Glendora Station Area Vision Plan Appendices

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APPENDIX A
RHNA SITE ANALYSIS

2021-2029 RHNA SITE ANALYSIS

Townhome Development Example

Wrap Development Example

Garden Apartment Development Example

Introduction

This section provides an analysis of 2021-2029 Housing Element Regional Housing Needs Allocation (RHNA) sites within the Glendora station area, shown in Figure A-1: Housing Element Sites. These sites have been identified as having the potential to help meet the City's Regional Housing Needs Allocation (RHNA) requirements. This section provides an analysis of these sites by measuring development capacity compared to current zoning regulations for each site. Details pertaining to each site can be found in Appendix B of the 2021-2029 Housing Element.

Although the RHNA identifies net units at 80% based on a calculation of acreages and maximum allowed densities for sites, certain development constraints may limit the construction of building types that would achieve RHNA site unit expectations. These include maximum building heights, maximum residential densities, lot size and geometry, and market for development types. With these considerations in mind, RHNA sites were tested for their development capacity. Table 6-1: RHNA Site Development Capacity highlights RHNA site net unit expectations at 80%, followed by a capacity test of potential building types on those sites. Based on current zoning regulations and transit oriented development trends around nearby Metro stations, townhomes, wraps, and garden apartment development typologies were deemed feasible in RHNA sites in the Glendora station area.

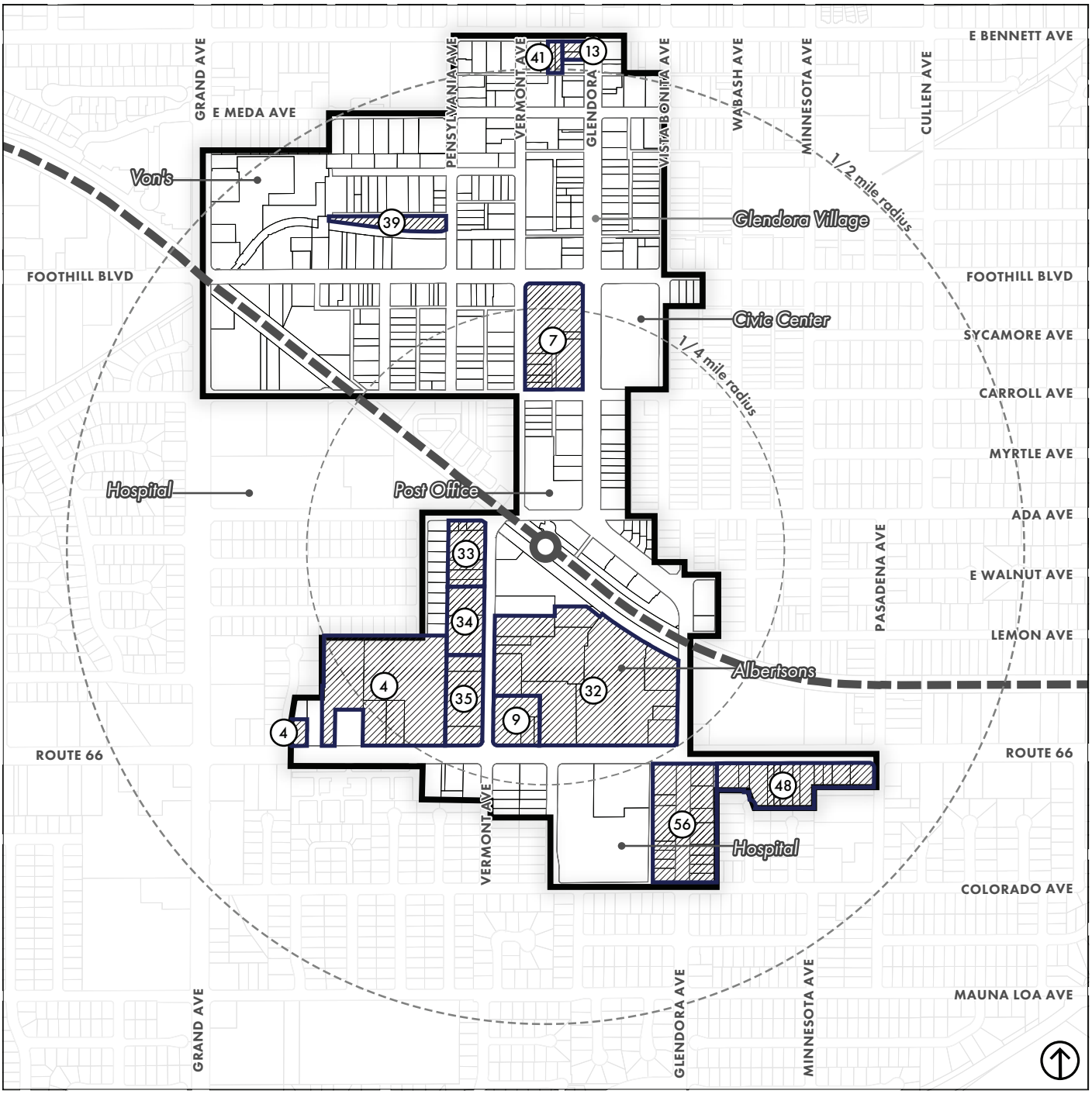
Potential Townhome Development (Sites 13, 41, 48, 56)

Townhomes are multifamily residential developments where one or two walls are shared between the two houses. They are connected in a row, with each house having its separate entrance. They are typically 2 to 3 stories high and 12-18 dwelling units per acre. Small site townhouse developments are on sites that are typically no larger than one acre in size. These types are typically located in infill lots with one access point off of a single street via an alley, common court, or auto court.

RHNA sites 41 and 13 (combined), 39, 48, and 56 were identified as best suited for townhome development due to their lot size, lot geometry, and land use compatibility with adjacent residential areas. Sites 41 and 13 have contiguous parcels with the same owner and were considered as one site. When testing the capacity of townhomes on sites 41, 13, and 39, the resulting number of developable units meets or exceeds 80% of RHNA net unit expectations. Development of townhomes on sites 48 and 56 resulted in units significantly less than 80% RHNA net unit expectations.

FIGURE A-1: HOUSING ELEMENT SITES

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

2021-2029 Glendora Housing Element Sites

Current zoning regulations and RHNA site lot sizes encourage the townhome development typology. Although the maximum density of 30 dwelling units per acre in Town Center Mixed Use and Village Core areas would allow for higher density development, the 45' or 3 stories maximum height restrictions hampers any development other than townhomes. The townhome product type can be easily developed under the Town Center Mixed Use and Village Core zoning regulations.

Potential Wrap Development (Sites 4, 7, 9, 32, 33, 34, 35)

Wrap structures are characterized by wood-framed residential units "wrapping" around an above-grade concrete parking structure. They are typically 3 to 5 stories high and 50-100 dwelling units per acre. When developed as a mixed-use project, the non-residential uses are typically located within the wood-frame structure on the ground floor facing public streets. As shown in section 3: Case Studies, there is a recent pattern of transit oriented development in adjacent Foothill cities for four to six story wrap and podium structures. To maximize the potential yield of the RHNA sites, based on their acreage and site geometry, the wrap development typology was tested on RHNA sites 4, 7, 9, 32, 33, 34, and 35.

Wrap structures typically requires at least 4 stories to be financially feasible to construct. The Avalon Glendora, located at Glendora Avenue and Rte 66, just outside the study area, was recently built at a height of 4 stories. When testing wrap structure development on RHNA sites at 4 stories, the resulting number of developable units exceedingly surpasses 80% of RHNA net unit expectations, however, the resulting densities also exceeded current zoning regulations.

Potential Garden Apartment (Site 48)

Garden Apartments consist of up to 16 attached and/or stacked units, accessed from a shared courtyard. They are typically 2 to 4 stories high and 19 to 25 units per acre. Parking may be accommodated with surface lots, tuck under garages, or a combination of both. This type is typically integrated as a small proportion of lower-intensity neighborhoods or, more consistently, into moderate-intensity neighborhoods. The garden apartment development typology was tested for site 48. Although the maximum density of 30 dwelling units per acre with a height limit of 45' or 3 stories in Town Center Mixed Use allow for 71 dwelling units, site 48 is able to produce 147 units, surpassing the 80% of RHNA net unit expectations. The density, however, exceeded current zoning regulations.

TABLE A-1: 2021-2029 RHNA SITE ANALYSIS

	ZONING REGULATIONS & 80% NET UNIT EXPECTATION					DEVELOPMENT CAPACITY ANALYSIS				
RHNA SITE	ZONING	TOTAL ACRES	MAX HEIGHT	MAX DU/AC	NET UNITS AT 80%	BUILDING TYPE	STORIES	DENSITY (DU/AC)	UNITS	COMMERCIAL SF
13/41	CCAP-T-5 Village Core	0.6	45' or 3 stories	30	10	Townhome	2	16.7	10	N/A
39	R-3: Multiple Family Residential	0.95	2 stories not to exceed 25'	25	7	Townhome	2	12.7	12	N/A
48	RTE66-TCMU Town Center Mixed Use	3.67	45' or 3 stories	30	71	Townhome	3	13.15	48	N/A
56	RTE66-TCMU Town Center Mixed Use	3.95	45' or 3 stories	30	87	Townhome	3	12	47	N/A
4	RTE66-TCMU Town Center Mixed Use	9.12	45' or 3 stories	30	117	Mixed-Use Wrap	3	30	242	4,800
7 (Commercial Site Only)	CCAP-T-5 Village Core	2.35	45' or 3 stories	30	91	Wrap	4	54.5	128	N/A
7 (Commercial Site and Church)	CCAP-T-5 Village Core	4.11	45' or 3 stories	30	91	Wrap	4	58.86	201	N/A
9	RTE66-TCMU Town Center Mixed Use	1.61	45' or 3 stories	30	37	Mixed-Use Wrap	4	36.67	59	6,500
32	RTE66-TCMU Town Center Mixed Use	12.35	45' or 3 stories	30	292	Mixed-Use Wrap	4	55.54	684	18,600
33	RTE66-TCMU Town Center Mixed Use	1.7	45' or 3 stories	30	36	Mixed-Use Wrap	4	32.81	50	7,500
34	RTE66-TCMU Town Center Mixed Use	1.78	45' or 3 stories	30	42	Mixed-Use Wrap	4	52.31	102	5,700
35	RTE66-TCMU Town Center Mixed Use	2.35	45' or 3 stories	30	55	Mixed-Use Wrap	4	60.56	142	5,500
48	RTE66-TCMU Town Center Mixed Use	3.67	45' or 3 stories	30	71	Garden Apartment	3	40	147	N/A

CONFORMS WITH CURRENT ZONING REGULATIONS

EXCEEDS ZONING REGULATIONS TO MEET UNIT COUNT

MEETS OR EXCEEDS RHNA 80% UNIT EXPECTATIONS

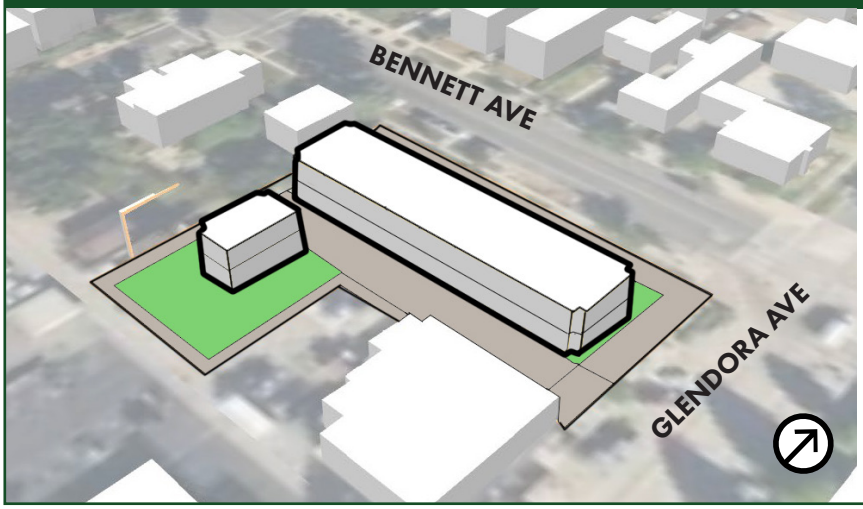
DOES NOT MEET RHNA 80% UNIT EXPECTATIONS

Key Findings

Current zoning regulations within the study area, particularly the 3 story height limit and maximum allowable densities, encourage the development of townhomes, while constraining the development of higher density transit oriented development. The configuration of larger RHNA sites are best suited for higher density development, especially those adjacent to the station, but would require modifications to the zoning code. On sites large enough to accommodate wrap structures, the resulting density would easily exceed RHNA net unit expectations. Figure A-2: Selected RHNA Site Massing Studies provides examples of massing studies on RHNA sites that informed the development capacity analysis in Table A-1.

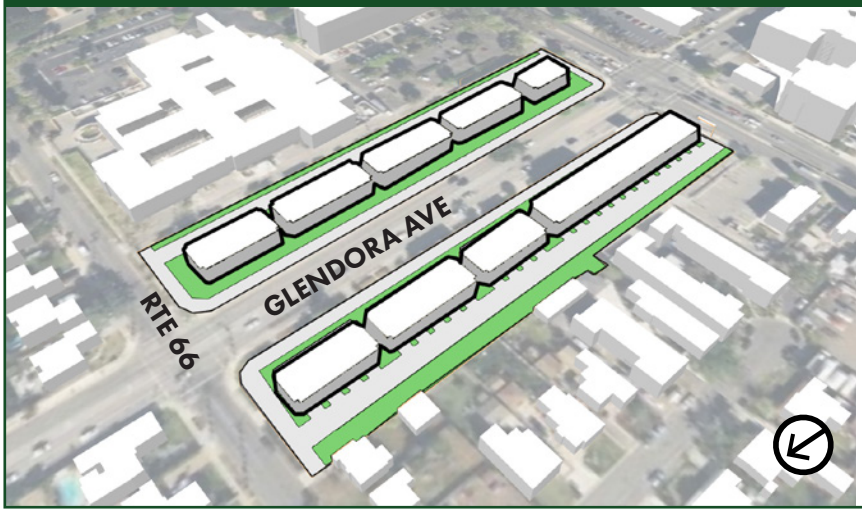
FIGURE A-2: SELECTED RHNA SITE MASSING STUDIES

RHNA SITE 41/13



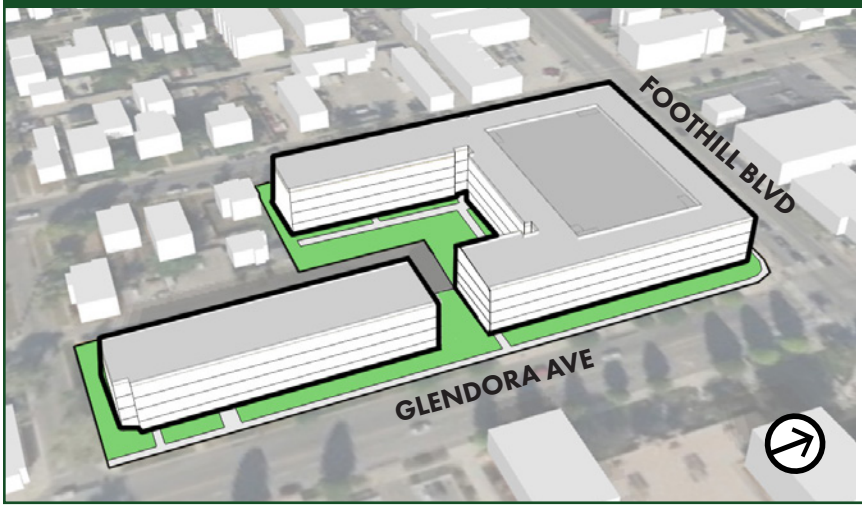
RHNA Net Units at 80%: 10
Townhome Development Scenario: 10 Dwelling Units

RHNA SITE 56



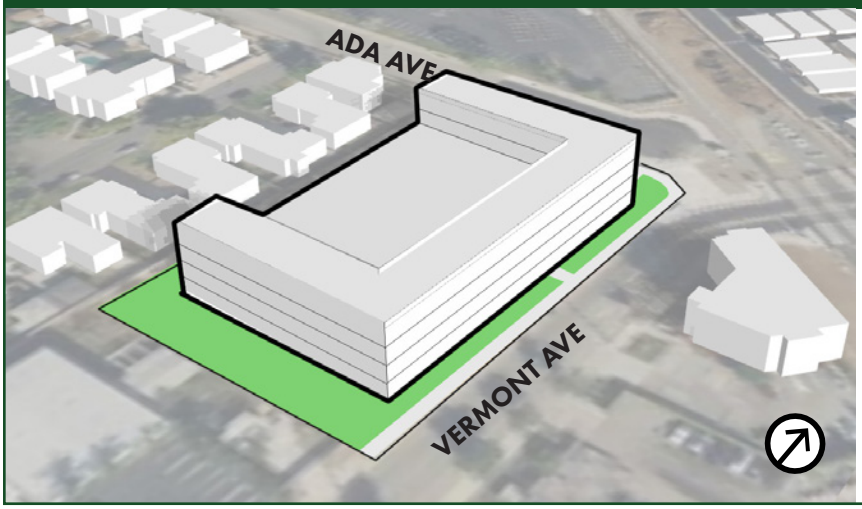
RHNA Net Units at 80%: 87
Townhome Development Scenario: 47 Dwelling Units
(Does not meet RHNA 80% Unit Expectations)

RHNA SITE 7 (Commercial and Church Site)



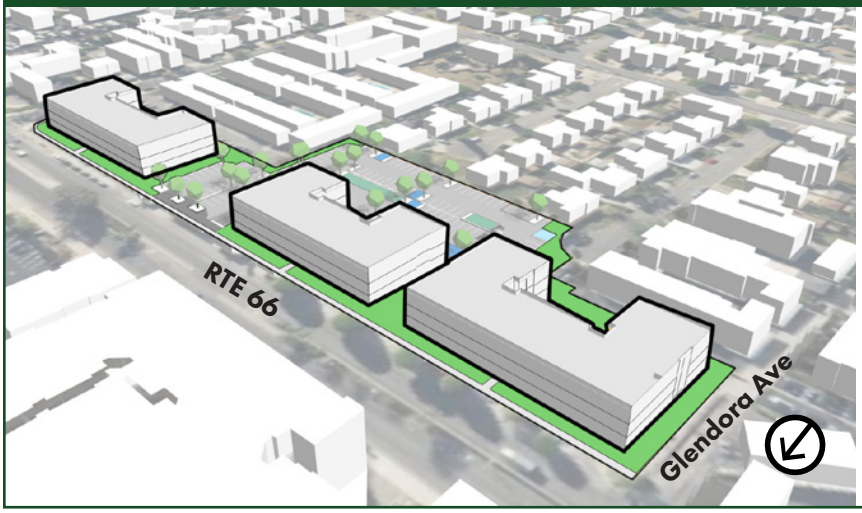
RHNA Net Units at 80%: 91
Wrap Development Scenario: 201

RHNA SITE 33



RHNA Net Units at 80%: 42
Wrap Development Scenario: 102 Dwelling Units

RHNA SITE 48



RHNA Net Units at 80%: 71
Garden Apartment Development Scenario: 147 Dwelling Units

