Chapter 21.10 ROUTE 66 CORRIDOR SPECIFIC PLAN

Article I. Executive Summary

21.10.010 Executive summary.

The Route 66 Corridor specific plan establishes a comprehensive policy and regulatory guidance document for all properties within the Route 66 Corridor specific plan project area. The specific plan provides the necessary regulatory and design guidance that will ensure future development implements the adopted policy for the project area. The Route 66 Corridor specific plan is a community-based plan, developed with extensive input by policy makers, business owners and property owners. The policy and regulatory elements of the specific plan are reflective of public consultation with business and property owners, developers, appointed and elected officials, staff, and the general public.

The Route 66 Corridor project area is considered the core commercial corridor within the city of Glendora. Recent community analysis of the project area has concluded the corridor is not currently maximizing its potential as a primary business and activity corridor. The community has identified the need to improve the economic vitality and livability of the corridor through the establishment of a comprehensive strategy to retain existing business and attract additional commercial, industrial, office, retail and residential opportunities. Additionally, the specific plan establishes eight distinct land use zoning subdistricts that provide development design guidelines, streetscape improvements and development standards that implement the community's vision for quality development within the project area.

The Route 66 Corridor specific plan incorporates data, and analysis of the Alosta Corridor Committee, in addition to corridor-specific economic, infrastructure, parking and circulation studies. As part of the technical analysis for this project, the development assumptions for the Route 66 Corridor specific plan considers the economic and fiscal impacts associated with future implementation.

As a public improvement plan, this specific plan anticipates the potential impacts of new development by identifying the full range of infrastructure improvements that would be necessary to meet long-term infrastructure needs. Additionally, the specific plan identifies priorities for land use, economics and urban design to stimulate implementation of the specific plan. Financing options for certain public improvements are also an integral part of the specific plan document. (Ord. 1817 § 1 (Exh. A (part)), 2005)

Article II. Introduction

21.10.020 Introduction.

A. The Route 66 Corridor specific plan project area, as shown in Exhibit 2-1, Regional Location and Exhibit 2-2, Specific Plan Project Area, is located in the central area of the city. The Route 66 Corridor represents the primary east-west commercial arterial through the city. The plan area contains approximately 287.18 acres generally located along Route 66 from Barranca Avenue on the west to Amelia Avenue on the east.

B. Existing development within the specific plan area consists of residential, commercial, and light industrial uses. Uses along the Route 66 Corridor are typically characterized by small businesses serving the local community. Due to its access to the 210 Freeway, larger retail businesses are located along Grand Avenue. Development of the Route 66 Corridor at the intersections of Barranca Avenue, Glendora Avenue, and Lone Hill Avenue is generally limited to neighborhood commercial retail development. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.030 Land use descriptions.

The Route 66 Corridor specific plan area incorporates seven land use zoning subdistricts, including: Barranca Gateway, Grand Avenue Gateway, Town Center Mixed Use, Route 66 Service Commercial, Central Route 66 Residential, Lone Hill Gateway, and Glendora Technology, Commerce and Office. The following is a general summary of the zoning subdistricts. More detailed descriptions of the districts can be found in Article VI.

A. Barranca Gateway. The Barranca Gateway district is intended to serve as the western gateway into the city. General features of the district include:

1. Streetscape enhancement;
2. Street-oriented, pedestrian-focused development;
3. Mix of uses including residential, commercial and retail development;
4. Establishment of uses that capitalize on adjacent market potential;
5. Development that respects adjacent residential development.

B. Grand Avenue Gateway. The Grand Avenue mixed use gateway district is intended to enhance Grand Avenue's function as a primary commercial/retail district within the city. General features of the district include:

1. Streetscape enhancement;
2. Establishment of a primary local and regional commercial node;
3. Improvement of the districts function as a southern gateway;
4. Higher intensity commercial development;
5. Encouragement of a horizontal and vertical mix of uses.

C. Town Center Mixed Use. The town center mixed use district is intended to provide for a complementary mix of land use and development types that are compatible with and reinforce pedestrian activity and transit utilization. General features of the district include:

1. Streetscape enhancement;
2. Establishing visual connection with the Village and Route 66 Corridor;
3. Encouragement of future transit use;
4. Establishment of compact, vertical mixed-use development;
5. Expanded housing opportunities;
6. Street-oriented, pedestrian-friendly development.

D. Route 66 Service Commercial. The Route 66 service commercial district is intended to provide for a variety of smaller-scale commercial, office and light industrial/manufacturing uses. General features of the district include:

1. Streetscape enhancement;
2. Establishment of locally-serving commercial uses;
3. Facilitation of site improvements and rehabilitation;
4. Facilitation of lot consolidation.

E. Route 66 Residential. The Route 66 residential district is intended to contribute to the mix of housing choices offered to Glendora residents and provide consistency with the Glendora general plan 1998—2003 housing element. General features of the district include:

1. Streetscape enhancement;
2. Expanded housing opportunities of for-sale and rental housing;
3. Locally-serving retail and commercial use.

F. Lone Hill Gateway. The Lone Hill gateway district is intended to serve as the eastern gateway of Glendora's Route 66 Corridor. General features of the district include:

1. Streetscape enhancement;
2. View preservation;
3. Enhancement as a locally-serving commercial node;
4. Capitalize on market potential of adjacent employment.

G. Glendora Technology, Commerce and Office. The Glendora technology, commerce and office district is intended to serve as a primary employment center within the city. General features of the district include:

1. Streetscape enhancement;
2. Expansion of employment base;
3. Focused development of corporate office and high-tech use.

H. Grand/Route 66 Gateway, Amendment No. 1. The Grand/Route 66 Gateway district has been established to ensure that this key gateway intersection provides the mass and scale and quality, well-designed architectural features including significant landscaping, courtyards and public plazas to establish a "sense of place" creating a unique Glendora theme of beauty, pedestrian scale, and enriched quality of life. General features of the district include:

1. Pedestrian-oriented site planning and design;
2. Provision for public spaces, plazas and courtyards;
3. Minimum height, mass and scale standards to highlight the importance of the intersection;
4. Provision for a mix of residential and office/retail uses;
5. Excellence of architectural design, materials and landscaping creating a sense of place;
6. Uses specified to enhance the gateway theme for the district. (Ord. 1817 § 1 (Exh. A (part)), 2005; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.040 Purpose and intent.

A. The Route 66 Corridor specific plan provides a policy and regulatory bridge between the city general plan and individual, project-level development. The Route 66 Corridor specific plan provides area-specific land use regulations and development guidelines. Once adopted, the Route 66 Corridor specific plan will provide the legal development requirements for the project area.

B. The Route 66 Corridor specific plan provides a comprehensive set of plans, guidelines and regulatory standards in addition to administrative and implementation programs designed to provide for high-quality development within the land use districts, including residential, commercial, office, and light industrial/manufacturing uses.

C. The Route 66 Corridor specific plan should not be considered an inflexible document. Rather it has been developed to provide as much flexibility as allowed by state law. It should also be noted that this specific plan reflects a vision to be implemented over a twenty-year period, and therefore, may be amended over time to reflect the city's most current vision for the area. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.050 Organization of the specific plan.

The Route 66 Corridor specific plan is organized into eight articles as follows:

Article I—Executive Summary. The executive summary provides a broad overview of the specific plan and a brief background regarding the impetus to the development of the specific plan program.

Article II—Introduction. This article provides an overview of the Route 66 Corridor specific plan, including a project description, intent and purpose of the plan, and scope and authority of the document.

Article III—Planning Framework. This article provides the policy foundation for the specific plan document. The specific plan planning framework describes public outreach activities, guiding principles, "planning factors" and specific plan objectives related to the development and implementation of the Route 66 Corridor specific plan.

Article IV—Development Plan. This article provides the specific land use, circulation, community design/streetscape and infrastructure improvement plans related to the preferred development concept.

Article V—Design Guidelines. This article identifies specific design guidelines related to the seven land use districts, in addition to area-wide guidelines for the Route 66 Corridor, including architectural styles, public space amenities, signage, and design tools.

Article VI—Land Use and Development Regulations. This article describes the legal zoning for all properties within the Route 66 Corridor specific plan area. This article also establishes the land use and development standards for properties within the Route 66 Corridor specific plan area.

Article VII—Implementation and Administration. This article discusses the administrative procedures required for timely review and permitting of land use and development activity within the Route 66 Corridor specific plan area.

This article also identifies the anticipated cost of public improvements and potential financing strategies to provide a realistic estimate of the costs of implementing and methods to fund the public improvements identified in the specific plan.

Article VIII—Appendices. This article provides background material related to the specific plan update process, including an analysis of general plan

consistency, list of contacts and persons consulted and a glossary of specific plan terminology. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.060 California environmental quality act compliance.

A. The Route 66 Corridor specific plan has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). Pursuant to state and local CEQA guidelines the city prepared an initial study/environmental checklist. The city determined that the specific plan could result in additional environmental impacts, and therefore, required environmental analysis. As a supplement to this specific plan, an environmental impact report (EIR) has been prepared to respond to the potential impacts as indicated in the initial study.

B. The Route 66 Corridor specific plan EIR is a program-level EIR and includes an introduction, project description, description of existing environmental conditions, assessment of impacts and mitigation measures as directed by the city, in accordance with CEQA. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.070 Scope and authority of the specific plan.

A. The Route 66 Corridor specific plan is established through the authority granted to the city of Glendora by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (specific plans).

B. As expressed in California law, specific plans may be adopted either by ordinance or by resolution. This allows jurisdictions to choose whether their specific plans will be policy driven (adopted by resolution) or regulatory in nature (adopted by ordinance). This specific plan is a regulatory document, adopted by ordinance.

C. As set forth in the Government Code, Section 65451, a specific plan must contain the following information:

1. A description of the general distribution, location, and extent of the uses of land within the area covered by the plan.

2. The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the specific plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources, where applicable.

4. A program of implementation measures, including regulations, programs, public works projects and financing measures necessary to carry out the above information.

5. The specific plan shall include a statement of the relationship of the specific plan to the general plan. (Ord. 1791 § 1 (Exh. A (part)), 2003)

Article III. Planning Framework

21.10.080 General.

This article provides an overview of the public outreach activities and policy framework that have influenced the development of the Route 66 Corridor specific plan. In addition, this article delineates the planning factors, guiding principles, and objectives that form the foundation of the specific plan's land use plan, development standards, design guidelines, and other provisions. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.090 Public outreach and community input.

A primary objective of the Route 66 Corridor specific plan planning process is to establish a policy and regulatory document grounded in community participation and input. To this end, a number of opportunities for public input were offered to city residents, business and property owners, developers, and other interested parties. The outreach activities experienced consistent attendance by property owners, local businesses, and the community. The various workshops and meetings assisted in the development of the policy framework for the specific plan. The following public outreach activities were held throughout the specific plan development process:

A. City Council Scoping Session (City Council Workshop #1)—July 9, 2002. An initial public meeting was held to primarily receive input from the Glendora city council. The intent of the session was for the city council to define their expectations pertaining to the Route 66 Corridor specific plan and to review and clarify the Route 66 Corridor specific plan scope of work and schedule.

B. Property and Business Owners Workshop #1—July 29, 2002. The first of two workshops was held with the property and business owners to accomplish the following objectives: (1) provide an overview of the project; (2) review previous studies along the Route 66 Corridor; and, (3) listen to and document issues, goals, priorities for the Route 66 Corridor.

C. Community Workshop #1—August 1, 2002. The first of two workshops was held for the Glendora community to accomplish a number of objectives, including: (1) provide an overview of the project; (2) discuss previous studies in the corridor; (3) conduct a visual preference survey to determine preferred streetscape amenities and architectural treatments; and, (4) listen to and document issues, goals, priorities for the Route 66 Corridor.

D. City Council Update (City Council Workshop #2)—December 10, 2002. A public meeting was held with the city council to provide an update on the progress of the Route 66 Corridor specific plan process. The meeting was organized into two sections: (1) "What we've Done…" (focusing on Public Outreach Activities to date, Land Use Analysis, Urban Design/Streetscape, Design Guidelines, and the Parking Study); and, (2) "What is Still Ahead…"

E. Property and Business Owners Workshop #2—March 20, 2003. The second of two workshops for property and business owners was held to review and elicit comments pertaining to the following: economic/market analysis; draft land use concepts; urban design/streetscape concepts; and design guidelines concept.

F. Community Workshop #2—March 27, 2003. The second of two workshops for the Glendora community was held to review and elicit comments pertaining to the following: economic/market analysis; draft land use concepts; urban design/streetscape concepts; and design guidelines concept.

G. City Council Workshop (City Council Workshop #3)—April 29, 2003. A public meeting was held to present and receive comment from the city council and the community on the framework for the Route 66 Corridor specific plan. The direction received from the meeting provided the structure for preparing the public review draft of the Route 66 Corridor specific plan.

H. Specific Plan Review Committee—July 2003. A specific plan review committee, consisting of members appointed by the city council was formed to review and comment on the initial draft specific plan. The specific plan review committee evaluated all components of the specific plan and compiled a consolidated report for review by the city council.

I. Planning Commission Public Hearing—December 2, 2003. A public hearing was held with the planning commission to receive recommendations and conditions on the public review draft of the Route 66 Corridor specific plan.

J. City Council Public Hearing—December 2, 2003. A public hearing was held with the city council to approve the public review draft of the Route 66

Corridor specific plan. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.100 Specific plan policy framework.

A. The Route 66 Corridor specific plan policy framework provides the primary policy guidance for the specific plan. All future development and redevelopment within the Route 66 Corridor specific plan area shall be consistent with and take guidance from the principles and objectives as expressed in this article.

B. The policy framework for the Route 66 Corridor specific plan is organized into the following sections:

1. Specific Plan Planning Factors. Identifies the opportunities and constraints that influence and contribute to the successful implementation of the Route 66 Corridor specific plan.

2. Specific Plan Guiding Principles. Provides the broad principles that future development and redevelopment in the specific plan area shall implement.

3. Specific Plan Objectives. Provides more explicit policy statements that implement the specific plan's guiding principles. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.110 Specific plan "planning factors."

A. A number of opportunities, constraints, issues, concerns, and positive and negative attributes—planning factors—exist that influenced the development of the Route 66 Corridor specific plan. Planning factors that contribute to the ultimate policy actions of this specific plan. The sources of these planning factors include: recommendations made by the Alosta Corridor committee; input received by the community and the city council during workshops on Route 66 (see above); and observations and analysis made throughout the Route 66 Corridor specific plan process.

B. These planning factors, although not an exhaustive listing, form the policy foundation of the specific plan, seeking to optimize the consistency between the specific plan's policy direction and the regulations and standards contained within. Throughout the initial stages of the planning process for Route 66, the following primary planning factors have been identified for the Route 66 Corridor specific plan:

1. Planning Factor. A significant body of work was generated under the guidance of the Alosta Corridor committee—with recommendations on property acquisition, land use, rehabilitation assistance, business attraction, business retention, streetscape, and environment—that forms a strong foundation for the Route 66 Corridor specific plan.

2. Planning Factor. The recent completion of Highway 210, the planned expansion of Azusa Pacific University and Citrus College, growing household income, and strengthening community and political will to improve the Route 66 Corridor offer a base of momentum that can broaden the opportunities for economic and physical development within the Route 66 Corridor specific plan area.

3. Planning Factor. Many distinctive character areas exist within the Route 66 Corridor specific plan that require tailored land use and urban design treatments to optimize their potential and most effectively respect the existing character unique to Glendora.

4. Planning Factor. Since Glendora is a community that is largely "built-out" and the Route 66 Corridor specific plan is an area that includes many small, shallow parcels, economic development and revitalization must be achieved through creative approaches that seek to optimize the potential of already "urbanized" land. Additionally, several areas within the Route 66 Corridor specific plan area exist that are underutilized, providing opportunities for parcel assemblage.

5. Planning Factor. Growth trends indicate that the city grew slowly from 1990 to 2000, and future projections from Southern California Association of Governments indicate that the city's population, households and employment are projected to grow only slightly by 2010.

6. Planning Factor. The residents of Glendora strongly desire increased dining and family entertainment opportunities within the city; creating the market to support these amenities is a key challenge within the Route 66 Corridor.

7. Planning Factor. From a regional perspective, the development potential (especially in terms of retail) of the Route 66 Corridor specific plan area is challenged by two primary attributes: (1) its lack of access and visibility from I-210; (2) inadequate demand existing in the area to support significant new retail at the present time (i.e. the volume of households, employment, nearby college population and visitors is not significant enough to attract larger community type anchor stores or large chain restaurants).

8. Planning Factor. Future plans of the Los Angeles County Metropolitan Transportation Authority will include the eastward extension of the Gold Line light rail transit system with a transit station in Glendora, (at the former railroad station site) providing unique development opportunities in the vicinity of the potential station.

9. Planning Factor. Public and private development within the Route 66 Corridor specific plan area must be respectful of existing adjacent neighborhoods to ensure compatibility and minimize negative impacts to residential stability.

10. Planning Factor. Notable opportunities to improve the aesthetics of the architecture and streetscape within the Route 66 Corridor specific plan area exist, which may contribute to enhanced economic development potential, improved sense of place, heightened community pride, and a more inviting environment for visitors.

11. Planning Factor. Recognizing that public resources must be distributed for optimal cost-benefit to the community, public investment in a renewed streetscape environment must leverage an image that supports the traditional character of Glendora while promoting a positive identity and serving as a catalyst for private reinvestment.

12. Planning Factor. With the growing need for a variety of housing choices to accommodate a diverse range of income groups within the community, the Route 66 Corridor specific plan area should offer opportunities for new housing (to meet goals in the housing element and to comply with state mandates) and enhancing the condition of existing affordable housing (such as mobile home parks located along Route 66).

13. Planning Factor. The infrastructure system within the Route 66 Corridor specific plan area must be adequate to support future development and, therefore, the Route 66 Corridor specific plan land use buildout assumptions must take into account the need for corresponding infrastructure to support future development.

14. Planning Factor. Grand Avenue and Glendora Avenue, two key corridors between Highway 210 and Route 66, serve as economic nodes connecting regional and local markets and to provide north-south gateways for the city.

15. Planning Factor. Traffic speed is a greater concern than traffic congestion with the Route 66 Corridor specific plan area; therefore traffic calming and enhancing the pedestrian-orientation and safety of streets in the area is important to the community.

16. Planning Factor. A functional and physical disconnect exists between the Village and Route 66 that limits the economic development synergy that could occur between these two areas.

17. Planning Factor. While parking is not a primary issue in the Route 66 Corridor specific plan area, opportunities exist to optimize the future supply of

parking through strategic management, such as the promotion of shared/joint-use parking, parking in-lieu fees, and other progressive parking management programs; the design of parking areas should always factor in pedestrian safety and aesthetics.

18. Planning Factor. The development review and approval process employed in the city could benefit—both from a timing and human resources standpoint—from the integration of discretionary review and incentives, as well as adopted design guidelines to provide applicants with a reference for the quality of development expected by the city. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.120 Specific plan guiding principles.

The following guiding principles provide the foundation for Article IV and Article VI of the Route 66 specific plan, and are intended to serve as a benchmark for the analysis of future proposals and design concepts to determine if they are supportive of the spirit and intent of this plan.

A. Guiding Principle 1.0. Increase and maintain an increased daytime employment and residential population.

B. Guiding Principle 2.0. Coordinated land use, urban design, transportation, and infrastructure planning.

C. Guiding Principle 3.0. Embracing flexible and diverse land uses that foster economic development opportunities for the Glendora community and contribute to a growing presence in the regional marketplace.

D. Guiding Principle 4.0. Retention and expansion of existing businesses while accommodating the recruitment of new businesses.

E. Guiding Principle 5.0. Improved pedestrian accessibility, vehicular access, and parking to establish safety and comfort throughout the Route 66 Corridor specific plan area.

F. Guiding Principle 6.0. Enhanced streetscape and public amenities throughout the Route 66 specific plan area.

G. Guiding Principle 7.0. Tailored land use regulations and design guidelines, and streamlined development review process, to encourage high quality development and rehabilitation.

H. Guiding Principle 8.0. Improved visual and functional linkages between Route 66 and the Village, Grand Avenue and Glendora Avenue.

I. Guiding Principle 9.0. Identification of areas of priority development and property assemblage opportunities to serve as economic development catalysts.

J. Guiding Principle 10.0. Coordinated and focused change rather than “remove and replace” transformation to enhance sense of place and promote aesthetic improvements.

K. Guiding Principle 11.0. Planning policy for future development that is respectful of the historic character of and community vision for Glendora. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.130 Specific plan objectives.

The following specific plan objectives are intended to support the goals and policies of the Glendora general plan, implement the guiding principles identified above in this article, and further the overall spirit and intent of the Route 66 specific plan:

A. Land Use Objectives.

1. Specific Plan Objective LU-1. Establish incentives to encourage private investment in the Route 66 Corridor.

2. Specific Plan Objective LU-2. Establish land use districts that create unique character areas within the Route 66 Corridor.

3. Specific Plan Objective LU-3. Establish land use districts that encourage high quality development responsive to market demands and Glendora community objectives.

4. Specific Plan Objective LU-4. Establish land use regulations that support increased pedestrian activity in key focus areas.

5. Specific Plan Objective LU-5. Coordinate land use planning with transportation and infrastructure planning.

6. Specific Plan Objective LU-6. Develop incentives to encourage the reuse of underutilized land.

7. Specific Plan Objective LU-7. Provide specific requirements that enhance public amenities for new development, rehabilitation, and redevelopment.

8. Specific Plan Objective LU-8. Maximize neighborhood retail development opportunities to capture demand and compliment other land uses.

9. Specific Plan Objective LU-9. Allow a mix of residential land uses.

10. Specific Plan Objective LU-10. Allow for mixed-use, residential, and commercial development.

11. Specific Plan Objective LU-11. Allow a mix of land uses to capitalize on the market potential from neighboring college and university.

12. Specific Plan Objective LU-12. Encourage office and business park development.

B. Circulation, Parking and Transportation Objectives.

1. Specific Plan Objective CIR-1. Ensure improved pedestrian mobility, safety, and comfort.

2. Specific Plan Objective CIR-2. Ensure potential transportation impacts of the Route 66 Corridor specific plan are identified and mitigated to the greatest extent feasible.

3. Specific Plan Objective CIR-3. Ensure vehicular traffic level of service (LOS) within the Route 66 Corridor specific plan area does not exceed adopted citywide standards.

4. Specific Plan Objective CIR-4. Establish a correlation between compact, mixed-use development in high activity locations and access to existing and planned transportation modes.

5. Specific Plan Objective CIR-5. Introduce traffic calming techniques to improve pedestrian-orientation, aesthetics, and safety.

C. Infrastructure Objectives.

1. Specific Plan Objective INF-1. Ensure infrastructure capacity within the Route 66 Corridor specific plan area meets future demands.

D. Environmental Objectives.

1. Specific Plan Objective ENV-1. Ensure potential environmental effects of the specific plan are mitigated to a less than significant level where feasible.

2. Specific Plan Objective ENV-2. Adopt a program-level environmental clearance document to utilize in subsequent development within the Route 66 Corridor specific plan area.

3. Specific Plan Objective ENV-3. Establish methods and strategies for the conservation of resources, including water use and drought tolerant landscaping.

E. Urban Design Objectives.

1. Specific Plan Objective UD-1. Establish a “sense of place” through quality site design, architectural design and public improvements.

2. Specific Plan Objective UD-2. Encourage the development of a design context for private development that reflects 40’s and 50’s nostalgia, art deco design, craftsman design and the citrus industry heritage of the community.

3. Specific Plan Objective UD-3. Ensure new development is designed in the context of the historic character of Glendora.

4. Specific Plan Objective UD-4. Establish a streetscape program using signage, street furniture, entry statements, and other visual amenities that conveys the traditional character of Glendora, withstands the test of time, is cost-effective, and achieves a stronger community image and identity.

5. Specific Plan Objective UD-5. Create gateway design treatments that establish entry statements at key high activity locations.

6. Specific Plan Objective UD-6. Adopt design guidelines that are applicable to new development, rehabilitation, and redevelopment.

F. Implementation and Administration Objectives.

1. Specific Plan Objective IMP-1. Establish a tier-review process for discretionary development application review to streamline the approval process.

2. Specific Plan Objective IMP-2. Utilize Environmental Impact Report as the primary tiering clearance document to streamline additional project-level environmental reviews.

3. Specific Plan Objective IMP-3. Incorporate incentive-based standards, such as fee assistance for plan check and density/intensity bonuses for the provision of specified amenities, mixed use development, or high quality residential design.

4. Specific Plan Objective IMP-4. Integrate design guidelines within the design review process to streamline discretionary review. (Ord. 1791 § 1 (Exh. A (part)), 2003)

Article IV. Development Plan

21.10.140 General.

This article provides a summary of the preferred land use plan, streetscape/community design and the associated infrastructure improvements necessary to accommodate the future build-out of the specific plan. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.150 Land use plan.

The land use plan for the Route 66 Corridor specific plan provides for the development of seven distinct planning subdistricts, including the land uses described below. The Route 66 Corridor specific plan land use map depicts the boundaries for each land use subdistrict with the specific plan project area. Exhibit 4-1—Land Use Plan provides a graphic depiction of the preferred land uses. The following is a brief description of the land use subdistricts for the Route 66 Corridor specific plan. Detailed descriptions of the land uses are provided in Article VI.

A. Barranca Gateway. The Barranca Gateway district is intended to serve as the western gateway into the city. General features of the district include:

1. Streetscape enhancement;
2. Street-oriented, pedestrian-focused development;
3. Mix of uses including residential, commercial and retail development;
4. Establishment of uses that capitalize on adjacent market potential;
5. Development that respects adjacent residential development.

B. Grand Avenue Gateway. The Grand Avenue mixed use gateway district is intended to enhance Grand Avenue’s function as a primary commercial/retail district within the city. General features of the district include:

1. Streetscape enhancement;
2. Establishment of a primary local and regional commercial node;
3. Improvement of the districts function as a southern gateway;
4. Higher intensity commercial development;
5. Encouragement of a horizontal and vertical mix of uses.

C. Town Center Mixed Use. The town center mixed use district is intended to provide for a complementary mix of land use and development types that are compatible with and reinforce pedestrian activity and transit utilization. General features of the district include:

1. Streetscape enhancement;
2. Establishing visual connection with the Village and Route 66 Corridor;
3. Encouragement of future transit use;
4. Establishment of compact, vertical mixed-use development;
5. Expanded housing opportunities;
6. Street-oriented, pedestrian-friendly development.

D. Route 66 Service Commercial. The Route 66 service commercial district is intended to provide for a variety of smaller-scale commercial, office and light industrial/manufacturing uses. General features of the district include:

1. Streetscape enhancement;
2. Establishment of locally-serving commercial uses;
3. Facilitation of site improvements and rehabilitation;
4. Facilitation of lot consolidation.

E. Route 66 Residential. The Route 66 residential district is intended to contribute to the mix of housing choices offered to Glendora residents and provide consistency with the Glendora general plan 1998—2003 housing element. General features of the district include:

1. Streetscape enhancement;
2. Expanded housing opportunities of for-sale and rental housing;

3. Locally-serving retail and commercial use.

F. Lone Hill Gateway. The Lone Hill Gateway district is intended to serve as the eastern gateway of Glendora's Route 66 Corridor. General features of the district include:

1. Streetscape enhancement;
2. View preservation;
3. Enhancement as a locally-serving commercial node;
4. Capitalize on market potential of adjacent employment.

G. Glendora Technology, Commerce and Office. The Glendora technology, commerce and office district is intended to serve as a primary employment center within the city. General features of the district include:

1. Streetscape enhancement;
2. Expansion of employment base;
3. Focused development of corporate office and high-tech use.

H. The Grand/Route 66 Gateway, Amendment No. 1.

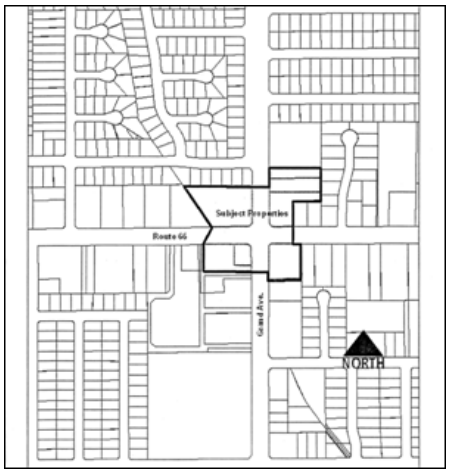
The Grand/Route 66 Gateway district has been established to ensure that this key gateway intersection provides the mass and scale and quality, well-designed architectural features including significant landscaping, courtyards and public plazas to establish a "sense of place" creating a unique Glendora theme of beauty, pedestrian scale, and enriched quality of life. General features of the district include:

1. Pedestrian-oriented site planning and design;
2. Provision for public spaces, plazas and courtyards;
3. Minimum height, mass and scale standards to highlight the importance of the intersection;
4. Provision for a mix of residential and office/retail uses;
5. Excellence of architectural design, materials and landscaping creating a sense of place;
6. Uses specified to enhance the gateway theme for the district.

Exhibit 4-1a

Land Use Plan

Grand/Route 66 Gateway, Amendment No. 1 (GRG #1)



(Ord. 1817 § 1 (Exh. A (part)), 2005; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.160 Circulation plan.

A. The circulation plan for the Route 66 Corridor specific plan provides for the mitigation of potentially significant impacts associated with the preferred land use plan. As a component of this project, a comprehensive traffic analysis was conducted to identify existing conditions, forecasted future conditions and mitigation measures to address project-related significant impacts. The traffic analysis and mitigation measures are provided in the specific plan environmental impact report and appendices. The traffic study analyzed the forecast traffic impacts associated with the proposed Route 66 Corridor specific plan project located north of Interstate 210 (I-210) along Route 66 between Barranca Parkway and Amelia Avenue in the city.

B. The study intersections, as shown in Exhibit 4-2a—Study Intersection Locations, are currently operating at an acceptable LOS (LOS C or better) during the p.m. peak hour according to city performance criteria, with the exception of four intersections:

1. Lone Hill Avenue/Route 66;
2. Lone Hill Avenue/Westbound I-210 ramps;
3. Lone Hill Avenue/Eastbound I-210 ramp; and
4. Lone Hill Avenue/Auto Centre Drive.

C. The study intersections are forecast to operate at an acceptable LOS (LOS C or better) during the p.m. peak hour according to city performance criteria for forecast year 2020 without project conditions, with the exception of the following five intersections:

1. Lone Hill Avenue/Route 66;
2. Grand Avenue/Eastbound I-210 on-ramp;
3. Lone Hill Avenue/Westbound I-210 ramps;
4. Lone Hill Avenue/Eastbound I-210 ramps; and
5. Lone Hill Avenue/Auto Centre Drive.

D. The proposed project is forecast to generate approximately fifty-eight thousand, nine hundred sixty-three daily trips, which includes approximately four thousand five hundred sixty-two p.m. peak-hour trips.

E. The following eight intersections are operating at a deficient LOS (LOS D or worse) during the p.m. peak hour according to city performance criteria for forecast year 2020 with project conditions:

1. Grand Avenue/Route 66;
2. Glendora Avenue/Route 66;
3. Lone Hill Avenue/Route 66;
4. Grand Avenue/Eastbound I-210 on-ramp;
5. Lone Hill Avenue/I-210 WB ramps;
6. Lone Hill Avenue/I-210 EB ramps;
7. Lone Hill Avenue/Auto Centre Drive; and
8. Grand Avenue/Baseline Road.

F. Also, based on city thresholds of significance, seven significant impacts are forecast to occur at the following intersections for forecast year 2020 with project conditions:

1. Grand Avenue/Route 66;
2. Lone Hill Avenue/Route 66;
3. Grand Avenue/Eastbound I-210 on-ramp;
4. Lone Hill Avenue/I-210 WB ramps;
5. Lone Hill Avenue/I-210 EB ramps;
6. Lone Hill Avenue/Auto Centre Drive; and
7. Grand Avenue/Baseline Road.

G. The following mitigation measures, as shown on Exhibit 4-3—Improved Forecast Year 2020 with Project Intersection Geometry, are recommended to address the project-related significant impacts:

1. Grand Avenue/Route 66. Widen the eastbound Route 66 approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left turn lane, three through lanes, and one right-turn lane.
2. Grand Avenue/Eastbound I-210 On-ramp. Widen the southbound Grand Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.
3. Lone Hill Avenue/Westbound I-210 Ramps. Widen the northbound Lone Hill Avenue approach from one left-turn lane and two through lanes to consist of three left-turn lanes and two through lanes. Widen the southbound Lone Hill Avenue approach from three through lanes and one right-turn lane to consist of four through lanes and one right-turn lane. Widen the westbound I-210 off-ramp from one left-turn lane and one shared left-/right-turn lane to consist of two left-turn lanes and two right-turn lanes.
4. Lone Hill Avenue/Eastbound I-210 Ramps. Widen the southbound Lone Hill Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.
5. Lone Hill Avenue/Auto Centre Drive. Widen the westbound Auto Centre Drive approach from two left-turn lanes and one right-turn lane to consist of two left-turn lanes and two right-turn lanes.
6. Grand Avenue/Baseline Road. Modify the eastbound and westbound Baseline Road approach signal phasing from split-phasing to consist of permitted phasing.

H. At the Lone Hill Avenue/Route 66 intersection, a Shell Service Station located in the southwest quadrant and an Arco Service Station located in the northwest quadrant of the intersection constrain the physical right-of-way necessary at this intersection to implement physical improvements to mitigate the forecast significant impact.

I. Based on Los Angeles County CMP thresholds of significance, three significant impacts are forecast to occur at the following intersections for forecast year 2020 with project conditions:

1. Grand Avenue/Eastbound I-210 on-ramp;
2. Lone Hill Avenue/I-210 WB ramps; and
3. Lone Hill Avenue/I-210 EB ramps.

J. The addition of project-generated trips at the CMP study segments does not result in a significant impact according to the Los Angeles County CMP established thresholds of significance for forecast year 2020 with project conditions. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.170 Parking strategy.

A. Introduction. Parking throughout the Route 66 Corridor specific plan area goes hand-in-hand with circulation and land use. Presently, parking does not present a significant issue in the area. However, as Route 66's revitalization develops, parking may become a greater challenge in the community for which creative, strategic solutions may be necessary. The purpose of the parking strategy section is to establish a foundation for understanding the existing parking conditions in the Route 66 Corridor specific plan area, as well as providing policy direction for optimizing future parking conditions.

B. Existing Parking Supply and Standards. In July 2002, RBF Consulting conducted an inventory of the existing parking supply (public on-street and private off-street) within the Route 66 Corridor specific plan area. Existing parking for residential land uses and newer office developments (e.g., east of Lone Hill Avenue) was not counted per the assumption that these uses are adequately parked with on-site facilities; existing parking for vacant lots and buildings also was not inventoried, as these uses are idle and do not generate parking demands.

Additionally, the city's existing parking standards (as contained in Section 21.03.020 of the Glendora zoning code) were reviewed against numerous other similar municipalities' parking standards to determine their relative adequacy and appropriateness. In large measure, Glendora's parking requirements are in-line with those of other jurisdictions.

NOTE: Comparison of the city of Glendora's existing parking standards (as contained in Section 21.03.020 of the Glendora zoning code) and those of other municipalities was accomplished using "Parking Standards for 160 California Cities and Counties—1999," as prepared by International Parking Design, Inc.

Comparisons between the existing parking supply and the city's parking requirements generally demonstrated that ample parking supply exists in the Route 66 Corridor specific plan area to meet city standards. In very few instances parking supply was observed as inadequate, either as a result of small parcel size or unique parking demands of an existing business; however, these observations were the exception rather than the rule. During the inventory process, most parking facilities were underutilized, an observation largely supported through the comparison of existing on-the-ground supply and city parking standards.

In summary, existing parking supply and standards are largely adequate to meet existing land use and circulation demands in the Route 66 Corridor specific plan area.

C. Policy Recommendations for Future Parking. Related to future parking supply and demand in the Route 66 Corridor specific plan area, several key, but basic, factors should be considered to optimize the use of public and private parking facilities:

- Parking areas should be easy to find;
- Parking areas should be easy to get into and out of;
- Parking areas should appear and be safe;
- Parking should be a shared responsibility of the public and private sectors;
- Parking should be provided in a context-sensitive manner, respecting the envisioned character of the specific plan area districts in which located, the attributes of land uses being served, and alternative modes of transportation available.

Additionally, the following specific policy recommendations will assist the Route 66 Corridor specific plan area in accommodating its future economic development potential.

1. Mixed-Use Parking Standards. Subsection 21.03.020(G) of the Glendora Zoning Code currently states: "For mixed uses, the required number of parking stalls shall be the sum of the number of parking stalls required for the individual uses computed separately." While this methodology appears rational, it precludes the built-in convenience of mixed-use developments that allows patrons to "park once" and walk when visiting the multiple tenants. Thus, the above parking standard typically over-prescribes the number of parking spaces needed for mixed-use developments. For the Route 66 Corridor specific plan, parking standards for mixed-use development are recommended that respect the integrated nature of uses and the activity patterns of patrons of mixed-use developments.

2. Parking Thresholds. Many zoning ordinances include static parking standards (e.g., one parking space for each two hundred fifty square feet of gross floor area) for land uses (e.g., retail) that apply to all sizes of development—big or small. Whether a new retail project, for example, has one thousand or one hundred thousand square feet of gross floor area, the same standard applies. However, many communities are realizing that parking standards should adjust based on the size and land use of the subject development. Often this threshold is based on existing development patterns within communities and sometimes calls for special parking studies be performed by project applicants to determine the most appropriate parking standards. For the Route 66 Corridor specific plan, commercial retail is the primary land use that requires special attention for determining parking standards as retail structures increase in size.

3. Strategic Location of Parking Facilities. As Glendora and the San Gabriel Valley continue to realize increased development and redevelopment opportunities resulting from a growing regional and statewide population, land economics will seek to optimize the build-out potential of parcels within the Route 66 Corridor specific plan area. As this trend evolves, property owners will seek to minimize land area consumed by parking and will look for public-private partnerships to site parking areas that will serve many businesses or developments. For the Route 66 Corridor specific plan, recommendations are presented for each of the planning areas as appropriate for potential strategic locations of parking facilities that can have the capacity to serve a walkable geographic area of land uses.

4. Shared Parking. Shared parking is a simple but effective strategy that allows parking spaces to be shared by more than one user, thus increasing the efficiency of parking facilities. For example, a restaurant can share parking with an office complex, since the restaurant's parking demand peaks in the evening while office parking demand peaks during the middle of the day. Public parking facilities, including on-street parking spaces, can usually be shared efficiently among many destinations. In general, the more diverse the users and the larger the facility, the more parking spaces can be shared. For the Route 66 Corridor specific plan, opportunities will be recommended for facilitating shared parking where appropriate.

5. Parking In-Lieu Fees. In lieu fees allow developers and project applicants to pay into a fund for off-site public parking facilities in lieu of providing a portion or, in some cases, none of their own on-site parking. Parking in-lieu fees result in more efficient shared parking facilities, and allows parking facilities to be located where they are needed most. For the Route 66 Corridor specific plan, recommendations are provided for facilitating parking in-lieu fees as incentives for accomplishing revitalization and redevelopment objectives pertaining to parking.

6. Monitor and Adjust Parking Regulations and System. Most parking standards are based on the international transportation engineers (ITE) parking generation rates. To develop these rates, the ITE looks at the parking demands individual land uses (e.g., family restaurants). Often, however, the rates are based on a small sample (i.e., only a few family restaurants are observed) and are located in areas that may or may not share similar characteristics as Glendora; both of these factors often lead to overstating the real parking demands that may exist and the supply needed. Consequently, communities often fall victim to parking requirements that are not tailored to the existing or anticipated context of their locality. In light of this, the following series of steps should occur on a routine basis for the successful long-term planning, development, and management of parking in the Route 66 Corridor specific plan area:

   a. In-depth inventory of parking spaces to maintain readily accessible knowledge of existing parking supply;
   b. Survey of parking patterns and attitudes to understand how parking spaces are used;
   c. Projecting demand using parking generation rates and developing new parking requirements as land uses and transportation alternatives change;
   d. Planning and developing new parking facilities;
   e. Promoting the parking program;
   f. Managing the parking system.

For the Route 66 Corridor specific plan, recommendations are provided which recognize parking as a system that must be routinely monitored to respond to changing dynamics in the marketplace. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.180 Community design/streetscape plan.

A. Introduction. The purpose of the community design and streetscape section is to establish conceptual designs and guidelines for streetscape improvements within public rights-of-way along the Route 66 Corridor. The section presents gateway concepts, streetscape furniture, street trees, and a wayfinding program

intended to further the goals and objectives for community design for the Route 66 specific plan project area.

B. Gateway Concepts. The Route 66 Corridor specific plan project area includes several important entry gateways and activity nodes that can be enhanced to contribute an improved sense of arrival and a strong presence along the primary roadways. The streetscape program provides a visual sense of identification of the corridor and the functional benefit of shaded pedestrian walkways. Four primary entries within the Route 66 Corridor specific plan project area are identified for the incorporation of special treatment—these include the intersections of Barranca Avenue/Route 66, Grand Avenue/Route 66, Glendora Avenue/Route 66, and Lone Hill Avenue/Route 66. Additionally, the Grand and Glendora Avenue corridors include various improvements that further contribute to the enhancement of these primary gateways.

1. Barranca Avenue Gateway Concept. The Barranca Avenue gateway concept, as shown in Exhibit 4-4 Barranca Entry Gateway Improvement, is envisioned as the western gateway into the city of Glendora. The Barranca Gateway design concept seeks to provide the western "front door" to the city, through the establishment of distinctive streetscape, hardscape and other on-site and off-site amenities.

a. Barranca Avenue Streetscape. Placing street trees behind a new eight-foot sidewalk on the south side and behind the existing eight-foot sidewalk on the north "opens up" the Route 66 entry area. Street trees (London Plane) are placed in a four-foot wide planter strip with a continuous hedge where feasible. Traditional acorn-style streetlights placed at approximately one hundred twenty feet on center add to the pedestrian level lighting. Wide bands of river rock crossing the street draw attention to the gateway intersection.

Along the east side of Barranca, streetscape improvements, including special paving, street furniture, planted hedge and street trees are continued.

b. Gateway Corner Treatment. Gateway corner treatments include a curved river rock accent wall planted with bougainvillea. Special colored concrete paving delineate sidewalks and crosswalks and river rock bands accent the special paving.

c. Barranca Gateway Median. The use of river rock softens and helps to create a more visually appealing median. A series of river rock planters culminating in a large Route 66 entry statement on a river rock base serve as the median's focal point.

d. Barranca Gateway Pedestrian Details. Custom river rock walls with built-in benches and planters placed along pedestrian connections and passageways enhance the overall pedestrian scale of the gateway. Occasional planters and unique overhead trellises add to the pedestrian environment. The use of shade trees is an important element for enhancing the pedestrian environment.

2. Grand Avenue (South) Gateways. The Grand Avenue (South) gateway design concept, as shown in Exhibit 4-5—Grand Avenue Gateway South Improvements, focuses on streetscape and corridor improvements to establish a formalized approach to the Glendora/Route 66 gateway and provide a prominent southern entry statement into the city.

a. Grand Avenue Gateway (South) Streetscape. At Baseline Road, new species of street trees on Grand Avenue are placed in tree wells only on the east side where the sidewalk is provides the necessary right-of-way.

Continuing north on Grand Avenue, a grove effect begins with the introduction of a planted parkway and trees in the median. To accommodate the parkway and to encourage more appropriate vehicular traffic, the roadway is narrowed.

b. Rock Walls. Curved river rock walls placed in the landscaped parkway between Baseline and the surface road act as a screen to the residential area facing the freeway off-ramp, as well as introduce a thematic element used throughout the specific plan area.

The existing linear residential walls along Grand Avenue are resurfaced with a river rock veneer and concrete caps to continue this thematic river rock element.

c. Grand Avenue Gateway Corner Treatments. Replacing the existing safety railing at the Baseline intersection with a large curved monument wall celebrates the entry to the city. Special paving and river rock bands highlight the crosswalks at both Baseline and Mauna Loa.

3. Grand Avenue Entry Gateway. The Grand Avenue Entry gateway design concept, as shown in Exhibit 4-6—Grand Avenue Gateway Improvements, is comprised of three distinct zones that transition the traveler into the Grand Avenue/Route 66 Gateway through the use street trees, while also creating attractive and appropriately scaled neighborhood entries.

a. Grand Avenue Streetscape. A grove effect is created between Mauna Loa and Colorado through a narrowing of the roadway and a double-row of Oak Trees planted in the parkway with a single row in the median.

At Colorado, the median trees are discontinued and replaced one row of Oaks are replaced with curb-adjacent Mexican Fan Palms that begin to frame the view to the mountains.

At the intersection of Route 66, the roadway widens slightly and a single row of Mexican Fan Palms frame views of the mountains to the north.

b. Grand Avenue Corner Treatments. The primary intersection of Grand and Route 66 is treated with curved river rock accent walls on each corner planted with lush bougainvillea. Special accent colored concrete paving is incorporated in the corner sidewalks and crosswalks with a river rock banding.

c. Neighborhood Entries. Neighborhood entries at Mauna Loa and Colorado are noted with bump-outs and small river rock monuments. At Mauna Loa, crosswalks are treated with special colored paving and river rock bands.

4. Glendora Avenue Entry Gateway. The Glendora Avenue gateway design concept, as shown in Exhibit 4-7—Glendora Avenue Gateway Improvements, represents an important Route 66 intersection. The gateway design concepts seeks to significantly improve the functional and visual connection between the Route 66 Corridor and the city's Village area. Through streetscape improvements, entry signage, river rock amenities and the preservation and enhancement of mountain views, the gateway establishes a stronger connection with the Village area and Route 66 Corridor.

a. Glendora Avenue Streetscape. Traveling north on Glendora Avenue, curb-adjacent tall Mexican Fan Palms placed approximately forty-feet on center frame the views to the mountains. Continuing north through the Route 66/Glendora intersection, Glendora Avenue narrows to allow for a more intimate, pedestrian scale link to the Village and the potential future transit center. The treatment in this area includes double rows of alternating Oak Trees and Mexican Fan Palms.

Along Route 66, evenly spaced London Plane street trees placed behind the sidewalk in a four-foot planted hedge "open up" the gateway. Traditional acorn lights are placed at the curb, approximately one hundred twenty-foot on center.

b. Glendora Avenue Gateway Median. The Glendora Avenue medians provide a series of cascading river rock planters with bougainvillea spilling over the top provide a more formal entry statement to the Village area. These planters are also an appropriate location for a Village entry sign.

c. Glendora Avenue Corner Treatment. Curb details include curved river rock walls planted with bougainvillea. Special colored concrete paving highlight sidewalks and crosswalks, while bands of river rock placed flush with the surface provide further details.

5. Glendora Avenue Village Connection. The Glendora Avenue Village connection design concept, as shown in Exhibit 4-8—Glendora Avenue Village Connection, emphasizes the maintenance and enhancement of a pedestrian-friendly zone between the Village, the future transit area and Route 66.

a. Glendora Avenue Village Connection Streetscape. Wide sidewalks of twelve feet or more with street trees planted in curb adjacent tree wells, along with the existing diagonal on-street parking, characterize the streetscape. Bump-outs, enhanced paving at crosswalks, and a mid-block crosswalk

between Carroll and Foothill improve pedestrian safety and mobility. Building new structures at the sidewalk edge encourages retail-commercial storefront visibility and adds to the pedestrian experience.

6. Glendora Avenue Pedestrian Linkage. The Glendora Avenue pedestrian linkage design concept, as shown in Exhibit 4-9—Glendora Avenue Pedestrian Linkage, focuses on enhancing the future transit area streetscape and links to both the Village and Route 66.

a. Glendora Avenue Pedestrian Linkage Streetscape. The Glendora Avenue pedestrian linkage provides for a continuous pedestrian linkage from Route 66 to the Village by bringing the Village streetscape enhancements down to the transit area. Similarly, extend the Glendora Avenue streetscape concept of a narrower roadway and wider sidewalks into the transit area. Special pedestrian enhancements and amenities in the transit area connect the Village to the Route 66 pedestrian linkages along Glendora Avenue. Narrowing the roadway width allows for wider sidewalks and more amenities, including a double row of alternating bi-canopy trees consisting of high-canopy Mexican Fan Palms in curb-adjacent tree wells and Oak Trees in tree wells at the back of the sidewalk.

b. Glendora Avenue Pedestrian Linkage Focal Points. The Glendora Avenue pedestrian linkage creates a focal point at the northern end of the potential transit area that will provide a visual connection between the Village and transit area. Likewise, a focal point at the southern end of the potential station area provides a similar visual connection to Route 66.

Roundabouts are included as a unifying element to the streetscape. The roundabouts are intended to strengthen pedestrian activity and comfort. Additionally, the roundabouts promote the calming of traffic along Glendora Avenue.

7. Lone Hill Avenue Gateway Concept. The Lone Hill Avenue gateway design concept, as shown in Exhibit 4-10—Lone Hill Gateway Improvements, is intended to provide a welcoming “front door” through streetscape and preservation of views to the San Gabriel Mountain, implementing streetscape enhancements consistent with the overall corridor.

a. Lone Hill Gateway Streetscape. Tall Mexican Fan Palms planted on Lone Hill at approximately forty-feet on center preserve and frame views north to the mountains and compliment the existing rows of palms on Lone Hill north of the Route 66.

Along Route 66, the streetscape includes an eight-foot curb adjacent sidewalk with a four-foot planted parkway and a single row of evenly spaced high canopy London Plane street trees. Traditional acorn-style streetlights placed at approximately one hundred twenty feet on center add to the pedestrian level lighting. Bands of river rock bisect the street intersections to draw attention to the gateway intersection.

b. Lone Hill Gateway Median. The use of river rock softens and creates a more visually appealing median. A series of river rock planters culminating in a large Route 66 entry statement on a river rock base serves as the Lone Hill median’s focal point.

c. Lone Hill Gateway Corner Treatments. The corner details at Lone Hill provide design consistency with the primary gateways in the project area, including a curved river rock accent wall planted with bougainvillea. Special colored concrete paving delineate sidewalks and crosswalks and river rock bands are used to accent the special paving.

C. Street Furniture and Tree Design Concept. Creation of an enhanced pedestrian-scaled streetscape environment is an important component of the overall urban design concept. The street furniture, transit shelters, and street trees identified in this section are representative of styles and preferences determined by the community through a townscan visual preference survey conducted during a community workshop. The visual preference survey enabled Glendora residents to visually articulate their preferences for the future.

1. Streetscape Furniture Palette. The preferred streetscape furniture palette for the Route 66 Corridor, as shown on Exhibit 4-11—Route 66 Furniture Palette, includes a variety of elements to create the desired Route 66 identity. All coated and metal surfaced furniture is envisioned as a dark green to match the fixtures in the Village.

a. “Glendora” sidewalk pole with single acorn fixture by SOLO, So Cal Edison fourteen-foot height with banner attachments;

b. Six-foot Courtyard Series Bench by Washbash Valley, designed with green rib pattern/ribbon style and plastisol or vinyl-coated steel with custom Route 66 logo;

c. Green rib pattern/ribbon style thirty-two-gallon flare top trash receptacle by Wabash Valley (catalog #LRR32F) with plastisol or vinyl coated steel;

d. Zig-zag-shaped concrete interlocking concrete pavers in a herringbone pattern to match existing pavers in the Village;

e. Custom low seat walls, planters and neighborhood entry monuments made from river rock.

2. Street Trees. Trees are an important design element in the Route 66 streetscape. The Route 66 street trees were selected based upon their shape, size, and maintenance, as well as upon the citrus heritage of the city. Recommended street trees include:

a. Mexican Fan Palm (Washingtonian robusta)—an evergreen fan palm with fast growth up to one hundred feet. Trees are to be used in sidewalk cutouts and parkways on north-south streets to frame views.

b. Oaks (Holly, California Live Oak, Virginian Oak)—an evergreen oak with slow to moderate growth with rounded canopy of forty to fifty feet. Trees to be used in large parkways and medians.

c. London Plane (Platanus X acerifolia)—Deciduous tree with moderate growth up to sixty feet with thirty-foot canopy. To be used in sidewalk cutouts, parkways and medians.

d. Citrus (Lemon or Orange Tree)—an evergreen tree with slow growth and small canopy. Trees to be used in special circumstances only for public space or heritage areas.

e. Ficus trees to match existing in areas adjacent to the Village.

D. Signage and Monumentation. Signage and monumentation design concepts for the Route 66 Corridor specific plan project area establish an enhanced identity through the establishment of gateway monument concepts, wayfinding directional signs, and banner concepts.

1. Gateway Monumentation. Gateway monumentation establishes a visual identity for the Route 66 Corridor identity and provides visual cues to gateway entries. The Route 66 gateway concepts are based on a river rock, natural theme and include curved walls, median planters, and freestanding monument signs. Gateway monumentation features and depicted in Exhibits 4-4 through 4-10.

2. Transit Shelters. Alternative transportation, including bus service is and will continue to be an important service in Route 66 district. There are a number of opportunities to create unique and interesting transit shelters that contribute to the overall design concept in the district. Exhibit 4-12—Transit Shelter Concepts, illustrates two design concepts including a craftsman-style shelter and a mission-style shelter, consisting of a river rock base and the Route 66 motif.

3. Wayfinding Signage. The Route 66 wayfinding signage design concept is based on the assertion that when people find it easy to navigate an area, they will be more likely to spend time in a place. When it is difficult to find one’s way around, the tendency is to spend less time there. To enhance wayfinding within the Route 66 Corridor specific plan project area, a family of signs concept has been developed. As shown in Exhibit 4-13—Family of Signs Concept, the “family of signs” concept utilizes the Route 66 logo and includes both vehicular and pedestrian-oriented signs. Pole mounted signs are of green metal

consistent with the streetlights and benches and the freestanding signs are composed of river rock consistent with gateway monumentation. Wayfinding signage includes the following features:

a. Directional signs (transit center, parking, etc.);

b. Street name signs;

c. Banner attachment;

d. Pedestrian information sign;

e. Parking entry signs.

4. Banner Concepts. Banners help to further identify the Route 66 Corridor specific plan project area and strengthen the sense of place. The banner concept illustrated in Exhibit 4-14—Route 66 Banner Concepts, incorporates three alternative banner concepts that include the Route 66 motif and a historical citrus packing label from the city.

5. Screenwall Concepts. The Route 66 screenwall design concept is intended to provide an ability to screen existing uses or facilities that may not contribute to the overall visual character of the project area. The screenwall concept, as shown in Exhibit 4-15—Screenwall Concept, consist of a river rock wall, with design features that soften the screenwall appearance at the street. Design features included concrete stone caps, jogged wall planes and landscape and climbing vines. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.190 Infrastructure plan.

This section describes the required infrastructure improvements necessary to meet the demands of the preferred land use plan. As this project is a policy-level plan, it should be noted that the timing of all infrastructure improvements identified in this section represent the ultimate buildout conditions of the Route 66 Corridor specific plan.

A. Domestic Water System.

1. Domestic Water—Existing Conditions.

a. The city's water delivery system was created through the purchase of small private water companies and by the city's own expansion projects. As shown in Exhibit 4-16—Existing Domestic Water System, the system is comprised of eleven service zones containing approximately two hundred miles of pipe. The city receives water from two sources; groundwater pumping, and imported water obtained from the Metropolitan Water District of Southern California. Portions of the water supply system have been identified as requiring rehabilitation or replacement in the near-term. This is mainly due to reaches of pipe that are over fifty years old, or pipe diameters that do not meet city standards for providing current fire flow requirements.

b. The Route 66 Corridor specific plan area is located in the city's zone 1 and zone 2 service areas. The land use districts located in the zone 1 service area are: Barranca gateway, town center mixed use, Route 66 service commercial (portion), Grand Avenue gateway mixed use and central Route 66 residential. Zone 1 is the largest zone within the city's system, and varies in elevation from six hundred twenty feet above mean sea level (amsl) at Gladstone Street and Barranca Avenue to eight hundred ninety feet amsl at Ben Lomond north of Sierra Madre Avenue. The zone is served from a high water elevation of 969.5 feet amsl by five reservoirs. Refer to Exhibit 4-16—Existing Domestic Water System for identification of the existing zone 1 system within the Route 66 Corridor specific plan area.

c. The zone 2 service area is located to the east of zone 1. The development areas in the zone 2 service area are: Lone Hill Gateway and Glendora technology/commercial/office and the remaining portion of Route 66 service commercial. Zone 2 service elevations vary from eight hundred ten feet amsl at Alosta Avenue and the Big Dalton Wash to one thousand thirty feet amsl north of Oak Knoll Drive, with a high water level of one thousand ninety feet amsl. Four reservoirs provide head to the zone with locations at three different sites. The zone 2 system within the specific plan area is shown in Exhibit 4-16—Existing Domestic Water System.

d. The existing domestic water demand for the specific plan area was calculated using the current land use, and demand factors from the city's water master plan. Demands were calculated for each of the land use districts, based on a field survey identifying existing land uses by visual appearance, and information obtained in the city's geographic information system (GIS). Table 4-2—Water Demand Factors summarizes the water usage factors used for this study, as provided in Table V-3 of the city's WMP.

Table 4-2

Water Demand Factors

Land Use	Residential Water Demand Factor (GPD/DU)	Non-Residential Water Demand Factor (GPD/AC)
Commercial	—	2900
Single-Family	600	—
Multi-Family	400	—
Mobilehome	400	—
Motel	—	2900
Medical	—	4600
Religious	—	2000

e. The existing average day water demand for the specific plan area is calculated in Table 4-2—Water Demand Factors to be 0.98 MGD. Using the max day factor of 1.85 from the WMP, the existing max day demand is estimated to be one thousand two hundred fifty four gallons per minute (gpm).

f. Under the water master plan, several recommendations were made. The WMP determined several reaches of pipe within the study area to be either undersized for fire flow requirements or of such age that replacement was recommended. Most of the existing system currently remains the same as it was at the time of the writing of the WMP. In particular, the backbone to both the zone 1 and 2 systems is a parallel eight-inch loop running on each side of Route 66. These parallel lines were constructed in 1935—1936 and 1954. Therefore, the WMP (which set a fifty year lifespan) determined these pipelines require upgrading.

