

Glendora Municipal Code[Up](#)[Previous](#)[Next](#)[Main](#)[Collapse](#)[Search](#)[Print](#)[No Frames](#)[Title 21 ZONING](#)**Chapter 21.08 GLENDORA COMMERCIAL SPECIFIC PLAN**

Note

Editor's Note: Until the year 2010, Ord. No. 1715, the ordinance codified in this chapter, may be amended or repealed only by a majority of the voters voting in an election thereon.

21.08.010 Introduction.

A. Specific Plan Area.

1. **Regional Location.** The Glendora commercial specific plan site is located on the northwest corner of Lone Hill Avenue and Gladstone Street in the city of Glendora. The site is near the convergence of the Foothill (I-210) Freeway and State Route 30 (SR-30) (Figure 21.08.010-1). The city of San Dimas is located to the south across Gladstone Street. The approximately fifty-acre project is centrally located within Southern California, approximately twenty-one miles east of downtown Los Angeles, thirty-two miles west of downtown San Bernardino, and twenty-seven miles north of central Orange County.

2. **Project Site Location.** The Glendora commercial specific plan site is located west of the Foothill Freeway/Auto Center Drive interchange and northwest of the convergence of the Foothill and San Bernardino freeways. The project site is configured in an approximate rectangular shape (Figure 21.08.010-2). The site is bounded by Lone Hill Avenue to the east, Gladstone Street to the south, the AT & SF railroad tracks/right-of-way to the northeast, and by the Glendora Sports Park and Los Angeles County Flood Control District (LACFCD) facilities to the north/northwest. The Foothill Freeway runs east-west north of the site and north-south east of the site. The western boundary of the site is parallel to Valley Center Avenue to the west. Adjacent to the site's western boundary lies thirty acres of vacant property. The project location is shown on Figure 1 hereto.

B. Purpose of the Specific Plan. A specific plan is a combination policy statement and implementation tool that can be used to address a single project such as infill development. As a result, emphasis is on concrete standards and development criteria for use in the review of subsequent site plans. The California Government Code permits the use of specific plans to regulate site development, including permitted uses such as density, and building size and placement. Specific plans also govern the type and extent of open space, landscaping, and roadways, as well as the provision of infrastructure and utilities. Since the development guidelines established in a specific plan focus on the unique needs of a specific area, specific plans allow for greater flexibility than is possible with conventional zoning.

The purpose of the Glendora commercial specific plan is to assist in the development of the site in a manner that will benefit local shoppers, the general public, and the city of Glendora. The specific plan accomplishes these purposes by providing for the efficient use of land, and ensuring compatibility between existing and proposed land uses. The customized development regulations contained in the specific plan address the unique characteristics of the site and surrounding properties, as well as the needs of the commercial land uses proposed for the site. These efforts are intended to foster greater economic development and design opportunities than could be achieved through the use of conventional zoning and development standards. In addition to defining appropriate land uses for the project site, the Glendora commercial specific plan provides a cohesive process for the review of individual development site plan proposals.

C. Project Objectives. The objectives of the Glendora commercial specific plan are as follows:

1. Augment the city's economic base by providing a variety of tax-generating uses.
2. Allow for the development of the site in a manner that will provide a productive mix of commercial opportunities.
3. Provide guidelines and procedures to govern development and the installation of the infrastructure that supports it.
4. Ensure the consistent and rational development of the site in accordance with established functional and aesthetic standards.
5. Establish a well-balanced and carefully planned collection of specialized and general retail outlets that can take advantage of the site's established accessibility.
6. Create employment generating opportunities for the citizens of Glendora and surrounding communities.
7. Expand the retail and service options for local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment.
8. Recognize the location of school and residential uses along the south side of Gladstone Street, and provide appropriate project access and design to minimize impacts on these uses.
9. Implement the Glendora general plan.

D. Authority. The Glendora commercial specific plan has been prepared in accordance with California Government Code Sections 65450 and 66450 et al., and the applicable ordinances of the city of Glendora, and will constitute the zoning for the project site. Land use standards and regulations contained within this document shall govern future development within the boundaries of this specific plan.

E. Plan Organization. The Glendora commercial specific plan provides a framework for development of the specific plan area. The plan provides guidance for the review of specific development proposals at the parcel map and site plan approval stages, and is the reference for determining permitted uses, intensity of use, and development standards and requirements. The specific plan defines project objectives, as well as regulations and requirements for development of Glendora commercial specific plan.

F. General Requirements.

1. General Plan Consistency. Implementation of the Glendora commercial specific plan is intended to carry out the goals and policies contained in the city of Glendora general plan, as amended, in an orderly and attractive fashion. Development within the Glendora commercial specific plan area shall, therefore, be consistent with the provisions of the city of Glendora general plan.
2. Relationship Between Specific Plan Development Standards/Criteria and the City of Glendora Development Code. Development regulations and requirements contained in this document will supplement or replace those of the city of Glendora development code as they might otherwise apply to lands within the Glendora commercial specific plan area. Any regulations or requirements not specifically covered herein shall be subject to the regulations and requirements of the city of Glendora development code.

Unless otherwise specifically approved as part of this specific plan, all off-site improvements under the control of the city shall be subject to the city of Glendora regulations and requirements in effect at the time improvement plans are submitted. Other improvements not under the control of the city (e.g., storm drains, sewers) shall be subject to the regulations and requirements of the responsible agency.

If any provision of this document conflicts with the regulations or requirements of the city of Glendora development code, the provisions of this document shall take precedence.

3. Conformance with Uniform Building and Fire Codes. All construction within Glendora

commercial specific plan shall be in compliance with the city of Glendora building code and all other ordinances adopted by the city pertaining to construction and safety features.

4. Mitigation Measures. All mitigation measures which are set forth in the mitigation monitoring plan at Section 21.08.070 herein shall be required for the Glendora commercial center specific plan and shall, as appropriate, be conditions of approval on all development within the specific plan area as determined by the city of Glendora. Environmental assessments shall be prepared for individual projects within the specific plan area, and shall focus on the subjects identified for such requirements in the mitigation monitoring plan, and as further set forth herein.

To further ensure that the project is constructed and operated in a manner which minimizes its environmental impacts, the following mitigation measures shall be additional conditions of approval on all development within the specific plan area, and are hereby adopted as a condition of voter approval of the project:

- a. Irrevocable Dedication of the Rail Platform Parcel to the City—Sale of Rainbird Way by the City. Within fifteen days following the effective date of the specific plan the city will cause the real property commonly referred to as the “Rail Platform Parcel,” consisting of approximately 1.33 acres of land designated in the Glendora commercial specific plan master development plan, attached as Figure 2 hereto as “car storage area” and the real property commonly referred to as the “Rainbird Way Parcel” (shown on Figure 3 hereto) to be appraised by a reputable, experienced MAI appraiser, selected by the city’s director of public works. Such appraisal shall be performed at the sole cost and expense of the owner of the property. Within thirty days following delivery of duplicate appraisal reports covering the Rail Platform Parcel and the Rainbird Way Parcel to the city and the owner of the land subject to the specific plan, and prior to the recordation of any parcel map or other development of the property consistent with the specific plan, the owner will irrevocably dedicate all of its right, title and interest in the Rail Platform Parcel to the city to be used for any public purpose, and the city will convey all of its right, title and interest in the Rainbird Way Parcel to the owner, free and clear of monetary encumbrances. If the appraisal shows that the Rail Platform Parcel has a greater value than the Rainbird Way Parcel, then no money will change hands between the city and the owner of the land. If the appraisal shows that the Rainbird Way Parcel has a greater value than the Rail Platform Parcel, then the owner will pay the difference to the city; provided, however, that in no event will the owner be required to pay the city more than one hundred fifty thousand dollars.
- b. Parkland Enhancement/Acquisition/Development. In order to mitigate the aesthetic impacts of the project which is the subject of the specific plan, no later than the date the owner of the land subject to the specific plan obtains a grading permit from the city for grading at the project, the owner of the property will pay to the city the sum of two hundred thousand dollars, which sum will be held by the city for the limited purpose of enhancement of existing parks and/or acquisition or development of new parks within the area of the city south of the I-210 Freeway.
- c. Gladstone School Mitigation. In order to address the concerns of the Bonita Unified School District, the owner of the property will (a) provide for a wall along the kindergarten portion of the Gladstone Street frontage of the Gladstone School and/or (b) provide for replacement or repair of all windows at the side of the School fronting on Gladstone Street and/or (c) provide for a “school dropoff”/“school pickup” location for the school which is not on Gladstone Street; provided, however, that the owner may by agreement with the school district, either (i) construct some or all of the above-mentioned improvements or (ii) pay money to the school district, to enable the school district to itself construct some or all of the above-mentioned improvements and, provided further, that in no event will the owner be required to expend more

than one hundred fifty thousand dollars in connection with all of the above-mentioned improvements.

d. The owner of planning area B shall pay a park mitigation fee of twenty-eight thousand five hundred forty dollars calculated as follows: \$0.422 per square foot (70,000 square feet) = \$28,540.00. The owner of planning area B shall pay its fair share costs for traffic improvements needed to mitigate traffic impacts proportionally to the number of peak hour trips the project adds to the local street system.

5. Traffic, Water, Sewer, and Drainage. Specific requirements for infrastructure improvements are determined by the technical studies prepared for the Glendora commercial specific plan area. The conclusions of these studies have been included as part of this specific plan. Technical studies and infrastructure plans may be amended over time to ensure the availability of adequate infrastructure and services to the project site, subject to approval of the city engineer, without the need to amend this specific plan.

6. Severability. If any term, provision, condition, requirement, or portion thereof of this specific plan is for any reason held invalid, unenforceable, or unconstitutional, the remainder of this specific plan or the application of such term, provision, condition, requirement, or portion thereof to circumstances other than those in which it is held to be invalid, unenforceable, or unconstitutional, shall not be affected thereby; and each other term, provision, condition, requirement, or portion thereof shall be held valid and enforceable to the fullest extent permitted by law.

7. Costs. The property owner shall pay the costs of any code enforcement activities, including attorneys' fees, resulting for the violation of any conditions of approval or any provisions of the Glendora Municipal Code, including the Glendora commercial specific plan. The developer shall pay the entire cost of mitigation monitoring required in Section 21.08.070.

8. Violations. Any violation of the Glendora Municipal Code or zoning ordinance, including the Glendora commercial specific plan, or any entitlement granted is considered a misdemeanor punishable by a fine not to exceed one thousand dollars and/or imprisonment in the county jail for a period not to exceed six months. Each day or portion of a day within which any violation of the zoning ordinance occurs or continues constitutes a separate offense and shall be punishable as provided.

9. Consent to Hold Harmless. The applicant shall agree to indemnify, protect, defend and hold harmless the city and its elected and appointed officials, officers, employees and agents from and against all liabilities, claims, actions, proceedings, suits, damages, judgments, liens, levies, costs, and expenses of whatever nature, including attorney's fees and disbursements (collectively "claims") arising out of or in any way relating to the issuance of this entitlement, actions taken by the city relating to this entitlement, including any future actions taken by the city in furtherance of the specific plan.

10. Day Worker Facilities. The city reserves the right to review day worker issues related to the operation of the project. Within three years of the opening of any commercial establishment(s) within the project, the city council shall have the authority to require such commercial establishment(s) to provide appropriate mitigation acceptable to the city council for the congregation of day workers. Such measures may include the use of a security guard, and shall include such minimum improvements as (1) a pay phone (outgoing calls only); and (2) permanent or temporary facilities with a minimum occupancy load for forty persons (or as deemed appropriate by the city council), with restrooms, air conditioning and drinking faucet, with such facility limited to operating between the hours of seven a.m. and two p.m., Monday through Friday. In the event the city council deems that a facility for day workers is necessary, such commercial enterprise shall commence operation of such a

facility within thirty days of the city council's action. This condition shall also be recorded with the project CC&Rs and may not be removed without the city of Glendora's prior written consent.

11. Security Plan. The applicant shall provide a security plan for review and approval of the city of Glendora police department at each increment of development. The plan shall include, at minimum, adequate parking lot lighting.

12. Construction Routes. For each increment of building construction, 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 department of planning and redevelopment for review and approval prior to the issuance of grading permits. Gladstone Street may not be included in any such route.

13. Repair of Damages to Public Facilities. For each increment of building construction, the applicant shall be responsible for the repair of all damages to public improvements in the public right-of-way resulting from construction-related activities, including but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site.

14. Recycling Plan. A recycling plan shall be submitted to the department of planning and redevelopment for review and approval prior to the issuance of grading permits for the first project tenant.

15. Right of Inspection/Verification. The city shall have the right of entry to inspect the premises to verify compliance with the Glendora Municipal Code, including the Glendora commercial specific plan.

16. Archaeologist On-Site During Grading Activities. An archeologist shall be retained on-site (as appropriate) during grading activities for the retail A, retail B and the initial parking lot improvements.

17. Compliance with CMP Deficiency Plan. At each increment of development, the applicant shall make the improvements necessary to ensure that the city is in compliance with the congestion management plan (CMP) deficiency plan. In ensuring compliance, the applicant must provide improvements as described in the countywide deficiency plan toolbox of strategies or other means approved by the metropolitan transit authority (MTA), and as approved by the departments of public works and planning and redevelopment. In implementing this condition, the applicant is not permitted to rely on credits generated by improvements not provided by the applicant.

18. Compliance with the City's Transportation Demand Management Provisions. The applicant shall comply with the city's transportation demand management provision. (Ord. 1921 § 1, 2009; Ord. 1715 § 2 (part), 2000)

21.08.020 Existing setting.

A. Site Conditions and Existing Land Uses.

1. Historical and Existing Land Uses.

a. Previous Land Use. Until approximately 1992, the project site was used for agricultural purposes, most recently for growing strawberries. The only structure on the site, a weathered loading dock, is a remnant from previous agricultural uses.

b. Existing On-Site Land Use and Zoning. Currently the site is fenced, and is generally not accessible to the public. The only improvements on the property are Rainbird Way, an improved, vacated right-of-way running north-south from Gladstone Street which essentially bisects the site, an east-west running asphalt roadway which runs perpendicular to Rainbird Way, and the aforementioned covered loading dock, situated in the northwestern corner of the property. The

site is otherwise undeveloped. Existing land uses are shown on Exhibit 3 hereto.

The project site is currently zoned “C-3” (retail and commercial) under the city of Glendora Zoning Code. The C-3 zone permits a wide range of commercial uses, and is intended to provide a flexible method to develop land as a unit. This designation allows the use of site planning techniques that are not possible through the literal interpretation of zoning and subdivision regulations. The land use element of the city’s general plan recognizes the project site as “regional shopping center.” The zoning for the proposed project is intended to achieve the following:

- i. Promote the efficient use of the land.
- ii. Implement the policies and programs of the general plan and applicable specific plans.
- iii. Ensure an aesthetically pleasing and compatible development.
- iv. Attain the physical, social and economic advantages of comprehensively planned land uses.
- v. Provide for adequate amenities, facilities, infrastructure, and services.
- vi. Protect the public health, safety, and welfare.

Uses allowed in the C-3 zone include commercial industrial, and mixed uses. Although previous development plans have been tendered, no such uses have been developed to date.

The site is located within the boundaries of the Glendora redevelopment agency project area No. 1.

c. Surrounding Land Use. Land uses surrounding the Glendora commercial specific plan site are characterized by single-family residential development located to the south and west of the site with commercial and light industrial located to the east. The properties located along the south side of Gladstone Street are within the city of San Dimas. Gladstone Elementary School is located between Shellman and Bolton avenues southwest of the project site. The majority of the properties fronting the south side of Gladstone Street have been developed as single-family residences. These homes are separated from Gladstone Street by long expanses of concrete block walls. A Chevron service station is located at the southwest corner of Gladstone Street and Lone Hill Avenue. Land uses along the sites eastern boundary are typified by commercial and/or light industrial uses. Specific uses located east of Lone Hill Avenue include an auto body shop and low-rise office space.

