with no crushing or tearing of the remaining root material.
3. **Excavating** is the removal of soil surrounding the roots to expose the root system and may be performed to install subsurface devices such as irrigation lines or block wall footings within the dripline area of the tree. If avoiding excavation within the dripline area of a tree is not possible, every effort shall be made to tunnel under or through the tree's root system with a minimal amount of pruning, rather than to trench across the tree's roots. Any root pruning to occur shall fall within the parameters of **Exhibit 16**.

In cases where root pruning is not feasible without severely compromising the structural stability or health of the tree, tree removal may be considered.

Hardscape Repair

Minor damage to hardscapes which occur on public property that is three-fourths of an inch (3/4") or less shall be "ground down" by a concrete grinding machine. If necessary, permanent repair of the area should be scheduled for a later date.

Major hardscape damage on public property where the damage cannot be rectified by temporary measures such as grinding of the concrete will require the scheduling of a permanent repair, based upon the potential to create a public safety hazard.

If the removal of the offending roots may jeopardize the health or structural stability of the tree, one of the following alternatives shall be considered:

1. **Off-set** - An off-set is the tapering or reduction of a sidewalk's size down to a width no less than forty-two (42) inches.
2. **Ramping** - A sidewalk may be constructed to ramp over offending roots, as long as the slope of the grade does not exceed one (1) foot of elevation change within a span of twelve (12) linear feet.
3. **Reconfiguration** - Sidewalks do not need to be constructed in a straight line. If the public easement can accommodate it, a sidewalk may be reconfigured to curve around a tree in suitable manner.
4. **Removal** - If no other hardscape installation alternative is feasible, a tree may be removed, as long as it complies with the tree removal criteria listed in Chapter 3 of this manual.

Tree Preservation

Urban forest management includes addressing trees outgrowing their planting site as they mature and conflict with infrastructure. These trees were planted with the arboriculture knowledge available at the time and we continue to learn more about which trees ‘work’ in an urban environment as the industry advances. Current tree plantings throughout the City of Glendora focus on planting the ‘right tree’ in the ‘right place,’ to minimize these conflicts in the future.

The City of Glendora recognizes and values the historical investment in planting and caring for City-managed trees, and the enhanced environmental values mature trees provide. Although these trees are not in the ‘right place,’ removing these trees to repair infrastructure also results in a loss of environmental benefits to the community. Replacing lost benefits is only possible when young trees are given time to grow.

Exhibit 18 illustrates an example of how a mature tree can be preserved while resolving an infrastructure conflict. The City of Glendora is open to exploring creative solutions such as encroachment permits with agreeable residents to prioritize tree preservation. Collaborative partnerships may be an effective method to preserve mature trees throughout the City.

Exhibit 18. Tree Preservation Example

Tree Preservation Example

A cooler, healthier, cleaner Glendora can be realized through urban forestry efforts. Planting new trees and preserving mature trees, **on both public and private properties**, enhances the quality of life for community members today and the future.

The City of Glendora collaborates with community partners to achieve both:

Repairing Infrastructure to a Safe Condition

Preserving Mature Trees



Tree Removal

Removal Criteria

The City Arborist shall use the criteria detailed below to evaluate if a City-owned tree qualifies for removal in alignment with City policies:

1. **Hazardous Trees** - Trees determined to have a risk level higher than the City's tolerance as evaluated by an ISA Certified Arborist with the Tree Risk Assessment Qualification (TRAQ) may be considered for removal.
2. **Dead and Dying Trees** – Trees are living creatures with finite lifespans. Upon the City Arborist's declaration that a City-owned tree is dead or in irreversible decline, the tree may be considered for removal.
3. **Diseased/Infested Trees** - Trees that acquire an infectious disease or are infested with an insect that is declared to be a serious pest threat to other nearby trees shall be examined by the City Arborist and removed upon their recommendation that the tree may not be saved with reasonable remedies.
4. **Emergency Removals** – An immediate threat to life is present or imminent and removal of the tree is the only feasible way to alleviate the threat.
5. **Infrastructure and Hardscape Damage** - If a tree is causing damage to infrastructure and/or hardscape such as sidewalks, water mains, or sewer lines, then root and/or crown pruning should be employed to prevent further infrastructure damage. If repairs to infrastructure cannot be completed without severe root pruning, and other remedial repair methods cannot feasibly be utilized without severely jeopardizing the health and stability of the tree, the tree may be removed and, when feasible, replaced with a suitable species. Should trees require root pruning to mitigate a conflict, the roots that require pruning shall meet the criteria illustrated in **Exhibits 16** and **17**.
6. **Sight Visibility** - If it is determined that a tree is causing a serious visibility hazard (e.g. a corner tree that blocks the visibility of a stop sign), consideration to moving signs temporarily while the tree matures shall be considered. If infrastructure cannot be modified, visibility pruning shall be considered. If visibility pruning is either insufficient in mitigating the conflict or pruning would jeopardize the health or structure of the tree, the tree may be considered for removal and replacement.
7. **Undesirable Species** - If a tree is on the list of undesirable trees on file in the Public Works Department, the tree will be evaluated for additional reasons the tree may be considered for removal. Some species characteristics which make a tree undesirable may include high water-use, unsuitable for the local climate, and/or invasive. The "undesirable" aspect of a tree will be taken into consideration with one or more of the previously listed criteria.

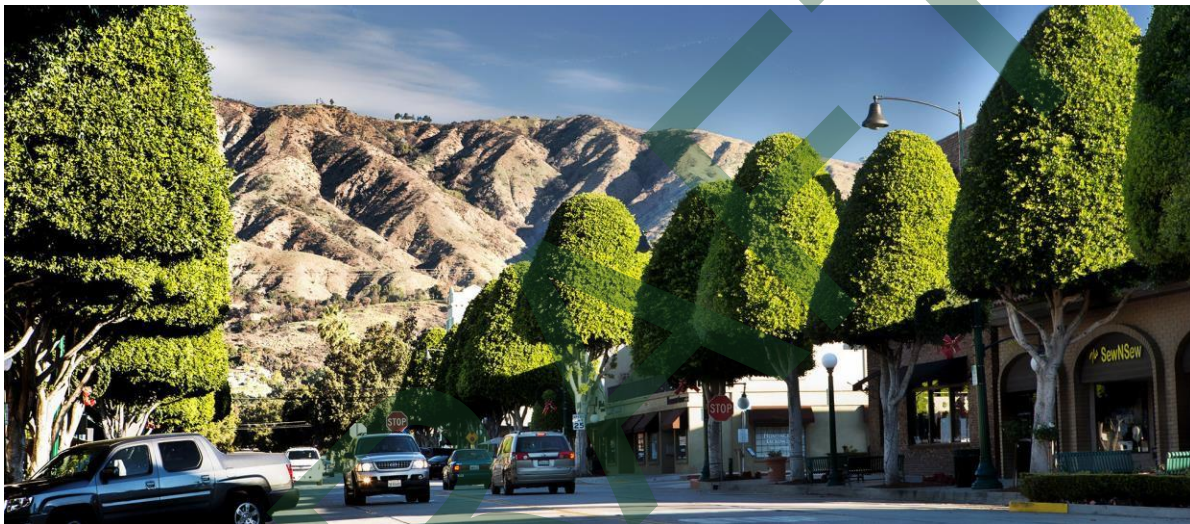
Reasons NOT Valid for Removal

The following are reasons are NOT valid for removal:

- Excessive leaves, fruit, flowers, petals, bees, birds and other animals or insects create a nuisance to the resident.
- Roots in the sewer line; resident must maintain their lateral.
- Hardscape damage if a feasible modification to infrastructure allows for tree preservation.
- Altering an area's existing tree species composition.

CHAPTER 4: FICUS TREES IN GLENDORA'S VILLAGE

The Ficus trees in Glendora's Shopping Village (Village) have become a trademark of the City. These trees require special care and attention to maintain their aesthetic and minimize debris in the Village area. The Ficus trees in the Village are pruned to a desired aesthetic and not to the natural form of the tree species. To preserve their characteristic silhouette, these trees are pruned annually, and when funding is available, bi-annually. However, as outlined in Chapter 3, current standard for a safe and healthy municipal urban forest identifies pruning cycles of five (5) to seven (7) years. More frequent pruning can elevate physiological stress and compromise long-term health and ability to thrive. Excessive pruning may result in structurally weak branch attachments, heightened vulnerability to pests and pathogens, and a reduction in overall tree longevity.



Ficus Tree Maintenance

The care of these trees shall consist of the following:

1. The trees will be pruned annually to retain their shape, preferably in October to allow sufficient time to hang lights on the trees prior to the Christmas shopping season. The hanging of Christmas lights traditionally occurs in October, before Thanksgiving and the "Holiday Stroll" event. The pattern is currently a "cone" or Christmas tree shape.
2. Several trees in the Village bear fruit. A combination of certain weather patterns and environmental factors appear to trigger fruit production, and these patterns often cannot be easily predicted. When this occurs, dropped fruit get tracked on sidewalks and floors of local businesses, causing an unsightly mess. As funding becomes available, the City will prune the trees up to every six (6) months and reduce fruit drop by applying a topical growth regulator. However, pruning every six (6) months and applying a topical growth regulator is dependent on funding.
3. In the summer, the Ficus trees in the Village are frequently impacted by Cuban Laurel Thrip, which can be a considerable nuisance. On these occasions, the City will treat the trees with pesticide to prevent infestation.
4. Every effort shall be made by City staff and contractors to accommodate local merchants.

Considerations for Enhancing Resilience

Throughout southern California, municipalities are reporting rapid branch dieback of Ficus trees caused by a fatal fungal strain that will likely result in the death of these trees within ten (10) to thirty (30) years. While the sixty-six (66) maintained Ficus trees in the Village provide trademark character and beauty, it is important to understand how this fungus may impact the health and viability of these trees and begin considering different species or a variety of species to enhance resiliency. An important step in determining a palette of replacement tree species involves gaining feedback from the community regarding important characteristics of Ficus trees to preserve, including the shape, consistent aesthetic value, spacing, and coloring. Once observable dieback occurs among the City's Ficus trees, replacement with approved species will fall under the authority of the City Arborist. Without a transitional planting plan, the Village is susceptible to losing canopy cover and shaded pathways.