2. Proposed Domestic Water System Improvements.

a. A water demand analysis was performed for this study. Existing demands were estimated for the study area shown in Exhibit 4-17—Domestic Water System Improvements, as described above. Identical water usage factors (per Table V-3 of the city WMP as included in the appendix) were applied to the existing and proposed land uses for the specific plan area. Table 4-3—Estimated Domestic Water Demand summarizes the estimated demands and provides a side-by-side comparison. The average day demand for the proposed redeveloped area is 1.41 MGD. The max day demand for the proposed redevelopment area is one thousand eight hundred ten gpm.

b. The proposed system recommended should be planned to current operating standards, or as close to current standards as feasible. According to the city staff, the existing system was based upon an approximate one thousand two hundred fifty gpm fire flow for residential and small commercial land use, and two thousand five hundred for large commercial. The current fire flow standard is provided in the WMP for the city which states: two thousand two hundred fifty gpm for two hours for single-family residential, two thousand five hundred gpm for two hours for multifamily residential, one thousand seven hundred fifty gpm for two hours for mobilehome and five thousand gpm for five hours for large commercial. Eight inch lines under current fire flow standards are typically only sufficient for mobile home or single-family residential land uses. The WMP includes recommendations to replace the two eight-inch lines with a single eighteen-inch line to serve both sides of Route 66. However, the city has decided to continue maintaining a parallel system. The parallel pipeline layout facilitates service to each side of the street. Therefore, it is recommended that a fourteen-inch diameter pipe replace each eight-inch pipeline in order to provide the same capacity as the master-planned eighteen-inch.

c. Based on this analysis, the following is a list of recommended system improvements for adequate service to the Route 66 Corridor redevelopment project:

i. The zone 2 eight-inch diameter pipelines within Route 66 from Lorraine Avenue east to Amelia Avenue should be upsized to fourteen-inch or dual twelve-inch diameter pipelines to achieve the anticipated five thousand gpm fire flow requirements of the “Route 66 Commercial” land use district.

ii. Upsize the pipeline in Lorraine Avenue as proposed in the WMP (Improvement Project E-4) to a minimum of a sixteen-inch for the looped system within zone 1.

d. Exhibit 4-17—Domestic Water System Improvements, shows the changes recommended for the system. The proposed system upgrades described here will improve system capacity. However, computer modeling would be necessary to verify that current fire flow standards are met.

Table 4-3

Estimated Domestic Water Demand

EXISTING DEVELOPMENT

LAND USE DISTRICT	Land Use	Acres	Square Feet	DU	FAR	Factor (1) (gpd/ac)	Factor (2) (gpd/du)	Demand (gpd)	Max Day (3) (gpm)
Barranca Gateway	Commercial	18.55	147,5[illegible]		0.21	2,500		47,595	62
	Motel (54 rooms)	1.58	18,729	54			400	21,600	28
	MF Residential	1.93	0	60			400	24,000	31
	Other/Vacant	0.49	0			0		0	0
SUBTOTAL		[illegible]	[illegible]	114	-	-		[illegible]	[illegible]
Grand Avenue Gateway	Commercial	37.71	[illegible],322		0.25	2,500		10[illegible],355	14[illegible]
	SF Residential	1.13		1			600	600	1
	MF Residential	1.01		8			400	3,200	4
	Other/Vacant	2.43				0		0	0
SUBTOTAL		42.28	[illegible]	9	-	-		[illegible]	[illegible]
Town Center Mixed Use	MF Residential	4.2		65			400	26,000	33
	SF Residential	5.43		40			600	24,000	31
	Mobile Home	10.95		189			400	75,600	97
	Motel (35 rooms)	0.52	9,365	35	0.41		400	14,000	18
	Commercial	50.50	557,971		0.27	2,500		146,[illegible]	18[illegible]
	Hospital	5.97	71,[illegible]		0.29	4,000		29,[illegible]	34
	Religious	1.24	12,051		0.22	2,000		2,480	3
	Other Vacant	17.58				0		0	0
SUBTOTAL		[illegible]	[illegible]	[illegible]	-	-		[illegible]	[illegible]
Route 66 Service Comm.	MF Residential	2.95		23			400	9,200	12
	SF Residential	0.04		1			600	600	1
	Mobile Home	0.59		27			400	10,800	14
	Motel (37 rooms)	2.71	9,365	37	0.08		400	14,800	19
	Commercial	57.7	537,5[illegible]		0.23	2,500		152,[illegible]	19[illegible]
	Other/Vacant	1.77				0		0	0
SUBTOTAL		[illegible]	[illegible]	88	-	-		[illegible]	[illegible]
Route 66 Residential	MF Residential	7.40		160			400	64,000	82
	SF Residential	0.37		18			600	10,800	14
	Mobile Home	9.34		99			400	39,600	51
	Commercial	4.93	44,079			2,500		13,427	17
	Other/Vacant	0				0		0	0
SUBTOTAL		[illegible]	[illegible]	277	-	-		[illegible]	[illegible]
Lone Hill Gateway	Commercial	19.88	[illegible]			2,500		57,852	74
	Other/Vacant	0.05				0		0	0
SUBTOTAL		[illegible]	[illegible]	0	-	-		57,852	74
Technology/Comm/Office	Commercial	27.86	410,224			2,500		69,754	104
	Other/Vacant	0.5				0		0	0
SUBTOTAL		[illegible]	[illegible]	0	-	-		[illegible]	[illegible]
TOTAL	-	[illegible]	2,666,767	[illegible]	-	-	-	[illegible]	1,254

PROPOSED REDEVELOPMENT

LAND USE DISTRICT	Land Use	FAR	Square Feet	DU	Factor (1) (gpd/ac)	Factor (2) (gpd/du)	Demand (gpd)	Max Day (3) (gpm)
Barranca Gateway	Commercial	0.3	[illegible]		2,500		[illegible],772	[illegible]
	Residential			121		600	72,600	93
SUBTOTAL							[illegible]	[illegible]
Grand Avenue Gateway	Commercial	0.35	[illegible]		2,500		130,371	167
	Residential			135		400	54,000	69
SUBTOTAL							184,371	237
Town Center Mixed Use	Commercial	0.5	1,317,258		2,500		175,312	225
	Residential			546		600	327,600	421
SUBTOTAL							[illegible]	[illegible]
Route 66 Service Comm.	Commercial	0.3	[illegible]		2,500		[illegible]	[illegible]
	Residential			51		600	30,600	39
SUBTOTAL							[illegible]	[illegible]
Route 66 Residential	Commercial	0.3	171,[illegible]		2,500		[illegible]	[illegible]
	Residential			374		400	149,600	192
SUBTOTAL							[illegible]	[illegible]
Lone Hill Gateway	Commercial	0.35	41[illegible],840		2,500		79,2[illegible]	102
SUBTOTAL							[illegible]	102
Technology/Comm/Office	Commercial	0.35	[illegible],913		2,500		114,435	147
SUBTOTAL							114,435	147
TOTAL	-	-	4,4[illegible],17[illegible]	1,227	-	-	[illegible]	1,810

(1) Factors provided from the City of [illegible] Water Master Plan
(2) Based on the relatively high density of residential development proposed, it is recommended that commonly used 'per du' usage factors be used to more accurately estimate current water consumption [illegible]
Factors based upon common usage industry values; Single Family = 600 gpd/du, Multi-Family = 400 gpd/du
(3) Max Day = [illegible] Avg. Day per City of [illegible] Water Master Plan

B. Wastewater System.

1. Existing Wastewater System.

a. The portion of the city's wastewater system that will be used for the Route 66 Corridor redevelopment project is a gravity system that flows to the Los Angeles County Sanitation District 22 trunk sewer lines. The city's gravity sewers will collect the generated wastewater flows within the specific plan area. The general direction of the wastewater flow is east to west. The Lorraine Avenue Trunk and Baseline Road Trunk sewers convey the flows from the existing land uses within the study area to the main Los Angeles County Sanitation trunk tie-in at the intersection of Barranca Avenue and Baseline Road. Exhibit 4-18—Wastewater System shows alignments and diameters of the existing sewers within the study area.

b. In the absence of city standards, typical industry-standard water-to-wastewater "return" ratios were used for estimating wastewater flows. The return ratio figures are derived from standards of similar water agencies within Southern California, as shown in Table 4-4—Water Demand/Wastewater Generation Factors.

Table 4-4

Water Demand/Wastewater Generation Factors

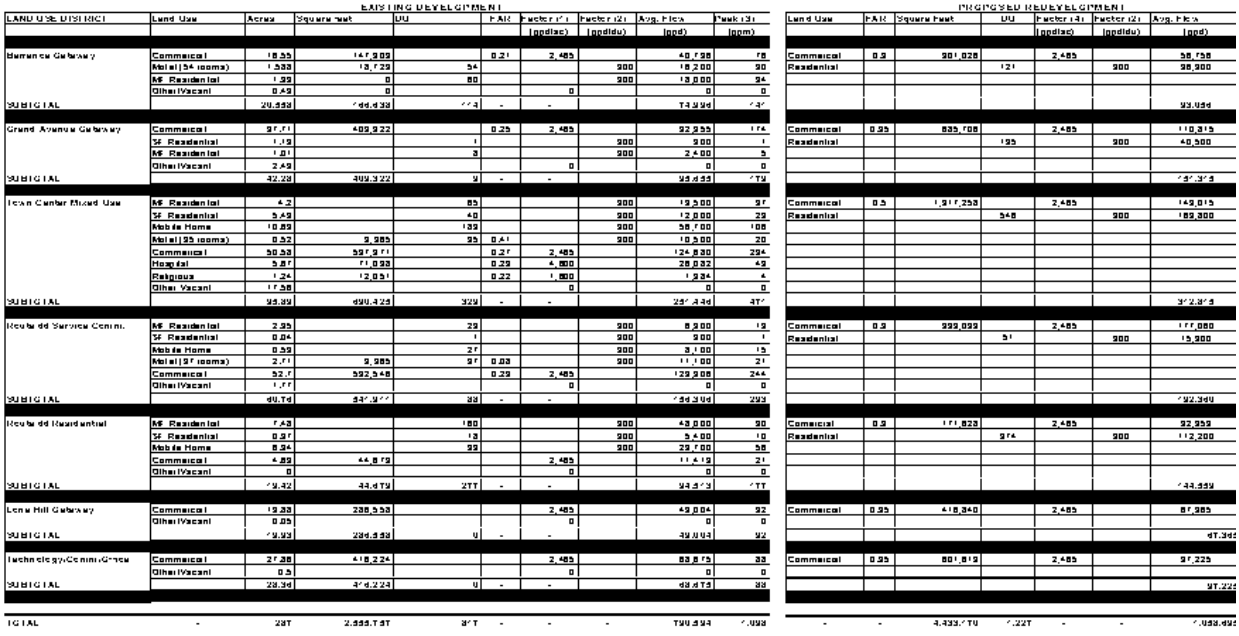
Land use	Return Ratio (%)	Residential Water Demand Factor (gpd/du)	Wastewater Generation Factor (gpd/ac)	Non-Residential Water Demand Factor (gpd/ac)	Wastewater Generation Factor (gpd/ac)
Commercial	85	—	—	2900	2465
Single-Family	50	600	300	—	—
Multi-Family	75	400	300	—	—
Mobilehome	75	400	300	—	—
Motel	80	—	—	2900	2320
Medical	100	—	—	4600	4600
Religious	80	—	—	2000	1600

c. The proposed redevelopment will increase the flow to the sewers serving the specific plan area. Redevelopment within the specific plan area consists of various land uses. The two thousand nine hundred gpd/ac demand factor was used for the study for all commercial areas as a conservative assumption.

d. Consultation with Los Angeles County Sanitation District No. 22 and the city has indicated that the current sewer system should have sufficient capacity for the additional flows. Table 4-5—Estimated Wastewater Generation provides an analysis of the system by estimating the flows by land use district (location).

Table 4-5

Estimated Wastewater Generation



e. Differences between “existing” and “proposed” at intermediate points within the study area. The existing average flow for the study area is calculated as 0.79 MGD. All of the defined land use districts are estimated to increase wastewater flow to some degree. Table 4-6—Estimated Flow Increases, summarizes estimated flow increase percentages at selected intermediate locations.

Table 4-6

Estimated Flow Increases

			Estimated Percent of Flow

#	Location of Sewer	Sewer Diameter (inches)	Increase (%)
1	Elwood and Route 66	12	48
2	East end of Mauna Loa Avenue	15	49
3	Glendora and Route 66	10	23
4	Baseline and Glendora	15	48
5	Grand Avenue and Route 66	15	33
6	Baseline and Grand Avenue	18	39
7	Barranca and Baseline	18	34

f. Table 4-7—Capacity by Pipe Diameter, was developed using the Flowmaster software by Haestad Methods to determine the capacity of different diameter pipes resulted in the following values:

Table 4-7

Capacity by Pipe Diameter

Pipe Diameter (inches)	Minimum Slope (ft/ft)*	Full Capacity (gpm)
8	0.0033	300
10	0.0024	500
12	0.0018	700
15	0.0012	1300
18	0.0012	2000

* commonly used industry minimum slopes.

g. Based upon correspondence with the Los Angeles County Sanitation District, the Baseline Avenue trunk sewer is currently being monitored. It is estimated that the flows from the Route 66 Corridor study area will increase by approximately thirty-four percent from existing flows as discussed in the following section, and shown in Exhibit 4-18—Wastewater System and Table 4-5—Estimated Wastewater Generation.

2. Proposed Wastewater System Improvements. A wastewater flow analysis was performed for this study and existing wastewater generation figures were estimated. Identical wastewater flow factors (per Table V-3 of the city WMP with return ratios) were applied to the existing and proposed land uses for the specific plan area. Table 4-5—Estimated Wastewater Generation, summarizes the estimated flows and provides a side-by-side comparison. The average flow for the proposed redeveloped area is 1.06 MGD. The peak wastewater estimated for the Route 66 Corridor redevelopment project is one thousand four hundred seventy gpm. The existing trunk sewers within the collection system evaluated for the redevelopment project may or may not require upsizing or realigning. Monitoring at key locations during development would indicate whether this is necessary, as discussed below.

3. Wastewater System Recommendations. Analysis of the existing wastewater collection system and proposed flow increase indicates their is adequate facilities to serve the redevelopment project, it is recommend flow monitors be installed at key locations. Based on this analysis, RBF Consulting recommends the seven sewer locations within the study area, and described in Table 4-5—Estimated Wastewater Generation, should undergo extended-period flow monitoring at the seventy-five-, and ninety-five-percent build-out to ensure the collection system is operating with adequate excess capacity, for build-out conditions.

C. Storm Drainage System.

1. Storm Drain System Existing Conditions.

a. The Route 66 Corridor specific plan project area provides a number of storm drain systems collecting surface runoff and providing conveyance to the main flood control channel in the area, the Big Dalton Wash. Existing storm drain facilities are indicated on Exhibit 4-19—Existing Storm Drain System.

b. A majority of the catch basins on Route 66 drain to mainlines in streets that cross under the roadway. Most of these catch basins and laterals on the north side Route 66. The runoff from the south portion of Route 66 typically flows in the gutter to the streets that intersect Route 66. At these locations, the runoff turns the corner and continues in the cross streets to one of the major flood control channels in the area or is picked up in catch basins on the cross streets. The streets providing storm drain mainlines include:

i. Barranca Avenue;

ii. Forestdale Avenue;

iii. Vecino Drive;

iv. Grand Avenue;

v. Glendora Avenue;

vi. Pasadena Avenue;

vii. Glenwood Avenue;

viii. Loraine Avenue;

ix. Route 66, east of Lone Hill Avenue.

c. The Big Dalton Wash, the East Branch of the Big Dalton Wash, and the Alosta Avenue Drain all cross Route 66 within the city limits of the city.

d. The following section provides as summary of Exhibit 4-19—Existing Storm Drain System, including a detailed description of the storm drain mainlines in each of the cross streets as well as some of their catch basin laterals.

i. Barranca Ave. The storm drain mainline in Barranca Ave north of Route 66 is a thirty-six inches RCP. South of Route 66, the mainline is

forty-two inches RCP. This mainline has numerous laterals connected to it, which pick up surface flow on Barranca Ave and one twenty-four inches RCP that drains Route 66 on the northeast corner of the intersection. These laterals range in size from fifteen inches to twenty-four inches.

ii. Vecino Drive/Forestdale Avenue. The storm drain mainline in Vecino Drive south of Route 66 is thirty-nine inches RCP. The mainline in Route 66 between Vecino Drive and Forestdale Avenue is thirty-six inches RCP. The mainline in Forestdale Avenue north of Route 66 is also thirty-six inches RCP. Several laterals collect surface runoff in Forestdale Avenue, ranging from fifteen inches RCP to twenty-seven inches RCP. There are two laterals that collect surface runoff from Route 66. A twenty-four inches RCP lateral drains the north side of Route 66, east of Forestdale Avenue. A twenty-seven inches RCP lateral drains the south side of Route 66, east of Vecino Drive.

iii. Grand Avenue. The storm drain mainline in Grand Avenue between Ada Avenue and Heber Street is twenty-seven inches RCP. The mainline between Heber Street and Leeside Street is thirty inches RCP. The mainline between Leeside Street and Route 66 is thirty-six inches RCP. The mainline in Grand Avenue south of Route 66 is forty-five inches RCP. There are numerous eighteen inches RCP laterals that pick up surface runoff from Grand Avenue and the streets draining toward Grand, north of Route 66. There is also a twenty-one inches RCP lateral that collects runoff from the north side of Route 66, east of Grand Avenue.

iv. Glendora Avenue. The storm drain mainline in Glendora Avenue is thirty-three inches RCP between Colorado Avenue and Route 66, as well as north of Route 66 to Lemon Avenue. There are several laterals that collect runoff on Glendora Avenue north of Route 66, that range in size from twenty-one inches to twenty-four inches RCP. There is also a twenty-one inches RCP lateral that drains the north side of Route 66, east of Glendora Avenue.

v. Pasadena Avenue. The storm drain mainline in Pasadena Avenue south of Route 66 is fifty-four inches RCP. There is approximately a two hundred ten-foot stretch of the mainline just north of Route 66 that is forty-five inches RCP. However, north of the stretch, the mainline increases to forty-eight inches RCP. There are several laterals collecting runoff from Pasadena Avenue, ranging in size from eighteen inches to twenty-one inches RCP. There are two laterals collecting runoff on Route 66. There are two catch basins to intercept surface flow on the north side of Route 66, east of Pasadena Avenue that are connected with a twenty-four inches RCP lateral. There is also an eighteen inches RCP lateral collecting runoff on the south side of Route 66, east of Pasadena Avenue.

vi. Glenwood Avenue. The storm drain mainline in Glenwood Avenue is forty-five inches RCP between its outlet at the Big Dalton Wash and Route 66, as well as north of Route 66. There is a fifteen inches RCP lateral draining the west side of Glenwood Avenue just north of Route 66, and another fifteen inches RCP lateral collecting surface runoff from the north side of Route 66, east of Glenwood Avenue.

vii. Loraine Avenue. The storm drain mainline in Loraine Avenue is sixty inches RCP between its outlet at the Big Dalton Wash and Route 66, as well as north of Route 66. There is an eighteen inches RCP lateral collecting flow from the east side of Loraine Avenue, north of Route 66. There is also an eighteen inches RCP lateral collecting runoff from the north side of Route 66, east of Loraine Avenue.

viii. Big Dalton Wash. Both the Big Dalton Wash and the East Branch of the Big Dalton Wash cross Route 66. However, neither of these major flood control channels directly intercepts runoff from Alosta Avenue (Route 66). The East Branch of the Big Dalton Wash travels from east to west to its termination at the Big Dalton Wash near the intersection of Loraine Avenue and Route 66. The Big Dalton Wash travels from the northeast to the southwest through the city. A majority of the storm drain mainlines in the area drain to one of these two flood control channels.

ix. Alosta Avenue Drain. A majority of the Alosta Avenue Drain is a sixty-six inches RCP. However, near its outlet into the East Branch of the Big Dalton Wash, the mainline was increased to an eighty-four inches RCP. Tying into this larger section of the mainline, there are three laterals that collect surface runoff from Route 66. A twenty-one inches RCP lateral collects runoff from the south side of the highway, and an eighteen inches RCP along with a twenty-one inches RCP lateral collect runoff from the north side of the highway.

x. Route 66. There is a storm drain mainline that goes from the East Branch of the Big Dalton Wash, where the wash goes under Lone Hill Avenue, to Glengrove Avenue, which is a thirty-three inches RCP. This mainline continues approximately six hundred fifty-feet east of Glengrove Avenue in Route 66. But, the pipe is reduced in size to a thirty inches RCP. There are several small laterals that tie into this mainline at the intersection of Route 66 and Glengrove Avenue. There is an eighteen inches RCP lateral that collects surface flows from the southeast corner of Route 66 and Glengrove Avenue, this lateral also collects runoff from the north side of Route 66, east of Financial Way on its way to the mainline.

There is also an additional twenty-one inches RCP lateral that drains the north side of Route 66, east of Financial Way. At the upstream termination of this mainline, there are several eighteen inches laterals that collect surface runoff from the South side of State Route 66.

e. The location and size of all existing mainlines and laterals are shown on Exhibit 4-19—Existing Storm Drain System. The capacity as well as the physical characteristics of the main lines are provided in Table 4-8—Storm Drain Mainline Characteristics. The corresponding Mainline Pipe Numbers are shown on Exhibit 4-19.

2. Storm Drain System Identified Deficiencies.

a. The city has observed two areas within the project area that currently experience flooding in large storm events. This localized flooding occurs approximately two to three times yearly. One of the two locations where flooding occurs within the project is located on the north side of Route 66 between Vermont Avenue and Grand Avenue. At this location, runoff flows south on Vermont and is never picked up in a catch basin lateral. It then ponds up at the intersection of Vermont and Route 66 and begins to flow west on Route 66. The runoff does not get into the storm drain network until the intersection of Grand Avenue and Route 66. In that area, the flow in the street overtops the eight-inch curb and creates localized flooding.

b. The other location where localized flooding occurs is on Route 66 near the intersection of Elwood Avenue. There are several catch basins on Route 66, but they do not connect to a storm drain network, nor are there any storm drain plans for these facilities. They have a very shallow slope and move water from Route 66 to the southern portion of Elwood Avenue where the runoff is discharged back into the street. The runoff then flows south in Elwood Avenue to the Big Dalton Wash.

Table 4-8

Storm Drain Mainline Characteristics

Mainline Pipe #	Location	Size	Slope	Capacity* (cfs)	Material	Installation Date
1	Barranca Ave.—Orangepath St. to SR 66	36″	0.0064	53	RCP	1969
2	Barranca Ave.—SR 66 to Bagnall St.	42″	0.0041	64	RCP	1969
3	Forestdale Ave.—North of SR 66	36″	0.0023	32	RCP	1968
4	SR 66—Between Forestdale Ave. and	36″	0.0048	46	RCP	1968

	Vecino Dr.					
5	Vecino Dr.—South of SR 66	39″	0.0010	26	RCP	1968
6	Grand Ave.—Ada Ave. to Heber St.	27″	0.0099	30	RCP	1965
7	Grand Ave.—Heber St. to Leeside St.	30″	0.0103	41	RCP	1965
8	Grand Ave.—Leeside St. to SR 66	36″	0.0082	60	RCP	1965
9	Grand Ave.—South of SR 66	45″	0.0100 **	121	RCP	1965
10	Glendora Ave.—North of SR 66	33″	0.0100	53	RCP	-
11	Glendora Ave.—South of SR 66	33″	0.0141	63	RCP	1960
12	Pasadena Ave.—North of 45″ Stretch	48″	0.0053	104	RCP	-
13	Pasadena Ave.—45″ Stretch just North of SR 66	45″	0.0446	255	RCP	-
14	Pasadena Ave.—South of SR 66	54″	0.0058	150	RCP	-
15	Glenwood Ave.—North of SR 66	45″	0.0269	198	RCP	1960
16	Glenwood Ave.—South of SR 66	45″	0.0232	184	RCP	1960
17	Loraine Ave.—North of SR 66	60″	0.0408	526	RCP	1969
18	Loraine Ave.—South of SR 66	60″	0.0264	423	RCP	1969
19	Alosta Avenue Drain—66″	66″	0.0330	610	RCP	1993
20	Alosta Avenue Drain—84″	84″	0.0052	460	RCP	1993
21	Alosta Ave.—Between Lone Hill Ave and Glengrove Ave.	33″	0.0100**	53	RCP	1980
22	Alosta Ave.—East of Glengrove Ave.	30″	0.0188	56	RCP	-

* All capacities are based on the assumption that the pipes are flowing just full. No pressure flow was taken into consideration.
** Assumed Slope.

c. This system has shown historic evidence of surcharge on Route 66 because it does not have the needed head to push a large amount of water through the shallow box culvert.

3. Storm Drain System Improvements. Several alternatives for alleviating the localized flooding at the two identified problem locations have been developed. There are estimated sizes and costs associated with these possible solutions. However, a detailed hydrology study should be preformed to determine the required size of storm drain mainlines, laterals, and catch basins. If connection to an existing mainline is proposed, a hydraulic study should also be preformed to determine whether or not additional flows can be added to existing storm drain mainlines.

a. Route 66/Vermont Avenue Improvements. As shown on Exhibit 4-20—Storm Drain System Improvements. There are two possible options for alleviating the localized flooding on Route 66 between Grand Avenue and Vermont Avenue. Both of the alternatives would involve trenching in existing pavement and laying a new storm drain line with laterals and catch basins from the mainline in Grand Avenue to Vermont Avenue. All of the runoff from Vermont eventually gets into the Grand Avenue mainline so these possible new lines will not be changing the existing drainage patterns in the area.

i. Route 66/Vermont Option 1. The first alternative would be to run approximately one thousand seven hundred feet of thirty inches RCP east in Route 66 from the mainline in Grand Avenue to the intersection of Route 66 and Vermont Avenue. A catch basin and lateral on either side of Vermont Avenue just north of the intersection will help alleviate the flooding on Route 66.

ii. Route 66/Vermont Option 2. Some of the runoff that attributes to the flooding on Route 66 comes from farther north in the city. The second alternative would be to run approximately one thousand seven hundred feet of twenty-four inches RCP east in Ada Avenue from the mainline in Grand Avenue to the intersection of Ada Avenue and Vermont Avenue. A catch basin and lateral on either side of Vermont Avenue just south of the intersection will remove some of the surface water before it becomes a problem. However, there will still be a large area draining to the impacted area on Route 66, so this may not totally alleviate flooding in the area.

b. Route 66/Elwood Avenue Improvements. As shown in Exhibit 4-20—Storm Drain System Improvements. There are two possible options for alleviating the localized flooding at the intersection of Elwood Avenue and Route 66. Both of the alternatives would involve trenching in existing pavement and laying a new storm drain line with laterals and catch basins.

i. Route 66/Elwood Option 1. The runoff that is causing flooding at the intersection of Elwood Avenue and Route 66, eventually sheet flows south in Elwood Ave to the Big Dalton Wash. The first alternative to alleviate the flooding at the intersection would be to construct approximately six hundred feet of thirty inches RCP storm drain in Elwood Avenue from the Big Dalton Wash to the intersection. The existing curb inlets would need to be replaced with catch basins and laterals to the proposed mainline in Elwood. The construction cost, including pavement removal and replacement, trenching, pipe, traffic control, and catch basins will be around one hundred fifty thousand dollars.

ii. Route 66/Elwood Option 2. The second alternative would be to connect to the storm drain mainline in Glenwood Avenue. However, since the runoff causing localized flooding at the intersection of Elwood Avenue and Route 66 does not get into that mainline in the existing condition, a hydraulic analysis of the mainline in Glenwood will need to be done to verify its capacity. This alternative would include approximately seven hundred feet of thirty inches RCP storm drain in Route 66 from the mainline in Glenwood Avenue to the intersection. The existing curb inlets would need to be replaced with catch basins and laterals to the proposed line in Route 66. (Ord. 1791 § 1 (Exh. A (part)), 2003)

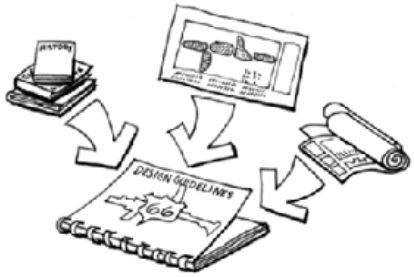
Article V. Route 66 Corridor Design Guidelines

21.10.200 Design guidelines user's guide.

The user's guide to the Route 66 design guidelines is intended to provide interested persons with straightforward guidance for optimizing the use of the design guidelines for projects and improvements to properties within the Route 66 specific plan area (see Figure 1). The user's guide includes a description of the purpose and

applicability of the design guidelines, an overview of how to get started using the design guidelines, a step-by-step summary of the design process, and information on where to get additional help with the design guidelines.

The Route 66 Design Guidelines are based on both Glendora's History and its Future Vision



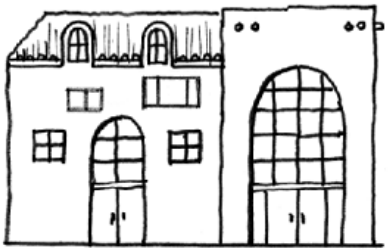
A. Purpose and Applicability of the Design Guidelines.

1. The way in which land is developed and buildings are built or rehabilitated influences both the overall image of a community as perceived by residents and visitors and the attractiveness of a place to prospective and existing investors and businesses. The Glendora general plan, through its land use element, supports quality design throughout the community. Additionally, the city of Glendora relies on its project approval process to pursue excellence in architectural and overall project design; including development and redevelopment within the Route 66 Corridor.

2. The purpose of the Route 66 specific plan design guidelines, therefore, is to provide consistent design guidance for the development and redevelopment of the Route 66 Corridor that reflects the Glendora community's commitment to quality, true-to-Glendora design and economic development. To this end, a driving intent of the Route 66 specific plan design guidelines is to be user-friendly (i.e., easy to find information and use of simple, understandable language), easy to implement (by property owners, small business owners, investors, design professionals, city staff, planning commission, etc.), and well illustrated to help articulate the design objectives for the Route 66 specific plan area.

Building using Design Guidelines

Building not using Design Guidelines



3. The guidelines will be used by city staff, the planning commission, and the city council in the review of proposed projects in compliance with requirements of the city's general plan and Municipal Code. The guidelines are applicable to the following types of projects within the Route 66 specific plan area:

a. All applications for building permits;

b. Projects/uses requiring the approval of a conditional use permit;

c. Any construction (whether or not a building permit is required) that affects the exterior elevation of an existing building or structure (e.g., replacing doors or windows);

d. A change in the exterior appearance of a building (e.g., painting, reroofing, replacing siding) or similar changes unless exempted by the director of planning and redevelopment; and

e. A change in the use of an existing building that requires additional parking.

4. During its review of applicable projects, city staff, the planning commission, and the city council will use discretion in applying the various provisions in the Route 66 specific plan design guidelines to specific projects. It is not anticipated that each guideline will apply equally to every project. In some circumstances, one guideline may be relaxed to facilitate compliance with another guideline determined by the city to be more important in a particular case. The overall objective is to ensure that the intent and spirit of the guidelines are followed and that the project respects its surroundings in terms of scale, character, and orientation.

B. How to Get Started. To most effectively get started using the Route 66 design guidelines, the following basic process is recommended:

Step 1: Read the Route 66 Design Context section below for an understanding of general design priorities for the corridor.
Step 2: The Route 66 specific plan area is divided into the following 7 land use districts:

● Barranca Gateway
● Grand Avenue Mixed Use Gateway
● Town Center Mixed Use
● Route 66 Service Commercial
● Central Route 66 Residential
● Lone Hill Gateway
● Glendora Technology, Commerce, and Office
Review Exhibit 5-1 to determine the Route 66 land use district in which your project(s) is located.
Step 3: Turn to the section of district-specific design guidelines below that is written for the land use district in which your project(s) is located. This section will provide you with specific design guidance that will help your project(s) be compatible with the character desired for your district.
Step 4: Once you have reviewed the district-specific design guidelines, review the area-wide design guidelines section for guidance on a range of items that will help your project(s) be compatible with the design features desired for the entire Route 66 corridor.
Step 5: Subsequent to completing Steps 1 through 4, schedule a meeting with the Glendora planning and redevelopment department to review your ideas, identify processes and requirements, ask questions, and discuss potential issues, solutions and approaches. The department is more than happy to help you be a successful part of the Route 66 corridor.
Step 6: If you have any additional questions, please call, write, or e-mail the Glendora planning and redevelopment department at:
Phone: (626) 914-8214
Address:
116 East Foothill Boulevard
Glendora, California 91741-3380
E-mail: planning@ci.glendora.ca.us

(Ord. 1836 §§ 16, 17, 2006; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.210 Design context.

Route 66 serves many important existing and envisioned roles in the Glendora community. It is a major transportation corridor, an economic backbone of local businesses, a symbol of a rich history and future promise, and a place that many call home. It is also a corridor in transition, evolving from a collection of different types of development that occurred individually and incrementally (reflecting the era in which they built) to one that seeks to achieve more compatibility between adjacent uses and a strong design image that unifies the vernacular architecture that does and will always exist.

To achieve the community's vision for a more vital and visually enhanced Route 66, it is important that project designers both recognize the unique design context of the corridor and make specific efforts to enhance it. The elements that help define the envisioned character of Route 66 include:

- Identifiable landmark buildings amidst understated buildings and signs;
- Views to surrounding hills and mountains and connections to nearby natural resources;
- Pedestrian scale environments within a larger auto-oriented environment;
- Good quality development with a feeling of being "handmade" and "true-to-Glendora."

To successfully maintain and strengthen the Route 66 Corridor's existing character, project designers will be required to integrate design features that support the city's efforts to preserve the authenticity of Glendora and maintain an image of quality development. Following the Route 66 specific plan design guidelines will help achieve this goal.

A. Common Design Principles. While every project is unique, each should demonstrate adherence to certain design principles that are central to enhancing the quality of the development along Route 66. This section provides the basic design goals that each project is expected to address—building upon the Route 66 design context section above. Newly-constructed projects will have a greater opportunity to address each of the design principles more fully, while projects that involve additions or remodeling may be more limited in their ability to address each specific principle.

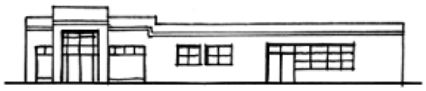
The following common design principles contribute to nurturing compatible relationships between new projects, existing uses, and future development—all in an effort to help ensure that projects along Route 66 are well-integrated and demonstrate respect for Glendora's unique character and sensitivity to the contextual influences of the area, especially in terms of building scale and architectural design. It is expected that all project proponents will strive to implement the principles outlined below to the greatest degree possible. The information in this design guidelines manual will help in achieving this goal.

1. High Quality. Maintain a high level of expectation for quality development.

Quality of development can be expressed in a variety of ways: through the adherence to authentic architectural styles and details; the honest and simple use of materials and colors; the provision of useable open space (plazas and courtyards); the concern for human scale and pedestrian orientation; and the use of landscaping to soften the otherwise hard surfaces of structures and pavement. All projects are expected to achieve a high level of quality.

Building of Higher Quality

Building of Average Quality



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

Glendora is a community that prides itself on its heritage as a city and the history of its people. An important aspect of the Route 66 Corridor is to respond to the importance of people, while also acknowledging the roles of transit and automobile transportation. The extension of a human scale character throughout the Route 66 Corridor is a basic design principle to be addressed by all projects. Project proponents should demonstrate how the proposed project contributes to the goal of human scale development along Route 66.

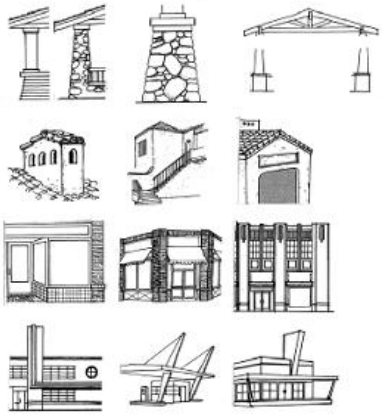
Building with Many Human Scale Qualities

Building with Few Human Scale Qualities

3. Vernacular Character. Protect the existing vernacular character of Route 66 and promote diversity in new development.

The vernacular nature of existing development contributes to the unique identity of Route 66. New projects are expected to promote a diversity of architectural style while maintaining continuity of scale, pedestrian amenities, patterns of open space, and use of landscaping. The guidelines accommodate a variety of architectural styles, including: mission revival; Spanish colonial revival; art deco; moderne; craftsman; traditional storefront; and contemporary highway vernacular. Choosing which architectural style to use is in part a matter of personal choice, keeping in mind both the existing architectural context and the desired architectural character defined in the district-specific design guidelines. Through these design guidelines, individual project designs should respond to the basic character-defining features of each of these styles as described later in this document (see the section on area-wide design guidelines).

Many Architectural Styles Along Route 66 Contribute to a Vernacular Character



4. Development Character. Promote a consistent and coherent rhythm of structures and open spaces along the street edge.

The structures, and the spaces and landscaping between them, create a variety of physical environments—rhythms—along Route 66. The desired character

within the Route 66 Corridor varies depending upon the rhythms that exist or that are envisioned, as described in each of the district-specific design guidelines sections provided later in this document. Development character is achieved through the thoughtful provision and arrangement of front and side building setbacks, location of structures, plazas and courtyards, outdoor dining areas, pedestrian paseos and linkages, view corridors and vistas to surrounding hills/mountains, landscaped areas and other natural features, and other details that, when aggregated, will create a positive rhythm along Route 66. Development character also entails protecting adjacent residential uses from the impacts of non-residential development.

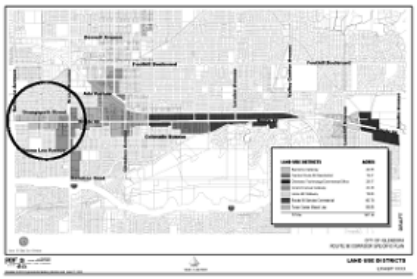
Optimal Development Character Created Through a Coherent Rhythm of Building Design, Streetscape, and Open Space

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

(Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.220 District-specific guidelines.

A. Barranca Gateway.



1. Character Area Description.

a. The Barranca gateway district is intended to serve as the western gateway into the city. The Barranca gateway district seeks to provide the western “front door” to the city, through the establishment of distinctive architecture, streetscape, hardscape and other on-site and off-site amenities. The Barranca gateway district is envisioned to capitalize on adjacent market potential introduced by Azusa Pacific University and Citrus College. The development of student housing and supportive retail uses in both horizontal and vertical mixed-use arrangements is strongly encouraged. A high-level of street-oriented development and strong pedestrian comfort is envisioned to attract nearby students and residents to this district. Uses appropriate for this district include residential, retail sales, offices, and other service uses that provide for the daily needs of local residents. The district is intended to promote stable and attractive commercial development that is compatible with adjacent residential use. Commercial uses are strongly encouraged at intersection locations.

b. Key Objectives:

i. City’s western gateway;

ii. Street-oriented development;

iii. Pedestrian focus;

iv. Mix of uses (residential/commercial/retail);

v. Capitalize on adjacent market potential;

vi. Respect adjacent residential development.

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

a. Relationship Between Building and Street—Street Adjacent—Pedestrian Orientation. For the Barranca gateway district, this edge treatment encourages placing the front elevation of new development or landscaping on the front property line and at the sidewalk edge to create a strong relationship between buildings and the street, excluding architectural projections or other architectural features. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.

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

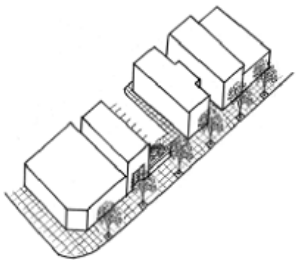
i. Enhancing quality of pedestrian environment along the sidewalk.

ii. Creating continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings, blank walls and parking lots.

iii. Creating pedestrian connections to parking lots at the rear or sides of buildings.

iv. Using building indentations to create small pedestrian plazas along the street wall.

Street Adjacent—Pedestrian Orientation Relationship Between Buildings and Street/Parking is Encouraged for the Barranca Gateway District (Plan View, above; Axonometric View, below)



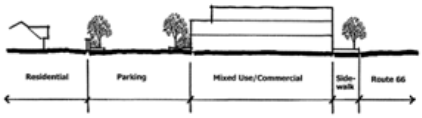
b. Relationship Between Building and Rear Yard—Setback, Buffer and Stepback. Within the Barranca gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66-fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. Landscaping and parking generally comprise the rear yard area, designed to optimize compatibility with adjacent residences. As illustrated below, the key features of this relationship between buildings and rear yards include:

i. Introducing generous landscaping along rear property line to optimize buffer;

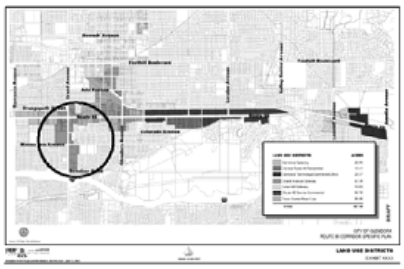
ii. Installing low-scale light standards, using light shields, and setting back building to minimize light spillover from parking area and building to adjacent properties;

iii. Stepping back upper stories of buildings and introducing parking areas or drive aisles in rear yards to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.

Setback, Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Barranca Gateway District (Section View, below)



B. Grand Avenue Mixed Use Gateway.



1. Character Area Description.

a. The Grand Avenue gateway district is intended to enhance Grand Avenue's function as a primary commercial/retail district within the city. The district is envisioned to serve as a primary southern gateway to the Route 66 Corridor through the provision of higher intensity commercial development catering to the local and regional market, with buildings envisioned of a maximum three stories in height. Horizontal and vertical mixed use, combined with distinctive architecture and pedestrian amenities compatible with adjacent residences, is encouraged. The district is intended to provide a wide range of retail sales, business and personal services primarily oriented to the automobile customer. The district is envisioned as a primary node for serving the general commercial needs of the city through the promotion of stable and attractive retail development.

b. Key Objectives:

i. A primary commercial node;

ii. Primary southern gateway;

iii. Higher intensity commercial development;

iv. Capture local and regional market;

v. Horizontal/vertical mixed use;

vi. Auto-oriented gateway.

2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Grand Avenue mixed use gateway district within the Route 66 Corridor.

a. Relationship Between Building and Street—Setback from Street—Balanced Parking Orientation. For the Grand Avenue mixed use gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with generous parking lot landscaping, and landscaped parkways and street trees accenting the sidewalk edge. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.

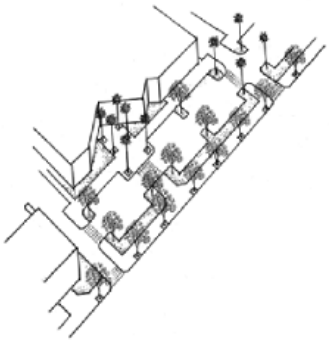
As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:

i. Create pedestrian linkages from the public sidewalk to building perimeter and entries.

ii. Provide vehicular access and pedestrian connections to adjoining parcels whenever possible.

iii. Provide accent landscaping and enhanced paving at vehicular entries.

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



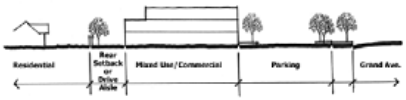
b. Relationship Between Building and Rear Yard—Buffer and Stepback. Within the Grand Avenue mixed use gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Grand Avenue-fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. As buildings are located closer to rear property lines (since parking is predominant in front and side yard areas), a generous landscaped buffer and other screening techniques are employed in rear yard areas to optimize compatibility with adjacent residences. As illustrated below, the key features of this relationship between buildings and rear yards include:

i. Introducing generous landscaping along rear property line to optimize buffer.

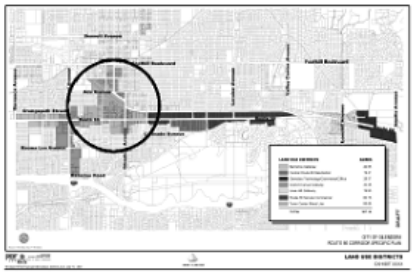
ii. Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.

iii. Stepping back upper stories of buildings to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.

Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Grand Avenue Mixed Use Gateway District



C. Town Center Mixed Use.



1. Character Area Description.

a. The town center mixed use district is intended to provide for a complementary mix of land use and development types that are compatible with and reinforce pedestrian activity and transit utilization. The town center mixed use district is envisioned to serve as a unifying area that establishes and/or enhances visual and functional connections between the Route 66 Corridor and the Village. The town center mixed use district will emphasize a complementary mix of development types, including single-family and multi-family residential, commercial uses and smaller-scale street-oriented retail development in buildings no taller than four stories in height. Quality designed, compact and vertically mixed-use development featuring higher residential densities and development intensities are encouraged within the town center mixed use district.

b. Key Objectives:

i. Visual connection with Village and corridor;

ii. Future transit use potential;

iii. Mixed-use focus;

iv. Compact, vertical mixed-use development;

v. Higher residential densities;

vi. Street-oriented/pedestrian-friendly.

2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the town center mixed use district within the Route 66 Corridor.

a. Relationship Between Building and Street—Street Adjacent—Pedestrian Orientation. For the town center mixed use district, this edge treatment encourages placing the front elevation of new development or landscaping on the front property line and at the sidewalk edge to create a strong relationship between buildings and the street, excluding architectural projections or other architectural features. This edge treatment also encourages a strong relationship between on-street transit stops, adjacent buildings, and pedestrian connections. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.

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

i. Enhancing quality of pedestrian environment along the sidewalk.

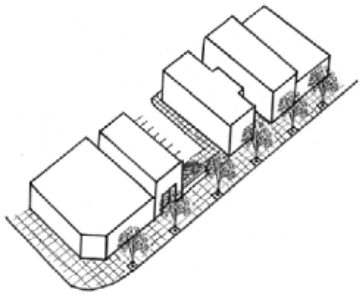
ii. Creating continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings, blank walls and parking lots.

iii. Creating pedestrian connections to parking lots at the rear or sides of buildings.

iv. Using building indentations to create small pedestrian plazas along the street wall.

v. Accommodating on-street transit stops.

Street Adjacent—Pedestrian Orientation Relationship Between Buildings and Street/Parking is Encouraged for the Town Center Mixed Use District (Plan View above; Axonometric View below)



b. Relationship Between Building and Rear Yard—Setback, Buffer and Stepback.

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

(A) Rear yard adjacent to residential;

(B) Rear yard adjacent to residential street or alley;

(C) Rear yard adjacent to rail.

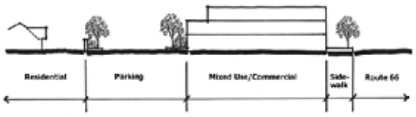
ii. For this district, upper stories of buildings are encouraged to be stepped back away from rear-adjacent features and uses to minimize visual intrusion and balance sun and shade impacts. Landscaping and parking generally comprise the rear yard area, designed to optimize compatibility with adjacent residences. As illustrated below, the key features of this relationship between buildings and rear yards include:

(A) Introducing generous landscaping along rear property line to optimize buffer.

(B) Installing low-scale light standards, using light shields, and setting back building to minimize light spillover from parking area and building to adjacent properties.

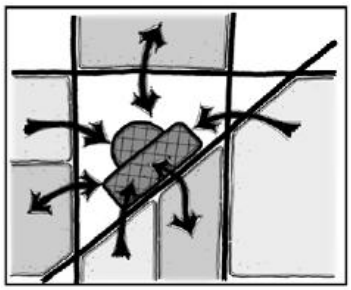
(C) Stepping back upper stories of buildings and introducing parking areas or drive aisles in rear yards to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.

Setback, Buffer and Stepback Relationship Between Buildings and Rear Yards Adjacent to Residential is Encouraged for the Town Center Mixed Use District (Section View, below)

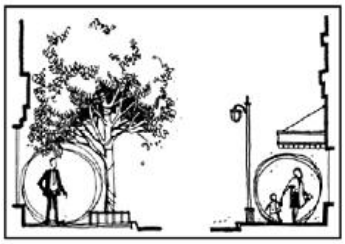


c. Transit Supportive Design Guidelines. Unlike the other districts within the specific plan area, the town center mixed use district will realize transit-supportive development and redevelopment as a result of future service by the Metro Gold Line (light rail). To optimize the benefits of light rail transit service to district businesses, visitors and residents, the following transit supportive design guidelines are recommended for new development, redevelopment, and rehabilitation.

i. Every project within the district should be designed in consideration of the future Metro Gold Line station as a pedestrian destination by including accessible and attractive connections to the larger pedestrian (i.e. sidewalk or pathway) system and adjacent developments.

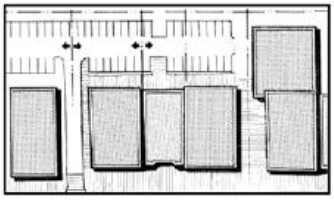


ii. All projects within the town center mixed use district should demonstrate pedestrian orientation by including weather protection (sun, wind, rain) elements such as awnings, colonnades, or canopies; building entrances and storefronts fronting on a segment of the pedestrian system; and, the use of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

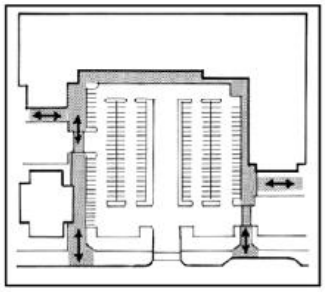


iii. Encourage shared (reciprocal access) parking, centrally located public parking, structured parking, and on-street parking to encourage transit use, walking, and bicycling and to maximize the development potential of sites within the town center mixed use district.

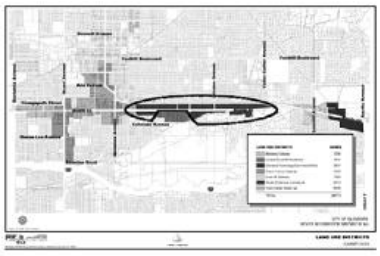
Shared parking and access agreements are encouraged



Parking lot designs should include pedestrian connections from transit stops to storefronts convenient access to adjacent buildings



D. Route 66 Service Commercial.



1. Character Area Description.

a. The Route 66 service commercial is intended to provide for a variety of smaller-scale commercial, office and light industrial/manufacturing uses in buildings generally no taller than two stories in height. Flexible commercial and low-intensity industrial development allowing for office/assembly and warehousing under one roof is encouraged. The district is envisioned a primary node for locally-serving businesses and commercial activity. The Route 66 commercial district is envisioned contribute to a positive visual image along Route 66 through the establishment of streetscape elements, landscaped buffers and quality site design.

b. Key Objectives:

i. Primary locally-serving commercial uses;

ii. Auto-oriented focus;

iii. Larger landscape buffers/screening;

iv. Improved streetscape;

v. Focus on site improvement (façade, etc.);

vi. Lot consolidation.

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

a. Relationship Between Building and Street—Setback from Street—Balanced Parking Orientation. For the Route 66 service commercial district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with parking lot landscaping, and landscaped parkways and street trees accenting the sidewalk edge. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.

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

i. Create pedestrian linkages from the public sidewalk to building perimeter and entries.

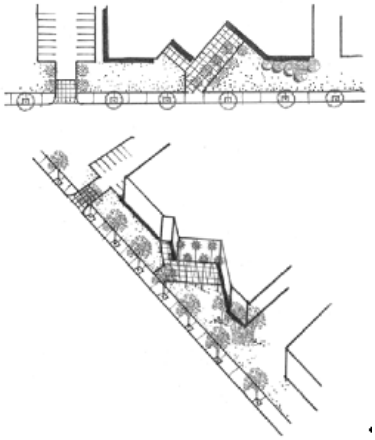
ii. Provide vehicular access and pedestrian connections to adjoining parcels whenever possible.

iii. Provide accent landscaping and enhanced paving at vehicular entries.

iv. Small retail and service uses are encouraged.

v. Provide for larger front landscaped setbacks and parking to the side and rear of structures.

Relationship Between Building and Street: Setback from Street—Balanced Parking Orientation is Encouraged for the Route 66 Service Commercial District (Plan View above; Axonometric View below)



b. Relationship Between Building and Rear Yard—Buffer and/or Connection.

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

(A) Rear yard adjacent to rail property;

(B) Rear yard adjacent to wash or hillside.

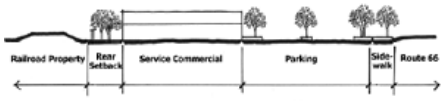
ii. On the north side of Route 66, the focus of Route 66 fronting properties is on providing an adequate and aesthetic buffer from the adjacent rail corridor. On the south side of Route 66 fronting properties share rear property lines with the Big Dalton Wash and the South Hills. A generous landscaped buffer and, where applicable, connections to the natural areas are employed in rear yard areas as the primary methods of optimizing the relationship between the wash or hillside and adjacent buildings. As illustrated below, the key features of this relationship between buildings and rear yards include:

(A) Introducing generous landscaping along rear property line to optimize buffer.

(B) Providing safe connections to the natural areas where applicable.

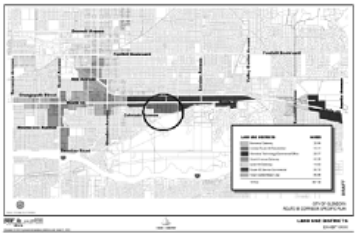
(C) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.

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



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

E. Central Route 66 Residential.



1. Character Area Description.

a. The central Route 66 residential district is intended to contribute to the mix of housing choices offered to Glendora residents and provide consistency with the Glendora general plan housing element, through the provision of higher density multi-family residential development. Locally-serving retail and other residential-compatible commercial uses that cater to nearby residents are encouraged within this district. New residential development in this district is envisioned to establish a positive visual image along the Route 66 Corridor and encourage pedestrian connections to adjacent trailways, transit stops, commercial uses, and public sidewalks.

b. Key Objectives:

i. Consistency with general plan;

ii. Higher density residential (sale/rental);

iii. Locally-serving retail commercial;

iv. Enhanced streetscape.

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

a. Relationship Between Building and Street—Setback from Street—Landscape Orientation and Street Adjacent—Pedestrian Orientation. For residential development within the central Route 66 residential district, this edge treatment encourages landscaped setbacks between buildings and streets, interrupted only by pedestrian areas, plazas, and sidewalks. Parking areas are largely invisible from the Route 66 Corridor, and fences and walls are attractively designed and soften through generous landscaping, reinforcing a positive image. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.

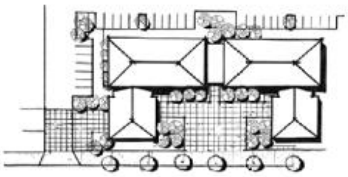
i. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:

(A) Create pedestrian connections between buildings and to nearby transit stops.

(B) Use landscaped setbacks to create “outdoor rooms” with plazas and gardens.

(C) Parking absent from front yards and landscaped setbacks. Parking is typically located behind or between buildings, in a location that maximizes visibility and accessibility by residents, yet is secondary to community open space.

Relationship Between Building and Street: Setback from Street—Landscape Orientation is Encouraged for Residential Development in the Central Route 66 Residential District



ii. For commercial development that occurs within the central Route 66 residential district, this edge treatment encourages placing the front elevation of new commercial buildings on the front property line and at the sidewalk edge to create a strong relationship between buildings and the street, excluding architectural projections or other architectural features. This edge treatment also encourages a strong relationship at corner locations, between on-street transit stops, adjacent buildings, nearby residences, and pedestrian connections.

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

(A) Avoiding setbacks from the sidewalk edge.

(B) Creating continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings, blank walls and parking lots.

(C) Creating pedestrian connections to parking lots and adjacent residential areas (as applicable and appropriate) at the rear or sides of buildings.

(D) Using building indentations to create small pedestrian plazas along the street wall.

(E) Accommodating on-street transit stops.

b. Relationship Between Buildings and Rear/Side Yards—Buffer and/or Connection.

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

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

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

ii. Both residential and commercial development fronting on Route 66 within this district share rear property lines with the Big Dalton Wash. A generous landscaped buffer and, where applicable, connections to the natural areas are employed in rear yard areas as the primary methods of optimizing the relationship between the wash and adjacent buildings. As illustrated below, the key features of this relationship between buildings and rear yards include:

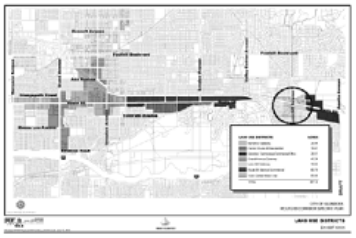
(A) Introducing generous landscaping along rear property line to optimize buffer.

(B) Providing safe connections to the wash where applicable.

(C) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.

Street Adjacent—Pedestrian Orientation Relationship Between Buildings and Street/Parking is Encouraged for Commercial Development in the Central Route 66 Residential District

F. Lone Hill Gateway.



1. Character Area Description.

a. The Lone Hill gateway district is intended to serve as the eastern gateway of Glendora's Route 66 Corridor. The Lone Hill gateway seeks to provide a welcoming "front door" through streetscape, quality architecture, views to the San Gabriel Mountains while promoting stable and attractive commercial development that is compatible with neighboring residential uses. The district is envisioned as a node for locally-serving retail uses catering to residents and the day-time population generated by adjacent employment. The district is envisioned to include a complementary mix of locally-serving retail, service commercial, and professional offices within buildings no taller than two stories in height.

b. Key Objectives:

i. Streetscape enhancement;

ii. View preservation;

iii. Locally-serving commercial node;

iv. Capitalize on adjacent employment.

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

a. Relationship Between Building and Street—Setback from Street—Balanced Parking Orientation. For the Lone Hill gateway district, this edge treatment encourages balancing the distribution of parking bays within front and side setback areas, with parking lot landscaping, and generous landscaped parkways and street trees accenting the sidewalk edge. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.

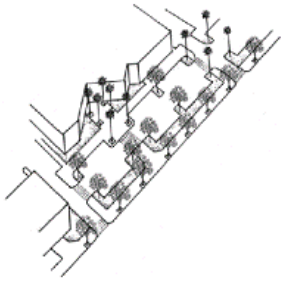
i. As illustrated below, the key features of this relationship between buildings, adjacent streets, and on-site parking include:

(A) Create pedestrian linkages from the public sidewalk to building perimeter and entries.

(B) Provide vehicular access and pedestrian connections to adjoining parcels whenever possible.