Properties farther east and north of the site are more intensely developed with a wider range of commercial uses. Three car dealerships are located at, and to the east of, the northeast corner of Auto Center Drive and Lone Hill Avenue. A Wal-Mart retail outlet is located southeast of this intersection. Directly west of the site lay approximately thirty acres of vacant land of similar character to the project site. Development beyond this acreage, located along Valley Center Avenue, is typified by single-family residences. Public recreational facilities (the Glendora Sports Park) and flood control structures abut the site’s northern boundary. Residential uses extend north beyond the Foothill Freeway. A mix of residential, commercial, and light industrial uses may be found in areas east of the Foothill Freeway.

B. Existing Circulation.

1. Regional Circulation. The project site has excellent regional access. Primary regional access to the site is provided by the Foothill Freeway, located approximately one-quarter mile to the north and east of the site. In addition, the site is reasonably accessible to the San Bernardino (I-10), Orange (SR-57), and Corona (SR-71) freeways. These three freeways, located within four miles of the Glendora

commercial specific plan site, provide access to/from the greater Los Angeles metropolitan area, the Inland Empire, and Orange County.

2. Local Circulation. An extensive road network is available in and around the project site. Important north-south roadways in the area include (from east to west) San Dimas Avenue, Lone Hill Avenue, Glendora Avenue, and Grand Avenue. Lone Hill Avenue, immediately adjacent to and providing the major north-south access to the site, is classified as a divided arterial. The aforementioned roadways, with the exception of San Dimas Avenue, intersect with I-210, I-10 or both.

Important east-west arterials in the project area include (from south to north) Badillo Street/Covina Boulevard, Arrow Highway, Gladstone Street, Baseline Road, Alostia Avenue and Foothill Boulevard. Badillo Street/Covina Boulevard, Arrow Highway, Baseline Road, Alostia Avenue, and Foothill Boulevard are classified as primary roads, acting as regional arteries that run through developed residential and commercial areas. Badillo Street/Covina Boulevard and Arrow Highway provide access to I-210.

Directly south of the Foothill Freeway, located adjacent to Lone Hill Avenue, is a park and ride facility operated by the California Department of Transportation.

3. Rail Service. The AT & SF railroad right-of-way abuts the northeastern corner of the Glendora commercial specific plan site. This railway runs in a northwesterly-southeasterly direction away from the site. Rail access to the project site is not planned.

C. Existing Physical Condition.

1. Topography. The Glendora commercial specific plan site is essentially flat, sloping to the southwest. Minimum elevation on the site is eight hundred forty-eight feet above mean sea level (amsl) in the southwestern corner of the property. The northeastern corner of the site reaches a maximum height of eight hundred seventy-seven feet amsl.

2. Hydrology. The water table in the main Glendora groundwater basin has been lowered over the years through domestic water production to where it is now one hundred to three hundred feet below the surface. Neither natural watercourses nor open bodies of water exist on the project site. Runoff from the site will be conveyed via manmade drainage structures.

3. Soils. Soils present in a majority of Glendora's valley area (and thus the project site) fall within the Hanford association of soils. The soils of this association occur on gently sloping alluvial fans between elevations from near sea level to three thousand five hundred feet. Hanford soils are over sixty inches deep, are well drained, and have moderately rapid subsoil permeability. They have pale-brown coarse sandy loam surface layers about eight inches thick underlain by light yellowish-brown coarse sandy-loam and gravelly loamy coarse sand substratum. Excavation limitations of soils in the majority of the city (and thus the project site) are considered "slight," meaning there is a general absence of cobbles, stones or a water table that could significantly affect excavation and construction activities. Subsidence and/or expansive soils are not known geologic hazards that may affect the project site.

4. Seismicity. Generally, it can be anticipated that any development in Southern California will have the potential to be adversely impacted by seismic activity. The degree to which the development is impacted is dependent on numerous variables, such as (but not limited to) distance to the nearest active fault, bedrock structure, water content in the soil, and type and quality of construction materials. It is anticipated that the site has the potential to be impacted by seismic events throughout the life of the project.

Overall, Southern California is part of the most seismically active region in the United States. Seismic activity associated with regional fault zones has been the source of large historic earthquakes, and is

likely to be the source of future earthquakes that will affect development in the city. The San Andreas, Elsinore, Newport-Inglewood, and San Fernando faults generated M6+ earthquakes in 1907, 1910, 1933, and 1971. Notable historic earthquakes in the region include: M8.25 Fort Tejon earthquake (1857); M6.3 Long Beach earthquake (1933); M5.9 Whittier Narrows earthquake (1987); M5.8 Sierra Madre earthquake (1991); M6.1 Joshua Tree (1992), M7.5 Landers (1992); M6.0 Big Bear earthquake (1992), and M6.7 Northridge earthquake (1994).

Glendora is located at the foot of the San Gabriel Mountains on an upper alluvial fan of the San Gabriel Valley. The dominant geologic feature in the city is the Sierra Madre fault zone that branches along the foot of the San Gabriel Mountains. The San Fernando fault, a branch of the Sierra Madre fault system, ruptured on February 9, 1971, causing the San Fernando-Sylmar earthquake. Subsequent seismic activity on the this fault zone resulted in the 1991 Sierra Madre earthquake (M5.8). The Sierra Madre fault zone is now considered potentially active, meaning that ground rupture could occur along the system's surface traces. The Glendora commercial specific plan site would be exposed to seismic activity during any future seismic event on the Sierra Madre fault system.

Lower groundwater level, caused by domestic water production, has reduced the potential for seismically induced liquefaction and subsidence in the area.

5. Wildlife/Vegetation. The original natural state of the site has been modified by agricultural uses. The project site consists of undeveloped fallow fields covered with low-lying non-native vegetation consisting primarily of perennial weeds, grasses, and shrubs. A few mature trees are scattered about the site. The site does not harbor any rare or threatened plant species. Because of the disturbed nature of the site, the majority of the animal species expected to reside on the site are mammals and birds that can tolerate close human contact. No notable or threatened species of animal has been identified on the site.

6. Climate. The project site area has a Mediterranean climate with warm to hot summers and generally mild winters. The strength and location of a semipermanent, subtropical high-pressure cell over the Pacific Ocean strongly influences the area's climate. Climate is also affected by the moderating effects of differential heating between the land area of California and the adjacent Pacific Ocean. Warm-to-hot summers, mild winters, limited precipitation, moderate daytime on-shore breezes, and moderate humidities characterize local climatic conditions. Although annual and seasonal fluctuations are common, the climate of the project area is generally pleasant. The annual average daily maximum temperature is seventy-six degrees while the average minimum is forty-seven degrees.

Precipitation is seasonally variable. Summers are often completely dry, with frequent periods of up to four or five months with no rain. In winter, an occasional storm from high latitudes may sweep across the coast bringing rain. Annual rainfall is lowest in the coastal plain and inland valleys, higher in the foothills, and higher in the mountains. Annual precipitation averages approximately eleven inches, ninety-five percent of which occurs November through April.

Wind patterns in Glendora are similar to those in the remainder of the basin. During the day, the on-shore flow reaches inland across the coastal plain. Winds are generally from the west and have average speeds of thirteen miles per hour. During the night, surface radiation cools the air in the surrounding mountains and hills. The air then flows into the valleys and meanders to the coast producing a gentle land breeze. During summer, the nighttime land breeze nearly disappears. Conversely, the daytime sea breeze is weaker and of shorter duration in the winter. Santa Ana winds are occasional winds blowing from the northeast between the months of October and March.

D. Existing Utilities.

1. Water. Water service for the Glendora commercial specific plan site will be provided by the city

of Glendora's water division. The water division obtains sixty-five percent of its water from three local, underground basins, the Upper San Gabriel Basin, the Main San Gabriel Basin, and the Glendora Basin. This groundwater withdraw is supplemented by water purchases from the Metropolitan Water District through its local retailer, the Three Valleys Municipal Water District.

Water lines available laid in adjacent streets include a fourteen-inch water main in Gladstone Street; a fourteen-inch and a twelve-inch water main in Lone Hill Avenue; and a twelve-inch water line in Rainbird Way (to be abandoned).

2. Wastewater. Los Angeles County Sanitation District No. 22 serves the entire eastern San Gabriel Valley area. This agency is responsible for transporting sewage to treatment plants in Carson and Whittier that are part of a regional treatment system. Some local sewer mains are the responsibility of the city, others are under county jurisdiction. In new developments, the developer pays for the cost to install sewer lines.

Wastewater facilities on or adjacent to the site include a fifteen-inch trunk sewer line in Gladstone Street which has a peak capacity of five million two hundred thousand gallons a day (mgd) and conveyed a peak flow of eight tenths mgd when last measured in 1996. Additional sewer structures include a twelve-inch sewer line in Lone Hill Avenue and an eight-inch sewer line extending in Rainbird Way (to be abandoned).

3. Drainage. Maintenance of storm drains within public rights-of-way is the responsibility of the Los Angeles County Flood Control District. A sixty-six inch reinforced concrete pipe storm drain is located adjacent to the site in Gladstone Street.

4. Solid Waste Disposal. The city contracts with a private company, Athens Disposal Service, for refuse collection and household recycling. There are no sanitary dumps or landfills in the city of Glendora. The nearest solid waste disposal facilities are located in Azusa, Irwindale, and the city of Industry.

5. Natural Gas. Natural gas service to the Glendora commercial specific plan site will be provided by The Gas Company.

6. Electricity. Edison International will provide electrical service to the project site.

7. Telephone. Telephone service to the Glendora commercial specific plan site will be provided by GTE. (Ord. 1715 § 2 (part), 2000)

21.08.030 Land use plan.

A. Land Use Concept. The overall land use concept for the Glendora commercial specific plan site is to create an integrated retail-shopping complex which can take advantage of the site's excellent highway access and potential visibility. The project will dramatically improve the aesthetic and commercial landscape of the surrounding area by allowing for the transformation of vacant acreage into an attractive and productive blend of retail and service establishments. The development concept for the project site involves a single story regional retail center, subdivided into approximately fifteen parcels or building areas, with a build out potential of approximately five hundred forty-four thousand square feet of building space, including major retail tenants, divisible retail space, free standing uses, automobile dealerships and other compatible uses permitted by the following land use regulations. These uses will generate both local revenue and employment opportunities for the surrounding community.

Figures 2 and 4 illustrate proposed building areas and the maximum anticipated square footage of uses within planning area A. Figure 5 illustrates proposed building areas the maximum anticipated square footage of uses within planning area B. Figure 5 supersedes Figure 2 and Figure 4 for planning area B. The southern half of the project site is primarily intended for two major anchor retailers occupying up to a total

of two hundred seventy thousand square feet of retail space. Smaller commercial/retail enterprises will occupy land to the north and east of these major tenants. General retail areas, including those for major anchors and smaller retailers are designated in Figure 4 as “planning area A.” Automobile-related sales and services, including automobile dealerships, and certain other retail uses are planned for the northeastern portion of the specific plan, and are designated “planning area B” in Figure 4.

1. Permitted Uses. The following Table 21.08.030-A establishes the uses which are permitted, subject to CUP, subject to design review approval or prohibited (not permitted) within the Glendora commercial specific plan site:

- P Permitted use
- C Permitted, subject to a conditional use permit
- D Permitted, subject to design review
- Prohibited use (not permitted)

2. Ancillary and accessory uses will be reviewed concurrently with each land use proposal. Ancillary and accessory uses that are not specifically listed as permitted may be approved subject to a determination of substantial conformance.

Uses that are not specifically listed as permitted, permitted subject to a conditional use permit, permission subject to design review, or permitted pursuant to determination of substantial conformance, are expressly prohibited.

Table 21.08.030-A
Permitted Uses

Land Use Types	Area	
	A	B
COMMERCIAL USE TYPES		
<u>Administrative and Professional Offices.</u> Activities typically include, but are not limited to, executive management, administrative, or clerical uses of private and public utility firms. Additional activities include the provision of advice design, information or consultation of a professional nature. Uses typically include, but are not limited to, corporate headquarters; branch offices; data storage, financial records, and auditing centers; architect’s, lawyer’s, doctor’s, dentist’s, insurance sales and claims offices; financial planners; and accountant’s offices.	P	●
<u>Agricultural Supplies and Services.</u> Activities typically include, but are not limited to, the retail sales from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods. Uses typically include, but are not limited to, feed and grain stores, well drilling and tree service firms. Also included are showrooms and sales of farm equipment.	P	●
<u>Alcohol Sales. On-Site (On Sale).</u> Activities typically include the sale, subject to required license, of alcoholic beverages for consumption on the premises. Uses typically include restaurants that serve alcohol as part of their menu. Bars (taverns, pubs, etc.) that serve alcohol as a primary use are not permitted.	P	P
<u>Alcohol Sales. On-Site (Off Sale).</u> Activities typically include the sale, subject to	P	P

required license, of alcoholic beverages for consumption off the premises as an incidental use. Typical uses may include alcohol sales “big box” retail stores.		
<u>Alcohol Sales. On-site (Off Sale) (Primary Use).</u> Activities include the sale of alcoholic beverages for off-site consumption as a primary use (75 percent or more of gross floor area devoted to alcohol sales) in retail outlets measuring less than 5,000 square feet. Typical uses may include wine merchants, liquor stores, and other retail liquor outlets.	•	•
<u>Alcohol Sales. On-Site (Off Sale) (Incidental Use).</u> Activities include the sale of alcoholic beverages for off-site consumption incidental to an otherwise permitted use measuring less than 5,000 square feet. Typical uses include the sale of alcoholic beverages within convenience stores and mini-markets.	C	•
<u>Animal Care Facility.</u> Activities typically include the care and treatment of domesticated animals. Typical uses may include veterinarian, animal hospital and animal grooming salons.	P	•
<u>Automotive Cleaning.</u> Activities typically include the washing and polishing of automobiles. Uses typically include automobile laundries: car washes, excluding self service washes; and automotive detailing.	P	P
<u>Automotive and Light Truck Repair—Minor.</u> Activities include, but are not limited to automotive and light truck repair, retail sales of goods and services for automobiles and light trucks, and the cleaning and washing of automobiles and light trucks. Uses typically include, but are not limited to general auto repair shops, brake and muffler shops, and car washes.	P	P
<u>Automobile and Light Truck Repair—General.</u> In addition to the types of repair operations included as part of Automobile and Light Truck Repair—Light, activities typically include, but are not limited to, automotive bodywork, painting, installation of major accessories, automobile customizing, and towing facilities.	•	P
<u>Automotive Rental Agencies.</u> Activities typically include, but are not limited to, the rental from the premises of motor vehicles, with provision for incidental maintenance services.	P	P
<u>Automotive Sales.</u> Activities typically include, but are not limited to, the retail sale of predominantly new, used, or vintage vehicles together with their incidental maintenance. Typical uses include, but are not limited to, automobile and recreational vehicles sales agencies. Typical accessory uses include, but are not necessarily limited to, storage, washing, detailing, preparation, painting and repair of vehicles; administrative and finance offices; retail sales of parts and accessories; and automobile rental.	•	P
<u>Automotive Service Station.</u> Activities typically include, but are not limited to the sale from the premises of goods and the provision of services normally required in the daily operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of replacement items, and the performance of minor repairs. Also included is the washing of automobiles and light trucks. All such uses shall be limited to the southeast portion of planning area “A,” adjacent to the intersection of Gladstone Street and Lone Hill Avenue.	C	•
<u>Building Maintenance Services.</u> Activities typically include, but are not limited to,	P	•