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CHAPTER 5: VERY HIGH FIRE HAZARD SEVERITY ZONE PROTECTION

The Pride of the Foothills is always at risk of fire and erosion damage. The City has learned through experience that landscaping plays a major role in home protection. Therefore, the following information is designed for those who live in the “High Fire Severity Zone” as identified by the City and Fire agencies.

Through sources provided by the California Department of Forestry and Fire, US Forest Service, and Los Angeles County Fire Department, the City concludes that the severity of fire-related damage in many areas could have been reduced with proactive landscaping plans. The four key components used to protect homes and property from severe fire damage are creating Defensible Space, plant selection and maintenance, and erosion control.

Creating Defensible Space

Defensible space is the design and maintenance of landscapes that will reduce the risk of structure loss during a fire. Defensible space works to achieve four objectives:

- Reduce the risk of direct flame contact with a structure,
- Reduce the overall fire intensity and rate of spread near a structure,
- Remove ember sources and provide a space for embers to fall to the ground before reaching a structure,
- Provide an area for firefighters to safely engage with the fire and access to structures.

The term “structure” includes all buildings including those uninhabited such as garages, storage sheds, or other exterior buildings. A defensible space zone around the entire structure has been proven to be effective for achieving these objectives (Syphard et. al. 2014). Conversely, the lack of defensible space within thirty (30) feet of a structure has been shown to be a key factor in structure ignition during wildfires (Troy 2020).

Defensible space is comprised of the following three zones. These zones comprising one hundred (100) feet of Defensible Space is the minimum guideline yet providing additional defensible space treatments beyond one hundred (100) feet is recommended in some cases depending on topography, building construction, and vegetation types.

- **Zone 0: Ember Resistant (zero (0) to five (5) feet):** Zone 0, sometimes referred to as the “Immediate Zone,” is the area nearest to the structure and includes the surfaces of the structure itself, plants, decks, and outdoor furniture. Ideally, there should be zero combustibles in this zone. This area is the most vulnerable and should be maintained to be fire resistant.
- **Zone 1: Lean, Clean, and Green (five (5) to thirty (30) feet):** Zone 1, sometimes referred to as the “Intermediate Zone,” extends from five (5) feet from the house’s exterior walls to a distance of thirty (30) feet. Management actions include a combination of landscaping and hardscaping, with the goal of moderating fire behavior. In this Zone, all dead and dying plants should be removed. Separation between shrubs and trees should be created to prevent fire spread. It is also recommended to regularly prune trees to keep branches a minimum of ten (10) feet from other trees and provide sufficient watering.
- **Zone 2: Reduce Fuel (thirty (30) to one hundred (100) feet):** Zone 2, sometimes referred to as the “Extended Zone,” extends from thirty (30) feet to at least one hundred (100) feet from the house. Vegetation should be reduced in this zone to prevent wildfire spread. Grass in this zone should be mowed annually and kept to a height of four (4) inches. In addition, vertical and horizontal spacing between shrubs and trees should be maintained accordingly.

For more information regarding creating and maintaining Defensible Space, please visit <https://www.fire.ca.gov/dspace>.

Tree Selection

Proper plant selection is a key component of firesafe landscaping. Ideally, plants near structures should be well-irrigated, maintained frequently to remove ladder fuels, and be of a species that is appropriate for the wildland urban interface/intermix (WUI). Native trees evolved in the local environment over thousands of years and are typically less susceptible to fire, pests, and/or diseases compared to non-native species. Native selections for new tree plantings include coast live oak, valley oak, alder, and the black walnut. Conversely, some native species such as toyon and California laurel should be avoided in these areas due to their flammability.

Trees such as oaks, sycamores, and walnuts are equipped with thick, spongy, fibrous bark that is flame-resistant. These trees can often survive and continue growing healthily after fire events. Tree condition and maintenance are also important factors in reducing wildfire risk, as some tree species can become more fire-resistant if properly maintained and irrigated. For more information regarding plant selection and firesafe landscaping, visit <https://readyforwildfire.org/prepare-for-wildfire/fire-smart-landscaping/>.

While some pine and palm species are native to the area, previous fire events have demonstrated that pines, palms, eucalyptuses, cypresses, and most conifers are laden with oils, sap, resins and other combustible material. Those who reside in the Very High Fire Hazard Severity Zone should refrain from planting these trees as they are highly flammable.

Landscaping Permits

A City-issued landscaping permit is required for projects planning to landscape over one thousand (1000) square feet of land within the High Fire Severity Zone. A permit may be obtained by submitting landscape plans to the Planning Division of the City's Recreation and Human Services Department. Landscape plans should depict defensible space, plant and tree selection, irrigation, erosion control, and drainage.

Erosion

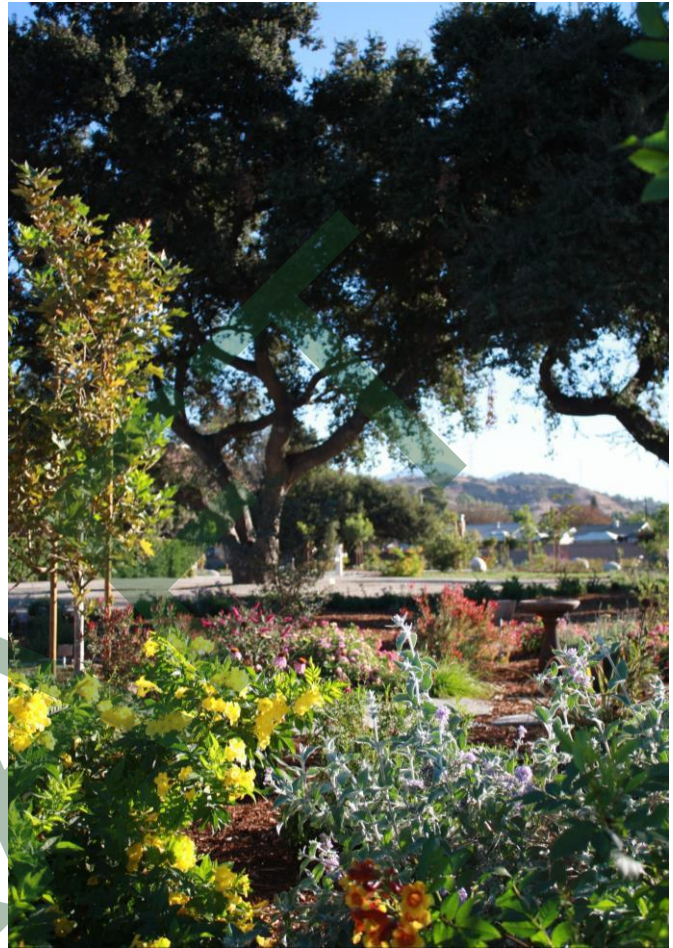
The risks of fire and erosion and the costs of installation and maintenance increase with each degree of a hill's incline (Kent 2005). Planting trees on hillsides provides erosion control but must be balanced with limited ability to maintain these trees and the community's desires for views that may be blocked by these trees. The best trees for hillside planting produce minimal fuel, grow shorter in height, and are easier to maintain on steep, erodible slopes. As such, these tree species should thrive under the site's natural conditions and be suited for the existing soil type and depth, sun exposure, and water availability. These trees should not result in current or future obstruction of views.

CHAPTER 6: ARBORETUM AND BOTANIC GARDEN

The City of Glendora's Arboretum and Botanic Garden located at 201 West Gladstone Street was completed in June 2017 with the goal of encouraging visitor curiosity and exploration of a wide variety of trees. Each approved tree species on the City's tree list grows in the arboretum to allow visitors to see the mature size, aesthetic, growth habit, and seasonal behavior of each species. The various paths provide access for a closer look at each tree, which have a tag identifying the common and botanical name. Researching the tree using the botanical name is the best way to obtain information to ensure the right tree is planted in the right place. A total of 98 trees of 64 different species were planted for this project. With roughly half of the trees being deciduous, meaning one can expect fall color and bare branches in the winter.

The Arboretum and Botanic Garden is a unique community resource providing opportunities for education, access to green space, and a connection to local nature and biodiversity. The Arboretum is a useful tool to educate community members on the approved tree species list, providing them with the opportunity to see and interact with trees they may be interested in planting on their property.

Staff maintain the planters free of weeds on a biweekly basis and ensure proper irrigation, which is key to healthy and thriving trees grow in the arboretum. Mulch suppresses weeds and minimizes soil compaction. Staff perform regular structural pruning on young trees to improve their aesthetic appearance, correct their form and minimize large diameter cuts when the trees mature. The garden will grow greener with each passing year and each tree will provide countless benefits to the community. A map of the City's Arboretum and Botanic Garden Tree Tour can be found in **Appendix D**.



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CHAPTER 7: PARTICIPATING IN URBAN FORESTRY

Tree Donations Program

The City encourages the community to donate funds, trees, or tree care materials to enhance the community forest. All donations of trees to the City must meet certain qualifications and restrictions set by the Public Works Department.

Likewise, the department must follow certain procedures in receiving such gifts. All tree donations shall be accepted only under the terms stated in the City's Administrative Policy. Trees may be donated to the City for planting in City parks or within City rights-of-way. The City shall make every effort to have a tree planted where the donor wishes; however, may not always be able to plant a certain tree in a certain place.

Standard Tree Donations

Standard tree donations may be in the form of monetary gifts funded specifically for the purchase and planting or watering of a tree, or the donation may be a tree itself pending approval by the Public Works Department.

The City requests that the general amount for a monetary tree donation gift covers the current average cost for a twenty-four (24") inch box-size tree, all necessary planting materials, and cost for a three (3) year establishment care watering program. The current average cost for tree planting shall be determined by the Director of Public Works. Donors giving tree donations valued at more than \$500 will be presented with a token of appreciation by the Community Services Commission.



All donated trees shall be approved by the City Arborist only after the proposed tree and location have been reviewed and approved. Residents are encouraged to stay within the recommended street tree list found in **Appendix A**.

Residents interested in donating a tree to the City of Glendora should contact the Recreation and Human Services Department for information.

Memorial Tree Program

For residents wishing to donate a memorial tree honoring the passing of a loved one, the City has a memorial tree program. Memorial trees are available for purchase and would be planted in a loved one's name at a City park or City right-of-way with an engraved brass plate in front of tree. Residents are encouraged to stay within the recommended street tree list found in **Appendix A**.

Acceptance of donations does not imply reciprocal agreement or obligation to the donor by the City other than designation of donated funds for specific tree gifts. Any tree-related gift accepted by the City becomes the property of the City and shall be subject to all the policies described in this manual.