(C) Provide accent landscaping and enhanced paving at vehicular entries.

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



b. Relationship Between Buildings and Rear/Side Yards—Buffer and Stepback. Within the Lone Hill gateway district, the relationship between buildings and rear yard areas is critical due to the prevalence of Lone Hill-fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. As buildings are located closer to rear property lines (since parking is predominant in front and side yard areas), a generous landscaped buffer and other screening techniques are employed in rear yard areas to optimize compatibility with adjacent residences.

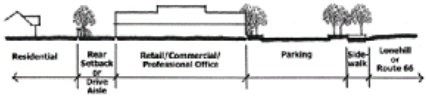
i. As illustrated below, the key features of this relationship between buildings and rear yards include:

(A) Introducing generous landscaping along rear property line to optimize buffer.

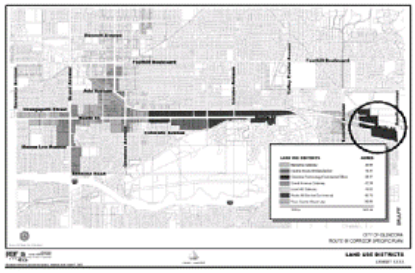
(B) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties.

(C) Stepping back upper stories of buildings to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.

Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Lone Hill Gateway District



G. Glendora Technology, Commerce and Office.



1. Character Area Description.

a. The Glendora technology, commerce, and office district is intended to serve as a primary employment center within the city. The district is

intended to promote uses including administrative, professional research, and retail/service commercial uses limited to accessory uses—all within buildings no taller than two stories in height. The district is envisioned to promote strong internal and external pedestrian circulation that provides on-site amenities and enhanced connections to adjacent retail and commercial development.

b. Key Objectives:

i. Employment generation;

ii. Strong internal/external circulation;

iii. On-site amenities;

iv. Connections to adjacent commercial node.

2. Character-Defining Design Features and Guidelines. The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development, redevelopment, and rehabilitation for the Glendora technology, commerce, and office district within the Route 66 Corridor.

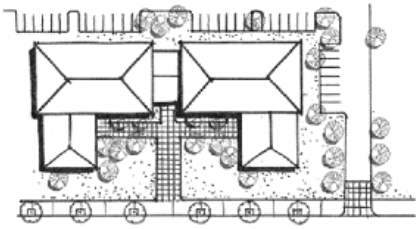
a. Relationship Between Building and Street—Setback from Street—Landscape Orientation. For development within the Glendora technology, commerce, and office district, this edge treatment encourages landscaped setbacks between buildings and streets, interrupted only by pedestrian areas, plazas, and sidewalks. Parking areas are largely screened from the Route 66 Corridor, and fences and walls are attractively designed and soften through generous landscaping, reinforcing a positive image. Properties undergoing redevelopment or rehabilitation should incorporate the characteristics of this relationship between buildings and street/parking to the maximum degree possible.

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

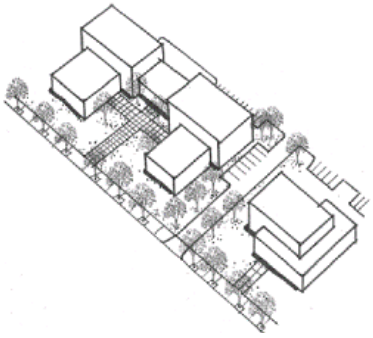
(A) Create pedestrian connections between buildings and to nearby transit stops.

(B) Use landscaped setbacks to create “outdoor rooms” with plazas and gardens.

(C) Parking absent from front yards and landscaped setbacks.



Relationship Between Building and Street: Setback from Street—Landscape Orientation is Encouraged for the Glendora Technology, Commerce and Office District (Plan View above; Axonometric View below)



b. Relationship Between Buildings and Rear Yards—Buffer and Stepback. Within the Glendora technology, commerce, and office district, the relationship between buildings and rear yard areas is critical due to the prevalence of Route 66 fronting development sharing rear property lines with residential neighborhoods. For this district, upper stories of buildings are encouraged to be stepped back away from residential uses to minimize visual intrusion and balance sun and shade impacts. As buildings are located closer to rear property lines (since parking is predominant in front and side yard areas), a generous landscaped buffer and other screening techniques are employed in rear yard areas to optimize compatibility with adjacent residences.

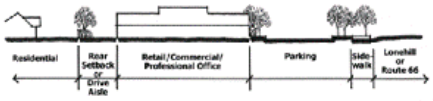
i. As illustrated below, the key features of this relationship between buildings and rear yards include:

(A) Introducing generous landscaping along rear property line to optimize buffer;

(B) Installing low-scale light standards, using light shields, and introducing other screening to minimize light spillover from rear service areas and buildings to adjacent properties;

(C) Stepping back upper stories of buildings to maintain privacy of residences, minimize visual intrusion, and balance shade and sun impacts.

Buffer and Stepback Relationship Between Buildings and Rear Yards is Encouraged for the Glendora Technology, Commerce, and Office District



H. Grand/Route 66 Gateway, Amendment No. 1.

1. Area Character Description.

a. Key Objectives:

i. Pedestrian-oriented site planning and design;

ii. Provision for public spaces, plazas and courtyards;

iii. Minimum height, mass and scale standards to highlight the importance of the intersection;

iv. Provision for a mix of residential and office/retail uses;

v. Excellence of architectural design, materials and landscaping creating a sense of place;

vi. Uses specified to enhance the gateway theme for the district.

2. Character-Defining Design Features and Guidelines.

The Grand/Route 66 Gateway, amendment no. 1 district is envisioned as a key gateway focal point for people arriving to the city from the 210 Freeway. Due to its location as a key intersection of two major thoroughfares at Grand Avenue and Route 66, high quality architecture and appropriate building mass and scale are important design elements to ensure the sense of gateway entry to the city from the 210 Freeway. Buildings at least three stories in height which provide a dramatic architectural presence to the gateway intersection would provide the character and dramatic gateway theme sought by the Route 66 specific plan.

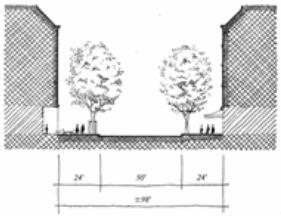
Architectural features to promote a pedestrian scale and sense of place would be required. Storefronts would be oriented to the sidewalk or courtyards. Landscape features including sidewalk planters, street trees, courtyards and plazas supporting pedestrian activity would be necessary elements of any proposed design. Courtyards would be designed as shared space between all uses and public spaces.

a. Relationship Between Buildings and the Pedestrian Public Spaces. While three and four-story buildings along commercial corridors and at intersections may seem counterintuitive for southern Californians, there is ample evidence that this scale of urban design provides a vibrant pedestrian environment. Indeed, one of the biggest attractions of European cities is their pedestrian scale and quality design. The attached sketches of Boulevard Saint-Michel, Paris, taken from the book, Great Streets by Allen B. Jacobs, provide some illustrations for how the scale of three to five-story buildings, landscaping and quality architectural design create a vibrant sense of place.

Examples of pedestrian scale design from Great Streets by Allan B. Jacobs.

Boulevard Saint-Michel, Paris

Cross Section, Boulevard Saint-Michel, Paris
From Great Streets by Allen B. Jacobs

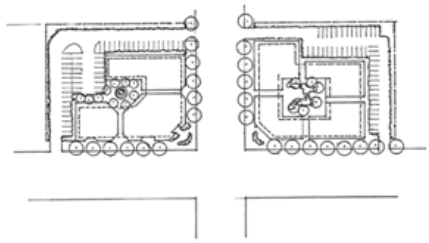


While this example indicates buildings over four stories, it is intended to show the relationship between buildings and sidewalk/public spaces and street trees. Awnings, canopies, arcades and covered entries further enhance pedestrian scale.

Boulevard Saint-Michel, Paris From Great Streets by Allen B. Jacobs

b. Pedestrian-Oriented Site Planning. Site planning should incorporate public plazas and setback spaces. Parking and driveways should be oriented to sides and rear areas. Arcades and openings in the façade leading from the street into the structure or interior plazas should be considered. Upper stories should step back from the ground floor plane or provide balcony opportunities. Pedestrian amenities and access to bus transit must be considered. Trees and landscape treatments which further define and soften the scale of the structure are required. Intersection treatment must be integrated into the Route 66 street enhancement plan.

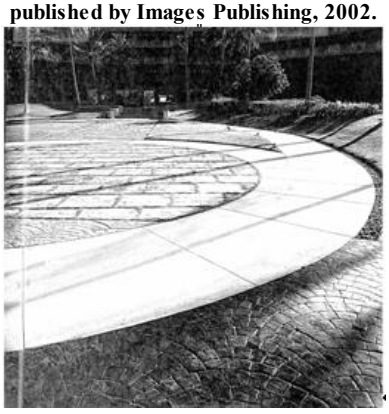
Example:



c. Materials and Colors. The overuse of stucco façade treatment is discouraged. Developers are encouraged to incorporate other façade materials including wood, stone, metal and glass in the design. Materials and colors should reflect the themes and heritage of the physical landscape, such as granite, river rock, sand, and wood. Colors should reflect soft pastel and earth tones indicative of the coastal sage environment of the San Gabriel foothills. The use of glass to integrate interior and exterior-designed space is encouraged in appropriate areas. The use of materials from sustainable, environmentally friendly sources is strongly encouraged.

d. Courtyards and Public Spaces. Courtyards incorporating natural features, water features and garden elements as well as pedestrian amenities such as tree shaded seating are encouraged. Integration of exterior and interior spaces is encouraged. Pavement treatment is also a key element of courtyard and sidewalk public space. Varied paving materials which are integrated into and support the overall design are encouraged.

From The Master Architect Series V, Architects 49, Selected and Current Works published by Images Publishing, 2002.



(Ord. 1817 § 1 (Exh. A (part)), 2005; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.230 Area-wide guidelines.

A. This section provides design guidelines and concepts, which are applicable area-wide to projects within the Route 66 specific plan area. It is organized into the following subsections to ensure the creation of good community design and quality development:

1. General commercial;
2. Special consideration commercial;

3. Industrial/business park;
4. Multi-family residential;
5. Architectural styles;
6. Public space amenities;
7. Signage.

Users of the design guidelines should consult city planning staff for assistance with identifying the most appropriate subsections for the subject project.

B. General Commercial. This subsection provides design guidelines and concepts, which are applicable to commercial projects within the Route 66 specific plan area, including retail, service, and office uses. It should also be noted that the general commercial guidelines found below will also be utilized for review of the special use commercial projects found in the special consideration commercial guidelines subsection.

1. Site Planning and Design Details.

a. Introduction. Proper site planning and design of new commercial development contributes greatly to a quality visual environment and to a higher degree of compatibility with surrounding uses. The following guidelines should be incorporated into the design of commercial projects in the Route 66 specific plan area to optimize site planning and design attributes.

b. Building Siting.

i. The siting of buildings should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, and character.

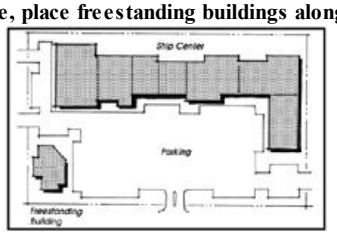
ii. Building siting and design should encourage pedestrian activity.

iii. Buildings should face the primary street frontage and provide direct linkages to the public sidewalk.

iv. When possible, freestanding buildings should be sited along street frontages. Buildings sited along street frontages in conjunction with landscaping treatment helps to screen parking areas.

Freestanding building sited along street frontages creates a link to the sidewalk

Whenever possible, place freestanding buildings along street frontages



c. Compatibility.

i. Commercial development uses should be buffered from residential as much as possible. Building orientation, landscaping, and increased setbacks should be used to provide adequate separation between incompatible uses.

Substantial landscaping is encouraged to buffer residential structures

ii. Commercial development use should not face residential streets.

d. Pedestrian Activity Areas.

i. The sitting and design of buildings should facilitate and encourage pedestrian activity.

Building siting and design should facilitate and encourage pedestrian activity

ii. Development should provide site amenities and other design features that encourage pedestrian utilization.

Providing amenities at corner locations offer opportunities for pedestrian activities

Plazas at corner locations are encouraged

iii. When possible, buildings should be clustered to create courtyards, plazas, and outdoor dining areas.

iv. Commercial buildings should be designed to maximize the relationship with adjacent street frontage.

v. Pedestrian activity areas at mid-blocks corner locations are encouraged.

2. Parking and Circulation Guidelines.

a. Introduction. Properly functioning parking areas are beneficial to property owners, tenants, and customers and they contribute to the design success of a property. Parking lots need to allow customers and deliveries to reach the site, circulate through the parking lot, and exit the site easily and safely. The following guidelines should be incorporated into the design of commercial projects in the Route 66 specific plan area.

b. General.

i. Parking space and aisle dimensions should conform to city standards.

ii. A vehicle entering any commercial parking area in Glendora should not be required to enter a street to move from one location within the same parking facility or premises. Parking areas should be interlinked.

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

iv. Parking lots should be divided into a series of connected smaller lots utilizing raised landscape strips and raised walkways.

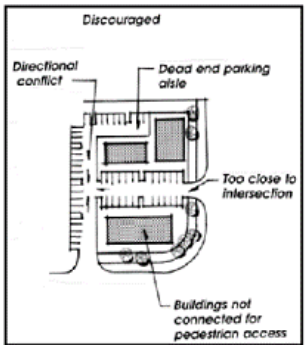
v. Parking aisles and parking spaces directly adjacent to the building are strongly discouraged. Raised walkways and landscape strips may be utilized adjacent to buildings to create this spatial separation.

vi. Parking should not dominate the site in areas adjacent to any street. Parking should be concentrated in areas away from the street, behind buildings and well landscaped.

Parking lots should not dominate the site

c. Project Entry Design.

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



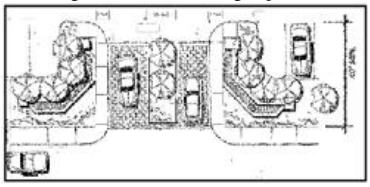
ii. A main entry drive should extend from the public street to the front cross aisle and should:

(A) Include medians located between the public street to the first bisecting parking aisle;

(B) Include sidewalks from the street to the front cross aisle on both sides;

(C) Include landscaped parkways flanking both of its sides and not have any parking stalls along it.

Utilize special accents at project entries

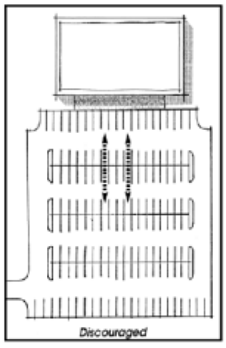


d. Pedestrian Circulation.

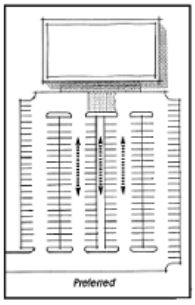
i. Avoid vehicle access lanes located near major building entries where pedestrians will enter or exit.

ii. Design parking areas so that pedestrians walk parallel to moving cars in parking aisles to minimize the need for the pedestrian to cross parking aisles and landscape islands to reach building entries.

Don't do this



Do this



iii. Clearly defined pedestrian access should be provided from parking areas to primary building entrances.

Clearly define pedestrian access

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

(A) Be located on one side of the main entry drive aisle;

(B) Be adequately wide for optimal accessibility at all points including locations where signs, poles, fire hydrants, etc., are placed in the walkway;

(C) Be raised and protected from the drive aisle by a curb;

(D) Be constructed of concrete or interlocking paving stone systems.

v. Emphasis on pedestrian crossings of driveways and major circulation aisles should be accentuated at building entries by extending pedestrian walkways into the parking aisle/lane.

vi. Access by disabled persons shall be incorporated into the overall pedestrian circulation system.

The project design should be in compliance with all existing disability access laws

e. Bus Turnouts. Bus turnouts should be constructed in the Route 66 specific plan area wherever the potential for auto/bus conflicts warrants separation of transit and passenger vehicles. Bus turnouts should be considered by the traffic safety committee when warranted based on traffic conditions, passenger volumes, vehicle speed, and/or accident patterns.

f. Screening.

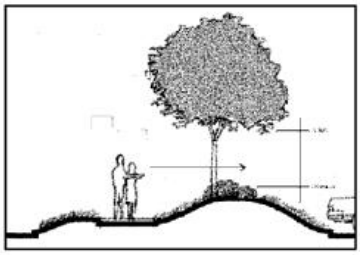
i. All parking lots should incorporate screening at their street periphery. Screening should maintain a clear visual zone and may be implemented utilizing one of the following alternatives:

(A) Utilize a low-lying, continuous evergreen hedge;

(B) Utilize low-lying earth berm;

(C) Installing non-deciduous (evergreen) trees.

All parking lots should maintain a clear visual zone



ii. The use of walls in a front or street side yard setback is inappropriate.

iii. Walls or landscaping should not be located where they block the sight lines of drivers entering, leaving or driving throughout the site.

Appropriate screening of a parking lot

g. Parking Lot Landscaping.

Intermediate planting island in parking lot

i. Parking lot landscaping should be evenly distributed throughout the parking area.

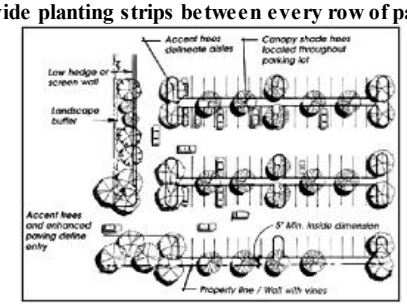
ii. Parking lots should include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.

iii. Provide continuous landscape planting strips between every row of parking. Planting strips should include shade trees and should be constructed with a concrete mow strip on both sides.

iv. Create large planting islands at the ends of parking rows that are planted with shade trees, low shrubs and/or groundcover.

v. Provide interior planting islands between parking spaces to avoid long rows of parked cars.

Provide planting strips between every row of parking



h. Parking Lot Lighting.

i. The style of lighting fixtures for parking lots should match or compliment the style utilized within the public right-of-way. (See Article IV of the Route 66 Corridor specific plan).

ii. The type and location of parking area lighting should preclude direct glare onto adjoining property, streets, or skyward.

iii. Pedestrian scale/decorative parking lot lighting is encouraged.

Example of pedestrian-scale lighting in a parking lot

iv. The color of the parking lot lighting poles should be either black, white, brown, bronze, hunter green, or midnight blue.

v. "High mast" flood lighting above the height of the tallest building on site is discouraged.

vi. Lighting systems need to be designed for two levels. One to be on during normal operations hours and one to be a reduced intensity level throughout late non-operational hours (for security purposes).

i. Paving.

i. Parking Surfaces. Decorative paving treatments are encouraged to be incorporated into parking lot design, driveway entries, and pedestrian crosswalks.

ii. Sidewalks and Pedestrian Ways.

(A) The design, materials, and colors of pedestrian areas should compliment the architectural style of the primary buildings and should make a positive contribution to the aesthetic and function of the site.

Paving should blend with the architectural style of the site

(B) Texture and color variation in paving material should occur where pedestrian and vehicular areas overlap.

Rough paving will slow traffic down

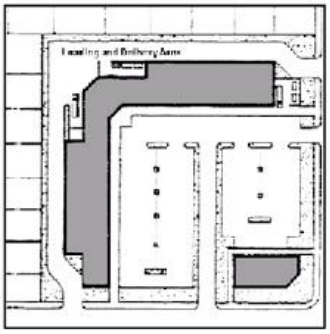
(C) The use of stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the negative impact of large expanses of black asphalt pavement.

Pedestrian walkways should encourage decorative paving treatments

j. Loading and Delivery.

i. Loading facilities should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are generally more appropriate at the rear of the site.

Loading and delivery at side and rear of building is encouraged



ii. When commercial buildings back to residential properties, loading and delivery will need to be planned to occur at the side of the building away from residences. Loading and delivery areas should not be located in a required setback area.

3. Architectural Design Elements.

a. Introduction. There are no particular styles required for new commercial development, commercial redevelopment, and commercial rehabilitation within the Route 66 specific plan area. However, at least eight common architectural styles exist within Route 66 and elsewhere in Glendora that can provide inspiration to and help shape new development, redevelopment, and rehabilitation (see the architectural styles section below). The following guidelines for architectural design elements are presented to encourage a quality and completeness of commercial project design that will contribute to the overall quality of the envisioned Route 66 built environment.

b. Architectural Imagery.

i. The use of standardized "corporate franchise" architectural styles are strongly discouraged.

ii. Architectural styles should consider compatibility with surrounding character, including a building's style, form, size, materials, and roofline.

iii. Design features should be consistent on all elevations of a structure. Side and rear elevations should not be minimized because they are oriented away from public view.

c. Building Form and Mass.

i. Height and scale of infill developments should complement existing adjacent structures while providing a sense of human scale and proportion.

ii. New structures should be designed to avoid blank façades, instead providing storefront windows, doors, entries, transoms, awnings, cornice treatments and other architectural features designed to add visual interest.

iii. Building mass/height should relate to adjacent sites to allow maximum sun and ventilation, protection from prevailing winds, and to enhance public views and minimize obstruction of view from adjoining structures.

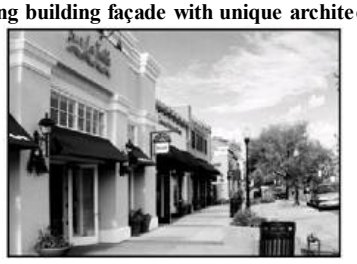
iv. Building heights should vary so that the building appears to be divided into distinct components.

d. Building Façades.

i. Building façades should be articulated with architectural elements and details. Buildings should be segmented in distinct massing elements. Vertical and horizontal offsets should be provided to minimize large blank walls and reduce building bulk.

ii. Building façades should be broken down into a series of appropriately proportioned "structural bays" or components typically segmented by a series of columns, masonry piers, or other architectural treatments.

Create interesting building façade with unique architectural elements



iii. Primary building entries should be easily identified. Use of projections, columns, or other design elements that articulate entries should be utilized.

Building entries should be easily identified

iv. The size and location of doors and windows should relate to the scale and proportions of the overall structure.

v. Blank building façades along side property lines are strongly discouraged as they diminish the visual quality of contiguous properties as well as the Route 66 Corridor specific plan area. To optimize the quality of side property line facing building façades, including firewalls and parapet walls for zero lot-line construction, project applicants are strongly encouraged to include one or more of the following elements in architectural design plans:

(A) Public art (e.g., murals, wall mounted sculptures, etc.);

(B) Architectural details;

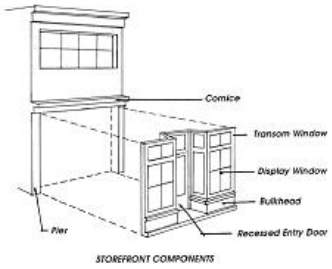
(C) Architectural lighting;

(D) Landscaping (e.g., vines).

e. Storefront Proportion.

i. Overall commercial projects should have details that are repeated across the face of the building integrating the storefront components into the character of the entire façade of the commercial project.

Storefronts in shopping center



STOREFRONT COMPONENTS

ii. The main entry into a store should be emphasized at the street to announce a point of arrival in one or more of the following ways:

(A) Flanked columns, decorative fixtures or other details;

(B) Covered by means of a portico (formal porch) projecting from or set into the building face; and

(C) Punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.

Storefronts should be visually pleasing

iii. Buildings situated at the corner of a public street should provide a prominent corner entrance to retail shops.

iv. Commercial storefront entries are typically recessed and/or sheltered by a covered arcade structure, canopy or awning. This provides more area for display space, a sheltered transition area to the interior of the store, and emphasizes the entrance. The recessed entry should be well illuminated twenty-four hours a day.

Commercial storefront entries should employ shelter by utilizing a covered arcade, canopy, or awning

v. Doors of storefronts (especially retail shops) should contain a high percentage of clear glass in order to view the retail contents.

vi. Storefront windows should be clear and as large as possible to maximize the visibility to the storefront displays and retail interior.

f. Building Wall Articulation.

i. Long, blank, unarticulated building walls that face public view are discouraged and should be divided into a series of structural bays (e.g. characterized by masonry piers that frame window and door elements).

ii. Flat, monolithic building walls are strongly discouraged. Monolithic building walls should be "broken" by vertical and horizontal articulation (e.g., sculpted, carved or penetrated wall surface defined by recesses and reveals) characterized by: (a) breaks (reveals, recesses) in the surface of the wall itself; or (b) placement of window and door openings; or (c) the placement of balconies, awnings and canopies.

iii. Storefronts with no windows and small doors are not permitted. Large window and door openings on commercial storefronts are very desirable, as they are more inviting.

Wall façades employing both vertical and horizontal articulation

g. Roofs.

i. Full gabled, hipped, and shed roofs are encouraged.

Full roofs are encouraged

ii. Continuous mansard roofs or "tacked on" brow mansard roofs are discouraged.

iii. Long, unbroken, monotonous, horizontal rooflines are strongly discouraged. Vertical or horizontal articulation is required.

iv. Radical roof pitches that create overly prominent or out-of-character buildings such as A-frames, geodesic domes, or chalet-style buildings are discouraged.

v. The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.

vi. Interior rooftop access is encouraged.

vii. Cornice lines of new buildings (horizontal rhythm element) should be aligned with buildings on adjacent properties to avoid clashes in building height.

h. Materials/Colors.

i. Exterior materials, textures and colors should compliment the architectural style or theme of a building.

ii. Materials that contribute to good quality architecture are:

(A) Stucco, smooth, sand or light lace finish;

(B) Clay or concrete roof tiles;

(C) Native fieldstone;

(D) Sandstone and flagstone;

(E) Brick, as an accent material;

(F) Wrought iron (rust proof; anodized aluminum);

(G) Tile, as an accent material;

(H) Slumpstone garden walls;

(I) Split face concrete block;

(J) Slump block (for building walls);

(K) Metal accents;

(L) Concrete block as bulkhead or accent material only;

(M) Clapboard or shingle siding;

(N) Brick or stone use in foundations and chimneys.

iii. Materials that detract quality architecture are:

(A) Reflective metal or aluminum siding/roofing;

(B) Plywood siding;

(C) Plastic tile;

(D) Pipe railings;

(E) Metal/concrete stairs;

(F) Precision architectural concrete block;

(G) Bare aluminum window frames;

(H) Simulated rock applied vertically on walls.

iv. Color is one of the primary theme-conveying elements of commercial development. The following color guidelines are recommended for commercial development within the Route 66 Corridor specific plan area:

(A) Exterior materials, textures and colors should complement the architectural style or theme of a building.

Materials, colors, and textures should complement the overall architectural style of a building

(B) Colors and materials should be durable and weather resistant.

(C) Avoid use reflective or metallic colors that create glare.

(D) Avoid fluorescent or bright colors.

(E) Colors should not contrast greatly with adjacent structures.

(F) Colors should be consistent with the architectural style of the building.

(G) Natural, subdued colors are encouraged.

(H) Franchise/corporate businesses should incorporate the architecture and color theme of the overall commercial project to form a consistent theme throughout.

i. Equipment and Utility Screening.

i. All mechanical equipment should be concealed from view of public streets and neighboring properties. Concealment of the elements behind walls, landscaping or undergrounding is encouraged.

ii. Roof-mounted equipment, utilities, or other appurtenances should be screened on all four sides by a structural feature that is an integral part of the building architectural design. Screening material should be compatible with the material used on the building and not exceed the height of all vents and mechanical equipment.

iii. Ground-mounted equipment, utilities, or other appurtenances should be screened from view by a decorative wall or landscape feature that is compatible with the architecture of the development site or placed in underground vaults.

iv. Electronic surveillance equipment or alarm hardware should be as invisible and unobtrusive as much as possible.

j. Security Grilles.

i. Permanent, fixed security grilles in front of windows are discouraged. If security grilles are necessary, they should be placed inside the building behind the window display area.

ii. The use of scissors grilles is discouraged since they communicate a message of high crime and cannot be integrated visually into the overall design of a building or storefront.

C. Special Consideration Commercial.

1. The guidelines contained in this subsection provide supplementary design guidance addressing the more challenging development types within the Route 66 specific plan area. Certain types of development present design challenges that require unique solutions. Development types in this subsection include:

a. Offices;

b. Vehicle dealerships (new/used);

c. Service stations and car washes;

d. Auto repair services;

e. Drive-through business;

f. Big box retail;

g. Mixed use projects;

h. Telecommunication facilities;

i. Religious institutions;

j. Shopping centers;

k. Specialty retail centers;

l. Hotels and motels.

Development applicants should consult other applicable design provisions in addition to those contained within this subsection.

2. Offices.

a. Description. Office development is located within the Route 66 specific plan area commercial and industrial districts. Although appropriate for these districts, office uses have physical and functional characteristics that are not typical of traditional commercial and industrial development. These features include:

i. Scale of buildings are typically larger;

ii. Intensity of development is lower;

iii. Higher utilization of on-site parking;

iv. Uses typically occur in multi-story buildings;

v. Fewer public entries;

vi. Buildings not typically featured directly on the street frontage;

vii. Consistency in types of tenants.

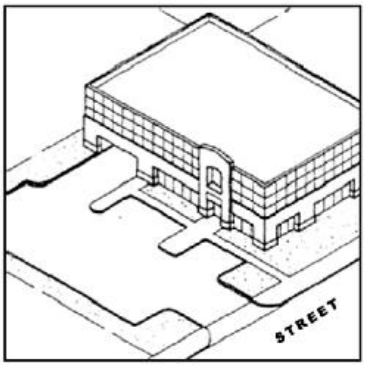
Contemporary office building

b. Site Organization.

i. Office buildings should consider the characteristics of the site and should relate to the surrounding built environment in function, pattern, and scale.

ii. Office buildings should be placed at the minimum required front setback. No parking should be permitted to occur between the front of the building and the street. Surface parking should be located at the rear of the site or at the side of the building.

Parking should be located at the rear or side of office development



c. Building Design.

i. Office development should incorporate variations in vertical and horizontal wall planes to reduce scale and massing.

ii. Building heights for office development should be designed to minimize conflicts with adjacent residential uses.

iii. Primary building entries should be well defined and provide a “sense of entry” for the building.

iv. Office buildings should have the primary entry visible from the public street and be accessible from pedestrian pathways or parking areas.

Building entries should be well defined

3. Vehicle Dealerships (New/Used).

a. Description. Vehicle dealerships specialize in the sale and servicing of new and used automobiles. The sale and services of automobiles present a variety of design challenges. These features include:

i. Vehicle display oriented toward the street;

ii. On-site vehicle servicing and repair;

iii. Vehicle drop-off and pick up areas;

iv. Use of heavy equipment and machinery.

Vehicle dealership

b. Site Organization.

i. Outdoor vehicle displays oriented to a public street should be compatible with the architecture of primary structures on a site.

ii. Sufficient space should be provided for service drop-offs to prevent back up on a public street and new vehicle delivery.

iii. Potentially noisy activity, such as vehicle repair, cleaning, or testing should be oriented to minimize impacts to adjacent residential properties.

iv. Service or repair bay openings should be oriented away from public street frontage or residential properties.

v. Storage areas for daytime storage items and utilities, equipment, or similar facilities should be screened from view from the public street and any adjacent residential area.

c. Building Design.

i. Indoor storage areas should be architecturally consistent with the primary structure on a site.

ii. Service uses should be contained entirely within a building of solid (e.g., masonry) construction. The access points to the service bays should not face the public street.

iii. Vehicle washing areas should be designed and located so they are not visible or audible from public streets or residential areas.

iv. Cashier kiosk, under canopies and other ancillary structures, should be complementary to the architecture of primary buildings on a site.

d. Landscaping, Walls, Fences.

i. Landscaping should be provided along building perimeters and parking lots.

ii. Chain-link fences, barbed wire, razor wire, or similar should never be used.

iii. When vehicle displays are provided, landscaping should be designed to provide buffering to adjacent rights-of-way.

e. Other.

i. The use of public address systems is discouraged. Should a public address system be utilized, noise should not impact adjacent properties.

ii. Compressors and other pneumatic equipment (except HVAC) should be located within the interior of a building to minimize noise impacts on adjacent properties.

iii. Indoor storage facilities should be provided on-site for vehicle, parts, and potentially hazardous materials (oil, lubricants, etc.).

Dealership service bays should face away from public streets and residential uses

4. Service Stations and Car Washes.

a. Description. Service stations and car washes are highly utilized uses that are characterized by unique site features. These features include:

i. Intensive on-site vehicle utilization;

ii. On-site repair and servicing;

iii. Large expanses of paving;

iv. Use of equipment and machinery;

v. Use of potentially hazardous materials.

Reduce visual impacts with landscaping along perimeters

b. Site Organization.

i. Building elevations containing service or repair bays should not face toward a public street or toward residential uses.

ii. Structures on a site should be grouped together and integrated into the overall design of a site.

iii. Service bay door and car wash openings should be oriented to reduce visibility from public streets and should be oriented away from adjacent noise sensitive uses.

Orient bay door openings to reduce visibility from the street.

iv. When commercial development abuts a service station, two-way vehicular access that is integrated with the adjacent development should be provided.

v. A fuel delivery truck lane should be provided through the site and oriented to provide for right side unloading of the vehicle into underground tanks.

vi. Site design for projects located at street corners should provide structural or strong design elements to anchor the corner. This can be accomplished using built elements or with strong landscaping features.

Service station that has landscaping features to anchor the corner

vii. Storage facilities should be enclosed within the primary structure on the site.

viii. The siting of self-serve carwash bays, drying and vacuuming areas should not conflict with on-site vehicle circulation.

ix. Self-service car wash bays, and drive-through car wash facilities should be designed to ensure all drainage is confined on-site.

x. When commercial development abuts a services station, two-way vehicular access integrated with the adjacent development should be provided where feasible.

c. Building Design.

i. Building elevations facing public streets should be architecturally detailed. Building design should be given equal design consideration on all elevations.

ii. Service station building design should consider the context of the site and area.

iii. Corporate or franchise design is strongly discouraged.

iv. The roof of structures, including pump canopies, should incorporate full roof treatments with a low to moderate pitch. Flat roof structures or mansard roof applications are strongly discouraged.

Canopies and primary structures should be architecturally compatible

v. Pump island canopies should be designed with a hip, gable, barrel vaulted, or other roof system to match the architecture of primary structures on the site.

vi. High quality, durable building materials should be used. Service stations and car washes should incorporate façade material to produce texture design. Reflective, glossy, and fluorescent surfaces are discouraged.

vii. Car wash equipment should be enclosed within a permanent structure. Exceptions can be made for self-serve vacuuming equipment.

viii. Car wash building design should incorporate noise control measures that minimize noise generated by machinery, blowers or other mechanical equipment.

ix. When service stations/car washes include retail uses, the storefront facing a public street should be designed to optimize the amount of unobstructed, clear glass.

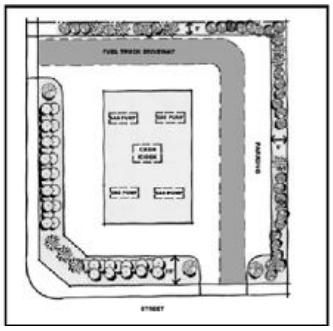
x. When service stations/car washes include retail uses, cash registers should be clearly visible from adjacent public streets.

xi. When service stations/car washes include retail uses, a clearly defined pedestrian path should be proved from required on-site parking to the primary customer entrance.

d. Circulation and Parking.

i. Fuel trucks should be able to enter and exit a site with ease. Maneuvering to park and unload should be minimized.

Fuel truck driveways should not obstruct vehicle circulation and parking areas.



ii. The location of filling pumps, carwash bays, or other on-site facilities should be designed to avoid vehicle stacking or overflow onto adjacent streets.

iii. Self-service facilities, such as water and air, or telephone should be located so that they do not obstruct on-site circulation.

iv. Parking for on-site retail uses should be located in close proximity to the primary customer entry.

Buildings facing the public street should provide architectural details

e. Landscaping, Walls, Fences.

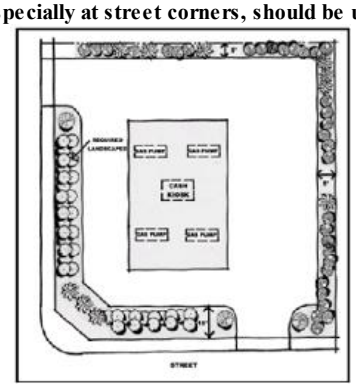
i. When service stations/car washes front public streets, a berm and hedge should be provided.

ii. Landscaped planters along the footprint of the entire building, except at pedestrian and vehicle entries, are strongly encouraged.

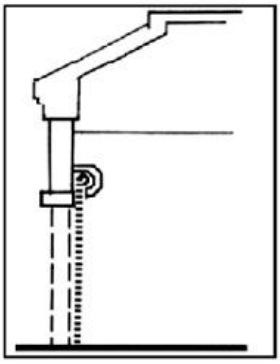
iii. Required perimeter walls and fencing should provide flowering vines at regular intervals to discourage graffiti.

iv. Security fencing, in addition to required perimeter walls should be decorative and should be consistent with adjacent architecture.

Landscaping, especially at street corners, should be used extensively



Roll-up door hood enclosure located on the interior wall



v. Service bays should be provided with roll-up (or-similar) doors. All operating mechanisms should be located within the interior of the structure.

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

5. Auto Repair Services.

a. Description. A major problem with older auto repair and service facilities is inadequate storage for vehicles being serviced, resulting in cars, etc. being parked on the street, sidewalks, landscaping, and neighboring properties. Additionally, auto repair service facilities can be problematic uses due to noise, traffic, and the presence of hazardous materials.

Auto Repair Service Facility

b. Site Organization.

i. The interior of service bays should not be visible or audible from adjacent public streets, nearby residential structures, or active open space.

ii. Sufficient space should be provided for vehicle drop-off. Site design should provide space for vehicle stacking during peak hours.

Architectural design of auto repair uses should be compatible in architectural style with adjacent development

iii. High quality, durable building materials should be used. Service stations and car washes should incorporate façade material to produce texture design. Reflective, glossy, and fluorescent surfaces are discouraged.

c. Building Design.

i. Building design should be clean and simple, stylistically consistent, and related to surrounding buildings through use of similar scale, materials, colors, and/or detailing.

ii. Building structures should be permanent, lightweight metal or other temporary appearing structures are discouraged.

iii. Special design considerations should be made for the storage of oil, lubricants and other potentially hazardous materials.

iv. All equipment (except HVAC) should be located entirely within a building.

v. Building elevations facing public streets should maximize the use of clear glass and should minimize blank walls.

d. Circulation and Parking.

i. Auto repair service access should not occur on streets with adjacent residential uses.

ii. Sufficient on-site vehicle stacking areas should be provided to avoid vehicle stacking on adjacent public streets.

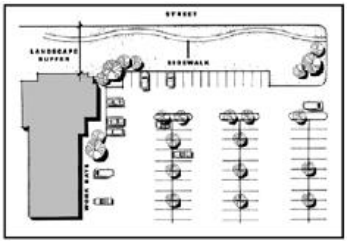
iii. A clearly defined pedestrian walkway should be provided from the required on-site parking to the primary customer entrance.

e. Landscaping, Walls, Fences.

i. Landscaping should be incorporated within all setback areas, along the building base, adjacent to customer entries, and along property lines visible from offsite or from customer access areas.

ii. When auto repair services front public streets, a berm and hedge should be provided.

Landscaping should be incorporated throughout a project site



iii. When appropriate, landscaped planters should be provided along the footprint of the building.

iv. Required perimeter walls and fencing should provide flowering vines at regular intervals to discourage graffiti.

v. Security fencing, in addition to required perimeter walls should be decorative and should be consistent with adjacent architecture.

f. Other.

i. Public address systems should not be used in outdoor areas. Any public address system should confine noise to within an enclosed building.

ii. Adequate indoor storage/trash areas should be designed to accommodate disposal of junk parts packing from parts shipments, and used oil and lubricants pending recycling. (All items should be stored indoors.)

6. Hotels and Motels.

a. Description. Hotels and motels can be considered both a commercial and residential-type use. Therefore, the design and orientation of hotel and motel develop must consider both the impacts of hotel/motel uses on adjacent development and the impacts from adjacent development. The following guidelines should apply to hotel and motel development in the Route 66 specific plan area.

Hotel/Motel

b. Site Organization.

i. The primary visual presence along the major street frontage should be the building and driveway approach, not the parking lot.

ii. Some short-term parking spaces should be provided near the office for check-ins and checkouts.

iii. Delivery and loading areas should be screened to minimize impact on incompatible uses.

iv. Loading and unloading areas should be located in the rear of the building lot.

Minimize the presence of a parking lot with landscaping

v. Recreational facilities such as swimming pools should be designed to offer privacy to facility users and to minimize noise impact on adjacent

uses.

vi. Utilize parking lots and other open spaces on the site to help buffer the hotel/motel from any adjacent incompatible uses.

vii. Hotels and motels should provide adequate common open space.

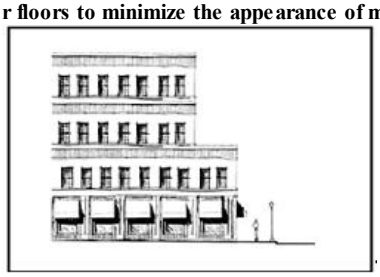
c. Building Design.

i. All sides of a building should be architecturally consistent. Long unarticulated wall façades are discouraged and should be divided into structural bays.

ii. The scale of buildings should be related to surrounding development patterns. Upper floors should be set back to lessen the appearance or mass and bulk.

iii. For structures over two stories, access to guestrooms should be provided from hallways interior. Avoid room entrances directly adjacent to parking lots or exterior walkways.

Setback upper floors to minimize the appearance of mass and bulk



iv. Exterior building materials should include natural stone (marble, granite, slate, etc.) and/or cultured stone. The choice of materials should be complementary to the design of the entire structure.

v. Avoid locating driveway, garage ramps or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guestrooms.

vi. All mechanical equipment of all types, including swimming pool equipment and air conditioning units, should be located within a building.

vii. Walkway, stairway, and balcony railings and other similar details should be architecturally consistent with the basic building design.

Covered drop-off zones

Balcony railings should complement the building

viii. Exterior corridors on multi-level buildings over two stories located adjacent to residential uses are strongly discouraged.

d. Parking and Circulation.

i. A porte-cochere and/or covered drop-off zone for vehicles and pedestrians, independent of drive aisles, should accommodate guest loading and drop-off and serve as the primary entry to the hotel.

ii. Primary walkways are those that connect pedestrians from the street to the main entry and from a building to on-site amenities. The width of primary pedestrian walkways should exceed minimum city standards than standards for sidewalks along public streets.

iii. Avoid locating driveway, garage ramps, or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guestrooms.

e. Landscaping, Walls, Fences.

i. In addition to all standards that may apply to hotel/motel development, the site should be landscaped according to commercial landscape design standards and guidelines.

ii. Landscaping is encouraged in all street front setback areas, along the building base, adjacent to entrances to hotels and motels, and along property lines visible from offsite or from customer access areas.

iii. Walls and fences along side a rear property lines should be designed to complement the architecture of the primary buildings on a site. Decorative elements, or flowering vines should be incorporated.

iv. The height of walls and fences should be minimized when adjacent to parking, driveways and pedestrian access. Decorative elements, or flowering vines should be incorporated.

v. Landscaped buffers should separate ground floor units from on-site walkways, parking facilities and other on-site amenities.

f. Other.

i. Hotel and motels should provide outdoor and indoor amenities for guest. The design of amenities should be consistent with the architecture of primary structures on the site. Amenities should include spa, pool, weight room/training stations and a business center.

ii. Landscaped areas should separate ground floor units from pedestrian walkways, project amenities and drive aisles/parking areas.

iii. Decorative walls or fences should be incorporated along the perimeter of the property.

Decorative walls and fences are encouraged

7. Drive-Through Businesses.

a. Description. Drive-through businesses include restaurants, banking institutions with drive up teller/ATM access, or other similar facilities. Drive-through businesses require additional site design considerations to mitigate vehicular access, on-site circulation visual and noise impacts. The following supplementary guidelines should be incorporated into any development providing drive-through service.

Drive-through businesses should be architecturally compatible with other buildings in the same commercial development

b. Site Organization.

i. The primary visual presence along the major street frontage should be the building, not parking, drive-through window, or a drive-through lane. Buildings should be “built to” the minimum front setback lines with parking, drive-through windows, and drive-through lanes located at the rear or side of the property.

ii. Menu board speaker placement should protect adjacent residential areas from excessive noise. Drive-through aisles should be located away from adjacent residential structures.

iii. The main entrance should be sited at the maximum distance from drive-through aisles.

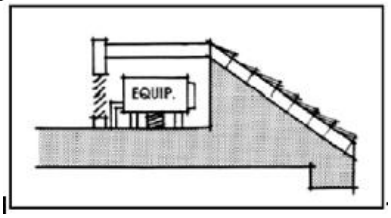
iv. Drive-through lanes should accommodate car back up at menu board.

c. Building Design.

i. Building elevations facing public streets, whether such elevations function as the front, side, or rear of the building should be architecturally detailed.

ii. Buildings should incorporate a full roof with built-in roof top equipment wells hidden through wood/metal trellis work.

Equipment concealed with a horizontal wood trellis



iii. If the drive-through is a pad building for a shopping center, the architecture should be compatible with the design of the center in which it is located.

iv. Franchise identifying features should only be located on the main structure.

d. Other.

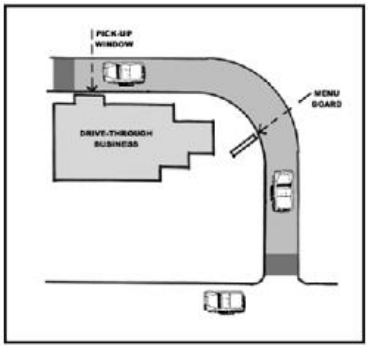
i. Drive-through aisles should be screened from the view of street frontage and adjacent parking areas. Landscaped berms, low masonry walls, or thick shrub landscaping should be utilized.

Screen drive-through aisles from street

ii. Drive-through traffic should be separated from pedestrian traffic, vehicular traffic and parking. The drive-through lane should be a separate and distinct lane; it should be distinctly separate from the parking area.

iii. Queuing and circulation related to drive-through lanes must not interfere with ingress and egress at driveways.

Delineate drive-through aisles and driveway entry and exit with enhanced paving



8. Big Box Retail.

a. Description. Big box retail development describes commercial development characterized by larger than average retail square footage under one roof. Big box retail development requires extensive parking to accommodate higher than average parking demand. The following guidelines shall apply to all big box retail development.

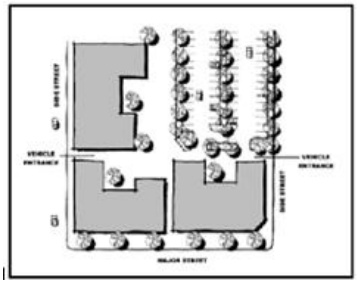
Example of big box retail

b. Site Organization.

i. Parking lots for big box retail should not occur entirely in front of the building.

ii. The number of entrances and exits should be designed and located to avoid interference with traffic flow along adjacent streets.

When possible, locate vehicle entries on side streets



c. Building Design.

i. A variety of roof types are encouraged. Distinct and interesting rooflines instead of flat roofed structures are recommended.

ii. A substantial cornice should be used at the top of a parapet wall or roof curb.

Design big box retail buildings with distinctive architectural features. Avoid plain, box-like structures and create an identifiable base

iii. The big box building should contain an identifiable base.

iv. Base materials should be highly resistant to damage, defacing and general wear and tear. Precast decorative concrete, stone masonry, brick and commercial grade ceramic tile are examples of acceptable base material.

v. Big box buildings should be designed with in-line shops with entrances from interior and exterior of the big-box buildings to create a more human scale setting.

vi. Building entries should be readily identifiable. Design building entrances with architectural features and distinctive materials and colors to articulate entrances.

vii. Exterior wall treatments such as arcades, portico's, insets, colonnades, and wing walls should be used to successfully mitigate the appearance of the typical big-box building appearance.

Articulate façades with inset, arcades, and window recesses

viii. The perimeter of the building should be surrounded on all four sides by landscaping and/or enhanced pedestrian pathways.

ix. Permitted storage areas should be consistent with the architecture of the primary building.

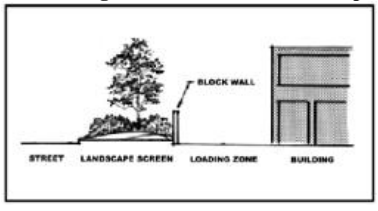
Outdoor storage areas should be consistent with the architecture design of the primary building

d. Other.

i. The design of loading areas should prevent truck back-up maneuvers from or onto the public rights-of-way.

ii. Loading should be located and designed to minimize direct exposure to public view. These areas should be screened with landscaping to reduce visual impacts.

Loading areas should be designed to minimize direct exposure to public view



9. Mixed-use Projects.

a. Introduction. The following guidelines apply to mixed-use development. Multiple or mixed-use projects are defined as developments which combine commercial/office and residential uses or structures on a single lot, or as components of a single development. The uses may be combined either vertically within the same structure, or spread horizontally on the site in different areas and structures. The primary design issue related to mixed-use projects is the need to successfully balance the requirements of residential uses with the needs of commercial uses.

Mixed use projects should successfully balance commercial and residential uses

b. Site Organization.

i. Organize mixed-use development sites to orient buildings to the street and to minimize the visual impact of driveways, parking areas, and utilities.

ii. Mixed-use development sites should be organized to maximize usable onsite space that enlivens the street edge, provides for pedestrian interest, and offers users with active and passive places to spend their time.

iii. Mixed-use development should optimize the provision of common areas, designed as integral components to the overall project design. Common areas for commercial uses should provide a strong relationship to the street, while usable private space provided for residential uses should be oriented and accessible only to those uses (i.e., separated from commercial uses). Courtyards, gardens, plazas, and similar common areas are encouraged.

iv. Loading/service areas, including refuse/recycling enclosures, should be located out of public view, must not front onto a primary shopping street, and should be placed as far as possible from residential units and be completely screened from adjacent residential development. The location and design of refuse/recycling enclosures should minimize potential nuisances from odors.

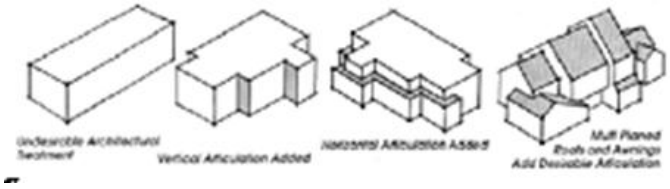
v. Electrical and communication transformers/cabinets located in the public right-of-way should be installed below grade in the right-of-way or located on-site and screened from public view.

vi. The use of freestanding accessory structures in mixed-use developments should be minimized and avoided. All mechanical equipment, storage, and other facilities should be contained within spaces and enclosures designed as integrated components of mixed-use buildings. Where accessory structures are warranted, they should be located to the rear of primary buildings within the mixed-use development and designed to minimize the visual impacts of adjacent properties.

c. Building Design.

i. Vertical mixed-use development (i.e., residential or office over commercial) is the preferred and traditional method for mixed-use development within Glendora (e.g. the Village contains a number of two-story mixed-use buildings). When horizontal mixed-use projects (uses dispersed on a site) are appropriate, the design of structures should be complementary in scale and architectural treatments and be perceived as an integrated, interdependent development.

ii. Minimize the perceived scale of a mixed-use building by stepping down the height toward the street and neighboring smaller structures. The front wall of a mixed-use building should not exceed two stories to maintain a human scale. Where the front wall of mixed-use buildings exceeds two stories, they should be set back to minimize the appearance of mass and bulk.



iii. Break up the perceived mass of a mixed-use building by dividing the building front into “modules” or into separate structures that are similar in size to buildings traditionally in the Village. Use a ratio of solid to void (wall to window) as seen from the public right-of-way that is similar to that found on traditional structures in the Village.

iv. Separate, easily identifiable and secure entrances should be provided when residential and commercial uses are provided in the same structure.

v. Integrate porches, awnings, balconies, bay windows, and stoops to provide visual interest and human scale to mixed-use buildings, consistent with architectural designs traditionally found in Glendora.

vi. Architectural style and use of materials should provide consistency throughout the entire mixed-use project. Building details that create and maintain the simple and traditional character found in Glendora are desired.

vii. Simple material finishes are encouraged. Building colors should evoke a sense of richness and liveliness to complement and support the overall character of the envisioned character for the district.

viii. Exterior building lighting should be used to accentuate the building design and highlight architectural details and features. Innovative lighting is encouraged and commercial looking “wall packs” are discouraged as exterior lighting features.

ix. The placement of noise generating equipment such as refrigeration units, air conditioning, and exhaust fans should consider impacts to noise-

sensitive uses.

x. Backflow prevention/anti-siphon valves must be integrated into the building design and concealed from public view. Such devices may not be located within the right-of-way on primary pedestrian streets.

xi. All other mechanical equipment must be located behind or on top of the building and screened from public view with parapet walls, landscaping, etc.

Architectural styles and use of materials should be consistent throughout mixed-use projects

d. Circulation and Parking.

i. Site access drives and parking facilities for residential uses and commercial uses should be separated, and should incorporate distinctive signage, architectural elements and landscape features to differentiate access to commercial and residential parking areas. Residential parking areas should be secured, the entries for which should be controlled through a special entry code or remote control assigned to each resident.

ii. When enclosed parking is provided for all uses of a mixed-use development, residential and commercial uses should be provided with separate parking.

iii. Parking lot security lighting for mixed-use developments must be a primary consideration and should not spill over or otherwise impact adjacent uses, especially residential areas.

e. Landscaping, Walls, Fences.

i. Mixed-use developments should be landscaped according to commercial landscape design standards and guidelines.

ii. Landscaping and other amenities of mixed-use development projects should compliment the streetscape palette envisioned for adjacent public rights-of-way.

iii. Landscaping should be an integral component to all usable common space of mixed-use developments.

iv. The use of walls and fences in mixed-use developments is discouraged, except for screening of mechanical equipment, refuse and recycling enclosures, etc. Where used, the design of walls and fences should compliment the design of the primary structures.

v. Secured residential access gates should be opaque to provide a clear line of site as residents enter.

10. Telecommunication Facilities.

a. Description. Telecommunications facilities includes poles, towers, antenna, support facilities and components. Telecommunication facilities introduce the potential for adverse visual impacts due to siting and design requirements. The following guidelines encourage the minimization of such impacts through facilities design and siting.

b. Site Organization. Telecommunication facilities should be located to minimize their visibility. The use of landscaping is encouraged to screen the facility, where necessary.

When possible, cell towers should provide for dual use

Cell tower concealed within on obelisk

c. Facilities Design.

i. All telecommunication facilities should be designed to blend into the existing natural or built environment to the greatest extent possible.

ii. Telecommunication facilities mounted onto existing buildings are encouraged. Every effort should be made to conceal the facility within or behind existing architectural features.

Wall-mounted cellular site

iii. Roof-mounted facilities should be placed and screened appropriately to limit the visual impact on the building's silhouette.

iv. Roof-mounted facilities should be screened on all four elevations.

v. Telecommunication facilities mounted below a building parapet should blend with the existing building's architecture. Facilities should be painted consistent with the design features and materials of the building.

Photo of cell site blending into structure

vi. All telecommunication facilities should use materials, colors and textures that will blend with the natural setting and built environment.

vii. Telecommunication facilities should be painted with compatible, non-reflective paint. The color should blend with the surrounding environment.

d. Other.

i. Co-location of facilities (use of the same site by multiple carriers) is preferred. Applicants should seek all opportunities to co-locate facilities.

ii. Telecommunication facilities should be as small as possible and the minimum height necessary without compromising reasonable reception or transmission.

iii. Ground-mounted telecommunication facilities should be screened with landscaping of sufficient height and depth.

iv. Switching equipment for telecommunication facilities should be located indoors when possible.

v. Exterior location of back-up generators for telecommunication facilities is strongly discouraged.

11. Religious Institutions.

a. Description. Religious institutions include a wide variety building types typically utilized by faith-based organizations. Religious institutions are characterized by higher profile architectural design and significant on-site parking requirements. In addition, religious institutions may be located in a variety of land use districts including commercial, industrial and residential. The following guidelines apply to the design and development of religious institutions.

b. Site Organization.

i. The orientation of buildings and the positioning of other elements on the site, such as entries, parking lots, and driveways, should be designed to minimize traffic and noise impacts on adjacent properties.

ii. Religious institutions should be placed at the minimum required setback. The building's façade should be parallel to the street(s).

iii. Avoid locating parking between the front of the building and the street. Parking should be located at the rear and/or side of the property.

iv. Exterior space, plazas, and courtyards are encouraged and should relate to the surrounding structures.

v. Site design should ensure minimal shadow impacts onto adjacent properties.

c. Building Design.

i. Height and scale of religious institutions should compliment adjacent structures.

ii. Building façades should be detailed in such a way to make them appear smaller in scale.

iii. Building elevations facing streets, whether they function as the front, side, or rear or the building should be architecturally detailed to avoid being perceived as the back of the building.

iv. Long, blank, unadorned, façades are strongly discouraged. Monolithic façades should be broken up by the provision of vertical and horizontal design elements.

v. Spires and towers should be designed as an architecturally integrated element of the building design and should not appear as an "add-on" or "tacked-on" object of the site and building. Spires and towers should be designed in scale and character with the building and adjacent development.

d. Circulation and Parking.

i. Parking should be located in close proximity to the primary entrance. A safe pedestrian path should be provided from all parking areas to the main entrance.

ii. Parking should be screened from public view by walls and landscaping or other appropriate methods.

e. Landscaping, Walls, Fences. Screening and buffering should be provided between the church property and adjacent residential uses to minimize any potential impacts.

12. Neighborhood Shopping Centers.

a. Description. Neighborhood centers typically include grocery store/drug store anchor(s) with a series of smaller shops. They may also have one or more freestanding building sites. Because they are usually located in or next to residential areas, the major design problem related to neighborhood centers is the interface between the center's service activities and adjacent residences. Proximity of loading and storage to residences should be avoided. This section applies to centers having a gross square footage of under three hundred thousand square feet.