maintenance and custodial services, window-cleaning services, disinfecting and exterminating services, and janitorial services.		
<u>Building Supplies and Sales.</u> Activities typically include, but are not limited to, the retail sale or rental from the premises of goods and equipment, including, but not limited to, tools and equipment, paint, glass, hardware, fixtures, electrical supplies, yard and garden supplies, swimming pool supplies, and lumber and hardware sales. Also included are sales and rental of household and yard tools and equipment, nursery stock and garden supplies, as well as sales of building materials, such as brick, block, sand, and gravel. Outdoor storage of such goods may be permitted subject to screening requirements.	P	●
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<u>Business Supply Retail and Services.</u> Activities typically include, but are not limited to, retail sales; rental or repair from the premises of office equipment, office supplies; stationery and similar office goods.	P	●
<u>Business Support Services.</u> Activities typically include, but are not limited to, firms rather than individuals of a clerical, employment, or minor processing nature, including multi-copy and blue-print services. The printing of books, other than pamphlets and reports for another firm is excluded from this use type.	P	●
<u>Communication Services.</u> Activities typically include, but are not limited to, broadcasting and other information relay services for individual commercial uses accomplished primarily through use of electronic and telephonic mechanisms. Rooftop dishes for the business use of commercial tenants are permitted; however, rooftop displays of dishes for sale or rent are not permitted.	P	●
<u>Convenience Sales.</u> Activities typically include, but are not limited to, the retail sales of frequently needed small personal convenience items and professional services which are frequently used. Uses typically include, but are not limited to, convenience markets, drug stores, beauty and barber shops, self-service laundries, and dry cleaning establishments.	P	●
<u>Day Care.</u> Activities typically include, but are not limited to the daytime, temporary care of pre-school children and the daytime, after-school care of elementary school aged children. Uses typically include, but are not limited to, pre-schools and day care facilities.	D	D
<u>Drive-Through Sales and Services.</u> Activities typically include, but are not limited to, the retail sale from the premises of food or beverages for off-site consumption and the provision of services. Uses typically include, but are not limited to, drive-through restaurants, quick service food windows and service stations, pharmacies, remote tellers and ATM machines at financial institutions and photographic processing.	D	●
<u>Durable Goods Sales/Big Box Retail/Department Stores.</u> Activities typically include, but are not limited to, the retail sales from premises. Uses typically include, but are not limited to, furniture, piano and organ, major appliance (e.g., refrigerator and carpet and flooring stores). Also included is large-scale discount retailing commonly identified as “big box retail” and department stores.	P	P
<u>Eating and Drinking Establishments.</u> Activities typically include, but are not limited	P	P

to, the retail sale from the premises of food or beverages prepared for on-premises consumption. Uses typically include, but are not limited to, restaurants fast food facilities, including drive-through services, candy and confectionaries shops, delicatessens, donut shops, and coffee sales.		
<u>Financial Institutions.</u> Uses typically include, but are not limited to, banks, savings and loans, and credit unions.	P	●
<u>Food and Beverage Sales.</u> Activities typically include, but are not limited to retail sale from the premises of food and beverages for off-premises consumption. Uses typically include markets, mini-markets, catering services and retail bakeries. Liquor stores, wine merchants and retail liquor outlets, which sell alcohol as a primary use, and which have a gross leasable area of less than 5,000 square feet, are not permitted.	P	P
<u>General Retail.</u> Activities typically include, but are limited to retail sale of a variety of household and personal goods. Uses typically include, drug stores, large-scale discount retailers and department stores.	P	P
-		
<u>Health Clubs and Spas.</u> Activities typically include, but are not limited to sport and health-related activities performed either indoors and outdoors. Users typically include, but are not limited to, health clubs, spas, beauty spas, tanning salons, gyms, racquet clubs and tennis clubs.	P	●
<u>Nurseries.</u> Activities typically include, but are not limited to, sales of indoor and outdoor plants, including, but not limited to, trees, shrubs, ground covers, and grass sod, as well as seeds, pots and potting supplies, and growing supplies. Outdoor storage may be permitted subject to applicable screening requirements.	P	●
<u>Personal Services and Sales.</u> Activities typically include, but are not limited to retail sales of small personal convenience items and professional services that are used frequently by the business community. Uses typically include, beauty and barbershops, florist shops, photography studios, private postal service, travel agencies, tailors, shoe repairs, video sales and/or rental, apparel laundering and dry cleaning agencies.	P	●
<u>Specialized Retail.</u> Activities typically include, but are limited to the retail sale of specialized goods. Such specialized sales may include, but is not limited to: stamps and coins, consumer electronics, hobbies and crafts, antiques, apparel and accessories, books and magazines, firearms, sporting good (sales and rental), pets and pet supply, photography and stationery sales.	P	P
CIVIC USE TYPES		
<u>Civic Administration.</u> Activities typically include, but are not limited to, management, administration, or clerical services performed by public, quasi-public, and utility agencies.	P	●
<u>Community Education.</u> Typical activities include educational services for adults provided by private institutions. Typical uses include vocational and trade schools.	P	●
<u>Cultural Facilities.</u> Activities typically include, but are not limited to, those performed by public and private museums and art galleries, public and private	P	●

libraries and observatories. Also included are facilities for the performing arts.		
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B. Site Development Standards.

1. General Standards. The following Table 21.08.030-B presents the general development standards for the Glendora commercial specific plan:

Table 21.08.030-B
General Development Standards

Feature	Area A	Area B
Minimum Parcel Size	20,000 s.f.	20,000 s.f.
Minimum Size of Retail Uses	NA	15,000 s.f.
Maximum Total of Building Area	NA	100,000 s.f.
Maximum Building Height (1)	50 ft.	50 ft.
Minimum Parking and Building Setbacks From: (2), (3)		
Rail Line	NA	20 ft.
Public Right-of-Way (for buildings)		
Lone Hill Avenue	30 ft.	30 ft.
Gladstone Street	45 ft.	NA
Public Right-of-Way (for display of new vehicles for sale)		
Lone Hill Avenue	NA	10 ft.
Gladstone Street	NA	NA
Interior Streets	10 ft.	10 ft.
Interior Side Property Lines	0 ft.	0 ft.

Notes:

- (1) Building height shall be measured from the finished pad elevation to top of parapet, excluding architectural features.
- (2) Setbacks shall be measured from the edge of rights-of-way.

(3) The setback area along Gladstone Street shall be landscaped according to applicable requirements of this document.

2. Modifications to General Development Standards. In order to achieve superior development to that which can be achieved through the standards contained above, as part of its review of individual development projects within the specific plan area, the planning agency may modify the following standards:

- Minimum parcel sizes.
- Parking and landscape setbacks for interior side and rear parcel lines.
- Building setbacks for interior side and rear property lines.
- Parking and landscaping requirements for individual parcels, except for required landscaping along public streets and private drives.
- Where modified standards are permitted by the planning agency, all required setbacks along public street frontages and the rail line shall be met.
- Where modified standards are permitted by the planning agency, innovative designs such as “postage stamp lots” may be utilized. Each approved increment of development shall contain the required amount of landscaping and number of parking and loading spaces. Where common parking and/or landscape areas are proposed, appropriate easements and covenants, conditions, and restrictions (CC&Rs) shall be established to ensure adequate access throughout the site, and to ensure ongoing maintenance of common facilities.
- Individual buildings and parcels need not have direct access to a public street; however, sufficient easements and/or reciprocal access agreements shall be recorded to ensure that adequate ingress and egress is available to each lot and building.

The planning agency may also approve transfer of proposed building square footage from building areas within planning A as part of an individual development project. In addition, as part of an individual development project, the planning agency may permit consolidation of the two northwesterly building areas into a single building area to facilitate development of a “big box” retail anchor having over one hundred thousand square feet of retail area.

3. Specific Use Development Standards.

a. Automotive Service Stations and Automotive/Light Truck Repair within Planning Area A. When authorized by a conditional use permit, the following minimum standards shall apply. These standards shall not replace or reduce any minimum zoning, building or other ordinance requirement; however, when these standards are more restrictive, the following requirements shall control:

- Service stations shall be permitted at the intersection of arterial and/or collector streets. The total number of service stations permitted at the intersection of two or more through streets shall not exceed two. The total number of service stations permitted at “T” intersections shall not exceed one. Service stations shall not be permitted within any property of any property used as a school, church, theater or other place of assembly.
- A minimum of four pumps shall be provided before a convenience store is permitted.
- The minimum lot area for a full-service station shall be twenty-two thousand five hundred square feet with a minimum street frontage of one hundred fifty feet on each adjacent street.
- The minimum building floor area for a full-service station without a convenience store shall be one thousand two hundred square feet. One accessory structure of not less than one hundred fifty square feet may be provided when located beneath a canopy. No other accessory structures except public phone booths and refuse areas shall be permitted.

- The minimum building floor area for a full-service station with a convenience store shall be two thousand eight hundred square feet. At least one thousand six hundred square feet of floor area shall be devoted to the operation of a convenience store. At least one thousand two hundred square feet of floor area shall be devoted to repair facilities. No other accessory structures except public phone booths and refuse areas shall be permitted.
- The minimum lot area for a self-service station without a convenience store shall be fifteen thousand square feet with a minimum street frontage of one hundred twenty-five feet on each adjacent street.
- The minimum lot area for a self-service station with a convenience store shall be twenty-two thousand square feet with a minimum street frontage of one hundred fifty feet on each adjacent street.
- The minimum building area for a self-service station without a convenience store shall be one hundred fifty square feet when beneath a canopy or in a building of not less than six hundred square feet. No other accessory structures except public phone booths and refuse areas shall be permitted.
- The minimum building floor area for a self-service station with a convenience shall be one thousand six hundred square feet. No other accessory structures except public phone booths and refuse areas shall be permitted.
- No service station shall have more than two access ways on any one street frontage.
- Public restrooms shall be provided at full-service stations and at self-service stations when a building is provided exclusive of canopies. Restroom entrances shall be screened from view of adjacent property and public rights-of-way.
- Air and water facilities shall be made available for public use.
- Landscaping, in addition to that otherwise required by the Glendora Municipal Code, shall include two hundred square feet of planting area, raised by curbs six inches in height, at the intersection of street property lines and planters three feet wide, raised by curbs six inches in height, along interior property lines except where building placement prevents the placement of such planters.
- Exterior lighting shall be arranged and shielded to prevent spillover on adjoining property and the public right-of-way.
- Each pump island may include computerized payment stations. Such stations shall be situated in a manner that will not cause interference with circulation or the sale of motor fuels.
- Merchandise, wares and crates, in the form of storage or displays, shall be within the confines of the building provided that outside placement of soft drink dispensers when associated with a water cooling system may be approved by the director of planning and redevelopment.
- A convenience store's display area shall be divided between the display of food and beverages and non-food items such that non-food items shall account for at least sixty-five percent of the display area.
- Hours of operation for the sale of motor fuels, lubricating oils, brakes and cooling fluids, and such services and replacements as are permitted without the confines of a building are unlimited. Automobile repair operations required to be within a building shall be conducted between the hours of seven a.m. and seven p.m. Delivery of products, excluding automobile fuels are limited to the hours between seven a.m. and ten p.m.
- For each twenty lineal feet of pump island fascia that is served by a nozzle, one-half of one parking stall shall be deducted from the required parking for a convenience store. No more than three parking stalls shall be deducted in this manner.

In addition, automotive service stations shall comply with the following standards and other applicable provisions of this specific plan:

- Hours of Operation. The automotive uses in planning area "A" are restricted to the hours between

seven a.m. and nine p.m., excluding activities related to the sale of gasoline.

- Location of Uses. Any automotive service station and/or automotive and light truck repair facility within planning area “A” shall be located in the southeast portion of the specific plan area, adjacent to the intersection of Gladstone Street and Lone Hill Avenue.
- General Maintenance. The premises shall be kept in a neat and orderly condition at all times, and all improvements shall be maintained in a condition of good repair and appearance.

No used or discarded automotive or truck parts or equipment or permanently disabled, junked, or wrecked vehicles may be stored outside of an enclosed building or stored within an enclosed building so as to be visible from public view.

Vehicles retained on-site for service and/or repair shall be parked in an enclosed structure or within a clearly marked staging area. Outside staging areas shall be sufficiently screened from public view and be located in a manner which does not interfere with normal flow of on-site traffic. Parking spaces within any such staging area shall not count towards the number of spaces required by Glendora Municipal Code. Staging area(s) shall be maintained in a neat and orderly manner.

- Location of Activities. All repair and service activities shall be conducted entirely within an enclosed service building, except as follows:

The dispensing of petroleum products, water, oil, and air from pump islands.

Trash areas, enclosed by walls, to be integrated with the design of the service station.

Public telephones, provided that they are well lighted, are in a location that is visible from a public street, and are accessible on a twenty-four hour basis.

- Orientation of Buildings. Buildings housing automotive service facilities and ancillary services (e.g., car washes, quick service food drive-up windows) shall be oriented so that openings do not face public streets or are screened by a solid opaque wall which is architecturally compatible with the other buildings on the site.
- Pump Placement. Gasoline and diesel pumps shall be placed a minimum of thirty feet from any property line.
- Canopies. Canopies over gasoline and diesel pumps shall be placed a minimum of twenty feet from any property line.
- Access and Circulation. No more than one driveway with a minimum width of thirty-five feet and a maximum width of forty-eight feet shall be permitted on any one street frontage. Driveways shall not be located closer than fifty feet from a street intersection (measured from the beginning and end of the curb return), or ten feet from an interior side property line. Under no circumstance shall a driveway be permitted to interfere with the movement and safety of vehicular and pedestrian traffic.
- Rest Rooms. Service stations shall provide a men’s and a women’s public rest room which are accessible to the general public, including physically disabled persons, during all hours which the station is open to the public.
- Air Pump and Water Supply. At least one air pump and water supply area shall be provided at each automotive service station, and shall be located such that its use will not conflict with on-site vehicular movement.
- Ancillary Uses. Automobile service stations may include ancillary food services and retail sales within an enclosed building, including, but not limited to, the sale of precooked or prepared food and beverages, the sale of packaged food and beverages (including alcoholic beverages), convenience items and other sundries. The operation of such uses shall conform to Sections 21.05.010(D)(5) and 21.05.010(D)(6) of the Glendora Municipal Code.

- Noise. Outdoor public address systems are not permitted.
- Signs. In addition to the signs otherwise permitted pursuant to this specific plan, one sign with a maximum of ten square feet shall be permitted on each canopy over gasoline islands facing each frontage.

In addition to canopy signs and the signs otherwise permitted pursuant to this specific plan, each service station shall be permitted to meet the minimum requirements of the state of California regarding signage display of gasoline prices.

- Operating Standards. Video games shall be prohibited.

Adult magazines shall be kept in racks providing for the shielding of cover pages and be individually wrapped in plastic shrink-wrap or bags. Adult magazines shall only be accessible to store employees.

The sale of alcoholic beverages at automobile service stations shall conform to provisions of this specific plan and the Glendora Municipal Code.

- b. Drive-Through Facilities and Drive-Up Windows. Drive-through facilities and drive-up windows shall conform to the following standards in addition to the other provisions of this specific plan.

General Standards.

- The design of drive-through facilities shall be reviewed and approved by the planning commission (as set forth in Section 21.08.050(E)). Such a review/approval shall not require a public hearing.
- The design and locations of the facility and queuing lane shall not contribute to increased congestion on public streets or private property adjacent to the facility.
- The design and location of the facility and queuing lane shall not impede access to or exit from project area parking facilities.
- A maximum of three fast food restaurants with drive-through facilities may be permitted. The maximum floor area of fast food restaurants having drive-through facilities shall be eleven thousand square feet, exclusive of play areas.

Specific Design Requirements.

- Drive-up windows and remote tellers shall provide at least one hundred twenty feet of reservoir space for the stacking of vehicles as measured from the service window or unit to the entry point into the drive-up lane.
- Drive-up windows and remote tellers shall be at least twenty-five feet from driveways entering a public street.
- Drive-up windows and remote tellers shall not be considered as justification for reducing the number of parking spaces that are otherwise required.
- Pedestrian paths shall be maintained in such manner to allow the safe and convenient passage of persons across drive aisles. Pedestrian pathways shall be clearly marked with paint and/or enhanced paving materials and designated with adequate and appropriate signage. Pedestrian pathways adjacent to drive aisles shall be separated by a raised curb, planter, berm, or other device to ensure a safe and adequate separation between pedestrians and motor vehicles.
- Order board speakers shall be installed and maintained in a manner that diminishes and/or directs noise away from adjacent retail uses and public rights-of-way.

Operating Standards.

- Drive aisles, landscaped areas, play areas, and parking facilities associated with drive-through facilities shall be maintained in a neat and orderly manner.
- Drive-through facilities shall not constitute a nuisance to the specific plan area and/or adjacent uses

due to noise, litter, loitering, smoke or odor.

- Order board speakers shall be operated in a manner that does not exceed standards stated in the city's noise ordinance or applicable sections of the Glendora commercial specific plan. Operation of order board speakers shall be restricted to the hours between six a.m. and ten p.m. Modification of this standard may be approved by the director of planning and redevelopment.

