Glendora Station Area Vision Plan

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Glendora Station Area Vision Plan

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Note
This document is intended to be viewed as a two-page spread with a single cover and back page.

Objective Design Standards
This Station Area Vision Plan was developed in conjunction with the Citywide Objective Design Standards.

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1 **Introduction**

Provides an overview of the project, introduces the study area, and summarizes outreach and engagement efforts.

2 **Vision**

Presents a high-level vision for future development in the station area.

3 **Development Scenarios**

Provides background on focus area selection.
Explores potential development scenarios for selected focus areas.

4 **Public Realm Improvements**

Identifies recommended improvements to enhance the public realm experience in the Vision Plan area.

5 **Implementation**

Provides guidance and next steps for executing the Vision Plan.

Appendices

A. RHNA Capacity Analysis. Reviews potential development opportunities on the 2021–2029 Housing Element Inventory Sites.

B. Case Studies. Offers a summary of recent development around nearby Metro A Line (Gold) stations.

C. Market Analysis. Provides a market analysis for potential development within the station area.

D. Existing Conditions. Presents maps, diagrams, and accompanying narrative to establish a clear understanding of the current urban environment.

E. Development Opportunity. Builds on the existing conditions analysis, highlighting potential development opportunities in the station area.

1 INTRODUCTION

Purpose and Intent

Seneca said that "luck is when preparation meets opportunity," and Glendora finds itself at a unique crossroads of circumstances and opportunity . The LA Metro Glendora Station, a once-in-a-generation rail transit opportunity, is set to begin operations in 2025, linking the city to Los Angeles and the broader region via the Metro A Line (Gold). In addition, Glendora's 2021–2029 Housing Element, certified by the State in 2023, commits the city to a series of actions aimed at streamlining housing production for all economic segments. Within a half-mile of the station, the Housing Element identifies 10 sites for potential residential development, set to accommodate around 45% of the city's projected housing demand of around 1,000 residential units.

45% **The station area can accommodate up to 45% of the City's projected housing demand.**

Glendora's historic downtown, the Village, and sections of the iconic Route 66 corridor are also within walking distance of the station. The arrival of light rail service could serve as a catalyst for economic growth, revitalization, with the expansion of live-work-play opportunities through mixed-use developments. The Glendora Station Area Vision Plan outlines a roadmap to prepare for this opportunity, focusing on how future housing can integrate into a vibrant, walkable urban environment within one-half mile of the station while preserving the historic character of this beloved foothill community.

The Glendora Station Area Vision Plan (Vision Plan) is a comprehensive land use development strategy for the area within a half-mile radius of the Glendora Station. Aiming to leverage the transit and mobility enhancements surrounding the station, the plan outlines a development vision through various scenarios and identifies the regulatory adjustments required to realize these scenarios. The Vision Plan also establishes an urban design framework that promotes a pedestrian- and transit-friendly environment while addressing the City's housing needs. This vision was shaped through an extensive public engagement process, including meetings with property owners, stakeholders, Metro staff, and Glendora's Planning Commission and City Council.

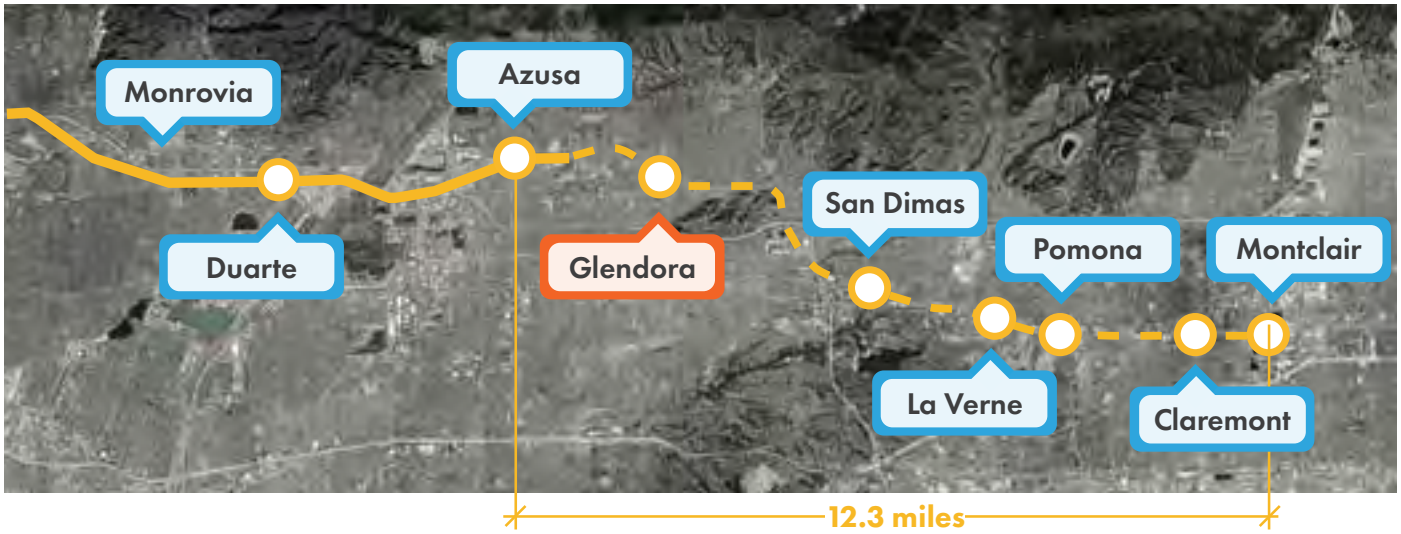
REGIONAL CONTEXT

The Metro A Line (Foothill Gold) Extension will establish vital connections between six foothill communities in the San Gabriel Valley and downtown Los Angeles. These cities collectively house a population exceeding 330,000. The route will traverse near the city centers and historic downtowns of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair, marking a pivotal advancement in enhancing multimodal transportation options for these communities.

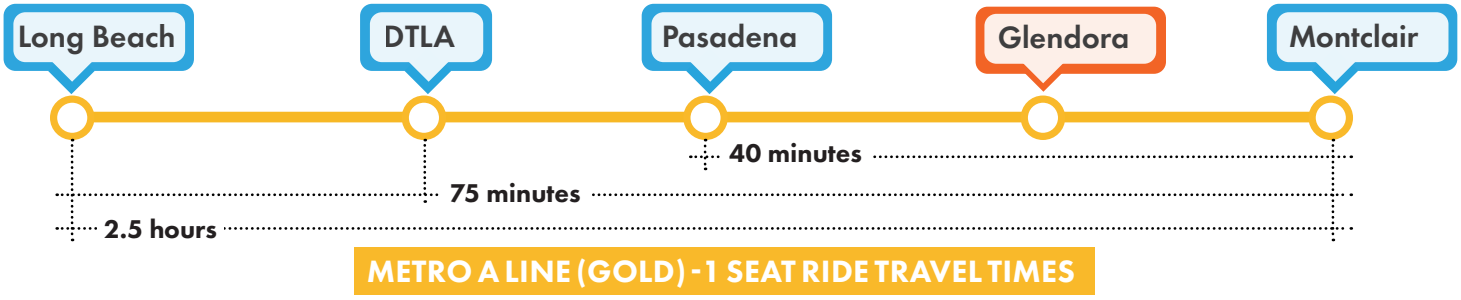
Of particular note, the proximity of five universities—including the Claremont Colleges, Azusa Pacific University, Citrus College, and Cal Poly Pomona—underscores the extension's potential to serve as a catalyst for economic growth. Transit stations are anticipated to play a crucial role as economic hubs, mirroring the transformative impact observed by the Regional Transportation District in Denver, where billions of dollars in real estate investments, along with major employment, housing, and commercial developments, flourished within half-mile proximity of transit stations post-opening.

Emphasizing the importance of aligning housing and mixed-use development with transit stations is essential to bolster ridership and maximize the regional investment. This strategic approach not only supports sustainable growth but also emphasizes the rationale behind this visionary plan.

FIGURE 1-1: REGIONAL CONTEXT

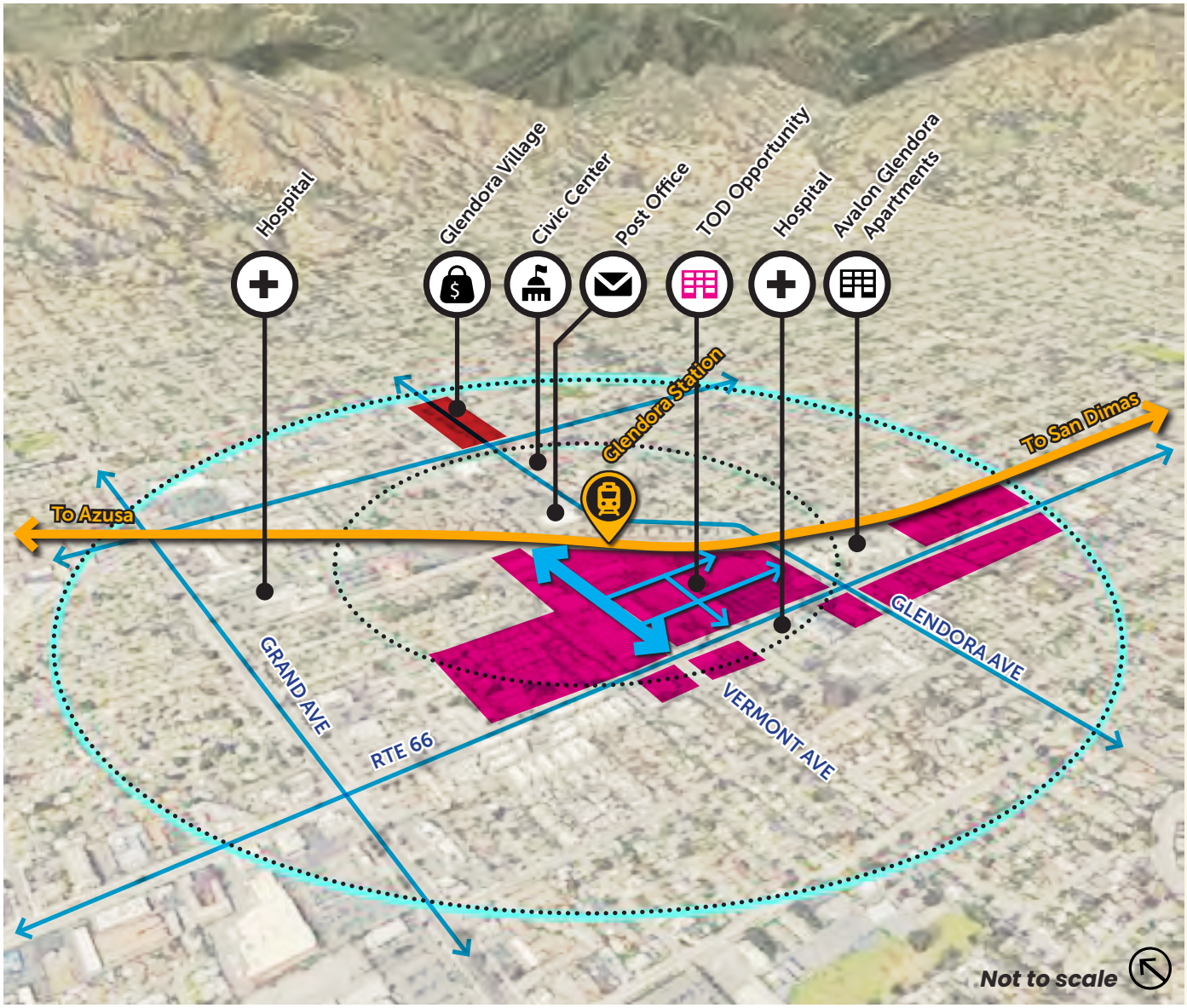


The Metro A Line (Foothill Gold) Extension (under construction) will extend the Metro A Line (Gold) 12.3 miles from Azusa to Montclair.