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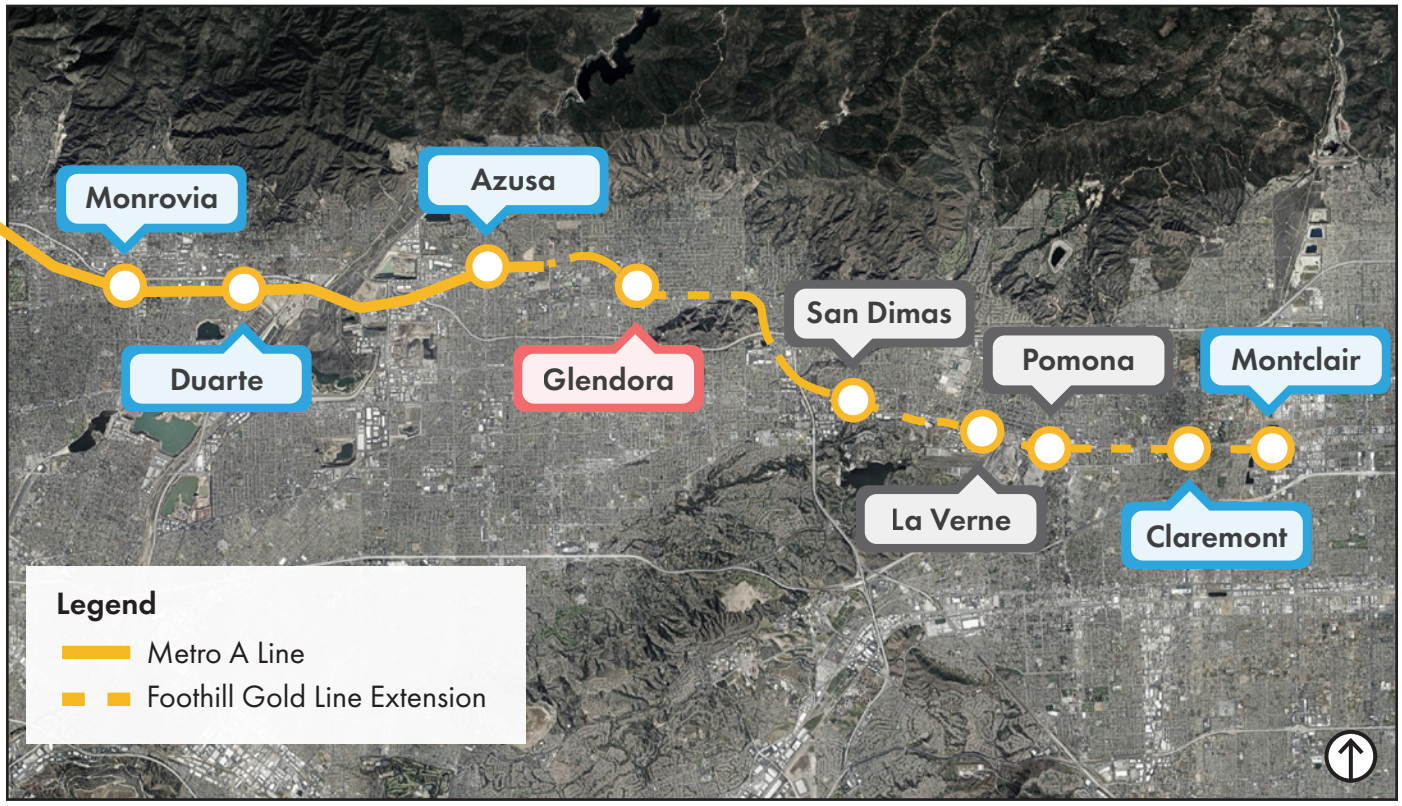
APPENDIX B
CASE STUDIES

DEVELOPMENT PROJECT CASE STUDIES

FIGURE B-1: CASE STUDY STATIONS OVERVIEW MAP

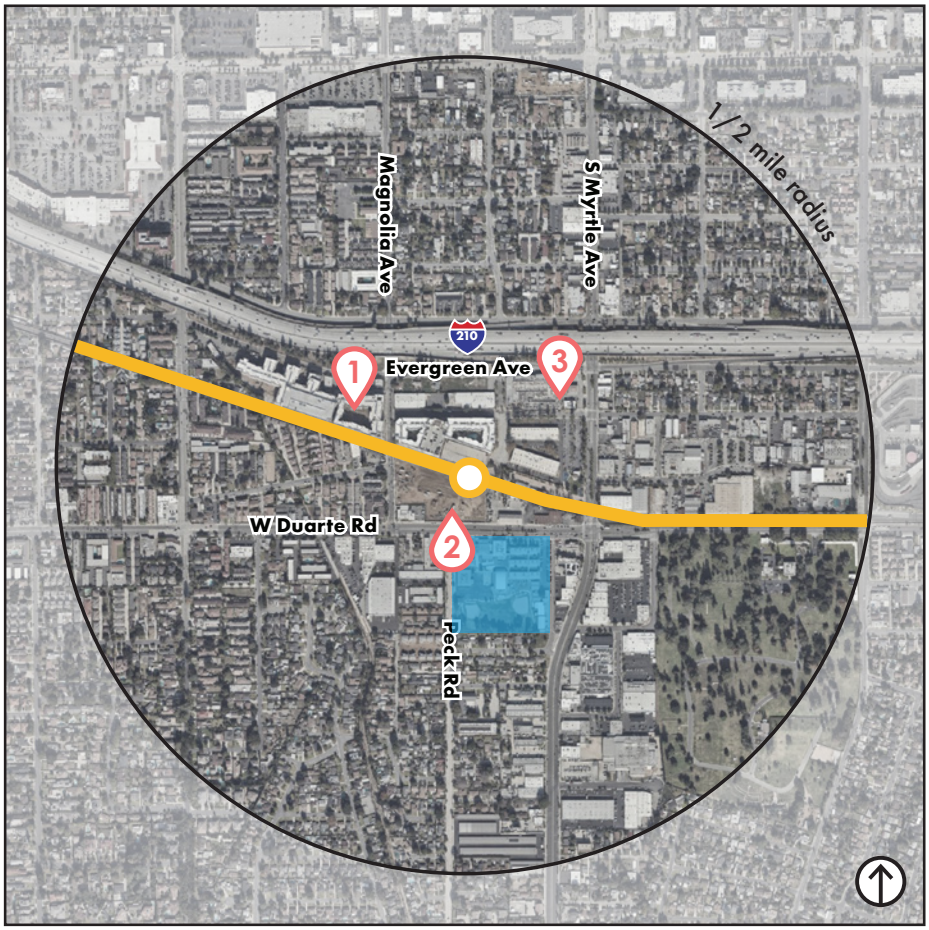


To better understand the development potential around Metro A Line (Gold) stations, the following case studies highlight developments that have either recently been completed or are currently under construction. This chapter focuses on five Metro A Line (Gold) stations with developments similar to those anticipated in Glendora, as indicated in blue in Figure B-1. The case studies examine key aspects such as the types of multifamily apartments and mixed-use buildings, site area, building height, dwelling units per acre, unit count, and commercial square footage (if applicable).

MONROVIA STATION

The City of Monrovia is creating a TOD separate from the existing downtown. The Monrovia Station is located adjacent to industrial and office uses as well as multifamily residential developments.

The map to the right displays the Monrovia Station and key developments within a 1/2 mile radius, as shown in the black circle. The blue shows civic and institutional uses, such as Santa Fe Middle School.



Legend

Civic/Institutional Use

Alexan Monrovia

- Status : Under construction
- Building Type: Wrap
- Site Area: 294,901 SF
- Stories: 5
- Lot size: 6.77 Acres
- DU/AC: 64
- Units: 436

Jefferson Monrovia South

- Status : Under construction
- Building Type: Wrap
- Site Area: 287,329 SF
- Stories: 5
- Lot size: 6.6 Acres
- DU/AC: 78
- Units: 296

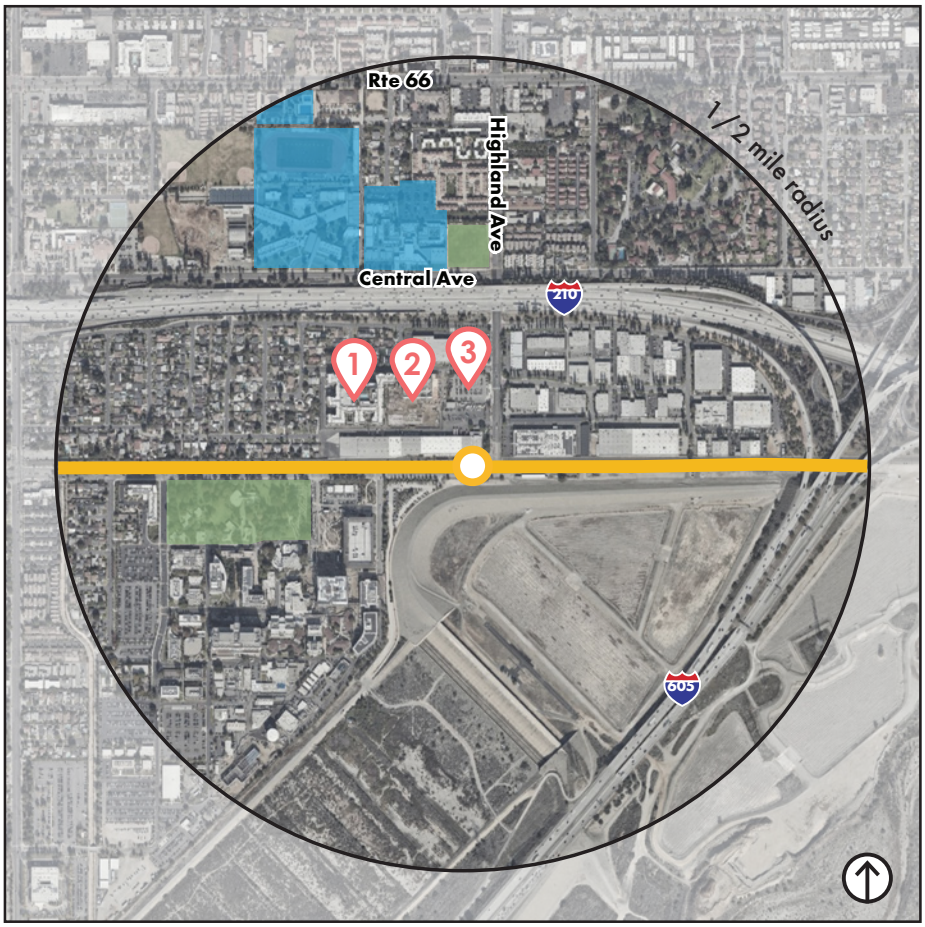
127 Pomona Avenue

- Status : Under construction
- Building Type: Wrap
- Site Area: 79,810 SF
- Stories: 7
- Lot size: 1.83 Acres
- DU/AC: 127
- Units: 232
- Commercial: 8,535 SF

DUARTE/CITY OF HOPE STATION

The Duarte/City of Hope station is located adjacent to industrial and office uses as well as the San Gabriel Valley River Trail.

The map to the right displays the Duarte/City of Hope Station and key development within a 1/2 mile radius, as shown in the black circle. The blue shows civic and institutional uses, such as the City Hall, Duarte High School, and California School of Arts. The green shows open space, such as Northview Park and Pioneer Park.



Legend

- Civic/Institutional Use
- Open Space

Esperanza at Duarte

- Status : Completed
- Building Type: Wrap
- Site Area: 187,308 SF
- Stories: 5
- Lot size: 4.3 Acres
- DU/AC: 80
- Units: 344

Solana at Duarte

- Status : Under construction
- Building Type: Wrap
- Site Area: 149,411 SF
- Stories: 5
- Lot size: 3.43 Acres
- DU/AC: 85
- Units: 292

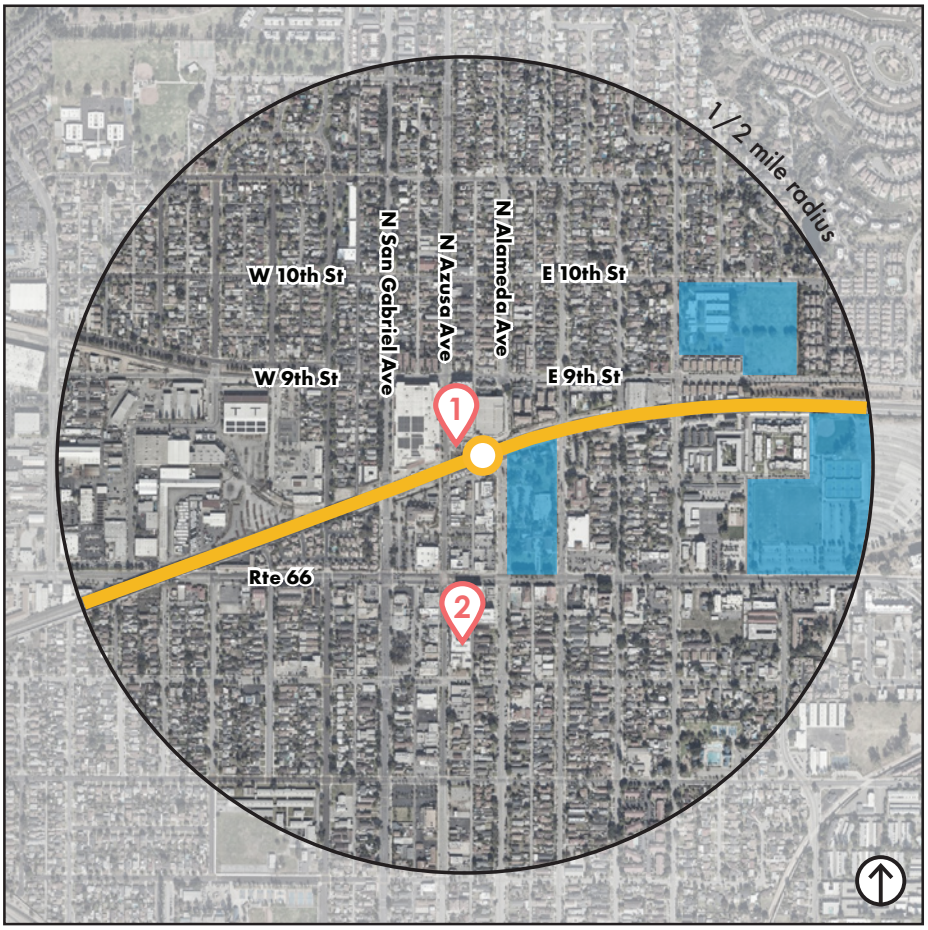
Highland Village

- Status : Under construction
- Building Type: Podium
- Stories: 5-6
- Units: 100
- Commercial: 5,000 SF

AZUSA DOWNTOWN STATION

The Azusa station is located in the heart of downtown, providing a walkable environment for the TOD.

The map to the right displays the Azusa Station and key developments within a 1/2 mile radius, as shown in the black circle. The blue shows civic and institutional uses, such as the City Hall and Dalton Elementary School, and Azusa Pacific University.



Legend

Civic/Institutional Use

Lumia

- Status : Under construction
- Building Type: Podium
- Site Area: 52,272 SF
- Stories: 4
- Lot size: 1.2 Acres
- DU/AC: 106
- Units: 127
- Commercial: 12,000 SF

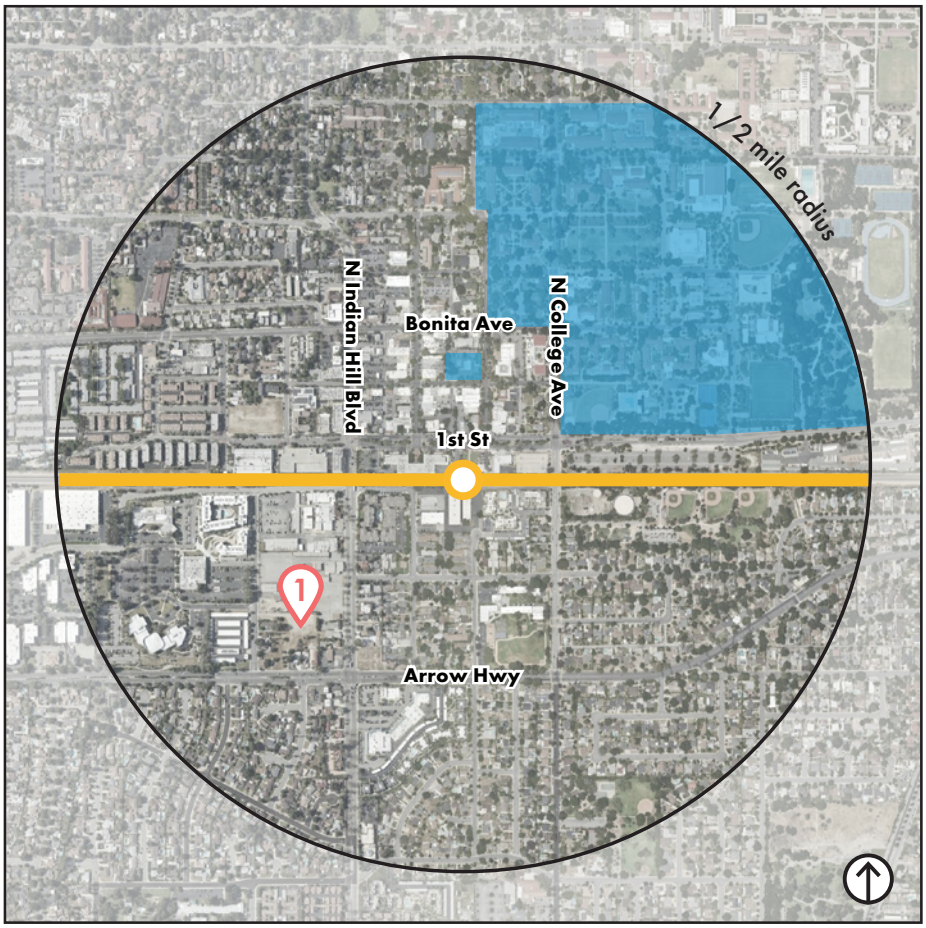
The Orchard

- Status : Completed
- Building Type: Wrap
- Site Area: 97,574 SF
- Stories: 4
- Lot size: 2.24 Acres
- DU/AC: 73
- Units: 163

CLAREMONT STATION

The future Claremont station is planned to be located in the center of downtown, which is a walkable area and creates an opportunity to expand on their existing development to create a TOD.

The map to the right displays the future Claremont Station and key development within a 1/2 mile radius, as shown in the black circle. The blue shows civic and institutional uses, such as the City Hall and the Claremont Colleges.



Legend

Civic/Institutional Use

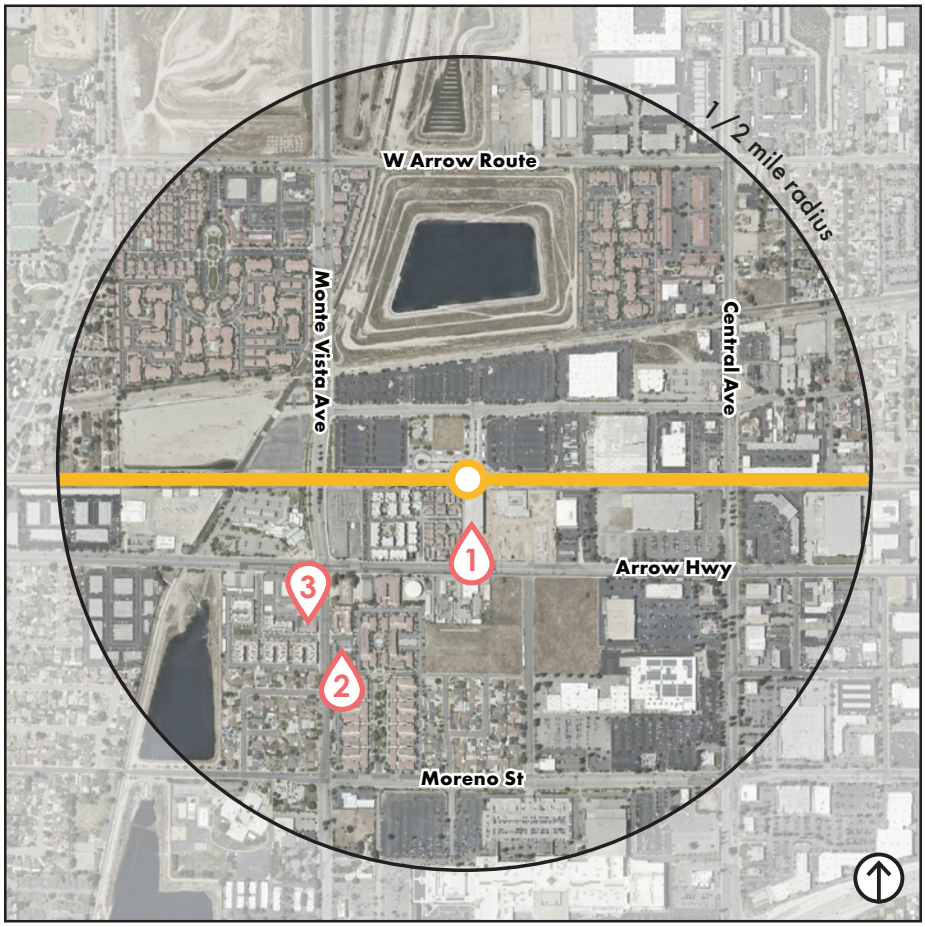
The Village at South Claremont

- Status : Under construction
- Building Type: Mixed-Use
- Site Area: 540,244 SF
- Stories: 4-5
- Lot size: 12.4 Acres
- DU/AC: 17
- Units: 207
- Commercial: 35,000 SF

MONTCLAIR STATION

The future Montclair station is planned to be located among existing vacant land, creating an opportunity to plan a TOD surrounding the future station.