4. General Design Concepts. Within the Glendora commercial specific plan, site design should first address the nature and function of the use, building, or feature being considered. Architectural design and details are then, as a rule, expected to be oriented to areas within public view. Landscaping is provided to highlight positive visual features, to screen negative ones, and to provide a cool, pleasant outdoor environment. Design within the Glendora commercial specific plan shall meld function and form, not one to the exclusion of the other. Consequently, each development plan submittal will be reviewed for its overall design, with allowances for individuality and special functional needs.

To facilitate design integrity between the variety of uses within the Glendora commercial specific plan, the following shall be considered:

- Placement of buildings shall consider the existing context of the commercial area, the location of residential land uses and the location of major traffic generators.
- The architecture (height, scale, style) of each building within the specific plan area shall be compatible with other structures within the specific plan and surrounding area. Building sites shall be developed in a coordinated manner to provide order and diversity and avoid disorderly development.
- Buildings within the specific plan site shall be typical of other large-scale retail operations. Developers may incorporate "prototype" architectural standards in the design and development of structures within the specific plan area. Buildings shall maintain simple rectangular forms which may be broken up by creating horizontal emphasis through the use of reveals, trellises, landscaping, trim, windows, eaves, cornices, complementary colors or other architectural and design devices.
- Large smooth, unarticulated surfaces shall be avoided. A mixture of smooth and textured blocks for concrete walls is encouraged. Exterior materials requiring high maintenance responsibilities such as stained wood, clapboard, or shingles shall be avoided. Large areas of intense white or dark colors shall be avoided. Subdued colors should be used as dominant overall colors. Bright colors shall only be used for trim and/or specialized uses (store identification, etc.).
- Enhancements that achieve a sense of scale and rhythm, including horizontal and vertical linear elements, score lines, and offsets, shall be installed and maintained on the Gladstone Street façade.
- Exterior mechanical equipment shall be screened from public view.
- Backflow devices shall be screened by landscaping and walls.
- Wall-mounted items such as roof ladders and electrical panels shall not be located adjacent to public rights-of-way, unless secured to prevent public access.
- Service areas (areas for loading/unloading, unpacking of goods, auto service, tire centers, etc.) shall be simple and efficient, and shall not interfere visually or physically with other building operations.
- All new gas, telephone lines, and electrical lines of twelve kV or less within the project shall be placed underground.
- All ground-mounted utility appurtenances shall be located away from public view or adequately screened. Screening should be of a material complementary to the structure and/or heavy landscaping and berming.
- No utility appurtenances shall be permitted directly within a pedestrian area.

- The applicant shall comply with all applicable building codes and the requirements of the city, county, state and other responsible agencies.

Figures 21.08.030-2 through 21.08.030-4 of the Glendora commercial specific plan, on file with the city clerk, illustrate elevations for proposed uses within the specific plan area.

5. Landscaping. The quality environment envisioned for Glendora commercial specific plan site will be established, in large part, by its landscape treatment. Landscaping that will be provided within the specific plan site is intended to give structure and identity to the overall project and shall comply with the following minimum standards:

- Prior to issuance of construction permits, as applicable, landscape and irrigation construction drawings in conformance with the Glendora commercial specific plan shall be submitted for review and approval by the planning agency.
- Permanent automatic irrigation systems shall be provided in all landscaped areas. Landscape and irrigation design shall comply with city of Glendora “water-efficient landscape ordinance.”
- Plant materials within individual landscaped areas shall be of varieties that utilize like amounts of water.
- Sprinkler heads located immediately adjacent to parking areas should be of the “pop-up” variety instead of risers.
- The irrigation system shall be designed so that overspray onto structures, streets, sidewalks, windows, walls and fences is minimized.
- All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris.
- Building setbacks that are not used for drive entries, parking, loading, or approved outdoor uses shall be fully landscaped. All unpaved areas within developed portions of the site shall be landscaped.
- No landscaping shall be required adjacent to the portions of buildings where loading doors and customer pick-up areas are located.
- A minimum of five percent of the total parking area shall be landscaped. For purposes of this requirement, “parking area” shall not include boundary landscaping. The parking lot landscaping shall include a minimum of one tree for every five parking spaces and appropriate ground cover. Such landscaping shall be located throughout the parking area.
- Planters shall have a minimum clear landscape width of five feet. Within parking areas, and unless “diamond planters” are used, planters shall also have a minimum length not more than six inches less than the longest abutting parking stall, exclusive of curbing, and shall have sufficient room to accommodate tree growth. Diamond planters will thus have a minimum dimension of five feet by five feet interior clear area (six feet by six feet with curbing).
- Turf areas shall be limited to thirty percent of total landscaped area.
- All shrub areas shall be underplanted with groundcover.
- Tree plantings along Gladstone Street and Lone Hill Avenue shall be designed to break up long building façades along Gladstone Street and Lone Hill Avenue. This shall be achieved by clustering evergreen trees into informal drifts, leaving no more than one hundred feet between such clusters. The area between such clusters shall be planted with a combination of trees, shrubs, turf, and groundcover planted in a clearly perceptible pattern that creates a sense of scale or rhythm along these roadways.
- Where deciduous trees are planted along the Gladstone Street perimeter, evergreen trees shall also be planted in a number and location to sufficiently screen the southern façade of buildings during periods of seasonal leaf loss.

- In addition to turf and trees, flowering shrubs and around cover shall be planted along the length of the Gladstone perimeter. Such landscaping shall be designed to complement the pattern established by the tree planting.
- Enhanced landscape features (e.g., trees with groundcover and/or flowers) shall be installed along the southern berm at the intersection of Gladstone Street and Balton Avenue and (at a minimum) at a point midway between this feature and the project's western boundary in order to create an enhanced entry to the project area.
- Landscaping along public rights-of-way shall be designed to aesthetically screen and soften blank walls, parking areas, storage areas, utility boxes, and other non-aesthetic items.
- The planting of ivy or hedge shrubs along exterior structure and screen walls is encouraged to deter potential graffiti.
- All landscaped areas shall be delineated with a minimum six-inch high and six-inch wide concrete curb or equivalent.
- Mulch shall be applied in a two-inch layer in all shrub and groundcover areas.
- The single existing oak tree located on Gladstone Street west of Lone Hill Avenue shall be inspected by a certified arborist to determine the disposition for future protection, relocation or removal as recommended.
- Soil testing shall be conducted to acquire an accurate appraisal of fertilizer application and amendment requirements.
- Landscaping of a variety that would not interfere with routine business operations shall be planted adjacent to structures within planning area "B."
- Prior to occupancy of any business within the specific plan area, all perimeter landscaping shall be planted along Gladstone Street and Lone Hill Avenue.
- Landscaping, of a manner dictated by applicable sections of this document, shall be planted concurrent with individual site development within the specific plan area.
- All trees used within required landscaped areas, including parking areas, shall have a minimum size of fifteen gallons. A minimum of thirty-five percent of all trees planted shall be a combination of twenty-four, thirty, thirty-six, and forty-eight-inch box trees.
- All trees within the specific plan area shall be staked or provided with guy wires.
- Tree species selected for the landscape scheme shall ensure (upon maturity) adequate screening of the southern façade(s) of structures located along the Gladstone Street boundary of the specific plan area.

Figure 21.08.030-5 depicts the conceptual landscape plan for the specific plan area. Figures 21.08.030-6 and 21.08.030-7 illustrate roadway and landscape cross sections at various points along Gladstone Street and Lone Hill Avenue. The proposed project's rear elevation and how it would appear from Gladstone Street with a screen wall and landscaping is depicted in Figure 21.08.030-8.

6. On-Site Circulation, Parking, and Loading.

- a. Circulation. The following on-site circulation standards within the Glendora commercial specific plan site shall be implemented to ensure the efficient and safe passage of vehicles and pedestrians to and from the various commercial uses within the specific plan site. In addition, these standards shall provide for the simple and efficient transition from local streets to interior roadways.
- On-site circulation shall provide for efficient vehicular and pedestrian movement. On-site circulation systems should be logical and easily understood by visitors. For example, where one-way movement is necessary, the design of the circulation system should discourage individuals from entering an exit. In

addition, service access routes should not conflict with other on-site circulation routes.

- The circulation system shall include adequate directional signs for entrances, exits, parking areas, loading areas, and other uses.
- On-site driveways shall not provide common access between the specific plan area and adjacent properties.
- Truck access routes shall be established for uses within the specific plan area. Figure 21.08.030-9 depicts proposed specific plan truck routes.
- With the exception of city operated dial-a-ride services, public transportation shall not circulate through the specific plan area.
- Site lines required for safe automobile movement should be kept clear. Screens and structures should not be located where they would block such site lines, both entering and leaving the individual developments, and the project site.
- Features to discourage use of the Gladstone Street driveway such as limited curb cuts, raised driveway medians, “porkchops” prohibiting left turn exits onto Gladstone Street, no project signage permitted along Gladstone Street, and primary project access for all uses via Lone Hill Avenue, have been incorporated into the design of the circulation system.
- The design and location of entries (curb cuts) for individual development sites should be such that the driver has ample time to perceive them when approaching the site. Intersections and driveway approaches should be kept clear of obstructions such as traffic signal standards and landscaping.
- Adequate pedestrian amenities such as benches and shade structures (or shade trees) shall be installed at or near building entrance(s) or at the curbside/sidewalk adjacent to buildings within the specific plan area.
- Pedestrian walkways shall be constructed of enhanced paving materials (such as cobblestone or brick) or otherwise distinguished from the surrounding paved areas.
- On-site pedestrian walkways should provide direct, safe, and adequate movement paths between parking areas and building entrances.
 - b. Parking. Parking configurations within the specific plan area shall include the following guidelines:
 - Parking spaces shall be provided in the number and manner specified in the city of Glendora Zoning Code.
 - Parking spaces and drive aisles shall have the following minimum sizes.

Standard space: 9' x 20'

Standard space adjacent to wall: 10' x 20'

Parallel space: 10' x 25'

Compact space: 8' x 17'
 - Drive aisles for parking areas with ninety degree parking stalls shall be twenty-six feet.
 - A maximum of twenty percent of the parking stalls may be compact stalls. All such compact stalls shall be clearly marked “COMPACT.”
 - Parking spaces shall be oriented to ensure visibility of pedestrians, bicyclists and other motorists while entering, leaving or circulating within a parking area.
 - All parking visible from any arterial street, except the car display area in planning area B, shall be shielded by berms (maximum 3:1 slope) and planted with trees, shrubs, and turf.

- Parking areas shall be provided with curbs, bollards, or similar permanent devices where necessary to prevent parked vehicles from bumping buildings, landscaping, or perimeter walls.
- All aisles, approach lanes, and turning areas shall be clearly marked with directional arrows and lines as necessary to provide for safe traffic movement.
- Parking areas shall have lighting capable of providing adequate illumination for safety and security. Such lighting shall comply with standards included in this document.
- Handicapped parking shall be provided in accordance with the requirements and standards specified by the state of California.
- The applicant shall restrict four on-site parking spaces for the exclusive use of public safety vehicles. One space shall be provided near each store entrance for retail A, retail B, retail C/D and retail E/F, as determined by the Glendora police department. Such spaces shall be identified by signage approved by the department of planning and redevelopment. Spaces shall be provided as appropriate at each increment of development.
- Parking spaces of a number and size specified by this specific plan and applicable city of Glendora regulation shall be installed for each incremental stage of development within the specific plan area (Figure 21.08.030-10).
- The installation of parking facilities shall occur concurrent with the development of individual parcels within the specific plan area (Figure 21.08.030-10).

Parking provisions do not apply to areas used for the display of vehicles offered for sale at a permitted automobile sales facility.

c. Loading.

- Loading areas shall be designed to provide for backing and maneuvering on site and not from or within a public street. Direct loading from a public street shall not be permitted.
- Loading spaces shall be a minimum of ten feet by sixty feet.
- Loading and maneuvering areas shall not encroach into parking setback areas.
- Loading areas may be permitted adjacent to a public street provided they are screened by a combination of screen walls, ornamental landscaping, and/or portions of on-site buildings.
- Loading areas visible from a public street or parking area shall be screened by solid wing walls (constructed of materials such as concrete, concrete block, masonry, brick) and/or appropriate landscaping so that said loading area is adequately shielded from public view. All such loading areas shall be maintained in a clean and orderly condition.
- Screen walls and wing walls shall be provided adjacent to loading doors and loading areas and shall be of a compatible material with adjacent buildings, and shall be of sufficient height to provide adequate visual screening.
- Truck maneuvering areas associated with on-site loading areas and vehicle drop-off areas for the proposed automobile dealerships shall not encroach into required parking stalls and drive aisles.
- On-site truck maneuvering to and from loading areas shall be provided to accommodate the turning radius of a sixty-six foot extra large semi-trailer (WB-62). With the approval of the planning agency, a greater or lesser turning radius may be required based upon review of a site-specific analysis.

7. Outdoor Storage.

- Outdoor storage, including receptacles designed for the aboveground storage of hazardous materials, shall be adequately screened from public view.
- Refuse storage and disposal areas, other than trash compactors, shall be provided within trash

enclosures which are screened on at least three sides from public view by a solid wall which is not less than six feet in height. The fourth side shall consist of a solid metal gate painted to match or coordinate with the building (slatted chain link is not acceptable).

- Refuse bins shall be provided in sufficient number, and shall be placed in convenient location(s).
- All trash shall be deposited in the trash enclosure, and the gate leading thereto shall remain closed except when in use, and shall remain in good working order.
- Trash areas shall not be used for storage. The premises shall be kept in a neat and orderly condition at all times, and all improvement shall be maintained in a condition of good repair and appearance.
- Adequate shopping cart storage shall be provided within parking areas and adjacent to buildings.
- A minimum six-foot high chain link fence with oleander shrubs shall be placed along the easterly boundary of the auto storage area in planning area B.

Outdoor storage provisions do not apply to outdoor sales areas, sidewalk sales, and “garden centers.” Sidewalk sales on patios immediately adjacent to commercial buildings (“on-curb”) are permitted. Sales within parking areas (“off-curb”) are subject to the city’s outdoor display and special outdoor display permits. Outdoor sales are not permitted for tenants having less than two thousand square feet gross leasable area.

8. Walls and Fencing. Walls and fences shall not be used, unless needed or required for screening, security, or buffering land uses. Within the Glendora commercial specific plan site, walls and fences may be used to screen parking areas, loading and storage areas, refuse receptacles, and utility structures. The intent is to keep the walls as low as possible while still performing their screening function. Walls and fences shall be designed to complement the design, color and materials of adjacent buildings. Landscaping shall be used in combination with walls when possible.

a. Materials.

- Walls and fencing constructed within the Glendora commercial specific plan site shall be of durable materials, and shall be maintained in good condition at all times.
- Walls shall be constructed of concrete block, masonry, brick, or other similar materials. Decorative fencing may also be constructed, provided that, where it is located adjacent to a public street or will be visible from a public right-of-way, it is screened with landscaping.

b. Configuration.

- Where linear walls or fences in excess of one hundred feet are needed, a combination of wall/fence along a landscaped berm shall be used.
- Screen walls for loading areas shall be located behind parking setback lines.
- Screen walls along Gladstone Street shall have a maximum height of fifteen feet (as measured from lowest finished grade). Other screen walls within the specific plan area shall have a maximum height of eight feet.
- Walls and fencing within the specific plan area shall be designed with variations in plan, such as plane shifts, and the installation of pilasters. Walls and fences shall include such variations no less than every one hundred feet.
- Wall patterns shall be designed to be consistent with the proposed tree planting geometry.

9. Signage. Signage and graphics will be an important element within the Glendora commercial specific plan. It is the intent of this sign program to provide individual tenants maximum sign exposure in a manner which that will complement the overall image of the project. Compatibility of sign size and quality is desired, along with a varied palette of style and character. This combination will enhance the individuality and personality of each individual development within the project area.

Policies regarding signs within the specific plan area include:

- Signage shall not be permitted along Gladstone Street.
- Signage installed along Lone Hill Avenue shall be designed, oriented, installed, and maintained in a manner which enhances this roadway.
- All signage must be approved by the city, consistent with the guidelines set forth herein.

Figures 21.08.030-11 and 21.08.030-12 illustrate Gladstone Street and Lone Hill Avenue perspectives.

