CHAIR
Mark Davis
VICE-CHAIR
Paulette Koss
COMMISSIONERS
Timothy Cremins
Brian Faber
Wendy Jarvie

PLANNING COMMISSION

7:00 PM

Tuesday, September 1, 2026
City Hall Council Chamber
116 E. Foothill Boulevard, Glendora

AGENDA

As a courtesy to others attending this meeting, please turn off or place in silent mode all cell phones and other communication devices while in the Council Chamber. Thank you.
Meeting Access: Members of the public may attend this meeting in person at the location above, or if you wish to remotely view the meeting you may access the live meeting video via the City's website at cityofglendora.gov/city meetings.
Join by Phone: +1 669 444 9171
Webinar ID / Meeting Code: 932 924 7224
Join by Video cityofglendora.gov/zoom (https://us06web.zoom.us/s/9329247224)
For general information about attending meetings, translation tools, and email notifications, see the Guide to Public Meetings at www.cityofglendora.gov/citymeetings.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

REORDERING OF AND ADDITIONS TO THE AGENDA

PUBLIC COMMENT

Any person may request to address a legislative body during a public meeting. Speakers are limited to three (3) minutes, speaking once, on both on- and off-agenda items, unless, upon motion, such time is extended by the legislative body. Public comment is limited to 30 minutes at each meeting, with the ability to extend if the legislative body so chooses by majority vote.

Members of the public may comment in person. Comments may also be submitted in writing by email, mail, or other available methods. 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 shall 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 their presence known to the Presiding officer. Speakers are entitled to submit written or other evidence. All such evidence presented shall be retained by the City Clerk as part of the Clerk's record.

Members of the public may comment in person. Comments may also be submitted in writing by email, mail, or other available methods. For more information, see the Guide to Public Meetings and Participating in Public Meetings on the City's website at www.cityofglendora.gov/citymeetings.

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

2. **A Conditional Use Permit request to allow for drive-through service, in conjunction with a new fast-food restaurant, located at 715 S. Grand Avenue (Project File No. PLN26-0008)**

   Recommended Action for the Planning Commission

   Open and conduct the Public Hearing, receive and consider the evidence and testimony presented, and in the absence of substantial testimony to the contrary, approve the following PLN26-0008:

   — 1. Determine that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15332, and direct staff to file a Notice of Exemption; and

   — 2. Adopt a Planning Commission Resolution entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT TO ALLOW DRIVE-THROUGH SERVICE IN CONJUNCTION WITH A NEW FAST-FOOD RESTAURANT, LOCATED AT 715 SOUTH GRAND AVENUE (PROJECT FILE NO. PLN26-0008)."

3. **A Development Plan Review request to allow the development of a 2,399-square-foot single-family dwelling with an attached 423-square-foot garage and associated grading in excess of 150 cubic yards at 142 N. Edgemont Place (Project File No. DPR26-0001; AINs: 8659-023-013 and 8659-023-007; Applicant: Niko Ferrandino; Property Owner: Joseph Panasiti)**

   Recommended Action for the Planning Commission

   Open and conduct the Public Hearing, accept evidence and testimony presented, and in the absence of substantial evidence related to project file number DPR26-0001:

   — 1. Determine that the Project is categorically exempt from the California Environmental Quality Act Guidelines (CEQA) pursuant to CEQA Guidelines section 15303(a), Class 3 (New Construction or Conversion of Small Structures), and direct staff to file a Notice of Exemption; and

   — 2. Adopt a Planning Commission Resolution entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA APPROVING A DEVELOPMENT PLAN REVIEW FOR THE HILLSIDE DEVELOPMENT OF A NEW SINGLE-FAMILY RESIDENTIAL UNIT ON PROPERTY LOCATED AT 142 N. EDGEMONT PLACE, GLENDORA, CALIFORNIA (AINs 8659-023-007 AND 8659-023-013) (PROJECT FILE NO. DPR26-0001)."

4. **A Development Plan Review for a Façade Improvement and Interior Remodel of Certain Property Located at 146 North Glendora Avenue, Suite 101 (File No. DPR26-0002)**

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, approve the following DPR26-0002:

— 1. Adopt a Categorical Exemption for the project pursuant to Section 15301 of the California Environmental Quality Act (CEQA) Guidelines; and

— 2. Adopt a Planning Commission Resolution entitled, “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING DEVELOPMENT PLAN REVIEW FOR A FAÇADE IMPROVEMENT AND INTERIOR REMODEL ON CERTAIN PROPERTY LOCATED AT 146 NORTH GLENDORA AVENUE, SUITE 101, GLENDORA, CALIFORNIA (FILE NO. DPR26-0002).”

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 for separate action.

5. **Affirm minutes from the June 2, 2026 and July 7, 2026 Planning Commission meeting**

Recommended Action for the Planning Commission

— 1. Affirm minutes as presented.

MEMBER/STAFF CLOSING COMMENTS

ADJOURNMENT

ADDITIONAL INFORMATION

Accessibility and Accommodation Requests:

Pursuant to the Americans with Disabilities Act, persons with a disability who require a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting may request such accommodation from the City Clerk's Office at (626) 914-8210 or CityClerk@cityofglendora.gov. Notification 72 hours prior to the meeting (48 hours for assisted listening devices) will enable the City to make reasonable arrangements to assure accessibility.

Levine Act Disclosure: Pursuant to the Levine Act (Government Code § 84308), any party to a proceeding involving a license, permit, contract, or other entitlement for use before the City Council is required to disclose on the record any campaign contribution, including aggregated contributions, of more than $500 made to a Councilmember within the preceding twelve (12) months.

Broadcasting: This meeting is broadcast live at cityofglendora.gov/citymeetings, on YouTube.com/cityofglendoraca, and on Spectrum Channel 3 and Frontier Channel 32, and is replayed the following week on the same channels. On-demand replays are available online at any time.

In-Person Public Comment: Members of the public may address the governing body on any agenda item, or during the Public Comment portion of the meeting, by completing a Public Comment Card, available in the lobby or at the podium, and submitting it to the City Clerk before Public Comment or the Public Hearing closes. When your name is called, step to the podium and state your name before beginning. Speakers are limited to three (3) minutes, speaking once, on both on- and off-agenda items, unless, upon motion, such time is extended by the legislative body. Providing your name, city of residence, mailing address, or other identifying information beyond your name is voluntary; if you would like a follow-up from the City, please provide contact information.

Written Comment: To submit a written comment on an agenda item or during Public Comment, email publiccomment@cityofglendora.gov with the subject line "Public Comment" followed by the name of the governing body, meeting date, and agenda item number or brief description, or mail your comment to 116 E. Foothill Blvd, Glendora, CA 91741, ATTN: City Clerk's Department, RE: "Public Comment." Comments are forwarded to the City Clerk and made part of the public record.

Remote Public Comment: To provide public comment remotely, press *9 if participating by telephone, or use the "Raise Hand" feature if participating by video. When called upon, you will be unmuted and given your allotted time to speak; telephone participants may press *6 to mute or unmute. Remote speakers must be present in the queue when called and are responsible for ensuring they remain connected and able to hear the meeting.

Join by Phone: +1 669 444 9171

Webinar ID / Meeting Code: 932 924 7224

Join by Video cityofglendora.gov/zoom (https://us06web.zoom.us/s/9329247224). Please be advised the City does not guarantee this link will work or that there will not be technical difficulties; the only way to guarantee real-time participation is via in-person comment or telephone call-in.

Technical Assistance: Meeting staff will monitor remote access during the meeting. If you experience remote access issues, please notify the meeting host as soon as possible.

Supplemental Materials (Government Code § 54957.5): Materials related to an item on this agenda that are distributed to the governing body after the agenda packet is posted are available for public inspection in the City Clerk's Office, 116 E. Foothill Blvd, Glendora, California, during normal business hours, and on the City's website.

Recording: Members of the public may record any portion of this meeting using an audio or video recorder, or a still or motion picture camera, provided the device is operated in a non-disruptive manner.

Meeting Recording: Testimony given before the governing body is recorded. The timer light at the podium, on the iPad will turn yellow when the speaker has 30 seconds remaining, and red when the speaker's time has expired.

Certification of Meeting Notice and Agenda Posting

This notice and agenda were posted on the City's website and at the locations identified in the Guide to Public Meetings at least 72 hours prior to the meeting date, in compliance with the Ralph M. Brown Act.

Date Posted: August 26, 2026 01:30 pm

STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**September 1, 2026**
FROM:	**Community Development**	**DISTRICT(S):**	**3**
SUBJECT:	**A Conditional Use Permit request to allow for drive-through service, in conjunction with a new fast-food restaurant, located at 715 S. Grand Avenue (Project File No. PLN26-0008)**		

RECOMMENDATION
That the Planning Commission:

Open and conduct the Public Hearing, receive and consider the evidence and testimony presented, and in the absence of substantial testimony to the contrary, approve the following PLN26-0008:

1. Determine that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15332, and direct staff to file a Notice of Exemption; and
2. Adopt a Planning Commission Resolution entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT TO ALLOW DRIVE-THROUGH SERVICE IN CONJUNCTION WITH A NEW FAST-FOOD RESTAURANT, LOCATED AT 715 SOUTH GRAND AVENUE (PROJECT FILE NO. PLN26-0008)."

STRATEGIC FOCUS AREAS
Not Applicable

EXECUTIVE SUMMARY

The applicant, Gurinderjit Kehr, on behalf of Dutch Bros Coffee, submitted an application for a Conditional Use Permit (CUP), requesting Planning Commission approval to allow drive-through service in conjunction with a new fast-food restaurant at 715 South Grand Avenue. A Conditional Use Permit is required pursuant to Glendora Municipal Code (GMC) §21.10.330 to allow drive-through service within the RT66-GCG (Route 66 Grand Commercial Gateway) zoning district.

The proposed project consists of the construction of a new 1,025 square-foot Dutch Bros Coffee fast-food restaurant with two drive-through lanes, a walk-up service window, associated parking, landscaping, and site improvements within an existing developed site.

Staff has reviewed the proposal and determined that the project is generally consistent with the applicable provisions of the Glendora Municipal Code, the Route 66 Corridor Specific Plan, and the City's Objective Design Standards.

Legislative History / Previous Actions

The site is currently developed with an office building built in 1967.

Project Summary:

- **Application:** CUP to allow drive-through service in conjunction with a new fast-food restaurant (Dutch Bros Coffee) located at 715 S Grand Ave (Project No. PLN26-0008).
- **Date of Application:** March 4, 2026
- **Project Applicant:** Gurinderjit Kehr, Dutch Bros Coffee
- **Property Address:** 715 S. Grand Avenue, Glendora, CA 91740
- **Assessor Parcel/ Identification Number(s):** 8633-006-019

Description of Property:

The subject property is located in a developed urban area on South Grand Avenue, between West Mauna Loa Avenue and West Route 66. The proposed Dutch Bros Coffee restaurant will be constructed within a 37,403-square-foot lease area located within an existing 7.5-acre developed site, which is currently occupied by a Los Angeles County Department of Children and Family Services office building and associated surface parking. No improvements are proposed to the County building or existing property outside of the proposed lease area.

General Plan Designation:

The subject property has a General Plan (*Community Plan 2025*) land use designation of *Route 66 Corridor Specific Plan.* The Dutch Bros Coffee Project is consistent with the purpose, intent, and provisions of the Glendora General Plan. Staff has identified the following excerpts from the General Plan to be relevant:

Policy LU-1.1: *Establish an equitable distribution of commercial and employment opportunities between the northern and southern portions of the City.*

Policy LU-8.1: *Expand employment generating land uses along the Route 66 corridor.*

Policy LU-8.4: *Encourage the development of the Grand Avenue corridor for employment generating land uses, including a mixture of retail, office and professional uses.*

Policy LU-10.1: *Ensure the design and development of infill projects complements existing development in terms of scale, character, and pedestrian quality.*

Policy LU-18.1: *Ensure the preservation of a scale and character of development is sensitive to adjoining uses.*

Policy LU-18.2: *Utilize design review to determine the appropriateness of new development prior to approval.*

Policy LU-18.3: *Encourage land uses that are complementary in form and function with existing development.*

Policy LU-20.5: *Encourage the development of pedestrian-friendly development through properly scaled design and amenities.*

Policy AQ-3.3: *Encourage future commercial areas to foster pedestrian circulation through the land use entitlement process.*

Policy 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.*

Zoning:

The zoning district designation is *Route 66 Grand Avenue Commercial Gateway (RT66-GCG).*

The proposed project substantially conforms with the Route 66 Corridor Specific Plan. The Grand Avenue commercial gateway district is intended to enhance Grand Avenue's function as a primary commercial/retail district within the City of Glendora. Dutch Bros Coffee supports the description as it adds to the diversity of commercial/retail services available along Grand Avenue, while also maintaining and complementing the character and scale of the existing development in the surrounding area.

Surrounding Uses:

Project Surroundings			
	Existing Uses	**General Plan**	**Zoning**
North	Commercial	*Route 66 Specific Plan*	*Route 66 Grand Avenue Commercial Gateway (RT66-GCG)*
South	Commercial Residential	*General Commercial* *Low/Medium Density Residential*	*Limited Retail Business (C-2)* *Single-family Residential (R-1)*
East	Commercial	*Route 66 Specific Plan*	*Route 66 Grand Avenue Commercial Gateway (RT66-GCG)*

West	Residential	*Low/Medium Density Residential*	*Single-family Residential (R-1)*

PROJECT ANALYSIS:

Project Description:

The Applicant requests approval of a CUP to allow for the development and operation of a new drive-through, in conjunction with a new fast-food restaurant, within the RT66-GCG (Route 66 Grand Commercial Gateway) zoning district, pursuant to Glendora Municipal Code (GMC) §21.10.330.

The proposed project consists of the redevelopment of a 37,403-square-foot lease area (within existing parking lot area) on an existing 328,720-square-foot parcel through construction of a new 1,025-square-foot Dutch Bros Coffee building. The proposed development includes two drive-through lanes with stacking capacity for up to 20 vehicles, a bypass lane, a customer walk-up window with an overhead canopy, a 42-space surface parking lot, approximately 5,000 square feet of new landscaping, and a 24-foot by 12-foot trash enclosure. The building has been designed in a Post Modern architectural style, incorporating architectural elements such as varied roof forms, enhanced wall articulation, decorative material treatments, and accent colors, consistent with the City's Objective Design Standards.

The restaurant is proposed to operate from 5:00 a.m. to 10:00 p.m., Sunday through Thursday, and from 5:00 a.m. to 11:00 p.m., Friday and Saturday. The proposed menu will consist of a variety of coffee and tea beverages, as well as light baked goods and pastries.

Zone Development Standards:

The subject property is located within the *RT66-GCG* zoning district, which is intended to accommodate retail services, restaurants, and other pedestrian-oriented commercial uses. The project complies with the applicable General Regulations per GMC Chapter 21.03, Objective Design Standards per GMC Chapter 21.15 and the development standards for the RT66-GCG zoning subdistrict identified in GMC §21.10.350, Table 6-2 below:

Development Standards for the *RT66 - Grand Commercial Gateway* zone			
Standard	***Requirement for Lot***	***Proposed Project***	***Analysis***
Floor Area Ratio	0.35	0.33 (overall parcel, including existing County building and proposed Dutch Bros. building)	Conforming
Front (Building) Setback	20 feet	53 feet	Conforming
Front (Parking) Setback	10 feet	0 feet (existing)	Legal Nonconforming **Existing parking along Grand A frontage encroaches into the cu required 10-foot parking setbac legal nonconforming site conditi remain.*
Side Setback	0 feet	258 feet	Conforming
Street Side Setback	20 feet	53 feet	Conforming
Rear Yard Setback	0	526 feet	Conforming
Required Street Frontage (minimum)	150 feet	228 feet (per lease area)	Conforming

Building Height (maximum)	35 feet / 2 stories, whichever is less	24 feet /1 story	Conforming
Parking	444 parking spaces (of which 11 required for Dutch Bros. within lease space)	450 parking spaces (of which 42 are provided within lease space)	Conforming

Objective Design Standards (ODS):

The project is not subject to a Development Plan Review permit; the requested entitlement is a CUP for a drive-through use. Staff has reviewed several iterations of the site plan and Postmodern building design and determined that the current design is generally consistent with the applicable GMC Objective Deign Standards (ODS). Formal technical compliance with all applicable ODS requirements will be confirmed by City staff during building plan check. The building elevations are included with the project plans for reference only and are not subject to Planning Commission design review or approval as part of this CUP.

Circulation:

Internal circulation has been designed to accommodate the proposed Drive-through while maintaining vehicular access to the remaining parking areas serving the existing Los Angeles County Department of Children and Family Services office building. The site includes two Drive-through lanes with stacking capacity for up to 20 vehicles and a bypass lane to facilitate efficient circulation and reduce conflicts with parking lot traffic. A customer walk-up window provides pedestrian access to the business independent of the drive-through queue.

The Applicant submitted a Traffic Impact Analysis (TIA) for the proposed project, which was reviewed by the City's Land Development Engineering Division. The analysis found that the proposed drive-through can be accommodated by the existing roadway network and on-site circulation without significant traffic impacts. The study also evaluated closure of the middle (center) driveway on Grand Avenue and determined that closure would simplify site circulation and reduce potential vehicle conflicts. Although the TIA does not identity closure of this driveway as necessary to avoid a significant transportation impact, staff recommends closure of the middle driveway as a separate circulation and safety condition of approval. The remaining two Grand Avenue driveways are adequate to serve the site.

Infrastructure, Utilities, and Fire:

The subject property has street frontage on South Grand Avenue. The site is served by services and utilities provided by Athens Waste Disposal, Glendora Police Department, Los Angeles County Fire Department (LACoFD), Southern California Edison, Los Angeles County Flood Control District, and City of Glendora Water Division. LACoFD and the Water Division have issued approval letters with conditions. No public water replacements or upgrades are deemed necessary for the installation of water service to this property, subject to completion of the water-service calculations, plans, studies, and other requirements set forth in the Conditions of Approval.

Community Outreach and Public Input:

Staff has not received written comments, neighborhood input, or other public comments regarding the Project.

Public Hearing Notice:

A Notice of Public Hearing was published in the *San Gabriel Valley Examiner* and mailed to all property owners and occupants within 300 feet of the project site in accordance with the GMC.

FISCAL IMPACT

There is no fiscal impact associated with this project. The applicant has paid all fees associated with the review of the proposed application. Beyond the City's review, the proposed use would generate additional sales tax revenue for the City and employment opportunities.

ENVIRONMENTAL DETERMINATION

The Project qualifies for a categorical exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines §15332, Class 32 (In-Fill Development Projects). The Project meets the applicable criteria for the Class 32 exemption, and none of the exceptions to the categorical exemptions set forth in CEQA Guidelines §15300.2 apply. A Notice of Exemption has been prepared and will be filed following Project approval.

Prepared By:	Elizabeth Loera, Administrative Assistant
Concurs With:	Yalini Siva, Senior Planner Mark Carnahan, City Planner
Reviewed By:	Sean McPherson, Assistant Community Development Director Jeff Kugel, Community Development Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Moises Lopez, Assistant City Manager
Legal Review:	Jessica Santiago, Assistant City Attorney
CEQA Review:	Jeff Kugel, Community Development Director

Attachments

A_Draft_Resolution.pdf
B_CEQA_Notice_of_Exemption_NOE.pdf
C_Project_Plans.pdf
D_Public_Hearing_Notice.pdf
E_Staff_Presentation.pdf
F_Traffic_Impact_Analysis.pdf

RESOLUTION PC 2026-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT TO ALLOW DRIVE-THROUGH SERVICE IN CONJUNCTION WITH A NEW FAST-FOOD RESTAURANT, LOCATED AT 715 SOUTH GRAND AVENUE, GLENDORA, CALIFORNIA (FILE NO. PLN26-0008)

THE PLANNING COMMISSION
City of Glendora, California

WHEREAS, on March 10, 2026, Gurinderjit Kehr, on behalf of Dutch Bros Coffee (Applicant), filed an application requesting approval of Conditional Use Permit (CUP) File No. PLN26-0008 to allow drive-through service, in conjunction with a fast-food restaurant (Dutch Bros Coffee), on certain property located at 715 South Grand Avenue, Glendora, California; and

WHEREAS, the Subject Property has a Glendora General Plan (Community Plan 2025) land use designation of Route 66 Specific Plan and a zoning district designation of Route 66 Grand Commercial Gateway (RT66-GCG); and

WHEREAS, pursuant to Glendora Municipal Code (GMC) §21.10.330 Table 6-1, a CUP is required for "Restaurants, Fast Food, with Drive-Thru Service"; and

WHEREAS, GMC §21.02.020 establishes procedures and findings for the review of CUP applications; and

WHEREAS, a public hearing was held by the Planning Commission of the City of Glendora on September 1, 2026, following proper notice as required by law, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division staff of the City of Glendora; and

WHEREAS, the Applicant submitted a Traffic Impact Analysis for the Project, which was reviewed by the City's Land Development Engineering Division; and

WHEREAS, City staff has reviewed several iterations of the proposed building design and has determined that the current design is generally consistent with the City's applicable Objective Design Standards, with formal technical compliance to be confirmed during building plan check**.**

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF GLENDORA DOES HEREBY RESOLVE AS FOLLOWS:

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

SECTION 2. The Planning Commission has reviewed and considered the staff report and all written and oral evidence presented in connection with the Project. Based on the whole of the record, the Planning Commission finds that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines § 15332, Class 32, In-fill Development Projects, and that none of the exceptions for the categorical exemptions set forth in CEQA Guidelines section 15300.2

apply.

SECTION 3. The Planning Commission hereby makes the following Findings of Fact regarding PLN26-0008, which are hereby incorporated in full:

FINDINGS OF FACT FOR CONDITIONAL USE PERMIT NO. PLN26-0008

1. The use is authorized by Conditional Use Permit pursuant to this title.

FACT: Pursuant to GMC Section 21.10.330 Table 6-1 a fast-food restaurant with a drive-through is allowed with the approval of a CUP in the Route 66 Grand Avenue Commercial Gateway (RT66-GCG) zone.

2. The use is consistent with the General Plan and other applicable plans.

FACT: The subject property maintains a General Plan Land Use Designation of Route 66 Specific Plan and has an implementing zoning district of Route 66 Grand Commercial Gateway (RT66-GCG). The proposed drive-through with fast-food restaurant will further several General Plan goals and policies per Glendora Community Plan (General Plan), including:

- LU-1.1: *Establish an equitable distribution of commercial and employment opportunities between the northern and southern portions of the City.*
- LU-8.1: *Expand employment generating land uses along the Route 66 corridor.*
- LU-8.4: *Encourage the development of the Grand Avenue corridor for employment generating land uses, including a mixture of retail, office and professional uses.*
- LU-10.1: *Ensure the design and development of infill projects complements existing development in terms of scale, character, and pedestrian quality.*
- LU-18.1: *Ensure the preservation of a scale and character of development is sensitive to adjoining uses.*
- LU-18.2: *Utilize design review to determine the appropriateness of new development prior to approval.*
- LU-18.3: *Encourage land uses that are complementary in form and function with existing development.*
- LU-20.5: *Encourage the development of pedestrian-friendly development through properly scaled design and amenities.*
- LU-25: *Coordinate job creation and attraction in the San Gabriel Valley.*
- AQ-3.3: *Encourage future commercial areas to foster pedestrian circulation through the land use entitlement process.*
- 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.*

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

FACT: The proposed location is within an existing 328,720 square-foot commercial parcel of land and is improved with an existing 108,016 square-foot, one-story building. The subject tenant lease space will consist of 37,403 square feet with the construction of a 1,025-square-foot fast food restaurant with two drive-through lanes with stacking capacity for up to 20 vehicles, a bypass lane, a customer walk-up window with an

overhead canopy, a 42-space surface parking lot, a trash enclosure, approximately 5,000 square-feet of new landscaping.

The project is consistent with the applicable development standards of the RT66-GCG zoning subdistrict, as identified in GMC § 21.10.350, Table 6-2.

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

FACT: The subject property is located on South Grand Avenue, between West Mauna Loa Avenue and West Route 66 in an existing parking lot with a sufficient amount of designated parking spaces. The subject property is adequately served with all necessary utilities including electric (Southern California Edison), gas (Southern California Gas Company), telephone (Verizon and others), sewer facilities (City and L.A. County Sanitation Districts), storm drain facilities (City and L.A. County Flood Control District), waste disposal (Athens Waste Disposal), Glendora Police Department, and the Los Angeles County Fire Department.

A Traffic Impact Analysis was completed for the proposed project. The proposed drive-through can be accommodated by the existing roadway network and on-site circulation, provided that the middle (second) driveway on Grand Avenue is closed without significant transportation impacts. The City is separately requiring closure of the center driveway as a circulation and safety condition. The remaining two driveways are adequate to serve the site.

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

FACT: The proposed fast-food restaurant with a drive-thru would be complementary to existing businesses within the adjacent shopping center and surrounding areas. Additionally, the proposed business will provide an additional commercial service that is compatible with surrounding commercial uses.

SECTION 4. The Planning Commission hereby approves Conditional Use Permit No. PLN26-0008 to allow a drive-through service in conjunction with a new fast-food restaurant on certain property located at 715 S Grand Avenue, Glendora, California, subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL

General

1. The Applicant shall sign and submit to the Planning Division a statement indicating agreement with and acceptance of these Conditions of Approval prior to commencement of the use authorized by this CUP.

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

3. The City shall retain the rights and the jurisdiction to review the CUP (File No. PLN26-0008) in the event the approved Project is modified, changed in scope, or

the Property Owner or Operator seeks to expand, alter, reconfigure, or change the use. This reservation of the right of review is in addition to, and not in lieu of, the right of the City's authority to modify or revoke the CUP (File No. PLN26-0008) due to any violation of these Conditions of Approval or applicable regulations.

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

Term

5. The approved use shall commence within 18 months after the effective date of approval, or such other period specified as a condition of approval and shall be carried out diligently to completion. If the use does not begin within the required time and carried on diligently to completion, the permit shall become void; however, the Community Development Director or reviewing body may extend the time limit in the case of unavoidable delay. The Applicant must submit a written request to the reviewing body for a time extension before the original time limit expires. (GMC §21.02.020(H)).

Planning Division

6. The applicant shall submit a map detailing the route to be followed by vehicles making deliveries of equipment, materials, and soils to and from the site to the Planning Division and Engineering Division for review and approval prior to the issuance of grading permits.

7. The project shall be constructed and maintained in compliance with all applicable Objective Design Standards (ODS) set forth in Chapter 21.15 of the GMC. Formal technical compliance with the applicable ODS shall be confirmed during building plan check.

8. The Applicant shall implement all recommendations contained in the Traffic Impact Analysis report prepared by Kittelson & Associates dated June 25, 2026, as approved by the City's Land Development Engineering Division.

9. The proposed menu board/speaker post as part of the drive-thru business shall incorporate automatic volume control (AVC) technology shall be operated and maintained so that the Project complies with all applicable City noise standards at adjacent property lines.

10. All construction shall be conducted within the subject property or areas approved

by the property owner. If construction is not approved by the property owner, then the applicant shall submit revised plans to the Planning Division that shows construction in the approved area.

11. All proposed signage, including but not limited to building-mounted business identification signage, drive-through signage, walk-up window signage, and other project-related signage, shall be subject to separate review and approval by the Building and Safety Division and shall obtain all required permits prior to installation.

12. A landscaping and irrigation plan shall be submitted to the Planning Division for review (by Planning Division and Water Division) for projects greater than 500 square feet of new landscape work and/or 2,500 square feet of rehabilitated landscape work. Plans must be in compliance with the California State Model Water Efficient Landscaping Ordinance (MWELO) and drafted and stamped by a state-licensed landscape architect. Approved landscaping and irrigation shall be installed prior to the project final inspection. Address numbers/letters shall be clearly visible on the building to facilitate emergency response.

13. All pedestrian paths, crosswalks, and project entrances shall utilize decorative paving and shall be shown on the landscape plan submitted to the Planning Division.

14. The applicant shall maintain consistency with the colors, materials, and overall Postmodern architectural design reviewed by staff. No modification(s) to the building elevations, including but not limited to change of finish material(s) or removal of building articulation shall be made during construction without prior written approval from the Community Development Director or such additional entitlement review as may be required by the GMC.

15. New accessory structures over one hundred twenty (120) square feet, such as trash enclosures, benches, etc. must match the Dutch Bros Coffee building in architecture, roof type, material, and/or color.

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

17. The project is likely subject to compliance with the City's Community Art Program (CAP), established by Ordinance No. 2083 and Resolution No. CC 2024-04. Pursuant to GMC §21.03.150 and the City's adopted Master Fee Schedule, new commercial development with a building permit valuation (BPV) of $375,000 or more is required to install City-approved artwork and/or pay an in-lieu contribution equal to 1.00% of the total BPV. Applicability and the final BPV shall be confirmed with the building permit submittal. The Applicant shall submit a CAP application and coordinate with the Planning Division. If the in-lieu contribution is selected, the

CAP application shall be approved and the required contribution paid prior to building permit issuance. If on-site artwork is selected, the artwork shall be approved, installed, inspected, and accepted by the City prior to final building inspection or issuance of a Certificate of Occupancy, whichever occurs first.

Building and Safety Division

18. Construction documents submitted for building permits must demonstrate compliance with the current California Building Standards Code, including but not limited to the following:
    a. California Building Code (CBC)
    b. California Electrical Code (CEC)
    c. California Mechanical Code (CMC)
    d. California Plumbing Code (CPC)
    e. California Energy Code (CEnC)
    f. California Fire Code (CFC), including LA County amendments
    g. California Green Building Standards Code (CalGreen)
    h. Glendora Municipal Code

19. Los Angeles County Fire Department and LA County Health Department approval, and applicable school district requirements will be required prior to the issuance of any building permits.

20. Applicable Park Development Fees will apply.

21. A Geotechnical Investigation Report will be required with the formal building permit submittal.

22. Engineered design prepared by a State of California Registered Design Professional will be required.

23. Easements and other recorded property constraints affecting the project should be reflected on future formal plan submittals, as applicable.

24. Signs will require a separate permit application and plan submittal.

25. Accessibility shall comply with Chapter 11B of the California Building Code. Accessible parking spaces serving the facility shall be located on the shortest accessible route to the entrance in accordance with CBC Section 11B-208.3.1.

26. Bicycle parking, clean air vehicle parking, and electric vehicle charging spaces shall be provided as required by the California Green Building Standards Code.

Water Division

27. A current LACoFD fire flow form 196 test must be approved prior to building permit issuance. This shall be performed to determine water availability and fire sprinkler design. Application and test fees shall be paid to the City of Glendora.

28. Signed and stamped engineered calculations, that include the project's total water demands, will be required. These calculations shall include all expected domestic, fire, and irrigation demands (if applicable). The proposed water supply and pressure must be sufficient to meet the project's demands. Also, the calculations shall determine the required diameter of the water meter and supply line to adequately serve this project referencing the latest 2025 CA Plumbing Code (CPC).

29. A water service installation plan (WSP) will be required for this project. The site must be serviced by a metered connection separate from the existing County building at this address. The submittal should contain sufficient information to demonstrate the proposed water installation and components for project approval. Submittals shall be received and approved by Public Works prior to building permit issuance.

30. A backflow preventer assembly is required for water meter protection. The backflow assembly must be approved by the USC Foundation for Cross Connection Control, City of Glendora Cross Connection Control Plan and suitable for potable water. The assembly shall be installed on private property and conform to City of Glendora standards for construction.

31. It will be the responsibility of the property owner/developer to relocate any conflicting utilities encroaching into the project area to ensure proper construction.

32. All newly installed backflow prevention assemblies shall be tested by a tester certified through the American Water Works Association California–Nevada Section (CA-NV AWWA) or another certification program approved by the City of Glendora. Test reports and certification documentation shall be submitted to the City of Glendora for review. Final acceptance of all certification reports shall be at the discretion of the City of Glendora.

33. All off-site improvements in the City of Glendora right of way will require an approved encroachment permit. Permit must be applied for and approved through the City of Glendora Public Works Department.

34. All work related to the water service installation and backflow preventer assemblies shall be subject to inspection by authorized City of Glendora personnel.

35. A will serve letter must be issued prior to final project approval.

Land Development Engineering Division

Site Development

36. The center driveway shall be removed to provide a higher level of safety, reduce conflicts between cars and pedestrians, and facilitate access to and from Grand Avenue from the existing northern and southern driveways. Remove the existing center driveway approach, and construct new landscaping, west and east planter curbs, sidewalk, curb, and gutter per City of Glendora Standards at that location.

Realign the ADA path of travel to be perpendicular to the drive aisle and Grand Avenue.

37. The following engineering maps, drawings, and reports are required for this project: grading and drainage plan (rough and precise grading combined); erosion control plan; LID plan; composite utility plan; public water service plan; geotechnical report; and drainage studies (including hydrology, hydraulics, and low impact development). The California Building Code (latest adopted edition), the Glendora Municipal Code, the LA County Low Impact Development Standards Manual, City of Glendora Engineering Standards and Specifications, the California Fire Code with LA County Amendments, and the U.S. Postal Service Handbook PO-632 apply to this project. Engineering will also review drawings related to the building plan checks and planning reviews including landscaping plans, on-site lighting plans, and plumbing plans.

38. The property shall be surveyed, and the lease boundaries marked by a land surveyor licensed by the State of California. Staking, horizontal control, and surveying for the proposed on-site and off-site construction and as-built drawings shall be provided for the duration of the project and shall be coordinated by the Civil Engineer of Record for the project.

39. The Glendora Municipal Code (GMC) 20.28.010 requires underground utilities for new developments. All off-site service connections and on-site utilities shall be installed underground. A composite utility plan will be required. Coordinate with utility agencies as necessary.

40. Show all existing and proposed easements on the improvement plans. Label, dimension and identify.

Drainage and Stormwater

41. This project will be required to comply with Federal, State, and City Stormwater regulations including National Pollutant Discharge Elimination System Requirements and Municipal Separate Storm Sewer System (MS4) Permit requirements. Projects subject to the MS4 are to implement post-construction low impact development (LID) storm water runoff water quality control measures to reduce downstream runoff. For preliminary and final design, follow Section 21.03.090 of the Glendora Municipal Code to determine Applicability and Performance Criteria. An LID report and plans for the construction of LID improvements will be required for the project. Follow LA County LID Standards Manual for design and format of LID Report. The soils engineer of record must review and approve the infiltration system. Maintenance Agreements/Covenants must be prepared and recorded for storm water improvements prior to final occupancy of the project.

42. Provide a Local Storm Water Plan (Local SWP) / Erosion Control with the Grading and Drainage Plan for implementation during the construction phase of the project. Detailed plans for erosion control and appropriate best management practices must be included.

Utilities

43. Water will be supplied by the City of Glendora Public Works Water Division. Water fees may apply to this project. Developers may be required to replace or upgrade existing water lines in front of the project and upsize existing water lines as necessary to meet requirements stipulated by the Water Division. Water studies may be required to determine water service requirements. Installation of public and/or private water mains on-site is required to serve the proposed development.

44. The treatment system for wastewater from the project site is owned and operated by the Los Angeles County Sanitation Districts (LACSD No. 22). The trunk sewer in front of the project site is owned and operated by LACSD No. 22, and a special permit is required for connection to their trunk sewer. Contact the Districts' Headquarters for fees, applications, plan checks, and permits required for a private lateral connection to the Trunk Sewer. For further information, contact District Staff at (562) 908-4288, extension 2717.

45. The public sewer serving this project is a County Sanitation District Trunk Sewer in Grand Avenue. Construction and encroachment permit from the City of Glendora as well as permit(s) from LACSD No. 22 are required for connection to this public sewer.

Grading

46. Final grading plans and required supporting documents (e.g., Soils, Hydrology/LID reports) must comply with any recommendations of the Geotechnical Engineer of record and will be submitted and reviewed according to the City's Grading Plan Checklist to the Land Development Division via Civic Access. A permit from the City of Glendora and a grading bond will be required prior to the start of construction.

47. A Geotechnical (Soils) Report is required with this submittal addressing the proposed construction including over-excavation and recompacting of on-site soils. An updated soils report must reference the California Building Code requirements, not the L.A. County Building Code. While the City does require soils reports to be prepared following the L.A. County GMED manual, we have not adopted their building code. First submittal of Grading Plan shall be signed and stamped by the Geotechnical Engineer stating that the Grading Plan is in conformance with the Geotechnical/soil recommendations. After final grading plan approval, the grading plan Mylar will also be wet signed and stamped by the Geotechnical Engineer. As necessary, provide an update letter if the soils report is greater than one year old.

48. During construction, the duties of the Geotechnical (Soils) engineer of record, as indicated on the first sheet of the approved plans, shall include the following: a) Observation of cleared areas and benches prepared to receive fill; b) Observation of the removal of all unsuitable soils and other materials; c) The approval of soils to be used as fill material; d) Inspection of compaction and placement of fill; e) The

testing of compacted fills; and f) The inspection and review of drainage devices. The owner shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by other soils and/or geotechnical engineers unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.

49. Final Hydrology/Hydraulics Report must follow the City's Hydrology & Hydraulics report format and discuss the offsite, tributary storm water run-on flows (if any) from properties surrounding the site. The report should analyze both off-site storm water drainage that is tributary to the project site and on-site storm water flow.

50. The City allows the use of either the APWA Standard No. 151-2 or Alhambra Foundry A-470 for parkway drains in the public right-of-way for developments. All the parkway drains need City of Glendora Public Works approval, permit and inspection.

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

Water/Fire service

52. For water service from the City of Glendora, a water study may be required to determine the impact of the development. City has contracted with a Consultant to upgrade the City's Water Model. Developer will be required to submit an initial deposit to run the Model. Deposit amount will depend on the initial quote by the Consultant to run the model.
53. For water service from the City of Glendora, water frontage fees may apply to this project. Developer may be required to replace all the existing water lines fronting the project and upsize existing water lines as necessary to meet requirements stipulated in the water model performed for the proposed development. Water improvement plans shall be prepared in accordance with City guidelines.

54. Backflow prevention shall be provided per City Standard Detail 2.30 for structural fire protection (i.e., sprinklers) and landscape irrigation systems. Plans shall be submitted to the City of Glendora for review and approval, and applicable plan check fees shall be paid.

55. A separate plan submittal will be required for any firewater lines which may serve the site. The plan will be prepared using the City of Glendora title block and must show the connection in the public right of way and must have a signature block for the LA County Fire Department.

56. If the Fire Department requires a dedicated fire hydrant or fire water connection,

that plan is a separate submittal to Engineering Division as well as the LA County Fire Department for review and approval. The plan must be prepared using the City of Glendora title block, must show the connection in the public right of way and must have a signature block for the L.A. County Fire Department. For LA County Fire Department requirements, contact the LACFD Fire Prevention Bureau at (323) 890-4132.

Street Improvements

57. Provide a Street Improvement Plan for improvements in the public right-of-way on Grand Avenue. The plan shall be submitted to the Land Development Division via the City's Civic Access Portal for review and approval, and applicable plan check fees shall be paid. The City shall review items including, but not limited to, street improvements, sidewalk improvements, utility placement, storm water improvements, landscaping (street trees in tree wells with irrigation), and street lighting improvements. New ADA-compliant concrete driveway approaches serving the project. All cracked, broken, uplifted, sunken, or damaged sidewalk shall be removed and replaced along the Project lease-area frontage on Grand Avenue. Sidewalk easements may be required to provide sufficient ADA access and clearance along the project frontage.

58. All improvement, utility, and trench work in City right of way or easements requires a permit from the City of Glendora. All City Standards are available online at: http://www.ci.glendora.ca.us/index.aspx?page=143.

59. Traffic Control Plans for Grand Avenue improvement and utility construction, prepared by a registered civil engineer, are required in conjunction with the work in the roadway. The plans must be reviewed and approved by the Engineering Division.

Los Angeles County Fire Department

60. Review and approval by the Fire Department's Fire Prevention Engineering Section Building Plan Check Unit is required for this project prior to building permit issuance. Plans should be submitted through EPIC-LA using the Fire Engineering - Building Plan Check Unit - Commercial Occupancy plan type.

61. Concurrently with your Architectural Plan submittal to the Fire Department as part of the building permit review process, a completed Fire Flow Availability Form (FORM 196) will be required of the existing public fire hydrant within the lot frontage. The required fire flow for the public fire hydrants for this project is 1,500 gpm at 20 psi residual pressure for 2 hours.

Enforcement

62. The Applicant and Property Owner shall pay the costs of any code enforcement activities, including attorney's fees, resulting from the violation of any conditions of approval or any provision of the Glendora Municipal Code. (GMC §1.18).

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

SECTION 5. The City Clerk shall certify the passage and adoption of this Resolution and shall enter the same in the Book of Original Resolutions.

SECTION 6. The Chair of the Planning Commission shall sign this Resolution, and the Secretary shall attest and certify the passage and adoption of this Resolution, and the same shall become effective upon expiration of the 15 calendar-day appeal period, unless a timely appeal is filed in accordance with the Glendora Municipal Code.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Glendora this _____ day of _____, 2026.

BY: _____
MARK DAVIS
Chair

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
JESSICA SANTIAGO
Assistant City Attorney

CERTIFICATION

I, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Glendora at a regular meeting held on the _____ day of _____, 2026 by the following vote:

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

Dated:

_____
LORENA CORDOVA
City Clerk Specialist

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

NOTICE OF EXEMPTION

Project Title: PLN26-0008

Project Location: 715 S Grand Avenue, Glendora, CA 91740

Project Applicant: Gurinderjit Kehr

Mailing Address: 715 S Grand Avenue, Glendora, CA 91740

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

Zoning Designation: *RT66-GCG (Grand Commercial Gateway)*

Project Description: The project involves a Conditional Use Permit to allow a drive-through in conjunction with a new fast-food restaurant (Dutch Bros. Coffee) at 715 S. Grand Avenue.

Surrounding Land Uses and Setting: Properties surrounding the project area include existing commercial and residential development.

The Planning Commission recommends the following exempt status / findings:

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

  Type: **Class 32** Section: **15332 (In-fill Development Project)**

- ☐ Statutory Exemption. Code Number:
- ☐ Other

Reasons why project is exempt: CEQA requires analysis of agency approvals of discretionary "Projects." A "Project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonable foreseeable indirect physical change in the environment" (State CEQA Guidelines Section 15378). The proposed Project is a project under CEQA.

Staff has reviewed the Project and determined that it is categorically exempt from CEQA review pursuant to the following:

15332 (In-Fill Development Project) – Class 32: This categorical exemption applies to projects that are characterized as infill development and meet specified requirements. The Project qualifies as infill development because it satisfies each of the following conditions:

a. *The project is consistent with the applicable General Plan policies, and zoning designation and regulations.* The proposed CUP is consistent with the City's General Plan Land Use designation of the Route 66 Corridor Specific Plan. The development project complies with the General Plan Land Use Designation and zoning ordinance standards.

b. *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.* The proposed development occurs within city limits on an approximately 0.86-acre project/lease area substantially surrounded by urban uses

c. *The project site has no value, as habitat for endangered, rare, or threatened species.* The project site has no value as habitat for endangered, rare, or threatened species because the site and surrounding area are fully developed.

d. *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

   i. Noise. Noise from the Project will be subject to applicable City noise standards, and the Project is conditioned to utilize automatic volume control technology for the drive-through speaker system.

   ii. Air Quality. Air quality thresholds are established through the South Coast Air Quality Management District. The Project would not exceed these established thresholds.

   iii. Water Quality. The Project has been conditioned to comply with an applicable water quality requirements and best management practices to reduce or eliminate potential impacts from stormwater runoff.

   iv. Traffic. The June 25, 2026 Traffic Impact Analysis concluded that the Project would not result in significant transportation impacts. The City's Land Development Engineering Division has confirmed that the TIA remains applicable to the approved Project plans.

e. *The site can be adequately served by all required utilities and public services.* The project site will be served by local utilities and services, subject to the applicable water, sewer, fire, and other service requirements identified in the Conditions of Approval.

_____ Date: _____

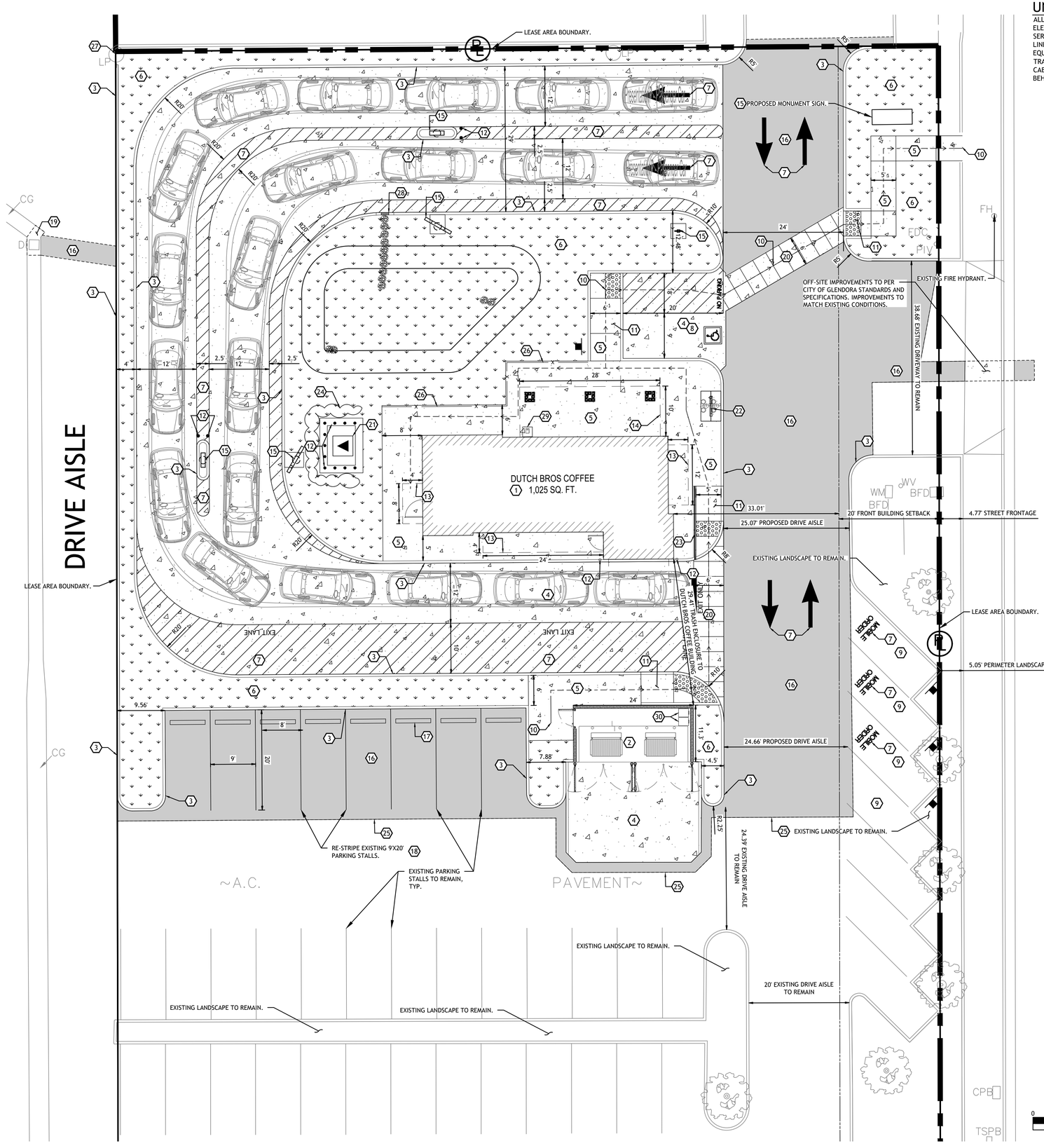
Jeff Kugel, Director of Community Development

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

City of Glendora Planning Commission on September 1, 2026

_____ Date: _____

Ryan Alcazar, Planning Technician (626) 914-8276



UNDERGROUND UTILITIES NOTE:

ALL WIRES, CONDUCTORS, CABLES, RACEWAYS AND CONDUITS FOR ELECTRICAL, TELEPHONE, CATV AND SIMILAR SERVICES THAT PROVIDE DIRECT SERVICE TO ANY PROPERTY BEING DEVELOPED SHALL, WITHIN THE BOUNDARY LINES OF SUCH PROPERTY, BE INSTALLED UNDERGROUND. ASSOCIATED EQUIPMENT AND APPURTENANCES SUCH AS SURFACE-MOUNTED TRANSFORMERS, PEDESTAL-MOUNTED TERMINAL BOXES, METERS AND SERVICE CABINETS MAY BE PLACED ABOVEGROUND WHEN SCREENED AND LOCATED BEHIND THE FRONT SETBACK LINE.



N.T.S VICINITY MAP

CONSTRUCTION NOTES:

1. PROPOSED DUTCH BROS COFFEE BUILDING, REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR DETAILS.
2. PROPOSED TRASH ENCLOSURE, REFER TO ARCHITECTURAL PLANS AND STRUCTURAL FOR ENCLOSURE AND PAVEMENT SECTION DETAILS.
3. PROPOSED CONCRETE BARRIER CURB, TYPICAL.
4. PROPOSED CONCRETE PAVEMENT.
5. PROPOSED ON-SITE CONCRETE SIDEWALK (WIDTH VARIES), TYPICAL.
6. PROPOSED LANDSCAPE PER LOCAL REQUIREMENTS.
7. PROPOSED PAVEMENT MARKING.
8. PROPOSED ACCESSIBLE PARKING STALL W/ REQUIRED SIGNAGE.
9. EXISTING PARKING STALL TO REMAIN.
10. PROPOSED ACCESSIBLE PATH, TYPICAL.
11. PROPOSED ADA ACCESSIBLE RAMP.
12. PROPOSED BOLLARD.
13. PROPOSED AWNING. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
14. PROPOSED BUILDING CANOPY. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
15. PROPOSED SIGN.
16. PROPOSED ASPHALT PAVEMENT.
17. PROPOSED WHEEL STOP.
18. RE-STRIPE EXISTING PARKING STALL.
19. PROPOSED VALLEY GUTTER TO BE REPLACED. MATCH EXISTING DRAINAGE CONDITIONS.
20. PROPOSED CONCRETE CROSSWALK. CONCRETE PAVEMENT TO BE DECORATIVE AND DEMARCATED WITH 3' X 3' CONTROL JOINTS.
21. PROPOSED POWER TRANSFORMER.
22. PROPOSED BICYCLE PARKING RACK.
23. PROPOSED HANDRAIL.
24. PROPOSED LANDSCAPE SCREENING HEDGE.
25. APPROXIMATE SAWCUT LINE.
26. PROPOSED GUARD RAIL.
27. EXISTING LIGHT TO REMAIN.
28. PROPOSED CURB CUT WITH RIPRAP.
29. PROPOSED TRASH RECEPTACLE.
30. PROPOSED ORGANIC WASTE CONTAINER (96-GALLON CARTS).

OWNER

GRAND GLENDORA SERVICES, LLC.
CONTACT: DAVID PARKER
6444 SAN FERNANDO ROAD, SUITE 3944
GLENDALE, CA 91221
TEL: (310) 689-7600
EMAIL: DPARKINVEST@YAHOO.COM

DEVELOPER

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767
WEBSITE: HTTPS://WWW.DUTCHBROS.COM

ENGINEER

CORESTATES, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251-6222
CONTACT: ANTHONY E. MERLINO, P.E.
EMAIL: AMERLINO@CORE-STATES.COM

BUILDING ARCHITECT

GNICH ARCHITECTURE STUDIO
1001 SE SANDY BOULEVARD, SUITE 100
PORTLAND, OR 97214
TEL: (503) 552-9079
CONTACT: DUSTIN HENION

SURVEYOR

RICHTIG CORP.
13911 NOWATA CT.
APPLE VALLEY, CA 92307
EMAIL: CHRIS@RICHTIGCORP.COM

PROJECT DATA

NAME: DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA

LOCATION: 725 SOUTH GRAND AVENUE, GLENDORA, CA 91740

LEASE AREA: 37,403 SF (0.86 AC)

ZONING: ROUTE 66 CORRIDOR SPECIFIC PLAN GRAND COMMERCIAL GATEWAY (RT66-GCG)

SETBACKS:

FRONT (S GRAND AVENUE): 20'

PROPOSED BUILDING INFORMATION:

BUILDING HEIGHT: 24'

BUILDING STORIES: 1

GROSS FLOOR AREA: 1,025 SF

VEHICLE PARKING:
DEPARTMENT OF CHILDREN AND FAMILY SERVICES
(1 SPACE REQUIRED PER 250 SF OF FLOOR AREA BY CODE)
FLOOR AREA = 108,016 SF
PARKING SPACES REQUIRED = 433

(E) PARKING SPACES PROVIDED:	506
(E) TOTAL SPACES PROVIDED:	506

DUTCH BROS COFFEE
(1 SPACE REQUIRED PER 100 SF OF FLOOR AREA BY CODE)
FLOOR AREA = 1,025 SF
PARKING SPACES REQUIRED = 11

ACCESSIBLE SPACES PROPOSED:	1
COMPACT SPACES PROPOSED:	0
STANDARD SPACES PROPOSED:	0
(E) STANDARD SPACES RETAINED:	41
CLEAN AIR SPACES PROVIDED:	N/A
TOTAL SPACES PROVIDED:	42
PARKING SPACES REMOVED:	57

TOTAL SPACES REQUIRED = 433 + 11 = 444
TOTAL SPACES PROVIDED = 506 + 1 - 57 = 450
SPACES PROVIDED > SPACES REQUIRED (SURPLUS OF 6 PARKING SPACES)

BICYCLE PARKING:

BICYCLE PARKING REQUIRED:	2
SPACES PROVIDED:	2
	2

VEHICLE QUEUING: 20

TRASH ENCLOSURE: 24' X 12'

LEASE AREA COVERAGE:

PROPOSED:		
BUILDINGS:	±1,025 SF	(2.74%)
PARKING AND MANEUVERING:	±11,557 SF	(30.90%)
WALKWAYS:	±1,990 SF	(5.32%)
LANDSCAPE:	±5,099 SF	(13.63%)
EXISTING TO REMAIN:		
PARKING AND MANEUVERING:	±15,648 SF	(41.84%)
LANDSCAPE:	±2,084 SF	(5.57%)
	37,403 SF	(100.00%)

FRONT SETBACK AREA COVERAGE:

PROPOSED:		
EXISTING HARDSCAPE TO BE REPLACED:	±776 SF	(17.04%)
HARDSCAPE:	±178 SF	(3.91%)
LANDSCAPE:	±572 SF	(12.56%)
EXISTING TO REMAIN:		
HARDSCAPE:	±1,702 SF	(37.36%)
LANDSCAPE:	±1,327 SF	(29.13%)
	4,555 SF	(100.00%)

CIVIL SHEET INDEX

Sheet Number	Sheet Title
1	PRELIMINARY SITE PLAN
2	EXISTING SITE PLAN
3	PRELIMINARY PARKNG PLAN
4	PRELIMINARY PARKING PLAN CONT.
5	PRELIMINARY DRAINAGE PLAN
6	PRELIMINARY GRADING PLAN
7	PRELIMINARY UTILITY PLAN
8	PRELIMINARY FIRE ACCESS PLAN

LEGEND

BUILDING LINE
EXISTING CURB TO REMAIN
PROPOSED CURB
PROPOSED LANDSCAPING
PROPOSED ASPHALT
PROPOSED CONCRETE

N

0 5' 10' 20'
SCALE: 1"=10'

CORE STATES GROUP

3300 Douglas Blvd
Suite 100
Roseville, CA 95661
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

LICENSED PROFESSIONAL ENGINEER
ANTHONY E. MERLINO
97853
CIVIL
STATE OF CALIFORNIA

07/07/2026

811 Know what's below. Call before you dig.

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DUTCH BROS COFFEE - CA6107
725 SOUTH GRAND AVENUE,
GLENDORA, CA 91740

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

DUTCH BROS COFFEE

REV	DATE	COMMENT	BY

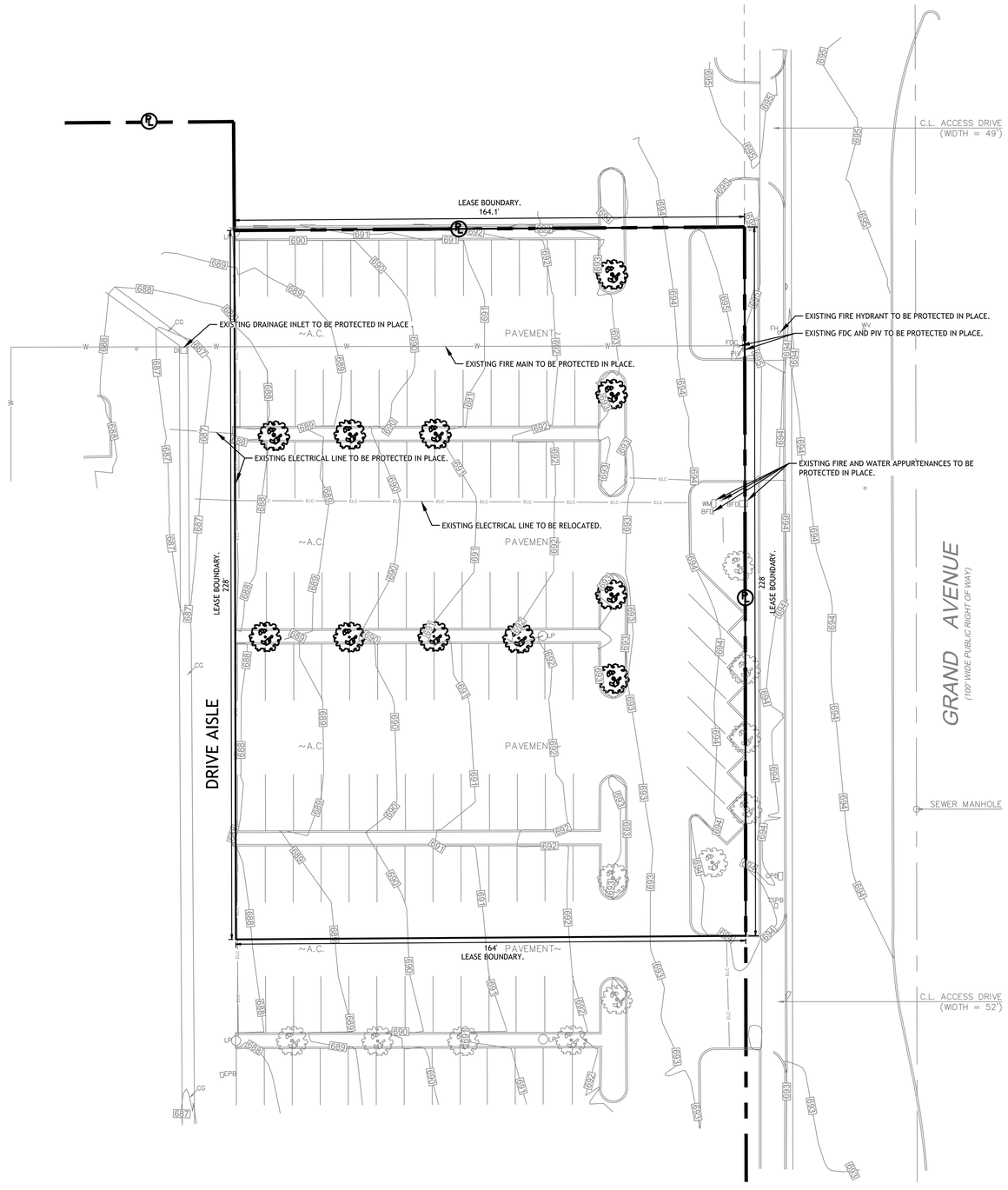
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Sheet Date: 7/7/2026
Proj. Number: 24425

Sheet Title:

PRELIMINARY SITE PLAN

Sheet Number:

1





N.T.S VICINITY MAP

PROJECT DATA

NAME:	DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA
LOCATION:	725 SOUTH GRAND AVENUE, GLENDORA, CA 91740
LEASE AREA:	37,403 SF (0.86 AC)
ZONING:	ROUTE 66 CORRIDOR SPECIFIC PLAN GRAND COMMERCIAL GATEWAY (RT66-GCG)

EXISTING LEASE AREA COVERAGE:

PARKING AND MANEUVERING:	±32,344 SF	(86.47%)
LANDSCAPE:	±5,060 SF	(13.53%)
	37,403 SF	(100.00%)

N

SCALE: 1"=20'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- EXISTING TREE
- EXISTING TREE TO BE REMOVED

CORE STATES GROUP

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DUTCH BROS Coffee

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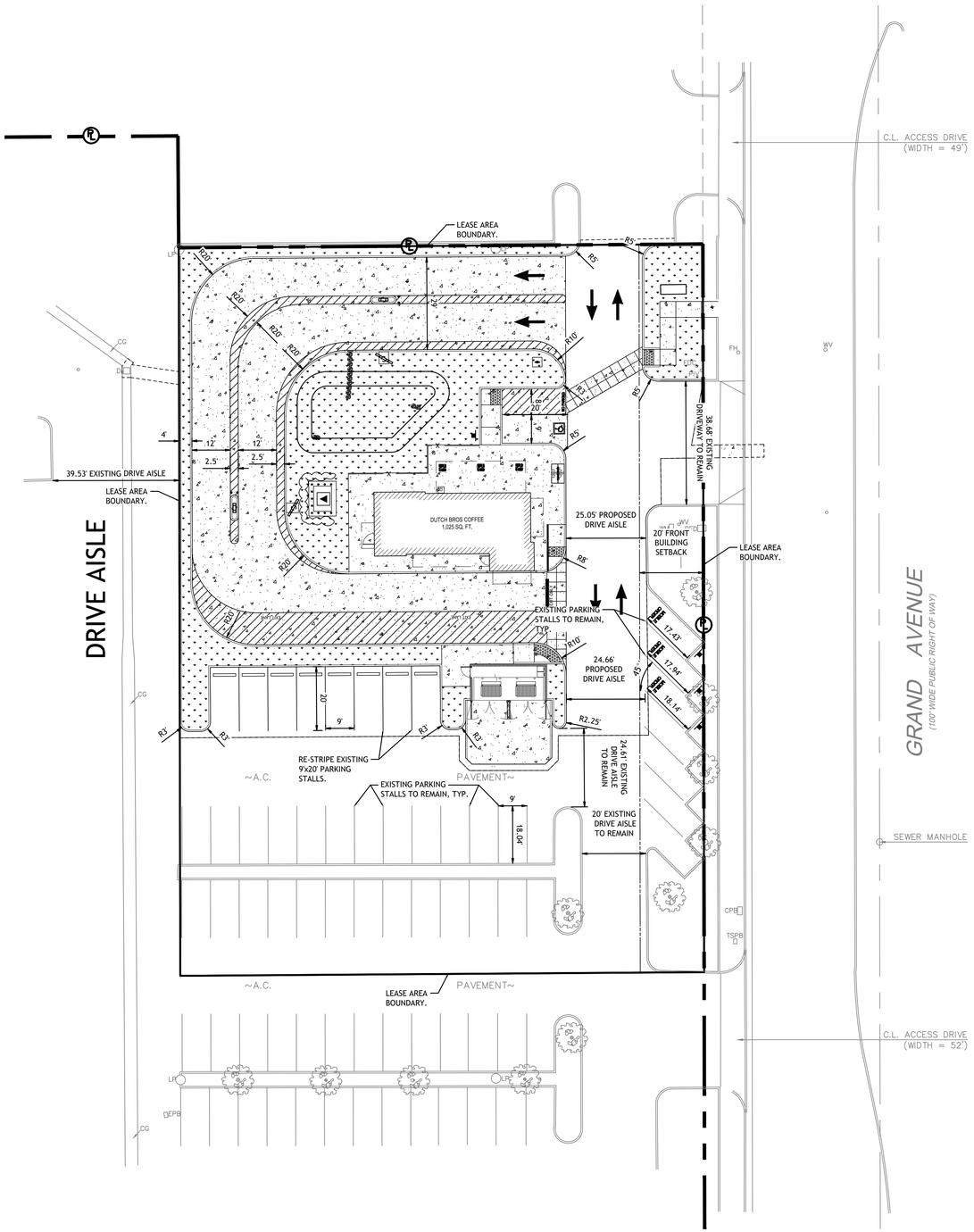
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Proj. Number:	24425

Sheet Title:

EXISTING SITE PLAN

Sheet Number:

2





N.T.S VICINITY MAP

PROJECT DATA

NAME: DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA

LOCATION: 725 SOUTH GRAND AVENUE, GLENDORA, CA 91740

VEHICLE PARKING:
DEPARTMENT OF CHILDREN AND FAMILY SERVICES
(1 SPACE REQUIRED PER 250 SF OF FLOOR AREA BY CODE)
FLOOR AREA = 108,016 SF
PARKING SPACES REQUIRED = 433

(E) PARKING SPACES PROVIDED:	506
(E) TOTAL SPACES PROVIDED:	506

DUTCH BROS COFFEE
(1 SPACE REQUIRED PER 100 SF OF FLOOR AREA BY CODE)
FLOOR AREA = 1,025 SF
PARKING SPACES REQUIRED = 11

ACCESSIBLE SPACES PROPOSED:	1
COMPACT SPACES PROPOSED:	0
STANDARD SPACES PROPOSED:	0
(E) STANDARD SPACES RETAINED:	41
CLEAN AIR SPACES PROVIDED:	N/A
TOTAL SPACES PROVIDED:	42
PARKING SPACES REMOVED:	57

TOTAL SPACES REQUIRED = 433 + 11 = 444
TOTAL SPACES PROVIDED = 506 + 1 - 57 = 450
SPACES PROVIDED > SPACES REQUIRED (SURPLUS OF 6 PARKING SPACES)

BICYCLE PARKING:

BICYCLE PARKING REQUIRED:	2
SPACES PROVIDED:	2
	2

N

CSG

0 10' 20' 40'

SCALE: 1"=20'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

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DUTCH BROS Coffee

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PRELIMINARY PARKNG PLAN

Sheet Number:

3





N.T.S VICINITY MAP

PROJECT DATA

NAME: DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA

LOCATION: 725 SOUTH GRAND AVENUE, GLENDORA, CA 91740

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(E) TOTAL SPACES PROVIDED:	506

DUTCH BROS COFFEE
(1 SPACE REQUIRED PER 100 SF OF FLOOR AREA BY CODE)
FLOOR AREA = 1,025 SF
PARKING SPACES REQUIRED = 11

ACCESSIBLE SPACES PROPOSED:	1
COMPACT SPACES PROPOSED:	0
STANDARD SPACES PROPOSED:	0
(E) STANDARD SPACES RETAINED:	41
CLEAN AIR SPACES PROVIDED:	N/A
TOTAL SPACES PROVIDED:	42
PARKING SPACES REMOVED:	57

TOTAL SPACES REQUIRED = 433 + 11 = 444
TOTAL SPACES PROVIDED = 506 + 1 - 57 = 450
SPACES PROVIDED > SPACES REQUIRED (SURPLUS OF 6 PARKING SPACES)

BICYCLE PARKING:

BICYCLE PARKING REQUIRED:	2
SPACES PROVIDED:	2
	2

PARKING COUNT LEGEND

EXISTING PARKING STALL(S)	#
RETAINED EXISTING PARKING STALL(S)	#
REMOVED EXISTING PARKING STALL(S)	#
PROPOSED PARKING STALL(S)	#

N

CSG

0 20' 40' 80'

SCALE: 1"=40'

LEGEND

BUILDING LINE	
EXISTING CURB TO REMAIN	
PROPOSED CURB	
PROPOSED LANDSCAPING	
PROPOSED ASPHALT	
PROPOSED CONCRETE	

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DUTCH BROS COFFEE

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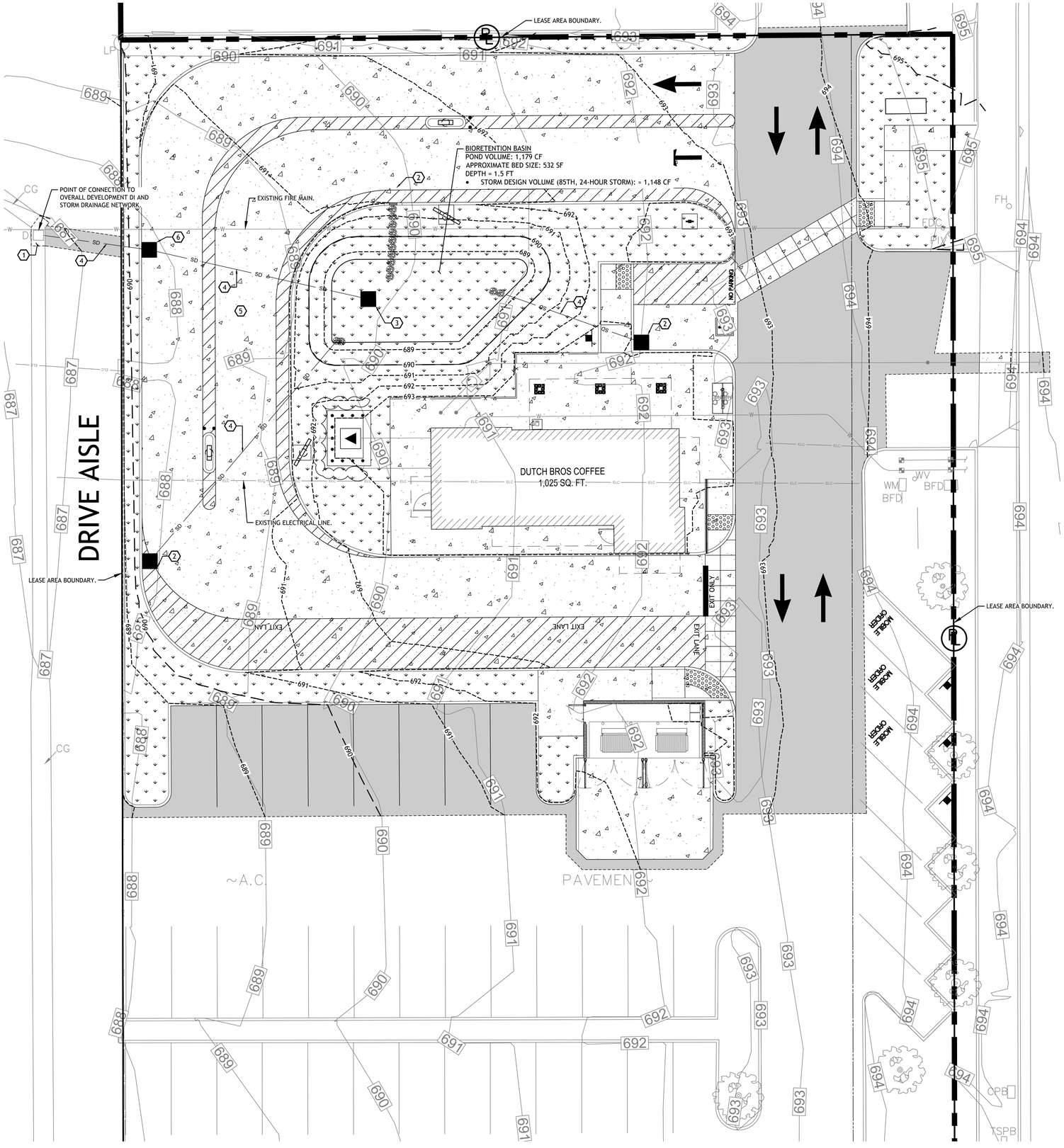
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PRELIMINARY PARKING PLAN CONT.

Sheet Number:

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N.T.S VICINITY MAP

PROJECT DATA

NAME:	DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA
LOCATION:	725 SOUTH GRAND AVENUE, GLENDORA, CA 91740

LEASE AREA COVERAGE:

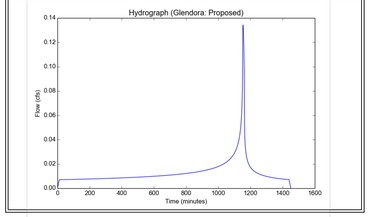
PROPOSED (0.45 AC):		
BUILDINGS:	±1,025 SF	(2.74%)
PARKING AND MANEUVERING:	±11,557 SF	(30.90%)
WALKWAYS:	±1,990 SF	(5.32%)
LANDSCAPE:	±5,099 SF	(13.63%)
EXISTING TO REMAIN (0.41 AC):		
PARKING AND MANEUVERING:	±15,648 SF	(41.84%)
LANDSCAPE:	±2,084 SF	(5.57%)
	37,403 SF	(100.00%)

Peak Flow Hydrologic Analysis

File location: P:/24000s/24425/preliminary/hydro calc/Glendora - Proposed.pdf
Version: HydroCalc 1.0.3

Input Parameters	
Project Name	Glendora
Subarea ID	Proposed
Area (ac)	0.45
Flow Path Length (ft)	150.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.76
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results	
Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.4119
Undeveloped Runoff Coefficient (Cu)	0.1719
Developed Runoff Coefficient (Cd)	0.7253
Time of Concentration (min)	11.0
Clear Peak Flow Rate (cfs)	0.1344
Burned Peak Flow Rate (cfs)	0.1344
24-Hr Clear Runoff Volume (ac-ft)	0.0264
24-Hr Clear Runoff Volume (cu-ft)	1147.8821



CONSTRUCTION NOTES:

1. PROPOSED VALLEY GUTTER TO BE REPLACED. MATCH EXISTING DRAINAGE CONDITIONS.
2. PROPOSED STORM DRAINAGE CATCH BASIN.
3. PROPOSED OVERFLOW CATCH BASIN
4. PROPOSED STORM DRAIN.
5. PROPOSED BIORETENTION BASIN
6. PROPOSED STORM DRAINAGE MANHOLE W/ FLOW CONTROL.

PROPOSED DUTCH BROS COFFEE DEVELOPMENT TO MATCH EXISTING TOPOGRAPHY AND DRAINAGE PATTERNS, CONTOURS AND CONTOUR LABELS SHOWN PER THIS PLAN ARE EXISTING.

GRADING LEGEND:

PROPOSED CONTOURS XXX

EXISTING CONTOURS XXX

N

CSG

0 5' 10' 20'

SCALE: 1"=10'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

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DUTCH BROS

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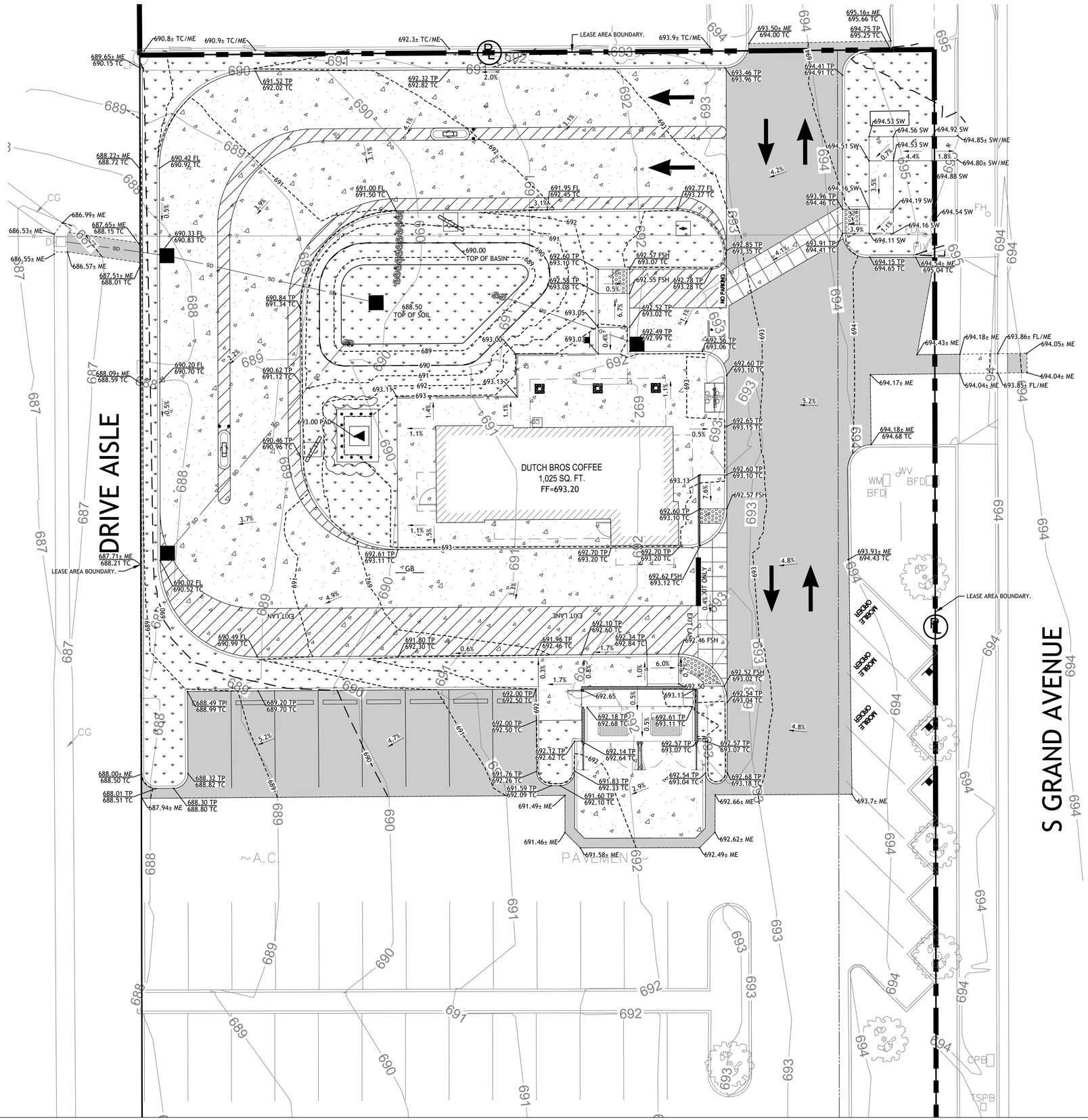
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Sheet Title:

PRELIMINARY DRAINAGE PLAN

Sheet Number:

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VICINITY MAP
N.T.S

PROJECT DATA

NAME: DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA

LOCATION: 725 SOUTH GRAND AVENUE, GLENDORA, CA 91740

PROPOSED DUTCH BROS COFFEE DEVELOPMENT TO MATCH EXISTING TOPOGRAPHY AND DRAINAGE PATTERNS.

ABBREVIATIONS:

ME - MATCH EXISTING ELEVATION
TC - TOP OF CURB/SIDEWALK
TP - TOP OF PAVEMENT
SW - TOP OF SIDEWALK
FSH - FLUSH
GB - GRADE BREAK
FL - FLOWLINE

GRADING LEGEND:

PROPOSED CONTOURS
EXISTING CONTOURS

N

CSG

0 5' 10' 20'
SCALE: 1"=10'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

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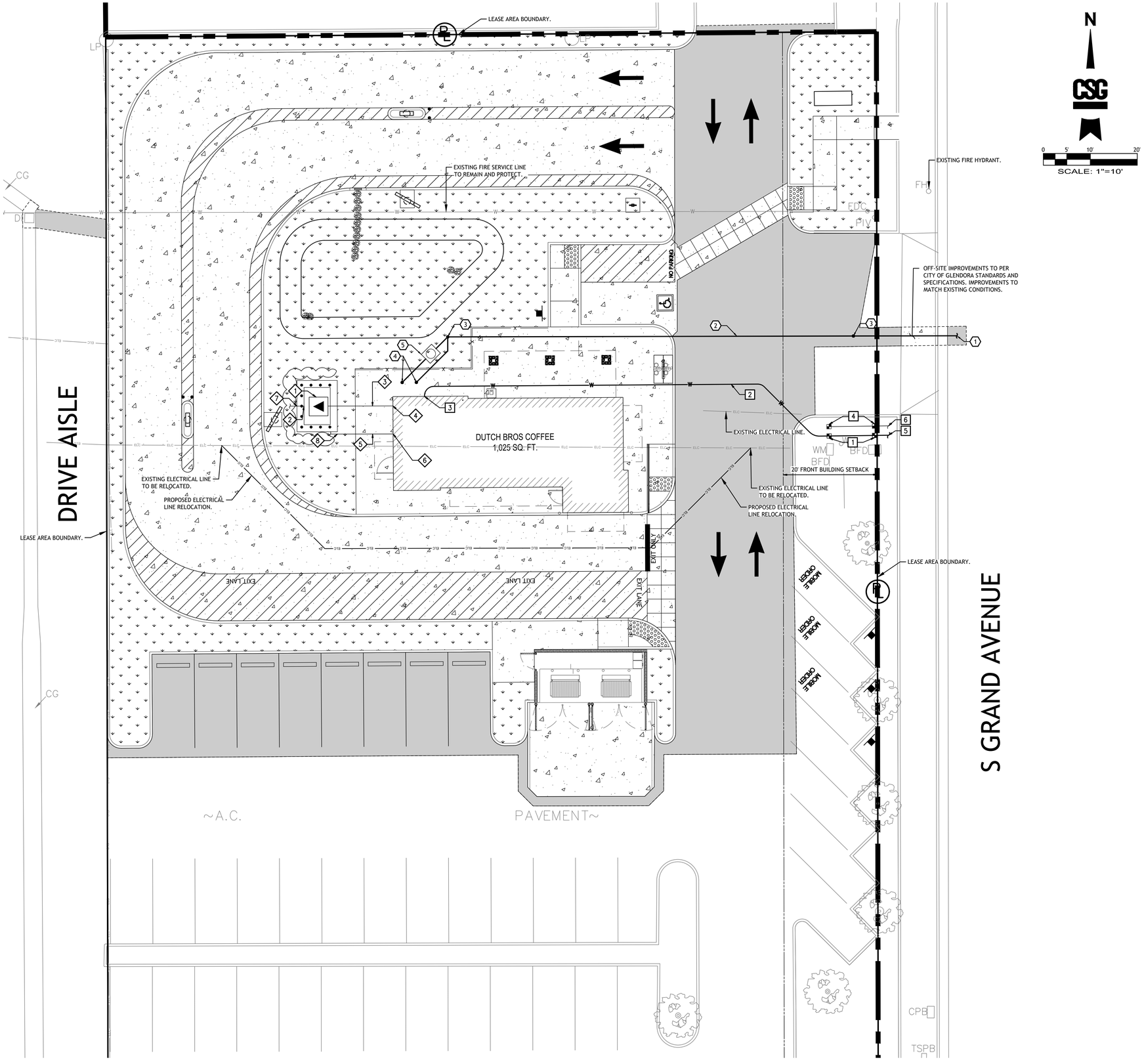
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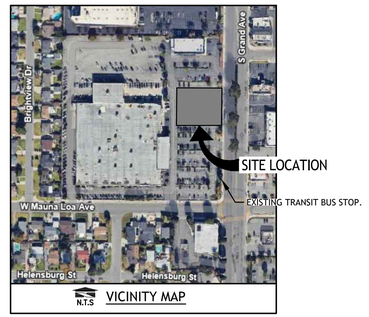
Sheet Title:

PRELIMINARY GRADING PLAN

Sheet Number:

6





N.T.S VICINITY MAP

PROJECT DATA

NAME:	DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA
LOCATION:	725 SOUTH GRAND AVENUE, GLENDORA, CA 91740

WATER CONSTRUCTION NOTES:

1. INSTALL 1.0" DOMESTIC METER AND 1.5" BACKFLOW FOR DOMESTIC WATER SERVICE.
2. INSTALL 1.5" DOMESTIC WATER SERVICE PIPING PER PLAN.
3. LOCATION OF DOMESTIC WATER SERVICE CONNECTION TO BUILDING.
4. INSTALL 3/4" IRRIGATION METER AND BACKFLOW FOR IRRIGATION WATER SERVICE.
5. APPROXIMATE LOCATION OF DOMESTIC WATER SERVICE CONNECTION TO EXISTING STUB.
6. APPROXIMATE LOCATION OF IRRIGATION WATER SERVICE CONNECTION TO EXISTING STUB.

SANITARY CONSTRUCTION NOTES:

1. APPROXIMATE LOCATION OF CONNECTION TO EXISTING SANITARY SEWER STUB FOR SANITARY SEWER SERVICE.
2. INSTALL SEWER LATERAL PER PLAN.
3. INSTALL SANITARY SEWER CLEANOUT.
4. LOCATION OF SANITARY SEWER CONNECTION TO BUILDING, INSTALL SANITARY SEWER CLEANOUT.
5. INSTALL GREASE INTERCEPTOR.

DRY UTILITIES CONSTRUCTION NOTES:

1. PROPOSED POWER TRANSFORMER.
2. ROUTING OF PRIMARY POWER SERVICE FOR PROPOSED POWER TRANSFORMER.
3. ROUTING OF SECONDARY POWER SERVICE.
4. LOCATION OF POWER CONNECTION TO BUILDING.
5. ROUTING OF UNDERGROUND COMMUNICATIONS LINE.
6. LOCATION OF COMMUNICATIONS CONNECTION TO BUILDING.
7. APPROXIMATE LOCATION OF POWER SERVICE CONNECTION TO EXISTING STUB.
8. APPROXIMATE LOCATION OF COMMUNICATIONS SERVICE CONNECTION TO EXISTING STUB.

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

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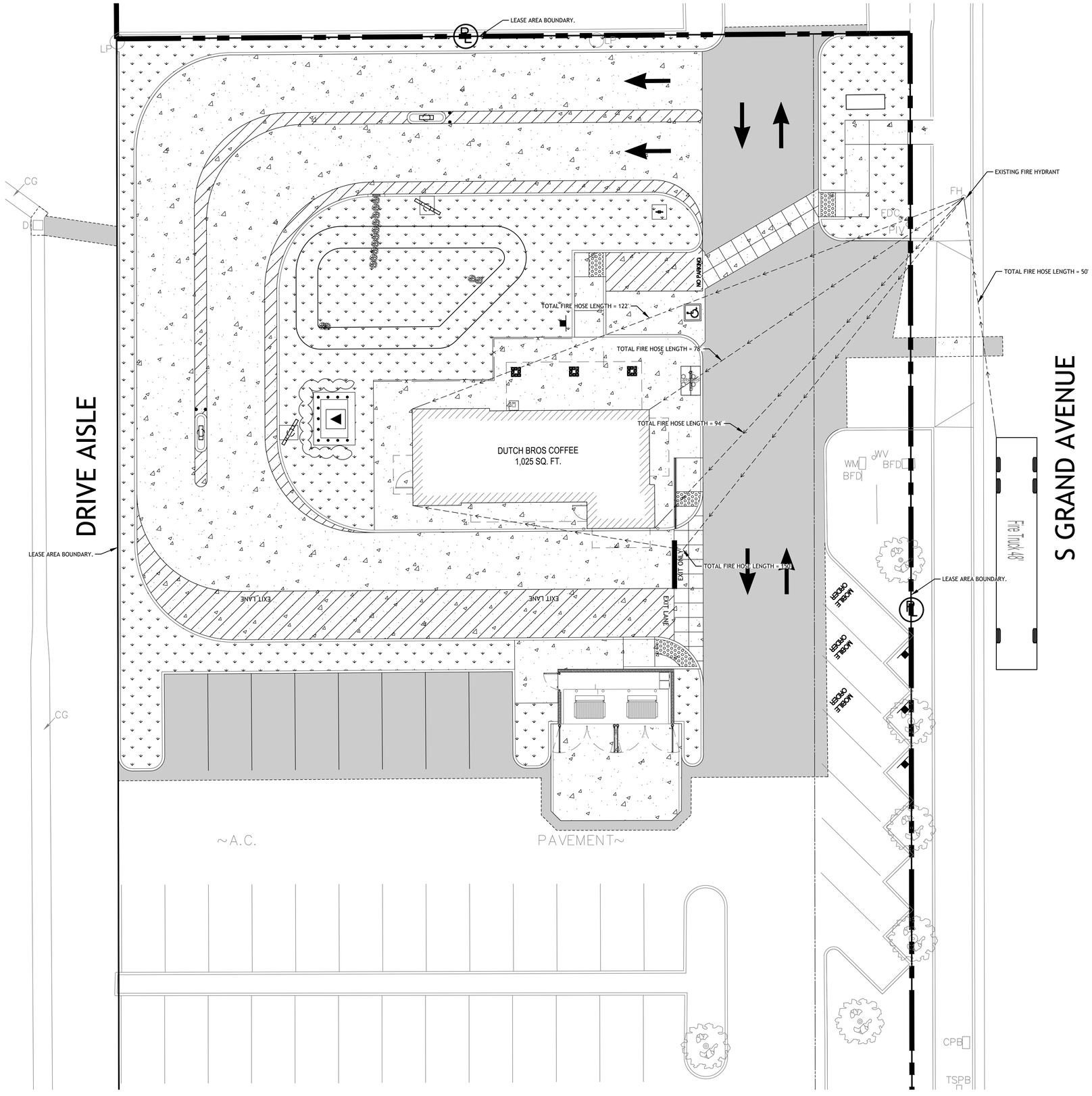
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PRELIMINARY UTILITY PLAN

Sheet Number:

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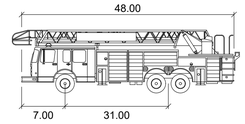
N.T.S VICINITY MAP

PROJECT DATA

NAME: DUTCH BROS COFFEE - CA6107 - GLENDORA, CALIFORNIA

LOCATION: 725 SOUTH GRAND AVENUE, GLENDORA, CA 91740

FIRE TRUCK DIMENSIONS



Fire Truck 48'

	feet
Width	: 8.40
Track	: 8.40
Lock to Lock Time	: 6.0
Steering Angle	: 35.0

N

CSG

0 5' 10' 20'

SCALE: 1"=10'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

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DUTCH BROS Coffee

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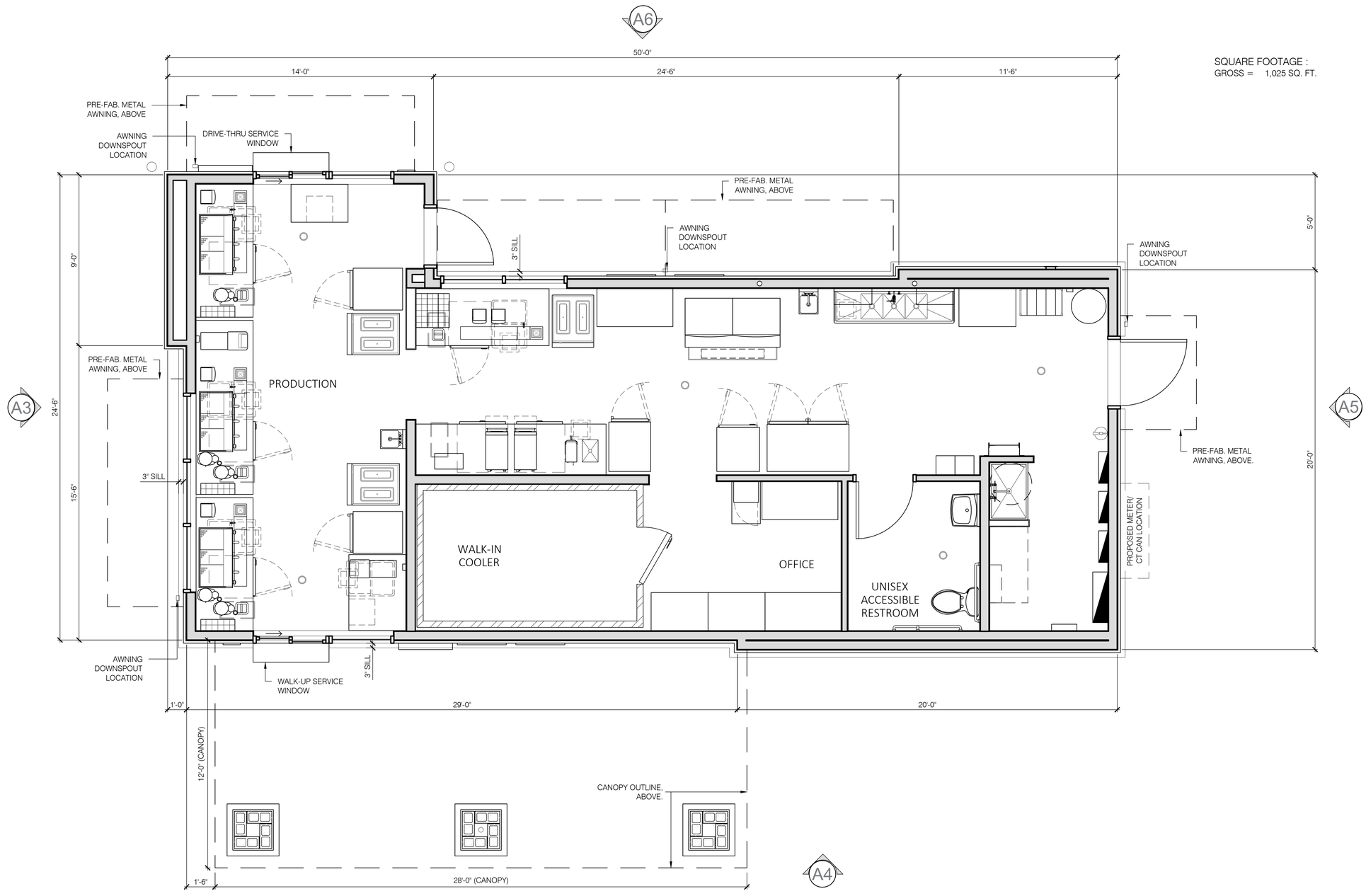
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PRELIMINARY FIRE ACCESS PLAN

Sheet Number:

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DUTCH BROS Coffee



SQUARE FOOTAGE :
GROSS = 1,025 SQ. FT.