Volunteer Program

The City has numerous opportunities for members of the community to get involved with the urban forest. Volunteer tree plantings occur each Arbor Day and Earth Day where residents are encouraged to volunteer. However, ongoing volunteer opportunities may include tree watering, mulch and berm maintenance, arboretum maintenance, outreach, and more. Please contact the Public Works Department for more information.



APPENDIX A
List of Approved Trees

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Appendix A

Approved Tree Species List

The Approved Tree Species List (List) for the City of Glendora (City) is meant to serve as a guide and resource for the City, residents, developers and others interested in planting region-appropriate and climate-resilient trees with the highest chance for successful establishment and long-term survival. The List includes several tree characteristics to consider when determining if a tree species is suitable for a given area including its water needs, size at maturity, planting space requirements, and whether the tree is native to the area. Columns with an asterisk indicate the information is provided from the California State Polytechnic University, San Luis Obispo's Urban Forest Ecosystems Institute (UFEI) SelecTree website.

The Recommended Tree Species List has several columns with information to help the user choose which tree species to plant. These columns include:

- **Tree Species /Scientific Name:** Formal botanical or Latin name for the tree species.
- **Common Name:** Corresponding common name for the tree species; often more easily recognized than the botanical name.
- **Size Classification:** Classifies trees by their potential height at maturity. Small size trees are classified as less than 30 feet, medium size 30 – 50 feet, and large trees as greater than 50 feet.
- **Climate Areas:** The City of Glendora falls in the Sunset Climate Zones 8 (Building Climate Zones by Zip Codes | California Energy Commission. 2025.). Glendora falls in Zones 10a for Plant Hardiness (USDA Plant Hardiness Zone Map. 2025.)
- **Foliage Type:** Indicates whether the species is deciduous (loses all its leaves every year), evergreen (retains all its leaves or needles through the year), or semi-deciduous (loses foliage for a very short period or loses only part of their foliage).
- ***Height at Maturity:** Maximum potential height the tree species will grow.
- ***Spread at Maturity:** Maximum potential width of the tree canopy at maturity, or the horizontal distance across the tree canopy from one end to its opposite end.
- ***Minimum Planting Space:** These measurements (often a range) are the circular dimensions of the required planting area that are needed for the tree species to ensure it has enough room to grow and will not encroach with other planted tree or shrub species.
- ***Water Use Rating:** Indicates the amount of water the tree species needs to thrive, from very low to high as defined by SelecTree.
- ***Salt Tolerance:** The terms 'Low', 'Moderate', and 'High' are used to rate the ability of a species to tolerate salt, either in the soil or in a coastal location.
- ***Native Tree to the Region:** Indicates if a tree species naturally occurs in Los Angeles County.

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Scientific Name	Common Name	Size Classification	Foliage Type: Deciduous (D) Evergreen (E) Semi-Deciduous (SD)	Height at Maturity (feet)	Spread at Maturity (feet)	Selectree Minimum Planting Space (ft)	Selectree Water Use Rating	Salt Tolerance	Native	Root Damage Potential
<i>Acer negundo</i>	box elder	Large	D	50	35-40	Greater than 7	High	Moderate	X	Moderate
<i>Acer oblongum</i>	Himalayan maple	Medium	SD	30	20-30	4--7	Medium	Moderate		Low
<i>Aesculus californica</i>	California buckeye	Small	D	25	20-30	4--7	Low	Moderate	X	Low
<i>Agonis flexuosa</i>	peppermint	Medium	E	35	15-30	4--7	Low	Moderate		Moderate
<i>Albizia julibrissin</i>	silk tree	Medium	D	35	20	4--7	Medium	Moderate		Moderate
<i>Arbutus unedo</i>	strawberry tree	Medium	E	35	20-35	4--7	Medium	High		Low
<i>Bauhinia variegata</i>	purple orchid	Medium	SD	35	20-35	4--7	Medium	Low		Low
<i>Brachychiton acerifolius</i>	Australian flame	Large	D	60	30-40	Greater than 7	Medium	NA		NA
<i>Brachychiton populneus</i>	bottle tree	Large	SD	50	30	4--7	Medium	Moderate		Moderate
<i>Calocedrus decurrens</i>	incense cedar	Large	E	90	10-20	Greater than 7	Medium	Moderate	X	Moderate
<i>Calodendrum capense</i>	Cape chestnut	Medium	SD	40	25-40	4--7	Medium	High		Low
<i>Cassia leptophylla</i>	gold medallion	Small	SD	25	30	4--7	Medium	High		Low
<i>Celtis sinensis</i>	Chinese hackberry	Large	D	70	50	Greater than 7	Medium	Low		Moderate
<i>Ceratonia siliqua</i>	carob	Medium	E	40	30-40	4--7	Low	Moderate		High
<i>Cercis canadensis</i>	eastern redbud	Medium	D	40	25-35	4-7	Medium	Moderate		Low
<i>Cercis mexicana</i>	Mexican redbud	Medium	D	40	15	2--4	Medium	NA		Low
<i>Cercis occidentalis</i>	western red bud	Small	D	25	10--20	2--4	Medium	Moderate	X	Low
<i>Chilopsis linearis</i>	desert willow	Medium	D	30	10--20	2--4	Very low	Low	X	Low
<i>Chionanthus retusus</i>	Chinese fringe	Medium	D	30	6--15	2--4	Medium	Moderate		Low
<i>Cinnamomum camphora</i>	camphor	Large	E	70	50-60	Greater than 7	Medium	Moderate		High
<i>Cupaniopsis anacardioides</i>	carrot wood	Medium	E	40	30	4--7	Medium	High		Moderate
<i>Eriobotrya deflexa</i>	bronze loquat	Small	E	25	15-25	4--7	Medium	Moderate		Low
<i>Ficus rubiginosa</i>	rusty-leaf fig	Large	E	50	35-60	Greater than 7	Medium	High		High
<i>Fraxinus dipetala</i>	California ash	Small	D	25	15-20	4--7	High	Moderate	X	Low
<i>Fraxinus velutina</i>	Arizona ash	Large	D	50	30-40	Greater than 7	Medium	Moderate	X	High
<i>Fraxinus velutina 'Modesto'</i>	Modesto ash	Large	D	50	30-40	Greater than 7	Medium	Moderate	X	High
<i>Geijera parviflora</i>	Australian willow	Large	E	60	20	4--7	Medium	Moderate		Low
<i>Ginkgo biloba</i>	maidenhair tree	Large	D	70	25	4-7	Medium	Moderate		Moderate
<i>Handroanthus chrysotrichus</i>	golden trumpet	Medium	SD	30	25-30	2--4	Medium	High		Moderate
<i>Handroanthus heptaphyllus</i>	pink trumpet	Medium	D	30	15-25	4--7	Medium	NA		Moderate
<i>Heteromeles arbutifolia</i>	toyon	Small	E	25	8--15	4--7	Low	Moderate	X	Low
<i>Hymenosporum flavum</i>	sweetshade	Large	E	50	15-20	4--7	Medium	NA		Low
<i>Jacaranda mimosifolia</i>	jacaranda	Large	SD	50	15-30	4--7	Medium	Low		Moderate
<i>Juglans californica</i>	Southern California black walnut	Medium	D	30	15-30	4--7	Medium	Moderate	X	Moderate
<i>Lagerstroemia 'Catawba'</i>	catawaba crape myrtle	Small	D	20	5-15	2-4	Very low	Moderate		Low
<i>Lagerstroemia 'Cherokee'</i>	Cherokee crape myrtle	Small	D	15	10-15	2-4	Very low	Moderate		Low

Scientific Name	Common Name	Size Classification	Foliage Type: Deciduous (D) Evergreen (E) Semi-Deciduous (SD)	Height at Maturity (feet)	Spread at Maturity (feet)	Selectree Minimum Planting Space (ft)	Selectree Water Use Rating	Salt Tolerance	Native	Root Damage Potential
<i>Lagerstroemia</i> 'Natchez'	natchez crape myrtle	Small	D	25	15-25	4-7	Medium	Moderate		Low
<i>Lagerstroemia</i> 'Powhatan'	powhatan crape myrtle	Small	D	20	8-15	2-4	Very low	Moderate		Low
<i>Lagunaria patersonii</i>	primrose tree	Large	E	50	20	4--7	Medium	Moderate		Low
<i>Laurus nobilis</i>	sweet bay	Medium	E	40	15-30	4--7	Medium	Moderate		Moderate
<i>Lyonothamnus floribundus</i> ssp. <i>asplenifolius</i>	Catalina ironwood	Medium	E	40	15-20	4--7	Low	High	X	Moderate
<i>Magnolia grandiflora</i>	southern magnolia	Large	E	80	60	Greater than 7	Medium	Moderate		Moderate
<i>Malosma laurina</i>	laurel sumac	Small	E	20	10--20	4--7	Low	NA	X	Low
<i>Metrosideros excelsa</i>	New Zealand Christmas tree	Medium	E	40	30-35	4--7	Low	High		Moderate
<i>Morus alba</i> 'Fruitless'	fruitless mulberry	Medium	D	30	30-45	4--7	Medium	Moderate		High
<i>Pinus canariensis</i>	Canary Island pine	Large	E	80	20-35	4-7	Medium	High		Moderate
<i>Pinus pinea</i>	Italian stone pine	Large	E	80	40-60	Greater than 7	Medium	High		Moderate
<i>Pinus torreyana</i>	Torrey pine	Large	E	50	20-25	Greater than 7	Low	High	X	Moderate
<i>Pistacia chinensis</i>	Chinese pistache	Medium	D	40	25-35	4--7	Low	Low		Low
<i>Platanus hispanica</i>	London plane	Large	D	80	50	Greater than 7	Medium	Moderate		High
<i>Platanus racemosa</i>	California sycamore	Large	D	80	20-50	Greater than 7	High	Moderate	X	Moderate
<i>Platanus wrightii</i>	Arizona sycamore	Large	D	80	50-55	Greater than 7	High	Low		Moderate
<i>Prunus ilicifolia</i> ssp. <i>Lyonii</i>	Catalina cherry	Medium	E	30	10--25	4--7	Low	High	X	Moderate
<i>Quercus agrifolia</i>	coast live oak	Large	E	70	30-70	4--7	Low	High	X	Moderate
<i>Quercus berberidifolia</i>	scrub oak	Small	E	20	15		Low	Low	X	Low
<i>Quercus chrysolepis</i>	canyon oak	Large	E	70	30	Greater than 7	Low	Moderate	X	Moderate
<i>Quercus douglasii</i>	blue oak	Large	D	70	40-50	Greater than 7	Very low	Moderate	X	Low
<i>Quercus durata</i>	leather oak	Small	E	10	10--12	2--4	Very low	Low	X	Low
<i>Quercus engelmannii</i>	Engelmann oak	Large	SD	70	75-80	4--7	Low	High	X	Moderate
<i>Quercus ilex</i>	holly oak	Large	E	69	40-70	Greater than 7	Medium	High		Low
<i>Quercus kelloggii</i>	California black oak	Large	D	70	30-50	Greater than 7	Medium	Low	X	Moderate
<i>Quercus lobata</i>	valley oak	Large	D	70	50	Greater than 7	Medium	Low	X	Moderate
<i>Quercus muehlenbergii</i>	Chinquapin oak	Large	D	60	50-70	Greater than 7	Medium	NA		Low
<i>Quercus nuttallii</i>	Texas oak	Large	D	80	30-50	Greater than 7	Medium	NA		Low
<i>Quercus palustris</i>	pin oak	Large	D	70	30-40	Greater than 7	Medium	Moderate		Low
<i>Quercus rubra</i>	red oak	Large	D	80	50-70	Greater than 7	Medium	Moderate		Moderate
<i>Quercus suber</i>	cork oak	Large	E	70	70	4--7	Low	Moderate		Moderate
<i>Quercus tomentella</i>	spe	Large	E	50	25-40	Greater than 7	Low	NA	X	NA
<i>Quercus wislizeni</i>	interior live oak	Large	E	70	40-75	Greater than 7	Medium	Low	X	Moderate
<i>Rhaphiobotrya splendens</i> 'Montic'	indian hawthorne	Small	E	25	10	4--7	Medium	Moderate		Low
<i>Stenocarpus sinuatus</i>	firewheel	Large	E	50	15	4--7	Medium	Moderate		Low
<i>Styphnolobium japonicum</i>	Japanese pagoda	Large	D	70	40-70	Greater than 7	Medium	NA		Low