To ensure a continuity of quality and aesthetics, individual development projects within the Glendora commercial specific plan shall be permitted identification signs in accordance with applicable standards of the following sign standards:

- Each tenant will be responsible for providing one's own building signs. All tenant identification signs shall be constructed and installed at the tenant's expense. Each tenant is responsible for obtaining all required sign and building permits from the planning agency. Each tenant shall be responsible for all fees required.
- Tenant wall signs shall be limited to internally illuminated signs with individual channel letters, a plexiglass face, and sheet metal returns and trim caps. Logos and corporate slogans need not consist of individual letters.
- The size and number of signs for identification of individual development sites within the specific plan area shall be governed by applicable standards stated in this section of the Glendora commercial specific plan. The criteria in this sign program shall be strictly enforced. Signs as outlined in this program are the only signs allowed.
- Any requested deviation from the approved sign program shall require the approval of the planning agency. Tenants shall be responsible for compliance with this program and all city codes and requirements.
- Each tenant sign must be submitted to the planning agency for approval. The drawings to be submitted must clearly indicate sign size, color, construction material, location, message and typeface per specifications identified in this program.
- Signs should be of materials that are compatible with exterior building colors, materials, and finishes, and shall be of a high quality of fabrication.
- No animated, flashing or audible signs will be permitted. However, a reader board may be provided as part of the freeway-oriented project identification sign.
- No exposed lamps will be permitted. Neon signs may be allowed in tenant storefront windows subject to approval of the developer and the planning agency.
- All signs and their installation shall comply with all local building codes and this program. The name of the business shall be depicted on the sign.
- Signs are to be free of all labels and fabricator's advertising except for those required by code.
- No portable signs will be permitted.
- All ground-mounted signs must be set back from the ultimate curb face and positioned so as not to create a hazard for either pedestrian or vehicular traffic. Permanent ground signs shall be fabricated of sturdy, quality materials.
- Monument signs should be incorporated into landscaped berms to minimize visual mass.
- Billboards are prohibited.
- Accessory, freestanding price signs for automotive services may be approved by the planning agency.

- Grand opening and/or promotional signs shall comply with the Glendora sign ordinance and shall be approved by the developer prior to installation. Such signs shall not be permanent and must be removed immediately upon developer's request.
- All building-mounted signs shall be constructed so as not to have exposed wiring, raceways, ballasts, conduit, and transformers. Cabinets, conductors and other equipment shall be concealed.
- All wall-mounted signs must be constructed of sturdy, quality materials. The height of such signs shall not exceed the height of the parapet wall.
- All signs and their supporting structures shall be constructed of metal, wood or comparable weatherproof material and shall be enclosed as to provide against their infestation by birds and vermin.
- Traffic control signage shall be installed in a manner that discourages vehicle ingress/egress on Gladstone Street.
- No sign shall be installed which will impede minimum safe sight stopping distance as per Caltrans Highway Design Manual.

The following discussion identifies the type, dimensions and style of signs allowed within the Glendora commercial specific plan site. Figure 21.08.030-13 identifies the location of these proposed signs.

- a. Project Identification Signs. Signage identifying the project and up to ten tenants will consist of one pylon sign, not to exceed one hundred twenty feet, located at the northeast corner of the site. This location provides visibility from the Foothill Freeway (I-210) and surrounding roadways. Height of sign shall not exceed one hundred twenty feet as measured from the adjacent surface grade, located at the northeast corner of the site. Total sign area shall not exceed nine hundred eighty square feet for each side of the sign (Figure 21.08.030-14).

In addition, one freestanding sign, not to exceed twenty-two feet in height (measured from street level of Lone Hill Avenue), shall be situated adjacent to Lone Hill Avenue, south of the intersection of Lone Hill Avenue and Auto Center Drive. Total sign area shall not exceed two hundred twenty-four square feet per side. No architecturally untreated poles shall be allowed. Bases, poles or other components shall be compatible with the architecture of surrounding buildings (Figure 21.08.030-14).

- b. Monument Signs. Up to six monument signs may be installed by the developer—four on Lone Hill Avenue and two on Marketplace Drive.

Monument signs shall be situated in a manner and location that enhances the streetscape along Lone Hill Avenue.

Four signs will be located along Lone Hill Avenue and will be used to identify the following:

- Two proposed auto dealerships in the northeastern portion of the specific plan area.
- The tenant of the building area along Lone Hill Avenue north of the main project entry.
- The tenants of the building area along Lone Hill Avenue south of the main project entry.
- The tenants of the building area at the intersection of Lone Hill Avenue and Gladstone Street.

Components of monument signs shall be architecturally compatible with surrounding uses. These signs shall be a maximum of eight feet in height with thirty-two square feet of sign face per side (Figure 21.08.030-14) and shall be incorporated (notched) into the berm.

Two monument signs will be located along Marketplace Drive and will be used to identify the tenants of Planning Area B. Components of monument signs shall be architecturally compatible with surrounding uses. These signs shall be a maximum of eight feet in height with thirty-two square feet of sign face per side (Figure 21.08.030-14).

- c. Major Tenants. Major tenants (auto dealerships and retail uses with twenty-thousand

square feet or more) shall be allowed signs with a maximum letter height of six feet and a maximum sign area of five hundred square feet. Major tenants, upon submittal of development plans, shall follow the usual and customary signage programs for their respective operations.

d. Non-Major Tenants in a Multiple Tenant Building. Signs for non-major tenants in a multiple tenant building shall not exceed seventy percent of the width of the storefront, and must be centered on the width of the storefront. Letters or logos shall be a maximum of three feet in height for signs containing upper case letters. The maximum height for signs containing upper and lower case letters, or with unequal heights (e.g., script) shall not exceed eighteen inches. Tenants with multiple frontages, defined as wall with storefront glass, will be allowed one identification sign along each building face fronting either a parking area or roadway. These signs must conform to this sign program and the city of Glendora sign ordinance for the specific plan area (Figure 21.08.030-15).

e. Pad Building(s). Pad buildings are defined as those which house only one tenant, and are “freestanding” on the site. Each pad building is allowed three wall-mounted tenant identification signs in accordance with this sign program (Figure 21.08.030-16). “Fast food” pad buildings are allowed an additional menu board of a maximum area of thirty square feet.

This sign is to advertise menu selections only, and not to provide tenant identification. In addition to any other signage provided for in this section, a service station will be allowed two gasoline-pricing signs. Actual locations and designs of signs shall be indicated on the tenants sign application drawings and are subject to approval by the developer and the planning agency.

10. Noise. The use of outdoor public address systems shall be prohibited within the specific plan area.

11. Lighting.

a. Public Area Lighting. Public area lighting refers primarily to streetlights along public streets. Streetlights shall be as approved by the city both in type and location.

b. Site Lighting. The following section addresses illumination of on-site areas for purposes of safety, security, and nighttime ambience, including lighting for parking areas, pedestrian walkways, graphics and signage, architectural and landscape features, shipping and loading areas, and any additional exterior areas.

- A comprehensive lighting plan shall be prepared prior to, or in conjunction with, the submittal of building plans to the planning agency. Said plan shall be approved pursuant to area CC&Rs prior to issuance of building permits.
- Site lighting shall be metal halide.
- Lighting sources shall be shielded, diffused, or indirect in order to avoid glare to pedestrians and motorists. Lighting fixtures should be selected and located to confine the area of illumination to within the site boundaries. To minimize the total number of freestanding light standards, wall-mounted lights should be utilized where feasible and consistent with building architecture.
- Parking areas should be provided with a minimum of one-foot candle of illumination. Light standards shall not exceed forty-five feet in height.
- Shields provided for security lights shall be painted to match the surface to which the fixture is attached. These fixtures shall not project above the fascia or rooflines of the adjacent buildings. Exterior lights should be used to accent entrances and special features. All illumination elements shall have controls to allow their selective use as an energy conservation measure.
- Wall-mounted illuminators shall be integrated within the architectural design of buildings.

- Light fixtures on the southern façade of buildings located along Gladstone Street shall be located below the height of the screen wall. These fixtures shall include the use of shielding over the light source that directs light downward and prevents the light source from being visible from Gladstone Street.

C. Performance Standards.

1. Applicability. The performance standards contained herein shall be applied to all development and land uses within the Glendora commercial specific plan site. These performance standards do not, however, apply to the operation of motor vehicles.
 - a. Air Quality. Any operation or activity which might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, that can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel shall conform to the requirements of the SCAQMD.

During grading and construction, soils shall be watered as necessary to minimize dust generation.
 - b. Electrical or Electronic Interference. No operation or activity shall cause any source of electrical or electronic disturbance that adversely affects persons or the operation of any equipment on any other parcel, and which is not in conformance with the regulations of the Federal Communications Commission.
 - c. Hazardous Materials Management. All uses involving the use, storage, handling, transportation, or disposal of hazardous materials are required to comply with the provisions of the Los Angeles County Hazardous Waste Management Plan; the most current amendments to the California Code of Regulations, Titles 22 and 27; applicable requirements under the National Pollution Discharge Elimination System (NPDES); applicable requirements of the Los Angeles County Consolidated Fire Districts; and any other applicable city, county, state or federal standard relating to the use, storage, handling, transportation, or disposal of hazardous materials.

The storage of hazardous materials in quantities less than fifty-five gallons shall follow applicable state regulations governing the use, handling, storage and disposal of these substances. Quantities of hazardous materials exceeding fifty-five gallons but less than two thousand gallons (twenty thousand gallons for the storage of gasoline at service stations and automobile sales dealerships), shall require approval of the Los Angeles County Department of Public Works (review of hazardous materials underground storage) and the Los Angeles County Fire Department (review of business plan). Hazardous materials in excess this amount shall require additional environmental review and specific approval by the city.
 - d. Light and Glare. With the exception of on-site lighting which is specifically approved by the planning agency to exceed the following standard, and except for project identification signage, no operation, activity, or lighting fixture shall create illumination exceeding one-half-foot candles outside of the specific plan area, whether the illumination is direct or indirect light from the source.
 - e. Liquid and Solid Wastes. In order to avoid contaminating water supplies, interfering with bacteriological processes in sewage treatment, or otherwise creating a public health hazard. All discharges of materials into any public or private street or storm drain, shall be in accordance with the adopted standards of the city, the California Department of Health Services, and other governmental agencies having legal jurisdiction.
- Liquid waste disposal and runoff control shall be conducted within the guidelines of the Los Angeles County Sanitation District.
- Disposal of liquid waste must also meet the applicable guidelines of the Los Angeles County

Department of Environmental Health Services.

- Hazardous waste handling, transportation, recovery, and disposal shall comply with applicable federal and state laws, as well as with Glendora's hazardous waste management plan.
- Solid waste disposal shall comply with applicable federal and state laws, and shall be regulated as per city ordinance.

Other than trash cans located for the convenience of visitors, refuse storage and disposal areas shall be provided within trash enclosures screened on at least three sides from public view, by a solid wall not less than six feet in height. The fourth side shall consist of a solid metal gate, as approved by the planning agency.

- Refuse bins shall be provided in sufficient number, and shall be placed in convenient locations.
- Other than trash cans located for the convenience of visitors, all trash shall be deposited in the trash enclosure, and the gate leading thereto shall remain closed except when in use, and shall remain in good working order.
- Trash areas shall not be used for storage. The premises shall be kept in a neat and orderly condition at all times, and all improvement shall be maintained in a condition of good repair and appearance.

f. Noise. No operation or activity shall create exterior noise levels in excess of the standard stated in the city of Glendora noise ordinance at the nearest residential dwelling to the specific plan area. Should existing ambient noise exceed this level at the time of development, no operation or activity shall be permitted to create more than a 3.0 decibel increase in CNEL noise levels beyond that level which existed prior to development. The use of outdoor public address systems shall be prohibited within the specific plan area.

The following sources are exempt from the provisions of this section:

- Safety devices and warning signals;
- Motor vehicles and trains;
- Emergency equipment, vehicles, devices, and activities;
- Temporary construction, maintenance, or demolition activities conducted between the hours of seven a.m. and six p.m.

For each increment of construction, the delivery of materials and equipment and the outdoor use of equipment, hammers, and power tools shall be limited to the hours between seven a.m. and six p.m., Monday through Friday, with no work allowed on Saturdays, Sundays, or federal holidays.

g. Odors. No operation or activity that emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the property within which the odor is created shall be permitted.

Uses shall conform to the applicable requirements of the SCAQMD.

h. Thermal Impacts. No operation or activity shall emit heat or cold that would cause a temperature increase or decrease on any adjacent property in excess of ten degrees Fahrenheit.

i. Vibration. No operation or activity shall be permitted to cause an earth-borne vibration beyond the property within which the vibration was originally created which produces a particle velocity greater than two-tenths inches per second measured at or beyond the property line.

Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity or acceleration. Readings are to be made at points of maximum vibration along any lot line.

Ground vibration caused by moving vehicles, trains, aircraft, or temporary construction or demolition is exempted from this requirement, as is ground vibration caused by emergency equipment, vehicles, devices, and activities, as well as from temporary construction maintenance, or demolition activities conducted between the hours of seven a.m. and six p.m.

- j. Water Quality. All runoff from repair areas, fueling islands, and outdoor storage areas shall be drained in a controlled manner so as to prevent groundwater and surface water contamination by fuel, oil, and solvent.

The applicant shall comply with the requirements of the NPDES. (Ord. 1951 §§ 1, 2, 2011; Ord. 1921 § 1, 2009; Ord. 1715 § 2 (part), 2000)

21.08.040 Infrastructure and grading.

The Glendora commercial specific plan identifies those facilities that will be required to serve development of the project site. Infrastructure master plans address the potential for development of the various planning areas within the site. The following sections describe the backbone infrastructure systems required to serve the project site:

A. Utilities.

1. Water Facilities. Water service to the Glendora commercial specific plan site will be provided by the city of Glendora's water division. The water division obtains sixty-five percent of its water from three local, underground basins: the Upper San Gabriel Basin, the Main San Gabriel Basin, and the Glendora Basin. This groundwater supply is supplemented by water purchases from the metropolitan water district (MWD) through the Three Valleys Municipal Water District.

Water lines within adjacent streets include a fourteen-inch water main in Gladstone Street, a twenty-one inch water line in Lone Hill Avenue, and a twelve-inch water line in Rainbird Way (to be abandoned). Given the size of these existing water mains, adequate capacity and water pressure will be available for the project site including average daily and peak daily use and fire flows.

Based on maximum building area, land use and, water consumption factors, it is estimated that the proposed project will require forty thousand gallons of water per day (gpd) (Table 21.08.040-A).

Table 21.08.040-A
Estimated Average Daily Water Use

Land Use Type	Average Water Demand (gallons per square foot per day)	Daily Water Consumption (gallons per day)
Major Anchor Tenants (270,000 s.f.)	0.05	14,000
Divisible Retail Space (152,000 s.f.)	0.06	9,120
Auto-Related Retail (30,000 s.f.)	0.06	1,800
Freestanding Pads (22,000 s.f.)	0.27	6,000
Landscaping (175,000)	0.05	8,750
Project Total		39,670

The water system for the project site will be designed to deliver a minimum of four thousand gallons per minute, per Los Angeles County Fire Department (LACFD) fire flow requirements for fully sprinkled buildings. This flow is greater than that which is needed to accommodate the domestic water

demands of the land uses proposed within the project site. All buildings within the specific plan area will be provided with fire sprinkler systems. The placement of hydrants and other fire suppression facilities/devices shall conform to LACFD standards.

Water will be provided on site via the looped system shown in Figure 21.08.040-1. The primary loop will connect to an existing twenty-one inch line within Lone Hill Avenue and a fourteen-inch line within Gladstone Street. The existing twelve-inch water line in Rainbird Way shall be abandoned.

The water supply required by the proposed development will be provided by additional purchases from the MWD, as is the case for all new development in the city. MWD has indicated that as long as population increases within the city are within Southern California Association of Governments' (SCAG) projections, the city will be able to purchase additional water to serve additional development. Because the project site has long been planned and zoned for commercial use, the proposed project's water requirements will be adequately met by water purchases from MWD.

All on-site water lines will be located within public utility easements, and will be maintained by the city of Glendora water division. All water system improvements needed to serve the project site will be constructed by the developer.

2. Wastewater Facilities. Los Angeles County Sanitation District (LACSD) No. 22 serves the entire eastern San Gabriel Valley area, including the city of Glendora and the project site. This agency is responsible for conveying sewage to regional treatment plants, providing sewage treatment, and disposing of effluent and solids. The existing sewer mains in Lone Hill Avenue and Gladstone Street are maintained by LACSD No. 22. The project developer will pay for the cost and installation of all sewer lines needed to serve the site.