SCALE: 3/8" = 1'-0"

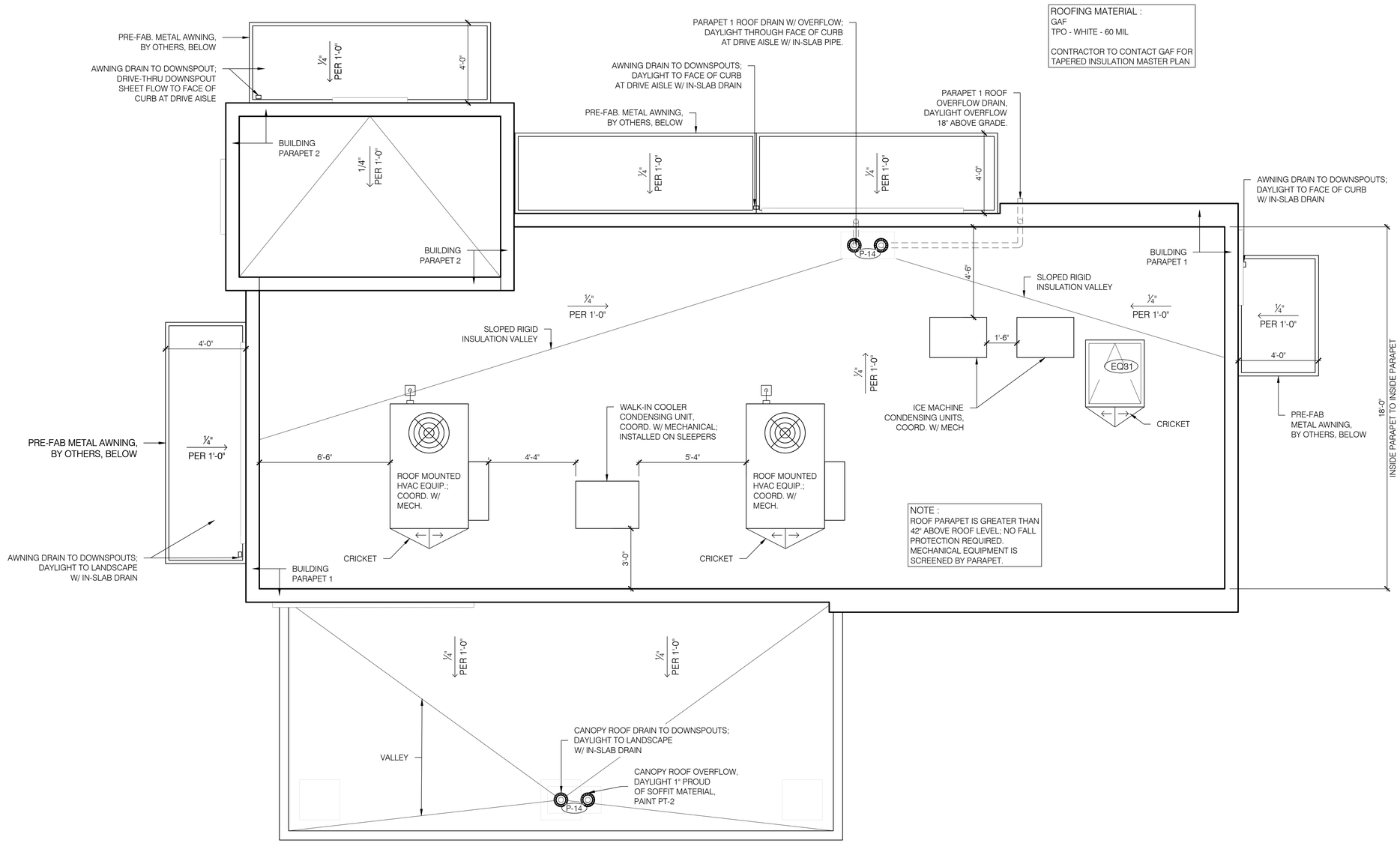
0' 5' 10' 20'

GNICH ARCHITECTURE STUDIO
AN OREGON LIMITED LIABILITY COMPANY

DUTCH BROS COFFEE | CA6107 | 715 S GRAND AVE. | GLENDORA, CA 91740

1001 SE SANDY BLVD, SUITE 100 | PORTLAND, OR 97214 | www.GnichArch.com | v. 503.552.9079 | JULY 1st, 2026

FLOOR PLAN



SCALE: 3/8" = 1'-0"

0' 5' 10' 20'

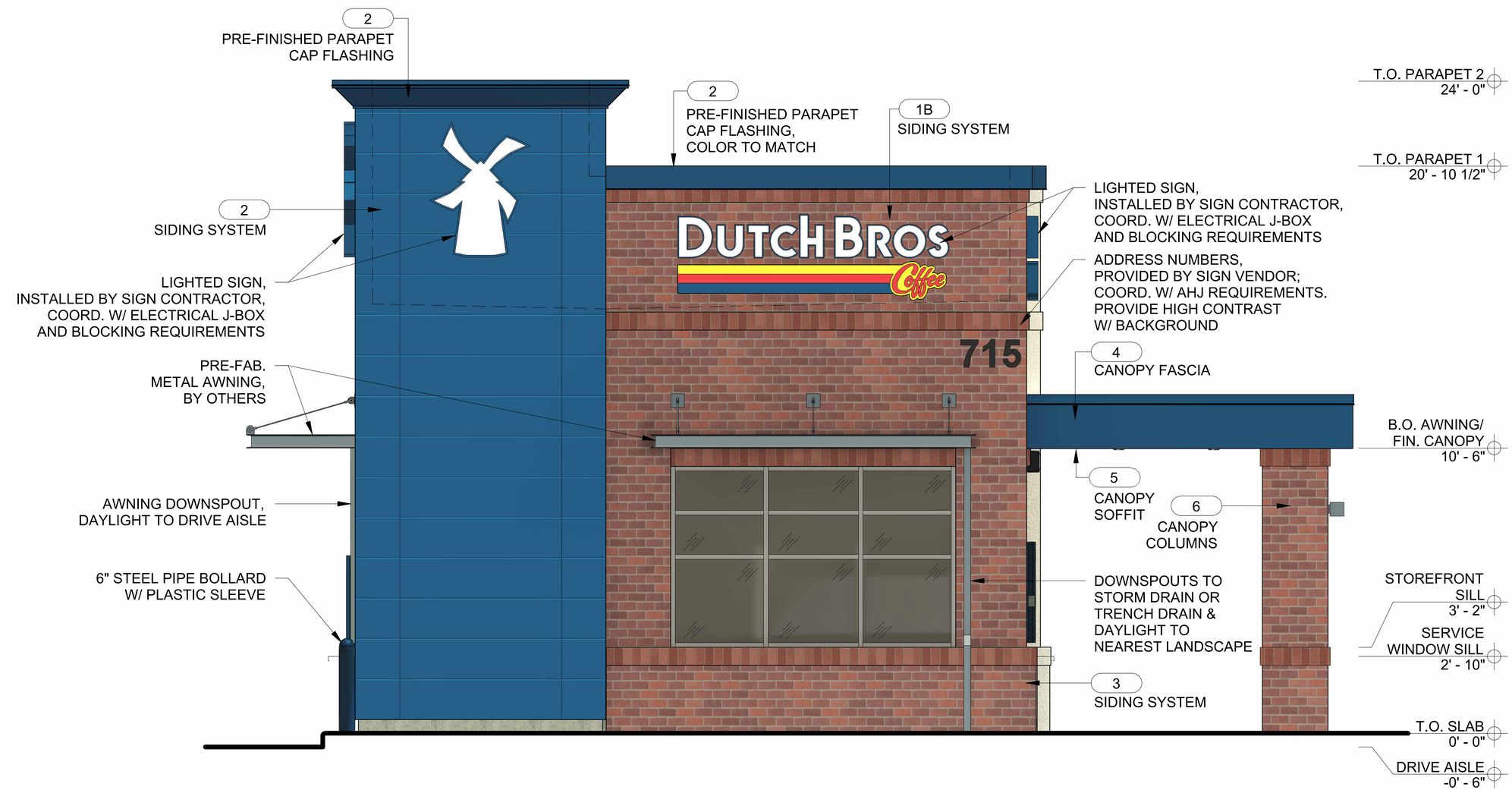
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ROOF PLAN

EXTERIOR FINISH SCHEDULE				
NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS AND ALL NECESSARY ADAPTORS AT AWNING AND CANOPY LOCATION; COLOR: BLDG DB DARK GRAY				
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE FINISH; REVEALS AS SHOWN	PAINTED; COLOR: SW6070 HERON PLUME
1B	BRICK VENEER	INTERSTATE BRICK	THIN BRICK	COLOR: MOUNTAIN RED, MATTE
ZONE 2 (TOWER)				
2	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 w/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3	BRICK VENEER & SILL	INTERSTATE BRICK	MODULAR FACE BRICK	COLOR: MOUNTAIN RED, MATTE
ZONE 4 (FRAMED CANOPY)				
4	FASCIA	WESTERN STATES METAL ROOFING	T-GROOVE, 10"	3 SIDES; COLOR: BLDG DB BLUE
5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x6, T&G, 1/8" REVEAL, SEALED
6	BRICK VENEER	INTERSTATE BRICK	MODULAR FACE BRICK	COLOR: MOUNTAIN RED, MATTE



SCALE: 1/2" = 1'-0"

0' 5' 10' 20'

GNICH ARCHITECTURE STUDIO
AN OREGON LIMITED LIABILITY COMPANY

EXTERIOR FINISH SCHEDULE				
NOTE: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS AND ALL NECESSARY ADAPTORS AT AWNING AND CANOPY LOCATION; COLOR: BLDG DB DARK GRAY				
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
1A	STUCCO	DRYVIT	CCP-2 SYSTEM, SANDPEBBLE FINE FINISH; REVEALS AS SHOWN	PAINTED; COLOR: SW6070 HERON PLUME
1B	BRICK VENEER	INTERSTATE BRICK	THIN BRICK	COLOR: MOUNTAIN RED, MATTE
ZONE 2 (TOWER)				
2	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 w/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3	BRICK VENEER & SILL	INTERSTATE BRICK	MODULAR FACE BRICK	COLOR: MOUNTAIN RED, MATTE
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5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x6, T&G, 1/8" REVEAL, SEALED
6	BRICK VENEER	INTERSTATE BRICK	MODULAR FACE BRICK	COLOR: MOUNTAIN RED, MATTE

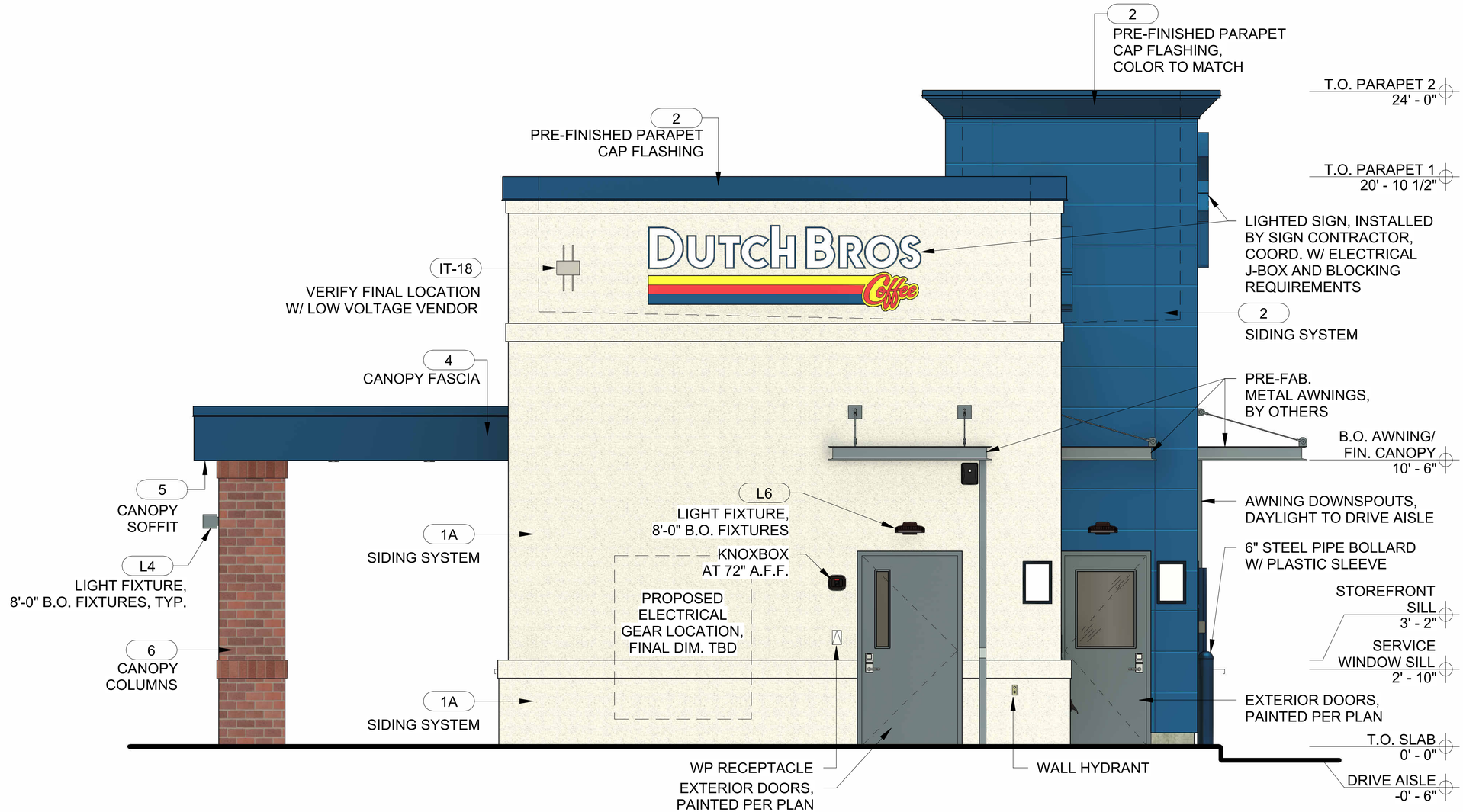


SCALE: 1/2" = 1'-0"

0' 5' 10' 20'

GNICH ARCHITECTURE STUDIO
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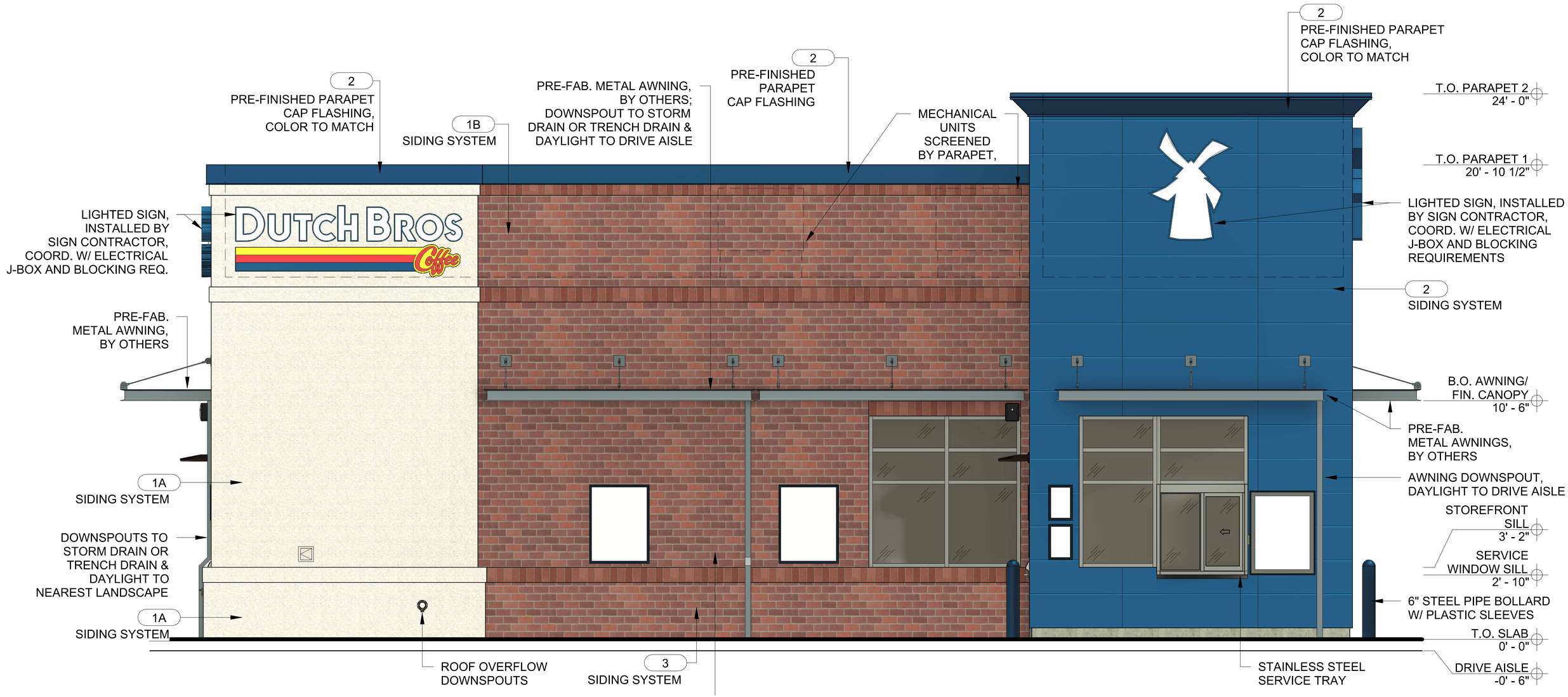
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5	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x6, T&G, 1/8" REVEAL, SEALED
6	BRICK VENEER	INTERSTATE BRICK	MODULAR FACE BRICK	COLOR: MOUNTAIN RED, MATTE



SCALE: 1/2" = 1'-0"

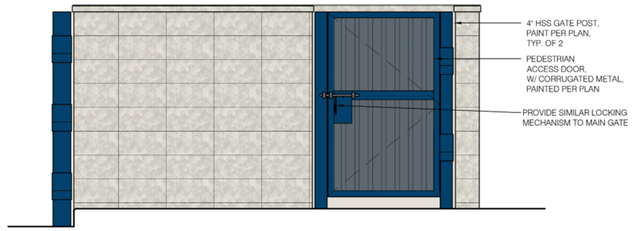
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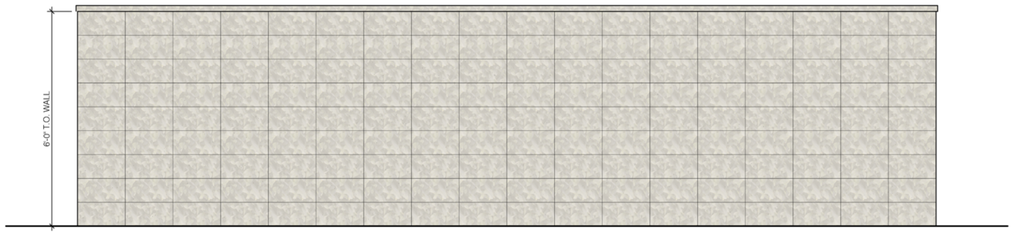
SCALE: 1/2" = 1'-0"

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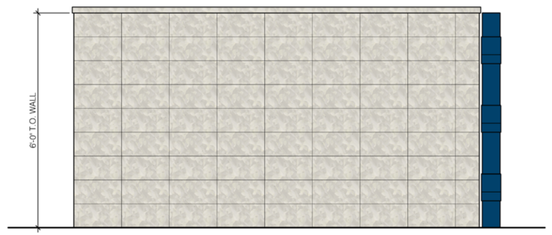
5 TRASH ENCLOSURE SIDE ELEVATION

SCALE: 1/2" = 1'-0"



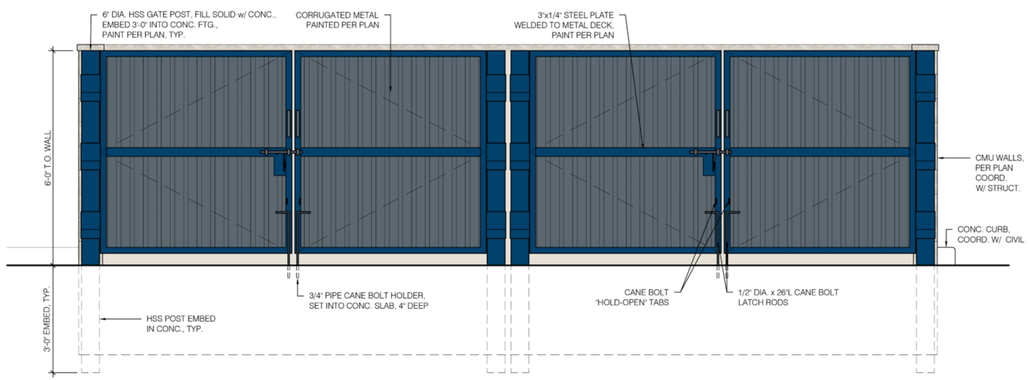
4 TRASH ENCLOSURE REAR ELEVATION

SCALE: 1/2" = 1'-0"



3 TRASH ENCLOSURE SIDE ELEVATION

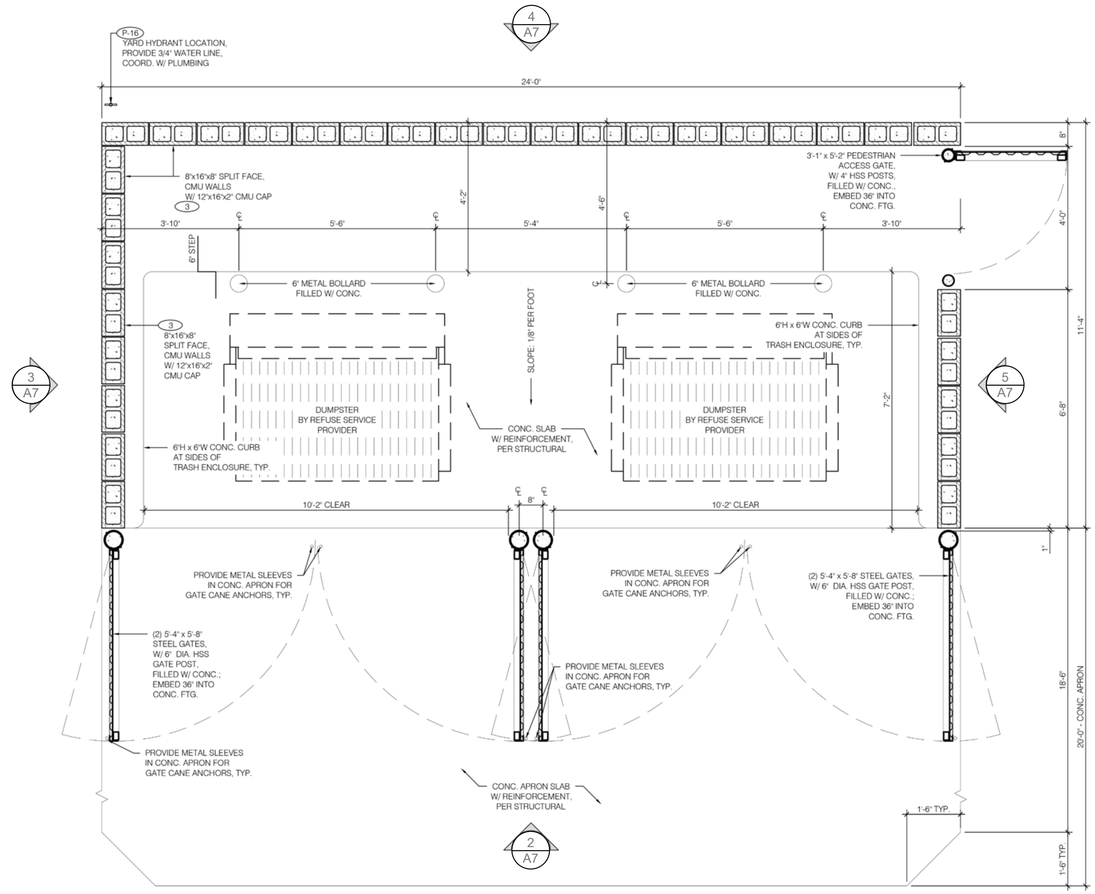
SCALE: 1/2" = 1'-0"



2 TRASH ENCLOSURE FRONT ELEVATION

SCALE: 1/2" = 1'-0"

TRASH ENCLOSURE MATERIALS					
	ID	MATERIAL	MANUFACTURER	COLOR	NOTES
OPTION A	3	CMU BLOCK	BASALITE	NATURAL (P)	SPLIT FACE, 8x16x8; 8x8x8 AS NECESSARY
		CMU CAP	BASALITE	NATURAL (P)	12x16x2
	PT-2	PAINT	SHERWIN-WILLIAMS	8656-11295	BLDG DB DARK GRAY; GATES BODY
	PT-3	PAINT	SHERWIN-WILLIAM	8656-12045	BLDG DB BLUE; GATE FRAMES & POSTS



1 TRASH ENCLOSURE PLAN

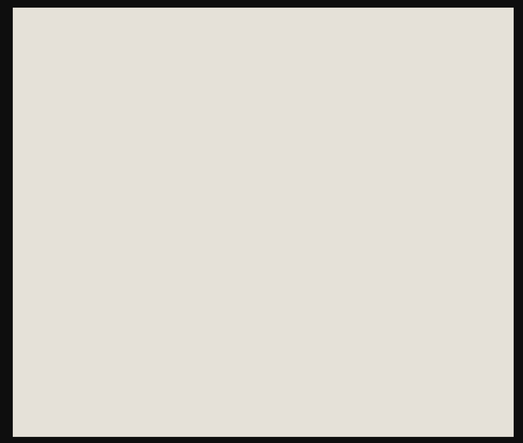
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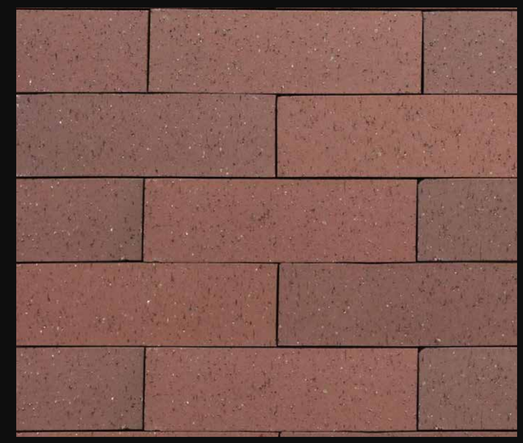
CMU - TRASH ENCLOSURE
MANUFACTURER: BASALITE
PROFILE: SPLIT FACE
COLOR: NATURAL (P)



FIBER CEMENT BOARD
MANUFACTURER: NICHIHA
PROFILE: ILLUMIINIATION
COLOR: BLDG DB BLUE



STUCCO SYSTEM
MANUFACTURER: DRYVIT
PROFILE: CCP-2 SYTEM,
SANDPEBBLE FINE E FINISH
COLOR: PAINTED, SW 6070 HERON PLUME



BRICK VENEER
MANUFACTURER: INTERSTATE BRICK
PROFILE: MODULAR FACE BRICK
COLOR: MOUNTAIN RED



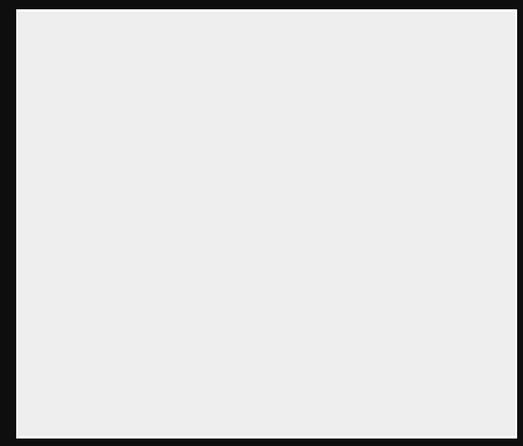
CANOPY SOFFIT
MANUFACTURER: HEWN
PROFILE: NW SPRUCE
NATURAL & SEALED
COLOR: PER MFR.



WINDOW SYSTEM
MANUFACTURER: KAWNEER OR SIMILAR
PROFILE: CLEAR ANODIZED ALUMINUM
FINISH: CLEAR NO 14 / 17



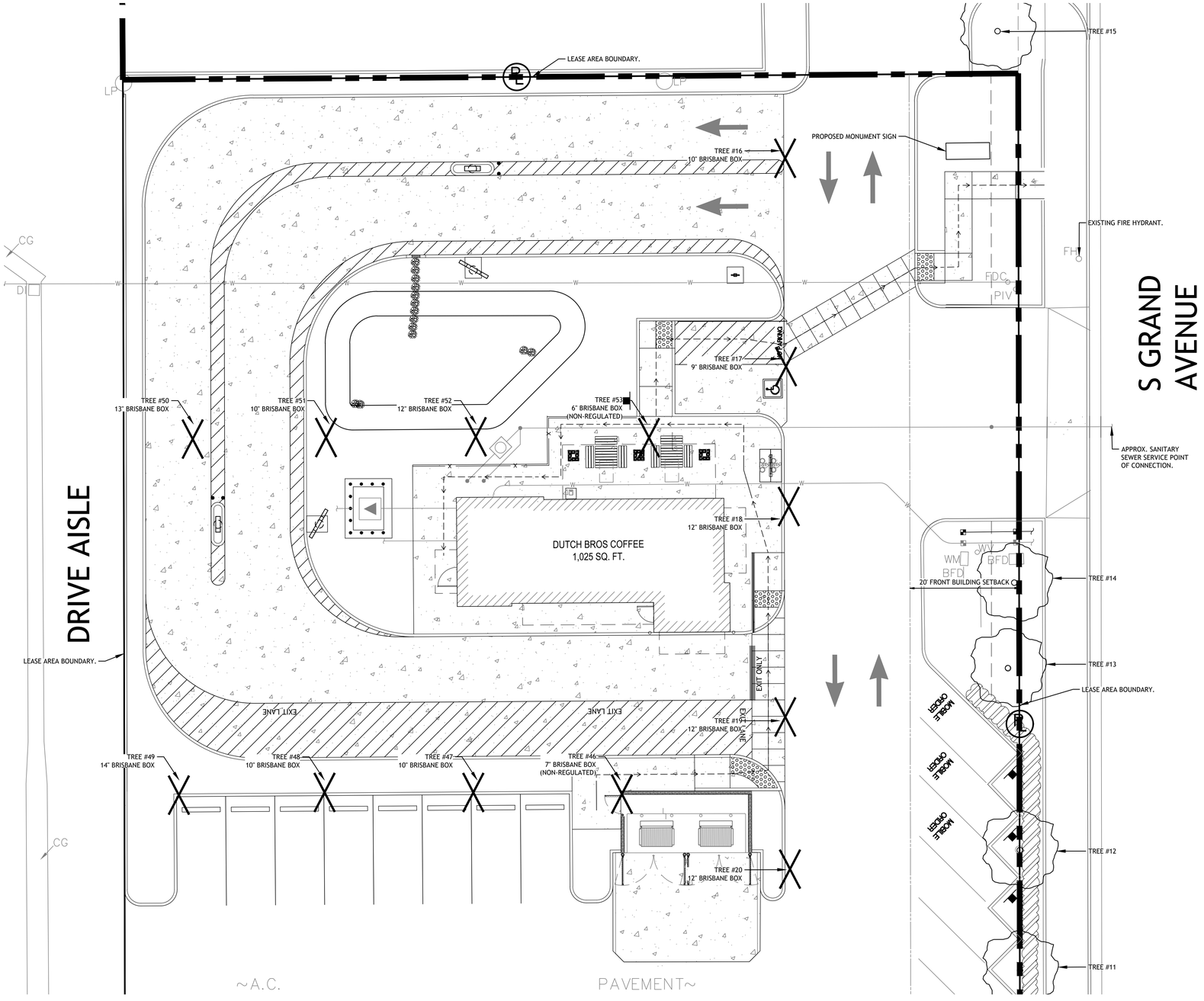
AWNINGS & DOORS - PAINT
MANUFACTURER: SHERWIN-WILLIAMS
COLOR: BLDG DB GRAY DARK



ROOFING MATERIAL
MANUFACTURER: GAF
60 MIL
COLOR: WHITE

LEGEND

- EXISTING TREE TO BE RETAINED, TYPICAL. SEE LANDSCAPE PLANS PREPARED BY JMD LANDSCAPE ARCHITECTURE DATED JUNE 2022
- LANDSCAPING, TYPICAL. SEE LANDSCAPE PLANS PREPARED BY JMD LANDSCAPE ARCHITECTURE DATED JUNE 2022
- EXISTING EVERGREEN HEDGE TO BE RETAINED
- EXISTING TREE TO BE REMOVED, TYPICAL







TREE REPLACEMENT CALCULATIONS

TREE TO BE REMOVED	QTY OF TREES TO BE REMOVED	REPLACEMENT 1:1, 24" BOX
8" – 15" DBH	13	13 TREES REQ'D

13 REPLACEMENT TREES REQUIRED.
13 TREES PROVIDED. SEE LANDSCAPE PLANTING PLAN FOR LOCATIONS

ALL TREES PROPOSED TO BE REMOVED ARE NON-NATIVE

TREE INFORMATION SOURCE: ARBORIST REPORT BY DR TREE CONSULTING DATED FEBRUARY 13, 2026

TREE REPLACEMENT NOTES

REPLACEMENT TREES MUST BE PLANTED WITHIN TWENTY-FOUR (24) MONTHS OF REMOVAL.

PLANTED TREES MUST BE MAINTAINED AND MONITORED FOR A MINIMUM OF THREE (3) YEARS.

IF ON-SITE PLANTING IS INFEASIBLE DUE TO SPACE OR SITE CONSTRAINTS, PAY THE TREE REPLACEMENT FEE AS ESTABLISHED IN THE MASTER FEE SCHEDULE. NOT PROPOSED. REPLACEMENT TREES TO BE INSTALLED ON THE SITE.

CORE STATES GROUP

3300 Douglas Blvd
Suite 100
Roseville, CA 95661
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

LICENSED LANDSCAPE ARCHITECT
JEFFREY VARLEY 6172
Signature
8-31-2027
Renewal Date
6-24-2026
Date
STATE OF CALIFORNIA

811
Know what's below.
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THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON DESIGN DRAWINGS, RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. CORESTATES, INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES.

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725 SOUTH GRAND AVENUE,
GLENDORA, CA 91740

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

DUTCH BROS COFFEE

REV	DATE	COMMENT	BY

Drawn: JMV
Reviewed: JMV
Sheet Date: 6/24/26
Proj. Number: 24425

Sheet Title:

PRELIMINARY CONCEPTUAL TREE RETENTION PLAN

Sheet Number:

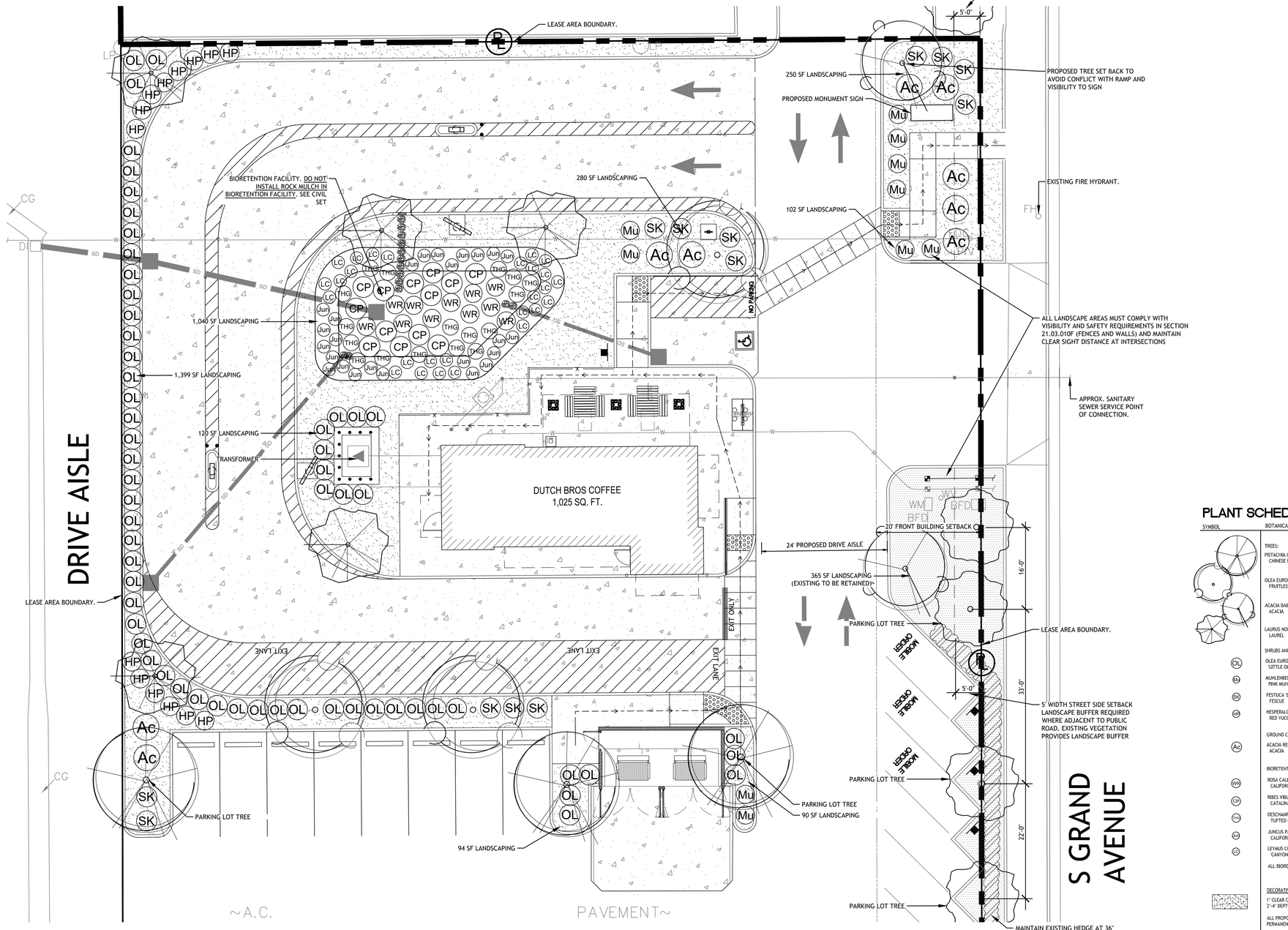
LP-1

LEGEND

EXISTING TREE TO BE RETAINED, TYPICAL. SEE LANDSCAPE PLANS PREPARED BY JMD LANDSCAPE ARCHITECTURE DATED JUNE 2022

LANDSCAPING, TYPICAL. SEE LANDSCAPE PLANS PREPARED BY JMD LANDSCAPE ARCHITECTURE DATED JUNE 2022

EXISTING EVERGREEN HEDGE TO BE RETAINED



N

CSG

0 5' 10' 20'

SCALE: 1"=10'



N.T.S VICINITY MAP

PROJECT DATA

NAME:	DUTCH BROS COFFEE – CA6107 – GLENDORA, CALIFORNIA
LOCATION:	725 SOUTH GRAND AVENUE, GLENDORA, CA 91740
LEASE AREA:	37,403 SF (0.86 AC)
ZONING:	ROUTE 66 CORRIDOR SPECIFIC PLAN GRAND COMMERCIAL GATEWAY (RT66–GCG)

SETBACKS:

FRONT (S GRAND AVENUE): 20'

LANDSCAPE REQUIREMENTS

PARKING LOT TREES:

ONE 24" BOX TREE REQUIRED FOR EVERY 3 STALLS

42 STALLS PROVIDED / 3 = 14 TREES REQUIRED

16 TREES PROVIDED. 13 PROPOSED + 3 EXISTING

SEE PLAN FOR LOCATIONS

SITE LANDSCAPING:

10% OF TOTAL PARCEL SIZE TO BE LANDSCAPED

37,403 SF TOTAL LEASE AREA x 10% = 3,740 SF REQUIRED

4,798 SF PROVIDED. SEE PLAN FOR LOCATIONS

LANDSCAPED SETBACK AREAS DO NOT COUNT TOWARDS PARKING LOT LANDSCAPING

PLANT SPECIES / GENUS / FAMILY:

MAXIMUM 33% FROM ANY ONE SPECIES OR GENUS OR FAMILY

TOTAL PLANTS PROPOSED: 212

212 x 33% = MAXIMUM 70 PLANTS FROM ANY SPECIES, GENUS, OR FAMILY

OLEA HAS MOST GENUS AT 63
EUROPAEA HAS MOST SPECIES AT 63
POACEAE HAS MOST FAMILY AT 67

IRRIGATED LANDSCAPE WATER EFFICIENCY TABLE

WATER BUDGET CALCULATIONS

MAXIMUM APPLIED WATER ALLOWANCE

(ETo) (0.62) [(0.45 x LA) + (0.3 x SLA)]	LOCAL ETo	LA =	SLA =		MAWA TOTAL
	53.1	4,798	0		71,082 GAL.

ESTIMATED TOTAL WATER USE

(ETo) (0.62) ((PF/IE) x (LA))	LOCAL ETo	PF =	LA =	SLA =		ETWU TOTAL =
	53.1	0.3	4,798	0		NET TOTAL 47,388 GAL.

PLANT SCHEDULE

SYMBOL	BOTANICAL/COMMON NAMES	SIZE CONDITION	SPACING	QTY	WUCOLS IV REGION 4	REMARKS, GENUS / FAMILY
	TREES:					
	PISTACHIA CHINENSIS 'KEITH DAVEY' / CHINESE PISTACHE	24" BOX	AS SHOWN	3	LOW	STAKE ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5' PISTACIA / ANACARDIACEAE
	OLEA EUROPAEA 'MAJESTIC' / FRUITLESS OLIVE	24" BOX	AS SHOWN	3	LOW	STAKE ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 5' OLEA / OLEACEAE
	ACACIA BAILEYANA 'PURPUREA' / ACACIA	36" BOX	AS SHOWN	2	LOW	STAKE ONE GROWING SEASON; NURSERY GROWN ACACIA / FABACEAE
	LAURUS NOBILIS 'SARATOGA' / LAUREL	24 BOX	AS SHOWN	5 13	LOW	STAKE ONE GROWING SEASON; NURSERY GROWN, MIN. 3 STEMS LAURUS / LAURACEAE
	SHRUBS AND ORNAMENTAL GRASS:					
OL	OLEA EUROPAEA 'MONTRA' / 'LITTLE OLLIE' DWARF OLIVE	1 GALLON	AS SHOWN	60	LOW	FULL & BUSHY OLEA / OLEACEAE
MU	MUHLENBERGIA CAP. 'REGAL MIST ' / PINK MUHLY	1 GALLON	AS SHOWN	10	LOW	FULL & BUSHY MUHLENBERGIA / POACEAE
SK	FESTUCA 'SISKIYOU BLUE ' / FESCUE	1 GALLON	AS SHOWN	13	LOW	FULL & BUSHY FESTUCA / POACEAE
HP	HESPERALOE PARVIFLORA / RED YUCCA	1 GALLON	AS SHOWN	14	LOW	FULL & BUSHY HESPERALOE / ASPARAGACEAE
	GROUND COVER:					
Ac	ACACIA REDDOLENS 'LOW BOY ' / ACACIA	1 GALLON	AS SHOWN	9	LOW	FULL & BUSHY ACACIA / FABACEAE
	BIORETENTION FACILITY:					
WR	ROSA CALIFORNICA / CALIFORNIA WILD ROSE	1 GALLON	AS SHOWN	11	LOW	FULL & BUSHY ROSA/ ROSACEAE
DP	RIBES VIBURNIFOLIUM / CATALINA PERFUME	1 GALLON	AS SHOWN	13	LOW	FULL & BUSHY RIBES / GROSSULARIACEAE
THG	DESCHAMPSIA CAESPITOSA / TUFTED HAIR GRASS	1 GALLON	AS SHOWN	17	LOW	FULL & BUSHY DESCHAMPSIA / POACEAE
JCP	JUNCUS PATENS / CALIFORNIA GRAY RUSH	1 GALLON	AS SHOWN	25	LOW	FULL & BUSHY JUNCUS / JUNCACEAE
LCO	LEYMUS CONDENSATUS / 'CANYON PRINCE' WILD RYE	1 GALLON	AS SHOWN	27 199	LOW	FULL & BUSHY LEYMUS/ POACEAE
	ALL BIORETENTION PLANTS ARE NATIVE					

TOTAL PLANTS 212

DECORATIVE ROCK MULCH FEATURE:

1" CLEAR CRUSHED ROCK, GOLD COLOR
2'-4" DEPTH. INSTALLED OVER POROUS WEED BARRIER FABRIC.

ALL PROPOSED LANDSCAPING TO BE PROVIDED SUPPLEMENTAL WATER VIA A PERMANENT UNDERGROUND IRRIGATION SYSTEM.

TREES AND SHRUBS PLANTED AND MAINTAINED SO THAT AT MATURITY THEY DO NOT INTERFERE WITH TRAFFIC SAFETY SIGHT AREAS OR PUBLIC SAFETY.

ALLOW A 2-FOOT VEHICLE OVERHANG IF ADJACENT PLANTS ARE LESS THAN 18-INCHES HEIGHT.

CORE STATES GROUP

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LICENSED LANDSCAPE ARCHITECT
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DUTCH BROS COFFEE

REV	DATE	COMMENT	BY

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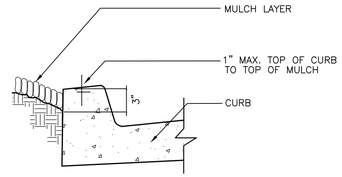
PRELIMINARY CONCEPTUAL LANDSCAPE PLANTING PLAN

Sheet Number:

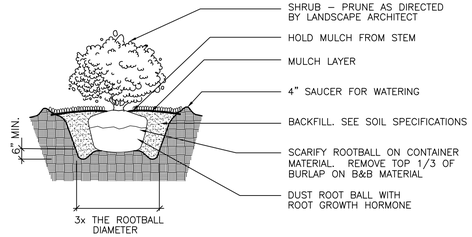
LP-2

GENERAL
A. QUALIFICATIONS OF LANDSCAPE CONTRACTOR
1. ALL LANDSCAPE WORK SHOWN ON THESE PLANS SHALL BE PERFORMED BY A SINGLE FIRM SPECIALIZING IN LANDSCAPE PLANTING.
2. A LIST OF SUCCESSFULLY COMPLETED PROJECTS OF THIS TYPE, SIZE AND NATURE MAY BE REQUESTED BY THE OWNER FOR FURTHER QUALIFICATION MEASURES.
B. SCOPE OF WORK
1. WORK COVERED BY THESE SECTIONS INCLUDES THE FURNISHING AND PAYMENT OF ALL MATERIALS, LABOR, SERVICES, EQUIPMENT, LICENSES, TAXES AND ANY OTHER ITEMS THAT ARE NECESSARY FOR THE EXECUTION, INSTALLATION AND COMPLETION OF ALL WORK, SPECIFIED HEREIN AND / OR SHOWN ON THE LANDSCAPE PLANS, NOTES, AND DETAILS.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE LAWS, CODES AND REGULATIONS REQUIRED BY AUTHORITIES HAVING JURISDICTION OVER SUCH WORK, INCLUDING ALL INSPECTIONS AND PERMITS REQUIRED BY FEDERAL, STATE AND LOCAL AUTHORITIES IN SUPPLY, TRANSPORTATION AND INSTALLATION OF MATERIALS.
3. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITY LINES (WATER, SEWER, ELECTRICAL, TELEPHONE, GAS, CABLE, TELEVISION, ETC.) PRIOR TO THE START OF ANY WORK.
PRODUCTS
A. ALL MANUFACTURED PRODUCTS SHALL BE NEW.
B. CONTAINER AND BALLED-AND-BURLAPPED PLANTS:
1. FURNISH NURSERY-GROWN PLANTS COMPLYING WITH ANSI Z60.1-2014. PROVIDE WELL-SHAPED, FULLY BRANCHED, HEALTHY, VIGOROUS STOCK FREE OF DISEASE, INSECTS, EGGS, LARVAE, AND DEFECTS SUCH AS KNOTS, SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ALL TREES SHALL BE OBTAINED FROM SOURCES WITHIN 200 MILES OF THE PROJECT SITE, AND WITH SIMILAR CLIMACTIC CONDITIONS.
2. ROOT SYSTEMS SHALL BE HEALTHY, DENSELY BRANCHED ROOT SYSTEMS, NON-POT-BOUND, FREE FROM ENCIRCLING AND/OR GIRDLING ROOTS, AND FREE FROM ANY OTHER ROOT DEFECTS (SUCH AS J-SHAPED ROOTS).
3. TREES MAY BE PLANTED FROM CONTAINERS OR BALLED-AND-BURLAPPED (B&B), UNLESS SPECIFIED ON THE PLANTING LEGEND. BARE-ROOT TREES ARE NOT ACCEPTABLE.
4. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT OR OWNER SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTBLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT AND OWNER SHALL BE THE SOLE JUDGES AS TO THE ACCEPTABILITY OF PLANT MATERIAL.
5. ALL TREES SHALL BE STANDARD IN FORM, UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
6. CALIPER MEASUREMENTS FOR STANDARD (SINGLE TRUNK) TREES SHALL BE AS FOLLOWS: SIX INCHES ABOVE THE ROOT FLARE FOR TREES UP TO AND INCLUDING FOUR INCHES IN CALIPER, AND TWELVE INCHES ABOVE THE ROOT FLARE FOR TREES EXCEEDING FOUR INCHES IN CALIPER.
7. MULTI-TRUNK TREES SHALL BE MEASURED BY THEIR OVERALL HEIGHT, MEASURED FROM THE TOP OF THE ROOT BALL. WHERE CALIPER MEASUREMENTS ARE USED, THE CALIPER SHALL BE CALCULATED AS ONE-HALF OF THE SUM OF THE CALIPER OF THE THREE LARGEST TRUNKS.
8. ANY TREE OR SHRUB SHOWN TO HAVE EXCESS SOIL PLACED ON TOP OF THE ROOT BALL, SO THAT THE ROOT FLARE HAS BEEN COMPLETELY COVERED, SHALL BE REJECTED.
C. TOPSOIL: SANDY TO CLAY LOAM TOPSOIL, FREE OF STONES LARGER THAN ½ INCH, FOREIGN MATTER, PLANTS, ROOTS, AND SEEDS.
D. COMPOST: WELL-COMPOSTED, STABLE, AND WEED-FREE ORGANIC MATTER, pH RANGE OF 5.5 TO 8; MOISTURE CONTENT 35 TO 55 PERCENT BY WEIGHT; 100 PERCENT PASSING THROUGH 3/4-INCH SIEVE; SOLUBLE SALT CONTENT OF 5 TO 10 DECISIEMENS/M; NOT EXCEEDING 0.5 PERCENT INERT CONTAMINANTS AND FREE OF SUBSTANCES TOXIC TO PLANTINGS. NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED.
E. PLANTING MIX FOR POTS: AN EQUAL PART MIXTURE OF TOPSOIL, SAND AND COMPOST. INCORPORATE "GELSCAPE", AS MADE BY AMEREQ, INC., (800) 832-8788, AT THE RATE OF 3 LB. PER CUBIC YARD OF PLANTING MIX.
F. FERTILIZER: GRANULAR FERTILIZER CONSISTING OF NITROGEN, PHOSPHORUS, POTASSIUM, AND OTHER NUTRIENTS IN PROPORTIONS, AMOUNTS, AND RELEASE RATES RECOMMENDED IN A SOIL REPORT FROM A QUALIFIED SOIL-TESTING AGENCY (SEE BELOW).
G. MULCH: SIZE AND TYPE AS INDICATED ON PLANS, FREE FROM DELETERIOUS MATERIALS AND SUITABLE AS A TOP DRESSING OF TREES AND SHRUBS.
H. TREE STAKING AND GUYING
1. STAKES: 6' LONG GREEN METAL T-POSTS.
2. GUY AND TIE WIRE: ASTM A 641, CLASS 1, GALVANIZED-STEEL WIRE, 2-STRAND, TWISTED, 0.106 INCH DIAMETER.
3. STRAP CHAFING GUARD: REINFORCED NYLON OR CANVAS AT LEAST 1-1/2 INCH WIDE, WITH GROMMETS TO PROTECT TREE TRUNKS FROM DAMAGE.
L. STEEL EDGING: PROFESSIONAL STEEL EDGING, 14 GAUGE THICK X 4 INCHES WIDE, FACTORY PAINTED DARK GREEN. ACCEPTABLE MANUFACTURERS INCLUDE COL-MET OR APPROVED EQUAL.
M. PRE-EMERGENT HERBICIDES: ANY GRANULAR, NON-STAINING PRE-EMERGENT HERBICIDE THAT IS LABELED FOR THE SPECIFIC ORNAMENTALS OR TURF ON WHICH IT WILL BE UTILIZED. PRE-EMERGENT HERBICIDES SHALL BE APPLIED PER THE MANUFACTURER'S LABELED RATES.
METHODS
A. SOIL PREPARATION
1. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE GRADE OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY SHOULD ANY DISCREPANCIES EXIST.
2. SOIL TESTING:
a. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, CONTRACTOR SHALL HAVE SOIL SAMPLES FROM THE PROJECT'S LANDSCAPE AREAS TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY. EACH SAMPLE SUBMITTED TO THE LAB SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL, TAKEN FROM BETWEEN THE SOIL SURFACE AND 6" DEPTH. IF NO SAMPLE LOCATIONS ARE INDICATED ON THE PLANS, THE CONTRACTOR SHALL TAKE A MINIMUM OF THREE SAMPLES FROM VARIOUS REPRESENTATIVE LOCATIONS FOR TESTING.
b. THE CONTRACTOR SHALL HAVE THE SOIL TESTING LABORATORY PROVIDE RESULTS FOR THE FOLLOWING: SOIL TEXTURAL CLASS, GENERAL SOIL FERTILITY, pH, ORGANIC MATTER CONTENT, SALT (CEC), LIME, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT.
c. THE CONTRACTOR SHALL ALSO SUBMIT THE PROJECT'S PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES.
d. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): SEPARATE SOIL PREPARATION AND BACKFILL MIX RECOMMENDATIONS FOR GENERAL ORNAMENTAL PLANTS, XERIC PLANTS, TURF, AND NATIVE SEED, AS WELL AS PRE-PLANT FERTILIZER APPLICATIONS AND RECOMMENDATIONS FOR ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE.
3. THE CONTRACTOR SHALL INSTALL SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT RECOMMENDATIONS. ANY CHANGE IN COST DUE TO THE SOIL REPORT RECOMMENDATIONS, EITHER INCREASE OR DECREASE, SHALL BE SUBMITTED TO THE OWNER WITH THE REPORT.
4. SEE PLANT SCHEDULE THIS SET FOR SOIL CONDITIONING NOTE.
5. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (BASED ON A SOIL TEST, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
e. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
6. ONCE SOIL PREPARATION IS COMPLETE, THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT THERE ARE NO DEBRIS, TRASH, OR STONES LARGER THAN 1" REMAINING IN THE TOP 6" OF SOIL.

B. SUBMITTALS
1. THE CONTRACTOR SHALL PROVIDE SUBMITTALS AND SAMPLES, IF REQUIRED, TO THE LANDSCAPE ARCHITECT, AND RECEIVE APPROVAL IN WRITING FOR SUCH SUBMITTALS BEFORE WORK COMMENCES.
2. SUBMITTALS SHALL INCLUDE PHOTOS OF PLANTS WITH A RULER OR MEASURING STICK FOR SCALE, PHOTOS OR SAMPLES OF ANY REQUIRED MULCHES, AND SOIL TEST RESULTS AND PREPARATION RECOMMENDATIONS FROM THE TESTING LAB (INCLUDING COMPOST AND FERTILIZER RATES AND TYPES, AND OTHER AMENDMENTS FOR TREE/SHRUB, TURF, AND SEED AREAS AS MAY BE APPROPRIATE).
3. SUBMITTALS SHALL ALSO INCLUDE MANUFACTURER CUT SHEETS FOR PLANTING ACCESSORIES SUCH AS TREE STAKES AND TIES, EDGING, AND LANDSCAPE FABRICS (IF ANY).
4. WHERE MULTIPLE ITEMS ARE SHOWN ON A PAGE, THE CONTRACTOR SHALL CLEARLY INDICATE THE ITEM BEING CONSIDERED.
C. GENERAL PLANTING
1. REMOVE ALL NURSERY TAGS AND STAKES FROM PLANTS.
2. EXCEPT IN AREAS TO BE PLANTED WITH ORNAMENTAL GRASSES, APPLY PRE-EMERGENT HERBICIDES AT THE MANUFACTURER'S RECOMMENDED RATE.
3. TRENCHING NEAR EXISTING TREES:
a. CONTRACTOR SHALL NOT DISTURB ROOTS 1-1/2" AND LARGER IN DIAMETER WITHIN THE CRITICAL ROOT ZONE (CRZ) OF EXISTING TREES, AND SHALL EXERCISE ALL POSSIBLE CARE AND PRECAUTIONS TO AVOID INJURY TO TREE ROOTS, TRUNKS, AND BRANCHES. THE CRZ IS DEFINED AS A CIRCULAR AREA EXTENDING OUTWARD FROM THE TREE TRUNK, WITH A RADIUS EQUAL TO 1' FOR EVERY 1" OF TRUNK DIAMETER-AT-BREAST-HEIGHT (4.5' ABOVE THE AVERAGE GRADE AT THE TRUNK).
b. ALL EXCAVATION WITHIN THE CRZ SHALL BE PERFORMED USING HAND TOOLS. NO MACHINE EXCAVATION OR TRENCHING OF ANY KIND SHALL BE ALLOWED WITHIN THE CRZ.
c. ALTER ALIGNMENT OF PIPE TO AVOID TREE ROOTS 1-1/2" AND LARGER IN DIAMETER. WHERE TREE ROOTS 1-1/2" AND LARGER IN DIAMETER ARE ENCOUNTERED IN THE FIELD, TUNNEL UNDER SUCH ROOTS. WRAP EXPOSED ROOTS WITH SEVERAL LAYERS OF BURLAP AND KEEP MOIST. CLOSE ALL TRENCHES WITHIN THE CANOPY DRIP LINES WITHIN 24 HOURS.
d. ALL SEVERED ROOTS SHALL BE HAND PRUNED WITH SHARP TOOLS AND ALLOWED TO AIR-DRY. DO NOT USE ANY SORT OF SEALERS OR WOUND PAINTS.
D. TREE PLANTING
1. TREE PLANTING HOLES SHALL BE EXCAVATED TO MINIMUM WIDTH OF TWO TIMES THE WIDTH OF THE ROOTBALL, AND TO A DEPTH EQUAL TO THE DEPTH OF THE ROOTBALL LESS TWO TO FOUR INCHES.
2. SCARIFY THE SIDES AND BOTTOM OF THE PLANTING HOLE PRIOR TO THE PLACEMENT OF THE TREE. REMOVE ANY GLAZING THAT MAY HAVE BEEN CAUSED DURING THE EXCAVATION OF THE HOLE.
3. FOR CONTAINER AND BOX TREES, TO REMOVE ANY POTENTIALLY GIRDLING ROOTS AND OTHER ROOT DEFECTS, THE CONTRACTOR SHALL SHAVE A 1" LAYER OFF OF THE SIDES AND BOTTOM OF THE ROOTBALL OF ALL TREES JUST BEFORE PLACING INTO THE PLANTING PIT. DO NOT "TEASE" ROOTS OUT FROM THE ROOTBALL.
4. INSTALL THE TREE ON UNDISTURBED SUBGRADE SO THAT THE TOP OF THE ROOTBALL IS TWO TO FOUR INCHES ABOVE THE SURROUNDING GRADE.
5. BACKFILL THE TREE HOLE UTILIZING THE EXISTING TOPSOIL FROM ON-SITE. ROCKS LARGER THAN 1" DIA. AND ALL OTHER DEBRIS SHALL BE REMOVED FROM THE SOIL PRIOR TO THE BACKFILL. SHOULD ADDITIONAL SOIL BE REQUIRED TO ACCOMPLISH THIS TASK, USE STORED TOPSOIL FROM ON-SITE OR IMPORT ADDITIONAL TOPSOIL FROM OFF-SITE AT NO ADDITIONAL COST TO THE OWNER. IMPORTED TOPSOIL SHALL BE OF SIMILAR TEXTURAL CLASS AND COMPOSITION IN THE ON-SITE SOIL.
6. TREES SHALL NOT BE STAKED UNLESS LOCAL CONDITIONS (SUCH AS HEAVY WINDS OR SLOPES) REQUIRE STAKES TO KEEP TREES UPRIGHT. SHOULD STAKING BE REQUIRED, THE TOTAL NUMBER OF TREE STAKES (BEYOND THE MINIMUMS LISTED BELOW) WILL BE LEFT TO THE LANDSCAPE CONTRACTOR'S DISCRETION. SHOULD ANY TREES FALL OR LEAN, THE LANDSCAPE CONTRACTOR SHALL STRAIGHTEN THE TREE, OR REPLACE IT SHOULD IT BECOME DAMAGED. TREE STAKING SHALL ADHERE TO THE FOLLOWING GUIDELINES:
a. #15 CONT. - 24" BOX TREES TWO STAKES PER TREE
b. 36"-48" BOX TREES THREE STAKES PER TREE
c. OVER 48" BOX TREES GUY AS NEEDED
d. MULTI-TRUNK TREES THREE STAKES PER TREE MINIMUM, QUANTITY AND POSITIONS AS NEEDED TO STABILIZE THE TREE
7. UPON COMPLETION OF PLANTING, CONSTRUCT AN EARTH WATERING BASIN AROUND THE TREE. COVER THE INTERIOR OF THE TREE RING WITH MULCH (TYPE AND DEPTH PER PLANS).
E. SHRUB, PERENNIAL, AND GROUNDCOVER PLANTING
1. DIG THE PLANTING HOLES TWICE AS WIDE AND 2" LESS DEEP THAN EACH PLANT'S ROOTBALL. INSTALL THE PLANT IN THE HOLE. BACKFILL AROUND THE PLANT WITH SOIL AMENDED PER SOIL TEST RECOMMENDATIONS.
2. WHEN PLANTING IS COMPLETE, INSTALL MULCH (TYPE AND DEPTH PER PLANS) OVER ALL PLANTING BEDS, COVERING THE ENTIRE PLANTING AREA.
H. MULCH
1. INSTALL MULCH TOPDRESSING, TYPE AND DEPTH PER MULCH NOTE, IN ALL PLANTING AREAS AND TREE RINGS.
2. DO NOT INSTALL MULCH WITHIN 6" OF TREE ROOT FLARE AND WITHIN 24" OF HABITABLE STRUCTURES, EXCEPT AS MAY BE NOTED ON THESE PLANS. MULCH COVER WITHIN 6" OF CONCRETE WALKS AND CURBS SHALL NOT PROTRUDE ABOVE THE FINISH SURFACE OF THE WALKS AND CURBS. MULCH COVER WITHIN 12" OF WALLS SHALL BE AT LEAST 3" LOWER THAN THE TOP OF WALL.
I. CLEAN UP
1. DURING LANDSCAPE PREPARATION AND PLANTING, KEEP ALL PAVEMENT CLEAN AND ALL WORK AREAS IN A NEAT, ORDERLY CONDITION.
2. DISPOSED LEGALLY OF ALL EXCAVATED MATERIALS OFF THE PROJECT SITE.
J. INSPECTION AND ACCEPTANCE
1. UPON COMPLETION OF THE WORK, THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE SITE CLEAN, FREE OF DEBRIS AND TRASH, AND SUITABLE FOR USE AS INTENDED. THE LANDSCAPE CONTRACTOR SHALL THEN REQUEST AN INSPECTION BY THE OWNER TO DETERMINE FINAL ACCEPTABILITY.
2. WHEN THE INSPECTED PLANTING WORK DOES NOT COMPLY WITH THE CONTRACT DOCUMENTS, THE LANDSCAPE CONTRACTOR SHALL REPLACE AND/OR REPAIR THE REJECTED WORK TO THE OWNER'S SATISFACTION WITHIN 24 HOURS.
3. THE LANDSCAPE MAINTENANCE PERIOD WILL NOT COMMENCE UNTIL THE LANDSCAPE WORK HAS BEEN RE-INSPECTED BY THE OWNER AND FOUND TO BE ACCEPTABLE. AT THAT TIME, A WRITTEN NOTICE OF FINAL ACCEPTANCE WILL BE ISSUED BY THE OWNER, AND THE MAINTENANCE AND GUARANTEE PERIODS WILL COMMENCE.
K. LANDSCAPE MAINTENANCE
1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL WORK SHOWN ON THESE PLANS FOR 90 DAYS BEYOND FINAL ACCEPTANCE OF ALL LANDSCAPE WORK BY THE OWNER. LANDSCAPE MAINTENANCE SHALL INCLUDE WEEKLY SITE VISITS FOR THE FOLLOWING ACTIONS (AS APPROPRIATE): PROPER PRUNING, RESTAKING OF TREES, RESETTING OF PLANTS THAT HAVE SETTLED, WEEDING, TREATING FOR INSECTS AND DISEASES,REPLACEMENT OF MULCH, REMOVAL OF LITTER, REPAIRS TO THE IRRIGATION SYSTEM DUE TO FAULTY PARTS AND/OR WORKMANSHIP, AND THE APPROPRIATE WATERING OF ALL PLANTINGS. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE IRRIGATION SYSTEM IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON TO MAXIMIZE WATER CONSERVATION.
2. TO ACHIEVE FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD, ALL OF THE FOLLOWING CONDITIONS MUST OCCUR:
a. THE LANDSCAPE SHALL SHOW ACTIVE, HEALTHY GROWTH (WITH EXCEPTIONS MADE FOR SEASONAL DORMANCY). ALL PLANTS NOT MEETING THIS CONDITION SHALL BE REJECTED AND REPLACED BY HEALTHY PLANT MATERIAL PRIOR TO FINAL ACCEPTANCE.
b. ALL HARDSCAPE SHALL BE CLEANED PRIOR TO FINAL ACCEPTANCE.
L. WARRANTY PERIOD, PLANT GUARANTEE AND REPLACEMENTS
1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S FINAL ACCEPTANCE (90 DAYS FOR ANNUAL PLANTS). THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE AND TO THE SATISFACTION OF THE OWNER, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
2. AFTER THE INITIAL MAINTENANCE PERIOD AND DURING THE GUARANTEE PERIOD, THE LANDSCAPE CONTRACTOR SHALL ONLY BE RESPONSIBLE FOR REPLACEMENT OF PLANTS WHEN PLANT DEATH CANNOT BE ATTRIBUTED DIRECTLY TO OVERWATERING OR OTHER DAMAGE BY HUMAN ACTIONS.
M. PROVIDE A MINIMUM OF (2) COPIES OF RECORD DRAWINGS TO THE OWNER UPON COMPLETION OF WORK. A RECORD DRAWING IS A RECORD OF ALL CHANGES THAT OCCURRED IN THE FIELD AND THAT ARE DOCUMENTED THROUGH CHANGE ORDERS, ADDENDA, OR CONTRACTOR/CONSULTANT DRAWING MARKUPS.



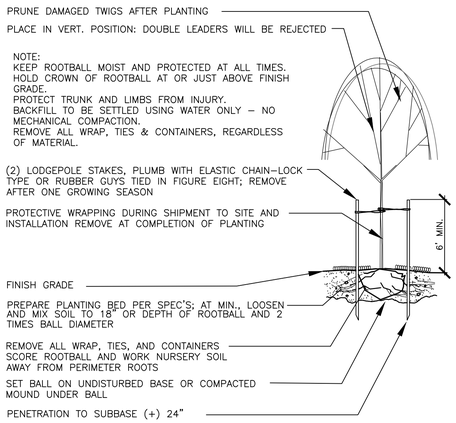
MULCH AT CURB DETAIL
NOT TO SCALE



NOTE:
APPLY ADDITIONAL 4 OZ. 8-32-16 FERTILIZER INTO TOP 2" OF PLANTING MIX.

PLANT SHRUB HIGH ENOUGH TO ALLOW POSITIVE DRAINAGE AWAY FROM ROOTBALL. ROUGHEN ALL SURFACES OF PIT.

SHRUB and ORNAMENTAL GRASS PLANTING DETAIL
NOT TO SCALE



BROADLEAF TREE PLANTING/STAKING DETAIL
NOT TO SCALE

CORE STATES GROUP

3300 Douglas Blvd
Suite 100
Roseville, CA 95661
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

LICENSED LANDSCAPE ARCHITECT
JEFFREY VARLEY 6178
Signature
8-31-2027
Renewal Date
6-24-2026
Date
STATE OF CALIFORNIA

811 Know what's below. Call before you dig.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON DESIGN DRAWINGS, RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. CORESTATES, INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES.

DUTCH BROS COFFEE - CA6107
725 SOUTH GRAND AVENUE,
GLENDORA, CA 91740

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

REV	DATE	COMMENT	BY

Drawn: JMV
Reviewed: JMV
Sheet Date: 6/24/26
Proj. Number: 24425

Sheet Title:

PRELIMINARY CONCEPTUAL LANDSCAPE NOTES AND DETAILS

Sheet Number:

LP-3

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) and §21.02.020 of the Glendora Municipal Code in the City Council Chamber of City Hall, 116 E. Foothill Boulevard, Glendora, California, to receive and consider all evidence and reports relating to the following application/project:

Hearing Date:	**Tuesday, September 1, 2026, at 7:00 p.m.**
File Number:	PLN26-0008
Subject Property:	715 South Grand Avenue, Glendora, CA 91740
Request:	Approval of a Conditional Use Permit (CUP) No. PLN26-0008 to allow drive-through service in conjunction with a new fast-food restaurant located at 715 South Grand Avenue. (Project No. PLN26-0008).
Applicant:	Gurinderjit Kehr, Dutch Bros Coffee
General Plan Land Use / Zoning:	*Route 66 Specific Plan / Route 66 Grand Avenue Commercial Gateway (RT66-GCG).*
Environmental:	To comply with the California Environmental Quality Act (CEQA), a Categorical Exemption is being recommended for this project pursuant to CEQA Guidelines §15332, Class 32, In-fill Development Projects.
Contact Person:	Ryan Alcazar, Planning Technician (626) 914-8276 or RAlcazar@*cityofglendora.gov*

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

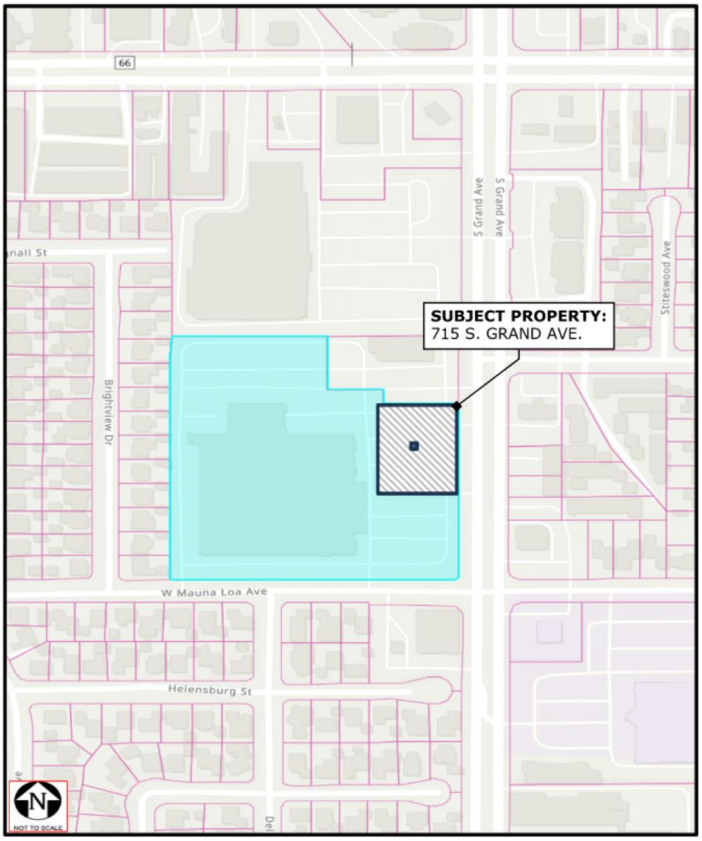
Further information on this item will be posted to the city's website at *CityofGlendora.gov/citymeetings* and will be on file for public inspection and copying for the cost of duplication, at the office of the City Clerk, 116 E. Foothill Blvd, Glendora CA, between the hours of 8:00 a.m. and 5:00 p.m.,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

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

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

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Mailed: August 20, 2026
Published: August 20, 2026 (*San Gabriel Valley Examiner*)



CONDITIONAL USE PERMIT
715 S. GRAND AVE (DUTCH BROS. COFFEE)

COMMUNITY DEVELOPMENT

PLANNING COMMISSION

SEPTEMBER 1, 2026

RYAN ALCAZAR, PLANNING TECHNICIAN

PROJECT / REQUEST

- Approval of Conditional Use Permit No. PLN26-0008 to allow a drive-through service, in conjunction with a new fast-food restaurant (Dutch Bros Coffee)

- CEQA Notice of Categorical Exemption pursuant to CEQA Guidelines section 15332, Class 32, In-Fill Development.

BUSINESS DESCRIPTION

Proposed Dutch Bros Coffee

- 1,025-square-foot coffee shop
- Postmodern architectural style, as reviewed by Staff
- Walk-up window and drive-thru service; no dine-in services
- Coffee, tea, and light food items, including baked goods and pastries
- Two (2) drive-through lanes with stacking for up to 20 vehicles
- Bypass/exit lane and trash enclosure
- Approximately 4,798 square feet of new landscaping

Hours of Operation

- Sunday–Thursday: 5:00 a.m. – 10:00 p.m.
- Friday–Saturday: 5:00 a.m. – 11:00 p.m.