Neighborhood Commercial Center

b. Site Organization.

i. All buildings on the same site should demonstrate a strong spatial and functional relationship to each other. In addition, buildings should demonstrate a variety in size and mass.

ii. Portions of primary buildings and freestanding buildings should be located at the street setback lines.

iii. Parking should be provided within convenient walking distances of all tenants. Walking paths to building from street should comply with ADA specifications.

iv. In areas where the shopping center adjoins smaller residential neighborhoods, the apparent or perceived scale of the shopping center should respect the neighborhood. This can be achieved in a number of ways. For example:

(A) Keeping buildings as small as possible, particularly in height;

(B) Reducing scale through building articulation and ornamentation;

(C) Avoiding large flat walls and large scale design elements; and

(D) Distributing the project floor area among a complex of smaller buildings.

c. Building Design.

i. Where long buildings are unavoidable, their linearity should be mitigated by changes in the building height, wall plane, and spatial volumes and by varied use of window areas, arcades, materials, and roof elements.

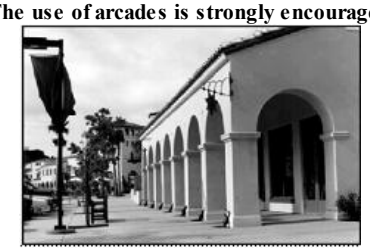
ii. Portions of commercial buildings adjacent to and visible from residential properties should always be stylistically consistent with the more public portions of the commercial building.

iii. Building elements, such as large blank building walls, loading areas, etc., which disrupt the continuity of shops and businesses, are discouraged along major pedestrian corridors.

iv. The use of arcades, awnings, or similar architectural treatments is encouraged to provide relief from the sun.

Changes in height, wall plane and volume mitigate the linearity of long buildings and provide an interesting environment

The use of arcades is strongly encouraged

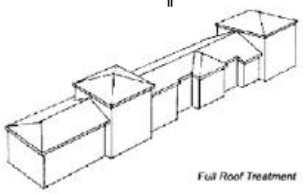


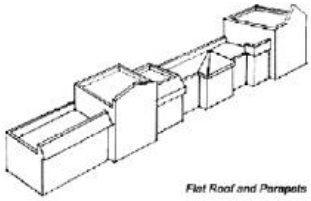
Tower elements or other vertical architectural treatments are required

v. Incorporate tower elements or other vertical architectural features on “ends” of shopping center, which do not exceed twice the height of the building they are attached to.

vi. Flat roofs, mansards and veneer parapets are discouraged. Full roof treatments are encouraged, over decorative parapets hiding flat roofs.

Full roof treatments are encouraged, over decorative parapets hiding flat roofs





13. Specialty Retail Centers.

a. Description. Specialty retail centers are unanchored retail centers that provide specialty goods and/or services that are generally unavailable in the surrounding area. The market for a specialty center is as large as a regional center, a ten- to fifteen-mile radius. The specialty retail center functions as recreation for many shoppers. Shoppers at these centers are less inclined to visit only one shop, and tend to spend time browsing through several shops. Specialty retail centers typically rely for their appeal on particularly attractive and often thematic architecture as well as unusual goods and services.

Specialty Retail Center

b. Site Organization.

i. The site should be organized to encourage pedestrian circulation throughout. Walkways should be attractive and embellished with landscaping, ornamental lighting fixtures, furniture, trellises, and/or other decorative features.

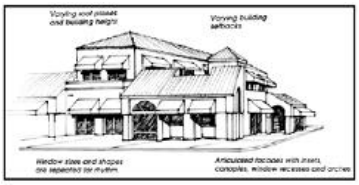
ii. Multiple buildings in a single project should employ variety in size and mass to provide visual interest.

iii. Landscape intensity should be significantly greater for specialty shopping centers, and should typically include substantial amounts of plantings around buildings, walkways, and plazas.

c. Building Design.

i. Building design should express a single strong architectural theme with substantial and consistent architectural detailing, except that individual storefronts may exhibit different but compatible themes.

Storefronts should exhibit different but compatible themes



ii. All other site features, including landscaping, outdoor furniture, and site fixtures are required to conform to the architectural theme.

iii. Full variable roof planes and building height is encouraged.

14. Parking Garages.

a. Description. Parking garages once thought of as purely utilitarian structures that simply housed vehicles have begun to be recognized as structures that play vital roles in cities beyond places where vehicles are stored. They contribute to the architectural character of their surroundings and can provide valuable commercial space at the ground floor level. Typical issues to be addressed in the design of parking garages relate to security for users and the need to integrate the parking garage from an architectural standpoint into its surroundings.

b. Site Organization.

i. Where appropriate, parking garages should incorporate ground floor retail adjacent to the public sidewalk.

ii. A landscaped setback should be provided on all sides of the parking structure except where ground floor in-line retail space is provided.

c. Access and Circulation.

i. Vehicle stacking areas for entering and exiting traffic should be sufficiently long to minimize the back up of traffic onto surrounding streets or within the garage.

ii. As rules of thumb, one inbound lane should be provided for a garage with a capacity of up to five hundred vehicles; at least two inbound lanes should be provided for garages with a capacity of more than five hundred vehicles.

iii. As a rule of thumb, exit lanes should be provided at a ratio of one lane for each two hundred to two hundred fifty vehicles.

d. Security and Lighting.

i. A minimum of level of lighting should be provided inside parking structures to optimize visibility. Higher levels are recommended for remote areas subject to security problems such as stairways, elevators, and other pedestrian access points.

ii. Lighting levels should be equally distributed to provide uniform illumination over the entire parking area.

iii. The architectural design of the garage should eliminate possible hiding places and openings that could allow random pedestrian access.

iv. During periods when parking activity is substantially less than the garage capacity, as during night operations, there should be a means of securing unused parking levels from use, including stairwells and elevators. If the garage is not operated on a twenty-four-hour basis the entire facility should be secured from access during hours when the facility is closed.

v. For security reasons, at least one or two sides of the stair tower should include glass running vertically the height of the tower. Elevators should be provided with glass-back cabs and shafts.

vi. Stairs and elevators should be located adjacent to a street on the exterior of the structure where lobbies can be exposed to outside view.

e. Building Design. Parking structures should be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses.

The following design guidelines should be implemented to the greatest extent feasible whenever they apply:

i. Conceal view of vehicles in the garage through a combination of screen walls and plantings.

ii. Design the garage's exterior elevations to avoid a monolithic appearance. This can be accomplished as follows:

(A) Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.

(B) Use simple, clean geometric forms, and coordinated massing.

(C) Step back upper levels of the garage.

(D) Coordinate openings in the parking garage with the size and modulation of adjacent windows, structural bays, and storefronts if the parking garage contains other uses.

(E) Use masonry materials that are predominantly light in color, but avoid unpainted concrete.

(F) Avoid a sloping ramp appearance by providing level and uniform spandrels.

(G) Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.240 Industrial/business park.

Well-designed industrial business park building

A. Introduction. The following design guidelines seek to assure high quality development in industrial and business park districts by:

1. Achieving well-planned, quality designed industrial development;

2. Ensuring compatibility between new industrial development and existing community character; and

3. Creating environments in which industrial, research and development activities and operations may be conducted with minimal impact on the natural environment and surrounding land uses.

B. Site Planning Guidelines.

1. General Site Planning Guidelines. These guidelines are developed to protect adjoining uses from excessive noise, odor, objectionable views and unrestricted vehicular circulation.

a. The main elements of good industrial site design as illustrated on the graphic on this page include:

i. Controlled site access (1);

ii. Service areas located at the sides and rear of buildings (2);

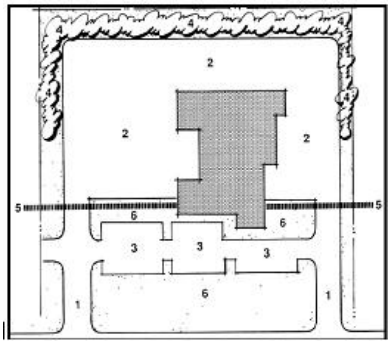
iii. Convenient public access and visitor parking (3);

iv. Screening of storage, work areas, and mechanical equipment (4);

v. Storage and service area screen walls, as required by the Zoning Ordinance (5);

vi. Emphasis on the main building entry and landscaping (6).

Appropriate Industrial Site Layout Prototype



b. A variety of building setbacks should be provided in order to avoid long monotonous building façades and to create diversity.

c. Larger than minimum required building setbacks should be provided on buildings thirty-feet high or higher.

d. Avoid large expansive parking lots along street frontages. Place buildings not parking along industrial frontages.

e. A development should be located and designed to carefully fit into the surrounding environment and to not dominate the existing character of the area.

f. Auxiliary structures associated with industrial buildings or complexes such as trash enclosures and storage areas should be compatible with and integrated into the overall design of a business park.

2. Site Access.

a. Industrial/Business Parks should be marked by entry features, such as a monument sign, special paving, or landscaping.

b. The entry to each development area should be clearly visible to motorists.

3. Views and Screening.

a. Buildings should be located to minimize alteration of the natural topography and tree removal.

b. Landscape screening and building orientation should be used to minimize the visual impact of new development.

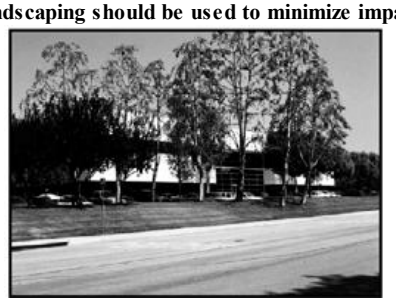
c. Buildings should not detract from the scenic and visual quality of the community, and should not impair views from major public roads, trails, or vehicular turnouts.

4. Screen Wall Guidelines.

a. If walls are not required for a specific screening or security purpose they should not be utilized. The intent is to keep walls as low as possible while performing their screening and security functions.

b. Walls should be designed to blend with the site's architecture. Landscaping is encouraged to be used in combination with walls.

Landscaping should be used to minimize impact



Landscaping along security walls is encouraged

Walls should be constructed with quality materials

c. When security fencing is required it should be a combination of solid pillars, or short solid wall segments and wrought iron grille work.

d. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided in intervals along the wall. Also, include vines on wall surfaces to break up flat surfaces.

e. Walls and fences should be designed with architectural treatment or a decorative appearance on both sides, and should be solidly constructed of attractive and quality materials such as wood, masonry, native stone, detailed wrought iron, brick, or decorative block.

f. Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.

g. Gates should be provided in walls or fences where necessary to allow emergency access.

h. High solid walls and fences along public streets can have a negative impact and should be minimized.

i. Perimeter walls and fences topped with barbed wire, razor wire, or broken glass is strongly discouraged.

High solid walls along public streets are discouraged

5. Amenities.

a. Building placement that creates opportunities for plazas, courtyards, patios, or outdoor dinning is strongly encouraged. Setback areas may be used to provide space for these areas.

b. Recreational facilities such as jogging trails, bicycle paths, etc., should be encouraged within industrial/business parks. Jogging trails and bicycle paths should connect with a regional or sub-regional bicycle path system.

Provide small commercial services within industrial/business parks

6. Natural Features. Business parks should demonstrate an effort to retain significant existing natural features characteristic of the surrounding setting. Where possible, existing vegetation, waterways, drainage courses, views, rock outcroppings, and other natural features should be protected, preserved, and integrated into the development plan where feasible.

a. All areas that are not paved or not covered by buildings should be retained in existing vegetation or landscaped.

b. Altered areas should be restored and revegetated to replicate the natural conditions prior to construction.

c. Mass grading that results in building sites separated by steep, geometric slope embankments should be avoided. Contour grading should be employed to replicate preconstruction site conditions.

C. Parking and Circulation Guidelines. The design of industrial/business park onsite circulation systems should address the needs of different user groups; visitors, employees and truck loading and unloading.

1. Parking lots and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building should be avoided in favor of smaller multiple lots separated by landscaping.

2. Parking lots adjacent to and visible from public streets should be screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof.

3. Optimize shade coverage of parking lots.

4. The circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, provide adequate maneuvering and stacking areas, and consideration for emergency vehicle access and security gating systems.

5. Entrances and exits to and from parking and loading facilities should be provided in compliance with applicable city development requirements.

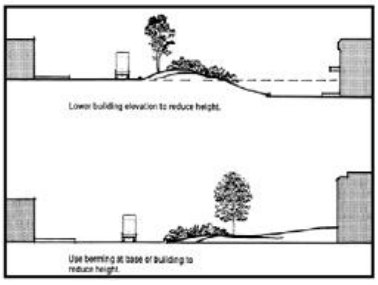
6. A vehicle entering the parking facility should not be required to enter a street to move from one location to any other location within the parking facility or premises.

7. Safe and convenient pedestrian walkways should be provided between buildings and building entrances and parking areas.

8. Pedestrian access should be provided between transit stops and buildings. Transit shelters should be provided where appropriate.

9. Pedestrian walkways should be accessible, safe, visually attractive, and well defined by decorative pavement, landscaping, low walls, and low-level lighting.

Use berming or grade differentials to screen parking lots



Provide clearly paved pedestrian walkways within parking lots

Pedestrian walkways should be visually attractive

D. Loading Facility Guidelines.

1. Location.

a. To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screened them from view. Such facilities are more appropriate at the rear of the site.

b. When it is physically not possible to locate loading facilities at the rear of the building, loading docks and overhead doors should be located along the side of the building.

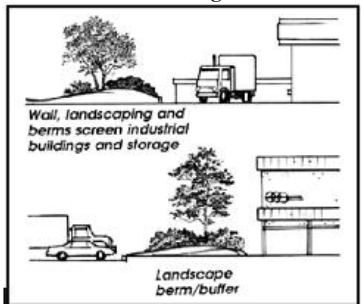
2. Screening.

a. Loading facilities need to be sited with care on the industrial site. Whenever possible, these facilities need to be screened from public view as much as possible.

b. Where screening is required by applicable development regulations, a combination of elements should be used including solid masonry walls, berms, and landscaping.

c. The method of screening should be architecturally integrated with the adjacent building in terms of materials, colors, shape, and size.

Screen all loading facilities



E. Landscaping and Lighting Guidelines.

Landscaping should be used to soften building exteriors

1. Landscaping.

a. Landscaping should be used to define areas such as entrances to buildings and parking lots, define the edges of various land uses, provide transition between neighboring properties, and provide screening for outdoor storage, loading and equipment areas.

b. Landscaping should be in scale with adjacent buildings and be of an appropriate size at maturity to accomplish its intended purpose.

c. Buildings should be located on “turf-islands.” A large landscape strip, including mow strips, should be provided between parking areas and the office (front) portion of a structure.

d. Landscaping around the entire base of the building softens the edge between the parking lot and building and should be accented at entrances to provide focus.

e. Use changes in building elevation or berming at the edge of the building in conjunction with landscaping to reduce structure mass and height along street façades.

f. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips are desired between turf and shrub areas.

g. In the instance where an industrial use is adjacent to a non-industrial use, appropriate buffering techniques such as additional setbacks, walls, screening and landscaping may be required on a case-by-case basis to mitigate any negative effects of the industrial use.

h. Use of vines on walls is strongly encouraged in industrial areas to reduce their visual impact and opportunities for graffiti.

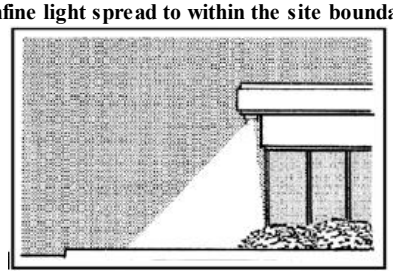
2. Lighting.

a. Large areas should be illuminated to minimize the visual impact and amount of spillover light onto surrounding projects. High-mounted, widely spaced pole fixtures that illuminate large areas from a single source are not appropriate.

b. Lighting fixture placement should provide the best illumination for outdoor areas such as parking, shipping and receiving, pedestrian walkways, and work areas.

c. The design of lighting fixtures and their structural support should be of a scale and architectural design compatible with on-site buildings. If possible, a light standard theme should be provided throughout the Industrial/Business Park.

Confine light spread to within the site boundaries



F. Architectural Guidelines. Unlike the general commercial design guidelines, the guidelines for industrial/business park development seek not to impose strict scale and articulation guidelines, but to promote high quality and creative development, which will be an asset to the city. These guidelines will assist the developer in understanding the city's concept of "quality" design relative to industrial and business park projects.

Placing building not parking along industrial frontages is encouraged

Example of a quality industrial/ business park building

1. General.

a. Each business park should have a distinct architectural concept that is consistent in theme but rich in subtle variation. Buildings within the same industrial park should be designed to provide a clear, unified, and easily identifiable image. Methods to achieve this include using similar architectural styles and materials, complementary roof forms, signage, colors, and decorative pavement.

b. The architectural qualities and design elements for industrial buildings that are encouraged are:

i. Building modulation indentations and architectural details;

ii. Building entry accentuation;

iii. Screening of equipment and storage areas; and

iv. Landscaping to soften building exteriors and buffer between uses.

c. The elements that are prohibited include:

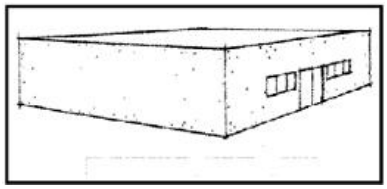
i. Large blank, flat surfaces;

ii. Exposed, untreated concrete block walls (except split face);

iii. Unscreened loading doors facing the street; and

iv. Exposed roof drains.

Plain box-like structures are discouraged



2. Height and Mass.

   a. The design of industrial buildings should consider the visual and physical relationship to adjacent uses. A structure which dominates its environment by its relative size is discouraged.

   b. Varying building heights/massing and setbacks to define different functions such as offices and warehousing is encouraged.

3. Building.

   a. Employ variety in building forms to create visual character and interest.

   b. Avoid long unbroken building façades. Façades with varied front setbacks are required.

   c. Front and sidewall elevations should provide building offsets and architectural details.

   d. Entrances to individual buildings should be readily identifiable to visitors and architectural integrated within overall building composition.

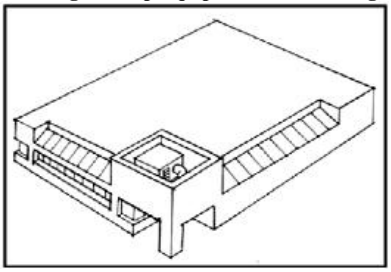
Entrances should be identifiable to visitors

4. Roofs.

   a. Roof drains and rooftop equipment should be screened from view by architectural features integrated with the design of the structure.

   b. Roofs should be integral to the architectural theme of industrial buildings. Rooflines of industrial buildings should include variations to avoid long, continuous planes.

Screening rooftop equipment is encouraged



5. Materials/Colors.

   a. Materials and colors should be used to produce diversity and visual interest.

   b. Use various siding materials, i.e. masonry, concrete texturing, cement or plaster to produce effects of texture and relief that provide architectural interest.

   c. Avoid materials with high maintenance such as stained wood, clapboard, or shingles.

   d. Plant material should be utilized immediately adjacent to walls to discourage graffiti. Vines where planted should be maintained on walls.

   e. Materials should be chosen to withstand abuse by vandals or accidental damage by machinery. False façades and other simulated materials and ornamentation are discouraged.

   f. Compatible colors in a single façade or composition add interest and variety while reducing building scale and breaking up plain walls.

   g. Light, neutral colors should be used on industrial buildings to help reduce their perceived size. Contrasting trim and color bands can help break up the vertical monotony of flat walls.

h. Brightly-colored industrial/business park buildings are strongly discouraged. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.250 Multi-family residential.

A. Introduction.

1. By their nature, multi-family developments are large in scale and tend to dominate their surroundings if not properly designed. Additionally, issues of parking, circulation, open space, site amenities, and resident safety need to be addressed.

2. The purpose of this section is to provide design guidelines that address the particular issues associated with multi-family developments. The guidelines cover attached-type dwellings in general, including apartments, condominiums, and townhouses. Multi-family development exists and is planned for the central Route 66 residential district of the specific plan area.

3. The primary objective of the design guidelines in this section is to ensure quality development that will stand the test of time, be safe and convenient for its residents, and be compatible with the character of the city.

B. General Design Objectives. The design guidelines for multi-family developments are based on the following objectives.

1. Establish multi-family residential architectural designs that complement and that support high quality development.

2. Provide attractive, functional, and convenient site arrangements.

3. Identify landscape materials and designs that enhance the appearance of multi-family housing developments and contribute to the overall quality of the Glendora community.

4. Provide for amenities appropriate to the different age groups of multi-family residential developments within an area.

5. Apply the principles of crime prevention through environmental design (CPTED) to enhance safety and security within multi-family residential developments.

C. Site Planning.

1. Context.

a. New multi-family residential development should be compatible with other development in the immediate area through the use of complementary building arrangements, buffers, and avoidance of overwhelming building scale and visual obstructions.

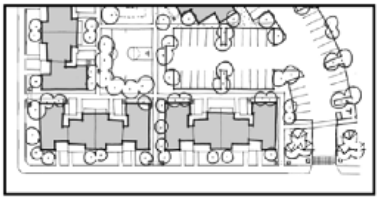
b. Landscaping should complement existing landscape materials, location, and massing on adjacent developments.

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

Dwelling units oriented to the street

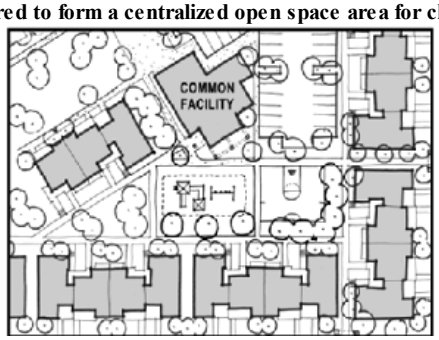
a. The siting of buildings should consider the existing neighborhood context. Developments should generally be oriented parallel to the public street or to the development’s internal streets, with some setback variation to provide visual interest.

Buildings sited to reinforce “eyes on the street”



b. The clustering of multi-family units should be a consistent site planning element. Whenever possible, buildings should be configured around courtyards, gathering areas, and open spaces.

Buildings are configured to form a centralized open space area for children’s outdoor play



c. Buildings should be oriented to provide some privacy yet still relate to the street and the existing community. Doors should be visible from the street and windows should allow residents to have "eyes on the street" for natural surveillance.

Doors and windows encourage "eyes on the street"

d. Energy efficiency and energy conservation should be considered in building siting. Buildings should be oriented to take advantage of prevailing breezes whenever possible.

e. Where public transit is located near the development the site design should consider convenience and comfort factors for residents. These include direct access, widened sidewalks, shaded seating areas, and weather protection provided near public transit stops.

3. Open Space. Common open space provides opportunities for casual social interaction and safe play areas for children, and it reduces the perceived density of the development. Private open space serves as an outdoor room for residents and a protected play area for toddlers.

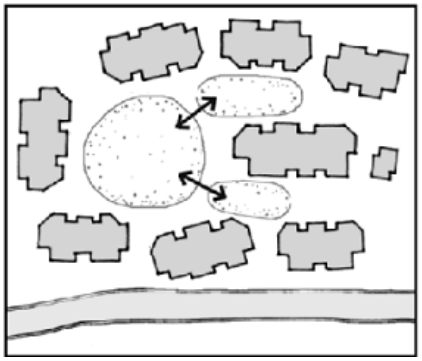
a. Residents should have access to useable open space for recreation and social activities. Open spaces should be conveniently located for the majority of units.

Centralized open space provides convenient access for many units

b. Open space areas should be sheltered from the noise and traffic of adjacent streets or other incompatible uses. Open space siting should take advantage of prevailing breezes and sun orientation in order to provide a comfortable environment.

c. A series of connected open space areas of varying shape, appearance and usage are encouraged. Smaller areas may directly relate to a cluster of units, while the larger areas may serve several clusters as common open space.

Large and small open spaces are connected



Private open space at rear of unit

d. Boundaries between private and common open spaces should be clearly defined by low walls or plant materials.

e. Buildings should be sited and designed so that windows of neighboring units do not overlook private open spaces likely to be used for private activities.

f. Private open space should be provided adjacent to the units it serves and should be immediately adjacent to the public right-of-way or common open space.

Private open space adjacent to common open space

4. Outdoor Play Areas. Onsite outdoor play areas can provide children with a safe and interesting environment, and allow parents to easily view play areas in order to supervise play activities. Children, especially those in the five- to twelve-years old age group, tend to play throughout the entire grounds of a development, not just in designated play areas. Therefore, their needs, as well as maintenance requirements, should be important design considerations.

a. Children's play areas should be visible from as many units as possible and from private open space areas. Direct, convenient access from ground level, private open space to the communal play area is encouraged.

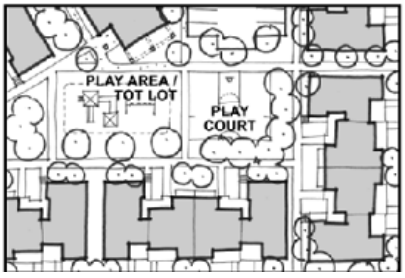
Units with views and convenient access to the play area

b. Outdoor play areas should be located adjacent to laundry rooms, community centers, or similar common facilities. Play areas should not be located near public streets, parking, or entry areas unless physically separated by appropriate walls, fencing, or dense landscaping.

c. Hard surface areas for outdoor activities (e.g., bicycle riding, skating, rope jumping, and hopscotch) should be provided. These active play areas should be safely separated from vehicular use areas.

d. In larger developments, separate, but not necessarily segregated, play areas or informal outdoor spaces should be provided for different age groups for safety reasons. Small developments may combine play areas (e.g., a tot lot incorporated into a larger activity area for older children).

Create separate play areas for the activities of younger and older children



e. Seating areas should be provided where adults can supervise children's play and also where school-age children can sit. Seating location should

consider comfort factors, including sun orientation, shade, and wind.

4. Miscellaneous Site Elements.

a. Walls and Fences.

i. The design of walls and fences, as well as the materials used, should be consistent with the overall development's design. Fence and wall color should be compatible with the development and adjacent properties. To facilitate quick removal of graffiti, all wood fences should be painted. Paint color used on fences should be common colors readily purchased and kept readily available on the development's premises.

ii. If front yard fences are provided, visually penetrable materials (e.g., wrought iron or tubular steel) should be used.

Penetrable wrought iron fences allow views

Low retaining walls in the front yard

iii. Wall design and selection of materials should consider maintenance issues, especially graffiti removal and long-term maintenance. Concrete capstones on stucco walls are encouraged to help prevent water damage from rainfall and moisture.

iv. Individual dwelling unit patio and rear yard fences and walls visible from the development's open space should be of a height not to preclude natural surveillance by residents into and out of these areas. Outdoor privacy walls between units, however, may be higher. To increase privacy, it is encouraged that the privacy walls be solid.

b. Site Furniture.

i. The design, selection and placement of all site furnishings (e.g., tables, benches, bollards, and trash receptacles) should be compatible with the overall site design and architectural character of the development.

ii. Seating opportunities should be provided in both sunny and shaded areas. Seating in areas that offer opportunities for social interaction and informal surveillance, (e.g., a bench near the communal mailbox area or benches near tot lot areas and laundry rooms) are strongly encouraged. A variety of sitting area designs, from formal arrangements (benches) to informal arrangements (low walls or steps) are encouraged. In general benches should be located in areas that have some provision for shade.

Seating areas in a shaded location

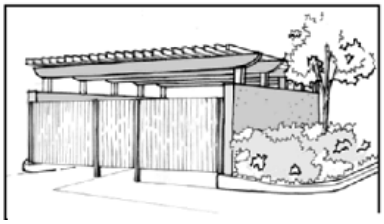
iii. A drinking fountain located near each children's play area is encouraged. Drinking fountains should be "high/low" to accommodate various age groups and disabled persons.

iv. Onsite trash receptacles should be located in or adjacent to high use areas (e.g., community facilities, play areas, and laundry rooms).

c. Refuse Storage Areas.

i. Refuse storage areas should be located in convenient but not prominent areas, such as inside parking courts, or at the end of parking bays. They should be well screened in compliance with requirements of the Development Code.

A trellis and gate screen the trash enclosure



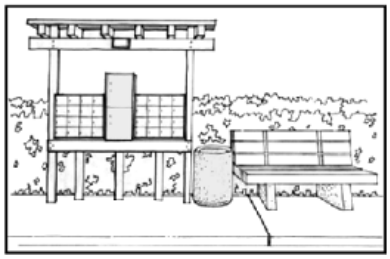
ii. Trash receptacles should be accessible for trash collection but should not block circulation drives near loading areas or conflict with parking. For security reasons, trash enclosure locations should not create blind spots or hiding areas.

d. Mailboxes.

i. Mailboxes should be located in highly visible, heavy use areas for convenience, to allow for casual social interaction, and to promote safety. A bench or seating area in close proximity to the mailbox location is strongly encouraged, and a trash receptacle should be located adjacent to the mailboxes.

ii. Incorporation of design features, such as a built frame consistent with the development's architectural style, is encouraged.

A bench near the mailbox offers an opportunity to socialize



e. Signs.

i. Signs contribute to the development's identity as a unique environment. Professionally designed, creative signs are strongly encouraged, especially for internal directions and building identification.

ii. Clear legible entry signs should be provided to identify the development. Internal circulation signs and visitor parking areas should also be clearly indicated. A directory that shows the location of buildings and individual dwelling units within the development is encouraged.

iii. Building numbers and individual unit numbers should be readily visible, in a consistent location, well lit at night, and compatible with the overall design of the development.

Visible building numbers help visitors to easily locate units

D. Architecture. It is not intended that these guidelines designate a particular architectural style or a specific design character. The primary focus should be to construct a high quality residential environment that is compatible with the surrounding community. The architectural guidelines address the overall external appearance of the development, including building forms, details, and proportions. Use of single-family residential design elements (e.g., pitched roofs, porches, individual entries) are recommended to reduce perceived density, give identity to the development and its individual dwelling units, add visual interest, and be compatible with the context.

1. General.

a. Architectural styles most appropriate to influence the design of multi-family developments within the specific plan areas include: Monterey, Craftsman, Mission Revival, and Spanish Colonial Revival.

b. To create a unified appearance, all support buildings in the development, (e.g., laundry facilities, recreation buildings, carports, garages, and the management office) should be compatible in architectural design with the rest of the development.

2. Building Scale and Height.

a. Buildings should incorporate smaller-scale architectural forms such as bays, recessed or projecting balconies, and dormers to visually reduce the height and scale of the building and emphasize the definition of individual units. Architectural elements such as bay windows, porches, projecting eaves, awnings, and similar elements that add visual interest to the development are strongly encouraged.

b. In order to "scale down" façades that face the street, common open space, and adjacent residential structures, it may be desirable to set back

portions of the upper floors of new multi-family buildings.

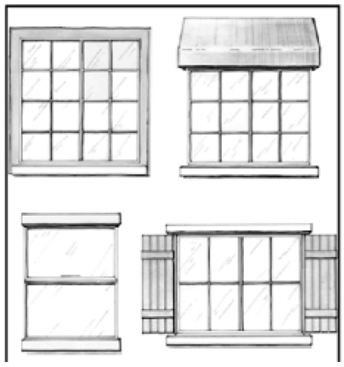
c. Varied building heights are encouraged, both to provide visual interest and give the appearance of a collection of smaller structures. Building heights at the development's edge should be considered within the context of the project's surroundings, the adjacent uses, and the distance from adjacent buildings. The development's building height should create a transition from the heights of adjacent existing residential development, rather than form abrupt height changes.

Height transition from existing one-story dwelling to new two-story development

3. Façade Modulation.

a. Boxy and monotonous façades that lack human scale dimensions and have large expanses of flat wall planes should be avoided. Architectural treatments, such as recessed windows, moldings, decorative trim, and wood frames, should be used to add visual interest to the façade. Windows of varied shape, size, and placement are encouraged.

Examples of various windows styles that create visual interest on a building



b. Building façades that enclose stairwells should include residential-type windows to reduce the visual bulk of the stairwell and enhance safety. Building façades enclosing elevator shafts should use architectural treatments to reduce the visual mass.

c. To provide visual interest and avoid an identical appearance, garage doors should incorporate some architectural detailing that is consistent with the overall development's architectural design, such as patterned garage doors or painted trim.

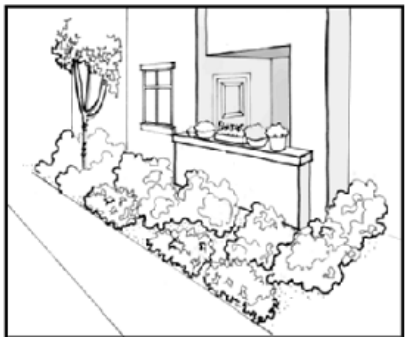
4. Building Entries.

a. Courtyard doors or gates used at building entries should be attractively designed as an important architectural feature of the building or development.

b. Individual entries should have a strong relationship with a fronting street, internal walkway, or courtyard, as appropriate to the overall siting concept. A transitional area from the public space or walkway to the private dwelling unit entry, such as a porch, steps, or landscaped walkway, should be provided.

c. Each dwelling unit's entry should be emphasized and differentiated through architectural elements such as porches, stoops, or roof canopies, and detailing. Opportunities should be provided for residents to personalize their entry by providing ground level space or a wide ledge for potted plants.

A wide ledge creates opportunities to personalize the dwelling unit



5. Stairs.

a. Minimize the number of second floor dwelling units served by a single flight of stairs. Where appropriate for the architectural style, the stairway design should be open to allow for natural surveillance.

Open stairways allow natural surveillance

b. Where prefabricated metal stairs are used, additional design features such as screen walls, enhanced railings, or accent colors should be used to enhance their appearance. The additional design features should be consistent with the overall building design.

6. Building Materials.

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

b. Building materials should be durable, require low maintenance, and be of comparable quality and image to what is used in the surrounding neighborhood. Frequent changes in building materials should be avoided.

7. Roofs.

a. Roof pitches and materials should appear residential in character and should consider the prevailing roof types in the neighborhood, including flat roofs, hipped or gabled roofs, and mansard roofs. The roof pitch for a porch may be slightly lower than the roof pitch of the main building.

b. Roof lines should be broken up and varied within the overall horizontal plane. Combinations of roof heights that create variation and visual interest are encouraged.

c. Carport roofs visible from buildings or streets should incorporate the roof pitch and materials of the main buildings.

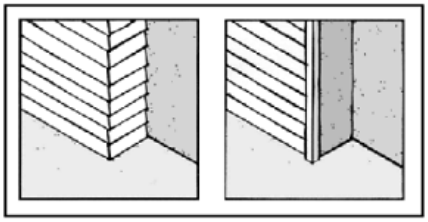
8. Color.

a. Color should be used as an important design element in the development's appearance. The predominant colors for the dwelling units and accessory structures should be natural or muted tones. Appropriate use of more than one predominant paint color is encouraged. Compatible accent colors are encouraged to enhance important building elements.

b. The color of shadow patterns, relief, decorative trim, and wood frames should be distinctive yet compatible with the overall building color.

c. Materials such as brick, stone, copper, etc. should be left in their natural colors. Such materials should not appear thin and artificial. Veneer should turn corners and avoid exposed edges.

Veneer materials should turn corners and avoid exposed edges



9. Mechanical Equipment and Vents.

a. On-site mechanical equipment visible from buildings or a public street should be screened.

b. Roof flashing and vents exposed to public view should be painted to match adjacent surfaces or concealed in a manner consistent with the building's appearance.

E. Landscaping. Landscaping serves many functions in a multi-family housing development. Plant materials can create unique identity, visually connect areas, soften the architecture, provide shade, and screen unattractive areas. Landscaping is important to site design and safety/security issues, as it helps to define outdoor space and edges and can be used to discourage graffiti. An attractive, well-maintained landscaped environment contributes to overall resident satisfaction in the development and it also enhances the appearance of the surrounding neighborhood.

1. Use of Landscaping.

a. Landscape design and selection of plant materials are an important component in multi-family developments. The development's budget should provide for quality landscaping design, proper installation, and plant sizes that will "fill in" and beautify the development within a reasonable period of time.

b. Use of landscaping is encouraged to define and accent specific areas such as building and parking lot entrances and the main walkways to community facilities.

c. Plant materials should be used to define the territorial edge between public and private space, buffer adjacent uses, when appropriate, and screen service areas.

2. Landscape Design.

a. Landscaped areas should generally use a three-tiered planting system consisting of ground cover; shrubs and vines; and trees. Grass is a high-maintenance ground cover that should be used primarily for active recreation areas. Grass should not be used in narrow strip areas; groundcover or shrubs are more appropriate.

Groundcover, shrubs and trees help to create an attractive development

b. Different landscape designs and plant materials should be used in the various courtyards and common open space areas of the development to create an individual identity for each space.

c. Landscape designs that emphasize water-efficient plants are encouraged. Water-intensive landscaping, such as grass, should be concentrated in areas of high visibility and use.

d. Vines and climbing plants on buildings, trellises, perimeter walls, and fences are encouraged, both to provide an attractive appearance and to minimize graffiti.

e. Landscape plantings should be used to help define property lines and distinguish private space from public space by creating a strong edge through a distinct change of plant material, form, height and/or color.

f. Trees and shrubs should be selected based on their mature size and root characteristics. Plants with root systems that uplift hardscape materials should be avoided.

g. Landscape materials should be used to help screen trash enclosures and mechanical equipment so that they are not exposed to view from the street or major walkways within the development.

h. Trees and shrubs should not be planted so close together that they create maintenance and security problems at maturity. They should not completely obstruct views into the development from the public right-of-way, especially views to dwelling entries and common open space areas.

i. Tree height and spread should consider the location of light standards in order to avoid conflicts and maintenance problems as the tree grows.

j. The following are design concepts that are encouraged in all developments:

i. Use specimen trees and accent plant materials at major focal points, such as the entry to the development or where major walkways intersect with the common open space area.

ii. Use landscaping to help define the edges of common open space areas and to distinguish the boundary between private and common open space areas.

iii. Use plantings to soften building lines and emphasize the positive features of the site. Use plantings to create shadows and patterns against walls.

iv. Use dense landscaping to physically separate children's outdoor play areas from vehicular parking or entry areas.

v. Use trees to create canopy and shade, especially in parking areas and passive open space areas. Trees with open branching structures and less dense foliage should be used to allow "filtered" views to parking lots for security purposes.

k. Hardscape materials should be consistent with the architectural design or style of the development. The use of interlocking pavers, scored concrete, or rough-textured concrete to define site entries is strongly encouraged. Stamped concrete or colored concrete is not recommended due to excessive maintenance and repair costs associated with its use.

F. Parking and Circulation. Safe and efficient parking and circulation arrangements take into consideration the needs of pedestrians, children at play, parking lot appearance, and prevention of car theft or damage.

1. Parking.

a. One large parking area where cars would dominate views and increase perceived density should be avoided. Parking areas should be divided into a series of small parking courts with convenient access that relates to adjacent dwelling units. For security reasons, dwelling units should have sight lines out to the parking areas, but these views should be partially filtered through use of appropriate landscaping, such as trees.

Small parking courts with trees that filter views from dwelling units

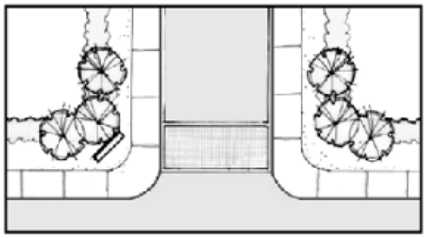
b. Parking areas should be located in the development's interior and not along street frontages. Parking areas should not compete with open space. Carports and tuck-under parking should not be visible from a public street.

c. Parking structures, such as garages and carports, should be located where they do not obstruct natural surveillance.

d. Entry drives should have an adjacent pedestrian entry path.

e. Special accents that define the main entry, create territorial reinforcement, and provide visual interest are strongly encouraged. Examples include architectural detailing, specialty lighting, textured paving, a hardscape decorative border strip along the driveway, and accent plant materials such as specimen trees and flowering plants.

Entry drive with textured paving and border strip



f. Carports, detached garages, and accessory structures should be designed as an integral part of the development's architecture. They should be similar in material, color, and detail to the main buildings of the development. If prefabricated metal carports are used, architectural detailing consistent with the main building should be incorporated.

g. Parking courts should be well designed, with consideration given to landscaping, lighting, building massing, and pedestrian/vehicular circulation.

h. Visitor and disabled parking should be clearly identified and distributed throughout the development to provide convenient access to groups of dwellings and community facilities.

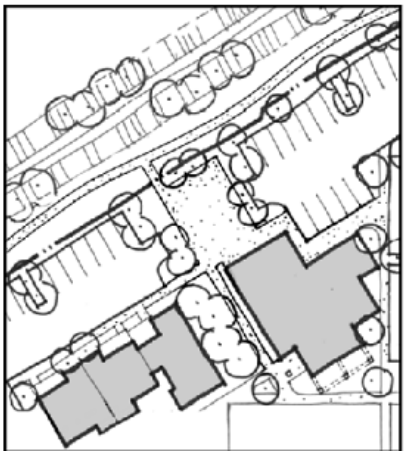
i. For convenience, parking spaces should be assigned, but the parking space numbering system should not identify the dwelling unit that is assigned to the space.

2. Pedestrian Circulation. Pedestrian circulation provides safe, efficient access to facilities and dwelling units for residents, encourages opportunities for casual social encounters, and allows natural surveillance by residents.

a. Convenient pedestrian connections should be provided to adjoining residential developments, commercial projects, and other compatible land uses.

b. Pedestrian access to adjacent existing or planned open space areas and corridors should be provided for the development's residents.

Provide access to adjacent open space corridors



c. Cross circulation between vehicles and pedestrians should be minimized. A continuous, clearly marked walkway should be provided from the parking areas to main entrances of buildings.

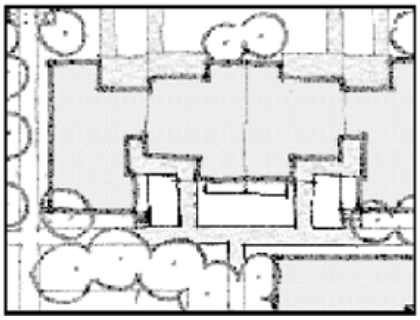
d. Walkways should be located to minimize the impact of pedestrians on the privacy of nearby residences or private open space. Avoid siting a walkway directly against a building. A landscaped planting area between walkways and building façades is strongly encouraged.

e. Adequate lighting should be provided along all walkways.

3. Access to Dwellings. Access to dwellings should provide a unique identity for the individual unit, allow opportunities for social interaction and increase natural surveillance.

a. The main entry to each dwelling unit should be clearly visible from the nearest public circulation walkway. A porch, covered stoop, or similar entry feature should be provided at each unit's front entry.

Individual private walkways lead to each ground level unit



b. Stairwells should be centrally located to the units served and should be visible from as many units as possible.

c. Minimize the number of units sharing a common entry or stairway.

d. To minimize the outdoor clutter that can accumulate in private open space areas, private storage space for strollers, bicycles, etc., should be provided for each dwelling unit. Its location should be either inside the unit, or outside and immediately adjacent to the unit.

e. Walkways and access to dwelling units should be designed to facilitate the moving of furniture by considering minimum widths, heights, and turning angles.

G. Public Safety Through Design. Residents have a basic right to feel safe and secure in their homes. The following guidelines promote the use of site planning, landscaping, community involvement, and physical and psychological barriers to create a safe environment and to prevent crime, vandalism, and graffiti. The principles of crime prevention through environmental design (CPTED) are used extensively. The lighting guidelines are less detailed, and recognize that specific illumination levels are dependent on the individual site characteristics.

1. Crime Prevention Through Environmental Design (CPTED). The following CPTED strategies should be incorporated into the design of multi-family developments, whenever possible.

a. Use the concept of natural surveillance, or “eyes on the street,” by promoting features that maximize the visibility of people, parking, and building entrances.

b. Use the concept of territorial reinforcement by promoting features such as landscape plantings, paving designs, and gateway treatments that define property lines and distinguish private space from public space.

c. Use the concept of natural access control by designing streets, walkways, building entrances, and development entries to clearly indicate public routes and to discourage access to private areas.

2. Opportunities for Surveillance.

a. Windows and entries should be placed to maximize natural surveillance of the site. Sight lines from dwelling units to the parking area should be provided.

b. Open spaces, courtyards, circulation corridors, and individual dwelling unit entrances should be designed to be visible from as many dwelling units as possible. Enclosure of private open space should not prevent common open space surveillance by residents.

c. The management office should be located in a central, visible location, and community meeting rooms and other amenities should also be located close to other heavily used areas.

Security is enhanced with a management office that is in a highly visible location

d. Laundry rooms should be located adjacent to the children’s play area to facilitate supervision. Doors and walls should have windows to allow natural surveillance both into the laundry room and outside to the surrounding area.

A laundry room with windows allows open views out to the surrounding area

3. Hierarchy of Space.

a. Development design should use a “hierarchy of space” to define territory for public space (streets), community space (common open space, play areas, communal laundry, community center, etc.), and private space (individual units and private open space.) The use of design elements to define the public/private edge, such as special paving, change in building materials, and grade separations, or physical barriers such as landscaping, fences, walls, screens, or building enclosures, are encouraged.

Grade separation and low retaining walls establish a public/private edge and define

b. Building entrances and individual dwelling unit entries should be accentuated by architectural elements, lighting, and/or landscaping to further emphasize their private nature.

4. Access.

a. Doors to community facilities should contain some transparency and be key-controlled by residents. Courtyard gates and shared building entrances that access individual units should automatically lock when closed.

b. All front doors in individual dwelling units should have a peephole or other feature to allow residents to see who is at the door before opening it. To prevent break-ins, doorknobs should be located beyond easy reach from any windowpane. Single cylinder dead bolt locks should be installed on the exterior doors of all individual dwelling units. Sliding glass doors should have one permanent door on the outside and the inside moving door should have a locking device and a pin.

c. If security bars are provided, they should be located only on the inside of windows and have proper emergency release mechanisms.

5. Lighting.

a. Lighting levels should vary depending on the specific use and conditions, but the overall consideration should be to provide lighting levels sufficient that intruders cannot lurk in shadows, steps and other grade changes are apparent, residents can easily unlock their door or identify visitors on their doorstep, and opportunities for theft and vandalism are eliminated.

b. Street lighting should be installed along the internal circulation streets. Lighting should be designed to shine downward and eliminate skyward glare. Light standards should be residential/pedestrian in scale and be spaced appropriately for the fixture, type of illumination and pole height.

c. Lighting in parking areas should be arranged to prevent direct glare into adjacent dwelling units and onto neighboring uses/properties.

d. Pedestrian-scaled lighting should be located along all walkways within the development. Lighting bollards should not be used as they do not illuminate large enough areas and are subject to vandalism. Light standards heights are recommended that concurrently allow proper illumination, discourage vandalism, and have a pedestrian scale. Site lighting may be located on buildings to illuminate site areas not covered by individual light standards. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.260 Architectural styles.

A. Mission Revival.

1. Introduction.

a. The following architectural styles are presented to encourage architectural diversity and quality within the Route 66 specific plan area. It is not the intent of this section to dictate preferences of architectural styles. This section should be used by city staff and officials, as well as project applicants, to more effectively achieve the image envisioned for the Route 66 specific plan area.

b. As the name implies, the mission style finds its roots in the architecture of the California missions. In the late 1800s, several innovative California architects began to advocate the mission style in a response to other “revivalist” movements taking place then on the east coast. They chose as their inspiration local Hispanic design elements and adapted these elements to adorn traditional building shapes whether residential or nonresidential. The mission style found great impetus when the Santa Fe and Southern Pacific railroads adopted the style for their stations.

2. Character-defining features.

   a. Parapets with coping fashioned after the California missions.

   b. Full pitched roofs over most of the building. Simple low pitch hip or gable roofs are preferred. Shed roofs may be appropriate when attached to taller walls. Minor portions of the roof may be flat.

   c. Symmetrical façades are most common but asymmetrical designs are also acceptable.

   d. Clay tiled roofs using two-piece tile of consistent color. “S” type tile and multi-colored tile are prohibited.

   e. Simple box-like massing with the appearance of thick walls. Windows and doors are recessed to expose thickness of walls.

   f. Arched doors and windows with semicircular shapes preferred. Large windows are multi-paned.

   g. Arcades used to define courtyards and walkways.

   h. Smooth plaster/stucco walls with hand-troweled finish.

   i. Exposed timber structural elements for beams, rafter tails, and corbels. Color is dark stain.

   j. Simple wrought iron grillework railings, window grilles, and decoration.

   k. Quatrefoil windows on primary façade.

   l. Tile accents used around door and window openings, built in seating, paving, and general decoration.

   m. Building colors are white, off-white, or earth tone with contrasting door and window trim colors.

   n. Larger structures may incorporate mission-like bell towers.

B. Spanish Colonial Revival. The Spanish colonial revival style borrows from the full range of Spanish architecture. Beginnings of the style derive primarily from the Panama-California Exposition of 1915. Until that time, mission-style architecture was more popular. The exposition showcased the richness of Spanish and Latin American architecture and trendsetting architects of the time found new inspiration in this style during the 1920s and 1930s.

1. Character Defining Features.
   a. Simple low-pitched roofs are preferred. Shed roofs may be appropriate when attached to taller walls. Minor portions of the roof may be flat.
   b. Asymmetrical façades are most common.
   c. Multi-level clay tiled roofs using two-piece tile of consistent color. “S” type tile and multi-colored tile are prohibited.
   d. Eaves with little or no overhang.
   e. Simple box-like massing with the appearance of thick walls. Windows and doors are recessed to expose thickness of walls.
   f. Large windows are multi-paned.
   g. Arcades used to define courtyards and walkways.
   h. Smooth plaster/stucco walls with hand-troweled finish.
   i. Decorative masonry or tile vents.
   j. Exposed timber structural elements for beams, rafter tails, and corbels. Color is dark stain.
   k. Simple wrought iron grillework railings, window grilles, and decoration.
   l. Tile accents used around door and window openings, built in seating, paving, stairs, and general decoration.
   m. Building colors are white, off-white, or earth tone with contrasting door and window trim colors.
   n. Larger structures may incorporate round or square towers.

C. Monterey. The Monterey style is essentially a two-story adaptation of early Spanish colonial styles. As trade opened up the west coast, Anglo immigrants arrived in the territory with their own building traditions. As these were superimposed on the traditional adobe construction, the two-story versions came to be called Monterey style after the colonial capital of California. A revival of the style from 1925 to 1940 favored Spanish detailing while versions from the 1940s and 1950s emphasize English colonial details. Because this style is always two-story and therefore may be larger in scale than adjacent buildings, the Monterey style should be used carefully and with appropriate consideration to the style and scale of surrounding buildings.

1. Character Defining Features.
   a. Low pitched gabled roofs.
   b. Second-story balcony, usually cantilevered and covered by main roof.
   c. Clay tiled roofs.
   d. Simple box-like massing with the appearance of thick walls. Windows and doors are recessed to expose thickness of walls.
   e. Large windows are multi-paned.
   f. Arcades used to define courtyards and walkways.

g. Smooth plaster/stucco walls with hand-troweled finish.

h. Exposed timber structural elements for beams, rafter tails, and corbels. Color is dark stain.

i. Wood grillework, railings, window grilles, and decoration.

j. Staircases are fully enclosed.

k. Building colors are white or off-white with contrasting door and window trim colors.

D. Art Deco. Art deco architecture also gained prominence during the Chicago Tribune competition. It preceded its counterpart, art moderne, and differs from it in a number of ways. Art deco buildings emphasize the vertical through towers and other projections. Façade details include decorative zigzags, chevron and other geometric and stylized motifs.

1. Character Defining Features.

a. Smooth wall surface, usually stucco;

b. Decorative zigzags, chevrons, and other geometric motifs;

c. Towers and other vertical projections give vertical emphasis.

E. Art Moderne. The art moderne style of architecture gained recognition in the early 1920s in conjunction with a worldwide competition to design the Chicago Tribune building. In the moderne style, one or more corners may be curved and it is common for windows to turn those corners. These houses generally have smooth wall surfaces, flat roofs, and a strong horizontal emphasis through balustrades and detailing. The use of glass block and small round windows is common.

Moderne building

1. Character Defining Features.

a. Smooth wall surface, usually stucco;

b. Flat roof with small ledge or coping at roofline;

c. Horizontal grooves, lines, or balustrades offer horizontal emphasis;

d. Asymmetrical façades most common.

F. Craftsman. The craftsman style was inspired by the work of the Greene brothers who practiced architecture in Pasadena from 1893 to 1914. The craftsman style represented a philosophy of life that featured honesty, integrity, and a return to nature. Natural woods, shingles, earth colors, brick, stone, river rock, and heavy wooden beams signified a oneness with nature. The rocks and bricks were often used on foundations, chimneys, foundations, and railings to set a unifying theme. Oriental, Tudor, and Swiss-influenced elements lent variety to the style.

Since the craftsman style is predominantly residential in character, its use for commercial buildings should be approached cautiously. This style is most appropriate for buildings that do not require large commercial display windows. Restaurants and office buildings are two examples.

1. Character Defining Features.
   a. Low-pitched gable roof.
   b. Clapboard or shingle siding.
   c. Exposed timber structural elements, rafter tails, brackets, corbels.
   d. Large open porches with columns.
   e. Square or tapered columns.
   f. Overhanging eaves with exposed rafters.
   g. Projecting brackets/beams.
   h. Large front window(s) usually in three parts.
   i. Front door with sidelights.
   j. Doors and windows outlined with heavy wood molding.
   k. Colors are typically medium to dark earth tones.

G. Traditional Storefront. Traditional storefront commercial architecture has its roots in American downtowns. This style of architecture includes large display windows on the ground floor (to allow people to see in and out of the building) and one or more stories above (to provide opportunities for accessory uses to occur above). Regardless of the period of American history in which a building was constructed, this style of architecture includes three character-defining elements: the storefront; the upper façade; and the cornice. While these elements are shared, buildings falling within the traditional storefront architectural style may also possess thematic or stylistic traits of other architectural styles (e.g., Victorian, etc.).

1. Character Defining Features.
   a. The storefront is the ground-level of the front façade, containing large display windows with bulkheads (or kick plates) and often including transoms above the display windows.
   b. The upper façade, which is the area above the ground-floor storefront opening, typically contains both wall material (i.e. brick, wood, or stucco) and windows.
   c. The cornice provides a cap for the entire façade, typically detailed in design, and screening utilities on the roof.
   d. Height and width of buildings are in proportion with surrounding buildings.

e. Proportional relationship exists between door and window openings, creating a rhythm.

f. Human scale and typically abutting sidewalk.

H. Contemporary Highway Vernacular—Context-Sensitive. Contemporary highway vernacular architecture includes buildings that are used for selling products or services, but are not of the "pure architecture," such as commercial buildings designed by famous architects. They are generally easy to construct, designed by industrial designers, and are characterized by a main structure subservient to the signs upon the exterior. This architectural style is based on a concept known as "product-place-packaging," wherein a business or franchise does not rely on creating a structure for a specific landscape, but creates a fully internalized atmosphere that is identical across all the stores. As a result, this architectural style varies by business type and company; however, a building fitting this style is typically built exactly (or near exactly) the same way in each location.

Gas stations, hotels and motels, fast food establishments, and drug stores provide the most common examples of contemporary highway vernacular architecture. The aggregate of this architectural style has become known as the "commercial strip": large signs, franchised organizations, and large parking lots. In many locales, this type of architecture is regulated as "formula businesses," having to adhere to design guidelines and development standards which require conformance to more traditional architectural styles valued by the community—in an effort to move away from an "Anywhere USA" image. For the Route 66 specific plan area, contemporary highway vernacular architecture is encouraged so long as it demonstrates a high level of sensitivity to the envisioned architectural context for the planning area.

Most franchises or corporate businesses will work with communities to modify their typical building design to better fit the local context

1. Character Defining Features.
   a. Main structure subservient to the signs upon the exterior;
   b. Internalized atmosphere that is identical across all the stores;
   c. Exterior easily recognized and identified with a certain company across all the stores;
   d. Surrounded by large parking areas;
   e. Often regulated to conform to locally supported traditional architectural styles. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.270 Public space amenities.

A. Site amenities form elements of commonality, which help to establish the identity of a commercial area and provide comfort and interest to its users. Individual site amenities within a commercial setting should have common features, such as color, material, and design to provide a cohesive environment and a more identifiable character.

Private development is encouraged to include site amenities compatible with the Route 66 Specific Plan Streetscape Furniture

B. Seating is an important amenity that should be provided throughout commercial areas within the Route 66 specific plan area. Seating in the public right-of-way should coordinate with other streetscape furnishings.

C. Walls and fences are generally used for security purposes to define ownership, to mitigate nuisances such as noise, and to screen areas from public view. Walls and fences should be kept as low as possible while performing their functional purpose.

D. Landscaping should be used in combination with walls to soften the otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help reduce graffiti.

Provide seating in a shaded area

E. Pedestrian scale lighting is strongly encouraged. The style and color of lighting should relate to the overall architectural design of the primary commercial structure.

F. Tree grates should occur along street edges and plazas where a continuous walking surface is needed. Grate sizes should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter for supporting a larger tree trunk as the tree grows.

G. Tree guards should extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards should be narrow and painted in a similar color and relate to other site furnishings.

Compatible tree grate and guard

H. Bollards are intended to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design should coordinate with other streetscape furnishings. In locations where emergency access may be necessary, removable bollards are encouraged.

Bollards are encouraged to promote safety of pedestrians

I. Trash receptacle design should coordinate with other streetscape furnishings.

J. Pots and planters should be located where pedestrian flow will not be obstructed.

K. Pots and planters should be durable and have natural color tones that compliment the adjacent structures.

Pots should be clustered together and away from pedestrian flow

L. Directories should be provided near pedestrian entrances of commercial centers to assist visitors in orienting themselves.

Directories help customers find businesses

M. Kiosks that serve as information booths and/or shelter for small vendors are encouraged. Kiosks should be located where pedestrian flow will not be obstructed.

N. Bicycle racks should be selected that are durable and visually subdued. Based on their performance, “loop racks” and “ribbon bars” are encouraged, and should be sized according to parking requirements.

O. The design of newspaper boxes should be consolidated into one rack. The rack should be attractive on all sides and properly anchored.

Newspaper racks should be designed as attractive public amenities

P. Bus stops should be as transparent as possible to increase unobstructed visibility from the ground level up in all directions.