The map to the right displays the future Montclair station and key developments within a 1/2 mile radius, as shown in the black circle.



The Village at Montclair

- Status : Under construction
- Building Type: Podium
- Site Area: 275,299 SF
- Stories: 4
- Lot size: 6.32 Acres
- DU/AC: 55
- Units: 349

Paseos at Montclair North

- Status : Completed
- Building Type: Tuck-Under
- Site Area: 566,280 SF
- Stories: 3
- Lot size: 13 Acres
- DU/AC: 30
- Units: 385

Alexan Kendry

- Status : Completed
- Building Type: Tuck-Under
- Site Area: 273,121 SF
- Stories: 3
- Lot size: 6.27 Acres
- DU/AC: 34
- Units: 211

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APPENDIX C
MARKET ANALYSIS

MARKET ANALYSIS

Current Market Conditions

The real estate services and investment firm CBRE estimates that as of the fourth quarter of 2024, the Los Angeles County multifamily market had a countywide occupancy rate of 95.4 percent. While this is down slightly from the previous peak of close to 98 percent in the beginning of 2022, it has risen since mid-2024. The slight decrease in the occupancy rate until the middle of last year is, in part, due to steady additions of new multifamily housing units throughout the county (i.e., it is not households vacating existing housing as much as it is the increase supply of new multifamily housing getting slightly ahead of the growth in households). The next quarterly report will likely show a further increase in occupancy, reflecting the impact of housing losses from the recent wildfires. In the northern San Gabriel Valley, the fourth quarter multifamily occupancy rate was 95.9 percent. This is a healthy occupancy rate that indicates demand for additional multifamily development.

Countywide, 2,400 new multifamily housing units came on the market countywide in the fourth quarter, with the market absorbing 6,500 new and vacant units. It was a bit different for the northern San Gabriel Valley, where only five new multifamily units came on the market in the fourth quarter. Countywide, the average fourth quarter rent was $2,798, which was relatively unchanged for the past year. In contrast, the northern San Gabriel Valley submarket was the fourth highest rent increase across the 20 submarkets, with the average rent rising 1.5 percent from a year earlier. Still, the average market-rate rent across the northern San Gabriel Valley, $2,374 is below the average rent countywide, $2,798.

Nationally, construction loan interest rates remain high, currently over 11 percent. This is compounded for multifamily rental development projects because the high amount of interest accrued during construction is then rolled into a permanent loan (which gets paid back over time out of the project's net operating income). Currently, the national average interest rate for permanent loans for multifamily housing is 7.16 percent. For context, prior to the COVID pandemic, the typical construction loan rate was 8 percent and the average permanent loan interest rate was 4.5 percent.

The occupancy rate data suggests that there is market demand—i.e., there is an increasing number of households willing and able to pay market rate rents—for new multifamily development. However, the lower average market rate rent in the northern San Gabriel Valley suggests that what households can and are willing to pay to rent multifamily housing may not be sufficient in many areas to pay the costs of new construction. This is especially troublesome because high interest rates artificially increase the cost of construction.

Market Rate Rents

As part of the overall Vision Plan project, the consultant team reviewed several analogous multifamily housing developments in proximity to other stations in the San Gabriel Valley:

Table C-1: Representative Multifamily Housing Developments Near Transit Stations; San Gabriel Valley

Project	Address	City
The Village at Montclair	5050 E Arrow Hwy	Montclair
Sears Site - Montclair Place	5060 N Montclair Plaza Ln	Montclair
Alexan Kendry	4825 Cypress St	Montclair
Paseos at Montclair North	4914 Olive St	Montclair
Lumia	826 N Azusa Ave	Azusa
The Orchard	626 N Azusa Ave	Azusa
The Village South at Claremont		Claremont
Solana at Duarte Station	1750 Fasana Rd	Duarte
Esperanza Duarte Station	1700 Fasana Rd	Duarte
Highland Village	Highland Ave and Fasana Rd	Duarte
Alexan Monrovia	1625 S Magnolia Ave	Monrovia
Jefferson Monrovia South	205 West Duarte Rd	Monrovia
127 Pomona Avenue	127 West Pomona Ave	Monrovia

PlaceWorks surveyed these projects to estimate likely market rate rents that new multifamily housing in the plan area might achieve. Not all of the projects in Table C-1 are operational and not all had rent information publicly available. In addition, the limited number of studio and three-bedroom units with rent and square footage information available was not sufficient to assess statistically.

Based on the available data, PlaceWorks estimates that the typical unit sizes and rents if new multifamily housing were coming on to the market in the plan area today would be:

Table C-2: Estimated Typical Unit Sizes and Monthly Unit Rents for New Multifamily Housing in the Plan Area; 2025

	1-Bedroom	2-Bedroom
Typical Unit Size (SF)	700 SF	$1,050 SF
Typical Rent ($/month)	$2,700	$3,750

The rents that can be expected for multifamily housing in proximity to the rail station in Glendora would be on par with and slightly above the average rents by number of bedrooms countywide. In addition, the analysis estimates that the average unit rent across all units would be $3,280. This is substantially higher than the average rent across all existing rental multifamily housing in the San Gabriel Valley. It is also substantially above the average multifamily rent countywide. This suggests that the rents in the plan area may support new construction to a higher degree than rents elsewhere in the northern San Gabriel Valley.

Market Rate Development

A basic pro forma analysis was conducted for four general product types in the Vision Plan to assess the financial feasibility of market-rate development. The four product types considered are: 3story town-house, 3-story multifamily flats, 5-story multifamily wrap, and multifamily podium with four stories of residential over two levels of parking. The analysis provides a rough-order-of-magnitude assessment of the financial feasibility of developing these products in the plan area.

The four product types were model as a residential-only rental project. Generally, for-sale projects perform better than rental projects, so a product that is feasible for rent should also be feasible for sale. However, builder liability laws in California often discourage developers from building condos. For this basic analysis, ground-floor commercial uses were not separately analyzed. However, the need to provide fire separation, separate HVAC, and other code requirements makes mixed-use building space the most expensive way to provide commercial space. It is usually less competitive in attracting commercial businesses when there is other available commercial space in the surrounding area, and the residential units must subsidize the commercial space. Thus, mixed-use versions of these products can be expected to be somewhat less financially feasible.

There is a lack of comparable recent land sales on which to accurately forecast the price developers would have to pay to acquire sites for redevelopment. However, based on the recent data that is available, the analysis estimates a land acquisition cost of $2.3 million per acre. For each development type, the analysis assumes that the site has an existing one-story building at a floor-to-area ratio of 0.35 and assumes a cost to demolish the existing building. It should be noted that approving zoning to allow more intense development may entice some property owners to expect a higher sales value. However, the analysis suggests that with the more intense development, the residual land value is about $2.3 million.

Table C-3: Estimated Financial Feasibility Summary for Product Types in the Plan Area				
Development Type	3-Story Townhouse	3-Story Multifamily Flats	5-Story Multifamily Wrap	4/2 Multifamily Podium
Number of Units	58	18	280	137
Density (du/acre)	28.9	30.0	61.3	76.1
Estimated Annual NOI	2,450,000	435,000	7,040,000	3,540,000
Total Development Cost	40,200,000	7,200,000	112,300,000	57,800,000
Yield	**6.1%**	**6.0%**	**6.3%**	**6.1%**

Table C-3 summarizes the results of the financial feasibility summary. The feasibility metric is the projected yield, which is determined by the estimated annual net operating income (NOI) once the project is fully operational, divided by the total expected development cost. When a potential project can be expected to provide a yield of 6.0 percent or higher, it is generally considered to be financially feasible.

The analysis estimates that all four product types would be financially feasible to develop today as rentals. As mentioned above, this also suggests that all four would be financially feasible to develop for sale. It is unlikely that ground floor commercial would be financially feasible with 3-story multifamily flats because it just meets the feasibility threshold as residential-only product type. The other three products are estimated to generate a return above the feasibility threshold, thus some ground-floor commercial uses may be feasible. Using the NOI/development cost yield as a metric does not account for the costs of financing. The current high interest rates may preclude some development in the near term, but as interest rates decline, this should be less of an issue.

Affordable Housing Development

Envisioned in the mix of development in the plan area is housing that would be affordable to income qual-ified households with low and very low incomes. Most affordable housing is constructed and operated by specialized affordable housing developers. They have expertise in accessing a variety of funding sources, and they have expertise in qualifying income-eligible households. To provide an understanding of the pro-cess to construct affordable housing in the plan area, the analysis reviewed the three new construction projects closest to Glendora that were approved for Low-Income Housing Tax Credits (LIHTC) in 2023 and 2024 (the 2025 credits have not yet been approved):

Project CA-24-483, Holt & Main, located at 221 West Holt Avenue and 237 West Holt Avenue, Pomona, CA 91768 (158 affordable units;

Project CA-24-774, Casa de la Luz, located at 744-754 South Kern Avenue, Unincorporated East Los Angeles, CA 90022 (93 affordable units); and

Project CA-23-616, Central Place Metro, located at 14519 Central Avenue, Baldwin Park, CA 91706 (54 affordable units).

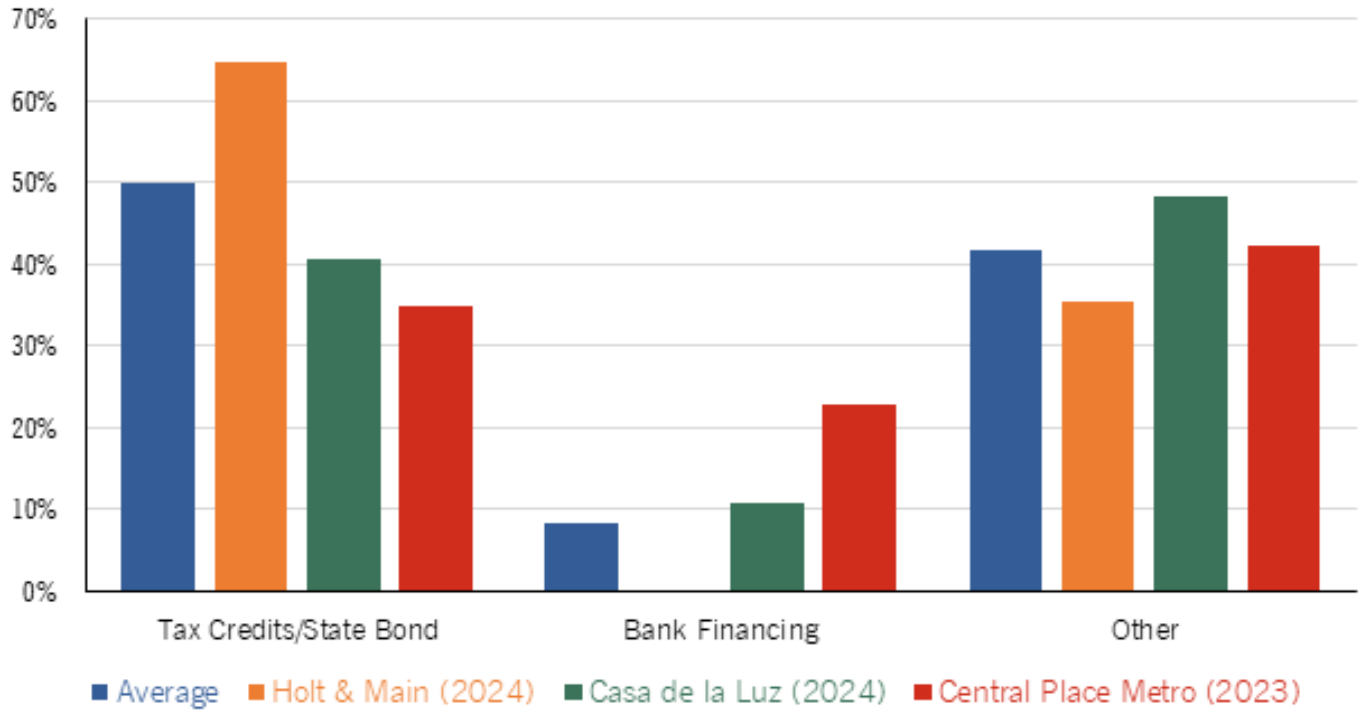
There are three important types of funding for the permanent financing of affordable housing developments, as shown in Figure 1. First and foremost are Low-Income Housing Tax Credits (LIHTC). These are tax credits that the federal government annually provides to states to distribute to affordable housing development projects. In California, the Tax Credit Allocation Committee (TCAC) awards tax credits on a com-petitive basis annually. In addition, TCAC also allocates funds from statewide affordable housing bonds. It is not uncommon for a proposed affordable housing project to go through the TCAC process for two to three years before being awarded funding,

On average, the funds allocated by TCAC accounted for 49.9 percent of the permanent funding, and ranged from 34.9 percent for Central Place Metro to 64.7 percent for Holt & Main. Holt & Main was the only project of the three to receive funding from statewide affordable housing bonds. The percentage share for the other two projects is probably more representative of what future affordable housing projects in the plan area will be allocated when funding from bonds is exhausted.

The second major source of funds is conventional bank financing. A portion of the rents paid by future tenants in affordable housing developments is used to repay the bank financing. Holt & Main was able to be developed without any bank financing. For Casa de la Luz, bank financing accounted for 10.9 percent of the permanent financing, and for Central Place Metro it was 22.8 percent.

FIGURE C-1: SHARE OF PROJECT COSTS BY MAJOR GROUPS OF PERMANENT FUNDING SOURCES FOR THREE REPRESENTATIVE AFFORDABLE HOUSING PROJECTS; 2023 AND 2024

Source: PlaceWorks, 2025, using data from the California Tax Allocation Committee



Finally, there are all the other sources of funding. Part of the art of affordable housing development is being able to piece together a variety of other funding sources to fully fund a development. Part of the challenge is timing these other sources over the two to three years it may take to be awarded tax credit funding. These other sources accounted for an average of 41.7 percent of the total permanent financing. This ranged from 35.3 percent for Holt & Main to 48.4 percent for Casa de la Luz. Below is a list of the other funding sources used for these three projects:

- CalHFA: Tax-Exempt Permanent Loan
- CalHFA: Mixed Income Program
- Deferred Developer Fee & General Partner Equity
- HCD: Affordable Housing and Sustainable Communities Program
- LA County Development Authority: No Place Like Home Program
- HUD: Section 202
- City
- Retirement Housing Foundation

The average total project cost for the three projects is $182 million, or $607,000 per affordable unit. The costs range from $498,000 for Holt & Main to $779,000 for Casa de la Luz. Figure C-2 shows the share of total costs by type of costs. The majority of the costs for affordable housing development are the costs of construction, which is 63.1 percent of the total cost on average for the three projects.

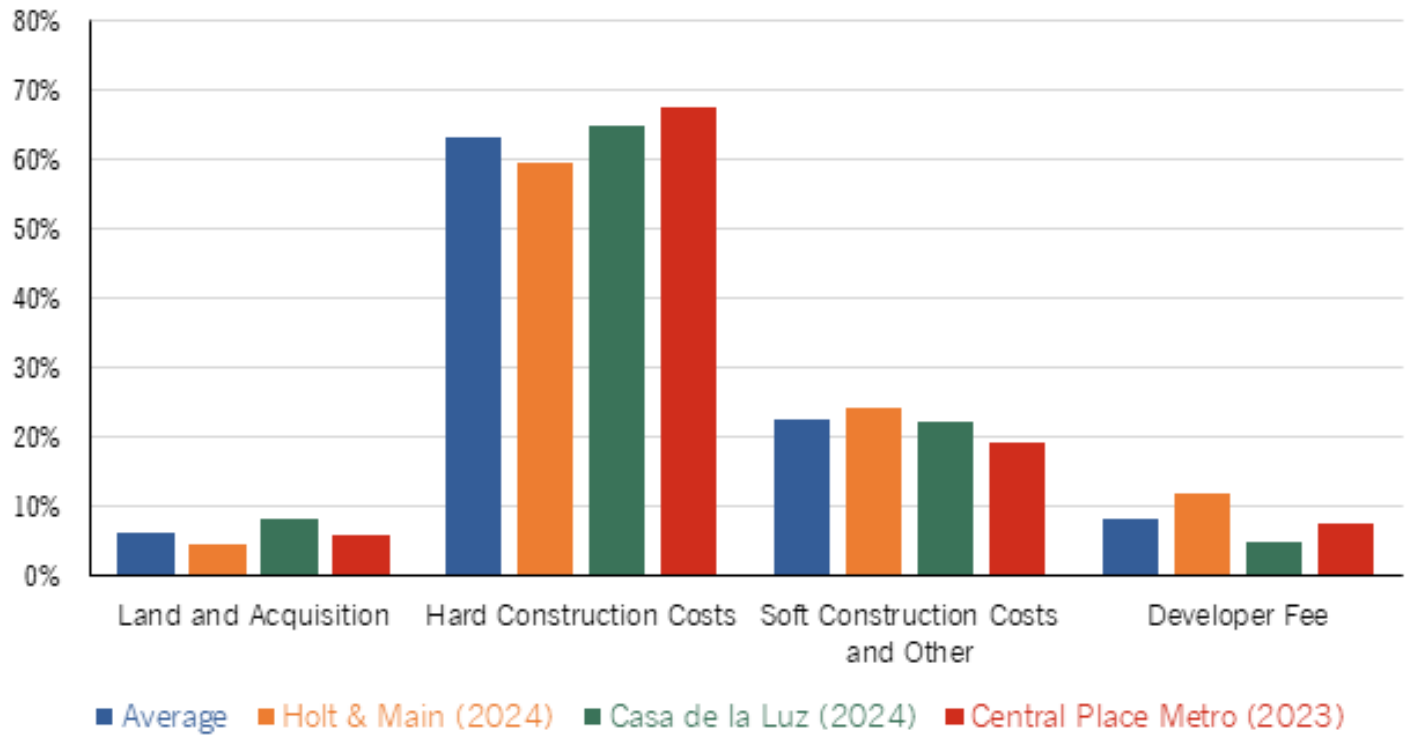
Most affordable housing developments are built on public sites, either the limited number of remaining successor agency properties or other properties owned by public agencies. This has helped limit the cost of land acquisition, which was 6.2 percent on average across the three projects.

As mentioned above, an affordable housing developer may need to hold on to a site for two to three years while repeating the process to obtain tax credits each year until the project is funded. In addition, the affordable housing developer must secure commitments from a variety of other funding sources and hold on to those until the project is awarded tax credits. Given the cost to obtain property at market rates and the time that the affordable housing developer may need to hold the property in order to obtain funding, it is unlikely that sites not owned by a public agency would be used for affordable housing development in the plan area.

The plan should consider existing publicly-owned properties for future affordable housing sites and balance that need against the other needs for such properties. In addition, the city should begin collaborating with affordable housing developers sooner rather than later because the process to secure a site, plan a project, and obtain funding takes several years before any actual construction can begin.