PROJECT LOCATION

715 S. Grand Ave
(between West Route 66
and West Mauna Loa Ave.)

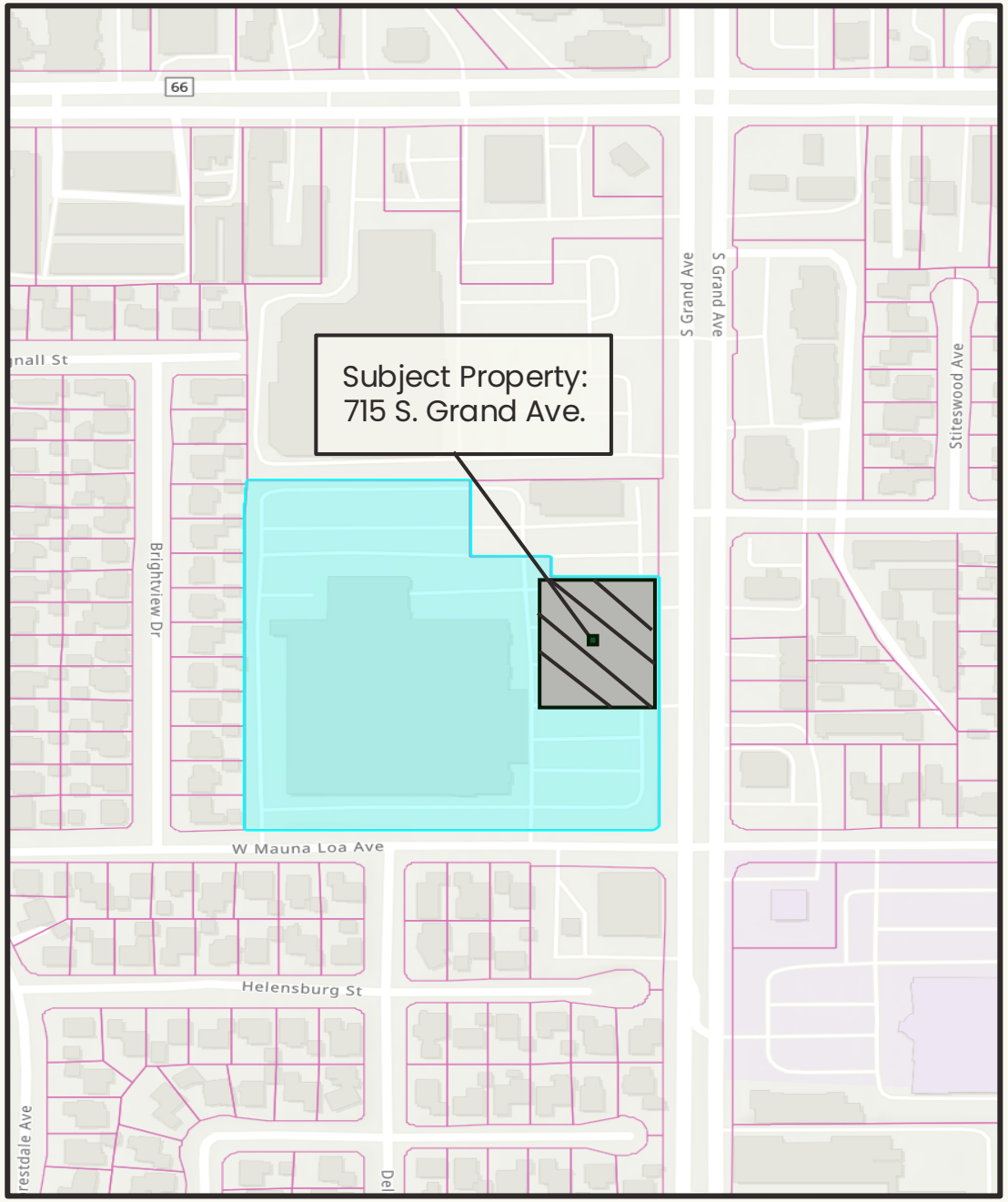
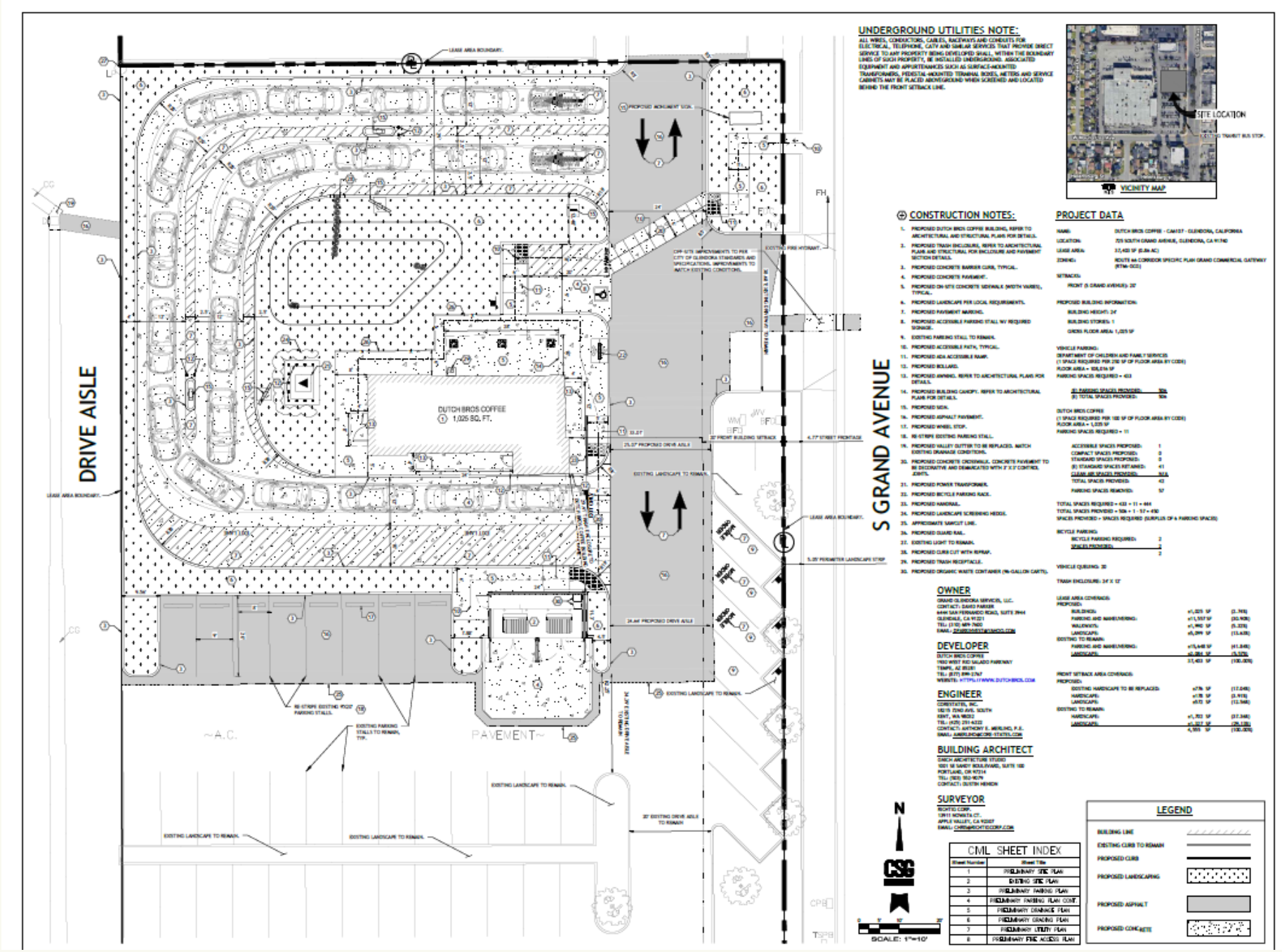


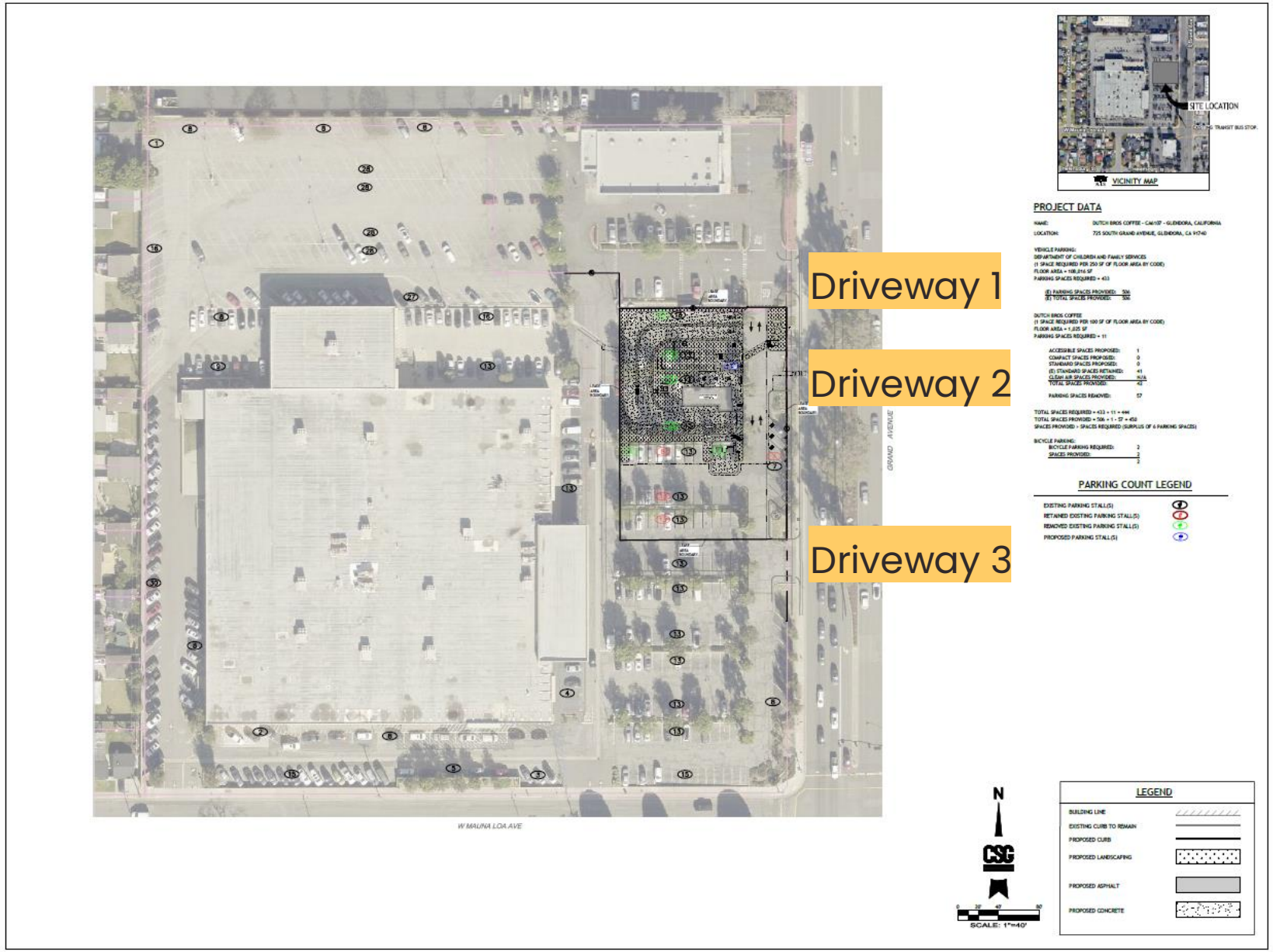
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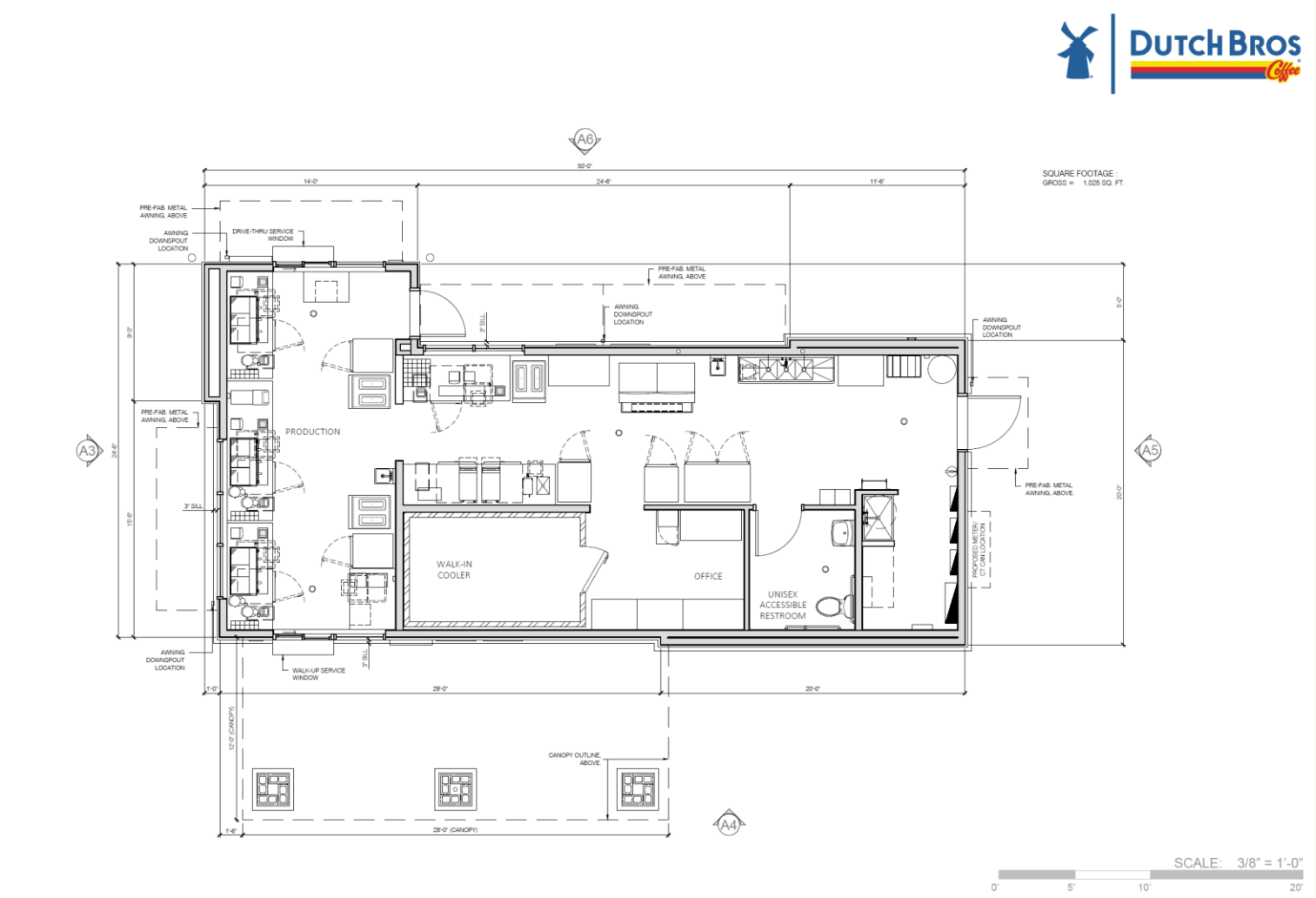
SITE PLAN


DRIVE AISLE
S GRAND AVENUE
DUTCH BROS COFFEE
1,025 SQ. FT.
~A.C. PAVEMENT~
UNDERGROUND UTILITIES NOTE:
SITE LOCATION
VICINITY MAP
CONSTRUCTION NOTES:
PROJECT DATA
OWNER
DEVELOPER
ENGINEER
BUILDING ARCHITECT
SURVEYOR
CML SHEET INDEX
LEGEND
SCALE: 1"=10'

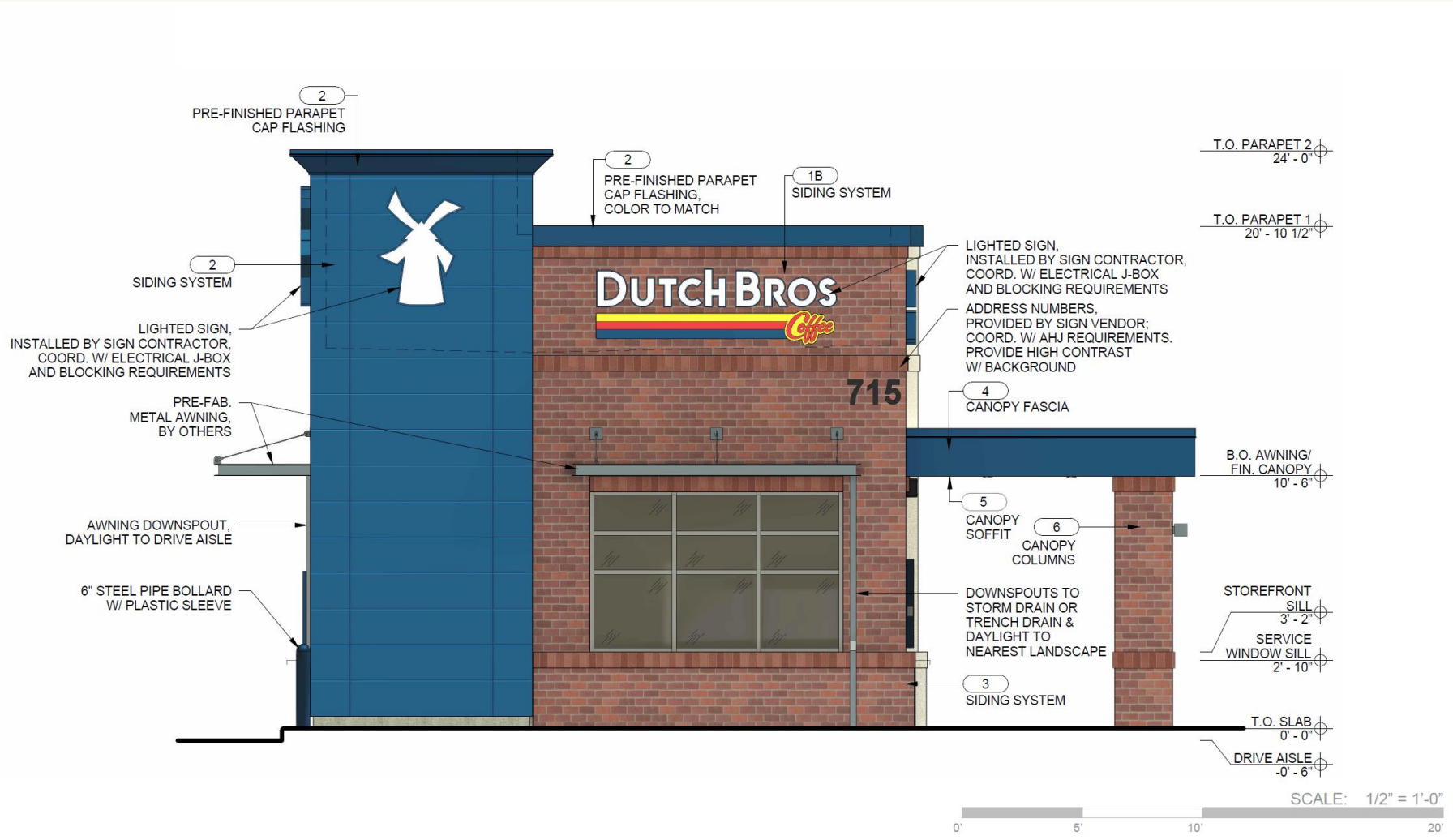
PARKING PLAN



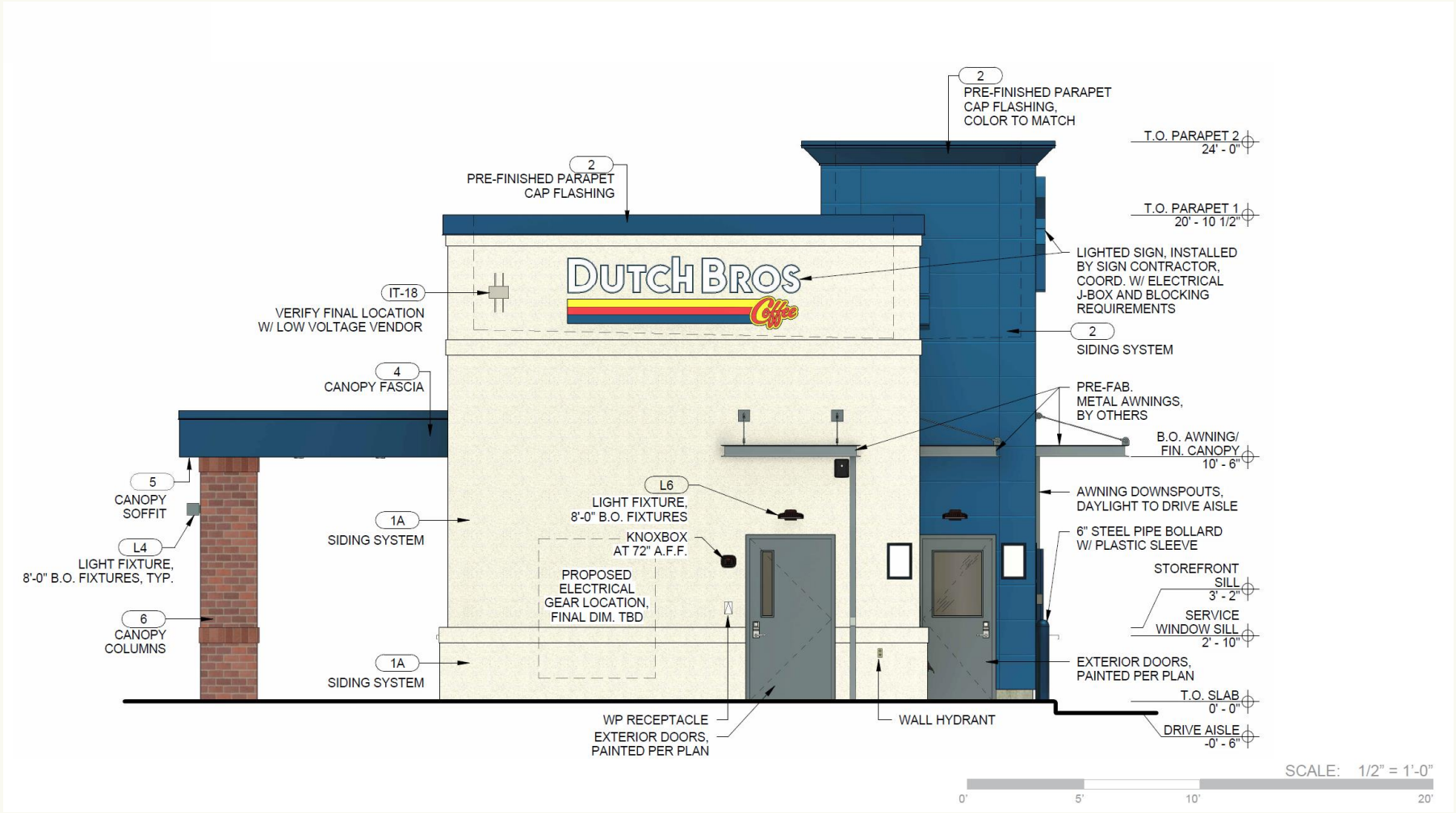
FLOOR PLAN


DUTCH BROS Coffee
SQUARE FOOTAGE :
GROSS = 1,025 SQ. FT.
PRE-FAB. METAL AWNING, ABOVE
AWNING DOWNSPOUT LOCATION
DRIVE-THRU SERVICE WINDOW
PRODUCTION
WALK-IN COOLER
OFFICE
UNISEX ACCESSIBLE RESTROOM
WALK-UP SERVICE WINDOW
CANOPY OUTLINE ABOVE
PROPOSED METER/CT CAN LOCATION
SCALE: 3/8" = 1'-0"

FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION

(DRIVE-THRU WINDOW)



RIGHT ELEVATION

(WALK-UP WINDOW)



SAMPLE MENU


LOCALLY MADE BAKED GOODS
LOAVES 3.50
BANANA WALNUT LOAF Cal. 355
COOKIES & CREAM LOAF Cal. 386
CUSTOMER FAVES 3.50
BLUEBERRY MUFFIN Cal. 477
CINNAMON SWIRL COFFEE CAKE Cal. 388
FEATURED GOODIES 3.50
RED VELVET MUFFIN Cal. 391
RASPBERRY OAT BAR Cal. 586
The products we offer are prepared in a commercial kitchen that processes gluten, nuts & dairy. Therefore, we cannot guarantee menu items are 100% allergen-free.
COOKIES 2.70
CHOCOLATE CHIP Cal. 354
SNICKERDOODLE Cal. 357
IT'S ALL
GOODIES.
MUFFIN TOPS 2.95
CHOCOLATE CHIP Cal. 540
LEMON POPPYSEED Cal. 460
ORANGE CRANBERRY Cal. 470
GRANOLA BAR
2.95 | Cal. 410


COFFEE BAR
DUTCH FAVES™
HOT / ICED
BLENDED
Golden Eagle* 4.95 | 6.05
Caramel & Vanilla w/ Caramel Drizzle
Cal. 450-760
Kicker* 4.65 | 5.75
Irish Cream
Cal. 420-630
Caramelizer* 4.65 | 5.75
Caramel Mocha
Cal. 400-700
Annihilator* 4.65 | 5.75
Chocolate Macadamia Nut
Cal. 420-630
Cocomo* 4.65 | 5.75
Coconut Mocha
Cal. 370-650
CLASSICS
HOT/ICED
Latte 4.65
Cal. Hot 260/Iced 190
Protein Latte 5.65
Cal. Hot 310/Iced 230
Mocha 4.65
Cal. Hot 430/Iced 310
Americano Black Coffee 3.25
Cal. Hot 10/Iced 10
Chai Latte 4.95
Cal. Hot 310/Iced 230
Cold Brew 4.75
Cal. 15
Nitro Cold Brew 5.45
Cal. 20
Hot Cocoa 3.25
Cal. 530
FREEBIES
FLAVORS
NON-DAIRY MILKS
TOPPINGS
EXTRAS
EXTRA SHOTS +.70¢
PROTEIN MILK +1.00
SOFT TOP* +1.00
REBEL ENERGY / LEMONADE / TEA
STEP 1
CHOOSE YOUR BASE:
Rebel
Iced 5.65
Cal. 160-480
Blended 5.85
Cal. 300-650
Iced Zero Sugar 5.65
Cal. 10-270
LEMONADE
Iced 3.55
Cal. 170-410
Blended 4.35
Cal. 420-650
TEA / SODA
Iced Tea 2.95
Cal. 0-400
Sparkling Soda 3.35
Cal. 0-590
STEP 2
CHOOSE YOUR FLAVOR:
FLAVOR COMBOS
Electric Berry™
Double Rainbro™
Aftershock™
Shark Attack™ (+.30¢)
Tropical
OG Gummy Bear
Vampire Slayer
Palm Beach
CLASSIC FLAVORS
Blackberry
Blue Raspberry
Cocosut
Kiwi
Lime
Orange
Passion Fruit
Peach
Pineapple
Pomegranate
Raspberry
Strawberry
Vanilla
Watermelon
ZERO SUGAR
Strawberry Zero
Peach Zero
Raspberry Zero
Coconut Zero
Vanilla Zero
DOWNLOAD THE APP TO CHOOSE FROM 25+ FLAVOR COMBOS
STEP 3
CHOOSE YOUR EXTRAS:
Poppin' Boba (+1.00)
Sweet Cream (+1.00)
Soft Top™ (+1.00)
Flavor Float (+.30¢)
SHAKES
2.95
5.45
Chocolate
Cotton Candy
Birthday Cake
SMOOTHIES
2.95
5.45
Strawberry
Mango
SNACKS
Muffin Tops 2.95
Chocolate Chip Cal. 580
Lemon Poppyseed Cal. 460
DOWNLOAD APP TO SEE THE FULL MENU
ADDITIONAL NUTRITION AND ALLERGEN INFORMATION AVAILABLE AT DUTCHBROS.COM.
PRODUCTS MAY CONTAIN COMMON ALLERGENS. NO GUARANTEE OF ALLERGEN-FREE PRODUCTS.
2,000 CALORIES A DAY IS USED FOR GENERAL NUTRITION ADVICE, BUT CALORIE NEEDS VARY.
STATED AMOUNTS DO NOT INCLUDE SALES TAX; SALES TAX SEPARATELY STATED ON RECEIPT.

PUBLIC HEARING NOTICES

- A Notice of Public Hearing was published in the *San Gabriel Valley Examiner* and mailed to all property owners within 300 feet of the subject property on August 20, 2026.

RECOMMENDATIONS

That the City of Glendora Planning Commission:

1. Adopt a Categorical Exemption pursuant to §15332, Class 32, In-fill Development Projects, of the CEQA Guidelines; and

2. Adopt the Planning Commission Resolution entitled, “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT TO ALLOW DRIVE-THROUGH SERVICE IN CONJUNCTION WITH A NEW FAST-FOOD RESTAURANT, LOCATED AT 715 SOUTH GRAND AVENUE, GLENDORA, CALIFORNIA (FILE NO. PLN26-0008)”.

KITTELSON & ASSOCIATES

TRAFFIC IMPACT ANALYSIS REPORT FOR DUTCH BROS

Glendora, CA

August 13, 2026



Traffic Impact Analysis Report for Dutch Bros

Glendora, CA

Census Tract 06400801

Prepared for:
Dutch Bros, LLC
1930 Rio Salado Pkwy
Tempe, AZ 852841

Prepared by:
Kittelson & Associates, Inc.
750 The City Drive, Suite 410
Orange, CA 92868
714.468.1997

Project Manager:
Samantha Liu
Senior Engineer

Project Principal:
Mychal Loomis
Principal Engineer

Project Number 32952

August 13, 2026



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Appendix B. Hourly Transaction Data
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Appendix D. Existing Turning Movement Counts
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EXECUTIVE SUMMARY

This Traffic Impact Analysis Report has been prepared for the proposed Dutch Bros Coffee drive-through located at 725 South Grand Avenue in Glendora, California. The proposed project involves the redeveloping a portion of an existing lot into a 1,025-square-foot drive-through coffee shop (no indoor seating) featuring two drive-through lanes and associated site improvements.

The study was prepared in accordance with the City of Glendora Engineering Division Traffic Impact Analysis Guidelines and evaluates the project's potential effects on transportation facilities in the surrounding area.

Key findings of this study include:

- **VMT Screening:** The proposed Dutch Bros qualifies as a locally serving retail use of less than 50,000 square feet per L.A. County VMT screening guidance. Accordingly, a detailed VMT analysis is not required, and the project is presumed to result in a less-than-significant VMT impact under CEQA.
- **Trip Generation:** The project is estimated to generate 158 total trips during the weekday AM peak hour (79 in, 79 out) and 130 total trips during the weekday PM peak hour (65 in, 65 out). 75 percent of these total trips are assumed to be categorized as pass-by trips.
- **Intersection Operations:** All study intersections operate at LOS B or better during both the AM and PM peak hours across all analysis scenarios. Project-generated traffic does not cause any intersection to exceed the City's LOS guidelines standard, and no degradation of intersection operations is identified.
- **On-Site Queuing and Circulation:** The 95th percentile drive-through queue is estimated at 16 vehicles and the maximum potential queue at 19 vehicles – both within the proposed 20-vehicle on-site storage capacity. On-site circulation is well-designed with dual-lane drive-through entry and active employee traffic management during peak hours. Closure of the center driveway access to the shopping center along South Grand Avenue would simplify access and circulation without creating operational impacts but is not required.

No transportation impacts were identified and no roadway modifications are required. The project is consistent with the City of Glendora Traffic Impact Analysis Guidelines and applicable CEQA transportation thresholds. Staff-directed traffic management during peak periods and clear driveway wayfinding signage are recommended as operational best practices.



Section 1
Project Background

Introduction

This Transportation Study has been prepared on behalf of Dutch Bros Coffee for a proposed drive-through coffee shop at 725 South Grand Avenue in the City of Glendora, California. The project involves redeveloping a portion of an existing parking lot into a 1,025-square-foot Dutch Bros Coffee drive-through facility. This report was prepared by Kittelson & Associates, Inc. in accordance with the City of Glendora Engineering Division Traffic Impact Analysis Report Review Checklist.

The report covers the following:

- Existing Conditions
- Project Trip Generation, Trip Distribution and Trip Assignment
- Vehicle Miles Traveled Assessment
- Intersection Operations Analysis
- On-Site Queueing and Circulation

PROJECT DESCRIPTION

The proposed project is a 1,025-square-foot Dutch Bros Coffee drive-through facility with no indoor seating, located at 725 South Grand Avenue, Glendora, CA. The site is currently developed as a commercial parcel and the Dutch Bros will convert some of the parking lot area into a new drive-through coffee shop.

Key project features include:

- 1,025 square feet building with no indoor seating
- Two drive-through lanes that merge at a single pick-up window
- Approximately 450 feet of drive-through queue storage (corresponds to approximately 20 vehicles)
- 35 on-site parking spaces (34 regular, 1 ADA)

A provisional site plan is provided in Appendix A.



Section 2
Existing Conditions

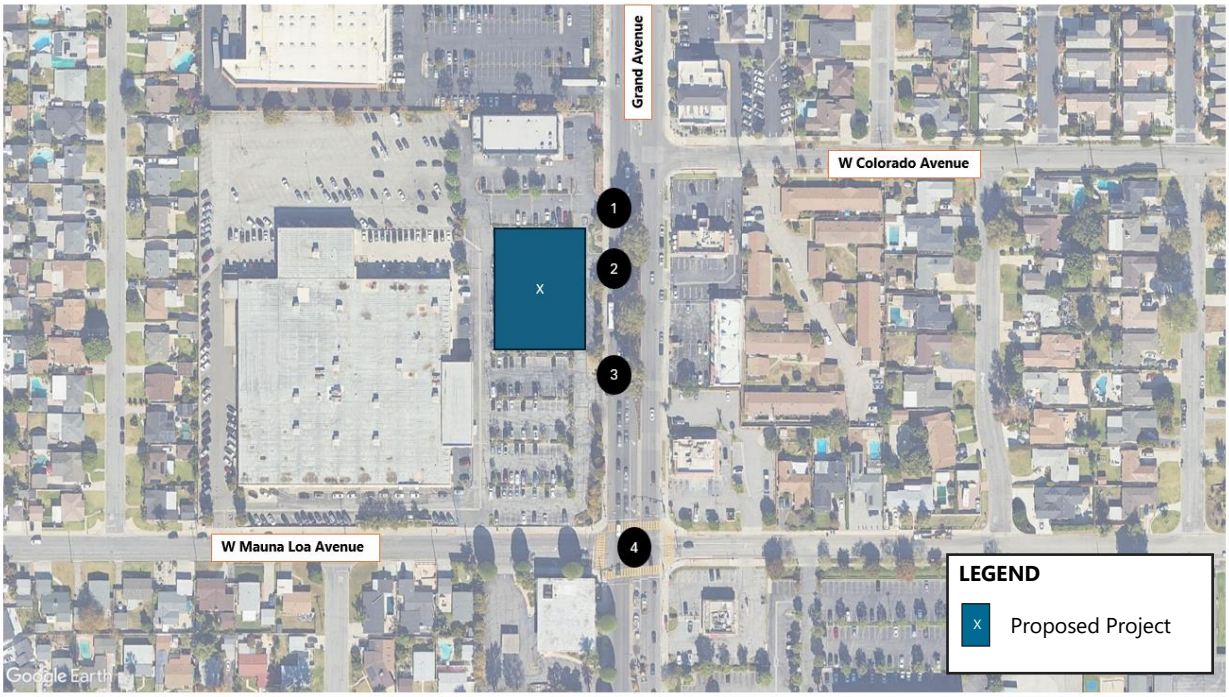
Existing Conditions

This section describes the existing transportation network, including roadway characteristics, intersection controls, pedestrian and bicycle facilities, and transit services in the vicinity of the project site.

SITE LOCATION AND LAND USE CONTEXT

The project site is located at 725 South Grand Avenue in the City of Glendora. As shown in **Figure 1**, the site is part of a medium-large commercial parcel surrounded by other commercial uses along South Grand Avenue and residential neighborhoods. The site is situated along a four-lane arterial, South Grand Avenue, which serves as a primary commercial and transportation corridor in this portion of Glendora.

Figure 1. Project Area



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

EXISTING ROADWAY NETWORK

The following roadways serve the project site and study area:

- **South Grand Avenue** – A four-lane north-south arterial roadway serving as the primary access route to the project site. South Grand Avenue provides connectivity between commercial, industrial, and residential areas within the City and accommodates regional traffic movements.
- **West Mauna Loa Avenue** – A two-lane east-west roadway intersecting South Grand Avenue south of the project site. West Mauna Loa Avenue provides access to adjacent commercial and industrial properties and serves local traffic within the study area.
- **West Colorado Avenue** – An east-west local street located north of the project site that provides access to surrounding residential land uses and connects to the local roadway network.

STUDY INTERSECTIONS

Four locations were identified for intersection operations analysis, consistent with the Guidelines and as confirmed with City staff:

1. South Grand Avenue / West Mauna Loa Avenue (Signalized)
2. South Grand Avenue / Project Driveway (North) (Stop Controlled)
3. South Grand Avenue / Project Driveway (Center) (Stop Controlled)
4. South Grand Avenue / Project Driveway (South) (Stop Controlled)

These locations are shown in Figure 1.

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

The project area is served by a mix of pedestrian, bicycle, and transit facilities. The following summarizes the existing active transportation and transit infrastructure within the project vicinity:

- **Pedestrian Facilities:** Sidewalks are provided along portions of South Grand Avenue in the vicinity of the project site. Marked crosswalks are available at the signalized intersection of South Grand Avenue and West Mauna Loa Avenue.
- **Bicycle Facilities:** No dedicated bicycle facilities are located within the immediate vicinity of the project site.
- **Transit:** The project area is served by Foothill Transit Route 488, which operates along South Grand Avenue with service approximately every 30 minutes on weekdays and every 60 minutes on weekends.

Section 3
Project Trip Generation

Project Trip Generation

This section presents the trip generation methodology, trip generation estimates, trip distribution, and trip assignment for the proposed Dutch Bros project. This information was developed by Kittelson & Associates and is consistent with the Trip Generation Memorandum prepared for this project (Kittelson & Associates, April 17, 2026).

TRIP GENERATION METHODOLOGY

Trip generation for the Dutch Bros project uses a combination of the Institute of Transportation Engineers (ITE) Trip Generation Manual 12th Edition and historical drive-through transaction data of three existing similar Dutch Bros.

The ITE Trip Generation Manual was used to develop the proportional traffic inflow and outflow rates experienced during weekday morning (AM) and afternoon (PM) peak hours and pass-by rate assumptions. Pass-by trips are a crucial aspect in trip generation for coffee shops since they are likely to receive similar or more pass-by trips than primary trips. A pass-by/diverted link trip reduction of 75%[†] was applied, which is based off of the pass-by trip rate observations from ITE Trip Generation Manual for the following land uses:

- Land Use 934: Fast-Food Restaurant with Drive-Through Window
- Land Use 938: Coffee/Donut Shop with Drive-Through Window and No Indoor Seating.

Dutch Bros historical drive-through transaction data from five comparable sites were used to approximate the total inbound and outbound trips throughout an average weekday and determine the weekday AM and PM peak hours. Comparable Dutch Bros sites were selected based on coordination with the City, market characteristics, site layout, and surrounding traffic conditions. The selected locations are summarized in **Table 3.**

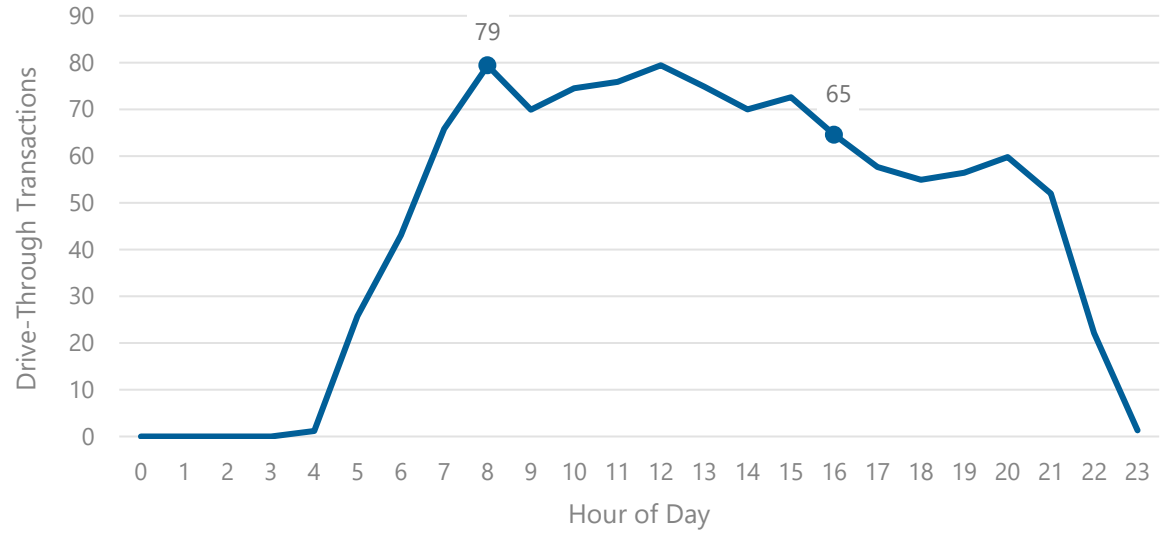
The hourly historical transaction data for each location is provided in Appendix B.

Figure 2 visualizes the average historical transaction data between January 1, 2025, and December 31, 2025 across the comparable Dutch Bros sites mentioned prior. As shown in the figure, the peak number of average transactions between the stores during the AM network peak period between 7:00 – 9:00 AM is 79, and the average during the PM network peak period between 4:00 – 6:00 PM is 65 transactions. It was assumed that each transaction represents one vehicle, although multiple transactions could occur within one vehicle.

The site anticipates having eight to ten employees on site throughout the day. At peak times, four of the employees are expected to be outside with one controlling traffic. These employees are on a shift schedule assumed to commute to the site outside of typical AM and PM peak hours so they are not represented in the peak hour but are represented in the daily calculations.

[†] The 75% rate was selected based on the range of observed pass-by percentages for Land Use 934 (average 49–50%) and Land Use 938 (average 83–95%) reported in the ITE Trip Generation Handbook, 3rd Edition (pp. 213–216), and what is anticipated by Dutch Bros and their drive-through-only format.

Figure 2. Dutch Bros Weekday Drive-Through Transactions Averaged Across All Locations



SOURCE: DUTCH BROS (2026)

Table 1 presents the inbound/outbound patterns and **Table 2** presents the resulting trip generation estimates.

Table 1. Weekday Inbound and Outbound Rates for Trip Generation

Land Use	AM Peak Hour		PM Peak Hour		Daily	
	In	Out	In	Out	In	Out
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	50%	50%	50%	50%	50%	50%

SOURCE: INSTITUTE OF TRAFFIC ENGINEERS TRIP GENERATION MANUAL, 12TH EDITION.

Table 2. Weekday Project Trip Generation Estimates

Trip Type[1] [2]	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Primary Trips	20	20	40	17	17	34	275	275	550
Pass-By Trips	59	59	118	48	48	96	826	826	1,652
Trip Generation	**79**	**79**	**158**	**65**	**65**	**130**	**1,101**	**1,101**	**2,202**

Note:

[1] Total inbound/outbound trip generation estimates are based on the highest average historical transaction data observed during the peak period at comparable Dutch Bros sites.

[2] A pass-by trip rate of 75% was used for AM Peak Hour, PM Peak Hour, and Daily Traffic.

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

Table 3. Comparable Dutch Bros Sites

Site Characteristic	Project Site *725 South Grand Avenue*	Covina *511 Citrus Avenue*	Covina *980 Azusa Avenue*	Baldwin Park *14521 Ramona Blvd*
Land use context	Part of a medium-large commercial parcel surrounded by other commercial uses and residential neighborhoods, located near a school.	Part of a medium-large commercial parcel surrounded by other commercial uses and residential neighborhoods.	Part of a medium commercial parcel surrounded by other commercial uses and residential neighborhoods.	Part of a medium-large commercial parcel surrounded by other commercial uses and residential neighborhoods.
Roadway context	Along 4-lane arterial	Along 4-lane arterial	Along 4-lane arterial	Corner of intersection of 4-lane arterial and 2-lane residential collector street, near a railroad
Site features	Two drive-through lanes that merge at the drive-through window, walk-up window, no indoor seating	Two drive-through lanes that merge at pick-up window, walk-up window, no indoor seating	Two drive-through lanes that merge at pick-up window, walk-up window, no indoor seating	Two drive-through lanes that merge at pick-up window, walk-up window, no indoor seating
Approximate building size	1,025 square feet	1,000 square feet	1,000 square feet	1,000 square feet
Approximate queue storage	450 feet	250 feet	350 feet	425 feet
Additional Considerations	-	-	Opened September 2025 so transaction data includes heightened operations	-

SOURCE: KITTELSON AND ASSOCIATES (2026)

TRIP DISTRIBUTION

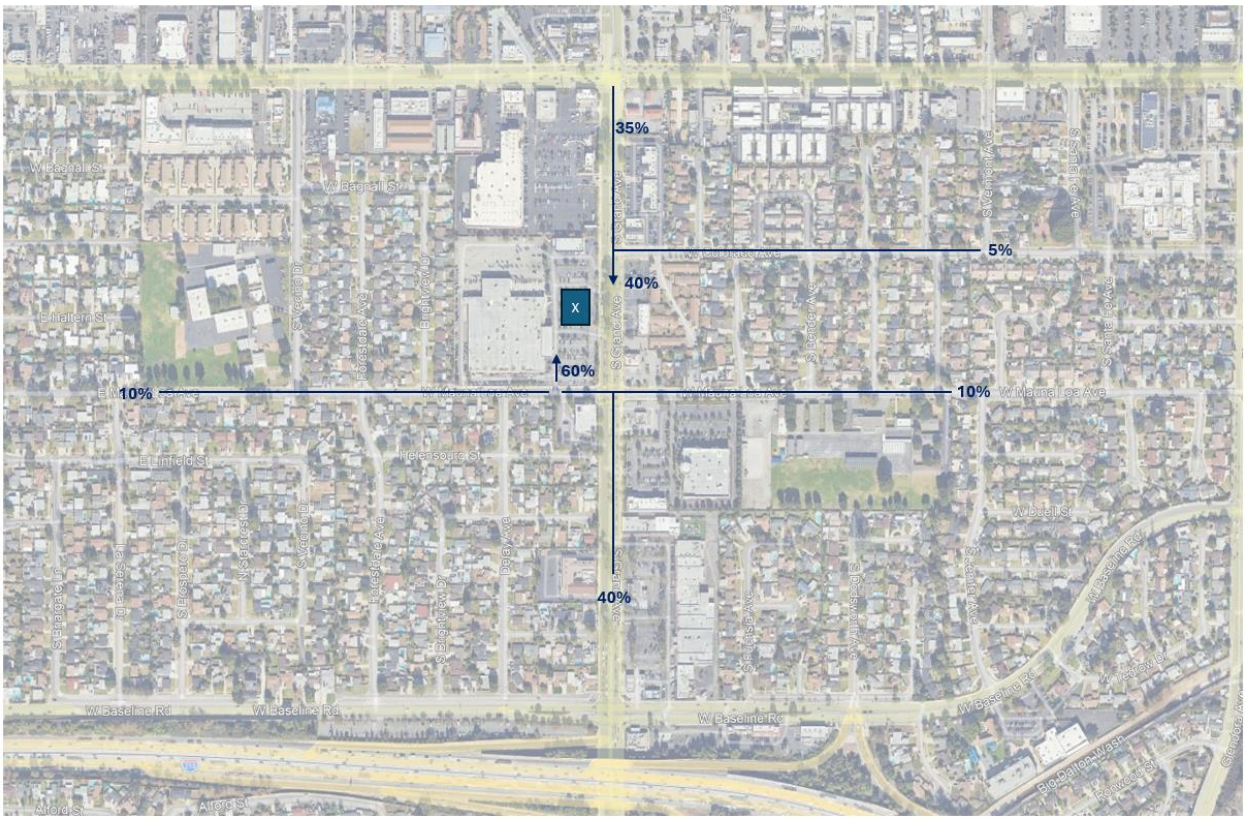
The proposed project's trip distribution was developed based on a review of the adjacent roadway network and surrounding land uses, and an analysis of regional travel patterns using Replica, a big-data travel demand platform that synthesizes GPS, mobile device, and census data to characterize origin-destination patterns to determine anticipated origins and paths of travel. Vehicle trips are separated between primary and pass-by trips.

Primary Trips

Primary trips to and from the site were distributed based on Replica origin-destination data, which was used to identify the predominant travel corridors and directional patterns serving the project area. As shown in **Figure 3**, inbound and outbound trip patterns are assumed to consist of the following distribution:

- 40% of trips to and from the south via South Grand Avenue,
- 35% of trips to and from the north via South Grand Avenue,
- 5% of trips to and from the north via West Colorado Avenue,
- 10% of trips to and from the east via West Mauna Loa Avenue,
- 10% of trips to and from the west via West Mauna Loa Avenue.

Figure 3. Trip Distribution Pattern



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

Pass-by Trips

Pass-by trips to and from the site account for attracting trips already occurring along South Grand Avenue and West Mauna Loa Avenue that now would divert their original path to stop at the proposed project site. It is assumed that 75% of the total project trips would be pass-by trips. Of the pass-by trips, 40% would be southbound traffic along South Grand Avenue, 40% would be northbound traffic along South Grand Avenue, 10% from eastbound traffic on West Mauna Loa Avenue, and 10% from westbound traffic on West Mauna Loa Avenue.

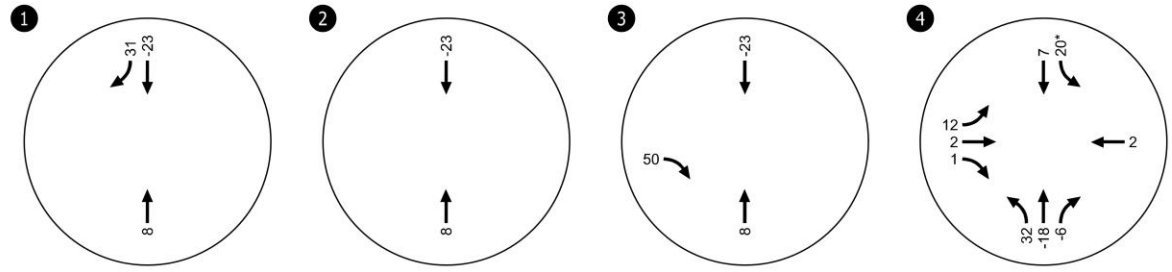
PROJECT TRIP ASSIGNMENT

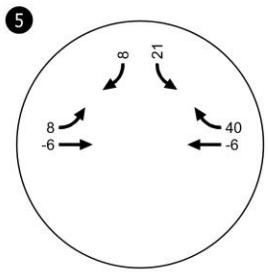
Trip generation volumes were applied to the trip distribution to calculate the number of vehicle-trips the project would add to the surrounding roadway network. The total net new project trip assignment for the study area intersections during the weekday AM and PM peak hours are shown in **Figure 4** and **Figure 5** respectively. To help understand overall travel patterns, volumes are also shown at the shopping center driveway on West Mauna Loa Avenue although that intersection was not evaluated for operations.

Detailed trip assignment figures (including primary and pass-by trip assignments) are provided in Appendix C.

Figure 4. Net New Project Trips – Weekday AM Peak







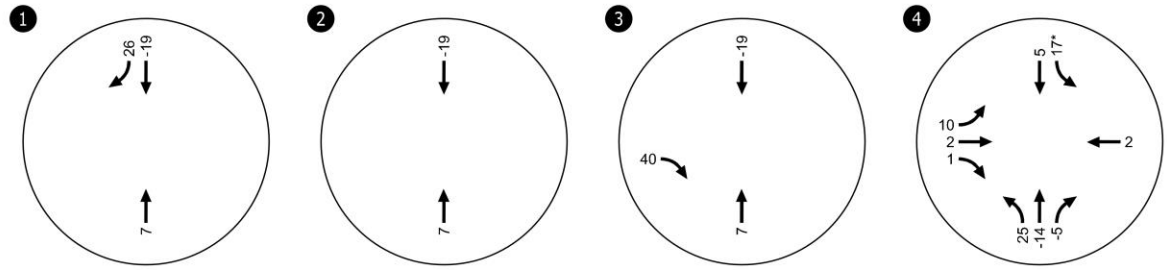
* Includes U-Turns

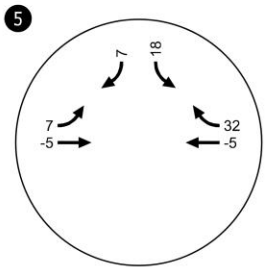
Note: Intersection 5 is not included as a study intersection as part of this analysis; it is depicted herein solely to illustrate the assignment of project trips and corresponding ingress/egress movements

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

Figure 5. Net New Project Trips – Weekday PM Peak







* Includes U-Turns

Note: Intersection 5 is not included as a study intersection as part of this analysis; it is depicted herein solely to illustrate the assignment of project trips and corresponding ingress/egress movements.

SOURCE: KITTELSON & ASSOCIATES, INC (2026)



Section 4
VMT Screening Assessment

Vehicle Miles Traveled Assessment

A Vehicle Miles Traveled (VMT) screening assessment was prepared for the project in accordance with City of Glendora Senate Bill (SB) 743 Policy.

SCREENING CRITERIA

City of Glendora SB 743 VMT screening guidance identifies several project types that are presumed to result in a less-than-significant VMT impact and are therefore screened from further VMT analysis. A project needs to only satisfy one of the following screening criterion to be exempt:

- **Small Project Site:** A Project that generates 250 or fewer daily trips
- **Within a Transit Priority Area:** A project that is located within a ½ mile of the five major transit stops in the City would be screening from analysis unless they have a floor area ratio of less than 0.75.
- **Retail Project:** Retails projects of less than 50,000 square feet. New neighborhood-serving retail typically redistributes shopping trips rather than creating new trips.
- **Affordable Housing:** Portions of developments that include below market-rate housing.
- **Redevelopment Projects:** In order to support infill developments the net change in trip generation be the value used to screen for small projects.
- **Community Serving projects:** Similar to screening of retail projects, municipal projects such as schools, parks, community centers, libraries and other community-serving uses would be intended for local use.

SCREENING DETERMINATION

The proposed Dutch Bros Coffee project screens out of a detailed VMT analysis through the **Retail Project** screening criterion.

Under the City's screening criteria, the project consists of a 1,025-square-foot drive-through coffee shop, which qualifies as a neighborhood-serving retail use (café/coffee shop) less than 50,000 square feet. Therefore, the project is presumed to result in a less-than-significant VMT impact under CEQA, and a detailed VMT analysis is not required.



Section 5
Intersection Operations Analysis

Intersection Operations Analysis

This section presents the results of the intersection operations analysis for the study intersections under existing and existing plus project conditions. The analysis evaluates whether the proposed project results in any adverse degradation of intersection operations relative to the City of Glendora standards.

ANALYSIS METHODOLOGY

For signalized intersections, the City's procedure for evaluating intersection capacity and Level of Service (LOS) is based on the volume-to-capacity (V/C) ratio. Rather than estimating vehicle delay, the ICU methodology evaluates the proportion of an intersection's available green time required to accommodate the projected traffic volumes. As traffic demand approaches or exceeds the available capacity, the intersection experiences increasing congestion, resulting in longer queues and reduced operational efficiency.

Using the HCM procedure, the level of service designation for unsignalized intersections is calculated using the weighted average control delay for each controlled intersection leg and for the intersection as a whole. In the case of two-way stop-controlled intersections, the LOS for the worst approach is used as the performance measure for the level of service.

Table 4 presents the relationship of average delay to level of service for both signalized and unsignalized intersections.

Table 4: Level of Service Criteria

LOS	Signalized Intersections	Unsignalized Intersections
	Volume-to-Capacity (V/C) Ratio	Delay (s) per Vehicle
A	0.00-0.60	< 10.0
B	0.61-0.70	> 10.0 to 15.0
C	0.71-0.80	> 15.0 to 25.0
D	0.81-0.90	> 25.0 to 35.0
E	0.91-1.00	> 35.0 to 50.0
F	Over 1.00	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL

REGULATORY STANDARDS

According to the City of Glendora's Transportation Impact Analysis Guidelines, intersections are generally required to operate at LOS D or better. An LOS E condition may be acceptable when peak-hour bypass traffic is determined to be a significant factor, subject to City approval. Project-related impacts are evaluated to identify potential level of service deficiencies resulting from project traffic.

Where a project-related impact is identified, feasible mitigation measures would be evaluated to address the impact and bring the affected roadway or intersection into conformance with the applicable LOS standards.

DATA COLLECTION

Turning movement counts (TMCs) were collected at the following four intersections on a representative weekday from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM to capture AM and PM network peak periods:

1. S Grand Avenue / North Driveway
2. S Grand Avenue / Central Driveway
3. S Grand Avenue / South Driveway
4. S Grand Avenue / W Mauna Loa Ave

Traffic counts were conducted on Tuesday, February 10, 2026. Counts were not conducted during holidays, construction-related detours, or other atypical conditions.

Turning movement counts are provided for reference in Appendix D.

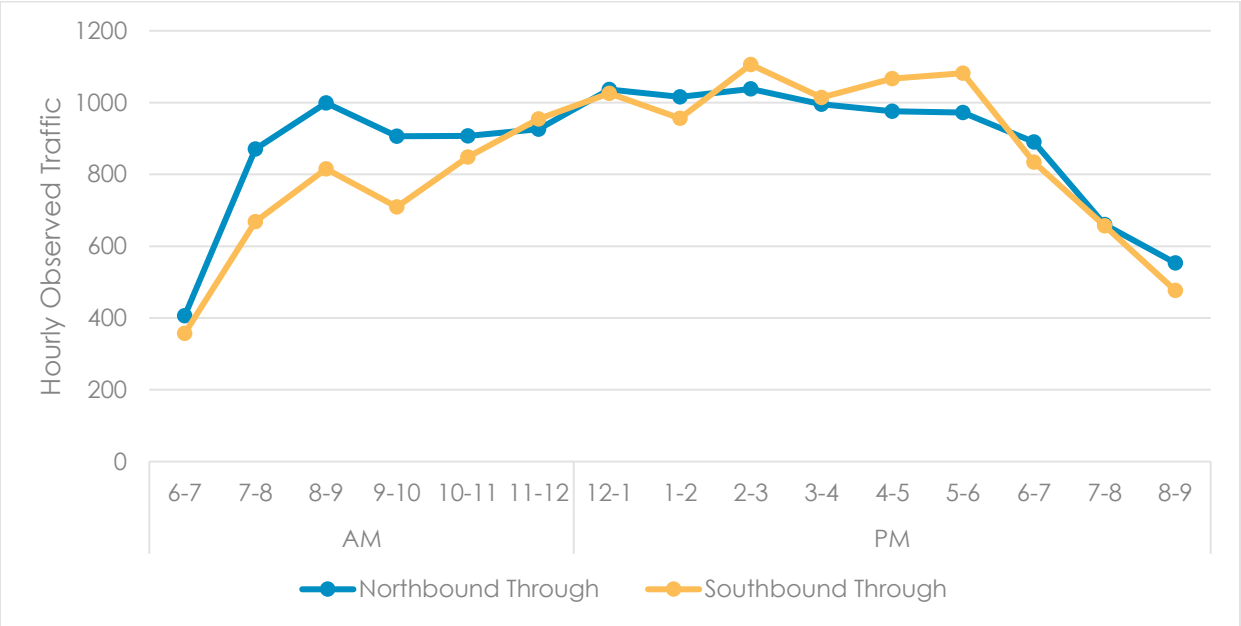
Grand Avenue Traffic Conditions

Turning movement counts were collected along Grand Avenue at the three commercial plaza driveways along S Grand Avenue from 6:00 AM to 9:00 PM. This 15-hour window captures the plaza's operating hours, and traffic outside of this period is expected to be minimal. Rather than a full 24-hour Average Daily Traffic (ADT) count, this count period is summarized below to characterize daily traffic patterns along Grand Avenue, consistent with the intent of Section 3.2 of the City's TIA Guidelines.

After evaluating observed entering and exiting traffic volumes at all driveways, the segment just south of Intersection 2 (S Grand Avenue / Central Driveway) was selected as the representative location for summarizing roadway link volumes because it carried the highest through volumes of the three driveways and therefore provides a conservative representation of the mainline traffic pattern along this segment of S Grand Avenue.

Based on this representative location, approximately 13,150 northbound and 12,570 southbound through vehicles were recorded during the 6:00 AM to 9:00 PM count period, for a combined two-way volume of approximately 25,725 vehicles. **Figure 6** summarizes the directional distribution of volumes along S Grand Avenue based on this representative location. While the volume distribution is summarized by direction, project-related traffic is anticipated to be concentrated primarily in the southbound direction.

Figure 6. S Grand Avenue Hourly Volume Distribution



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

As shown in the figure above, traffic volumes along Grand Avenue increase during the morning commute period and remain consistently high throughout the midday and afternoon periods. Northbound and southbound through volumes generally range from approximately 950 to 1,100 vehicles per hour between 12:00 PM and 6:00 PM, indicating sustained corridor activity over much of the day.

The anticipated project demand profile (see Figure 2) differs from the S Grand Avenue traffic profile. Project demand is expected to peak during the morning period, reaching approximately 79 transactions around 8:00 AM, and then gradually decline throughout the remainder of the day. In contrast, S Grand Avenue through volumes continue to increase beyond the AM period and remain at or near their highest levels throughout the midday and PM periods. As a result, the project's highest demand occurs before the corridor reaches its peak traffic conditions, limiting the overlap between peak project activity and peak background traffic volumes.

The study peak hours analyzed in this report (7:00-8:00 AM and 4:00-5:00 PM) capture two distinct operating conditions. The 7:00-8:00 AM hour represents the period when project demand is approaching its highest level, while the 4:00-5:00 PM hour represents a period when Grand Avenue traffic volumes are near their daily maximum and project demand remains elevated. Together, these study periods provide a reasonable assessment of project operations under both peak project-demand and peak corridor-traffic conditions.

INTERSECTION OPERATIONS RESULTS

The following analysis scenarios were evaluated:

- **Existing Conditions:** Based on turning movement counts collected at the four study intersections.
- **Project Opening Day Conditions:** Existing traffic volumes were increased by a factor of 1.066[‡] to assume 2027 as project opening year and combined with project-related traffic based on the trip generation, distribution, and assignment described in the Project Trip Generation section.

Detailed Vistro reports are in Appendix E.

Existing Conditions

Figure 7 and **Figure 8** illustrate the existing turning movement volumes for the peak hours.

Table 5 summarizes the delay and LOS analysis results at each intersection under existing conditions. As shown in the table, all intersections currently operate at LOS B or better in both AM and PM scenarios.

Table 5. Existing Conditions LOS Results

ID	Intersection	Control Type	V/C		Delay		LOS	
			AM	PM	AM	PM	AM	PM
1	S Grand Avenue / North Driveway	SSSC	-	-	13.1	13.0	B	B
2	S Grand Avenue / Central Driveway	SSSC	-	-	13.0	12.8	B	B
3	S Grand Avenue / South Driveway	SSSC	-	-	12.8	12.8	B	B
4	S Grand Avenue / W Mauna Loa Ave	Signal	0.47	0.46	-	-	A	A

Note:
The table shows average intersection V/C for signalized intersections and worst movement V/C for side-street stop-controlled (SSSC) intersections

SOURCE: KITTELSON AND ASSOCIATES, INC (2026)

[‡] Regional growth factors were obtained from Exhibit D-1 of the Los Angeles County Congestion Management Program (CMP). The City of Glendora is located within Region 26 (West Covina).

Figure 7. Existing AM Peak Turning Movement Volumes

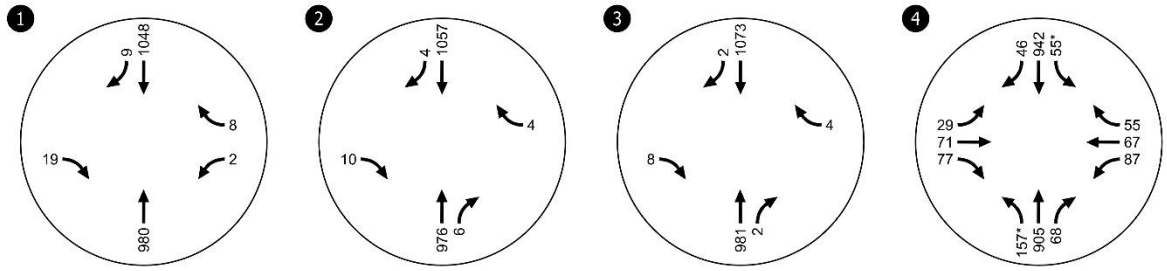


* Includes U-Turns

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

Figure 8. Existing PM Peak Turning Movement Volumes





* Includes U-Turns

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

Project Opening Day Conditions

Figure 9 and **Figure 10** illustrates the peak hour volumes for the Project Opening Day Conditions.

Table 6 summarizes the delay and LOS analysis results at each intersection. As shown in the table, all intersections are expected to operate at LOS B or better under both AM and PM scenarios.

Project-generated traffic results in minimal increases in V/C ratios and delays compared to Existing Conditions, and no study intersection exceeds the applicable thresholds. Accordingly, the project is not expected to result in a significant impact on intersection operations.

Table 6. Existing Plus Project Conditions LOS Results

ID	Intersection	Control Type	V/C		Delay		LOS	
			AM	PM	AM	PM	AM	PM
1	S Grand Avenue / North Driveway	SSSC	-	-	13.7	13.7	B	B
2	S Grand Avenue / Central Driveway	SSSC	-	-	13.5	12.7	B	B
3	S Grand Avenue / South Driveway	SSSC	-	-	13.4	14.2	B	B
4	S Grand Avenue / W Mauna Loa Ave	Signal	0.52	0.50	-	-	A	A

Note:
The table shows average intersection V/C for signalized intersections and worst movement V/C for side-street stop-controlled (SSSC) intersections

SOURCE: KITTELSON AND ASSOCIATES, INC (2026)

Figure 9. Existing Plus Project AM Peak Turning Movement Volumes



* Includes U-Turns

SOURCE: KITTELSON & ASSOCIATES, INC (2026)

Figure 10. Existing Plus Project PM Peak Turning Movement Volumes



* Includes U-Turns

SOURCE: KITTELSON & ASSOCIATES, INC (2026)



Section 6
On-Site Queueing & Circulation

On-Site Queueing & Circulation

This section evaluates drive-through queue lengths and the on-site circulation for the proposed Dutch Bros drive-through facility.

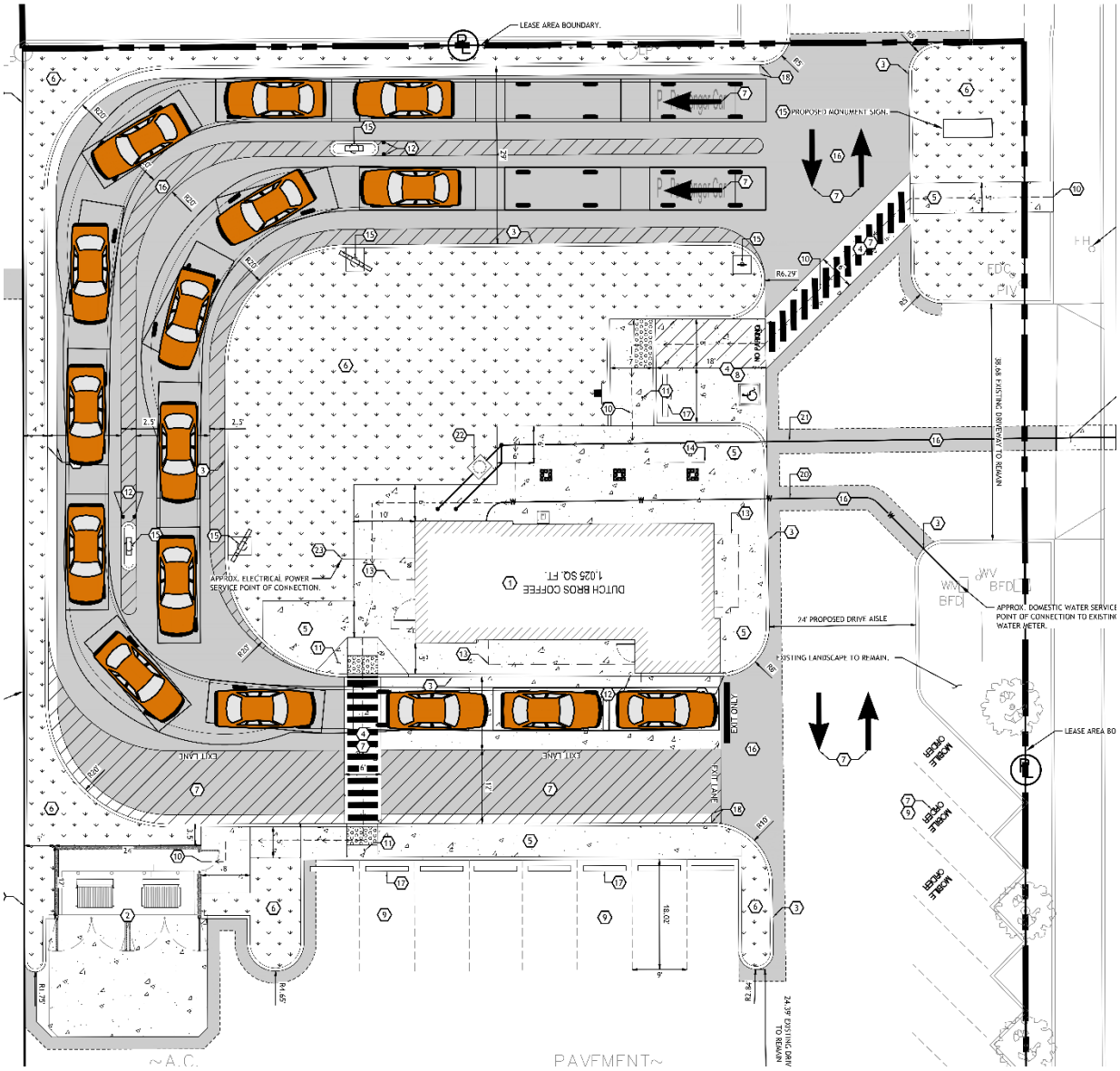
DRIVE-THROUGH QUEUE ANALYSIS

Drive-through queue lengths were estimated using a time-dependent queuing model and hourly drive-through transaction data collected from three comparable Dutch Bros locations between January 1, 2025, and December 31, 2025.

The time-dependent queuing model evaluates how queues form and dissipate over time by incorporating variable arrival and service rates during both off-peak and on-peak demand periods. While the model operates at an aggregate level, it is designed to reasonably approximate field conditions and provide a planning-level assessment of higher-end queuing conditions to help inform site design and identify potential on-site constraints. Drive-through operations can vary substantially based on site-specific characteristics and day-to-day operational factors, including staffing levels, order processing efficiency, customer behavior, promotional activity, seasonal demand fluctuations, and traffic management practices. As such, queue estimates should be considered approximate and intended to represent a reasonable planning-level estimate rather than a precise prediction of future conditions.

The time-dependent queuing model based on other Dutch Bros locations predicted a 95th percentile queue length of 16 vehicles. **Figure 11** illustrates that these queues remain within the site's available on-site storage capacity of 20 vehicles.

Figure 11. 95th Percentile Queueing Scenario



SOURCE: KITTELSON & ASSOCIATES, INC (2026)

ON-SITE CIRCULATION ASSESSMENT

A qualitative assessment of on-site circulation was conducted based on review of the provisional site plan. The assessment considers access to and egress from the drive-through lanes and parking spaces, pedestrian and bicycle connections, and other site-specific operational considerations.

Key circulation characteristics of the proposed site include:

- **Site Access Driveways:** The commercial center currently has three driveway connections to South Grand Avenue: a northern driveway, a center driveway, and a southern driveway. With all three driveways in operation, the addition of project-generated trips at the center driveway would introduce turning movements in close proximity to internal drive aisles serving the proposed drive-through facility. This increases the potential for on-site vehicle conflicts between drive-through queuing traffic, circulating-plaza traffic, and vehicles entering or exiting at the center driveway. In addition to the South Grand Avenue driveways, customers may access the site via the existing driveway connection from West Mauna Loa Avenue. Vehicles entering from West Mauna Loa Avenue can travel through the parking lot and internal drive aisles to access the proposed drive-through facility.
- **Center Driveway Closure Consideration**: To address the on-site circulation issues described above, the City is considering closure of the existing center driveway, with project access consolidated at the northern and southern driveways. Existing traffic volumes at the center driveway are low (one entering and one exiting vehicle during the AM peak hour, and four entering and ten exiting vehicles during the PM peak hour). As demonstrated by the intersection operations analysis, redistributing these existing trips to the remaining site driveways, in combination with project-generated traffic, does not result in adverse operational impacts at the remaining driveways or study intersections. Consolidating access to two driveways also reduces the number of vehicle conflict points along South Grand Avenue and simplifies overall site circulation, though the primary benefit of closure is the elimination of the on-site conflicts identified above. The remaining driveways provide adequate access to the drive-through facility, parking areas, and adjacent commercial uses while maintaining separation between ingress and egress movements.
- **Drive-Through Ingress:** Vehicles entering the site are directed into a dual-lane drive-through configuration that merges upstream of the pick-up window. The dual-lane arrangement provides operational flexibility and helps distribute arriving vehicles between the two ordering lanes, reducing the potential for queue buildup at the site entrance. During peak demand periods, customers should be directed to access the site via the southern driveway rather than queueing along the northern driveway. Queues extending toward the northern driveway could interfere with vehicles entering the broader commercial center from South Grand Avenue and adversely affect internal circulation. This can be accomplished via temporary wayfinding signage, traffic cones, or staff members.
- **Drive-Through Egress:** Following service at the pick-up window, vehicles continue through the site circulation system and can head north or south to exit back onto South Grand Avenue. The site design provides a dedicated exit path that minimizes conflicts between vehicles entering the drive-through, parked vehicles, and pedestrians. If drive-through queues extend beyond the available on-site queueing capacity, Dutch Bros could implement measures (e.g., employee traffic control or temporary signage) to direct exiting vehicles to turn right and utilize one of the southern commercial plaza driveways.

- **Pedestrian Access:** Pedestrian access is provided from the existing sidewalk along South Grand Avenue to the building entrance and walk-up window. Internal pedestrian pathways connect the public sidewalk to the building and parking areas, allowing customers to access the site on foot without traversing the primary drive-through queue.
- **Bicyclist Access:** Bicycle parking is provided adjacent to the building for customers arriving by bicycle. Because no dedicated bicycle facilities are present along South Grand Avenue in the immediate project vicinity, bicyclists would access the site using the existing roadway and sidewalk network and then utilize the on-site pedestrian circulation system to reach the bicycle parking area and walk-up window.
- **Transit Riders Access:** The project site is located adjacent to the existing Foothill Transit bus stops along South Grand Avenue. Transit riders can access the site directly from the bus stop via the existing sidewalk network and internal pedestrian connections without significant interaction with drive-through operations. The proximity of transit service provides an additional travel option for employees and customers accessing the site.
- **Parking and ADA Access:** Under the proposed site plan, a portion of the existing parking area would be redeveloped to accommodate the proposed Dutch Bros building, drive-through lanes, and associated site improvements, while parking would be retained in the southern portion of the lease area. The proposed parking plan provides 35 parking spaces, including one accessible space and 34 standard spaces, compared with 11 spaces required based on the applicable parking requirement (1 space required for 100 square feet area by code). The accessible parking space is located adjacent to the proposed building and is connected to the building via the on-site pedestrian circulation system. The proposed layout should maintain a clear and accessible path between the accessible parking space, building entrance, and walk-up window, with the accessible route separated from drive-through queuing and vehicle circulation to the extent practicable.



Section 7
Conclusions

Conclusions

This Transportation Study was prepared for the proposed Dutch Bros Coffee drive-through facility at 725 South Grand Avenue in Glendora in accordance with the City of Glendora Engineering Division Traffic Impact Analysis Report Review Checklist. Based on the analyses presented herein, the proposed project would not result in significant transportation impacts related to VMT and no adverse effects to intersection operations. On-site circulation and queuing is expected to function adequately without impacting off-site operations.

The proposed 1,025-square-foot drive-through coffee shop qualifies as a locally serving retail use under the City's VMT Screening Guidance for projects less than 50,000 square feet. No unique or regional-draw characteristics were identified. Accordingly, the project is presumed to result in a less-than-significant VMT impact under CEQA, and no detailed VMT analysis was required.

Intersection operations were evaluated under Existing and Project Opening Day conditions. The analysis indicates that all four study intersections are anticipated to continue operating at acceptable LOS conditions during both the weekday AM and PM peak hours under all analyzed scenarios. The background growth and addition of project-generated traffic does not cause any study intersection to exceed the thresholds, and no degradation in intersection operations was identified. Accordingly, no off-site intersection improvements are required as a result of the proposed project.

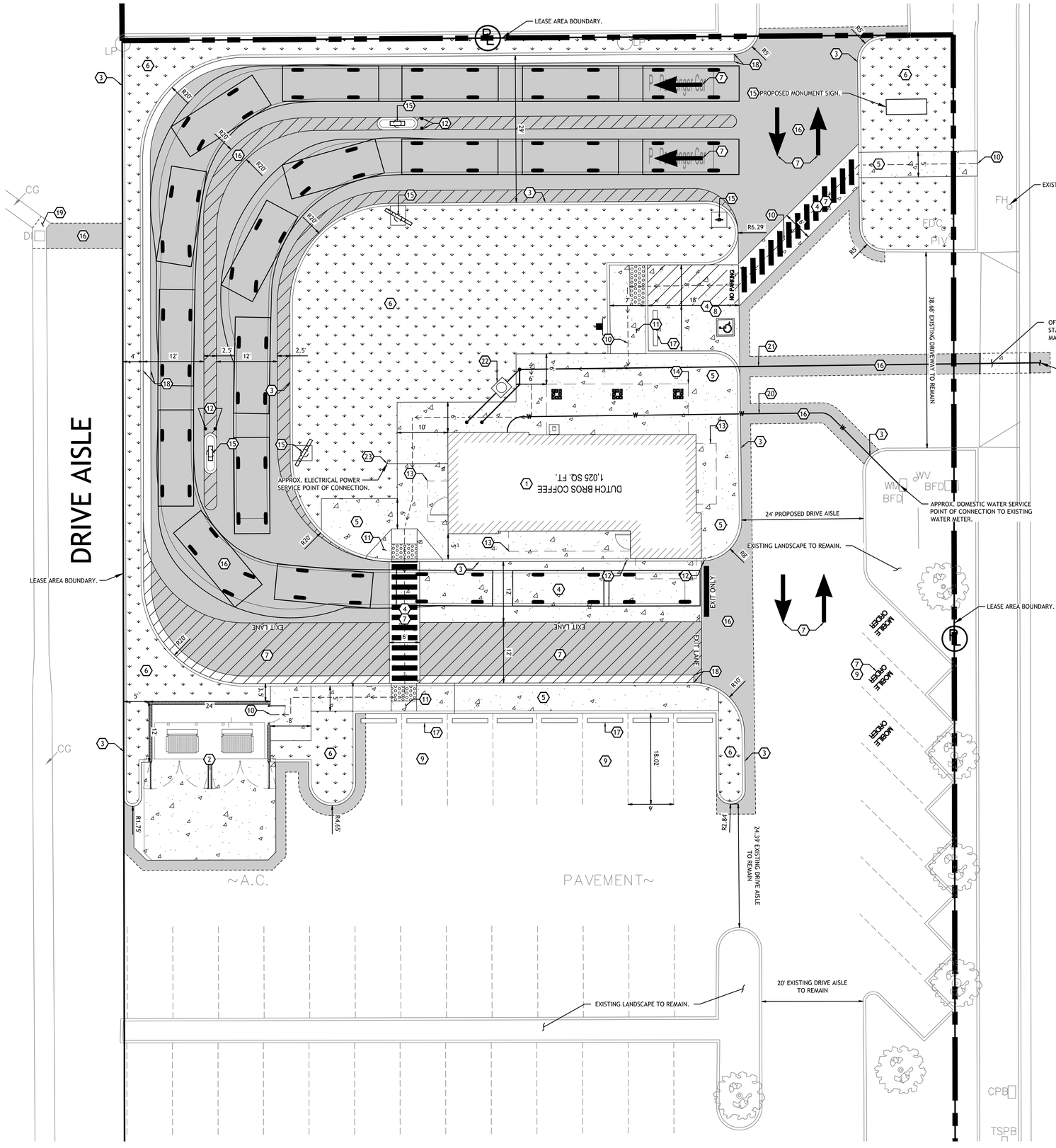
On-site circulation and queuing were assessed using a time-dependent queuing model based on historical transaction data collected at comparable Dutch Bros locations. The 95th percentile drive-through queue is estimated at 16 vehicles, which is within the proposed 20-vehicle on-site storage capacity. The proposed dual-lane drive-through configuration, dedicated employee traffic management practices, and separation between parking, pedestrian, and drive-through circulation areas are anticipated to support efficient on-site operations. No on-site circulation deficiencies were identified, and no modifications to the proposed site plan are recommended. Closure of the center driveway access to the shopping center along South Grand Avenue would simplify access and circulation without creating operational impacts but is not required.

Based on the results of this Transportation Study, no transportation improvements are required to mitigate project-related impacts under the City's TIA guidelines or applicable CEQA thresholds. However, the following operational best practices are recommended to support efficient site operations and maintain acceptable circulation conditions:

- Continue standard employee traffic management practices during peak periods to facilitate orderly vehicle merging and minimize potential conflicts within the site. This includes staff-directed vehicle spacing and use of the bypass lane adjacent to the pick-up window to help minimize queue lengths and maintain circulation efficiency.
- Place clear driveway and wayfinding signage to direct drive-through customers, walk-up patrons, and parking traffic to the appropriate areas of the site when needed.



Appendix A
Provisional Site Plan



CIVIL SHEET INDEX

Sheet Number	Sheet Title
1	SITE PLAN
2	EXISTING SITE PLAN
3	PARKNG PLAN
4	CONCEPT DRAINAGE PLAN



PROJECT DATA

NAME: DUTCH BROS COFFEE – CA6107 – GLENDORA, CALIFORNIA
LOCATION: 725 SOUTH GRAND AVENUE, GLENDORA, CA 91740
LEASE AREA: 37,403 SF (0.86 AC)
ZONING: ROUTE 66 CORRIDOR SPECIFIC PLAN GRAND COMMERCIAL GATEWAY (RT66–GCG)

PROPOSED BUILDING INFORMATION:
BUILDING HEIGHT: 24'
BUILDING STORIES: 1
GROSS FLOOR AREA: 1,025 SF

VEHICLE PARKING (1 SPACE REQUIRED PER 100 SF OF FLOOR AREA BY CODE):
PARKING SPACES REQUIRED: 11

ACCESSIBLE SPACES PROVIDED:	1
STANDARD SPACES PROVIDED:	34
TOTAL SPACES PROVIDED:	35

VEHICLE QUEUING: 20

TRASH ENCLOSURE: 24' X 12'

LEASE AREA COVERAGE:

PROPOSED:		
BUILDINGS:	±1,025 SF	(2.74%)
PARKING AND MANEUVERING:	±10,698 SF	(28.60%)
WALKWAYS:	±3,150 SF	(8.42%)
LANDSCAPE:	±4,798 SF	(12.83%)
EXISTING TO REMAIN:		
PARKING AND MANEUVERING:	±15,648 SF	(41.84%)
LANDSCAPE:	±2,084 SF	(5.57%)
	37,403 SF	(100.00%)

CONSTRUCTION NOTES:

1. PROPOSED DUTCH BROS COFFEE BUILDING, REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR DETAILS.
2. PROPOSED TRASH ENCLOSURE, REFER TO ARCHITECTURAL PLANS AND STRUCTURAL FOR ENCLOSURE AND PAVEMENT SECTION DETAILS.
3. PROPOSED CONCRETE BARRIER CURB, TYPICAL.
4. PROPOSED CONCRETE PAVEMENT.
5. PROPOSED ON–SITE CONCRETE SIDEWALK (WIDTH VARIES), TYPICAL.
6. PROPOSED LANDSCAPE PER LOCAL REQUIREMENTS.
7. PROPOSED PAVEMENT MARKING.
8. PROPOSED ACCESSIBLE PARKING STALL W/ REQUIRED SIGNAGE.
9. EXISTING PARKING STALL TO REMAIN.
10. PROPOSED ACCESSIBLE PATH, TYPICAL.
11. PROPOSED ADA ACCESSIBLE RAMP.
12. PROPOSED BOLLARD.
13. PROPOSED AWNING. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
14. PROPOSED BUILDING CANOPY. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
15. PROPOSED SIGN.
16. PROPOSED ASPHALT PAVEMENT.
17. PROPOSED WHEEL STOP.
18. PROPOSED CURB & GUTTER.
19. PROPOSED VALLEY GUTTER TO BE REPLACED. MATCH EXISTING DRAINAGE CONDITIONS.
20. PROPOSED DOMESTIC WATER SERVICE.
21. PROPOSED SANITARY SEWER SERVICE.
22. PROPOSED GREASE INTERCEPTOR.
23. PROPOSED ELECTRICAL SERVICE LINE.

OWNER

GRAND GLENDORA SERVICES, LLC.
CONTACT: DAVID PARKER
6444 SAN FERNANDO ROAD, SUITE 3944
GLENDALE, CA 91221
TEL: (310) 689–7600
EMAIL: DPARKINVEST@YAHOO.COM

DEVELOPER

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899–2767
WEBSITE: HTTPS://WWW.DUTCHBROS.COM

ENGINEER

CORESTATES, INC.
18215 72ND AVE. SOUTH
KENT, WA 98032
TEL: (425) 251–6222
CONTACT: ANTHONY E. MERLINO, P.E.
EMAIL: AMERLINO@CORE–STATES.COM

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GNICH ARCHITECTURE STUDIO
1001 SE SANDY BOULEVARD, SUITE 100
PORTLAND, OR 97214
TEL: (503) 552–9079
CONTACT: DUSTIN HENION

SURVEYOR

RICHTIG CORP.
13911 NOWATA CT.
APPLE VALLEY, CA 92307
EMAIL: CHRIS@RICHTIGCORP.COM

N

CSG

0 5' 10' 20'
SCALE: 1"=10'

LEGEND

BUILDING LINE
EXISTING CURB TO REMAIN
PROPOSED CURB
PROPOSED LANDSCAPING
PROPOSED ASPHALT
PROPOSED CONCRETE

CORE STATES GROUP

3300 Douglas Blvd
Suite 100
Roseville, CA 95661
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

LICENSED PROFESSIONAL ENGINEER
ANTHONY E. MERLINO
97853
CIVIL
STATE OF CALIFORNIA
12/01/2025

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THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON DESIGN DRAWINGS, RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. CORESTATES, INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES.

DUTCH BROS COFFEE - CA6107
725 SOUTH GRAND AVENUE,
GLENDORA, CA 91740

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

DUTCH BROS COFFEE

REV	DATE	COMMENT	BY

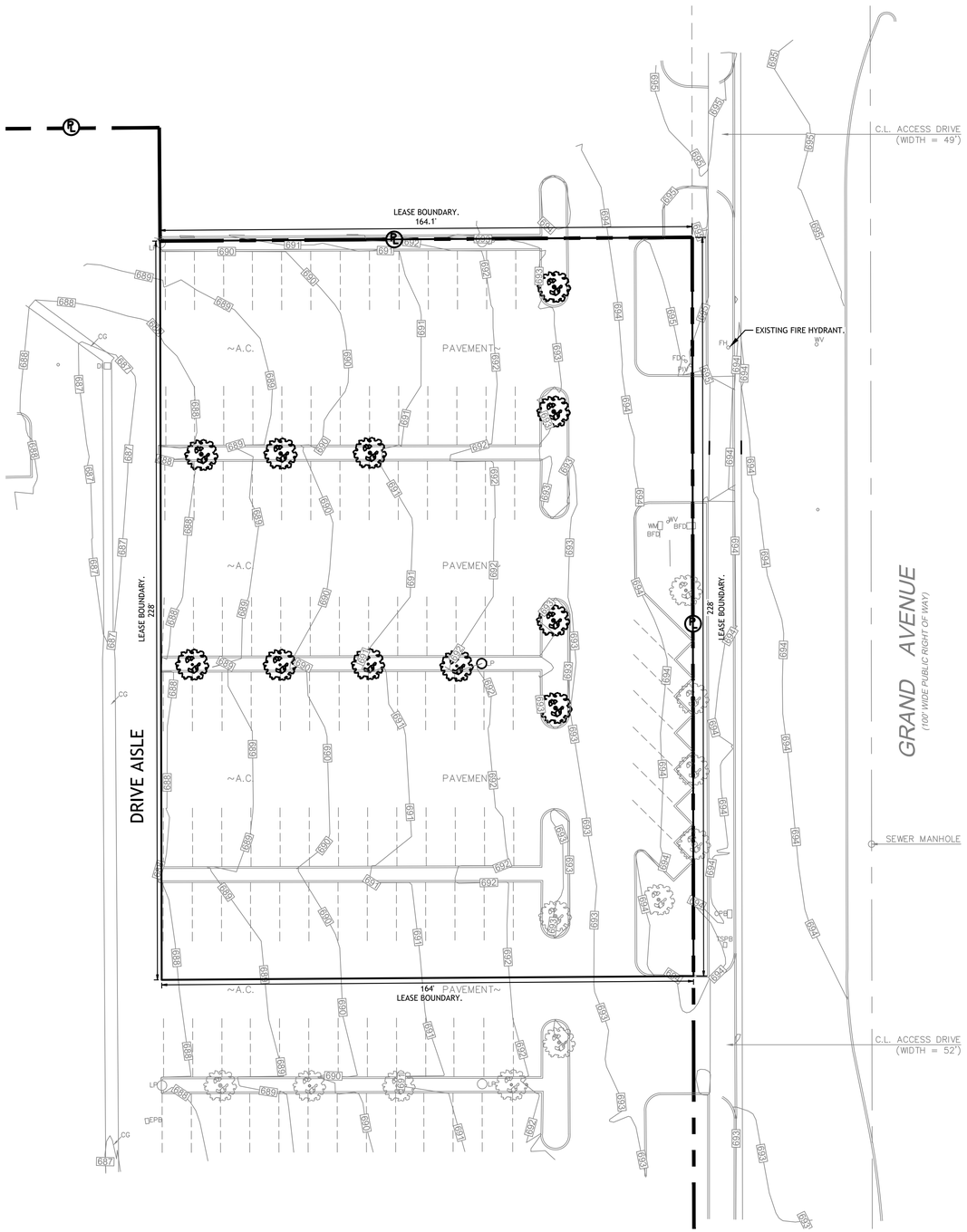
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Sheet Date: 11/26/2025
Proj. Number: 24425

Sheet Title:

SITE PLAN

Sheet Number:

1





N.T.S VICINITY MAP

PROJECT DATA

NAME:	DUTCH BROS COFFEE – CA6107 – GLENDORA, CALIFORNIA
LOCATION:	725 SOUTH GRAND AVENUE, GLENDORA, CA 91740
LEASE AREA:	37,403 SF (0.86 AC)
ZONING:	ROUTE 66 CORRIDOR SPECIFIC PLAN GRAND COMMERCIAL GATEWAY (RT66–GCG)

EXISTING LEASE AREA COVERAGE:

PARKING AND MANEUVERING:	±15,648 SF	(41.84%)
LANDSCAPE:	±2,084 SF	(5.57%)
	37,403 SF	(100.00%)

N

SCALE: 1"=20'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- EXISTING TREE
- EXISTING TREE TO BE REMOVED

CORE STATES GROUP

3300 Douglas Blvd
Suite 100
Roseville, CA 95661
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
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DUTCH BROS COFFEE - CA6107
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GLENDORA, CA 91740

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
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TEL: (877) 899-2767

REV	DATE	COMMENT	BY

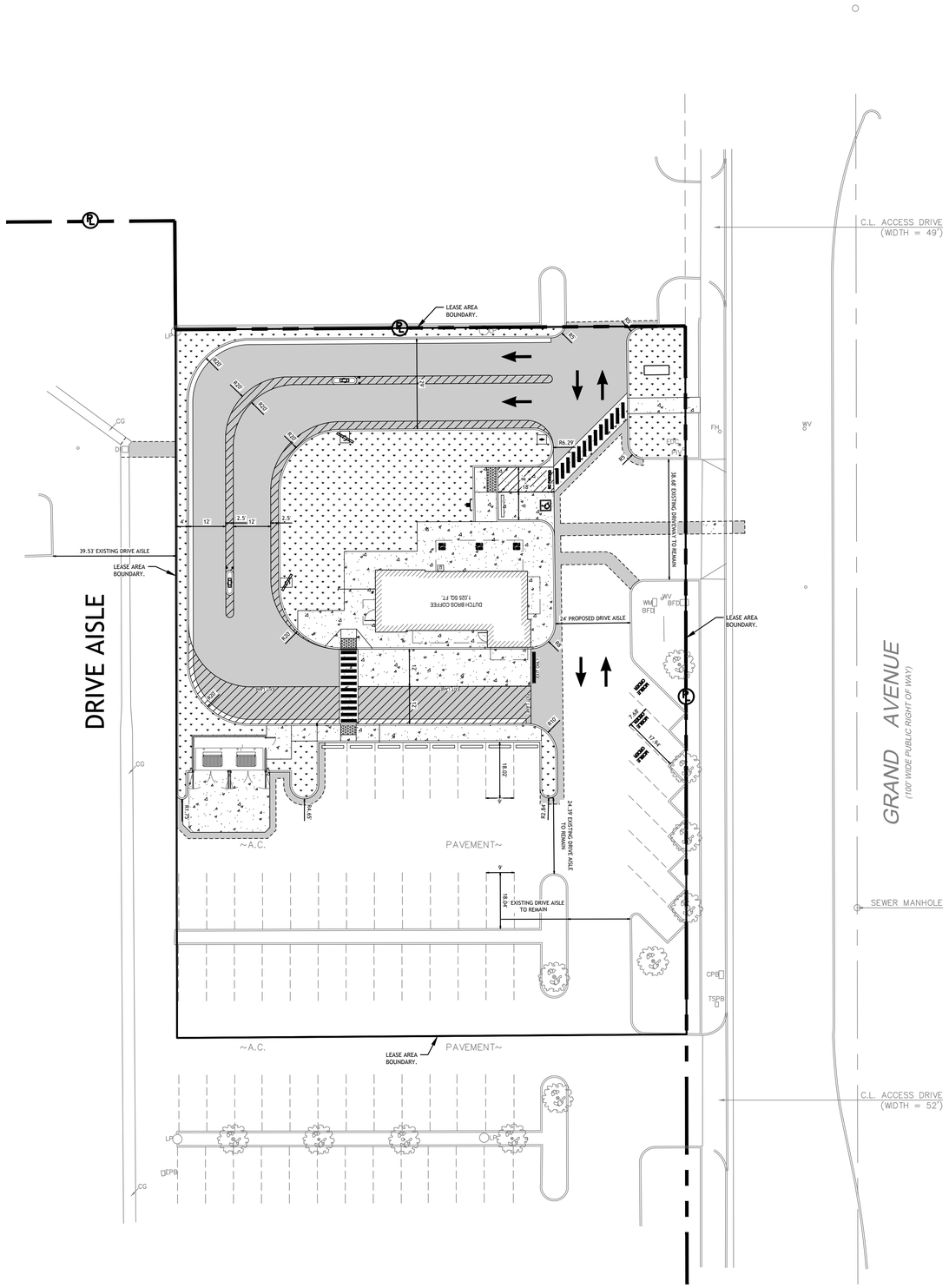
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Sheet Date: 11/26/2025
Proj. Number: 24425

Sheet Title:

EXISTING SITE PLAN

Sheet Number:

2





N.T.S VICINITY MAP

PROJECT DATA

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VEHICLE PARKING (1 SPACE REQUIRED PER 100 SF OF FLOOR AREA BY CODE):
PARKING SPACES REQUIRED: 11

ACCESSIBLE SPACES PROVIDED:	1
STANDARD SPACES PROVIDED:	34
CLEAN AIR SPACES PROVIDED:	N/A
TOTAL SPACES PROVIDED:	35

BICYCLE PARKING REQUIRED: 0

SPACES PROVIDED:	0
	0

N

CSG

0 10' 20' 40'

SCALE: 1"=20'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

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DUTCH BROS COFFEE - CA6107
725 SOUTH GRAND AVENUE,
GLENDORA, CA 91740

DUTCH BROS COFFEE
1930 WEST RIO SALADO PARKWAY
TEMPE, AZ 85281
TEL: (877) 899-2767

DUTCH BROS Coffee

REV	DATE	COMMENT	BY

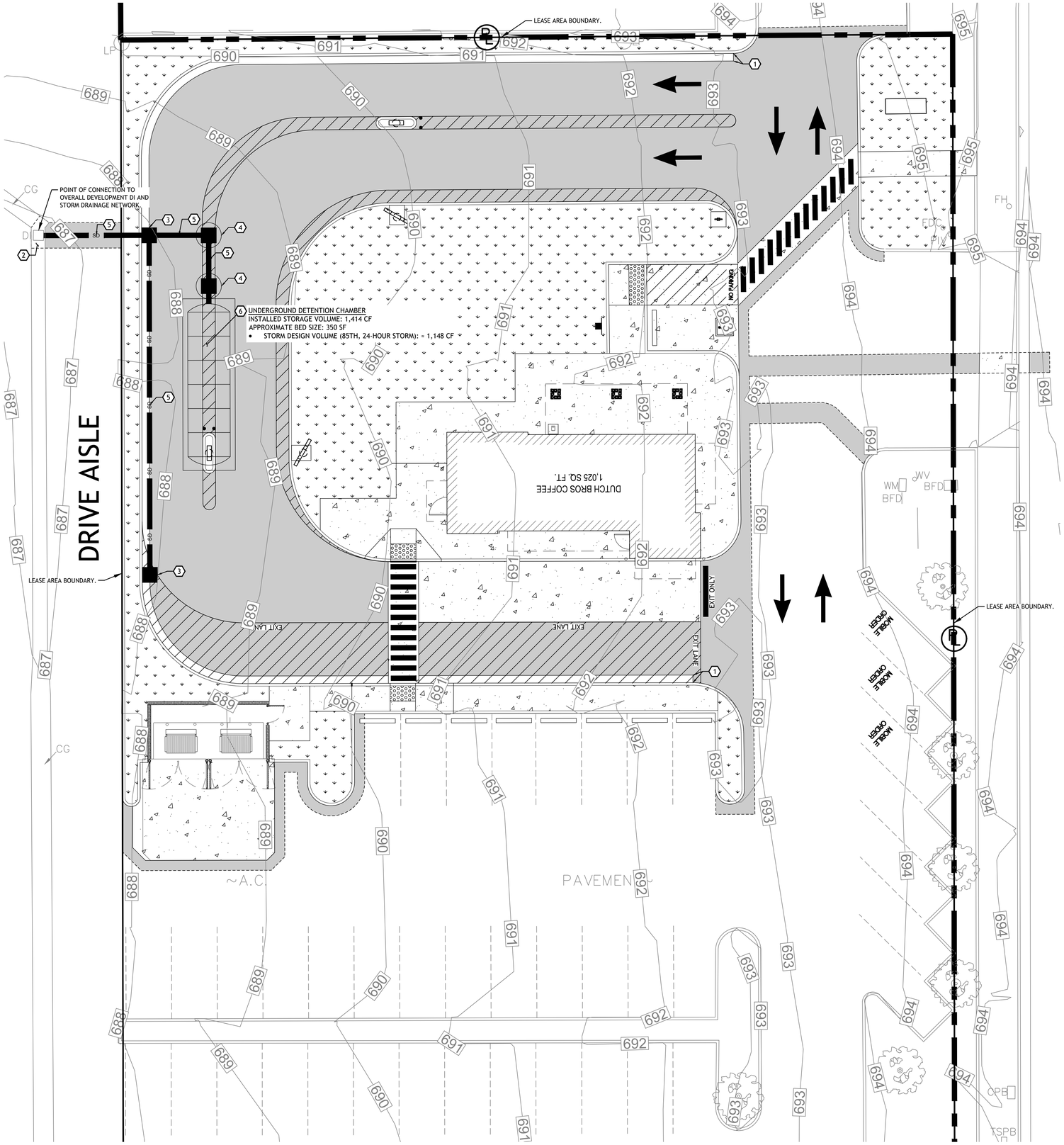
Drawn:	PAL
Reviewed:	AEM
Sheet Date:	11/26/2025
Proj. Number:	24425

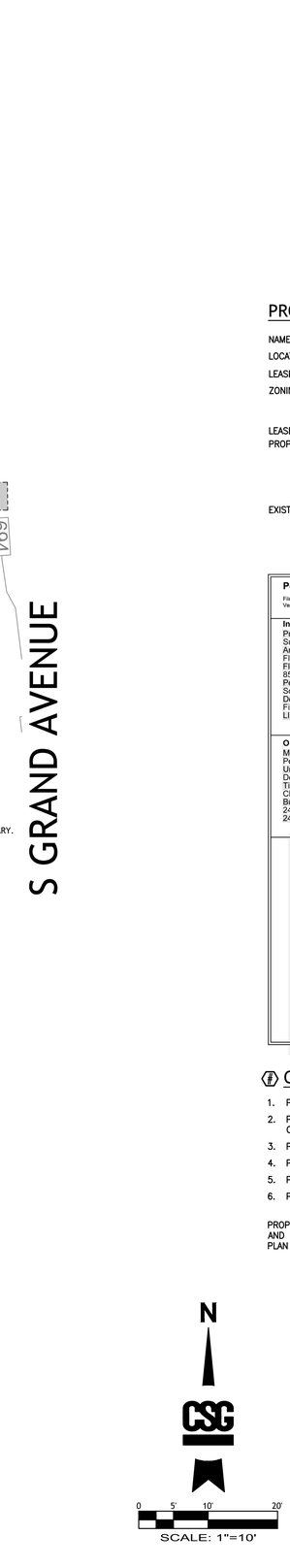
Sheet Title:

PARKING PLAN

Sheet Number:

3







N.T.S VICINITY MAP

PROJECT DATA

NAME:	DUTCH BROS COFFEE – CA6107 – GLENDORA, CALIFORNIA
LOCATION:	725 SOUTH GRAND AVENUE, GLENDORA, CA 91740
LEASE AREA:	37,403 SF (0.86 AC)
ZONING:	ROUTE 66 CORRIDOR SPECIFIC PLAN GRAND COMMERCIAL GATEWAY (RT66–GCG)

LEASE AREA COVERAGE:

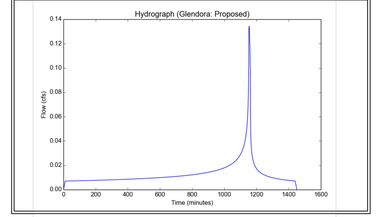
PROPOSED (0.45 AC):		
BUILDINGS:	±1,025 SF	(2.74%)
PARKING AND MANEUVERING:	±10,698 SF	(28.60%)
WALKWAYS:	±3,150 SF	(8.42%)
LANDSCAPE:	±4,798 SF	(12.83%)
EXISTING TO REMAIN (0.41 AC):		
PARKING AND MANEUVERING:	±15,648 SF	(41.84%)
LANDSCAPE:	±2,084 SF	(5.57%)
	37,403 SF	(100.00%)

Peak Flow Hydrologic Analysis

File location: P:/24000s/24425/preliminary/hydro calc/Glendora - Proposed.pdf
Version: HydroCalc 1.0.3

Input Parameters	
Project Name	Glendora
Subarea ID	Proposed
Area (ac)	0.45
Flow Path Length (ft)	150.0
Flow Path Slope (vft/hft)	0.02
85th Percentile Rainfall Depth (in)	1.0
Percent Impervious	0.76
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results	
Modeled (85th percentile storm) Rainfall Depth (in)	1.0
Peak Intensity (in/hr)	0.4119
Undeveloped Runoff Coefficient (Cu)	0.1719
Developed Runoff Coefficient (Cd)	0.7253
Time of Concentration (min)	11.0
Clear Peak Flow Rate (cfs)	0.1344
Burned Peak Flow Rate (cfs)	0.1344
24-Hr Clear Runoff Volume (ac-ft)	0.0264
24-Hr Clear Runoff Volume (cu-ft)	1147.8821



CONSTRUCTION NOTES:

1. PROPOSED CURB & GUTTER.
2. PROPOSED VALLEY GUTTER TO BE REPLACED. MATCH EXISTING DRAINAGE CONDITIONS.
3. PROPOSED STORM DRAINAGE CATCH BASIN.
4. PROPOSED STORM DRAINAGE MANHOLE.
5. PROPOSED STORM DRAIN LATERAL.
6. PROPOSED UNDERGROUND STORM DRAIN DETENTION FACILITY.