Q. Visual features, such as fountains, should be incorporated into commercial developments to attract pedestrians.

Pop-set fountains are increasingly popular visual fixtures in commercial developments

(Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.280 Signage.

A. Introduction. Signs are one of the most noticeable visual elements throughout the Route 66 specific plan area. Not only do signs communicate something about the goods or services being offered at a particular establishment they also communicate something about the quality of the businesses and the image of the community as a whole. Taken together with other visual elements in the environment, signs play a major role in how people perceive the city’s image. Well-designed signs that communicate their message clearly, without attempting to compete for attention will help create a more pleasant visual environment with the Route 66 specific plan area.

A good quality sign enhances the aesthetic character of the development

The sign design guidelines are designed to help ensure quality signs that communicate their message in a clear fashion; however, the "guidelines" are not strict sign "standards" as are found in the city's Sign Code. The design guidelines may be interpreted with some flexibility in their application to specific signs/projects. This is in recognition that not all guidelines may be workable or appropriate for each sign or project. In some circumstances, a particular guideline may be relaxed to facilitate compliance with another guideline determined by the city to be more important. These decisions will be made on a case-by-case basis. The primary objective is to ensure that the overall intent of the design guidelines is followed is each case.

Design guidelines ensure good quality signs

B. General Design Guidelines.

1. Sign Legibility.

a. Use a brief message. The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read, looks cleaner and is more attractive. Evaluate each word carefully, and, if it does not contribute directly to the sign's message, it should probably be eliminated. Businesses with long names are encouraged to use a generic identification (e.g., "CLEANERS") rather than force too much sign copy into the allowed sign area.

Keep signs as simple as possible

b. Ensure legibility. An effective sign should do more than attract attention; it should communicate its message clearly. Usually, this is a question of the readability of words and phrases. The most significant influence on legibility is lettering style and spacing. Use the following guidelines to help ensure sign legibility.

i. Avoid hard-to-read, intricate typefaces. Typefaces that are difficult to read reduce the sign's ability to communicate.

ii. Avoid spacing letters and words too close together. Crowding of letters, words or lines will make any sign more difficult to read. Conversely, over-spacing these elements causes the viewer to read each item individually, again obscuring the message. Lettering should not occupy more than seventy-five percent of the sign face.

Avoid typefaces that are hard to read

iii. Limit the number of lettering styles in order to increase legibility. A general rule to follow is to limit the number of different letter types to no more than two for small signs and three for larger signs.

iv. Avoid faddish and bizarre typefaces. Such typefaces may look good today, but soon go out of style. The image conveyed may quickly become that of a dated and unfashionable business.

c. Use significant contrast. If there is little contrast between the brightness or hue of the message of a sign and its background, it will be difficult to read.

d. Avoid signs with strange shapes. Signs that are unnecessarily narrow or oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic, it will probably be confusing.

e. Use symbols and logos. Pictographic images will usually register more quickly in the viewer's mind than a written message.

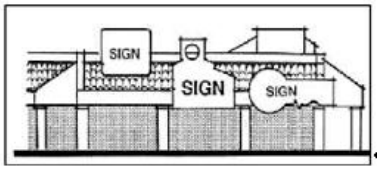
2. Location.

a. Signs should be designed to relate to the architectural features of the building on which they are located and create visual continuity with other storefronts in the same building and adjacent buildings.

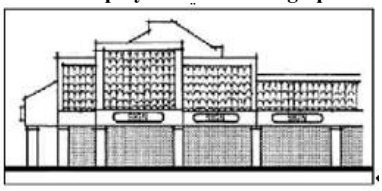
b. Signs should be placed to indicate the location of access to a business. Signs should be placed at or near the public entrance to a building or main parking area to indicate the most direct access to the business.

c. Signs should be placed consistent with the proportions of the building's façade. For example, a particular sign may fit well on an upper, more plain wall, but would overpower and obstruct the finer detail of a lower storefront area. A sign appropriate near the building's entry may look tiny and out of place above the ground level.

Don't do this. Inconsistent sign patterns create confusion



Do this. Employ a consistent sign pattern



d. On buildings that have a monolithic or very plain façade, proper sign placement can establish appropriate rhythm, scale, and proportion.

e. Signs should not be located so that they cover or interrupt the architectural details or ornamentation of a building's façade.

f. Signs should not project above the edge of the rooflines and should not obstruct, windows and/or doorways.

3. Color.

a. Too many colors overwhelm the basic function of communication. If they compete with content for the viewer's attention. Limited use of the accent colors can increase legibility, while large areas of competing colors tend to confuse and disturb. Limit colors to three on a single sign.

b. Contrast is an important influence on the legibility of signs. The most aesthetic and effective graphics are produced when light colored letters and images are placed on a dark, contrasting colored background.

Light colored letters on contrasting background

c. Colors or color combinations that interfere with legibility of the sign copy or that interfere with viewer identification of other signs should be avoided. Bright day-glo (fluorescent) colors should be avoided as they are distracting and do not blend well with other background colors.

Avoid combinations of materials that camouflage the sign's message

d. Colors should relate to and complement the materials or paint scheme of the buildings, including accent and trim colors.

4. Illumination.

a. If the sign can be illuminated by an indirect source of light, this is usually the best arrangement because the sign will appear to be better integrated with the building's architecture. Light fixtures supported in front of the sign cast light on the sign and generally a portion of the face of the

building as well. Indirect lighting emphasizes the continuity of the building's surface and signs become an integral part of the façade. Conversely, internally illuminated cabinet signs where only the sign face is illuminated tend to stand out and not appear integrated with the building's façade.

Internally illuminated signs are discouraged

b. Individually illuminated letters, either internally illuminated or back-lighted solid letters (reverse channel), are a preferred alternative to internally illuminated plastic-faced cabinet signs. Signs comprised of individual letters will be better integrated with the building because they use the building's façade as their background.

Signs illuminated by an indirect source of light are encouraged

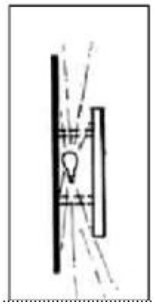
c. The use of backlit, individually cut letter signs is strongly encouraged for all types of business and signs, including monument-type signs.

Good example of a backlit sign that is easy to read

d. The use of internally illuminated cabinet-type signs with translucent panels or panels with reflective surfaces, including, but not limited to, acrylic, fiberglass, plastic, or metal is strongly discouraged and the Sign Code prohibits their use for monument-type signs. If internally illuminated cabinet signs are used for wall signs, their sign panels should be opaque so that when illuminated only the lettering, not the background, is illuminated. The background or field should have a nongloss, nonreflective finish.

e. Whenever indirect lighting fixtures are used, care should be taken to properly shield the light source to prevent glare from spilling over into residential areas and public rights-of-way.

Backlit letter signs are encouraged



5. Materials.

a. Sign materials should be selected with consideration for the architectural design of the building's façade. Sign materials should compliment materials used on the building and should also contribute to the legibility of the sign. For example, the glossy finishes used on most cabinet signs are often difficult to read because of glare and reflections.

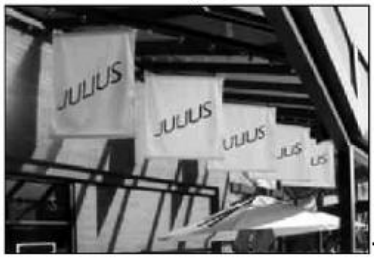
b. Sign materials should be extremely durable. Paper and cloth signs are not suitable for exterior use because they deteriorate quickly. If wood is

used, it should be properly sealed to keep moisture from soaking into the wood and causing the sign's lettering to deteriorate.

Avoid materials that cause glare and make the sign hard to read

Select materials that are durable

Avoid cloth and other nondurable materials



6. Electrical Raceways and Conduits.

a. Electrical transformer boxes and raceways should be concealed from public view. If a raceway cannot be mounted internally behind the finished exterior wall, the exposed metal surfaces of the raceway should be finished to match the background wall, or integrated into the overall design of the sign.

b. If raceways are necessary, they should be as thin and narrow as possible and should never extend in width or height beyond the area of the sign's lettering or graphics.

c. All exposed conduit and junction boxes should be concealed from public view.

C. Design Guidelines for Specific Sign Types.

1. Wall and Building Signs.

a. A wall sign should be located where architectural features or details suggest a location, size, or shape for the sign. The best location for a wall sign is generally a band or blank area between the first and second floors of a building.

b. New wall signs in a shopping center should be placed consistent with sign locations on adjacent businesses. This will establish visual continuity among storefronts and create a unified appearance for the center.

Place signs where architectural features suggest a location

Wall signs of consistent size and placement are encouraged

c. Lettering should not occupy more than about seventy-five percent of the area of the sign to avoid a cluttered look and to help maintain the readability of the sign.

d. Wall signs should not project from the surface upon which they are attached more than the required for construction purposes.

e. Internally-illuminated cabinet-type signs are strongly discouraged. Internally-illuminated, individually-cut channel letters are preferred.

2. Projecting Signs.

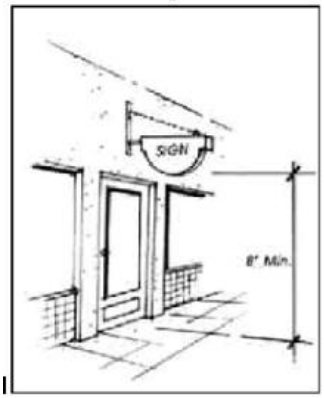
a. The use of pedestrian-oriented projecting signs is strongly encouraged.

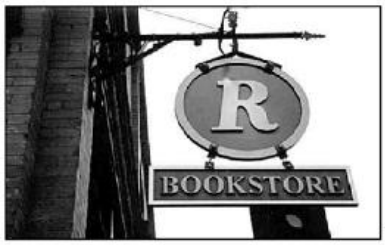
b. Projecting signs should be used for ground floor uses only.

c. Projecting signs should ensure clearance for pedestrians.

d. Sign supports and brackets should be compatible with the design and scale of the sign and the architectural design of the building.

Sign supports and brackets should be of quality materials





e. Internal illumination of a projecting sign is prohibited.

f. The text, copy, or logo face should not exceed seventy-five percent of the sign face of a projecting sign.

g. The sign should be hung at a ninety-degree angle from the face of the building.

3. Window Signs.

a. Window signs on ground level, coverage should not unsafely obstruct or overwhelm the total window area. Window signs should not be used above the second level.

b. Permanent window signs should be limited to individual letters and/or logos placed on the interior surface of the window. White or gold leaf is the recommended colors. Glass-mounted graphics may be applied by painting, silk screening, or vinyl die-cut forms. The use of nonpermanent materials such as paper is strongly discouraged.

Window signs should be limited to the business name

c. The text or sign copy of a window sign should be limited to the business name, proprietor's name, hours of operation, and brief messages identifying the type of product or service (e.g., "maternity wear" or "attorney") or pertinent information (e.g., "se habla Espanol" or "reservations required").

4. Awning Signs.

a. Signs on awnings should be limited to ground floor and second floor uses.

b. Awning signs should be limited to awnings covering a main or side/rear entrance on a street or parking lot.

c. The shape, design, and color of awnings should be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, the design and color of the sign awnings and all other awnings should be coordinated.

Good example of awning shape coordinated with window size/shape

d. The shape, design, and color of awnings should be carefully designed to coordinate with, and not dominate, the architectural style of the building. Where multiple awnings are used on the building, the design and color of the sign awnings and all other awnings should be coordinated.

e. Only permanent signs that are an integral part of the awning or canopy should be used. To avoid having to replace awnings or paint out previous tenant signs when a new tenant moves in, the use of replaceable valances should be considered.

Lettering on valance only is encouraged

5. Freestanding Monument Signs.

a. Freestanding monument-type signs (on ground) are encouraged.

A well-designed monument sign with architectural base, side frames, and cornice top

b. Sign background should not be a prominent feature of the monument sign. The sign copy should dominant the sign face.

c. Between five to ten percent of the sign area should be dedicated to identification of the street address.

d. Freestanding monument signs should be placed perpendicular to the street.

e. Freestanding monument signs should be placed so that sight lines at entry driveways circulation aisles are not blocked.

Good example of monument signs with solid base and strong cornice

f. Freestanding monument signs may be internally illuminated if the sign copy is the only portion of the sign face that is illuminated. The sign background or field should be opaque with a nongloss, nonreflective finish. Signs with individual backlit letters, or stenciled panels with three-dimensional push-through graphics are encouraged.

g. Monument signs should be designed to create visual interest and compliment their surroundings. Signs should incorporate architectural elements, details, and articulation as follows:

i. Provide a solid architectural base that supports the sign.

ii. Provide architectural elements on the sides and top to frame the sign pane(s). Use columns, pilaster, cornices, and similar details to provide design interest.

iii. Incorporate materials and colors into the sign support structures to match or be compatible with materials and colors of the development the sign serves.

iv. Utilize “quality” materials. Avoid the use of lexan, sheet metal, or other materials prone to weathering.

v. Keep the overall size of the sign in proportion with the development it serves.

h. Each monument sign should be surrounded by a landscape planter.

i. Multi-tenant monument signs. Signs with multiple tenant identification panels present a special challenge in delivering their message in a clear manner. To help overcome the problems associated with these types of signs, the following guidelines should be followed:

Freestanding monument signs, including multi-tenant signs, should minimize sign copy, be well designed, and be landscaped along their base

i. Individual tenant sign panels should be uniform in size recognizing that the major tenant or the name of the center may have a slightly larger sign panel.

ii. The size, letter style, and number of tenant names should be developed to minimize the look of a “reader board” sign.

G. Neon Signs and Architectural Lighting. The use of neon tubes for signs or architectural elements is encouraged throughout the Route 66 specific plan area, subject to the following guidelines.

a. Neon signs are allowed for use as wall signs, window signs, and freestanding monument signs. They are not allowed for use as projecting signs.

b. Neon tubing should not exceed one-half inch in diameter.

c. Neon signs and architectural lighting adjacent to residential uses should not exceed one-half footcandle in brightness measured at the property line.

Good example of neon sign

d. Neon tubing should not be combined with any reflective materials (e.g., mirrors, polished metal, highly-glazed tiles, or other similar materials) that would cause glare and increase the spread of light.

e. When used as an architectural element, neon tubing should be used only to reinforce specific architectural elements of the structure and should be compatible with the architectural style of the building and the character of the overall development. Neon building trim is limited to thirty percent of the total building trim area.

f. Neon lighting that completely surrounds a window, door, or similar element is strongly discouraged.

This use of neon is strongly discouraged

g. Neon window signs should not overwhelm or over-obstruct the aggregate area of the window.

h. Neon should not be the predominate material used on signs. The use of neon on signs should be limited to the business name, logo, design, or image. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.290 Design tools design review checklist.

This following checklist may be adapted and used by city staff and officials to conduct design reviews on proposed projects within the Route 66 specific plan area.

Route 66 Specific Plan Area Design Review Checklist

Checklist Prepared by:
Date Plan Received:
Date Checklist Prepared:
Date Presubmittal Conference:
Date DRC Meeting:
Project Name
Applicant
Name:
Address:
Phone:
Property Owner
Name:
Address:
Phone:
Planner or Architect

Name:
Address:
Phone:
A. Land Use
1. Present Land Use:
Designation on Property:_____
Overlay Districts: _____
2. Proposed Land Use:
3. Land Use Consistency—Proposed use(s) conform to permitted uses _____ Yes ____ No
Comments:

	Follows Design Guidelines	Changes Recommended	Not Applicable	Remarks
B. Site Design				
1. Height and Setbacks—Building setback and height standards are satisfied.				
2. Appropriateness of Concept—Development concept is consistent with site location and with surrounding properties.				
3. Building Location—Buildings are located in a logical and pleasing manner on the site. Buildings are related reasonably to each other, to parking facilities, and to pedestrian areas. Siting protects pedestrian movement.				
4. View Impacts—Project is designed to respect existing views by minimizing view obstruction and mitigating disruptive visual impacts of large building masses.				
5. Buffering—Trash areas, loading docks, storage areas, service areas, transformer vaults, etc., are located and screened so as to minimize visibility from streets and from building entries.				
6. Exterior Lighting—Exterior lighting design is unobtrusive, integrated with the project concept, and of low profile.				
7. Parking—All parking space and space size requirements are satisfied. All interior and boundary parking area landscaping requirements are satisfied.				
a. Parking areas are located and designed to minimize visibility from streets and to minimize visual detraction from new buildings.				
b. Parking areas are designed to provide good internal circulation, street access, and proximity of spaces to building entrances.				
c. Vehicular entry points to parking lots have received special paving accents where the drive crosses the public sidewalk.				
d. Applicant has demonstrated an attempt to share entry and/or parking with an adjacent property.				
C. Building Architecture				
1. Building Form and Scale—Architectural concept is consistent with the predominant scale of adjacent buildings.				
2. Façade Proportion—The visual composition of the façade respects the general proportion (height to width) of existing façades on the street.				
3. 360° Architecture—Architectural details are provided on all elevations.				
4. Consistency of Elevation—Design of walls, doors, and windows are consistent in styling				

materials, colors, and detailing on all elevations.				
5. Articulation—The architectural concept avoids large unbroken wall surfaces.				
6. Roof—The roof form is designed in conjunction with its mass and façade, so that the building and its roof form a compatible building composition within the district.				
7. Rear Entry—Appropriate identification signage and architectural detail has been provided on the rear façade.				
D. Storefront Design				
1. Storefront Components—The storefront design maintains typical elements such as bulkheads, doors, display windows, awnings, or canopies that are appropriate to the proposed style/theme.				
2. Wall to Opening Ratio—The storefront architectural concept maintains an appropriate wall to window ratio.				
3. Storefront Accessories—All mechanical appurtenances are concealed.				
4. Awnings—Awning design and color respects the scale, proportion, rhythm, and style of the building's architecture.				
5. Sign Placement—The storefront design provides a logical space for placement of a sign and building address.				
E. Signs				
1. Sign Type—Selected sign type is consistent with other signs on adjacent buildings or storefronts, and meets all applicable codes or approved sign program.				
2. Location—Sign location on building is consistent with architectural style and other design standards.				
3. Legibility—A simple typeface is utilized while color, illumination, and letter size are appropriate to the building architecture and scale.				
4. Illumination—The sign is properly lighted and does not allow glare to spill beyond the sign face.				
5. Safety—Placement of sign does not pose a safety hazard for motorists or pedestrians.				

(Ord. 1791 § 1 (Exh. A (part)), 2003)

Article VI. Land Use and Development Regulations

21.10.300 Purpose and intent.

A. This article establishes the zoning subdistricts for the Route 66 Corridor specific plan area, the allowable uses (permitted and conditionally permitted) that apply within each zoning subdistrict, and the development and design standards that apply within each subdistrict. Together, the table of allowed use and the development and design standards prescribe the allowed development for the Route 66 Corridor specific plan area.

B. The intent of the development and land use standards, together with the design standards is to implement the goals of the Route 66 Corridor specific plan.

C. The land use regulations, development standards and design standards are consistent with the goals and policies of the general plan.

D. Organization of this article.

1. Section 21.10.300—Purpose and intent.
2. Section 21.10.310—General provisions.
3. Section 21.10.320—Establishment of zoning subdistricts.
4. Section 21.10.330—Allowable land uses and permit requirements.
5. Section 21.10.340—Nonconforming uses, structures, and parcels.
6. Section 21.10.350—Zoning subdistrict development standards.
7. Section 21.10.360—Standards for specific land uses.
8. Section 21.10.370—Off-street parking and loading standards.
9. Section 21.10.380—Landscaping, walls, and fences.
10. Section 21.10.390—Signs.
11. Section 21.10.400—Auxiliary structures, equipment, and utilities.

12. Section 21.10.410—General operating standards.

13. Section 21.10.420—Development incentives.

14. Section 21.10.430—Development review procedures. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.310 General provisions.

A. Minimum Requirements. The land use and development standards contained herein are minimum requirements. In reviewing individual projects requiring discretionary approval, more restrictive standards or conditions may be applied if deemed necessary to accomplish the goals and objectives of this specific plan.

B. Applicability of Development Standards and Guidelines. The land use and development standards contained in this chapter shall apply to all new development, including additions to buildings, and changes in use, as provided for in Article VII (Implementation and Administration). The design standards contained in Article V, shall also apply. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.320 Establishment of zoning subdistricts.

A. Purposes of Land Use Subdistricts. This section provides purpose statements for the zoning districts to be applied within the Route 66 Corridor specific plan.

1. BG (Barranca Gateway) Subdistrict. The Barranca gateway zoning district is intended to serve as the western gateway into the city of Glendora. The Barranca gateway zoning district seeks to provide the western “front door” to the city, through the establishment of distinctive architecture, streetscape, hardscape and other on-site and off-site amenities. The Barranca gateway zoning district is envisioned to capitalize on adjacent market potential introduced by Azusa Pacific University and Citrus College. The development of student housing and supportive retail uses in both horizontal and vertical mixed-use arrangements is strongly encouraged. A high-level of street-oriented development and pedestrian comfort is envisioned to attract nearby students and residents to this district. Uses appropriate for this zoning subdistrict include mixed use, retail sales, restaurants, offices, and other service uses that provide for the daily needs of local residents. The district is intended to promote stable and attractive commercial development that is compatible with adjacent residential use. Commercial uses are strongly encouraged at intersection locations.

2. GMU (Grand Avenue Gateway) Subdistrict. The Grand Avenue gateway district is intended to enhance Grand Avenue’s function as a primary commercial/retail district within the city. The district is envisioned to serve as a primary southern gateway to the Route 66 Corridor through the provision of higher intensity commercial development catering to the local and regional market. Horizontal and vertical mixed use, combined with distinctive architecture and pedestrian amenities compatible with adjacent residences, is encouraged. The zoning subdistrict is intended to provide a wide range of retail sales, business and personal services primarily oriented to the automobile customer. The zoning subdistrict is envisioned as a primary node for serving the general commercial needs of the city through the promotion of stable and attractive retail development.

3. TCMU (Town Center Mixed Use) Subdistrict. The town center mixed use district is intended to provide for a complementary mix of land uses and development types that are compatible with and reinforce pedestrian activity and transit utilization. The town center mixed use district is envisioned to serve as a unifying area that establishes and/or enhances visual and functional connections between the Route 66 Corridor and the Village. The town center mixed use district will emphasize a complementary mix of development types, including single-family and multi-family residential, commercial uses and smaller-scale street-oriented retail development. Quality designed, compact and vertically mixed use development featuring higher residential densities and development intensities are encouraged within the town center mixed use district.

4. RSC (Route 66 Service Commercial) Subdistrict. The Route 66 service commercial is intended to provide for a variety of smaller-scale commercial, office and light industrial uses. Flexible commercial and low-intensity industrial development allowing for office/assembly and warehousing under one roof is encouraged. The district is envisioned as a primary node for locally-serving businesses and commercial activity. The Route 66 commercial district is envisioned to contribute to a positive visual image along Route 66 through the establishment of streetscape elements, landscaped buffers and quality site design.

5. CRR (Central Route 66 Residential) Subdistrict. The central Route 66 residential district is intended to contribute to the mix of housing choices offered to Glendora residents and provide consistency with the Glendora general plan housing element, through the provision of multi-family residential development. Locally-serving retail and other residential-compatible commercial uses that cater to nearby residents are encouraged within this zoning subdistrict. New residential development in this zoning subdistrict is envisioned to establish a positive visual image along the Route 66 Corridor and encourage pedestrian connections to adjacent trailways, transit stops, commercial uses, and public sidewalks.

6. LHG (Lone Hill Gateway) Subdistrict. The Lone Hill gateway district is intended to serve as the eastern gateway of Glendora’s Route 66 Corridor. The Lone Hill gateway seeks to provide a welcoming “front door” through streetscape, quality architecture, views to the San Gabriel Mountains while promoting stable and attractive commercial development that is compatible with neighboring residential uses. The district is envisioned as a node for locally-serving retail uses catering to residents and the day-time population generated by adjacent employment. The subdistrict is envisioned to include a complementary mix of locally-serving retail, service commercial, and professional offices.

7. TCO (Glendora Technology, Commerce and Office) Subdistrict. The Glendora technology, commerce, and office district is intended to serve as a primary employment center within the city. The zoning subdistrict is intended to promote uses including administrative, professional, research, and retail/service commercial uses limited to accessory uses. The zoning subdistrict is envisioned to promote strong internal and external pedestrian circulation that provides on-site amenities and enhanced connections to adjacent retail and commercial development.

8. Grand/Route 66 Gateway, Amendment No. 1. The Grand/Route 66 Gateway district has been established to ensure that this key gateway intersection provides the mass and scale and quality, well-designed architectural features including significant landscaping, courtyards and public plazas to establish a “sense of place” creating a unique Glendora theme of beauty, pedestrian scale, and enriched quality of life. The zoning subdistrict is intended to promote a mix of housing and office/retail uses which enhance the gateway entry theme of the intersection as well as promote pedestrian comfort and scale. Excellence of architecture combined with pedestrian-oriented site planning including public courtyards and broad landscaped sidewalks are important features of the district. (Ord. 1817 § 1 (Exh. A (part)), 2005; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.330 Allowable land uses and permit requirements.

Table 6-1 identifies the allowable land uses for each zoning subdistrict that is exclusive to the Route 66 Corridor specific plan: BG (Barranca gateway) subdistrict, GMU (Grand Avenue gate or gateway mixed use) subdistrict, TCMU (town center mixed use) subdistrict, RSC (Route 66 service commercial) subdistrict, CRR (Route 66 residential) subdistrict, LHG (Lone Hill gateway) subdistrict, TCO (technology, commerce, office) subdistrict. To determine the allowed land uses and development standards in the zones that are not exclusive to the Route 66 Corridor, refer to the applicable chapters of this Glendora Zoning Code.

A. Allowed Uses.

1. Allowed Land Uses. Table 6-1 identify the uses of land permitted by this specific plan, and the land use permit required to establish each use.

2. Prohibited Land Uses. Any table cell indicated a "-" symbol indicates that the listed land use is prohibited in that specific zone.

3. Applicable Sections. Where the last column in the tables ("see standards in section") includes a section number, the regulations in the referenced section apply to the use; however, provisions in other sections of this specific plan or applicable section of the Glendora Municipal Code may also apply.

TABLE 6-1
ALLOWABLE USES AND PERMIT REQUIREMENTS
ROUTE 66 SPECIFIC PLAN SUBDISTRICTS

Key to Table

ACUP	Administrative Use Permit (See Section 21.10.410)
MCUP	Minor Conditional Use Permit (See Section 21.10.410)
P	Permitted Use
CUP	Conditional Use Permit (See Section 21.10.410)
"—"	Use not allowed

	Permit Requirement by District							
Land Use	**BG**	**GMU**	**TCMU**	**CRR**	**RSC**	**LHG**	**TCO**	**Notes:**
Miscellaneous								
Alternative Fuels and Recharging Facilities	P	P	P	P	P	P	P	
Broadcast and Recording Studios	—	P	—	—	P	P	P	
Light Rail Passenger Terminals	—	—	ACUP	—	—	—	—	
Motor Vehicle Storage Facilities	—	—	MCUP[3]	—	—	—	—	
Public Utility Service Yards	—	—	—	—	MCUP	—	—	See Section 21.10.410
Public Utility Structures and Service Facilities	—	—	—	—	MCUP	—	—	See Section 21.10.410
Public Works Maintenance Facilities and Storage Yards	—	—	—	—	MCUP	—	—	
Satellite Dishes/Antenna (less than 3 feet/2 meters in diameter)	P	P	P	P	P	P	P	
Education								
Community/Cultural Centers	—	—	P	—	MCUP	—	—	
Commercial Day Care Centers	ACUP	ACUP	ACUP		ACUP	ACUP	ACUP	
Membership Organization Facilities —Lodges and Clubs	MCUP	MCUP	MCUP	—	—	—	—	See Section 21.10.410
Schools-K-12, Private	CUP	CUP	CUP	—	—	CUP	—	
Schools, Specialized Education and Training—less than 50 students	P	P	P		P	P	P	See Section 21.10.410
Schools, Specialized Education and Training—more than 50 students	MCUP	MCUP	MCUP		MCUP	MCUP	MCUP	See Section 21.10.410
Studios-Art, Dance, Music Photography, etc.	P	P	P	—	P	P	P	See Section 21.10.410
Universities/Colleges, Private	CUP	CUP	CUP	—	CUP	CUP	CUP	
Entertainment, Recreation, Public Assembly								
Adult-Oriented	Refer to Adult Business Ordinance							
Dancing and/or Entertainment	CUP	CUP	CUP	—	CUP	CUP	—	Only as accessory to restaurant use
Health/Fitness Centers	MCUP	MCUP	MCUP	—	MCUP	MCUP	MCUP	Permitted in TCO

								subdistrict if ancillary to primary use.
Indoor Amusement/ Entertainment/Recreation Centers/Arcades	CUP	CUP	CUP[3]	—	—	—	—	See Section 21.10.410
Places of Worship	CUP	CUP	CUP	CUP	CUP	CUP	CUP	See Section 21.10.410
Theaters, Auditoriums, and Meeting Halls	MCUP	MCUP	MCUP	MCUP	—	MCUP	MCUP	See Section 21.10.410
Manufacturing and Processing								
Chemical Products	—	—	—	—	—	—	—	
Clothing Products	—	—	P[3]	—	P	—	P	See Section 21.10.410
Cosmetics	—	—	P[3]	—	P	—	—	See Section 21.10.410
Electronics and Equipment Manufacturing	—	—	ACUP[3]	—	P	—	—	See Section 21.10.410
Foam/Plastics Fabrication	—	—	—	—	P	—	P	See Section 21.10.410
Food and Beverage Product Manufacturing	—	—	P[3]	—	P	—	P	See Section 21.10.410
Furniture/Cabinet Shops	—	—	P[3]	—	P	—	—	See Section 21.10.410
Glass Products	—	—	P	—	P	—	P	See Section 21.10.410
Handicraft Industries, Small Scale Assembly (pre-manufactured)	—	—	P[3]	—	P	—	P	
Hazardous Material Storage	CUP	CUP	CUP	—	CUP	CUP	—	
Laboratories	P	P	P	—	P	—	P	

	Permit Requirement by District							
Land Use	**BG**	**GMU**	**TCMU**	**CRR**	**RSC**	**LHG**	**TCO**	**Notes:**
Metal Products Fabrication	—	—	P[3]	—	P	—	P	See Section 21.10.410
Paper Products	—	—	P[3]	—	P	—	P	See Section 21.10.410
Pharmaceutical Manufacturing	—	—	P[3]	—	P	—	P	See Section 21.10.410
Plastics and Rubber Products	—	—	P[3]	—	P	—	P	See Section 21.10.410
Printing and Publishing	—		ACUP[3]	—	P	—	P	See Section 21.10.410
Recycling Facilities—Reverse Vending Machines	P	P	P	—	P	P		Accessory to grocery stores over 5,000 sq. ft.
Recycling Facilities—Small Collection Facility	P	P	P	—	P	P	—	Accessory to grocery stores over 5,000 sq. ft.
Research and Development	—	—	—	—	P	—	P	
Structural Clay and Pottery Products	—		P[3]	—	P	—	—	See Section 21.10.410
Textile Products	—	—	P[3]	—	P	—	—	See Section 21.10.410

Warehousing, Wholesaling, and Distribution Facility, Incidental (less than 50% of floor area)	—	—	P[3]	—	P	—	P	See Section 21.10.410
Motor Vehicle and Related Retail Trade and Services								
Automated Car Washing	MCUP[1]	MCUP[1]	MCUP[1][3]	—	MCUP[3]	MCUP[3]	—	See Section 21.10.410 Accessory to service station use
Car Wash, Full and Self Service	—	—	P[1] [3]	—	CUP[1]	—	—	
Marine Sales, Indoor	P	P	P	—	P	P	—	See Section 21.10.410
Motor Vehicle Leasing, No On-Site Storage	P	P	P	—	P	P	—	
Motor Vehicle Leasing, On-Site Vehicle Storage (less than 10 vehicles)		—	—	—	MCUP[1][2]	MCUP[1][2]	—	See Section 21.10.410
Motor Vehicle Parts and Supplies Sales	P	P	P	—	P	P	—	See Section 21.10.410
Motor Vehicle Repair and Maintenance, MAJOR, and only when conducted in an enclosed structure			CUP[1] [3]	—		—	—	See Section 21.10.410
Motor Vehicle Repair and Maintenance, MINOR, and only when conducted in an enclosed structure	MCUP[1]	MCUP[1]	MCUP[1] [3]	—	MCUP[3]	MCUP[3]	—	
Motor Vehicle Sales (New and/or Used), With Service Facilities	CUP[1]	CUP[1]	CUP[1] [3]	—	CUP[1]	—	—	
Motor Vehicle Sales (New and/or Used), Without Service Facilities, Storage or Outdoor Display	P[1]	P[1]	P[1]	—	—	P[1]	—	
Motor Vehicle Window Tinting	ACUP[1]	ACUP[1]	ACUP[1] [3]	—	ACUP[1]	—	—	See Section 21.10.410
Service Stations	CUP[1]	CUP[1]	CUP[1]	—	CUP[1]	CUP[1]	—	
Public								
Community/ Recreational Center	P	P	P	ACUP	P	P	P	
Government Enterprises (Local, State, or Federal)	P	P	P	ACUP	P	P	P	
Libraries/Museums, Public	P	P	P	ACUP	P	P	P	
Parking Lots/Structures, Public	P	P	P	ACUP	P	P	P	
Parks, Public	P	P	P	ACUP	P	P	P	
Service Uses/Structures, Public	P	P	P	ACUP	P	P	P	
Retail Trade								
Accessory Retail Uses	P	P	P	P[2]	P	P	P	Accessory retail must be incidental to a primary use
Antique Store	P	P	P		P	P		
Art, Antiques, Collectibles, and Gifts	P	P	P	P[2]	P	P	—	
Bakeries, Retail	P	P	P	P[2]	P	P	—	
Big Box Retail Stores (greater than 30,000 square feet)	—	P	—	—	—	P	—	
Book Stores	P	P	P	P[2]	P	P	—	
Building Material Stores/Yards		—	—	—	P	—	—	
Candy Stores	P	P	P	P[2]	P	P	—	
Catering Businesses, ONLY When Ancillary to a Restaurant	P	P	P	P[2]	P	P	—	
Coin Dealer	P	P	P		P	P		
Convenience Markets/Stores (under 5,000 square feet)	ACUP	—	ACUP	ACUP[2]	—	—	—	See Section 21.10.410
Furniture, Furnishings and Equipment Stores	P	P	P	P[2]	P	P	—	

Garden Centers/Plant Nurseries	P	P	P	ACUP[2]	P	P	—	See Section 21.10.410
Grocery Stores, 5,000 sq. ft. and greater	P	P	P	—	—	P	—	
Liquor Sales (Off-Site Consumption Only)	CUP	CUP	CUP	—	—	CUP	—	Only permitted for uses greater than 5,000 square feet that are component to grocery store use
Liquor Sales (Off-Site Consumption Only)—Beer and Wine Only	CUP	CUP	CUP	—	—	CUP	—	
Liquor Sales (On-Site Consumption Only)—Restaurant	CUP	CUP	CUP	—	CUP	CUP	—	
Meat Markets or Delicatessens	P	P	P	P[2]	P	P	—	
Music Stores	P	P	P	P[2]	P	P	—	
Outdoor Retail Sales	Refer to Title 5 of the Glendora Municipal Code							
Pet Stores	ACUP	ACUP	ACUP[3]	ACUP[2]	ACUP	ACUP	—	
Pharmacies/Drug Stores	P	P	P	P[2]	P	P	—	
Pharmacies/Drug Stores, With Drive-Thru Service	MCUP	MCUP	MCUP	MCUP[2]	MCUP	MCUP	—	
Restaurants, Fast Food, With Drive-Thru Service	MCUP	MCUP	MCUP	—	MCUP	MCUP	—	
Restaurants, Fast Food, Without Drive-Thru Service	P	P	P	—	P	P	—	
Restaurants or Cafés (excluding Fast Food or Drive-Ins)	P	P	P	—	P	P	—	
Retail Stores, General Merchandise	P	P	P	—	P	P	—	
Secondhand Store	P	P	P		P	P		
Shopping Centers (five or more tenants on contiguous parcel)	P	P	P	—	P	P	—	
Temporary Uses/Activities	Refer to Title 5 of the Glendora Municipal Code							
Thrift Store	P	P	P		P	P		
Services								
Automated Teller Machines (ATM's)	P	P	P	—	P	P	P[5]	Only in conjunction with operation of a bank or financial institution
Banks and Financial Services	P	P	P	P[2]	P	P	P	
Beauty/Health Spa	CUP	CUP	CUP	CUP[2]	CUP	CUP	CUP	CUP
Business Support Services, Secretarial and Administrative	P	P	P	P[2]	P	P	P	
Check Cashing	P	P	P	P[2]	P	P	—	
Contractor's Equipment Yards	—	—	—	—	CUP	—	—	See Section 21.10.410
Convalescent/Rest Homes	—	—	CUP	CUP	—	—	—	
Equipment Rental Establishments	—	—	—	—	CUP	—	—	See Section 21.10.410
Fortunetelling	—	—	—	—	P	—	—	
Hotels/Motels	P	P	P	—	CUP	—	—	
Laundromats, Self-Service and Dry Cleaning, Drop-Off Only	P	P	P	—	P	P	—	
Massage Therapy in Conjunction With a Beauty/Health Spa or Gym	CUP[6]	CUP[6]	CUP[6]	CUP[2][6]	CUP[6]	CUP[6]	CUP[6]	CUP[6]
Massage Therapy in Conjunction With a Medical Office or Clinic	P	P	P	P[2]	P	P	P	P
Medical Services, Clinics	P	P	P	—	P	P	P	
Medical Services, Laboratories	P	P	P	—	P	—	P	
Offices, Professional	P	P	P		P	P	P	

				P(2)				
Outdoor Active Activities (e.g., Walk-up Windows)	P	P	P	P(2)	P	P	—	
Personal Services, General	P	P	P	P(2)	P	P	P	
Photo-Copy/Printing/Desktop Facilities	P	P	P	P(2)	P	P	—	
Printing/Photo Developing/Printing Shops	P	P	P	P(2)	P	P	—	
Photography Studio/Supply Shop	P	P	P	P(2)	P	P	—	
Propane/Liquid Fuel (Storage and Sales)	—	—	—	—	MCUP	—	—	See Section 21.10.410
Repair and Maintenance, Consumer Products	P	P	P	P(2)	P	P	—	
Storage (Mini, Personal, and Self-Storage) Facilities	—	—	CUP(3)	—	CUP	—	—	
Travel Agencies	P	P	P	P(2)	P	P	P	
Veterinarian Clinics and Animal Hospitals	P	P	P	—	P	P	—	
Residential								
Accessory Uses and Structures	P	P	P	P	—	—	—	
Multiple-Family Residential	P	P	P(4)	P	—	—	—	Only in conjunction with mixed use.(7) Allowed by right in CRR subdistrict
Assisted Living Facilities	—	—	CUP(4)	CUP	—	—	—	More than 6 residents
Condominiums/ Townhomes	P	P	P(4)	P	—	—	—	Only in conjunction with mixed use.(7) Allowed by right in CRR subdistrict
Live/Work Facilities	P	P	P(4)	P	—	—	—	
Mixed-Use Developments (Residential over Retail/Office)	P	P	P(4)	P	—	—	—	
Mixed-Use Developments (Use distributed horizontal on a site)	P	P	P(4)	P		—	—	
Residential Care Homes	—	—	CUP(4)	CUP	—	—	—	More than 6 residents
Single-Room Occupancy Housing	—	—	—	P	—	—	—	See Section 21.10.360(I)

TABLE 6-1a
ALLOWABLE USES AND PERMIT REQUIREMENTS FOR GRAND/ROUTE 66 GATEWAY AMENDMENT NO. 1

Apparel
Appliance store
Art gallery
Bakery
Bank or financial institution without drive-through, in conjunction with other permitted uses
Bookstore
Condominiums/town homes (as second and third stories over retail/office)
Copy store
Dancing and live entertainment in conjunction with restaurant. CUP required.
Department store
Electronic appliances
Florist
Fortunetelling
Furniture
Gifts

Jewelry
Live/work facilities (as second and third stories over retail/office)
Office supplies
On sale alcoholic beverage sales (consumption only in conjunction with restaurant). CUP required.
Personal services
Professional offices
Restaurant (sit down, family-style including outdoor dining)
Specialty foods such as delicatessen, coffee and tea shop, ice cream, candy, soda fountain. Fast food restaurants are not permitted.
Stationery store
Wine shop

Notes:
(1) Within the applicable subdistrict, Motor Vehicle and Related Retail Trade and Services uses indicated shall be restricted from locating on corner locations with frontage along Route 66.
(2) Within the CRR subdistrict, use shall be permitted only on corner locations with frontage along Route 66.
(3) Applies only to uses for parcels providing street frontage along Vermont Street south of Ada Avenue and north of Route 66. Use is not permitted on parcels that do not have street frontage along Vermont Street south of Ada Avenue and north of Route 66.
(4) Uses in the TCMU subdistrict on parcels with street frontage along Vermont Street south of Ada Avenue and north of Route 66 are subject to the findings requirements of Section 21.10.360(C)(3).
(5) Drive-through lanes are permitted with approval of a conditional use permit.
(6) Ancillary massage therapy use may not occupy more than thirty percent of the gross floor area of the primary use. Refer to Title 5 of the Glendora Municipal Code.
(7) 351 South Glendora Avenue is exempt from this requirement.

(Ord. 1962 § 5, 2012; Ord. 1953 § 1, 2012; Ord. 1949 § 5, 2011; Ord. 1933 § 5, 2010; Ord. 1924 §§ 15, 16, 2009; Ord. 1906 § 1, 2008; Ord. 1860 § 2, 2007; Ord. 1847 § 2, 2006; Ord. 1824 § 1, 2005; Ord. 1817 § 1 (Exh. A), 2005; Ord. 1791 § 1 (Exh. A), 2003)

21.10.340 Nonconforming uses, structures and parcels.

A. Purpose. This section establishes uniform provisions for the regulation of legal nonconforming land uses and structures. Within the zoning subdistricts established by this specific plan, there exist land uses and structures that were legally established before the adoption, or amendment of the Glendora Municipal Code, but which would be prohibited, regulated or restricted differently under the terms of this specific plan or subsequent amendments thereof.

It is the intent of this specific plan to discourage the long-term continuance of these nonconformities, but to provide provisions that permit them to expand or redevelop, provided certain conditions are met. Generally, this section's intent is to be administered in a manner that encourages the eventual abatement of all nonconformities.

Nonconforming uses and structures shall not be enlarged upon, expanded or extended, except as expressly stated in this section, nor shall the existence of a nonconforming use or structure be a determining factor for adding other uses or structures prohibited in the same land use subdistrict.

B. Nonconforming Uses. A nonconforming use may be continued provided the use complies with all laws other than the land use regulations contained within this specific plan, subject to the following provisions;

1. It may not be enlarged, extended, moved or altered, except to change the use of a structure or land to a use permitted in the land use subdistrict in which it is located.

2. It may be extended throughout any part of the structure which was originally approved for such use, but it may not be expanded to occupy land outside such structure.

3. In the case of a nonconforming use of land not involving a structure, use may not be moved in whole or part to any portion of the lot or parcel on which it is located other than occupied by the use at the time the use became nonconforming.

4. If no structural alterations are made, a nonconforming uses of a structure may be changed to another nonconforming use; provided the director makes a finding that the proposed use is equally appropriate or more appropriate to the land use subdistrict than the existing nonconforming use. In permitting such change, the director may impose conditions to insure that the degree of nonconformity is not subsequently increased, along with such other conditions as are necessary to mitigate any adverse impacts of the changed use upon neighboring properties.

5. If a nonconforming use of a structure or land is superseded by a permitted use, such use shall thereafter conform to the regulations for the land use subdistrict in which it is located, and the nonconforming use may not be resumed.

6. When a nonconforming use of a structure or land is discontinued, or abandoned for a continuous period of one hundred eighty days or more, any subsequent uses shall conform to the regulations of the land use subdistrict in which the property is located.

C. Nonconforming Structures. A nonconforming structure may be continued in use so long as it is in compliance with all laws and other than structural regulations as set forth in the Glendora Municipal Code, subject to the following provisions:

1. It may not be enlarged, expanded or altered in any way which increases its nonconformity, but may be altered to decrease its nonconformity.

2. Should a nonconforming structure or nonconforming portion of a structure be destroyed by any means to an extent of more than fifty percent of its reasonable replacement value at the time of destruction, it shall not be reconstructed except in conformity with the provision of this specific plan; provided, however, that a nonconforming structure used for residential purposes may be reconstructed in any residential zone or planned zoned designated for residential use if it meets all building and safety regulations; and provided further, that to the extent reasonable and feasible the construction shall conform with the regulations of this specific plan.

3. If a structure is moved for any reason for any distance whatsoever, it shall thereafter conform to the regulations for the land use subdistrict in which it is located.

4. If the use of a nonconforming structure is maintained in a nonconforming structure, the provisions of this section shall apply; provided that where a conflict between this section exists, the more restrictive provisions shall prevail.

5. When a nonconforming structure is abandoned or vacated for a period of one hundred eighty days or more, any subsequent use of the property shall conform with the regulations of the land use subdistrict in which it is located.

D. Nonconforming Lots. Any lot which becomes nonconforming upon adoption of this specific plan shall be eligible for nonconforming lot review, pursuant to the requirements of the Glendora Municipal Code.

E. Repairs and Maintenance. On any nonconforming structure, or on any conforming structure containing a nonconforming use, routine maintenance work may be performed, or repair or replacement of nonbearing walls, fixtures, wiring or plumbing may be conducted; provided, that the value of the repair and replacement work during any twelve-month period shall not exceed ten percent of the replacement cost of the whole structure; and provided further, that the square footage of the structure, where conforming or nonconforming, shall not be increased. (Ord. 1836 § 18, 2006; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.350 Zoning subdistrict development standards.

New land uses and structures, and alterations to existing land uses and structures, shall be designated, constructed, and/or established in compliance with the requirements in Table 6-2, below.

TABLE 6-2
GENERAL DEVELOPMENT STANDARDS
REQUIREMENTS BY INDIVIDUAL ZONING SUB-DISTRICT

Development Feature	LHG Lone Hill Gateway	TCO Tech/Commerce/Office
Floor Area Ratio(1)	0.30 FAR	0.35 FAR
Setbacks Required		
Front (Building)	10 ft.	20 ft.
Front (Parking)	10 ft.	10 ft.
Side (each)	10 ft.; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.	10 ft.; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.
Street side	10 ft.	20 ft.
Rear(2)	10 ft.; when adjacent to residential, a minimum of 5 feet or one-half the height of the building wall adjacent to the rear property line (whichever is greater)	10 ft.; when adjacent to residential, a minimum of 5 feet or one-half the height of the building wall adjacent to the rear property line (whichever is greater)
Minimum Required Street Frontage	100 feet	100 feet
Maximum Height Limit(3)	35 ft./2 stories, whichever is less	45 feet/3 stories; whichever is less
Accessory structures	See Section 21.10.400 (Accessory Uses and Structures)	
Landscaping Requirements	See Section 21.10.380 (Landscaping Standards)	
Parking	See Section 21.10.370 (Parking Standards)	
Signs	See Section 21.10.390 (Sign Standards)	

Development Feature	RSC Route 66 Serv. Comm.	TCMU Town Center Mixed Use
Floor Area Ratio(1)	0.30 FAR	0.50 FAR
Dwelling Units (du/ac)(1)	—	30 du/ac(1)
Setbacks Required		
Front (Building)	20 feet	10 feet (maximum)
Front (Parking)	10 feet	5 feet (maximum); landscaping required
Side (each)	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.
Street side	20 feet;	15 feet (maximum)
Rear(2)	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.
Minimum Required Street Frontage	300 feet	150 feet
Maximum Height Limit(3)	35 feet/2 stories; whichever is less	45 feet/3 stories; whichever is less
Accessory structures	See Section 21.10.400 (Accessory Uses and Structures)	
Landscaping Requirements	See Section 21.10.380 (Landscaping Standards)	
Parking	See Section 21.10.370 (Parking Standards)	
Signs	See Section 21.10.390 (Sign Standards)	

Development Feature	GMU Gateway Mixed Use	BG Barranca Gateway
Floor Area Ratio(1)	0.35 FAR	0.35 FAR
Dwelling Units (du/ac)(1)	25 du/ac	30 du/ac
Setbacks Required		
Front (Building)	20 feet Parcels providing frontage along Route 66 shall require a maximum 15 feet.	15 feet (maximum)
Front (Parking)	10 feet.	5 feet (maximum); landscaping required
Side (each)	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 10 feet for each two stories. Additional setbacks may be imposed during design review process.
Street side	20 feet(4)	15 feet maximum
Rear (2)	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.	0 feet; when abutting residential, 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.
Minimum Required Street Frontage	150 feet	150 feet
Maximum Height Limit(3)	45 feet/3 stories; whichever is less	35 feet/2 stories; whichever is less
Accessory Structures	See Section 21.10.400 (Accessory Uses and Structures)	
Landscaping Requirements	See Section 21.10.380 (Landscaping Standards)	
Parking	See Section 21.10.370 (Parking Standards)	
Signs	See Section 21.10.390 (Sign Standards)	

Development Feature	CRR Route 66 Residential
Floor Area Ratio(1)	0.30 FAR
Dwelling Units (du/ac)(1)	25 du/ac
Setbacks Required	
Front (Building)	15 feet
Front (Parking)	5 feet; landscaping required
Side (each)	10 feet
Street side	15 feet
Rear (2)	10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.
Minimum Required Street Frontage	100 feet
Maximum Height Limit	45 feet/3 stories, whichever is less
Accessory structures	See Section 21.10.400 (Accessory Uses and Structures)
Landscaping Requirements	See Section 21.10.380 (Landscaping Standards)
Parking	See Section 21.10.370 (Parking Standards)
Signs	See Section 21.10.390 (Sign Standards)

REQUIREMENTS FOR GRAND/ROUTE 66 GATEWAY AMENDMENT NO. 1

Development Feature	Standard
Floor Area Ratio (FAR)(1)	For properties with 60,000 square feet of lot area or greater, the FAR shall be a minimum of .35(5)(6). For properties with less than 60,000 square feet of lot area, the FAR shall be a minimum of .25(5).
Dwelling Units (du/ac)(1)	25 du/ac
Setbacks Required	
Front (Building)	20 feet. The setbacks shall be landscaped as public space or garden space integrated into the gateway improvement program identified in the Route 66 specific plan.
Front (Parking)	20 feet. Landscape screening of parking lots facing streets is required. Parking is not permitted immediately adjacent to the intersection.
Side (each)	0 feet; when abutting residential 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.
Street side	20 feet. The setbacks shall be landscaped as public space or garden space integrated into the gateway improvement program identified in the Route 66 specific plan.

Rear (2)	0 feet; when abutting residential 10 feet for first two stories above ground level. Thereafter, 5 feet for each additional story. Additional setbacks may be imposed during design review process.
Minimum Required Street Frontage	150 feet. Properties with less than 150 feet of street frontage must receive approval of a nonconforming lot plan review.
Minimum Height Limit (5)	For properties with 60,000 square feet of lot area or greater, the height shall be a minimum of 2 stories (5)(6) For properties with less than 60,000 square feet of lot area, the height shall be at least 1 story.
Accessory Structures	See Section 21.10.400 (Accessory Uses and Structures)
Landscaping Requirements	In addition to requirements identified in this table, see Section 21.10.380 (Landscaping Standards)
Parking	See Section 21.10.370 (Parking Standards)
Signs	See Section 21.10.390 (Sign Standards)

Notes:
(1) Floor Area Ratios and Dwelling Unit yield may be increased beyond maximum thresholds, provided certain conditions are met. Refer to Section 21.10.420.
(2) Not required when rear property line is adjacent to flood control channels, railroads or public utility right-of-way.
(3) Maximum height limits may be increased, provided certain conditions are met. Refer to Section 21.10.420.
(4) For parcels in the GMU subdistrict with frontage on Route 66, setback along Route 66 shall be a maximum of 15 feet.
(5) The minimum standards must be met unless parking requirements cannot be met. The design review process may reduce either the minimum standards or required parking.
(6) In conjunction with 3-story mixed use development, other uses on the same property may be 1 or 2 stories in height.

A. Limitations and Exceptions to Permitted Uses and Structures.

1. Limitation on Storage. No material or equipment shall be stored within the space between a street and setback line except for temporary storage during construction on the same premises. No required setback area shall be used to store any boat, camper, motor vehicle, or trailer, or parts thereof, equipment or any type of antenna except as provided for in this specific plan.

2. Limitation on Outdoor Uses.

a. All uses except outdoor eating areas, vehicle sales and rental, parking, growing plants, cut flowers, Christmas tree lots, pumpkin sales lots and similar uses, shall be conducted entirely within a completely enclosed building which is attached to a permanent foundation.

b. The outside storage of equipment, materials, supplies, or tools is not permitted.

c. Outdoor wholesaling of goods and materials shall not be permitted. The retail sales of goods and materials to the general public on a temporary basis shall be permitted with the approval of a special events permit.

d. All uses shall be conducted in a manner so as not to be objectionable to a person of normal sensitivity by reason of dust, fumes, noise, odor, smoke, vibrations, or other similar causes. (Ord. 1817 § 1 (Exh. A (part)), 2005; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.360 Standards for specific land uses.

A. Equipment Rental Uses. Equipment rental and leasing businesses are allowed in compliance with Table 6-1 of this article and shall comply with the following standards.

1. All outdoor equipment and machinery shall be stored in a neat and organized manner.

2. Outdoor storage of inoperable vehicles/equipment shall not be allowed.

3. Maintenance and repair of equipment and vehicles shall be performed in a completely enclosed building.

4. Equipment and vehicles shall not be stored with their lifting arms, booms, blades, buckets, scrapers, etc. in a position higher than the main body of the equipment or vehicle (e.g., higher than the cab of the vehicle).

B. Live/Work Units.

1. Purpose. Live/work units are intended to be occupied by business operators (especially artisans and artists) who live in the same structure that contains the commercial or industrial activity. A live/work unit is intended to function predominantly as workspace with incidental residential accommodations.

2. Applicability and Allowed Uses. The provisions of this section shall apply to live/work units where permitted by Table 6-1. The nonresidential component of a live/work project shall only be a use permitted within the BG, GMU, TCMU and RR subdistricts.

3. Limitations on Use. A live/work unit shall not be established or used in conjunction with any of the following activities:

a. Adult businesses;

b. Vehicle maintenance or repair (e.g., body or mechanical work, including boats and recreational vehicles), vehicle detailing and painting, upholstery, etc.);

c. Storage of flammable liquids or hazardous materials beyond that normally associated with a residential use; and

d. Other activities or uses, not compatible with residential activities and/or that have the possibility of affecting the health or safety of live/work unit residents, because of dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products, or wastes, as determined by the director of planning and redevelopment.

4. Allowable Density. One live/work unit shall be permitted for each two thousand square feet of parcel area.

5. Development Standards.

a. Floor Area Requirements. The minimum total floor area of a live/work space shall be one thousand square feet within each unit. All floor area other than that reserved for living space shall be reserved and regularly used for working and display space.

b. Street Frontage Treatment. Each live/work unit fronting a public street, and located at street level, shall have a pedestrian-oriented frontage that publicly displays the interior of the nonresidential areas of the structure. The first twenty-five feet of the floor area depth at the street-level frontage shall be limited to display and sales activity.

c. Access to Units. Where more than one live/work unit is proposed within a single structure, each live/work unit shall be separated from other live/work units and other uses in the structure. Access to individual units shall be from common access areas, corridors, or hallways. Access to each unit shall be clearly identified to provide for emergency services.

d. Integral Layout. The living space within the live/work unit shall be contiguous with, and an integral part of the working space, with direct access between the two areas, and not as a separate stand-alone dwelling unit. The residential component shall not have a separate street address from the business component.

6. Parking. Each live/work unit shall be provided with at least three off-street parking spaces for each one thousand square feet of floor area. The director of planning and redevelopment may modify this requirement for the use of existing structures with limited parking.

7. Operating Standards.

a. Occupancy. A live/work unit shall be occupied and used only by a business operator, and/or a household of which at least one member shall be the business operator.

b. Sale or Rental of Portions of Unit. No portion of a live/work unit may be separately leased, rented, or sold.

c. Notice to Occupants. The owner or developer of any structure containing live/work units shall provide written notice to all live/work occupants and users that the surrounding area may be subject to levels of dust, fumes, noise, or other impacts associated with commercial and industrial uses at higher levels than would be expected in more typical residential areas.

d. Nonresident Employees. Up to two persons who do not reside in the live/work unit may work in the unit, unless this employment is prohibited or limited by a use permit.

8. Required Findings. The approval of a live/work unit shall require that the review authority to make all of the following findings:

a. The establishment of live/work units will not conflict with nor inhibit other uses in the area where the project is proposed;

b. The structure containing live/work units and each live/work unit within the structure has been designed to ensure that they will function predominantly as work spaces with incidental residential accommodations meeting basic habitability requirements in compliance with applicable regulations; and

c. Any changes proposed to the exterior appearance of an existing structure will be compatible with adjacent uses and structures.

C. Mixed-Use Development. For the purpose of this section, mixed-use projects are developments that combine both commercial retail/office and residential uses or structures on a single parcel, or as components of a single development.

1. Mix of Uses. A mixed-use project shall combine residential uses with commercial/office uses. Mixed-use projects may provide commercial and/or office space on the ground floor with residential units above.

2. Residential Density. The allowable density of a mixed-use project shall be as permitted in the BG, GMU, and TCMU subdistricts, as illustrated in Table 6-2, and any bonuses or incentives that are approved by the city.

3. Residential Uses in TCMU Subdistrict.

a. Purpose. The purpose of this section is to provide specific guidance for residential and live/work development within the TCMU subdistrict for properties with access to Vermont Avenue, south of Ada Avenue and north of Route 66.

b. Required Findings. Prior to the approval of residential or live/work uses within the TCMU subdistrict with access from Vermont Avenue, south of Ada Avenue and north of Route 66, the review authority shall make all of the following findings:

i. The design and placement of residential use shall demonstrate the use will not be detrimental or adversely affect the use and function of existing nonresidential uses;

ii. The establishment of residential or live/work units will not conflict with nor inhibit other uses in or adjacent to the area where the project is proposed;

iii. The residential or live/work units will not be designed or placed on a parcel in such a way that would expose residential uses to objectionable noise, odor, or other nuisances from existing uses;

iv. Site access and circulation for residential uses shall not compete with or share access with existing nonresidential uses.

v. Residential or live/work units provide all required parking on-site.