FIGURE C-2: SHARE OF PROJECT COSTS BY TYPES OF COSTS FOR THREE REPRESENTATIVE AFFORDABLE HOUSING PROJECTS; 2023 AND 2024

Source: PlaceWorks, 2025, using data from the California Tax Allocation Committee



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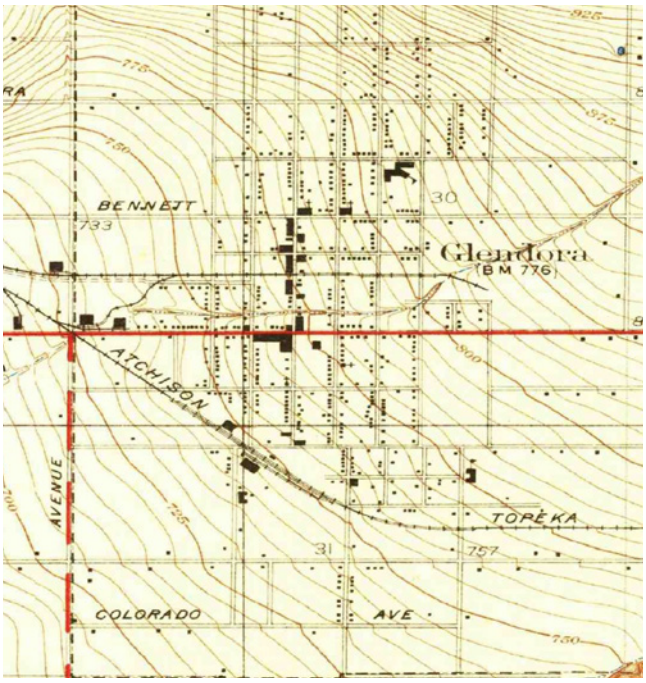
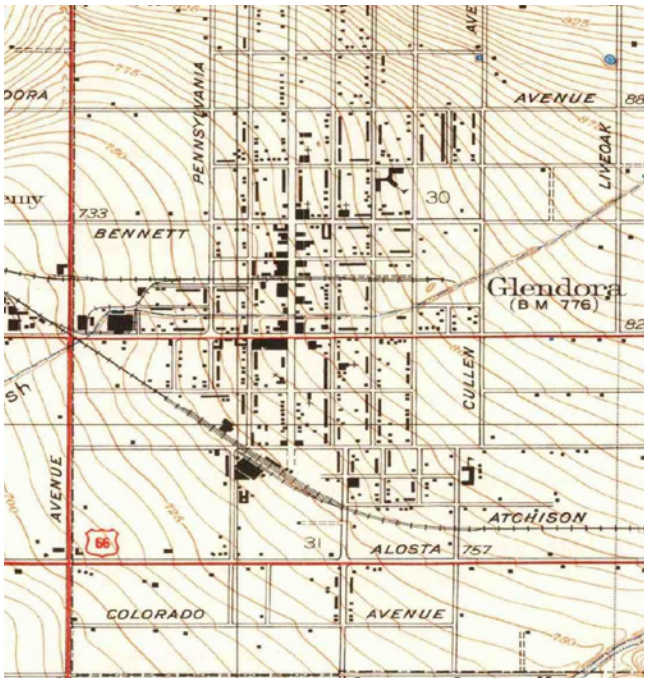
APPENDIX C
EXISTING CONDITIONS

HISTORIC DEVELOPMENT

1927



1939



A map from 1927 shows a number of buildings developing along Glendora Avenue. The image above shows the business district facing Glendora Avenue in 1918.

As the town began to grow, Glendora took on the feel of many other adjacent towns with tree lined sidewalks and corner grocery stores.

1953

1995

After World War II, the citrus industry started to decline and Citrus Groves were replaced by tract housing and urban growth.

Today, Glendora Village remains the City's primary downtown destination. The Metro A Line Extension is planned to be built along the former Atchison, Topeka, and Santa Fe (ATSF) railroad right-of-way.

GENERAL PLAN LAND USE

The General Plan Land Use Plan provides guidance on the location and intensity of specific land uses within the city of Glendora. Six General Plan Land Use designations are located within the Station Area Plan boundary and are further described below.

GENERAL COMMERCIAL. The General Commercial designation is intended for general commercial uses. These include retail businesses, professional offices, and other similar businesses. Development may take the form of single or multi-tenant establishments, including shopping centers. Development in this designation must address proper site design including access, parking, landscaping, architectural design and signage.

Zoning district compatible with the Mixed Use designation include C-1, C-2, and C-3.

- Residential Density: n/a
- Commercial FAR: max. 0.50

LIGHT INDUSTRIAL. The Light Industrial designation is intended to encourage general industrial uses which are compatible with surrounding land uses and which would not degrade the character of adjacent neighborhoods. This designation is intended to serve business parks, research, and development, technology centers, corporate and office uses, "clean" industry and support retail uses, auto truck and equipment sales, warehousing and distribution. High quality site and architectural design is strongly encouraged within this designation.

Zoning districts compatible with the Light Industrial designation include M-1A.

- Residential Density: n/a
- Commercial FAR: max. 0.35

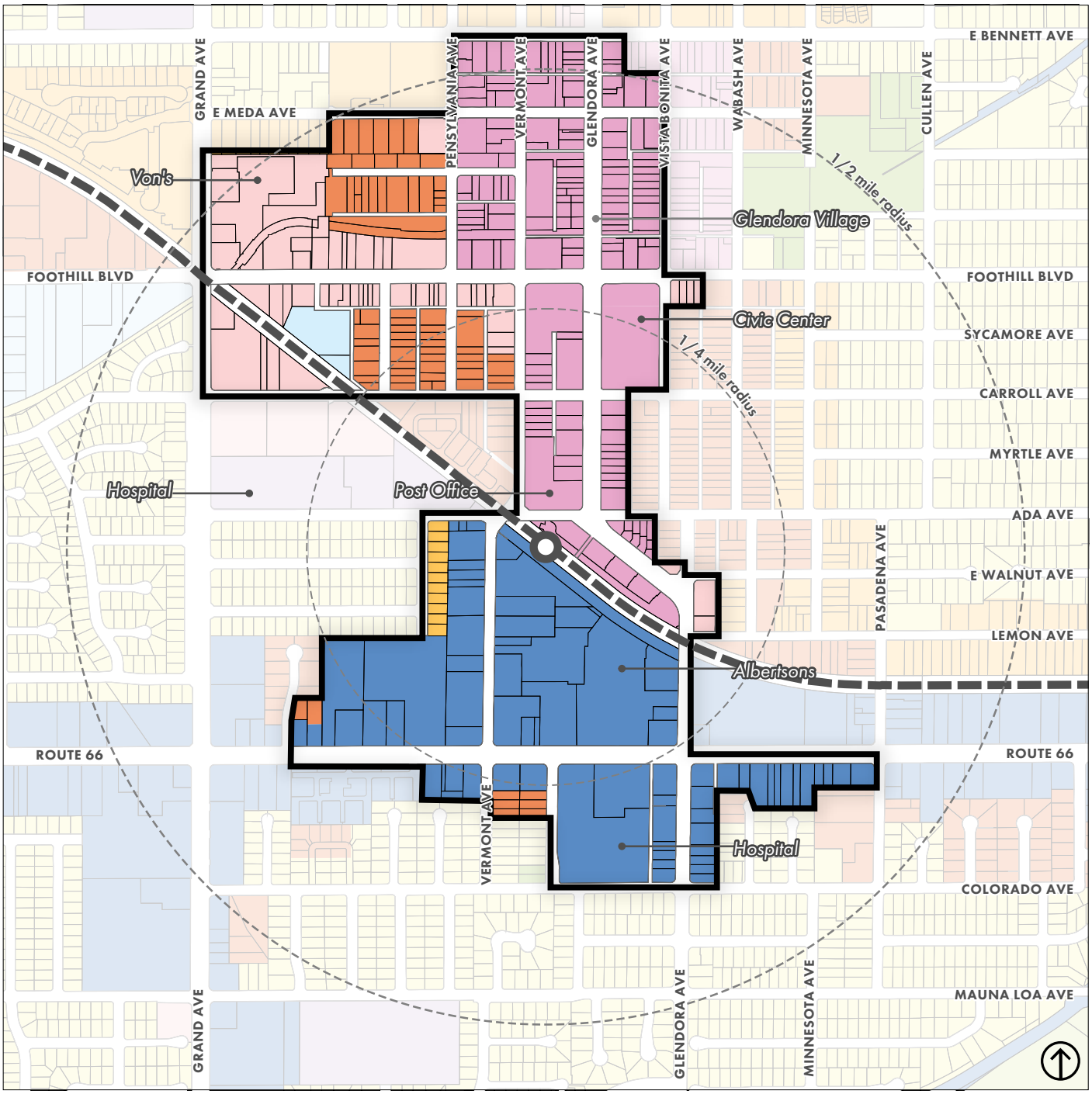
MEDIUM/HIGH DENSITY RESIDENTIAL. Medium/High Density allows for multiple and single family attached housing and is transitional between the lower density attached housing areas and the higher density multiple family areas. This designation is found along major and secondary arterials, near more intensive land uses, and in other areas suitable for medium/high density housing. Medium/High Density allows for a variety of housing types including apartments, duplexes, townhouses and patio homes.

Zoning district compatible with the Medium/High Density Residential designation include R-2.

- Residential Density: min. 11.1 du/ac; max. 15 du/ac
- Commercial FAR: n/a

FIGURE D-2: GENERAL PLAN LAND USE

Source: City of Glendora, 2024



- Station Area Plan Boundary
- Metro A Line (Gold) Route & Station
- General Commercial
- Light Industrial
- Medium/High Density
- High Density
- Village Mixed Use
- Route 66 Specific Plan

GENERAL PLAN LAND USE (CONT.)

HIGH DENSITY RESIDENTIAL. High Density is the most intensive residential land use designation. This designation is found along major and secondary arterials and is transition between the other residential land uses and the more intensive non-residential land uses. Develop at this density requires consideration of internal and external circulation, the relationship of buildings and units to each other, and the provision of common open space and private outdoor living areas.

Zoning district compatible with the High Density Residential designation include R-3.

- Residential Density: min. 15.1 du/ac; max. 25 du/ac (max. 30 du/ac in the Grand-Foothill Multi-Family Residential Overlay Zone)
- Commercial FAR: n/a

VILLAGE MIXED USE. The Village Mixed Use Designation is intended to preserve and enhance the unique character of the Village area and to encourage a mix of complimentary development. Encouraged development includes professional offices, public/quasi-public facilities, retail businesses, small-lot single family and multiple family residential developments. The development of well-designed mixed use development is strongly encouraged. To encourage the development of a high quality downtown environment that respects and contributes to the historic downtown character of the area, development must emphasize vehicular access and parking, pedestrian circulation and amenities, and high quality design.

Zoning district compatible with the Village Mixed Use designation include Village Mixed Use.

- Residential Density: min. 15 du/ac; max. 30 du/ac
- Commercial FAR: max. 1.0

ROUTE 66 CORRIDOR SPECIFIC PLAN. The Route 66 Corridor Specific Plan designation allows for the implementation of a complimentary mix of land uses, consistent with the policies and regulations contained within the Specific Plan that governs land uses within a particular area. The Specific Plan land use designation provides for tailored development standards, design guidelines and other policy and regulatory elements that guide future land use and improvements (refer to Glendora Municipal Code § 21.10).

- Residential Density: min. 24 du/ac; max. 30 du/ac
- Commercial FAR: max. 0.50

EXISTING ZONING

Figure D-3 shows existing zoning designations within the station area plan. Definitions for zoning designations located within the station area are included below.

MULTIPLE-FAMILY RESIDENCE. (R-2 Restricted multiple-family residence, R-3 multiple-family residence)

Purpose. The purpose of the multiple-family residential zones is to provide for the development of multiple-family residences and compatible uses in a manner that harmonizes with the residential character of the city. This designation is intended for medium to high density residential development.

- R-2 Residential Density: max. 15 du/ac
- R-3 Residential Density: max. 20 du/ac
- Min. Lot Area: 10,000 sf.
- Max. Height: 25 ft. / 2 stories

COMMERCIAL AND PROFESSIONAL ZONES.(C-1 Professional, C-2 limited retail business, C-3 Retail Commercial)

Purpose. To provide for the development of commercial areas for retail and service establishments, professional and office uses, and related enterprises in a manner that implements the general plan and accommodates the needs of community residents. Specifically, these regulations are designed to provide appropriate locations for retail, service, office and professional uses; promote and encourage convenient access to developments; promote and encourage aesthetically pleasing design; and ensure adequate size, shape and space to meet the needs of development.

- Commercial FAR: n/a
- Min. Lot Area: 10,000 sf.
- Max. Height: 35 ft. / 2 stories

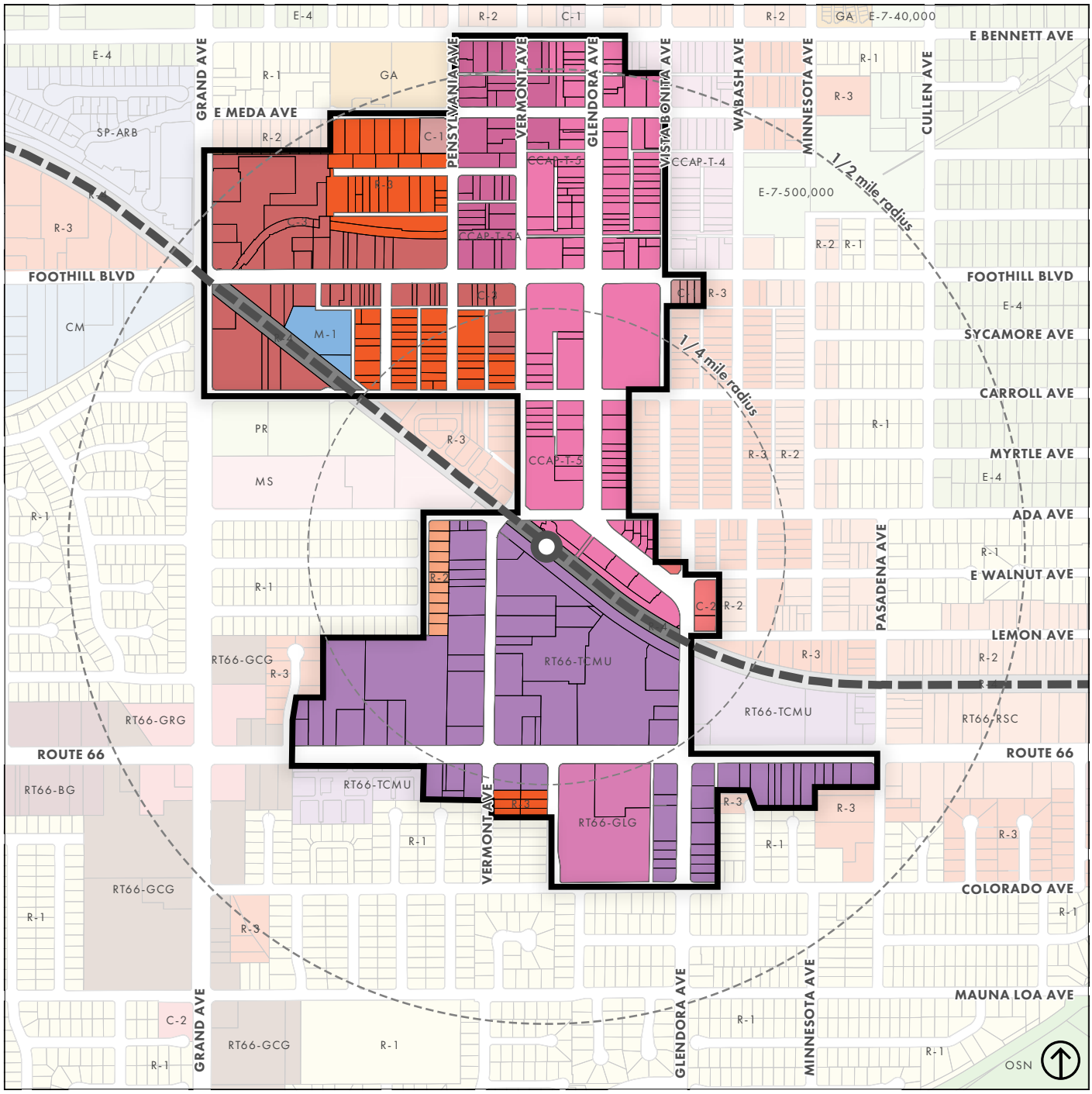
MANUFACTURING AND INDUSTRIAL ZONES.(M-1 Light manufacturing)

Purpose. These zones provide for the development of manufacturing and industrial areas in a manner that implements the general plan and ensures that uses are compatible with other uses in the community. These regulations are designed to provide appropriate areas for manufacturing and industrial uses; encourage convenient access to developments; promote aesthetically pleasing design; and ensure minimal adverse impacts on adjoining properties and the community.

- Commercial FAR: n/a
- Min. Lot Area: 10,000 sf.
- Max. Height: 35 ft. / 2 stories

FIGURE D-3: EXISTING ZONING

Source: City of Glendora, 2024



- Station Area Plan Boundary
- Metro A Line (Gold) Route & Station
- R-2 Restricted Multiple-Family Residential
- R-3 Multiple-Family Residential
- C-1 Professional
- C-2 Limited Retail Business
- C-3 Retail And Commercial
- M-1 Light manufacturing
- CCAP T-5 Village Core
- RT66 TCMU Town Center Mixed Use
- R-4 Railroad purposes

EXISTING ZONING (CONT.)

CIVIC CENTER AREA PLAN (CCAP T-5 Village Core, CCAP T-5A Village Transition)

The T-5 Village Core subdistrict is the city's oldest commercial district and heart of the community. The character of the area is a pedestrian-scale village street with one- to three-story buildings that reflect the predominant period of development in the area. A number of distinctive buildings from the early 1900's are still a part of the Village. These buildings contribute to the historic ambiance of the place. The T-5 standards provide guidance to allow additional development which also preserves and enhances the village as both a destination and a unique place to live, work and shop. Allowable uses include multifamily development and general commercial and retail businesses. Residential uses are allowed on upper floors fronting Glendora Avenue. Ground floor units fronting Glendora Avenue are reserved for commercial, retail and personal services that enhance the pedestrian experience. Sidewalk café dining standards are designed to encourage a vibrant community atmosphere while ensuring adequate pedestrian safety and access.

The T-5A Village Transition subdistrict is an eclectic mix of residential and commercial/retail/office uses. The area is characterized by historic folk cottage architecture, craftsman and Spanish colonial bungalows, post-war multifamily development and various commercial buildings. The T-5A standards provide guidance to enhance the quality of the area as a mixed use extension of the village with its own identity, mixing residential uses and compatible commercial/retail/office uses. The goal is to provide guidance for future quality mixed use development that will bring a unifying, identifiable theme to the subdistrict, its own "sense of place." Permitted uses include a broad mix of residential, commercial and office uses.

- Commercial FAR: n/a
- Residential Density: max. 30 du/ac
- Max. Height: 45 ft. / 3 stories

ROUTE 66 CORRIDOR SPECIFIC PLAN (RT66-TCMU Town Center Mixed Use, RT66-GLG Glendora Avenue Gateway)

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 will emphasize a complementary mix of development types, including multifamily residential, vertical and horizontal mixed-use, commercial uses and smaller-scale street-oriented retail development.

GLG (Glendora Avenue Gateway) Subdistrict. The Glendora Avenue gateway district is intended to support hospital and medical uses, and encourages the consolidation of smaller parcels into a unified campus setting. The subdistrict is envisioned to support new housing in adjacent areas, pedestrian activity and transit utilization. The Glendora Avenue gateway is envisioned to serve the health care needs of the community through expanding the footprint of medical services in the subdistrict and increasing the daytime population with additional employment. The subdistrict may also include limited commercial such as small retail and professional offices.

- Commercial FAR: max. 0.50
- Residential Density: min. 24 du/ac; max. 30 du/ac
- Max. Height: 45 ft. / 3 stories

EXISTING LAND USE

The land use pattern within the Station Area Plan is similar to many communities throughout Southern California. Commercial uses line main thoroughfares such as Foothill Boulevard, Route 66, Glendora Avenue, and Grand Avenue. Residential uses exists beyond the commercial uses. Figure D-4: Existing Land Use shows existing land uses within the study area. Land use data was obtained from the Southern California Association of Government (SCAG) online GIS portal. The data was modified with a high level review for accuracy.