Scientific Name	Common Name	Size Classification	Foliage Type: Deciduous (D) Evergreen (E) Semi-Deciduous (SD)	Height at Maturity (feet)	Spread at Maturity (feet)	Selectree Minimum Planting Space (ft)	Selectree Water Use Rating	Salt Tolerance	Native	Root Damage Potential
<i>Tipuana tipu</i>	tipu	Large	SD	50	25-50	4--7	Low	High		Low
<i>Tristanopsis laurina</i>	water gum	Medium	E	40	15-30	4--7	Medium	High		Low
<i>Ulmus parvifolia</i>	Chinese elm	Large	D	60	50-70	Greater than 7	Medium	Moderate		Moderate
<i>Umbellularia californica</i>	California bay laurel	Medium	E	30	60-75	Greater than 7	High	High	X	Moderate
<i>x Chitalpa tashkentensis</i>	chitalpa	Medium	D	35	30	4--7	Low	Moderate		Low
<i>Xylosma congesta</i>	xylosma	Small	E	25	8--15	2--4	Low	Moderate		Low
<i>Zelkova serrata</i>	sawleaf zelkova	Large	D	70	50-65	Greater than 7	Medium	Moderate		Moderate

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APPENDIX B
List Of Undesirable Trees

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Appendix B

List of Undesirable Tree Species

Selecting appropriate tree species greatly impacts the overall health, ecosystem, and resiliency of an urban forest. The species listed below are considered undesirable to plant for factors such as incompatibility with Glendora's environmental conditions, structural or rooting issues, or identified as an invasive species. Selecting species outside of this list will contribute to a healthier, sustainable urban forest for future Glendora community members.

Undesirable Tree Species

Botanical Name	Common Name	Considerations
<i>Acacia baileyana</i>	bailey acacia	Cal- IPC ¹ rating of Watch.
<i>Acer negundo</i>	box elder	Has weak branch strength and is prone to limb failures.
<i>Ailanthus altissima</i>	tree-of-heaven	Cal-IPC rating of Moderate.
<i>Alnus cordata</i>	Italian alder	Riparian area high water-use species. Not climate appropriate in southern California.
<i>Alnus rhombifolia</i>	white alder	Riparian area high water-use species. Not climate appropriate in southern California.
<i>Archontophoenix cunninghamiana</i>	king palm	Palms are not woody tree species and provide fewer environmental benefits, such as shade and carbon sequestration. Ornamental uses may be considered.
<i>Betula nigra</i>	river birch	Riparian area high water-use species. Not climate appropriate in southern California.
<i>Betula pendula</i>	European white birch	Riparian area high water-use species. Not climate appropriate in southern California.
<i>Ceratonia siliqua</i>	carob	Has an invasive root system.
<i>Erythrina coralloides</i>	naked coral tree	Has an invasive root system and is prone to limb failures.
<i>Erythrina crista-galli</i>	cockspur coral tree	Has weak branch strength and is prone to limb failures.
<i>Erythrina humeana</i>	natal coral tree	Has weak branch strength and is prone to limb failures.
<i>Eucalyptus globulus</i>	blue gum	Cal-IPC rating of Limited.
<i>Eucalyptus camaldulensis</i>	river red gum	Cal-IPC rating of Limited.
<i>Ficus carica</i>	edible fig	Cal-IPC rating of Moderate.
<i>Fraxinus uhdei</i>	evergreen ash	Has an invasive root system.
<i>Grevillea robusta</i>	silk oak	Cal- IPC rating of Watch. Prone to limb failures.
<i>Hesperocyparis macrocarpa</i>	Monterey cypress	Has weak branch strength and is prone to limb failures.
<i>Koeleruterina paniculata</i>	goldenrain	Invasive seed pods and vigorous sprouting.

¹ The California Invasive Plant Council (Cal-IPC) is a 501(c)(3) nonprofit that works closely with agencies, industry and other non-profit organizations to maintain the California Invasive Plant Inventory, a comprehensive list of invasive plants based on ecological impacts, as well as "Watch" plants that may become invasive in the future. Each plant is assessed using a transparent criteria system with documentation of sources. Individual plant profile pages, along with many other resources on invasive plants, can be found on their website: <https://www.cal-ipc.org/>.

Undesirable Tree Species

Botanical Name	Common Name	Considerations
<i>Lagunaria patersonia</i>	primrose	Pest and disease susceptibility
<i>Liquidambar styraciflua</i>	American sweetgum	Has an invasive root system, is not climate appropriate for southern California. Susceptible to Xylella or "bacterial scorch."
<i>Liquidambar styraciflua</i> 'rotundiloba'	rotundiloba sweetgum	Has an invasive root system, is not climate appropriate for southern California. Susceptible to Xylella or "bacterial scorch."
<i>Magnolia grandiflora</i>	southern magnolia	Not climate appropriate for southern California.
<i>Magnolia grandiflora</i> 'Russet'	russet southern magnolia	Not climate appropriate for southern California.
<i>Melia azedarach</i>	chinaberry	Cal-IPC rating of Watch.
<i>Morus alba</i>	mulberry	Has an invasive root system.
<i>Parkinsonia florida</i>	blue palo verde	Extensive root system
<i>Phoenix canariensis</i>	Canary Island date palm	Cal-IPC rating of Limited.
<i>Pinus halepensis</i>	aleppo pine	Not climate appropriate for southern California.
<i>Pinus radiata</i>	Monterey pine	Not a suitable species for southern California
<i>Pittosporum undulatum</i>	victorian box	Cal-IPC watch list.
<i>Populus spp.</i>	cottonwood	Has weak branch strength and is prone to limb failures. Riparian species with high water need.
<i>Prunus cerasifera</i>	purple-leaf plum	Cal-IPC rating of Limited.
<i>Pyrus calleryana</i> , 'aristocrat'	aristocrat callery pear	Cal-IPC watch list.
<i>Pyrus calleryana</i> , 'bradford'	bradford pear	Cal-IPC watch list.
<i>Pyrus kawakamii</i>	evergreen pear	Cal-IPC watch list.
<i>Robinia pseudoacacia</i>	black locust	Cal-IPC rating of Limited.
<i>Salix babylonica</i>	weeping willow	Has an invasive root system.
<i>Schinus molle</i>	Peruvian pepper	Cal-IPC rating of Limited.
<i>Schinus terebinthifolia</i>	Brazilian pepper	Cal-IPC rating of Moderate.
<i>Searsia lance</i>	African sumac	Bushy, low growing. Requires high maintenance.
<i>Sequoia sempervirens</i>	coast redwood	While native to California, coast redwood is not a native or climate appropriate tree for southern California and has a high mortality rate in the southern California region.
<i>Sequoiadendron giganteum</i>	giant sequoia	While native to California, giant sequoia is not a native or climate appropriate tree for southern California and has a high mortality rate in the southern California region.
<i>Syagrus romanzoffiana</i>	queen palm	Palms are not woody tree species and provide fewer environmental benefits, such as shade and carbon sequestration. .
<i>Triadica sebifera</i> / <i>Sapium sebiferum</i>	Chinese tallowtree	Cal-IPC rating of Moderate.
<i>Washingtonia robusta</i>	Mexican fan palm	Cal-IPC rating of Moderate. Palms are not woody tree species and provide fewer environmental benefits, such as shade and carbon sequestration. Palms require more frequent maintenance, increasing costs and contribute to greater greenhouse gas emissions.

Undesirable Tree Species

Botanical Name	Common Name	Considerations
<i>Washingtonia filifera</i>	California fan palm	Palms are not woody tree species and provide fewer environmental benefits, such as shade and carbon sequestration. Palms require more frequent maintenance, increasing costs and contribute to greater greenhouse gas emissions.
	Fruit trees	Undesirable as a street tree due to fruit and debris. Ornamental varieties may be considered.

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APPENDIX C
Frequently Asked Questions

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Appendix C

Frequently Asked Questions

The City of Glendora's Public Works Department maintains trees growing on City-owned property, parks, and within residential rights-of-way, easements, or parkways throughout the City. The City is responsible for these City-maintained trees throughout the tree's lifetime. The following addresses Frequently Asked Questions regarding tree care in Glendora.

To request services such as tree inspection, tree maintenance, tree removal, or planting a new street tree within those areas, please request service through the City's Services portal, available on the City website. Questions about this process can be directed to the Public Works Department Parks Landscape Division at (626) 852-4871.