Wastewater from the proposed project will discharge from an on-site sewer system into LACSD Sunflower Trunk Sewer, Section 3, which is located in Gladstone Street. This fifteen-inch diameter trunk has a peak capacity of five million two hundred thousand gallons a day (mgd) and conveyed a peak flow of 0.8 mgd when last measured in 1996. Additional sewer structures include a twelve-inch sewer line in Lone Hill Avenue and an eight-inch sewer line extending in Rainbird Way.

The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP), located adjacent to the city of Industry. This facility has a design capacity of one hundred million gallons per day (mgd) and is currently processing ninety mgd. This facility currently has a ten mgd surplus capacity. Wastewater flows which exceed the capacity of the San Jose Creek WRP, and all sludge are diverted to and treated at the Joint Water Pollution Control Plant (JWPCP) located in the city of Carson.

Based on an average generation rate of four thousand one hundred sixty-six gallons per acre, the project site will generate approximately two hundred thousand gallons of wastewater per day. Peak wastewater flows will average five hundred thousand gallons per day, based on a peaking factor of 2.5.

The size of sewer lines required for new development is regulated by Los Angeles County Department of Public Works (LACDPW). LACDPW determines pipe size based on a formula that factors the size and slope of the area to be served. Based on LACDPW standards, eight-inch sewer lines will be constructed. Buildings fronting on Lone Hill Avenue will be connected to the existing twelve-inch line in Lone Hill. Sewer lines for all other buildings, including auto-related retail buildings in the northeasterly portion of the site, will drain, via the new system, to the existing fifteen-inch line in Gladstone Street.

The existing eight-inch sewer line in Rainbird Way shall be abandoned.

3. Storm Drains. The construction of structures and parking areas within the project site will

increase the amount of impermeable surfaces, resulting in reduced absorption rates and increased surface runoff.

Storm flows from the project site have been estimated at one hundred cubic feet per second (cfs) during a ten-year storm event and one hundred eighty-five cfs during a one hundred-year storm event. On-site storm drain facilities will ultimately convey flows to the southwest corner of the project site where it will drain into the existing sixty-six inch RCF in Gladstone Street. There are no off-site contributions to predicted storm runoff. Stormwater flows shall be metered where the on-site storm drain system connects to the sixty-six inch Gladstone Street line to limit peak flows to eighty-five cfs per the 1964 Bond Issue hydraulic design.

As noted above, ten and one hundred-year surface runoff generated by the proposed site will exceed this allocation. Thus, on-site stormwater detention is required. A system of buried sixty-inch reinforced storm drains will be installed to temporarily detain storm flows in excess of the eighty-five cfs allowed. This detention facility will be installed along the western boundary of the project site north of the proposed building area. The capacity of this proposed facility will total approximately one hundred twenty-two thousand cubic feet (cf) or storage. The stormwater detained in this facility will be discharged at a time and in a manner that will not exceed the eighty-five cfs allocated to the project site. Manhole access to this detention facility will be provided to allow for ongoing maintenance. Storm drain facilities within the Gladstone Street right-of-way will be maintained by the LACFCD, while on-site storm drains, detention facilities, and storm drain inlets will be maintained by the project owner.

The utility plan for the proposed project shall be designed in accordance with these guidelines; the conceptual utility plan for the proposed project is illustrated in Figure 21.08.040-1.

4. Solid Waste Disposal. The city of Glendora contracts with a private company, Athens Disposal Service, for refuse collection and household recycling. There are no sanitary landfills in the city of Glendora. The nearest solid waste disposal facilities are located in Azusa, Irwindale, and the city of Industry.
5. Natural Gas. Natural gas service to the Glendora commercial specific plan site will be provided by The Gas Company.
6. Electricity. Edison International will deliver electricity to the project site.
7. Telephone. Telephone service to the Glendora commercial specific plan site will be provided by GTE.

All wires, conductors, cables, raceways and conduits for electrical, telephone and similar services that provide direct service to any property 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 above ground when screened and located behind the front setback line of said property.

B. Project Access.

Primary access to the project site will be from Lone Hill Avenue via a signalized intersection to be constructed approximately seven hundred twenty feet north of Gladstone Street. Secondary access will be via a right-turn-only access along Lone Hill, approximately three hundred seventy feet north of Gladstone. Project signage will be designed to emphasize the Lone Hill Avenue access points. One access point, which prohibits left-turn (eastbound) exiting movements will be located along Gladstone Street. Use of Gladstone Street for ingress/egress to the site is discouraged by the limited curb cut of this driveway, as well as its provision at a location that is inconvenient for the majority of patrons accessing the project site.

As noted above, physical configurations of the proposed Gladstone Street driveway immediately west of

Lone Hill Avenue allows access limited to right-in, right-out, and left-in turns. This design feature not only discourages general use of this driveway, but also serves to reduce potential turn movement conflicts between traffic utilizing this drive and through traffic utilizing Gladstone Street. Administrative provisions and signage of the specific plan prohibit direct access to the project site from Gladstone Street by heavy trucks and delivery vehicles. Truck traffic shall follow the routes established in Figure 21.08.030-9. With the exception of city sponsored dial-a-ride services, public transportation shall not circulate on site.

Internal circulation will be via a four-lane internal drive through the center of the site, which will provide access to each of the main parking areas. Smaller north/south and east/west drives will provide access within individual building areas.

C. Grading. The proposed project will result in changes to topography and ground surface features. The current blend of non-native vegetation and perennial weeds will be removed during grading operations for the fifty-acre site. A significant portion of the site will be covered with building pads and/or parking areas. On-site grading will be balanced.

21.08.050 Administration.

A. Master Development Plan. The master development plan for the Glendora commercial specific plan area is set forth in Figure 2 and Figure 5 herein, and in larger scale in Appendix A to the specific plan on file with the city clerk. Development of the entire fifty-acre project area or any portion thereof which is consistent with the provisions of this document and with the master development plan may proceed directly to construction plans and building permit review. Upon adoption of the ordinance codified in this chapter, the master development plan, which is consistent with the specific plan, will be deemed to be consistent with the Glendora development code.

Construction of the first increment of development of the specific plan area shall be commenced within two years of the effective date of this specific plan. If such first development increment encompasses less than the entire project site, each subsequent increment of development shall be commenced within one year of the start of construction of the previous increment. If construction work is not begun within the required time frames and carried diligently to completion, the master development plan shall become void at the option of the planning agency. The reviewing authority shall have the authority to extend the time limit in the case of the unavoidable delay. The applicant must submit a written request to the reviewing body for a time extension before the original time limit expires.

The reviewing authority for subsequent modifications of the master development plan shall be the director of planning and redevelopment.

B. Substantial Conformance. The purpose of substantial conformance is to provide a mechanism which provides for interpretation of the specific plan, and which would allow flexibility in implementing the specific plan and developing the site pursuant to the master development plan. Substantial conformance allows for determining the appropriateness of land uses not listed in Section 21.08.030 as well as for non-substantial modifications to the approved specific plan and master development plan, which do not modify the effect of the approval on surrounding property. Substantial conformance is not required for uses listed as permitted in Section 21.08.030. Substantial conformance may include, but is not limited to, inclusion of land uses not listed in Section 21.08.030 of the specific plan; modifications that might be necessary to comply with final conditions of approval; or modifications affecting infrastructure, public services and facilities, landscape palette; minor adjustments to the master development plan; and other issues except those affecting compliance with adopted development regulations.

Except as otherwise provided below, substantial conformance shall not include modifications in the basic design of the project, significant changes to the height or bulk of the approved uses, or increases in the density or intensity of the approved uses.

1. Guidelines for Determination of Substantial Conformance. Determination of substantial conformance shall be made by the director of planning and redevelopment or designee.
 2. Permitted Land Uses. Land uses not listed as permitted in Section 21.08.030 of this specific plan may be permitted, subject to a determination of substantial conformance, provided that:
 - a. The proposed use is compatible with the uses permitted described in Section 21.08.030 of this specific plan;
 - b. The proposed use will not create any significant environmental impacts which were not previously addressed in the EIR for the Glendora commercial specific plan;
 - c. The proposed use will not substantially increase the severity of any significant environmental impacts which were previously addressed in the EIR for the Glendora commercial specific plan; and
 - d. The proposed use is similar to, and results in no greater environmental impact than the other permitted uses within the specific plan area.
 3. Master Development Plan. Specific provisions of the master development plan review; architectural details; landscape palette; building size, height, bulk, and orientation; parking lot layout; and other plan details may be revised utilizing substantial conformance provisions. In making such a determination, the director of planning and redevelopment or designee shall be required to find that the revisions requested under substantial conformance are consistent with the provisions of the specific plan, and do not create impacts which were not recognized and addressed in the original approval. Modifications to lot coverage, dimensions or area; setbacks; floor area (other than maximum allowable with the project site); antenna development standards; fence and wall heights; required parking spaces; and provision of open space shall not exceed the limits set forth in Section 21.02.030(K) of this code.
 4. Infrastructure. Modifications to the alignment of interior access roads, parking lot configurations, or adjustments to individual infrastructure facilities such as drainage, sewer, and water shall be subject to substantial conformance determinations. Prior to approval of substantial conformance modifications of specific plan infrastructure, the director of planning and redevelopment or designee shall confer with the public works department, and shall make the finding that the proposed modification will not result in any significant impacts which were not previously addressed and resolved in the processing of the specific plan.
 5. Landscaping. Revisions to the plant palette provided in Section 21.08.030 may be approved by the planning agency as a substantial conformance item.
- C. Amendments to the Master Development Plan.
1. Purpose. This section provides procedures whereby the master development plans can be modified to ensure orderly development, aesthetic design, safe and harmonious placement, and:
 - a. To prevent or minimize adverse impacts on property in the area;
 - b. To implement the general plan and the specific plan;
 - c. To protect the public health, safety, and welfare;
 - d. To site structures and other improvements in a manner that is in harmony with the vicinity's existing development;
 - e. To encourage and promote energy-efficient design.
 2. Projects Requiring Development Plan Review. All proposed development within the specific plan area which is consistent with the provisions of this specific plan, but is not consistent with the master development plan, and for which a finding of substantial conformance cannot be made, shall

require an amendment to the master development plan. Such an amendment shall be subject to the following procedures.

3. Application. Applications to amend the master development plan shall be made on forms provided by the director of planning and redevelopment (“director”) and shall be accompanied by a filing fee, as established by city council resolution. Applications shall be made by the owner of the property for which the approval is sought, or an authorized agent.
4. Hearing. No public hearing shall be required for amending the master development plan.
5. Action by Reviewing Authority. The reviewing authority for amending the master development plan, the director of planning and redevelopment or designee, shall take action by providing written notice to the applicant approving, conditionally approving, or denying approval of the amended master development plan. The action of the director shall be final unless appealed as prescribed in subsection 21.01.030(F) of this code.
6. Findings. In approving an amendment to the master development plan, the reviewing authority (the director of planning and redevelopment or designee) shall first make all of the following findings:
 - a. The amended master development plan will comply with all development requirements set forth in the Glendora commercial specific plan, as well as the city of Glendora development code, as modified by this specific plan, and development standards adopted by the city council, as modified by this specific plan.
 - b. The physical characteristics of the site have been adequately assessed in the amendment master development plan, and proposed building sites are of adequate size and shape to accommodate proposed uses and all other features of development.
 - c. There is supporting infrastructure, existing or available, consistent with the designated improvement level and requirements of the Glendora commercial specific plan, to accommodate the proposed amended master development plan without significantly lowering service levels.
 - d. The proposed amendment master development plan, as conditioned, will not have a substantial adverse effect on surrounding property or the permitted use thereof, and will be compatible with the existing and planned land use character of the surrounding area.
 - e. The improvements required per the conditions of master development plan, as amended, and the manner of development adequately address all natural and man-made hazards associated with the proposed development and the project site including, but not limited to, flood, seismic, fire, and slope hazards.
7. Conditions of Approval. The reviewing authority may impose such conditions as it deems necessary to ensure that the amended master development plan will meet the development standards of the specific plan and the purpose and intent of this section.

D. Specific Plan Amendments. Amendments to the specific plan shall be required for revisions that are beyond the scope of substantial conformance determinations and amendments to the master development plan. Specific plan amendments are governed by the California Government Code, Section 65500 and the city of Glendora development code. Any specific plan amendment proposed for the Glendora commercial specific plan will require review by the city planning commission, and approval by the city council.

E. Design Review. A design review provides an opportunity to review the design and manner of proposed development, ensuring that such development meets the requirements of the Glendora commercial specific plan and applicable provisions of this code. A design review shall be required to authorize the construction, alteration, or expansion of every use designated with “D” in Table 21.08.030-A of this specific plan. Such a review shall consist of plot plan review by the reviewing body (planning commission). A public hearing of such a review shall not be required. (Ord. 1921 § 1, 2009; Ord. 1715 § 2

(part), 2000)

21.08.070 Mitigation monitoring and compliance program.

The city planning commission reviewed the potential environmental impacts of the proposed project and the specific plan, and recommended approval of a final environmental impact report which included all of the mitigation measures set forth herein. The final EIR identified three environmental impacts which were not mitigated: air quality, traffic and aesthetics.

In order to ensure that appropriate mitigation measures established for the project are properly implemented, a monitoring program has been devised. The mitigation monitoring program (MMP) identifies the measures necessary to mitigate potentially significant impacts of the project, the entities responsible for implementation and monitoring of mitigation measures and the appropriate timing for implementation of mitigation measures. The city will have primary responsibility for monitoring and reporting the implementation of the mitigation measures. While many city policies and regulations that serve to mitigate potential adverse impacts will also be applied to the project, only those measures in addition to city policies and regulations are listed in the mitigation monitoring program. Policies and regulations must be enforced as a matter of normal procedure and do not need special monitoring for mitigation purposes. The developer is conditioned to bear the entire cost of mitigation monitoring.

The following table illustrates both the mitigation measures that will be applied to the project, and the monitoring and reporting procedures that will implement those mitigation measures. The listed mitigation measures are in addition to those set forth in Section 21.08.010(F)(4).