METRO A LINE (GOLD) - 1 SEAT RIDE TRAVEL TIMES

FIGURE 1-2: STATION AREA OVERVIEW

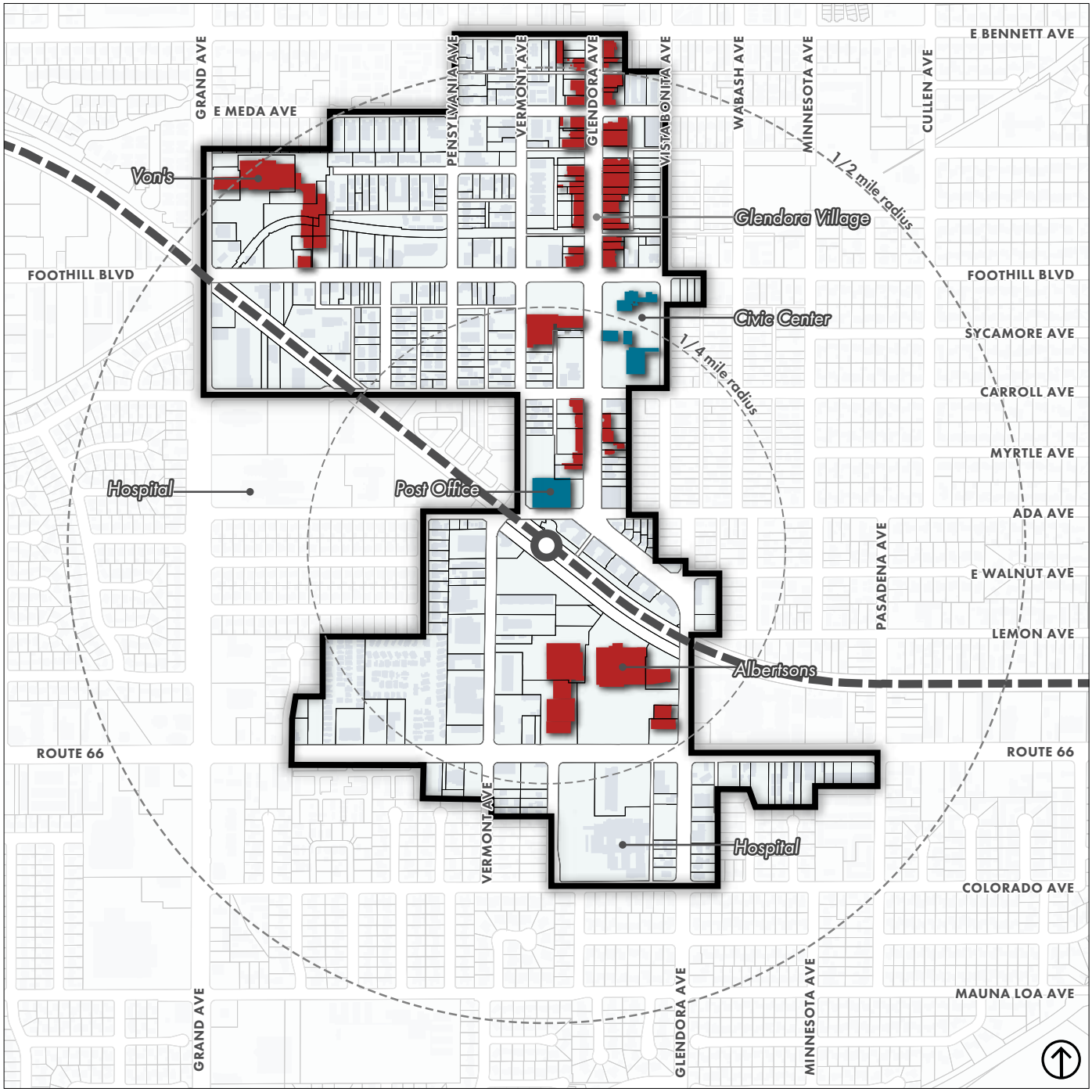


STUDY AREA

The Glendora Station Area Vision Plan study area is a focused half-mile radius around the future Glendora station near the intersection of Vermont Avenue and Ada Avenue. Within the half-mile radius, the study area was refined to exclude areas that are not likely to change, such as existing low-density residential uses and recent development projects. The refined study area also took into consideration 2021-2029 Glendora Housing Element sites (See Figure 1-4). These sites have been identified as potential sites for residential development that would help meet the City's Regional Housing Needs Allocation (RHNA). The Vision Plan boundary shown in Figure 1-3 includes areas along Route 66, Foothill Boulevard, Glendora Avenue, Vermont Avenue, and Pennsylvania Avenue. The study area includes approximately 400 parcels with an area of 142 acres.

FIGURE 1-3: STATION AREA VISION PLAN BOUNDARY

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Civic Institutions

Key Commercial/Office Uses

AFFORDABLE HOUSING

Los Angeles Metropolitan Transportation Authority (Metro)

Metro prioritizes affordable housing in tandem with transit corridor projects through its Joint Development (JD) Policy, updated in July 2024. The policy requires that any development on Metro-owned land contribute to housing affordability and equitable growth near transit. Under the updated guidelines, Metro requires that at least 25% of residential units in joint development projects be income-restricted for lower-income households (earning 80% or less of the Area Median Income (AMI)) or an equivalent number of Income-Restricted Units as calculated in the policy. Where feasible, Metro prioritizes projects that are 100% affordable.

As part of its broader commitment to addressing the region's housing shortage, Metro has set a goal to facilitate the development of 10,000 housing units on Metro-owned land, with a significant portion dedicated to affordable housing. The Glendora Station is one of the projects contributing to this initiative, ensuring that transit-oriented development includes equitable housing opportunities.

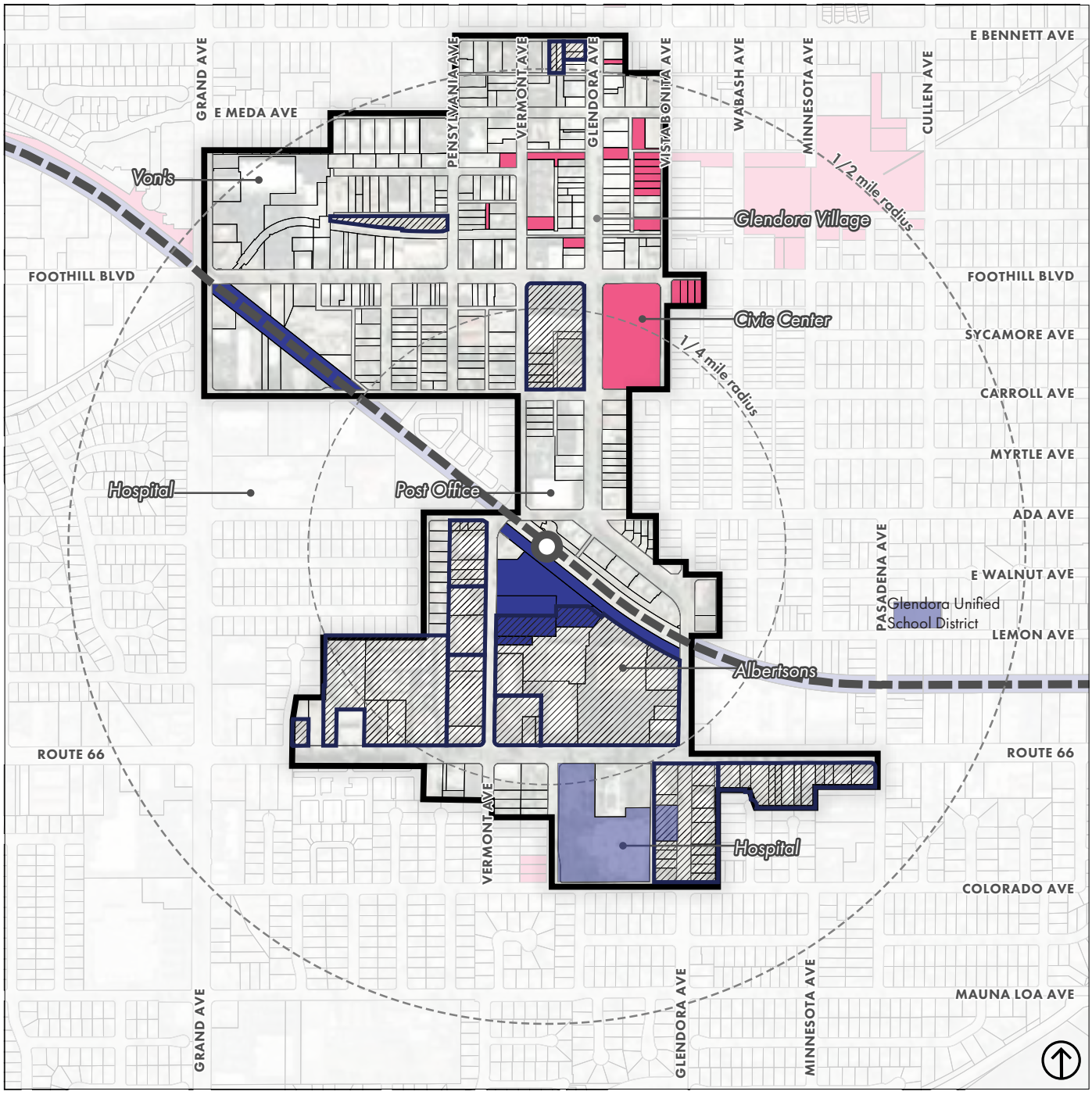
By leveraging its land assets, Metro aims to create vibrant, transit-oriented communities that provide housing opportunities for a range of income levels while promoting sustainable, transit-accessible lifestyles. These efforts align with the Glendora Station Area Vision Plan by reinforcing transit-supportive development and ensuring that the benefits of Metro's expansion are equitably distributed.

Publicly Owned Properties and Key Institutions

Affordable housing developments are typically built on publicly-owned or institutional properties due to a number of factors, principally the cost of land acquisition and land holdings versus the time needed for a affordable housing developer to obtain funding and tax credits for construction. The City of Glendora should consider developing existing publicly-owned properties for future affordable housing sites while balancing that need against the other needs for such properties. Additionally, key institutions should be encouaged to leverage their land holdings to consider properties for affordable housing, potentially to offer housing for employees. Figure 1-4 highlights Housing Element Sites, publicly owned parcels, and land held by key institutions. Further discussion on affordable housing development is included in Chapter 3.

FIGURE 1-4: 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

Parcel Ownership

City of Glendora

Metro Gold Line Foothill Extension Construction Authority

Key Institutions

Station Area RHNA Unit Expectations **1,290**

Citywide RHNA Unit Expectations **2,276**

TRANSIT ORIENTED COMMUNITIES TECHNICAL ASSISTANCE PROGRAM

Through the expansion of Metro and new funding sources (Measure M), Metro launched the Transit Oriented Communities Technical Assistance Program. The program focused on finding and strengthening synergies between transit and the surrounding streets, public spaces, and developments to support an expanding transit network.

Metro supports local jurisdictions to develop and adopt transit-supportive policies and programs to leverage the value of transit investments and increase ridership. As a part of this program, funding was made available for jurisdictions to prepare for the expansion of Metro. Through the grant funding, Metro has five primary goals:

- Increase transit ridership and choice.
- Stabilize and strengthen communities around transit.
- Engage communities in visioning.
- Distribute transit benefits to all.
- Capture value created by transit.

Because the Vision Plan is funded by the Transit Oriented Communities Technical Assistance Program, Glendora aims to implement Metro's primary goals and incorporate the Transit Supportive Toolkit Characteristics.

Metro Transit Supportive Toolkit Characteristics

COMPACT DESIGN

COMMERCIAL STABILIZATION, BUSINESS RETENTION & EXPANSION

COMPLETE NEIGHBORHOODS

TRANSIT PRIORITIZATION, ACCESSIBILITY & AREA DESIGN

STREET & NETWORK CONNECTIVITY

PARKING MANAGEMENT

SITE LAYOUT, PARKING LAYOUT & BUILDING DESIGN

TRANSPORTATION DEMAND MANAGEMENT

AFFORDABLE HOUSING

PEDESTRIAN & BICYCLE CIRCULATION

DEVELOPMENT PROJECT CASE STUDIES

To better understand the development potential around Metro A Line (Gold) stations, the following case studies highlight transit-oriented developments that have either recently been completed or are currently under construction in other Foothill communities. The development projects shown are Metro A Line (Gold) stations with developments similar to those anticipated in Glendora. Additional case studies are provided in Appendix B: Case Studies.

Alexan Monrovia

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

Esperanza at Duarte

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

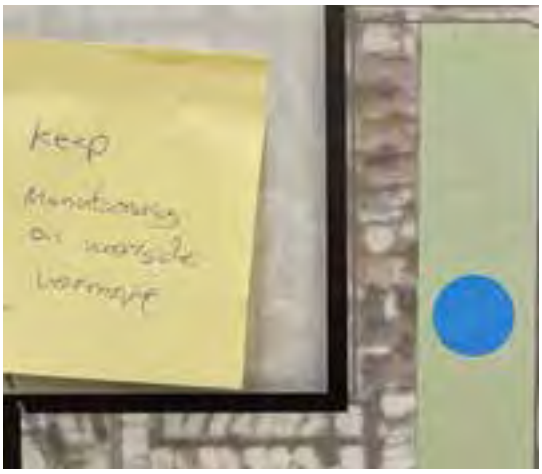
Paseos at Montclair North

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

OUTREACH & ENGAGEMENT

Introduction

Community outreach and engagement are essential to ensure the Vision Plan reflects the values and concerns of residents, business owners, and community members surrounding the Glendora Station and throughout the city. To gather input throughout the planning process, the project team conducted a variety of engagement activities. These included one-on-one meetings with stakeholders, a public in-person open house, two virtual open houses, digital outreach through the project website, online surveys, and two Planning Commission study sessions. This section provides an overview of these engagement activities.



Community Open House

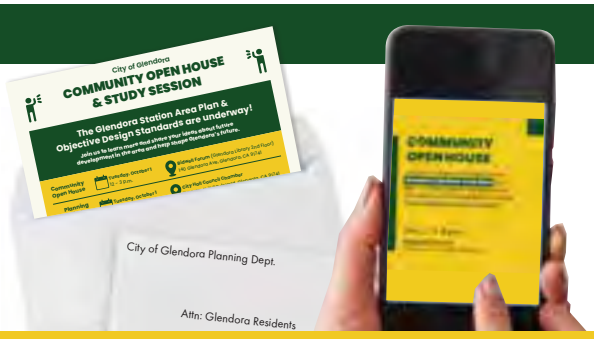
A community open house was held on October 1, 2024, at the Bidwell Forum from 12:00 to 3:00 p.m. The goal of the open house was to introduce community members to the Station Area Vision Plan and gather initial feedback on community sentiment regarding potential development around the Glendora Station. The event followed an 'open house' format, with presentation boards displayed around the room for participants to review and interact with. The boards featured a project overview, an analysis of existing conditions, a "Where do you live and work?" activity, an overview of the development opportunity analysis, case studies of development around adjacent Metro stations, and activities asking questions such as: "What development types should be encouraged around the future Glendora Station?", "Where should development types be encouraged?", and "What open space amenities would you like to see?"

The open house was promoted through several city channels, including the City's Instagram and Facebook pages, e-blasts to the City's listserv, and a flyer mailed to over 400 property owners within the station area plan boundary. Approximately 33 community members attended the event. Additionally, an online survey was available from October 1 to December 31, 2024, to mirror the activities conducted at the open house and provide an alternative participation opportunity for those unable to attend in person. The online survey received input from 50 community members. A summary of the findings from both the open house and the online survey is included on the following page.