How can I find out if my tree is on City easement?

Call the Parks and Landscape Division at (626) 852-4871. This information must be requested through the Parks and Landscape Division. All other service requests can be requested through the City's Services portal, available on the City website.

How do I get a tree planted in my easement/parkway?

Request can be made through the City's Services portal, **the City will plant a new tree at no cost to the resident, if the resident agrees to maintain irrigation to support the tree's health and maturity**

How can I get my tree checked for diseases or if it is dying?

If you suspect a parkway tree in your front property is dying or diseased, you may request service through the City's Services portal.

How long does it take to get my tree trimmed

All trees maintained by the City are on a regular tree pruning schedule. Depending on the species of the tree, you can expect to see the City trees pruned every three years for palms, annually for downtown Ficus trees, and every five years for all other species. **A 5–7 year pruning cycle is the recommended industry standard for a safe and healthy municipal urban forest.** This frequency minimizes physiological stress and supports long-term health and structural integrity as trees grow to maturity. This interval allows trees to respond and recover naturally, reducing susceptibility to pests, pathogens, and structural weaknesses.

The City trims all city owned trees on a grid trim schedule. Pruning schedules can be found on the City website.

Can I trim my City tree or get it trimmed?

If you would like a City owned tree trimmed outside of the regular trim cycle, please use the City's Services portal to request service. The City Arborist shall review and approve or deny requests.

How do I get my City-maintained tree removed?

Request service using the City's Services portal. **Tree removal will be approved only if it meets the criteria detailed in the Urban Forestry Manual.** The following are not valid reasons for tree removal: messiness, nuisance caused by natural debris or wildlife, roots affecting private sewer lines, hardscape damage when feasible alternatives exist, and altering the area's existing tree species composition.

How can I have my trees topped?

You may NOT top City-managed trees. The City and the International Society of Arboriculture (ISA) prohibit topping trees and does not consider topping an appropriate pruning method. This practice often removes 50 to 100 percent of the leaf-bearing crown of a tree. Because leaves are the food factories of a tree, removing them can cause stress to a tree, where they are more vulnerable to pests, pathogens, drought stress, and potential mortality and failure. Topping also produces water sprouts or suckers to mitigate tree canopy loss. These water sprouts, caused by topping, result in weak branch attachments which make the tree more susceptible to failure. **Topping is a prohibited pruning practice unless deemed necessary by the City Arborist, yet remains common among the unaware or inexperienced, despite more than 25 years of literature and seminars documenting its harmful effects (Glendora Municipal Code 16).**

How can I get my private trees trimmed?

The City only trims City owned trees. Hiring an ISA Certified Arborist to provide tree care on private property trees ensures that minimal harm is caused while performing tree work. The ISA website has an online tool to find local arborists. The City does not recommend a particular company.

How can I trim my trees like the downtown Ficus trees?

The downtown Ficus trees are characteristic to the City of Glendora. These specimens are specifically pruned at least annually to retain the 'gum drop aesthetic.' Maintaining the 'shaped' form instead of the 'natural form' of a tree is called 'shaping.' Shaping can have unintended consequences such as more frequent pruning wounds, which can be harmful to the tree, costs money to maintain, and emits more greenhouse gases associated with the additional maintenance.

May I get my neighbors trees trimmed?

No, you can only trim the portion of the tree that is on your property.

Do any companies offer discounts for Senior Citizens?

Many companies do offer discounts to seniors. You will need to contact each company for senior rates.

Why do tree roots enter a sewer pipe system?

Roots grow toward water vapor or moisture, by a continuous process (hydrotropism) occurring at the very end of the root. The root grows one cell at a time enabling it to enter the small cracks and joints, which may be present in your pipe. After a root enters a pipe, it divides hundreds of times to form a large mass of tender root ends. This root mass will accumulate a thick coating of grease which will collect up on the root mass until a blockage occurs.

Are we allowed to cut down California Oak Trees?

All of the City's public trees are protected trees including native oak species (Glendora Municipal Code Chapter 16). Native oak trees are climate-adapted, large shade trees that provide an exceptional amount of benefits to the environment and surrounding ecosystem. Many entities throughout California adopt local ordinances to protect City-managed native tree species. Some entities go further and protect native oak trees on private properties. The City of Glendora's Tree Ordinance only applies to trees managed by the City.

What day-to-day maintenance tasks will help my newly planted tree thrive?

Newly planted trees require deep, slow, infrequent watering to improve survivability. A newly planted tree should be watered at a rate of 10 gallons per 1.5-inch trunk caliper diameter at the following rates: once a week for the first year, once every two weeks for the second year, and once a month for the third year. Additional watering should occur during prolonged drought and before anticipated heat events. These watering practices can help a tree develop long term drought resiliency and increase drought recovery.

Maintaining mulch and soil berms can help retain moisture and decrease drought stress. Avoid using weed whackers or lawn mowers near the trunk to prevent damage, keep the soil berms free of grass and weeds, and regularly check and adjust stakes to ensure they are upright and that ties are not girdling the trunk. Monitor the tree for signs of pests, disease, or stress. If you suspect a parkway tree in front of your property is dying or diseased, request service using the City's Services portal found on the City website.

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APPENDIX D
Arboretum and Botanic Garden Tree Tour

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REGION 1

NAME	TREE NO.
Amaya, Bridget	55A
Andrews, Gary and Connie	10A
Butler, La Shawn	4A
DAR Serrano	10B
Domino's Pizza Glendora	23B
Fields, Marilyn	49
Glendora Plumbing	4C
Jasso, Emily	26B
Jones, Morgan and Aileen	29
Killackey, Kristopher	30A
Nelson, Judy and Byron	17
Rowland, Giles and Sandy	5A
Van Vliet, Mr. and Mrs. Keith	4B
Viera, Margaux	56A

SCIENTIFIC NAME
<i>Lagerstroemia 'Natchez' multi</i>
<i>Cedrus atlantica 'Glauca'</i>
<i>Ginkgo biloba 'Autumn Gold'</i>
<i>Cedrus atlantica 'Glauca'</i>
<i>Handroanthus impetiginosus</i>
<i>Olea europaea 'Majestic Beauty'</i>
<i>Ginkgo biloba 'Autumn Gold'</i>
<i>Coiba speciosa</i>
<i>Quercus ilex</i>
<i>Quercus suber</i>
<i>Handroanthus chrysotrichus</i>
<i>Cassia leptophylla</i>
<i>Ginkgo biloba</i>
<i>Magnolia grandiflora</i>

COMMON NAME
Natchez Hybrid Crape Myrtle
Blue Atlas Cedar
Autumn Gold Maidenhair
Blue Atlas Cedar
Pink Trumpet
Majestic Beauty Olive
Autumn Gold Maidenhair
Silk Floss Tree
Holly Oak
Cork Oak
Golden Trumpet Tree
Gold Medallion
Autumn Gold Maidenhair
Southern Magnolia

REGION 2

NAME	TREE NO.
Banham, Glenn	33
Butler, La Shawn	9A
Freitag, Kista	69
Girl Scout Troop #6544	32C
Glendora United Methodist Church	1
Hawkins, Howard and Wong	16B
Jean, Kelly, Dan D and Laura	31A
Kugel, Jeff and Brooke	3A
Larsen, Dee Ann	57
Lopez, Paul and Debbie	35
Lopez, Paul and Debbie	50
Lopez, Paul and Debbie	51
Lorusso, Mike	61
McClellan, Lindsay	59
Nall, Tom	23A
Potty, Mary	55B
Quayle, Robin	23C
Queen, Stephanie Cho and Nick	63
Smith, Christine	62
Smith, Christine	64
Viera, Margaux	47D
Ward, John and Victoria	32E
West Coast Arborists	31B

SCIENTIFIC NAME
<i>Cercis canadensis var. texensis 'Texas White'</i>
<i>Pistacia chinensis</i>
<i>Citrus x paradisi 'Rio Red'</i>
<i>Cercidium x 'Desert Museum'</i>
<i>Prosopis glandulosa</i>
<i>Arbutus unedo</i>
<i>Quercus lobata</i>
<i>Acer palmatum var. atropurpureum 'Bloodgood'</i>
<i>Prunus persica var. nucipersica 'Snow Queen'</i>
<i>Citrus sinensis</i>
<i>Maltus Pumila</i>
<i>Pyrus communis</i>
<i>Jacaranda mimosifolia</i>
<i>Citrus sinensis 'Cara Cara'</i>
<i>Handroanthus impetiginosus</i>
<i>Lagerstroemia 'Natchez' multi</i>
<i>Handroanthus impetiginosus</i>
<i>Lophostemon confertus</i>
<i>Cercis canadensis 'Covey'</i>
<i>Cercis chinensis 'Avondale'</i>
<i>Prunus cerasifera 'Purple Pony'</i>
<i>Cercidium x 'Desert Museum'</i>
<i>Quercus lobata</i>

COMMON NAME
White Redbud
Chinese Pistache
Rio Red Grapefruit
Desert Museum Palo Verde
Maverick Honey Mesquite
Strawberry
Valley Oak
Bloodgood Japanese Maple
Snow Queen Noctarine
Citrus Tree Orange
Apple
Pear
Jacaranda
Cara Cara Orange
Pink Trumpet Tree
Natchez Hybrid Crape Myrtle
Pink Trumpet Tree
Brisbane Box
Lavender Twist Weeping Redbud
Avondale Chinese Redbud
Purple Pony Plum
Desert Museum Palo Verde
Valley Oak

REGION 3

NAME	TREE NO.
Armstrong Gardens Nursery	67
Bathelme's, Gary and Barb	47C
Banham, Glenn	24B
Bennet, Cynthia	43
Burgan Family	27B
Girl Scout Troop 24154	20
Gray, Judith	32A
Lopez, Paul and Debbie	27A
Ludwick, Arthur and Sarah	28
Mendoza, Robert	8C
Martindale Group	71
Miller, Tony	46
Nichols, Rod Dave and Tami Tavares	34
O'Connor, Ian and Hannah	9B
O'Connor, Patrick and Lali	65B
Schindler, Kurt and Lori	70
Stevens, Kathy	4D
Unknown Donor	75
Viera, Margaux	56C
Voors, Rob and Christie	36
Wiggins, Barbara	39