PROPOSED DUTCH BROS COFFEE DEVELOPMENT TO MATCH EXISTING TOPOGRAPHY AND DRAINAGE PATTERNS, CONTOURS AND CONTOUR LABELS SHOWN PER THIS PLAN ARE EXISTING.

N

CSG

0 5' 10' 20'

SCALE: 1"=10'

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

CORE STATES GROUP

3300 Douglas Blvd
Suite 100
Roseville, CA 95661
855.CSG.1999

www.core-states.com

CoreStates, Inc.

California, Engineering
CERTIFICATE OF AUTHORIZATION
NO. 100524452

LICENSED PROFESSIONAL ENGINEER
ANTHONY E. MERLINO
97853
CIVIL
STATE OF CALIFORNIA
12/01/2025

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DUTCH BROS COFFEE

REV	DATE	COMMENT	BY

Drawn:	PAL
Reviewed:	AEM
Sheet Date:	11/26/2025
Proj. Number:	24425

Sheet Title:

CONCEPT DRAINAGE PLAN

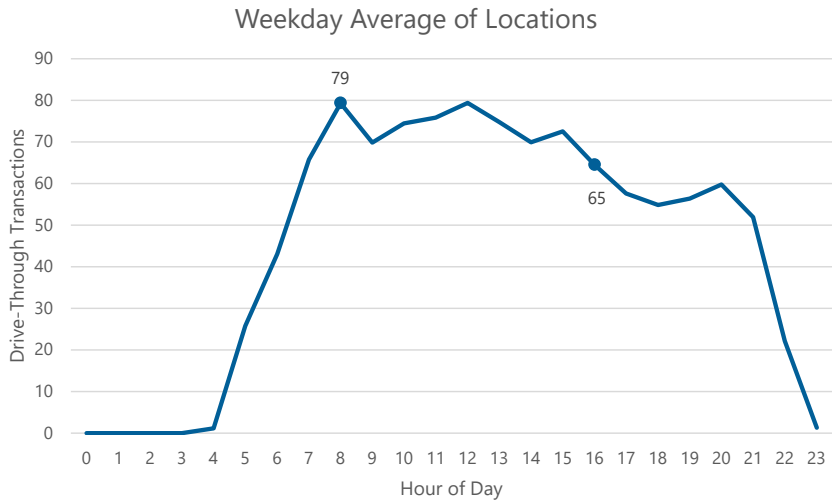
Sheet Number:

4



Appendix B
Hourly Transaction Data

DUTCH BROS TRANSACTION DATA (AVERAGE)				
Hour	Baldwin Park CA6103	Covina CA6104	CA6105	Average of Locations
0				
1				
2				
3				
4	1	1	1	1
5	26	30	12	26
6	42	49	24	43
7	65	73	41	66
8	76	89	56	79
9	65	81	45	70
10	72	85	43	74
11	74	87	42	76
12	77	90	47	79
13	74	84	45	75
14	68	79	44	70
15	71	80	53	73
16	64	71	42	65
17	58	63	34	58
18	58	58	32	55
19	63	57	29	56
20	69	59	27	60
21	62	50	23	52
22	23	23	13	22
23	2	0	1	1
DAILY TOTAL	1088	1189	635	1081



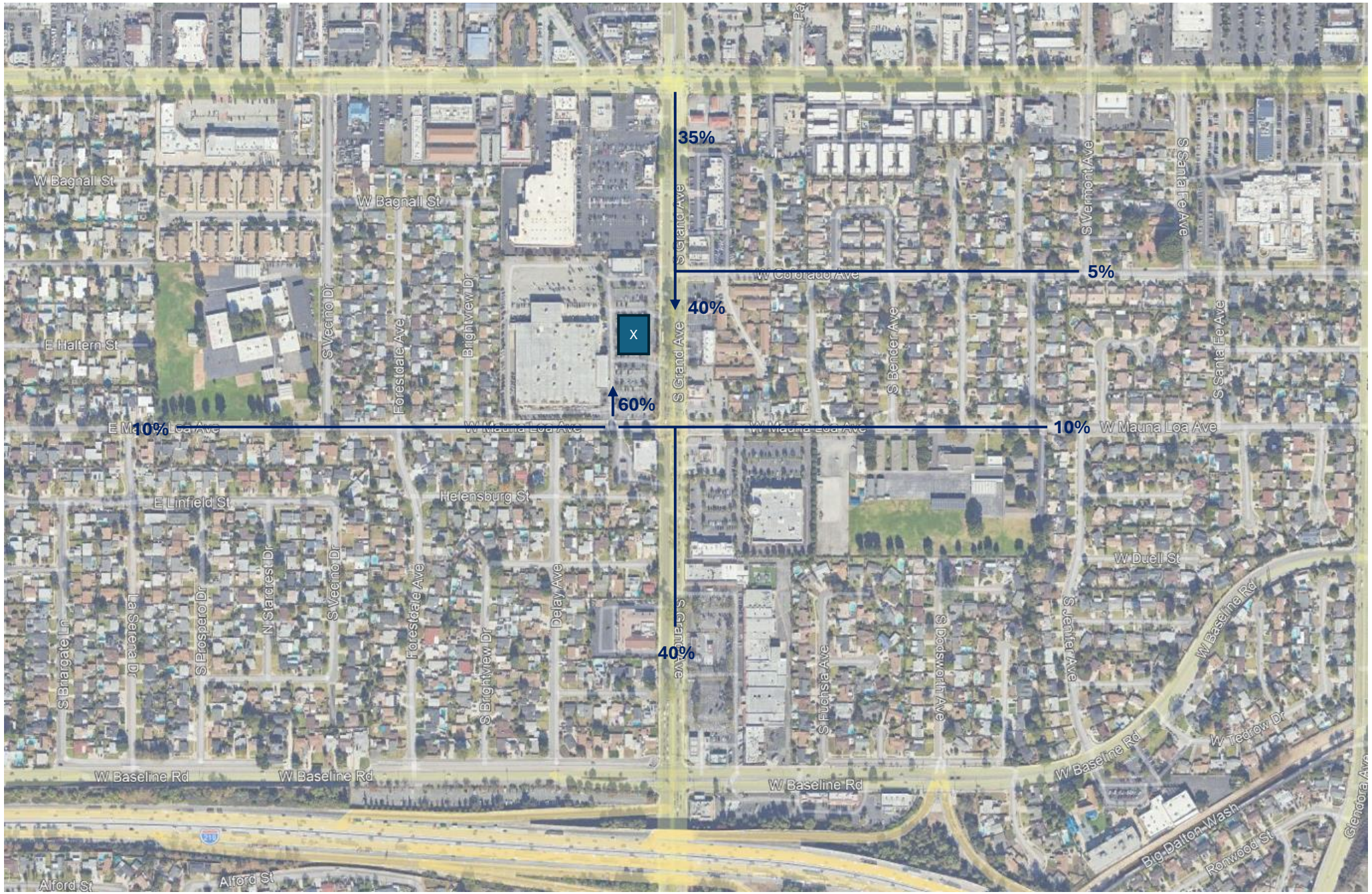
	Weekday								
	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Primary	20	20	40	17	17	34	275	275	550
Pass-By	59	59	118	48	48	96	826	826	1,652
Total	79	79	158	65	65	130	1,101	1,101	2,202

* took the hourly average transactions across the similar site locations during the associated peak period

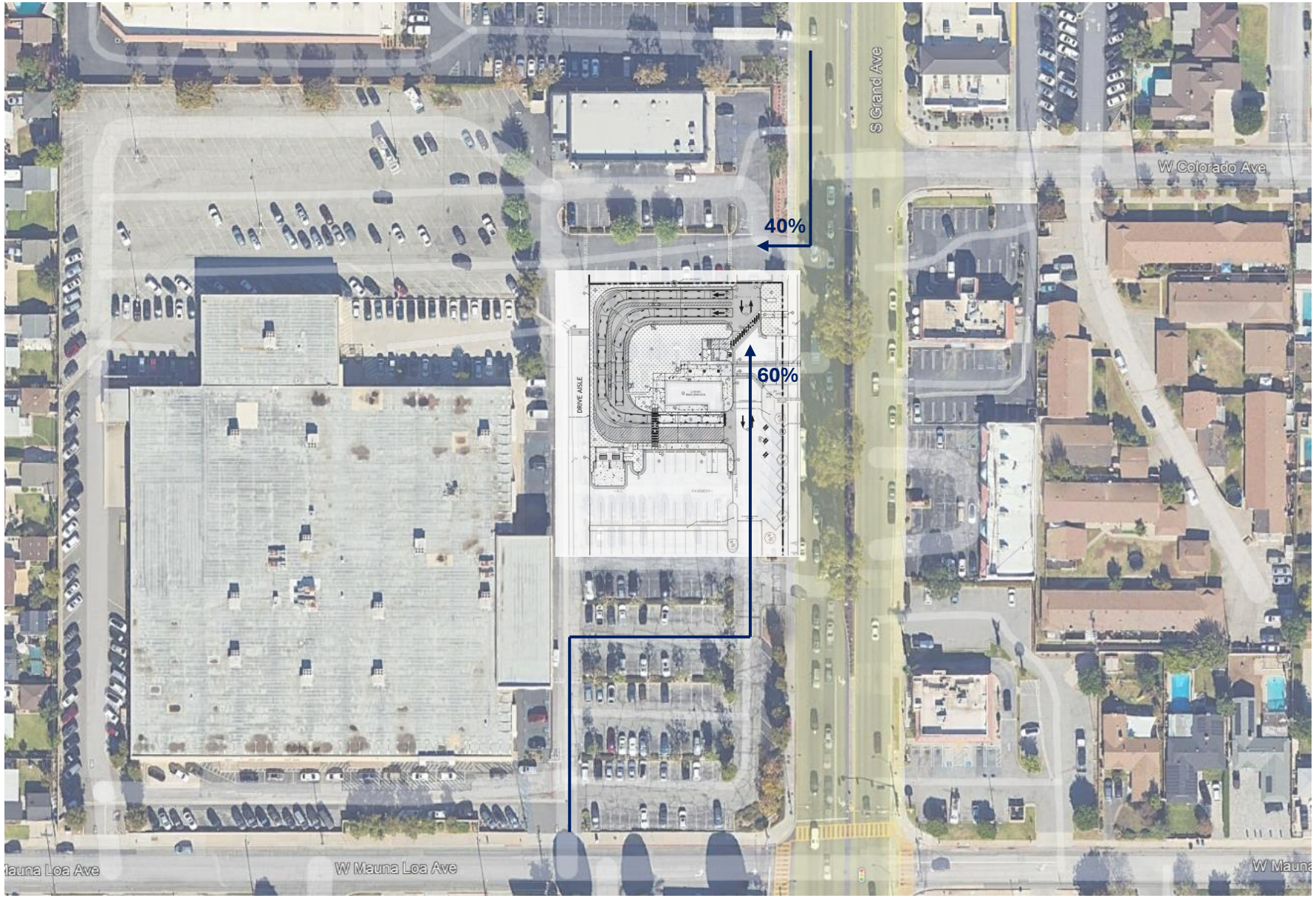
** added 40 trips to the Daily Trip Generation Estimates to account for commuting worker traffic



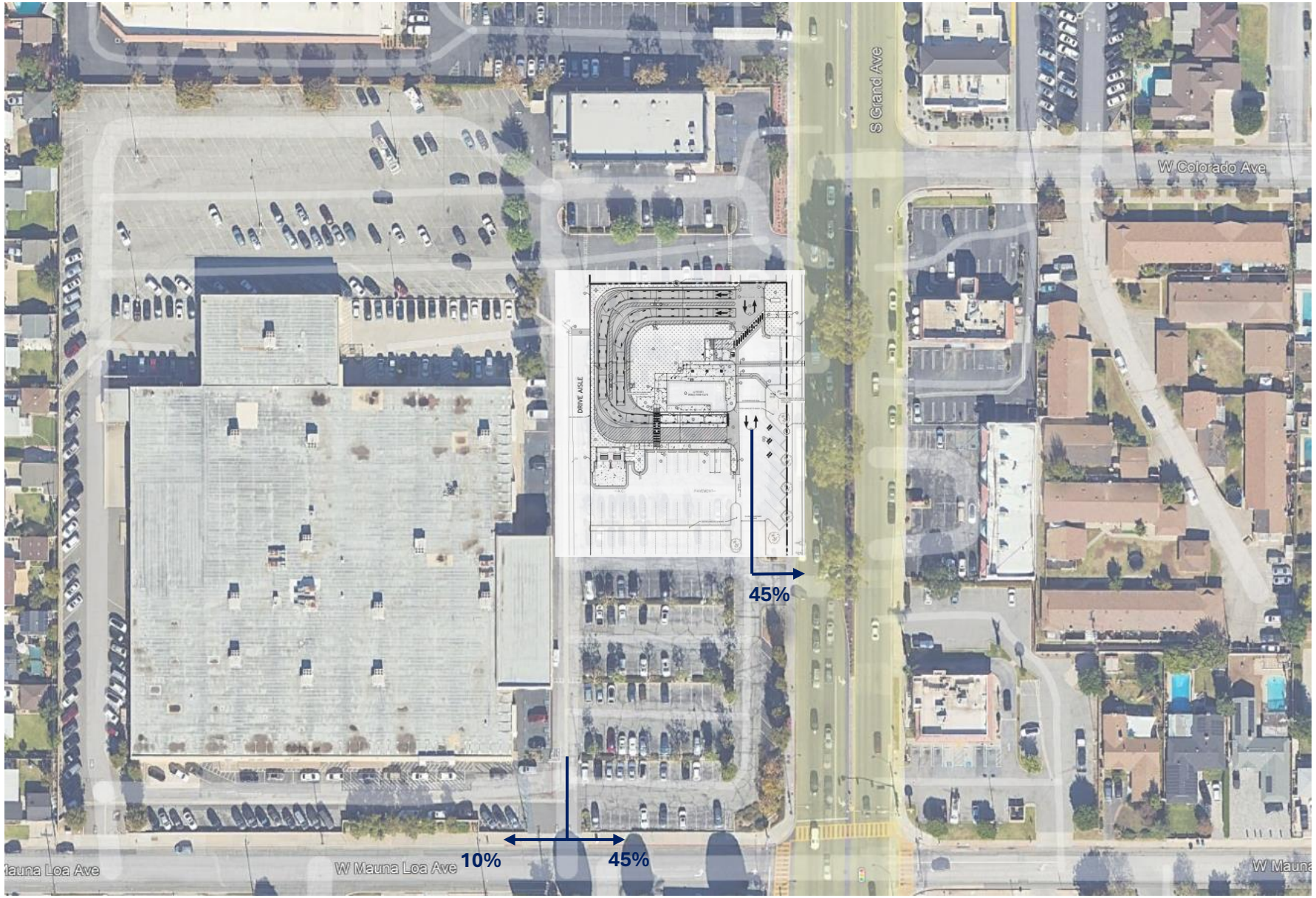
Appendix C
Detailed Trip Assignment Figures


35%
5%
40%
60%
10%
10%
40%
X
W Bagnall St
W Bagnall St
E Haltern St
E Linfield St
Helensburg St
W Colorado Ave
W Mauna Loa Ave
W Mauna Loa Ave
W Mauna Loa Ave
W Duell St
W Baseline Rd
W Baseline Rd
W Baseline Rd
W Baseline Rd
Alford St
Alford St
S Grand Ave
S Grand Ave
S Grand Ave
S Vecino Dr
Foresdale Ave
Brightview Dr
S Bender Ave
S Vermont Ave
S Santa Fe Ave
S Santa Fe Ave
S Briargate Ln
La Serena Dr
S Prospero Dr
N Starcrest Dr
S Vecino Dr
Foresdale Ave
S Brightview Dr
Delay Ave
S Fuchsia Ave
S Bloomfield Ave
S Center Ave
W Baseline Rd
W Tedrow Dr
Big Dalton Wash
Ronwood St
Glendora Ave

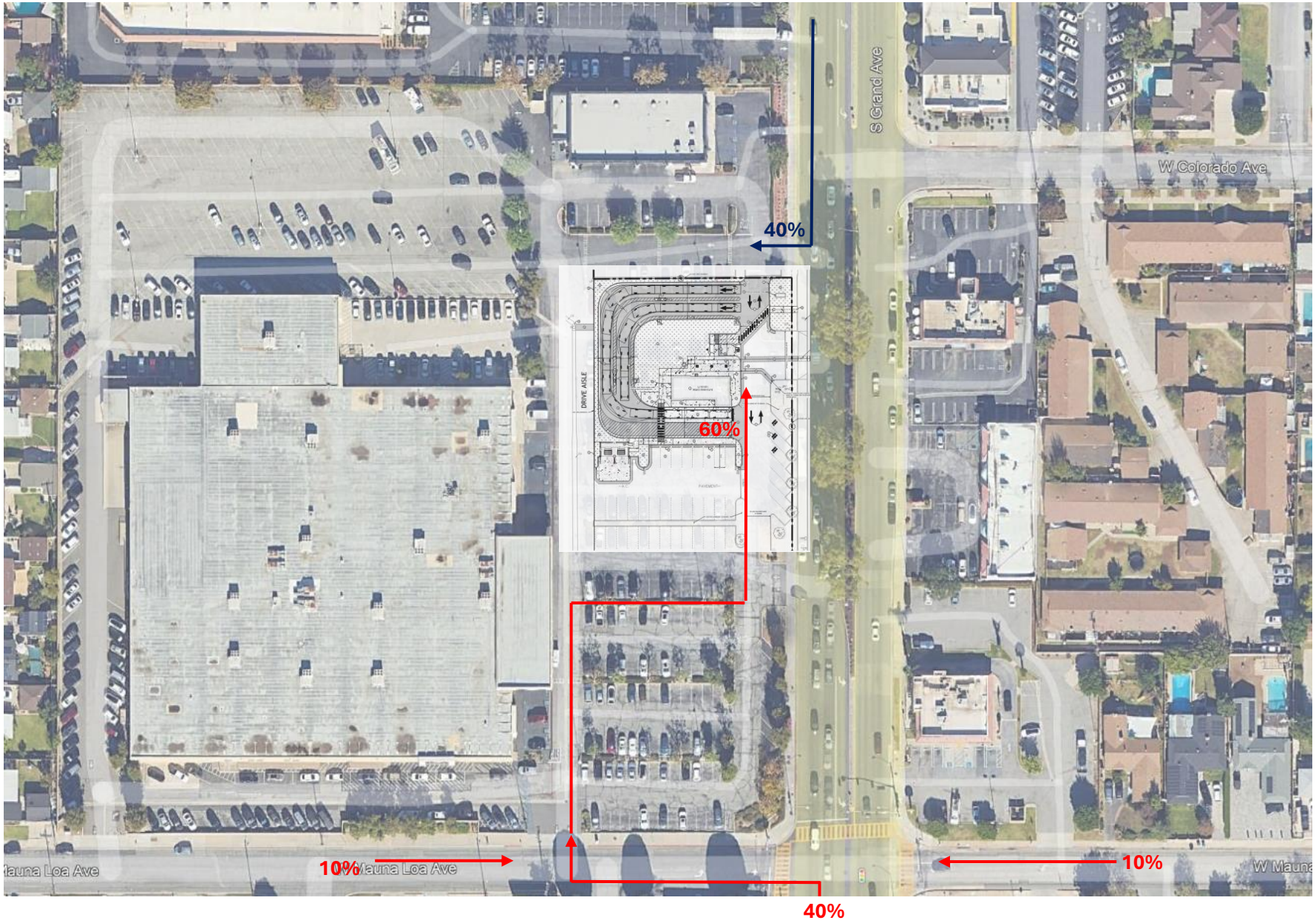
Primary Trips: In Flow



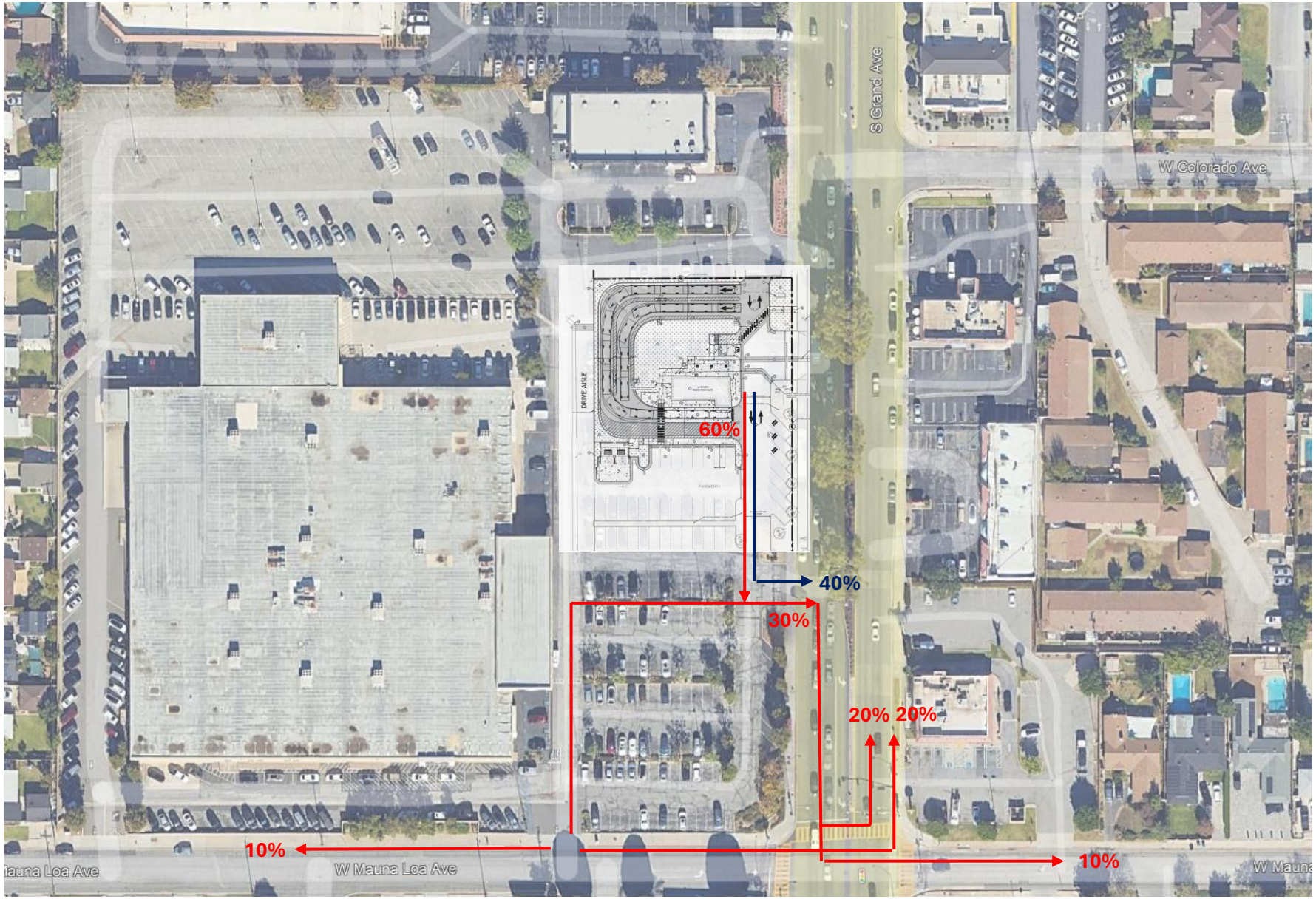
Primary Trips: Out Flow



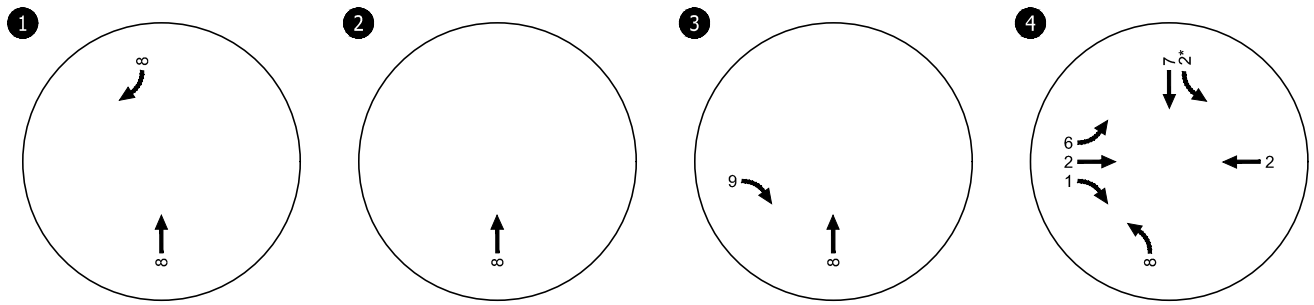
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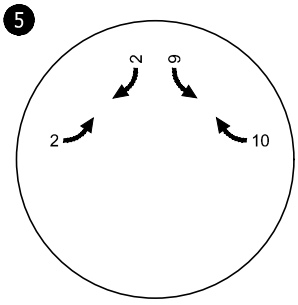


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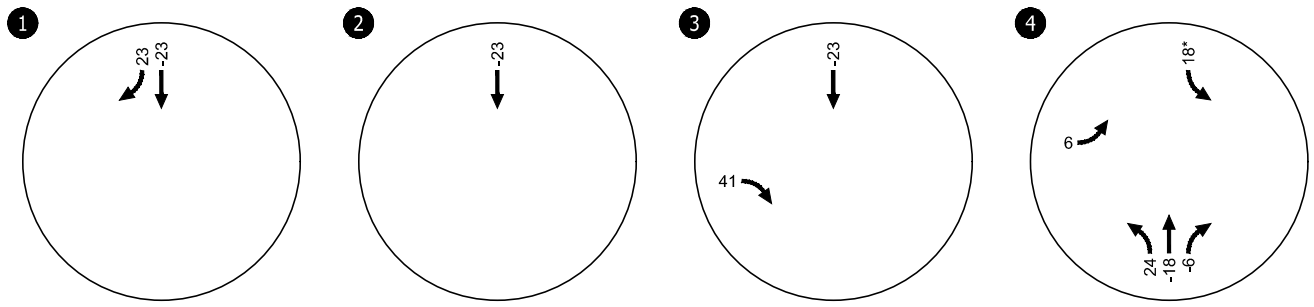
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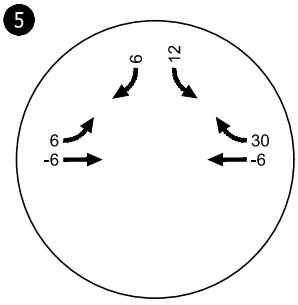
Trip Generation
AM Primary Trips

Figure
1

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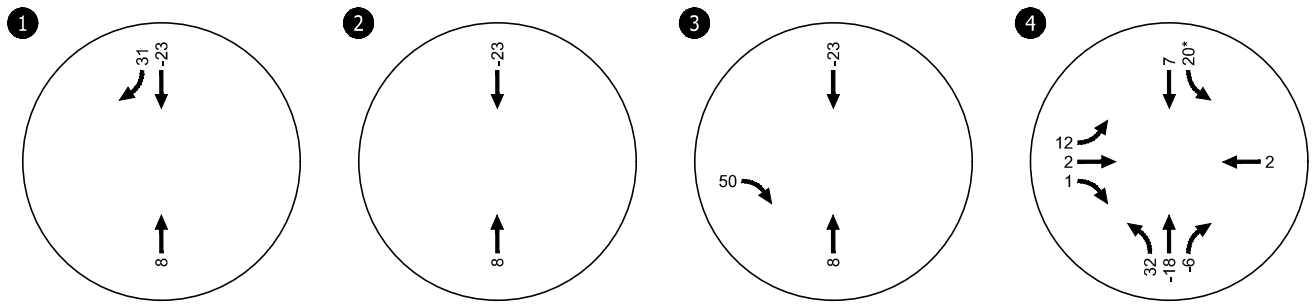
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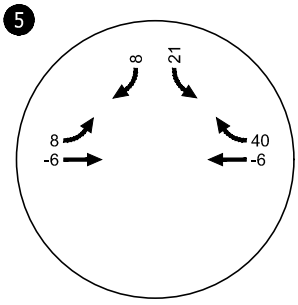
Trip Generation
AM Pass-by Trips

Figure
2

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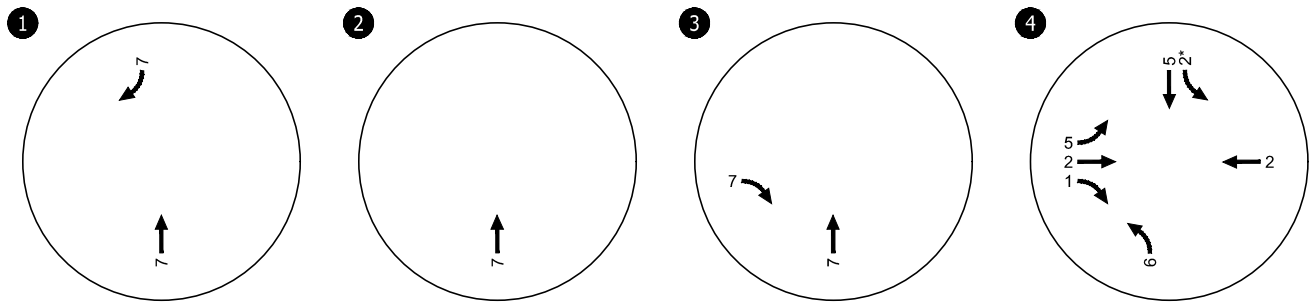
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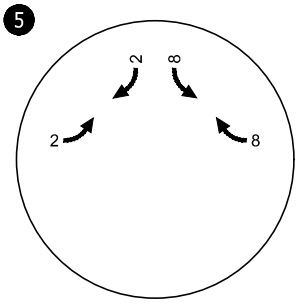
Net New Project Trips
AM Peak

Figure
3

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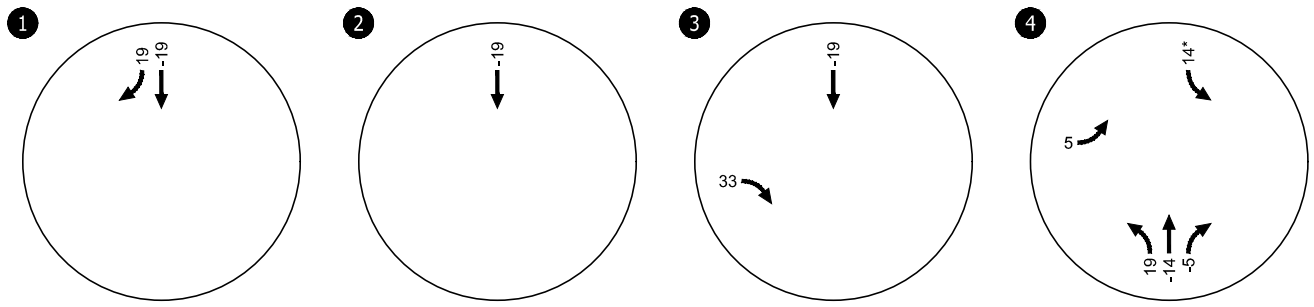
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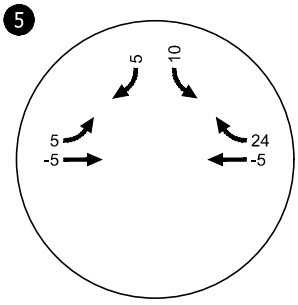
Trip Generation
PM Primary Trips

Figure
4

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*includes u-turn

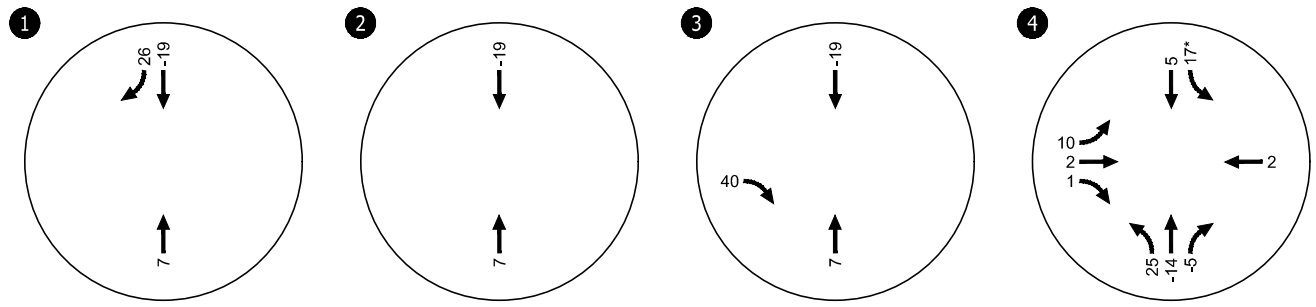
Trip Generation
PM Pass-by Trips

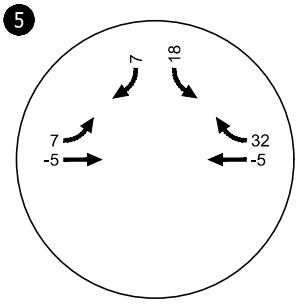
Figure
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KITTELSON & ASSOCIATES







*includes u-turn

Net New Project Trips
PM Peak

Figure
6

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Appendix D
Existing Turning Movement Counts

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Grand Ave -- DCFS Glendora S Driveway

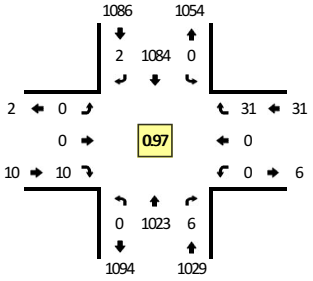
CITY/STATE: Glendora, CA

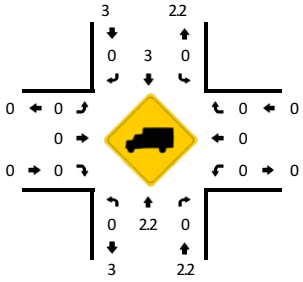
QC JOB #: 17437801

DATE: Tue, Feb 10 2026

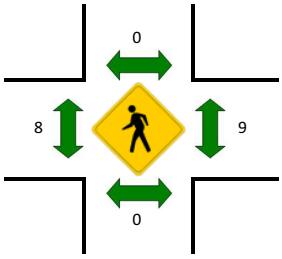
Peak-Hour: 2:10 PM -- 3:10 PM

Peak 15-Min: 2:10 PM -- 2:25 PM

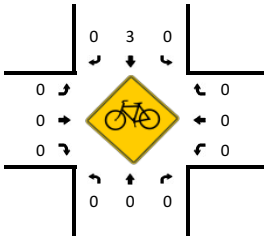


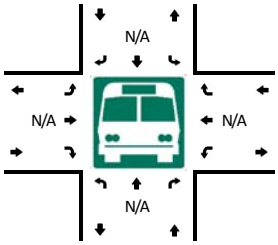


TRUE DATA TO IMPROVE MOBILITY

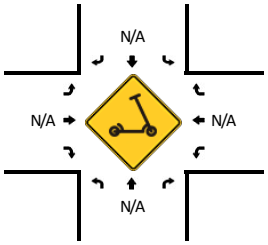












5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora S Driveway (Eastbound)				DCFS Glendora S Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	25	0	0	0	29	0	0	0	0	0	0	0	0	0	0	54	
6:05 AM	0	24	0	0	0	27	0	0	0	0	0	0	0	0	0	0	51	
6:10 AM	0	24	0	0	0	31	0	0	0	0	0	0	0	0	0	0	55	
6:15 AM	0	19	0	0	0	30	0	0	0	0	0	0	0	0	0	0	49	
6:20 AM	0	20	0	0	0	26	0	0	0	0	0	0	0	0	0	0	46	
6:25 AM	0	23	1	0	0	23	0	0	0	0	0	0	0	0	0	0	47	
6:30 AM	0	28	0	0	0	31	0	0	0	0	0	0	0	0	0	0	59	
6:35 AM	0	38	1	0	0	31	0	0	0	0	0	0	0	0	0	0	70	
6:40 AM	0	42	0	0	0	30	0	0	0	0	0	0	0	0	0	0	72	
6:45 AM	0	58	0	0	0	38	0	0	0	0	0	0	0	0	0	0	96	
6:50 AM	0	42	0	0	0	33	0	0	0	0	0	0	0	0	0	0	75	
6:55 AM	0	63	0	0	0	26	0	0	0	0	0	0	0	0	0	0	89	763
7:00 AM	0	48	0	0	0	36	0	0	0	0	0	0	0	0	0	0	84	793
7:05 AM	0	51	0	0	0	41	0	0	0	0	0	0	0	0	0	0	92	834
7:10 AM	0	51	0	0	0	44	0	0	0	0	0	0	0	0	0	0	95	874
7:15 AM	0	54	0	0	0	56	0	0	0	0	0	0	0	0	0	0	110	935
7:20 AM	0	62	0	0	0	37	0	0	0	0	0	0	0	0	0	0	99	988
7:25 AM	0	54	0	0	0	68	0	0	0	0	0	0	0	0	1	0	123	1064
7:30 AM	0	70	1	0	0	70	0	0	0	0	0	0	0	0	0	0	141	1146
7:35 AM	0	79	0	0	0	74	0	0	0	0	0	0	0	0	0	0	153	1229
7:40 AM	0	75	0	0	0	59	0	0	0	0	0	0	0	0	0	0	134	1291
7:45 AM	0	106	0	0	0	69	0	0	0	0	0	0	0	0	0	0	175	1370
7:50 AM	0	104	0	0	0	46	0	0	0	0	0	0	0	0	0	0	150	1445
7:55 AM	0	117	0	0	0	64	0	0	0	0	0	0	0	0	0	0	181	1537
8:00 AM	0	98	0	0	0	82	0	0	0	0	1	0	0	0	0	0	181	1634
8:05 AM	0	72	0	0	0	61	0	0	0	0	0	0	0	0	0	0	133	1675
8:10 AM	0	105	0	0	0	75	0	0	0	0	0	0	0	0	0	0	180	1760
8:15 AM	0	83	0	0	0	83	0	0	0	0	0	0	0	0	0	0	166	1816
8:20 AM	0	93	0	0	0	63	0	0	0	0	0	0	0	0	0	0	156	1873
8:25 AM	0	74	0	0	0	82	0	0	0	0	0	0	0	0	0	0	156	1906
8:30 AM	0	71	0	0	0	58	0	0	0	0	0	0	0	0	0	0	129	1894
8:35 AM	0	81	0	0	0	63	0	0	0	0	1	0	0	0	0	0	145	1886
8:40 AM	0	79	0	0	0	58	0	0	0	0	0	0	0	0	0	0	137	1889
8:45 AM	0	83	0	0	0	67	0	0	0	0	0	0	0	0	0	0	150	1864
8:50 AM	0	84	0	0	0	63	1	0	0	0	0	0	0	0	0	0	148	1862
8:55 AM	0	85	0	0	0	64	0	0	0	0	0	0	0	0	0	0	149	1830
9:00 AM	0	81	0	0	0	52	0	0	0	0	0	0	0	0	0	0	133	1782
9:05 AM	0	78	0	0	0	67	1	0	0	0	0	0	0	0	0	0	146	1795

5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora S Driveway (Eastbound)				DCFS Glendora S Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	65	0	0	0	52	0	0	0	0	0	0	0	0	1	0	118	1733
9:15 AM	0	63	0	0	0	53	0	0	0	0	0	0	0	0	0	0	116	1683
9:20 AM	0	64	0	0	0	71	1	0	0	0	2	0	0	0	0	0	138	1665
9:25 AM	0	65	0	0	0	59	0	0	0	0	0	0	0	0	0	0	124	1633
9:30 AM	0	68	2	0	0	56	0	0	0	0	0	0	0	0	0	0	126	1630
9:35 AM	0	51	0	0	0	59	0	0	0	0	0	0	0	0	0	0	110	1595
9:40 AM	0	90	0	0	0	46	1	0	0	0	1	0	0	0	0	0	138	1596
9:45 AM	0	97	1	0	0	58	1	0	0	0	0	0	0	0	0	0	157	1603
9:50 AM	0	105	1	0	0	51	0	0	0	0	1	0	0	0	0	0	158	1613
9:55 AM	0	79	0	0	0	84	0	0	0	0	0	0	0	0	0	0	163	1627
10:00 AM	0	72	1	0	0	76	0	0	0	0	1	0	0	0	0	0	150	1644
10:05 AM	0	73	0	0	0	69	0	0	0	0	0	0	0	0	0	0	142	1640
10:10 AM	0	74	1	0	0	72	1	0	0	0	0	0	0	0	0	0	148	1670
10:15 AM	0	158	0	0	0	74	0	0	0	0	1	0	0	0	0	0	233	1787
10:20 AM	0	83	1	0	0	68	0	0	0	0	0	0	0	0	0	0	152	1801
10:25 AM	0	81	1	0	0	68	0	0	0	0	0	0	0	0	0	0	150	1827
10:30 AM	0	82	0	0	0	66	0	0	0	0	0	0	0	0	0	0	148	1849
10:35 AM	0	57	0	0	0	52	0	0	0	0	0	0	0	0	0	0	109	1848
10:40 AM	0	63	1	0	0	85	0	0	0	0	0	0	0	0	0	0	149	1859
10:45 AM	0	97	0	0	0	60	0	0	0	0	0	0	0	0	0	0	157	1859
10:50 AM	0	70	0	0	0	82	1	0	0	0	1	0	0	0	0	0	154	1855
10:55 AM	0	76	0	0	0	56	0	0	0	0	1	0	0	0	0	0	133	1825
11:00 AM	0	64	0	0	0	61	0	0	0	0	0	0	0	0	0	0	125	1800
11:05 AM	0	68	0	0	0	82	0	0	0	0	0	0	0	0	0	0	150	1808
11:10 AM	0	93	0	0	0	92	0	0	0	0	0	0	0	0	0	0	185	1845
11:15 AM	0	80	0	0	0	81	0	0	0	0	0	0	0	0	0	0	161	1773
11:20 AM	0	83	1	0	0	67	0	0	0	0	0	0	0	0	0	0	151	1772
11:25 AM	0	68	1	0	0	83	0	0	0	0	0	0	0	0	0	0	152	1774
11:30 AM	0	73	0	0	0	81	0	0	0	0	0	0	0	0	0	0	154	1780
11:35 AM	0	75	0	0	0	83	0	0	0	0	0	0	0	0	0	0	158	1829
11:40 AM	0	84	0	0	0	81	0	0	0	0	0	0	0	0	0	0	165	1845
11:45 AM	0	70	0	0	0	63	1	0	0	0	0	0	0	0	0	0	134	1822
11:50 AM	0	86	0	0	0	67	0	0	0	0	0	0	0	0	2	0	155	1823
11:55 AM	0	97	0	0	0	100	0	0	0	0	1	0	0	0	0	0	198	1888
12:00 PM	0	95	1	0	0	94	0	0	0	0	2	0	0	0	0	0	192	1955
12:05 PM	0	66	0	0	0	96	1	0	0	0	0	0	0	0	0	0	163	1968
12:10 PM	0	116	0	0	0	81	0	0	0	0	1	0	0	0	0	0	198	1981
12:15 PM	0	76	1	0	0	93	0	0	0	0	0	0	0	0	0	0	170	1990
12:20 PM	0	98	0	0	0	79	0	0	0	0	1	0	0	0	0	0	178	2017
12:25 PM	0	73	0	0	0	74	0	0	0	0	2	0	0	0	1	0	150	2015
12:30 PM	0	70	1	0	0	97	1	0	0	0	2	0	0	0	1	0	172	2033
12:35 PM	0	76	0	0	0	94	2	0	0	0	2	0	0	0	0	0	174	2049
12:40 PM	0	96	0	0	0	78	0	0	0	0	2	0	0	0	0	0	176	2060
12:45 PM	0	90	0	0	0	83	0	0	0	0	1	0	0	0	0	0	174	2100
12:50 PM	0	79	1	0	0	84	0	0	0	0	3	0	0	0	0	0	167	2112
12:55 PM	0	108	0	0	0	88	0	0	0	0	0	0	0	0	0	0	196	2110
1:00 PM	0	89	0	0	0	77	1	0	0	0	1	0	0	0	0	0	168	2086
1:05 PM	0	90	0	0	0	78	2	0	0	0	0	0	0	0	0	0	170	2093
1:10 PM	0	63	0	0	0	74	0	0	0	0	0	0	0	0	0	0	137	2032
1:15 PM	0	101	1	0	0	72	1	0	0	0	0	0	0	0	0	0	175	2037
1:20 PM	0	92	0	0	0	80	0	0	0	0	1	0	0	0	0	0	173	2032
1:25 PM	0	86	0	0	0	67	0	0	0	0	0	0	0	0	0	0	153	2035
1:30 PM	0	75	0	0	0	78	0	0	0	0	0	0	0	0	0	0	153	2016
1:35 PM	0	74	1	0	0	76	0	0	0	0	0	0	0	0	0	0	151	1993
1:40 PM	0	80	0	0	0	77	0	0	0	0	0	0	0	0	0	0	157	1974
1:45 PM	0	92	0	0	0	95	0	0	0	0	2	0	0	0	0	0	189	1989
1:50 PM	0	109	0	0	0	86	0	0	0	0	0	0	0	0	0	0	195	2017
1:55 PM	0	71	1	0	0	82	2	0	0	0	0	0	0	0	0	0	156	1977
2:00 PM	0	65	0	0	0	73	1	0	0	0	0	0	0	0	5	0	144	1953
2:05 PM	0	96	0	0	0	85	1	0	0	0	1	0	0	0	1	0	184	1967
2:10 PM	0	80	0	0	0	101	0	0	0	0	3	0	0	0	3	0	187	2017
2:15 PM	0	110	0	0	0	80	0	0	0	0	0	0	0	0	3	0	193	2035
2:20 PM	0	85	1	0	0	84	0	0	0	0	1	0	0	0	5	0	176	2038
2:25 PM	0	85	1	0	0	81	0	0	0	0	0	0	0	0	4	0	171	2056
2:30 PM	0	96	0	0	0	88	0	0	0	0	0	0	0	0	1	0	185	2088
2:35 PM	0	68	1	0	0	95	1	0	0	0	1	0	0	0	3	0	169	2106
2:40 PM	0	56	1	0	0	93	0	0	0	0	1	0	0	0	4	0	155	2104
2:45 PM	0	91	1	0	0	102	0	0	0	0	1	0	0	0	1	0	196	2111
2:50 PM	0	86	0	0	0	89	0	0	0	0	0	0	0	0	3	0	178	2094
2:55 PM	0	73	1	0	0	94	0	0	0	0	2	0	0	0	4	0	174	2112
3:00 PM	0	81	0	0	0	77	1	0	0	0	1	0	0	0	0	0	160	2128
3:05 PM	0	112	0	0	0	100	0	0	0	0	0	0	0	0	0	0	212	2156
3:10 PM	0	78	0	0	0	89	0	0	0	0	1	0	0	0	0	0	168	2137
3:15 PM	0	67	1	0	0	83	0	0	0	0	0	0	0	0	1	0	152	2096
3:20 PM	0	101	1	0	0	89	0	0	0	0	0	0	0	0	0	0	191	2111
3:25 PM	0	66	0	0	0	75	0	0	0	0	3	0	0	0	0	0	144	2084
3:30 PM	0	80	0	0	0	77	0	0	0	0	2	0	0	0	0	0	159	2058
3:35 PM	0	75	0	0	0	107	0	0	0	0	0	0	0	0	0	0	182	2071
3:40 PM	0	85	0	0	0	81	1	0	0	0	2	0	0	0	0	0	169	2085
3:45 PM	0	90	2	0	0	71	0	0	0	0	0	0	0	0	0	0	163	2052
3:50 PM	0	79	0	0	0	86	0	0	0	0	1	0	0	0	0	0	166	2040
3:55 PM	0	84	0	0	0	76	1	0	0	0	0	0	0	0	1	0	162	2028
4:00 PM	0	92	1	0	0	93	0	0	0	0	1	0	0	0	0	0	187	2055
4:05 PM	0	94	0	0	0	91	0	0	0	0	0	0	0	0	0	0	185	2028
4:10 PM	0	72	0	0	0	99	1	0	0	0	0	0	0	0	0	0	172	2032
4:15 PM	0	73	1	0	0	83	0	0	0	0	1	0	0	0	0	0	158	2038
4:20 PM	0	89	0	0	0	77	0	0	0	0	2	0	0	0	1	0	169	2016
4:25 PM	0	66	0	0	0	104	0	0	0	0	0	0	0	0	0	0	170	2042

5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora S Driveway (Eastbound)				DCFS Glendora S Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	74	0	0	0	97	0	0	0	0	1	0	0	0	1	0	173	2056
4:35 PM	0	80	0	0	0	78	0	0	0	0	2	0	0	0	1	0	161	2035
4:40 PM	0	87	0	0	0	73	1	0	0	0	1	0	0	0	0	0	162	2028
4:45 PM	0	68	0	0	0	114	0	0	0	0	0	0	0	0	0	0	182	2047
4:50 PM	0	89	0	0	0	94	0	0	0	0	0	0	0	0	1	0	184	2065
4:55 PM	0	97	0	0	0	70	0	0	0	0	0	0	0	0	0	0	167	2070
5:00 PM	0	92	2	0	0	96	0	0	0	0	0	0	0	0	4	0	194	2077
5:05 PM	0	73	0	0	0	104	0	0	0	0	1	0	0	0	5	0	183	2075
5:10 PM	0	90	0	0	0	109	0	0	0	0	0	0	0	0	6	0	205	2108
5:15 PM	0	75	0	0	0	109	0	0	0	0	1	0	0	0	3	0	188	2138
5:20 PM	0	90	0	0	0	86	0	0	0	0	0	0	0	0	0	0	176	2145
5:25 PM	0	69	0	0	0	70	0	0	0	0	1	0	0	0	4	0	144	2119
5:30 PM	0	84	0	0	0	77	0	0	0	0	1	0	0	0	1	0	163	2109
5:35 PM	0	61	0	0	0	109	0	0	0	0	0	0	0	0	0	0	170	2118
5:40 PM	0	90	0	0	0	80	0	0	0	0	0	0	0	0	1	0	171	2127
5:45 PM	0	75	0	0	0	79	0	0	0	0	0	0	0	0	3	0	157	2102
5:50 PM	0	70	0	0	0	69	0	0	0	0	0	0	0	0	4	0	143	2061
5:55 PM	0	68	0	0	0	85	0	0	0	0	0	0	0	0	2	0	155	2049
6:00 PM	0	81	0	0	0	72	0	0	0	0	1	0	0	0	4	0	158	2013
6:05 PM	0	74	0	0	0	81	0	0	0	0	0	0	0	0	2	0	157	1987
6:10 PM	0	64	1	0	0	51	0	0	0	0	0	0	0	0	0	0	116	1898
6:15 PM	0	76	0	0	0	69	0	0	0	0	0	0	0	0	3	0	148	1858
6:20 PM	0	79	0	0	0	69	0	0	0	0	0	0	0	0	4	0	152	1834
6:25 PM	0	88	0	0	0	82	0	0	0	0	0	0	0	0	2	0	172	1862
6:30 PM	0	62	0	0	0	65	0	0	0	0	0	0	0	0	4	0	131	1830
6:35 PM	0	74	0	0	0	79	0	0	0	0	0	0	0	0	3	0	156	1816
6:40 PM	0	65	0	0	0	73	0	0	0	0	0	0	0	0	0	0	138	1783
6:45 PM	0	72	0	0	0	66	0	0	0	0	0	0	0	0	2	0	140	1766
6:50 PM	0	66	0	0	0	59	0	0	0	0	0	0	0	0	3	0	128	1751
6:55 PM	0	79	0	0	0	64	0	0	0	0	0	0	0	0	2	0	145	1741
7:00 PM	0	53	0	0	0	59	0	0	0	0	0	0	0	0	0	0	112	1695
7:05 PM	0	64	0	0	0	60	0	0	0	0	3	0	0	0	0	0	127	1665
7:10 PM	0	65	0	0	0	52	0	0	0	0	1	0	0	0	0	0	118	1667
7:15 PM	0	57	0	0	0	53	0	0	0	0	1	0	0	0	0	0	111	1630
7:20 PM	0	59	0	0	0	55	0	0	0	0	0	0	0	0	0	0	114	1592
7:25 PM	0	63	0	0	0	48	0	0	0	0	0	0	0	0	0	0	111	1531
7:30 PM	0	51	0	0	0	51	0	0	0	0	0	0	0	0	0	0	102	1502
7:35 PM	0	59	0	0	0	66	0	0	0	0	0	0	0	0	0	0	125	1471
7:40 PM	0	44	0	0	0	58	0	0	0	0	0	0	0	0	0	0	102	1435
7:45 PM	0	61	0	0	0	59	0	0	0	0	0	0	0	0	0	0	120	1415
7:50 PM	0	45	0	0	0	64	0	0	0	0	0	0	0	0	0	0	109	1396
7:55 PM	0	53	0	0	0	32	0	0	0	0	0	0	0	0	0	0	85	1336
8:00 PM	0	53	0	0	0	45	0	0	0	0	0	0	0	0	0	0	98	1322
8:05 PM	0	56	0	0	0	64	0	0	0	0	0	0	0	0	0	0	120	1315
8:10 PM	0	47	0	0	0	43	0	0	0	0	0	0	0	0	0	0	90	1287
8:15 PM	0	59	0	0	0	24	0	0	0	0	0	0	0	0	0	0	83	1259
8:20 PM	0	53	0	0	0	35	0	0	0	0	0	0	0	0	0	0	88	1233
8:25 PM	0	37	0	0	0	35	0	0	0	0	0	0	0	0	0	0	72	1194
8:30 PM	0	40	0	0	0	33	0	0	0	0	0	0	0	0	0	0	73	1165
8:35 PM	0	33	0	0	0	32	0	0	0	0	0	0	0	0	0	0	65	1105
8:40 PM	0	43	0	0	0	45	0	0	0	0	0	0	0	0	0	0	88	1091
8:45 PM	0	61	0	0	0	41	0	0	0	0	0	0	0	0	0	0	102	1073
8:50 PM	0	49	0	0	0	47	0	0	0	0	0	0	0	0	0	0	96	1060
8:55 PM	0	25	0	0	0	41	0	0	0	0	0	0	0	0	0	0	66	1041

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1100	4	0	0	1060	0	0	0	0	16	0	0	0	44	0	2224
Heavy Trucks	0	12	0		0	28	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		0				0				8				12			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/19/2026 2:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

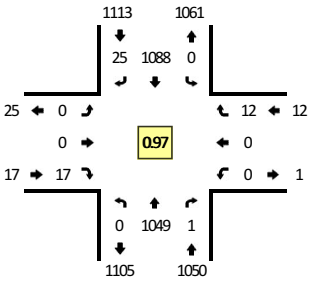
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

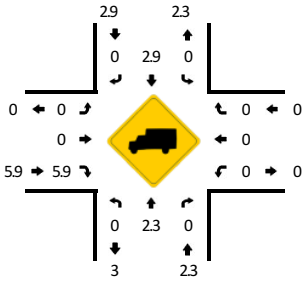
LOCATION: Grand Ave -- DCFS Glendora N Driveway
CITY/STATE: Glendora, CA

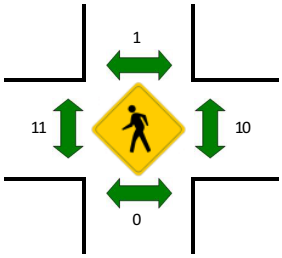
QC JOB #: 17437803
DATE: Tue, Feb 10 2026

Peak-Hour: 2:10 PM -- 3:10 PM
Peak 15-Min: 2:10 PM -- 2:25 PM

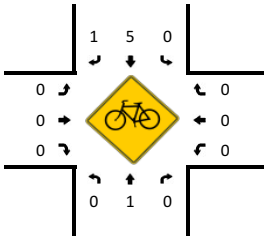


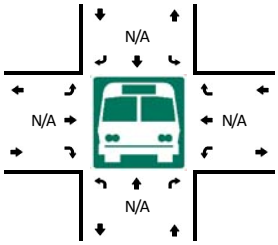




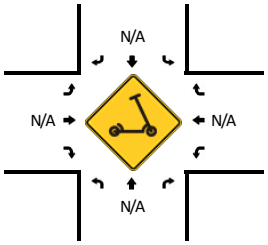












5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora N Driveway (Eastbound)				DCFS Glendora N Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	26	0	0	0	30	0	0	0	0	0	0	0	0	0	0	56	
6:05 AM	0	24	0	0	0	26	0	0	0	0	0	0	0	0	1	0	51	
6:10 AM	0	25	0	0	0	30	0	0	0	0	0	0	0	0	0	0	55	
6:15 AM	0	17	0	0	0	30	0	0	0	0	0	0	0	0	1	0	48	
6:20 AM	0	20	0	0	0	26	0	0	0	0	0	0	0	0	0	0	46	
6:25 AM	0	22	0	0	0	24	0	0	0	0	0	0	0	0	0	0	46	
6:30 AM	0	30	0	0	0	32	0	0	0	0	0	0	0	0	0	0	62	
6:35 AM	0	37	1	0	0	33	1	0	0	0	0	0	0	0	0	0	72	
6:40 AM	0	41	0	0	0	28	0	0	0	0	0	0	0	0	2	0	71	
6:45 AM	0	58	0	0	0	38	0	0	0	0	0	0	0	0	0	0	96	
6:50 AM	0	40	0	0	0	36	0	0	0	0	0	0	0	0	0	0	76	
6:55 AM	0	67	0	0	0	27	1	0	0	0	0	0	0	0	1	0	96	775
7:00 AM	0	48	0	0	0	32	0	0	0	0	0	0	0	0	0	0	80	799
7:05 AM	0	49	0	0	0	41	1	0	0	0	0	0	0	0	2	0	93	841
7:10 AM	0	53	0	0	0	45	4	0	0	0	0	0	0	0	0	0	102	888
7:15 AM	0	49	0	0	0	56	3	0	0	0	0	0	0	0	0	0	108	948
7:20 AM	0	67	0	0	0	36	1	0	0	0	0	0	0	0	0	0	104	1006
7:25 AM	0	55	1	0	0	67	4	0	0	0	0	0	0	0	0	0	127	1087
7:30 AM	0	71	0	0	0	71	1	0	0	0	0	0	0	0	0	0	143	1168
7:35 AM	0	79	0	0	0	76	5	0	0	0	0	0	0	0	2	0	162	1258
7:40 AM	0	76	0	0	0	58	2	0	0	0	0	0	0	0	0	0	136	1323
7:45 AM	0	105	0	0	0	72	5	0	0	0	0	0	0	0	0	0	182	1409
7:50 AM	0	105	0	0	0	46	2	0	0	0	0	0	0	0	1	0	154	1487
7:55 AM	0	118	0	0	0	68	2	0	0	0	0	0	0	0	0	0	188	1579
8:00 AM	0	95	0	0	0	84	1	0	0	0	0	0	0	0	0	0	180	1679
8:05 AM	0	70	0	0	0	54	4	0	0	0	0	0	0	0	0	0	128	1714
8:10 AM	0	104	0	0	0	74	1	0	0	0	2	0	0	0	0	0	181	1793
8:15 AM	0	85	0	0	0	87	2	0	0	0	0	0	0	0	3	0	177	1862
8:20 AM	0	90	0	0	0	70	3	0	0	0	0	0	0	0	2	0	165	1923
8:25 AM	0	76	0	0	0	75	2	0	0	0	1	0	0	0	1	0	155	1951
8:30 AM	0	71	0	0	0	60	2	0	0	0	1	0	0	0	1	0	135	1943
8:35 AM	0	77	0	0	0	61	3	0	0	0	0	0	0	0	3	0	144	1925
8:40 AM	0	81	0	0	0	56	2	0	0	0	1	0	0	0	2	0	142	1931
8:45 AM	0	79	1	0	0	65	2	0	0	0	0	0	0	0	0	0	147	1896
8:50 AM	0	89	0	0	0	66	3	0	0	0	1	0	0	0	2	0	161	1903
8:55 AM	0	84	0	0	0	57	4	0	0	0	3	0	0	0	2	0	150	1865
9:00 AM	0	80	0	0	0	50	2	0	0	0	1	0	0	0	0	0	133	1818
9:05 AM	0	79	1	0	0	67	2	0	0	0	2	0	0	0	1	0	152	1842

5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora N Driveway (Eastbound)				DCFS Glendora N Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:10 AM	0	66	0	0	0	50	0	0	0	0	2	0	0	0	1	0	119	1780
9:15 AM	0	68	0	0	0	51	4	0	0	0	1	0	0	0	0	0	124	1727
9:20 AM	0	66	0	0	0	67	1	0	0	0	1	0	0	0	1	0	136	1698
9:25 AM	0	64	0	0	0	56	2	0	1	0	3	0	0	0	3	0	129	1672
9:30 AM	0	68	0	0	0	56	3	0	0	0	1	0	0	0	4	0	132	1669
9:35 AM	0	51	0	0	0	55	2	0	0	0	2	0	0	0	0	0	110	1635
9:40 AM	0	89	0	0	0	47	3	0	0	0	0	0	0	0	1	0	140	1633
9:45 AM	0	88	0	0	0	57	0	0	0	0	1	0	0	0	2	0	148	1634
9:50 AM	0	105	1	0	0	50	2	0	0	0	0	0	0	0	0	0	158	1631
9:55 AM	0	78	1	0	0	81	3	0	0	0	1	0	0	0	1	0	165	1646
10:00 AM	0	72	0	0	0	80	2	0	0	0	1	0	0	0	2	0	157	1670
10:05 AM	0	76	0	0	0	63	1	0	0	0	3	0	0	0	1	0	144	1662
10:10 AM	0	75	0	0	0	67	1	0	0	0	1	0	0	0	0	0	144	1687
10:15 AM	0	76	0	0	0	73	0	0	0	0	0	0	0	0	0	0	149	1712
10:20 AM	0	80	0	0	0	81	1	0	0	0	2	0	0	0	2	0	166	1742
10:25 AM	0	85	0	0	0	68	4	0	0	0	0	0	0	0	3	0	160	1773
10:30 AM	0	80	0	0	0	65	1	1	0	0	0	0	0	0	1	0	148	1789
10:35 AM	0	58	0	0	0	55	3	0	0	0	0	0	0	0	0	0	116	1795
10:40 AM	0	66	0	0	0	82	2	0	0	0	1	0	0	0	1	0	152	1807
10:45 AM	0	90	0	0	0	60	2	0	0	0	1	0	0	0	0	0	153	1812
10:50 AM	0	73	0	0	0	80	1	0	0	0	0	0	0	0	1	0	155	1809
10:55 AM	0	74	0	0	0	54	1	0	0	0	1	0	0	0	3	0	133	1777
11:00 AM	0	63	0	0	0	60	1	0	0	0	1	0	0	0	2	0	127	1747
11:05 AM	0	68	0	0	0	83	0	0	0	0	3	0	0	0	3	0	157	1760
11:10 AM	0	87	0	0	0	93	2	0	0	0	0	0	0	0	1	0	183	1799
11:15 AM	0	80	0	0	0	72	1	0	0	0	3	0	0	0	1	0	157	1807
11:20 AM	0	84	0	0	0	65	3	0	0	0	2	0	0	0	2	0	156	1797
11:25 AM	0	72	0	0	0	80	4	0	0	0	2	0	0	0	2	0	160	1797
11:30 AM	0	72	0	0	0	81	4	0	0	0	3	0	0	0	2	0	162	1811
11:35 AM	0	76	0	0	0	84	2	0	0	0	0	0	0	0	0	0	162	1857
11:40 AM	0	85	0	0	0	78	3	0	0	0	1	0	0	0	0	0	167	1872
11:45 AM	0	71	0	0	0	62	5	0	0	0	1	0	0	0	2	0	141	1860
11:50 AM	0	89	0	0	0	68	2	0	0	0	2	0	0	0	1	0	162	1867
11:55 AM	0	94	0	0	0	109	3	0	0	0	3	0	0	0	3	0	212	1946
12:00 PM	0	96	0	0	0	80	2	0	0	0	0	0	0	0	1	0	179	1998
12:05 PM	0	65	0	0	0	96	3	0	1	0	1	0	0	0	1	0	167	2008
12:10 PM	0	120	0	0	0	81	3	0	0	0	2	0	0	0	2	0	208	2033
12:15 PM	0	74	0	0	0	87	2	0	0	0	4	0	0	0	2	0	169	2045
12:20 PM	0	98	0	0	0	75	2	0	0	0	2	0	0	0	1	0	178	2067
12:25 PM	0	78	0	0	0	73	1	0	0	0	3	0	0	0	2	0	157	2064
12:30 PM	0	70	0	0	0	92	2	0	0	0	5	0	0	0	1	0	170	2072
12:35 PM	0	79	0	0	0	97	1	0	0	0	0	0	0	0	4	0	181	2091
12:40 PM	0	95	0	0	0	77	0	0	0	0	2	0	0	0	1	0	175	2099
12:45 PM	0	89	0	0	0	84	1	0	0	0	1	0	0	0	1	0	176	2134
12:50 PM	0	76	0	0	0	81	4	0	0	0	0	0	0	0	2	0	163	2135
12:55 PM	0	110	0	0	0	88	4	0	0	0	1	0	0	0	3	0	206	2129
1:00 PM	0	84	0	0	0	77	3	0	0	0	3	0	0	0	0	0	167	2117
1:05 PM	0	96	0	0	0	80	4	0	0	0	1	0	0	0	0	0	181	2131
1:10 PM	0	62	0	0	0	72	1	0	0	0	3	0	0	0	1	0	139	2062
1:15 PM	0	101	0	0	0	78	6	0	0	0	0	0	0	0	0	1	186	2079
1:20 PM	0	88	0	0	0	72	2	0	0	0	0	0	0	0	2	1	165	2066
1:25 PM	0	80	0	0	0	71	3	0	0	0	1	0	0	0	1	0	156	2065
1:30 PM	0	81	0	0	0	77	5	0	0	0	2	0	0	0	1	1	167	2062
1:35 PM	0	77	0	0	0	72	5	0	0	0	1	0	0	0	0	0	155	2036
1:40 PM	0	74	0	0	0	73	1	0	0	0	2	0	0	0	1	0	151	2012
1:45 PM	0	88	0	0	0	94	3	0	0	0	5	0	0	0	1	0	191	2027
1:50 PM	0	105	0	0	0	86	0	0	0	0	1	0	0	0	1	0	193	2057
1:55 PM	0	67	0	0	0	84	0	0	0	0	0	0	0	0	1	0	152	2003
2:00 PM	0	67	0	0	0	71	1	0	0	0	4	0	0	0	2	0	145	1981
2:05 PM	0	95	1	0	0	87	6	0	0	0	0	0	0	0	2	0	191	1991
2:10 PM	0	85	0	0	0	90	0	0	0	0	4	0	0	0	0	0	179	2031
2:15 PM	0	116	1	0	0	80	1	0	0	0	1	0	0	0	1	0	200	2045
2:20 PM	0	94	0	0	0	85	4	0	0	0	1	0	0	0	1	0	185	2065
2:25 PM	0	89	0	0	0	79	2	0	0	0	2	0	0	0	2	0	174	2083
2:30 PM	0	96	0	0	0	85	1	0	0	0	1	0	0	0	2	0	185	2101
2:35 PM	0	68	0	0	0	97	3	0	0	0	1	0	0	0	0	0	169	2115
2:40 PM	0	64	0	0	0	105	3	0	0	0	0	0	0	0	3	0	175	2139
2:45 PM	0	89	0	0	0	107	5	0	0	0	3	0	0	0	1	0	205	2153
2:50 PM	0	86	0	0	0	91	1	0	0	0	2	0	0	0	1	0	181	2141
2:55 PM	0	72	0	0	0	95	1	0	0	0	1	0	0	0	0	0	169	2158
3:00 PM	0	84	0	0	0	75	0	0	0	0	1	0	0	0	1	0	161	2174
3:05 PM	0	106	0	0	0	99	4	0	0	0	0	0	0	0	0	0	209	2192
3:10 PM	0	80	1	0	0	84	3	0	0	0	2	0	0	0	1	0	171	2184
3:15 PM	0	71	0	1	0	81	1	0	0	0	1	0	0	0	2	0	157	2141
3:20 PM	0	103	0	0	0	93	3	0	0	0	2	0	0	0	0	0	201	2157
3:25 PM	0	64	0	0	0	72	0	0	0	0	1	0	0	0	0	0	137	2120
3:30 PM	0	80	0	0	0	78	0	0	0	0	1	0	0	0	2	0	161	2096
3:35 PM	0	71	0	0	0	106	4	0	0	0	2	0	0	0	0	0	183	2110
3:40 PM	0	87	0	0	0	81	1	0	0	0	2	0	0	0	0	0	171	2106
3:45 PM	0	89	0	0	0	67	2	0	0	0	0	0	0	0	1	0	159	2060
3:50 PM	0	84	0	0	0	88	2	0	0	0	1	0	0	0	1	0	176	2055
3:55 PM	0	82	0	1	0	71	1	0	0	0	1	0	0	0	0	0	156	2042
4:00 PM	0	94	0	0	0	85	2	0	0	0	2	0	0	0	1	0	184	2065
4:05 PM	0	89	0	0	0	96	0	0	0	0	1	0	0	0	1	0	187	2043
4:10 PM	0	76	0	0	0	95	1	0	0	0	1	0	0	0	0	1	174	2046
4:15 PM	0	67	0	0	0	85	0	0	0	0	0	0	0	0	1	0	153	2042
4:20 PM	0	90	0	0	0	76	0	0	0	0	1	0	0	0	0	0	167	2008
4:25 PM	0	67	0	0	0	101	1	0	0	0	3	0	0	0	1	0	173	2044

5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora N Driveway (Eastbound)				DCFS Glendora N Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	0	72	0	0	0	90	0	0	0	0	1	0	0	0	2	0	165	2048
4:35 PM	0	81	0	0	0	77	0	0	0	0	0	0	0	0	0	0	158	2023
4:40 PM	0	89	0	0	0	71	2	0	0	0	2	0	0	0	1	1	166	2018
4:45 PM	0	70	0	0	0	108	1	0	0	0	2	0	0	0	0	0	181	2040
4:50 PM	0	89	0	0	0	97	0	0	0	0	6	0	0	0	0	0	192	2056
4:55 PM	0	96	0	0	0	67	2	0	0	0	0	0	0	0	1	0	166	2066
5:00 PM	0	93	0	0	0	87	1	0	0	0	1	0	0	0	2	1	185	2067
5:05 PM	0	76	1	0	0	95	0	0	0	0	3	0	0	0	1	0	176	2056
5:10 PM	0	91	0	0	0	104	0	0	0	0	0	0	0	0	1	2	198	2080
5:15 PM	0	68	0	0	0	114	2	0	0	0	0	0	0	0	1	1	186	2113
5:20 PM	0	83	0	0	0	78	0	0	0	0	2	0	0	0	1	0	164	2110
5:25 PM	0	67	1	0	0	74	2	0	0	0	0	0	1	0	1	0	146	2083
5:30 PM	0	79	0	0	0	74	0	0	0	0	4	0	0	0	3	0	160	2078
5:35 PM	0	56	0	0	0	96	3	0	0	0	1	0	0	0	2	0	158	2078
5:40 PM	0	89	0	0	0	73	1	0	0	0	2	0	0	0	1	0	166	2078
5:45 PM	0	75	0	0	0	74	0	0	0	0	2	0	0	0	2	0	153	2050
5:50 PM	0	69	0	0	0	63	0	0	0	0	0	0	0	0	2	0	134	1992
5:55 PM	0	67	0	0	0	79	0	0	0	0	2	0	0	0	4	0	152	1978
6:00 PM	0	75	1	0	0	67	1	0	0	0	1	0	0	0	2	0	147	1940
6:05 PM	0	70	0	0	0	78	1	0	0	0	2	0	0	0	1	0	152	1916
6:10 PM	0	66	0	0	0	46	0	0	0	0	4	0	0	0	2	0	118	1836
6:15 PM	0	66	1	0	0	62	0	0	0	0	2	0	0	0	2	1	134	1784
6:20 PM	0	77	1	0	0	62	0	0	0	0	0	0	0	0	2	0	142	1762
6:25 PM	0	77	0	0	0	79	0	0	0	0	1	0	0	0	2	1	160	1776
6:30 PM	0	61	0	0	0	67	0	0	0	0	0	0	0	0	1	0	129	1745
6:35 PM	0	72	0	0	0	70	0	0	0	0	2	0	0	0	3	0	147	1734
6:40 PM	0	61	0	0	0	75	0	0	0	0	1	0	0	0	3	0	140	1708
6:45 PM	0	68	0	0	0	59	1	0	0	0	2	0	0	0	2	1	133	1688
6:50 PM	0	61	0	0	0	57	0	0	0	0	0	0	0	0	2	0	120	1674
6:55 PM	0	74	0	0	0	65	0	0	0	0	0	0	0	0	3	0	142	1664
7:00 PM	0	54	0	0	0	62	0	0	0	0	1	0	0	0	3	0	120	1637
7:05 PM	0	66	0	0	0	58	0	0	0	0	0	0	0	0	1	0	125	1610
7:10 PM	0	65	0	0	0	53	0	0	0	0	0	0	0	0	0	0	118	1610
7:15 PM	0	55	0	0	0	50	0	0	0	0	0	0	0	0	1	0	106	1582
7:20 PM	0	61	0	0	0	54	0	0	0	0	0	0	0	0	3	0	118	1558
7:25 PM	0	63	0	0	0	50	0	0	0	0	1	0	0	0	0	0	114	1512
7:30 PM	0	53	0	0	0	49	0	0	0	0	0	0	0	0	2	0	104	1487
7:35 PM	0	56	0	0	0	66	0	0	0	0	1	0	0	0	1	0	124	1464
7:40 PM	0	46	0	0	0	57	0	0	0	0	0	0	0	0	0	0	103	1427
7:45 PM	0	57	0	0	0	58	0	0	0	0	0	0	0	0	0	0	115	1409
7:50 PM	0	48	0	0	0	63	0	0	0	0	0	0	0	0	0	0	111	1400
7:55 PM	0	53	0	0	0	34	0	0	0	0	0	0	0	0	1	0	88	1346
8:00 PM	0	48	0	0	0	44	0	0	0	0	0	0	0	0	0	0	92	1318
8:05 PM	0	60	0	0	0	66	0	0	0	0	0	0	0	0	0	0	126	1319
8:10 PM	0	46	0	0	0	41	0	0	0	0	0	0	0	0	0	0	87	1288
8:15 PM	0	61	0	0	0	23	0	0	0	0	0	0	1	0	0	1	86	1268
8:20 PM	0	54	0	0	0	34	0	0	0	0	0	0	0	0	0	0	88	1238
8:25 PM	0	36	0	0	0	36	0	0	0	0	0	0	0	0	1	0	73	1197
8:30 PM	0	41	0	0	0	31	0	0	0	0	0	0	0	0	0	0	72	1165
8:35 PM	0	32	0	0	0	34	0	0	0	0	0	0	0	0	0	0	66	1107
8:40 PM	0	44	0	0	0	43	0	0	0	0	0	0	0	0	1	0	88	1092
8:45 PM	0	62	0	0	0	39	0	0	0	0	0	0	0	0	1	0	102	1079
8:50 PM	0	48	0	0	0	48	0	0	0	0	0	0	0	0	2	0	98	1066
8:55 PM	0	26	0	0	0	39	0	0	0	0	0	0	0	0	1	0	66	1044

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1180	4	0	0	1020	20	0	0	0	24	0	0	0	8	0	2256
Heavy Trucks	0	16	0		0	24	0		0	0	4		0	0	0		44
Buses																	
Pedestrians		0				0				20				16			36
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/19/2026 2:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

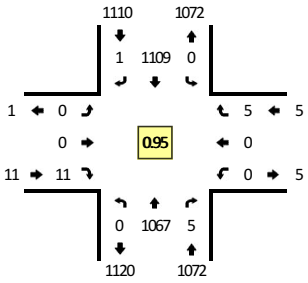
Type of peak hour being reported: Intersection Peak

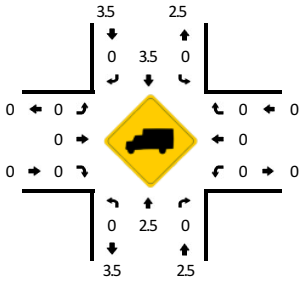
Method for determining peak hour: Total Entering Volume

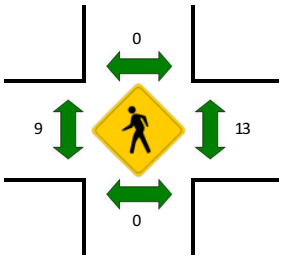
LOCATION: Grand Ave -- DCFS Glendora Center Driveway
CITY/STATE: Glendora, CA

QC JOB #: 17437802
DATE: Tue, Feb 10 2026

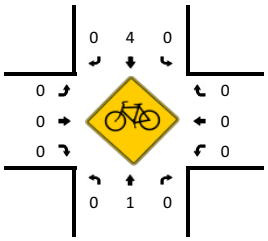
Peak-Hour: 2:10 PM -- 3:10 PM
Peak 15-Min: 2:45 PM -- 3:00 PM

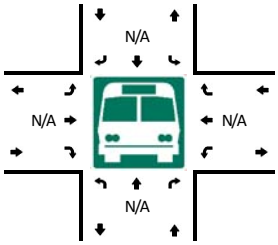




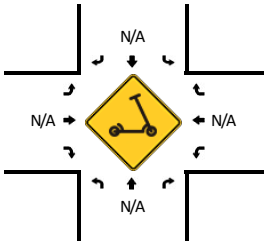












5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora Center Driveway (Eastbound)				DCFS Glendora Center Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	26	0	0	0	30	0	0	0	0	0	0	0	0	0	0	56	
6:05 AM	0	24	0	0	0	27	0	0	0	0	0	0	0	0	0	0	51	
6:10 AM	0	25	0	0	0	30	0	0	0	0	0	0	0	0	0	0	55	
6:15 AM	0	17	0	0	0	30	0	0	0	0	0	0	0	0	0	0	47	
6:20 AM	0	20	0	0	0	26	0	0	0	0	0	0	0	0	0	0	46	
6:25 AM	0	22	0	0	0	23	0	0	0	0	0	0	0	0	0	0	45	
6:30 AM	0	29	0	0	0	31	2	0	0	0	0	0	0	0	0	0	62	
6:35 AM	0	38	0	0	0	33	0	0	0	0	0	0	0	0	0	0	71	
6:40 AM	0	41	0	0	0	28	0	0	0	0	0	0	0	0	0	0	69	
6:45 AM	0	57	0	0	0	38	0	0	0	0	0	0	0	0	0	0	95	
6:50 AM	0	42	0	0	0	35	0	0	0	0	0	0	0	0	0	0	77	
6:55 AM	0	65	0	0	0	26	0	0	0	0	0	0	0	0	1	0	92	766
7:00 AM	0	46	0	0	0	34	0	0	0	0	0	0	0	0	0	0	80	790
7:05 AM	0	51	0	0	0	41	0	0	0	0	0	0	0	0	0	0	92	831
7:10 AM	0	52	0	0	0	44	0	0	0	0	0	0	0	0	0	0	96	872
7:15 AM	0	49	0	0	0	56	0	0	0	0	0	0	0	0	0	0	105	930
7:20 AM	0	67	0	0	0	37	0	0	0	0	0	0	0	0	0	0	104	988
7:25 AM	0	53	1	0	0	67	0	0	0	0	1	0	0	0	1	0	123	1066
7:30 AM	0	71	0	0	0	71	0	0	0	0	0	0	0	0	0	0	142	1146
7:35 AM	0	80	0	0	0	75	0	0	0	0	0	0	0	0	0	0	155	1230
7:40 AM	0	75	0	0	0	59	0	0	0	0	0	0	0	0	0	0	134	1295
7:45 AM	0	106	0	0	0	70	0	0	0	0	0	0	0	0	0	0	176	1376
7:50 AM	0	105	0	0	0	47	0	0	0	0	0	0	0	0	1	0	153	1452
7:55 AM	0	116	0	0	0	66	1	0	0	0	0	0	0	0	0	0	183	1543
8:00 AM	0	95	0	0	0	83	1	0	0	0	0	0	0	0	0	0	179	1642
8:05 AM	0	71	0	0	0	56	0	0	0	0	0	0	0	0	0	0	127	1677
8:10 AM	0	103	1	0	0	75	1	0	0	0	0	0	0	0	0	0	180	1761
8:15 AM	0	84	0	0	0	83	4	0	0	0	0	0	0	0	0	0	171	1827
8:20 AM	0	90	2	0	0	68	0	0	0	0	0	0	0	0	0	0	160	1883
8:25 AM	0	75	0	0	0	78	0	0	0	0	0	0	0	0	1	0	154	1914
8:30 AM	0	71	0	0	0	61	0	0	0	0	0	0	0	0	1	0	133	1905
8:35 AM	0	76	0	0	0	60	0	0	0	0	0	0	0	0	1	0	137	1887
8:40 AM	0	80	1	0	0	58	0	0	0	0	1	0	0	0	1	0	141	1894
8:45 AM	0	82	0	0	0	65	0	0	0	0	0	0	0	0	0	0	147	1865
8:50 AM	0	88	0	0	0	65	0	0	0	0	0	0	0	0	0	0	153	1865
8:55 AM	0	84	1	0	0	61	0	0	0	0	1	0	0	0	1	0	148	1830
9:00 AM	0	81	1	0	0	49	1	0	0	0	0	0	0	0	0	0	132	1783