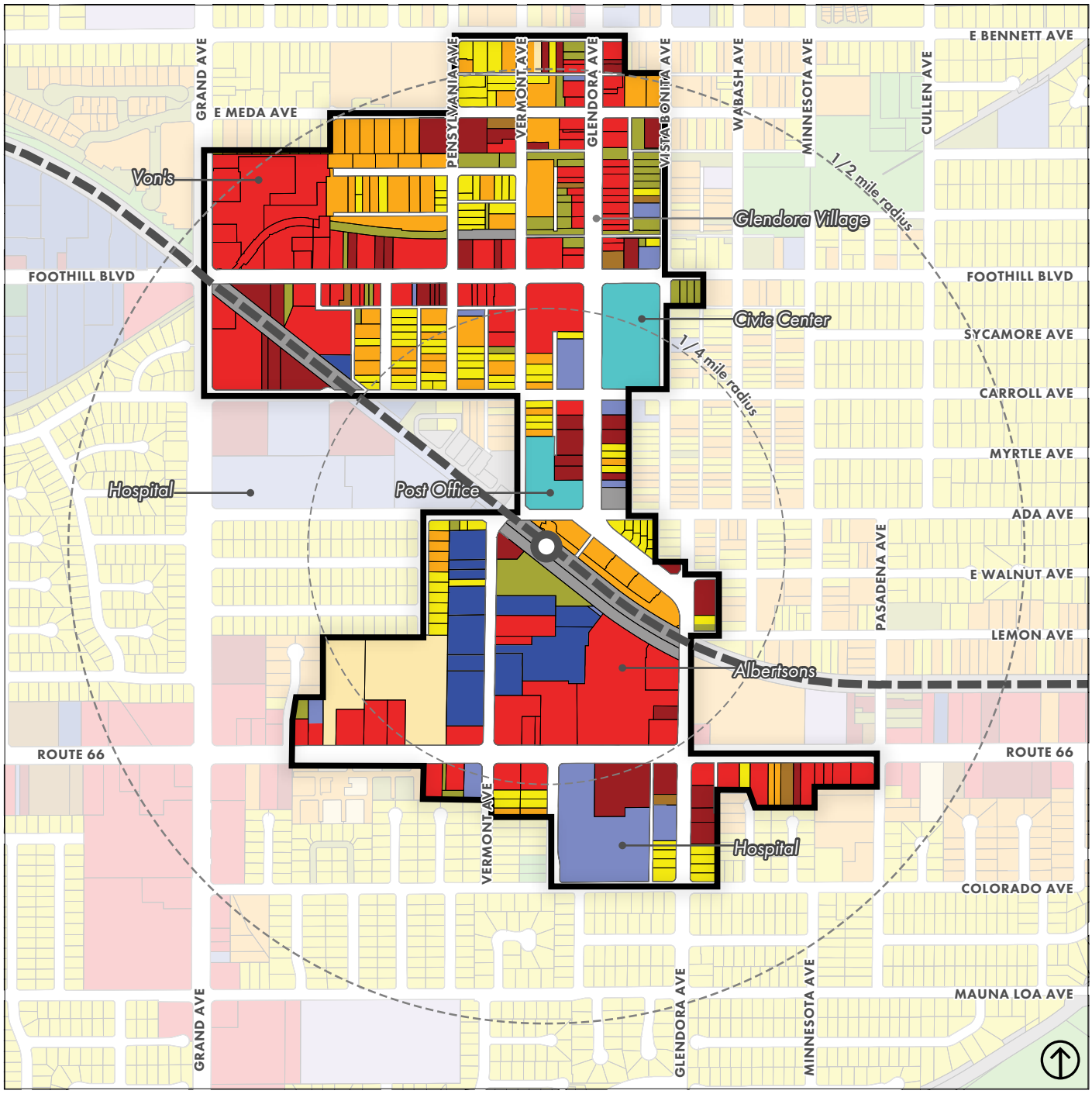
Two shopping plazas are located within the station area plan, located at the intersection of Glendora Avenue and Route 66, and at the northeast corner of Foothill Boulevard and Grand Avenue. These shopping plazas feature major grocery stores (Albertsons, Vons), commercial retail and services, and surface parking lots.

Small scale industrial type uses are located along Vermont Avenue, South of Ada. Industrial uses west of Vermont Avenue are typically one to two stories high. A warehouse is located on the east side of Vermont Avenue, setback from the street and adjacent to Albertsons. These industrial land uses adjacent to the future station are potential opportunity sites for transit-oriented development.

Glendora Village is Glendora's downtown activity center and is located along Glendora Avenue north of Foothill Boulevard. The area features small shops, restaurants, and cafes lined with groomed street trees. The Glendora People Movement Project (see page D-28) includes first/last mile concepts and proposes connections to and from the station and Glendora Village.

FIGURE D-4: EXISTING LAND USE

Source: SCAG, 2019; PlaceWorks, 2024



- Station Area Plan Boundary
- Metro A Line (Gold) Route & Station
- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Commercial and Services
- Industrial
- General Office
- Mixed Residential and Commercial
- Education
- Transportation, Communications, and Utilities
- Facilities
- Civic
- Vacant

Note: Existing Land Use data is provided by the Southern California Association of Governments (2019) at a regional level and may include minor discrepancies. The Existing Land Use Map is intended to represent existing on the ground uses.

COMMUNITY ASSETS

Community assets include civic institutions, grocery stores, parks and open spaces, and schools, medical facilities, shopping centers and restaurants, and cultural institutions. Community assets provide key amenities and services that contribute to healthy and functional neighborhoods. Ensuring adequate access to essential services within a 15 minute walk or half mile radius are critical in providing an enhanced quality of life for residences in the study area.

Some of the civic institutions within a half mile from the Glendora Station include Glendora City Hall, Public Library, Police Department, LA County Fire Department Station 151, and a post office. The post office is located directly north of the station. Most other civic institutions are located north of Carroll Ave. Finkbiner Park is the largest park within half mile walking distance from the station. Big Tree Park is the second largest park within the half mile radius, which is located south of the station, along Colorado Avenue. Foothill Christian Preschool and Whitcomb Continuation High School are within the half mile radius with the addition of several day care and other educational facilities.

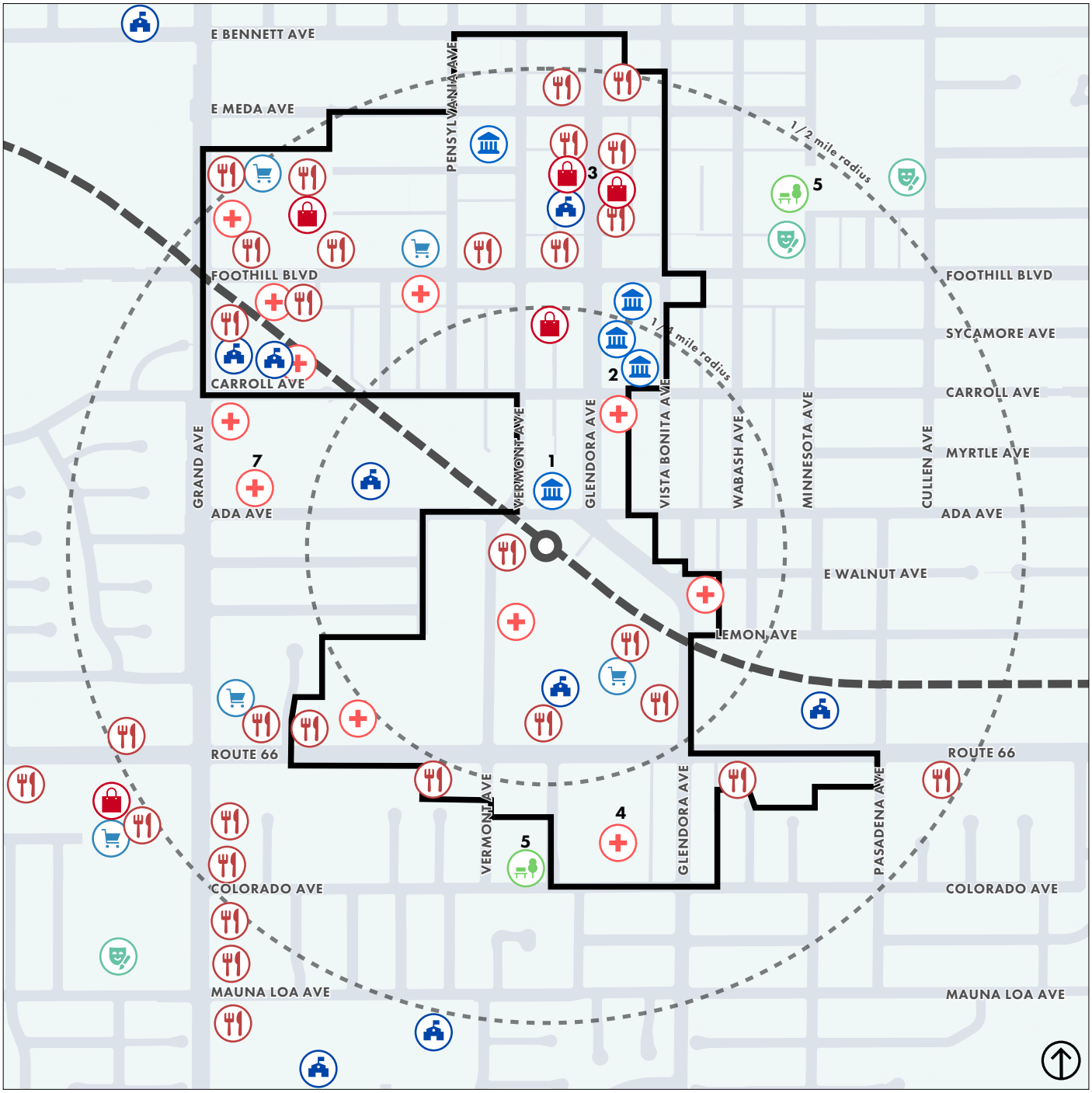
Commercial corridors that provide food services are along Grand Avenue to the southwest of the station and Glendora Avenue to the north of the station. Grocery stores within the half mile radius include Albertsons to the south of the station, Walgreens at the corner of Grand Avenue and Route 66, Vons at the corner shopping center of Grand Ave and Foothill Blvd, and a small produce market at the corner of Pennsylvania Ave and Foothill. There are also other shops along Glendora Ave between Foothill Ave and Bennett Ave, within the Glendora Village area.

Glendora Hospital is an inpatient behavioral health facility located south of Route 66, west of Glendora Avenue. Emanate Hospital sits just outside the study area at Ada Avenue and Grand Avenue. These facilities can provide access to health and behavioral care for existing and future residents of the study area.

Community assets are generally focused at shopping plazas and along commercial corridors. Special attention should be considered in locating community assets adjacent to or connected to the future Glendora Station to promote a healthy transit-oriented district.

FIGURE D-5: COMMUNITY ASSETS

Source: City of Glendora, 2024; PlaceWorks, 2024



1 Post Office
2 Civic Center
3 Glendora Village
4 Glendora Hospital
5 Finkbiner Park
6 Big Tree Park & Historic Market
7 Emanate Health Foothill Presbyterian Hospital

Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Grocery

Education/ Daycare

Medical Facility

Cultural Institution

Restaurants

Open Space

Shopping

Civic Institutions

LOT SIZE

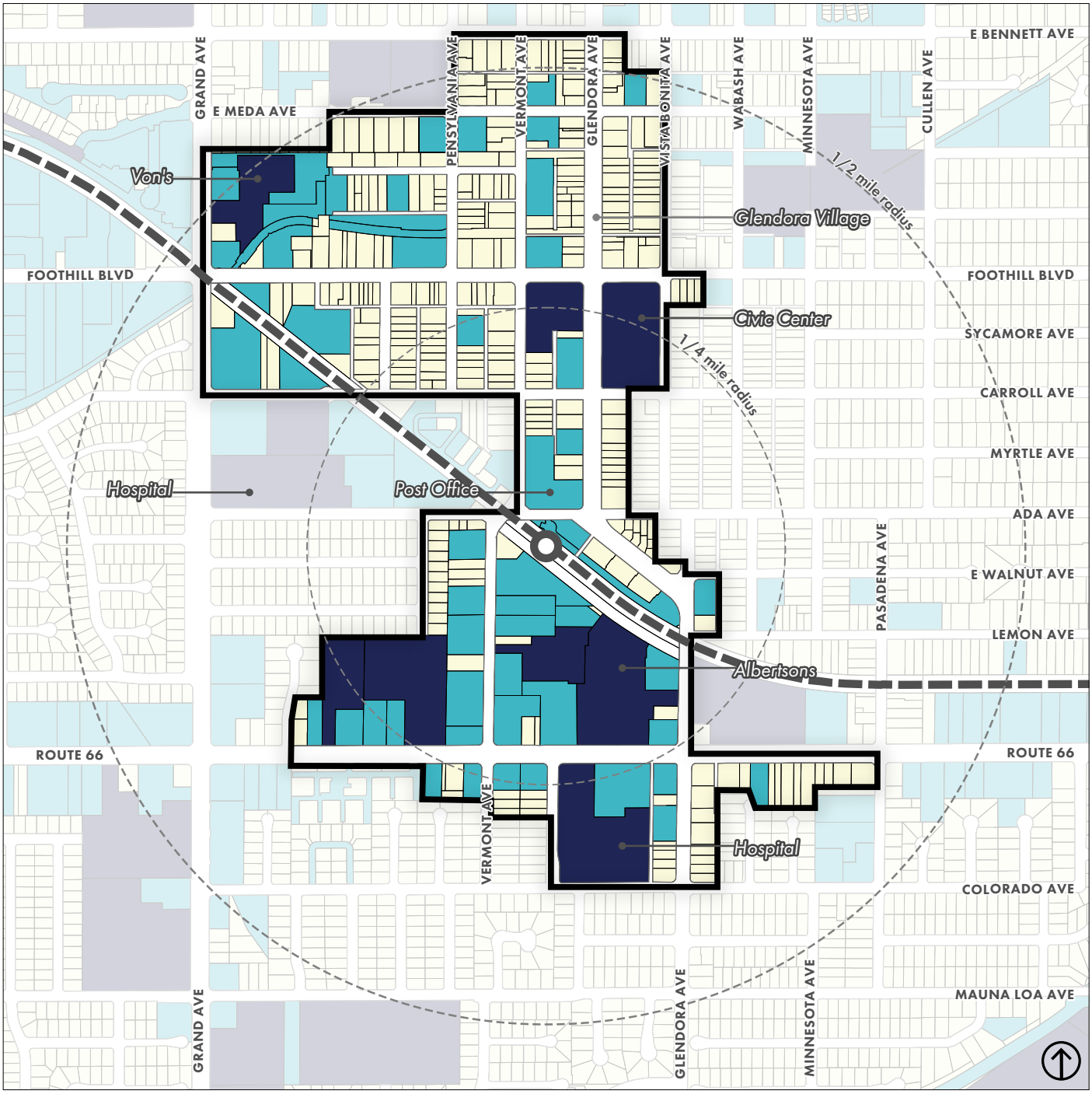
Lot size is a good indicator of the scale of development that occurs on it. Figure D-6: Lot Size identifies lot sizes within the station area are smaller than 20,000 square feet, between 20,000 and 100,000 square feet, and over 100,000 square feet. Lot sizes under 20,000 square feet are typically low density residential or small scale retail commercial uses. Lot sizes over 20,000 square feet within the station area are typically aggregated and contain light industrial and shopping plaza uses with surface parking.

Lot sizes over 25,000 square feet are concentrated just south of the future Glendora station. The largest lot, at over 250,000 square feet is located at Route 66 and Glendora Avenue, and includes an Albertsons grocery store with surface parking. The second largest lot is located just south Route 66 and is occupied by Glendora Hospital. The Civic Center occupies a lot at Foothill Boulevard east of Glendora Avenue. Immediately west of the Civic Center is the Glendora Village Gateway shopping mall.

Large lots with low utilization rates, such as those with large surface parking lots present potential opportunity for transit-oriented development. Large lots with civic uses, such as the Civic Center and the hospital are unlikely to change.

FIGURE D-6: LOT SIZE

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

0 - 20,000 SF

20,000 SF - 100,000 SF

> 100,000 SF

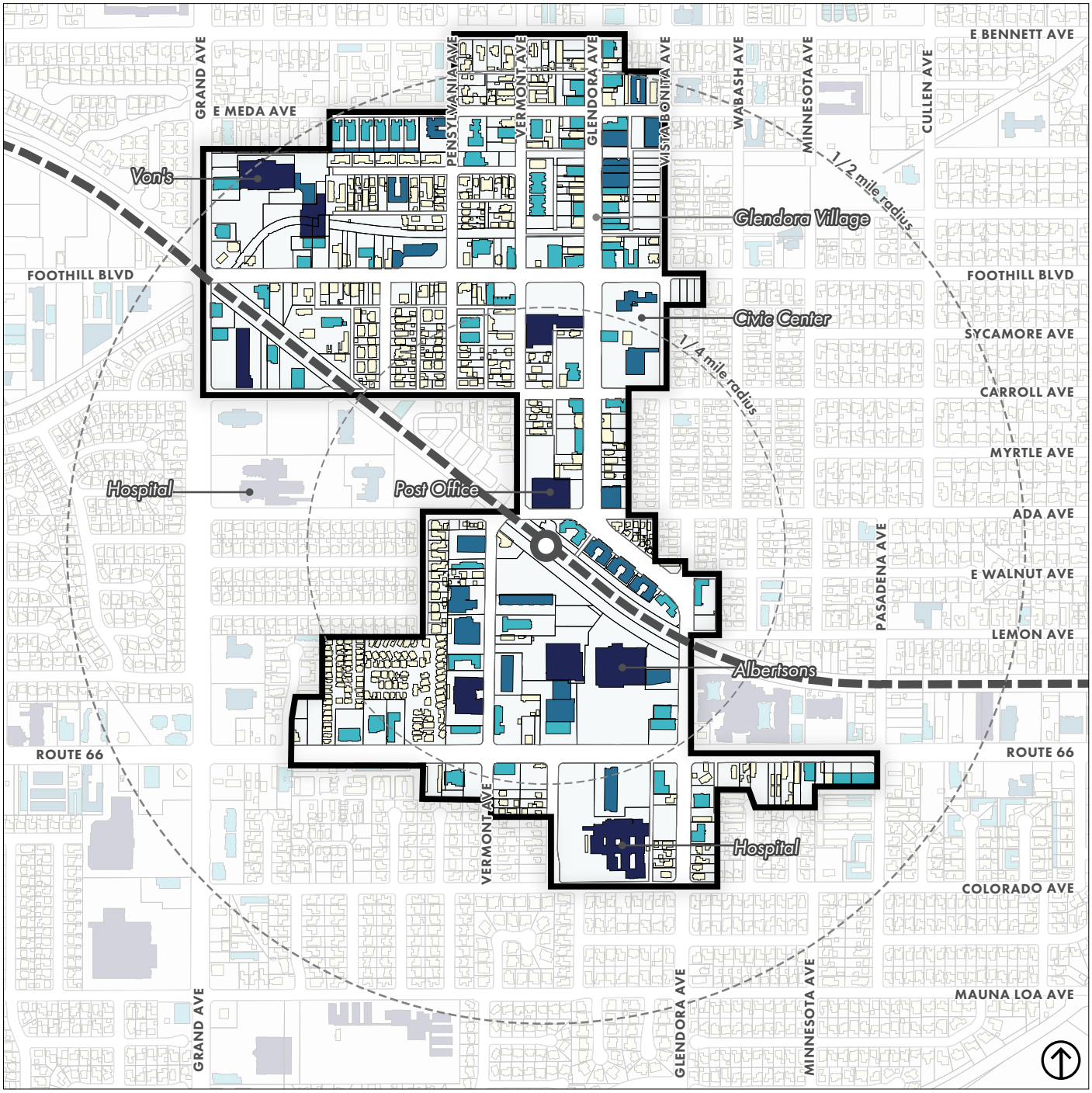
BUILDING FOOTPRINT

Figure D-7: Building Footprint illustrates the building footprints for all structures within the station area. Building footprint, by scale and size, are closely linked and dictated by lot size. Small lots only accommodate small buildings while larger lots accommodate both small and large buildings.

The station area contains multiple blocks with structures under 5,000 square feet. These blocks are typically characterized by low density suburban development. Mobile homes have the smallest building footprint and are located at the south west area of the station area boundary. Buildings larger than 10,000 square feet are typically auto-oriented shopping centers accompanied by surface parking. Glendora Avenue north of Foothill Boulevard includes a mix of building sizes and a continuous street facade fronting the street. This configuration, along with the active storefronts create a distinctive downtown pedestrian environment.