Glendora Commercial Specific Plan Mitigation Monitoring Program

Mitigation Measure	Implementation Entity	Responsible Monitoring Party	Mitigation Timing
Geologic Hazards			
GH-1 The project applicant shall comply with all applicable Uniform Building Code (UBC) standards, and with the recommendations and performance standards set forth in the geotechnical investigation prepared for the project. Additionally, prior to issuance of any building permits, the project applicant shall provide verification to the city of Glendora, department of planning and redevelopment that a licensed geotechnical engineer has reviewed foundations plans with respect to site geotechnical conditions to ensure that the foundation plans are designed to specifically address site soil and geotechnical conditions, consistent with the UBC. Recommendations shall be incorporated into the foundation plans prior to issuance of building permits and the	Project Architect and Engineer	City Department of Building and Safety	Prior to issuance of building permits

<p>commencement of construction. A geotechnical engineer shall be on site to observe grading construction activities and/or test at the following stages of construction.</p> <p>Biweekly field notes and/or monitoring reports shall be submitted to the city of Glendora, department of planning and redevelopment:</p> <p>2. During site clearance and removal any obstruction;</p>			
<p>3. During all over excavations, removal of soft compressible soils, in place processing of soils, importing of soils, and all fill placement and compaction;</p> <ul style="list-style-type: none"> ● During preparation, moisture conditioning, and compaction of subgrades for slabs on grade and prior to placement of slabs materials; ● During footing excavations and prior to placement of footings materials; <p>4. During all trench backfills;</p> <ul style="list-style-type: none"> ● When any unusual conditions are encountered. 			
<p>GH-2 Shallow excavations where workmen are to enter shall be properly shored or sloped back at least 1:1 (horizontal and vertical) or flatter.</p>		Grading Contractor	
<p>GH-3 Excavations in compacted fill or dense natural soils may be cut up to 4 feet vertically. Excavations deeper than 4 feet in compacted fill should be shored or sloped back 3/4:1. No surcharge loads should be permitted within a horizontal distance equal to the height of cut from the toe of the excavation or 5 feet from the top of the slopes, whichever is greater, unless the cut is properly shored. Excavations that extend below an imaginary plane, inclined at 45 degrees below the edge of any adjacent existing site facilities, should be properly shored to maintain support of adjacent elements.</p>		Grading Contractor	
<p>GH-4 All excavations and shoring systems shall meet the minimum requirements given in the most current State of California Occupational Safety and Health Standards.</p>		Grading Contractor	
<p>GH-5 Site specific recommendations and performance standards relating to mitigation of</p>		Project Engineer	

<p>geotechnical constraints of the project site are presented in the “Earthwork” section of the “Draft Geotechnical Investigation” prepared for the project site. These recommendations and performance standards are incorporated by reference in this EIR. If proposed, cast iron or ductile pipe used may be used for construction of utility lines. Should the use of buried steel pipe be proposed, a corrosion engineer should be consulted.</p>			
<p>GH-6 Rocks over 12 inches shall be placed in fills underlying pavement areas, capped with sandy soils, be crushed, or be removed from the site. Alternatively, these materials can be disposed of in pavement areas provided a cap of at least 12 inches of sandy soils (containing gravel size particles or less) is placed over the rock. A maximum particle size of 12 inches may be utilized under buildings. A 2-foot zone of “clean” sandy soil, capping the building pads shall be provided. “Nesting” of rock shall be avoided.</p>		Grading Contractor	
<p>GH-7 Where not removed by cut, all existing undocumented fills should be removed and replaced as properly compacted fill. As a minimum, fill will be compacted to 90 percent of maximum density (ASTM-D-1557).</p>		Grading Contractor	
<p>GH-8 Imported fill material, if required, should be predominately granular, non-expansive and contain no more than 40 percent fines (portion passing No. 200 sieve). The project geotechnical engineer shall be notified at least 72 hours in advance, of the location of any soils proposed for import. Each proposed import source should be sampled, tested and accepted for use prior to delivery of the soils to the site. Soils imported prior to acceptance by the Geotechnical Engineer may be rejected if not suitable.</p>		Grading Contractor	
Land Use			
<p>LU-1 Land uses within the Specific Plan area shall be segregated by intensity and type of use. The intent of this separation is to allow for homogenous land uses within each of the planning areas. The northeasterly quadrant of the Specific Plan (Planning Area B) is reserved for development of automobile sales related uses; while the remainder of the Specific Plan</p>		Project Architect	

(Planning Area A) shall be reserved for development of general retail uses and commercial enterprises, including the two major anchor retail/commercial uses proposed. Please refer to the Specific Plan, Section 3.0.			
LU-2 Traffic and Circulation mitigation measures TC-7 through TC-12 are also applicable to mitigation of potential land use impacts deriving from project-related traffic impacts.		See Mitigation Measures TC-7 through TC-12	
LU-3 Noise mitigation measures N-1 through N-4 are also applicable to mitigation of potential land use impacts deriving from project-related noise impacts.		See Mitigation Measures N-1 through N-4	
LU-4 Aesthetics/Light and Glare impact mitigation measures A/LG-1 through A/LG-6 are also applicable to mitigation of potential land use impacts deriving from project-related aesthetics/light and glare impacts.		See Mitigation Measures A/LG-1 through A/LG-6	
Traffic and Circulation			
TC-1 Restripe the northbound approach from Lone Hill Avenue to Auto Centre Drive to provide an exclusive right-turn lane. The southbound approach to Auto Centre Drive would be restriped to include dual left-turn lanes and two through lanes. Parking on the west side of Lone Hill Avenue would be restricted during the morning and afternoon peak hours to accommodate the two through lanes. The westbound approach would be restriped to provide a separate left-turn lane, a shared left-right turn lane, and a separate right-turn lane. The signal phasing would be changed to provide protected southbound left-turn movements and permissive southbound through movements.		Project Proponent	
TC-2 Restripe the northbound approach to the SR 30 eastbound on/off ramps to include three through lanes and a separate right-turn lane. The added through lane would be used as an extended storage lane for the northbound left-turn lane at the Lone Hill Avenue/SR 30 westbound on/off ramp intersection. Signage would be installed to indicate that the through lane closest to the median would be used for freeway access.		Project Proponent	
TC-3 Restripe the northbound and southbound approaches on Lone Hill Avenue to provide		Project Proponent	

exclusive right-turn lanes. Restripe the eastbound approach on Gladstone Street to provide two left-turn lanes, one through lane and a shared through-right lane.			
TC-4 Restripe the northbound approach from Lone Hill Avenue to Arrow Highway to provide an exclusive right-turn lane.		Project Proponent	
TC-5 Restripe the southbound approach from Lone Hill Avenue to the SR 30 westbound on/off ramps to include three through lanes and a separate right-turn lane. The three Lone Hill Avenue through lanes would extend to Auto Centre Drive where one through lane would become a trapped left-turn lane.		Project Proponent	
TC-6 Restripe the westbound approach from Auto Centre Drive to the I-210 off-ramp to provide two through lanes.		Project Proponent	
TC-6A Restripe the westbound approach and eastbound departure on Alostia Avenue. Restripe the southbound approach on Lone Hill Avenue to include a separate right turn lane. The proposed configuration for the southbound approach on Lone Hill Avenue would be one left-turn lane, two through lanes and a right turn lane.		Project Proponent	
TC-7 The Specific Plan, as reflected in the Master Development Plan, shall be designed to encourage access to the project site from Lone Hill Avenue, and discourage access to the project site from Gladstone Street.		Project Architect	
TC-8 The main project entrance on Lone Hill Avenue shall be identified as such by notable monument signage.		Project Architect	
TC-9 This primary access to the site shall be provided a fully actuated traffic signal with left turn pockets, thereby facilitating general traffic flow through this intersection as well as into and out of the project site.		Project Architect	
TC-10 Use of Gladstone Street for ingress/egress to the site shall be discouraged by limiting curb cut widths to this roadway, and provision of only two access points. Access to Gladstone Street shall be provided in accordance with the project Master Development Plan.		Project Architect	
TC-11 The project access to Gladstone Street, immediately west of Lone Hill Avenue, shall be configured to permit right and left turn		Project Architect	

movements into the project site. This driveway shall be constructed to permit only right turn movements exiting the project site.			
TC-12 Administrative provisions and signage shall be included in the Specific Plan denying heavy trucks and delivery vehicles access to the site via Gladstone Street. Heavy trucks and delivery vehicles accessing the project site shall travel exclusively along the approved truck route plan depicted in Section 3.0 of the Specific Plan.		Project Architect	
TC-13 As illustrated in the project Master Development Plan (Figure 3.4-3), the proposed Glendora Commercial Center shall provide a minimum of 2,180 parking spaces.		Project Architect	
Air Quality			
AQ-1 Trucks hauling dirt, sand, soil or other loose debris off-site, shall be covered and washed prior to leaving the site.		Grading Contractor	
AQ-2 Adequate watering techniques shall be employed to partially mitigate the impact of construction-generated dust particulates. Portions of the project site that are undergoing earth moving operations shall be watered prior to grading such that a crust will be formed on the ground surface and then watered again at the end of the day. (AQMP Control Measure F-4 Control of Fugitive Dust Emissions from Construction of Roads and Buildings).		Grading Contractor	
AQ-3 SCAQMD Rule 402 and Rule 403 shall be adhered to, insuring that dust impacts do not occur off-site and the clean up of construction-related dirt on approach routes to the site (AQMP Control Measure 12.a. Paved Roads). Street sweeping shall be provided on adjacent roadways, as needed to remove dirt dropped by construction vehicles.		Grading Contractor	
AQ-4 Grading operations shall be suspended during first and second stage ozone episodes or when winds exceed 25 mph.		Grading Contractor	
AQ-5 Areas that have been graded but will not be developed immediately should be treated with soil conditioner to stabilize the soil.		Grading Contractor	
AQ-6 As soon as practical following soil disturbance, graded areas shall be paved, coated, seeded or treated to reduce wind erosion.		Grading Contractor	
AQ-7 Any construction equipment using diesel		Grading	

drive internal combustion engines shall use a diesel fuel with a maximum of 0.05 percent sulfur and a four degree retard.		Contractor	
AQ-8 All trucks should maintain at least two feet of freeboard.		Grading Contractor	
AQ-9 Any vegetative ground cover to be utilized on-site shall be planted as soon as possible to reduce the amount of open space subject to wind erosion. Irrigation systems needed to water these plants shall be installed as soon as possible to maintain the ground cover and minimize wind erosion of the soil.		Project Proponent	
AQ-10 SCAQMD Rules 1108 and 1108.1 shall be adhered to, prohibiting the use of rapid and medium cure cutback asphalts as well as organic compounds in emulsified asphalts used during the construction process.		General Contractor	
AQ-11 SCAQMD Rule 1113 shall be adhered to, restricting the VOC content of any architectural coating materials used on-site to a maximum of 2.08 pounds of VOC per gallon.		General Contractor	
AQ-12 Building construction shall comply with the energy use guidelines in Title 24 of the California Administrative Code.		Project Architect	
AQ-13 Any future stationary sources of air pollutants constructed on-site shall adhere to applicable SCAQMD Rules and Regulations.		Project Engineer	
AQ-14 Any future drive-through commercial uses on-site should include separate windows where possible for different functions and temporary parking areas for orders not immediately ready for pickup to improve traffic flow.		Project Architect	
AQ-15 Future uses on-site should include employee services such as restaurants, banks, etc. to reduce the need for off-site travel for these services.		Project Architect	
AQ-16 The project proponent should coordinate with the City of Glendora and local transit providers regarding the need for and proper location and design of transit facilities on-site (such as bus turnouts, passenger benches, transit shelters).		Project Architect	
AQ-17 The project proponent should coordinate with the City of Glendora regarding the need for and proper location and design of bicycle facilities on-site (such as bicycle trails, lockers and bicycle racks).		Project Architect	

AQ-18 The project proponent should install energy efficient parking lot lights.		Project Architect	
Noise			
N-1 Structures shall be sited to attenuate noise emanating from the project. The rear façades of the two major anchor uses proposed within the Specific Plan shall back to the southerly property line. Refer to Figure 3.4-3 project Master Development Plan.		Project Architect	
N-2 A 30-foot wide, bermed, landscaped buffer, backed by a twelve-foot high block wall along shall be constructed along the southerly property line. Block wall(s) and landscaping of the project's Gladstone Street frontage shall be provided in accordance with the approved Specific Plan landscape/streetscape plan.		Project Architect	
N-3 Landscaping of the project's Lone Hill Avenue frontage shall be provided in accordance with the approved Specific Plan landscape/streetscape plan.		Project Architect	
N-4 Traffic and Circulation mitigation measures TC-7 through TC-12 (see Section 4.5 "Traffic and Circulation") are also applicable to mitigation of potential noise impacts associated with project-related vehicular traffic.		See Mitigation Measures TC-7 through TC-12	
Aesthetics/Light and Glare			
A/LG-1 Within 45 days of the issuance of grading permit(s) a twelve-foot high wall along the southern project boundary shall be erected, visually screening project construction activities from residential and school uses south of the project site. This block wall shall be constructed in accordance with the approved landscape/streetscape plan for the project's Gladstone Street frontage.		General Contractor	
A/LG-2 The landscape treatment along Gladstone Street shall provide additional landscape/streetscape features including plants and materials of differing scales, colors and textures designed to visually articulate the mass and scale of the project. Landscaping of the project's Gladstone Street frontage shall comply with the approved Specific Plan landscape/streetscape plan.		General Contractor	
A/LG-3 Consistent with design concepts, development standards, features and performance standards of the Specific Plan, all light sources, including street lights, parking lot		Project Architect	

lights and security lights with non-glare directional lighting, shall be designed and installed to ensure that there are no adverse fugitive light and/or glare impacts outside the project site. With the exception of on-site lighting that is specifically approved by the Planning Agency to exceed the following standard, and except for project identification signage, no operation, activity, or lighting fixture shall create illumination exceeding 0.5-foot candles outside of the Specific Plan area, whether the illumination is direct or indirect light from the source.			
A/LG-4 Any proposed use of reflective building materials shall conform with the design concepts and development standards presented in Section 3.0 of the Specific Plan.		Project Architect	
A/LG-5 Traffic and Circulation mitigation measures TC-7 through TC-12 (see Section 4.5 “Traffic and Circulation”) which describe project access restriction(s) and improvements are also applicable to mitigation of potential light and glare impacts resulting from night time vehicular traffic.		See Mitigation Measures TC-7 through TC-12	
A/LG-6 Noise mitigation measures N-1 through N-3 (see section 4.7 “Noise”) which describe setbacks, siting of structures, and landscape/streetscape elements are also applicable to mitigation of aesthetic impacts of the project.		See Mitigation Measures N-1 through N-3	

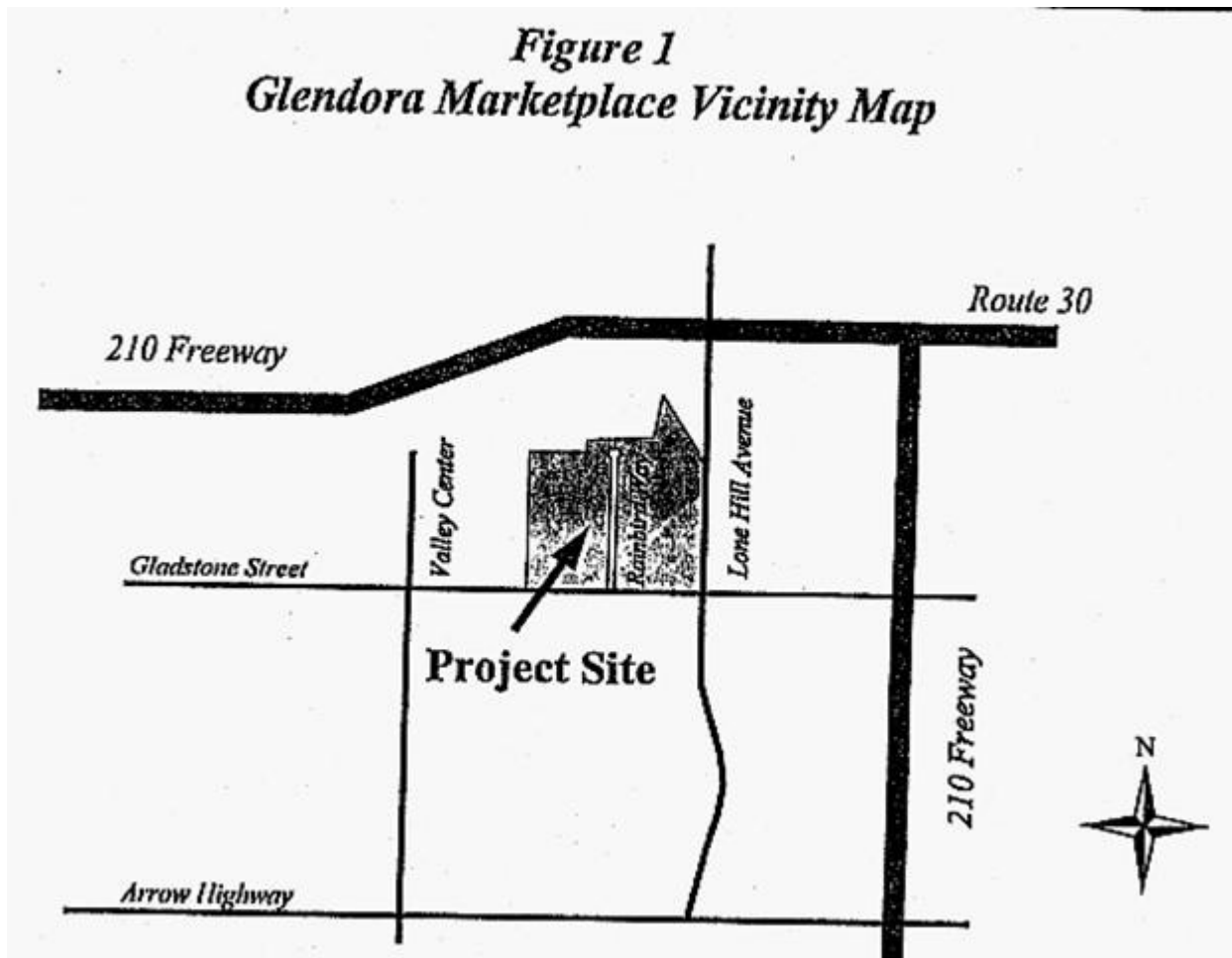
The developer of the project shall bear the entire cost of mitigation monitoring. (Ord. 1715 § 2 (part), 2000)