Community Open House and Online Survey Summary

WHERE: Bidwell Forum (Glendora Public Library 2nd Floor)
140 Glendora Avenue, Glendora, CA 91714

WHEN: October 1, 2024
12–3pm



The open house and online survey were promoted via Instagram, Facebook, mailers to property owners, and e-blasts to the City listserve.

33 Total Attendees

13 live in the City of Glendora
1 lives in the Station Area

8 Work in the City of Glendora
6 Work in the Station Area

50 Online Survey Participants

What development type should be encouraged around the future Glendora Station?

4-6 Story Mixed Use

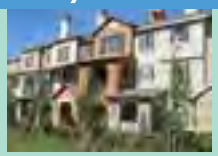

NEED GOOD SETBACKS!

(20)

3-4 Residential


(4)

3 Story Residential

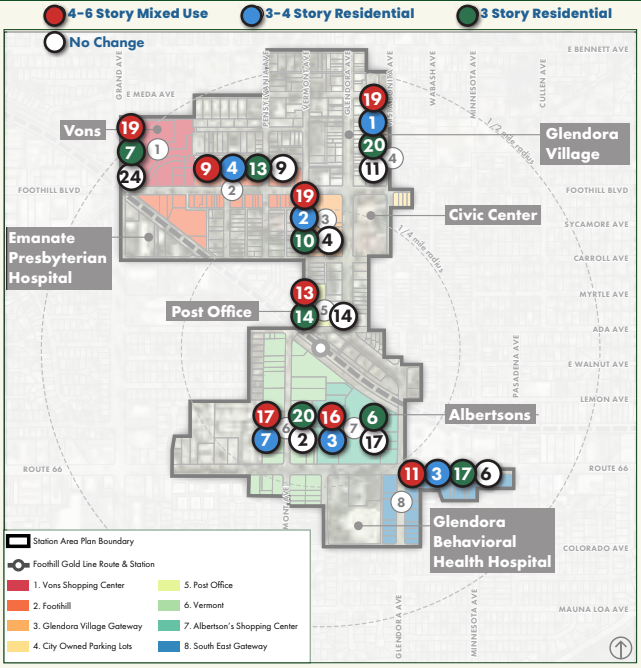
(33)

Other

3-4 Story Mixed-Use

(3)

Where should development types be encouraged?



TOP 3 OPEN SPACE AMENITIES PEOPLE WOULD LIKE TO SEE

Walking Trails & Paths (73 votes) | **Trees & Shade** (47 votes) | **Events & Programming** (46 votes)

2 VISION

Overview

The vision describes the goals for how growth and development will occur around the Glendora Station over the next 20-plus years. The vision is aspirational as new developments and transportation services create opportunities to enhance the station area.

The Glendora Station Area Vision is depicted through an urban design concept diagram, which outlines the land use framework of the station area, followed by an illustrative site plan, which highlights potential catalytic development projects that could transform the station area into a transit-oriented district.

The Vision was developed through a robust analysis of existing conditions of the urban environment, a development opportunity analysis, and input from community outreach efforts. Details of these processes are provided in Chapter 3.

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

URBAN DESIGN CONCEPT

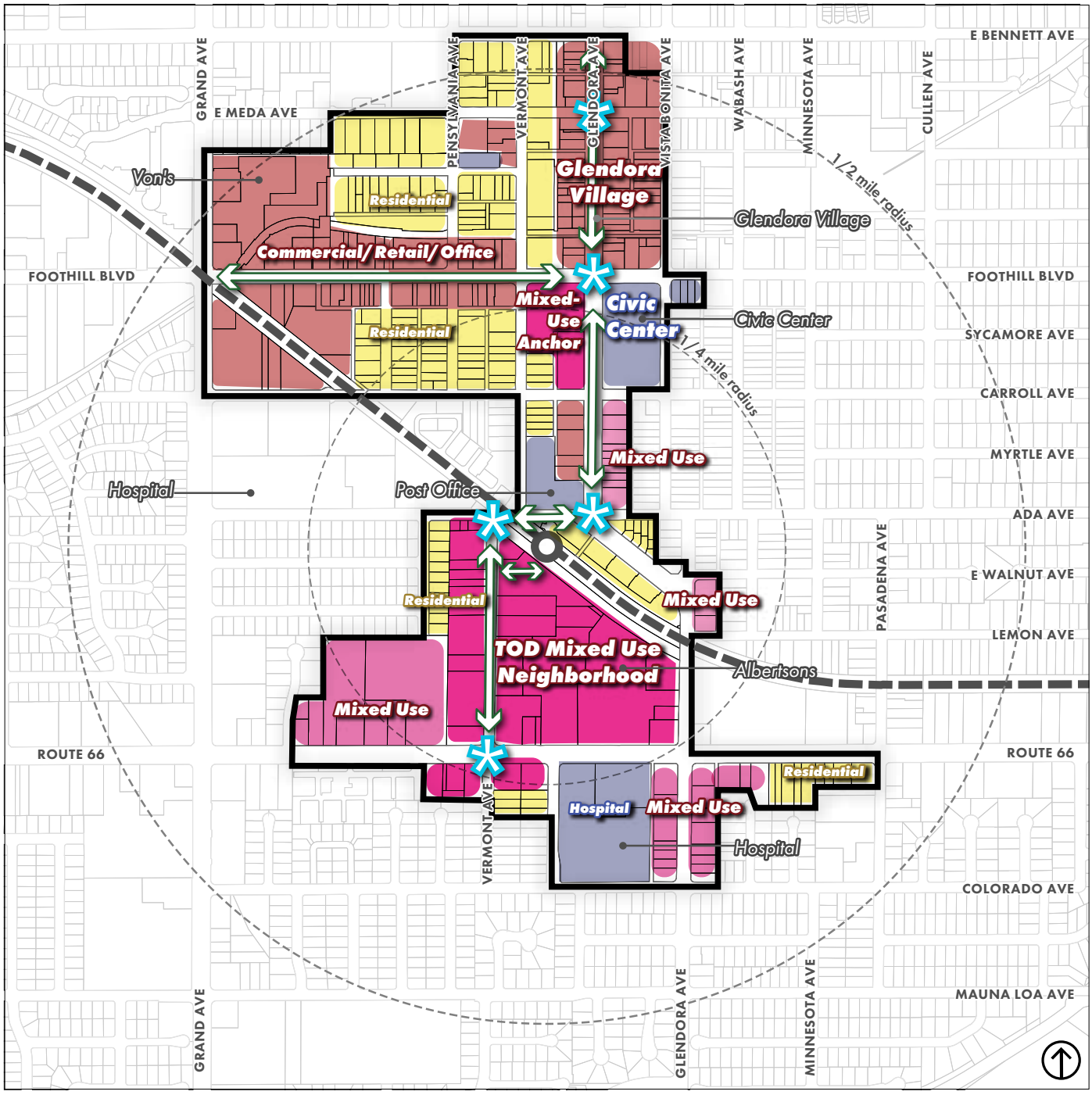
The urban design concept for the station area is to create an attractive, diverse, and vibrant neighborhood with a mix of medium- and high-density residential uses within walking and biking distance of the future Glendora Station. New development provides adequate housing to meet the needs of the 2021-2029 Housing Element and is focused around key activity nodes and key corridors in the station area.

The framework preserves cultural assets such as Glendora Village, the Civic Center, and existing residential uses, encouraging development in focused areas that are compatible with the scale and character of surrounding neighborhoods, and provides attractive and lively public realms along key streets connecting to the station. The urban design concept is illustrated in Figure 2-1.

The urban design concept is to create an attractive, diverse, and vibrant neighborhood with a mix of medium- and high-density residential uses.

FIGURE 2-1: URBAN DESIGN VISION CONCEPT DIAGRAM

Source: City of Glendora, 2024; PlaceWorks, 2024



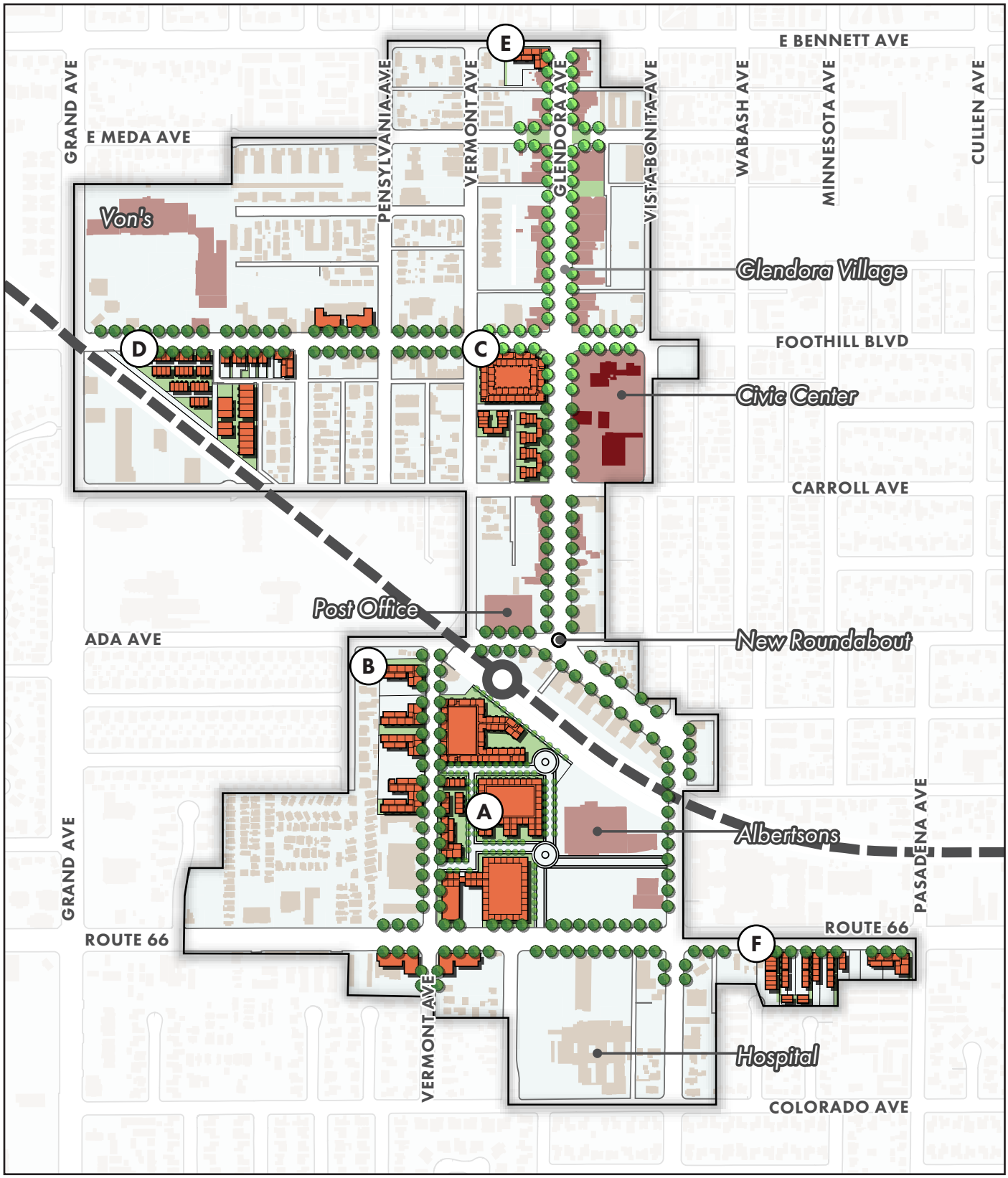
STATION AREA VISION ILLUSTRATIVE PLAN

Figure 2-2 illustrates a possible pattern of future development around the Glendora Station. This illustration imagines new development at selected focus areas identified during the process of preparing the Plan. This drawing does not require that specific buildings be constructed on these opportunity sites, but rather suggests the possibilities the Plan creates for property owners. The illustrative plan aims to inspire property owners to participate in creating the desired future for Glendora and to guide City leaders as they consider potential development proposals from the private sector.

This illustrative plan reflects potential development scenarios that support a pedestrian and transit oriented environment. These development scenarios are keyed to letters on the map and described further in Chapter 3: Development Scenarios. The development scenarios are expected to be initiatives of the private sector responding to the possibilities presented by a transit-oriented station area. As these and other projects are implemented incrementally over a two-decade period, the specific details of the final built result will inevitablly differ from this particular illustrative plan.

FIGURE 2-2: ILLUSTRATIVE PLAN

Source: City of Glendora, 2024; PlaceWorks, 2024




GLENDORA STATION

3 DEVELOPMENT SCENARIOS

This chapter provides an overview of development scenarios for selected focus areas in the plan area. The development scenarios aim to meet the City's RHNA and Housing Element requirements while providing a vibrant, transit-oriented environment and experience appropriately scaled for the city of Glendora. A variety of housing types and densities are illustrated to provide diverse living accommodations for single professionals, small to large families, and affordable housing.

Development scenarios aim to meet the City's RHNA and Housing Element requirements, while providing a vibrant, transit-oriented environment and experience.

This chapter is organized as follows:

- Market analysis: Provides an overview of uses and demographics that would be attracted by new development.
- Development Opportunity Analysis: Provides a summary of the methodology to determine development scenario focus areas.
- Development Scenarios: Provides development scenarios for selected focus areas.

MARKET ANALYSIS

This section provides an overview of the market analysis for potential development around the Glendora Station. The full market analysis can be found in Appendix C.

Current Market Conditions

Occupancy Rate[1]

Countywide **95.4%**

Northern San Gabriel Valley **95.9%**

This is a healthy occupancy rate that indicates demand for additional multifamily development.