SCIENTIFIC NAME
<i>Arbutus 'Marina'</i>
<i>Prunus cerasifera 'Purple Pony'</i>
<i>Cercis canadensis 'Forest Pansy'</i>
<i>Bauhinia x blakeana</i>
<i>Persea americana</i>
<i>Brachychiton discolor</i>
<i>Cercidium x 'Desert Museum'</i>
<i>Persea americana</i>
<i>Sophora japonica</i>
<i>Platanus racemosa</i>
<i>Pinus thunbergii</i>
<i>Melaleuca nesophila</i>
<i>Chilopsis linearis</i>
<i>Platanus racemosa</i>
<i>Cercis canadensis</i>
<i>Lagerstroemia indica 'Catwaba'</i>
<i>Ginkgo biloba 'Autumn Gold'</i>
Unknown
<i>Magnolia grandiflora</i>
<i>Tipuana tipu</i>
<i>Metrosideros excelsa</i>

COMMON NAME
Strawberry
Purple Pony Plum
Purple Leaf Eastern Redbud
Hong Kong Orchid
Avocado
Pink Flame Tree
Desert Museum Palo Verde
Avocado
Japanese Pagoda
California Sycamore
Japanese Black Pine
Pink Melaleuca
Desert Willow
California Sycamore
Eastern Redbud
Catawba Grape Myrtle
Autumn Gold Maidenhair Tree
Unknown
Southern Magnolia
Tipu Tree
New Zealand Christmas Tree

REGION 4

NAME	TREE NO.
Andrews, Gary and Connie	40
Busque, Liz	47B
Cordova, Lorena	47A
Davis & Deal CPA	8A
Glendora Women's Club	14
Jeanou, Laura	9B
Mussenden Family	6
Salamone, Frank and Elaine	13
Taj Family	54
Viera Margaux	56B

SCIENTIFIC NAME
<i>Cedrus deodara</i>
<i>Prunus cerasifera 'Purple Pony'</i>
<i>Prunus cerasifera 'Purple Pony'</i>
<i>Platanus racemosa</i>
<i>Cercis occidentalis</i>
<i>Pistacia chinensis</i>
<i>Koeleruteria paniculata</i>
<i>Cercis canadensis var. texensis 'Oklahoma'</i>
<i>Lagerstroemia 'Tuscarora' multi</i>
<i>Magnolia grandiflora</i>

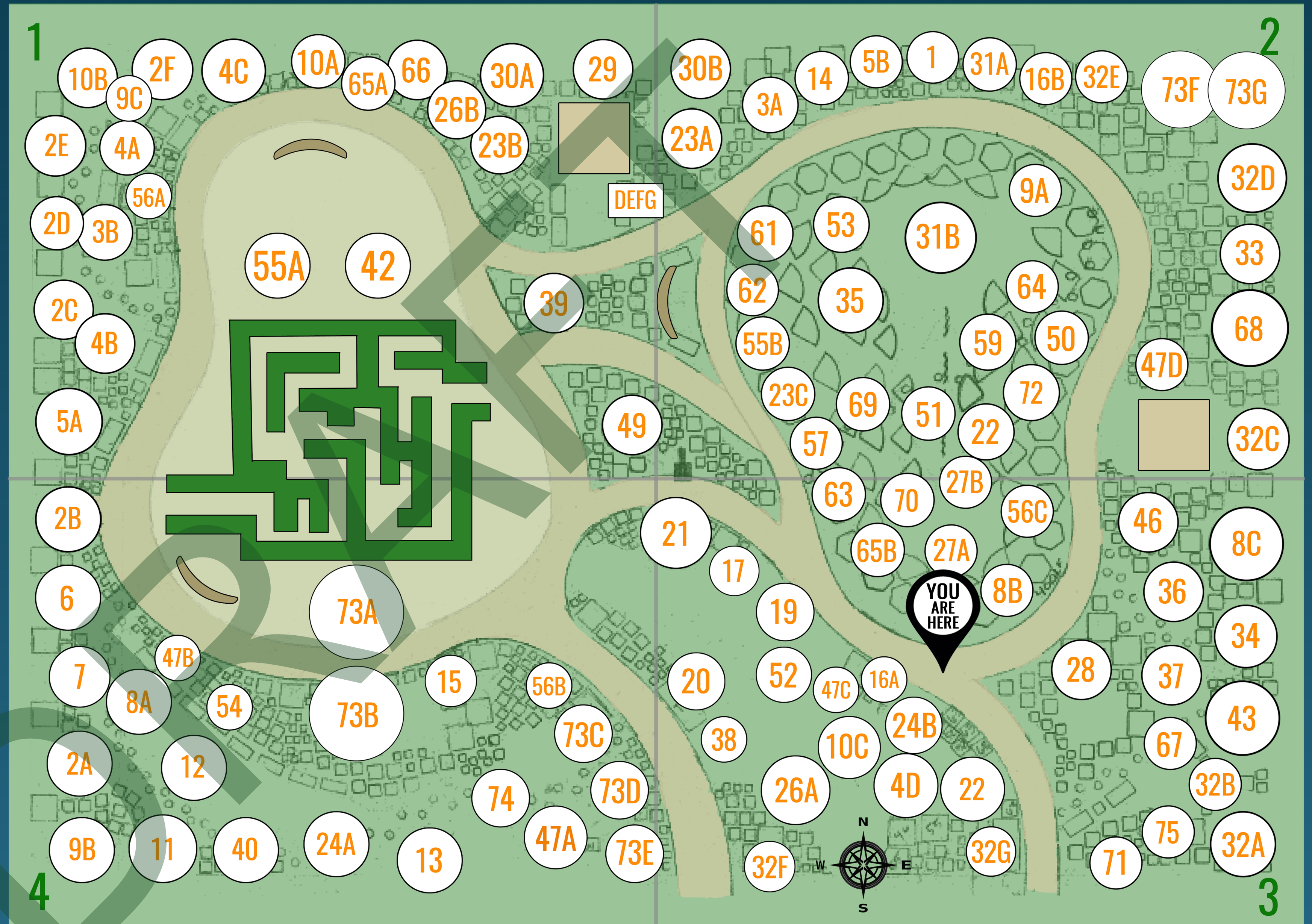
COMMON NAME
Deodar Cedar
Purple Pony Plum
Purple Pony Plum
California Sycamore
Western Redbud
Chinese Pistache
Goldenrain Tree
Oklahoma Redbud
Tuscarora Hybrid Crape Myrtle
Southern Magnolia

ADOPT A TREE

SCIENTIFIC NAME	COMMON NAME	TREE NO.	REGION	SCIENTIFIC NAME	COMMON NAME	TREE NO.	REGION
<i>Acer palmatum var. atropurpureum 'Bloodgood'</i>	Bloodgood Japanese Maple multi	11	4	<i>Cinnamomum camphora</i>	Camphor Tree	2E	1
<i>Acer palmatum var. atropurpureum 'Bloodgood'</i>	Bloodgood Japanese Maple	3B	1	<i>Cinnamomum camphora</i>	Camphor Tree	2F	1
<i>Acer palmatum var. dissectum 'Inaba Shidare'</i>	Inaba Shidare Japanese Maple	15	4	<i>Corymbia ficifolia</i>	Red Flowering Gum	74	4
<i>Azadirachta indica</i>	African Neem Tree	19	3	<i>Etiobrya deflexa</i>	Bronze Loquat	22	3
<i>Mimosa</i>	Mimosa Tree	68	2	<i>Eucalyptus torquata</i>	Coral Gum	53	2
<i>Arbutus unedo</i>	Strawberry Tree	16A	3	<i>Pistacia chinensis</i>	Chinese Pistache	9C	1
<i>Brachychiton rupestris</i>	Bottle Tree	7	4	<i>Pittosporum undulatum</i>	Victorian Box	38	3
<i>Cassia leptophylla</i>	Gold Medallion Tree	5B	2	<i>Prosopis chilensis</i>	Chilean Pistache	42	1
<i>Ceanothus 'Ray Hartman'</i>	Ray Hartman Ceanothus	12	4	<i>Punica granatum</i>	Pomegranate	72	2
<i>Cedrus atlantica 'Glauca'</i>	Blue Atlas Cedar	10C	3	<i>Quercus agrifolia</i>	Coast Live Oak	73A	4
<i>Coiba speciosa</i>	Silk Floss Tree	26A	3	<i>Quercus agrifolia</i>	Coast Live Oak	73B	4
<i>Cercidium x 'Desert Museum'</i>	Desert Museum Palo Verde	32B	3	<i>Quercus agrifolia</i>	Coast Live Oak	73C	4
<i>Cercidium x 'Desert Museum'</i>	Desert Museum Palo Verde	32D	2	<i>Quercus agrifolia</i>	Coast Live Oak	73D	4
<i>Cercidium x 'Desert Museum'</i>	Desert Museum Palo Verde	32F	3	<i>Quercus agrifolia</i>	Coast Live Oak	73E	4
<i>Cercidium x 'Desert Museum'</i>	Desert Museum Palo Verde	32G	3	<i>Quercus agrifolia</i>	Coast Live Oak	73F	4
<i>Cercis canadensis</i>	Eastern Redbud	65A	1	<i>Quercus agrifolia</i>	Coast Live Oak	73G	4
<i>Cercis canadensis 'Forest Pansy'</i>	Purple Leaf Eastern Redbud	24A	4	<i>Quercus engelmannii</i>	Engelmann Oak	66	2
<i>Cinnamomum camphora</i>	Camphor Tree	2A	2	<i>Quercus suber</i>	Cork Oak	30B	2
<i>Cinnamomum camphora</i>	Camphor Tree	2B	4	<i>Tristanopsis laurina 'Elegant' multi</i>	Elegant Water Gum	21	4
<i>Cinnamomum camphora</i>	Camphor Tree	2C	1	<i>Wisteria floribunda 'Issai Perfect'</i>	White Japanese Wisteria	52	3
<i>Cinnamomum camphora</i>	Camphor Tree	2D	1				



The City of Glendora's Arboretum & Botanic Garden TREE TOUR



On June 24th, 2017 the Community Services Department and over 200 volunteers participated in creating Glendora's first Arboretum & Botanic Garden. The two acre park is filled with over 80 trees and 50 different types of plants, from a Crape Myrtle to a Ginkgo Biloba. Along with California native plants and trees, the park also features an ADA accessible maze, great public art pieces, a swale in the center of the park, picnic tables, a drinking fountain and paths allowing you to walk throughout the entire park and get an up close look at each tree or plant. Also checkout the plaques depicting who is responsible for all the generous donations that made this greenspace possible.