5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora Center Driveway (Eastbound)				DCFS Glendora Center Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:05 AM	0	80	0	0	0	69	0	0	0	0	0	0	0	0	1	0	150	1806
9:10 AM	0	63	1	0	0	50	1	0	0	0	0	0	0	0	0	0	115	1741
9:15 AM	0	66	0	0	0	52	0	0	0	0	0	0	0	0	0	0	118	1688
9:20 AM	0	64	0	0	0	72	0	0	0	0	1	0	0	0	0	0	137	1665
9:25 AM	0	63	1	0	0	57	1	0	0	0	1	0	0	0	1	0	124	1635
9:30 AM	0	68	0	0	0	57	0	0	0	0	0	0	0	0	0	0	125	1627
9:35 AM	0	51	0	0	0	57	0	0	0	0	0	0	0	0	0	0	108	1598
9:40 AM	0	89	1	0	0	48	0	0	0	0	0	0	0	0	0	0	138	1595
9:45 AM	0	95	0	0	0	62	1	0	0	0	0	0	0	0	0	0	158	1606
9:50 AM	0	107	1	0	0	51	0	0	0	0	0	0	0	0	0	0	159	1612
9:55 AM	0	79	0	0	0	82	2	0	0	0	1	0	0	0	1	0	165	1629
10:00 AM	0	71	1	0	0	79	1	0	0	0	0	0	0	0	0	0	152	1649
10:05 AM	0	77	0	0	0	66	1	0	0	0	0	0	0	0	0	0	144	1643
10:10 AM	0	75	0	0	0	72	0	0	0	0	0	0	0	0	0	0	147	1675
10:15 AM	0	77	0	0	0	74	1	0	0	0	0	0	0	0	0	0	152	1709
10:20 AM	0	83	0	0	0	83	0	0	0	0	0	0	0	0	0	0	166	1738
10:25 AM	0	82	2	0	0	68	2	0	0	0	0	0	0	0	1	0	155	1769
10:30 AM	0	79	0	0	0	65	0	0	0	0	1	0	0	0	1	0	146	1790
10:35 AM	0	56	0	0	0	56	0	0	0	0	0	0	0	0	1	0	113	1795
10:40 AM	0	66	1	0	0	83	1	0	0	0	1	0	0	0	1	0	153	1810
10:45 AM	0	92	2	0	0	61	0	0	0	0	1	0	0	0	0	0	156	1808
10:50 AM	0	74	0	0	0	82	0	0	0	0	0	0	0	0	0	0	156	1805
10:55 AM	0	75	1	0	0	56	0	0	0	0	0	0	0	0	1	0	133	1773
11:00 AM	0	62	2	0	0	61	0	0	0	0	0	0	0	0	0	0	125	1746
11:05 AM	0	67	0	0	0	83	0	0	0	0	0	0	0	0	0	0	150	1752
11:10 AM	0	88	1	0	0	98	0	0	0	0	0	0	0	0	0	0	187	1792
11:15 AM	0	80	2	0	0	78	0	0	0	0	1	0	0	0	0	0	161	1801
11:20 AM	0	84	1	0	0	67	0	0	0	0	0	0	0	0	0	0	152	1787
11:25 AM	0	70	0	0	0	81	1	0	0	0	0	0	0	0	1	0	153	1785
11:30 AM	0	69	0	0	0	84	0	0	0	0	1	0	0	0	1	0	155	1794
11:35 AM	0	77	2	0	0	81	1	0	0	0	0	0	0	0	0	0	161	1842
11:40 AM	0	84	1	0	0	80	0	0	0	0	0	0	0	0	2	0	167	1856
11:45 AM	0	68	1	0	0	61	1	0	0	0	1	0	0	0	0	0	132	1832
11:50 AM	0	86	1	0	0	68	0	0	0	0	0	0	0	0	1	0	156	1832
11:55 AM	0	91	0	0	0	108	0	0	0	0	1	0	0	0	1	0	201	1900
12:00 PM	0	95	1	0	0	82	3	0	0	0	0	0	0	0	1	0	182	1957
12:05 PM	0	65	1	0	0	95	2	0	0	0	2	0	0	0	0	0	165	1972
12:10 PM	0	119	0	0	0	83	0	0	0	0	0	0	0	0	1	0	203	1988
12:15 PM	0	75	0	0	0	90	1	0	0	0	0	0	0	0	0	0	166	1993
12:20 PM	0	97	0	0	0	77	0	0	0	0	1	0	0	0	0	0	175	2016
12:25 PM	0	74	2	0	0	75	0	0	0	0	0	0	0	0	1	0	152	2015
12:30 PM	0	69	2	0	0	96	1	0	0	0	0	0	0	0	2	0	170	2030
12:35 PM	0	77	0	0	0	96	1	0	0	0	1	0	0	0	1	0	176	2045
12:40 PM	0	93	0	0	0	79	1	0	0	0	0	0	0	0	1	0	174	2052
12:45 PM	0	89	0	0	0	82	0	0	0	0	0	0	0	0	0	0	171	2091
12:50 PM	0	74	1	0	0	83	0	0	0	0	0	0	0	0	1	0	159	2094
12:55 PM	0	109	1	0	0	88	1	0	0	0	0	0	0	0	1	0	200	2093
1:00 PM	0	85	0	0	0	76	1	0	0	0	0	0	0	0	0	0	162	2073
1:05 PM	0	93	0	0	0	80	1	0	0	0	3	0	0	0	0	0	177	2085
1:10 PM	0	62	1	0	0	75	0	0	0	0	1	0	0	0	2	0	141	2023
1:15 PM	0	102	0	0	0	77	1	0	0	0	0	0	0	0	0	0	180	2037
1:20 PM	0	91	0	0	0	73	1	0	0	0	0	0	0	0	0	0	165	2027
1:25 PM	0	81	1	0	0	67	4	0	0	0	1	0	0	0	1	0	155	2030
1:30 PM	0	80	0	0	0	78	1	0	0	0	1	0	0	0	1	0	161	2021
1:35 PM	0	76	0	0	0	75	0	0	0	0	1	0	0	0	0	0	152	1997
1:40 PM	0	77	0	0	0	74	0	0	0	0	3	0	0	0	0	0	154	1977
1:45 PM	0	95	0	0	0	98	0	0	0	0	0	0	0	0	0	0	193	1999
1:50 PM	0	106	2	0	0	88	1	0	0	0	0	0	0	0	1	0	198	2038
1:55 PM	0	68	1	0	0	85	0	0	0	0	0	0	0	0	0	0	154	1992
2:00 PM	0	67	0	0	0	73	1	0	0	0	0	0	0	0	0	0	141	1971
2:05 PM	0	95	1	0	0	88	0	0	0	0	0	0	0	0	1	0	185	1979
2:10 PM	0	87	0	0	0	94	0	0	0	0	1	0	0	0	0	0	182	2020
2:15 PM	0	115	1	0	0	80	0	0	0	0	1	0	0	0	0	0	197	2037
2:20 PM	0	93	0	0	0	87	0	0	0	0	2	0	0	0	0	0	182	2054
2:25 PM	0	89	1	0	0	80	0	0	0	0	2	0	0	0	0	0	172	2071
2:30 PM	0	96	1	0	0	84	1	0	0	0	1	0	0	0	0	0	183	2093
2:35 PM	0	71	1	0	0	102	0	0	0	0	1	0	0	0	1	0	176	2117
2:40 PM	0	61	0	0	0	98	0	0	0	0	0	0	0	0	2	0	161	2124
2:45 PM	0	91	0	0	0	118	0	0	0	0	1	0	0	0	0	0	210	2141
2:50 PM	0	94	0	0	0	95	0	0	0	0	2	0	0	0	0	0	191	2134
2:55 PM	0	79	0	0	0	96	0	0	0	0	0	0	0	0	2	0	177	2157
3:00 PM	0	83	0	0	0	77	0	0	0	0	0	0	0	0	0	0	160	2176
3:05 PM	0	108	1	0	0	98	0	0	0	0	0	0	0	0	0	0	207	2198
3:10 PM	0	81	1	0	0	87	0	0	0	0	2	0	0	0	0	0	171	2187
3:15 PM	0	69	0	0	0	82	0	0	0	0	1	0	0	0	0	0	152	2142
3:20 PM	0	100	0	0	0	88	1	0	0	0	0	0	0	0	0	0	189	2149
3:25 PM	0	63	0	0	0	73	0	0	0	0	1	0	0	0	0	0	137	2114
3:30 PM	0	80	0	0	0	80	0	0	0	0	1	0	0	0	1	0	162	2093
3:35 PM	0	72	0	0	0	106	1	0	0	0	1	0	0	0	0	0	180	2097
3:40 PM	0	84	0	0	0	84	1	0	0	0	0	0	0	0	0	0	169	2105
3:45 PM	0	90	0	0	0	68	1	0	0	0	1	0	0	0	0	0	160	2055
3:50 PM	0	83	0	0	0	89	1	0	0	0	1	0	0	0	0	0	174	2038
3:55 PM	0	82	2	0	0	74	0	0	0	0	0	0	0	0	1	0	159	2020
4:00 PM	0	94	0	0	0	89	0	0	0	0	0	0	0	0	0	0	183	2043
4:05 PM	0	91	0	0	0	93	2	0	0	0	0	0	0	0	0	0	186	2022
4:10 PM	0	73	0	0	0	96	0	0	0	0	1	0	0	0	1	0	171	2022
4:15 PM	0	69	0	0	0	83	1	0	0	0	1	0	0	0	0	0	154	2024

5-Min Count Period Beginning At	Grand Ave (Northbound)				Grand Ave (Southbound)				DCFS Glendora Center Driveway (Eastbound)				DCFS Glendora Center Driveway (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:20 PM	0	89	0	0	0	74	1	0	0	0	1	0	0	0	0	0	165	2000
4:25 PM	0	66	3	0	0	102	0	0	0	0	0	0	0	0	1	0	172	2035
4:30 PM	0	70	1	0	0	94	0	0	0	0	2	0	0	0	1	0	168	2041
4:35 PM	0	81	0	0	0	77	0	0	0	0	2	0	0	0	0	0	160	2021
4:40 PM	0	87	1	0	0	73	0	0	0	0	1	0	0	0	1	0	163	2015
4:45 PM	0	69	0	0	0	108	0	0	0	0	0	0	0	0	0	0	177	2032
4:50 PM	0	90	1	0	0	98	0	0	0	0	0	0	0	0	0	0	189	2047
4:55 PM	0	97	0	0	0	70	0	0	0	0	2	0	0	0	0	0	169	2057
5:00 PM	0	94	1	0	0	94	0	0	0	0	8	0	0	0	0	0	197	2071
5:05 PM	0	77	1	0	0	100	0	0	0	0	4	0	0	0	0	0	182	2067
5:10 PM	0	96	0	0	0	110	0	0	0	0	0	0	0	0	1	0	207	2103
5:15 PM	0	75	0	0	0	113	0	0	0	0	1	0	0	0	0	0	189	2138
5:20 PM	0	91	0	0	0	81	0	0	0	0	3	0	0	0	0	0	175	2148
5:25 PM	0	73	0	0	0	73	0	0	0	0	1	0	0	0	0	0	147	2123
5:30 PM	0	89	0	0	0	79	0	0	0	0	1	0	0	0	0	0	169	2124
5:35 PM	0	58	1	0	0	100	0	0	0	0	1	0	0	0	0	0	160	2124
5:40 PM	0	95	1	0	0	78	0	0	0	0	1	0	0	0	0	0	175	2136
5:45 PM	0	79	2	0	0	78	0	0	0	0	3	0	0	0	3	0	165	2124
5:50 PM	0	71	0	0	0	66	0	0	0	0	2	0	0	0	0	0	139	2074
5:55 PM	0	74	0	0	0	85	0	0	0	0	0	0	0	0	0	0	159	2064
6:00 PM	0	82	0	0	0	70	0	0	0	0	1	0	0	0	2	0	155	2022
6:05 PM	0	76	0	0	0	83	0	0	0	0	0	0	0	0	0	0	159	1999
6:10 PM	0	62	0	0	0	50	0	0	0	0	0	0	0	0	0	0	112	1904
6:15 PM	0	73	0	0	0	69	0	0	0	0	1	0	0	0	0	0	143	1858
6:20 PM	0	82	0	0	0	65	0	0	0	0	3	0	0	0	1	0	151	1834
6:25 PM	0	85	0	0	0	82	0	0	0	0	0	0	0	0	0	0	167	1854
6:30 PM	0	68	0	0	0	70	0	0	0	0	0	0	0	0	0	0	138	1823
6:35 PM	0	77	0	0	0	72	0	0	0	0	3	0	0	0	0	0	152	1815
6:40 PM	0	66	0	0	0	74	0	0	0	0	0	0	0	0	0	0	140	1780
6:45 PM	0	73	1	0	0	67	0	0	0	0	1	0	0	0	0	0	142	1757
6:50 PM	0	68	1	0	0	57	0	0	0	0	0	0	0	0	0	0	126	1744
6:55 PM	0	78	0	0	0	66	0	0	0	0	0	0	0	0	0	0	144	1729
7:00 PM	0	54	0	0	0	62	0	0	0	0	0	0	0	0	0	0	116	1690
7:05 PM	0	65	0	0	0	59	0	0	0	0	0	0	0	0	0	0	124	1655
7:10 PM	0	58	1	0	0	52	0	0	0	0	0	0	0	0	0	0	111	1654
7:15 PM	0	53	1	0	0	51	0	0	0	0	0	0	0	0	1	0	106	1617
7:20 PM	0	59	0	0	0	54	0	0	0	0	1	0	0	0	0	0	114	1580
7:25 PM	0	62	0	0	0	50	0	0	0	0	0	0	0	0	1	0	113	1526
7:30 PM	0	50	0	0	0	50	0	0	0	0	0	0	0	0	1	0	101	1489
7:35 PM	0	57	0	0	0	66	0	0	0	0	0	0	0	0	0	0	123	1460
7:40 PM	0	45	0	0	0	58	0	0	0	0	0	0	0	0	0	0	103	1423
7:45 PM	0	58	0	0	0	57	0	0	0	0	0	0	0	0	0	0	115	1396
7:50 PM	0	46	0	0	0	63	0	0	0	0	0	0	0	0	0	0	109	1379
7:55 PM	0	53	0	0	0	34	0	0	0	0	0	0	0	0	0	0	87	1322
8:00 PM	0	49	0	0	0	43	0	0	0	0	0	0	0	0	0	0	92	1298
8:05 PM	0	58	0	0	0	67	0	0	0	0	0	0	0	0	0	0	125	1299
8:10 PM	0	47	0	0	0	38	0	0	0	0	0	0	0	0	0	0	85	1273
8:15 PM	0	61	0	0	0	24	0	0	0	0	0	0	0	0	0	0	85	1252
8:20 PM	0	53	0	0	0	34	0	0	0	0	0	0	0	0	0	0	87	1225
8:25 PM	0	36	0	0	0	35	0	0	0	0	0	0	0	0	0	0	71	1183
8:30 PM	0	39	0	0	0	32	0	0	0	0	0	0	0	0	0	0	71	1153
8:35 PM	0	33	0	0	0	33	0	0	0	0	0	0	0	0	0	0	66	1096
8:40 PM	0	44	0	0	0	44	0	0	0	0	0	0	0	0	0	0	88	1081
8:45 PM	0	60	0	0	0	39	0	0	0	0	0	0	0	0	0	0	99	1065
8:50 PM	0	47	0	0	0	48	0	0	0	0	1	0	0	0	0	0	96	1052
8:55 PM	0	26	0	0	0	39	0	0	0	0	0	0	0	0	0	0	65	1030

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1056	0	0	0	1236	0	0	0	0	12	0	0	0	8	0	2312
Heavy Trucks	0	32	0		0	12	0		0	0	0		0	0	0		44
Buses																	
Pedestrians		0				0				12				16			28
Bicycles	0	0	0		0	8	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 2/19/2026 2:47 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

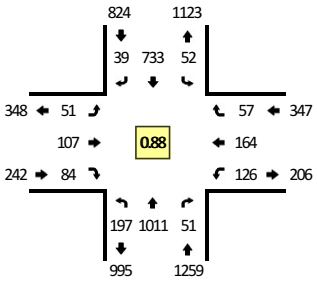
Type of peak hour being reported: Intersection Peak

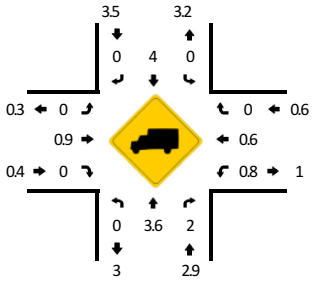
Method for determining peak hour: Total Entering Volume

LOCATION: S Grand Ave -- W Mauna Loa Ave
CITY/STATE: Glendora, CA

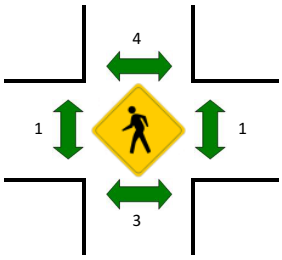
QC JOB #: 17437804
DATE: Wed, Feb 25 2026

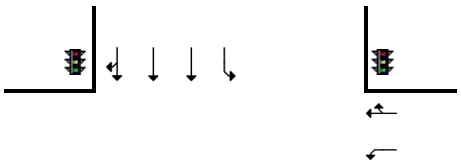
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

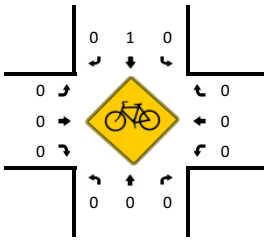


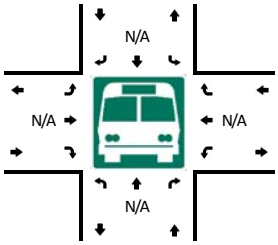


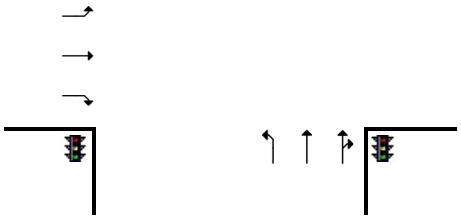
TRUE DATA TO IMPROVE MOBILITY

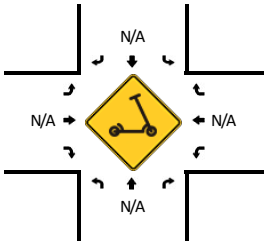












R* = RTOR

5-Min Count Period Beginning At	S Grand Ave (Northbound)					S Grand Ave (Southbound)					W Mauna Loa Ave (Eastbound)					W Mauna Loa Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	6	45	0	2	0	2	27	1	1	0	0	0	1	0	3	12	3	4	0	1	108	
7:05 AM	3	49	0	8	0	0	36	0	1	0	0	4	0	0	0	6	2	3	0	2	114	
7:10 AM	2	43	2	1	1	3	53	0	0	0	0	2	0	0	4	12	5	0	0	3	131	
7:15 AM	4	54	3	4	0	1	52	1	0	1	0	2	0	0	5	8	4	0	0	1	140	
7:20 AM	8	48	1	7	0	1	52	0	0	0	1	4	1	0	4	11	3	1	0	1	143	
7:25 AM	7	59	1	3	1	1	48	0	1	0	2	3	2	0	0	13	5	2	0	3	151	
7:30 AM	8	49	1	1	0	2	79	0	0	0	1	3	2	0	3	12	5	0	0	1	167	
7:35 AM	7	62	1	2	2	0	60	0	0	0	4	6	2	0	5	14	8	2	0	4	179	
7:40 AM	7	72	2	1	1	0	58	0	1	1	3	4	2	0	2	7	6	3	0	5	175	
7:45 AM	8	85	3	0	0	3	48	3	0	3	5	6	6	0	4	19	16	1	0	2	212	
7:50 AM	13	82	1	4	0	2	51	0	0	1	6	6	2	0	4	10	11	5	0	3	201	
7:55 AM	18	104	1	4	1	3	39	2	0	4	3	7	1	0	6	13	17	4	0	4	231	1952
8:00 AM	17	78	7	2	4	1	54	0	0	0	3	10	6	0	5	6	26	2	0	1	222	2066
8:05 AM	13	101	3	7	1	3	83	2	0	2	5	8	2	0	5	6	27	2	0	1	271	2223
8:10 AM	15	66	4	6	2	10	50	3	1	1	9	17	5	0	1	11	21	3	0	2	227	2319
8:15 AM	10	113	2	5	1	5	77	4	0	2	7	13	3	0	4	9	7	2	0	0	264	2443
8:20 AM	12	74	3	8	0	4	57	2	1	1	2	11	0	0	6	11	9	3	0	1	205	2505
8:25 AM	14	85	5	2	1	7	89	1	0	1	2	13	3	0	2	13	6	1	0	2	247	2601
8:30 AM	9	64	4	6	1	4	70	1	0	0	4	4	2	0	6	11	12	2	0	5	205	2639
8:35 AM	8	84	4	7	1	2	60	1	2	1	1	9	0	0	6	9	5	2	0	3	205	2665
8:40 AM	8	75	2	1	0	4	55	1	0	3	4	3	1	0	4	8	7	2	0	4	182	2672
8:45 AM	12	91	1	2	1	3	53	1	0	1	1	8	2	0	1	7	5	6	0	0	195	2655
8:50 AM	10	72	4	2	1	3	58	1	2	1	0	2	1	0	2	8	4	1	1	2	175	2629
8:55 AM	11	71	3	2	1	3	56	0	0	1	2	1	0	0	0	6	1	3	0	1	162	2560

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	152	1120	52	72	16	72	840	56	4	20	84	152	80	0	40	104	220	40	0	12	3136
Heavy Trucks	0	24	0			0	20	0			0	0	0			0	0	0			44
Buses																					
Pedestrians		4					0					0					0				4
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 3/3/2026 3:15 PM

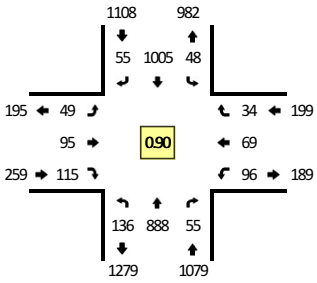
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: S Grand Ave -- W Mauna Loa Ave
CITY/STATE: Glendora, CA

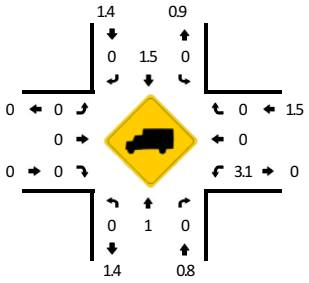
QC JOB #: 17437805
DATE: Wed, Feb 25 2026

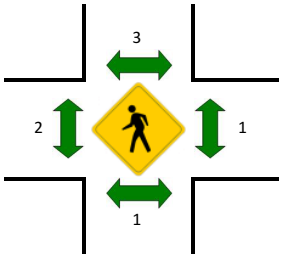
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

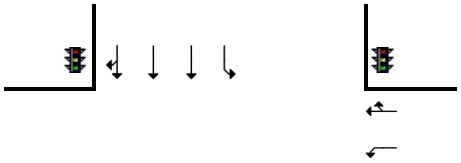


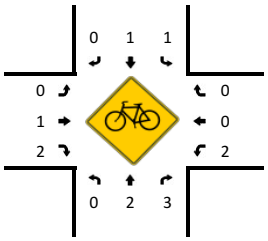


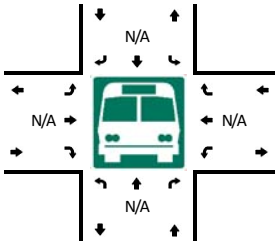
TRUE DATA TO IMPROVE MOBILITY

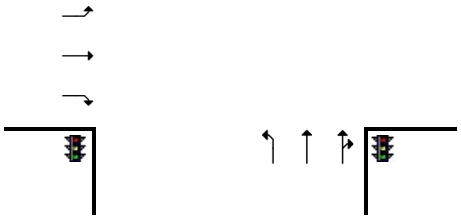


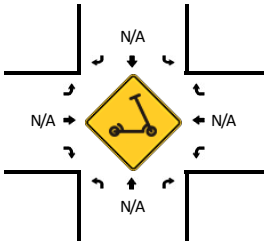












R* = RTOR

5-Min Count Period Beginning At	S Grand Ave (Northbound)					S Grand Ave (Southbound)					W Mauna Loa Ave (Eastbound)					W Mauna Loa Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	8	91	4	6	3	5	65	3	0	1	1	3	1	0	3	8	7	3	0	0	212	
4:05 PM	0	84	6	5	1	0	94	0	0	3	2	8	6	0	1	9	4	3	0	3	229	
4:10 PM	6	61	7	1	4	5	94	2	1	1	1	9	2	0	2	13	7	2	0	2	220	
4:15 PM	4	96	13	5	3	3	73	1	1	2	2	5	3	0	5	8	11	1	0	6	242	
4:20 PM	5	79	5	9	0	4	62	1	0	3	3	5	1	0	3	3	1	2	0	2	188	
4:25 PM	8	81	3	3	0	7	81	2	0	1	2	6	2	0	3	12	8	4	0	5	228	
4:30 PM	6	65	2	3	0	5	75	3	1	2	1	4	3	0	7	2	3	2	0	5	189	
4:35 PM	8	73	2	4	4	1	97	3	2	4	2	8	1	0	8	10	5	0	0	0	232	
4:40 PM	0	62	1	2	1	1	79	3	1	2	4	9	2	0	4	3	2	1	0	1	178	
4:45 PM	6	77	2	6	0	2	66	1	0	0	3	4	1	0	1	4	7	5	0	2	187	
4:50 PM	8	63	1	2	3	2	83	3	1	1	4	5	1	0	5	8	5	1	0	2	198	
4:55 PM	2	73	3	2	0	4	73	2	1	2	4	5	4	0	8	7	7	2	0	1	200	2503
5:00 PM	8	78	7	8	1	4	94	1	2	1	6	8	6	0	3	5	4	2	1	2	241	2532
5:05 PM	3	91	5	3	1	2	98	4	1	4	1	4	6	0	8	8	6	0	0	2	247	2550
5:10 PM	9	84	7	6	0	3	97	4	0	0	3	10	6	0	3	5	3	2	0	1	243	2573
5:15 PM	7	80	1	1	0	4	76	1	1	2	5	5	3	0	2	11	2	1	1	0	203	2534
5:20 PM	8	77	3	10	2	3	86	4	0	2	3	10	1	0	7	6	7	3	0	1	233	2579
5:25 PM	4	62	3	5	0	3	90	2	0	1	6	11	4	0	8	9	12	3	0	2	225	2576
5:30 PM	9	67	3	4	2	1	93	1	1	5	5	13	4	0	6	7	4	1	0	2	228	2615
5:35 PM	3	69	3	8	3	6	75	5	1	0	4	12	4	0	5	6	5	1	0	1	211	2594
5:40 PM	4	69	1	8	1	4	71	4	0	2	3	5	10	0	5	8	7	1	0	2	205	2621
5:45 PM	6	75	3	8	2	1	69	3	3	1	5	7	2	0	4	14	7	0	0	1	211	2645
5:50 PM	9	71	3	6	2	2	58	3	0	1	0	9	4	0	3	9	5	1	0	5	191	2638
5:55 PM	2	59	2	6	3	2	86	0	2	1	2	9	2	0	4	10	2	2	0	1	195	2633

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	80	1012	84	68	8	36	1156	56	12	20	40	88	128	0	56	72	52	36	4	20	3028
Heavy Trucks	0	12	0			0	8	0			0	0	0			8	0	0			28
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	4	4			0	4	0			0	0	4			0	0	0			16
Scooters																					

Comments:

Report generated on 3/3/2026 3:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



Appendix E
Vistro Analysis Reports

Vistro File: H:\...\CA6107_DutchBros_Glendora.vistro
Report File: H:\...\Appendix E - Vistro reports.pdf

Scenario 1 Existing AM
6/23/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	S Grand Ave / N Driveway	Two-way stop	HCM 7th Edition	WB Right	0.016	13.1	B
2	S Grand Ave / Central Driveway	Two-way stop	HCM 7th Edition	WB Right	0.007	13.0	B
3	S Grand Ave / South Driveway	Two-way stop	HCM 7th Edition	WB Right	0.002	12.9	B
4	S Grand Ave / W Mauna Loa Ave	Signalized	HCM 7th Edition	NB Left	0.470	22.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: S Grand Ave / N Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name	S Grand Ave			S Grand Ave			North Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			North Driveway					
Base Volume Input [veh/h]	0	875	1	0	668	30	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	0.00	2.00	4.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	875	1	0	668	30	0	0	0	0	0	5
Peak Hour Factor	1.0000	0.7500	0.7500	1.0000	0.7500	0.7500	1.0000	1.0000	0.7500	1.0000	1.0000	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	292	0	0	223	10	0	0	0	0	0	2
Total Analysis Volume [veh/h]	0	1167	1	0	891	40	0	0	0	0	0	7
Pedestrian Volume [ped/h]	0			0			5			10		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.64	0.00	0.00	13.15
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.19
d_A, Approach Delay [s/veh]	0.00			0.00			11.64			13.15		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.04											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: S Grand Ave / Central Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	S Grand Ave			S Grand Ave			Central Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			Central Driveway					
Base Volume Input [veh/h]	0	871	1	0	667	1	0	0	1	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	0.00	2.00	4.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	871	1	0	667	1	0	0	1	0	0	2
Peak Hour Factor	1.0000	0.7500	0.7500	1.0000	0.7500	0.7500	1.0000	1.0000	0.7500	1.0000	1.0000	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	290	0	0	222	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	1161	1	0	889	1	0	0	1	0	0	3
Pedestrian Volume [ped/h]	0			0			3			8		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.42	0.00	0.00	13.00
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.50
d_A, Approach Delay [s/veh]	0.00			0.00			11.42			13.00		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.02											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: S Grand Ave / South Driveway

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	S Grand Ave			S Grand Ave			South Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			South Driveway					
Base Volume Input [veh/h]	0	871	1	0	664	0	0	0	0	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	100.00	2.00	4.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	871	1	0	664	0	0	0	0	0	0	1
Peak Hour Factor	1.0000	0.7600	0.7600	1.0000	0.7600	0.7600	1.0000	1.0000	0.7600	1.0000	1.0000	0.7600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	287	0	0	218	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	1146	1	0	874	0	0	0	0	0	0	1
Pedestrian Volume [ped/h]	0			0			2			8		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.31	0.00	0.00	12.87
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16
d_A, Approach Delay [s/veh]	0.00			0.00			11.31			12.87		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.01											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: S Grand Ave / W Mauna Loa Ave

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	75.00	100.0	100.0	100.0	120.0	100.0	100.0	100.0	65.00	100.00	65.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00				40.00				25.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Curb Present	No				No				No			No		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Base Volume Input [veh/h]	37	128	752	22	4	22	603	17	25	47	59	137	85	55
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	3.00	0.00	2.00	0.00	3.00	0.00	4.00	2.00	0.00	1.00	1.00	0.00
Proportion of CAVs [%]	0.00													
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	128	752	22	4	22	603	17	25	47	59	137	85	55
Peak Hour Factor	1.000	0.760	0.760	0.760	1.000	0.760	0.760	0.760	0.7600	0.7600	0.7600	0.7600	0.7600	0.7600
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	42	247	7	1	7	198	6	8	15	19	45	28	18
Total Analysis Volume [veh/h]	37	168	989	29	4	29	793	22	33	62	78	180	112	72
Presence of On-Street Parking	No			No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0				0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0				0			0		
v_co, Outbound Pedestrian Volume crossing	0				0				0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	1				0				0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 2
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	33.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	No				No				No			No		
Signal Group	0	1	6	0	0	5	2	0	5	4	0	1	8	0
Auxiliary Signal Groups														
Maximum Green [s]	0.0	20.0	50.0	0.0	0.0	20.0	50.0	0.0	20.0	40.0	0.0	20.0	40.0	0.0
Amber [s]	0.0	3.0	4.5	0.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Pedestrian Clearance [s]	0.0	0.0	13.0	0.0	0.0	0.0	14.0	0.0	0.0	24.0	0.0	0.0	23.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	50.0	50.0	0.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 2

Split [s]	0.0	16.0	62.0	0.0	0.0	18.0	64.0	0.0	18.0	40.0	0.0	16.0	40.0	0.0
Lead / Lag	-	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0.0	9.0	10.0	0.0	0.0	8.0	10.0	0.0	8.0	9.0	0.0	9.0	9.0	0.0
Vehicle Extension [s]	0.0	1.5	4.0	0.0	0.0	1.5	4.0	0.0	1.5	3.0	0.0	1.5	3.0	0.0
Minimum Recall		No	Yes			No	Yes			No			No	
Maximum Recall		No	No			No	No			No			No	
Pedestrian Recall		No	No			No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	16.0	84.3	84.3	9.4	77.7	77.7	26.3	26.3	26.3	26.3	26.3
g / C, Green / Cycle	0.13	0.70	0.70	0.08	0.65	0.65	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.12	0.28	0.28	0.02	0.22	0.01	0.03	0.03	0.05	0.13	0.10
s, saturation flow rate [veh/h]	1781	1855	1834	1806	3532	1615	1180	1870	1615	1259	1752
c, Capacity [veh/h]	237	1304	1289	142	2288	1046	210	409	353	302	384
d1, Uniform Delay [s]	50.94	7.32	7.32	51.91	9.59	7.54	47.01	37.86	38.47	45.70	40.90
k, delay calibration	0.49	0.50	0.50	0.04	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	31.15	0.89	0.90	0.31	0.42	0.04	0.34	0.17	0.31	1.89	0.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.39	0.39	0.23	0.35	0.02	0.16	0.15	0.22	0.60	0.48
d, Delay for Lane Group [s/veh]	82.10	8.21	8.22	52.22	10.01	7.58	47.36	38.03	38.78	47.58	41.83
Lane Group LOS	F	A	A	D	B	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	7.97	4.97	4.92	0.93	4.43	0.20	0.92	1.52	1.95	5.21	4.86
50th-Percentile Queue Length [ft/ln]	199.34	124.14	122.94	23.32	110.67	4.95	22.94	37.96	48.67	130.22	121.48
95th-Percentile Queue Length [veh/ln]	12.60	8.62	8.55	1.68	7.88	0.36	1.65	2.73	3.50	8.95	8.47
95th-Percentile Queue Length [ft/ln]	315.11	215.50	213.86	41.97	196.94	8.91	41.29	68.33	87.60	223.79	211.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	82.10	82.10	8.22	8.22	52.22	52.22	10.01	7.58	47.36	38.03	38.78	47.58	41.83	41.83
Movement LOS	F	F	A	A	D	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	20.60				11.59				40.15			44.68		
Approach LOS	C				B				D			D		
d_I, Intersection Delay [s/veh]	22.33													
Intersection LOS	C													
Intersection V/C	0.470													

Emissions

Vehicle Miles Traveled [mph]	14.36	35.85	35.47	1.49	35.79	0.99	1.48	2.78	3.50	12.82	13.10
Stops [stops/h]	239.20	148.96	147.53	27.98	265.61	5.94	27.52	45.55	58.40	156.26	145.77
Fuel consumption [US gal/h]	6.29	3.60	3.57	0.68	5.51	0.13	0.49	0.78	1.00	3.13	2.91
CO [g/h]	439.58	251.82	249.35	47.45	384.92	8.94	34.27	54.51	69.69	219.05	203.49
NOx [g/h]	85.53	49.00	48.51	9.23	74.89	1.74	6.67	10.60	13.56	42.62	39.59
VOC [g/h]	101.88	58.36	57.79	11.00	89.21	2.07	7.94	12.63	16.15	50.77	47.16

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	14.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	46.82	46.82	46.82
l_p,int, Pedestrian LOS Score for Intersectio	3.159	2.932	2.239	2.109
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	942	975	575	575
d_b, Bicycle Delay [s]	16.81	15.76	30.46	30.49
l_b,int, Bicycle LOS Score for Intersection	2.430	2.235	1.845	2.160
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: H:\...\CA6107_DutchBros_Glendora.vistro
Report File: H:\...\Appendix E - Vistro reports 2.pdf

Scenario 2 Existing PM
6/23/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	S Grand Ave / N Driveway	Two-way stop	HCM 7th Edition	EB Right	0.043	13.0	B
2	S Grand Ave / Central Driveway	Two-way stop	HCM 7th Edition	EB Right	0.023	12.9	B
3	S Grand Ave / South Driveway	Two-way stop	HCM 7th Edition	EB Right	0.017	12.9	B
4	S Grand Ave / W Mauna Loa Ave	Signalized	HCM 7th Edition	NB Left	0.461	16.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: S Grand Ave / N Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	S Grand Ave			S Grand Ave			North Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			North Driveway					
Base Volume Input [veh/h]	0	980	0	0	1048	9	0	0	19	0	0	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	980	0	0	1048	9	0	0	19	0	0	8
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	0	0	276	2	0	0	5	0	0	2
Total Analysis Volume [veh/h]	0	1032	0	0	1103	9	0	0	20	0	0	8
Pedestrian Volume [ped/h]	0			0			10			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.04	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.03	0.00	0.00	12.25
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.34	0.00	0.00	1.21
d_A, Approach Delay [s/veh]	0.00			0.00			13.03			12.25		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.17											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: S Grand Ave / Central Driveway

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	S Grand Ave			S Grand Ave			Central Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			Central Driveway					
Base Volume Input [veh/h]	0	976	6	0	1057	4	0	0	10	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	3.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	976	6	0	1057	4	0	0	10	0	0	4
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	257	2	0	278	1	0	0	3	0	0	1
Total Analysis Volume [veh/h]	0	1027	6	0	1113	4	0	0	11	0	0	4
Pedestrian Volume [ped/h]	0			0			8			10		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.87	0.00	0.00	12.31
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.80	0.00	0.00	0.61
d_A, Approach Delay [s/veh]	0.00			0.00			12.87			12.31		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.09											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: S Grand Ave / South Driveway

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	S Grand Ave			S Grand Ave			South Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			South Driveway					
Base Volume Input [veh/h]	0	981	2	0	1073	2	0	0	8	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	981	2	0	1073	2	0	0	8	0	0	4
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	258	1	0	282	1	0	0	2	0	0	1
Total Analysis Volume [veh/h]	0	1033	2	0	1129	2	0	0	8	0	0	4
Pedestrian Volume [ped/h]	0			0			7			6		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.88	0.00	0.00	12.25
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.31	0.00	0.00	0.60
d_A, Approach Delay [s/veh]	0.00			0.00			12.88			12.25		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.07											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: S Grand Ave / W Mauna Loa Ave

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	75.00	100.0	100.0	100.0	120.0	100.0	100.0	100.0	65.00	100.00	65.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00				40.00				25.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Curb Present	No				No				No			No		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Base Volume Input [veh/h]	48	109	905	68	8	47	942	46	29	71	77	87	67	55
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	1.00	3.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00													
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	109	905	68	8	47	942	46	29	71	77	87	67	55
Peak Hour Factor	1.000	0.910	0.910	0.910	1.000	0.910	0.910	0.910	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	30	249	19	2	13	259	13	8	20	21	24	18	15
Total Analysis Volume [veh/h]	48	120	995	75	8	52	1035	51	32	78	85	96	74	60
Presence of On-Street Parking	No			No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0				0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0				0			0		
v_co, Outbound Pedestrian Volume crossing	0				0				0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	1				2				0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 3
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	97.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	No				No				No			No		
Signal Group	0	1	6	0	0	5	2	0	5	4	0	1	8	0
Auxiliary Signal Groups														
Maximum Green [s]	0.0	20.0	50.0	0.0	0.0	20.0	50.0	0.0	20.0	40.0	0.0	20.0	40.0	0.0
Amber [s]	0.0	3.0	4.5	0.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Pedestrian Clearance [s]	0.0	0.0	13.0	0.0	0.0	0.0	14.0	0.0	0.0	24.0	0.0	0.0	23.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	50.0	50.0	0.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 3

Split [s]	0.0	16.0	62.0	0.0	0.0	18.0	64.0	0.0	18.0	40.0	0.0	16.0	40.0	0.0
Lead / Lag	-	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0.0	9.0	10.0	0.0	0.0	8.0	10.0	0.0	8.0	9.0	0.0	9.0	9.0	0.0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No	Yes			No	Yes			No			No	
Maximum Recall		No	No			No	No			No			No	
Pedestrian Recall		No	No			No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	14.8	90.2	90.2	10.9	86.3	86.3	18.9	18.9	18.9	18.9	18.9
g / C, Green / Cycle	0.12	0.75	0.75	0.09	0.72	0.72	0.16	0.16	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.09	0.29	0.29	0.03	0.29	0.03	0.03	0.04	0.05	0.07	0.08
s, saturation flow rate [veh/h]	1801	1885	1833	1806	3560	1581	1275	1855	1615	1242	1749
c, Capacity [veh/h]	222	1417	1378	165	2562	1138	171	291	254	209	275
d1, Uniform Delay [s]	50.86	5.19	5.20	51.26	6.65	4.87	51.28	44.50	44.99	50.34	46.16
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.97	0.78	0.81	0.50	0.48	0.07	0.19	0.18	0.29	0.58	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.38	0.38	0.36	0.40	0.04	0.19	0.27	0.33	0.46	0.49
d, Delay for Lane Group [s/veh]	52.83	5.98	6.01	51.76	7.13	4.95	51.47	44.68	45.28	50.92	46.66
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.92	4.07	3.97	1.70	4.55	0.34	0.92	2.09	2.30	2.79	3.70
50th-Percentile Queue Length [ft/ln]	122.94	101.67	99.35	42.39	113.86	8.50	23.02	52.15	57.56	69.63	92.42
95th-Percentile Queue Length [veh/ln]	8.55	7.32	7.15	3.05	8.05	0.61	1.66	3.75	4.14	5.01	6.65
95th-Percentile Queue Length [ft/ln]	213.86	183.00	178.82	76.31	201.36	15.30	41.43	93.86	103.61	125.33	166.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.83	52.83	5.99	6.01	51.76	51.76	7.13	4.95	51.47	44.68	45.28	50.92	46.66	46.66
Movement LOS	D	D	A	A	D	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	12.35				9.37				46.06			48.44		
Approach LOS	B				A				D			D		
d_I, Intersection Delay [s/veh]	16.43													
Intersection LOS	B													
Intersection V/C	0.461													

Emissions

Vehicle Miles Traveled [mph]	11.77	37.97	36.99	2.71	46.72	2.30	1.44	3.50	3.82	6.84	9.54
Stops [stops/h]	147.53	122.00	119.22	50.87	273.28	10.20	27.62	62.58	69.07	83.55	110.90
Fuel consumption [US gal/h]	3.68	3.22	3.14	1.23	5.86	0.23	0.51	1.11	1.22	1.74	2.28
CO [g/h]	257.01	224.94	219.61	85.88	409.59	16.36	35.35	77.35	85.26	121.47	159.22
NOx [g/h]	50.00	43.76	42.73	16.71	79.69	3.18	6.88	15.05	16.59	23.63	30.98
VOC [g/h]	59.56	52.13	50.90	19.90	94.93	3.79	8.19	17.93	19.76	28.15	36.90

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	14.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	46.82	46.82	46.82
l_p,int, Pedestrian LOS Score for Intersectio	3.086	2.994	2.232	2.093
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	942	975	575	575
d_b, Bicycle Delay [s]	16.81	15.78	30.46	30.47
l_b,int, Bicycle LOS Score for Intersection	2.482	2.462	1.881	1.939
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.07	52.07	6.14	6.16	52.01	52.01	7.95	5.51	52.00	44.61	45.19	50.91	46.59	46.59
Movement LOS	D	D	A	A	D	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	13.35				10.74				46.37			48.38		
Approach LOS	B				B				D			D		
d_I, Intersection Delay [s/veh]	17.55													
Intersection LOS	B													
Intersection V/C	0.478													

Emissions

Vehicle Miles Traveled [mph]	13.66	37.16	36.26	3.48	46.99	2.30	1.93	3.59	3.86	6.84	9.68
Stops [stops/h]	170.88	122.14	119.53	65.71	299.04	11.04	37.47	64.16	69.83	83.55	112.51
Fuel consumption [US gal/h]	4.23	3.19	3.12	1.58	6.30	0.25	0.69	1.13	1.23	1.74	2.31
CO [g/h]	295.95	223.17	218.21	110.78	440.68	17.35	47.92	79.26	86.14	121.46	161.44
NOx [g/h]	57.58	43.42	42.46	21.55	85.74	3.38	9.32	15.42	16.76	23.63	31.41
VOC [g/h]	68.59	51.72	50.57	25.67	102.13	4.02	11.11	18.37	19.96	28.15	37.42

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	14.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	46.82	46.82	46.82
l_p,int, Pedestrian LOS Score for Intersectio	3.089	3.013	2.241	2.094
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	942	975	575	575
d_b, Bicycle Delay [s]	16.81	15.78	30.46	30.47
l_b,int, Bicycle LOS Score for Intersection	2.464	2.477	1.904	1.942
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: H:\...\CA6107_DutchBros_Glendora.vistro
Report File: H:\...\Appendix E - Vistro reports revised1.pdf

Scenario 5 E + P + C AM with growth
8/13/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	S Grand Ave / N Driveway	Two-way stop	HCM 7th Edition	WB Right	0.017	13.7	B
2	S Grand Ave / Central Driveway	Two-way stop	HCM 7th Edition	WB Right	0.007	13.5	B
3	S Grand Ave / South Driveway	Two-way stop	HCM 7th Edition	WB Right	0.002	13.4	B
4	S Grand Ave / W Mauna Loa Ave	Signalized	HCM 7th Edition	NB Left	0.529	29.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: S Grand Ave / N Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	S Grand Ave			S Grand Ave			North Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			North Driveway					
Base Volume Input [veh/h]	0	941	1	0	689	64	0	0	0	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	0.00	2.00	4.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	941	1	0	689	64	0	0	0	0	0	5
Peak Hour Factor	1.0000	0.7500	0.7500	1.0000	0.7500	0.7500	1.0000	1.0000	0.7500	1.0000	1.0000	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	314	0	0	230	21	0	0	0	0	0	2
Total Analysis Volume [veh/h]	0	1255	1	0	919	85	0	0	0	0	0	7
Pedestrian Volume [ped/h]	0			0			5			10		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.01	0.00	0.00	13.71
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.27
d_A, Approach Delay [s/veh]	0.00			0.00			12.01			13.71		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.04											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: S Grand Ave / Central Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	S Grand Ave			S Grand Ave			Central Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			Central Driveway					
Base Volume Input [veh/h]	0	936	1	0	688	0	0	0	0	0	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	0.00	2.00	4.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	936	1	0	688	0	0	0	0	0	0	2
Peak Hour Factor	1.0000	0.7500	0.7500	1.0000	0.7500	0.7500	1.0000	1.0000	0.7500	1.0000	1.0000	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	312	0	0	229	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	1248	1	0	917	0	0	0	0	0	0	3
Pedestrian Volume [ped/h]	0			0			3			8		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.54	0.00	0.00	13.54
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53
d_A, Approach Delay [s/veh]	0.00			0.00			11.54			13.54		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.02											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: S Grand Ave / South Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	S Grand Ave			S Grand Ave			South Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			South Driveway					
Base Volume Input [veh/h]	0	936	1	0	685	0	0	0	51	0	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	6.00	100.00	2.00	4.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	936	1	0	685	0	0	0	51	0	0	1
Peak Hour Factor	1.0000	0.7600	0.7600	1.0000	0.7600	0.7600	1.0000	1.0000	0.7600	1.0000	1.0000	0.7600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	308	0	0	225	0	0	0	17	0	0	0
Total Analysis Volume [veh/h]	0	1232	1	0	901	0	0	0	67	0	0	1
Pedestrian Volume [ped/h]	0			0			2			8		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.12	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.32	0.00	0.00	13.40
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.15	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00			0.00			12.32			13.40		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.38											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: S Grand Ave / W Mauna Loa Ave

Control Type:	Signalized	Delay (sec / veh):	29.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	75.00	100.0	100.0	100.0	120.0	100.0	100.0	100.0	65.00	100.00	65.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00				40.00				25.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Curb Present	No				No				No			No		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Base Volume Input [veh/h]	37	168	784	17	18	29	650	18	39	52	64	146	93	59
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	3.00	0.00	2.00	0.00	3.00	0.00	4.00	2.00	0.00	1.00	1.00	0.00
Proportion of CAVs [%]	0.00													
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	168	784	17	18	29	650	18	39	52	64	146	93	59
Peak Hour Factor	1.000	0.760	0.760	0.760	1.000	0.760	0.760	0.760	0.7600	0.7600	0.7600	0.7600	0.7600	0.7600
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	55	258	6	5	10	214	6	13	17	21	48	31	19
Total Analysis Volume [veh/h]	37	221	1032	22	18	38	855	24	51	68	84	192	122	78
Presence of On-Street Parking	No			No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0				0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0				0			0		
v_co, Outbound Pedestrian Volume crossing	0				0				0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	1				0				0			2		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 2
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	33.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	No				No				No			No		
Signal Group	0	1	6	0	0	5	2	0	5	4	0	1	8	0
Auxiliary Signal Groups														
Maximum Green [s]	0.0	20.0	50.0	0.0	0.0	20.0	50.0	0.0	20.0	40.0	0.0	20.0	40.0	0.0
Amber [s]	0.0	3.0	4.5	0.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Pedestrian Clearance [s]	0.0	0.0	13.0	0.0	0.0	0.0	14.0	0.0	0.0	24.0	0.0	0.0	23.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	50.0	50.0	0.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 2

Split [s]	0.0	16.0	62.0	0.0	0.0	18.0	64.0	0.0	18.0	40.0	0.0	16.0	40.0	0.0
Lead / Lag	-	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0.0	9.0	10.0	0.0	0.0	8.0	10.0	0.0	8.0	9.0	0.0	9.0	9.0	0.0
Vehicle Extension [s]	0.0	1.5	4.0	0.0	0.0	1.5	4.0	0.0	1.5	3.0	0.0	1.5	3.0	0.0
Minimum Recall		No	Yes			No	Yes			No			No	
Maximum Recall		No	No			No	No			No			No	
Pedestrian Recall		No	No			No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	16.0	81.3	81.3	10.8	76.2	76.2	27.9	27.9	27.9	27.9	27.9
g / C, Green / Cycle	0.13	0.68	0.68	0.09	0.63	0.63	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.14	0.29	0.29	0.03	0.24	0.01	0.06	0.04	0.05	0.14	0.11
s, saturation flow rate [veh/h]	1781	1855	1839	1800	3532	1615	1163	1870	1615	1245	1753
c, Capacity [veh/h]	237	1257	1247	162	2241	1025	215	434	375	313	407
d1, Uniform Delay [s]	52.00	8.72	8.72	51.26	10.57	8.13	47.15	36.72	37.32	45.05	39.94
k, delay calibration	0.50	0.50	0.50	0.04	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	83.43	1.04	1.05	0.47	0.49	0.04	0.56	0.17	0.30	2.05	0.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.09	0.42	0.42	0.34	0.38	0.02	0.24	0.16	0.22	0.61	0.49
d, Delay for Lane Group [s/veh]	135.43	9.75	9.77	51.73	11.06	8.17	47.71	36.88	37.62	47.10	40.86
Lane Group LOS	F	A	A	D	B	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	12.50	5.84	5.80	1.58	5.14	0.23	1.43	1.64	2.06	5.55	5.23
50th-Percentile Queue Length [ft/ln]	312.56	146.01	145.07	39.53	128.54	5.69	35.82	40.97	51.59	138.84	130.79
95th-Percentile Queue Length [veh/ln]	18.99	9.80	9.75	2.85	8.86	0.41	2.58	2.95	3.71	9.42	8.98
95th-Percentile Queue Length [ft/ln]	474.81	245.10	243.84	71.15	221.51	10.23	64.48	73.74	92.87	235.46	224.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	135.4	135.4	9.76	9.77	51.73	51.73	11.06	8.17	47.71	36.88	37.62	47.10	40.86	40.86
Movement LOS	F	F	A	A	D	D	B	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	34.47				13.43				39.91			43.92		
Approach LOS	C				B				D			D		
d_I, Intersection Delay [s/veh]	29.24													
Intersection LOS	C													
Intersection V/C	0.529													

Emissions

Vehicle Miles Traveled [mph]	18.07	37.06	36.78	2.53	38.59	1.08	2.29	3.05	3.77	13.67	14.24
Stops [stops/h]	375.07	175.21	174.09	47.43	308.50	6.82	42.99	49.16	61.91	166.61	156.95
Fuel consumption [US gal/h]	11.44	4.10	4.07	1.15	6.34	0.15	0.76	0.84	1.05	3.32	3.12
CO [g/h]	799.75	286.48	284.59	80.10	443.04	10.19	53.33	58.45	73.41	232.31	217.82
NOx [g/h]	155.60	55.74	55.37	15.58	86.20	1.98	10.38	11.37	14.28	45.20	42.38
VOC [g/h]	185.35	66.39	65.96	18.56	102.68	2.36	12.36	13.55	17.01	53.84	50.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	14.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	46.82	46.82	46.82
l_p,int, Pedestrian LOS Score for Intersectio	3.220	2.991	2.258	2.121
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	942	975	575	575
d_b, Bicycle Delay [s]	16.81	15.76	30.46	30.49
l_b,int, Bicycle LOS Score for Intersection	2.460	2.300	1.895	2.206
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: H:\...\CA6107_DutchBros_Glendora.vistro
Report File: H:\...\Appendix E - Vistro reports revised2.pdf

Scenario 6 E + P + C PM with growth
8/13/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	S Grand Ave / N Driveway	Two-way stop	HCM 7th Edition	EB Right	0.059	13.7	B
2	S Grand Ave / Central Driveway	Two-way stop	HCM 7th Edition	WB Right	0.009	12.7	B
3	S Grand Ave / South Driveway	Two-way stop	HCM 7th Edition	EB Right	0.128	14.3	B
4	S Grand Ave / W Mauna Loa Ave	Signalized	HCM 7th Edition	SB Left	0.507	17.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: S Grand Ave / N Driveway

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	S Grand Ave			S Grand Ave			North Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			North Driveway					
Base Volume Input [veh/h]	0	1052	0	0	1098	38	0	0	25	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1052	0	0	1098	38	0	0	25	0	0	9
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	277	0	0	289	10	0	0	7	0	0	2
Total Analysis Volume [veh/h]	0	1107	0	0	1156	40	0	0	26	0	0	9
Pedestrian Volume [ped/h]	0			0			10			4		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.06	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.71	0.00	0.00	12.70
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.06
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.70	0.00	0.00	1.44
d_A, Approach Delay [s/veh]	0.00			0.00			13.71			12.70		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.20											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: S Grand Ave / Central Driveway

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	S Grand Ave			S Grand Ave			Central Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			Central Driveway					
Base Volume Input [veh/h]	0	1047	6	0	1108	0	0	0	0	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	2.00	3.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1047	6	0	1108	0	0	0	0	0	0	4
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	276	2	0	292	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	1102	6	0	1166	0	0	0	0	0	0	4
Pedestrian Volume [ped/h]	0			0			8			10		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.97	0.00	0.00	12.73
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64
d_A, Approach Delay [s/veh]	0.00			0.00			12.97			12.73		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.02											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: S Grand Ave / South Driveway

Control Type:	Two-way stop	Delay (sec / veh):	14.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	S Grand Ave			S Grand Ave			South Driveway					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			20.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	S Grand Ave			S Grand Ave			South Driveway					
Base Volume Input [veh/h]	0	1053	2	0	1125	4	0	0	54	0	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1053	2	0	1125	4	0	0	54	0	0	4
Peak Hour Factor	1.0000	0.9500	0.9500	1.0000	0.9500	0.9500	1.0000	1.0000	0.9500	1.0000	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	277	1	0	296	1	0	0	14	0	0	1
Total Analysis Volume [veh/h]	0	1108	2	0	1184	4	0	0	57	0	0	4
Pedestrian Volume [ped/h]	0			0			7			6		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.13	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.26	0.00	0.00	12.67
Movement LOS		A	A		A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.91	0.00	0.00	0.64
d_A, Approach Delay [s/veh]	0.00			0.00			14.26			12.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.37											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 4: S Grand Ave / W Mauna Loa Ave

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	75.00	100.0	100.0	100.0	120.0	100.0	100.0	100.0	65.00	100.00	65.00	115.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00				40.00				25.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Curb Present	No				No				No			No		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	S Grand Ave				S Grand Ave				W Mauna Loa Ave			W Mauna Loa Ave		
Base Volume Input [veh/h]	48	141	951	67	20	55	1009	49	41	78	83	93	73	59
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	1.00	3.00	2.00	0.00	2.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00													
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	141	951	67	20	55	1009	49	41	78	83	93	73	59
Peak Hour Factor	1.000	0.910	0.910	0.910	1.000	0.910	0.910	0.910	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	39	261	18	5	15	277	13	11	21	23	26	20	16
Total Analysis Volume [veh/h]	48	155	1045	74	20	60	1109	54	45	86	91	102	80	65
Presence of On-Street Parking	No			No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0				0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0				0			0		
v_co, Outbound Pedestrian Volume crossing	0				0				0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	1				2				0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 3
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	97.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing (Basic)

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Flashing Yellow Arrow	No				No				No			No		
Signal Group	0	1	6	0	0	5	2	0	5	4	0	1	8	0
Auxiliary Signal Groups														
Maximum Green [s]	0.0	20.0	50.0	0.0	0.0	20.0	50.0	0.0	20.0	40.0	0.0	20.0	40.0	0.0
Amber [s]	0.0	3.0	4.5	0.0	0.0	3.0	4.5	0.0	3.0	4.5	0.0	3.0	4.5	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Pedestrian Clearance [s]	0.0	0.0	13.0	0.0	0.0	0.0	14.0	0.0	0.0	24.0	0.0	0.0	23.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk			No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	50.0	50.0	0.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 3

Split [s]	0.0	16.0	62.0	0.0	0.0	18.0	64.0	0.0	18.0	40.0	0.0	16.0	40.0	0.0
Lead / Lag	-	Lead	-	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0.0	9.0	10.0	0.0	0.0	8.0	10.0	0.0	8.0	9.0	0.0	9.0	9.0	0.0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No	Yes			No	Yes			No			No	
Maximum Recall		No	No			No	No			No			No	
Pedestrian Recall		No	No			No	No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	17.1	88.5	88.5	11.5	83.0	83.0	20.0	20.0	20.0	20.0	20.0
g / C, Green / Cycle	0.14	0.74	0.74	0.10	0.69	0.69	0.17	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.11	0.30	0.30	0.04	0.31	0.03	0.04	0.05	0.06	0.08	0.08
s, saturation flow rate [veh/h]	1803	1885	1836	1802	3560	1581	1263	1855	1615	1227	1749
c, Capacity [veh/h]	256	1391	1354	173	2462	1093	175	309	269	214	291
d1, Uniform Delay [s]	49.75	5.90	5.90	51.33	8.30	5.91	51.40	43.72	44.18	50.00	45.46
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.09	0.89	0.91	0.72	0.60	0.09	0.28	0.18	0.27	0.61	0.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.41	0.41	0.46	0.45	0.05	0.26	0.28	0.34	0.48	0.50
d, Delay for Lane Group [s/veh]	51.85	6.78	6.82	52.05	8.90	6.00	51.68	43.90	44.45	50.61	45.95
Lane Group LOS	D	A	A	D	A	A	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.93	4.71	4.62	2.28	5.80	0.41	1.30	2.28	2.44	2.96	3.98
50th-Percentile Queue Length [ft/ln]	148.17	117.80	115.50	56.96	145.02	10.35	32.59	57.04	61.09	73.92	99.42
95th-Percentile Queue Length [veh/ln]	9.92	8.27	8.15	4.10	9.75	0.75	2.35	4.11	4.40	5.32	7.16
95th-Percentile Queue Length [ft/ln]	247.98	206.80	203.63	102.52	243.76	18.64	58.66	102.67	109.96	133.05	178.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	51.85	51.85	6.80	6.82	52.05	52.05	8.90	6.00	51.68	43.90	44.45	50.61	45.95	45.95
Movement LOS	D	D	A	A	D	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	13.72				11.55				45.70			47.87		
Approach LOS	B				B				D			D		
d_I, Intersection Delay [s/veh]	17.95													
Intersection LOS	B													
Intersection V/C	0.507													

Emissions

Vehicle Miles Traveled [mph]	14.22	39.65	38.74	3.61	50.06	2.44	2.02	3.86	4.09	7.26	10.33
Stops [stops/h]	177.80	141.36	138.60	68.35	348.04	12.43	39.10	68.44	73.31	88.70	119.30
Fuel consumption [US gal/h]	4.40	3.59	3.52	1.65	7.22	0.28	0.71	1.20	1.29	1.84	2.44
CO [g/h]	307.40	250.95	245.83	115.20	504.68	19.24	49.91	84.19	90.04	128.57	170.55
NOx [g/h]	59.81	48.83	47.83	22.41	98.19	3.74	9.71	16.38	17.52	25.02	33.18
VOC [g/h]	71.24	58.16	56.97	26.70	116.97	4.46	11.57	19.51	20.87	29.80	39.53

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	14.0	14.0	14.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	46.82	46.82	46.82
l_p,int, Pedestrian LOS Score for Intersectio	3.139	3.048	2.246	2.104
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	942	975	575	575
d_b, Bicycle Delay [s]	16.81	15.78	30.46	30.47
l_b,int, Bicycle LOS Score for Intersection	2.522	2.536	1.926	1.967
Bicycle LOS	B	B	A	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**September 1, 2026**
FROM:	**Community Development**	**DISTRICT(S):**	**5**

SUBJECT: **A Development Plan Review request to allow the development of a 2,399-square-foot single-family dwelling with an attached 423-square-foot garage and associated grading in excess of 150 cubic yards at 142 N. Edgemont Place (Project File No. DPR26-0001; AINs: 8659-023-013 and 8659-023-007; Applicant: Niko Ferrandino; Property Owner: Joseph Panasiti)**

RECOMMENDATION

That the Planning Commission:

Open and conduct the Public Hearing, accept evidence and testimony presented, and in the absence of substantial evidence related to project file number DPR26-0001:

1. Determine that the Project is categorically exempt from the California Environmental Quality Act Guidelines (CEQA) pursuant to CEQA Guidelines section 15303(a), Class 3 (New Construction or Conversion of Small Structures), and direct staff to file a Notice of Exemption; and

2. Adopt a Planning Commission Resolution entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA APPROVING A DEVELOPMENT PLAN REVIEW FOR THE HILLSIDE DEVELOPMENT OF A NEW SINGLE-FAMILY RESIDENTIAL UNIT ON PROPERTY LOCATED AT 142 N. EDGEMONT PLACE, GLENDORA, CALIFORNIA (AINs 8659-023-007 AND 8659-023-013) (PROJECT FILE NO. DPR26-0001)."

EXECUTIVE SUMMARY

The proposed project, submitted by Niko Ferrandino (Applicant), involves a Development Plan Review (DPR) for the construction of a new single-story 2,399 square-foot single-family dwelling with a 423 square-foot attached garage, and associated grading at 142 Edgemont Place (Project), in accordance with §21.04.030 of the Glendora Municipal Code (GMC), related to hillside development. The project is located within the *Rural Hillside Residential (RHR)* zone on two existing parcels of land (AINs: 8659-023-013 and 8659-023-007) that will be combined through a separately processed Lot Line Adjustment and Certificate of Compliance to create the parcel associated with 142 N. Edgemont Place. Approval of a DPR from the Planning Commission is required for the proposed hillside grading. The project qualifies for a Class 3 categorical exemption pursuant to CEQA Guidelines section 15303(a). If the Planning Commission approves the Project and determines that the exemption applies, City staff will file a Notice of Exemption (NOE).

PROJECT SUMMARY

- **Applications:** Development Plan Review
- **Date of Application:** April 2, 2026
- **Property Owner/Applicant:** Niko Ferrandino (Applicant) / Joseph Panasiti (Property Owner)
- **Property Address:** 142 Edgemont Place
- **Assessor Parcel / Identification Number(s) (AINs):** 8659-023-013 and 8659-023-007

Description of Property:
The project site, 142 Edgemont Place, consists of approximately 1.11 acres of vacant land within the *Rural Hillside Residential* zone of Glendora, located in the eastern foothills of the City at the end of an existing public road. The site consists of two vacant parcels that will be combined through a separately processed Lot Line Adjustment and Certificate of Compliance to establish a single legal lot associated with 142 Edgemont Place. Vehicular access to the project will be provided through an access easement over the adjacent developed property at 140 Edgemont Place, utilizing the existing entrance from Edgemont Place.

General Plan Designation:

The project site has a General Plan (*Community Plan 2025*) land use designation of *Hillside Very Low Density,* which is intended for: *"… hillside areas that provide a transition between the steeper hillside areas and the relatively flat areas at the base of the hillsides. This designation allows for the development of single-family residential development on lots of at least one acre in size. The preservation of natural hillside features is strongly encouraged within this land use designation."* The following General Plan goals and policies are relevant to the proposed hillside development:

Community Plan 2025, Chapter 7: Open Space and Recreational Element

- **Goal OSR-3:**
  Preserved and enhanced integrity of Glendora's hillsides.
- **Policy OSR-3.3:**
  Ensure development within the hillsides is consistent with preserving hillside integrity.

Community Plan 2025, Chapter 6: Safety Element

- **Policy SAF-2.1:**
  Require all proposed developments to prove that the development can adequately be served by fire flows.
- **Policy SAF-2.2:**
  Maintain low density/intensity land use designations in the hillside areas.
- **Policy SAF-2.3:**
  Require fire-resistant building materials for structures in the hillside areas.
- **Policy SAF-2.4:**
  Require proposed developments to comply with access requirements of the Los Angeles County Fire Department and Glendora Police Department.

Zoning:
The subject property is zoned as *Rural Hillside Residential (RHR)*. The Glendora Municipal Code (GMC) states that the *RHR* zone "*is to protect and promote the unique single-family nature of the city by limiting the uses in such zones to residential and residentially compatible uses and by requiring standards for the use, maintenance and development of single-family residential zoned properties."* With specific consideration to, *"…regulate the use of land in hillside areas so that natural characteristics such as landforms, vegetation, wildlife, scenic qualities and open space can substantially be maintained...".*

Surrounding Uses:

Project Surroundings			
	Existing Uses	**General Plan**	**Zoning**
North	Single-family Residential	Hillside Very Low Density	*RHR*
South	Single-family Residential	Hillside Very Low Density	*RHR*

East	Undeveloped	Hillside Very Low Density	*RHR*
West	Single-family Residential	Hillside Very Low Density	*RHR*

PROJECT ANALYSIS:

Project Description:

In conjunction with the subject DPR, the applicant is also separately processing a Certificate of Compliance and Lot Line Adjustment with the City to address the legal status and configuration of the two subject parcels, establishing a single legal lot for the project at 142 Edgemont Place.

The proposed hillside development consists of a new Spanish/Mediterranean-style single-family residence with Mission-style clay tile roofing, multiple roof forms, and arched windows and entry elements. The one-story residence will include 3 bedrooms, 3 bathrooms, a combined great room/dining room, kitchen, office, laundry room, attached garage and an exterior deck.

Pursuant to the GMC, *"No grading or building permit shall be issued, nor tentative tract map or parcel map approved on any parcel where more than one hundred fifty cubic yards of grading is involved, until a development plan is approved in accordance with §21.02.040."* Because the project involves grading of more than 150 cubic yards, a DPR is required. Proposed grading would consist of approximately 300 cubic yards of cut and 399 cubic yards of fill.

Zone Development Standards:

The table below illustrates the proposed lot information for the resulting parcel, following completion of the Lot Line Adjustment and Certificate of Compliance.

Lot Information

Lot Area	48,508 square feet
Average Slope	24.67%
Lot Width	Approximately 182 feet
Lot Depth	Approximately 259 feet

Development Standards for the Rural Hillside Residential Zone			
Standard	***Requirement for Lot***	***Proposed Project***	***Analysis***
Lot Width (minimum)	150 feet	Approximately 182 feet	Conforming
Lot Depth (minimum)	200 feet	Approximately 259 feet	Conforming
Lot Area (minimum)	43,560 square feet	48,508 square feet	Conforming
Lot Coverage (max 25%) (based on over 30% average slope)	12,127 square feet maximum	2,822 square feet (0.05%)	Conforming
Front Setback (minimum)	40 feet or 10% of lot depth, whichever is greater, as measured from the street	25 feet	Conforming* (0.9 feet setback reduction approved by Community Development Director)

Rear Yard Setback (minimum)	50 feet or 20% of lot depth, whichever is greater	76 feet	Conforming
Side Yard Setback (minimum)*	30 feet side yards shall total at least 30% of the lot width	5 feet	Conforming* (25 feet setback reduction approved by Community Development Director)
Building Height (maximum)	25 feet	18 feet, 2 inches	Conforming
Parking (minimum)	2 car garage	2 car garage	Conforming

**The Director may increase or decrease the minimum setbacks to preserve the natural topography or other natural features. (GMC Title 21 Zoning Attachment 3 - Appendix 21.A - Table A)*

Grading and Topography:

Pursuant to the GMC, *"No grading or building permit shall be issued, nor tentative tract map or parcel map approved on any parcel where more than one hundred fifty cubic yards of grading is involved, until a development plan is approved in accordance with §21.02.040."* Because the project involves grading of more than 150 cubic yards, a DPR is required. Proposed grading would consist of approximately 300 cubic yards of cut and 399 cubic yards of fill. No retaining walls are being proposed.

The proposed grading avoids areas where natural slopes exceed 35% slope, consistent with GMC §21.04.030(D)(2). The calculated average slope of the site is 24.67%.

Open Space and Trees:
Two existing trees are proposed for removal; however, the project will be conditioned to provide landscaping subject to review and approval by staff, including the review of the required fuel modification plan by the Los Angeles County Fire Department and the applicable City departments prior to issuance of building permits.

Objective Design Guidelines:

The proposed project is located within the *Rural Hillside Residential (RHR)* Zone, which is exempt from the city's Objective Design Standards as stated in GMC § 21.15.020 – Applicability.

Circulation:
The subject property is accessed from Edgemont Place, a local residential street serving the surrounding hillside neighborhood. Vehicular access to the site will be provided by a driveway extending from Edgemont Place over the access easement across the adjacent property at 140 Edgemont Place to the proposed attached garage at 142 Edgemont Place. The project does not propose changes to the existing surrounding street network, access and circulation will be subject to final review and approval by the City and Los Angeles County Fire Department.

Infrastructure, Utilities, and Fire:
The project site will be served by the City of Glendora for domestic water service. The City's Water Division has determined that the existing water system is adequate to accommodate the residential and fire-water demand associated with the proposed development, subject to completion and acceptance of the required fire-flow testing and applicable conditions. The property is not connected to a public sewer system; therefore, wastewater disposal will be provided by a new on-site septic system consisting of a septic tank and seepage pits. Other utilities, including electricity, gas, and telecommunications, are available within the surrounding area. The project also includes on-site drainage and stormwater improvements in accordance with the proposed grading plan.

Community Outreach and Public Input:
As of the writing of this report, no public comments were received prior to the public hearing.

Public Hearing Notice:
Notice of Public Hearing was mailed to all property owners within 300 feet of the site on August 20, 2026. Notice of the Public Hearing was published in *San Gabriel Valley Examiner* on August 20, 2026.

ENVIRONMENTAL DETERMINATION
The Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15303(a), Class 3 (New Construction or Conversion of Small Structures), because the project consists of the construction of one single-family residence in a residential zone. As the proposed project includes construction of a single-family home on a lot located in a residential zone, a Notice of Exemption (NOE) - Categorical Exemption has been prepared for this project pursuant to California Environmental Quality Act (CEQA) Guidelines §15303 (New Construction - Class 3).

FISCAL IMPACT

There is no fiscal impact for this project, and the applicant has paid all fees associated with processing the requested land entitlements. If the Project proceeds to construction, applicable development impact and building permit fees will be collected in accordance with City requirements.

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

Attachments

A_Draft_Resolution.pdf

B_Project_Plans.pdf

C_CEQA_Notice_of_Exemption_NOE.pdf

D_Public_Hearing_Notice.pdf

E_City_Presentation_Slides.pdf

RESOLUTION PC 2026-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA APPROVING A DEVELOPMENT PLAN REVIEW FOR HILLSIDE GRADING TO BUILD A NEW SINGLE-FAMILY RESIDENTIAL UNIT ON PROPERTY LOCATED AT 142 N. EDGEMONT PLACE, GLENDORA, CALIFORNIA (AINs 8659-023-007 & 8659-023-013) (PROJECT FILE NO. DPR26-0001)

THE PLANNING COMMISSION
City of Glendora, California

WHEREAS, on April 2, 2026, Niko Ferrandino (Applicant), filed an application requesting approval for a Development Plan Review (DPR) for hillside grading greater than 150 cubic yards to construct a new one-story single-family residence located on a vacant hillside lot, with associated grading, located at 142 N. Edgemont Place, Glendora, California (Subject Property); and

WHEREAS, the Subject Property consists of AINs 8659-023-007 and 8659-023-013, which will be combined through the separately processed Lot Line Adjustment and Certificate of Compliance for development of the project at 142 N. Edgemont Place; and

WHEREAS, vehicular access to the Subject Property will be provided through an access easement over the adjacent developed property at 140 Edgemont Place, utilizing the existing driveway entrance from Edgemont Place; and

WHEREAS, the Subject Property has a Glendora General Plan (Community Plan 2025) land use designation of *Hillside Very Low Density* and a zoning district designation of *Rural Hillside Residential (RHR)* and currently remains a vacant lot; and

WHEREAS, Glendora Municipal Code (GMC) §21.04.030 outlines the criteria for the purpose of regulating the use of land in hillside areas so that natural characteristics such as land forms, vegetation, wildlife, scenic qualities and open space can substantially be maintained; and

WHEREAS, GMC §21.04.030 requires a DPR where development on a parcel involves more than one hundred fifty cubic yards of grading, and §21.02.040 establishes procedures for the review of development proposed through a DPR application; and

WHEREAS, a public hearing was held by the Planning Commission of the City of Glendora on September 1, 2026, following the proper notice as required by law, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division staff of the City of Glendora.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF GLENDORA DOES HEREBY RESOLVE AS FOLLOWS:

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

SECTION 2. The Planning Commission finds, in light of the whole record, that the Project is categorically exempt from the California Environment Quality Act (CEQA) pursuant to CEQA Guidelines section 15303(a), Class 3 (New Construction or Conversion of Small Structures), because the Project consists of the construction of one single-family residence in a residential zone.

SECTION 3. The Planning Commission hereby makes the following Findings of Facts, which are hereby incorporated in full:

FINDINGS OF FACT FOR DEVELOPMENT PLAN REVIEW

1. The use is authorized by the Development Plan Review (DPR) pursuant to this title.

FACT: According to GMC §21.02.040 and §21.04.030, hillside development involving more than 150 cubic yards of grading in the RHR zone requires approval of a DPR application. The proposed project consists of a new one-story single-family residence on a vacant lot and associated grading of more than 150 cubic yards.

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

FACT: The General Plan Land Use designation for the Subject Property is Hillside Very Low Density. This land use allows for the development of single-family homes, and the RHR zone is compatible with this designation. The project is consistent with all applicable RHR development standards, including the Director-approved setback adjustments permitted by Appendix 21.A,Table A.

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

FACT: The proposed project site is zoned Rural Hillside Residential (RHR) and will be approximately 1.11 acres in size following completion of the conditioned Lot Line Adjustment and Certificate of Compliance, which will combine the two vacant subject parcels into a single lot for which the Applicant will complete the City's formal address assignment process for 142 Edgemont Place. The project consists of one single-family dwelling with an attached two-car garage. Vehicular access to the site will be provided through an access easement over the adjacent property at 140 Edgemont Place utilizing the existing driveway entrance.

The resulting parcel is of sufficient size and configuration to accommodate the proposed residence and associated improvements in compliance with the applicable development standards of the RHR zone, including the proposed setback reduction, approved by the Community Development Director as permitted by the GMC. The proposed site design responds to the existing hillside topography and is designed to minimize grading and alteration of the natural terrain to the extent feasible. With the approved setback reduction and compliance with the conditions of approval, the proposed development can be accommodated on the site in an orderly and functional manner while maintaining the general character and topography of the hillside.

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

FACT: The subject property will obtain vehicular access to Edgemont Place, a local residential street serving the surrounding hillside neighborhood, through an access easement over the adjacent property at 140 Edgemont Place utilizing the existing driveway entrance. The project site will be served by the City of Glendora for domestic water service. The City's Water Division has determined that the existing water system is adequate to accommodate the residential and fire-water demand associated with the proposed development, subject to applicable conditions. The property is not connected to a public sewer system; therefore, wastewater disposal will be provided by a new on-site septic system consisting of a septic tank and seepage pits. Other utilities, including electricity, gas, and telecommunications, are available within the surrounding area. The project also includes on-site drainage and stormwater improvements in accordance with the proposed grading plan.

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

FACT: Not applicable. The proposed project consists of one single-family dwelling on property zoned RHR and is consistent with the residential character and intended use of the surrounding area. Pursuant to GMC §21.02.040(F)(5), this finding applies only to nonresidential developments.

SECTION 4. The Planning Commission hereby approves the fling of a Notice of Exemption by City staff for CEQA compliance.

SECTION 5. The Planning Commission hereby approves the DPR (Project File No. DPR26-0001) for the development of a new single-family residence and associated hillside grading at 142 Edgemont Place, as described by the report and depicted on project plans attached to the Planning Commission Agenda Report for DPR26-0001, and after determining that the project meets the requirements of GMC §21.02.040, subject to the following Conditions of Approval:

CONDITIONS OF APPROVAL

General

1. The Applicant shall sign and submit to the Planning Division a statement indicating agreement with and acceptance of the adopted Conditions of Approval prior to the issuance of building and landscape permit(s).

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

3. The City retains the right and jurisdiction to revoke or modify an approved development plan should the project prove to be detrimental to the public health, safety, or welfare, non-compliant with any conditions of approval, or obtained approval

by fraud. The reviewing body shall take action by either revoking or modifying the development plan or allowing the development plan to remain unchanged. The action of the reviewing body shall be final unless appealed.

Term

4. The construction work or approved use shall commence within eighteen (18) months after the effective date of approval, or such other period specified as a condition of approval and shall be carried on diligently to completion. If the use or construction work does not begin within the required time and is carried on diligently to completion, the development plans shall become void; however, the Community Development Director or reviewing body may extend the time limit in the case of unavoidable delay.

5. The Applicant must submit a written request to the Community Development Director or reviewing body for a time extension at least thirty (30) days before the original time limit expires. Consideration of a time extension does not require a public hearing even if a hearing was required for the original permit.

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

Planning

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

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

    b. The reason and justification for the request.

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

8. The subject property shall be developed in substantial conformance with the project plans attached to the Planning Commission Agenda Item, as modified by these Conditions of Approval.

9. The City shall retain the right and the jurisdiction to review the DPR in the event the approved project is modified, changed in scope, or the Applicant or Owner seeks to expand, alter, reconfigure, or change the use. This reservation of the right of review is in addition to, and not in lieu of, the right of the City to review and revoke the DPR or to modify the permit for any violation of these Conditions of Approval.

10. All mechanical equipment, including air conditioning units, shall be screened from street view with landscape and/or physical screening barriers.

Landscaping

11. A Water Efficient Landscaping Application and MWELO compliance shall be completed and submitted to both the Planning Division (for landscape) and the Water Division (for irrigation) for review and approval prior to the issuance of building permits. The plan shall be prepared by a licensed landscape architect and shall demonstrate compliance with the Water Efficient Landscape Ordinance (Assembly Bill 1881). Approved landscaping and irrigation shall be installed prior to final occupancy (GMC §21.03.060). This plan shall also identify the species and DBH of the two existing trees proposed for removal and provide for their on-site replacement, in accordance with the applicable replacement sizes, ratios, implementation requirements, and review requirements of GMC§21.03.015(J).

Air Quality

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

Building & Safety Division

13. The construction documents, when submitted for building permits, must show detailed compliance with the current California Building Standards Code, including, but not limited to, the following codes:
    a. California Building Code (CBC)
    b. California Residential Code (CRC)
    c. California Electrical Code (CEC)
    d. California Mechanical Code (CMC)
    e. California Plumbing Code (CPC)
    f. California Energy Code (CEnC)
    g. California Fire Code (CFC) including LA County amendments.
    h. California Green Building Standards Code (CalGreen)
    i. Glendora Municipal Code

14. Approval from the Los Angeles County Fire Department (LACoFD) is required.

15. Park Development Fees for new development shall be applied, prior to the issuance of building permit.

16. A Certificate of Compliance from the school district is required, prior to the issuance of building permit.

17. Revise the soils engineer statement on Cover Sheet (C1), which references the older 2017 and 2021 soils reports, to reference the current Geotechnical Investigation Report dated February 17, 2025. The Geotechnical Engineer of Record shall review the plans and provide a signed statement confirming that the design conforms to the recommendations contained in the Geotechnical Investigation Report, and any required update or supplemental report.

18. An automatic fire sprinkler system is required.

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

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

21. The site is located in a very high fire-hazard severity zone. The plans shall show detailed compliance with Section R337 of the California Residential Code (Materials and Construction Methods for Exterior Wildfire Exposure).

22. Onsite Wastewater Treatment System (OWTS) shall be a separate submittal to the Building Division. In addition to City review, the plans must be submitted to and approved by County of Los Angeles Environmental Health.

23. Additional submittal requirements can be found on the Residential Submittal Checklist located on the City of Glendora Building Division webpage. The above items will need to be addressed in the formal submittal of construction documents for building permit issuance. For further questions regarding the above comments, please contact David Collett at dcollett@cityofglendora.org, (626) 852-4800.

Water Division

24. A complete and current fire flow test (Form 195) is required and must be accepted by the governing agency. It will be at the city's discretion to utilize a modeled or physical field test. Additional review and approval may be required by the Los Angeles County Fire Department. All fees to be paid and verified prior to release of the fire flow test report. Please contact the City of Glendora Water Division (626) 852-4838 for additional questions and for the application process.

25. Submit detailed public and private water service plans for this project. The plans must include approved city construction standards and materials for the proposed domestic and/or fire service installations on Edgemont Pl to the private residence. The submittal must be complete, presented on an approved city title block and contain sufficient information to demonstrate full compliance with city and AWWA standards for plan check approval. All water service plans shall be submitted online and review fees paid through the city's civic access portal.

26. Provide the total expected fire and domestic water demand and supporting engineered calculations for the sizing of the meter and service laterals. Please provide this information with all applicable building and water plan check reviews. It will be at the city's discretion to utilize a third-party engineering firm to verify the accuracy of all provided water supply calculations.

27. A water easement must be indicated on the development plans and water service plans for all installation of city-maintained utilities on private property. Developer will be responsible for working with neighboring lots in acquiring any necessary private easements for the installation, maintenance and access of private water lines. Easements shall be accepted and recorded with the County of Los Angeles prior to plan check approval.

28. Backflow prevention assemblies for both fire and domestic service are required for this project. Installation of these assemblies will necessitate compliance with the City of Glendora's Cross-Connection Control Plan (CCCP). The domestic service backflow assembly must be a reduced pressure zone preventer (RPZ), approved by the USC Foundation for Cross Connection Control, suitable for potable water and constructed to City of Glendora Standard Drawing & Specification 2.30.

29. All newly installed backflow prevention assemblies shall be tested by a tester certified through the American Water Works Association California–Nevada Section (CA-NV AWWA) or another certification program approved by the City of Glendora. Test reports and certification documentation shall be submitted to the City of Glendora for review. Final acceptance of all certification reports shall be at the discretion of the City of Glendora.

30. Installation of water service improvements will require an excavation permit issued by public works. Application for excavation permits shall be complete, including all required documents, licenses, and traffic control plans.

31. All fees associated with plan review, permitting, inspecting and installation will be incurred by the developer. This approval does not absolve the developer from any other applicable fees or requirements imposed by the City or the Los Angeles County Fire Department (LACoFD) related to this development.

Land Development Division

SITE DEVELOPMENT:

32. The following engineering maps, drawings, and reports are required for this project: grading and drainage plan; erosion control plan; LID plan; wall and fence plan; composite utility plan (may be shown on the grading plan); water service plan; drainage studies (including hydrology, hydraulics, and low impact development). Additional information on these items is included in the individual conditions of approval. The California Building Code (latest adopted edition), the Glendora Municipal Code, the LA County Low Impact Development Standards Manual, City of Glendora Engineering Standards and Specifications, the California Fire Code with LA

County Amendments, and the U.S. Postal Service Handbook PO-632 apply to this project. Engineering will also review drawings related to the building plan checks and planning reviews including landscaping plans, building plans, and plumbing plans.

33. Confirmation of formal address assignment 142 Edgemont Place shall be confirmed by the City of Glendora prior to development of this property. The process involves City Departments, the Los Angeles County Assessor, the U.S. Postal Service, and utility agencies/companies. The Applicant shall be responsible for any required coordination, documentation, or revisions necessary to complete and implement the address assignment.

34. On the project civil engineering and architectural site drawings, clearly show and identify the existing easements and existing/proposed utilities. Coordinate the work shown on engineering plans, architectural drawings, and the architectural site plan. Clearly indicate work shown on other plans and details. Prior to permit issuance, all plans shall be revised as necessary to consistently identify the project as 142 Edgemont Place following completion of the formal address assignment required by these Conditions of Approval.

35. Glendora Municipal Code (GMC) 20.28.010 requires underground utilities in new developments. The proposed utility service lines for the project shall be installed underground. Coordinate with utility agencies as necessary.

36. Access and fire protection requirements (including driveway widths and turning radii) will be reviewed and approved by L.A. County Fire Department for accessibility during the plan check phase.

STORM WATER:

37. This project is required to comply with the Federal NPDES and State Municipal Separate Storm Sewer System (MS4 Permit) requirements. All projects must provide adequate best management practices (BMPs) to prevent storm water pollution, and projects subject to the MS4 Permit are to implement post-construction low impact development (LID) storm water runoff water quality control measures to reduce downstream runoff. Follow Section 21.03.090 of Glendora Municipal Code to determine applicability and performance criteria. Refer to the City's drainage and storm water requirements for detailed information. At time of plan check submittal, provide an LID Report for review by the Land Development Division.

38. This project is required to comply with all applicable storm water regulations. This requires a Local Storm Water Plan (Local SWP) for implementation during the construction phase of the project. Detailed plans for erosion control must be included. Soils shall be watered as necessary to minimize dust generation. The plan can be included with the Grading and Drainage Plan, and it must be prepared and submitted during the plan check phase. Plan check fees apply.

GRADING AND DRAINAGE:

39. This property appears to fall within an area subject to Landslide Zone under the California Seismic Hazards Mapping Act (Division 2, Chapter 7.8, and Public Resources Code). This shall be verified by the geotechnical engineer, and a report must be submitted for Engineering Review. The report must be prepared by a licensed geologist or qualified civil engineer. This Act prohibits the City from issuing development permits until the geologic and soils conditions are investigated and mitigation measures incorporated.

40. Grading and drainage plans are required together with supporting documents (including a geotechnical report and drainage/hydrology/LID reports and plans), and they must be submitted with the first plan check for Engineering Review. The recommendations of the geotechnical engineer of record will be reviewed together with the Grading and Drainage Plan submitted for plan check. A permit from the City of Glendora Public Works Department and a grading bond will be required prior to the start of construction. Show all existing and proposed easements on the improvement plans. Label, dimension, and identify easement holders. Complete and provide a copy of the City's Grading Plan Checklist with first submittal.

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

42. A final geotechnical report is required, shall address over-excavation, and must be submitted at time of first engineering plan check for Engineering Review. While the City does require reports be prepared following the L.A. County GMED manual, we have not adopted their building code. First submittal of the Grading Plan should be signed and stamped by the geotechnical engineer stating that the Grading Plan is in conformance to the geotechnical/soil engineer recommendations. After final grading plan approval, the grading plan Mylar will also be wet signed and stamped by the geotechnical engineer. As necessary, provide an update letter if the soils report is greater than one year old. The geotechnical report for this project may be peer reviewed by the city's contract geotechnical engineer and/or geologist. The developer is responsible for all costs. A $1,500 deposit is required to cover review of the geotechnical report.

43. The Final Drainage Study Report covering site drainage, low impact development BMPs, is required at time of first engineering plan check, and it must follow the City's Hydrology & Hydraulics report format and discuss the offsite storm water run-on flows (if any) from properties surrounding the site. The report should analyze both off-site storm water run-on and on-site storm water flow. The report shall include a Low Impact Development (LID) analysis and plan following the LA County LID Manual.

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

UTILITIES:

45. Water is served by the City of Glendora. Engineering drawings, maps, plans, or reports may be required for this project. These documents shall be submitted to the City Civic Access Portal for review, comment, approval, and permitting. Frontage fees may apply to this project. Applicants may be required to replace or upgrade the existing water lines fronting the Project and upsize existing water lines as necessary to meet requirements stipulated in the water model performed for the proposed development.

46. A separate plan submittal will be required for any new or upgraded water mains, fire hydrants or fire water lines which will serve the site. That plan is a separate submittal to the PWD/Water Division as well as the CDD/Land Development Division and L.A. County Fire Department for review and approval. The plan will be prepared using a City of Glendora title block and must show the connection in the public right of way and must have a signature block for the L.A. County Fire Department.

47. If water easements or any other easements are required, then follow the Engineering guidelines for preparing legal descriptions and plats. The City uses an outside land surveying firm to perform the review of any documents stamped by a land surveyor for which the developer is required to pay. The developer will be required to deposit $1,000 for the initial review of the document. Any unused funds are returned or if additional fees are required, an additional deposit will be requested.

48. Backflow prevention shall be provided per City Standard Detail 2.30 for structural fire protection (i.e., sprinklers) and landscape irrigation systems. Plans shall be submitted to the Public Works Department with applicable plan check fees.

49. Fire flow tests may be required by the Los Angeles County Fire Department. Contact the Public Works desk at (626) 914-8246 to apply for and schedule a test.

50. Landscape/Irrigation Plans will be processed through both the Planning Department (for landscape) and the Water Division (for irrigation). All irrigation and landscape plans shall be Water Efficient. They shall be submitted at time of first plan check.

51. The City of Glendora does not have any sanitary sewers in the area of this project. Wastewater collection and treatment must be provided by an Onsite Wastewater Treatment System. Plan checks and permits are required from the LA County Department of Public Health and the City of Glendora.

52. Applicant/owner must obtain approval from the City of Glendora and the L.A. County Health Department to install a septic system and must follow the County of Los Angeles and City of Glendora's codes. This will involve geotechnical investigations and reports. All geotechnical as well as any soil reports may be reviewed by the City's Geotechnical Consultant or County of Los Angeles Department of Public Works. The applicant will be responsible for paying all review costs. In addition, the project shall comply with the current California Plumbing Code for private sewage disposal systems, Los Angeles County Department of Public Health Conventional

and non-conventional onsite wastewater treatment systems – requirements and procedures, and City of Glendora Building and Engineering requirements.

PUBLIC EASEMENTS AND STREET IMPROVEMENTS:

53. The applicant shall be responsible for repaving Edgemont Place along the frontage of the property where trenching is constructed and the repair of all damage to public improvements in public rights of way or City easements resulting from construction-related activities including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and from the project site. Damaged or non-standard improvements and facilities must be reconstructed per City Standards. The Standards can be found on the City's website under Public Works Department pages.

54. All street improvements, utility, and trench work require a permit from the City of Glendora Public Works Department. Protect all existing utilities or provide details regarding removal/replacement. Driveway approaches must comply with City Standard 1.14. Water meters shall not be in the driveway approach. All work shall be done according to the City of Glendora Standards.

WASTE MANAGEMENT:

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

Los Angeles County Fire Department

56. This property is located within the area described by the Fire Department as a Very High Fire Hazard Severity Zone. A final approved "Fuel Modification Plan" is required prior to building permit issuance. Please contact the Department's Fuel Modification Unit for details. They may be reached at (626) 969-5205 or ForestryFuelModification@fire.lacounty.gov. Additional information on Fuel Modification Plan is available at: https://www.fire.lacounty.gov/forestry-division/forestry-fuel-modification/

57. Review and approval by the Fire Department's Fire Prevention Engineering Section Building Plan Check Unit is required for this project prior to building permit issuance. Plans should be submitted through EPIC-LA, contact the Diamond Bar Fire Prevention office for details on their submittal requirements.

Enforcement

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

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

SECTION 6. The City Clerk shall certify the passage and adoption of this Resolution and shall enter the same in the Book of Original Resolutions.

SECTION 7. The Chair of the Planning Commission shall sign this Resolution, and the Secretary shall attest and certify the passage and adoption of this Resolution, and the same shall thereupon take effect upon expiration of the applicable fifteen (15) calendar-day appeal period, unless timely appealed, and be enforced in accordance with the terms and conditions thereof.

PASSED, APPROVED and **ADOPTED** by the Planning Commission of the City of Glendora this ____ day of _____, 2026.