4. Parking—Mixed Use Projects.

a. Residential Uses. A minimum of one parking space per bedroom for each dwelling unit shall be provided, or a minimum of one parking space shall be provided for senior housing. Parking spaces shall be fully enclosed.

An additional 1/10th parking space per bedroom shall be provided for guest parking. Guest parking shall be accessible, shall be screened from view of the street and shall be clearly identified with the words “GUEST PARKING” painted in the space with minimum eight-inch letters.

b. Nonresidential Uses. Off-street parking for nonresidential uses shall be provided for each separate use in compliance with Section 21.10.360.

c. Parking and Access Standards.

i. All parking spaces required for the residential use shall be provided on-site.

ii. Parking spaces to serve residential uses shall be specifically designated and shall be reserved for the exclusive use of the residents.

iii. If structured parking is provided for the entire complex, separate dedicated and accessible areas shall be provided for residential and commercial uses.

iv. Separate site access drives shall be provided for the residential uses and commercial uses whenever possible.

v. Security gates shall be strongly encouraged for access to residential uses and residential parking areas, as well as for securing commercial parking areas when businesses are closed.

5. Trash Collection Areas. Trash collection areas shall be contained within an enclosed structure. Trash collection areas shall be designed, located or screened so as not to be readily identifiable from adjacent streets.

6. Loading and Storage Facilities. Loading areas and solid waste storage facilities shall be located as far as possible from the on-site residential units and shall be completely screened from view from adjacent residential portions of the project. The location and design of the solid waste enclosures shall account for potential nuisances from odors and noise from collection vehicles.

7. Storage Space—Private. A minimum ninety cubic feet of private storage space shall be provided for each residential dwelling unit outside the unit unless a private attached garage, serving only the dwelling unit, is provided. Private storage space shall have a minimum horizontal surface area of twenty-four square feet and shall be fully enclosed and lockable.

8. Exterior Lighting. Parking lot lighting and security lighting for the commercial uses shall be appropriately shielded so as not to spill over into residential areas. Residential units shall also be shielded from illuminated commercial signs.

9. Exterior Equipment. All exterior mounted equipment shall be screened from view. Special consideration shall be given to the location and screening of noise generating equipment (e.g., air conditioning, exhaust fans, refrigeration units, etc.) Noise reducing screens and insulation may be required where equipment has the potential to impact residential uses.

a. Satellite dish system must be roof mounted and screened from view.

10. Outdoor Space for Residential Uses—Mixed Use Projects.

a. A minimum outdoor space of one hundred square feet shall be provided for each dwelling unit.

b. Outdoor space may be provided as common or private space. Any common outdoor space shall have a minimum level surface dimension of twenty feet and a minimum area of four hundred square feet.

c. Outdoor space intended for use by "residents only" shall not be accessible from the commercial areas.

d. Open space and courtyards located in the commercial areas may be accessible to residential occupants and visitors.

e. Landscaping and seating shall be permanently integrated into all required outdoor spaces.

11. Hours of Operation. The reviewing body as shown in Table E, in the appendix of the zoning code, may restrict the hours of operation of nonresidential uses to mitigate adverse impacts on the residential uses.

12. Joint Owners' Association. A joint tenant/owners' association shall be formed to ensure the well being of each "tenant" on site. The association shall be formed of equal voting rights according to type of use (e.g., residential, commercial, office). The association's bylaws shall include the following: determination of the maintenance and landscaping responsibilities, trash facility responsibilities, parking facility maintenance responsibility, assignment of parking spaces per each use, relationship between uses regarding association representation, voting procedures, and ways that problems are solved between the different uses. The association bylaws shall be subject to review by the city attorney.

13. Building Design.

a. Design Standards. A mixed-use project shall be designed and constructed to:

i. Be compatible with and complement adjacent land uses;

ii. Maintain or enhance the character of development in the immediate neighborhood;

iii. Maintain or increase the existing number of residential units generally and specifically those for seniors and a variety of income levels; and

iv. Mitigate glare, light, noise, traffic, and other potential environmental impacts to the maximum extent feasible.

v. The architectural style and use of materials shall be consistent throughout the entire project. Differences in materials and/or architectural details shall only occur on a structure where the intent is to differentiate between the residential scale and character of the structure and the commercial scale and character.

b. Separate Entrances. When residential and commercial uses are provided in the same structure, separate entrances shall be provided for each use.

c. Access to Dwelling Units. An elevator shall be provided to serve all stories in a building containing more than three dwelling units where the floor area of any dwelling unit is located only on the third story and other dwelling units are located on the first and second stories.

d. Distance Between Dwellings. A minimum distance of ten feet shall separate exterior walls of separate buildings containing dwelling units on the same lot. The windows or window/doors of any dwelling unit shall not face the windows or window/doors of any other dwelling unit unless separated by a distance of ten or more feet except where the angle between the wall of the separate dwelling units is ninety degrees or more. Walls parallel to each other shall be considered to be at a zero degree angle.

e. Sound Mitigation. Residential units shall be designed to be sound attenuated against present and future project noise. New projects, additions to existing projects, or new nonresidential uses in existing projects shall provide an acoustical analysis report, by an acoustical engineer, describing the acoustical design features of the structure required to satisfy the exterior and interior noise standards, as required by the Glendora Municipal Code.

f. Rooftop Equipment. Rooftop equipment, except solar energy equipment, shall be completely enclosed on all sides or screened from view of public rights-of-way.

g. Landscaping.

i. All street setback areas and other areas not occupied by buildings, parking, driveways, walkways, and other incidental residential activities shall be fully landscaped with live plant materials and shall be permanently maintained in a neat and orderly manner.

ii. A minimum of fifteen percent of the total lot area shall be permanently landscaped. If a parking area that is within a required setback is landscaped, the landscaped area may be counted toward meeting the minimum landscaping area requirement for the project.

iii. For the purposes of this section, permanent landscaping shall consist of landscaped areas at the ground level.

iv. The soil depth shall be increased to thirty inches minimum in the area where trees are to be planted.

v. Decorative design elements (e.g., as fountains, sculptures, planters, rocks or other similar elements) may be permitted where they are integral parts of a landscape plan composed primarily of live plant materials.

vi. Pedestrian walks and vehicular accessways shall be permitted in landscaped areas but shall not be counted as landscaped areas.

vii. The street setback area shall not be completely paved.

viii. Permanent and automatic irrigation facilities shall be provided in all permanent landscaped areas except potted containers.

ix. Landscaping shall be permanently maintained in substantial conformance with the approved plan.

h. Lighting.

i. Lighting for uncovered parking areas, vehicle accessways and walkways shall not exceed a height of sixteen feet, except that the maximum height on the rooftop of any parking structure located on a lot adjacent to any residential zone shall not exceed a height of eight feet.

ii. The overall height shall be measured from the paved parking area surface to the uppermost part of the light standard, including the light globe.

iii. Lighting shall be directed onto the driveways, walkways and parking areas within the development and away from adjacent properties and public rights-of-way. Appropriate shields shall be incorporated into lighting fixtures to ensure lighting does not spill onto adjoining properties.

i. Laundry Facilities.

i. Laundry facilities shall be provided to serve all residential dwelling units on a lot.

ii. Laundry facilities, constituting washer and dryer appliances connected to utilities, shall be provided in the individual dwelling units where there are three or less dwelling units on a lot.

iii. Where there are more than three dwelling units on a lot, laundry facilities shall either be provided in the individual dwelling units or in common laundry room.

iv. A common laundry room shall be in an accessible location and shall have at least one washer and one dryer for each ten dwelling units, maintained in operable condition and accessible to all tenants daily between the hours of seven a.m. and ten p.m.

D. Outdoor/Sidewalk Dining.

1. Applicability. Outdoor/sidewalk dining areas that encroach into the public right-of-way shall be subject to approval of an administrative conditional use permit and public right-of-way encroachment permit.

2. Standards. Outdoor/sidewalk dining areas shall be subject to the following standards:

a. Outdoor/sidewalk dining must maintain a four-foot minimum clearance, exclusive of landscape areas, fire hydrants, streetlights, other street furniture or on-street auto overhang.

b. Submit a brief description of the proposed encroachment and its proposed location in the right-of-way.

c. Submit a properly scaled and dimensioned site plan showing local conditions, including street and sidewalk width, and the location and dimension of all street furniture and elements on the sidewalk.

d. Specify the number of tables and seating requested and the maximum number of seating allowed.

e. A permit issued for outdoor/sidewalk dining may be revoked by the city after a thirty-day notice.

f. Sound amplification devices, musical instrument or sound reproduction device shall not be used or operated with outdoor/sidewalk dining.

g. Outdoor lighting shall comply with the standards set forth in the Glendora Municipal Code.

h. Prior to the approval of any permit, a finding shall be made by the planning director or designee that the outdoor/sidewalk dining will not adversely affect the neighborhood or be detrimental to persons working, living or visiting the area.

i. A liability insurance policy naming the city as additionally insured for a minimum of one million dollars shall be kept on file with the finance division.

E. Outdoor Dancing and Entertainment Uses—Accessory to Restaurant Use Only.

1. Applicability. This section provides locational, developmental, and operational standards for dancing and entertainment conducted outside of a fully enclosed building that is subject to the approval of a conditional use permit. Outdoor venues include but are not limited to attached or detached improvements such as accessory buildings, outdoor dining areas, open patios, sunrooms, and enclosed patios. These businesses shall comply with the following standards, in addition to any conditions imposed by the planning commission.

2. Separation Requirements. Outdoor dancing or entertainment shall not be:

a. Located within one thousand feet of another outdoor dancing or entertainment use;

b. Located within five hundred feet of any public park, religious institution, school or residential use; or

c. Occupied by an adult entertainment business.

3. How to Measure the Separation. The distance between outdoor dancing/entertainment uses and between an outdoor dancing/entertainment use and a public park, religious institution, school, or residential use shall be measured in a straight line, without regard to intervening structures, from the closest property line of the subject use to the closest property line of another outdoor dancing or entertainment use, public park, religious institution, or school.

4. Police Department Review Required. The conditional use permit application shall be reviewed by the police department before approval.

F. Parking Structures/Garages.

1. Applicability. The following standards shall apply to enclosed parking structures, including above grade and below grade.

2. Site Organization.

a. Where appropriate, parking garages shall incorporate ground floor retail adjacent to the public sidewalk.

b. A minimum five-foot landscaped setback shall be provided on all sides of the parking structure except where ground floor retail space is provided. Landscaping must provide adequate facilities to ensure proper watering and maintenance.

3. Access and Circulation.

a. Vehicle stacking areas for entering and exiting traffic shall be of sufficient length to minimize vehicle stacking onto surrounding streets or within the parking structure. A minimum of two vehicle lengths of stacking distance shall be provided between the street and the control gate.

b. One inbound lane shall be provided for a garage with a capacity of up to five hundred vehicles. At least two inbound lanes shall be provided for garages with a capacity of five hundred or more vehicles.

c. Exit lanes shall be provided at a ratio of one lane for each two hundred to two hundred fifty vehicles. The maximum aisle length shall not exceed four hundred feet without providing a cross aisle.

d. Ramp grades shall not exceed ten percent and parking areas shall not exceed a slope of four to five percent.

4. Lighting and Security.

a. A minimum of five footcandles of illumination shall be provided inside the structure and a minimum of three footcandles for exterior parking areas. Higher levels are recommended for remote areas subject to security considerations (e.g., stairways, elevators, and other pedestrian access points). Minimum illumination, levels measured from the adjacent finished floor, shall be as provided in Table 6-3:

Table 6-3 Minimum Illumination Levels

Facility	Illumination Level
Stairways and exits	5 footcandles
Interior driving aisles, centerline	5 footcandles
Interior parking areas at barrier railings	0.5 footcandles
Roof parking areas	0.5 footcandles

b. Lighting fixtures shall be designed and placed to provide uniform illumination over all parking areas.

c. Light sources shall be shielded so that the source of the illumination is not seen from outside the structure.

d. The architectural design of the garage should eliminate possible hiding places and openings that could allow random pedestrian access.

e. During periods when parking activity is substantially less than the garage capacity, as during night operations, there shall be a means of securing unused parking levels from use, including stairwells and elevators. If the garage is not operated on a twenty-four-hour basis the entire facility shall be secured from access during hours when the facility is closed to normal business activities.

f. At a minimum, stair towers should include glass, or appropriate visually penetrable material running vertically the height of the tower. Elevators should be provided with glass-back cabs and shafts.

g. Stairs and elevators should be located adjacent to a street on the exterior of the structure where lobbies can be exposed to outside view.

5. Building Design.

a. Parking garages shall be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses. The following design guidelines shall apply to parking structure design.

b. Vehicles should be concealed from view through a combination of screen walls and plantings.

c. The design of exterior and interior elevations shall provide an adequate level of design detail to reduce a monolithic appearance. This can be accomplished through a combination of the following methods:

i. Minimize horizontal and vertical banding by balancing both horizontal and vertical elements;

ii. Incorporation of simple, clean geometric forms, and coordinated massing. Step back upper levels of the garage;

iii. Use of ground floor retail or other uses adjacent to setback;

iv. Coordinate openings in the parking garage with the size and modulation of adjacent windows, structural bays, and storefronts if the parking garage contains other uses;

v. Design openings in the parking garage to resemble architectural elements of the adjoining structure;

vi. Use of masonry materials that are predominantly light in color. The use of unpainted concrete shall be minimized;

vii. Avoid a sloping ramp appearance by providing level and uniform spandrels;

viii. Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing.

G. General Applicability for Grand/Route 66 Gateway, Amendment No. 1 District. All references and tables in Section 21.10.360—Standards for Specific Land Uses, Section 21.10.370—Off-Street Parking and Loading Standards, Section 21.10.380—Landscaping, Walls and Fences, Section 21.10.390—Signs, Section 21.10.400—Auxiliary Structures, Equipment and Utilities, Section 21.10.410—General Operating Standards, Section 21.10.420—Development Incentives, and Section 21.10.430—Development Review Procedures shall also apply to the Grand/Route 66 Gateway amendment no. 1 district.

In addition, the following additions to tables in Section 21.10.420 shall apply to the Grand/Route 66 Gateway amendment no. 1 district (GRG #1):

Table 6-6
Lot Consolidation FAR Bonus

Land Use Subdistrict	Base Intensity (FAR)	Allowable Intensity Bonus
GRG #1	If .35 FAR	10%
GRG #1	If .25 FAR	10%

Table 6-7
Lot Consolidation Residential Density Bonus

Land Use Subdistrict	Base Density (du/ac)	Allowable Density Bonus
GRG #1	25 du/ac	10 du/ac

Table 6-8
Mixed Use FAR Incentives

Land Use Subdistrict	Base Intensity (FAR)	Allowable Bonus (FAR)[(1)]
GRG #1	If .35 FAR	.10 FAR
GRG #1	If .25 FAR	.10 FAR

Table 6-9
Mixed Use Density Incentives

Land Use Subdistrict	Base Density (du/ac)	Allowable Bonus (du/ac)
GRG #1	25 du/ac	10 du/ac

Table 6-10
Mixed Use Development Height Bonus

Land Use Subdistrict	Allowable Height	Height Bonus[(1)]
GRG #1	If 3 stories	1 story

GRG #1	If 1 story	1 story

H. Drive-Through ATM Development Standards.

1. Definitions:

a. General Definition. An "automated teller machine (ATM)" is a computerized telecommunications device that allows a financial institution's customers a secure method of performing financial transactions in a public space without the need for a human bank teller or cashier or a clerk.

b. "Wall mounted walk-up ATM unit" means an ATM permanently mounted into the wall of a main building structure or accessory building structure with pedestrian access to the unit.

c. "Drive-through ATM unit" means an ATM unit permanently mounted into the wall of a main building structure or accessory building structure with automobile drive-through lanes to access the unit.

d. "Portable ATM unit" means a vending machine which is a free standing unit that can be moved around to different locations. These units are usually mono-functional cash dispenser types of machines.

2. Drive-through ATM's in the Technology, Commerce Office (TCO) District of the Route 66 specific plan shall be permitted with approval of a conditional use permit approved by the planning commission pursuant to Section 21.01.030(E) of the Glendora Municipal Code subject to the following development standards:

a. Minimum lot size to allow an ATM drive-through use is four acres.

b. The ATM unit must be permanently attached to the exterior wall of a major building on the site consistent with all uniform building code requirements. The wall location must be perpendicular to the public right-of-way. ATM units shall not be located on the front of any building or structure facing the public right-of-way.

c. The setback for the permanently wall mounted ATM unit shall be a minimum of one hundred thirty feet from the front property line.

d. A two-car (not less than forty-five feet) stacking distance out of the main drive isle is required. The stacking distance is in addition to a twenty-five-foot space for a vehicle directly adjacent to the ATM unit.

e. A canopy structure at least twenty-four feet long by seven feet wide shall be provided over the ATM unit. The canopy shall be no less than nine and one-half feet from finish surface of the drive isle in front of the ATM unit. The canopy shall be architecturally integrated into the design of the building.

f. No new curb cuts shall be allowed to facilitate drive aisles for access to the ATM unit. Driveway circulation for the ATM shall be accommodated within the property where the drive-through ATM is proposed.

g. The property proposing a drive-through ATM unit shall maintain all required off-street parking. Circulation to accommodate the ATM shall not reduce the required off-street parking for the development as a whole. Proposed circulation shall be designed by a qualified traffic engineering firm.

h. If a property proposes a second main building to be constructed which will accommodate the drive-through ATM unit, the second building shall be architecturally compatible with the main building to provide an integrated, unified campus design. The new building shall meet all development standards and requirements of the TCO District of the Route 66 specific plan.

i. The area of the drive-through ATM facing the public right-of-way shall be landscaped and screened. Landscaping shall enhance the overall aesthetic appearance of the development by providing screening, shade and artistic excellence such as art work or fountain features. Landscape plans shall be reviewed and approved by the planning department.

j. The drive-through ATM unit shall provide adequate lighting and clear security visibility from the surrounding area. Location, lighting and visibility design shall be reviewed by the Glendora police department prior to consideration by the planning commission.

k. Lighting shall be consistent with Section 9.36.010 of the Glendora Municipal Code and other applicable state requirements.

l. Loud speakers are prohibited.

m. Noise generated by the operation and use of the drive-through ATM unit shall not result in conditions which exceed existing ambient noise standards at the property line as established by Section 9.44.040 of the Glendora Municipal Code.

I. Single-Room Occupancy (SRO) Housing.

1. Density. Allowable density shall be the same for the CRR district.

2. Parking. Parking shall be one space per unit and one space per employee/on-site manager. Guest parking shall be the same as required for multifamily zones.

3. Storage. Fifty cubic feet of storage per unit.

4. Street Frontage. As required in the CRR zone.

5. On-Site Management Requirements. An on-site manager shall be present at all times. A written management plan addressing at a minimum staff training, security, neighborhood communication, client intake, loitering control, referral services, outdoor storage, refuse control, and facility maintenance shall be approved by the city. The management plan may be reviewed as needed by the city with revisions made by the operator. (Ord. 1949 § 6, 2011; Ord. 1860 § 3, 2007; Ord. 1847 § 3, 2006; Ord. 1836 § 19, 2006; Ord. 1817 § 1 (Exh. A (part)), 2005; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.370 Off-street parking and loading standards.

A. Purpose. The purpose of this section is to ensure that sufficient parking and loading areas are provided and properly designed and located in the Route 66 Corridor specific plan area. Every use, including a change in or expansion of an existing use or structure shall have appropriately maintained off-street parking and loading areas in compliance with the standards as described in this specific plan. For standards and provisions that are not explicitly stated, the standards and provisions of the Glendora Municipal Code shall apply.

B. Regulations for Off-Street Parking. Off-street parking and loading for uses within the Route 66 Corridor specific plan area shall be provided in accordance with Section 21.03.020 of the city of Glendora Zoning Code with the following modifications:

1. Fractional Spaces. Any use requiring less than a full parking space shall be deemed not to require that space.

2. On-Street Parking. Existing or required parking spaces, for standard-sized vehicles along a public street, that abut a parcel, are eligible to meet part or all of the parking requirements for the development on that parcel. For parcels fronting on Route 66, Grand Avenue, or Glendora Avenue, fifty percent of the number of on-street parking spaces for standard-sized vehicles within one hundred feet of a parcel, or fifty percent of the number that will be within one

hundred feet upon completion of planned street/parking improvements, whichever is greater, may be counted toward the required number of parking spaces for commercial or mixed uses.

3. Off-Street Parking Reduction. For parcels with mixed-use development in the Barranca gateway district (BG), Grand Avenue gateway district (GMU) and the town center mixed use district (TCMU), the number of off-street parking spaces required by Section 21.03.020 of the Glendora Municipal Code may, upon approval by the planning director, be reduced by the greater of the number of spaces listed in this section.

a. Five spaces; or

b. If the parcel is within four hundred feet of a public parking lot or garage, ten spaces or twenty-five percent of the otherwise required number of spaces, whichever is greater.

c. The amount of the in-lieu fee shall be prescribed by the city council. The funds shall be retained by the city and shall be used exclusively for the purpose of acquiring and developing public off-street parking facilities in the Route 66 Corridor specific plan area.

4. Structured Parking. A ten percent reduction of required parking spaces for all new development may be approved by the planning director if fifty percent or more of required off-street parking is located within an on-site parking structure.

5. Location of Parking. Required parking spaces for commercial or mixed uses shall be located on the same parcel or another parcel not further than four hundred feet from the parcel they are intended to serve. On-site parking areas shall be located as specified in Table 6-4.

Table 6-4
Parking Locations

P = permitted "-" = not allowed

	BG	GMU	TCMU	RSC	TCO	LHG
Front Setback	-	-	-	P	P	P
Side Setback	P	P	P	P	P	P
Rear Setback	P	P	P	P	P	P

6. Shared Parking. The utilization of shared parking facilities within the Route 66 Corridor specific plan project area are encouraged. Shared parking standards are based on the assumption that patrons will use a single parking space for more than one destination in certain locations within the Route 66 Corridor specific plan area and that one parking space will be open and available for short-term parking to serve different uses which may have different peak hours. Shared parking shall be provided in accordance with the following provisions.

a. Eligible Development. The following categories of development shall be eligible to use shared parking standards to meet parking requirements:

i. Commercial or mixed-use new construction on sites of less than thirty thousand square feet in size;

ii. New construction on sites greater than thirty thousand square feet in size for retail commercial, restaurants, community centers, museums, and movie theaters; and

iii. Additions to existing buildings, rehabilitation of existing buildings, or changes in use or occupancy in existing buildings.

b. Ineligible Development. The following types of uses are not eligible to use shared parking standards:

i. New or existing residential uses not part of a mixed-use development; and

ii. New construction of hotel or office uses on sites greater than twenty-five thousand square feet in size.

7. Parking Study Required—Uses Greater Than Thirty Thousand Square Feet. Commercial uses, and mixed use development within the Route 66 Corridor specific plan area exceeding thirty thousand square feet in size shall be required to prepare a parking and loading study, consistent with subsection H of Section 21.03.020, that demonstrates adequate parking for average daily demand (rather than peak day demand).

a. For development over thirty thousand square feet, a parking study may be used in lieu of the standards and provisions of this specific plan provided the following conditions area met:

i. The parking study provides sufficient justification for modifications to prescribed standards;

ii. The project demonstrates the use of creative design concepts, including but not limited to mixed use, shared parking facilities, transit access, pedestrian amenities, and bicycle amenities.

8. Parking Study Option—Uses Less Than Thirty Thousand Square Feet. At the discretion of the director of planning and redevelopment, commercial uses and mixed use development within the Route 66 Corridor specific plan area less than thirty thousand square feet in size shall be provided the option of preparing a parking and loading study, consistent with subsection H of Section 21.03.020, that justifies the need for parking and loading facilities provided the following conditions are met:

a. The parking study provides sufficient justification for modifications to prescribed standards;

b. The project demonstrates the use of creative design concepts, including but not limited to mixed use, shared parking facilities, transit accessibility, pedestrian amenities and bicycle amenities.

9. On-street and Common Loading. As approved by the director of planning and redevelopment, the following loading requirements may apply:

a. Within the town center mixed use district (TCMU), multi-story mixed use development less than ten thousand square feet of gross leasable area may utilize on-street loading when demonstrated that the loading activity will not be detrimental to the public health, safety, or welfare, or adversely affect traffic patterns.

b. Uses within a mixed use development within the Route 66 Corridor specific plan area may utilize common loading facilities when demonstrated that the loading activity will not be detrimental to the public health, safety, or welfare, or adversely affect traffic patterns. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.380 Landscaping, walls and fences.

A. Landscaping and Irrigation Required. All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this specific plan and the Glendora Municipal Code. Standards for the provision of landscaping within the public right-of-way in conjunction with any private development shall be in compliance with the Glendora Municipal Code.

B. Tree Preservation Required. All project applicants shall consult with the city prior to the removal or modification of any existing tree within private property. It is the intent of this section to preserve historically important trees within the project area and preserve significant tree resources within the community.

C. Landscaping.

1. Landscaping Adjacent to Streets. All street-adjacent landscaped areas shall include a combination of trees, shrubs, vines or ground cover. For properties allowing zero foot setbacks, a combination of planters, potted plants or other appropriate materials shall be provided.

2. Drought Tolerant Landscaping Required. All landscaping shall be installed and maintained to minimize irrigation demand. Shrubs, trees, vines, perennials, and ground cover shall demonstrate drought-tolerant features consistent with the California Department of Water (Zone 3) specifications. Table 6-5 provides a listing of approved drought-tolerant plants;

Table 6-5
Approved Drought Tolerant Plant List

Legend:

Water Requirements	Plant Type
VL=Very low	T=Tree
L=Low	S=Shrub
M=Medium	V=Vine
H=High	P=Perennial
	Gc=Groundcover

Type	Species	Common Name	Requirements
Gc	Achillea tomentosa	woolly yarrow	L
Gc	Aptenia “Red Apple”	ice plant (Red Apple)	L
Gc	Carissa macrocarpa (prost cvs.)	Natal plum	M
Gc	Convolvulus sabatius	ground morning glory	L
Gc	Cotoneaster spp. (ground covers)	cotoneaster	M
Gc	Delosperma spp.	ice plant	L
Gc	Drosanthemum spp.	ice plant (Drosanthemum)	L
Gc	Euonymus fortunei	purple winter creeper	M
Gc	Fragaria spp.	strawberry	M
Gc	Gazania spp.	gazania	M
Gc	Hedera helix	English ivy	M
Gc	Lampranthus spp.	ice plant (Lampranthus)	L
Gc	Mahonia repens	Creeping mahonia	L
Gc	Osteospermum spp.	African daisy	L
Gc	Pelargonium palatum	ivy geranium	M
Gc	Potentilla neumanniana	spring cinquefoil	M
Gc	Scaevola ‘Mauve Clusters’	fan flower	M
Gc	Soleirolia soleirolii	baby’s tears	H
Gc	Vinca major	periwinkle	M
Gc	Vinca minor	periwinkle	M
P	Acanthus mollis	bear’s breach	M
P	Agapanthus africanus	lily-of-the-Nile	M
P	Asparagus spp.	ornamental asparagus	M
P	Aspidistra elatior	cast iron plant	M
P	Asplenium bulbiferum	mother fern	H
P	Begonia ‘Richmondensisi’	Richmond begonia	M
P	Clivia miniata	kaffir lily	L
P	Cuphea hyssophyla	false heather	M
P	Cuphea ignea	cigar plant	M
P	Dietes bicolor	fortnight lily	M
P	Dietes iridioides	fortnight lily	M
P	Equisetum spp.	horsetail	H
P	Eschscholzia californica	California poppy	L

P	Fuchsia spp.	fuchsia	H
P	Heliotropum arborescens	common heliotrope	M
P	Hemerocallis spp.	day lily	M
P	Heuchera sanguinea	coral bells	M
P	Kalanchoe sop.	kalanchoe	L
P	Limonium perezii	statice	L
P	Liriope spp.	lilyturf	M
P	Mimulus spp. (herbaceous)	monkey flower	H
P	Miscanthus sinensis	eulalia grass	M
P	Miscanthus transmorrisonensis	evergreen eulalia	M
P	Narcissus spp.	daffodil	L
P	Nephrolepis cordifolia	southern sword fern	M
P	Opiopogon japonicus	mondo grass	M
P	Pennisetum setaceum	fountain grass	L
P	Polystichum califomicum	sword fern	M
P	Sedum spp.	stone crop	L
P	Senecio cineraria	dusty miller	L
P	Tulbaghia fragrans	sweet garlic	M
P	Tutbaghia violacea	society garlic	M
S	Abelia X grandifora	glossy abelia	M
S	Abutilon X hybridum	flowering maple	H
S	Acacia redolens	prostrate acacia	L
S	Alyogyne huegelii	blue hibiscus	L
S	Aucuba japonica	Japanese acuba	M
S	Baccharis pilularis	coyote brush	L
S	Bambusa spp.	bamboo	M
S	Berberis spp.	barberry	M
S	Bougainvillea spp.	bougainvillea	L
S	Buddleja daviddi	butterfly bush	M
S	Buxus microphylla japonica	Japanese boxwood	M
S	Calliandra haematocephala	pink powder puff	M
S	Calliandra tweedii	trinidad flame tree	M
S	Camellia japonica	camellia	M
S	Camellia sasanqua	sasanqua camellia	M
S	Carissa spp.	Natal plum	M
S	Ceanothus spp.	California lilac	VL
S	cistus spp.	rockrose	L
S	Coleonema pulchrum	breath of heaven	M
S	Convolvulus cneorum	bush morning glory	L
S	Coprosma repens	mirror plant	M
S	Coprosma X kirkii	creeping coprosma	M
S	Cordyline stricta	palm lily	M
S	Cotoneaster spp. (shrubs)	cotoneaster	L
S	Cycas revoluta	sago palm	M
S	Dodonaea viscosa “Purpurea”	purple hopseed bush	L
S	Elaeagnus pungens	silverberry	L
S	Euonymus japonicus	evergreen euonymus	M
S	Fatsia japonica	Japanese aralia	M
S	Felicia amelloides	blue marguerite	M
S	Felicia fruticosa	shrub aster	L
S	Gardenia spp.	gardenia	M
S	Grewia occidentalis	lavender star flower	M
S	Hakea suaveolens	sweet hakea	L
S	Heteromeles arbutifolia	toyon	L
S	Hibiscus rosa-sinensis	Chinese hibiscus	M

S	Ilex cornuta Burfordii'	Burford holly	M
S	Impatiens uguensis	impatiens (uguensis)	H
S	Jasminum mesnyi	primrose jasmine	M
S	Jasminum nitidum	angel wing jasmine	M
S	Lantana camera	lantana	L
S	Lantana montevidensis (sellowiana)	trailing lantana	L
S	Lavandula assurgentiflora	tree mallow	L
S	Lavandula spp.	lavender	L
S	Leucophyllum spp.	purple sage	L
S	Ligustrum japonicum	Japanese privet	M
S	Mahonia aquifolium	Oregon grape	M
S	Mahonia bealei	leatherleaf mahonia	M
S	Mahonia lomariifolia	Chinese holly grape	L
S	Mahonla "Golden Abundance"	golden abundance mahonia	L
S	Malosma laurfna (Rhus laurina)	laurel sumac	VL
S	Malosma laurina (Rhus laurina)	laurel sumac	VL
S	Mandevilla splendens	mandevilla	M
S	Mimulus spp. (shrubby)	monkey flower	L
S	Myoporum parvifolium & cvs.	myoporum	L
S	Myoporum X "Pacificum"	pacifica saltbrush	L
S	Myrsine africana	African boxwood	L
S	Nandia domestica	heavenly bamboo	L
S	Nandina domestica Purpurea'	heavenly bamboo (Nana)	M
S	Osmanthus spp.	sweet olive	M
S	Phormium tenax	New Zealand flax	L
S	Pittosporum tobira 'Wheelers Dwarf"	dwarf pittosporum	M
S	Pittosporum tobira 'Wheelers Dwarf"	mock orange	M
S	Plumbago auriculata	cape plumbago	M
S	Pyracantha spp.	firethom	L
S	Rhaphiolepis "Majesti Beauty"	majestic beauty	M
S	Rhaphiolepis indica	Indian hawthome	M
S	Rhododendron spp.	azalea	H
S	Ribes aureum	golden currant	L
S	Ribes sanguineum	red flowering currant	L
S	Ribes speciosum	fuschia flowering gooseberry	L
S	Rhus lancea	African sumac	L
S	Rosemarinus "Prostratus"	trailing rosemary	L
S	Salvia greggli & hybrids	autumn sage	L
S	Strelitzia reginae	bird of paradise	M
S	Strelitzia nicolai	giant bird of paradise	M
S	Syzygium paniclatum	Australian brush cherry	M
S	Tbuchina urvillena	princess flower	M
S	Thuja occidentalis	American arborvitae	M
S	Trachelospermum jasminoides	Star jasmine	M
S	Vibumum japonicum	Japanese vibumum	M
S	Vibumum suspensum	sandanqua vibumum	M
S	Viburnum tinus	laurustinus	M
S	Xylosma congestum	shiny xylosma	M
S or P	Agave spp.	agave	L
S or P	Cyathea cooperii	Australian tree fern	H
S or P	Dicksonia antarctica	Tasmanian tree fern	H
S or P	Echium candicans (fastuosum)	pride of Madera	L
S or P	Euryops pectinatus	milk bush	L
S or P	Euryops pectinatus viridis	green euryops	M
S or P	Impatiens sodeni (oliveri)	poor man's rhododendron	H

S or P	Musa	banana	H
S or P	Philodendrun bipinnatifidum (selloum)	tree rhilodendron	M
S or P	Rosemainus officinalis	rosemary	L
S or P	Salvia leucantha	Mexican bush sage	L
S or P	Sutera spp.	sutera	L
S or V	Tecomaria capensis	cape honeysuckle	M
T	Acacia melanoxylon	blackwood acacia	L
T	Acacia pendula	weeping acacia	M
T	Acer palmatum	Japanese maple	H
T	Afrocarpus gracilior (Podocarpus gracilior)	African fern pine	M
T	Agonis flexuosa	peppermint tree	L
T	Albizia julibrissen	silk tree	M
T	Alnus rhombifolia	white alder	H
T	Araucaria heterophyla	Norfolk Island pine	M
T	Arbutus unedo	strawberry tree	L
T	Archontophoenix cunninghamiana	king palm	M
T	Bauhinia X blakeana	Hong Kong orchid tree	M
T	Betula pendula	European white birch	H
T	Brachtchiton populneus	bottle tree	L
T	Brachychiton acerifolius	flame tree	L
T	Brahea edulis	Guadalupe palm	L
T	Cedrus atlantica	Atlas cedar	L
T	Cedrus deodora	Deodar cedar	L
T	Ceratonia siliqua	carob	L
T	Cercis occidentalis	western redbud	L
T	Chorisia speciosa	floss silk tree	L
T	Cinnamomum camphora	camphor tree	M
T	Cupaniopsis anacardiodes	carrotwood	M
T	Cupressus sempervirens	Italian cypress	L
T	Eryobotrya deflexa	bronze loquat	M
T	Erythrina caffra	kaffir bloom coral tree	L
T	Erythrina X bidwilli	coral tree	L
T	Eyobotya japonica	loquat	M
T	Fraxinus oxycarpa ‘Raywood’	raywood ash	M
T	Fraxinus uhdei	evergreen ash	M
T	Fraxinus velutina ‘Modesto’	Modesto ash	M
T	Geijera parviflora	Australian willow	L
T	Gleditsia triacanthos	honey locust	M
T	Grevillea spp.	silk oak	L
T	Harpephyllum caffrum	kaffir plum	M
T	Jacaranda mimosifolla	jacaranda	M
T	Juniperus spp.	juniper	L
T	Koelreuteria bipinnata	Chinese flame tree	M
T	Koelreuteria paniculata	golden rain tree	L
T	Laurus nobilis	Sweet bay	M
T	Liquidambar styraciflua	sweet gum	M
T	Liriodendron tulipifera	tulip tree	M
T	Lophostemon confertus (Tristania conferta)	brisbane box	M
T	Acca sellowfana (Feijoa sellowiana)	Pineapple guava	L
T	Magnolia grandiflora	Southern magnolia	M
T	Magnolia X soulanglana	saucer magnolia	M
T	Melaleuca linariifolia	flax leaf paper bark	L
T	Melaleuca nesopila	pink melaleuca	L
T	Melaleuca viridifolia var rubifolla	cajeput tree	M
T	Metrosideros excelsa	New Zealand Christmas tree	M

T	Olea eurpaea	olive	L
T	Phoenix canariensis	Canary Island date palm	L
T	Phoenix dactylifera	date palm	L
T	Phoenix reclinata	Senegal date palm	M
T	Phoenix roebelenii	pigmy date palm	M
T	Pinus brutia ssp. Elderica	elderica pine	L
T	Pinus canariensis	Canary Island pine	L
T	Pinus halepensis	Aleppo pine	L
T	Pinus pinea	Italian stone pine	L
T	Pinus thumbergii	Japanese black pine	M
T	Pistacia chinensis	Chinese pistache	M
T	Pittosporum phillyraeoides	willow pittosporum	L
T	Pittosporum undulatum	Victorian box	M
T	Platanus racemosa	California sycamore	M
T	Platanus X acerifolia	London plane	M
T	Podocarpus henkelli	Long leaf yellow wood	M
T	Prunus spp.	flowering cherry	M
T	Prunus spp. (edible)	almond, apricot, cherry, peach	M
T	Prunus spp. (edible)	nectarine and plum	M
T	Punica granatum	pomegranate	M
T	Quercus ilex	holly oak	L
T	Quercus virginiana	southern live oak	M
T	Querous agrifolia	coast live oak	L
T	Robinia pseudoacacia	black locust	L
T	Ryrus calleyana cultivars	Callery pear	M
T	Sapium sebiferum	Chinese tallow tree	M
T	Schinus molle	California pepper tree	VL
T	Schinus molle	California pepper tree	VL
T	Schinus terebinthifolius	Brazilian pepper tree	M
T	Sophora japonica	Japanese pagoda tree	M
T	Syagrus romanzoffiana	queen palm	M
T	Trachycarpus fortunei	windmill palm	M
T	Ulmus parvfolia	Chinese evergreen elm	M
T	Washingtonia filifera	California fan palm	L
T	Washingtonia robusta	Mexican fan palm	L
T	X Cupressocyparis leylandii	Leyland cypress	M
T	Zelkova serrata	saw leaf zelkova	L
T or S	Aloe spp.	aloe	L
T or S	Callistemon viminallis	weeping bottle brush	M
T or S	Chamaerops humilis	Mediterranean fan palm	M
T or S	Citrus spp.	orange, lemon etc.	M
T or S	Cocculus laurifolius	laurel leaf cocculus	M
T or S	Elaeagnus angustifolia	Russian olive	L
T or S	Ficus benjamina	weeping Chinese banya	M
T or S	Lagerstroemia indica	crape myrtle	M
T or S	Laurus nobilis	sweet bay	L
T or S	Leptospermum laevigatum	Australian tea tree	M
T or S	Photinia X fraseri	Fraser photinia	M
T or S	Podocarpus macrophyllus	yew pine	M
T or S	Prunus caroliniana	Carolina laurel cherry	M
T or S	Prunus ilicifolia	holly leaf cherry	VL
T or S	Prunus ilicifolia	holly leaf cherry	VL
T or S	Prunus lyonii	Catalina cherry	L
T or S	Schefflera puecklerl (tupidanthus)	Australian umbrella tree	M
T or S	Yucca	yucca	L

V	Cissus antarctica	kangaroo tree bine	M
V	Clematis armandil	evergreen clematis	M
V	Clytostoma callistigiodes	violet trumpet vine	M
V	Distictis buccinatoria	blood red trumpet vine	M
V	Ficus microcarpa “Green Gem”	green gem ficus	L
V	Ficus pumila	creeping fig	M
V	Gelsemium-sempervirens	Carolina jessamine	M
V	Hibbertia scandens	Guinea gold vine	M
V	Jasminum polyanthum	pink jasmine	M
V	Lonicera japonica “Halliana”	Hall’s honeysuckle	L
V	Macfadyena unguis-cati	cat’s claw	L
V	Mandevilla cvs.	“Alice Dupont” etc.	M
V	Pandorea jasminoides	bower vine	M
V	Parthenocissus tricuspidata	Boston ivy	M
V	Rosa banksiae	Lady Banks rose	M
V	Solanum jasminoides	potato vine	M
V	Wisteria spp.	wisteria	M

D. Walls and Fences.

1. Height and Location. Perimeter fences or walls that are within a front yard setback shall not exceed a height of three feet unless specifically allowed to a height of six feet by the director of planning and redevelopment to achieve a specific screening purpose.

a. Exception. Walls adjacent to mobile home sites that front the public right-of-way shall be allowed up to six feet, subject to the requirements of this section and with approval by the director of planning and redevelopment.

2. Design. The design of walls and fences shall be consistent with the overall project design and/or adjacent streetscape.

3. Perimeter walls and fences shall be articulated by providing a minimum three-foot deep by six-foot long recession for every fifty feet of continuous wall. The design of the wall shall include an appropriate mix of materials and landscaping.

4. Chain link or similar fencing shall not be permitted within the public view. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.390 Signs.

Except as otherwise stated in this section, the signage standards and review procedures of applicable sections of the Glendora Municipal Code shall apply for all signs within the Route 66 Corridor specific plan project area.

A. Monument Signs.

1. Monument signs shall be allowed in the BG, GMU, RSC, CRR, LHG and TCO subdistricts.

a. Exception. Monument signs shall not be permitted in the TCMU subdistrict except for those properties fronting on the public right-of-way in the TCMU subdistrict along Route 66 in compliance with this section.

2. Signs Allowed. One monument sign per property frontage.

3. Sign Height. Monument signs shall have a maximum height of six feet.

a. Exception. Monument sign heights may exceed six feet to accommodate desirable architectural features or other elements that contribute to quality design. Any request for height in excess of six feet shall be subject to approval by the reviewing body as shown in Table E, in the appendix of the zoning code.

4. Sign Area and Copy. A maximum of forty square feet of sign per face shall be allowed. Sign copy shall be limited to the name address, type of business, and any related trademark or logo, and/or other graphics used to identify the business.

5. Illumination. Monument signs shall be permitted to be internally illuminated, provided only the sign copy is illuminated. However, external illumination of monument signs is the preferred method of sign illumination. External illumination shall only illuminate the monument sign and provide consistency with the architectural design of the primary structure on the site.

6. Design. Monument signs shall be consistent with the Route 66 Corridor specific plan design guidelines.

7. Spacing. There shall be a minimum of seventy-five feet between monument signs to ensure proper visibility for all signs. The planning director may waive this requirement in situations where its enactment may be impractical due to the location of signs on adjacent properties.

8. Location. Monument signs shall not project over or into public property or easements. Monument signs shall not obstruct traffic site lines or create any visual obstruction that may create life, health or safety hazards.

9. Landscaped Base Required. Signs shall be located with a landscaped area, with the base of the sign equal to twice the area of one face of the sign. A permanent irrigation system shall be provided and landscaping maintained to preclude obstruction of the sign copy.

B. Freestanding Signs in Public Right-of-Way.

1. Freestanding signs in the public right-of-way shall be allowed in the BG and TCMU subdistricts in compliance with the following conditions:

a. A-Frame or similar signs shall not be permitted.

b. One per business.

c. Maximum of two faces per sign.

d. Maximum height of four feet and three feet in width.

e. No external or internal illumination.

f. No highly reflective or fluorescent colors.

g. Not permanently affixed to any object, structure or the ground, including utility poles, light standards, trees or any merchandise of products display outside of building.

h. Portable self-supporting, stable and weighted or constructed to withstand overturning by wind or contact.

i. No sign shall be on display during non-business hours.

j. Located directly in front of the building/business.

k. Not placed in such a way to interfere with pedestrian or vehicular sight lines or corner clear zones.

l. Not placed in such a way as to obstruct access to a public sidewalk, public street, parking space, fire door, fire escape, disabled access or any way that obstructs the free passage over any portion of the public right-of-way.

m. Not obscure of interfere with a public safety device or official notice.

n. Maintain a minimum of four feet for pedestrian clearance over the entire length of the sidewalk or public right-of-way in front of the business.

o. Shall not be allowed in combination with an existing monument sign.

2. Placement of Freestanding Signs in the Public Right-of-Way. In addition to the standards specified in Section 21.10.390(B) above, freestanding signs shall be subject to staff level review. Placement of signs in the public right-of-way shall require the submittal of the following information and are subject to the following limitations:

a. Submit a brief description of the proposed sign and its proposed location in the public right-of-way.

b. Submit an appropriately scaled and dimensioned site plan showing local conditions, including street and sidewalk width and location/dimension of all street furniture and element on the sidewalk.

c. The description and site plan shall be reviewed and approved at the sole discretion of the planning director.

d. An approved sign may be revoked by the city after a thirty-day notice.

e. A liability insurance policy naming the city as additionally insured in the amount of one million dollars shall be on file with the city's finance division.

3. Signs for Shopping Centers, Office Complexes and Mixed Use Development. Integrated office complexes, commercial centers or mixed use development occurring in the BG, GMU, TCMU, RSC, LHG and TCO subdistrict with a minimum of two hundred feet of street frontage shall be subject to the following:

a. One primary identification sign near the primary street entrance to the center identifying up to five primary tenants of the center.

b. Sign copy shall display business name/identification only.

c. A maximum of one hundred square feet per sign face.

d. Maximum height of ten feet.

e. Minimum streetside setback of ten feet.

f. Signs shall be located within a landscaped area equal to twice the area of one face of the sign. A permanent irrigation system shall be provided and landscaping maintained to preclude obstruction of the sign copy.

g. One additional secondary monument sign along each street frontage, except for the street on which the primary identification sign is located, in compliance with the following standards:

i. Sign copy shall identify business name identification only;

ii. Signs shall not be located directly across from a residential use;

iii. Up to three tenants per sign;

iv. A maximum of fifty square feet per sign face;

v. A maximum height of five feet;

vi. A minimum streetside setback of ten feet.

C. Pole Signs. Pole signs shall not be permitted within the specific plan area.

D. Awning Signs. Awning signs shall be permitted in all subdistricts subject to the following requirements.

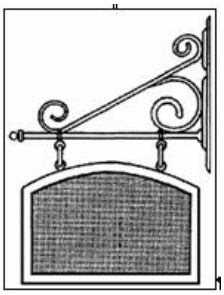
1. Awnings with signs shall be located only on structure frontages, including those fronting a parking lot or pedestrian way.

2. Signs on awnings are limited to the ground level and second story only.

3. A clear distance of eight feet shall be maintained from the lowest part of the awning sign to the ground.

4. Maximum area of an awning sign shall be calculated in conjunction with the requirements for wall signs in Section 21.10.390(F), below.

Example of Projecting Sign



E. Projecting Signs. Projecting signs shall be allowed in the BG, GMU, TCMU subdistricts subject to the following requirements:

1. Signs shall be located only on the wall frontage with the primary entrance to the structure;

2. A clear distance of ten feet shall be maintained from the lowest point of the projecting sign to the ground level. For projecting signs over public driveways, alleys and thoroughfares a clear distance of fifteen feet shall be maintained from the lowest point of the projecting sign to the ground.

3. A sign shall be attached to the wall no more than two feet from the nearest point of the sign to the wall.

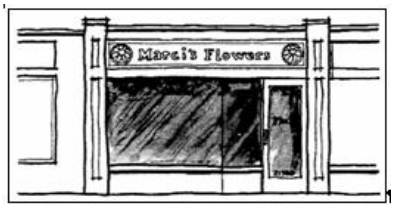
4. All mounting hardware shall be architecturally compatible.

5. No part of a sign shall be located within two feet of a curb.

6. Signs may comprise or be configured as logos, symbols, or figures in addition to or instead of written words.

7. The maximum area of each sign face shall be twenty square feet.

Example of Wall Sign



F. Wall Signs.

1. Wall signs shall be located only on walls having frontage along streets, alleys, parking lots, or on-site parking lots and not located directly across from a residential use.

2. Can signs shall not be permitted.

3. Wall signs shall not project from the surface from which they are attached more than required for construction purposes and in no case more than six inches.

4. Signs shall not project above the eave of a roof or parapet.

5. Signs shall not be mounted in such a way as to obstruct any portion of a window or storefront, unless for window signs in compliance with Section 21.10.390(G), below.

6. Wall signs shall have a maximum of two square feet of sign area per linear foot for ground floor storefronts with direct access to the street, alley or on-site parking lot.

7. One address identification sign for the structure per street frontage to a maximum of fifteen square feet is permitted.

G. Window Signs. Window signs shall be allowed in the BG, GMU, TCMU, RSC, RR, LHG, and TCO zoning subdistricts, subject to the following requirements:

1. Placement of window signs shall be reviewed and approved by the development review committee.

2. Signs shall be allowed only on the ground floor level and second story of a structure frontage.

3. Signs shall not occupy more than twenty-five percent of the window area.

4. The maximum area for window signs shall be calculated in conjunction with the requirements for wall signs in Section 21.10.390(F), above.

H. Neon Signs.

1. The use of exposed neon signs shall be allowed within the BG, GMU, TCMU, RSC, RR, LHG and TCO subdistricts, subject to the following requirements:

a. Neon signs shall contain no flashing or moving parts.

b. Neon signs and linear tubing shall be UL (underwriters laboratory) listed with a maximum of twenty amps per circuit and be designed to accommodate an automatic dimmer in order to reduce the brightness of the neon.

c. Neon tubing shall not exceed one-half inch in diameter.

d. Neon lighting shall not be located within three hundred feet of a single-family residential property unless the neon lighting is not visible from the residential use. The distance shall be measured in a straight line from nearest point of the proposed sign.

e. Neon tubing shall minimize reflection from any reflective materials in such a manner that it does not obscure the readability of the sign.

f. Neon tubing shall not be used to line storefront windows. (Ord. 1836 § 20, 2006; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.400 Auxiliary structures, equipment and utilities.

A. Auxiliary structures, equipment and utilities shall not be located directly adjacent to the street frontage of any property.

B. All roof appurtenances including but not limited to, air conditioning units and mechanical/electrical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties. Screening should be designed to be compatible with the architectural design of the building.

C. All ground mounted mechanical/electrical equipment, including heating and air conditioning units and refuse disposal areas shall be completely screened in a solid enclosed structure from surrounding properties by use of a wall, fence or landscaping, or shall be enclosed within a building.

D. Outdoor storage in permitted subdistricts shall be minimized. Storage areas shall be enclosed by a solid architecturally compatible masonry wall with a height adequate to fully screen such areas from public view.

E. Outdoor storage in permitted subdistricts shall not be located adjacent to any street-facing property line unless storage is the primary use of the site. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.410 General operating standards.

A. Air Quality.

1. Air Pollution. Sources of air pollution shall comply with rules established by the Environmental Protection Agency (Code of Federal Regulations, Title 40) and the California Air Resources Board. No person shall operate a regulated source of air pollution without a valid operation permit issued by the designated regulatory agency.

2. Exhaust Emissions. Construction-related and business activity exhaust emissions shall be minimized by maintaining equipment in good running condition and in proper tune in compliance with manufacturer's specifications. Equipment shall not be left idling for long periods of time.

3. Odor Emissions. Noxious odorous emissions in a matter or quantity that is detrimental to or endangers the public health, safety, comfort or welfare is declared to be a public nuisance and unlawful and shall be modified to prevent further emissions release.

B. Electrical Interference. Activities, processes and uses shall not operate in a manner that produces electric and/or magnetic fields that adversely affect the public health, safety and general welfare of the community, including interference with normal radio, telephone or television reception from off the premises where an activity is located.

C. Light and Glare. Lights, spotlights, floodlights, reflectors, and other means of illumination shall be shielded or equipped with special lenses in such a manner as to prevent any glare or direct illumination on any public street or other property.

D. Noise. Activities, processes and uses shall not produce noise that may be considered a nuisance or hazard on any adjacent property.

E. Vibrations. Uses that generate vibrations that may be considered a nuisance or hazard on any adjacent property shall be cushioned or isolated to prevent the generation of vibrations.

F. Outdoor Storage. Outdoor storage for commercial, industrial and manufacturing uses shall be utilized for the express purpose of the storage of material or equipment directly related to the use or activity on site. Outdoor storage for commercial, industrial and manufacturing uses must be fully enclosed by an opaque structure. The stored material shall be kept below the horizontal plane of the top of the storage structure. Outdoor storage shall not include manufacturing, assembly or construction of any equipment or material.

G. Parking. Parking shall be designed to provide adequate space for access and adequate on-site maneuvering. Loading facilities shall not conflict with or obstruct the proper function parking facilities.

Off-street parking for one use shall not be considered as providing required off-street parking for any other use, except as expressly authorized by this section.

Parking facilities shall maintain adequate access and maneuverability for emergency vehicles.

H. Outdoor Activities. Outdoor activities shall be limited to activities that are permitted within the zoning subdistrict in which it occurs. Outdoor activities shall not limit or obstruct the normal function of adjacent uses. Temporary outdoor activities shall be required to obtain a permit in compliance with the Glendora Municipal Code. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.420 Development incentives.

The following development incentives provide specific guidance for the granting of additional development potential, provide certain conditions are met. The development incentives contained within this section shall encourage the effective utilization and consolidation of parcels to encourage more viable development opportunities. The following provisions apply to all applicable land use subdistricts within the Route 66 specific plan.

A. Lot Consolidation Incentives.

1. Purpose. To provide incentives for the consolidation of adjacent parcels within any zoning subdistrict of the Route 66 Corridor specific plan. The city of Glendora encourages the consolidation of real property within the Route 66 Corridor specific plan project area as a means to maximize development and redevelopment potential that is consistent with the intent of this specific plan.

2. Incentives. The following incentives shall be made available to applicants who consolidate two or more parcels within the Route 66 Corridor specific plan area:

a. Development Intensity (FAR) Bonus. Increased floor area ratio (FAR) bonus for the amount listed in Table 6-6 shall be granted to properties requesting lot consolidation. The bonus incentives shall apply to the gross square footage of a single parcel following consolidation.

Table 6-6

Lot Consolidation FAR Bonus

Land Use Subdistrict	Base Intensity (FAR)	Allowable Intensity Bonus
BG	.30 FAR	10%
GMU	.35 FAR	10%
TCMU	.50 FAR	15%
RSC	.30 FAR	15%
CRR	.30 FAR	5%
LHG	.30 FAR	5%
TCO	.35 FAR	10%

b. Residential Density Bonus. Residential density bonus incentives shall be provided for the amount listed in Table 6-7. The density bonus incentives shall apply to the gross square footage of a single parcel following consolidation.

Table 6-7

Lot Consolidation Residential Density Bonus

Land Use Subdistrict	Base Density (du/ac)	Allowable Density Bonus
BG	15 du/ac	10 du/ac
GMU	15 du/ac	10 du/ac

TCMU	25 du/ac	15 du/ac
RSC	—	—
CRR	25 du/ac	10 du/ac
LHG	—	—
TCO	—	—

c. Financial Incentives. At the discretion of the city, fee assistance and other financial incentives may be made available to encourage lot consolidation activities, subject to available resources. Financial incentives may include, but not limited to:

i. Permit fee assistance (waivers, reduced fees, etc.)

ii. Reductions in approval procedure timeline.

iii. Others as deemed appropriate by the director planning and redevelopment.

3. Prior to the approval of any financial incentives, interested parties shall submit a written request for fee assistance to the director of planning and redevelopment. Requests for financial incentives shall be reviewed on a case-by-case basis and shall be considered based upon currently available resources as prescribed by the city council.

4. Pre-Application Hearing Required. Prior to the approval of any financial incentives, a pre-application meeting shall be held with the project applicant(s) and the director of planning and redevelopment. Fees for pre-application meetings shall be waived.

5. Determination. Prior to the issuance of any permit, the director of planning and redevelopment shall make a determination of the availability and extent of financial assistance. The terms and conditions of the approved financial incentives shall be not be modified, extended or revised.

B. Façade Improvement Incentives.

1. Purpose. The section provides incentives for the encouragement of building façade by offering financial incentives established by the Glendora city council. These incentives are intended to fulfill the following objectives:

a. Provide a financial incentive for property owners within the Route 66 Corridor specific plan project area to upgrade the exterior of their building;

b. Promote the retention and attraction of businesses to strengthen the business potential of the corridor;

c. Increase the utilization and restore the economic vitality of buildings within the corridor;

d. Maintain and enhance the property values and economic benefits of property ownership within the corridor.

2. Eligible Improvements. Improvements may include sign renovation or replacement, wall repairs and repainting, window replacement or modification, door replacement or modification, planter box installation, landscaping, disabled access improvements, ornamental or decorative features, exterior lighting, awnings and other improvements that demonstrate an increase in the visual quality of the building. Professional services and city permit fees are also considered eligible expenses.

3. Non-qualifying Improvements. Interior improvements are not eligible for façade improvement incentives.

4. Evaluation Criteria. The following evaluation criteria will be used when evaluating any application for façade improvements:

a. Demonstrated upgrade of building façade conditions.

b. Location within a prescribed “target area,” as defined by the director of planning and redevelopment.

c. Maintenance or resuscitation of historic character.

d. Enhancement of the pedestrian environment.

e. Renovation of prominent locations.

f. Consistency with the Route 66 Corridor specific plan design guidelines.

g. Improvements which will lead to the occupancy of vacant buildings.

h. Facilitation of the retention and growth of existing businesses and expansion of economic activity.

5. Streamlined Approval. All eligible façade improvement activities shall be approved at the staff level. Staff will evaluate each proposal for consistency with the evaluation criteria as described in this article.

a. Exception. At the discretion of the planning director, eligible improvements may require additional design review, subject to the requirements of Section 21.10.430 of this article.