To adopt a tree, please call (626) 914-8228

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Glossary

The following terms are commonly used throughout the Urban Forestry Manual and are defined below:

American National Standards Institute (ANSI) Standards A300 - Detailed tree maintenance standards developed and published by ANSI. These standards address issues regarding proper tree maintenance practices as well as safe work practices for tree care.

Arbor Day - An annual holiday first proposed by J. Sterling Morton of Nebraska City, Nebraska, in 1872, that was officially proclaimed by the Governor of Nebraska in 1874 as a legal holiday in Nebraska. The idea spread to other states in the US and beyond. The national holiday is often celebrated on the last Friday in April. However, many state Arbor Days are held at times that coincide with the best tree-planting weather for each particular locale. Glendora has celebrated its Arbor Day both in the spring and in the fall.

Best Management Practice – A series of publications by the ISA for the purpose of interpreting tree care standards and providing guidelines of practice for arborists, tree workers, and the people who employ their services. It also serves as a companion publication for the ANSI A300 Tree Care Standards.

City Owned Property - Property owned by the City, including parkland, street median islands, and open space areas.

Certified Arborist - A tree care professional meeting ISA standards of tree care and is certified as such.

Certified Tree Worker - A tree care professional who meeting ISA standards of tree care practices including pruning and removal and is certified as such.

City Easements and Right-of-Way - The City retains an established right-of-way or easement on each public street. These easements are City-controlled areas for the purpose of public improvements, including streets, sidewalks, curb and gutters, driveway approaches, streetlights, street signs, and street trees.

Easements vary among the streets and alleys of the community. Generally, the width of these parkways or landscape easements is approximately ten (10') feet from the face of the curb, but this dimension may range from anywhere between one (1') foot and thirty (30') feet. The City's Public Works Department shall have maps and/or legal descriptions that show official records of City easements.

Any tree located within this City easement is recognized as a City-owned tree, and is subject to the policies described herein and in the Glendora Municipal Code and Tree Ordinance.

City Arborist – An office created by the Glendora City Council to which is delegated oversight of the care and maintenance of publicly-managed trees, and the administration of the urban forestry program. In the absence of a City Arborist, the Public Works Director shall be the designated oversight.

City Trees - Trees under the care of the City Arborist, including trees growing on City-owned property as well as those trees growing in street parkways and right-of-way easements.

Community Services Commission - A Council-appointed body of citizen volunteers that meets monthly to discuss and review issues pertaining to City parks, recreation activities, senior services and transportation, publicly-managed trees, and the municipal golf course. The Community Services Commission makes recommendations for

the City Council to consider regarding issues pertaining to the Recreation and Human Services and Public Works Departments.

Compacted Soil – A soil with a high bulk density, lacking structure and macro porosity characterized by restricted water infiltration and percolation (drainage) and limited root penetration.

Consulting Arborist - A designation implemented by the American Society of Consulting Arborists that certifies tree professionals above and beyond the certification of Certified Arborist and Certified Tree Worker, as implemented by the ISA.

Drip Line - The ground area encompassed by the outside edge of the tree's branches or crown.

Girdling – Compression or constriction of tissue by roots, straps, wires or other materials.

Crown – The portion of the tree encompassed by the lowest branches on the trunk extending to the top of the tree.

Habitat - A physical place in the natural environment in which plant and animal species live together where each can reproduce, feed, grow, and exist together according to the laws of nature.

Heritage Tree - Any tree that has historical or cultural importance or significance to the Glendora area, as determined by the City Arborist (Ord. 1768 § 2, 2003).

International Society of Arboriculture (ISA) - An international organization dedicated to the proper care and maintenance of trees. ISA certification programs which help quantify and standardize the knowledge and expertise of tree workers and professionals. ISA is responsible for implementing the Certified Arborist and Certified Tree Worker professional certifications.

Parkway/Right-of-Way - Portion of a public street, alley, or avenue, located within the City, which usually lies between the curb lines or edge of pavement and also the line which would be the outside line of any sidewalk.

Plant Health Care – A program of scheduled inspections and proactive strategies and tactics to improve the appearance and vitality of landscape plants and trees.

Planting Specifications – Documentation stating a detailed, measurable plan for tree planting including tree species, tree well size, establishment care guidelines, among others.

Pruning Objectives – The desired outcome of pruning that influences the pruning process (e.g., visual clearance, deadwood removal).

Publicly-Managed Trees – See “City Trees.”

Root Crown/Collar - The junction between the roots of a tree and its trunk(s) often indicated by a rapid increase in width near the base of the trunk.

Root Pruning - A technique used, often to resolve a tree and infrastructure conflict, to remove roots in conflict. The City Arborist or ISA Certified Arborist shall provide oversight when root pruning occurs to ensure the health and stability of a tree is not severely compromised from root pruning.

Root Zone – Area beneath the crown of a tree consisting of the mass of roots growing from the trunk of a tree along with the surrounding soil extending to and including the drip line of the tree.

Street Tree/Parkway Tree - A tree located in the City right-of-way or City easement.

Topping - A severe type of pruning that produces less desirable results than more moderate pruning with respect to a tree's natural form and is generally hazardous to the overall health and stability of the tree.

Tree City USA – A designation established by the National Arbor Day Foundation. Cities that meet a stringent set of criteria and apply for this title may be designated as “Tree City USA.” The National Arbor Day Foundation coordinates with urban forestry programs in each state to review and award this prestigious title to cities that qualify. Glendora has received this award for the last thirty-two (32) years.

Tree Inventory - A computerized software program that contains data regarding publicly-managed trees that includes the species of tree, size of tree, address and location of trees, nature of the surrounding ground cover and hardscape and condition thereof and health of the tree.

Tree Risk Assessment – A systematic process used to identify, analyze and evaluate tree risk.

Urban Forest - For the purposes of this Manual, the term “urban forest” refers to those trees growing within City right-of-way easements, and street parkways, trees growing on City-owned properties and on private property.

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URBAN FORESTRY MANUAL UPDATE

PUBLIC WORKS

PLANNING COMMISSION

MAY 5, 2026

MATTHEW BOESPFLUG, PARKS AND LANDSCAPE CONTRACTS SUPERVISOR



Glendora

PROJECT BACKGROUND





PROJECT BACKGROUND

URBAN FORESTRY MANUAL VS TREE ORDINANCE

Guiding Document vs. Regulatory Tool

- Balance sustainable urban forestry and the needs of a growing population.
- Preserve urban forestry benefits for the future.

PROJECT ANALYSIS

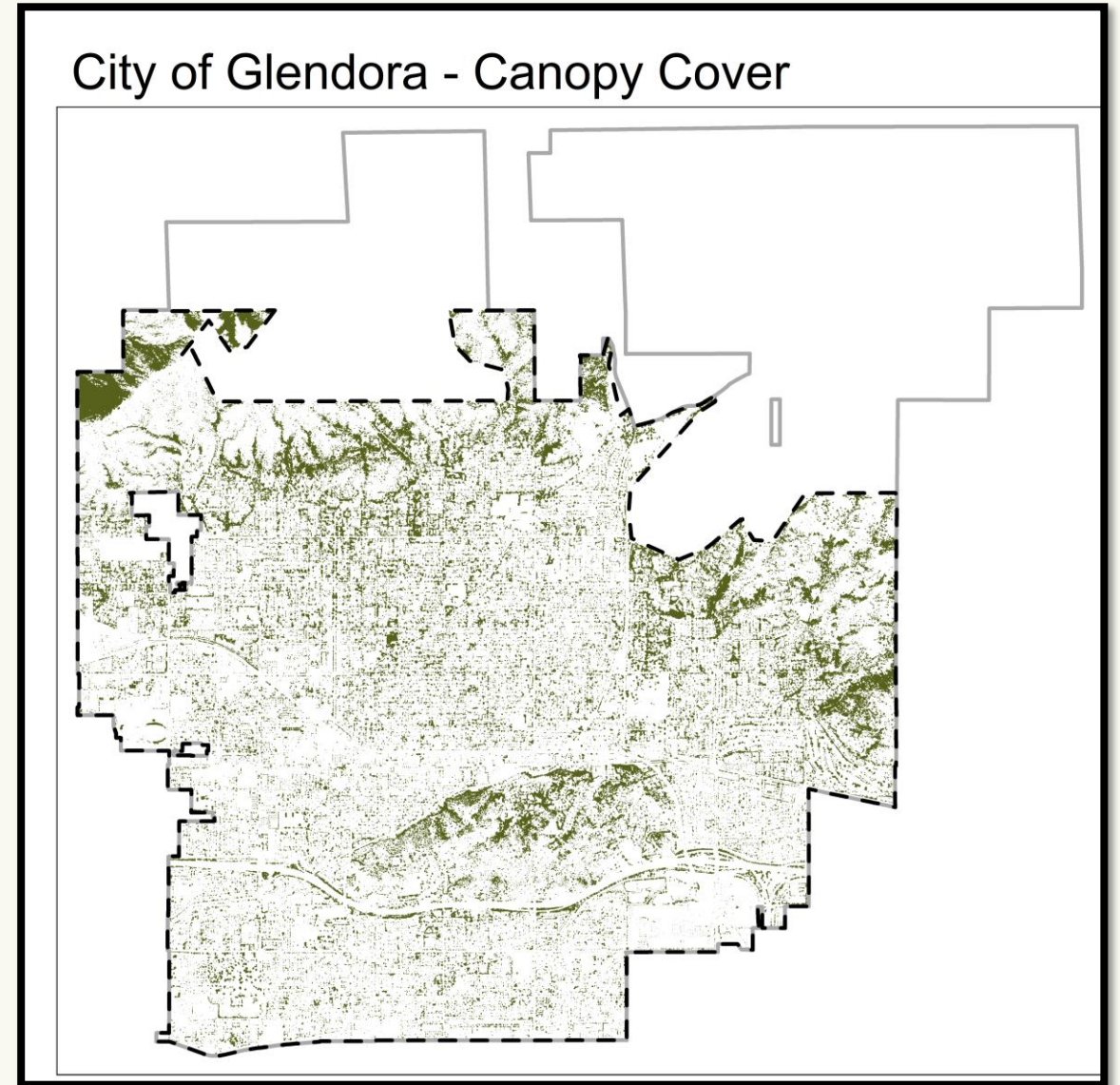
- Glendora's current urban forest
- Recommended Species List
- Undesirable Trees List
- Canopy cover over time



URBAN FORESTRY RESOURCES

City-wide Canopy Cover decreased
by 0.5% from 2018 to 2022

- ~44 acres or ~33 football fields
- Thousands of City-managed trees
- Drought, development, lack of replacement plantings.