BY:_____
MARK DAVIS
Chair

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____
JESSICA SANTIAGO
Assistant City Attorney

CERTIFICATION

I, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Glendora at a regular meeting held on the ___ day of _____, 2026, by the following vote:

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

Dated:

LORENA CORDOVA
City Clerk Specialist

General Notes:

1. The general contractor shall verify all conditions and dimensions at the project site as described in the contract documents prior to starting construction, and shall cross-check details and dimensions on the civil, architectural, and structural drawings. Any discrepancies shall be reported to the owner prior to construction. All trades shall verify at the project site, conditions and measurements related to their work and coordinate their work through the general contractor with all trades working in the vicinity of their work.
2. Items marked NIC on the drawings are not part of this contract.
3. Details marked "typical" shall apply in all cases, unless specifically detailed otherwise. where no detail is shown, construction shall be as shown for other similar work.
4. Do not scale drawings.
5. No omissions or changes shall be made without written approval of the owner and with plan preparation individual.
6. No substitutions shall be made without written approval from the owner and with plan preparation individual.
7. All workmanship shall be performed by skilled mechanics using the best standard practices of the trade.
8. Damage done to city and/or adjoining property, or existing structures not included in this contract, shall be restored to existing conditions at the expense of the contractor.
9. Mechanical system shall be design-build by the contractor and shall conform to all title 24 and mechanical code requirements. 1/150 of s.f. of attic area is to be vented. contractor to provide ventilation as per elevations.
10. All gypsum board shall be 5/8" type "x". water resistant (w/r) shall be 5/8" type "x" water resistant unless otherwise noted.
11. Requirements to accommodate the physically handicapped shall conform to Title 24 and ADA.
12. Contractor shall verify all utilities and notify the owner of any discrepancies prior to commencing construction.
13. Where doors are located next to a wall, there shall be 2-1/2" minimum clearance between wall finish surface and face of door in a 30 degree position, unless detailed or dimensioned otherwise.
14. Where the choice of finish color is possible, it is to be selected by the owner.
15. Above ground gas meters, regulators, and piping exposed to vehicular damage due to their proximity to alleys, driveways, or parking areas, shall be protected in an approved manner.
16. All manufactured doors and windows shall be labeled and certified by the California energy commission and UL labeled for rated doors and/or windows.
17. All slopes adjacent to buildings shall slope away at a 2% grade minimum for all grades, elevations, and drainage. see civil drawings.
18. Property address shall be 4" high letters.
19. Smoke detectors shall be provided per code. Battery detector permitted in existing unmodified construction only. Carbon monoxide alarm shall be hard-wired with battery back-up.
20. Glass panes within 18" a.f.f. or less shall be tempered.
21. If required by city ordinances or fire department, fire sprinklers shall be installed and one-hour fire separations shall be provided. contractor shall provide sprinkler plan to fire Marshall for review and approval prior to installation.
22. Radiant barrier required at all new roof construction.
23. Water heater shall be strapped to wall in two places for lateral support, at the upper and lower 1/3 of tank. The lower strap shall be a minimum of 4" above the controls. vent water heater through roof.
24. Wall coverings in showers and tubs shall be cement plaster, tile, or equal (smooth, nonabsorbent surface) to 72" above the drain. Enclosures must be approved safety glazing and doors must swing out of showers. Windows in enclosure walls shall be labeled safety glazing when less than 60" above the drain.
25. All showers and tub-showers shall have either a pressure balance or a thermostatic mixing valve.
26. Building shall have toilets which use no more than 1.28 gallons per flush.
27. Provide a minimum of 30" vertical clearance above cook-top to unprotected combustible materials.
28. Clothes dryer shall be vented to exterior with 4" smooth metal duct and back-draft damper. Duct shall not exceed 14'-0" in length with a maximum of 2 elbows. duct length shall be reduced by 2 feet for every elbow in excess of two.
29. All bedrooms shall have a window that is designated an escape window. the escape window shall have a minimum net clear openable area of 5.7sf, with a minimum net clear openable width of 20" and height of 24". the window sill height shall not be more than 44" above finished floor. Contractor to verify proper dimensions prior to ordering windows.
30. An attic access opening shall be provided in to all attic spaces with a minimum opening dimension of 22"x30". 30" minimum clear headroom is required above the opening
31. Provide fluorescent lighting in bathrooms and kitchens for general lighting. Fluorescent lighting may be omitted in bathrooms when fluorescent lighting is provided in garages and laundry rooms.
32. Ducts through attached garages into the dwelling shall be a minimum of (26) gauge galvanized steel.
33. Toilets shall have 24" front clearance and 30" minimum width.
34. Hose bibbs shall be fitted with a non-removable back-flow prevention device.
35. Ducts shall be sized per chapter 6 of the mechanical code.
36. Elements of appliances which create a glow, spark, or flame shall be located a minimum of 18" above garage floor.
37. Provide passageway 24" wide of solid continuous flooring from attic access to f.a.u. controls. length of passageway shall not exceed 20 feet.
38. Trenching or excavating for foundations of proposed construction is considered a commencement of work without permit, and is considered a violation subject to fees.
39. Obtain required permits before calling for inspection on sub-trades (electrical, mechanical, plumbing, sewer). Failure to do so is considered a commencement of work without permit and a violation subject to fees.
40. NPDES/ COA - no temporary stockpiles, equipment wash down or construction related run-off permitted on street.
41. Proposed drainage piping should slope at a minimum of $\frac{1}{4}$" per 1'-0".
42. blank
43. Walls and ceiling finishes shall have a flame spread classification of not greater than 200, and a smoke developed index of not greater than 450.
44. Wood siding, sheathing and wall framing on the exterior of the building shall not have a clearance of less than 6 inches from the ground or less than 2 inches measured vertically from concrete steps, porch slab, patio slabs, and similar horizontal surfaces exposed to weather.
45. Wood columns shall be approved wood of natural decay resistance or approved pressure preservative-treated wood.
46. In the absence of a complete geo-technical evaluation to determine the soil characteristics, soil materials shall be assumed to have a presumptive load-bearing value based on table R401.4.1
47. Where eaves or cornice vents are installed insulation shall not block the free movement of air. A minimum of 1 inch space shall be provided between the insulation and the roof sheathing and at the location of the vent.
48. Bathroom exhaust fans shall be ENERGY STAR compliant and be ducted to terminate outside the building. The fans must be controlled by a humidity control, unless functioning as a component of a whole house ventilation system.
49. A minimum of 65% of the non-hazardous construction waste generated at the site shall be diverted to recycle or salvage.

General Roof Notes:

1. Provide gutters and downspouts at all roofs.
2. All roofing shall be constructed in strict compliance with the building code, and shall be performed by qualified and bondable roofing contractor.
3. See elevations for finishes at chimneys. chimneys shall be properly flashed.
4. All chimneys shall extend 2'-0" minimum above any structure within 10'-0".
5. All chimney flues shall have proper termination assemblies, including spark arrestor.
6. The contractor shall study all roof pitches and angles, and shall provide crickets, roof in-fills, flashing, etc. to insure proper run-off and waterproofing.

Attic vents shall meet the following:

1. Provide attic vents for ventilation of attics to equal 1/150 of attic area.
2. 50% of required ventilation area must be located at least 3 feet above eave or cornice vents with the balance provided by eave or cornice vents.
3. Openings shall have corrosion-resistant wire mesh or other approved material with 1/8" minimum and 1/4" maximum opening.
4. A minimum of 1" air space shall be provided between insulation and roof sheathing.

Under-floor vents shall meet the following:

1. One ventilation opening shall be placed within 3-feet of each corner of the building.
2. Openings shall have a corrosion-resistant wire mesh or other approved material with 1/8-in. minimum and 1/4-in. maximum opening.

Grading and Drainage:

1. Provisions for contributory drainage shall be made at all times. no increase in drainage across adjoining properties shall take place.
2. Owner will maintain drainage devices and keep free of debris.
3. Existing landscaping (where and if it occurs), irrigation system and drainage system to remain. no grading will occur.
4. There shall be no trenches or excavations 5 feet or more in depth which a person is required to descend; or obtain a necessary permit from State of California, Division of Industrial Safety prior to the issuance of a building or grading permit.

City Specific Notes:

1. Permit application for this project is deemed to have been abandoned 180 days after the date of filing. Contact City/ County Building Department to obtain written 180-day extension(s).

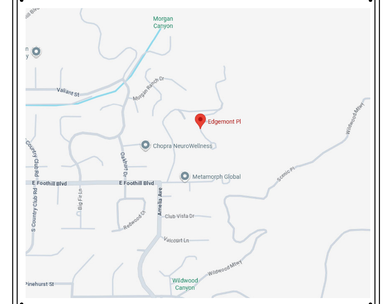
SHEET INDEX

A0	COVER SHEET AND NOTES
FIRE	SITE - FIRE PLAN
A1.1	SITE PLAN (FULL)
A1.2	SITE PLAN (SITE ONLY)
A2.1	PROPOSED FLOOR PLAN
A2.2	PROPOSED ROOF PLAN
A3.1	NEW EXTERIOR ELEVATIONS
A3.2	NEW EXTERIOR ELEVATIONS
A5.1	CROSS SECTIONS
A5.2	CROSS SECTIONS

Applicable Codes:

- 2022 California Building Code
- 2022 California Plumbing Code
- 2022 California Mechanical Code
- 2022 California Electrical Code
- 2022 California Energy Code
- 2022 California Green Code
- 2022 California Residential Code
- Glendora Municipal Code

VICINITY MAP



PROJECT INFORMATION

APN#	8659-023-007
LOT SIZE	48508 SQ.FT.
(N) FLOOR	2399 SQ.FT.
(N) GARAGE	423 SQ.FT.
LOT COVERAGE	2822 SQ.FT. 05%
TOTAL LIVING	2399 SQ.FT.

Additional Project Information:
Construction Type: V-B
Occupancy: R3/U
Occupant Load:
Sprinklers: Yes
Zoning: RHR (Rural Hillside Res.)
Average Slope: 24.67%
VHFHSZ: Yes

SCOPE OF WORK:

This plan set will provide detailing for a new single family residence, located on a vacant lot.

Westwood Design
358 East 14th Street
Upland, Ca. 91786
Tel (909) 374-5610
WESTWOODDESIGNS@HOTMAIL.COM
WWW.WESTWOODDESIGN.COM

△	REV	BY	DATE
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STAMP:

Residential & Commercial Building Designer
Jan. 05, 2026
Westwood Design LLC

PROJECT ADDRESS:

(8659-023-007)
140 Edgemont Place,
Glendora, Ca. 91741

CLIENT: Mr. and Mrs. Ferrandino

JOB#: R0523

DATE: May 2025

DRAWN BY: BJH

SCALE: Noted

SHEET TITLE: Cover Sheet

SHEET# A0

ROOF/SITE LEGEND

- ADDITION SHOWN SHADED
- RENOVATION SHOWN HATCHED
- ROOF LINE
- WALL BELOW ROOF
- ATTIC VENT

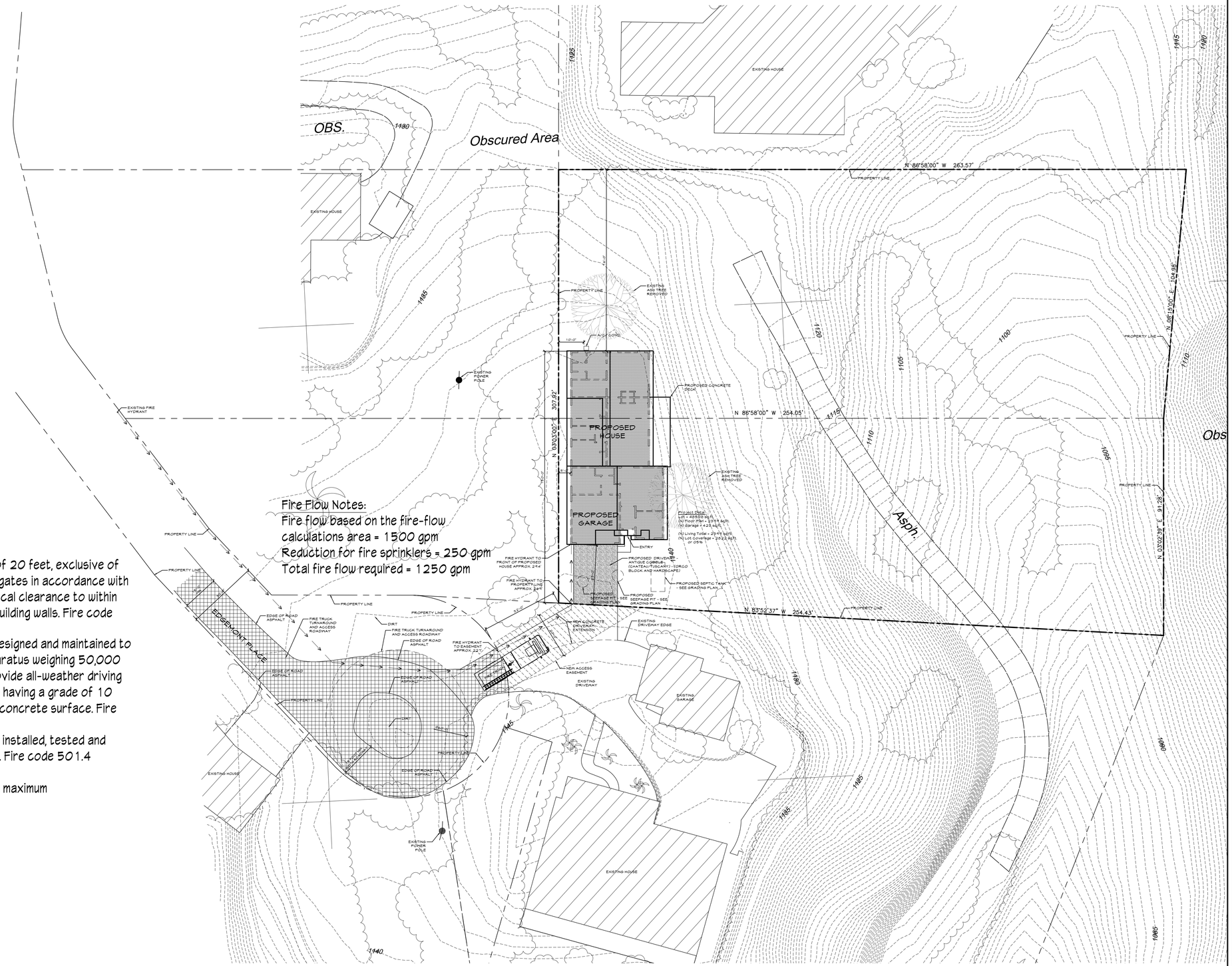
ANY EASEMENTS ON LOT? NO

ANY POOL ON LOT? NO

ANY SLOPES 3:1 OR STEEPER WITHIN 40' OF PROPOSED ADDITION? NO

ANY OAK TREES ON OR OVERHANGING LOT? NO

SEWER CONNECTED? NO



Fire Flow Notes:
Fire flow based on the fire-flow calculations area = 1500 gpm
Reduction for fire sprinklers = 250 gpm
Total fire flow required = 1250 gpm

Fire Notes:

1. Provide a minimum unobstructed width of 20 feet, exclusive of shoulders, except for approved security gates in accordance with section 503.6, and an unobstructed vertical clearance to within 150 feet of all portions of the exterior building walls. Fire code 503.2.1
2. Fire apparatus access roads shall be designed and maintained to support the imposed load of the fire apparatus weighing 50,000 pounds and shall be surfaced so as to provide all-weather driving capabilities. Fire apparatus access roads having a grade of 10 percent or greater shall have a paved or concrete surface. Fire code 503.2.3
3. All required public fire hydrants shall be installed, tested and accepted prior to beginning construction. Fire code 501.4
4. Slope of road 3% maximum
5. Slope of road in direction of travel 5% maximum

Note: See grading plan for additional site information

Site - Fire Plan

Scale: 1" = 20'-0"

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Registered Res. & Comm. Building Designer
Jan. 05, 2026
Westwood Design LLC

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(8659-023-007)
140 Edgemont Place,
Glendora, Ca.
91741

CLIENT:
Mr. and Mrs. Ferrandino

N

JOB#
R0523

DATE:
May 2025

DRAWN BY:
BJH

SCALE:
Noted

SHEET TITLE:
Site - Fire Plan

SHEET#
FIRE

ROOF/SITE LEGEND

- ADDITION SHOWN SHADED
- RENOVATION SHOWN HATCHED
- ROOF LINE
- WALL BELOW ROOF
- ATTIC VENT

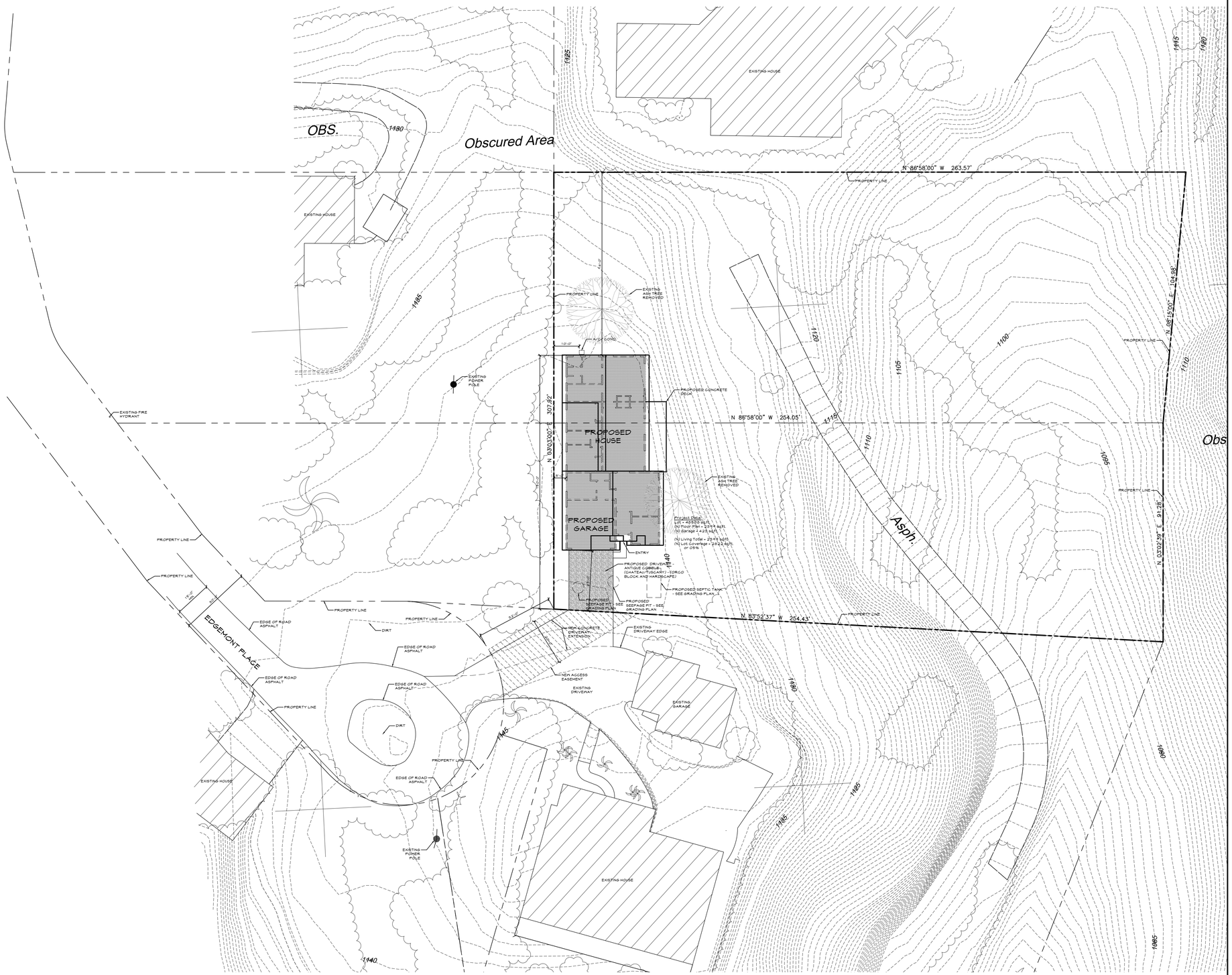
ANY EASEMENTS ON LOT? NO

ANY POOL ON LOT? NO

ANY SLOPES 3:1 OR STEEPER WITHIN 40' OF PROPOSED ADDITION? NO

ANY OAK TREES ON OR OVERHANGING LOT? NO

SEWER CONNECTED? NO



Note: See grading plan for additional site information

Site Plan - Expanded

Scale: 1" = 20'-0"

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140 Edgemont Place,
Glendora, Ca. 91741

CLIENT:
Mr. and Mrs. Ferrandino

N

JOB#
R0523

DATE:
May 2025

DRAWN BY:
BJH

SCALE:
Noted

SHEET TITLE:
Site Plan

SHEET#
A1.1



Site Plan - Full

Scale: 1" = 10'-0"

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CLIENT:

Mr. and Mrs. Ferrandino

N

JOB#: R0523

DATE: May 2025

DRAWN BY: BJH

SCALE: Noted

SHEET TITLE: Site Plan

SHEET# A1.2

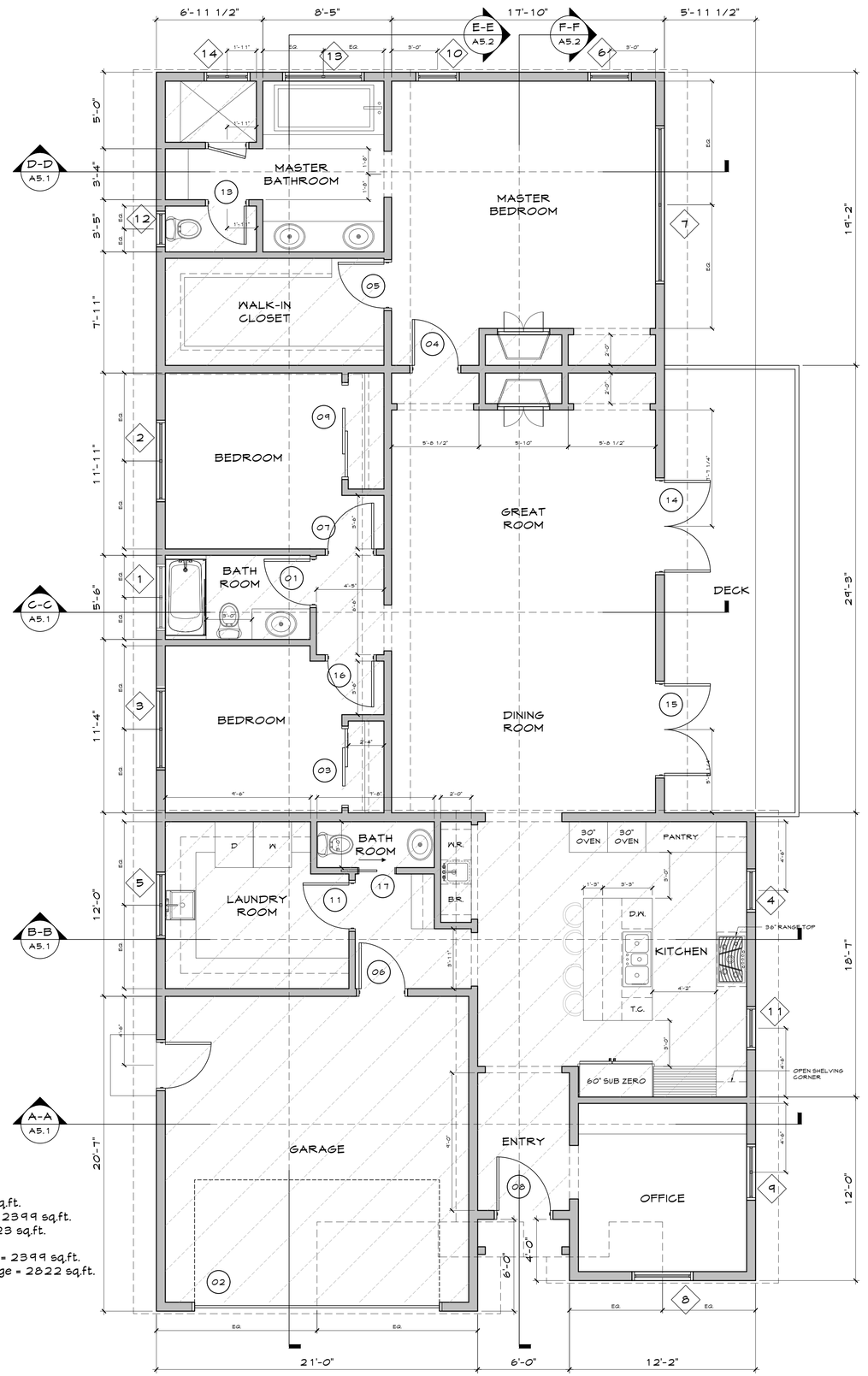
WINDOW SCHEDULE

MARK	SIZE		Style	NOTES
	WIDTH	HEIGHT		
1	4'-0"	2'-0"	Casement – Double	BATHROOM
2	5'-0"	4'-0"	Casement – Double	BEDROOM
3	5'-0"	4'-0"	Casement – Double	BEDROOM
4	2'-6"	5'-0"	Casement	KITCHEN
5	4'-0"	4'-6"	Casement – Double	LAUNDRY
6	2'-6"	5'-0"	Casement	MASTER BEDROOM
7	10'-0"	6'-0"	Casement – Double	MASTER BEDROOM
8	4'-0"	6'-6"	Casement – Halfround	OFFICE
9	3'-4"	4'-0"	Casement – Double	OFFICE
10	2'-6"	5'-0"	Casement	MASTER BEDROOM
11	2'-6"	5'-0"	Casement	KITCHEN
12	2'-0"	4'-6"	Casement	MASTER BATHROOM
13	5'-0"	5'-0"	Casement – Double	MASTER BATHROOM
14	2'-8"	3'-0"	Casement – Double	MASTER BATHROOM
15	2'-1"	1'-8"	Picture	CLERESTORY

NOTE: SEE CLIENT PURCHASE ORDER BEFORE INSTALLING ANY WINDOWS OR DOORS - TO VERIFY ROUGH OPENING DIMENSIONS

DOOR AND FRAME SCHEDULE

MARK	DOOR SIZE		NOTES	Style
	WD	HGT		
1	3'-0"	8'-0"	Bathroom	Hinged – Single
2	16'-0"	8'-0"	Garage	Overhead – Sectional
3	5'-0"	8'-0"	Bedroom	Sliding – Double – Closet
4	3'-0"	8'-0"	Master bedroom	Hinged – Single
5	3'-0"	8'-0"	Master bedroom	Hinged – Single
6	3'-0"	8'-0"	Garage	Hinged – Single
7	3'-0"	8'-0"	Bedroom	Hinged – Single
8	3'-6"	8'-0"	Entry	Hinged – Single
9	6'-0"	8'-0"	Bedroom	Sliding – Double – Closet
11	3'-0"	8'-0"	Laundry	Hinged – Single
13	2'-6"	8'-0"	Master bathroom	Hinged – Single
14	6'-0"	8'-0"	Living room	Hinged – Double – Full Lite
15	6'-0"	8'-0"	Dining room	Hinged – Double – Full Lite
16	3'-0"	8'-0"	Bedroom	Hinged – Single
17	2'-4"	8'-0"	Bathroom	Pocket – Single



Project Data:
Lot = 48508 sq.ft.
(N) Floor Plan = 2399 sq.ft.
(N) Garage = 423 sq.ft.

(N) Living Total = 2399 sq.ft.
(N) Lot Coverage = 2822 sq.ft.
or 05%

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STAMP:
Residential and Commercial Building Designer
Jan. 05, 2026
Westwood Design LLC

PROJECT ADDRESS:
(8659-023-007)
140 Edgemont Place,
Glendora, Ca. 91741

CLIENT:
Mr. and Mrs. Ferrandino

N

JOB#: R0523

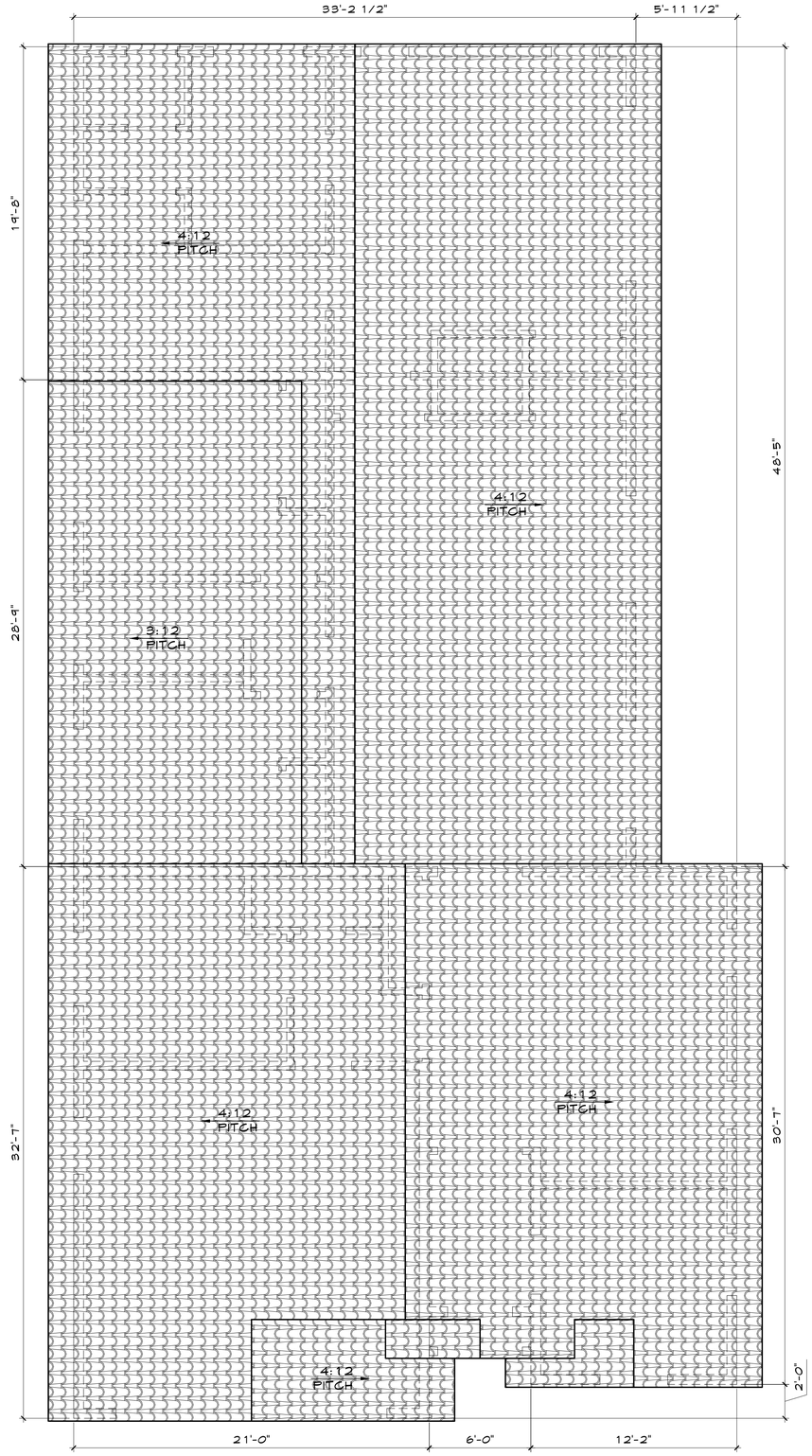
DATE: May 2025

DRAWN BY: BJH

SCALE: Noted

SHEET TITLE: (N) Floor Plan

SHEET#: A2.1



Roof Plan

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

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N

JOB#
R0523

DATE:
May 2025

DRAWN BY:
BJH

SCALE:
Noted

SHEET TITLE:
(N) Roof Plan

SHEET#
A2.2

ATTIC VENT CALCULATIONS (NEW ATTIC SPACE):

TOTAL ROOF AREA (NOT INCLUDING GARAGE):
0sf/150=0sf TOTAL VENT AREA.
50% HIGH=0sf REQUIRED:
PROVIDE (0) 12x24 DORMER VENTS OR EQUAL.
(0.69sf NFA PER VENT)
50% LOW=0sf REQUIRED:
PROVIDE (0) BAY VENTS
(0.098sf NFA PER BAY)

ATTIC VENTS SHALL MEET THE FOLLOWING:

1. PROVIDE ATTIC VENTS FOR VENTILATION OF ATTICS TO EQUAL 1/150 OF ATTIC AREA.
2. 50% OF REQUIRED VENTILATION AREA MUST BE LOCATED AT LEAST 3 FEET ABOVE EAVE OR CORNICE VENTS WITH THE BALANCE PROVIDED BY EAVE OR CORNICE VENTS.
3. OPENINGS SHALL HAVE CORROSION-RESISTANT WIRE MESH OR OTHER APPROVED MATERIAL WITH 1/8" MINIMUM AND 1/4" MAXIMUM OPENING.
4. A MINIMUM OF 1" AIR SPACE SHALL BE PROVIDED BETWEEN INSULATION AND ROOF SHEATHING.
5. PAINT TO MATCH ADJACENT MATERIAL

DORMER VENT SPECIFICATIONS:
GIBRALTAR BUILDING PRODUCTS DORMER
VENT MODEL BH24 - 100 SQ.IN. NFV or EQUAL

WEATHER PROTECTION NOTES:

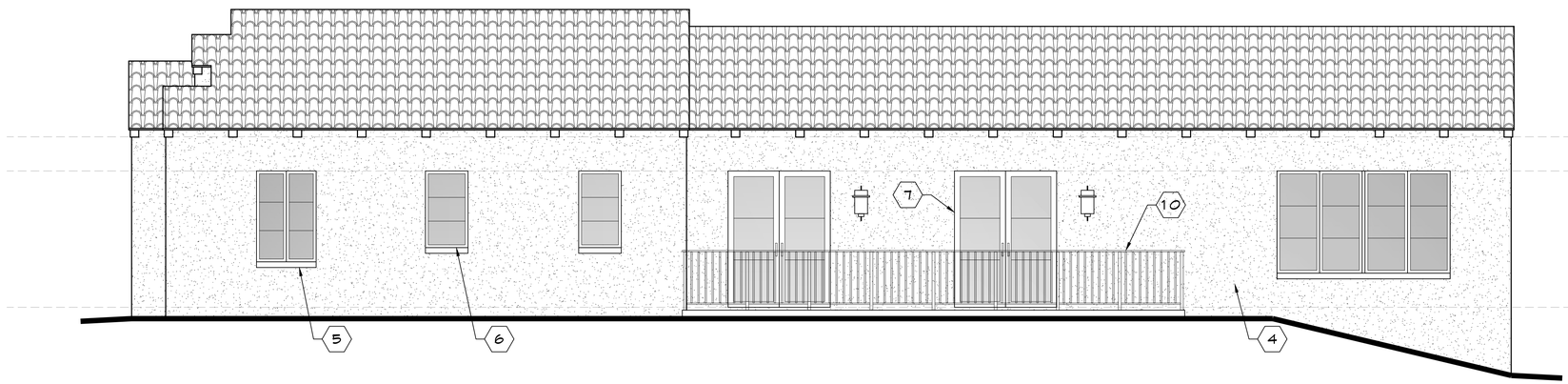
1. PROVIDE 2 LAYERS OF GRADE 'D' PAPER BETWEEN STUCCO AND ALL EXTERIOR SHEAR WALLS WHERE APPLICABLE - SEE FRAMING PLAN.
2. SEE FOOTING DETAILS FOR WEEP SCREED LOCATIONS.
3. ALL VALLEYS SHALL BE FLASHED WITH 24" WIDE GALVANIZED SHEET METAL.
4. PROVIDE BASE FLASHING AT ALL CHIMNEYS AND ROOF JUNCTURES.
5. PAINT ALL ROOF VENTS AND ROOF FLASHING TO MATCH ROOFING MATERIAL COLOR.
6. PAINT ALL WALL MOUNTED VENTING OR FLASHING TO MATCH CLOSEST FINISH MATERIAL COLOR.

GENERAL ROOF NOTES:

1. ALL ROOFING SHALL BE CONSTRUCTED IN STRICT COMPLIANCE WITH THE BUILDING CODE, AND SHALL BE PERFORMED BY A QUALIFIED AND BONDABLE ROOFING CONTRACTOR.
2. IF GUTTERS AND DOWNSPOUTS ARE PROVIDED - THEY ARE TO BE INSTALLED BY THE OWNER. DOWNSPOUTS WILL BE DIRECTED TO DRAIN AWAY FROM THE BUILDING AND AWAY FROM SIDE PROPERTY LINES.
3. SEE ELEVATIONS FOR FINISHES AT CHIMNEYS. CHIMNEYS SHALL BE PROPERLY FLASHED.
4. ALL CHIMNEYS SHALL EXTEND 2'-0" MINIMUM ABOVE ANY STRUCTURE WITHIN 10'-0".
5. ALL CHIMNEY FLUES SHALL HAVE PROPER TERMINATION ASSEMBLIES, INCLUDING A SPARK ARRESTOR.
6. THE CONTRACTOR SHALL STUDY ALL ROOF PITCHES AND ANGLES, AND SHALL PROVIDE CRICKETS, ROOF INFILL, FLASHING, ETC. TO INSURE PROPER RUN-OFF AND WATERPROOFING.

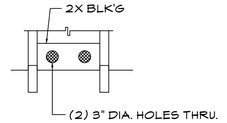
ADDITIONAL NOTES:

1. PLASTERING WITH CEMENT PLASTER SHALL BE IN ACCORDANCE WITH ASTM C926. PLASTER SHALL NOT BE LESS THAN THREE COATS APPLIED OVER METAL LATH OR WIRE LATH AND SHALL BE NOT LESS THAN TWO COATS WHERE APPLIED OVER MASONRY, CONCRETE, PRESSURE PRESERVATIVE TREATED WOOD OR DECAY RESISTANT WOOD OR GYPSUM BACKING. [R703.7.2]
2. A MINIMUM 0.019-INCH (NO. 26 GALVANIZED SHEET GAGE), CORROSION-RESISTANT WEEP SCREED OR PLASTIC WEEP SCREED, WITH A MINIMUM VERTICAL ATTACHMENT FLANGE OF 3½" SHALL BE PROVIDED AT OR BELOW THE FOUNDATION PLATE LINE ON EXTERIOR STUD WALLS. THE WEEP SCREED SHALL BE PLACED A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 2 INCHES ABOVE PAVED AREAS AND SHALL BE OF A TYPE THAT WILL ALLOW TRAPPED WATER TO DRAIN TO THE EXTERIOR OF THE BUILDING. THE WEATHER-RESISTANT BARRIER SHALL LAP THE ATTACHMENT FLANGE. THE EXTERIOR LATH SHALL COVER AND TERMINATE ON THE ATTACHMENT FLANGE OF THE WEEP SCREED. [R703.7.2.1.J
3. THE WATER-RESISTIVE BARRIER (WRB) SHALL BE TWO LAYERS OF 10-MINUTE GRADE D PAPER OR HAVE A WATER RESISTANCE EQUAL TO OR GREATER THAN TWO LAYERS OF A WRB COMPLYING WITH ASTM E2556, TYPE I. ALTERNATELY, THE WRB SHALL BE 60-MINUTE GRADE D PAPER OR HAVE A WATER RESISTANCE EQUAL TO OR GREATER THAN ONE LAYER OF A WATER-RESISTIVE BARRIER COMPLYING WITH ASTM E2556, TYPE II. [R703.7.3.1]



East Elevation

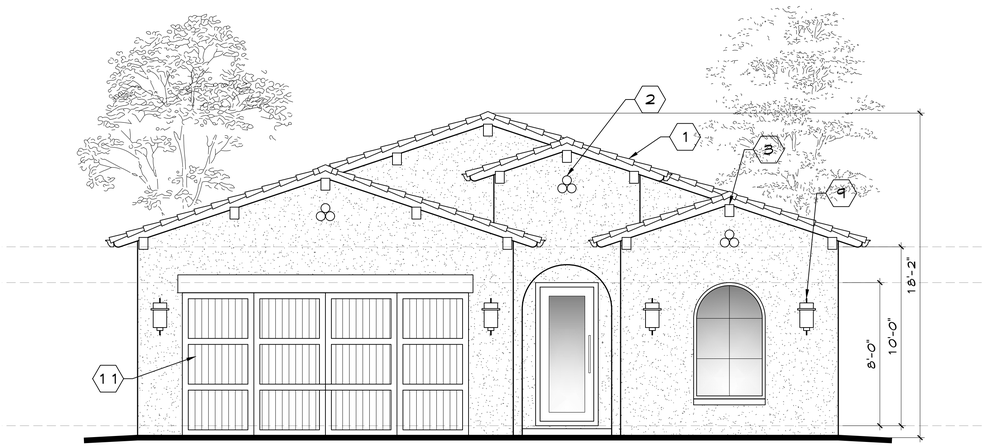
Scale: 1/4" = 1'-0"



A - VENTING DETAIL

ELEVATION NOTES

1. CLASSIC "S" MISSION TILE - MCA CLAY ROOF TILE CLASS 'A' ER-356 (CAFE RUSTIC BLEND B318-R)
2. DECORATIVE TILE VENTING
3. DECORATIVE OVERHANG FRAMING
4. STUCCO - MERLEX STUCCO - P100 GLACIER WHITE - SANTA BARBARA FINISH
5. SLOPED SILL
6. RECESSED WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
7. RECESSED DOORS
8. CLERESTORY WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
9. DECORATIVE LIGHTING
10. "TREX" DECKING w/ W.I. RAILING
11. GARAGE DOOR - RANCH HOUSE DOORS - SAN SIMONE - STAIN FINISH VGDF SMOOTH - SPANISH TUSCANY 2038



South Elevation

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

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Res Idential and Commercial Building Design
Jan. 05, 2026
Westwood Design LLC

PROJECT ADDRESS:
(8659-023-007)
140 Edgemont Place,
Glendora, Ca. 91741

CLIENT:
Mr. and Mrs. Ferrandino

JOB#: R0523

DATE: May 2025

DRAWN BY: BJH

SCALE: Noted

SHEET TITLE: Exterior Elevations

SHEET# A3.1

ATTIC VENT CALCULATIONS (NEW ATTIC SPACE):

TOTAL ROOF AREA (NOT INCLUDING GARAGE):
0sf/150=0sf TOTAL VENT AREA.
50% HIGH=0sf REQUIRED:
PROVIDE (0) 12x24 DORMER VENTS OR EQUAL.
(0.69sf NFA PER VENT)
50% LOW=0sf REQUIRED:
PROVIDE (0) BAY VENTS
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ATTIC VENTS SHALL MEET THE FOLLOWING:

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5. PAINT TO MATCH ADJACENT MATERIAL

DORMER VENT SPECIFICATIONS:
GIBRALTAR BUILDING PRODUCTS DORMER
VENT MODEL BH24 - 100 SQ.IN. NFV or EQUAL

WEATHER PROTECTION NOTES:

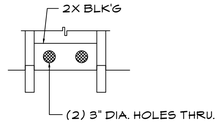
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GENERAL ROOF NOTES:

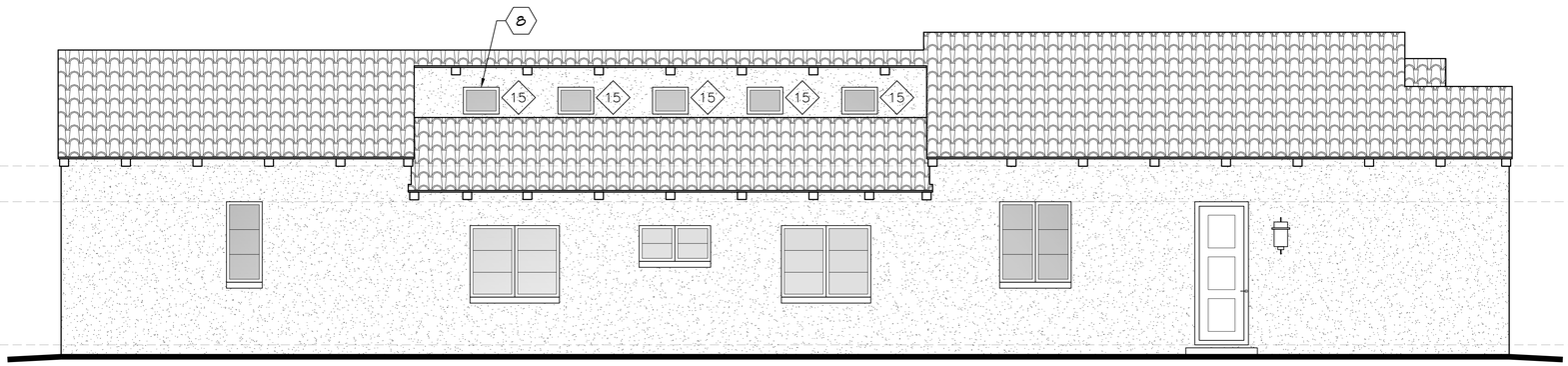
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A - VENTING DETAIL

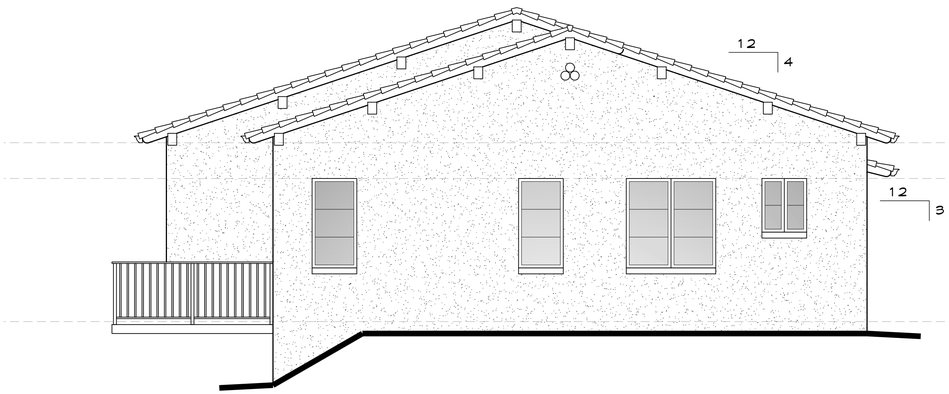


West Elevation

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

ELEVATION NOTES

1. CLASSIC "S" MISSION TILE - MCA CLAY ROOF TILE CLASS 'A' ER-356 (CAFE RUSTIC BLEND B3 18-R)
2. DECORATIVE TILE VENTING
3. DECORATIVE OVERHANG FRAMING
4. STUCCO - MERLEX STUCCO - P100 GLACIER WHITE - SANTA BARBARA FINISH
5. SLOPED SILL
6. RECESSED WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
7. RECESSED DOORS
8. CLERESTORY WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
9. DECORATIVE LIGHTING
10. "TREX" DECKING W/ W.I. RAILING
11. GARAGE DOOR - RANCH HOUSE DOORS - SAN SIMONE - STAIN FINISH VGDF SMOOTH - SPANISH TUSCANY 2038



North Elevation

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

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Westwood Design LLC

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CLIENT:
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JOB#: R0523

DATE: May 2025

DRAWN BY: BJH

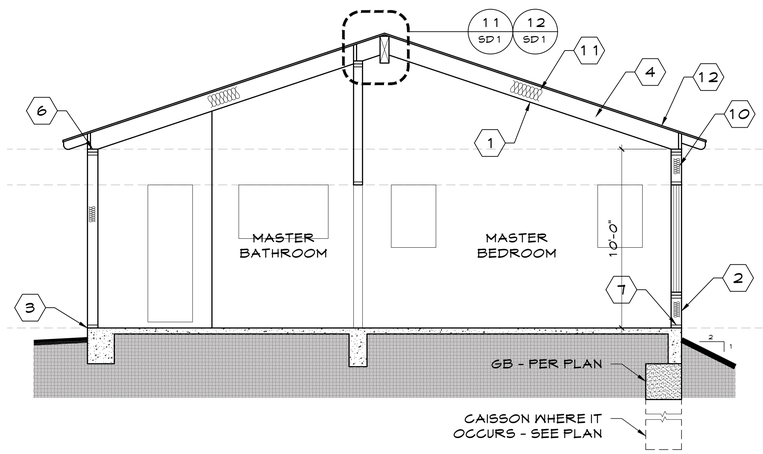
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SHEET TITLE: Exterior Elevations

SHEET#: A3.2

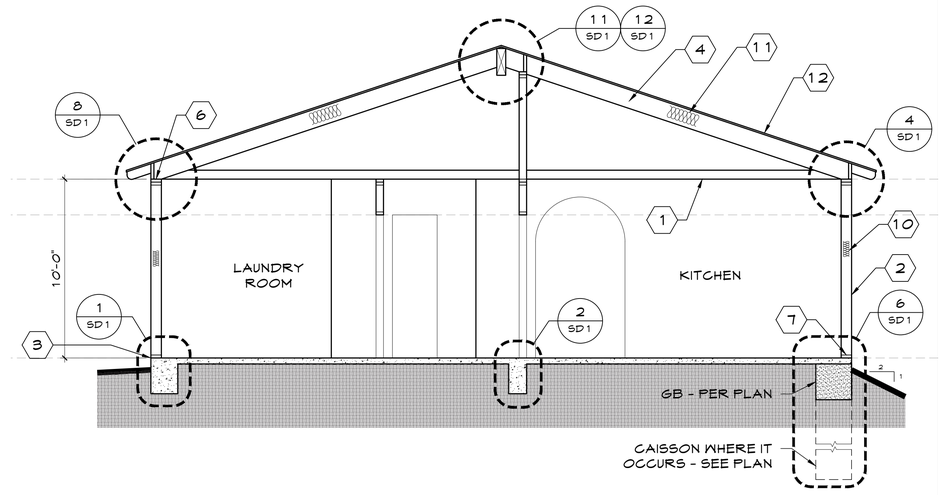
SECTION NOTES

1. 1/2" THICK GYPSUM DRYWALL - TYP.
2. 7/8" THICK STUCCO
3. WEEP SCREED - SEE DETAIL
4. 2x RAFTER - SEE FRAMING PLAN
5. 2x CEILING JOIST - SEE FRAMING PLAN
6. 2x DOUBLE TOP PLATE - SEE FRAMING PLAN
7. 2X PRESSURE TREATED BOTTOM PLATE - SEE FRAMING PLAN
8. 5/8" TYPE 'X' DRYWALL
9. ROOF SHEATHING - SEE FRAMING PLAN
10. WALL INSULATION - SEE FLOOR PLAN
11. ROOF INSULATION - SEE FLOOR PLAN



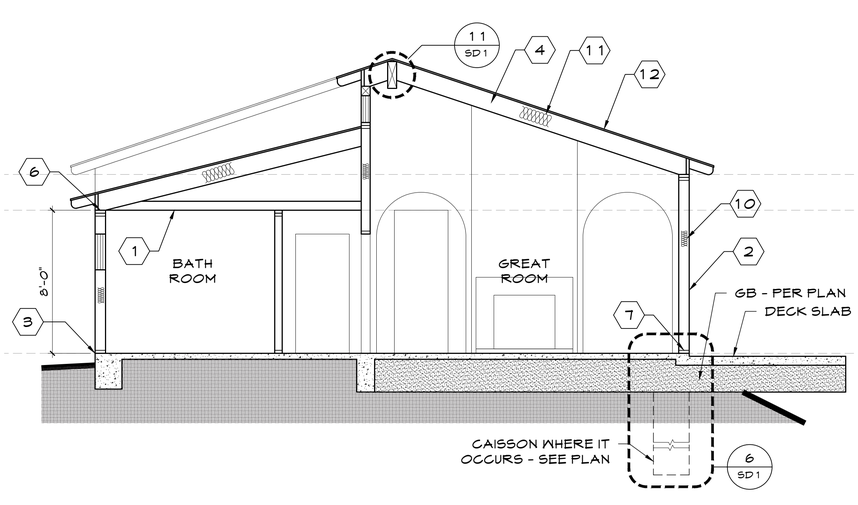
Cross Section D-D

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



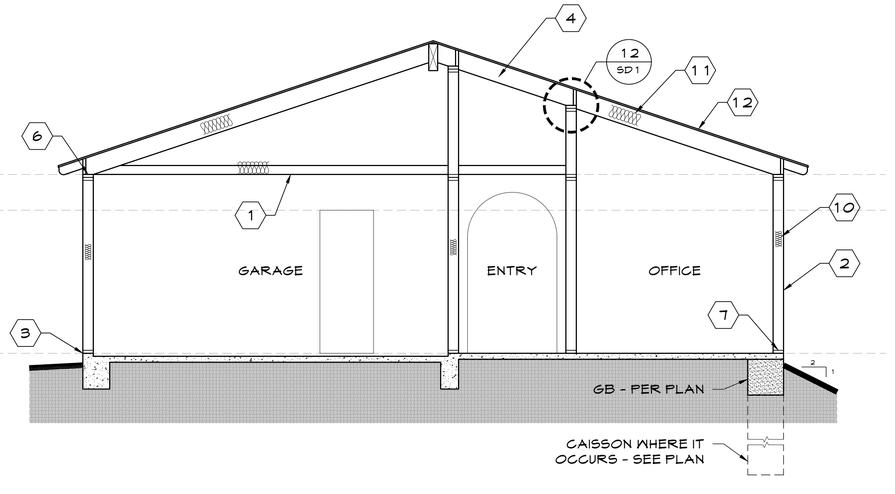
Cross Section B-B

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



Cross Section C-C

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



Cross Section A-A

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

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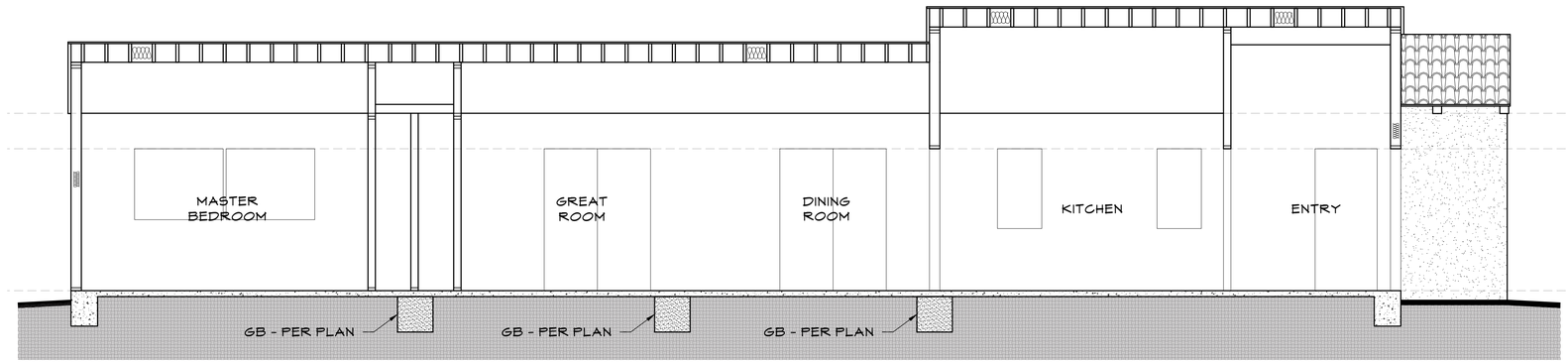
SCALE:
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SHEET TITLE:
Cross Sections

SHEET#
A5.1

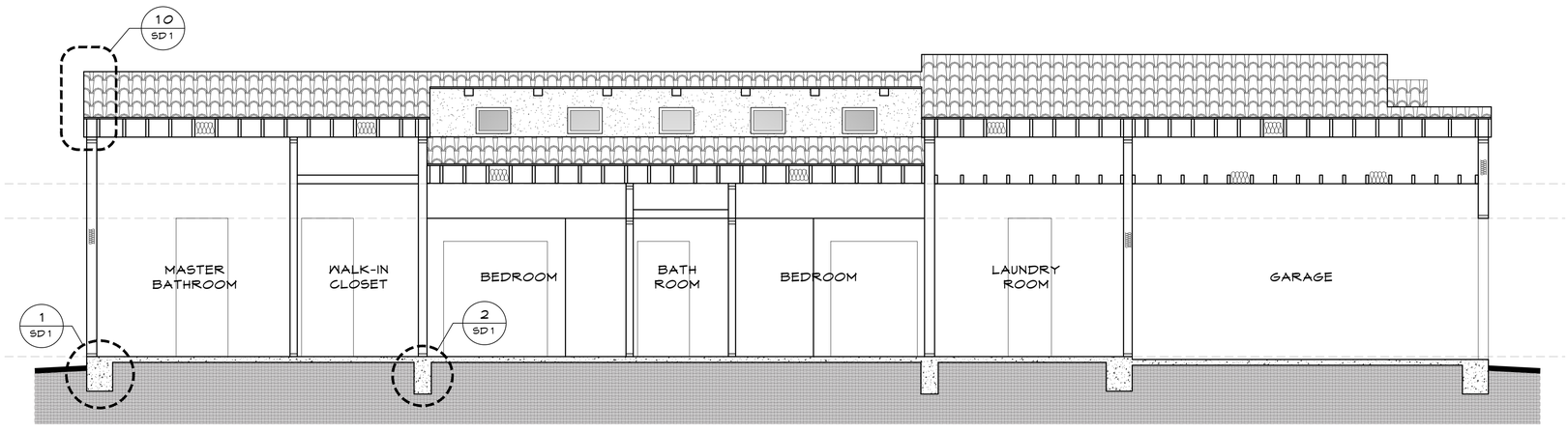
SECTION NOTES

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2. 7/8" THICK STUCCO
3. WEEP SCREED - SEE DETAIL
4. 2x RAFTER - SEE FRAMING PLAN
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7. 2X PRESSURE TREATED BOTTOM PLATE - SEE FRAMING PLAN
8. 5/8" TYPE 'X' DRYWALL
9. ROOF SHEATHING - SEE FRAMING PLAN
10. WALL INSULATION - SEE FLOOR PLAN
11. ROOF INSULATION - SEE FLOOR PLAN



Cross Section F-F

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



Cross Section E-E

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

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STAMP:

Registered Res. & Commercial Building Designer
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Glendora, Ca. 91741

CLIENT:

Mr. and Mrs. Ferrandino

JOB#: R0523

DATE: May 2025

DRAWN BY: BJH

SCALE: Noted

SHEET TITLE: Cross Sections

SHEET# A5.2

PRECISE GRADING PLAN
142 EDGEMONT PLACE
IN THE CITY OF GLENDORA, STATE OF CALIFORNIA
PORTION OF LOTS 23 & 24 OF TRACT 7814

CITY OF GLENDORA
STANDARD GRADING NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE GRADING ORDINANCE AND REGULATIONS OF THE CITY OF GLENDORA, THE CALIFORNIA BUILDING CODE LATEST EDITION AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION.

2. AN APPROVED SET OF PLANS SHALL BE ON THE JOB AT ALL TIMES.

3. NO WORK SHALL BE STARTED WITHOUT FIRST IMPLEMENTING THE APPROVED LOCAL STORM WATER PLAN (LOCAL SWP), OR THE SWPPP FOR PROJECTS OVER 1 ACRE) AND CONTACTING THE PW ENGINEERING DIVISION AT (626) 852-5236 OR THE CD LAND DEVELOPMENT ENGINEERING DIVISION AND REQUESTING AND CONDUCTING A PRE GRADE MEETING.

4. PRIOR TO COMMENCING ANY SITE CLEARANCE OR GRADING OPERATIONS, THE CONTRACTOR SHALL OBTAIN A FIRE HYDRANT WATER METER FROM THE CITY OF GLENDORA, AND THE METER SHALL BE USED AT ALL TIMES WHEN WATER IS BEING OBTAINED FROM A CITY OF GLENDORA FIRE HYDRANT.

5. ADEQUATE BARRICADES, LIGHTS, FLAGMEN, SIGNS AND OTHER SAFETY DEVICES SHALL BE PROVIDED AS SPECIFIED IN THE TRAFFIC MANUAL PUBLISHED BY THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION AND APPROVED BY THE CITY OF GLENDORA WHEN ANY PORTION OF THE GRADING OR CONSTRUCTION IS IN THE PUBLIC RIGHT OF WAY.

6. EXISTING CITY STREETS SHALL BE KEPT CLEAN OF ALL MATERIALS RESULTING FROM THE GRADING OPERATIONS. THE STREET RIGHT OF WAY SHALL BE CLEANED UP DAILY, AS NECESSARY, TO MAINTAIN SAFE PEDESTRIAN AND VEHICULAR PASSAGE AT ALL TIMES.

7. EXCEPT AS SHOWN ON THIS PLAN, TREES WHICH HAVE A SIX INCH OR GREATER DIAMETER TRUNK SIZE, AT A POINT THREE FEET ABOVE GRADES, SHALL NOT BE REMOVED, AND SHALL BE PROTECTED FROM DAMAGE DURING ALL GRADING OPERATIONS.

8. THE PERMITTEE OR THEIR AGENT SHALL ARRANGE FOR INSPECTION BY THE ENGINEERS OF RECORD WHO ARE RESPONSIBLE FOR CONSTRUCTION INSPECTION, OBSERVATION, AND REPORTING BEFORE THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING:

a. PREGRADING MEETING: WHEN THE PERMITTEE IS READY TO BEGIN WORK AND BEFORE ANYGRADING OR BRUSHING IS STARTED. THE FOLLOWING PEOPLE MUST BE PRESENT: OWNER, GRADING CONTRACTOR, DESIGN CIVIL ENGINEER, SOILS ENGINEER, GEOLOGIST, PW ENGINEERING INSPECTOR, LAND DEVELOPMENT PRINCIPAL ENGINEER OR THEIR REPRESENTATIVE(S).

b. TOE INSPECTION: AFTER THE NATURAL GROUND IS EXPOSED AND PREPARED TO RECEIVE FILL AND BEFORE ANY FILL IS PLACED.

c. EXCAVATION INSPECTION: AFTER THE EXCAVATION IS STARTED AND BEFORE THE DEPTH OF EXCAVATION EXCEEDS 10 FEET.

d. OVEREXCAVATION INSPECTION: AFTER BUILDING AREAS AND FOUNDATION AREAS HAVE BEEN OVEREXCAVATED TO THE REQUIRED DEPTH AND BEFORE ANY FILL IS PLACED FOR RECOMPACTION.

e. FILL INSPECTION: AFTER THE AREA TO RECEIVE FILL HAS BEEN PREPARED AND INSPECTED BY THE SOILS ENGINEER.

e. DRAINAGE DEVICE INSPECTION: AFTER FORMS, STEEL, AND PIPE ARE IN PLACE AND BEFORE ANY CONCRETE IS POURED.

f. ROUGH GRADING: WHEN ALL ROUGH GRADING HAS BEEN COMPLETED.

g. FINAL INSPECTION: WHEN ALL WORK, INCLUDING INSTALLATION OF ALL DRAINAGE STRUCTURES AND OTHER PROTECTIVE DEVICES, HAS BEEN COMPLETED AND THE "ASGRADED" PLAN AND REQUIRED REPORTS HAVE BEEN SUBMITTED AND APPROVED.THE PERMITTEE SHALL WAIT FOR APPROVAL BY THE ENGINEERS OF RECORD BEFORE PROCEEDING WITH THE WORK.

h. WEEKLY STATUS REPORTS SHALL BE SUBMITTED BY THE ENGINEERS OF RECORD WHILE GRADING AND CONSTRUCTION SHOWN ON THESE DRAWINGS IS TAKING PLACE.

9. SUFFICIENT TESTS OF SOIL PROPERTIES, INCLUDING SOIL TYPES AND SHEAR STRENGTH, SHALL BE MADE DURING GRADING OPERATIONS TO VERIFY COMPLIANCE WITH DESIGN CRITERIA. THE RESULTS OF SUCH TESTING SHALL BE FURNISHED TO THE CITY UPON COMPLETION OF GRADING OPERATIONS, OR WHEN NECESSITATED BY FIELD CONDITIONS UPON REQUEST OF THE CITY OR THE ENGINEERS OF RECORD.

10. THE GRADING CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT VERIFYING THAT WORK DONE UNDER THEIR DIRECTION WAS PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND REQUIREMENTS OF APPENDIX J OF THE CALIFORNIA BUILDING CODE OR DESCRIBING ALL VARIANCES FROM THE APPROVED PANS AND REQUIREMENTS OF THE CODE.

11. ALL STORM DRAIN WORK IS TO BE DONE UNDER CONTINUAL INSPECTION BY THE SUPERVISING GRADING ENGINEER. WEEKLY STATUS REPORTS SHALL BE SUBMITTED BY THE SUPERVISING GRADING ENGINEER TO THE CITY.

12. THE LOCATION AND PROTECTION OF ALL UTILITIES ARE THE RESPONSIBILITY OF THE PERMITTEE.

13. DUST SHALL BE CONTROLLED BY WATERING.

14. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE FROM BEGINNING TO COMPLETION OF CONSTRUCTION.

15. ALL GRADING SHALL CONFORM TO THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT BY ENVIRONMENTAL GEOTECHNOLOGY LABORATORY, INC. DATED FEBRUARY 17, 2025.

16. THE CONTRACTOR SHALL INCORPORATE EROSION CONTROL MEASURES WHEN DEEMED NECESSARY BY THE CITY. SEPARATE PLANS FOR TEMPORARY DRAINAGE AND EROSION CONTROL MEASURES SHALL BE SUBMITTED AND APPROVED PRIOR TO THE APPROVAL OF THE GRADING PLAN.

17. THE ENGINEERING GEOLOGIST OR GEOTECHNICAL ENGINEER SHALL INSPECT AND APPROVE ALL CUT SLOPES.

18. PRIOR TO ISSUANCE OF THE BUILDING PERMITS, PAD GRADING, INSPECTION, AND CERTIFICATION AND A SOIL EXPANSION TEST PERFORMED IN ACCORDANCE WITH THE PROCEDURES OF CALIFORNIA BUILDING CODE STANDARD NO. 29-2 IS REQUIRED.

19. PRIOR TO PLACING COMPACTED FILL, THE SURFACE SHALL BE STRIPPED OF VEGETATION AND THE SURFACE SCARIFIED TO A DEPTH OF 12 INCHES OR AS SPECIFIED BY THE SOILS ENGINEER AND APPROVED BY THE ENGINEERS OF RECORD, BROUGHT TO OPTIMUM MOISTURE CONTENT, RECOMPACTED TO 90% OF MAXIMUM DENSITY AND INSPECTED BY THE SOIL TESTING AGENCY.

20. CUT SLOPES SHALL BE NO STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL.

21. FILLS SHALL BE COMPACTED THROUGHOUT TO 90% OF MAXIMUM DENSITY AS DETERMINED BY CALIFORNIA BUILDING CODE LATEST EDITION, AND CERTIFIED BY THE SOILS ENGINEER. NOT LESS THAN ONE FIELD DENSITY TEST WILL BE MADE FOR EACH 2 FEET VERTICAL LIFT OF FILL NOR LESS THAN ONE SUCH TEST FOR EACH 1000 CUBIC YARDS OF MATERIAL PLACED. AT LEAST ONE-HALF OF THE REQUIREDTESTS SAHLL BE MADE AT THE LOCATION OF THE FINAL FILL SLOPE.

22. FILL SLOPES SHALL BE NO STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL AND SHALL BE COMPACTED TO NO LESS THAN 90% OF MAXIMUM DENSITY OUT TO THE FINISHED SURFACE. ALL FILL SLOPES GREATER THAN 5 FEET IN VERTICAL HEIGHT SHALL BE GRID ROLLED TO COMPACT THE OUTER 6" TO 8" TO AT LEAST 90% MAXIMUM DENSITY.

23. NO ROCK OR SIMILAR MATERIAL GREATER THAN 12 INCHES IN GREATEST DIMENSION WILL BE PLACED IN THE FILL UNLESS RECOMMENDATIONS FOR SUCH PLACEMENT HAVE BEEN SUBMITTED BY THE SOILS ENGINEER IN ADVANCE AND APPROVED BY THE CITY.

24. NO FILL SHALL BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS AND INSTALLATION OF SUBDRAINS (IF REQUIRED) HAVE BEEN INSPECTED AND APPROVED BY THE SOILS ENGINEER.

25. CONTINUAL INSPECTION BY THE SOILS ENGINEER SHALL BE PROVIDED DURING ALL FILL PLACEMENT AND COMPACTION OPERATIONS.

26. ALL EXISTING FILLS SHALL BE APPROVED BY THE SOILS ENGINEER AND THE CITY BEFORE ANY ADDITIONAL FILLS ARE ADDED.

27. ALL TRENCH BACKFILLS SHALL BE TESTED AND CERTIFIED BY THE SOILS ENGINEER.

28. LEVELED AREAS SHALL HAVE MINIMUM GRADES FOR DRAINAGE OF 2%.

29. ALL CONCRETE STRUCTURES THAT COME IN CONTACT WITH THE ON-SITE SOILS SHALL BE CONSTRUCTED WITH TYPE V SIX (6) SACK CEMENT UNLESS SULFATE-CONTENT TESTS CONDUCTED BY THE SOILS ENGINEER SHOW IT TO BE UNNECESSARY.

30. THE SOILS ENGINEER AND ENGINEERING GEOLOGIST SHALL PERFORM SUFFICIENT OBSERVATION AND TESTING TO CERTIFY THE CONTRACTOR'S COMPLIANCE WITH THE PLANS, SPECIFICATIONS AND CODE WITHIN THEIR PURVIEW. THE SOILS ENGINEER AND/OR ENGINEERING GEOLOGIST SHALL BRING TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR, OWNER AND CITY REPRESENTATIVES RECOGNIZEDDEFICIENCIES IN THE CONTRACTOR'S WORK FROM A GEOTECHNICAL STANDPOINT.

31. THE DESIGN CIVIL ENGINEER OF RECORD SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING AND CONSTRUCTION TO CONFIRM COMPLIANCE WITH THE PLANS, SPECIFICATIONS, AND CODE WITHIN THEIR PURVIEW. THE CIVIL ENGINEER SHALL BRING TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR, OWNER AND CITY REPRESENTATIVES RECOGNIZED DEFICIENCIES IN THE CONTRACTOR'S WORK FROM A CIVIL ENGINEERING STANDPOINT.

32. ANY REVISIONS MADE IN THE APPROVED GRADING AS SHOWN ON THE GRADING PLAN MUST BE SPECIFICALLY APPROVED BY THE DIRECTOR OF PULBIC WORKS OR HIS DESIGNATED REPRESENTATIVE.

33. PRIOR TO THE FINAL APPROVAL OF ROUGH GRADING, THE CIVIL ENGINEER SHALL SUBMIT AN "AS GRADED" GRADING PLAN FOR APPROVAL BY THE DIRECTOR OF PUBLIC WORKS. THIS PLAN SHALL SHOW ORIGINAL GROUND SURFACE AND AS-GRADED GROUND SURFACE ELEVATIONS, ALL FEATURES SHOWN ON THE APPROVED GRADING PLAN, FINAL PAD GRADES, THE ACTUAL LOCATIONS AND ELEVATIONS OFALL SUB-DRAINS, ROCK DISPOSAL SITES, KEYWAYS, BUTTRESS OR STABILITY FILLS AND ANY OTHER REMEDIAL GRADING, ANY VARIANCES BETWEEN THE FINISHED WORK AND THE APPROVED PLANS, ACTUAL YARDAGE MOVED (INCLUDING REMEDIAL GRADING) AND A CERTIFICATION THAT THE "AS-GRADED" PLAN SHOWS THE ABOVE ITEMS. ROUGH GRADING WILL NOT BE APPROVED UNTIL AFTER APPROVAL OF THE "AS-GRADED" GRADING PLAN.

34. ALL CONDITIONS OF APPROVAL FOR THE PROJECT REQUIRED BY THE PLANNING DIVISION AND ANY ENTITLEMENT APPLICATION SHALL BE MET BY THE APPLICANT.

35. NO WORK SHALL BE DONE BEFORE 7:00 A.M. OR AFTER 6:00 P.M. AND NO WORK SHALL BE DONE ON WEEKENDS OR FEDERAL HOLIDAYS.

36. FOR ROUGH GRADING THE CONTRACTOR SHALL CONSTRUCT BERMS AT THE TOP OF ALL MANUFACTURED SLOPES AS SHOWN PER DETAIL ON THIS PLAN.

37. FINISH GRADING WILL BE COMPLETED AND APPROVED AND SLOPE PLANTING AND IRRIGATION SYSTEMS INSTALLED BEFORE OCCUPANCY OF ANY BUILDING AND BEFORE RELEASE OF GRADING BONDS.

38. ALL CUT AND FILL SLOPES OVER 5 FEET IN VERTICAL HEIGHT SHALL BE PLANTED AND PROVIDED WITH AN IRRIGATION SYSTEM IN ACCORDANCE WITH AN APPROVED LANDSCAPE PLAN.

39. CUBIC YARDS OF CUT 22, CUBIC YARDS OF FILL 121. ALL QUANTITIES SHALL INCLUDE OVEREXCAVATION AND RECOMPACTION 278 CUBIC YARDS.

40. EXCEPT FOR THE RETAINING WALLS CONSTRUCTED IN CONJUNCTION WITH THIS GRADING, ALL INFORMATION ASSOCIATED WITH BUILDINGS (INCLUDING SETBACKS AND FF ELEVATIONS) IS FOR REFERENCE ONLY, AND THE APPROVAL OF THIS GRADING PLANS DO NOT INCLUDE ANY PROVISIONS ASSOCIATED WITH BUILDINGS. RETAINING WALLS REQUIRE BUILDING DIVISION REVIEW, PERMITS, AND INSPECTION. A SEPARATE BUILDING PERMIT IS REQUIRED.

41. ALL PUBLIC IMPROVEMENTS SHOWN ON THIS PLAN MUST BE REVIEWED/APPROVED BY THE CITY ENGINEERING AND A SEPARATE SUBMITTAL TO CITY ENGINEERING IS REQUIRED.

43. ALL IMPROVEMENTS IN THE PUBLIC RIGHT-OF-WAY REQUIRE A PERMIT FROM THE PUBLIC WORKS DEPARTMENT PRIOR TO THE START OF WORK.

44. THE ENGINEERS OF RECORD ARE REQUIRED TO CERTIFY THAT THEY ARE THE GRADING INSPECTORS OF RECORD FOR THE ONSITE GRADING WORK AND ARE RESPONSIBLE FOR LINE, GRADE AND SUBMITTING WEEKLY INSPECTION REPORTS DURING GRADING TO THE CITY.

3/17/2025

WILLIAM M. RAYMOND JR. R.C.E. 57580 DATE

STATEMENT BY SOILS ENGINEER

THIS PLAN HAS BEEN REVIEWED AND CONFORMS TO RECOMMENDATIONS OF SOILS ENGINEERING/GEOLOGIC REPORTS DATED: JUNE 23, 2017 REPORT NUMBER, 17-014 BY SOILS AND GEOLOGY GROUP, AND "GEOLOGIC UPDATE" JOB NUMBER 19-014 DATED OCTOBER 15, 2021 BY SAME.

SIGNATURE AND DATE:_____.

UTILITY CONTACTS

CITY OF GLENDORA PUBLIC WORKS
(626) 914-8246
CITY OF GLENDORA WATER
(626) 852-4838
SOUTHERN CALIFORNIA EDISON COMPANY
(909) 592-3724
SOUTHERN CALIFORNIA GAS COMPANY
(213) 881-3505
FRONTIER TELEPHONE COMPANY
(562) 903-7913
SPECTRUM COMMUNICATIONS (CABLE)
(626) 281-1424
L.A. COUNTY FIRE DEPARTMENT STATION 151
(626) 963-2733
L.A. COUNTY STORM DRAIN AND SEWER
(626) 458-5100

INDEX OF SHEETS

C1	COVER SHEET
C2	PRECISE SITE GRADING PLAN
C2.1	PRECISE GRADING HOUSE 10 SCALE
C3	PRECISE GRADING DETAILS AND SECTIONS
EC	EROSION PLAN FOR SITE
EC2-EC8	EROSION CONTROL - BMP DETAILS
INT7.5-01/02/03	SEPTIC INSTALLATION DRAWINGS

SOURCE OF TOPOGRAPHY

AERIAL SURVEY PERFORMED BY MARSHALL ENGINEERING GROUP, INC, JUNE 2024

NOTE:

GRADING ON ANY PROPERTY ZONED "HILLSIDE" REQUIRES AN ON-SITE GRADING INSPECTOR AT THE SITE DURING GRADING OPERATIONS. FEES ASSOCIATED WITH THE ON-SITE GRADING INSPECTOR ARE INCURRED BY THE PROPERTY OWNER.

NOTE:

THE DELIVERY OF MATERIALS AND EQUIPMENT AND THE OUTDOOR USE OF EQUIPMENT, HAMMERS, AND POWER TOOLS SHALL BE LIMITED TO THE HOURS BETWEEN 7AM AND 6PM, MONDAY THROUGH FRIDAY, WITH NO WORK ALLOWED ON SATURDAYS, SUNDAYS, OR FEDERAL HOLIDAYS WITH THE EXCEPTION OF INTERIOR WORK. OUTDOOR YARD WORK IS PERMITTED AS LONG AS IT DOES NOT INVOLVE HEAVY EQUIPMENT OR NOISE PRODUCING EQUIPMENT.

IMPERVIOUS SURFACES

HOUSE AND GARAGES	
FOOTPRINT	2,480 SF
DRIVEWAY	1,085 SF
TOTAL IMPERVIOUS AREA	3,535 SF

THE REST OF THE SITE IS PERVIOUS

DEED RESTRICTION

ALL AREAS SPECIFIED ON THESE PLANS AS 35% SLOPE OR GREATER ARE HEREBY RESTRICTED FROM BEING BUILT UPON(ALL STRUCTURES PROHIBITED) AND MUST REMAIN IN THEIR NATURAL STATE TO THE GREATEST EXTENT FEASIBLE.

ALL SLOPES ON EAST AND NORTH OF THE PAD ARE NOT NATURAL SLOPES. THESE WERE ALL GRADED FOR THE ROAD CONSTRUCTION.

CONTRACTORS NOTICE:
NO FIELD CHANGES

ALLOWED WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER

WHERE FIELD CONDITIONS NECESSITATE A DEVIATION FROM OR MODIFICATION TO THE APPROVED PLAN, THE CONTRACTOR SHALL STOP ALL WORK RELATED TO OR AFFECTED BY SAID FIELD CONDITIONS. THE PROJECT ENGINEER SHALL SUBMIT DESIGN REVISIONS TO THE CITY ENGINEER FOR REVIEW AND OBTAIN APPROVAL PRIOR TO RESUMPTION OF CONSTRUCTION.

ENGINEER NOTICE:
NO PLAN REVISIONS

ALLOWED WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER

AFTER SIGNATURE BY THE CITY OF ENGINEER, ANY CHANGES, DESIGN REVISIONS OR "AS-BUILT" REVISIONS TO THIS PLAN MUST BE SUBMITTED AND APPROVED BY CITY ENGINEER PRIOR TO ANY MODIFICATIONS OF ORIGINAL(S).

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BCR	BEGIN CURB RETURN
BS	BACK OF SIDEWALK
BVC	BEGIN VERTICAL CURVE
BW	BOTTOM WALL
CF	CURB FACE
℄	CENTER LINE
ECR	END CURB RETURN
EG	EXISTING GRADE
EL	ELEVATION
EP	EDGE OF PAVEMENT
EVC	END VERTICAL CURVE
EX.	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FTG	FOOTING
GB	GRADE BREAK
GRD	GRADE
HC	HORIZONTAL CURVE
HP	HIGH POINT
INV	INVERT
L	LENGTH
LP	LOW POINT
LA	LANDSCAPE AREA
MH	MAN HOLE
NAP	NOT A PART
NG	NATURAL GROUND
NTS	NOT TO SCALE
PAD	PAD ELEVATION
PP	POWER POLE
P.	PROPERTY LINE
PVI	POINT OF VERTICAL INTERSECTION
REINF.	REINFORCING
R/W	RIGHT OF WAY
SW	SIDEWALK
TB	TOP OF BERM
TC	TOP OF CURB
TD	TOP OF DIKE
TF	TOP OF FOOTING
TG	TOP OF GRATE
TOE	TOE OF SLOPE
TP	TOP OF PAVEMENT
TR	TOP OF RETAINING
TS	TOP OF SLOPE
TW	TOP OF WALL
TYP.	TYPICAL
WV	WATER VALVE
WM	WATER METER
WL	WATER LEVEL
(#)	CONSTRUCTION NOTE NO.

PROPERTY OWNER

LEGAL DESCRIPTIONS
EXISTING PARCELS

THOSE PORTIONS OF LOT 23 & 24 OF TRACT NO.7184, IN THE CITY OF GLENDORA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 130 PAGES 71 TO 74 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALL OF THE LAND EAST OF THE FOLLOWING LINE. BEGINNING AT THE EASTERLY TERMINUS OF THAT CERTAIN COURSE ON THE NORTHERLY LINE OF LOT 25 OF SAID TRACT NO. 7184 SHOWN ON SAID MAP AS HAVING A BEARING AND LENGTH OF NORTH 88° 41' EAST 127.55 FEET; THENCE EASTERLY ALONG THE EASTERLY PROLONGATION OF SAID COURSE NORTH 88° 41' EAST A DISTANCE OF 52.41 FEET; THENCE SOUTH 3° 03' WEST A DISTANCE OF 307.92 FEET TO THE SOUTHERLY LINE OF SAID LOT 23.

ZONE DESIGNATION

EXISTING: RHR-RURAL HILLSIDE RESIDENTIAL
PROPOSED: RHR-RURAL HILLSIDE RESIDENTIAL

GENERAL PLAN DESIGNATION

HILLSIDE VLD-VERY LOW DENSITY

SOURCE OF WATER SUPPLY

CITY OF GLENDORA

METHOD OF SEWAGE DISPOSAL

NEW SEPTIC SYSTEM

PARCEL AREA

1.11 AC. GROSS
1.11 AC. NET

LOT COVERAGE

48,508 sq. ft. TOTAL (LOT)
ALLOWED LOT COVERAGE 20% * 45,007 = 9,001 S.F.
PROPOSED LOT COVERAGE = 3,535 S.F.

AVERAGE SLOPE

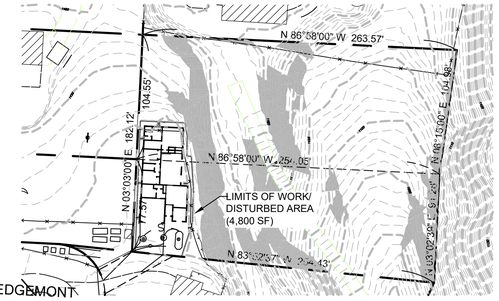
SLOPE % = .0023(CONTOUR INTERVAL)(SUM CONTOURS) / AREA IN ACRES
SLOPE % = .0023(1)(11.904) / 1.11
AVE SLOPE = 24.67 % - ALLOWED LOT COVERAGE 25%

EARTH WORK

FILL:	121 CU YDS
CUT:	22 CU YDS
OVER-EX AND RECOMPACT	278 CU YDS
TOTAL FILL	399 CU YDS
TOTAL CUT	300 CU YDS

TOTAL DISTURBED AREA

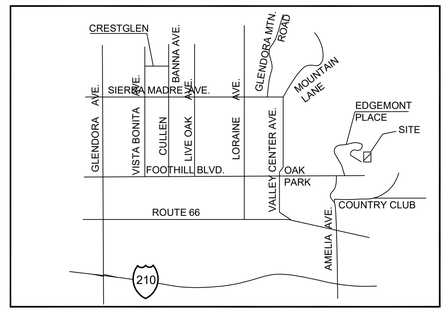
4,800 S.F.



SITE PLAN
SCALE: 1" = 80'

LEGEND

SYMBOL	DESCRIPTION
1000	PROPOSED CONTOUR
(1426.00)	EXISTING CONTOUR
10.00	PROPOSED ELEVATION
(10.00)	EXISTING ELEVATION
	MASONRY WALL
	RETAINING WALL
	CENTER LINE
	PROPERTY LINE
	RIGHT-OF-WAY
	DRAINAGE FLOWLINE
	CHAIN LINK FENCE
	WROUGHT IRON FENCE
	LIMIT OF GRADING
	AREA DRAIN PIPE
	FLOW DIRECTION
	SHEET FLOW
R R	RIDGE LINE
	PROPOSED EASEMENT LINE
	PROPOSED STORM DRAIN LINE
	EXISTING BUILDING
	PROPOSED SLOPE
	PROPOSED CONCRETE
	35% SLOPE AREAS
	PAVERS
	LANDSCAPING
W	EX. WATERLINE
G	EX. GAS LINE
E	EX. ELEC LINE
T	EX. TELEPHONE LINE
S	EX. SEWER LINE
	DECIDUOUS TREE
	CONIFEROUS TREE
	PALM TREE
S	SEWER MANHOLE
SD	STORM DRAIN MANHOLE
	UTILITY BOX
	LIGHT STANDARD
	WATER METER
	FIRE HYDRANT
	WATER VALVE
	DOWNSPOUT
	EX. POWER POLE
	EX. GUY WIRE



VIC MAP
N.T.S.

MEG
·LAND PLANNING
·CIVIL ENGINEERING
·GPS & ROBOTIC SURVEYING
·LEED® CERTIFICATION
·STORMWATER QUALITY DESIGN & INSPECTION

MARSHALL ENGINEERING GROUP, INC.
432 E. FOOTHILL BLVD., STE. 120, SAN DIMAS, CA 91773
PHONE: (626) 914-5788 FAX: (626) 914-7016 WEB: www.megi.us

REGISTERED PROFESSIONAL ENGINEER
WILLIAM M. RAYMOND JR.
NO. 57580
EXP. 12-31-2027
CIVIL
STATE OF CALIFORNIA

WILLIAM M. RAYMOND JR. R.C.E. 57580 EXP. 12/31/2027

REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315
BENCHMARK:
LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE
ELEVATION - 957.530 FEET

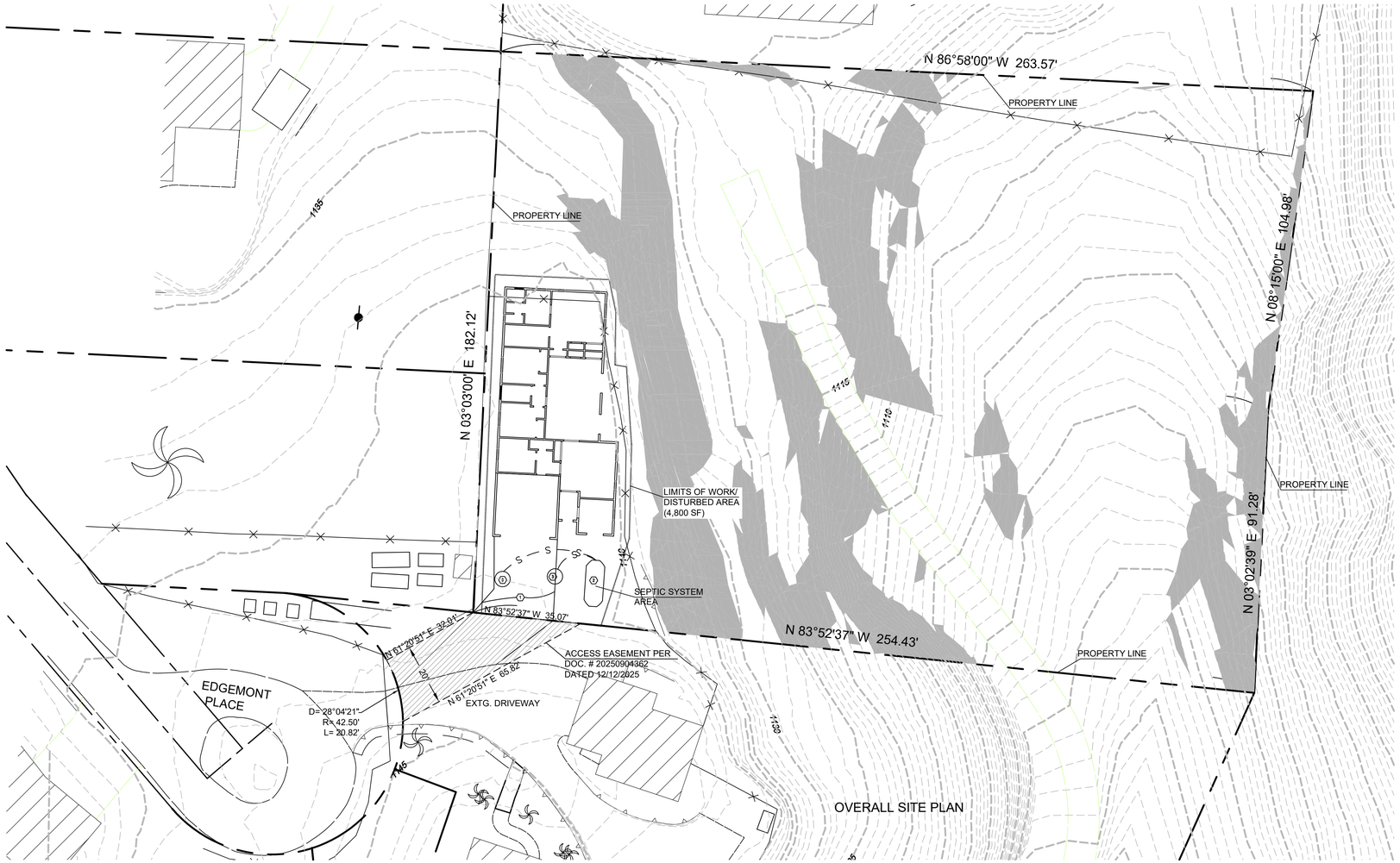
CITY OF GLENDORA
ENGINEERING DIVISION

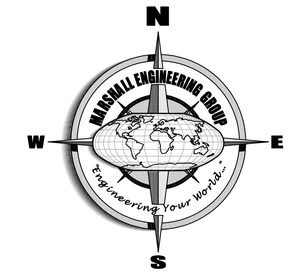
GRADING PLAN - COVER SHEET
140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 23 & 24 OF TRACT 7184

Reviewed By		Plan No.: 24-016	Scale: BY SHEET
		1/9/2025	Date:
ENGINEERING	Date	Sheet 1 of 12 Sheets	File No.: 24-016 C1

Date: 09 Jan 26 - 7:18 pm
File: C:\MacHome\Desktop\mcs_data\edraw\24-016\24-016 -grading.dwg

PRECISE GRADING PLAN - SITE PLAN





GENERAL NOTES

THE BASIS OF THIS SURVEY IS PRELIMINARY TITLE REPORT PREPARED BY STEWART TITLE UNDER ORDER NO. 1621723 DATED MARCH 8, 2022 AT 7:30 A.M.