New multi-family housing units[1]

Countywide **2,400 new multifamily housing units**

6,500 new and vacant units absorbed

Northern San Gabriel Valley **5 new multifamily housings units**

National Average Loan Interest Rates[2]

Construction Loan **11%**

Permanent Loan **7%**

Nationally, construction loan interest rates remain high. 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).

Average Monthly Rent[1]

Countywide **$2,800**

Northern San Gabriel Valley **$2,375**

Key Findings

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.

Source:
[1]CBRE, February 2, 2025 Los Angeles Multifamily Figures Q4 2024.
2 RealtyRates.com, Developer Survey, Quarter 1, 2025.

Market Rate Development

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

Potential rents for new multifamly housing in proximity to the rail station is substantially above the average multi-family rent county wide, suggesting that the rents in the plan area may support new construction to a higher degree than rents elsewhere in the northern San Gabriel Valley.

Table 3-1: 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%**

Key Findings

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 four development product types shown in Table 3-1 are all financially feasible.

AFFORDABLE HOUSING DEVELOPMENT

Overview

Envisioned in the mix of development in the plan area is housing that would be affordable to income qualified 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 process to construct affordable housing in the plan area, this analysis reviewed 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).

Casa de la Luz
Credit: Los Angeles County Homeless Initiative

Central Place Metro
Credit: Retirement Housing Foundation

There are three important types of funding for the permanent financing of affordable housing developments: Low-Income housing tax credits, bank financing, and other sources of funding.

Low-Income Housing Tax Credits (LIHTC)

Low-Income Housing Tax Credits 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 competitive 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.

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.

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. Other funding sources used for these three projects include:

- 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

Key Findings

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 Vision Plan recommends the City 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.

DEVELOPMENT OPPORTUNITY

Overview

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

1. Each parcel was given a development opportunity score. Development opportunity scores were determined by attributing points to each parcel, as outlined in Table 3-2, Development Opportunity Score Criteria.
2. The development opportunity score map was further refined to capture additional opportunities and constraints and to highlight where the resulting development opportunity score may not align with the potential development based on subjective analysis. For example, parcels around the Vons grocery store north of Foothill Boulevard had a high development opportunity score due to their contiguous ownership, vacancy, and underutilization ratio, but the functional flood control channel under the parking lot poses a limitation to development. These subjective findings are further elaborated in Appendix E: Methodology and shown in Figure 3-1: Development Opportunity Map.

Development Opportunity Score Methodology

Five criteria, outlined in Table 3-2 were used to determine the development opportunity score for each parcel in 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 locally designated historic resources receive an automatic score of 0. Properties with higher scores are considered more likely, in relative terms, to expect reinvestment or redevelopment.

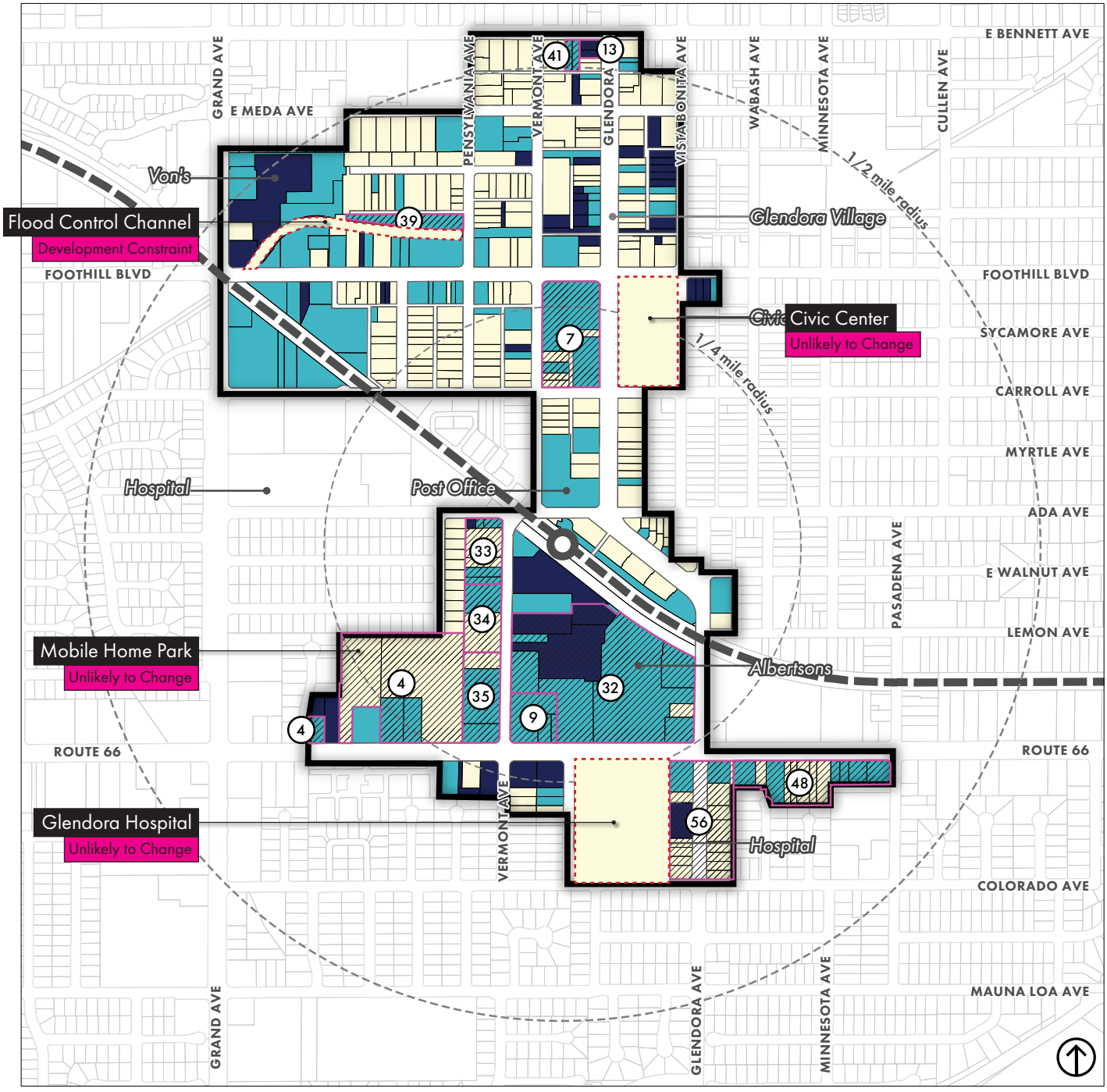
Figure 3-1, Development Opportunity Map, shows development opportunity scores with refinements based on staff analysis of opportunities and constraints. The area immediately south of the future station is primed for transit-oriented development. This area has existing office, commercial, and industrial uses; a collection of parcels under same ownership or publicly owned; surface parking; large lot sizes; and low lot coverage, and it includes Housing Element inventory sites. Medium- to high-density mixed-use development should be considered in this area. A collection of small-sized, contiguous parcels scored high in the northern part of the station area; however, there is community sentiment to preserve surface parking adjacent to Glendora Village.

Table 3-2: 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 3-1: DEVELOPMENT OPPORTUNITY MAP

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

DEVELOPMENT SCENARIOS

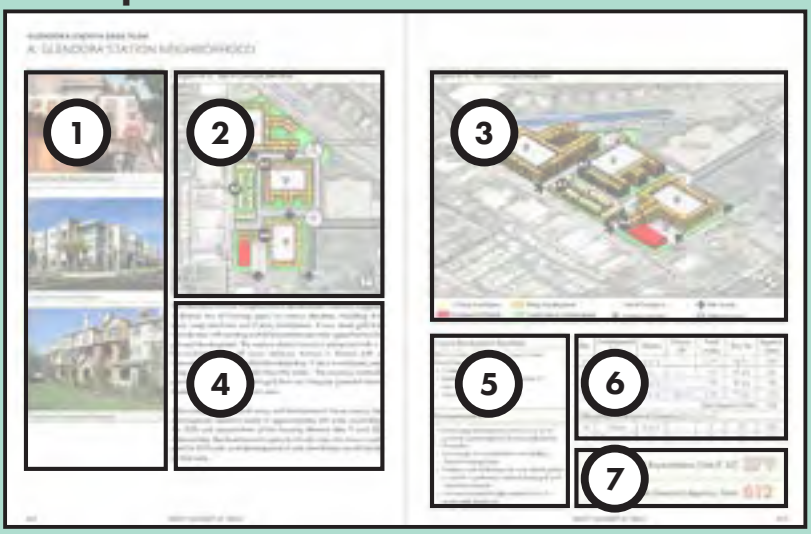
Focus areas, shown on Figure 3-2, were identified using the Development Opportunity Analysis (Figure 3-1), input from Planning Commission and City staff, and input received during the public open house and online survey.

Table 3-3 provides a summary of development scenarios for selected focus areas. Potential development in the selected focus areas would provide enough units to meet RHNA unit expectations for housing element sites in the station area. The following pages showcase potential development capacity in selected focus areas. These development scenarios provide guidance for development in other opportunity focus areas shown in Figure 3-2.

Table 3-3: Selected Development Scenario Focus Areas Overview

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
A	Townhome / Wrap	3-6	18,000	11.00	24-90	610
B	Apartment	3	-	3.11	36-48	130
C	Podium/Townhome	3-4	27,000	3.33	24-76	170
D	Townhome/ Apartment	3	-	4.50	14-58	80
D Alt	Wrap	5	-	4.50	62	280
E	Low Density Mixed Use	3	3,200	0.60	30	20
F	Townhome/Stacked Flats/ Apartment	3	-	2.83	28-32	85
					Total Approx Units	1,100

Development Scenario Overview

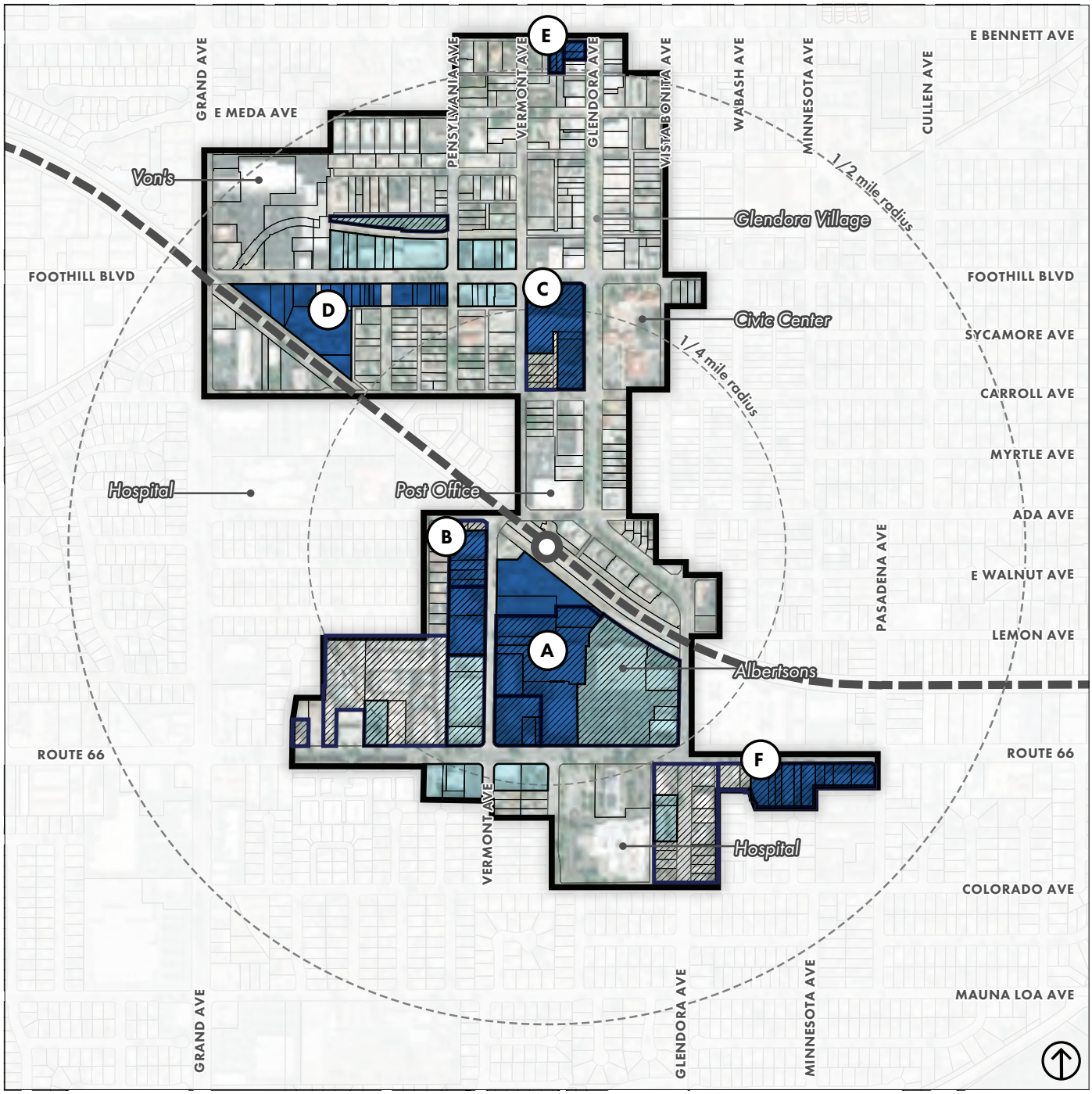


The following pages provide showcase potential development scenarios for selected focus areas. Development scenarios include:

1. Precedent Imagery
2. Development Scenario Site Plan
3. Development Scenario Diagram
4. Narrative
5. Current zoning regulations / zoning recommendations to accommodate development scenario
6. Development capacity summary table
7. Focus Area Housing Element Unit Expectations

FIGURE 3-2: DEVELOPMENT SCENARIO FOCUS AREAS

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Selected Development Scenario Focus Areas

Other Development Opportunity Focus Areas

2021-2029 Glendora Housing Element Sites

80% Hsg. El. Unit Expectations	**1,030**
Selected Development Scenario Approx. Units	**1,100**

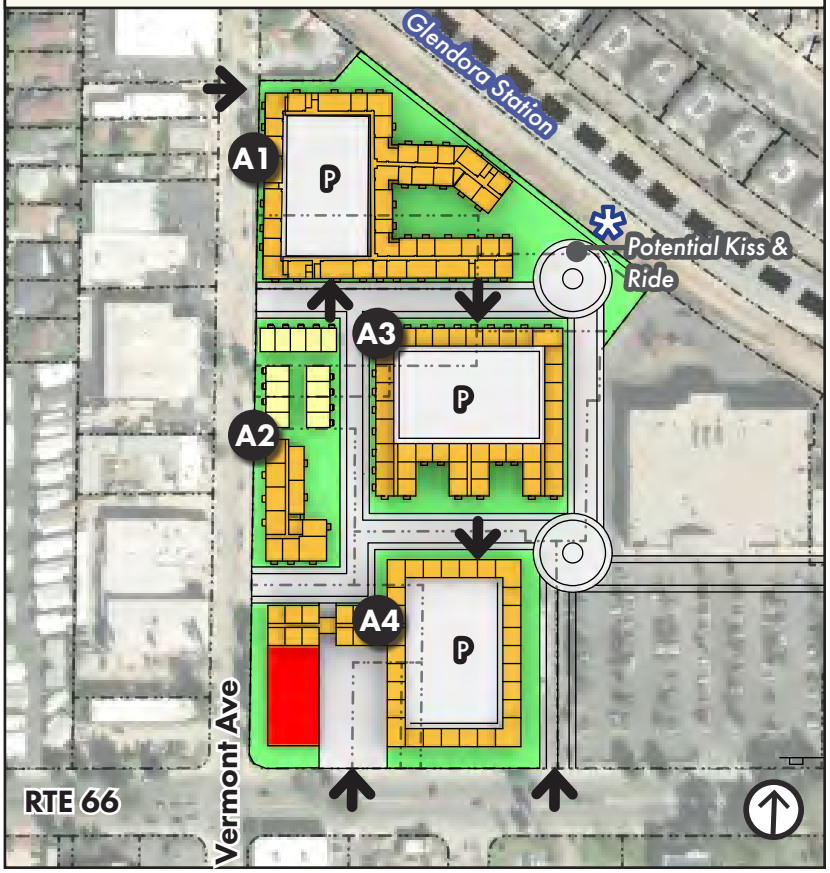
A: GLENDORA STATION NEIGHBORHOOD

Mixed-Use Development Example

Wrap Development Example

Townhome Development Example

Figure 3-3: Focus Area A Concept Site Plan



The Glendora Station Neighborhood development scenario suggests a diverse mix of housing types at various densities, including 4- to 6-story wrap structures and 3-story townhomes. A new street grid that coordinates with existing parcel boundaries provides opportunities for phased development. The eastern station access is enhanced with a kiss-and-ride drop-off zone. Vermont Avenue is fronted with a commercial anchor at the Rte 66 intersection, 3-story townhomes, and wrap structures that step back from the street. The roadway network provides a pedestrian-scaled grid that can integrate potential future development east of the focus area.

When integrating a mix of wrap and townhomes in Focus Area A, the development capacity results in approximately 612 units, exceeding the 80% unit expectations of housing element sites 9 and 32. Alternatively, the development capacity of only wrap structures would result in 825 units, and development of only townhomes would result in 264 units.

Figure 3-4: Focus Area A Concept Diagram

Current Development Standards

RT66 Corridor Specific Plan – Town Center Mixed Use

- Commercial FAR: 0.50
- Residential Density (du/ac): 24 min, 30 max
- Max Height: 45 feet/3 stories

Recommendations

- Encourage development over 65 du/ac to provide opportunities for housing adjacent to the station.
- Encourage lot consolidation and multiple, diverse housing types.
- Require road dedications for new development to create a pedestrian-oriented street grid and circulation network.
- Increase maximum height restrictions to 65 feet with stepbacks.

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
A1	Wrap	4 to 5	-	2.77	74.73	207
A2	Townhome	3	-	1.10	25.45	28
A3	Wrap	4 to 6	-	1.99	87.44	174
A4	Wrap	4 to 6	18,000	2.90	70.00	203
					Total Approx Units	612
Alternative Development Scenarios (Not Shown)						
A	Wrap	4 to 6	-	11	75	825
A	Townhome	3	-	11	24	264

80% Hsg. El. Unit Expectations (Site 9, 32) **379**

Development Scenario Approx. Units **612**

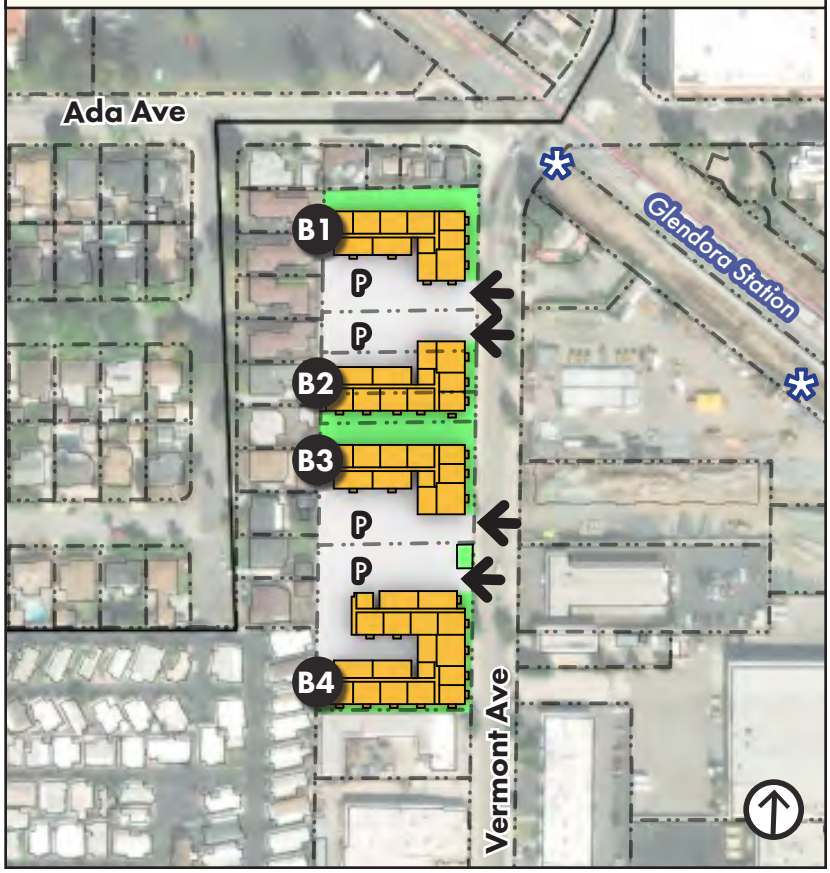
B: VERMONT AVENUE APARTMENTS

Low Density Apartment Example

Low Density Apartment Example

Low Density Apartment Example

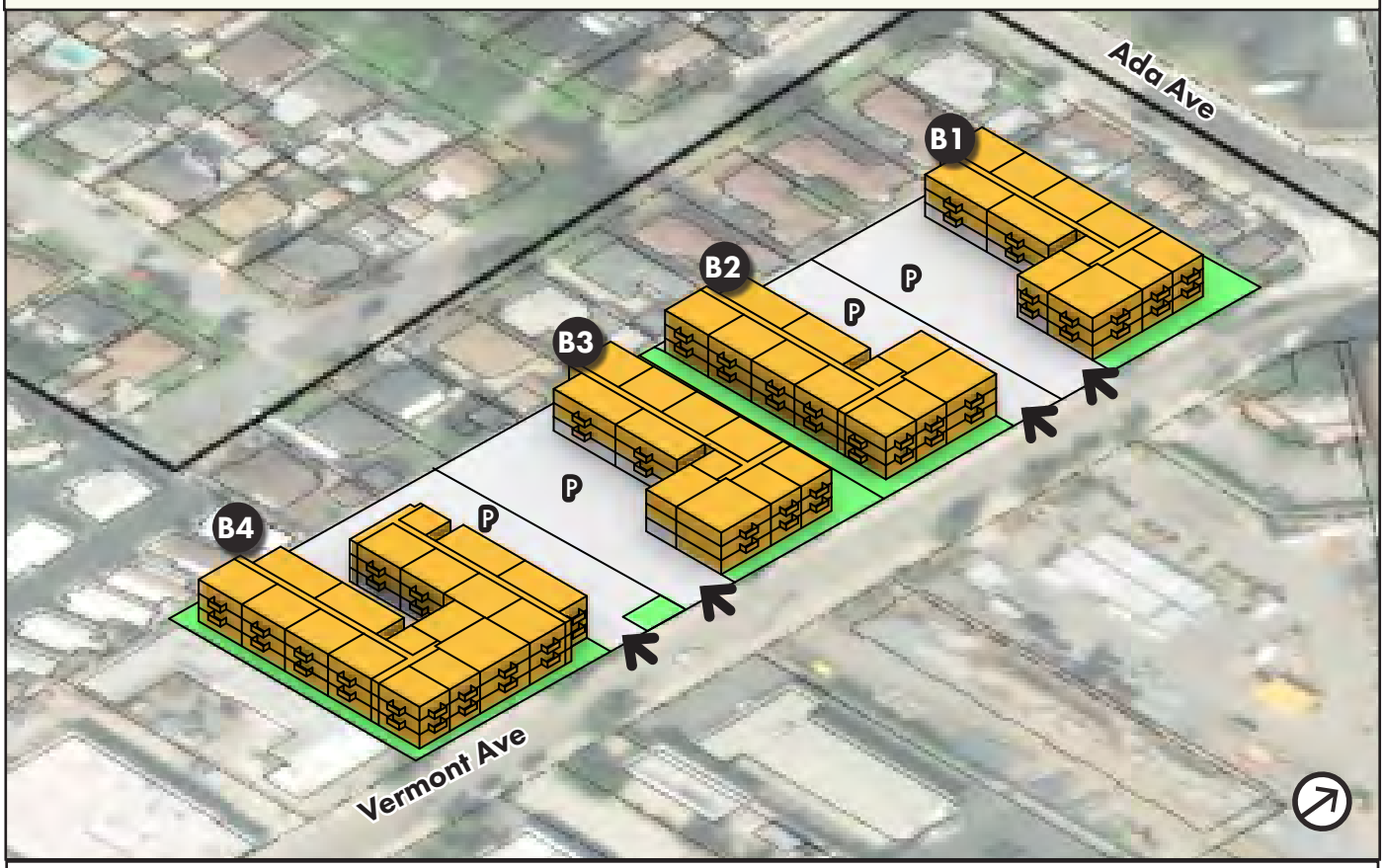
Figure 3-5: Focus Area B Concept Site Plan



The west side of Vermont Avenue, between Ada Avenue and Rte 66, consists of existing light industrial and manufacturing uses. These sites are also identified as Housing Element sites. Single-family residential uses are adjacent, west of the focus area.

Three-story apartments are identified as the most appropriate development in this area. The low density apartments would maximize density on these sites while maintaining heights that are of appropriate scale adjacent to the existing single family homes. Parking is provided with a combination of tuck-under and surface parking.