FIGURE D-7: BUILDING FOOTPRINT

Source: City of Glendora, 2024; PlaceWorks, 2024



LOT COVERAGE

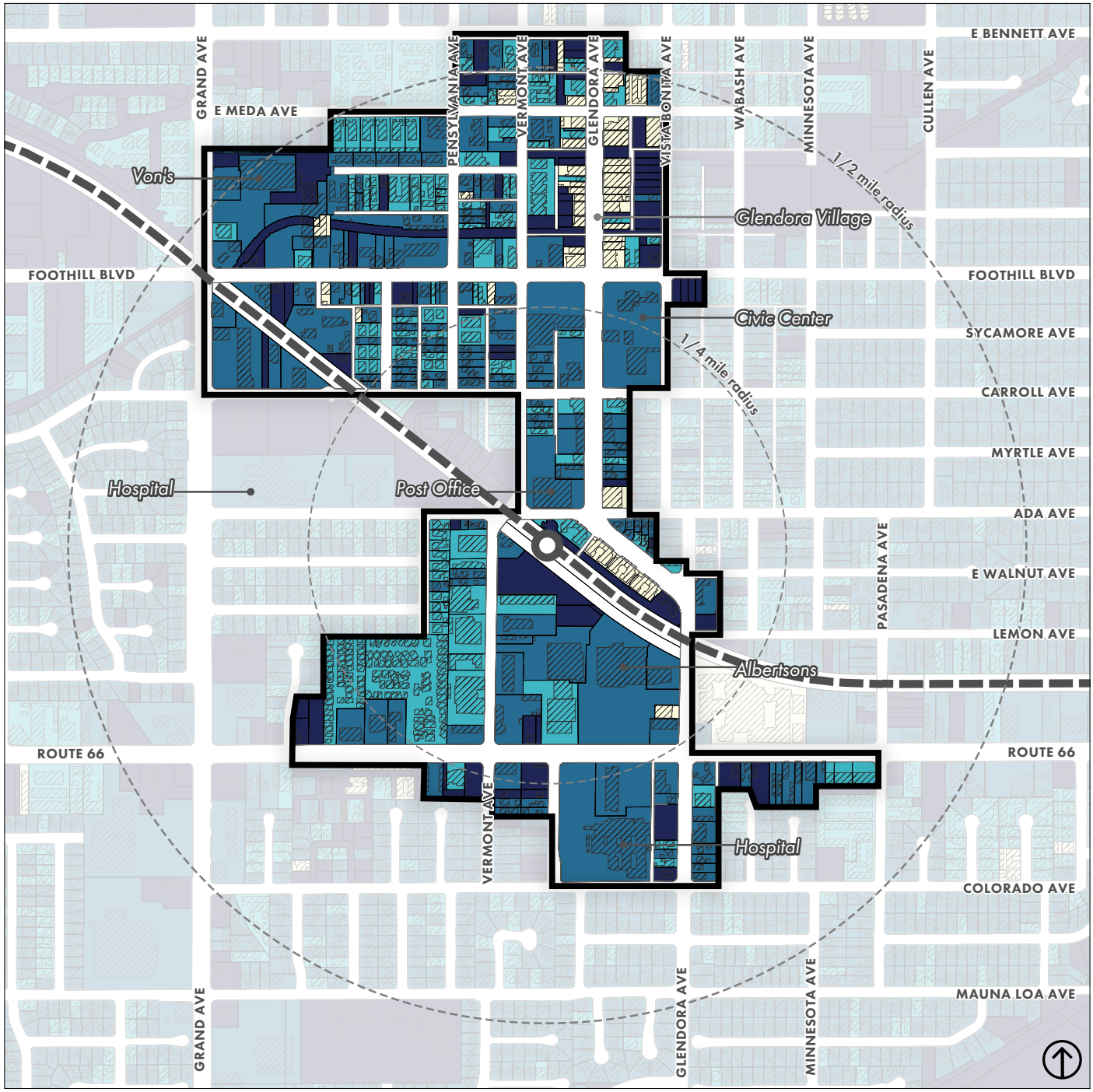
The extent to which a lot is occupied by buildings can help predict the urban quality of the resulting development. Higher lot coverages correlate with a denser and more urban experience. At the same time, a high lot coverage by itself will not guarantee high quality development. Areas with low lot coverage are typically vacant or have surface parking lots. Areas with low lot coverage are also often considered underutilized and should be considered for transit oriented development.

Figure D-8: Lot Coverage highlights parcels with low lot coverage. Most of the parcels within the study area have lot coverages of less than 60 percent. This is likely a result of current development standards, which allow for a maximum of 0.5 floor to area ratio for commercial development, maximum residential densities of 30 dwelling units per acre, and maximum building heights of 45 feet or three stories. These standards limit the types of development on larger parcels, all while requiring larger surface lots to meet parking requirements.

Glendora Village, north of Foothill Boulevard along Glendora Avenue features a collection of buildings with high lot coverage. This configuration lends itself to a continuous street wall, a comfortable urban scale, and an engaging pedestrian environment.

FIGURE D-8: LOT COVERAGE

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

0 - 20%

20% - 40%

40% - 60%

> 60%

Buildings

OWNERSHIP

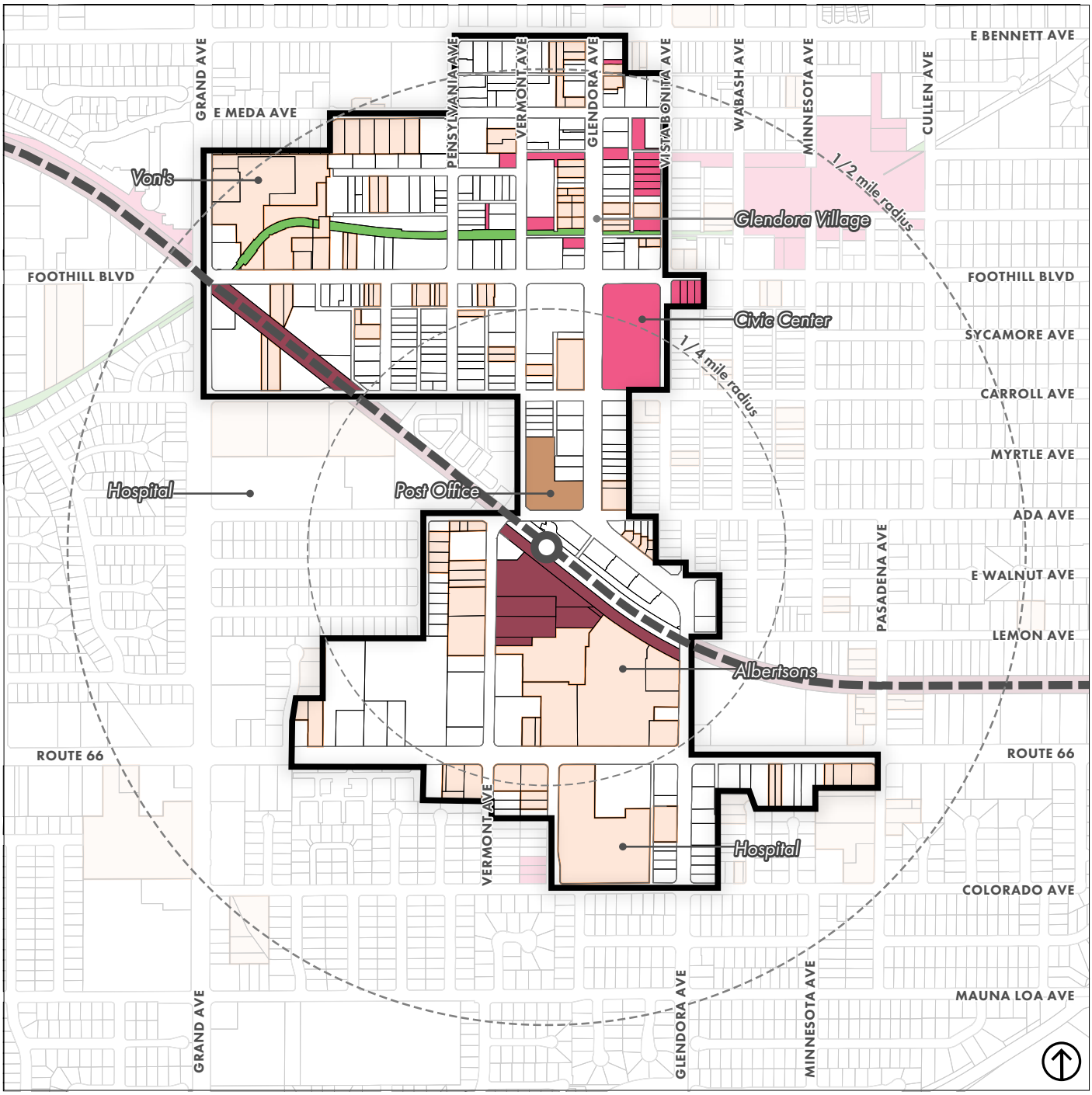
Figure D-9: Ownership highlights publicly owned parcels and contiguous parcels with the same owner. Contiguous parcels with the same owner increases the amount of potential developable land, providing more options for development. These parcels should be considered when determining potential new transit-oriented development.

Flood control channels exist on parcels owned by the LA County Flood Control District. These parcels pose a potential barrier to any potential development.

The area just south of the station is owned by the Metro Gold Line Foothill Extension Construction Authority. Part of the site is currently used as the construction staging area and is slated to be surface parking for station. Upon the completion of the station, thoughtful development of this area is critical to a successful transit-oriented environment.

FIGURE D-9: OWNERSHIP

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

City of Glendora

Metro Gold Line Foothill Extension Construction Authority

LA County Flood Control District

US Postal Service

Contiguous Parcels with Same Owner

UTILIZATION RATIO

Figure D-10: Utilization Ratio highlights the utilization ratio of parcels within the station area plan boundary. The utilization ratio is defined as the ratio of the assessed value of improvements to assessed value of the land. If the utilization ratio for a parcel is less than 1, then the parcel would be considered underutilized. Underutilized parcels often include vacant lots and surface parking lots. Underutilized parcels should be considered for transit oriented development around the future Glendora Station.

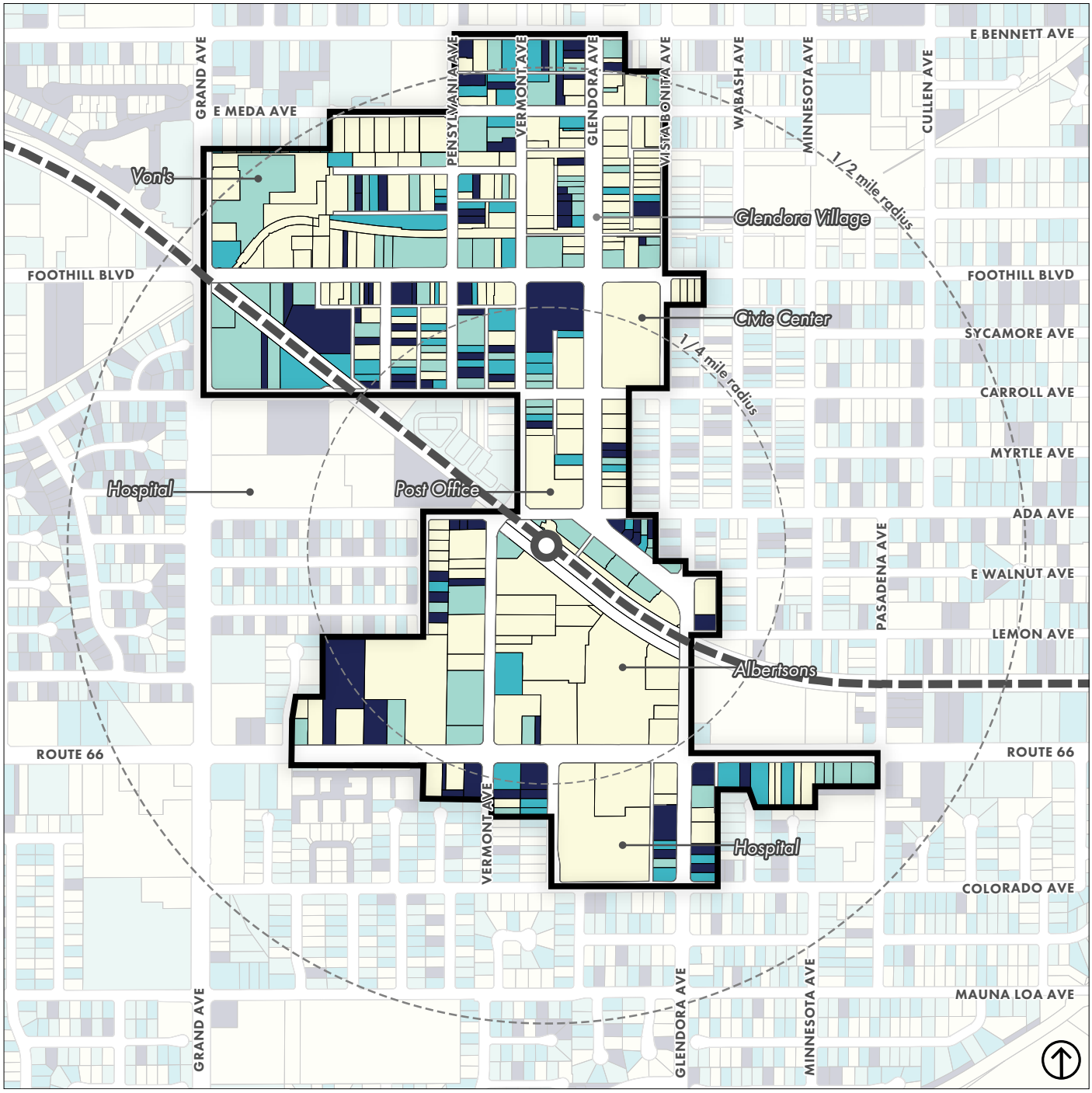
Underutilized parcels are found throughout the station area plan boundary. A collection of underutilized parcels are located near the intersection of Foothill Boulevard and Grand Avenue. This area includes commercial strip mall uses and light industrial uses. Other notable underutilized parcels include the Glendora Village Gateway shopping center at Foothill Boulevard and Glendora Avenue, and a portion of the mobile home park in the south west section of the study area.

$$\text{Utilization Ratio} = \frac{\text{Assessed Value of Improvements}}{\text{Assessed Value of the Land}}$$

> If the utilization ratio for a parcel is less than 1, then the parcel would be considered underutilized.

FIGURE D-10: UTILIZATION RATIO

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

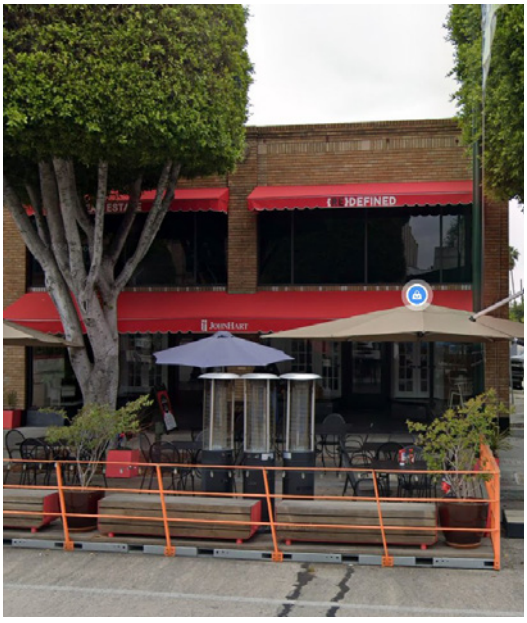
Utilization Ratio

- < 0.25
- 0.25 - 0.5
- 0.5 - 1.0

Underutilized parcels

- > 1.0

HISTORICAL INVENTORY



Historic structures and landmarks with architectural merit play a key role in the character and history of an urban environment. Figure D-11: Historical Inventory highlights City-designated historic landmarks, the City's Historic District, and Historic Glendora Walking Tour stops within the study area.

The City of Glendora has one designated Historic District covering a residential neighborhood in the vicinity of Glendora Village. A portion of the Historic District sits within the station area plan study area and covers approximately ten parcels near the intersection of Vista Bonita Avenue and Foothill Boulevard.

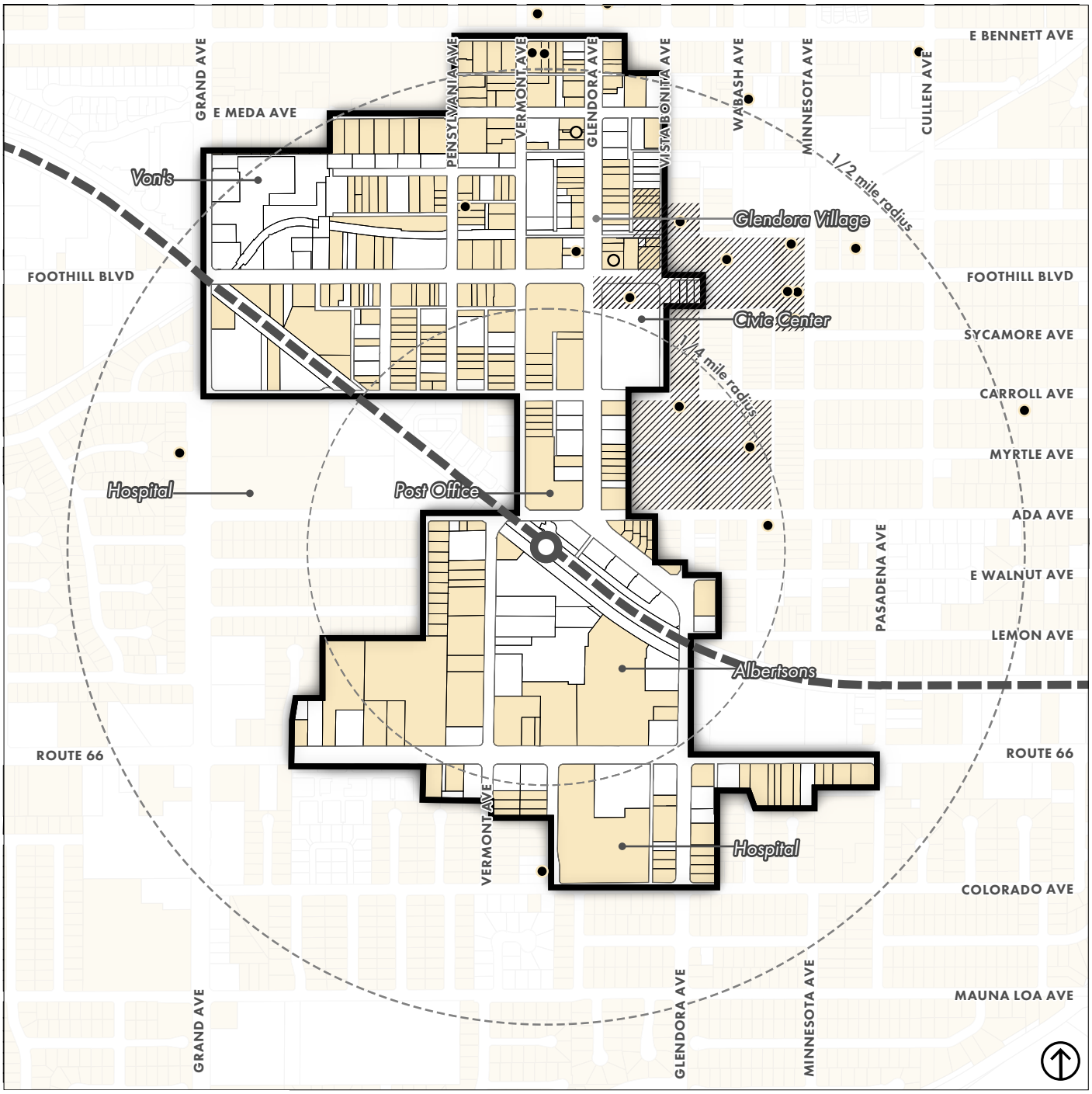
In addition to the Historic District, the City of Glendora maintains a list of Historic Landmark and Historic Resource designations. A historic city landmark must be at least 50 years old and meet at least one of the following:

1. Exemplify or reflect special elements of historical, architectural, archaeological, cultural, or aesthetic heritage.
2. Are identified with persons or events significant in local, state or national history.
3. Embody distinctive characteristics of a style, type, period or method of construction or are valuable examples of the use of indigenous materials or craftsmanship.
4. Are representative of the notable work of a builder, designer or architect.

Figure D-11 shows parcels with structures built before 1975, 50 years from the development of this Plan. Additional analysis would be needed to determine if additional properties should be designated as historic.