C. Mixed Use Development Incentives.

1. Purpose. To provide incentives for the encouragement of mixed used development within any of the zoning subdistricts of the Route 66 Corridor specific plan. Mixed use development shall meet the requirements of applicable sections of this specific plan and the Glendora Municipal Code. The city encourages the development of mixed use projects within the BG, GMU and TCMU zoning subdistricts of the Route 66 Corridor specific plan project area as a means to maximize development and redevelopment potential that is consistent with the purpose and intent of this specific plan.

2. Mixed Use Requirement. Mixed use development incentives shall apply to projects that combine residential and non-residential units. Any development excluding residential use shall not be considered mixed use for the purpose of this section.

3. Development Intensity (FAR) Incentives. Increased floor area ratio (FAR) bonus for the amount listed in Table 6-8 shall be granted to properties requesting the development of mixed use projects. The bonus incentives shall apply to the non-residential gross square footage of the development site.

Table 6-8
Mixed Use FAR Incentives

Land Use Subdistrict	Base Intensity (FAR)	Allowable Bonus (FAR) (1)
BG	.35 FAR	.10 FAR
GMU	.35 FAR	.10 FAR
TCMU	.50 FAR	.15 FAR

RSC	.30 FAR	.15 FAR
CRR	.35 FAR	.05 FAR
LHG	.30 FAR	.05 FAR
TCO	.35 FAR	.10 FAR

(1) Dependant in part upon the provision of parking study. Refer to Sections 21.10.370(B)(8) and 21.10.370(B)(9).

4. Development Density Incentives. Development density (du/ac) bonus for the amount listed in Table 6-9 shall be granted to properties requesting the development of mixed use projects. The bonus incentives shall apply to the residential gross square footage of a single parcel.

Table 6-9
Mixed Use Density Incentives

Land Use Subdistrict	Base Density (du/ac)	Allowable Bonus (du/ac)
BG	30 du/ac	5 du/ac
GMU	25 du/ac	10 du/ac
TCMU	30 du/ac	10 du/ac
RSC	—	—
CRR	25 du/ac	10 du/ac
LHG	—	—
TCO	—	—

5. Height Bonus. A height bonus for the amount listed in Table 6-10 shall be granted to properties requesting the development of mixed use projects. The bonus incentives shall apply to any combination of non-residential or residential gross square footage of a single parcel.

Table 6-10
Mixed Use Development Height Bonus

Land Use Subdistrict	Allowable Height	Height Bonus (1)
BG	2 stories	1 story
GMU	3 stories	1 story
TCMU	3 stories	2 stories (2)
RSC	2 stories	1 story (2)
CRR	3 stories	1 story
LHG	2 stories	No height bonus
TCO	3 stories	1 story

(1) Dependent in part on parking study. Refer to Sections 21.10.370(B)(8) and 21.10.370(B)(9).
(2) Maximum height of 60 feet, with an allowable additional 15 feet for architectural features.

6. Additional Incentives. At the discretion of the development review committee, additional intensity or density bonuses may be granted if the project exhibits any one or more of the following:

a. Exemplary architectural design.

b. Further promotes the purpose and intent of this specific plan in terms of development quality, design and economic opportunity.

c. Contributes to increased employment opportunities.

Granting of additional incentives in addition to those allowed in this section shall be subject to review by the planning commission.

D. Density Bonus Incentives for Affordable Housing.

1. Purpose and Intent. This section is intended to provide incentives for the production of housing for very low, lower income, or senior households in accordance with Sections 65915 and 65917 of the California Government Code. It is the intent of the city to facilitate the development of affordable housing within the Route 66 Corridor specific plan project area and to implement the goals, objectives and policies of the city of Glendora's housing element.

The regulations and procedures set forth in this section shall apply to the BG, GMU, TCMU and RR zoning subdistricts.

2. Definitions. Whenever the following terms are used in this article, they shall have the meaning established by this section:

"Additional incentives" means such regulatory concessions as specified in California Government Code Subsections 65915 (d) and (h) to include, but not be limited to, the reduction of site development standards or zoning code requirements, direct financial assistance, approval of mixed-used zoning in conjunction with the housing development, or any other regulatory incentive, which would result in identifiable cost avoidance or reductions that are offered in addition to a density bonus. See Section 21.10.420(D)(6) of this article.

"Affordable rent" means monthly housing expenses, including a reasonable allowance for utilities, for rental target units reserved for very low or lower income households, not exceeding the following calculations:

Very Low Income: Fifty percent of the area median income for Los Angeles County, adjusted for household size, multiplied by thirty percent and divided by twelve.

Lower Income: Sixty percent of the area median income for Los Angeles County, adjusted for household size, multiplied by thirty percent and divided

by twelve.

"Affordable sales price" means a sales price at which lower or very low income households can qualify for the purchase of target units, calculated on the basis of underwriting standards of mortgage financing available for the development.

"Density bonus" means a minimum density increase of at least twenty-five percent over the otherwise maximum residential density.

"Density bonus housing agreement" means a legally binding agreement between a developer and the city to ensure that the requirements of this article are satisfied. The agreement, among other things, shall establish: the number of target units, their size, location, terms and conditions of affordability, and production schedule. See Section 21.10.420(D)(8) of this article.

"Density bonus units" means those residential units granted pursuant to the provisions of this specific plan, which exceed the otherwise maximum residential density for the development site.

"Equivalent financial incentive" means a monetary contribution, based upon a land cost per dwelling unit value, equal to one of the following:

A density bonus and an additional incentive(s); or

A density bonus, where an additional incentive(s) is not requested or is determined to be unnecessary. See Section 21.10.420(D)(5) of this article.

"Housing cost" means the sum of actual or projected monthly payments for all of the following associated with for-sale target units: principal and interest on a mortgage loan, including any loan insurance fees, property taxes and assessments, fire and casualty insurance, property maintenance and repairs, homeowner association fees, and reasonable allowance for utilities.

"Housing development" means construction projects consisting of five or more residential units, including single-family, multifamily, and mobile homes for sale or rent, pursuant to this specific plan.

"Lower income household" means households whose income does not exceed the lower income limits applicable to Los Angeles County, as published and periodically updated by the State Department of Housing and Community Development pursuant to Section 50079.5 of the California Health and Safety Code.

"Maximum residential density" means the maximum number of residential units permitted by this specific plan.

"Non-restricted unit" means all units within a housing development excluding the target units.

"Qualifying resident" means senior citizens or other persons eligible to reside in senior citizen housing.

"Senior citizen housing" means a housing development consistent with the California Fair Employment and Housing Act (Government Code Section 12900 et seq., including 12955.9 in particular), which has been "designed to meet the physical and social needs of senior citizens," and which otherwise qualifies as "housing for older persons" as that phrase is used in federal Fair Housing Amendments Act of 1988 (P.L. 100-430) and implementing regulations (24 CFR, part 100, subpart E), and as that phrase is used in California Civil Code Section 51.2 and 51.3.

"Target unit" means a dwelling unit within a housing development, which will be reserved for sale or rent to, and affordable to, very low or lower income households, or qualifying residents.

"Very low income household" means households whose income does not exceed the very low income limits applicable to Los Angeles County, as published and periodically updated by the State Department of Housing and Community Development pursuant to Section 50105 of the California Health and Safety Code.

3. Implementation. The city shall grant either: a density bonus, or a density bonus with an additional incentive(s), or equivalent financial incentives, as set forth in Section 21.10.420(D)(6) of this section, to an applicant or developer of a housing development, who agrees to provide the following:

a. At least twenty percent of the total units of the housing development as target units affordable to lower income households; or

b. At least ten percent of the total units of the housing development as target units affordable to very low income households; or

4. Senior Citizen Housing. In determining the minimum number of density bonus units to be granted pursuant to this section, the maximum residential density shall be multiplied by .10 where very low income households are targeted, or by .20 where lower income households are targeted. The density bonus units shall not be included when determining the total number of target units in the housing development. When calculating the required number of target units, any resulting decimal fraction shall be rounded to the next larger integer.

In cases where a density increase of less than twenty-five percent is requested, no reduction will be allowed in the number of target units required. In cases where a density increase of more than twenty-five percent is requested, the requested density increase, if granted, shall be considered an additional incentive, as outlined in Section 21.10.420(D)(6) of this article.

In cases where the developer agrees to construct more than twenty percent of the total units for lower income households, or more than ten percent of the total units for very low income households, the developer is entitled to only one density bonus and an additional incentive(s) (or an equivalent financial incentive) pursuant to Section 21.10.420(D)(6) of this article.

Similarly, a developer who agrees to construct senior citizen housing with twenty or ten percent of the units reserved for lower- or very low-income households, respectively, is only entitled to one density bonus and an additional incentive(s).

The city may use its discretion to grant multiple additional incentives to facilitate the inclusion of more target units than are required by this article.

5. Development Standards. Target units should be constructed concurrently with non-restricted units unless both the city and the developer/applicant agree within the density bonus housing agreement to an alternative schedule for development.

Target units shall remain restricted and affordable to the designated group for a period of thirty years (or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program), under the following circumstances:

a. Both a density bonus and an additional incentive(s) is granted; or

b. An equivalent financial incentive equivalent to a density bonus and an additional incentive(s) is granted;

c. Target units shall remain restricted and affordable to the designated group for a period of ten years under the following circumstances;

i. Only a density bonus is granted and no additional incentives are granted; or

ii. An equivalent financial incentive equivalent to only a density bonus is granted.

In determining the maximum affordable rent or affordable sales price of target units Table 6-12 provides household and unit size assumptions shall be used, unless the housing development is subject to different assumptions imposed by other governmental regulations.

Table 6-12

Household and Unit Size Assumptions

SRO (residential hotel) unit	75% of 1 person
0 bedroom (studio)	1 person
1 bedroom	2 person
2 bedroom	3 person
3 bedroom	4 person
4 bedroom	6 person

Target units should be built on-site wherever possible and, when practical, be dispersed within the housing development. Where feasible, the number of bedrooms of the target units should be equivalent to the bedroom mix of the non-target units of the housing development; except that the developer may include a higher proportion of target units with more bedrooms.

The design and appearance of the target units shall be compatible with the design of the total housing development. Housing developments shall comply with all applicable development standards, except those which may be modified as provided by this article.

Circumstances may arise in which the public interest would be served by allowing some or all the target units associated with one housing development to be produced and operated at an alternative development site. Where the developer and the city form such an agreement, the resulting linked developments shall be considered a single housing development for purposes of this article. Under these circumstances, the developer shall be subject to the same requirements of this article for the target units to be provided on the alternative site.

A density bonus housing agreement shall be made a condition of the discretionary planning permits (e.g., tract maps, parcel maps, site plans, planned development or conditional use permits, etc.) for all housing developments pursuant to this article. The agreement shall be recorded as a restriction on the parcel or parcels on which the target units will be constructed. The agreement shall be consistent with Section 21.10.420(D)(8) of this article.

6. Development Incentives. The city shall provide a density bonus and an additional incentive(s), for qualified housing developments, upon the written request of a developer, unless the city makes a written finding that the additional incentive(s) is not necessary to make the housing development economically feasible and to accommodate a density bonus.

The development incentives granted shall contribute significantly to the economic feasibility of providing target units. Applicants seeking a waiver or modification of development or zoning standards shall show that such waivers or modifications are necessary to make the housing development economically feasible in accordance with Government Code Section 65915(e). This requirement may be satisfied by reference to applicable sections of the city's general plan housing element.

The need for incentives granted will vary for different housing developments. Therefore, the allocation of additional incentives shall be determined on a case-by-case basis. The additional incentives may include, but are not limited to any of the following:

A reduction of site development standards or a modification of zoning code or architectural design requirements which exceed the minimum building standards provided in Part 2.5 (commencing with Section 18901) of Division 13 of the California Health and Safety Code. These may include, but are not limited to, one or more of the following:

a. Reduced minimum outdoor and/or private outdoor living area.

b. Increased maximum building height and/or stories.

c. Reduced onsite parking standards, including the number or size of spaces and garage requirements.

d. Reduced minimum building separation requirements.

e. Reduced street standards, e.g., reduced minimum street widths.

f. Other regulatory incentives or concessions proposed by the developer or the city, which result in identifiable cost reductions or avoidance.

g. A density bonus greater than twenty-five percent.

h. Waived, reduced, or deferred planning, plan check, construction permit, and/or development impact fees (e.g., capital facilities, park, or traffic fees).

i. Direct financial aid (e.g., redevelopment set-aside, community development block grant funding) in the form of a loan or a grant to subsidize or provide low interest financing for on- or off-site improvements, land or construction costs.

The city may offer an equivalent financial incentive in lieu of granting a density bonus and an additional incentive(s). The value of the equivalent financial incentive shall equal at least the land cost per dwelling unit savings that would result from a density bonus and must contribute significantly to the economic feasibility of providing the target units pursuant to this article.

7. Application Requirements and Review. An application for density bonus pursuant to the requirements of this section shall be processed concurrently with any other application(s) required for the housing development. Final approval or disapproval of an application (with right of appeal to the city council) shall be made by the planning commission unless direct financial assistance is requested. If direct financial assistance is requested, the planning commission shall make a recommendation to the city council who will have the authority to make the final decision on the application.

An applicant/developer proposing a housing development pursuant to this section, may submit a preliminary application prior to the submittal of any formal request for approval of a housing development. Applicants are encouraged to schedule a pre-application conference with the director of planning and redevelopment or designated staff to discuss and identify potential application issues, including prospective additional incentives pursuant to Section 21.10.420(D)(6) of this article. No charge will be required for the pre-application conference. A preliminary application shall include the following information:

a. A brief description of the proposed housing development, including the total number of units, target units, and density bonus units proposed.

b. The zoning and general plan designations and assessors parcel number(s) of the project site.

c. A vicinity map and preliminary site plan, drawn to scale, including building footprints, driveway and parking layout.

d. If additional incentive(s) is requested, the application should describe why the additional incentive(s) is necessary to provide the target units, in accordance with Section 21.10.420(D)(6) of this article.

Within ninety days of receipt of the preliminary application the city shall provide to an applicant/developer a letter which identifies project issues of concern, the maximum financial assistance that the director of planning and redevelopment can support when making a recommendation to the city council and the procedures for compliance with this section.

The director of planning and redevelopment shall inform the applicant/developer that the requested additional incentives shall be recommended for consideration with the proposed housing development, or that alternative or modified additional incentives pursuant to Section 21.10.420(D)(6) shall be

recommended for consideration in lieu of the requested incentives. If alternative or modified incentives are recommended by the director of planning and redevelopment the recommendation shall establish how the alternative or modified incentives can be expected to have an equivalent affordability effect as the requested incentives.

8. Density Bonus Housing Agreement. Applicants/developers requesting a density bonus, shall (draft and) agree to enter into a density bonus housing agreement with the city. The terms of the final draft agreement shall be reviewed and revised as appropriate by the director of planning and redevelopment, who shall formulate a recommendation to the planning commission for final approval.

Following execution of the agreement by all parties, the completed density bonus housing agreement, or memorandum thereof, shall be recorded and the conditions filed and recorded on the parcel or parcels designated for the construction of target units. The approval and recordation shall take place prior to final map approval, or, where a map is not being processed, prior to issuance of building permits for such parcels or units. The density bonus housing agreement shall be binding to all future owners and successors in interest.

The density bonus housing agreement shall include at least the following:

a. The total number of units approved for the housing development, including the number of target units.

b. A description of the household income group to be accommodated by the housing development, as outlined in Section 21.10.420(D)(3) of this article, and the standards for determining the corresponding affordable rent or affordable sales price and housing cost.

c. The location, unit sizes (square feet), and number of bedrooms of target units.

d. Tenure of use restrictions for target units of at least ten or thirty years, in accordance with Section 21.10.420(D)(4) of this article.

e. A schedule for completion and occupancy of target units.

f. A description of the additional incentive(s) or equivalent financial incentive(s) being provided by the city.

g. A description of remedies for breach of the agreement by either party (the city may identify tenants or qualified purchasers as third party beneficiaries under the agreement).

h. Other provisions to ensure implementation and compliance with this article.

E. In the case of for-sale housing developments, the density bonus housing agreement shall provide for the following conditions governing the initial sale and use of target units during the applicable use restriction period.

Target units shall, upon initial sale, be sold to eligible very low or lower income households at an affordable sales price and housing cost, or to qualified residents (i.e., maintained as senior citizen housing) as defined by this article.

Target units shall be initially owner-occupied by eligible very low or lower income households, or by qualified residents in the case of senior citizen housing.

The initial purchaser of each target unit shall execute an instrument or agreement approved by the city restricting the sale of the target unit in accordance with this ordinance during the applicable use restriction period.

Such instrument or agreement shall be recorded against the parcel containing the target unit and shall contain such provisions as the city may require to ensure continued compliance with this ordinance and the state density bonus law.

F. In the case of rental housing developments, the density bonus housing agreement shall provide for the following conditions governing the use of target units during the use restriction period:

1. The rules and procedures for qualifying tenants, establishing affordable rent, filling vacancies, and maintaining target units for qualified tenants;

2. Provisions requiring owners to verify tenant incomes and maintain books and records to demonstrate compliance with this article.

3. Provisions requiring owners to submit an annual report to the city, which includes the name, address, and income of each person occupying target units, and identifies the bedroom size and monthly rent or cost of each target unit. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.430 Development review procedures.

A. Applicability. The procedures and regulatory provisions necessary to administer development review procedures for applicable properties, structures and uses within the specific plan project area shall be subject to the requirements as set forth in Chapter 21.02 of the Glendora Municipal Code in addition to the provision as set forth in this section.

B. Administrative Review.

1. Improvements Requiring Administrative Review. Administrative review for projects located within the Route 66 Corridor specific plan project area may be granted for only the following land use activities, in addition to those listed in Table 6-1 (Allowable land uses) of this article:

a. Maintenance/repair requiring a building permit;

b. Interior improvements requiring a permit (no square footage increase);

c. Any new signs or modifications to existing signs;

d. Changes to exterior building colors and materials;

e. Landscape plans.

2. Application Filing, Processing and Review.

a. Applications shall be filed with the planning division which shall schedule the applications for review with the reviewing body as shown in Table E, in the appendix of the zoning code, upon the application being deemed complete.

3. Exceptions.

a. When an administrative review zoning application is processed in conjunction with another application for which, commission or council approval is required, the director shall take no action. The commission shall take action by resolution either granting or denying approval of the application for the administrative review.

C. Administrative Conditional Use Permit.

1. Uses Requiring an Administrative Conditional Use Permit. Administrative conditional use permits for projects located within the Route 66 Corridor specific plan project area may be granted for only the following land use activities, in addition to those listed in Table 6-1 (Allowable land uses) of this article:

a. Expansion of a Use. Exterior expansion of an existing use, that normally requires the approval of a conditional use permit, in an existing development where there would be no change of occupancy or primary use, there would be expansion of floor area subject to the requirements of Section 21.10.340 of this article, and the request would not significantly modify the original intent of the project or site.

2. Application Filing, Processing and Review.

a. Exercising of Approved Applications. Approved applications shall be exercised within one year of the approval. Two, one-year time extensions are allowed, subject to separate application and fee, after which time and new application shall be filed with the planning division.

3. Run with the Land. An administrative conditional use permit that is valid and in effect, and was granted in compliance with the provisions of this division, shall run with the land and continue to be valid upon the change of ownership of the land or any lawfully existing structure on the land.

Administrative conditional use permits shall run with the land as long as there is continuous use of the approved use. Any unauthorized change in use may subject the administrative conditional use permit to revocation.

D. Minor Conditional Use Permit.

1. Applicability. Any application for a minor conditional use permit within the boundaries of the Route 66 Corridor specific plan project area shall be considered by the reviewing body as shown in Table E, in the appendix of the zoning code, for a specified land use that is allowed within a particular zoning subdistrict with the approval of a minor conditional use permit in compliance with applicable sections of this article.

2. Uses Requiring a Minor Conditional Use Permit. Minor conditional use permits for projects within the boundaries of the specific plan project area may be granted for only the following land uses or activities, in addition to those listed in Table 6.1:

a. New building construction;

b. Lot consolidation;

c. Density/intensity bonus incentives;

d. Maintenance/repair to nonconforming structures;

e. Mixed used development less than thirty thousand square feet;

f. Development no higher than three stories;

g. Referred Applications. The planning director, or designee shall have the discretion to refer administrative conditional use permits to minor conditional use permit review.

3. Application Filing, Processing and Review.

a. Exercising of Approved Applications. Approved applications must be exercised within one year of the approval. Two, one-year time extensions are allowed, subject to separate application and fee, after which time and new application must be filed with the planning division.

4. Run with the Land. A minor conditional use permit that is valid and in effect, and was granted in compliance with the provisions of this division, shall run with the land and continue to be valid upon the change of ownership of the land or any lawfully existing structure on the land. Minor conditional use permits shall run with the land as long as there is continuous use of the approved use. Any unauthorized change in use may subject the minor conditional use permit to revocation.

E. Conditional Use Permit.

1. Applicability. Any application for a conditional use permit within the boundaries of the Route 66 Corridor specific plan project area shall be considered by the planning commission and city council for a specified land use that is allowed within a particular zoning subdistrict with the approval of a conditional use permit in compliance with applicable sections of this article and the Glendora Municipal Code.

2. Uses Requiring a Conditional Use Permit. Conditional use permits for projects within the boundaries of the specific plan project area may be granted for only the following land uses or activities, in addition to those listed in Table 6.1:

a. Appealed projects;

b. Mixed used development greater than thirty thousand square feet;

c. Applications for heights greater than three stories.

3. Application Filing, Processing and Review.

a. Exercising of Approved Applications. Approved applications must be exercised within one year of the approval. Two, one-year time extensions are allowed, subject to separate application and fee, after which time and new application must be filed with the planning division.

4. Run With the Land. A conditional use permit that is valid and in effect, and was granted in compliance with the provisions of this division, shall run with the land and continue to be valid upon the change of ownership of the land or any lawfully existing structure on the land. Conditional use permits shall run with the land as long as there is continuous use of the approved use. Any unauthorized change in use may subject the conditional use permit to revocation. (Ord. 1836 §§ 11—13, 26, 2006; Ord. 1808 §§ 1—4, 2004; Ord. 1791 § 1 (Exh. A (part)), 2003)

Article VII. Implementation and Administration

21.10.440 Specific plan phasing.

The development and/or redevelopment of the Route 66 Corridor specific plan project area will be a multi-year effort. The preferred land use development concept and associated improvements necessary are envisioned to occur over a twenty-year period. Therefore, future development and/or redevelopment in the project area will be responsive to prevailing market conditions making forecasts of the timing and extent of future conditions challenging. Although a phasing plan is not appropriate for this type of project, the Route 66 Corridor specific plan will provide substantial guidance for future capital improvement programming and other city-initiated improvements. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.450 Applicability.

The provisions of this article are applicable to the considerations of development activity and land use within the boundary of the Route 66 Corridor specific plan and associated subdistricts.

The regulations, development standards and guidelines as contained in the specific plan shall apply in their entirety in the review of new development proposals. In the review of proposals involving the modification of existing development, however, it is recognized that existing site conditions may constrain the extent to which these development standards and guidelines can be met. Acceptable modifications for existing development are noted in their respective sections. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.460 General plan amendments.

Concurrent to the adoption of the Route 66 Corridor specific plan, the Glendora general plan shall be amended to provide necessary modifications to provide consistency between the general plan and specific plan. The following amendments to the general plan shall ensure consistency:

Amending the general plan (GPA03-04), creating a specific plan zone SP-3 (ZC03-03), adopting a specific plan (ZA03-05) and design guidelines (M03-17). (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.470 Zoning code/map amendments.

The existing zoning classifications in the Route 66 Corridor specific plan area, prior to the adoption of the specific plan including C-3, R-3/MHP, PR, MS, CM, C-3/H, CM/MHP, C-2, C-3/MHP, R4, M1 and R-3 classifications shall be repealed within the specific plan project area, and the zoning map amendment shall indicate new Route 66 Corridor specific plan zoning classification "SP-3" including the BG, GMU, TCMU, RSC, CRR, LHG and TCO subdistricts.

All land use regulations, development standards, and other provisions of the Route 66 Corridor specific plan in its entirety shall apply as expressly stated in this plan. For development criteria and regulations that are not amended or superseded by this specific plan, the provisions of the Glendora Municipal Code shall prevail. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.480 Administration and enforcement.

It shall be the duty of the director of planning and redevelopment to enforce the provisions as set forth in the Route 66 Corridor specific plan. All officers, employees, and officials of the city who are vested with the duty or authority to issue permits or licenses shall conform with the provisions of the Route 66 Corridor specific plan, and shall not issue any permit or license or approve any use or building which would be in conflict with the Route 66 Corridor specific plan. Any permit, license or approval issued that is in conflict with the requirements of the Route 66 Corridor specific plan shall be considered null and void. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.490 Relationship to zoning code.

The provisions contained in this specific plan constitute the primary land use and development standards for the project area. These regulations are applied in addition to the provisions as set forth in the Glendora Municipal Code. As part of the implementation of this specific plan, the Glendora Municipal Code shall be amended to include the Route 66 Corridor specific plan ("SP-3") and associated subdistricts. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.500 Amendments to the specific plan.

The Route 66 Corridor specific plan may be amended utilizing the procedure by which it was originally adopted. In addition, the amendment shall demonstrate that it meets the intent of the specific plan's goals and objectives or provide a finding that the amendment enhances the plan or is necessary to implement the goals and objectives. All sections or portions of the specific plan to be changed or that may be affected by the change must be included in the specific plan amendment. A concurrent amendment to the general plan would not be required provided the city council determines that substantive changes would not influence the goals, objectives, policies or programs of the Glendora general plan. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.510 Development review procedures.

A. This section establishes the procedural and content requirements for the review and approval for actual development occurring within the Route 66 Corridor specific plan area. It is the intent of this section to provide clearly defined procedures for the streamlined review of such development, while insuring consistent implementation of the objectives and standards of each specific plan land use designation.

B. The Route 66 Corridor specific plan EIR will also be applicable to future development projects (i.e., parcels maps, lot line adjustments, construction, etc.) which are processed in conformance with the specific plan, thus requiring no further environmental documentation except as noted in Section 15182 and 15162 of the CEQA Guidelines.

C. Development review procedures for all new development and redevelopment within the Route 66 Corridor specific plan project area shall be categorized as follows;

1. Tier One Review. Tier One development review shall apply to project requiring ministerial permits, including but not limited to maintenance/repairs, interior improvements and signage modifications.

Tier One review shall be staff level review only.

2. Tier Two Review. Tier Two development shall apply to projects requiring review by the reviewing body as shown in Table E, in the appendix of the zoning code, including but not limited to new building construction, façade rehabilitation, new signage, lot consolidation, density/intensity incentives, repair/maintenance of nonconforming structures, mixed use development less than thirty thousand square feet, and development no higher than three stories.

Tier Two review shall require review and approval by the reviewing body as shown in Table E, in the appendix of the zoning code.

3. Tier Three Review. Tier Three development shall apply to projects requiring review by the planning commission and city council. These projects include but are not limited to appealed projects, referred Tier Two projects, mixed use development greater than thirty thousand square feet, conditional use permits and projects exceeding three stories in height.

Table 7-1: Development Review Procedures, provides a summary of the required level of review, and other optional requirements in relation to future development and redevelopment in the Route 66 Corridor specific plan project area.

Table 7-1
Development Review Procedures: Route 66 Corridor Specific Plan

Tier One Review: Staff Level		
Development Proposed	**Required Permits**	**Reviewing Body**
Interior improvements requiring permit (no square footage increase)	Route 66 Administrative Review	
Landscape plans		
Maintenance/repairs requiring building permit		

New signs or modifications		Director
Exterior expansion of an existing use as per Ch. 21.10.430(C)(1)(a)	Route 66 Administrative Conditional Use Permit	
Projects located within the Route 66 Corridor specific plan area listed in Table 6-1 (Allowable land uses) as per Ch. 21.10.330		
Tier Two Review: Staff Level		
Development Proposed	**Required Permits**	**Reviewing Body**
New building construction	Route 66 Minor Conditional Use Permit	Director
Development no higher than two stories		
Lot consolidation		
Density/intensity incentives		
Maintenance/repair to nonconforming structure		
Tier Two Review: Planning Commission		
Development Proposed	**Required Permits**	**Reviewing Body**
Density/intensity bonus incentives	Route 66 Minor Conditional Use Permit	Planning Commission
Façade/exterior rehabilitation		
Mixed use less than 30,000 square feet		
Referred applications from Tier One		
Appealed projects from Tier One		
Tier Three Review: Planning Commission		
Appealed projects from Tier One	Route 66 Conditional Use Permit	Planning Commission
Development higher than three stories		
Mixed use development greater than 30,000 square feet		
Referred projects from Tier Two		

(Ord. 1836 §§ 23, 24, 2006; Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.520 Specific plan EIR and mitigation monitoring.

A. The Route 66 Corridor specific plan will be prepared in conjunction with a program-level EIR, which identifies potential impacts resulting from the proposed development and establishes mitigation measures that reduce them to a less than significant level, where feasible.

B. As the lead agency, the city will implement a monitoring program for the approved mitigation measures. To assist in this monitoring effort, a mitigation monitoring program will be developed by the city as part of environmental findings and included in the final specific plan approved by the city council. The approved mitigation monitoring program shall comply with applicable sections of the Glendora Municipal Code.

C. The Route 66 Corridor specific plan EIR will serve as the primary environmental document for the Route 66 Corridor specific plan and all future development undertaken within the plan area. The EIR is anticipated to be the definitive environmental document for project implementation within the specific plan area, including serving as a project EIR for purposes of infrastructure improvements. Developments that require discretionary review (i.e., projects subject to the approval of a special development permit) will be examined in consultation with the EIR to determine what additional environmental documentation must be prepared. Developments that do not require additional discretionary review will not be subject to additional environmental documentation. However, the project applicant will be required to submit documentation substantiating said development is allowed and in conformance with the specific plan, and the potential environmental effects are within the parameters and timeframe (year 2020) analyzed within the specific plan EIR.

D. Future development projects proposed within the specific plan area may be required to prepare their own environmental documentation pursuant to state law. However, subsequent site-specific projects may use the “tiering” concept, as provided by Section 15385 of the State CEQA Guidelines. The tiering concept is a process by which the city, as lead agency, can adopt the programmatic EIR focusing on the “big picture,” and can then use streamlined CEQA review for subsequent individual development projects in the Route 66 Corridor specific plan area. This streamlined CEQA review may be used for each site-specific future development so long as the project is consistent with the decisions of the EIR, the mitigation measures described in the EIR, and the city’s general plan and zoning code. This tiering concept allows the city to address the broad environmental issues detailed in this EIR during the planning stages of the proposed specific plan. Future site-specific development projects are evaluated on a project-specific basis, and may be excused from repeating the broad environmental analysis examined in this comprehensive, programmatic EIR for the entire proposed Route 66 Corridor specific plan area. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.530 Severability.

If any portion of the Route 66 Corridor specific plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of the Route 66 Corridor specific plan. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.540 Public improvement financing strategy.

The public improvement financing strategy presented in this section is intended to provide a realistic estimate of the costs of implementing certain public improvements identified in the Route 66 Corridor specific plan. The identification of these improvements will allow the city to anticipate improvement needs and subsequently plan for funding and implementation. Provision of this financing strategy will assist the city in strategically positioning itself to compete for discretionary funding by having identified public improvements that directly relate to a comprehensive regulatory land use plan.

This section provides a summary of capital cost of the proposed improvement program as indicated in Article IV of this specific plan. Capital costs are based upon an assumed level of development occurring during the planning period 2003-2020. In addition, this section provides an overview of potential funding sources, inclusive of

existing, discretionary and new funding/financing strategies. (Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.550 Estimated cost of improvements.

A. Sewer Infrastructure Improvements. Sewer infrastructure costs included those costs associated with on-site and off-site improvements necessary to mitigate sewer infrastructure impacts associated with the proposed development plan. As discussed in Article IV of this specific plan, no immediate need for sewer infrastructure upgrades have been observed. The development plans suggests the periodic monitoring of sewer infrastructure facilities at various stages of redevelopment to ensure future demand does not exceed existing capacities.

B. Domestic Water Infrastructure Improvements. Domestic water infrastructure cost estimates have been estimated based upon the portion of the existing water distribution system affected by development within the specific plan area. As shown in Exhibit 4-17 of this specific plan, domestic water system upgrades will be required throughout the corridor. Table 7-2: Domestic Water System Improvement Costs provides a summary of improvement costs.

Table 7-2
Domestic Water System Improvement Costs

Water Facility Description	Pipeline Diameter	Quantity (LF)	Unit Cost per LF	Estimated Construction Cost
PVC (C900)	8″	1532	$40/LF	$61,280
CMLNC	10″	504	$50/LF	$25,200
CMLNC	12″	9817	$60/LF	$589,020
CMLNC	14″	17,791	$70/LF	$1,245,370
CMLNC	16″	519	$80/LF	$41,520
TOTAL				$1,962,390

Notes: Unit Costs per lineal foot based upon general industry standards and included all cost associated with demolition and construction of new pipelines and support facilities.

C. Stormdrain System Improvements. Stormdrain system improvement costs have been estimated based upon the portion of the existing stormdrain system affected by future development within the specific plan project area. As shown on Exhibit 4-20, the following recommended improvements will ensure adequate storm water conveyance.

Unit costs and quantities have been estimated based upon typical industry standards and consider complete improvement costs, including pavement removal and replacement, trenching, pipe, traffic control, and catch basins. Table 7-3: Stormwater Drainage Improvement Costs, provides a summary of improvement costs.

Table 7-3
Stormwater Drainage Improvement Costs

Water Facility Description	Pipeline Diameter	Quantity (LF)	Unit Cost per LF	Estimated Construction Cost [1]
Vermont Avenue/Route 66 Deficiencies				
Option 1				
RCP	30″	1700	$230/LF	
Catch Basin	N/A	N/A	$5,000	
			TOTAL	**$400,000**
Option 2				
RCP	24″	1700	$200/LF	
Catch Basin	N/A	N/A		
			TOTAL	**$350,000**
Elwood/Route 66 Deficiencies				
Option 1				
RCP	30″	600	$230/LF	
Catch Basin	N/A	N/A	$5000	
			TOTAL	**$150,000**
Option 2				
RCP	30″	700	$230/LF	
Catch Basin	N/A	N/A	$5000	
			TOTAL	**$170,000**

(1) Estimated cost includes costs for mobilization, demolition and construction.
Source: RBF Consulting, July 2003.

D. Streetscape/Community Design Improvement Costs. Streetscape/community design improvement cost estimates have been estimated based upon the recommended improvements identified in Article IV of this specific plan. Improvement costs for streetscape and community design improvements include costs associated with project mobilization (job site preparation), demolition, construction/hardscape, irrigation, planting and consultant design fees. The following tables provide a summary of improvement costs. More detailed, line item cost estimates are on file with the city of Glendora.

1. Barranca Gateway.

Table 7-4 provides a summary of improvement costs for all improvements identified in Exhibit 4-4: Barranca Gateway Improvements.

Table 7-4
Barranca Gateway Improvements Opinion of Probable Construction Costs

Item #	Description	Quantity	Units	Unit Cost ($)	Total ($)
1	Mobilization	1	LS	$20,000.00	$20,000.00
2	Demolition	1	LS	$71,195.00	$71,195.00
3	Construction/Hardscape	1	LS	$231,200.00	$231,200.00
4	Irrigation	1	LS	$52,500.00	$52,500.00
5	Planting	1	LS	$54,395.00	$54,395.00
6	Consultant Design Fees	1	LS	$47,000.00	$47,000.00
	Subtotal				**$476,290.00**
	Contingency (25%)				$119,072.50
	TOTAL				**$595,362.50**

Note: Since the LANDSCAPE ARCHITECT has no control over the cost of labor, materials, equipment or services furnished by others or over the Contractor(s)' method of determining prices, or over the competitive bidding or market conditions, its Opinions of Probable Construction Cost provided herein are to be made on the basis of its experience and qualifications and represents its best judgment as an experience and qualified professional, familiar with the construction industry; but the LANDSCAPE ARCHITECT cannot and does not guarantee that proposals, bids or actual project or construction cost will not vary from its opinion of probable cost. If prior to the Bidding or Negotiation Phase, OWNER wishes greater assurance to Project Cost, it shall employ an independent cost estimator.

2. Grand Avenue Gateway Improvement Costs.

Table 7-5 provides a summary of improvement costs for all improvements identified in Exhibits 4-7, 4-8 and 4-9.

Table 7-5
Grand Avenue Gateway Improvements Opinion of Probable Construction Costs

Item #	Description	Quantity	Units	Unit Cost ($)	Total ($)
1	Mobilization	1	LS	$75,000.00	$75,000.00
2	Demolition	1	LS	$283,515.00	$283,515.00
3	Construction/Hardscape	1	LS	$656,930.00	$656,930.00
4	Irrigation	1	LS	$248,500.00	$248,500.00
5	Planting	1	LS	$295,750.00	$295,750.00
6	Consultant Design Fees	1	LS	$170,000.00	$170,000.00
	Subtotal				**$1,730,895.00**
	Contingency (25%)				$432,723.75
	TOTAL				**$2,163,618.75**

Note: Since the LANDSCAPE ARCHITECT has no control over the cost of labor, materials, equipment or services furnished by others or over the Contractor(s)' method of determining prices, or over the competitive bidding or market conditions, its Opinions of Probable Construction Cost provided herein are to be made on the basis of its experience and qualifications and represents its best judgment as an experience and qualified professional, familiar with the construction industry; but the LANDSCAPE ARCHITECT cannot and does not guarantee that proposals, bids or actual project or construction cost will not vary from its opinion of probable cost. If prior to the Bidding or Negotiation Phase, OWNER wishes greater assurance to Project Cost, it shall employ an independent cost estimator.

3. Glendora Avenue Gateway.

Table 7-6 provides a summary of improvement costs for all improvements identified in Exhibit 4-10: Glendora Gateway Improvements.

Table 7-6
Glendora Avenue Gateway Improvements Opinion of Probable Construction Costs

Item #	Description	Quantity	Units	Unit Cost ($)	Total ($)
1	Mobilization	1	LS	$70,000.00	$20,000.00
2	Demolition	1	LS	$259,795.00	$71,195.00
3	Construction/Hardscape	1	LS	$877,470.00	$231,200.00
4	Irrigation	1	LS	$113,500.00	$52,500.00
5	Planting	1	LS	$122,735.00	$54,395.00
6	Consultant Design Fees	1	LS	$150,000.00	$47,000.00
	Subtotal				**$1,593,500.00**
	Contingency (25%)				$398,375.00

	TOTAL				**$1,991,875.00**

Note: Since the LANDSCAPE ARCHITECT has no control over the cost of labor, materials, equipment or services furnished by others or over the Contractor(s)' method of determining prices, or over the competitive bidding or market conditions, its Opinions of Probable Construction Cost provided herein are to be made on the basis of its experience and qualifications and represents its best judgment as an experience and qualified professional, familiar with the construction industry; but the LANDSCAPE ARCHITECT cannot and does not guarantee that proposals, bids or actual project or construction cost will not vary from its opinion of probable cost. If prior to the Bidding or Negotiation Phase, OWNER wishes greater assurance to Project Cost, it shall employ an independent cost estimator.

4. Lone Hill Gateway Improvement Costs.

Table 7-7 provides a summary of improvement costs for all improvements identified in Exhibit 4-10: Lone Hill Gateway Improvements.

Table 7-7
Lone Hill Gateway Improvements Opinion of Probable Construction Costs

Item #	Description	Quantity	Units	Unit Cost ($)	Total ($)
1	Mobilization	1	LS	$16,000.00	$16,000.00
2	Demolition	1	LS	$43,945.00	$43,945.00
3	Construction/Hardscape	1	LS	$192,135.00	$192,135.00
4	Irrigation	1	LS	$39,500.00	$39,500.00
5	Planting	1	LS	$38,235.00	$38,235.00
6	Consultant Design Fees	1	LS	$36,000.00	$36,000.00
	Subtotal				**$365,815.00**
	Contingency (25%)				$91,453.00
	TOTAL				**$457,268.00**

Note: Since the LANDSCAPE ARCHITECT has no control over the cost of labor, materials, equipment or services furnished by others or over the Contractor(s)' method of determining prices, or over the competitive bidding or market conditions, its Opinions of Probable Construction Cost provided herein are to be made on the basis of its experience and qualifications and represents its best judgment as an experience and qualified professional, familiar with the construction industry; but the LANDSCAPE ARCHITECT cannot and does not guarantee that proposals, bids or actual project or construction cost will not vary from its opinion of probable cost. If prior to the Bidding or Negotiation Phase, OWNER wishes greater assurance to Project Cost, it shall employ an independent cost estimator.

5. Optional Items.

Table 7-8 provides a summary of line item improvement costs for various streetscape features, including those associated with screen wall treatments.

Table 7-8
Optional Items Improvements Opinion of Probable Construction Costs

Item #	Description	Quantity	Unit Cost ($)
1	Neighborhood rock monuments, including associated work	EA	$8,000.00
2	Acorn style pedestrian lights, including concrete footing	EA	$5,200.00
3	Metal bench	EA	$1,100.00
4	Metal Trash Receptacle	EA	$950.00
5	River rock veneer screen wall with precast concrete cap and rock veneer pilasters with precast concrete cap	LF	$150.00
6	River rock veneer screen wall with precast concrete cap, wood pickets and rock veneer pilasters with precast concrete cap	LF	$150.00
7	Sign with thematic banner attachments	EA	$800.00
8	Directional sign	EA	$650.00
9	Street sign	EA	$550.00
10	Pedestrian information sign	EA	$1,500.00
11	Parking lot entry sign	EA	$550.00

Note: Since the LANDSCAPE ARCHITECT has no control over the cost of labor, materials, equipment or services furnished by others or over the Contractor(s)' method of determining prices, or over the competitive bidding or market conditions, its Opinions of Probable Construction Cost provided herein are to be made on the basis of its experience and qualifications and represents its best judgment as an experience and qualified professional, familiar with the construction industry; but the LANDSCAPE ARCHITECT cannot and does not guarantee that proposals, bids or actual project or construction cost will not vary from its opinion of probable cost. If prior to the Bidding or Negotiation Phase, OWNER wishes greater assurance to Project Cost, it shall employ an independent cost estimator.

(Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.560 Potential funding and financing mechanism.

Funding and financing for projects identified in Section 21.10.540 of this article will require a comprehensive and creative financing approach through the utilization of a variety of financing mechanisms including debt financing, equity financing, loan guarantees and tax credits.

Table 7-9 provides a comprehensive listing of available funding and financing programs available from state and federal agencies, as well as private entities. It should be noted that funding and financing programs are dynamic and change according to available funds, changes in state and federal law among other factors. Table 7-9 should be supplemented when new programs become available.

Table 7-9
Potential Funding and Financing Mechanisms

State of California Programs

Financing/Funding Method	Description	Potential Uses of Funding
Real Estate Development		
California Pollution Control Financing Authority (CPCFA)—California Recycle Underutilized Sites (Cal Reuse) Loans	Assistance to borrowers with the reuse and redevelopment of underutilized properties with real or perceived contamination issues (brownfields). Cal ReUSE addresses a funding and information gap in the redevelopment of brownfields to help bring these properties into productive reuse.	Reasonable and necessary brownfield project costs, including;
		Site assessment
		Technical Assistance
		Planning for the remediation of hazardous material
		Obtaining access to privately held property to conduct an assessment
California Debt Limit Allocation Committee (CDLAC)—Tax-exempt private activity bond debt limit allocation	Administers the annual tax-exempt private activity bond debt limit allocation program for California. The bonds issued are purchased by the private sector and are an obligation of the issuing entity (not the state or federal government). Agencies and organizations authorized to issue tax-exempt private activity bonds or mortgage credit certificates must receive an allocation from CDLAC.	A variety of programs are eligible for the issuance of tax-exempt private activity bonds:
		Multi-family rental housing
		Single-family housing
		Extra credit teach home purchase program
		Small-Issue industrial development bonds
		Exempt facilities
California Public Employees' Retirement System (CalPERS)—California Urban Real Estate (CURE) Investments	The CURE strategy is focused on addressing both the housing shortage as well as a lack of general development in urban infill locations throughout California.	Residential, office, retail, entertainment, hotel, and mixed-use projects.
		Other projects that benefit certain economic groups or geographic areas, such as;
		Low-Income housing
		Multi-family low-income housing
		Economic Development and redevelopment
		Urban infill and "smart growth" strategy
Pooled Money Investment Account (PMIA)—Community Reinvestment Loan Purchases	The purchase of these loans provided original lenders with new capital to make additional loans to low-and moderate-income homeowners and to stabilize lower-income neighborhoods.	
California Tax Credit Allocation Committee—Federal State Low-Income Housing Tax Credits	Encourages private investment in rental housing.	Tax credits can be allocated to new construction projects or for the acquisition and rehabilitation of certain projects.

Potential Funding and Financing Mechanisms

Financing/Funding Method	Description	Potential Uses of Funding
Business Development		
California Pollution Control Financing Authority—California Capital Access Program for Small Business	Small business loan program that provides an important source of capital for small business that may otherwise have difficulty in obtaining funding. Provides incentives for a lender to make small business loans by establishing a loss revenue account as for of loan portfolio insurance.	Finance acquisition of land the construction or renovation of buildings, the purchase of equipment, working capital, and other capital projects. There are limitations on real estate loans and refinancing.
California Industrial Development Financing Advisory Commission—Tax-exempt Industrial development bonds	Assist California manufacturing businesses in funding capital expenditures for acquisition or expansion. Allows business to borrow funds at competitive rates through the issuance of tax-exempt bonds enhanced by a letter of credit or as a private placement for small issues. Various subcategories of funding are available.	Acquisition of land, buildings, equipment, landscaping, design costs and permits.
Consumer Power and Conservation Financing Authority—Energy Financing Industrial Development Bonds	Encourage efficient use of energy resources, contribute to manageable energy costs, and support the manufacture and development of renewable technologies.	Acquisition of land, facilities and equipment.
Infrastructure		
California Technology, Trade and Commerce Agency—Infrastructure State Revolving Fund	Provides low cost financing to public agencies for a wide range of infrastructure projects.	Public infrastructure including, but not limited to; streets, drainage, transit, water distribution,

Loans		sewage.
Industrial Development Bonds	Allows manufacturers and processors to finance acquisition and expansion projects at very low interest rates through tax-exempt bond issuance.	Acquisition and rehab.
Section 501(c)(3) Revenue Bonds	Tax-Exempt revenue bond financing is available to non-profit corporations.	Capital expenditures, debt refinancing, expenditure reimbursement.
Other Programs—Stare, Federal and Private Entities		
Economic Development Administration (EDA) Loans and Grants	Grants to communities for site preparation and construction of water and sewer facilities, access roads, railroad spurs, etc.	Construction of water and sewer facilities and access roads.
Federal Highway Administration Department of Transportation (DOT)	Provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	Recreational trails and trail-related facilities.
Transportation Efficiency Act for the 21st Century (H.R. 2400)	TEA-21 gives local governments unprecedented flexibility in developing a mix of highway corridor enhancements, with funds for such projects as public transit, bikeways, highway enhancements, recreation, historic preservation, scenic byways, and other alternatives to address transportation and community needs. Contact source for funding amounts. States and localities are permitted to use federal dollars (provided primarily from the gas tax) for more flexibly to meet their transportation needs. More comprehensive planning, taking into account such factors as desired land use patterns and environmental effects, is required as a prerequisite to federal funding.	Public transit, bikeways, highway enhancements to address transportation and community needs.
U.S. Federal Highway Administration (FHWA) Transportation & Community and System Preservation Pilot Program (TCSP)	Comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for these discretionary grants.	Grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals.
National Trails Endowment	The American Hiking Society manages a fund of money created by contributions to an annual endowment fund for trails. Money from the endowment will be made available to organizations for which foot trails are a primary focus.	Establish and maintain pedestrian foot trails.
Environmental and Mitigation Fund	The California State Department of Transportation (CALTRANS) has established this state fund for beautification improvements to roadsides to mitigate the effects of transportation projects.	Beautification improvements for roadsides.
Environmental Enhancement and Mitigation Program (EEMP) Grants (Prop111)	Three categories of projects are eligible, among them "highway landscaping and urban forestry." The city can pursue this for the purchase, installation, and maintenance of street trees. Projects must be designed to mitigate the environmental impacts of modified or new public transportation facilities but do not have to be within the road right-of-way.	Provision of highway landscaping and urban forestry for roadsides and transportation facilities.
Environmental Protection Agency (EPA) Program Grants	Federal grants for various purposes including state and local program research, demonstrations, development, and implementation.	Research, demonstrations, development and implementation of various environmental based programs including water pollution, conservation, solid waste disposal, etc.
Infrastructure State Revolving Fund Program	The Infrastructure State Revolving Fund (ISRF) Program provides low-cost financing to public agencies for a wide variety of infrastructure projects. ISRF Program funding is available in amounts ranging from $250,000 to $10,000,000, with loan terms of up to 30 years. Interest rates are set on a monthly basis.	Eligible project categories include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities, environmental mitigation measures, parks and recreational facilities, port facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, defense conversion, public safety facilities, and power and communications facilities.
FTA Metropolitan Planning Program	Operated by the Federal Transit Administration (FTA), this program provides financial assistance, through the states, to Metropolitan Planning Organizations (MPO) to support the costs of preparing long-range transportation plans required as a condition of obtaining Federal Capital	Planning, engineering, design, and evaluation of transportation projects. Technical studies relating to management, operations, capital requirements, innovative financing opportunities, and economic feasibility; evaluation of previously assisted

	Program and Urbanized Area Formula Program grants for transit projects.	projects; and other similar or related activities preliminary to and in preparation for the construction, acquisition or improved operation of transportation systems, facilities and equipment including the planning for "livability" features such as improved pedestrian and bicycle access to the station and shops and community services in the station area, incorporating arts and artistic design in stations and surrounding areas, and other improvements that enhance the usability and community-friendliness of the transit system environment.
		Up to a maximum of 20 percent of the preliminary engineering and design costs for a transportation facility.
Transportation and Community and System Preservation Pilot Program	Comprehensive program to assist in planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and practices.	Improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage compatible private sector development patterns.
California Infrastructure and Economic Development Bank (CIEDB)	The CIEDB was created in 1994 to promote economic revitalization, enable future development, and encourage a healthy climate for jobs in California. The CIEDB has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage state and federal funds.	The Infrastructure Bank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage state and federal funds. The Infrastructure Bank's current programs include the Infrastructure State Revolving Fund (ISRF) Program and the Conduit Revenue Bond Program.
Impact Fees and Exactions	Dedications of land and impact fees are exactions which lessen the impacts of new development resulting from increased population or demand on services.	Dedication of land and fees in lieu of dedication; subdivision reservation for public use; development architectural review; and fees.
City General Fund	It is not uncommon for cities that are seeking to revitalize their community to commit a certain amount of the general fund to the effort over a period of years.	Improvements and ongoing projects or programs which have general community-wide benefits.
General Obligation Bonds	Tax-supported bonds used to finance the acquisition and construction of public capital improvements.	Public buildings, roads, infrastructure improvements and community centers.
Development Fees	Counties and cities may impose development fees on landowners in a "benefit area" to pay for a proportionate share of the public facilities required to serve a development.	Used for "necessary public services" which include parks and open areas.
Development Incentive Programs	Incentives encourage the private sector to provide the desired public improvement.	Public improvements.
General Taxes	Taxes include excise taxes, utility user taxes, and property tax to generate revenue.	Various community improvements.
Other Private Donations	Private donations for a variety of different types of projects are generally available from foundations, institutions and corporations that have major interests in these areas.	Various depending upon interest of private donors.
Revenue Bonds	Debt undertaken wherein payback is tied to specific revenue streams. This form of debt does not require a public vote.	Common uses include industrial development, housing and social services.
EPA—Clean Water Revolving Fund	Low interest-loan program established by the Federal Clean Water Act	Loans for projects that address point and nonpoint sources of water pollution
State Waters Resources Control Board Nonpoint Source Water Pollution Control	Established by the federal Clean Water Act § 319, these grants are for the implementation of state nonpoint source pollution control programs. Each state passes through a portion of these funds to other entities for implementing specific NPS management practices. State Water Quality agencies are the lead agencies for these grant programs.	Projects that solve water quality problems
Safe Drinking Water State Revolving Fund	Low-interest loan program established by the 1996 Safe Drinking Water Amendments. U.S. EPA provides funds to each state to establishing ongoing loan programs. The state administers the State Revolving Fund (SRF) and makes loans to drinking water systems for projects which will ensure that drinking water remains safe and affordable.	Loans for drinking water systems

	States may also fund wellhead and source water protection projects.	
Solid Waste Assistance Funds	Grants to fund program development or pilot projects which promote waste reduction, recycled-content products, markets for recycled materials, or assist in the development of solid waste management plans and the clean-up of open dumps.	Incorporate EPA initiatives and priorities with source reduction, product stewardship, reuse, recycling, composting, and/or recycled product procurement projects. Stimulate market for difficult-to-recycle materials such as tires, construction/demolition debris, green waste and electronics.
Water Quality 104(b)(3) Grants	Grants to support critical National Pollutant Discharge Elimination System (NPDES) water quality related projects.	Water quality projects
Water Quality Assessment and Planning	Grants established by the federal Clean Water Act § 205/§ 604, these funds will support water quality assessment and planning projects which will lead to implementable actions that promote healthy aquatic ecosystems.	Projects which foster local watershed management efforts that protect and enhance aquatic environmental conditions. Projects which result in Total Maximum Daily Loads calculations for impaired waters on State Clean Water Act Section 303(d) list.
Tea-21 Job access and reverse commute grants	The Job Access and Reverse Commute grant program assists states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.	Expand Transportation Services
The National Endowment for the Arts Challenge America leadership initiative	The National Endowment for the Arts will make a limited number of grants for design competitions to stimulate excellence in design in the public realm. The goal is to invest in projects that promote and use design to make communities across the nation more livable. This initiative is intended to bring institutions from across the country together with the best design talent, to raise the expectations and aspirations for public work, and to increase popular awareness of the importance of design in daily life. The Endowment will consider competitions for projects in areas of design that include: architecture, urban planning, industrial design, and/or landscape architecture. Projects may include, but are not limited to, competitions for schools, museums, performing arts spaces, municipal buildings, parks, waterfronts, bridges, highway rights-of-way, public housing, emergency service vehicles, innovative building technologies, transportation facilities, or large-scale master plans.	For design competitions in the public realm. Funding is not for construction.
Adopt-a-Light Program (Tree, Bench, etc.)	The city can recover costs of public improvements.	As a unique method for paying for street lighting fixtures, or any other streetscape element, a small projected plaque sign could be affixed to the light pole with the name or logo of the local merchant/business/person/entity who purchased the fixtures. This program can also be applied to historic plaques, benches, trees, paving surfaces, and banners.
Business Improvement Areas (BIA)	Self-taxing business districts. BIAs include Business Improvement Districts (BIDs), Local Improvement Districts (LIDs) and other such financial districts.	Business and property owners pay for capital improvements, maintenance, marketing, parking, and other items as jointly agreed to through systematic, periodic self-assessment.
The Energy Foundation	The Energy Foundation will support regional transportation reform through analysis, policy research, regulatory work, and advocacy. The Foundation will explore policy options that promote alternatives to increased single occupancy vehicle use and to new highway construction. The foundation will also support analysis and advocacy to promote increased vehicle fuel efficiency.	Transportation policy analysis
The Gunk Foundation Grants for Public Arts Projects	The Gunk Foundation aims to support the production of non-traditional public art projects related to public space. Support for artwork displayed in spaces of public transportation, city streets, or work places is given. Non-	Grants are provided for works of public art that are non-traditional and have a meaningful connection to the space they are in. The committee will not fund art education, art festivals,

	traditional, thought-provoking public work that is site specific.	art therapy, mural projects, community gardens, restoration projects, architectural design projects, traditional commemorative sculpture/painting, or traditional theater projects.
American Greenways Eastman Kodak Grant Program	The program encourages action-oriented greenway projects. Keys to determining which projects will receive grants are the importance of the project to local greenway development efforts, how likely the project is to produce tangible results, and the extent to which the grant results in matching funds from other resources.	Grants to stimulate the planning and design of greenways.
Leaf-It-To-Us: Kid's Crusade for Trees!	This tree planting grant program is a statewide campaign designed to provide opportunities to involve California's primary and secondary school students to become more knowledgeable in the benefits trees play in providing for livable communities, improving the global environment, and making improvements to their local learning environment. The program provides funds for community tree planting projects initiated and undertaken by school kids in partnership with school volunteers for local governments to purchase trees, which are environmentally tolerant and high quality. Trees must be on public property, and projects must be completed within 18 months of project award. The city can apply and receive awards for up to four years in a row.	Tree planting
Urban Forestry Grant Program: Trees for the Millennium	This program provides grants for local governments to purchase trees, which are environmentally tolerant and high quality. Trees must be on public property, and projects must be completed within 18 months of project award. The city can apply and receive awards for up to four years in a row.	Purchase trees
Public Works and Economic Development Act of 1965—Grant	The basic grant rate may be up to 50 percent of the project cost. Severely depressed areas may receive supplementary grants to bring the Federal contribution up to 80 percent of the project cost; recognized Indian tribes may be eligible for up to 100 percent assistance. Additionally, eligible areas located within and actively participating in the operations of Economic Development Districts are, subject to the 80 percent maximum Federal grant limit, eligible for a 10 percent bonus on grants for public works projects. On average, EDA's investment covers about 50 percent of project costs.	Project include: (1) Infrastructure for industrial park development; (2) port development and expansion; (3) infrastructure necessary for economic development (e.g., water/sewer facilities); (4) renovation and recycling of old industrial buildings; (5) construction of vocational-technical facilities and skill centers; (6) construction of incubator facilities; (7) redevelopment of brownfields and (8) eco-industrial development. Investments in facilities such as water and sewer system improvements, industrial access roads, industrial and business parks, port facilities, railroad sidings, distance learning facilities, skill-training facilities, business incubator facilities, redevelopment of brownfields, eco-industrial facilities, and telecommunications infrastructure improvements needed for business retention and expansion. Eligible activities include the acquisition, rehabilitation, design and engineering, or improvement of public land or publicly-owned and operated development facilities, including machinery and equipment. Projects may also include infrastructure for broadband deployment and other types of telecommunications-enabling projects and other kinds of technology infrastructure. Eligible projects must fulfill a pressing need of the area and must: (1) improve the opportunities for the successful establishment or expansion of industrial or commercial plants or facilities; (2) assist in the creation of additional long-term employment opportunities; or (3) benefit the unemployed/ underemployed residents of the area or members of low-income families. In addition, all proposed investments must be consistent with the currently approved Comprehensive Economic Development Strategy for the area in which the project will be located, and the applicant must have the required local share of funds committed and available. Also, the project must be capable of being started and completed in a timely manner.