Figure 3-6: Focus Area B Concept Diagram



Current Development Standards

RT66 Corridor Specific Plan – Town Center Mixed Use

- Commercial FAR: 0.50
- Residential Density (du/ac): 24 min, 30 max
- Max Height: 45 feet/3 stories

Recommendations

- Increase maximum density 50 du/ac
- Consider mixed-use to allow commercial/ retail uses to front Vermont Avenue

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
B1	Apartment	3	-	0.73	36.98	27
B2	Apartment	3	-	0.67	40.30	27
B3	Apartment	3	-	0.71	36.98	27
B4	Apartment	3	-	1.00	48.00	48
					Total Approx Units	129

80% Hsg. El. Unit Expectations (Site 33,34) **84**

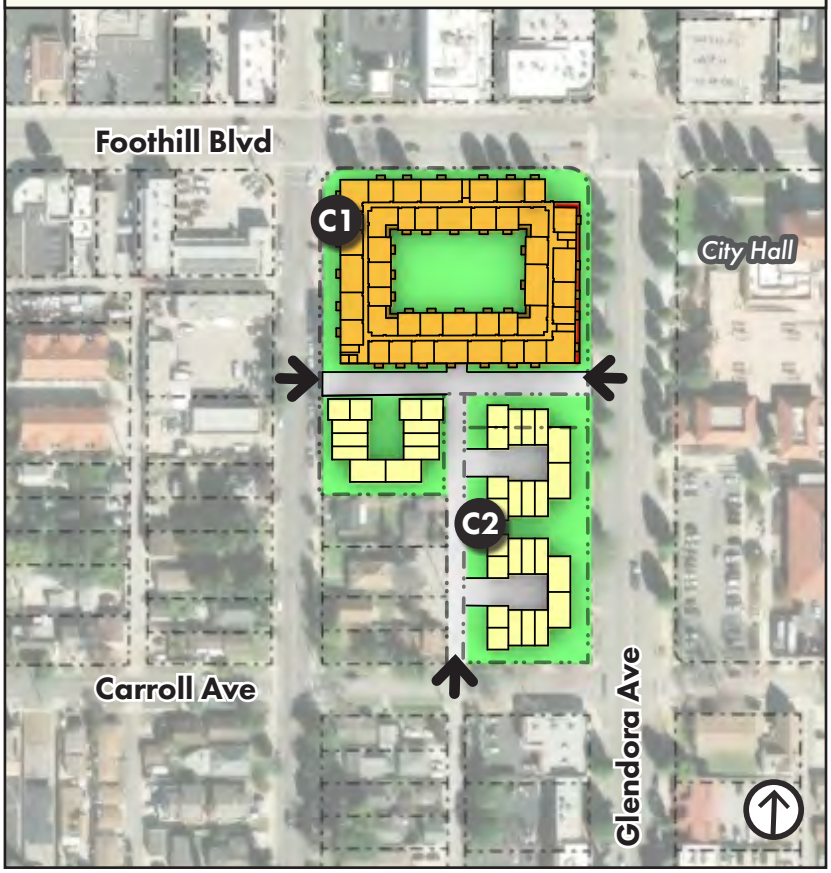
Development Scenario Approx. Units **129**

C: PODIUM AND TOWNHOME DEVELOPMENT ACROSS FROM CITY HALL

3-Story Apartment Example

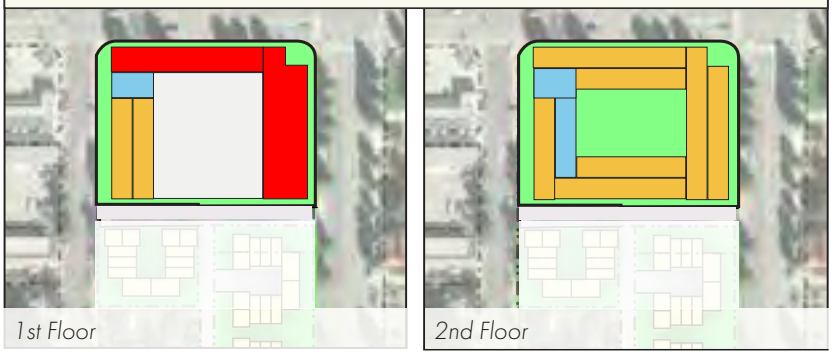
3-Story Mixed Use Example

Figure 3-7: Focus Area C Concept Site Plan



Focus Area C is identified as a Housing Element site, has high development opportunity scores, and sits at a critical location adjacent to City Hall and the southern edge of the Glendora Village. The site is divided into two sections. A podium-style development is envisioned for the Glendora Village Shopping Center site. With potential for deep ground-floor commercial space, podium-style development can accommodate larger community service such as a small grocery store or pharmacy. South of the existing shopping center, an existing alley and new east-west alley provide access to new 3-story townhomes. The 3-story townhomes provide a buffer and appropriately scaled height to transition from the single family residential to the south to higher density development on Foothill Boulevard.

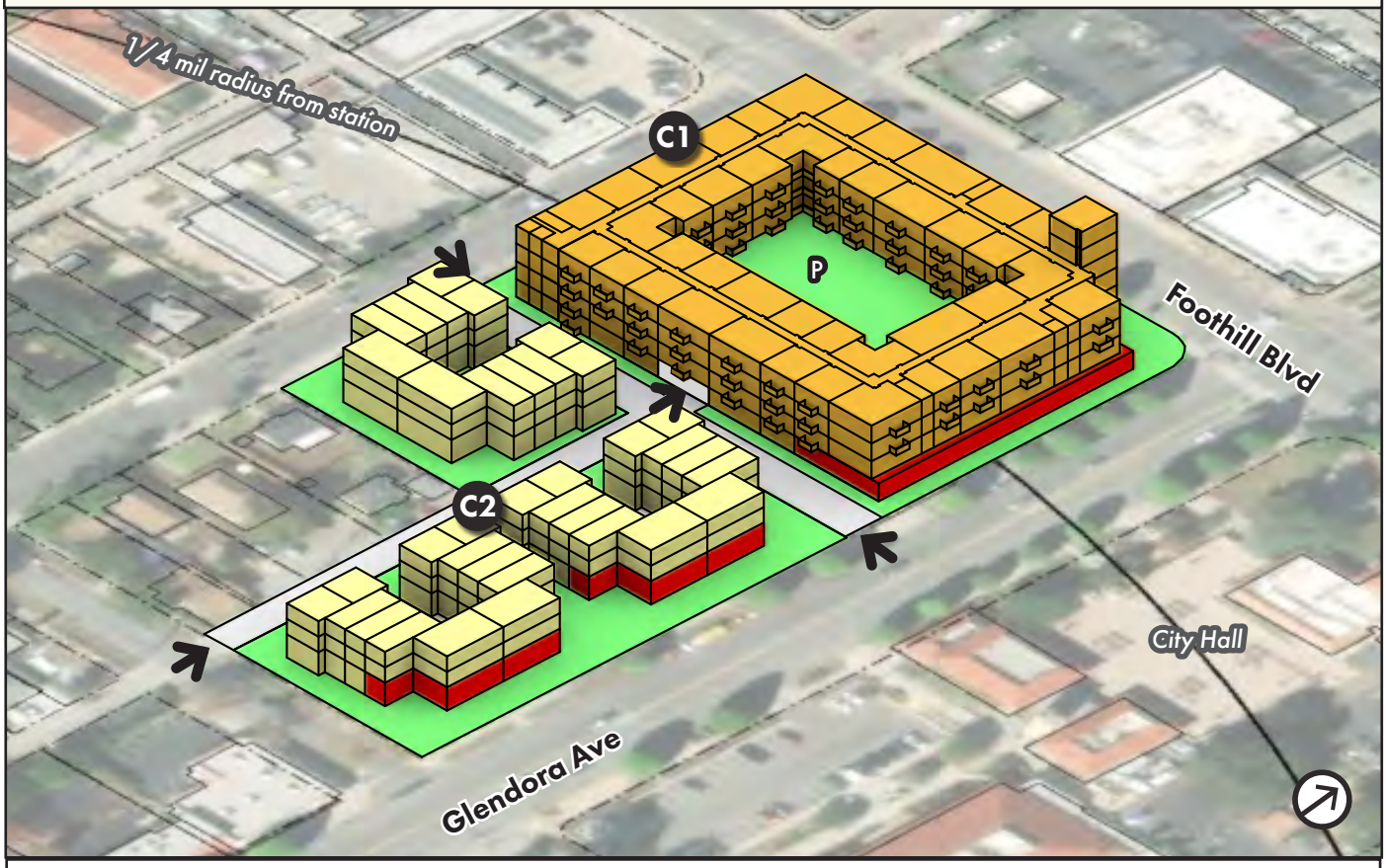
Figure 3-8: First- and Second-Floor Use Diagram



1st Floor *2nd Floor*

Figure 3-8 shows floor plans for potential podium development at Focus Area C. The first floor would include ground-floor retail along Glendora Avenue and Foothill Boulevard. Parking is accommodated on the first floor and one level underground. The second floor features an indoor amenity space that connects to a courtyard open space above the parking structure as well as residential units. The remaining floors are strictly residential units.

Figure 3-9: Focus Area C Concept Diagram



Current Development Standards

CCAP T-5 Village Core

- Commercial FAR: n/a
- Residential Density (du/ac): 30 max
- Max Height: 45 feet/3 stories

Recommendations

- Increase max density to 80 du/ac
- Encourage maximum height to 55 feet, with additional height allowed for architectural features and corner tower elements.

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
C1	Podium	4	20,000	1.80	76.11	137
C2	Townhome	3	7,000	1.47	24.48	36
					Total Approx Units	173

80% Hsg. El. Unit Expectations (Site 7) 99

Development Scenario Approx. Units **173**

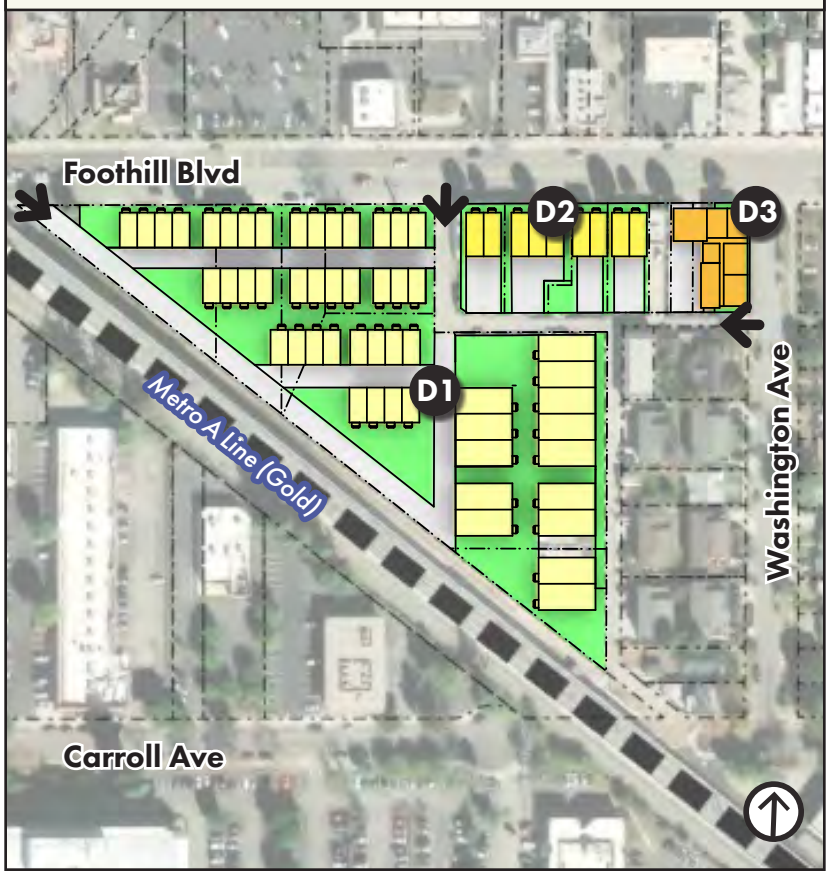
D: FOOTHILL AVE TOWNHOMES, STACKED FLATS, AND APARTMENT

Townhome Development Example

Townhome Development Example

Stacked Flat Example

Figure 3-10: Focus Area D Concept Site Plan



Focus Area D development scenario showcases a new 3-story townhome community, stacked flats, and an apartment. Lot consolidation of large parcels is encouraged in the existing light industrial area, along with a network of alleys to provide townhome access. The block at the corner of Foothill Boulevard and Washington Avenue is made up of a number of narrow parcels, with three contiguous parcels adjacent to Washington Avenue having a single owner. Stacked flats and a low density apartment fronting Foothill Boulevard would maximize the development capacity here. This type of development is at an appropriate scale for the neighborhood.

Figure 3-11: Focus Area D Concept Diagram (Townhomes)

Current Development Standards

C-3 Retail and Commercial and M-1 Light Manufacture

- Commercial FAR: n/a
- Residential Density (du/ac): n/a
- Max Height: 25 feet/2 stories

Recommendations

- Change zoning to allow for residential uses and mixed-use.
- Allow for residential densities up to 60 du/ac
- Encourage lot consolidation
- Increase height restrictions to 3 stories for new residential development only

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
D1	Townhomes	3	-	3.47	14.98	52
D2	Stacked Flats	3	-	0.62	29.03	14
D3	Apartment	2	-	0.26	57.29	15
					Total Approx Units	**81**

Note: Acreage and density calculations are based on consolidated parcels.

Not identified as Housing Element Site ⓪

Development Scenario Approx. Units **81**

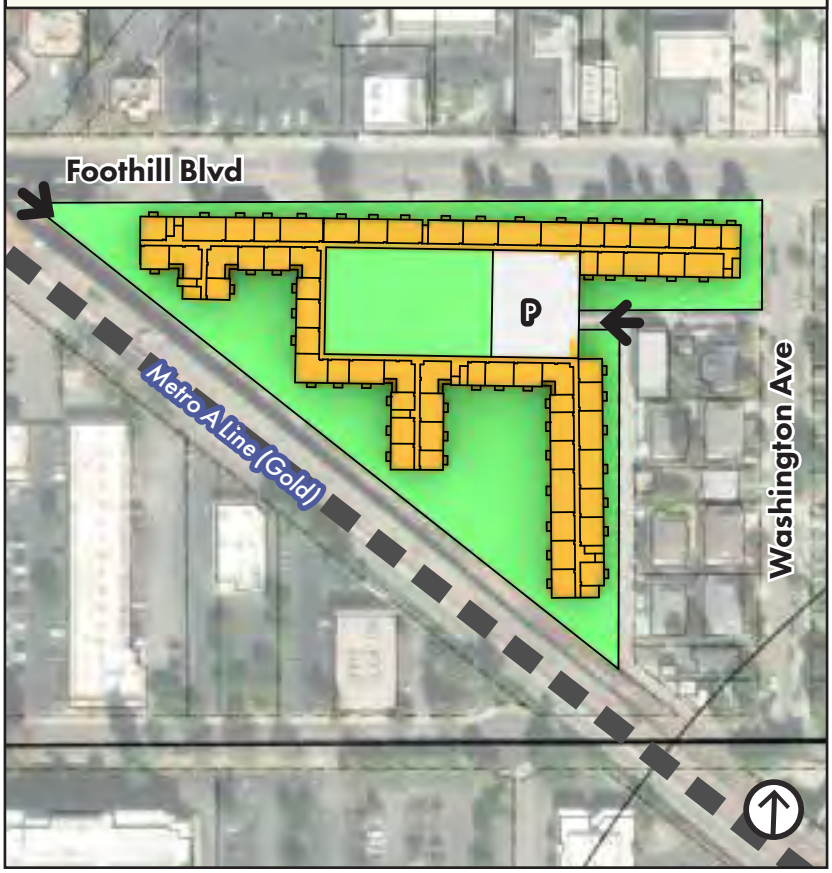
D: FOOTHILL AVE WRAP (ALTERNATIVE DEVELOPMENT SCENARIO)

Wrap Development Example

Wrap Development Example

Wrap Development Example

Figure 3-12: Focus Area D Concept Site Plan (Wrap)



An alternative development scenario for Focus Area D accommodates a 5-story wrap structure. The purpose of this alternative is to showcase possible development capacity of this area if lot consolidation were to occur.