Glendora

COMMUNITY ENGAGEMENT

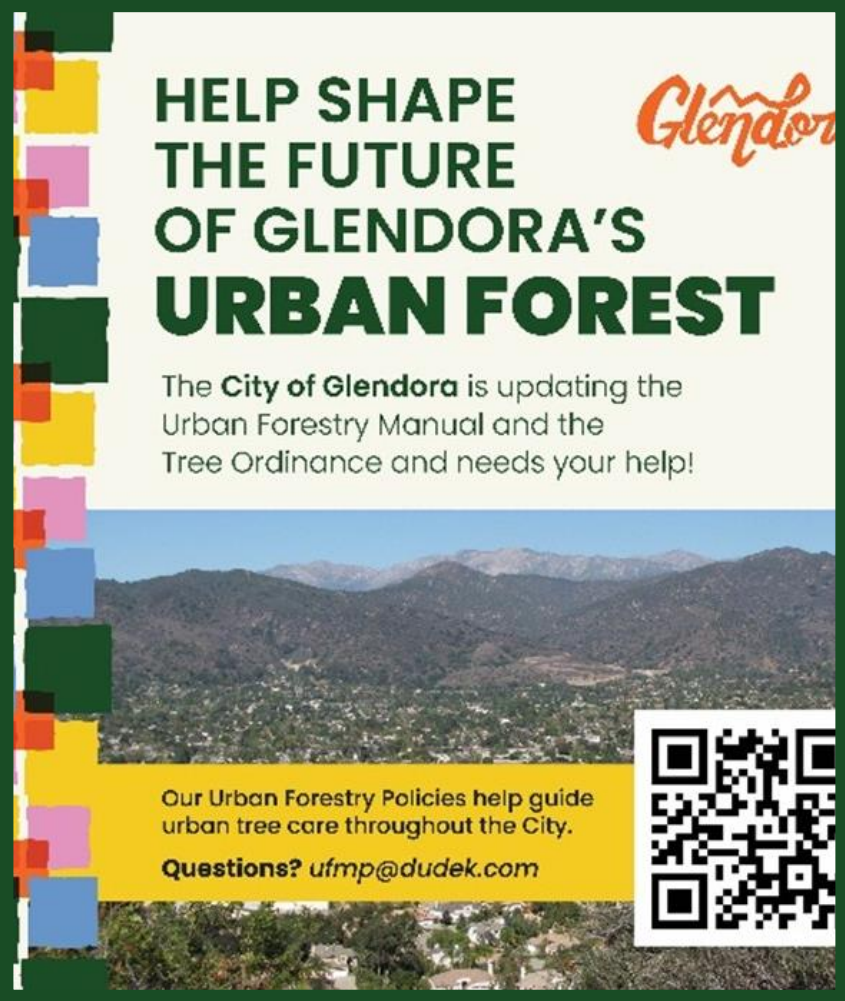


COMMUNITY ENGAGEMENT

Early engagement efforts indicate the Glendora community cares about trees and value preservation.

An online community survey was distributed through:

- City website
- Social Media
- Next Door
- Earth Day Festival 2025
- National Night Out 2025
- Free Tree Raffle




**HELP SHAPE
THE FUTURE
OF GLENDORA'S
URBAN FOREST**

Glendora

The **City of Glendora** is updating the Urban Forestry Manual and the Tree Ordinance and needs your help!

Our Urban Forestry Policies help guide urban tree care throughout the City.
Questions? ufmp@dudek.com



COMMUNITY SURVEY RESULTS

198 survey participants noted that trees contribute to their quality of life.

- 87% significantly
- 8% moderately
- 4% slightly
- Zero (0%) participants said the urban forest does NOT contribute to their quality of life.

60% of participants think every tree that can be preserved through development, should be.

The limited quantity of survey respondents necessitate further engagement to better understand the community's priorities and values.



Glendora

URBAN FORESTRY
MANUAL UPDATE



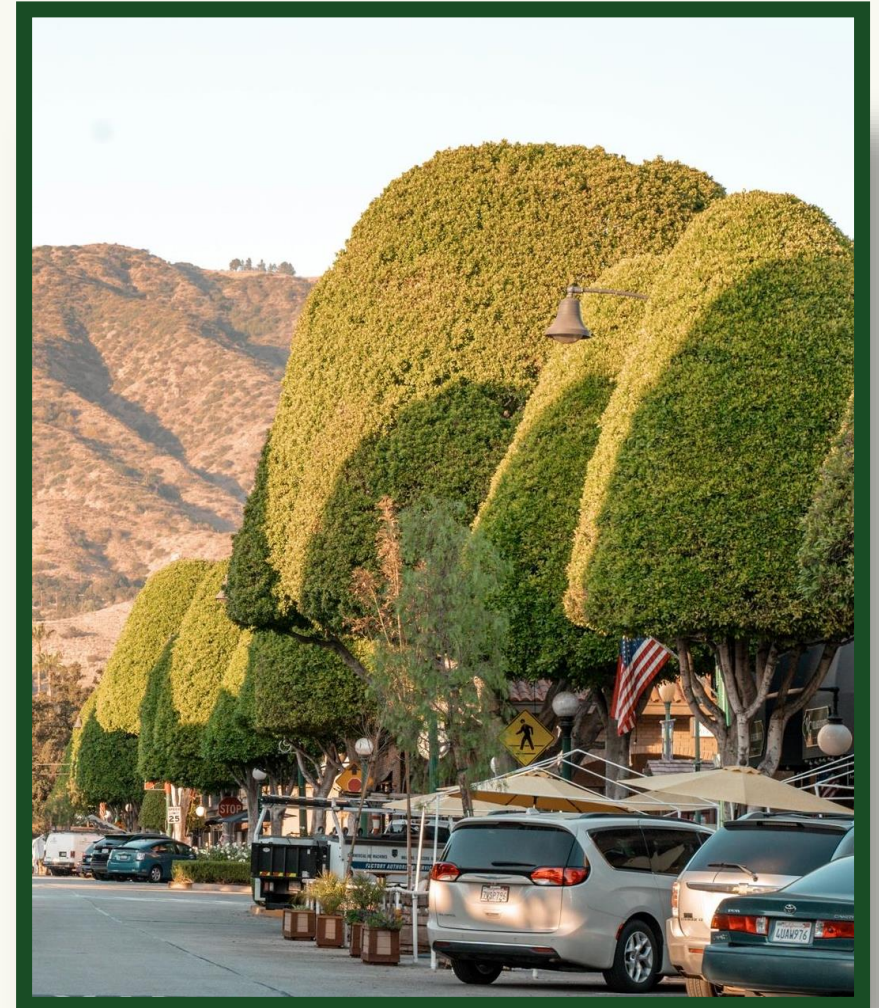
URBAN FORESTRY MANUAL UPDATE

Revision Theme	Content Update
Urban Forestry Topics	High Fire Severity Zones
	Right Tree, Right Place
	Water Use, Drought, Tree Species Diversity
Participating in Urban Forestry	Free tree planting with residential watering agreements.
	Heritage /Memorial Trees, Volunteering
Aligning with Industry Standards	Tree Planting, Watering and Establishment Care
	Pruning for Tree Health

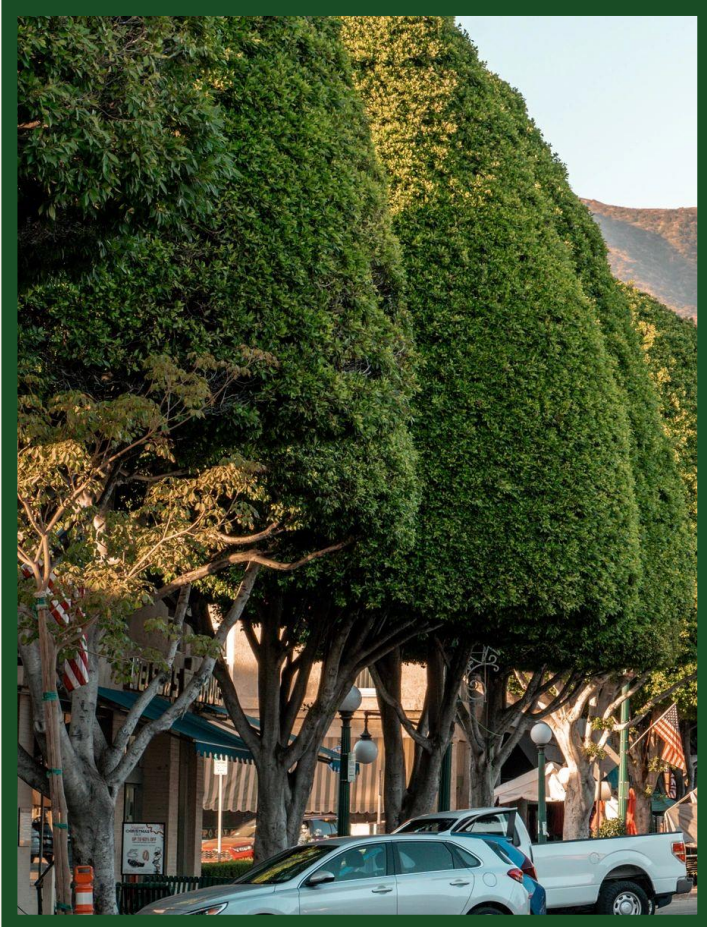
PRUNING FOR TREE HEALTH DOWNTOWN FICUS TREES

The Village is characterized by the Gum Drop Ficus trees.

- Requires annual pruning to maintain.
- Each time a tree is pruned, a wound is created.
- A 5-7 year pruning cycle is the industry standard for a safe and healthy municipal urban forest.



PRUNING FOR TREE HEALTH DOWNTOWN FICUS TREES



The community values this aesthetic.

Necessary to align future practices with community priorities.

The 'Future Vision of the Village' needs to address the role of Ficus trees.

RECOMMENDATION:

THAT THE PLANNING COMMISSION:

1. Review, and provide feedback on the updated Urban Forestry Manual; and
2. Receive and file the updated Urban Forestry Manual.