Environmental Protection Agency (EPA) sustainable development challenge grants	This EPA grant program is designed to encourage people, organizations, governments and businesses to work cooperatively to develop flexible, locally-oriented approaches that link place-based environmental management with sustainable development and revitalization. The program funds projects that improve the environment, build sustainable futures for communities, help local economies and encourage partnerships among community groups, businesses, government and others. It looks for projects yielding the greatest environmental and economic benefits, and leverage the most community investment and resources.	The program could potentially fund the demonstration of a wide variety of environmentally and economically sustainable projects in all environmental media and program areas. These projects could help identify those practices which show promise of being truly sustainable and those which are not and should be avoided.
Environmental Protection Agency (EPA) underground storage tank trust fund program grant	EPA's Office of Solid Waste and Emergency Response oversees two grant programs dealing with underground storage tanks. The State Underground Storage Tanks (UST) Program provides project grants to assist state governments in the development and implementation of underground storage tank programs, so as to build their capacity to operate their programs in lieu of the federal program. A high priority is to encourage owners and operators to upgrade or replace their tanks well in advance of the deadline. Owners and operators of UST systems have until December 22, 1998, to upgrade, replace or close substandard systems. The Leaking Underground Storage Tank (LUST) Trust Fund Program provides project grants (cooperative agreements) to support state corrective action and enforcement programs that address releases from underground storage tanks containing petroleum. Funds are used to provide resources for the oversight and cleanup of petroleum releases from underground storage tanks where owners and operators are unknown, unwilling or unable to take corrective actions themselves. States may also oversee responsible party cleanups. A ten percent state cost share is required.	The program can be used not only to solve the immediate problem of leaking underground petroleum storage tanks, but also to raise public awareness of the pollution threat to groundwater.
Water Recycling Facilities Planning Grant Program	These funds can be used by public agencies for low-interest loans for the design and construction of projects and grants for facilities planning.	Loans for Water recycling projects. Grants for planning studies.
Department of Water Resources Proposition 13 Water Conservation Program	The Water Bond 2000 measure, Proposition 13 (approved in March 2000), provides loan and grant funding for Urban and Agricultural Water Conservation, Infrastructure Rehabilitation (reduction in distribution system water losses), and Groundwater Recharge and Storage projects or feasibility studies.	Low interest loans and grants for construction projects, and grants for feasibility studies to public agencies and incorporated mutual water companies.
California Pollution Control Financing Authority Sustainable Communities Loan and Grant Program	The SCGL program has been designed to be flexible and encourage creativity. Funding will be awarded to communities that wish to implement policies, programs and projects using sustainable development principles. All projects must encompass sustainable development principles to be eligible for funding. Examples of eligible projects include: (1) Specific plans, or portions of specific plans that direct the nature of development and revitalization within the boundaries of a required general plan consistent with sustainable development principles. (2) Alternative transportation studies, urban design studies, finance plans, redevelopment plans and engineering studies that facilitate sustainable development. (3) Projects such as a community center, park enhancements, or infrastructure improvements that are key elements of a comprehensive community or neighborhood sustainable development plan. (4) Funding for local communities to hire individuals at various stages of planning depending on the needs of the community. An example would be hiring a new staff member or consultant to assist an individual community with the design and/or implementation of a particular plan for development or revitalization using sustainable development principles. (5) Funding for communities to hire technical experts to identify, assess, and complete applications for state, federal and private economic assistance programs that fund sustainable development and sound environmental policies and programs. Rather than focus on one prescriptive approach.	SCGL may fund specific plans, portions of specific plans, alternative transportation studies, finance plans, redevelopment plans, engineering studies, public projects and other projects that promote sustainable development principles.

(Ord. 1791 § 1 (Exh. A (part)), 2003)

21.10.570 Implementation priorities.

Implementing the Route 66 Corridor specific plan entails partnerships between public agencies, residents, property owners, business representatives, and other interests for prioritization of opportunities that exist within the Route 66 Corridor specific plan area. The purpose of this section is to set forth an initial set of implementation priorities pertaining to streetscape, land use, and façade rehabilitation, that will help public and private interests to focus on immediate opportunities for revitalization of the Route 66 Corridor specific plan area. It is important that the implementation priorities are reviewed on an annual basis to ensure they reflect current trends and conditions.

A. Streetscape Improvement Phasing. Streetscape improvements are prioritized using a two-tiered approach, the first of which focuses on immediate improvements applicable to the entire Route 66 Corridor specific plan project area, with the second focusing on specific subareas within the Route 66 Corridor specific plan project area.

1. Immediate Priority Streetscape Improvement Projects.

a. Priority #1: Banner Installation.

Discussion: As presented in Article IV, a banner program is recommended to help further identify and "brand" the Route 66 Corridor specific plan project area and strengthen the sense of place.

Action: Upon adoption of the specific plan, a banner design should be selected (see Exhibit 4-14: Route 66 banner concepts) and installed on existing light poles to quickly "brand" the corridor and immediately improve the image of Route 66. Banner installation may be subject to Southern California Edison approval.

b. Priority #2: Screenwall Installation.

Discussion: Design concepts are presented in Article IV for screenwalls to provide the Glendora community with an ability to screen existing uses or facilities that may not contribute to the desired visual character of the Route 66 Corridor specific plan project area. Cost estimates for these improvements are provided in Table 7-8.

Action: Upon adoption of the specific plan, candidate locations for screenwalls within the Route 66 Corridor specific plan project area should be identified, followed by construction of the screenwalls. Placing an initial priority for this component will facilitate negotiation with property owners and identify necessary right-of-way acquisition.

B. Priority Subareas for Phased Streetscape Improvements. As illustrated in Exhibit 7-1: Priority Subareas—Phased Streetscape Improvements, the following five subareas have been prioritized within the Route 66 Corridor specific plan project area to receive streetscape enhancements as funding and other resources become available.

1. Priority Area #1: Grand Avenue Gateway.

Discussion: The Grand Avenue gateway provides the primary north/south gateway to the Route 66 Corridor. Streetscape enhancements are a top priority for the Grand Avenue gateway as it is envisioned to serve as the primary commercial/retail district within the city through the provision of higher intensity commercial development that caters to the local and regional market. Cost estimates for these improvements are shown in Table 7-5.

Action: Identify, pursue, secure, and allocate resources to the design and construction of streetscape improvements, corner treatments, neighborhood entries, rock walls, and other community design enhancements for the Grand Avenue gateway subarea.

2. Priority Area #2: Barranca Avenue Gateway.

Discussion: The Barranca Avenue gateway provides the western "front door" into the city and is envisioned to provide a high-level of street-oriented development and strong pedestrian comfort for nearby college students and area residents. Cost estimates for these improvements are shown in Table 7-4.

Action: Following streetscape enhancements to the Grand Avenue gateway subarea, identify, pursue, secure, and allocate resources to the design and construction of streetscape improvements, corner treatments, gateway medians, and other pedestrian design details for the Barranca Avenue gateway subarea.

3. Priority Area #3 Glendora Avenue Gateway.

Discussion: The Glendora Avenue gateway plays a central role in improving the functional and visual connection between the Route 66 Corridor and the Glendora Village area. Cost estimates for these improvements are shown in Table 7-6.

Action: Following streetscape enhancements to the Barranca Avenue gateway subarea, identify, pursue, secure, and allocate resources to the design and construction of streetscape improvements, corner treatments, gateway medians, and other community design details for the Glendora Avenue gateway subarea.

4. Priority Area #4: Glendora Avenue Village Connection.

Discussion: The Glendora Avenue Village connection is a pivotal area for maintaining and enhancing a pedestrian-friendly zone between the Village, the future transit area and Route 66. Cost estimates for these improvements are shown in Table 7-6.

Action: Following streetscape enhancements to the Glendora Avenue gateway subarea, identify, pursue, secure, and allocate resources to the design and construction of streetscape improvements and other community design details for the Glendora Avenue Village connection subarea.

5. Priority Area #5 Lone Hill Gateway.

Discussion: The Lone Hill gateway is the eastern gateway of Glendora's Route 66 Corridor and serves to feature views to the San Gabriel Mountains while reinforcing attractive commercial development and neighborhood compatibility. Cost estimates for these improvements are shown in Table 7-7.

Action: Following streetscape enhancements to the Glendora Avenue Village connection subarea, identify, pursue, secure, and allocate resources to the design and construction of streetscape improvements, corner treatments, gateway medians, and other community design details for the Lone Hill gateway subarea.

C. Priority Subareas and Target Sites for Reuse. The Route 66 Corridor specific plan project area contains many reuse opportunities for underutilized properties. As illustrated in Exhibit 7-2: Priority Subareas and Target Sites for Reuse, fifteen sites have been initially identified by the city as priorities for reuse based upon a variety of factors including strategic location, economic and market conditions, environmental considerations, and property owner interest. Of the fifteen target sites, ten are organized into five priority subareas to provide public and private sectors with an additional level of prioritization when considering resource allocation and implementation direction.

All target sites offer the Route 66 Corridor specific plan project area with opportunities to establish new design and land use precedents that carryout the Glendora community's vision for the area. As such, all target sites will receive heightened focus by the city with respect to marketing and outreach, as well as special design review concessions and other reuse incentives.

D. Priority Subareas for Façade Rehabilitation. The city currently administers a grant program for façade rehabilitation that it funds on a yearly basis. Based upon a visually evident need by existing buildings for façade improvements to reflect the image enhancement objectives embodied in the Route 66 Corridor specific plan, the following three façade rehabilitation priority subareas have been identified (as illustrated in Exhibit 7-3: Priority Subareas for Façade Rehabilitation).

1. Priority Subarea A: The area generally located along Route 66, east of Glendora Avenue and west of Lorraine Avenue.
2. Priority Subarea B: The area generally located along Route 66 and Vermont Avenue west of Glendora Avenue and east of Grand Avenue.
3. Priority Subarea C: The area generally located along Route 66, west of Grand Avenue and east of Barranca Avenue.

The priority subareas include buildings that either show signs of blight, appear outdated, or that otherwise are not architecturally compatible with the design image presented in the Route 66 Corridor specific plan. Buildings within these subareas, especially those containing locally owned and operated businesses, will receive increased priority for façade rehabilitation grants made by the city.

21.10.A Appendix—Exhibits

21.10.A.010 General plan consistency analysis.

A. **Introduction.**

This appendix reviews the goals and policies of the city of Glendora general plan that are the most relevant to the Route 66 Corridor specific plan project area. Goals and policies that are not directly applicable to the Route 66 Corridor specific plan have not been evaluated. The analysis below provides a discussion of consistency with the Glendora general plan and the Route 66 Corridor specific plan.

B. **Land Use Element.**

Goals and policies of the Land Use Element of the Glendora General Plan are provided below:

Goal 1: Compatible adjacent land uses throughout the community.

Specific Plan Consistency with General Plan: Article III, planning framework, identifies planning factors that encourage future development that is compatible with the existing community. The specific plan provides a planning framework over the next twenty years that would allow for higher density development with mixed uses to allow for development that is compatible with the surrounding area and which would provide required service development along with helping to meet the city's housing needs. Article VI, land use and development regulations, establishes required setbacks and landscaping guidelines in order to ensure that there is sufficient buffering between adjacent land uses. Section 21.10.340, nonconforming uses, includes the provisions that nonconforming uses shall not be enlarged upon, expanded or extended and encourages the eventual abatement of all nonconformities.

Goal 2: Rational development and redevelopment of parcels throughout the city.

Specific Plan Consistency with General Plan: The Route 66 Corridor specific plan (specific plan) provides a policy and regulatory bridge between the city of Glendora General Plan and individual, project-level development. The specific plan provides area-specific land use regulations and development guidelines. The specific plan provides a comprehensive set of plans, guidelines and regulatory standards in addition to administrative and implementation programs designed to provide for high-quality development within the land use districts.

Goal 5: A diversified economic base with increased opportunity for desirable employment and consumer activity. Convenient, efficient and attractive commercial and industrial land uses which are concentrated into districts and centers to better serve the community.

Specific Plan Consistency with General Plan: A goal of the specific plan, as defined by guiding principle 1.0 is to, "increase and maintain an increased daytime employment and residential population." In addition, Guiding Principle 3.0 encourages, "embracing flexible and diverse land uses that foster economic development opportunities for the Glendora community and contribute to a growing presence in the regional marketplace." In conformance with these goals, the specific plan includes seven land use zoning subdistricts including: Barranca gateway, Grand Avenue gateway, town center mixed use, Route 66 service commercial, central Route 66 residential, Lone Hill gateway and Glendora technology, commerce and office. Barranca gateway would include a mix of uses including residential, commercial and retail development with an establishment of uses that capitalize on adjacent market potential. The Grand Avenue mixed use gateway is intended to enhance Grand Avenue's function as a primary commercial/retail district within the city. The Route 66 service commercial district is intended to provide for a variety of smaller-scale commercial, office and light industrial/manufacturing uses. Finally, the Glendora technology, commerce and office district is intended to serve as a primary employment center within the city of Glendora. The goal of the specific plan for each of these districts is also to provide enhanced streetscape and specific development and design guidelines to ensure that development is attractive and will soften the appearance of the existing industrial uses.

Goal 6: Public and quasi-public facilities and services that efficiently and effectively serve the community's needs.

Specific Plan Consistency with General Plan: In order to ensure adequate public facilities with development of the specific plan, the specific plan includes Objective INF-1 which states, "Ensure infrastructure capacity within the Route 66 Corridor specific plan area meets future demands." Therefore, the specific plan includes, Chapter 4.4, infrastructure plan, which describes the required infrastructure improvements necessary to accommodate the future build-out of the specific plan for the domestic water system, wastewater system and the storm drain system. Finally, Section 21.10.540, public improvement financing strategy, identifies certain public improvement needs and subsequent plan for funding and implementation.

C. **Housing Element**.

Goals and policies of the housing element of the Glendora general plan are provided below:

Goal 1: Preservation and improvement of the existing housing stock.

Specific Plan Consistency with General Plan: The specific plan provides incentives for rehabilitating existing housing stock. Guiding principal 10.0 of the specific plan encourages a coordinated and focused change rather than "remove and replace" transformation to enhance sense of place and promote aesthetic improvements. In addition, one of the planning factors of the specific plan is to enhance the condition of existing affordable housing (such as mobilehome parks located along Route 66).

Goal 2: Access to adequate housing by all segments of the community.

Specific Plan Consistency with General Plan: The specific plan provides for developing a variety of housing choices in order to accommodate a diverse range of income groups within the community and enhancing the condition of existing affordable housing. Section 21.10.420, density bonus for affordable housing, provides incentives for providing housing for very low, lower incomes or senior households.

Goal 3: Housing that meets existing and future needs.

Specific Plan Consistency with General Plan: The specific plan would provide for a net increase of 537 residential units. In addition, as discussed in the housing element goal 1 and goal 2 consistency statements, the specific plan promotes preservation and rehabilitation of the existing housing stock and would

also provide for a range of housing for various income groups and provides incentives for development of affordable housing.

D. **Circulation Element**.

Goals and policies of the circulation element of the Glendora general plan are provided below:

Goal 1: An efficient circulation system.

Specific Plan Consistency with General Plan: The specific plan objectives include objectives for circulation, parking and transportation. Specifically, objective CIR-2 wants to, "ensure potential transportation impacts of the Route 66 Corridor specific plan are identified and mitigated to the greatest extent feasible." The specific plan also includes Section 21.10.160, circulation plan, which identifies existing conditions, forecasted future conditions and mitigation measures to address project-related significant impacts based upon a comprehensive traffic analysis. The approval of the specific plan includes a general plan amendment modifying the acceptable level of service (LOS) to "D" on roads and intersections.

Goal 2: Reduction of vehicle miles traveled (VMT).

Specific Plan Consistency with General Plan: In order to reduce vehicle miles traveled, the specific plan includes specific plan objective CIR-1, which works to, "ensure improved pedestrian mobility, safety, and comfort," in order to foster pedestrian travel. In addition, specific plan objective CIR-4 states, "establish a correlation between compact, mixed-use development in high activity locations and access to existing and planned transportation modes." Finally, Section 21.10.180, community design/streetscape plan, identifies specific measures for each of the seven districts for increasing pedestrian activity and connecting "nodes" of travel to future transit areas.

Goal 3: Aesthetically pleasing transportation corridors.

Specific Plan Consistency with General Plan: Section 21.10.180, community design/streetscape plan, establishes conceptual designs and guidelines for streetscape improvements within public rights-of-way along the Route 66 Corridor. The section presents gateway concepts, streetscape furniture, street trees and a wayfinding program intended to further the goals and objectives for community design for the Route 66 specific plan project area.

Goal 4: Adequate off-street parking and loading facilities.

Specific Plan Consistency with General Plan: Section 21.10.160, circulation plan, provides a parking strategy in order to establish a foundation for understanding the existing parking conditions as well as provide policy direction for optimizing future parking conditions. The parking strategy identifies the existing parking supply and standards as well as policy recommendations for future parking by identifying parking standards for mixed-use development and overall parking thresholds. In addition, Section 21.10.370, off-street parking and loading standards, ensures that sufficient parking and loading areas are provided and properly designed and located in the project area.

E. **Conservation Element**.

Goals and policies of the conservation element of the Glendora general plan are provided below:

Goal: Conservation of the natural resources of the community.

Specific Plan Consistency with General Plan: The specific plan objectives include three environmental objectives, as listed below.

Specific Plan Objective ENV-1: Ensure potential environmental effects of the specific plan are mitigated to a less than significant level where feasible.

Specific Plan Objective ENV-2: Adopt a program-level environmental clearance document to utilize in subsequent development within the Route 66 Corridor specific plan area.

Specific Plan Objective ENV-3: Establish methods and strategies for the conservation of resources, including water use and drought tolerant landscaping.

In conformance with specific plan objective ENV-2, the specific plan was prepared in conjunction with a program level environmental impact report (EIR) in which future projects would tier off of. The EIR identified significant impacts to traffic and air quality as a result of implementation of the Route 66 Corridor specific plan.

In conformance with specific plan objective ENV-3, Article VI, land use and development regulations, establishes water-conserving measures for landscaping and building design. Section 21.10.380(C)(2), specifically requires that all landscaping be installed and maintained to minimize irrigation demand and that ground cover shall include drought-tolerant features consistent with the California Department of Water specification.

F. **Noise Element**.

Goals and policies of the Noise Element of the Glendora General Plan are provided below:

Goal: Acceptable noise levels throughout the community.

Specific Plan Consistency with General Plan: Section 21.10.360, standards for specific land uses, specifies building location and design standards in order to limit noise impacts on sensitive receptors. Specifically, Section 21.10.360 establishes regulations prohibiting incompatible uses, limiting noise levels from loading and storage facilities and outdoor mechanical equipment, requiring building structures be designed to mitigate noise impacts and requiring that acoustical analysis be prepared for new development projects that verify that the project complies with the city's noise ordinance. Section 21.10.410(D), noise, establishes the following guideline, "activities, processes and uses shall not produce noise that may be considered a nuisance or hazard on any adjacent property."

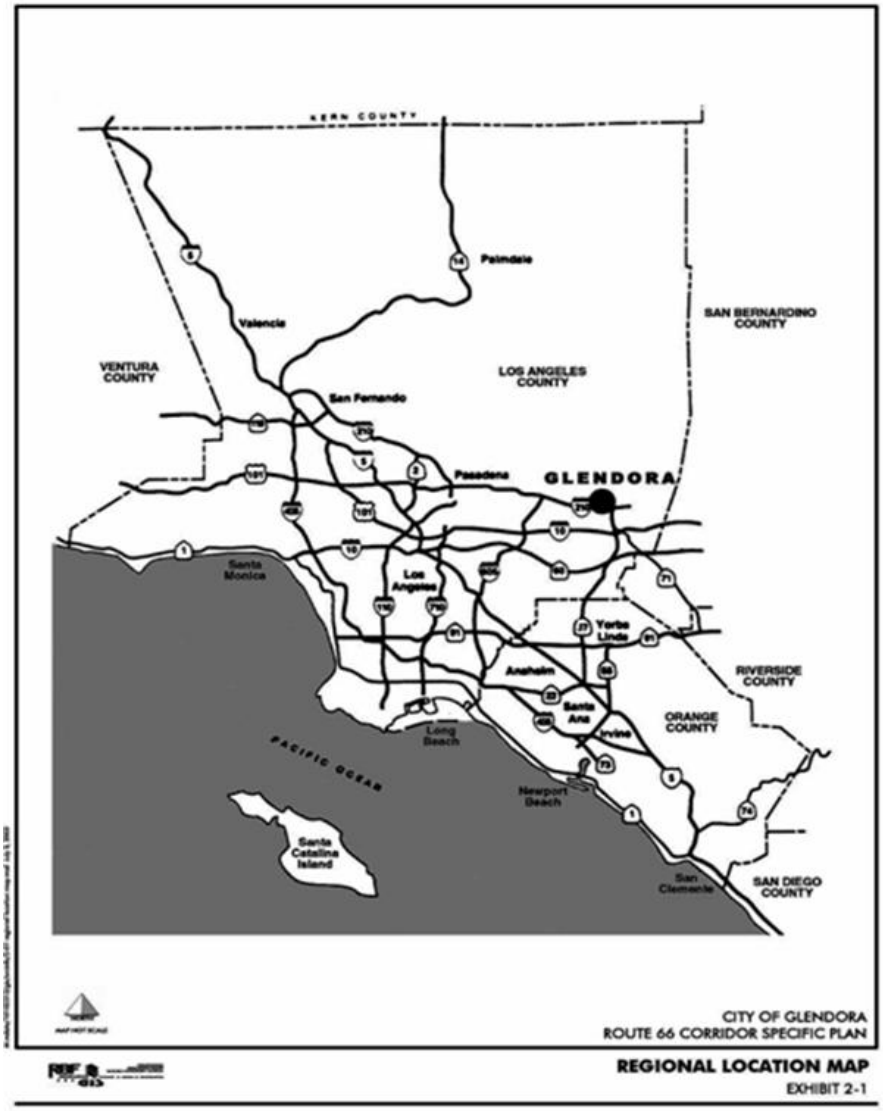
G. **Hazardous Waste Element**.

Goals and policies of the hazardous waste element of the Glendora general plan are provided below:

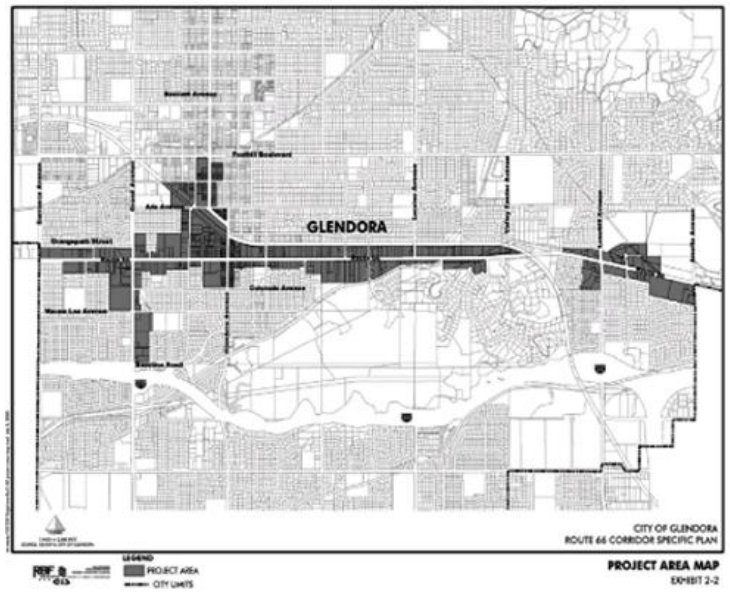
Goal 2: Protect the health and safety of citizens and businesses within the city and surrounding communities.

Specific Plan Consistency with General Plan: The specific plan establishes guidelines to protect sensitive receptors from exposure to hazardous materials. The specific plan specifies guidelines for live/work units and mixed-use developments regarding exposure to hazardous materials. Section 21.10.360(B)(3) prohibits the, "Storage of flammable liquids or hazardous materials beyond that normally associated with a residential use" and "other activities or uses… affecting the health or safety of live/work unit residents, because of dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products, or wastes." In addition, the development guidelines require that an owner of any structure containing a live/work unit provide written notice to all occupants that the surrounding area may be subject to levels of dust, fumes, noise or other impacts associated with commercial and industrial uses at higher levels than would be expected in typical residential areas. The same guidelines apply to mixed-use projects.

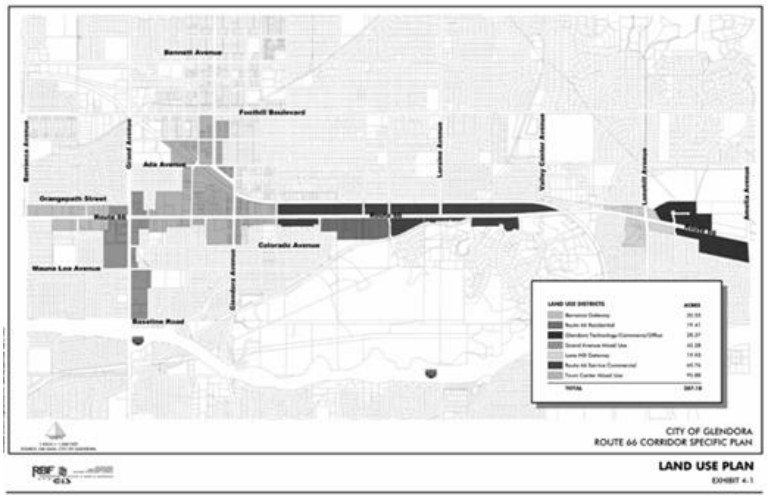
21.10.A.020 Exhibit 2-1—Regional location map.



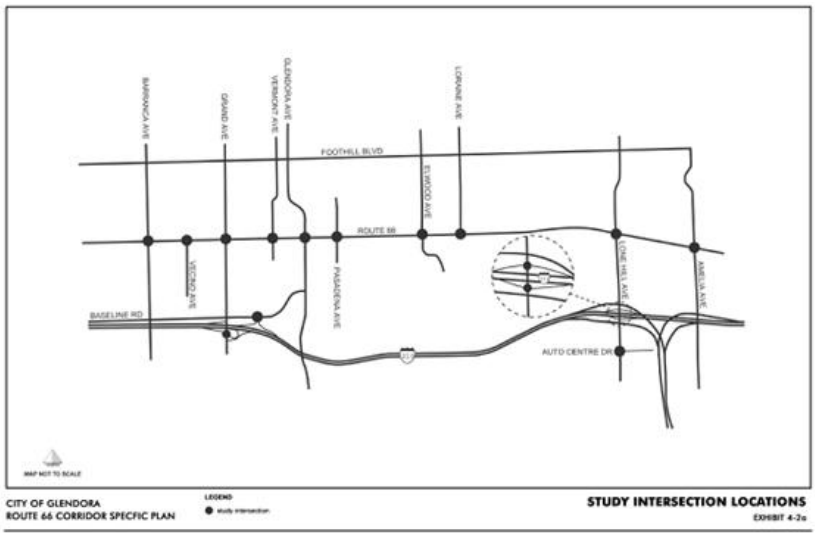
21.10.A.030 Exhibit 2-2—Project area map.



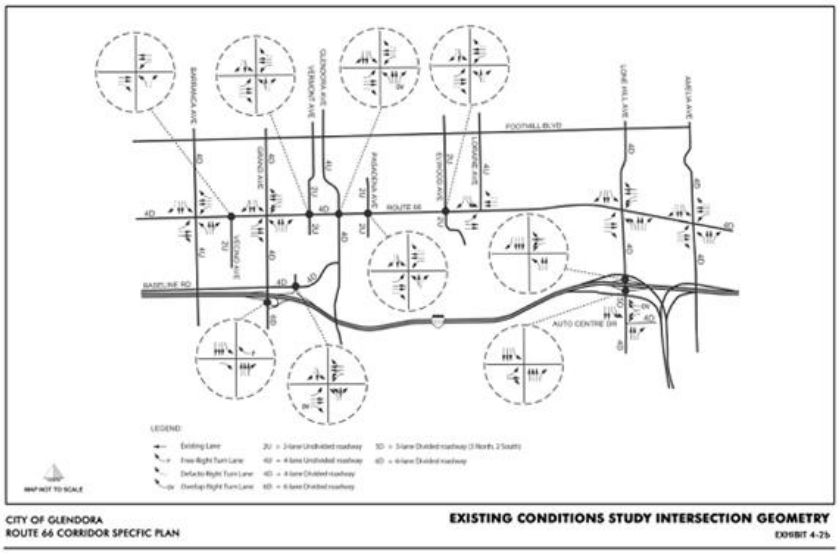
21.10.A.040 Exhibit 4-1—Land use plan.



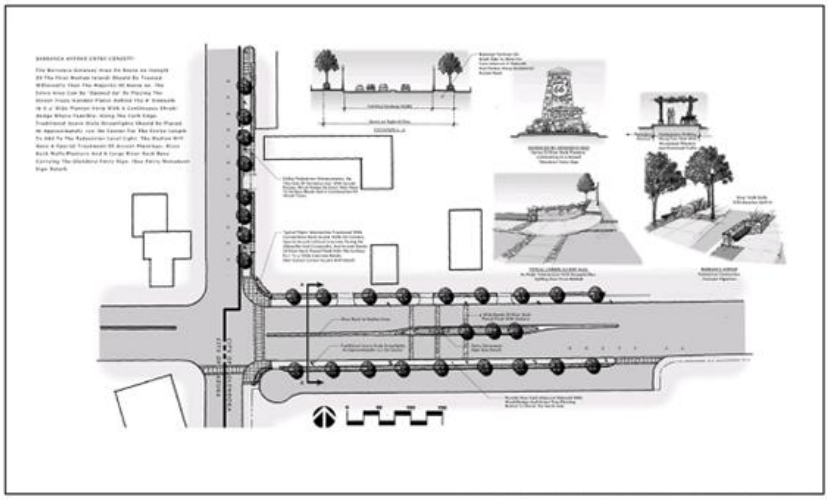
21.10.A.050 Exhibit 4-2a—Study intersection locations.



21.10.A.060 Exhibit 4-2b—Existing conditions study intersection geometry.



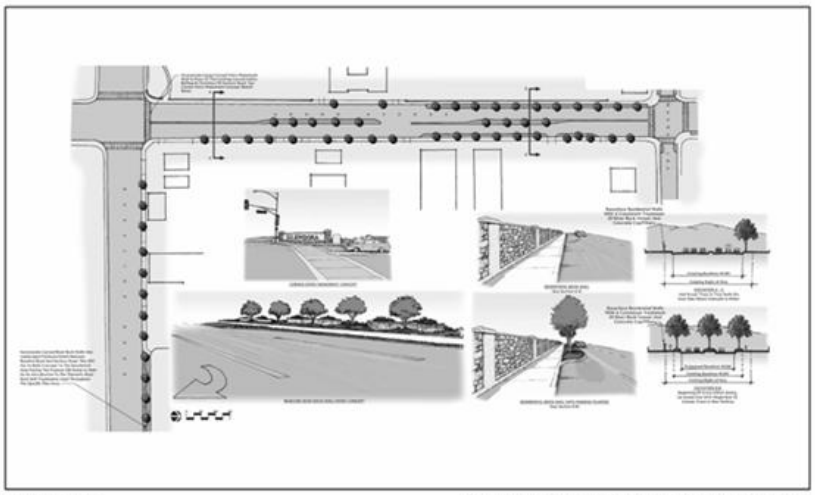
21.10.A.070 Exhibit 4-4—Barranca Avenue entry gateway improvements.



CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

BARRANCA AVENUE ENTRY GATEWAY IMPROVEMENTS
EXHIBIT 4-4

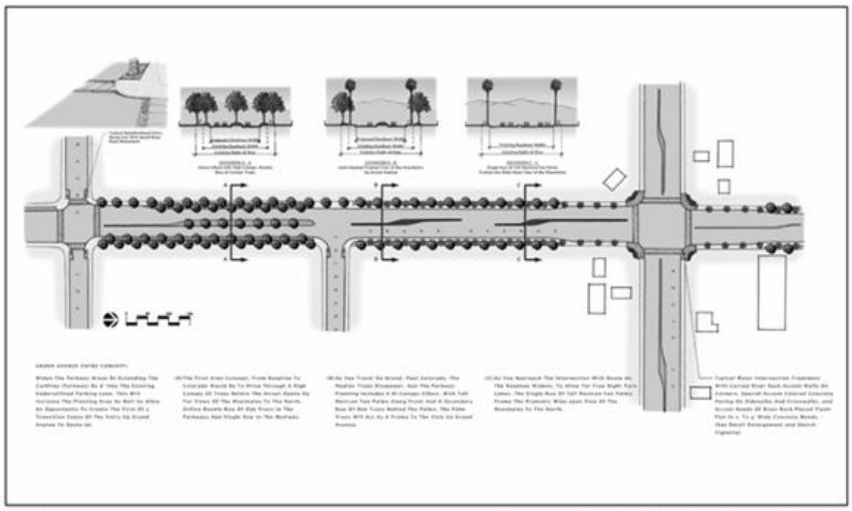
21.10.A.080 Exhibit 4-5—Grand Avenue (South) gateway improvements.



CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

GRAND AVENUE (SOUTH) GATEWAY IMPROVEMENTS
EXHIBIT 4-5

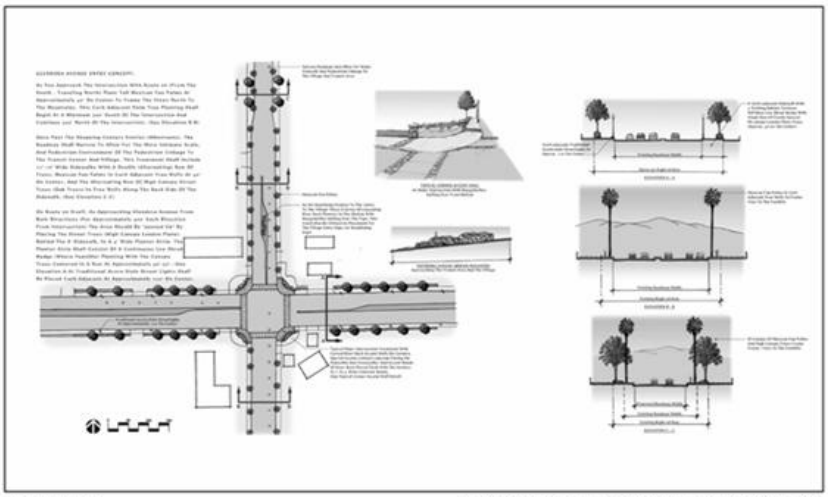
21.10.A.090 Exhibit 4-6—Grand Avenue gateway improvements.



CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

GRAND AVENUE ENTRY GATEWAY IMPROVEMENTS
EXHIBIT 4-6

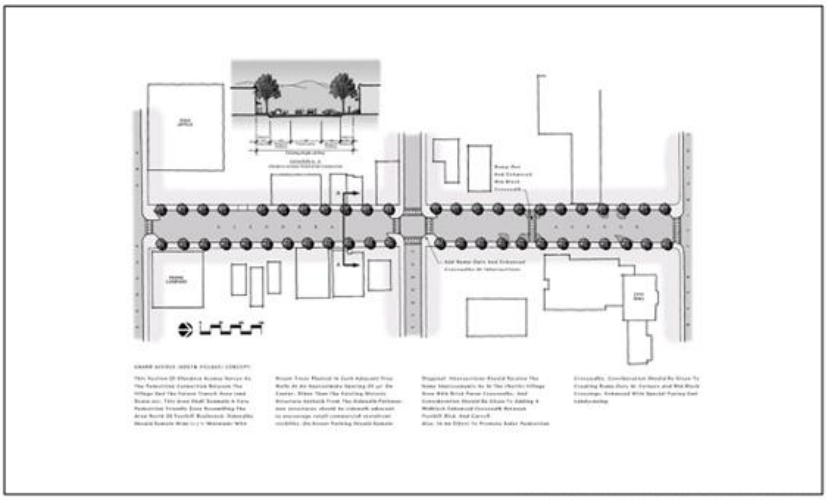
21.10.A.100 Exhibit 4-7—Glendora Avenue entry gateway improvements.



CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

GLENDORA AVENUE ENTRY GATEWAY IMPROVEMENTS
EXHIBIT 4-7

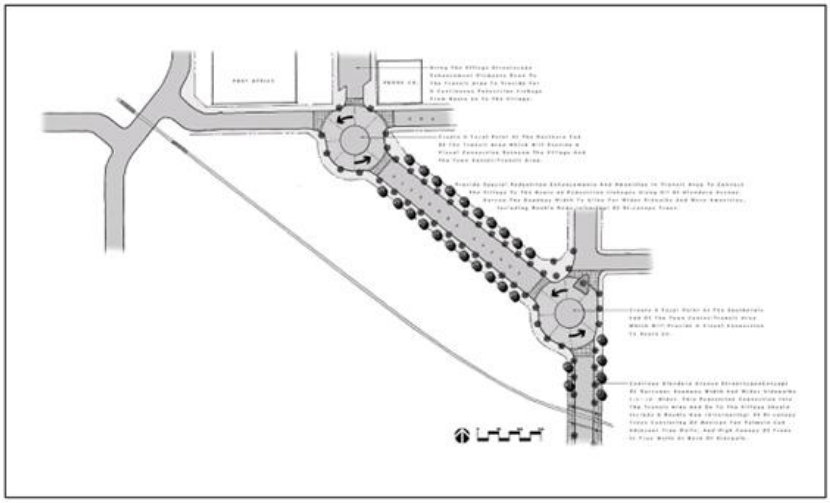
21.10.A.110 Exhibit 4-8—Glendora Avenue village improvements.



CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

GLENDORA AVENUE VILLAGE IMPROVEMENTS
EXHIBIT 4-8

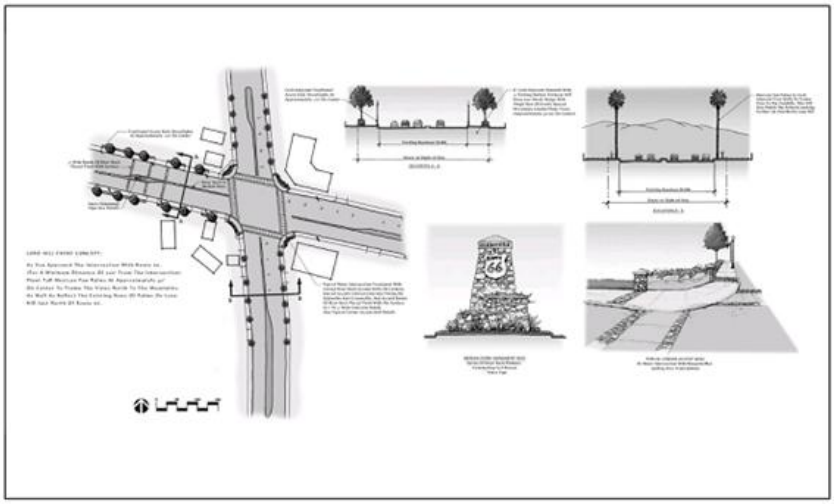
21.10.A.120 Exhibit 4-9—Glendora Avenue pedestrian linkage improvements.



CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

GLENDORA AVENUE PEDESTRIAN LINKAGE IMPROVEMENTS
EXHIBIT 4-9

21.10.A.130 Exhibit 4-10—Lone Hill entry gateway improvements.



CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

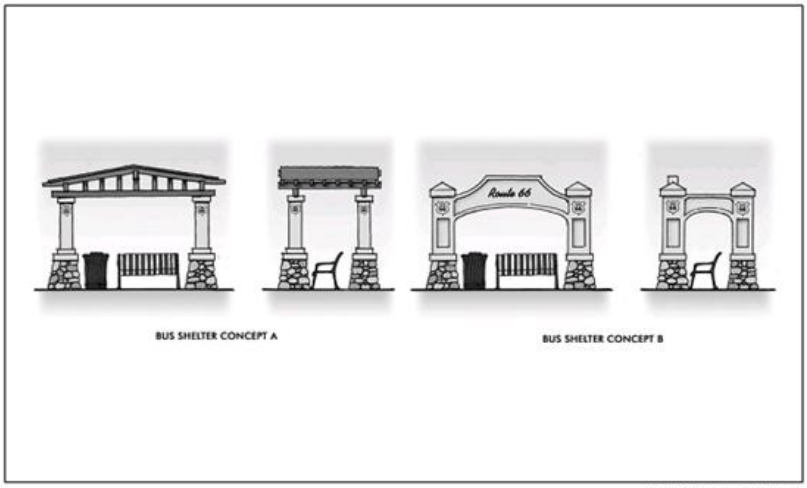
LONE HILL ENTRY GATEWAY IMPROVEMENTS
EXHIBIT 4-10

21.10.A.140 Exhibit 4-11—Route 66 furniture palette.

CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

ROUTE 66 FURNITURE PALETTE
EXHIBIT 4-11

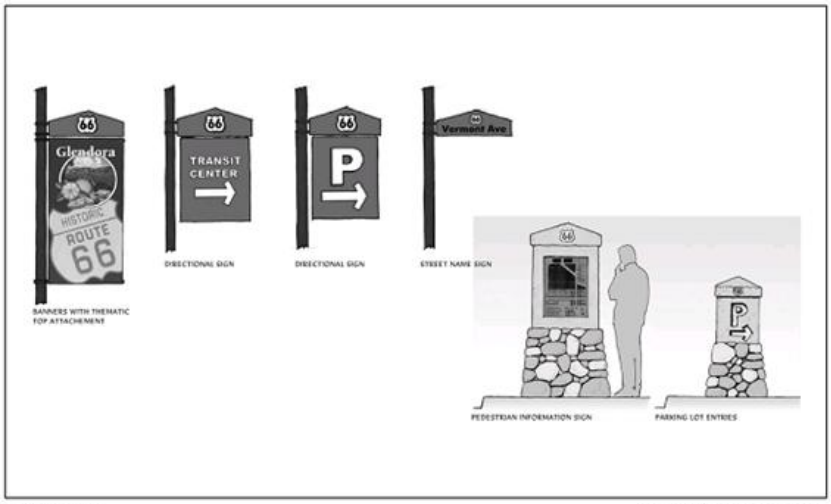
21.10.A.150 Exhibit 4-12—Bus shelter concepts.



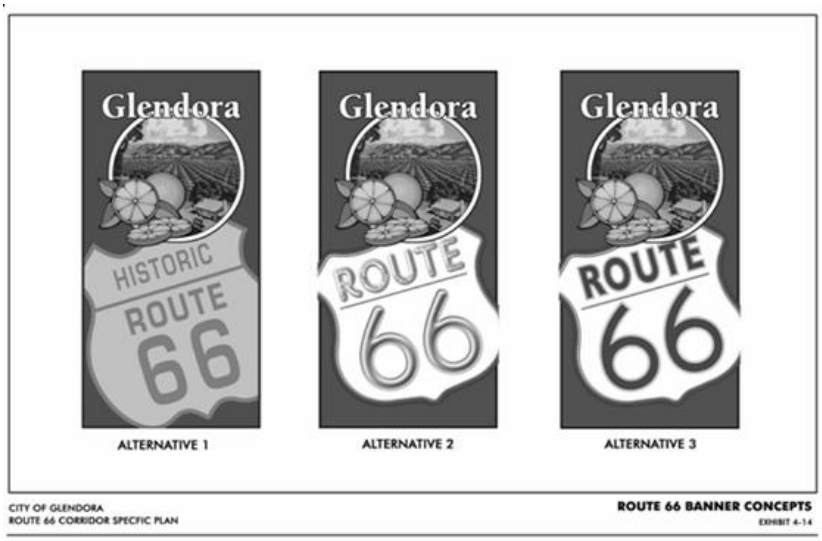
CITY OF GLENDORA
ROUTE 66 CORRIDOR SPECFIC PLAN

BUS SHELTER CONCEPTS
EXHIBIT 4-12

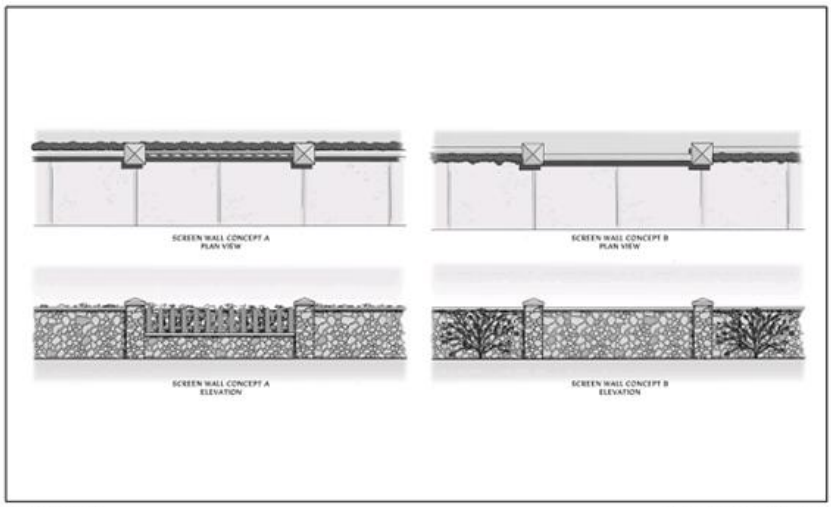
21.10.A.160 Exhibit 4-13—family of signs concept.



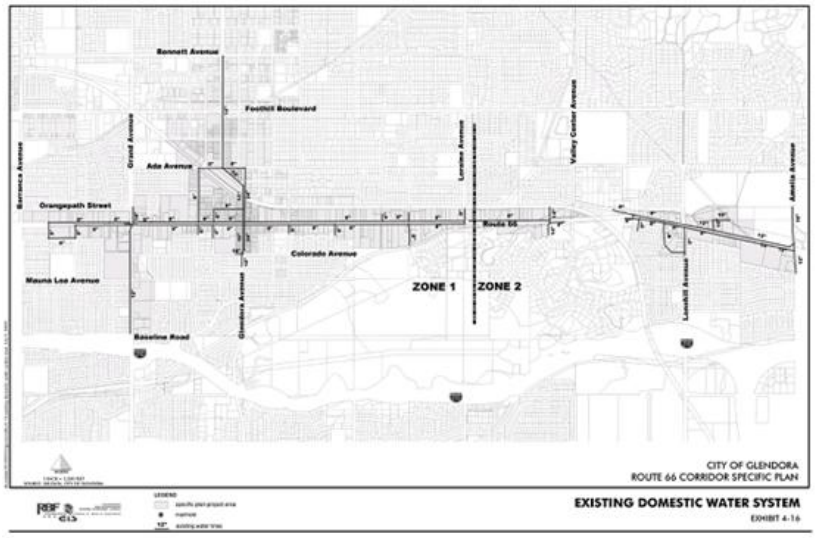
21.10.A.170 Exhibit 4-14—Route 66 banner concepts.



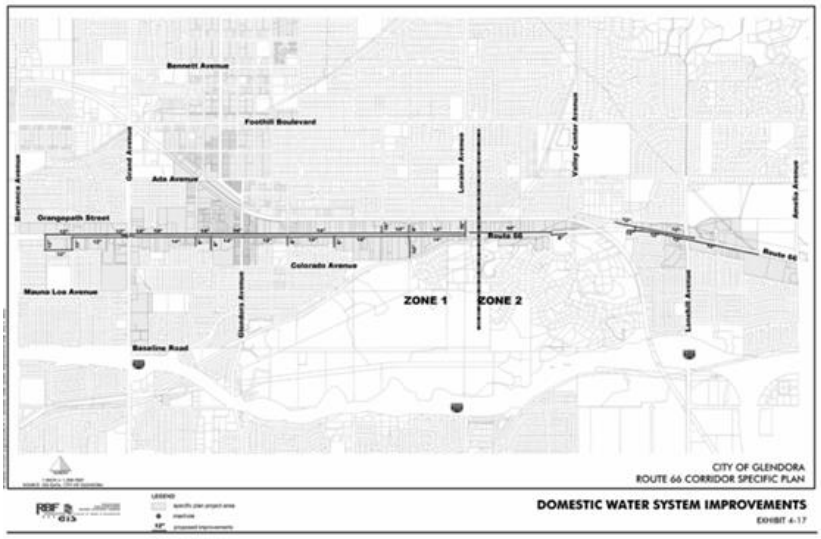
21.10.A.180 Exhibit 4-15—family of signs concept.



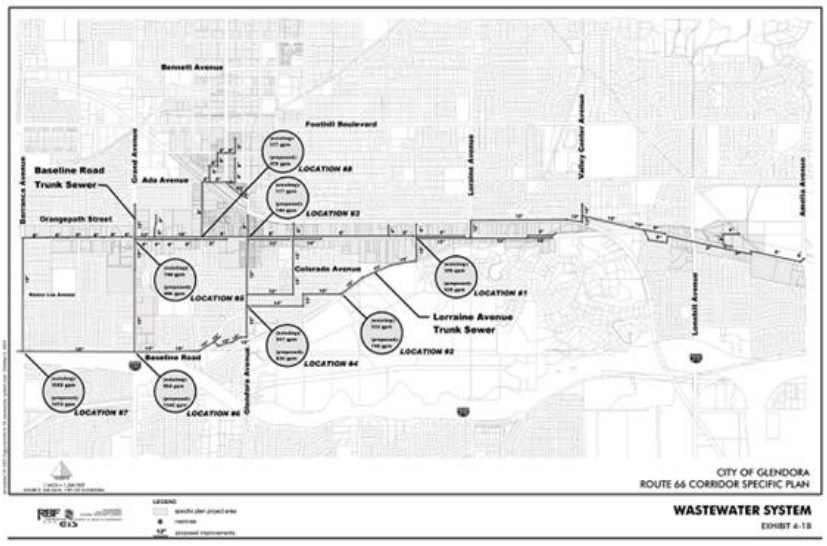
21.10.A.190 Exhibit 4-16—Existing domestic water system.



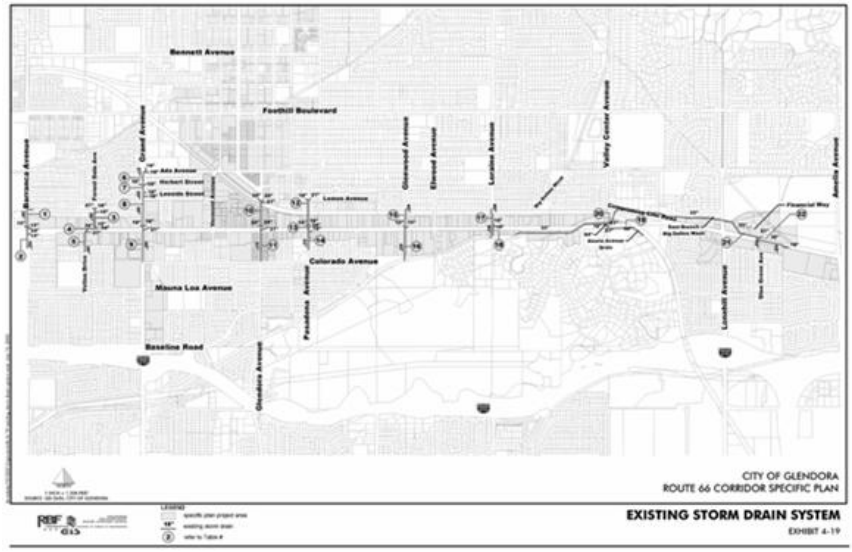
21.10.A.200 Exhibit 4-17—Domestic water system improvements.



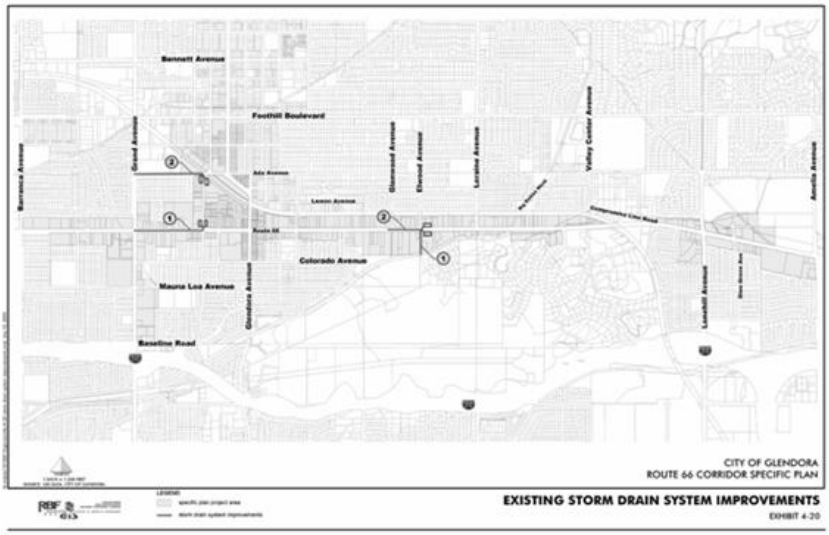
21.10.A.210 Exhibit 4-18—Wastewater system.



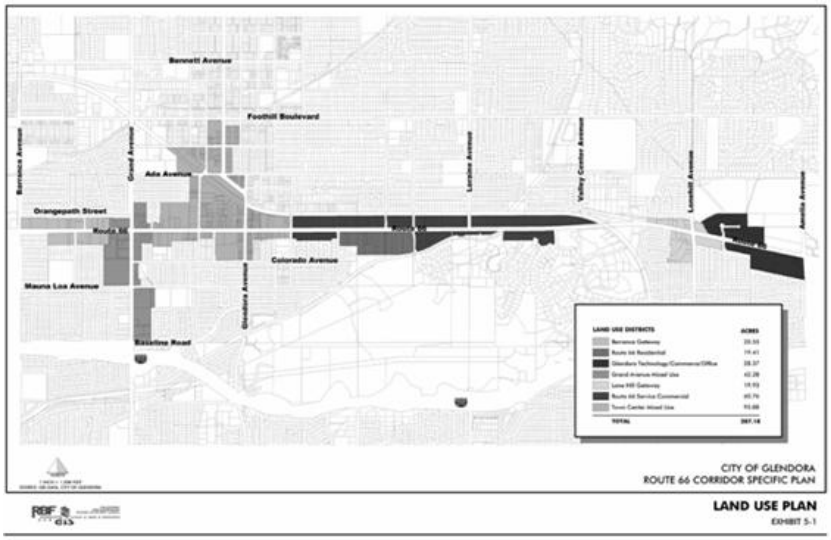
21.10.A.220 Exhibit 4-19—Existing storm drain system.



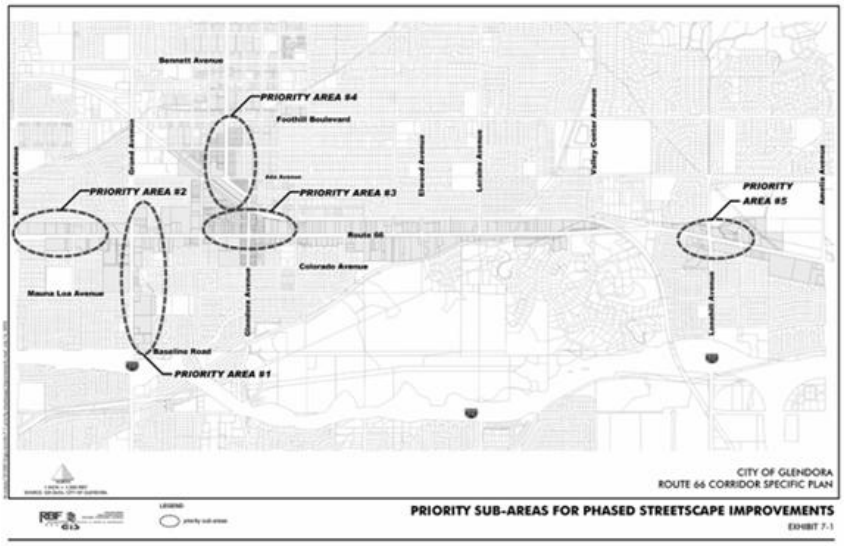
21.10.A.230 Exhibit 4-20—Existing storm drain system improvements.



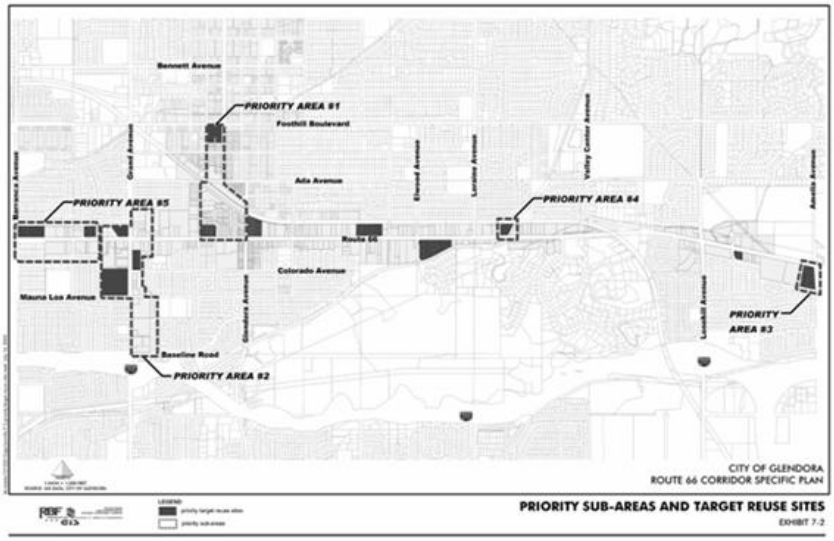
21.10.A.240 Exhibit 5-1—Land use plan.



21.10.A.250 Exhibit 7-1—Priority sub-areas for phased streetscape improvements.



21.10.A.260 Exhibit 7-2—Priority sub areas and target refuse sites.



21.10.A.270 Exhibit 7-3—Priority areas for façade rehabilitation.