FIGURE D-11: HISTORICAL INVENTORY

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Glendora Historic District

Parcels with Structures built before 1975

Designated Glendora Historic Landmark

Historic Glendora Walking Tour Stop

FIRST/LAST MILE

Glendora People Movement Project

The Glendora People Movement Project is a strategic build-out of active transportation improvements across Glendora. The project at completion will feature over 10 miles of bicycle and pedestrian improvements including Urban Trails along the major flood control channels and first/last mile improvements to the future Glendora A Line Station. In total the project is estimated to cost around $21 million and will be primarily funded by regional, state, and federal grants. The project is anticipated to be completed in lat 2025 to coincide with the opening of the Glendora Station. Figure D-12 showcases existing and proposed bicycle facilities. Figure D-13 highlights first/last mile concepts within a half mile from the Glendora Station.

First/Last Mile

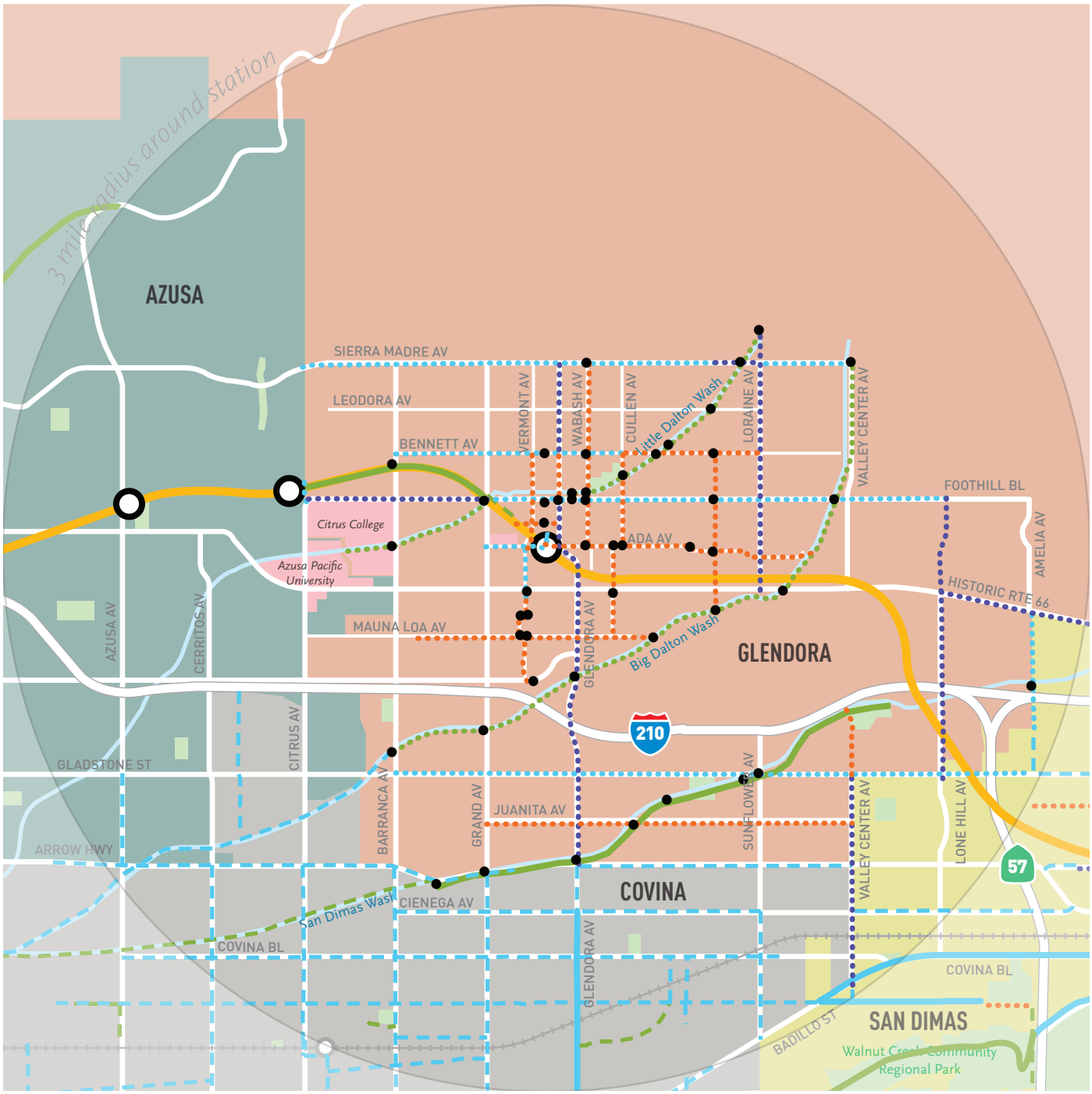
First/Last Mile concepts have been developed to provide safe and comfortable connections to the future Glendora Station as part of Metro's Gold Line Foothill Extension 2B First/Last Mile Plan (2019). A Class IV Cycle Track is proposed along Glendora Avenue and along Foothill Avenue, from Citrus Avenue to Vista Bonita Avenue. A sharrow is proposed along Vermont Avenue, from Foothill Boulevard to Route 66. Ada Avenue is envisioned as a shared street with special paving. These streets also include other pedestrian and bicycle safety improvements such as intersection treatments, bulb-outs, traffic calming, and street trees.

Urban Trail

Within the study area, an urban trail is proposed along the Metro A Line from Foothill Boulevard to Carroll Avenue. This would extend the existing trail at the northwest corner of Foothill Boulevard and Grand Avenue and enhance the pedestrian network near the station.

FIGURE D-12: THREE-MILE CONNECTIONS

Source: First/Last Mile Plan - Metro Foothill Gold Line Extension Phase 2B, 2019



Facility Type

- Shared Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Proposed New/Improved Crossings

Facility Status

- Existing/Funded Bikeways
- City or Regional Plan Bikeways
- FLM Proposed Bikeways

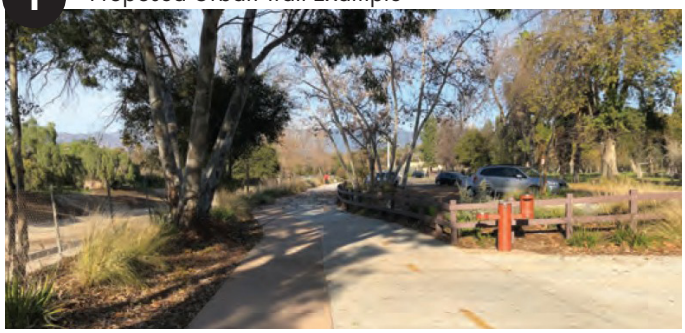
Rapid Transit

- Metro Gold Line & Station
- Metrolink & Station

N

FIRST/LAST MILE CONCEPTS

1 Proposed Urban Trail Example



2 Foothill Boulevard Proposed Class II Buffered Bike Lane

3 Vermont Avenue: Class III Sharrow Example

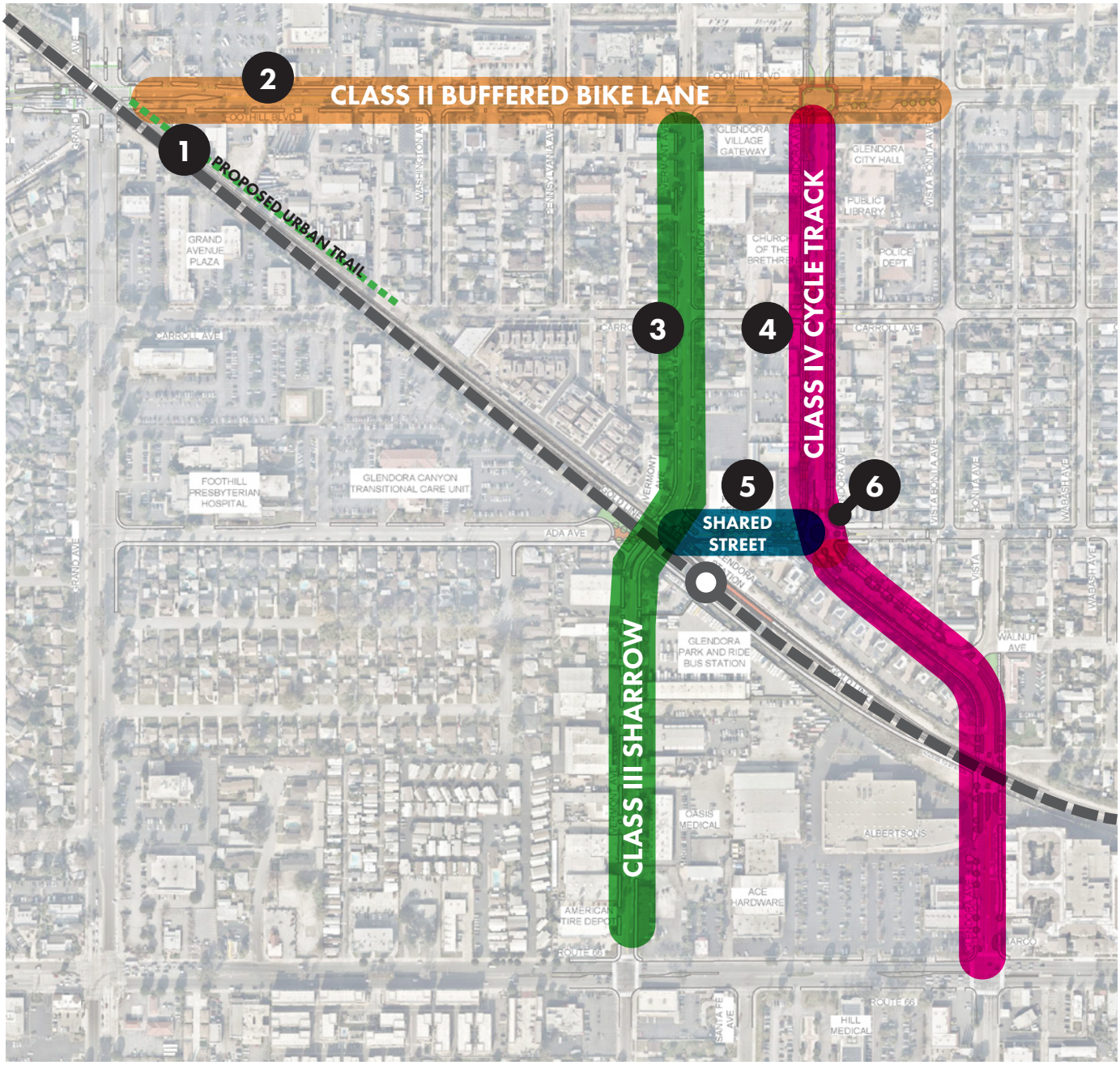
4 Glendora Avenue Proposed Class IV Cycle Track

5 Ada Avenue Shared Street

6 New Roundabout

FIGURE D-13: FIRST/LAST MILE CONCEPTS

Source: City of Glendora, 2024; PlaceWorks, 2024



STATION ACCESS

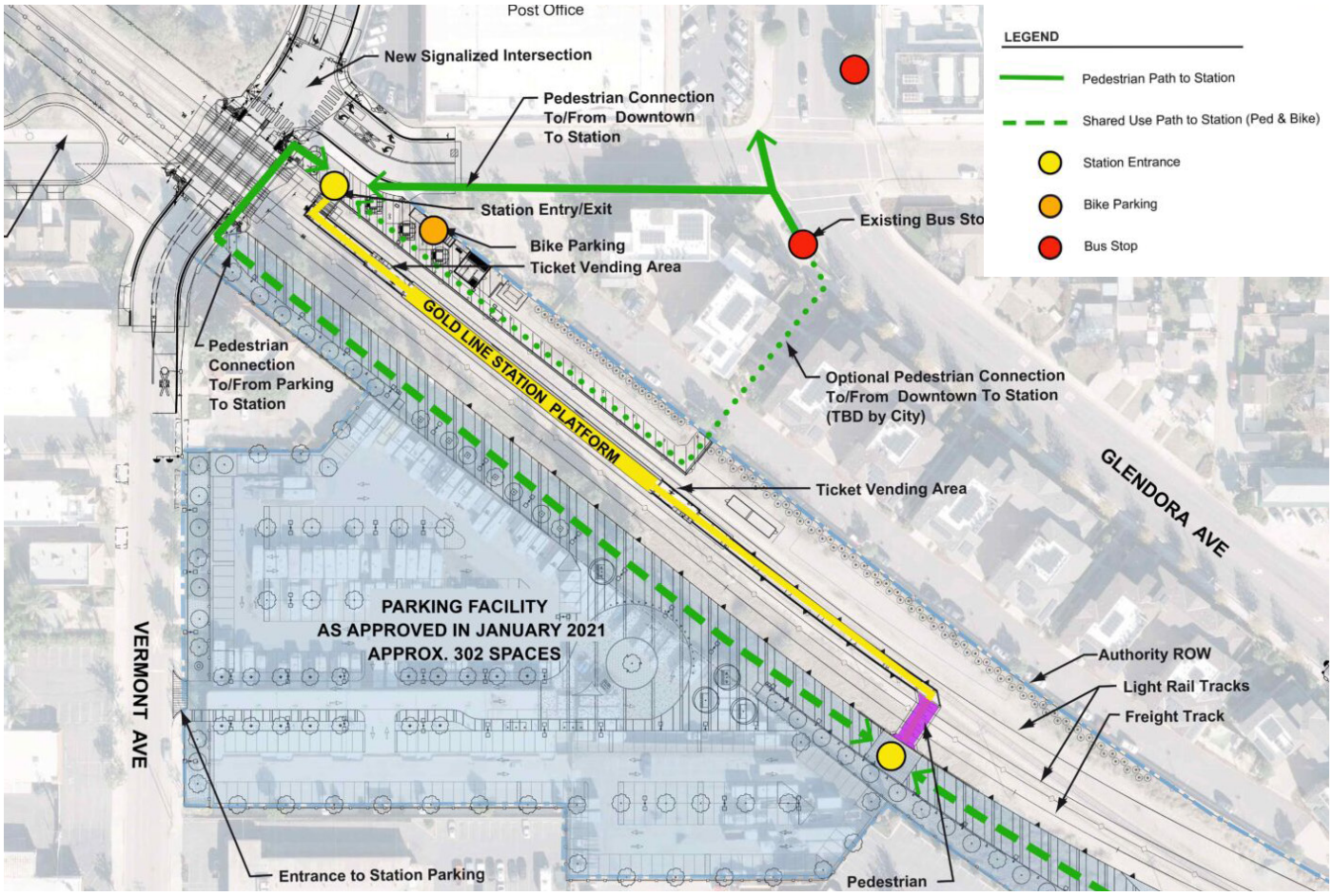
The Metro Rail Station will feature a single center running platform that will serve both the eastbound and westbound running lines. The station platform is located near the intersection of Ada Avenue and Vermont Avenue. Pedestrian access is provided from Ada Avenue and Vermont Avenue. Station access to the south is provided through a pedestrian path that runs adjacent just south of the rail line from Vermont Avenue to Glendora Avenue. A pedestrian undercrossing connects the station platform to the pedestrian path.

FIGURE D-14: STATION ACCESS RENDERING

Source: Foothill Gold Line Extension Construction Authority

FIGURE D-15: STATION ACCESS DIAGRAM

Source: Foothill Gold Line Extension Construction Authority, 2021

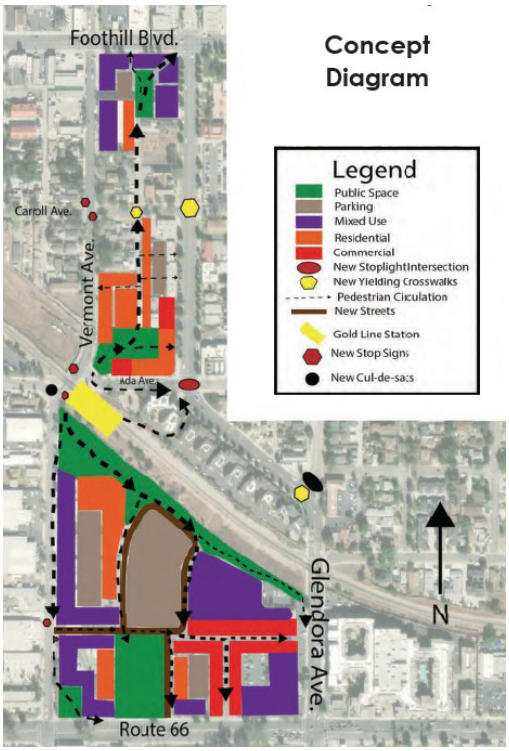


LINKING THE VILLAGE TO ROUTE 66

In 2019, students from Cal Poly San Luis Obisbo's Urban Design Studio presented alternative concepts from their report *Rethinking Downtown Glendora, CA: Linking the Village to Route 66*. The report was prepared for a quarter-long undergraduate class project and includes a problem assessment, inspirational case studies, and alternative concept plans. The focus area of the report includes the areas between Vermont Avenue and Glendora Avenue, and between Route 66 and Foothill Boulevard. The plan includes six alternative concepts for future development in this area. The concepts and ideas presented in this plan provided inspiration for concepts presented in the Vision Plan.

FIGURE D-16: ALTERNATIVE CONCEPT PLANS

Source: Cal Poly San Luis Obisbo CRP 341 Urban Design Studio (2019)



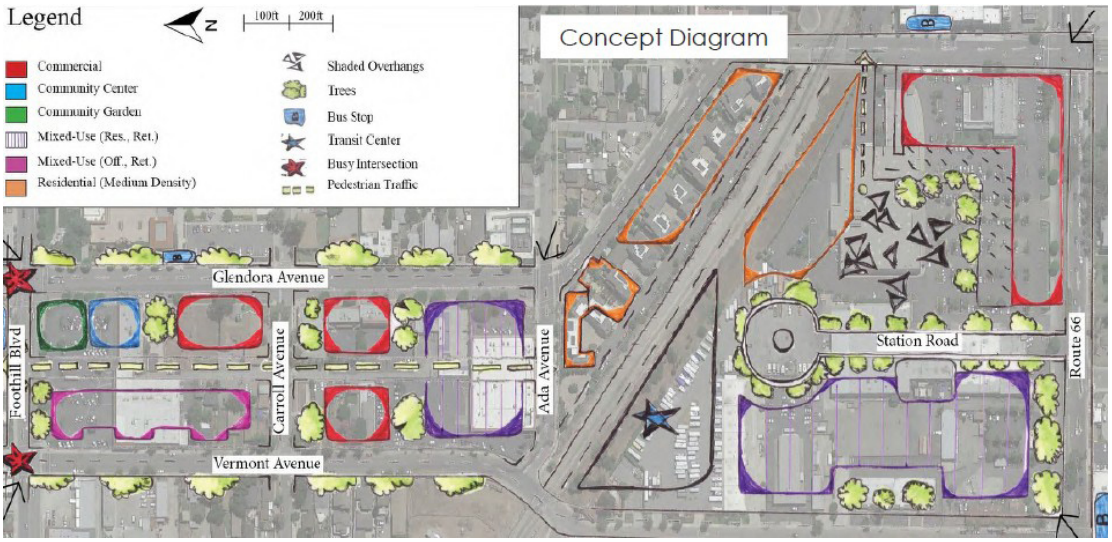
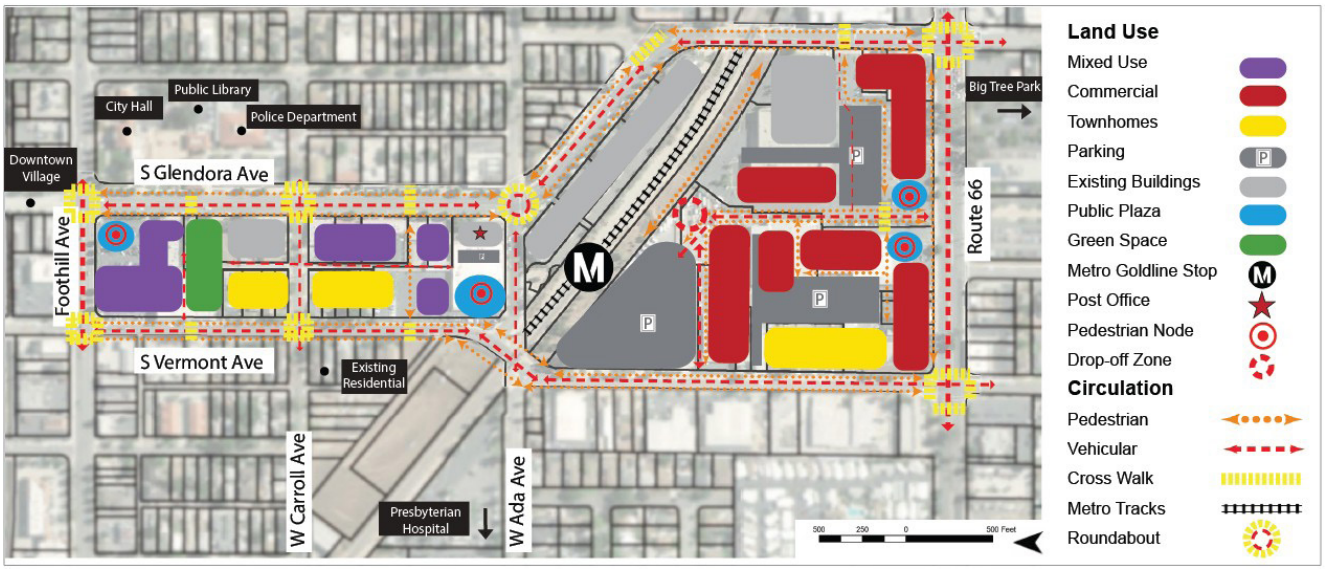


FIGURE D-15: ALTERNATIVE CONCEPT PLANS (CONT.)