21.08.080 Zoning amendment.

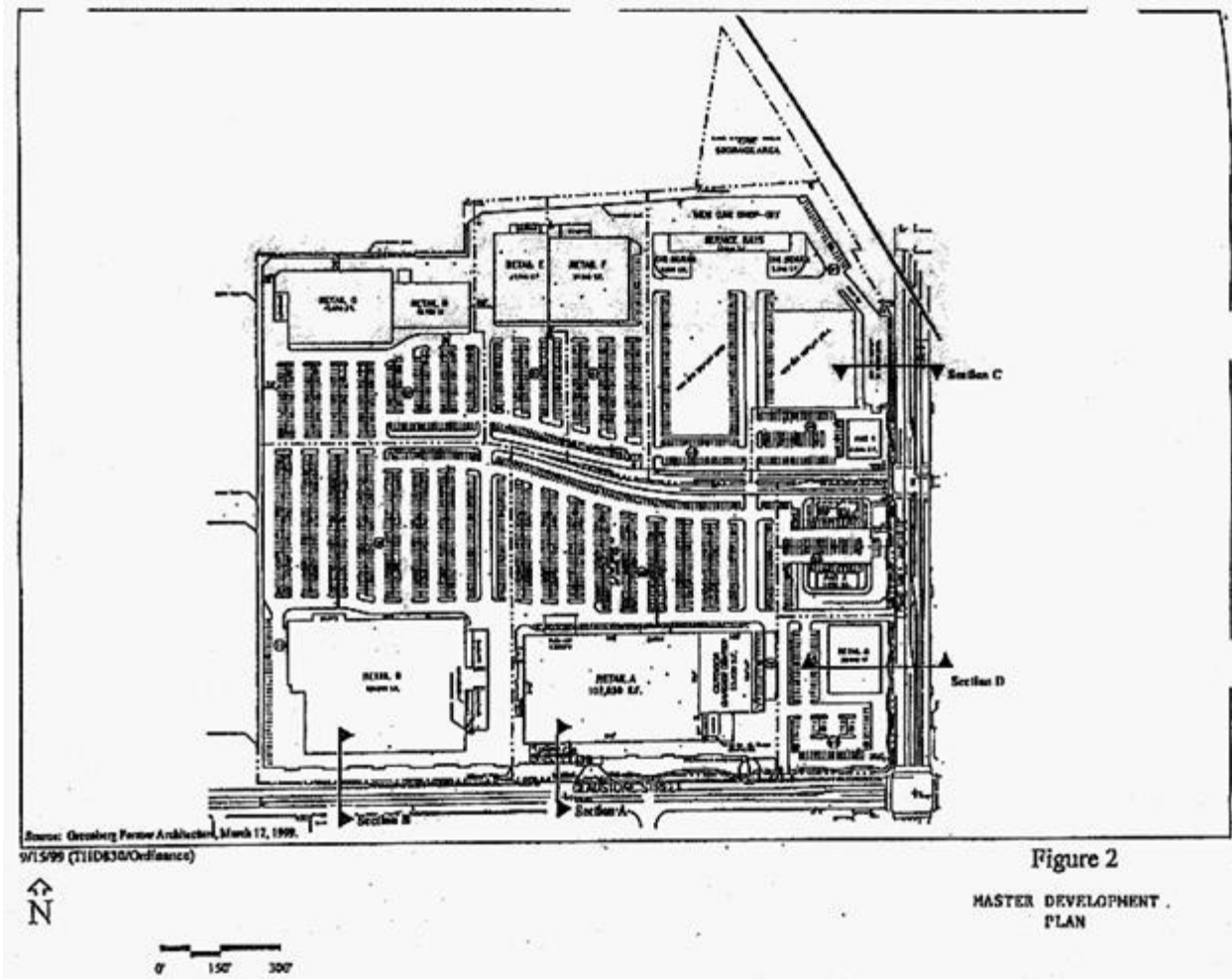
The zoning of approximately forty-eight acres of land located at the northwest corner of Lone Hill Avenue and Gladstone Street, in the city of Glendora, bearing Los Angeles County Assessor’s Parcel Nos. 8642-020-005, 8642-020-008 and 8642-020-009, including the land which is currently a vacated public right-of-way known as “Rainbird Way,” which bisects the property in a north-south direction at or near the midpoint of the identified parcels, is changed from C-3 (retail and commercial) to SP-1 (specific plan). The city shall, if necessary, amend the official zoning map (as defined in this title) to conform with the zone change. (Ord. 1715 § 2 (part), 2000)

21.08.A Appendix—Figures

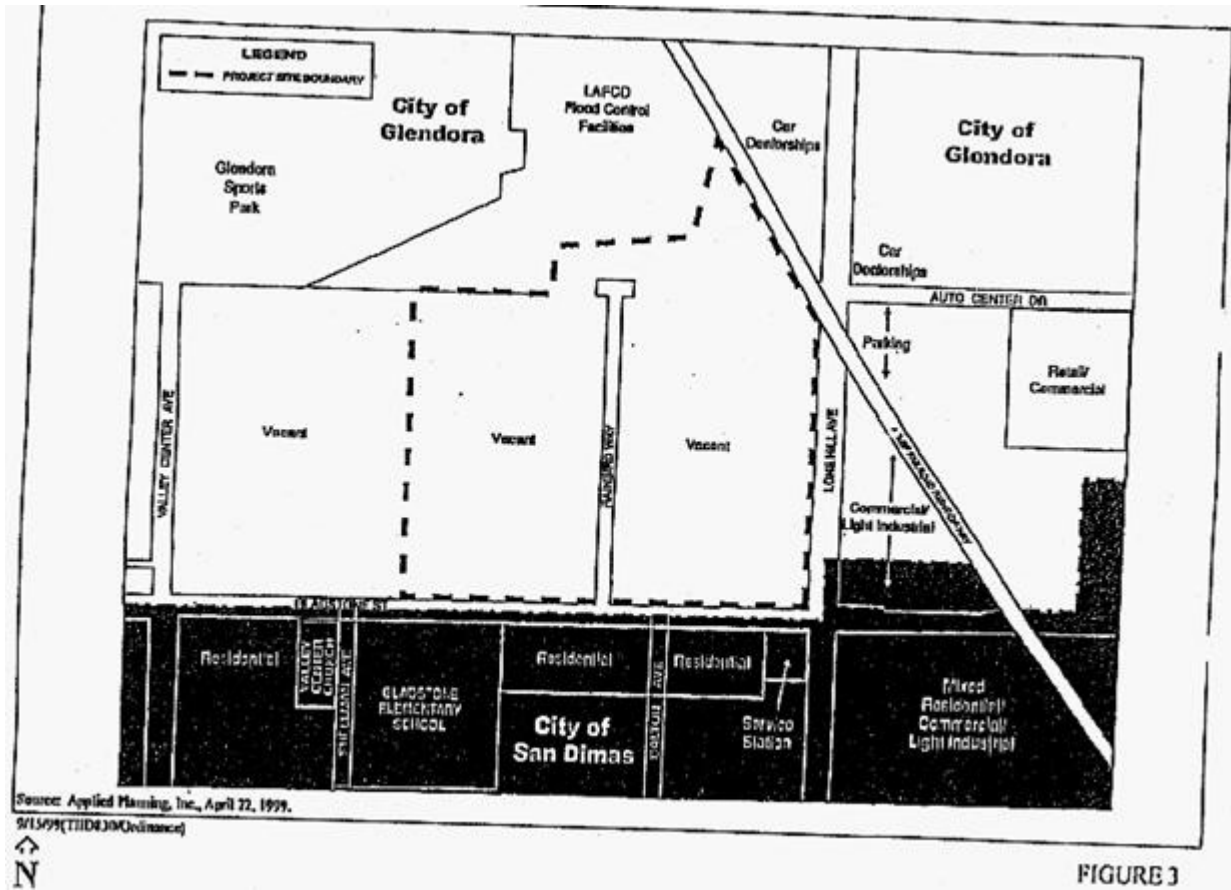
21.08.A.010 Figure 1—Glendora Marketplace vicinity map.



21.08.A.020 Figure 2—Glendora commercial specific plan existing land uses (no scale).



21.08.A.030 Figure 3—Glendora commercial specific plan existing land uses (no scale).



21.08.A.040 Figure 4—Glendora commercial specific plan site plan/proposed planning area.

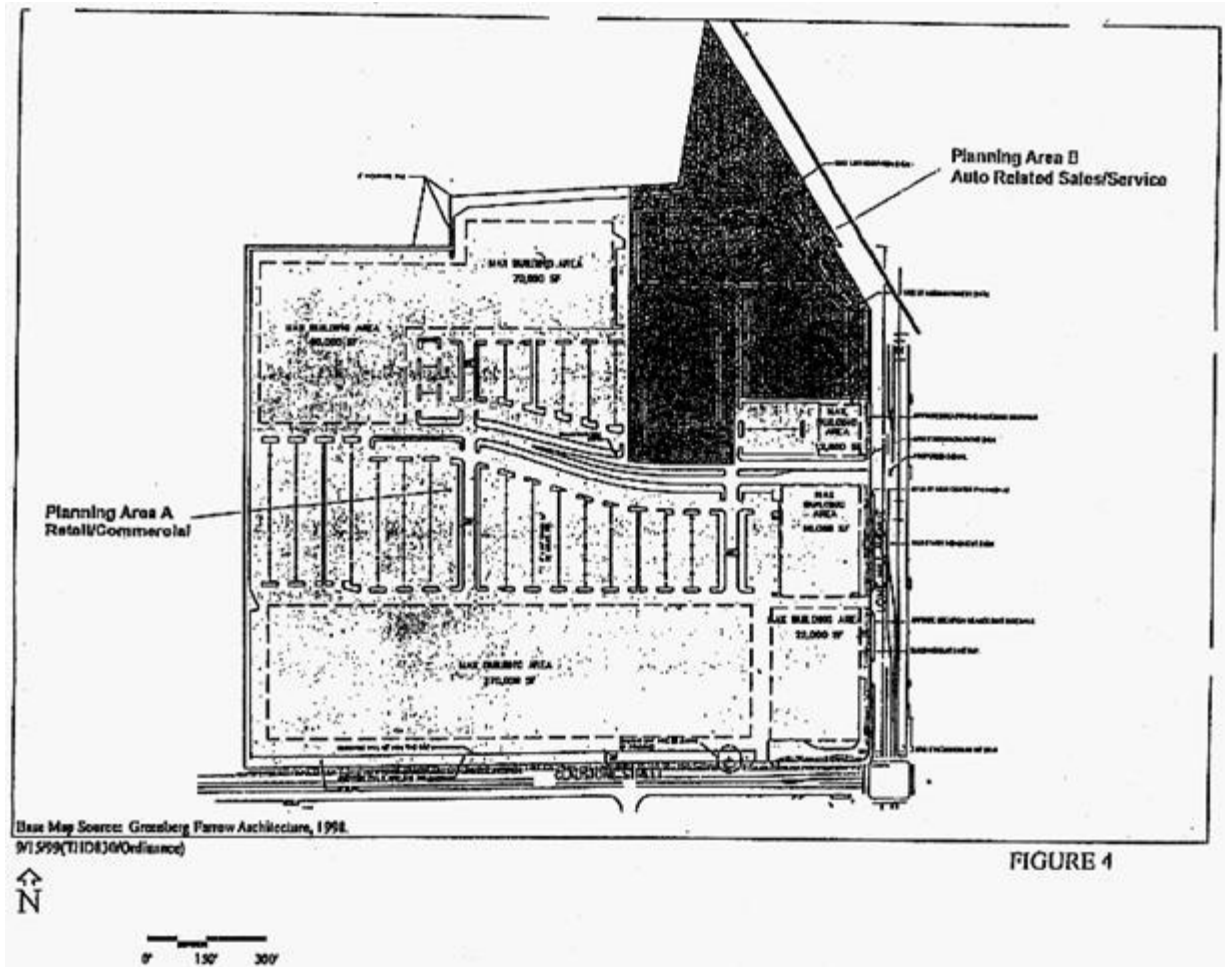


FIGURE 4

21.08.A.050 Figure 5—Glendora commercial specific plan area—Master development plan.

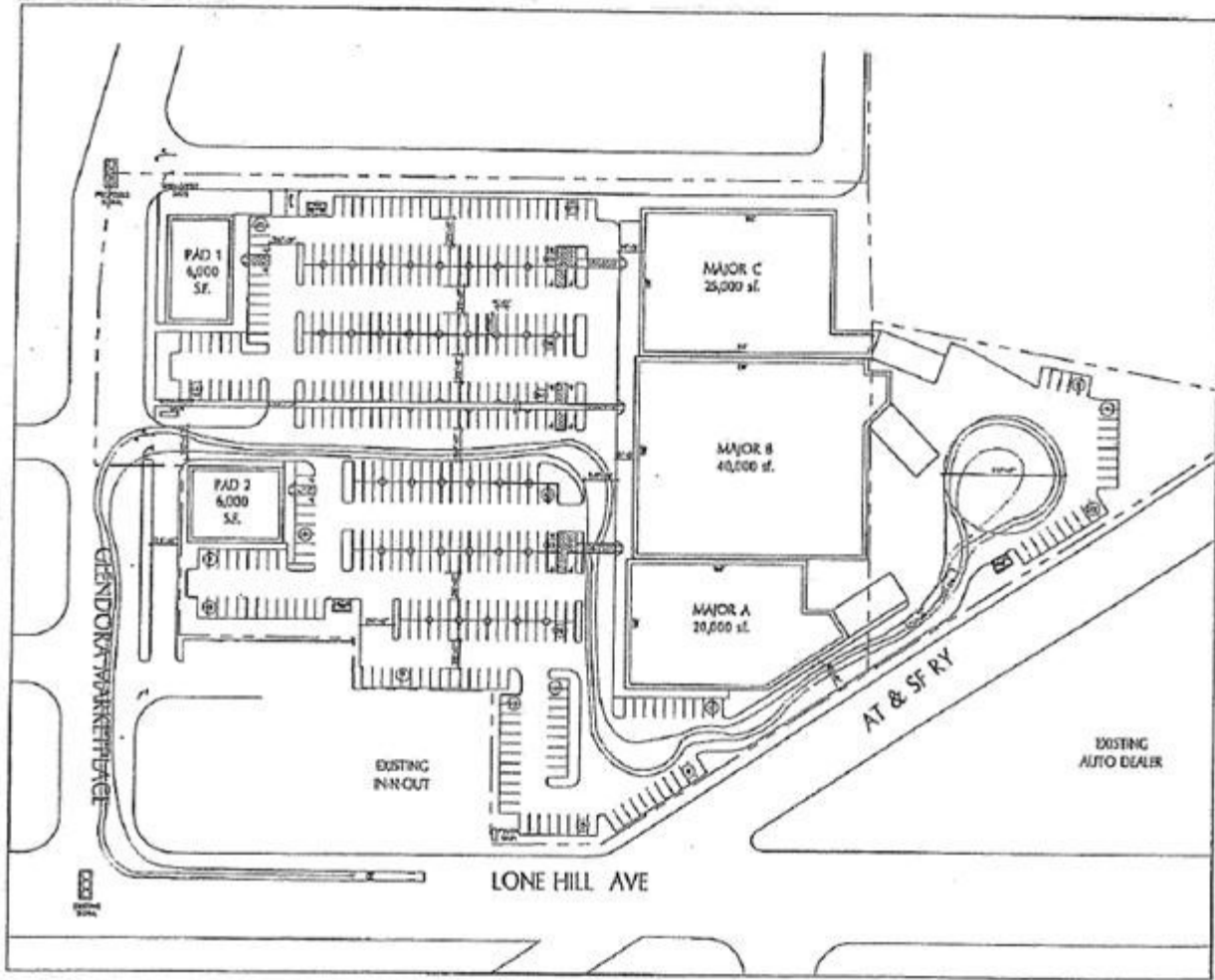


Exhibit 1
(Figure 5)