This mixed-use development incorporates ground-floor retail fronting Foothill Boulevard. Although this alternative would provide a significant number of residential units, the scale of development is inappropriate adjacent to the existing single-family neighborhood. Furthermore, the auto-centric nature of Foothill Boulevard does not support the magnitude of small-scale ground-floor retail at this location.

Figure 3-13: Focus Area D Concept Diagram (Wrap)

Current Development Standards

C-3 Retail and Commercial and M-1 Light Manufacture

- Commercial FAR: n/a
- Residential Density (du/ac): n/a
- Max Height: 25 feet/2 stories

Recommendations

- Change zoning to allow for high density mixed use
- Allow residential densities up to 65 du/ac
- Allow maximum height to 55 feet for mixed use residential development
- Provide setback and stepback standards adjacent to single family residential uses

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
D	Wrap	5	16,000	4.57	61.27	280
					Total Approx Units	280

Note: Acreage and density calculations are based on consolidated parcels.

Not identified as Housing Element Site ⓪

Development Scenario Approx. Units **280**

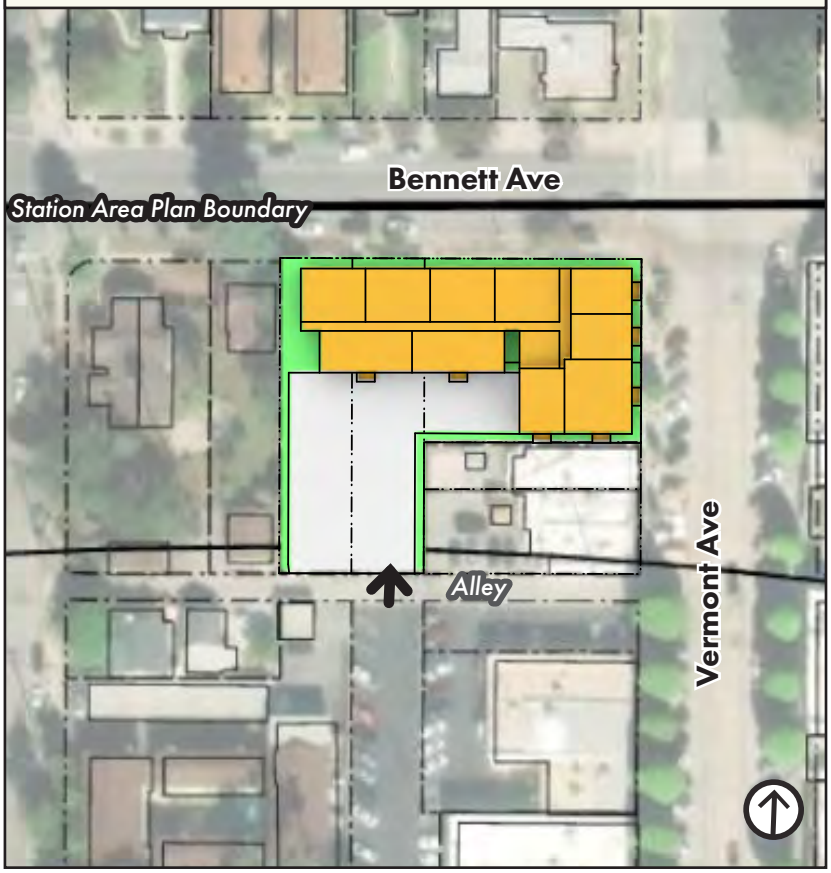
E: BENNETT AVE APARTMENTS

Low Density Apartment Example

Low Density Mixed Use Example

2-Story Apartment Example

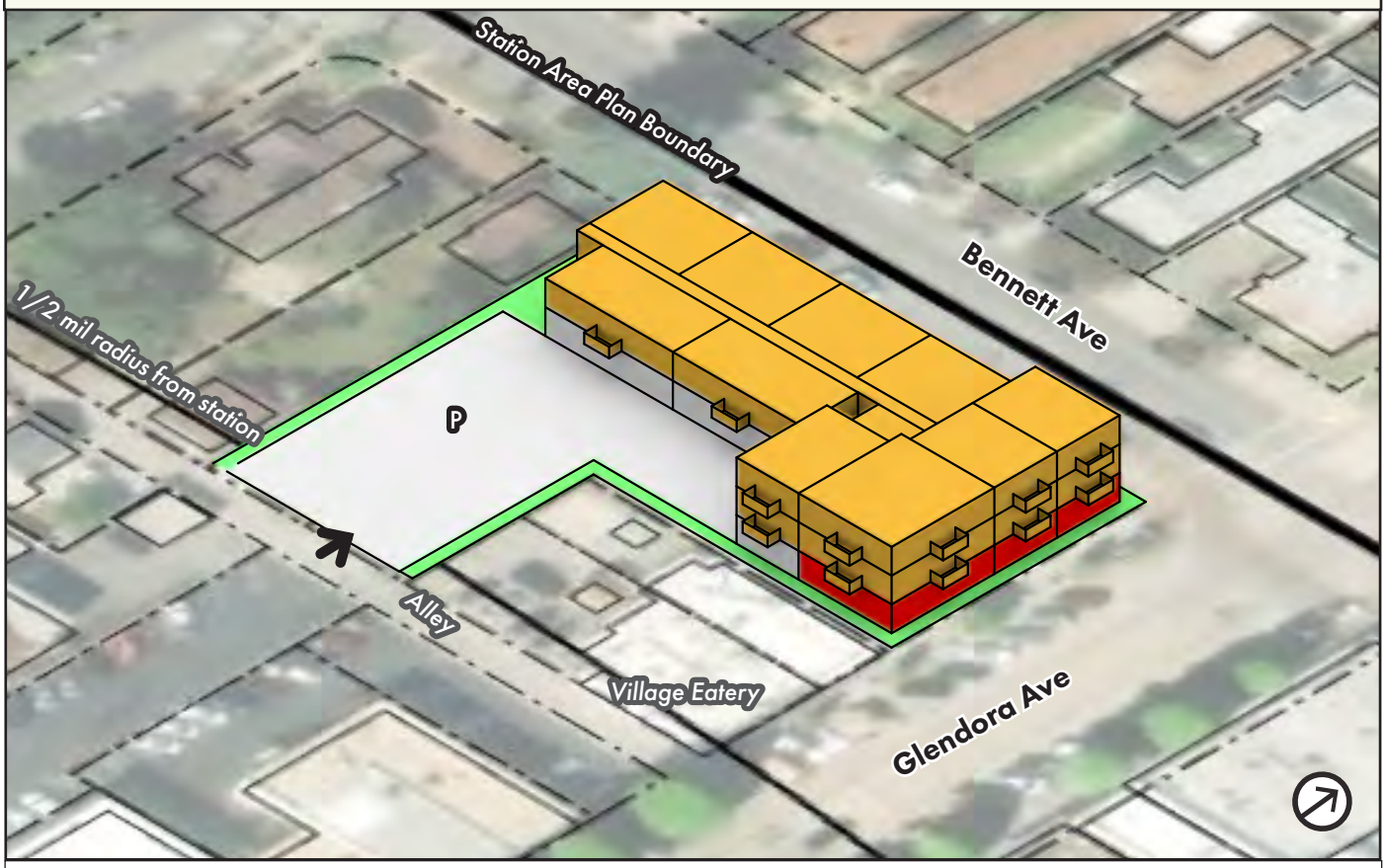
Figure 3-14: Focus Area E Concept Site Plan



Focus Area E includes four parcels identified as Housing Element Sites 13 and 14. The focus area sits at the north end of Glendora Village, is currently vacant, and is adjacent to commercial retail and offices. The four parcels are also under single ownership.

Although Focus Area E could accommodate townhome development, townhomes would not meet the minimum density requirements on the site. The Focus Area E development scenario suggests a 2- to 3-story mixed-use apartment to maximize the number of developable units to meet housing element unit expectations while accommodating commercial and retail frontage on Glendora Avenue consistent with the character of Glendora Village. The development is accessed via an existing alley south of the site.

Figure 3-15: Focus Area E Concept Diagram



Current Development Standards

CCAP T-5 Village Core

- Commercial FAR: n/a
- Residential Density (du/ac): 30 max
- Max Height: 45 feet/3 stories

Recommendations

- Development scenario fits within current development standards.

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
E	Apartment	3	3,200	0.60	30	18
					Total Approx Units	18

80% Hsg. El. Unit Expectations (Sites 13,14) **13**

Development Scenario Approx. Units **18**

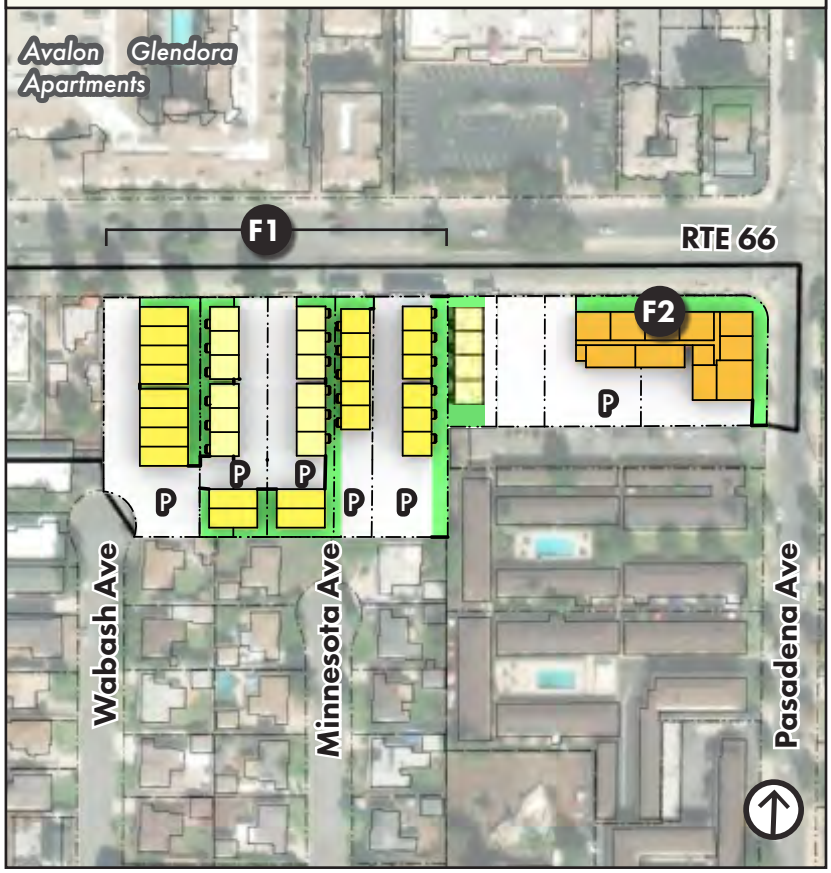
F: RTE 66 RESIDENTIAL

Townhome Development Example

Stacked Flat Development Example

Low Density Apartment Example

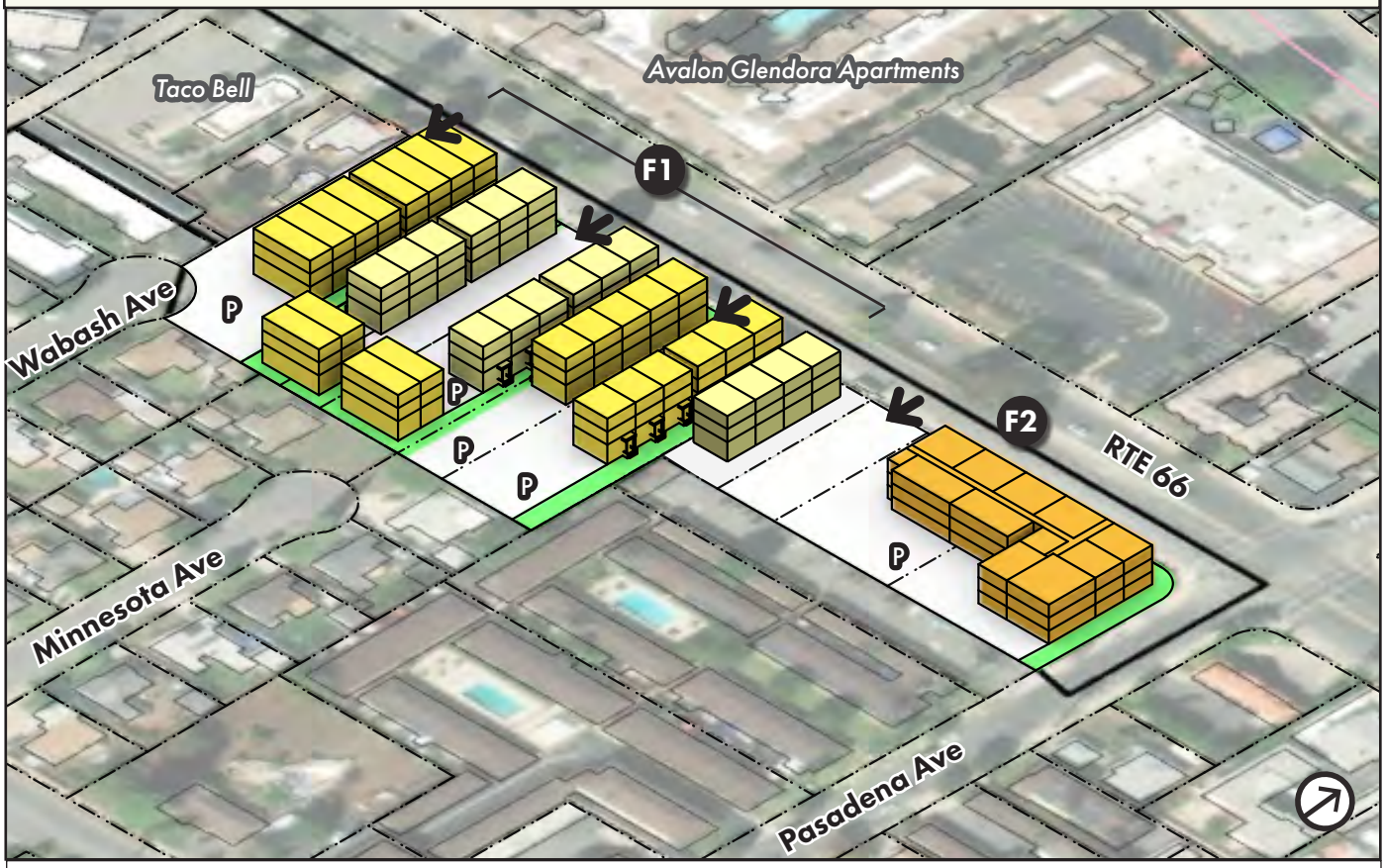
Figure 3-16: Focus Area F Concept Site Plan



Focus Area F includes parcels south of Route 66 between Wabash Avenue and Pasadena Avenue. These sites make up a portion of Housing Element Site 48. The area primarily consists of commercial and retail uses. Single-family residential and apartments are located south of the focus area.