GEOGRAPHICALLY LOCATABLE ITEMS FROM SAID REPORT (SUCH AS EASEMENTS) WHICH AFFECT THE SUBJECT PROPERTY ARE SHOWN ON THIS MAP AND ARE NUMERICALLY KEYED TO SAID REPORT, OTHER ITEMS FROM SAID REPORT WHICH MAY AFFECT THE SUBJECT PROPERTY ARE ALSO KEYED TO SAID REPORT AND ARE;

SCHEDULE B

ITEM 1 WATER RIGHTS, CLAIMS OR TITLE WATER.

ITEM 2 OWNERSHIP OF, OR RIGHTS TO, MINERALS OR OTHER SUBSTANCES.

ITEM 3 EASEMENT FOR PIPES, PIPE LINES IN BOOK 1532, PAGE 272 OF OFFICIAL RECORDS NOT PLOTTABLE

ITEM 4 EASEMENT FOR PIPES, PIPE LINES IN BOOK 19071 PAGE 285, OF OFFICIAL RECORDS NOT PLOTTABLE

ITEM 5 EASEMENT FOR PUBLIC UTILITIES RECORDED APRIL 30, 1942, AS BOOK 19245 PAGE 317, OF OFFICIAL RECORDS DOES NOT PLOT ON PROPERTY.

ITEM 6 EASEMENT FOR PUBLIC UTILITIES DECEMBER 13, 1950, AS BOOK 34944 PAGE 402, OF OFFICIAL RECORDS, DOES NOT PLOT ON PROPERTY.

ITEM 7 EASEMENT FOR PIPES, PIPE LINES RECORDED SEPTEMBER 22, 1953, IN BOOK 42746 PAGE 36, OF OFFICIAL RECORDS DOES NOT PLOT ON THE PROPERTY

ITEM 8 EASEMENT FOR ROAD RECORDED SEPTEMBER 22, 1953, PURPOSES IN BOOK 42746 PAGE 36, OF OFFICIAL RECORDS DOES NOT PLOT ON THE PROPERTY

ITEM 9 DEED OF TRUST OCTOBER 22, 1991, AS INSTRUMENT NO. 91-1666839, OF OFFICIAL RECORDS

ITEM 10 DEED OF TRUST OCTOBER 22, 1991, AS INSTRUMENT NO. 91-1666840, OF OFFICIAL RECORDS

REGISTERED PROFESSIONAL ENGINEER
WILLIAM M. RAYMOND JR.
NO. 57580
EXP. 12-31-2027
CIVIL
STATE OF CALIFORNIA

WILLIAM M. RAYMOND JR. R.C.E. 57580 EXP. 12/31/2027

REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315

BENCHMARK:

LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

MEG
· LAND PLANNING
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CITY OF GLENDORA

ENGINEERING DIVISION

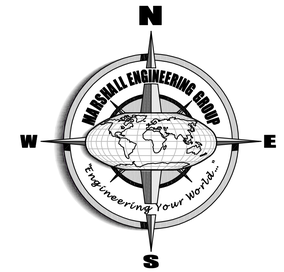
GRADING PLAN - SITE PLAN

140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 23 & 24 OF TRACT 7184

Reviewed By		Plan No.: 24-016	Scale: BY SHEET
		1/9/2025	Date:
ENGINEERING	Date	Sheet 2 of 12 Sheets	File No.: 24-016 C2

PRECISE GRADING PLAN - HOUSE 10 SCALE





10 0 10 20 30

Scale: 1" = 10'

LEGEND

SYMBOL	DESCRIPTION
1000	PROPOSED CONTOUR
(1426.00)	EXISTING CONTOUR
10.00	PROPOSED ELEVATION
(10.00)	EXISTING ELEVATION
	MASONRY WALL
	RETAINING WALL
	CENTER LINE
	PROPERTY LINE
	RIGHT-OF-WAY
	DRAINAGE FLOWLINE
	CHAIN LINK FENCE
	WROUGHT IRON FENCE
	LIMIT OF GRADING
	AREA DRAIN PIPE
	FLOW DIRECTION
	SHEET FLOW
R R	RIDGE LINE
	PROPOSED EASEMENT LINE
	PROPOSED STORM DRAIN LINE
	EXISTING BUILDING
	PROPOSED SLOPE
	PROPOSED CONCRETE
	35% SLOPE AREAS
	AC PAVING
	PAVERS
	LANDSCAPING
W	EX. WATERLINE
G	EX. GAS LINE
E	EX. ELEC LINE
T	EX. TELEPHONE LINE
S	EX. SEWER LINE
	DECIDUOUS TREE
	CONIFEROUS TREE
	PALM TREE
S	SEWER MANHOLE
SD	STORM DRAIN MANHOLE
	UTILITY BOX
	LIGHT STANDARD
	WATER METER
	FIRE HYDRANT
	WATER VALVE
	DOWNSPOUT
	EX. POWER PELE
	EX. GUY WIRE

ABBREVIATIONS

AC	ASPHALTIC CONCRETE
BCR	BEGIN CURB RETURN
BS	BACK OF SIDEWALK
BVC	BEGIN VERTICAL CURVE
BW	BOTTOM WALL
CF	CURB FACE
℄	CENTER LINE
ECR	END CURB RETURN
EG	EXISTING GRADE
EL	ELEVATION
EP	EDGE OF PAVEMENT
EVC	END VERTICAL CURVE
EX.	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
FTG	FOOTING
GB	GRADE BREAK
GRD	GRADE
HC	HORIZONTAL CURVE
HP	HIGH POINT
INV	INVERT
L	LENGTH
LP	LOW POINT
LA	LANDSCAPE AREA
MH	MAN HOLE
NAP	NOT A PART
NG	NATURAL GROUND
NTS	NOT TO SCALE
PAD	PAD ELEVATION
PP	POWER POLE
ℙ	PROPERTY LINE
PVI	POINT OF VERTICAL INTERSECTION
REINF.	REINFORCING
R/W	RIGHT OF WAY
SW	SIDEWALK
TB	TOP OF BERM
TC	TOP OF CURB
TD	TOP OF DIKE
TF	TOP OF FOOTING
TG	TOP OF GRATE
TOE	TOE OF SLOPE
TP	TOP OF PAVEMENT
TR	TOP OF RETAINING
TS	TOP OF SLOPE
TW	TOP OF WALL
TYP.	TYPICAL
WV	WATER VALVE
WM	WATER METER
WL	WATER LEVEL
(#)	CONSTRUCTION NOTE NO.
	DAYLIGHT LINE

CONSTRUCTION NOTES

1	CONSTRUCT 5" MIN P.C.C. PAVING OVER COMPACTED SUBGRADE
2	CONSTRUCT SEPTIC TANK PER PLAN SHEETS IN7.5-01 THROUGH IN7.5-11
3	CONSTRUCT SEEPAGE PITS 5' IN DIAMETER BY 50' DEEP PER SEPTIC FEASIBLITY REPORT
4	PROVIDE 2.0% MIN. DRAINAGE AWAY FROM STRUCTURE(5% FOR PERVIOUS SURFACE)

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REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315

BENCHMARK:

LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

CITY OF GLENDORA

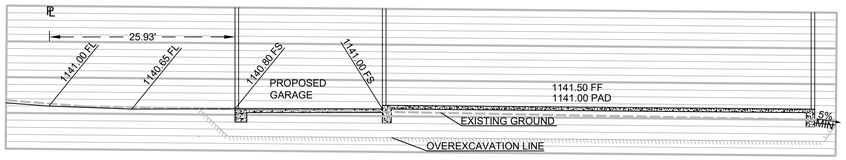
ENGINEERING DIVISION

GRADING PLAN - GRADING SHEET

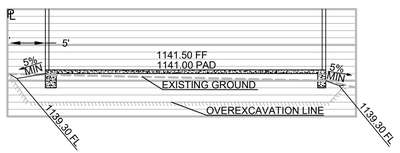
140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 23 & 24 OF TRACT 7184

Reviewed By		Plan No.: 24-016	Scale: BY SHEET
		1/9/2025	Date:
ENGINEERING	Date	Sheet 3 of 12 Sheets	File No.: 24-016 C2.1

PRECISE GRADING PLAN - DETAILS AND SECTIONS



SECTION A-A (11)
1"=10'



SECTION B-B (12)
1"=10'

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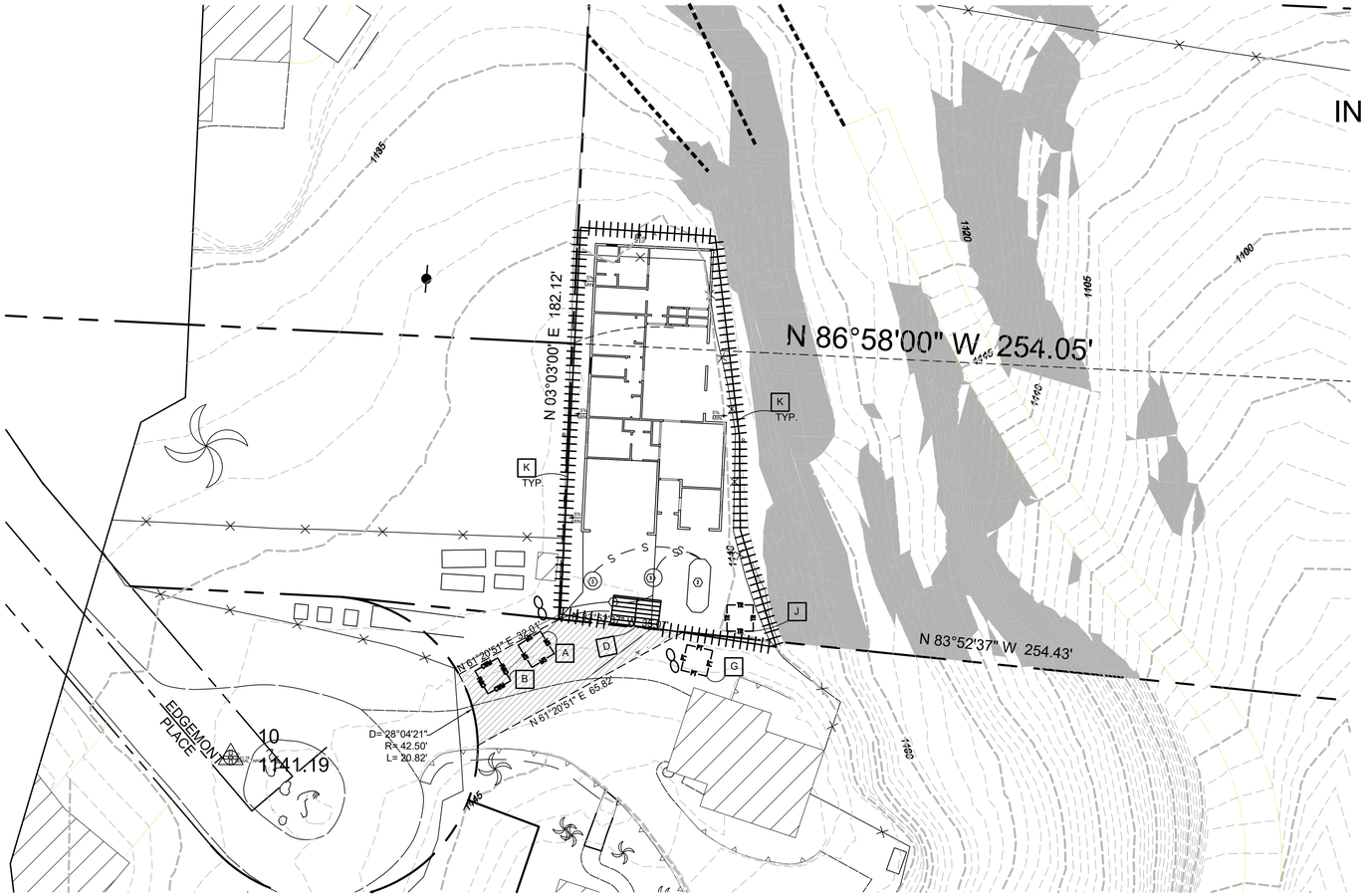
CITY OF GLENDORA
ENGINEERING DIVISION

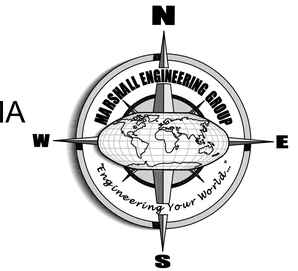
PRECISE GRADING PLAN - SECTIONS & DETAILS
140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 23 & 24 OF TRACT 7184

Reviewed By		Plan No.: 24-016	Scale: BY SHEET
		1/9/2025	Date:
ENGINEERING	Date	Sheet 4 of 12 Sheets	File No.: 24-016 C3

LOCAL SWP

142 EDGEMONT PLACE
IN THE CITY OF GLENDORA, STATE OF CALIFORNIA
PORTION OF LOTS 23 & 24 OF TRACT 7814





LEGEND

- PLACE GRAVEL BAGS TO PROVIDE FOR DESILTING OF WATER. HEIGHT OF 2 BAGS = 8"
- SILT FENCE
- FIBER ROLL
- CONCRETE WASTE/VEHICLE WASH-OUT AREA
- MATERIAL STORAGE AREA
- PORTABLE TOILET
- TRASH RECEPTACLE
- STABILIZED CONSTRUCTION ENTRANCE/EXIT (RUMBLE SLAB)

CONSTRUCTION NOTES:

A ALL CONSTRUCTION MATERIALS SHALL BE DELIVERED AND STORED ON SITE PER BMP WM-1. USE OF THESE MATERIALS SHALL BE AS PER BMP WM-2.

B PROVIDE A CONCRETE WASTE MANAGEMENT AND VEHICLE AND EQUIPMENT AREA PER BMP WM-8, NS-10 & NS-8.

C PROVIDE GRAVEL BAG BARRIER PER BMP SE-6 OR PER BMP SE-5 OR STRAW BALE BARRIER PER BMP SE-9.

D PROVIDE STABILIZED CONSTRUCTION ENTERANCE/EXIT PER BMP TC-1.

E PROTECT ALL DOWNSTREAM STORMDRAIN INLETS PER BMP SE-10.

G PROVIDE LOCATION FOR PORTABLE TOILET. DISCHARGE OF POLLUTANTS FROM SANITARY/SEPTIC WASTE TO STORM WATER DRAIN SHALL BE PREVENTED BY PROVIDING CONVENIENT, WELL MAINTAINED FACILITIES. REFER TO BMP WM-9 FOR METHODOLOGY.

H NO STOCKPILES OR MATERIAL STORAGE IN THE PUBLIC RIGHT OF WAY ANYTIME DURING THE CONSTRUCTION UNLESS ALLOWED UNDER A TEMPORARY ENCROACHMENT PERMIT OBTAINED THROUGH PUBLIC WORKS.

I IF ANY EQUIPMENT, TRUCK, OR VEHICLE PARKED ON THE STREET IS OCCUPYING HALF OR MORE OF THE WIDTH OF THE LANE AND/OR DISRUPTING THE NORMAL TRAFFIC FLOW, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL PRIOR TO START OF WORK.

J TRASH RECEPTACLE, PER BMP WM-5

K PROVIDE SILT FENCE PER BMP SE-1

BMP LISTED ON THIS PLAN (REF. MANUAL USED)

(EC-1)	SCHEDULING
(EC-2)	PRESERVATION OF EXISTING VEGETATION
(SE-1)	SILT FENCE
(SE-5)	FIBER ROLLS
(SE-6)	GRAVEL BAG BERM
(SE-7)	STREET SWEEPING & VACUUMING
(SE-9)	STRAW BALE BARRIER
(SE-10)	STORM DRAIN INLET PROTECTION
(WE-1)	WIND EROSION CONTROL
(NS-3)	PAVING AND GRINDING OPERATIONS
(NS-8)	VEHICLE & EQUIPMENT CLEANING
(NS-10)	VEHICLE & EQUIPMENT MAINTENANCE
(NS-12)	CONCRETE CURING
(NS-13)	CONCRETE FINISHING
(WM-1)	MATERIAL DELIVERY & STORAGE
(WM-2)	MATERIAL USE
(WM-3)	STOCKPILE MANAGEMENT
(WM-5)	SOLID WASTE
(WM-8)	CONCRETE WASTE MANAGEMENT
(WM-9)	SANITARY / SEPTIC WASTE MANAGEMENT

1. IN CASE OF EMERGENCY, CALL , SEAN RODRIGUEZ AT (626) 675-2441.
2. A STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (OCTOBER 1 TO MAY 31). NECESSARY MATERIALS SHALL BE AVAILABLE ON-SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF EMERGENCY DEVICES WHEN RAIN IS IMMINENT.
3. EROSION CONTROL DEVICES SHOWN ON THIS PLAN MAY BE REMOVED WHEN APPROVED BY PUBLIC WORKS INSPECTOR IF THE OPERATION HAS PROGRESSED TO THE POINT WHERE THEY ARE NO LONGER REQUIRED.
4. GRADED AREAS ADJACENT TO FILL SLOPES LOCATED AT THE SITE PERIMETER MUST DRAIN AWAY FROM THE TOP OF SLOPE AT THE CONCLUSION OF EACH WORKING DAY.
5. ALL SILT AND DEBRIS SHALL BE REMOVED FROM ALL DEVICES WITHIN 24 HOURS AFTER EACH RAINSTORM.
6. A GUARD SHALL BE POSTED ON THE SITE WHENEVER THE DEPTH OF WATER IN ANY DEVICE EXCEEDS TWO FEET. THE DEVICE SHALL BE DRAINED OR PUMPED DRY WITHIN 24 HOURS AFTER EACH RAINSTORM.
7. EXCEPT AS OTHERWISE APPROVED BY THE PUBLIC WORKS INSPECTOR, ALL REMOVABLE PROTECTIVE DEVICES SHOWN SHALL BE IN PLACE AT THE END OF EACH WORK DAY AND ON WEEKENDS WHEN THE 5-DAY RAIN PROBABILITY FORECAST EXCEEDS 40%.
8. ALL LOOSE SOIL AND DEBRIS WHICH MAY CREATE A POTENTIAL HAZARD TO OFF-SITE PROPERTY SHALL BE REMOVED FROM THE SITE AS DIRECTED BY THE PUBLIC WORKS INSPECTOR OR PROJECT N.P.D.E.S. COORDINATOR.
9. THE PLACEMENT OF ADDITIONAL DEVICES TO REDUCE EROSION DAMAGE WITHIN THE SITE IS LEFT TO THE DISCRETION OF THE FIELD ENGINEER, OR PROJECT NPDES COORDINATOR.
10. DESILTING BASINS MAY NOT BE REMOVED OR MADE INOPERABLE BETWEEN OCTOBER 1, AND MAY 31, WITHOUT THE APPROVAL OF THE CITY INSPECTOR.
11. EROSION CONTROL DEVICES WILL BE MODIFIED AS NEEDED AS THE PROJECT PROGRESSES, AND THE PLANS OF THESE CHANGES MUST BE SUBMITTED FOR APPROVAL AS REQUIRED.
12. A COPY OF THE CALIFORNIA STORM WATER BEST MANAGEMENT PRACTICE HANDBOOK JAN. 2003 OR A COPY OF THOSE BMP'S SPECIFIED BY THIS PLAN ARE TO REMAIN ON SITE AT ALL TIMES WITH COPY OF THIS PLAN.

GENERAL NOTES:

THE STORM WATER POLLUTION PREVENTION PLAN SHALL REMAIN ON SITE AT ALL TIMES DURING THE CONSTRUCTION

ALL EXISTING ON SITE VEGETATED AREAS NOT TO BE DISTURBED SHALL BE PRESERVED IN ACCORDANCE WITH BMP EC-2

WIND EROSION CONTROL PER BMP WE-1 SHALL BE IMPLEMENTED ON A DAILY BASIS AS NEEDED TO KEEP DUST LEVELS TO A MINIMUM

ALL EMPLOYEES AND/OR SUBCONTRACTORS ON THIS PROJECT SHALL BE TRAINED IN THE MATTERS OF HOUSEKEEPING PRACTICES AND WASTE CONTAINMENT IN ACCORDANCE WITH BMP WM-4 AND WM-5

I DO HEREBY CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WILL BE CARRIED OUT UNDER MY DIRECTION AND SUPERVISION. I UNDERSTAND THAT AT THE CONCLUSION OF THIS PROJECT I WILL BE REQUIRED TO SUBMIT CERTIFICATION THAT ALL ELEMENTS OF THIS PROJECT WERE CARRIED OUT IN ACCORDANCE WITH THIS SWPPP. IN CASE OF EMERGENCY OR SWPPP CORRECTIONS CONTACT:

NAME: _____ DATE: _____

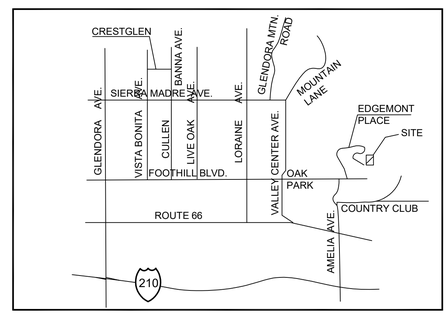
TITLE: _____ PHONE: _____

NOTES:

CALL THE PUBLIC WORKS DEPARTMENT AT (626)914-8246 TO SCHEDULE A S.W.P.P.P INSPECTION PRIOR TO START OF CONSTRUCTION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL N.P.D.E.S. REQUIREMENTS.

ALL REMOVED/DEMO MATERIAL SHALL BE DISPOSED AT A FACILITY DESIGNATED TO ACCEPT AND PROCESS SUCH MATERIALS



VIC MAP
N.T.S.

MEG
·LAND PLANNING
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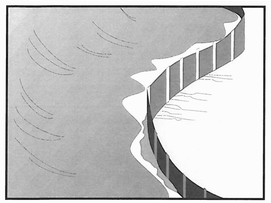
LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

CITY OF GLENDORA — ENGINEERING DIVISION

LOCAL SWP
140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 23 & 24 OF TRACT 7184

Reviewed By		Plan No.: 24-016	Scale: BY SHEET
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ENGINEERING	Date	Sheet 5 of 12 Sheets	File No.: 24-016 EC



Categories

EC	Erosion Control	
SE	Sediment Control	☑
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:
☑ **Primary Category**
☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-5 Fiber Rolls
SE-6 Gravel Bag Berm
SE-8 Sandbag Barrier
SE-10 Storm Drain Inlet Protection
SE-14 Biofilter Bags

Description and Purpose

A silt fence is made of a woven geotextile that has been entrenched, attached to supporting poles, and sometimes backed by a plastic or wire mesh for support. The silt fence detains sediment-laden water, promoting sedimentation behind the fence.

Suitable Applications

Silt fences are suitable for perimeter control, placed below areas where sheet flows discharge from the site. They could also be used as interior controls below disturbed areas where runoff may occur in the form of sheet and rill erosion and around inlets within disturbed areas (SE-10). Silt fences are generally ineffective in locations where the flow is concentrated and are only applicable for sheet or overland flows. Silt fences are most effective when used in combination with erosion controls. Suitable applications include:

- Along the perimeter of a project.
- Below the toe or down slope of exposed and erodible slopes.
- Along streams and channels.
- Around temporary spoil areas and stockpiles.
- Around inlets.
- Below other small cleared areas.

Limitations

- Do not use in streams, channels, drain inlets, or anywhere flow is concentrated.
- Do not use in locations where ponded water may cause a flooding hazard. Runoff typically ponds temporarily on the upstream side of silt fence.
- Do not use silt fence to divert water flows or place across any contour line. Fences not constructed on a level contour, or fences used to divert flow will concentrate flows resulting in additional erosion and possibly overtopping or failure of the silt fence.
- Improperly installed fences are subject to failure from undercutting, overtopping, or collapsing.
- Not effective unless trenched and keyed in.
- Not intended for use as mid-slope protection on slopes greater than 4:1 (H:V).
- Do not use on slopes subject to creeping, slumping, or landslides.

Implementation

General

A silt fence is a temporary sediment barrier consisting of woven geotextile stretched across and attached to supporting posts, trenched-in, and, depending upon the strength of fabric used, supported with plastic or wire mesh fence. Silt fences trap sediment by intercepting and detaining small amounts of sediment-laden runoff from disturbed areas in order to promote sedimentation behind the fence.

The following layout and installation guidance can improve performance and should be followed:

- Use principally in areas where sheet flow occurs.
- Install along a level contour, so water does not pond more than 1.5 ft at any point along the silt fence.
- The maximum length of slope draining to any point along the silt fence should be 200 ft or less.
- The maximum slope perpendicular to the fence line should be 1:1.
- Provide sufficient room for runoff to pond behind the fence and to allow sediment removal equipment to pass between the silt fence and toes of slopes or other obstructions. About 1200 ft² of ponding area should be provided for every acre draining to the fence.
- Turn the ends of the filter fence uphill to prevent stormwater from flowing around the fence.
- Leave an undisturbed or stabilized area immediately down slope from the fence where feasible.

- Silt fences should remain in place until the disturbed area is permanently stabilized, after which, the silt fence should be removed and properly disposed.
- Silt fence should be used in combination with erosion source controls up slope in order to provide the most effective sediment control.
- Be aware of local regulations regarding the type and installation requirements of silt fence, which may differ from those presented in this fact sheet.

Design and Layout

The fence should be supported by a plastic or wire mesh if the fabric selected does not have sufficient strength and bursting strength characteristics for the planned application (as recommended by the fabric manufacturer). Woven geotextile material should contain ultraviolet inhibitors and stabilizers to provide a minimum of six months of expected usable construction life at a temperature range of 0 °F to 120 °F.

- Layout in accordance with attached figures.
- For slopes steeper than 2:1 (H:V) and that contain a high number of rocks or large dirt clods that tend to dislodge, it may be necessary to install additional protection immediately adjacent to the bottom of the slope, prior to installing silt fence. Additional protection may be a chain link fence or a cable fence.
- For slopes adjacent to sensitive receiving waters or Environmentally Sensitive Areas (ESAs), silt fence should be used in conjunction with erosion control BMPs.

Standard vs. Heavy Duty Silt Fence

Standard Silt Fence
- Generally applicable in cases where the slope of area draining to the silt fence is 4:1 (H:V) or less.
- Used for shorter durations, typically 5 months or less
- Area draining to fence produces moderate sediment loads.

Heavy Duty Silt Fence
- Use is generally limited to 8 months or less.
- Area draining to fence produces moderate sediment loads.
- Heavy duty silt fence usually has 1 or more of the following characteristics, not possessed by standard silt fence.
  - Fence fabric has higher tensile strength.
  - Fabric is reinforced with wire backing or additional support.
  - Posts are spaced closer than pre-manufactured, standard silt fence products.
  - Posts are metal (steel or aluminum)

Materials

Standard Silt Fence
- Silt fence material should be woven geotextile with a minimum width of 36 in. and a minimum tensile strength of 100 lb force. The fabric should conform to the requirements in ASTM designation D4632 and should have an integral reinforcement layer. The

reinforcement layer should be a polypropylene, or equivalent, net provided by the manufacturer. The permittivity of the fabric should be between 0.1 sec^{-1} and 0.15 sec^{-1} in conformance with the requirements in ASTM designation D4491.

- Wood stakes should be commercial quality lumber of the size and shape shown on the plans. Each stake should be free from decay, splits or cracks longer than the thickness of the stake or other defects that would weaken the stakes and cause the stakes to be structurally unsuitable.
- Staples used to fasten the fence fabric to the stakes should be not less than 1.75 in. long and should be fabricated from 15 gauge or heavier wire. The wire used to fasten the tops of the stakes together when joining two sections of fence should be 9 gauge or heavier wire. Galvanizing of the fastening wire will not be required.

Heavy-Duty Silt Fence
- Some silt fence has a wire backing to provide additional support, and there are products that may use prefabricated plastic holders for the silt fence and use metal posts or bar reinforcement instead of wood stakes. If bar reinforcement is used in lieu of wood stakes, use number four or greater bar. Provide end protection for any exposed bar reinforcement for health and safety purposes.

Installation Guidelines – Traditional Method

Silt fences are to be constructed on a level contour. Sufficient area should exist behind the fence for ponding to occur without flooding or overtopping the fence.

- A trench should be excavated approximately 6 in. wide and 6 in. deep along the line of the proposed silt fence (trenches should not be excavated wider or deeper than necessary for proper silt fence installation).
- Bottom of the silt fence should be keyed-in a minimum of 12 in.
- Posts should be spaced a maximum of 6 ft apart and driven securely into the ground a minimum of 18 in. or 12 in. below the bottom of the trench.
- When standard strength geotextile is used, a plastic or wire mesh support fence should be fastened securely to the upslope side of posts using heavy--duty wire staples at least 1 in. long. The mesh should extend into the trench.
- When extra-strength geotextile and closer post spacing are used, the mesh support fence may be eliminated.
- Woven geotextile should be purchased in a long roll, then cut to the length of the barrier. When joints are necessary, geotextile should be spliced together only at a support post, with a minimum 6 in. overlap and both ends securely fastened to the post.
- The trench should be backfilled with native material and compacted.
- Construct silt fences with a setback of at least 3 ft from the toe of a slope. Where, due to specific site conditions, a 3 ft setback is not available, the silt fence may be constructed at the

toe of the slope, but should be constructed as far from the toe of the slope as practicable. Silt fences close to the toe of the slope will be less effective and more difficult to maintain.

- Construct the length of each reach so that the change in base elevation along the reach does not exceed 1/3 the height of the barrier; in no case should the reach exceed 500 ft.
- Cross barriers should be a minimum of $^1/_3$ and a maximum of ½ the height of the linear barrier.
- See typical installation details at the end of this fact sheet.

Installation Guidelines - Static Slicing Method

- Static Slicing is defined as insertion of a narrow blade pulled behind a tractor, similar to a plow blade, at least 10 inches into the soil while at the same time pulling silt geotextile fabric into the ground through the opening created by the blade to the depth of the blade. Once the gerotextile is installed, the soil is compacted using tractor tires.
- This method will not work with pre-fabricated, wire backed silt fence.
- Benefits:
  - Ease of installation (most often done with a 2 person crew). In addition, installation using static slicing has been found to be more efficient on slopes, in rocky soils, and in saturated soils.
  - Minimal soil disturbance.
  - Greater level of compaction along fence, leading to higher performance (i.e. greater sediment retention).
  - Uniform installation.
  - Less susceptible to undercutting/undermining.

Costs

- It should be noted that costs vary greatly across regions due to available supplies and labor costs.
- Average annual cost for installation using the traditional silt fence installation method (assumes 6 month useful life) is $7 per linear foot based on vendor research. Range of cost is $3.50 - $9.10 per linear foot.
- In tests, the slicing method required 0.33 man hours per 100 linear feet, while the trenched based systems required as much as 1.01 man hours per linear foot.

Inspection and Maintenance

- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Repair undercut silt fences.

- Repair or replace split, torn, slumping, or weathered fabric. The lifespan of silt fence fabric is generally 5 to 8 months.
- Silt fences that are damaged and become unsuitable for the intended purpose should be removed from the site of work, disposed, and replaced with new silt fence barriers.
- Sediment that accumulates in the BMP should be periodically removed in order to maintain BMP effectiveness. Sediment should be removed when the sediment accumulation reaches one-third of the barrier height.
- Silt fences should be left in place until the upstream area is permanently stabilized. Until then, the silt fence should be inspected and maintained regularly.
- Remove silt fence when upgradient areas are stabilized. Fill and compact post holes and anchor trench, remove sediment accumulation, grade fence alignment to blend with adjacent ground, and stabilize disturbed area.

References

Manual of Standards of Erosion and Sediment Control Measures, Association of Bay Area Governments, May 1995.

National Management Measures to Control Nonpoint Source Pollution from Urban Areas, United States Environmental Protection Agency, 2002.

Proposed Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters, Work Group-Working Paper, USEPA, April 1992.

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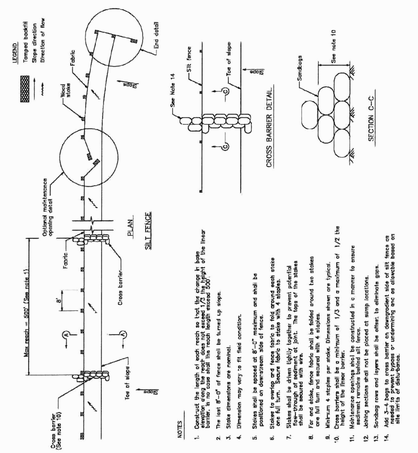
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EXP. 12-31-2027
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STATE OF CALIFORNIA

WILLIAM M. RAYMOND JR. R.C.E. 57580 EXP. 12/31/2027

REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315
BENCHMARK:
LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE
ELEVATION - 957.530 FEET

MEG
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·CIVIL ENGINEERING
·GPS & ROBOTIC SURVEYING
·LEEDs CERTIFICATION
·STORMWATER QUALITY DESIGN & INSPECTION

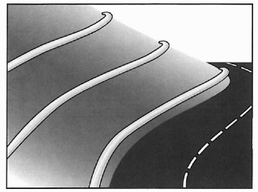
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CITY OF GLENDORA
ENGINEERING DIVISION

EROSION CONTROL - BMP DETAILS
140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 24 & 24 OF TRACT 7184

Reviewed By		Plan No.:	Scale: BY SHEET
			Date: 1/9/2026
ENGINEERING	Date	Sheet 6 of 12 Sheets	File No.: 24-016 EC2

Fiber Rolls SE-5



Categories

EC	Erosion Control	☒
SE	Sediment Control	☑
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:
☑ **Primary Category**
☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-1 Silt Fence
SE-6 Gravel Bag Berm
SE-8 Sandbag Barrier
SE-14 Biofilter Bags

Description and Purpose

A fiber roll consists of straw, coir, or other biodegradable materials bound into a tight tubular roll wrapped by netting, which can be photodegradable or natural. Additionally, gravel core fiber rolls are available, which contain an imbedded ballast material such as gravel or sand for additional weight when staking the rolls are not feasible (such as use as inlet protection). When fiber rolls are placed at the toe and on the face of slopes along the contours, they intercept runoff, reduce its flow velocity, release the runoff as sheet flow, and provide removal of sediment from the runoff (through sedimentation). By interrupting the length of a slope, fiber rolls can also reduce sheet and rill erosion until vegetation is established.

Suitable Applications

Fiber rolls may be suitable:

- Along the toe, top, face, and at grade breaks of exposed and erodible slopes to shorten slope length and spread runoff as sheet flow.
- At the end of a downward slope where it transitions to a steeper slope.
- Along the perimeter of a project.
- As check dams in unlined ditches with minimal grade.
- Down-slope of exposed soil areas.
- At operational storm drains as a form of inlet protection.

Fiber Rolls SE-5

- Around temporary stockpiles.

Limitations

- Fiber rolls are not effective unless trenched in and staked.
- Not intended for use in high flow situations.
- Difficult to move once saturated.
- If not properly staked and trenched in, fiber rolls could be transported by high flows.
- Fiber rolls have a very limited sediment capture zone.
- Fiber rolls should not be used on slopes subject to creep, slumping, or landslide.
- Rolls typically function for 12-24 months depending upon local conditions.

Implementation

Fiber Roll Materials

- Fiber rolls should be prefabricated.
- Fiber rolls may come manufactured containing polyacrylamide (PAM), a flocculating agent within the roll. Fiber rolls impregnated with PAM provide additional sediment removal capabilities and should be used in areas with fine, clayey or silty soils to provide additional sediment removal capabilities. Monitoring may be required for these installations.
- Fiber rolls are made from weed free rice straw, flax, or a similar agricultural material bound into a tight tubular roll by netting.
- Typical fiber rolls vary in diameter from 9 in. to 20 in. Larger diameter rolls are available as well.

Installation

- Locate fiber rolls on level contours spaced as follows:
  - Slope inclination of 4:1 (H:V) or flatter: Fiber rolls should be placed at a maximum interval of 20 ft.
  - Slope inclination between 4:1 and 2:1 (H:V): Fiber Rolls should be placed at a maximum interval of 15 ft. (a closer spacing is more effective).
  - Slope inclination 2:1 (H:V) or greater: Fiber Rolls should be placed at a maximum interval of 10 ft. (a closer spacing is more effective).
- Prepare the slope before beginning installation.
- Dig small trenches across the slope on the contour. The trench depth should be ¼ to 1/3 of the thickness of the roll, and the width should equal the roll diameter, in order to provide area to backfill the trench.

Fiber Rolls SE-5

- It is critical that rolls are installed perpendicular to water movement, and parallel to the slope contour.
- Start building trenches and installing rolls from the bottom of the slope and work up.
- It is recommended that pilot holes be driven through the fiber roll. Use a straight bar to drive holes through the roll and into the soil for the wooden stakes.
- Turn the ends of the fiber roll up slope to prevent runoff from going around the roll.
- Stake fiber rolls into the trench.
  - Drive stakes at the end of each fiber roll and spaced 4 ft maximum on center.
  - Use wood stakes with a nominal classification of 0.75 by 0.75 in. and minimum length of 24 in.
- If more than one fiber roll is placed in a row, the rolls should be overlapped, not abutted.
- See typical fiber roll installation details at the end of this fact sheet.

Removal

- Fiber rolls can be left in place or removed depending on the type of fiber roll and application (temporary vs. permanent installation). Typically, fiber rolls encased with plastic netting are used for a temporary application because the netting does not biodegrade. Fiber rolls used in a permanent application are typically encased with a biodegradeable material and are left in place. Removal of a fiber roll used in a permanent application can result in greater disturbance.
- Temporary installations should only be removed when up gradient areas are stabilized per General Permit requirements, and/or pollutant sources no longer present a hazard. But, they should also be removed before vegetation becomes too mature so that the removal process does not disturb more soil and vegetation than is necessary.

Costs

Material costs for regular fiber rolls range from $20 - $30 per 25 ft roll.

Material costs for PAM impregnated fiber rolls range between 7.00-$9.00 per linear foot, based upon vendor research.

Inspection and Maintenance

- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Repair or replace split, torn, unraveling, or slumping fiber rolls.
- If the fiber roll is used as a sediment capture device, or as an erosion control device to maintain sheet flows, sediment that accumulates in the BMP should be periodically removed

Fiber Rolls SE-5

in order to maintain BMP effectiveness. Sediment should be removed when sediment accumulation reaches one-third the designated sediment storage depth.

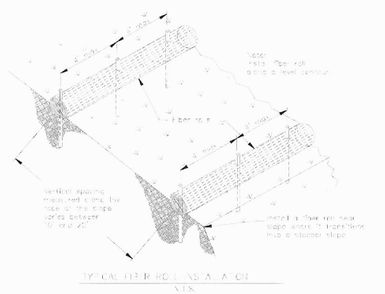
- If fiber rolls are used for erosion control, such as in a check dam, sediment removal should not be required as long as the system continues to control the grade. Sediment control BMPs will likely be required in conjunction with this type of application.
- Repair any rills or gullies promptly.

References

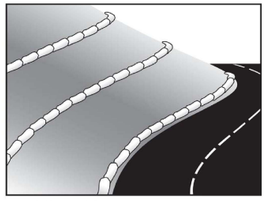
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Fiber Rolls SE-5



Gravel Bag Berm SE-6



Categories

EC	Erosion Control	☒
SE	Sediment Control	☑
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:
☑ **Primary Category**
☒ **Secondary Category**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-1 Silt Fence
SE-5 Fiber Roll
SE-8 Sandbag Barrier
SE-14 Biofilter Bags

Description and Purpose

A gravel bag berm is a series of gravel-filled bags placed on a level contour to intercept sheet flows. Gravel bags pond sheet flow runoff, allowing sediment to settle out, and release runoff slowly as sheet flow, preventing erosion.

Suitable Applications

Gravel bag berms may be suitable:

- As a linear sediment control measure:
  - Below the toe of slopes and erodible slopes
  - As sediment traps at culvert/pipe outlets
  - Below other small cleared areas
  - Along the perimeter of a site
  - Down slope of exposed soil areas
  - Around temporary stockpiles and spoil areas
  - Parallel to a roadway to keep sediment off paved areas
  - Along streams and channels
- As a linear erosion control measure:
  - Along the face and at grade breaks of exposed and erodible slopes to shorten slope length and spread runoff as sheet flow.

Gravel Bag Berm SE-6

- At the top of slopes to divert runoff away from disturbed slopes.
- As chevrons (small check dams) across mildly sloped construction roads. For use check dam use in channels, see SE-4, Check Dams.

Limitations

- Gravel berms may be difficult to remove.
- Removal problems limit their usefulness in landscaped areas.
- Gravel bag berm may not be appropriate for drainage areas greater than 5 acres.
- Runoff will pond upstream of the berm, possibly causing flooding if sufficient space does not exist.
- Degraded gravel bags may rupture when removed, spilling contents.
- Installation can be labor intensive.
- Durability of gravel bags is somewhat limited and bags may need to be replaced when installation is required for longer than 6 months.
- Easily damaged by construction equipment.
- When used to detain concentrated flows, maintenance requirements increase.

Implementation

General

A gravel bag berm consists of a row of open graded gravel-filled bags placed on a level contour. When appropriately placed, a gravel bag berm intercepts and slows sheet flow runoff, causing temporary ponding. The temporary ponding allows sediment to settle. The open graded gravel in the bags is porous, which allows the ponded runoff to flow slowly through the bags, releasing the runoff as sheet flows. Gravel bag berms also interrupt the slope length and thereby reduce erosion by reducing the tendency of sheet flows to concentrate into rivulets, which erode rills, and ultimately gullies, into disturbed, sloped soils. Gravel bag berms are similar to sand bag barriers, but are more porous. Generally, gravel bag berms should be used in conjunction with temporary soil stabilization controls up slope to provide effective erosion and sediment control.

Design and Layout

- Locate gravel bag berms on level contours.
- When used for slope interruption, the following slope/sheet flow length combinations apply:
  - Slope inclination of 4:1 (H:V) or flatter: Gravel bags should be placed at a maximum interval of 20 ft, with the first row near the slope toe.
  - Slope inclination between 4:1 and 2:1 (H:V): Gravel bags should be placed at a maximum interval of 15 ft. (a closer spacing is more effective), with the first row near the slope toe.

Gravel Bag Berm SE-6

Slope inclination 2:1 (H:V) or greater: Gravel bags should be placed at a maximum interval of 10 ft. (a closer spacing is more effective), with the first row near the slope toe.

- Turn the ends of the gravel bag barriers up slope to prevent runoff from going around the berm.
- Allow sufficient space up slope from the gravel bag berm to allow ponding, and to provide room for sediment storage.
- For installation near the toe of the slope, gravel bag barriers should be set back from the slope toe to facilitate cleaning. Where specific site conditions do not allow for a set-back, the gravel bag barrier may be constructed on the toe of the slope. To prevent flows behind the barrier, bags can be placed perpendicular to a berm to serve as cross barriers.
- Drainage area should not exceed 5 acres.
- In Non-Traffic Areas:
  - Height = 18 in. maximum
  - Top width = 24 in. minimum for three or more layer construction
  - Top width = 12 in. minimum for one or two layer construction
  - Side slopes = 2:1 (H:V) or flatter
- In Construction Traffic Areas:
  - Height = 12 in. maximum
  - Top width = 24 in. minimum for three or more layer construction.
  - Top width = 12 in. minimum for one or two layer construction.
  - Side slopes = 2:1 (H:V) or flatter.
- Butt ends of bags tightly.
- On multiple row, or multiple layer construction, overlap butt joints of adjacent row and row beneath.
- Use a pyramid approach when stacking bags.

Materials

- ***Bag Material:*** Bags should be woven polypropylene, polyethylene or polyamide fabric or burlap, minimum unit weight of 4 ounces/yd², Mullen burst strength exceeding 300 lb/in² in conformance with the requirements in ASTM designation D3786, and ultraviolet stability exceeding 70% in conformance with the requirements in ASTM designation D4355.

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REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315
BENCHMARK:
LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

CITY OF GLENDORA

ENGINEERING DIVISION

EROSION CONTROL - BMP DETAILS

140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 24 & 24 OF TRACT 7184

Reviewed By		Plan No.:	Scale: BY SHEET
			Date: 1/9/2026
ENGINEERING	Date	Sheet 7 of 12 Sheets	File No.: 24-016 EC3

Gravel Bag Berm SE-6

- ***Bag Size:*** Each gravel-filled bag should have a length of 18 in., width of 12 in., thickness of 3 in., and mass of approximately 33 lbs. Bag dimensions are nominal, and may vary based on locally available materials.
- ***Fill Material:*** Fill material should be 0.5 to 1 in. crushed rock, clean and free from clay, organic matter, and other deleterious material, or other suitable open graded, non-cohesive, porous gravel.

Costs

Material costs for gravel bags are average and are dependent upon material availability. $2.50-3.00 per filled gravel bag is standard based upon vendor research.

Inspection and Maintenance

- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Gravel bags exposed to sunlight will need to be replaced every two to three months due to degrading of the bags.
- Reshape or replace gravel bags as needed.
- Repair washouts or other damage as needed.
- Sediment that accumulates in the BMP should be periodically removed in order to maintain BMP effectiveness. Sediment should be removed when the sediment accumulation reaches one-third of the barrier height.
- Remove gravel bag berms when no longer needed and recycle gravel fill whenever possible and properly dispose of bag material. Remove sediment accumulation and clean, re-grade, and stabilize the area.

References

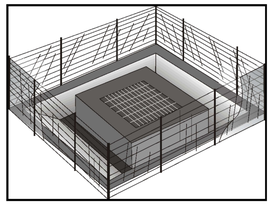
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Storm Drain Inlet Protection SE-10



Objectives

EC	Erosion Control	
SE	Sediment Control	✓
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:
✓ **Primary Objective**
✓ **Secondary Objective**

Targeted Constituents

Sediment	✓
Nutrients	
Trash	✓
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

SE-1 Silt Fence
SE-5 Fiber Rolls
SE-6 Gravel Bag Berm
SE-8 Sandbag Barrier
SE-9 Straw Bale Barrier

Description and Purpose

Storm drain inlet protection consists of a sediment filter or an impounding area around or upstream of a storm drain, drop inlet, or curb inlet. Storm drain inlet protection measures temporarily pond runoff before it enters the storm drain, allowing sediment to settle. Some filter configurations also remove sediment by filtering, but usually the ponding action results in the greatest sediment reduction.

Suitable Applications

Every storm drain inlet receiving sediment-laden runoff should be protected.

Limitations

- Drainage area should not exceed 1 acre.
- Straw bales, while potentially effective, have not produced in practice satisfactory results, primarily due to improper installation.
- Requires an adequate area for water to pond without encroaching into portions of the roadway subject to traffic.
- Inlet protection usually requires other methods of temporary protection to prevent sediment-laden stormwater and non-stormwater discharges from entering the storm drain system.
- Sediment removal may be difficult in high flow conditions or if runoff is heavily sediment laden. If high flow conditions are

expected, use other onsite sediment trapping techniques in conjunction with inlet protection.

- Frequent maintenance is required.
- For drainage areas larger than 1 acre, runoff should be routed to a sediment-trapping device designed for larger flows. See BMPs SE-2, Sediment Basin, and SE-3, Sediment Traps.
- Excavated drop inlet sediment traps are appropriate where relatively heavy flows are expected, and overflow capability is needed.

Implementation

General

Large amounts of sediment may enter the storm drain system when storm drains are installed before the upslope drainage area is stabilized, or where construction is adjacent to an existing storm drain. In cases of extreme sediment loading, the storm drain itself may clog and lose a major portion of its capacity. To avoid these problems, it is necessary to prevent sediment from entering the system at the inlets.

Inlet control measures presented in this handbook should not be used for inlets draining more than one acre. Runoff from larger disturbed areas should be first routed through SE-2, Sediment Basin or SE-3, Sediment Trap. Different types of inlet protection are appropriate for different applications depending on site conditions and the type of inlet. Inlet protection methods not presented in this handbook should be approved by the local stormwater management agency.

Design and Layout

Identify existing and planned storm drain inlets that have the potential to receive sediment-laden surface runoff. Determine if storm drain inlet protection is needed and which method to use.

- Limit upstream drainage area to 1 acre maximum. For larger drainage areas, use SE-2, Sediment Basin, or SE-3, Sediment Trap, upstream of the inlet protection device.
- The key to successful and safe use of storm drain inlet protection devices is to know where runoff will pond or be diverted.
  - Determine the acceptable location and extent of ponding in the vicinity of the drain inlet. The acceptable location and extent of ponding will influence the type and design of the storm drain inlet protection device.
  - Determine the extent of potential runoff diversion caused by the storm drain inlet protection device. Runoff ponded by inlet protection devices may flow around the device and towards the next downstream inlet. In some cases, this is acceptable; in other cases, serious erosion or downstream property damage can be caused by these diversions. The possibility of runoff diversions will influence whether or not storm drain inlet protection is suitable; and, if suitable, the type and design of the device.
- The location and extent of ponding, and the extent of diversion, can usually be controlled through appropriate placement of the inlet protection device. In some cases, moving the

accordance with DI Protection Type 1. Size excavated trap to provide a minimum storage capacity calculated at the rate 67 yd³/acre of drainage area.

- ***DI Protection Type 3 - Gravel bag -*** The gravel bag barrier (Type 3) is shown in the figures. Flow from a severe storm should not overtop the curb. In areas of high clay and silts, use filter fabric and gravel as additional filter media. Construct gravel bags in accordance with SE-6, Gravel Bag Berm. Gravel bags should be used due to their high permeability.
  1. Use sand bag made of geotextile fabric (not burlap) and fill with 0.75 in. rock or 0.25 in. pea gravel.
  2. Construct on gently sloping street.
  3. Leave room upstream of barrier for water to pond and sediment to settle.
  4. Place several layers of sand bags – overlapping the bags and packing them tightly together.
  5. Leave gap of one bag on the top row to serve as a spillway. Flow from a severe storm (e.g., 10 year storm) should not overtop the curb.
- ***DI Protection Type 4 – Block and Gravel Filter -*** The block and gravel filter (Type 4) is shown in the figures. Block and gravel filters are suitable for curb inlets commonly used in residential, commercial, and industrial construction.
  1. Place hardware cloth or comparable wire mesh with 0.5 in. openings over the drop inlet so that the wire extends a minimum of 1 ft beyond each side of the inlet structure. If more than one strip is necessary, overlap the strips. Place filter fabric over the wire mesh.
  2. Place concrete blocks lengthwise on their sides in a single row around the perimeter of the inlet, so that the open ends face outward, not upward. The ends of adjacent blocks should abut. The height of the barrier can be varied, depending on design needs, by stacking combinations of blocks that are 4 in., 8 in., and 12 in. wide. The row of blocks should be at least 12 in. but no greater than 24 in. high.
  3. Place wire mesh over the outside vertical face (open end) of the concrete blocks to prevent stone from being washed through the blocks. Use hardware cloth or comparable wire mesh with 0.5 in. opening.
  4. Pile washed stone against the wire mesh to the top of the blocks. Use 0.75 to 3 in.

Costs

- Average annual cost for installation and maintenance (one year useful life) is $200 per inlet.

Inspection and Maintenance

- Inspect BMPs prior to forecast rain, daily during extended rain events, after rain events, weekly during the rainy season, and at two-week intervals during the non-rainy season.

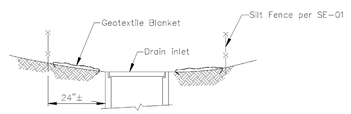
Storm Drain Inlet Protection SE-10

- Filter Fabric Fences. If the fabric becomes clogged, torn, or degrades, it should be replaced. Make sure the stakes are securely driven in the ground and are in good shape (i.e., not bent, cracked, or splintered, and are reasonably perpendicular to the ground). Replace damaged stakes.
- Gravel Filters. If the gravel becomes clogged with sediment, it must be carefully removed from the inlet and either cleaned or replaced. Since cleaning gravel at a construction site may be difficult, consider using the sediment-laden stone as fill material and put fresh stone around the inlet. Inspect bags for holes, gashes, and snags, and replace bags as needed. Check gravel bags for proper arrangement and displacement.
- Sediment that accumulates in the BMP must be periodically removed in order to maintain BMP effectiveness. Sediment should be removed when the sediment accumulation reaches one-third of the barrier height. Sediment removed during maintenance may be incorporated into earthwork on the site ore disposed at an appropriate location.
- Remove storm drain inlet protection once the drainage area is stabilized.
  - Clean and regrade area around the inlet and clean the inside of the storm drain inlet as it must be free of sediment and debris at the time of final inspection.

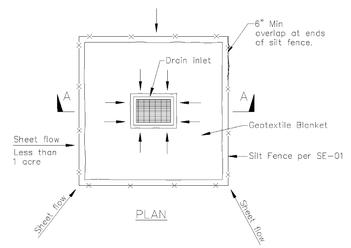
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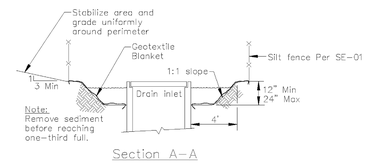
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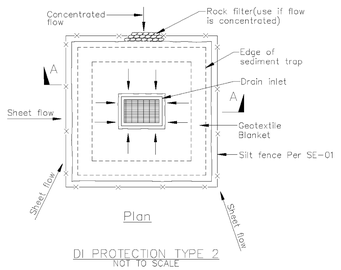
PLAN

DI PROTECTION TYPE 1
NOT TO SCALE

NOTES:
1. For use in areas where grading has been completed and final soil stabilization and seeding are pending.
2. Not applicable in paved areas.
3. Not applicable with concentrated flows.



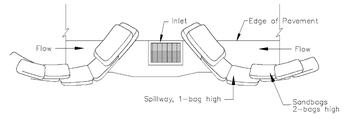
Section A–A



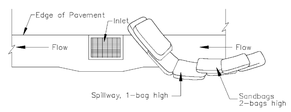
Plan

DI PROTECTION TYPE 2
NOT TO SCALE

Notes
1. For use in cleared and grubbed and in graded areas.
2. Shape basin so that longest inflow area faces longest length of trap.
3. For concentrated flows, shape basin in 2:1 ratio with length oriented towards direction of flow.



TYPICAL PROTECTION FOR INLET ON SUMP



TYPICAL PROTECTION FOR INLET ON GRADE

NOTES:
1. Intended for short-term use.
2. Use to inhibit non-storm water flow.
3. Allow for proper maintenance and cleanup.
4. Bags must be removed after adjacent operation is completed
5. Not applicable in areas with high silts and clays without filter fabric.

DI PROTECTION TYPE 3
NOT TO SCALE

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REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315
BENCHMARK:
LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

CITY OF GLENDORA

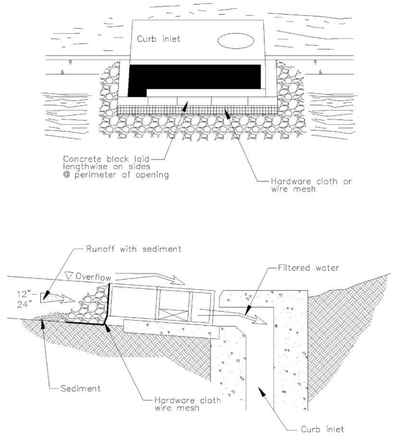
ENGINEERING DIVISION

EROSION CONTROL - BMP DETAILS

140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 24 & 24 OF TRACT 7184

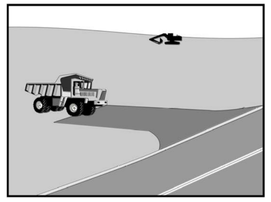
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			Date: 1/9/2026
ENGINEERING	Date	Sheet 8 of 12 Sheets	File No.: 24-016 EC4

Storm Drain Inlet Protection SE-10



DI PROTECTION – TYPE 4
NOT TO SCALE

Stabilized Construction Entrance/Exit TC-1



Categories

EC	Erosion Control	☒
SE	Sediment Control	☒
TC	Tracking Control	☑
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	

Legend:
☑ **Primary Objective**
☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	
Trash	
Metals	
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives

None

Description and Purpose

A stabilized construction access is defined by a point of entrance/exit to a construction site that is stabilized to reduce the tracking of mud and dirt onto public roads by construction vehicles.

Suitable Applications

Use at construction sites:

- Where dirt or mud can be tracked onto public roads.
- Adjacent to water bodies.
- Where poor soils are encountered.
- Where dust is a problem during dry weather conditions.

Limitations

- Entrances and exits require periodic top dressing with additional stones.
- This BMP should be used in conjunction with street sweeping on adjacent public right of way.
- Entrances and exits should be constructed on level ground only.
- Stabilized construction entrances are rather expensive to construct and when a wash rack is included, a sediment trap of some kind must also be provided to collect wash water runoff.

Stabilized Construction Entrance/Exit TC-1

Implementation

General

A stabilized construction entrance is a pad of aggregate underlain with filter cloth located at any point where traffic will be entering or leaving a construction site to or from a public right of way, street, alley, sidewalk, or parking area. The purpose of a stabilized construction entrance is to reduce or eliminate the tracking of sediment onto public rights of way or streets. Reducing tracking of sediments and other pollutants onto paved roads helps prevent deposition of sediments into local storm drains and production of airborne dust.

Where traffic will be entering or leaving the construction site, a stabilized construction entrance should be used. NPDES permits require that appropriate measures be implemented to prevent tracking of sediments onto paved roadways, where a significant source of sediments is derived from mud and dirt carried out from unpaved roads and construction sites.

Stabilized construction entrances are moderately effective in removing sediment from equipment leaving a construction site. The entrance should be built on level ground. Advantages of the Stabilized Construction Entrance/Exit is that it does remove some sediment from equipment and serves to channel construction traffic in and out of the site at specified locations. Efficiency is greatly increased when a washing rack is included as part of a stabilized construction entrance/exit.

Design and Layout

- Construct on level ground where possible.
- Select 3 to 6 in. diameter stones.
- Use minimum depth of stones of 12 in. or as recommended by soils engineer.
- Construct length of 50 ft or maximum site will allow, and 10 ft minimum width or to accommodate traffic.
- Rumble racks constructed of steel panels with ridges and installed in the stabilized entrance/exit will help remove additional sediment and to keep adjacent streets clean.
- Provide ample turning radii as part of the entrance.
- Limit the points of entrance/exit to the construction site.
- Limit speed of vehicles to control dust.
- Properly grade each construction entrance/exit to prevent runoff from leaving the construction site.
- Route runoff from stabilized entrances/exits through a sediment trapping device before discharge.
- Design stabilized entrance/exit to support heaviest vehicles and equipment that will use it.

Stabilized Construction Entrance/Exit TC-1

- Select construction access stabilization (aggregate, asphaltic concrete, concrete) based on longevity, required performance, and site conditions. Do not use asphalt concrete (AC) grindings for stabilized construction access/roadway.
- If aggregate is selected, place crushed aggregate over geotextile fabric to at least 12 in. depth, or place aggregate to a depth recommended by a geotechnical engineer. A crushed aggregate greater than 3 in. but smaller than 6 in. should be used.
- Designate combination or single purpose entrances and exits to the construction site.
- Require that all employees, subcontractors, and suppliers utilize the stabilized construction access.
- Implement SE-7, Street Sweeping and Vacuuming, as needed.
- All exit locations intended to be used for more than a two-week period should have stabilized construction entrance/exit BMPs.

Inspection and Maintenance

- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMPs are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect local roads adjacent to the site daily. Sweep or vacuum to remove visible accumulated sediment.
- Remove aggregate, separate and dispose of sediment if construction entrance/exit is clogged with sediment.
- Keep all temporary roadway ditches clear.
- Check for damage and repair as needed.
- Replace gravel material when surface voids are visible.
- Remove all sediment deposited on paved roadways within 24 hours.
- Remove gravel and filter fabric at completion of construction

Costs

Average annual cost for installation and maintenance may vary from $1,200 to $4,800 each, averaging $2,400 per entrance. Costs will increase with addition of washing rack, and sediment trap. With wash rack, costs range from $1,200 - $6,000 each, averaging $3,600 per entrance.

References

Manual of Standards of Erosion and Sediment Control Measures, Association of Bay Area Governments, May 1995.

Stabilized Construction Entrance/Exit TC-1

National Management Measures to Control Nonpoint Source Pollution from Urban Areas, USEPA Agency, 2002.

Proposed Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters, Work Group Working Paper, USEPA, April 1992.

Stormwater Quality Handbooks Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

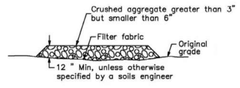
Stormwater Management of the Puget Sound Basin, Technical Manual, Publication #91-75, Washington State Department of Ecology, February 1992.

Virginia Erosion and Sedimentation Control Handbook, Virginia Department of Conservation and Recreation, Division of Soil and Water Conservation, 1991.

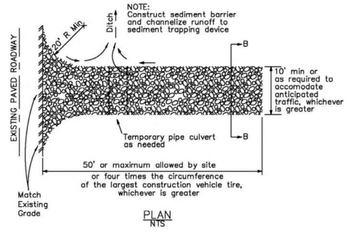
Guidance Specifying Management Measures for Nonpoint Pollution in Coastal Waters, EPA 840-B-9-002, USEPA, Office of Water, Washington, DC, 1993.

Water Quality Management Plan for the Lake Tahoe Region, Volume II, Handbook of Management Practices, Tahoe Regional Planning Agency, November 1988.

Stabilized Construction Entrance/Exit TC-1

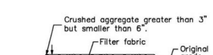


SECTION B–B
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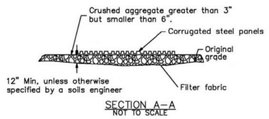


PLAN
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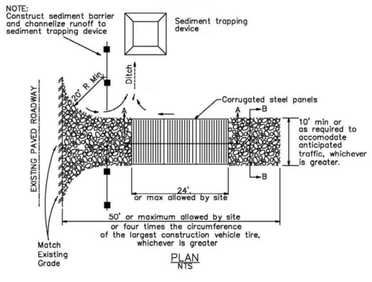
Stabilized Construction Entrance/Exit TC-1



SECTION B–B
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SECTION A–A
NOT TO SCALE



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REVISIONS			
NO.	DESCRIPTION	APP.	DATE
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LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE
ELEVATION - 957.530 FEET

CITY OF GLENDORA
ENGINEERING DIVISION

EROSION CONTROL - BMP DETAILS
140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 24 & 24 OF TRACT 7184

Reviewed By
ENGINEERING Date

Plan No.:
Sheet 9 of 12 Sheets

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- Asphalt and concrete components
- Hazardous chemicals such as acids, lime, glues, adhesives, paints, solvents, and curing compounds
- Concrete compounds
- Other materials that may be detrimental if released to the environment

Limitations
- Space limitation may preclude indoor storage.
- Storage sheds often must meet building and fire code requirements.

Implementation
The following steps should be taken to minimize risk:

- Chemicals must be stored in water tight containers with appropriate secondary containment or in a storage shed.
- When a material storage area is located on bare soil, the area should be lined and bermed.
- Use containment pallets or other practical and available solutions, such as storing materials within newly constructed buildings or garages, to meet material storage requirements.
- Stack erodible landscape material on pallets and cover when not in use.
- Contain all fertilizers and other landscape materials when not in use.
- Temporary storage areas should be located away from vehicular traffic.
- Material Safety Data Sheets (MSDS) should be available on-site for all materials stored that have the potential to effect water quality.
- Construction site areas should be designated for material delivery and storage.
- Material delivery and storage areas should be located away from waterways, if possible.
  - Avoid transport near drainage paths or waterways.
  - Surround with earth berms or other appropriate containment BMP. See EC-9, Earth Dikes and Drainage Swales.
  - Place in an area that will be paved.
- Storage of reactive, ignitable, or flammable liquids must comply with the fire codes of your area. Contact the local Fire Marshal to review site materials, quantities, and proposed storage area to determine specific requirements. See the Flammable and Combustible Liquid Code, NFPA30.
- An up to date inventory of materials delivered and stored onsite should be kept.

- Hazardous materials storage onsite should be minimized.
- Hazardous materials should be handled as infrequently as possible.
- Keep ample spill cleanup supplies appropriate for the materials being stored. Ensure that cleanup supplies are in a conspicuous, labeled area.
- Employees and subcontractors should be trained on the proper material delivery and storage practices.
- Employees trained in emergency spill cleanup procedures must be present when dangerous materials or liquid chemicals are unloaded.
- If significant residual materials remain on the ground after construction is complete, properly remove and dispose of materials and any contaminated soil. See WM-7, Contaminated Soil Management. If the area is to be paved, pave as soon as materials are removed to stabilize the soil.

Material Storage Areas and Practices
- Liquids, petroleum products, and substances listed in 40 CFR Parts 110, 117, or 302 should be stored in approved containers and drums and should not be overfilled. Containers and drums should be placed in temporary containment facilities for storage.
- A temporary containment facility should provide for a spill containment volume able to contain precipitation from a 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest container within its boundary, whichever is greater.
- A temporary containment facility should be impervious to the materials stored therein for a minimum contact time of 72 hours.
- A temporary containment facility should be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills should be collected and placed into drums. These liquids should be handled as a hazardous waste unless testing determines them to be non-hazardous. All collected liquids or non-hazardous liquids should be sent to an approved disposal site.
- Sufficient separation should be provided between stored containers to allow for spill cleanup and emergency response access.
- Incompatible materials, such as chlorine and ammonia, should not be stored in the same temporary containment facility.
- Materials should be covered prior to, and during rain events.
- Materials should be stored in their original containers and the original product labels should be maintained in place in a legible condition. Damaged or otherwise illegible labels should be replaced immediately.

- Bagged and boxed materials should be stored on pallets and should not be allowed to accumulate on the ground. To provide protection from wind and rain throughout the rainy season, bagged and boxed materials should be covered during non-working days and prior to and during rain events.
- Stockpiles should be protected in accordance with WM-3, Stockpile Management.
- Materials should be stored indoors within existing structures or completely enclosed storage sheds when available.
- Proper storage instructions should be posted at all times in an open and conspicuous location.
- An ample supply of appropriate spill clean up material should be kept near storage areas.
- Also see WM-6, Hazardous Waste Management, for storing of hazardous wastes.

Material Delivery Practices
- Keep an accurate, up-to-date inventory of material delivered and stored onsite.
- Arrange for employees trained in emergency spill cleanup procedures to be present when dangerous materials or liquid chemicals are unloaded.

Spill Cleanup
- Contain and clean up any spill immediately.
- Properly remove and dispose of any hazardous materials or contaminated soil if significant residual materials remain on the ground after construction is complete. See WM-7, Contaminated Soil Management.
- See WM-4, Spill Prevention and Control, for spills of chemicals and/or hazardous materials.
- If spills or leaks of materials occur that are not contained and could discharge to surface waters, non-visible sampling of site discharge may be required. Refer to the General Permit or to your project specific Construction Site Monitoring Plan to determine if and where sampling is required.

Cost
- The largest cost of implementation may be in the construction of a materials storage area that is covered and provides secondary containment.

Inspection and Maintenance
- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Keep storage areas clean and well organized, including a current list of all materials onsite.
- Inspect labels on containers for legibility and accuracy.

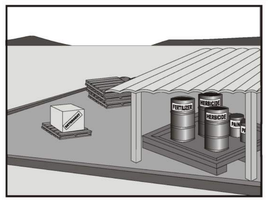
- Repair or replace perimeter controls, containment structures, covers, and liners as needed to maintain proper function.

References
Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, Working Group Working Paper; USEPA, April 1992.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.



Objectives

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ **Primary Objective**
☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

Description and Purpose
Prevent or reduce the discharge of pollutants to the storm drain system or watercourses from material use by using alternative products, minimizing hazardous material use onsite, and training employees and subcontractors.

Suitable Applications
This BMP is suitable for use at all construction projects. These procedures apply when the following materials are used or prepared onsite:

- Pesticides and herbicides
- Fertilizers
- Detergents
- Plaster
- Petroleum products such as fuel, oil, and grease
- Asphalt and other concrete components
- Other hazardous chemicals such as acids, lime, glues, adhesives, paints, solvents, and curing compounds
- Concrete compounds
- Other materials that may be detrimental if released to the environment

Limitations
Safer alternative building and construction products may not be available or suitable in every instance.

Implementation
The following steps should be taken to minimize risk:

- Minimize use of hazardous materials onsite.
- Follow manufacturer instructions regarding uses, protective equipment, ventilation, flammability, and mixing of chemicals.
- Train personnel who use pesticides. The California Department of Pesticide Regulation and county agricultural commissioners license pesticide dealers, certify pesticide applicators, and conduct onsite inspections.
- Do not over-apply fertilizers, herbicides, and pesticides. Prepare only the amount needed. Follow the recommended usage instructions. Over-application is expensive and environmentally harmful. Unless on steep slopes, till fertilizers into the soil rather than hydro seeding. Apply surface dressings in several smaller applications, as opposed to one large application, to allow time for infiltration and to avoid excess material being carried offsite by runoff. Do not apply these chemicals just before it rains.
- Train employees and subcontractors in proper material use.
- Supply Material Safety Data Sheets (MSDS) for all materials.
- Dispose of latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths, when thoroughly dry and are no longer hazardous, with other construction debris.
- Do not remove the original product label; it contains important safety and disposal information. Use the entire product before disposing of the container.
- Mix paint indoors or in a containment area. Never clean paintbrushes or rinse paint containers into a street, gutter, storm drain, or watercourse. Dispose of any paint thinners, residue, and sludge(s) that cannot be recycled, as hazardous waste.
- For water-based paint, clean brushes to the extent practicable, and rinse to a drain leading to a sanitary sewer where permitted, or into a concrete washout pit or temporary sediment trap. For oil-based paints, clean brushes to the extent practicable, and filter and reuse thinners and solvents.
- Use recycled and less hazardous products when practical. Recycle residual paints, solvents, non-treated lumber, and other materials.
- Use materials only where and when needed to complete the construction activity. Use safer alternative materials as much as possible. Reduce or eliminate use of hazardous materials onsite when practical.

- Require contractors to complete the "Report of Chemical Spray Forms" when spraying herbicides and pesticides.
- Keep an ample supply of spill clean up material near use areas. Train employees in spill clean up procedures.
- Avoid exposing applied materials to rainfall and runoff unless sufficient time has been allowed for them to dry.

Costs
All of the above are low cost measures.

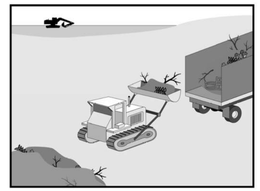
Inspection and Maintenance
- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and at two–week intervals in the non-rainy season to verify continued BMP implementation.
- Maintenance of this best management practice is minimal.
- Spot check employees and subcontractors throughout the job to ensure appropriate practices are being employed.

References
Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Coastal Nonpoint Pollution Control Program: Program Development and Approval Guidance, Working Group Working Paper; USEPA, April 1992.

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WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ **Primary Objective**
☒ **Secondary Objective**

Targeted Constituents

Sediment	☑
Nutrients	☑
Trash	☑
Metals	☑
Bacteria	
Oil and Grease	☑
Organics	☑

Potential Alternatives
None

Description and Purpose
Solid waste management procedures and practices are designed to prevent or reduce the discharge of pollutants to stormwater from solid or construction waste by providing designated waste collection areas and containers, arranging for regular disposal, and training employees and subcontractors.

Suitable Applications
This BMP is suitable for construction sites where the following wastes are generated or stored:

- Solid waste generated from trees and shrubs removed during land clearing, demolition of existing structures (rubble), and building construction
- Packaging materials including wood, paper, and plastic
- Scrap or surplus building materials including scrap metals, rubber, plastic, glass pieces, and masonry products
- Domestic wastes including food containers such as beverage cans, coffee cups, paper bags, plastic wrappers, and cigarettes
- Construction wastes including brick, mortar, timber, steel and metal scraps, pipe and electrical cuttings, non-hazardous equipment parts, styrofoam and other materials used to transport and package construction materials
- Highway planting wastes, including vegetative material,

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REVISIONS			
NO.	DESCRIPTION	APP.	DATE
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Bench Mark No: G 5315
BENCHMARK:
LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

CITY OF GLENDORA
ENGINEERING DIVISION

EROSION CONTROL - BMP DETAILS
140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 24 & 24 OF TRACT 7184

Reviewed By		Plan No.:	Scale: BY SHEET
			Date: 1/9/2026
ENGINEERING	Date	Sheet 10 of 12 Sheets	File No.: 24-016 EC6

plant containers, and packaging materials

Limitations
Temporary stockpiling of certain construction wastes may not necessitate stringent drainage related controls during the non-rainy season or in desert areas with low rainfall.

Implementation
The following steps will help keep a clean site and reduce stormwater pollution:

- Select designated waste collection areas onsite.
- Inform trash-hauling contractors that you will accept only watertight dumpsters for onsite use. Inspect dumpsters for leaks and repair any dumpster that is not watertight.
- Locate containers in a covered area or in a secondary containment.
- Provide an adequate number of containers with lids or covers that can be placed over the container to keep rain out or to prevent loss of wastes when it is windy.
- Cover waste containers at the end of each work day and when it is raining.
- Plan for additional containers and more frequent pickup during the demolition phase of construction.
- Collect site trash daily, especially during rainy and windy conditions.
- Remove this solid waste promptly since erosion and sediment control devices tend to collect litter.
- Make sure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.
- Do not hose out dumpsters on the construction site. Leave dumpster cleaning to the trash hauling contractor.
- Arrange for regular waste collection before containers overflow.
- Clean up immediately if a container does spill.
- Make sure that construction waste is collected, removed, and disposed of only at authorized disposal areas.

Education
- Have the contractor's superintendent or representative oversee and enforce proper solid waste management procedures and practices.
- Instruct employees and subcontractors on identification of solid waste and hazardous waste.
- Educate employees and subcontractors on solid waste storage and disposal procedures.

- It is critical that rolls are installed perpendicular to water movement, and parallel to the slope contour.
- Start building trenches and installing rolls from the bottom of the slope and work up.
- It is recommended that pilot holes be driven through the fiber roll. Use a straight bar to drive holes through the roll and into the soil for the wooden stakes.
- Turn the ends of the fiber roll up slope to prevent runoff from going around the roll.
- Stake fiber rolls into the trench.
  - Drive stakes at the end of each fiber roll and spaced 4 ft maximum on center.
  - Use wood stakes with a nominal classification of 0.75 by 0.75 in. and minimum length of 24 in.
- If more than one fiber roll is placed in a row, the rolls should be overlapped, not abutted.
- See typical fiber roll installation details at the end of this fact sheet.

Removal
- Fiber rolls can be left in place or removed depending on the type of fiber roll and application (temporary vs. permanent installation). Typically, fiber rolls encased with plastic netting are used for a temporary application because the netting does not biodegrade. Fiber rolls used in a permanent application are typically encased with a biodegradeable material and are left in place. Removal of a fiber roll used in a permanent application can result in greater disturbance.
- Temporary installations should only be removed when up gradient areas are stabilized per General Permit requirements, and/or pollutant sources no longer present a hazard. But, they should also be removed before vegetation becomes too mature so that the removal process does not disturb more soil and vegetation than is necessary.

Costs
Material costs for regular fiber rolls range from $20 - $30 per 25 ft roll.

Material costs for PAM impregnated fiber rolls range between 7.00-$9.00 per linear foot, based upon vendor research.

Inspection and Maintenance
- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Repair or replace split, torn, unraveling, or slumping fiber rolls.
- If the fiber roll is used as a sediment capture device, or as an erosion control device to maintain sheet flows, sediment that accumulates in the BMP should be periodically removed

- For disposal of hazardous waste, see WM-6, Hazardous Waste Management. Have hazardous waste hauled to an appropriate disposal and/or recycling facility.
- Salvage or recycle useful vegetation debris, packaging and surplus building materials when practical. For example, trees and shrubs from land clearing can be used as a brush barrier, or converted into wood chips, then used as mulch on graded areas. Wood pallets, cardboard boxes, and construction scraps can also be recycled.

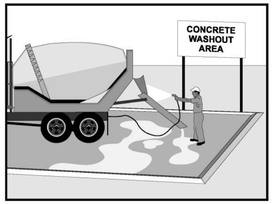
Costs
All of the above are low cost measures.

Inspection and Maintenance
- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect BMPs in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Inspect BMPs subject to non-stormwater discharge daily while non-stormwater discharges occur
- Inspect construction waste area regularly.
- Arrange for regular waste collection.

References
Processes, Procedures and Methods to Control Pollution Resulting from All Construction Activity, 430/9-73-007, USEPA, 1973.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.



Objectives

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	✓

Legend:
✓ Primary Objective
✓ Secondary Objective

Targeted Constituents

Sediment	✓
Nutrients	
Trash	
Metals	✓
Bacteria	
Oil and Grease	
Organics	

Potential Alternatives
None

Description and Purpose
Prevent or reduce the discharge of pollutants to stormwater from concrete waste by conducting washout offsite, performing onsite washout in a designated area, and training employee and subcontractors.

Suitable Applications
Concrete waste management procedures and practices are implemented on construction projects where:

- Concrete is used as a construction material or where concrete dust and debris result form demolition activities
- Slurries containing portland cement concrete (PCC) or asphalt concrete (AC) are generated, such as from saw cutting, coring, grinding, grooving, and hydro-concrete demolition
- Concrete trucks and other concrete-coated equipment are washed onsite
- Mortar-mixing stations exist
- See also NS-8, Vehicle and Equipment Cleaning

Limitations
- Offsite washout of concrete wastes may not always be possible.

CASQA California Stormwater Quality Association

Implementation
The following steps will help reduce stormwater pollution from concrete wastes:

- Discuss the concrete management techniques described in this BMP (such as handling of concrete waste and washout) with the ready-mix concrete supplier before any deliveries are made.
- Incorporate requirements for concrete waste management into material supplier and subcontractor agreements.
- Store dry and wet materials under cover, away from drainage areas.
- Avoid mixing excess amounts of fresh concrete.
- Perform washout of concrete trucks offsite or in designated areas only.
- Do not wash out concrete trucks into storm drains, open ditches, streets, or streams.
- Do not allow excess concrete to be dumped onsite, except in designated areas.
- For onsite washout:
  - Locate washout area at least 50 feet from storm drains, open ditches, or water bodies. Do not allow runoff from this area by constructing a temporary pit or bermed area large enough for liquid and solid waste.
  - Wash out wastes into the temporary pit where the concrete can set, be broken up, and then disposed properly.
- Avoid creating runoff by draining water to a bermed or level area when washing concrete to remove fine particles and expose the aggregate.
- Do not wash sweepings from exposed aggregate concrete into the street or storm drain. Collect and return sweepings to aggregate base stockpile or dispose in the trash.

Education
- Educate employees, subcontractors, and suppliers on the concrete waste management techniques described herein.
- Arrange for contractor's superintendent or representative to oversee and enforce concrete waste management procedures.

Concrete Slurry Wastes
- PCC and AC waste should not be allowed to enter storm drains or watercourses.
- PCC and AC waste should be collected and disposed of or placed in a temporary concrete washout facility.
- A sign should be installed adjacent to each temporary concrete washout facility to inform concrete equipment operators to utilize the proper facilities.

- Below grade concrete washout facilities are typical. Above grade facilities are used if excavation is not practical.
- A foreman or construction supervisor should monitor onsite concrete working tasks, such as saw cutting, coring, grinding and grooving to ensure proper methods are implemented.
- Saw-cut PCC slurry should not be allowed to enter storm drains or watercourses. Residue from grinding operations should be picked up by means of a vacuum attachment to the grinding machine. Saw cutting residue should not be allowed to flow across the pavement and should not be left on the surface of the pavement. See also NS-3, Paving and Grinding Operations; and WM-10, Liquid Waste Management.
- Slurry residue should be vacuumed and disposed in a temporary pit (as described in OnSite Temporary Concrete Washout Facility, Concrete Transit Truck Washout Procedures, below) and allowed to dry. Dispose of dry slurry residue in accordance with WM-5, Solid Waste Management.

Onsite Temporary Concrete Washout Facility, Transit Truck Washout Procedures
- Temporary concrete washout facilities should be located a minimum of 50 ft from storm drain inlets, open drainage facilities, and watercourses. Each facility should be located away from construction traffic or access areas to prevent disturbance or tracking.
- A sign should be installed adjacent to each washout facility to inform concrete equipment operators to utilize the proper facilities.
- Temporary concrete washout facilities should be constructed above grade or below grade at the option of the contractor. Temporary concrete washout facilities should be constructed and maintained in sufficient quantity and size to contain all liquid and concrete waste generated by washout operations.
- Temporary washout facilities should have a temporary pit or bermed areas of sufficient volume to completely contain all liquid and waste concrete materials generated during washout procedures.
- Washout of concrete trucks should be performed in designated areas only.
- Only concrete from mixer truck chutes should be washed into concrete wash out.
- Concrete washout from concrete pumper bins can be washed into concrete pumper trucks and discharged into designated washout area or properly disposed of offsite.
- Once concrete wastes are washed into the designated area and allowed to harden, the concrete should be broken up, removed, and disposed of per WM-5, Solid Waste Management. Dispose of hardened concrete on a regular basis.
- Temporary Concrete Washout Facility (Type Above Grade)
  - Temporary concrete washout facility (type above grade) should be constructed as shown on the details at the end of this BMP, with a recommended minimum length and

minimum width of 10 ft, but with sufficient quantity and volume to contain all liquid and concrete waste generated by washout operations.
  - Straw bales, wood stakes, and sandbag materials should conform to the provisions in SE-9, Straw Bale Barrier.
  - Plastic lining material should be a minimum of 10 mil in polyethylene sheeting and should be free of holes, tears, or other defects that compromise the impermeability of the material.
- Temporary Concrete Washout Facility (Type Below Grade)
  - Temporary concrete washout facilities (type below grade) should be constructed as shown on the details at the end of this BMP, with a recommended minimum length and minimum width of 10 ft. The quantity and volume should be sufficient to contain all liquid and concrete waste generated by washout operations.
  - Lath and flagging should be commercial type.
  - Plastic lining material should be a minimum of 10 mil polyethylene sheeting and should be free of holes, tears, or other defects that compromise the impermeability of the material.

Removal of Temporary Concrete Washout Facilities
- When temporary concrete washout facilities are no longer required for the work, the hardened concrete should be removed and disposed of. Materials used to construct temporary concrete washout facilities should be removed from the site of the work and disposed of.
- Holes, depressions or other ground disturbance caused by the removal of the temporary concrete washout facilities should be backfilled and repaired.

Costs
All of the above are low cost measures.

Inspection and Maintenance
- Inspect and verify that activity–based BMPs are in place prior to the commencement of associated activities. While activities associated with the BMP are under way, inspect weekly during the rainy season and of two-week intervals in the non-rainy season to verify continued BMP implementation.
- Temporary concrete washout facilities should be maintained to provide adequate holding capacity with a minimum freeboard of 4 in. for above grade facilities and 12 in. for below grade facilities. Maintaining temporary concrete washout facilities should include removing and disposing of hardened concrete and returning the facilities to a functional condition. Hardened concrete materials should be removed and disposed of.
- Washout facilities must be cleaned, or new facilities must be constructed and ready for use once the washout is 75% full.

References
Blueprint for a Clean Bay: Best Management Practices to Prevent Stormwater Pollution from Construction Related Activities; Santa Clara Valley Nonpoint Source Pollution Control Program, 1995.

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), November 2000.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

MEG ·LAND PLANNING ·CIVIL ENGINEERING ·GPS & ROBOTIC SURVEYING ·LEEDs CERTIFICATION ·STORMWATER QUALITY DESIGN & INSPECTION
MARSHALL ENGINEERING GROUP, INC.
432 E. FOOTHILL BLVD., STE. 120, SAN DIMAS, CA 91773
PHONE: (626) 914-5788 FAX: (626) 914-7016 WEB: www.megl.us

REGISTERED PROFESSIONAL ENGINEER — WILLIAM M. RAYMOND JR. — NO. 57580 EXP. 12-31-2027 — CIVIL — STATE OF CALIFORNIA

WILLIAM M. RAYMOND JR. R.C.E. 57580 EXP. 12/31/2027

REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315
BENCHMARK:
LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

CITY OF GLENDORA — ENGINEERING DIVISION

EROSION CONTROL - BMP DETAILS

140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 24 & 24 OF TRACT 7184

Reviewed By _____ ENGINEERING _____ Date

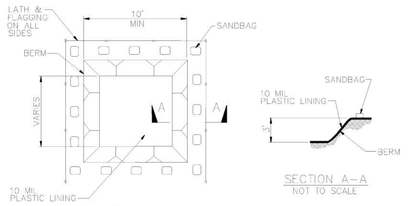
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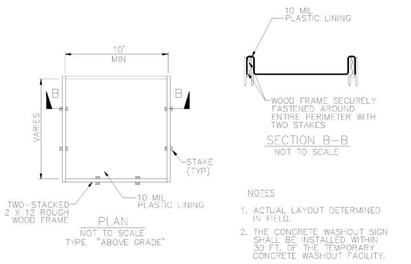
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Date: 1/9/2026

Sheet 11 of 12 Sheets

File No.: 24-016 EC7

WM-8 Concrete Waste Management

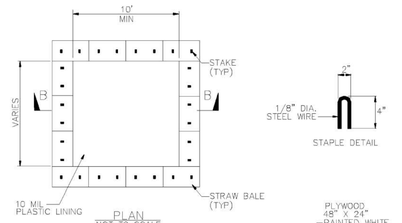


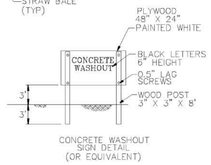


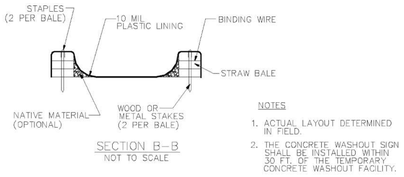
NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

Concrete Waste Management WM-8



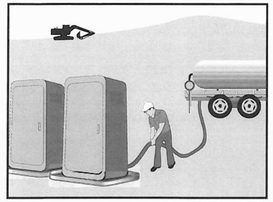




NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

Sanitary/Septic Waste Management WM-9



Categories

EC	Erosion Control	
SE	Sediment Control	
TC	Tracking Control	
WE	Wind Erosion Control	
NS	Non-Stormwater Management Control	
WM	Waste Management and Materials Pollution Control	☑

Legend:
☑ **Primary Category**
☒ **Secondary Category**

Description and Purpose

Proper sanitary and septic waste management prevent the discharge of pollutants to stormwater from sanitary and septic waste by providing convenient, well-maintained facilities, and arranging for regular service and disposal.

Suitable Applications

Sanitary septic waste management practices are suitable for use at all construction sites that use temporary or portable sanitary and septic waste systems.

Limitations

None identified.

Implementation

Sanitary or septic wastes should be treated or disposed of in accordance with state and local requirements. In many cases, one contract with a local facility supplier will be all that it takes to make sure sanitary wastes are properly disposed.

Storage and Disposal Procedures

- Temporary sanitary facilities should be located away from drainage facilities, watercourses, and from traffic circulation. If site conditions allow, place portable facilities a minimum of 50 feet from drainage conveyances and traffic areas. When subjected to high winds or risk of high winds, temporary sanitary facilities should be secured to prevent overturning.

Targeted Constituents

Sediment	
Nutrients	☑
Trash	☑
Metals	
Bacteria	☑
Oil and Grease	
Organics	☑

Potential Alternatives

None

Sanitary/Septic Waste Management WM-9

- Temporary sanitary facilities must be equipped with containment to prevent discharge of pollutants to the stormwater drainage system of the receiving water.
- Consider safety as well as environmental implications before placing temporary sanitary facilities.
- Wastewater should not be discharged or buried within the project site.
- Sanitary and septic systems that discharge directly into sanitary sewer systems, where permissible, should comply with the local health agency, city, county, and sewer district requirements.
- Only reputable, licensed sanitary and septic waste haulers should be used.
- Sanitary facilities should be located in a convenient location.
- Temporary septic systems should treat wastes to appropriate levels before discharging.
- If using an onsite disposal system (OSDS), such as a septic system, local health agency requirements must be followed.
- Temporary sanitary facilities that discharge to the sanitary sewer system should be properly connected to avoid illicit discharges.
- Sanitary and septic facilities should be maintained in good working order by a licensed service.
- Regular waste collection by a licensed hauler should be arranged before facilities overflow.
- If a spill does occur from a temporary sanitary facility, follow federal, state and local regulations for containment and clean-up.

Education

- Educate employees, subcontractors, and suppliers on sanitary and septic waste storage and disposal procedures.
- Educate employees, subcontractors, and suppliers of potential dangers to humans and the environment from sanitary and septic wastes.
- Instruct employees, subcontractors, and suppliers in identification of sanitary and septic waste.
- Hold regular meetings to discuss and reinforce the use of sanitary facilities (incorporate into regular safety meetings).
- Establish a continuing education program to indoctrinate new employees.

Costs

All of the above are low cost measures.

Sanitary/Septic Waste Management WM-9

Inspection and Maintenance

- BMPs must be inspected in accordance with General Permit requirements for the associated project type and risk level. It is recommended that at a minimum, BMPs be inspected weekly, prior to forecasted rain events, daily during extended rain events, and after the conclusion of rain events.
- Arrange for regular waste collection.
- If high winds are expected, portable sanitary facilities must be secured with spikes or weighed down to prevent over turning.
- If spills or leaks from sanitary or septic facilities occur that are not contained and discharge from the site, non-visible sampling of site discharge may be required. Refer to the General Permit or to your project specific Construction Site Monitoring Plan to determine if and where sampling is required.