Source: Cal Poly San Luis Obisbo CRP 341 Urban Design Studio (2019)

Note: Diagrams depict north orientation rotated counter clockwise 90 degrees.



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APPENDIX E
DEVELOPMENT OPPORTUNITY

DEVELOPMENT OPPORTUNITY

To determine parcels that are most suited for development, parcels within the study area was analyzed in two steps:

1. Each parcel was given a development opportunity score. Development opportunity scores were determined by attributing points to each parcel, outlined in Table E-1: Development Opportunity Score Criteria, and shown in shown in Figure E-1: Development Opportunity.
2. The development opportunity score map was further refined to capture additional opportunities, constraints, and highlight where the resulting development opportunity score may not align with the potential development based on subjective analysis. For example, parcels containing the flood control channel north of Foothill Boulevard had a high development opportunity score due to its contiguous ownership, vacancy, and underutilization ratio, however, the functional flood control channel poses a limitation to development. These subjective findings are highlighted in Figure E-2: Refined Development Opportunity.

Development Opportunity Score Methodology

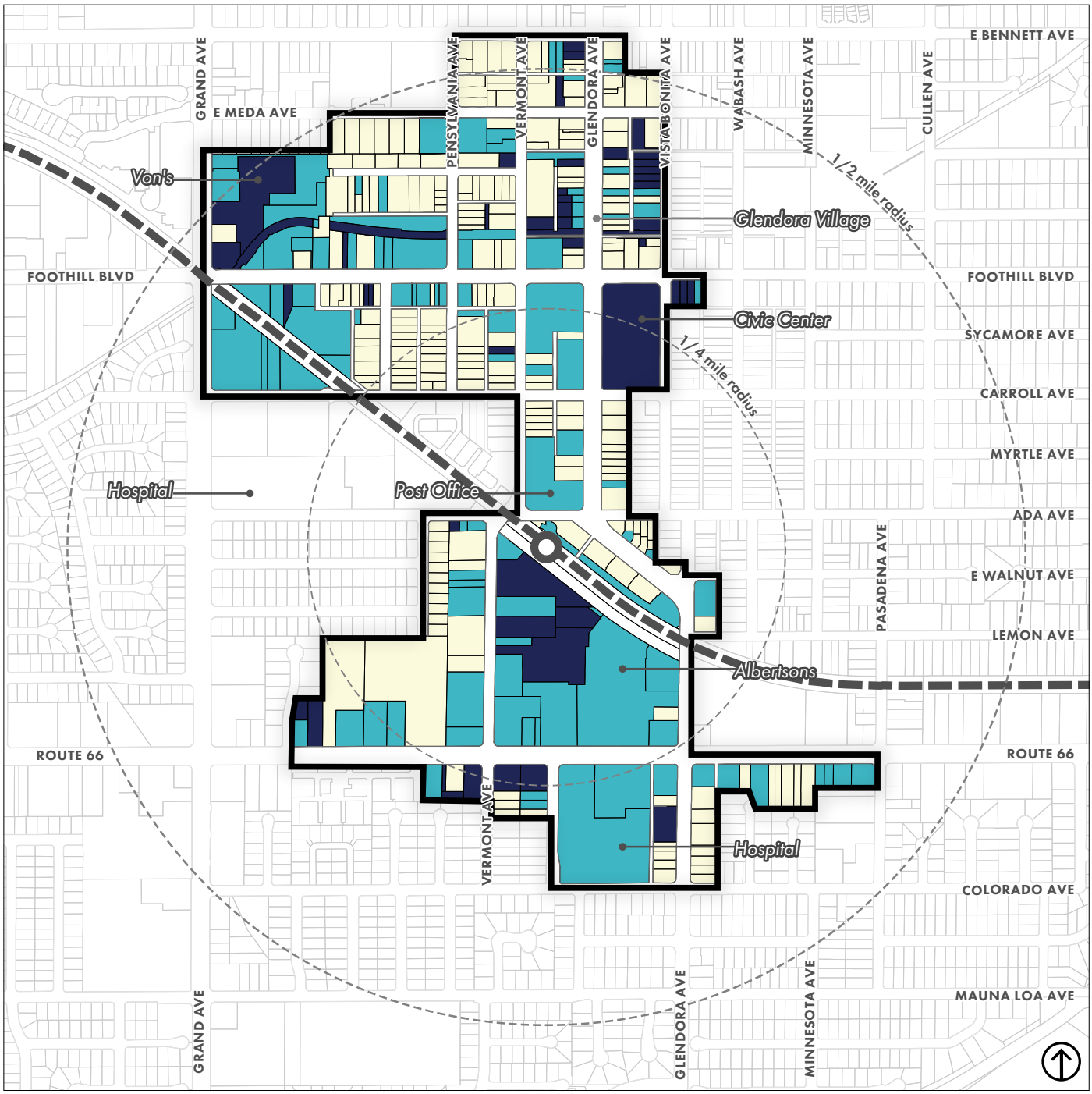
Five criteria, outlined in Table E-1, were used to determine the development opportunity score for each parcel within the study area. If the parcel met the criteria, the parcel received points. The development opportunity score is the sum of all development opportunity criteria points the parcel received. The maximum development opportunity score is 10. A parcel with a score of 10 means it met all of the development opportunity criteria and has high development opportunity. A total score of 4 or below means the parcels is unlikely to redevelop. Sites that are identified as a locally designated historic resource receive an automatic score of 0.

Table E-1: Selected Development Scenario Focus Areas Overview

Criteria	Points
Contiguous parcel with the same owner or City-owned property	2
Ratio of assessed value of improvements to assessed value of land is less than 1	2
Includes vacant uses Includes existing office, commercial, or industrial uses	2 1
Has a lot size greater than 20,000 square feet	2
The building to lot coverage is less than 40%	2
Locally Designated Historic Resource (Not developable; Receives automatic total score 0)	x(0)
Max Development Opportunity Score *(Sum of Development Opportunity Criteria Points)*	**10**

FIGURE E-1: DEVELOPMENT OPPORTUNITY

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Development Opportunity Score

0-4 (Low)

5-7 (Medium)

8-10 (High)

REFINED DEVELOPMENT OPPORTUNITY

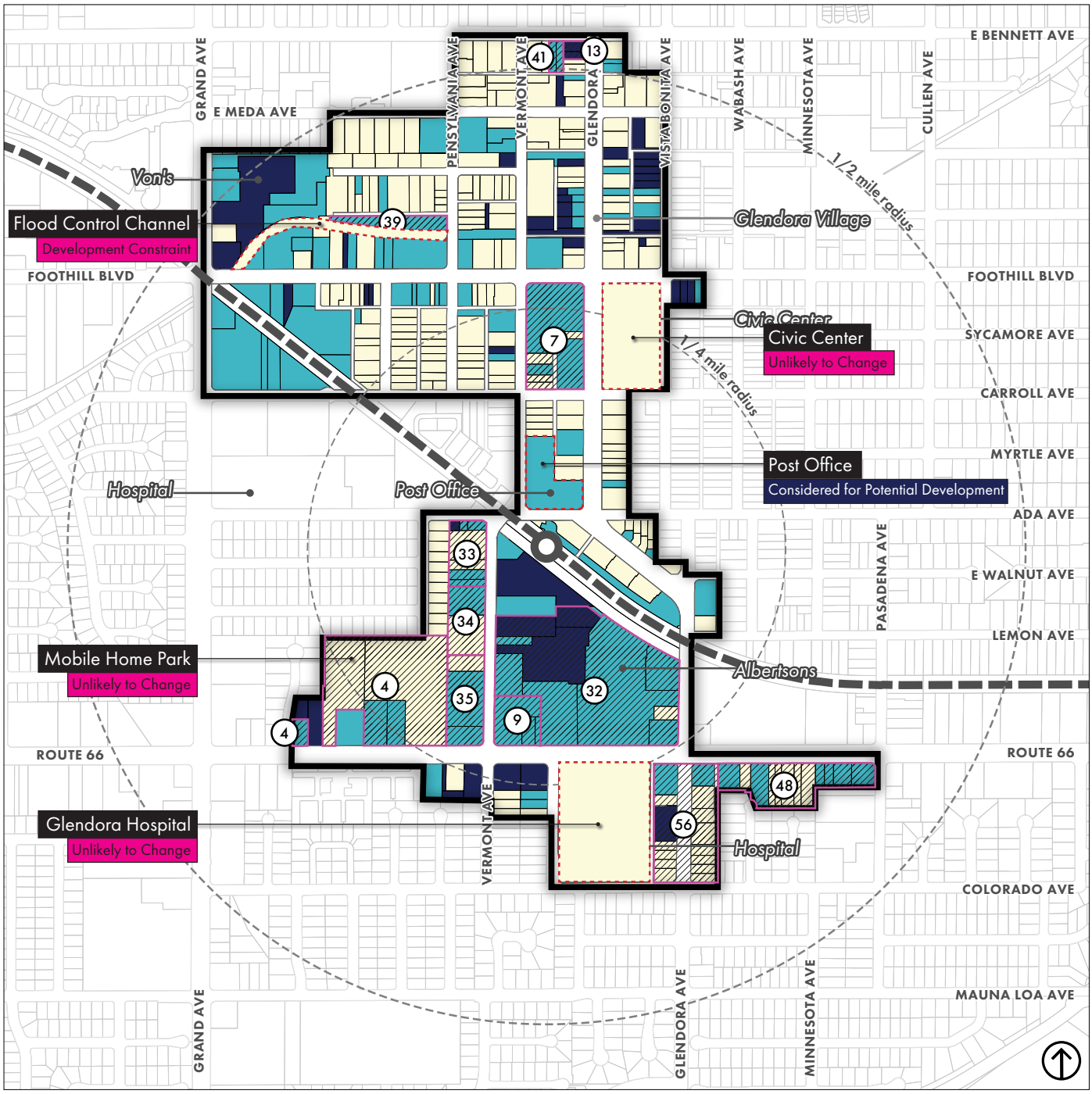
Figure E-2: Refined Development Opportunity Map highlights refinements to the development opportunity score based on staff analysis of opportunity and constraints.

Although the Civic Center and Glendora Community Hospital were noted with medium to high development potential, these sites are unlikely to change. An existing flood control channel runs under a surface parking lot serving Von's grocery store, CVS, and other commercial uses. The flood control channel poses a constraint to potential development.

The area immediately south of the future station is primed for transit-oriented development. This area has existing office, commercial, and industrial uses, a collection of parcels under same ownership, or publicly owned, surface parking, large lot sizes, and low lot coverage, and includes Housing Element inventory sites. Medium to high density mixed use development should be considered in this area. The post office has been identified as a site to be considered for potential development, due to its public ownership status, and immediate adjacency to the future Glendora Station. A collection of small sized contiguous parcels scored high in the northern area of station area. These sites should be considered for infill urban development.

FIGURE E-2: REFINED DEVELOPMENT OPPORTUNITY

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Development Opportunity Score

0-4 (Low)

5-7 (Medium)

8-10 (High)

2021-2029 Glendora Housing Element Sites

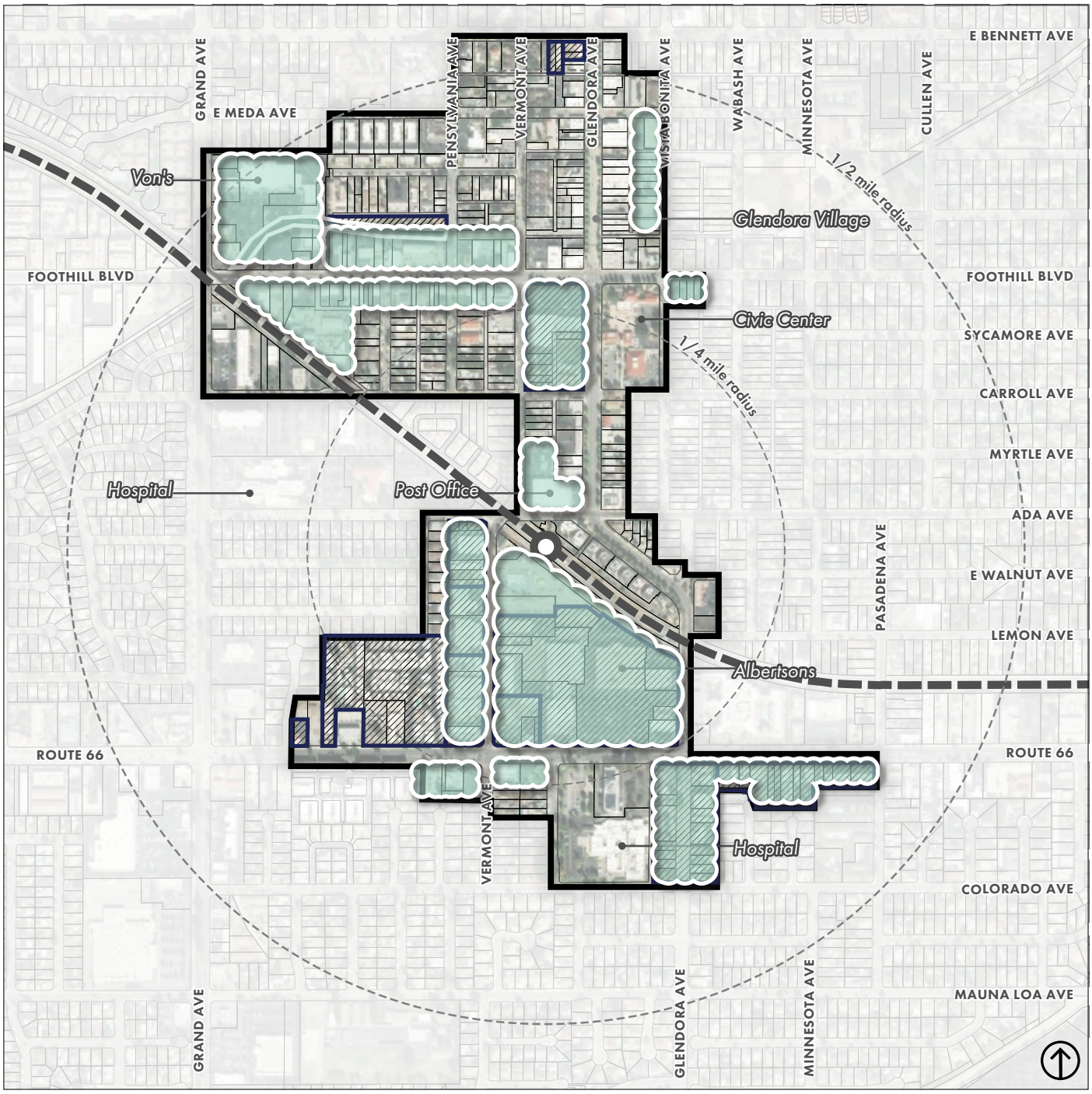
Development Opportunity Score Refinements

PRELIMINARY FOCUS AREAS

Focus areas for potential redevelopment were identified utilizing the refined opportunity score. The purpose of the focus areas were to solicit community feedback on why types of development, if any, should be encouraged in these areas. Feedback was solicited at the community open house, an online survey, planning commission study session, and city staff review. A summary of results can be found in Appendix B: Outreach and Engagement. Based on this feedback, development scenarios were developed for selected focus areas to express the Station Area Vision.

FIGURE E-3: PRELIMINARY FOCUS AREAS

Source: City of Glendora, 2024; PlaceWorks, 2024

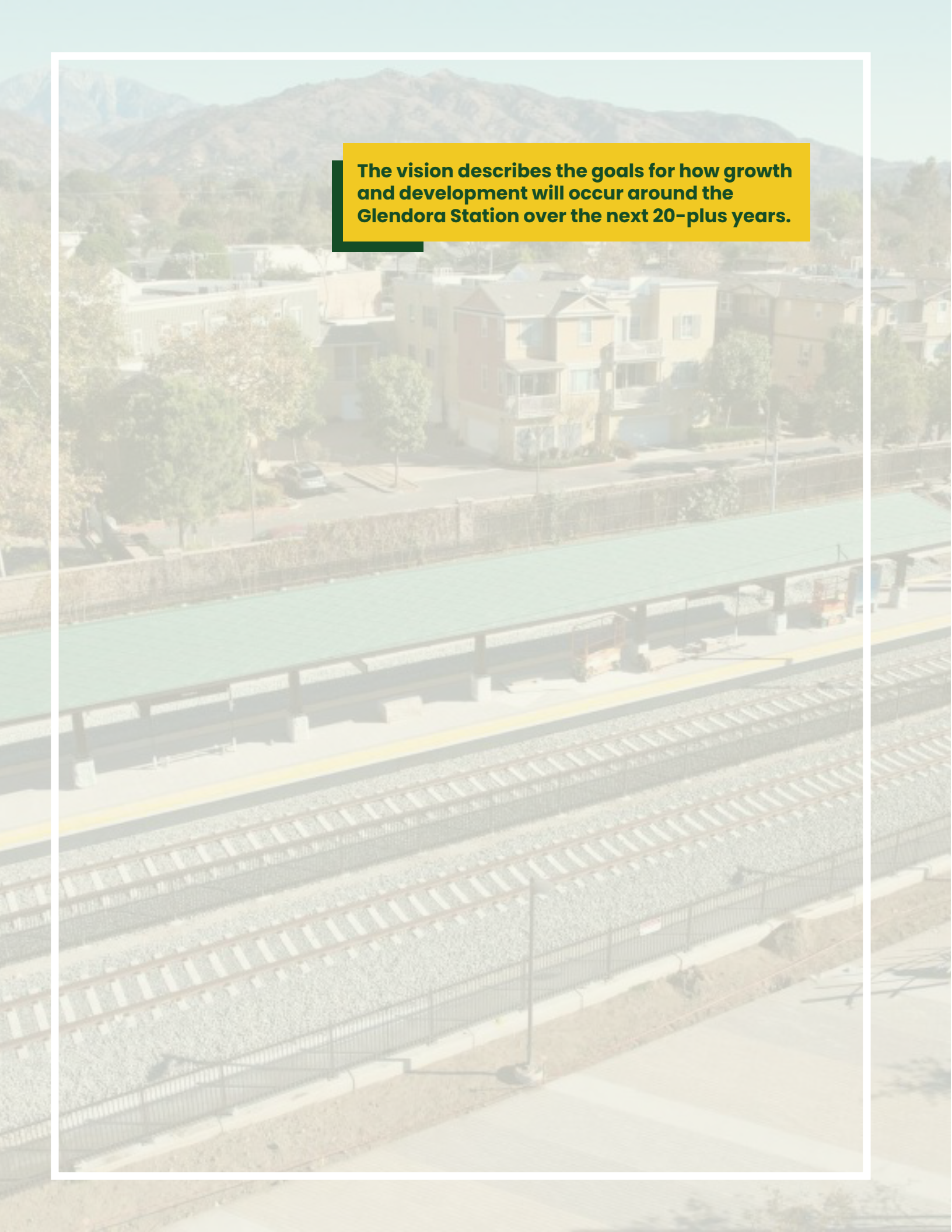


Station Area Plan Boundary

Metro A Line (Gold) Route & Station

2021-2029 Glendora Housing Element Sites

Preliminary Focus Areas



The vision describes the goals for how growth and development will occur around the Glendora Station over the next 20-plus years.