References

Stormwater Quality Handbooks - Construction Site Best Management Practices (BMPs) Manual, State of California Department of Transportation (Caltrans), March 2003.

Stormwater Management for Construction Activities; Developing Pollution Prevention Plans and Best Management Practice, EPA 832-R-92005; USEPA, April 1992.

REGISTERED PROFESSIONAL ENGINEER — WILLIAM M. RAYMOND JR — NO. 57580 EXP. 12-31-2027 — CIVIL — STATE OF CALIFORNIA

WILLIAM M. RAYMOND JR. R.C.E. 57580 EXP. 12/31/2027

REVISIONS			
NO.	DESCRIPTION	APP.	DATE
1			

Bench Mark No: G 5315

BENCHMARK:

LACO BM TAG IN S CB 2FT W/O BCR @ SW COR COUNTRY CLUB DR & AMELIA AVE

ELEVATION - 957.530 FEET

MEG
·LAND PLANNING
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CITY OF GLENDORA

ENGINEERING DIVISION

EROSION CONTROL - BMP DETAILS

140 EDGEMONT PLACE
GLENDORA, CA
PORTION OF LOTS 24 & 24 OF TRACT 7184

Reviewed By		Plan No.:	Scale: BY SHEET
			Date: 1/9/2026
ENGINEERING	Date	Sheet 12 of 12 Sheets	File No.: 24-016 EC8

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

NOTICE OF EXEMPTION

Project Title: DPR26-0001

Project Location: AINs 8659-023-007 and 8659-023-013, proposed 142 N. Edgemont Place, Glendora, CA

Project Applicant: Niko Ferrandino

Mailing Address: 142 N. Edgemont Place, Glendora, CA 91741

General Plan Land Use Designation: *Hillside Very Low Density (0.1-1 du/ac)*

Zoning Designation: *RHR (Rural Hillside Residential)*

Project Description: The project involves a Development Plan Review for a new single-family residential unit.

Surrounding Land Uses and Setting: Properties surrounding the site zoned*, rUral Hillside Residential (RHR)*.

The Planning Commission recommends the following exempt status / findings:

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

  Type: **Class 3** Section: **15303(a) (New Construction or Conversion of Small Structures)**

- ☐ Statutory Exemption. Code Number:
- ☐ Other

Reasons why project is exempt: The project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303(a), Class 3 (New Construction or Conversion of Small Structures), because the project consists of the construction of one single-family residence in a residential zone.

_____ Date: _____

Jeff Kugel, Director of Community Development

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

City of Glendora Planning Commission on September 1, 2026

_____ Date: _____

Yalini Siva, Senior Planner (626) 914-8213

NOTICE OF PUBLIC HEARING
Planning Commission
YOU MAY BE AFFECTED BY THE FOLLOWING:

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

Hearing Date:	**Tuesday, September 1, 2026, at 7:00 p.m.**
File Number:	DPR26-0001
Subject Property:	AINs 8659-023-007 and 8659-023-013 (proposed address: 142 N. Edgemont Place)
Request:	Development Plan Review (DPR) to develop a new single-family residential unit.
Applicant:	Niko Ferrandino
General Plan Land Use / Zoning:	*Hillside Very Low Density (0.1-1 du/acre) / RHR (Rural Hillside Residential)*
Environmental:	The project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303(a), Class 3 (New Construction or Conversion of Small Structures), because the project consists of the construction of one single-family residence in a residential zone.
Contact Person:	Yalini Siva, Senior Planner (626) 914-8213 or *ysiva@cityofglendora.gov*

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

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

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

(626) 914-8214.

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

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Mailed: August 20, 2026
Published: August 20, 2026 (*San Gabriel Valley Examiner*)

CERTIFICATION

I, Kathleen R. Sessman, City Clerk of the City of Glendora, hereby certify that I posted a copy of this Notice on the bulletin board outside the City Hall Council Chamber, 116 E. Foothill Boulevard on August 20, 2026.

Kathleen R. Sessman, MMC
City Clerk/Communications Director



DEVELOPMENT PLAN REVIEW
142 N. EDGEMONT PLACE

COMMUNITY DEVELOPMENT

PLANNING COMMISSION

SEPTEMBER 1, 2026

YALINI SIVA, SENIOR PLANNER

RECOMMENDATION

1. Adopt a Categorical Exemption pursuant to §15303 of the California Environmental Quality Act Guidelines (CEQA); and

2. Adopt a Planning Commission Resolution entitled: "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA APPROVING A DEVELOPMENT PLAN REVIEW FOR THE HILLSIDE DEVELOPMENT OF A NEW SINGLE-FAMILY RESIDENTIAL UNIT ON PROPERTY LOCATED AT 142 N. EDGEMONT PLACE, GLENDORA, CALIFORNIA (AINs 8659-023-007 & 8659-023-013) (PROJECT FILE NO. DPR26-0001)"

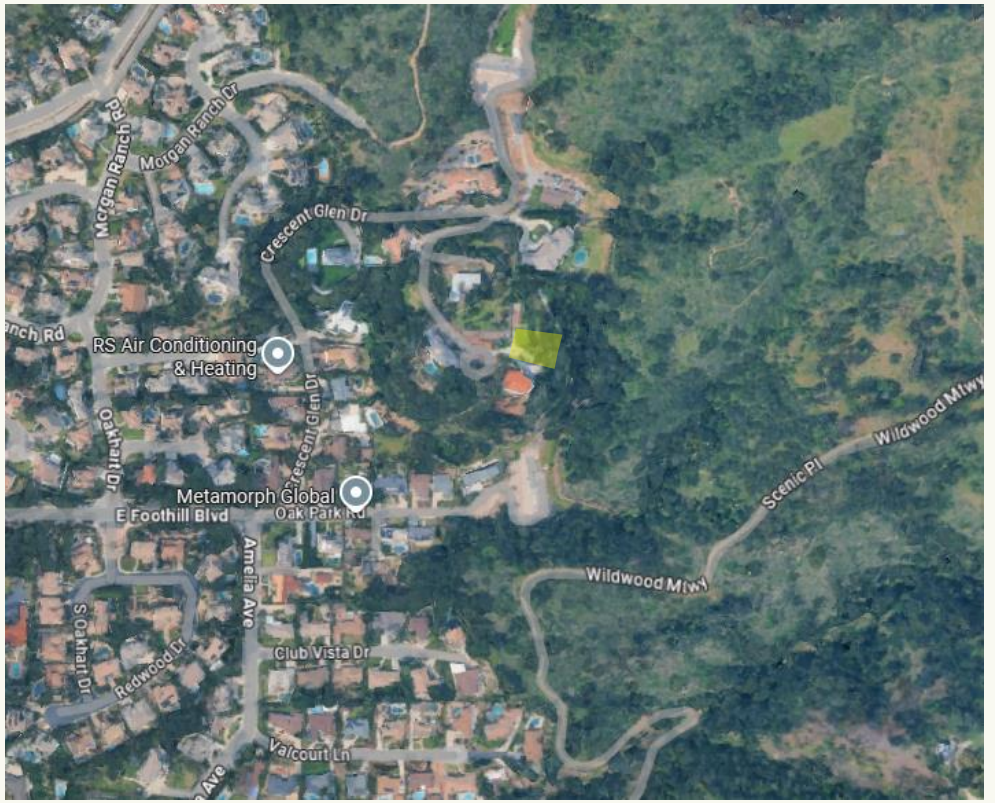
REQUEST

- To construct a new single-family residence on a vacant lot. This application is being processed as a Development Plan Review, in accordance with the findings, standards conditions, and provisions outlined in GMC §21.04.030 of the Glendora Zoning Code.

- GMC §21.04.030 outlines the criteria for the purpose of regulating the use of land in hillside areas so that natural characteristics such as land forms, vegetation, wildlife, scenic qualities and open space can substantially be maintained.

PROJECT LOCATION



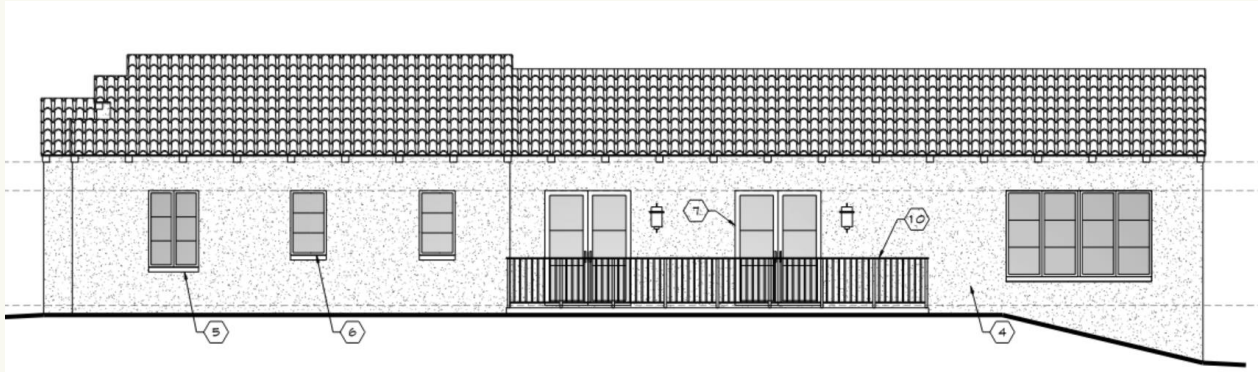


PROPOSED PROJECT

- Development Plan Review for hillside grading exceeding 150 cubic yards
- 2,399-square-foot, single-story Spanish/Mediterranean-style residence
- 423-square-foot attached two-car garage
- 3 bedrooms and 3 bathrooms, with an exterior deck
- Located on an approximately 1.11-acre vacant hillside site in the Rural Hillside Residential (RHR) Zone
- Approximately 300 cubic yards of cut and 399 cubic yards of fill
- Associated Certificate of Compliance and Lot Line Adjustment for the two existing parcels
- Project includes on-site septic, drainage, landscaping, and utility improvements

ELEVATIONS

EAST & SOUTH ELEVATIONS

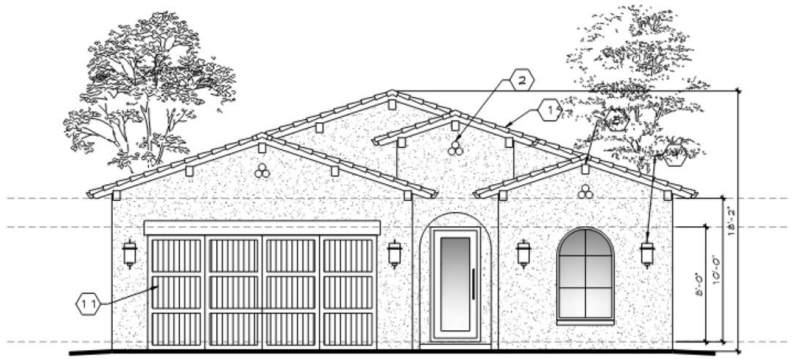


East Elevation

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

ELEVATION NOTES

1. CLASSIC "S" MISSION TILE - MCA CLAY ROOF TILE CLASS 'A' ER-356 (CAFE RUSTIC BLEND B318-R)
2. DECORATIVE TILE VENTING
3. DECORATIVE OVERHANG FRAMING
4. STUCCO - MERLEX STUCCO - P100 GLACIER WHITE - SANTA BARBARA FINISH
5. SLOPED SILL
6. RECESSED WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
7. RECESSED DOORS
8. CLERESTORY WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
9. DECORATIVE LIGHTING
10. "TREX" DECKING w/ M.I. RAILING
11. GARAGE DOOR - RANCH HOUSE DOORS - SAN SIMONE - STAIN FINISH VGDF SMOOTH - SPANISH TUSCANY 2038

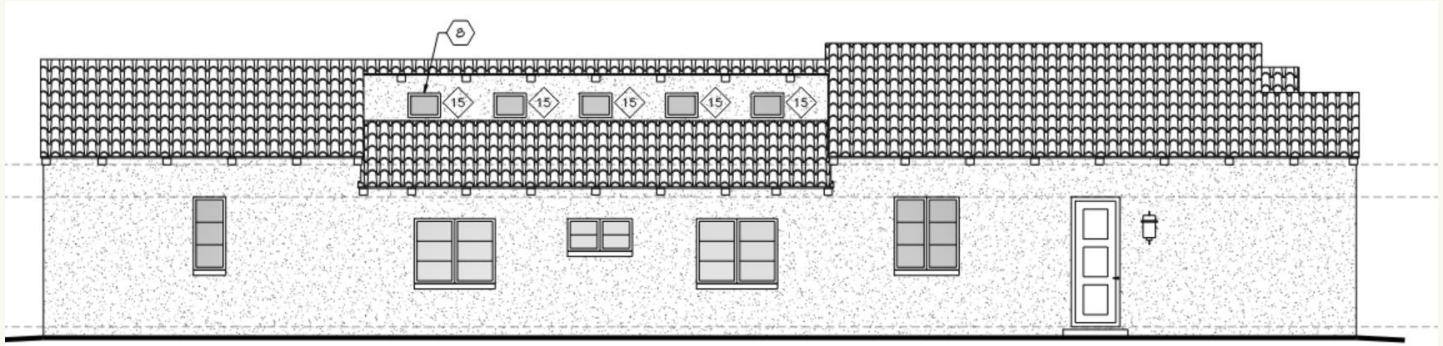


South Elevation

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

ELEVATIONS

WEST & NORTH ELEVATIONS

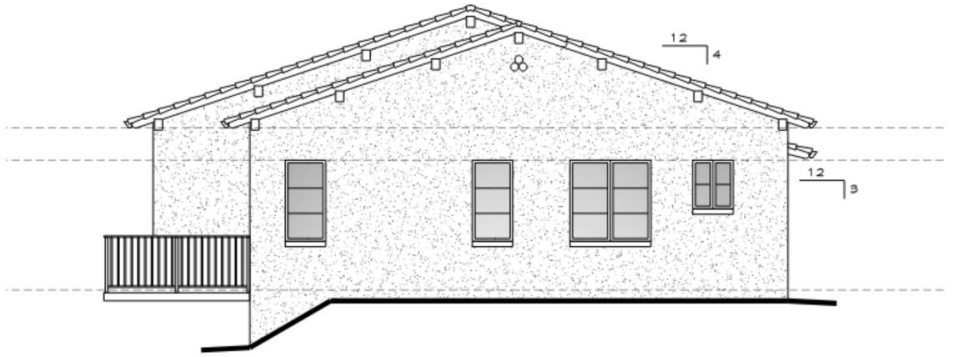


West Elevation

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

ELEVATION NOTES

1. CLASSIC 'S' MISSION TILE - MCA CLAY ROOF TILE CLASS 'A' ER-356 (CAFE RUSTIC BLEND B318-R)
2. DECORATIVE TILE VENTING
3. DECORATIVE OVERHANG FRAMING
4. STUCCO - MERLEX STUCCO - P100 GLACIER WHITE - SANTA BARBARA FINISH
5. SLOPED SILL
6. RECESSED WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
7. RECESSED DOORS
8. CLERESTORY WINDOWS - "MARVIN" ELEVATE (BARE PINE INT./ EBONY EXT.)
9. DECORATIVE LIGHTING
10. "TREX" DECKING w/ M.I. RAILING
11. GARAGE DOOR - RANCH HOUSE DOORS - SAN SIMONE - STAIN FINISH VGDF SMOOTH - SPANISH TUSCANY 2038



North Elevation

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

PUBLIC NOTICE

August 20, 2026 – Notices were sent out to all property owners within 300 feet of the site per GMC.

RECOMMENDATIONS

That the Planning Commission:

1. Adopt a Categorical Exemption pursuant to §15303 of the California Environmental Quality Act Guidelines (CEQA); and

2. Adopt a Planning Commission Resolution entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA APPROVING A DEVELOPMENT PLAN REVIEW FOR THE HILLSIDE DEVELOPMENT OF A NEW SINGLE-FAMILY RESIDENTIAL UNIT ON PROPERTY LOCATED AT 142 N. EDGEMONT PLACE, GLENDORA, CALIFORNIA (AINs 8659-023-007 & 8659-023-013) (PROJECT FILE NO. DPR26-0001)"

STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**September 1, 2026**
FROM:	**Community Development**	**DISTRICT(S):**	**3**
SUBJECT:	**A Development Plan Review for a Façade Improvement and Interior Remodel of Certain Property Located at 146 North Glendora Avenue, Suite 101 (File No. DPR26-0002)**		

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, approve the following DPR26-0002:

1. Adopt a Categorical Exemption for the project pursuant to Section 15301 of the California Environmental Quality Act (CEQA) Guidelines; and
2. Adopt a Planning Commission Resolution entitled, “A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING DEVELOPMENT PLAN REVIEW FOR A FAÇADE IMPROVEMENT AND INTERIOR REMODEL ON CERTAIN PROPERTY LOCATED AT 146 NORTH GLENDORA AVENUE, SUITE 101, GLENDORA, CALIFORNIA (FILE NO. DPR26-0002).”

STRATEGIC FOCUS AREAS

The proposed improvements support Goal 1, “SubURBAN Living,” of the City Council’s 2025–2027 Strategic Plan by contributing to the revitalization of commercial areas within the community.

EXECUTIVE SUMMARY

The applicant, Robert Carter, filed an application requesting approval of a Development Plan Review (DPR) for a façade improvement and interior remodel of the existing commercial building located at 146 North Glendora Avenue. The proposed improvements are intended to enhance the building’s exterior appearance and modernize the interior and provide Americans with Disabilities Act (ADA) compliant access to the business.

LEGISLATIVE HISTORY / PREVIOUS ACTIONS

No legislative history or previous actions were identified for this subject property.

Project Summary:

- **Application:** Development Plan Review for a façade improvement and interior remodel of an existing commercial tenant space located at 146 North Glendora Avenue. The project includes exterior architectural enhancements and interior tenant improvements to the existing building.
- **Date of Application:** June 11, 2026
- **Property Owner:** Fred G. Sparling, Classic Coffee and Restaurant Supply
- **Applicant:** Robert Carter (Architect), representative for Village Fitness & Physical Therapy
- **Property Address:** 146 North Glendora Avenue, Suite 101

- **Assessor Parcel/ Identification Number(s):** 8638-014-004

Description of Property:

The subject property is located within the Glendora Downtown Village area. The site contains an existing commercial building, currently occupied by Village Fitness & Physical Therapy, Classic Coffee and Ramon's Tacos y Tapas. The subject property fronts North Glendora Avenue and is surrounded by a mix of retail, restaurants, offices and other service commercial uses. No expansion of the building footprint or change in land use is proposed.

General Plan Designation:

The General Plan Land Use designation is Village Mixed Use, and the proposed project is consistent with zoning regulations.

Zoning:

The subject property is located within the CCAP T-5 (Civic Center Area Plan – Village Core) zoning district. Pursuant to GMC §21.02.040 and Appendix 21.A, Table E, CCAP development is subject to DPR by the Planning Commission. The proposed project is consistent with the development standards and design objectives.

Surrounding Uses:

Table A - Project Surroundings			
	Existing Uses	**General Plan**	**Zoning**
North	Downtown commercial uses (retail, office and service)	*Village Mixed Use*	*CCAP T-5 – Village Core*
South	Downtown commercial uses and multi-family residential	*Village Mixed Use*	*CCAP T-5 – Village Core*
East	Downtown commercial uses residential mixed-use	*Village Mixed Use C*	*CCAP T-5 – Village Core*
West	Downtown commercial uses residential mixed-use	*Village Mixed Use*	*CCAP T-5 – Village Core*

ANALYSIS:

Description:

The proposed project consists of a Development Plan Review (DPR) for a façade improvement and interior tenant remodel of an existing commercial tenant space. The project includes exterior architectural enhancements and interior improvements designed to modernize and improve the functionality of the existing building.

The proposed improvements include remodeling the front portion of the existing tenant space to create a larger reception area and constructing a new Americans with Disabilities Act (ADA)-compliant entry ramp. Exterior improvements include demolition of the existing storefront and installation of a new storefront, built-in exterior seating, and a new decorative wall with a brick veneer finish.

The project does not propose any expansion or change to the existing permitted commercial use. The proposed improvements are intended to enhance the appearance, accessibility, and functionality of the established tenant space while maintaining consistency with the site's existing commercial operations..

Zone Development Standards:

These development standards apply to general commercial, mixed-use, multifamily residential, and retail development within the CCAP T-5 Civic Center Area Plan (CCAP) – Village Core. The proposed project will comply with the T-5 CCAP front setback standard of 0', consistent with the remaining existing facade of the building. The Village Core is intended to provide a pedestrian-oriented environment that accommodates retail services, restaurants, and other commercial uses that contribute to an active and vibrant commercial district.

The proposed project consists of façade improvements and interior tenant improvements to an existing commercial building. No expansion or change to the existing permitted commercial use is proposed. The improvements are intended to enhance the building's appearance, accessibility, and functionality while supporting the pedestrian-oriented character envisioned for the Village Core.

Circulation:

The proposed improvements will not alter the existing circulation within the Village commercial areas.

Community Outreach and Public Input:

There were no verbal or written comments received prior to the hearing.

Public Hearing Notice:

A Notice of Public Hearing was published in the *San Gabriel Valley Examiner* and mailed to all property owners within 300 feet of the project site. As of the date of this report, staff has not received any inquiries or comments regarding the proposed project.

FISCAL IMPACT

The project is not expected to result in a direct financial impact to the City, except that the applicant has paid the applicable fees associated with the Development Plan Review application. If the project is approved and proceeds to construction, it would generate one-time revenue to the city through applicable building permits and related development fees. The project also contributes to the Village by supporting the availability of modern commercial space within the community.

ENVIRONMENTAL DETERMINATION

A Notice of Exemption (NOE) – Categorical Exemption has been prepared (Attachment B) for this proposal pursuant to Section 15301 of the California Environmental Quality Act (CEQA) Guidelines.

Prepared By:	Earvin Adolfo , Planning Technician
Concurs With:	Yalini Siva, Senior Planner Mark Carnahan, City Planner
Reviewed By:	Sean McPherson, Assistant Community Development Director Jeff Kugel, Community Development Director
Certified to Availability of Funds:	Not Applicable
Approved By:	Moises Lopez, Assistant City Manager

Legal Review:	Jessica Santiago, Assistant City Attorney
CEQA Review:	Jeff Kugel, Community Development Director

Attachments

A_Draft_Resolution.pdf
B_NOE_-_CEQA_Categorical_Exemption.pdf
C_Project_Plans.pdf
D_Public_Notice.pdf
E_Staff_Presentation_8126.pdf

RESOLUTION PC 2026-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A DEVELOPMENT PLAN REVIEW FOR A FAÇADE IMPROVEMENT AND INTERIOR REMODEL ON CERTAIN PROPERTY LOCATED AT 146 NORTH GLENDORA AVENUE, SUITE 101, GLENDORA, CALIFORNIA (PROJECT FILE NO. DPR26-0002)

THE PLANNING COMMISSION
City of Glendora, California

WHEREAS, on June 11, 2026, Robert Carter (Applicant), on behalf of Village Fitness & Physical Therapy, filed an application requesting approval of a Development Plan Review (DPR) No. DPR26-0002 to allow a façade improvement and interior remodel to an existing commercial building on certain property located at 146 North Glendora Avenue, Suite 101 in the *Civic Center Area Plan (CCAP T-5)* zone; and

WHEREAS, the Subject Property has a Glendora General Plan land use designation of *Village Mixed Use* and a zoning district designation of *Civic Center Area Plan – Village Core (CCAP T-5)* and is developed with an existing multi-tenant commercial building; and

WHEREAS, pursuant to Glendora Municipal Code (GMC) Section 21.02.040, including subsection (B)(6), development within the Civic Center Area Plan, including the proposed façade improvement to the existing commercial building in the T-5 Village Core zone, is subject to DPR by the Planning Commission; and

WHEREAS, GMC Section 21.02.040 establishes the procedures and findings for the review of DPR applications; and

WHEREAS, a public hearing was held by the Planning Commission of the City of Glendora on September 1, 2026, following proper notice as required by law, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division staff of the City of Glendora.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF GLENDORA DOES HEREBY RESOLVE AS FOLLOWS:

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

SECTION 2. The Planning Commission has reviewed and considered the staff report and all written and oral evidence presented in connection with the Project. Based on the whole of the record, the Planning Commission finds that the Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301, (Class 1, Existing Facilities). The Project consists of a façade improvement and interior remodel within an existing commercial tenant space. The

Project does not expand the existing building footprint or change the existing commercial use. The Planning Commission hereby directs City staff to file a Notice of Exemption.

SECTION 3. The Planning Commission hereby makes the following Findings of Facts, regarding the property located at 146 North Glendora Avenue, Suite 101, Glendora, California, Project No. DPR26-0002, which are hereby incorporated in full:

FINDINGS OF FACTS FOR DEVELOPMENT PLAN REVIEW

1. The use is authorized by development plan review pursuant to this title.

FACT: Pursuant to Glendora Municipal Code (GMC) Section 21.02.040(B)(6), development within the Civic Center Area Plan is subject to Development Plan Review by the Planning Commission. The proposed façade improvement and interior remodel of an existing commercial building in the T-5, Village Core zone of the CCAP is permitted and authorized through the Development Plan Review process.

2. The use is consistent with the General Plan and other applicable plans.

FACT: The Subject Property has a General Plan Land Use designation of *Village Mixed Use and is located within the CCAP T-5 Civic Center Area Plan – Village Core zoning district* in the Downtown Village area along North Glendora Avenue. The surrounding uses are a mix of retail, restaurants, office, and other commercial service uses. The proposed project consists of a façade improvement and interior remodel located within an existing commercial tenant space (Suite 101) Thus, the project is consistent with the General Plan and compatible with the commercial nature of the site and surrounding area.

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

FACT: The proposed façade and interior improvements do not change the existing commercial use or expand the building footprint. The proposed improvements comply with the relevant development standards of the T-5 Village Core zone.

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

FACT: The subject property has street frontage on Glendora Avenue. The subject property is adequately served by all necessary utilities including electric (Southern California Edison), gas (Southern California Gas Company), telephone (Spectrum and Frontier), sewer facilities (City and L.A. County Sanitation Districts), storm drain facilities (City and L.A. County Flood Control District), waste disposal (Athens Services), Glendora Police Department, and the Los Angeles County Fire Department.

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

FACT: The subject property is a narrow lot totaling approximately 12,000 square feet in size, and is in the CCAP T-5 zone. The applicant is proposing a façade improvement to an existing commercial building; the façade change will be located at the front of the building. The improvements to the tenant space consist of a larger reception area and a new ADA compliant entry ramp. The proposed storefront improvements, including a new aluminum storefront system, built-in seating, and a brick-finished wall, are permitted within the Civic Center Area Plan T-5 Subdistrict and are complementary to the design and character of the adjacent commercial buildings.

SECTION 4. The Planning Commission hereby adopts the foregoing findings and approves the filing of a NOE by City staff for CEQA compliance.

SECTION 5. The Planning Commission hereby approves the DPR (Project File No. DPR26-0002) for a façade improvement and interior remodel on certain property located at 146 North Glendora Avenue, Suite 101, as described and depicted in the Project plans and description attached to the Planning Commission Agenda, and after determining that the Project meets the requirements of GMC §21.02.040 (Development Plan Review), subject to the following Conditions of Approval:

CONDITIONS OF APPROVAL

General

1. The Applicant shall submit a signed statement to the Planning Division indicating agreement with and acceptance of the adopted Conditions of Approval prior to issuance of permits and/or commencement of any uses proposed by the Project.

2. The subject property shall be developed and operated in substantial conformance with the plans, reviewed and approved as part of this entitlement.

3. The City shall have the right of entry to inspect the premises to verify compliance with these Conditions of Approval and the GMC.

4. Any amendment, modification, or revocation of this approved DPR shall be regulated by applicable provisions of the GMC.

5. The City shall retain the right and the jurisdiction to review the Development Plan Review (DPR26-0002) in the event of any modification, change in scope, or if the owner or operator seeks to expand, alter, reconfigure, or change the use. This reservation of the right of review is in addition to, and not in lieu of, the City's authority to modify or revoke the DPR26-0002 due to any violation of these Conditions of Approval, or any applicable regulations.

6. The Applicant agrees as a condition of approval, to indemnify, protect, defend, and hold harmless the City, and any agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes of action, proceedings, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorney's fees and disbursements (collectively, "Claims") arising out

of or in any way relating to the issuance of this entitlement, any actions taken by the City related to this entitlement or the environmental review conducted under the California Environmental Quality Act, Public Resources Code §21000 et seq., for this entitlement and related actions.

Planning Division

7. The applicant has agreed to submit the project for building plan check review at their own risk. Please note that a building permit will not be issued until the project receives Planning Commission approval.

8. Prior to submitting construction drawings for plan check, the Applicant shall submit a digital Colors and Materials Board, identifying the proposed exterior colors, materials, and finishes to the Planning Division for review and approval.

Building Division

9. Building permits are required for all tenant improvements. Plans must be submitted through the City's Civic Access portal for review and approval. See link below. https://cityofglendoraca-energovweb.tylerhost.net/apps/selfservice#/home

10. All required inspections and final approval must be completed prior to occupancy.

11. The project shall comply with the applicable California Building Standards Code, as adopted by the City. For questions regarding the City's plan submittal process, please contact the Building Division at (626) 914-8222.

Waste Management

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

Los Angeles County Fire Department

13. The approval of this permit may be contingent on approval by the Los Angeles County Fire Department as determined during construction plan check. Any changes resulting from requirements of the Los Angeles County Fire Department shall be submitted to the Planning Division for review and approval prior to commencement of construction.

Term

14. The approved use shall commence within 18 months after the effective date of approval, or such other period specified as a condition of approval and shall be carried out diligently to completion. If the use or construction work is not started within the required time and carried on diligently to completion, the Development Plan Review shall become void; however, the Community Development Director or reviewing body may extend the time limit in the case of unavoidable delay. The Applicant must submit a written request to the Community Development Director for a time extension before the original time limit expires. (GMC §21.02.040(H)).

Enforcement

15. The Applicant and Property Owner shall pay the costs of any code enforcement activities, including attorneys' fees, resulting from the violation of any conditions of approval or any provision of the Glendora Municipal Code. (GMC §1.18).

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

Air Quality

17. The best available control measures to minimize fugitive dust emissions shall be utilized including but not limited to watering soils as necessary to minimize dust generation. (SCAQMD Rule 403)

SECTION 6. The City Clerk shall certify the passage and adoption of this Resolution and shall enter the same in the Book of Original Resolutions.

SECTION 7. The Chair of the Planning Commission shall sign this Resolution, and the Secretary shall attest and certify the passage and adoption of this Resolution, and the same shall become effective upon expiration of the 15 calendar-day appeal period, unless a timely appeal is filed in accordance with the Glendora Municipal Code.

PASSED, APPROVED and **ADOPTED** by the Planning Commission of the City of Glendora this _____ day of _____, 2026.

BY: _____
MARK DAVIS
Chair

APPROVED AS TO FORM:
Aleshire & Wynder, LLP

_____

JESSICA SANTIAGO
Assistant City Attorney

CERTIFICATION

I, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Glendora at a regular meeting held on the ____ day of _____, 2026, by the following vote:

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

Dated:

_____

LORENA CORDOVA
City Clerk Specialist

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION

Project Title: DPR26-0002

Project Location: 146 North Glendora Avenue, Suite 101, Glendora, CA 91741 (Village Fitness & Physical Therapy)

Project Sponsor: Robert Carter Applicant/Architect, for Village Fitness & Physical Therapy (Tenant)

Mailing Address: 1200 E Route 66 #203 Glendora, CA 91740

General Plan Land Use Designation: Village Mixed Use

Zoning Designation: CCAP T-5 (Civic Center Area Plan – Village Core)

Project Description: Approval of a Development Plan Review for a façade improvement and interior remodel of an existing commercial tenant space. The project includes exterior architectural enhancements and interior tenant improvements to the existing building.

Surrounding Land Uses and Setting: The surrounding land uses include a mix of uses, consisting primarily of commercial uses adjacent to the subject property, with residential uses located nearby.

The Planning Commission recommends the following exempt status / findings:

- ☐ Ministerial (Sec. 15073)
- ☐ Declared Emergency (Sec. 15071(a))
- ☐ Emergency Project (Sec. 15071(b) and (c))
- ☒ Categorical Exemption
  Type: Class 1 - Section: 15301 – The proposed project includes exterior façade improvements and interior tenant improvements to an existing commercial tenant space, with no expansion of the existing building footprint or change in the existing commercial use.
- ☐ Statutory Exemption. Code Number: _____

Reasons why project is exempt: The proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Class 1 (Existing Facilities). The project includes exterior architectural enhancements and interior tenant improvements to the existing building only, with no expansion of the existing building footprint or change in the existing commercial use.

_____ Date: _____

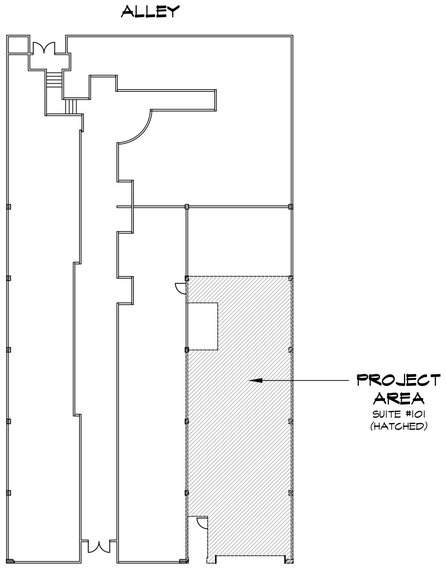
Jeff Kugel, Director of Community Development

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

City of Glendora Planning Commission on September 1, 2026

_____ Date: _____

Earvin Adolfo, Planning Technician (626) 914-8214



146 N. GLENDORA AVE.

SITE LEGEND

SCALE: 1"= 20"

GENERAL INFORMATION

- BUSINESS NAME: VILLAGE FITNESS & PHYSICAL THERAPY, INC.
  MAILING ADDRESS: 146 N. GLENDORA AVE, SUITE 101, GLENDORA, CA. 91741
  BUSINESS PHONE: 626-385-8844
  CONTACT PERSON: DR. MATT KLINGLER
  EMAIL: MATT@VILLAGEFPT.COM
- PROPERTY OWNER: CLASSIC COFFEE AND RESTAURANT SUPPLY
  MAILING ADDRESS: 148 N. GLENDORA AVE, GLENDORA, CA 91741
  BUSINESS PHONE: 626-843-1014
  CONTACT PERSON: FRED G. SPARLING
  EMAIL: FGSPARLING@GMAIL.COM

EXISTING EXTERIOR ELEVATION NOTES

(E) = EXISTING (N) = NEW

A	(E) ALUMINUM "STOREFRONT" SYSTEM (TO BE REMOVED COMPLETE).
B	(E) "MARBLE" TILES (TO BE REMOVED COMPLETE).
C	(E) "CAST" CONCRETE VENEER (TO BE REMOVED COMPLETE)
D	(E) "CAST CONCRETE VENEER (TO REMAIN)
E	(E) BRICK VENEER (TO REMAIN)

PROPOSED EXTERIOR ELEVATION NOTES

(E) = EXISTING (N) = NEW

1	(N) ALUMINUM "STOREFRONT" SYSTEM (MATCH (E) COLOR). ASSEMBLY TO HAVE 1.75 x 4.5" FRAMES/SECTIONS AND DUAL-GLAZED CLEAR GLASS PANELS.
2	(E) BRICK VENEER.
3	(N) BRICK VENEER (MATCH EXISTING). INSTALL WITH LAYOUT PATTERNS AS FOLLOWS:
3A	INSTALL WITH "RUNNING BOND" LAYOUT.
3B	INSTALL WITH "HERRINGBOND" (BASKET WEAVE) LAYOUT.
3C	INSTALL WITH "STANDING" SOLDIER COURSE LAYOUT.
3D	CAP WITH "BULL-NOSE" EDGE
4	(E) "CAST" CONCRETE VENEER.
5	(N) "CAST CONCRETE VENEER. NOTE: MATERIAL RETURNS ON CORNER INTO RAMP OPENING. SEE INTERIOR ELEVATIONS.
6	(N) BUILT-IN BENCH WITH BRICK FINISH(S).
7	PROPOSED LOCATION FOR TENANT'S LOGO TO BE DISPLAYED.

MATCH EXISTING = (N) MATERIALS TO MATCH (E) MATERIAL(S) AS CLOSE AS POSSIBLE WITH READILY AVAILABLE MATERIALS...(IE: COLOR, TEXTURE, "DETAILING", ETC.)

SCOPE OF WORK

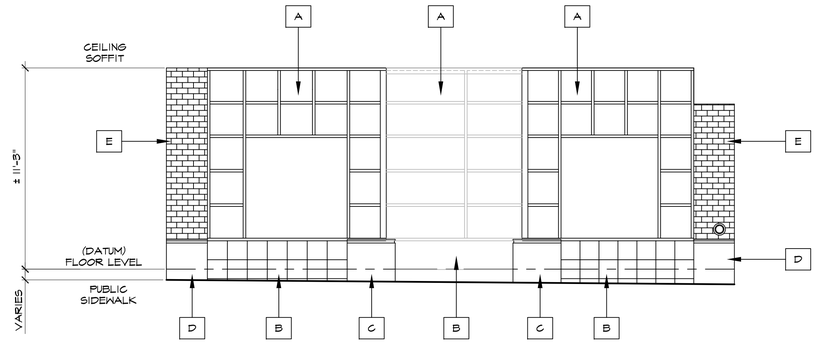
- REMODEL FRONT (WEST) PORTION OF EXISTING LEASE SPACE (APPROX. SIZE: 406 s.f.) AS SHOWN ON PLAN.
- MAIN COMPONENTS OF PROJECT CONSIST OF A LARGER RECEPTION AREA AND NEW A.D.A. COMPLIANT ENTRY RAMP.
- DEMOLITION (E) STOREFRONT SYSTEM COMPLETE. NEW EXTERIOR ELEVATION SHALL CONSIST OF NEW ALUMINUM "STOREFRONT" SYSTEM, NEW BUILT-IN SEATING AND NEW WALL WITH BRICK FINISH.
- INSTALL (N) "FIXTUREWORK" (CABINETRY) IN RECEPTION AREA AND WORK-OUT STUDIOS.

DRAWING INDEX

A1.1 SITE LEGEND, EXTERIOR ELEVATIONS

A2.1 FLOOR PLANS (EXISTING & PROPOSED)

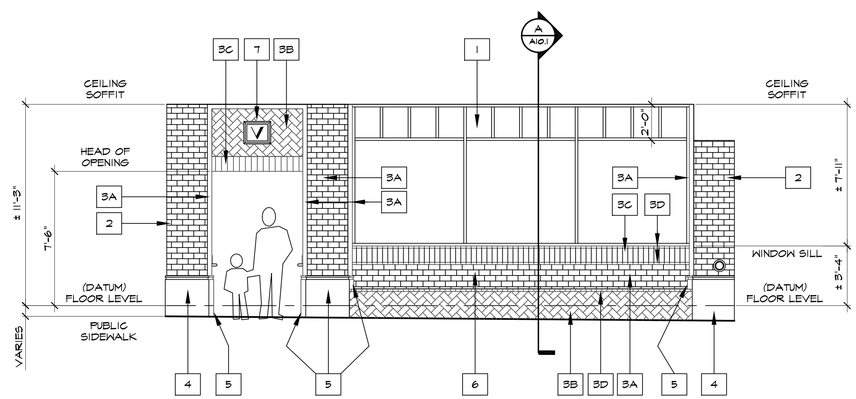
A10.1 INTERIOR ELEVATIONS, WALL SECTION "A"



WEST (FRONT)

EXISTING EXTERIOR ELEVATION

SCALE: 1/4" = 1'-0"



WEST (FRONT)

PROPOSED EXTERIOR ELEVATION

SCALE: 1/4" = 1'-0"

ROBERT A. CARTER - ARCHITECT ● 1200 E. ROUTE 66, SUITE 203 ● GLENDORA, CA 91740 - 6360 ● ph 626/963-7711 cell 951/218-0339 e-mail drawnbyBOB@aol.com ● ROBERT A. CARTER - ARCHITECT

LICENSED ARCHITECT ROBERT A. CARTER C12833 REN. 2/28/27 STATE OF CALIFORNIA

project
COMMERCIAL ALTERATION/REMODEL
VILLAGE FITNESS & PHYSICAL THERAPY
146 N. GLENDORA AVENUE (SUITE 101)
GLENDORA - CALIFORNIA - 91741

sheet title
SITE LEGEND
EXTERIOR ELEVATIONS

date
6-10-2026

revisions

project no.
2604

drawn by
BC

drawing no.
A1.1

EXISTING FLOOR PLAN NOTES:

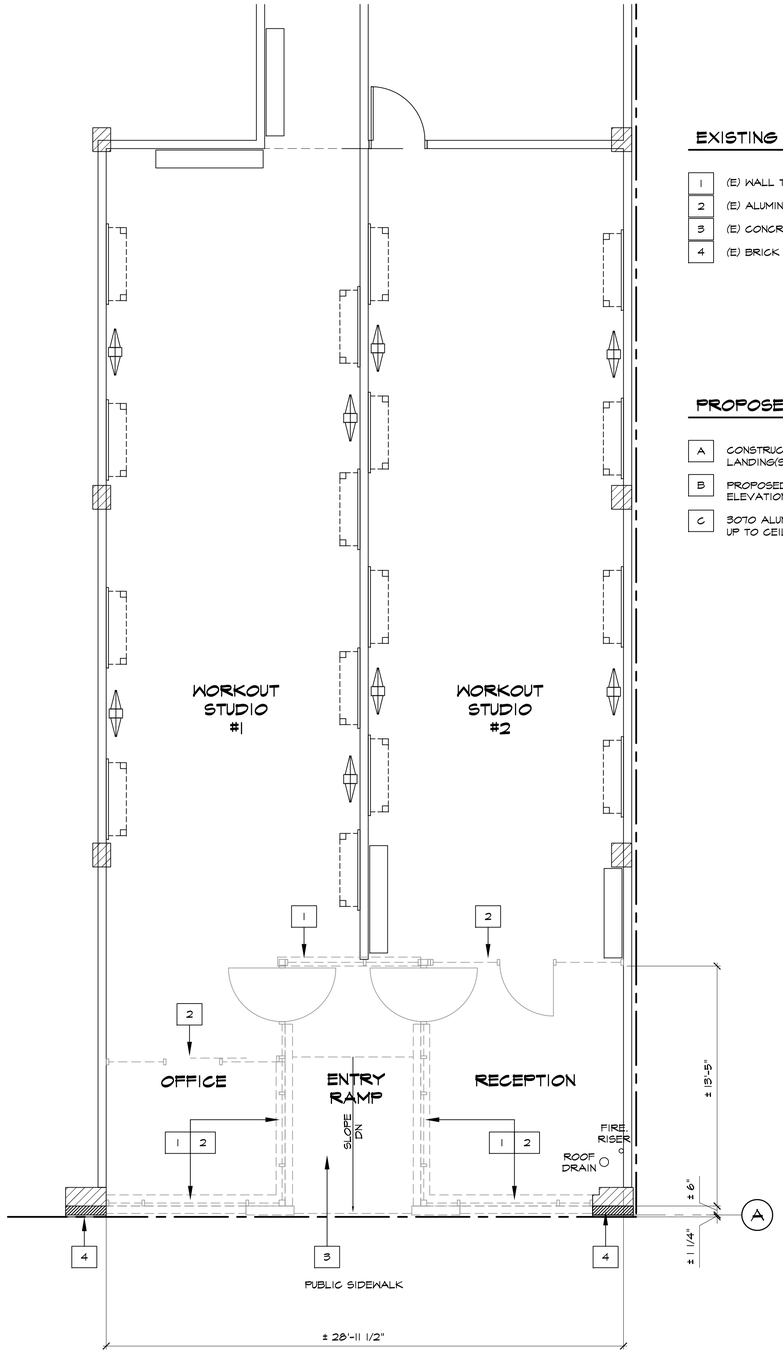
1. (E) WALL TO BE REMOVED COMPLETE
2. (E) ALUMINUM/GLASS "STOREFRONT" SYSTEM TO BE REMOVED.
3. (E) CONCRETE RAMP TO BE REMOVED.
4. (E) BRICK VENEER ON COLUMN (TO REMAIN)

PROPOSED FLOOR PLAN NOTES:

A. CONSTRUCT (N) ADA COMPLIANT CONCRETE RAMP AND LANDING(S).

B. PROPOSED LOCATION FOR (N) FIXTUREWORK (SEE INTERIOR ELEVATIONS.

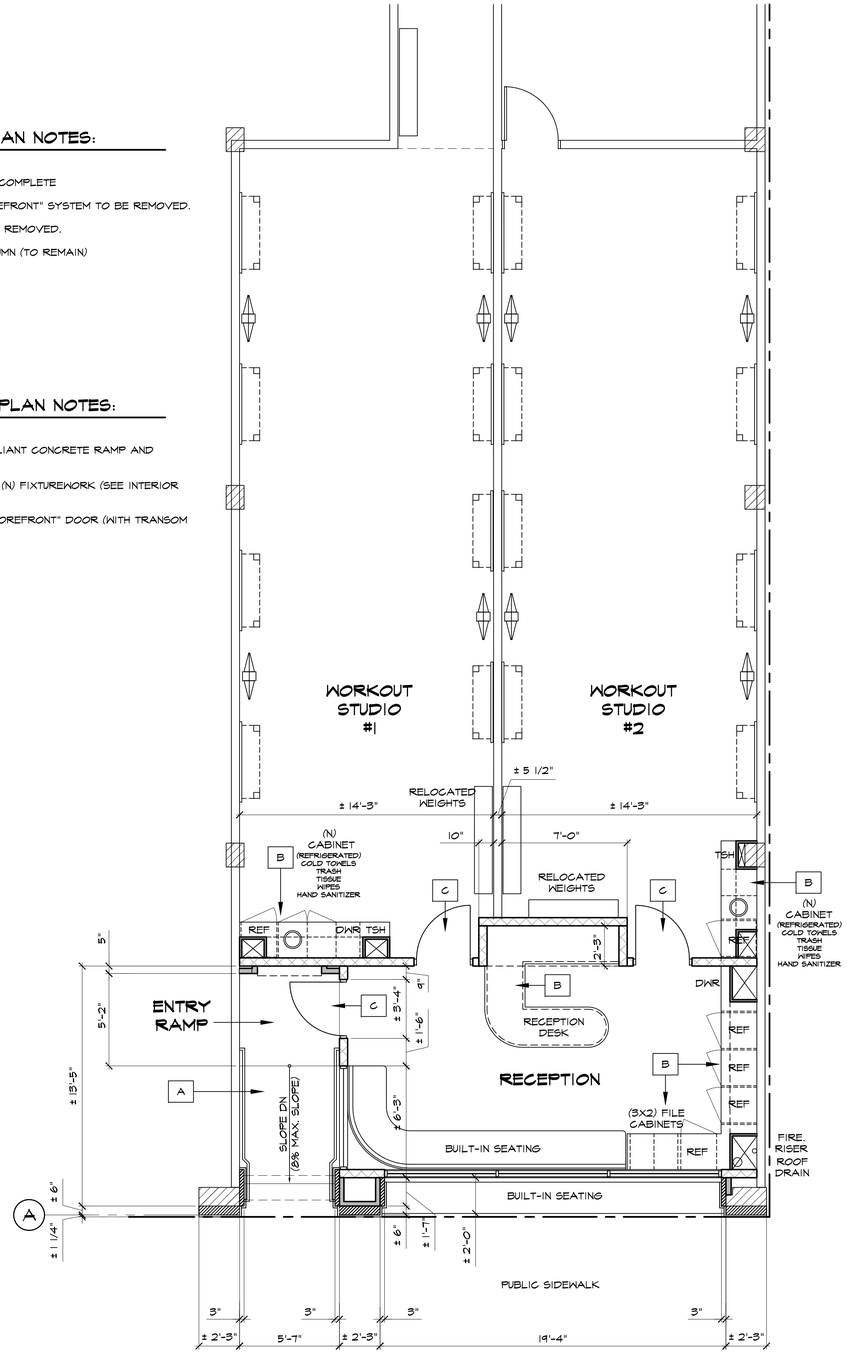
C. 3070 ALUMINUM/GLASS "STOREFRONT" DOOR (WITH TRANSOM UP TO CEILING ABOVE).



(DEMOLITION OVERLAY)

EXISTING FLOOR PLAN

SCALE: 1/4"=1'-0"



WALL LEGEND

- (E) WOOD STUD WALL (TO BE REMOVED)
- (E) 2x4 WOOD STUD WALL (TO REMAIN)
- (N) 2x4 @16" O/C WOOD STUD WALL
- (N) 2x6 @16" O/C WOOD STUD WALL

PROPOSED FLOOR PLAN

SCALE: 1/4"=1'-0"

LICENSED ARCHITECT
ROBERT A. CARTER
C12833
REN. 2/28/27
STATE OF CALIFORNIA

project

COMMERCIAL ALTERATION/REMODEL
VILLAGE FITNESS
& PHYSICAL THERAPY
146 N. GLENDORA AVENUE (SUITE 101)
GLENDORA - CALIFORNIA - 91741

sheet title

PROPOSED FLOOR PLAN
EXISTING FLOOR PLAN

date 6-10-2026

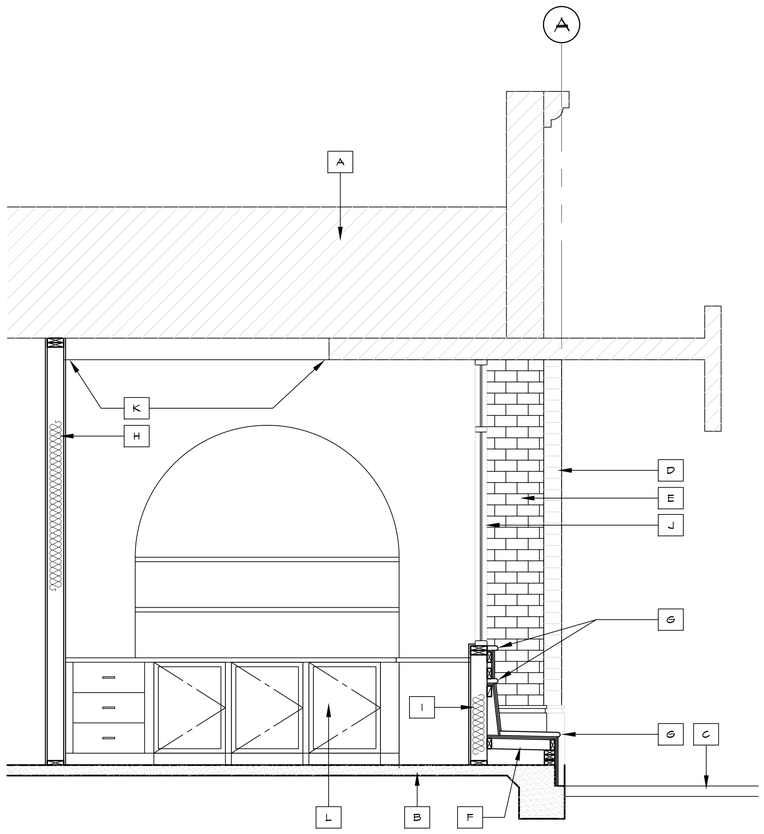
revisions

project no. 2604

drawn by BC

drawing no. A2.1

ROBERT A. CARTER - ARCHITECT ● 1200 E. ROUTE 66, SUITE 203 ● GLENDORA, CA 91740 - 6360 ● ph 626/963-7711 cell 951/218-0339 e-mail drawnbyBOB@aol.com ● ROBERT A. CARTER - ARCHITECT



WALL SECTION "A"

SCALE: 1/2" = 1'-0"

(E) = EXISTING (N) = NEW

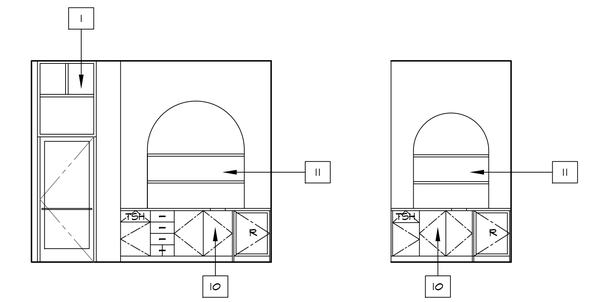
WALL SECTION "A" NOTES

A	EXISTING (E) ROOF STRUCTURE (SHOWN HATCHED). NO CHANGES PROPOSED.
B	(E) CONCRETE FOUNDATION.
C	(E) CONCRETE PUBLIC SIDEWALK
D	(E) BRICK VENEERED COLUMN.
E	INSTALL (N) BRICK VENEER ON SIDE OF COLUMN (MATCH EXISTING).
F	INSTALL (N) WOOD FRAMING FOR (N) BUILT-IN BENCH WITH BRICK FINISH.
G	(N) BRICK AT THESE LOCATIONS TO HAVE "BULL-NOSE" EDGE(S).
H	(N) INSULATED WOOD STUD WALL (FULL-HEIGHT).
I	(N) INSULATED WOOD STUD WALL (3'-4" HIGH).
J	(N) ALUMINUM STOREFRONT SYSTEM (MATCH EXISTING). ASSEMBLY TO HAVE "DUAL-GLASS" GLAZING.
K	INSTALL (N) 2x WOOD CEILING JOIST AS REQUIRED TO MATCH LEVEL OF (E) CEILING SYSTEM. INSTALL PER CODE AND MATCH (E) FINISH(S).
L	(N) "FIXTUREWORK" TO BE INSTALLED.

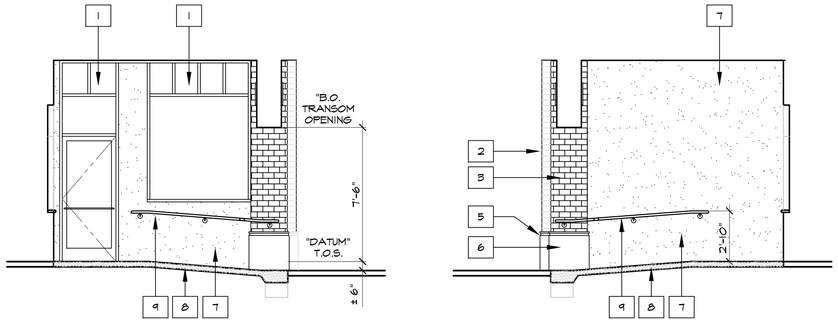
(E) = EXISTING (N) = NEW

INTERIOR ELEVATION NOTES

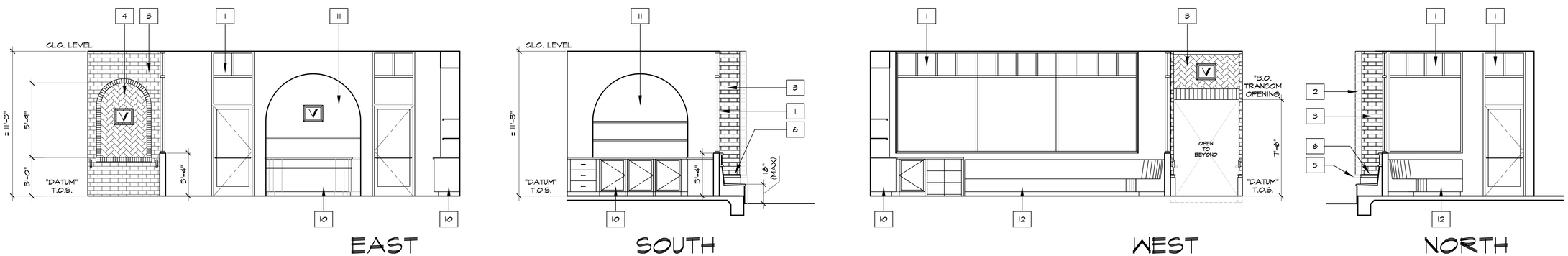
1	(N) ALUMINUM STOREFRONT SYSTEM
2	(E) BRICK VENEERED COLUMN.
3	(N) BRICK VENEERED FINISH (MATCH)
4	"RECESSED" NICHE WITH BRICK FINISH.
5	(E) "CAST" CONCRETE VENEER
6	(N) "CAST" CONCRETE VENEER (MATCH)
7	(N) STUCCO FINISH
8	(N) CONCRETE RAMP (ADA COMPLIANT)
9	(N) HANDRAIL.
10	(N) "FIXTUREWORK" TO BE INSTALLED.
11	"ARCHED" NICHE WITH DISPLAY SHELVES
12	(N) BUILT-IN SEAT



WORKOUT STUDIOS



ENTRY RAMP



RECEPTION

PROPOSED INTERIOR ELEVATIONS

SCALE: 1/4" = 1'-0"

LICENSED ARCHITECT
ROBERT A. CARTER
C12833
REN. 2/28/27
STATE OF CALIFORNIA

project

COMMERCIAL ALTERATION/REMODEL
VILLAGE FITNESS
& PHYSICAL THERAPY
146 N. GLENDORA AVENUE (SUITE 101)
GLENDORA - CALIFORNIA - 91741

sheet title

INTERIOR ELEVATIONS
WALL SECTION "A"

date 6-10-2026

revisions

project no. 2604

drawn by BC

drawing no. A10.1

ROBERT A. CARTER - ARCHITECT ● 1200 E. ROUTE 66, SUITE 203 ● GLENDORA, CA 91740 - 6360 ● ph 626/963-7711 cell 951/218-0339 e-mail drawnbyBOB@aol.com ● ROBERT A. CARTER - ARCHITECT

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) and §21.02.040, of the Glendora Municipal Code in the City Council Chamber of City Hall, 116 E. Foothill Boulevard, Glendora, California, to receive and consider all evidence and reports relating to the following application/project:

Hearing Date:	**Tuesday, September 1, 2026, at 7:00 p.m.**
File Number:	DPR26-0002
Subject Property:	146 North Glendora Avenue, Suite 101, Glendora, CA 91741
Request:	Approval of a Development Plan Review (DPR) for a façade improvement and interior remodel.
Applicant:	Robert Carter (Applicant) on behalf of Village Fitness & Physical Therapy
General Plan Land Use / Zoning:	*Village Mixed Use / Civic Center Area Plan - Village Core (CCAP T-5)*
Environmental:	To comply with the California Environmental Quality Act (CEQA), a Categorical Exemption is being recommended for this project pursuant to §15301 of the CEQA guidelines.
Contact Person:	Earvin Adolfo, Planning Technician (626) 852-4834 or *eadolfo@cityofglendora.gov*

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

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

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

(626) 914-8214.

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

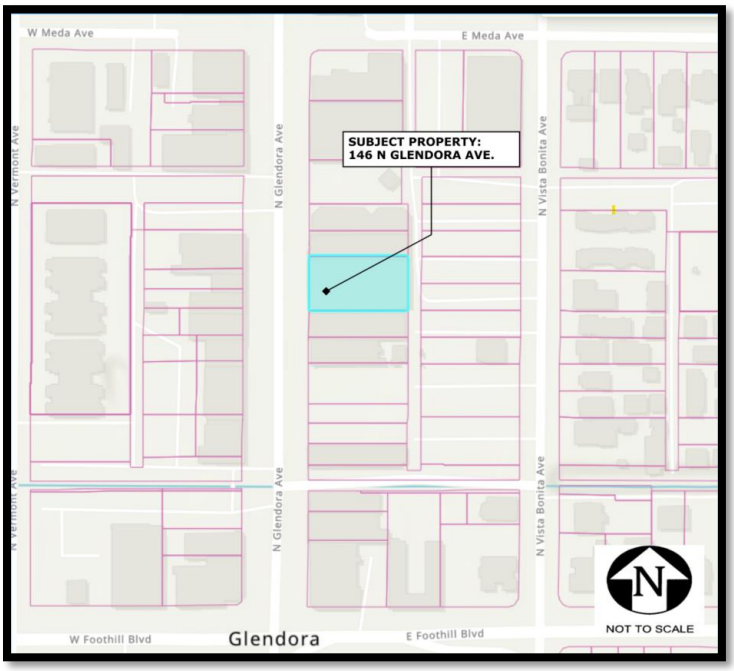
Kathleen R. Sessman, MMC
City Clerk/Communications Director

Mailed: August 20, 2026
Published: August 20, 2026 (*San Gabriel Valley Examiner*)

CERTIFICATION

I, Kathleen R. Sessman, City Clerk of the City of Glendora, hereby certify that I posted a copy of this Notice on the bulletin board outside the City Hall Council Chamber, 116 E. Foothill Boulevard on August 20, 2026.

Kathleen R. Sessman, MMC
City Clerk/Communications Director



DEVELOPMENT PLAN REVIEW
146 N. GLENDORA AVENUE, SUITE 101

COMMUNITY DEVELOPMENT

PLANNING COMMISSION

SEPTEMBER 1, 2026

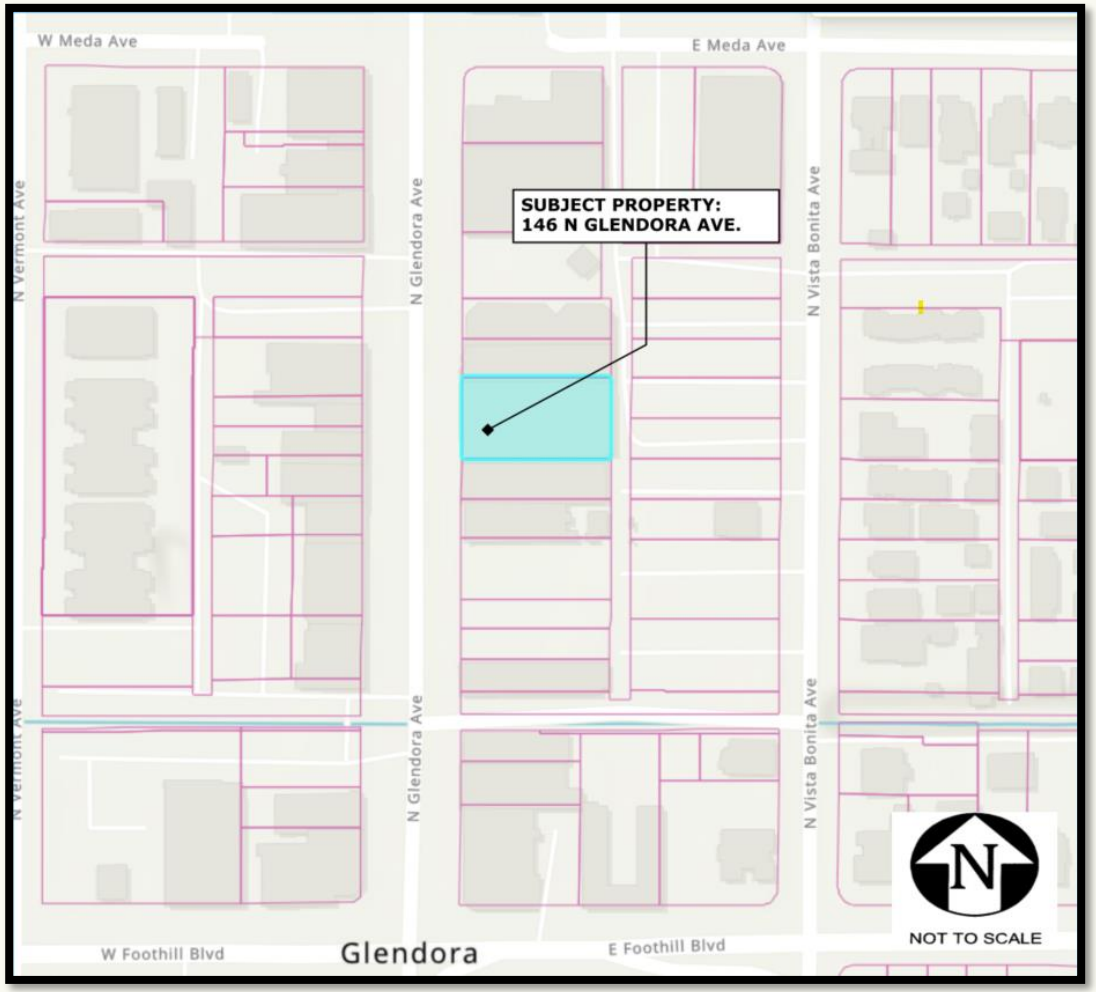
EARVIN ADOLFO, PLANNING TECHNICIAN

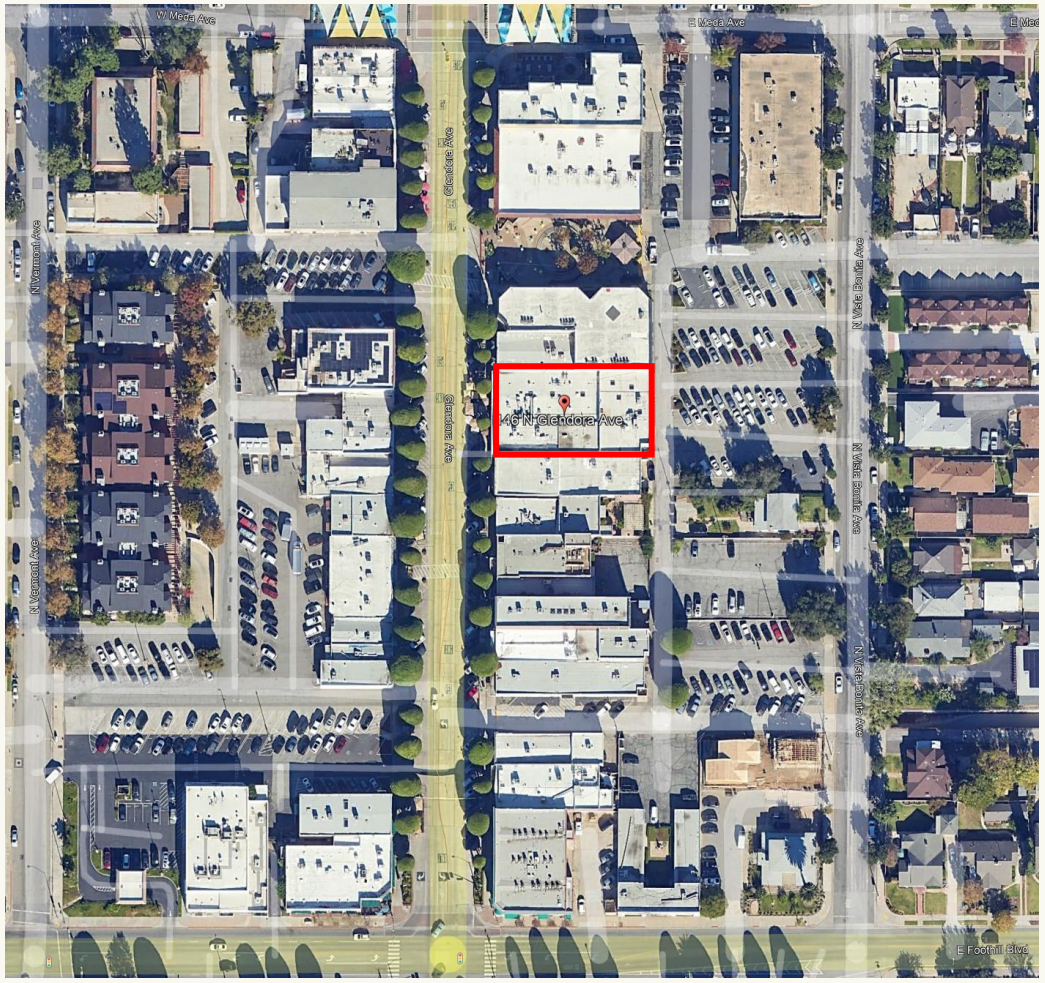
RECOMMENDATIONS

1. Determine that the project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301, and direct staff to file a Notice of Exemption; and

2. Adopt a Planning Commission Resolution entitled: "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A DEVELOPMENT PLAN REVIEW FOR A FAÇADE IMPROVEMENT AND INTERIOR REMODEL ON CERTAIN PROPERTY LOCATED AT 146 NORTH GLENDORA AVENUE, SUITE 101, GLENDORA, CALIFORNIA (FILE NO. DPR26-0002)."

PROJECT LOCATION



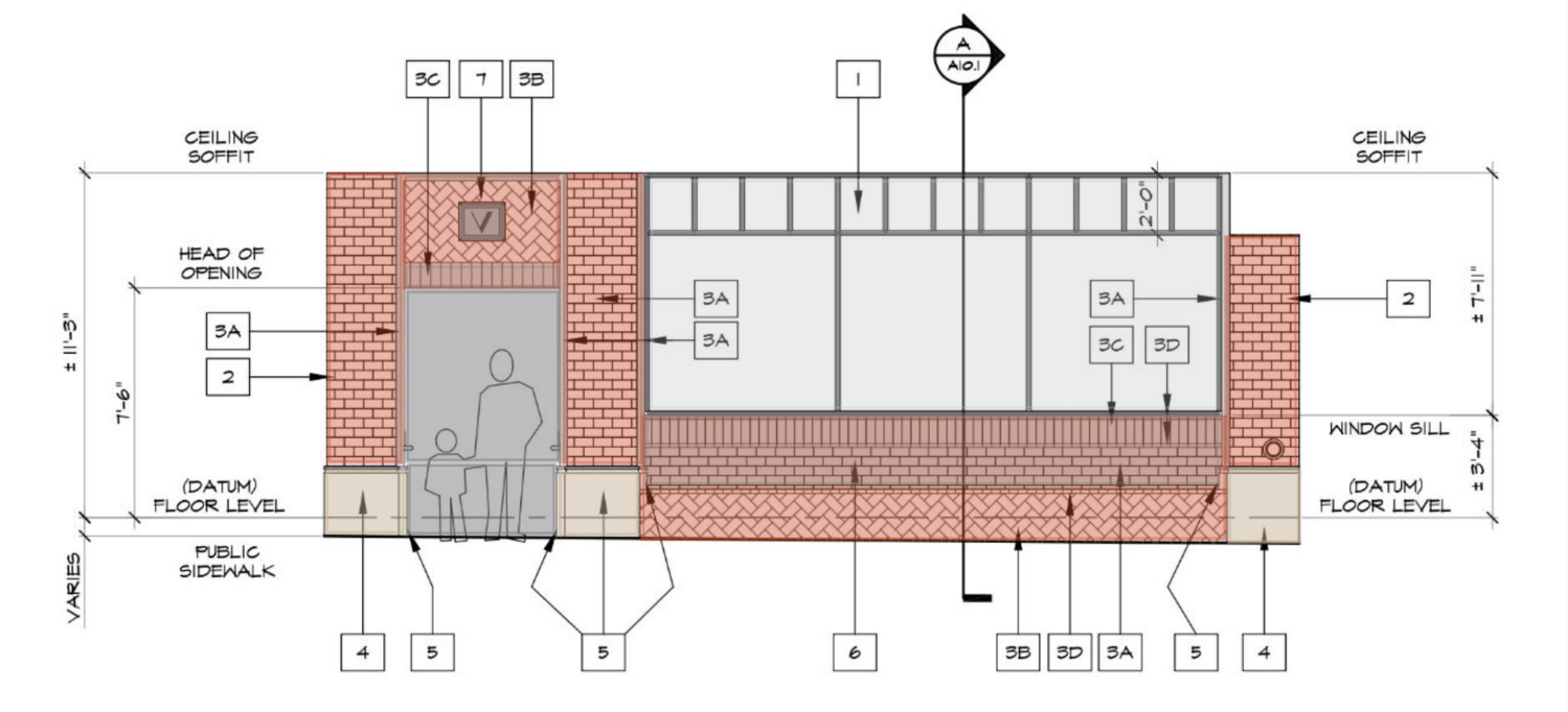


SCOPE OF WORK

- Façade improvements to building's exterior appearance
- Interior remodel of the existing commercial tenant space
- Exterior architectural enhancements to overall building design
- Modernize the interior and provide ADA-compliant access



SITE PLAN


3C
7
3B
1
A
A10.1
CEILING SOFFIT
CEILING SOFFIT
HEAD OF OPENING
3A
2
3A
3A
3A
3C
3D
2
2'-0"
± 11'-3"
7'-6"
± 7'-11"
WINDOW SILL
± 3'-4"
(DATUM) FLOOR LEVEL
(DATUM) FLOOR LEVEL
PUBLIC SIDEWALK
VARIES
4
5
5
6
3B
3D
3A
5
4

REQUEST

- The applicant filed an application requesting approval of a Development Plan Review (DPR) for a façade improvement and interior remodel of the existing commercial tenant space located at 146 North Glendora Avenue, Suite 101, occupied by Village Fitness & Physical Therapy.

- The proposed improvements are intended to enhance the building's exterior appearance and modernize the interior and provide Americans with Disabilities Act (ADA) compliant access to the business.

PUBLIC NOTICE

- A Notice of Public Hearing was published in the *San Gabriel Valley Examiner* and mailed to all property owners within 300 feet of the subject property on August 20, 2026.

RECOMMENDATIONS

That the Planning Commission:

1. Determine that the project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301, and direct staff to file a Notice of Exemption; and
2. Adopt a Planning Commission Resolution entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A DEVELOPMENT PLAN REVIEW FOR A FAÇADE IMPROVEMENT AND INTERIOR REMODEL ON CERTAIN PROPERTY LOCATED AT 146 NORTH GLENDORA AVENUE, SUITE 101, GLENDORA, CALIFORNIA (FILE NO. DPR26-0002)."

STAFF REPORT

TO:	**Chair and Commissioners**	**DATE:**	**September 1, 2026**
FROM:	**City Clerk**	**DISTRICT(S):**	**Not Applicable**
SUBJECT:	**Affirm minutes from the June 2, 2026 and July 7, 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
No Applicable.

DISCUSSION
Pursuant to the City's standard practices and the Brown Act, meeting action minutes are reviewed and affirmed by the legislative body to ensure transparency and accuracy in government proceedings. The action minutes for the June 2, 2026 and July 7, 2026 meetings were compiled based on staff notes and official recordings. No requests for revisions or amendments have been received to date.

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

FISCAL IMPACT
There is no fiscal impact associated with this action.

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

Prepared By:	Lorena Cordova, City Clerk Specialist
Concurs With:	Not Applicable

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

Attachments

A_June_2_2026_Regular_Meeting_minutes.pdf

B_July_7_2026_Regular_Meeting_Minutes.pdf

Minutes
Regular Meeting

Thursday, June 2, 2026
City Hall Council Chamber
116 E. Foothill Boulevard
Virtually via Zoom ID# 9329247224

CALL TO ORDER
The Planning Commission regular meeting was called to order at 7:00 PM by Vice-Chair Davis.

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

Members Absent: Chair Timothy Cremins

Staff Present: Community Development Director Jeff Kugel, Assistant City Attorney Jessica Santiago (via Zoom), Assistant Community Development Director Sean McPherson, City Planner Mark Carnahan, Senior Planner Yalini Siva, Planning Technician Earvin Adolfo, 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 Vice-Chair Davis.

REORDERING OF AND ADDITIONS TO THE AGENDA
None.

PUBLIC COMMENT
1. Public Comments received
   No members of the public requested to speak, and no written correspondence was received.

MEMBER STATEMENTS/REPORTS
Commissioner Koss encouraged the community to go out and vote.

DIRECTOR/STAFF LIAISON AND ATTORNEY STATEMENTS
Community Development Director Kugel announced that June 10, 2025 is Business Improvement District's first Farmers Market and invited the public to come out and participate.

PUBLIC HEARINGS
2. A Recommendation to the City Council on a Vesting Tentative Tract Map and Development Plan Review for the development of 28 single-family residential units. (Location: 1706 E Route 66 and 1675 Inola Street, Glendora California; AINs: 8654-001-038, 8654-001-037 and 8654-001-036; Project File No.: PLN25-5043)

   Item title was read into the record, and the Vice-Chair formally opened the Public Hearing.

   Staff presented the staff report and provided an overview of the project.

Applicant representative Matthew Waken, on behalf of MW Investments, LLC provided a report.

The Vice-Chair opened the Public Testimony period. No members of the public requested to provide public testimony, and no written correspondence was received. The Public Testimony period and Public Hearing were closed.

Commission discussion focused on project access and circulation, including the proposed right-turn-only ingress and egress movements onto Route 66. Commissioners also discussed maintenance responsibilities for landscaping adjacent to the public right-of-way, traffic visibility considerations associated with landscape plantings, potential noise impacts from the nearby A-Line corridor, and the proposed turf material within the dog park area. Staff and the applicant provided clarification regarding these matters. Commissioners expressed support for the project and indicated that their questions and concerns had been satisfactorily addressed.

Following deliberation, a motion was made by Commissioner Faber, seconded by Commissioner Koss, to recommend that the City Council approve the following actions:

(1) Find the project categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Class 32, In-Fill Development Projects, and direct staff to file a Notice of Exemption; and

(2) Adopt a City Council Resolution entitled, "A RESOLUTION OF THE CITY COUNCIL OF THEY CITY OF GLENDORA, CALIFORNIA, APPROVING VESTING TENTATIVE TRACT MAP NO. 84970 AND DEVELOPMENT PLAN REVIEW FOR THE SUBDIVISION AND DEVELOPMENT OF TWENTY-EIGHT (28) SINGLE-FAMILY RESIDENTIAL UNITS ON CERTAIN PROPERTY LOCATED AT 1706 EAST ROUTE 66 AND 1675 INOLA STREET (AIN#'s 8654-001-038, 8654-001-037 and 8654-001-036) (FILE NO. PLN25-5043)."

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

3. Conditional Use Permit (CUP) request to allow the operation of massage therapy services, in conjunction with an existing beauty spa on certain property located at 1311 South Grand Avenue, Suite 130, Glendora, California (File No. PLN25-5034)

Item title was read into the record, and the Vice-Chair formally opened the Public Hearing.

Staff presented the staff report and provided an overview of the project.

Applicant representative V Spa Shengnan Zhang provided a report.

The Vice-Chair opened the Public Testimony period. No members of the public requested to provided public testimony, and no written correspondence was received. The Public Testimony period and Public Hearing were closed.

Commission discussion included whether sales tax applies to this type of service, and staff confirmed that it does not.

Motion was made by Commissioner Koss, seconded by Commissioner Jarvie, to approve the following for Project File No. PLN25-5034;

(1) Find the project categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines 15301, Class, Existing Facilities; and

(2) Adopt **Resolution PC 2026-02** entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT TO ALLOW THE OPERATION OF A MASSAGE THERAPY SERVICES, IN CONJUNCTION WITHIN AN EXISTING BEAUTY SPA WITHIN AN EXISTING COMMERCIAL TENANT SPACE, LOCATED AT 1311 SOUTH GRAND AVENUE, SUITE 130, GLENDORA, CALIFORNIA (FILE NO. PLN25-5034)."

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

4. Conditional Use Permit (CUP) to allow the operation of massage therapy services, in conjunction with an existing beauty spa on certain property located at 340 South Glendora Avenue, Suite 7, Glendora, California (File No. CUP26-0003)

Item title was read into the record, and the Vice-Chair formally opened the Public Hearing.

Staff presented the staff report and provided an overview of the project.

Applicant Claudia Ponce de Leon, owner of Fountain of Youth Skin and Body Care provided a report.

The Vice-Chair opened Public Testimony period. Public testimony was received, and written correspondence was submitted by Joel Montes de Oca. The Public Testimony period and Public Hearing were closed.

Commission discussion included the types of massage therapy services proposed and concerns raised during public testimony regarding HVAC equipment associated with the business. Staff indicated that Code Enforcement would follow up on the concerns raised regarding the HVAC equipment.

Following deliberation, a motion was made by Commissioner Jarvie, seconded by Vice-Chair Davis, to approve the following for Project File No. CUP26-0003:

(1) Find the project categorically exempt from the California Environment Quality Act (CEQA) pursuant to CEQA Guidelines § 15301, Class 1, Existing Facilities; and

(2) Adopt **Resolution PC 2026-03** entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT TO ALLOW OPERATION OF MASSAGE THERAPY SERVICES, IN CONJUNCTION WITHIN AN EXISTING BEAUTY SPA, ON CERTAIN PROPERTY LOCATED AT 340 SOUTH GLENDORA AVENUE, SUITE 7, GLENDORA, CALIFORNIA (PROJECT FILE NO. CUP26-0003)."

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

CONSENT CALENDAR

Assistant City Attorney Santiago advised that Items 5 and 6 be considered separately due to Commissioner Faber's absence from one of the meetings for which minutes were being considered.

5. Affirm minutes from the May 5, 2026 Planning Commission meeting

The Planning Commission:

(1) Affirmed minutes as presented.

Motion was made by Commissioner Koss, seconded by Vice-Chair Davis to approve Item#5 as presented.

Motion carried 3 - 0 by the following vote: AYES: Koss, Jarvie, Davis; NOES: None; ABSENT: Cremins; ABSTAIN: Faber.

6. Review of Proposed Fiscal year 2026/27 Capital Improvement Program (CIP) for Consistency with City of Glendora General Plan, Community Plan 2025

The Planning Commission:

(1) Determined that that Planning Commission's review of the Fiscal Year 2026/27 Capital Improvement Program for consistency with the General Plan is not a project under the California Environmental Quality Act, and no further environmental review is required; and

(2) Adopted **Resolution PC 2026-04** entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, FINDING THAT THE FISCAL YEAR 2026/27 CAPITAL IMPROVEMENT PROGRAM IS CONSISTENT WITH THE CITY'S GENERAL PLAN (COMMUNITY PLAN 2025)."

Motion was made by Vice-Chair Davis, seconded by Commissioner Jarvie to approve Item#6 as presented.

Motion carried 4 – 0 by the following vote: AYES: Faber, Koss, Jarvie, Davis; NOES: None; ABSENT: Cremins; ABSTAIN: None.

NEW BUSINESS

7. Artwork proposal to comply with the Community Art Program (CAP) for approval development at 363 W. Route 66 (Project File No. CAP26-0001)

Commission discussion focused on whether the proposed artwork satisfied the intent of the Community Art Program. Commissioners expressed concern that the proposal functioned primarily as an architectural or site feature rather than a distinct piece of public art. While Commissioners indicated appreciation for the artist's work and expressed interest in seeing it incorporated into future projects within the City, they concluded that the proposed artwork did not meet the Community Art Program requirements.

Motion was made by Vice-Chair Davis, seconded by Commissioner Koss, to open public comment. Motion carried 3 - 1 by the following vote: AYES: Koss, Jarvie, Davis; NOES: Faber; ABSENT: Cremins; ABSTAIN: None.

Vice-Chair Davis announced public comment would remain closed, stating the motion had not received sufficient votes to pass.

Motion was made by Commissioner Koss, seconded by Vice-Chair Davis, to approve the following action:

(1) Adopt **Resolution PC 2026-05** entitled, "A RESOLUTION OF THE PLANNING COMMISSION DENYING A PROPOSED ARTWORK SUBMITTED TO SATISFY THE COMMUNITY ART PROGRAM ALLOCATION REQUIREMENT FOR THE DEVELOPMENT LOCATED AT 363 W. ROUTE 66, GLENDORA, CALIFORNIA (FILE NO. CAP26-0001)."

Motion carried 4 - 0 by the following vote: AYES: Faber, Koss, Jarvie, Davis; NOES: None; ABSENT: Cremins; ABSTAIN: None.

MEMBER/STAFF CLOSING COMMENTS
There were no statements or reports given.

ADJOURNMENT
Meeting adjourned at 8:21 PM.

Lorena Cordova
City Clerk Specialist

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Minutes were approved on _____.

City of Glendora Minutes
Regular Meeting

Tuesday, July 7, 2026
City Hall Council Chamber
116 E. Foothill Boulevard
Virtually via Zoom ID# 9329247224

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

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

Members Absent: Brian Faber

Staff Present: Community Development Director Jeff Kugel, Assistant City Attorney Jessica Santiago, Assistant Community Development Director Sean McPherson, City Planner Mark Carnahan, Planning Technician Ryan Alcazar, Digital Media Specialist Craig Gill, Senior Digital Media Specialist Greg Morton, and City Clerk Specialist Lorena Cordova

PLEDGE OF ALLEGIANCE
The Pledge of Allegiance was led by Chair Cremins.

REORDERING OF AND ADDITIONS TO THE AGENDA
None.

PUBLIC COMMENT
1. Public Comments received

No members of the public requested to speak, and no written correspondence was received.

MEMBER STATEMENTS/REPORTS
Vice-Chair Davis commented on the 4th of July holiday and the City's safety measures.

Commissioner Jarvie commented on the 4th of July holiday and thanked Commissioners for their support, and thanked staff for their continued assistance.

DIRECTOR/STAFF LIAISON AND ATTORNEY STATEMENTS
City Planner Carnahan provided an update on upcoming projects and announced that there will be no Planning Commission meeting in August.

SPECIAL ITEMS
2. Reorganization for Term 2026-2027

Reorganization for Planning Commission 2026-2027
City Clerk Specialist Cordova declared the position of Chair and Vice-Chair vacant and called for nominations for the position of Chair. Commissioner Cremins nominated Commissioner Davis. Hearing no other nominations, City Clerk Specialist Cordova closed the nomination period and declared Commissioner Davis Chair of the Planning Commission for the 2026-2027 term. The

meeting was turned over to Chair Davis to conduct the selection of Vice-Chair and run remainder of the meeting.

Chair Davis called for nominations for the position of Vice-Chair. Chair Davis nominated Commissioner Koss. Hearing no other nominations, Chair Davis closed the nomination and declared Commissioner Koss Vice-Chair of the Planning Commission for 2026-2027 term.

PUBLIC HEARINGS

3. Request for Approval of a Conditional Use Permit to allow alcohol sales (On-sale General) for on-site consumption and entertainment, in conjunction with a restaurant (Chase's LLC), located at 216 North Glendora Avenue

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

   Staff report and overview included approval of a Conditional Use Permit to allow alcohol sales for on-site consumption and entertainment in conjunction with the restaurant located at 216 North Glendora Avenue (Chase's LLC).

   Applicants Sean Franco and Doriene Franco provided a report.

   The Chair opened the Public Testimony period. No members of the public requested to provide public testimony, and no written correspondence was received. The Public Testimony period and Public Hearing were closed.

   Commission discussion included hours of operation, entertainment location, and the potential need for later alcohol service on busy nights; and amending the Resolution to incorporate changing end of sales of alcohol from 11:00 p.m. to 12:00 a.m.

   Motion was made by Chair Davis, seconded by Commissioner Cremins, approve with revision the following actions:

   (1) Adopt a Categorical Exemption for the project pursuant to §15301 of the California Environmental Quality Act (CEQA) Guidelines; and

   (2) Adopt **Resolution PC 2026-06** entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GLENDORA, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. CUP 26-0001 TO SUPERSEDE AND REPLACE CONDITIONAL USE PERMIT NO. 07-12, AS AMENDED BY RESOLUTION NO. PC 2026-09, TO ALLOW A TYPE 47 ALCOHOL LICENSE (ON-SALE GENERAL - EATING PLACE) AND TO ALLOW ENTERTAINMENT IN CONJUNCTION WITH AN ON-SITE RESTAURANT, LOCATED AT 216 N. GLENDORA AVENUE, SUITE 100 - FILE NO. CUP26-0001," and incorporating request revision to Condition of Approval #14 to change end of sales of alcohol from 11 p.m. to 12:00 a.m.

   Motion carried 4 - 0 by the following vote: AYES: Cremins, Jarvie, Koss, Davis; NOES: None; ABSENT: Faber; ABSTAIN: None.

4. An Ordinance amending Title 21 (Zoning) of the Glendora Municipal Code to update regulations governing Accessory Dwelling Units, Junior Accessory Dwelling Units, and SB 9 Units in compliance with State Law (APLN26-0007)

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

Staff presented the proposed ordinance amending Title 21 of the Glendora Municipal Code to update regulations governing Accessory Dwelling Units (ADU), Junior Accessory Dwelling Units, and SB 9.

The Chair opened the Public Testimony period. No members of the public requested to provide public testimony, and no written correspondence was received. The Public Testimony period and Public Hearing were closed.

Commission discussion included amendments to Senate Bill (SB) 9 which removes the requirement that applicants reside on the property at the time of application; clarification that owner occupancy for Junior Accessory Dwelling Units is required only when sanitation facilities are shared with the primary dwelling, garage-to-ADU conversions do not require replacement parking spaces under State law; and the Commission noted that the City has no discretion to impose additional enforcement measures that would conflict with State law compliance.

Following deliberation, a motion was made by Chair Davis, seconded by Vice-Chair Koss, approve the following recommendations to City Council:

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

(2) Recommend that the City Council introduce and adopt an Ordinance entitled, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GLENDORA AMENDING TITLE 21 (ZONING) OF THE GLENDORA MUNICIPAL CODE TO UPDATE REGULATIONS GOVERNING ACCESSORY DWELLING UNITS, JUNIOR ACCESSORY DWELLING UNITS, AND SB 9 UNITS IN COMPLIANCE WITH STATE LAW."

Motion carried 4 - 0 by the following vote: AYES: Cremins, Jarvie, Koss, Davis; NOES: None; ABSENT: Faber; ABSTAIN: None.

MEMBER/STAFF CLOSING COMMENTS

Commissioner Jarvie announced the upcoming Summer Concerts and Movies in the Park.

Chair Davis reminded the public that the Downtown Glendora Farmers Market is held on Wednesday evenings.

ADJOURNMENT

Meeting adjourned at 7:41 PM.

Lorena Cordova
City Clerk Specialist

Kathleen R. Sessman, MMC
City Clerk/Communications Director

Minutes were approved on _____.