The parcels in Focus Area F are narrow, which poses constraints for high density residential development. To achieve housing element unit expectations, the development scenario includes a mixture of townhomes and stacked flats. The commercial strip mall at the corner of Pasadena Avenue consists of three parcels under single ownership. This site could accommodate a 3-story apartment building. Parking throughout the focus area would be accommodated with both tuck-under and surface parking.

Figure 3-17: Focus Area F Concept Diagram



Current Development Standards

RT66 Corridor Specific Plan – Town Center Mixed Use

- Commercial FAR: 0.50
- Residential Density (du/ac): 24 min, 30 max
- Max Height: 45 feet

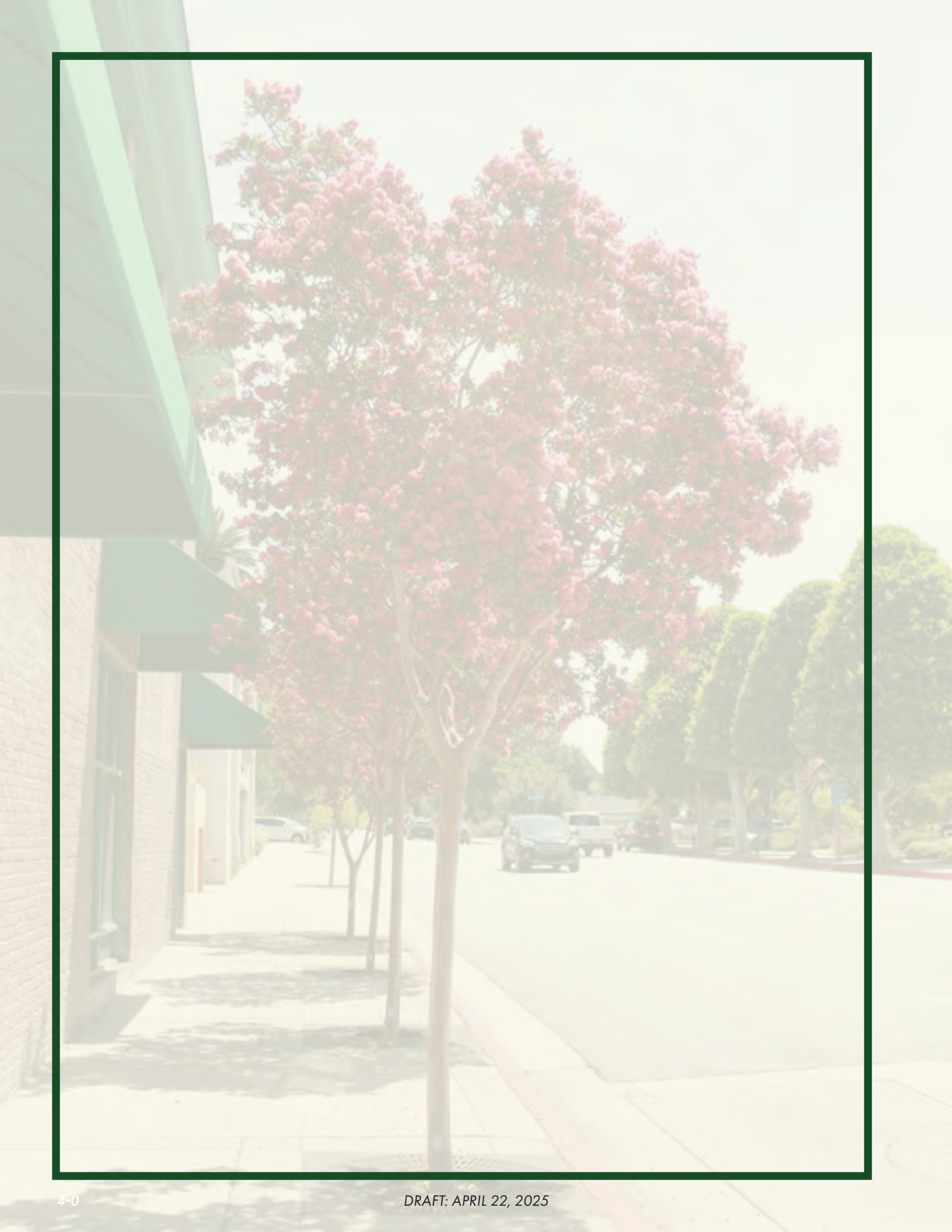
Recommendations

- Encourage lot consolidation
- Encourage residential development
- Increase maximum density to 35 du/ac
- Encourage thoughtful design considerations such as setbacks, and affordable housing requirements.

Site	Development Type	Stories	Comm. SF	Total Acres	Du/Ac	Approx. Units
F1	Townhome/ Stacked Flats	3	-	2.01	28.85	58
F2	Apartment	3	-	0.82	32.92	27
					Total Approx Units	85

80% Hsg. El. Unit Expectations (Site 48) 66

Development Scenario Approx. Units **85**



4 PUBLIC REALM IMPROVEMENTS

As the Glendora Station attracts more residents, employees, and visitors to the area, it will be essential to provide convenient, safe, comfortable, and enjoyable ways to get around.

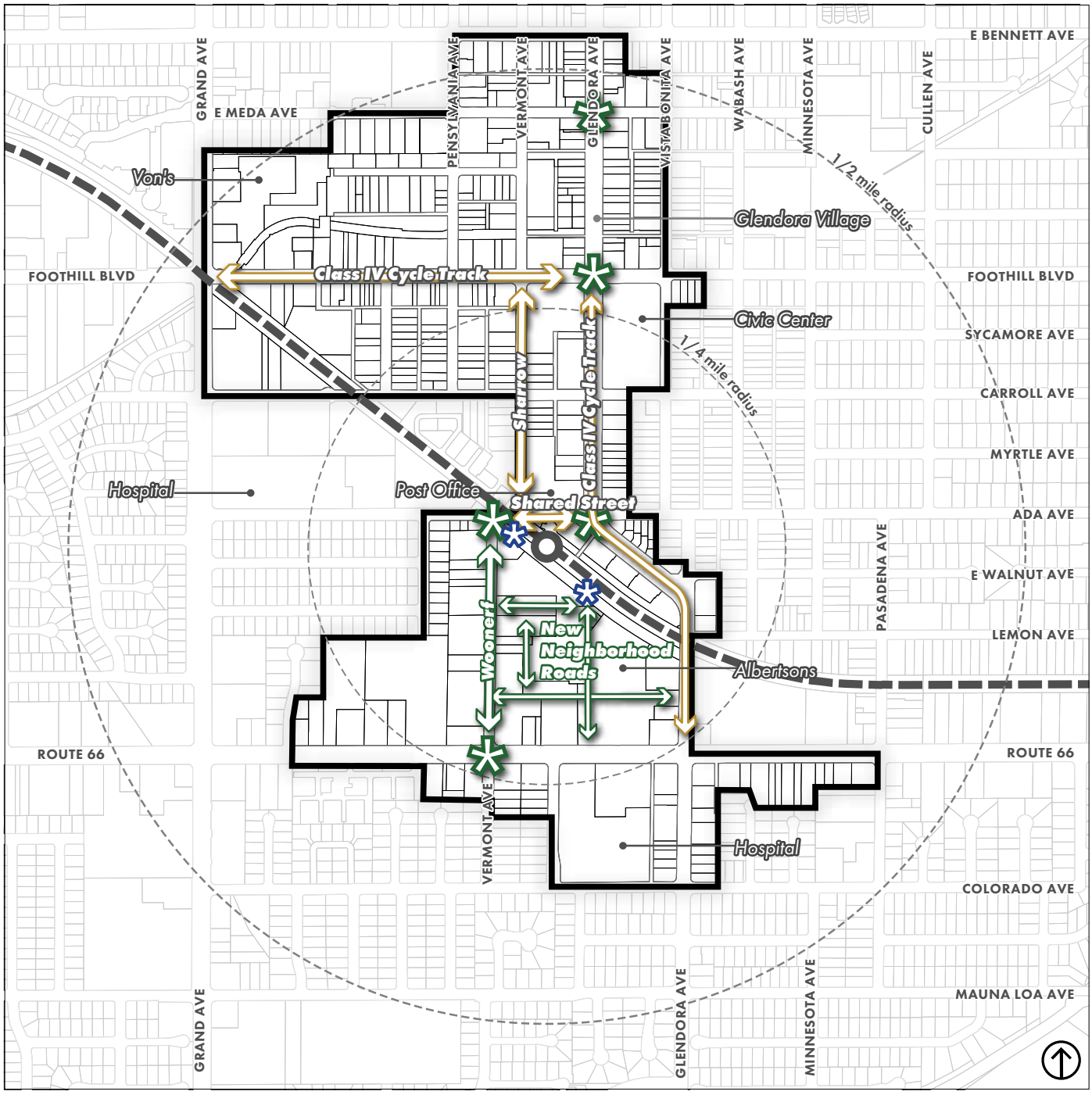
Building off the City's People Movement Project and First/Last Mile Plan Concepts (2020), this vision plan recommends additional public realm improvements to enhance the experience for all users accessing the station. This chapter provides an overview of recommended public improvements that aim to enhance streetscapes and connectivity, foster multimodal accessibility, and improve mobility options for people visiting, working, or living around station.

PUBLIC REALM IMPROVEMENTS

The public realm generally includes areas outside of private property lines, such as public sidewalks and streets, but may also include publicly accessible private open spaces, such as pedestrian paseos and private streets. Thoughtful design of the public realm is critical to provide a safe and comfortable experience for pedestrians, bicyclists, and transit riders. In addition to improvements noted in the Glendora First/Last Mile Plan Concepts (2020), the Station Area Vision Plan includes additional recommendations to the public realm on Vermont Avenue between Route 66 and Ada Avenue, recommends new public connections to access the station, and identifies gateway locations to emphasize key intersections, activity nodes, and provide opportunities for placemaking. The recommended public realm improvements are highlighted on Figure 4-1 and on the following pages.

FIGURE 4-1: PUBLIC REALM IMPROVEMENTS

Source: City of Glendora, 2024; PlaceWorks, 2024



FIRST/LAST MILE

The Glendora People Movement Project is a City initiative that envisions a viable active transportation network spanning over 10 miles of bicycle and pedestrian facilities throughout the city. The People Movement Project has two components: completion of the Urban Trail System and First/Last Mile Improvements.

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. This vision plan supports first/last mile concepts but proposes further enhancements to Vermont Avenue.

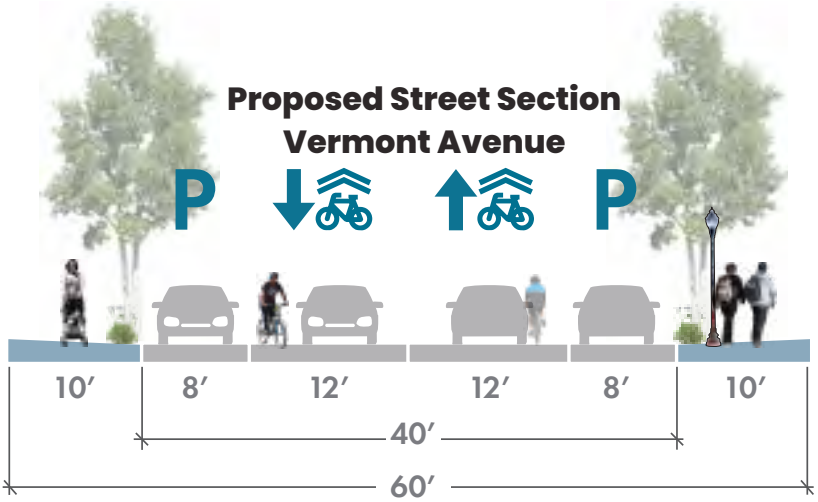
Ada Ave Shared Street Concept (FLM 2020)

Foothill Boulevard Cycle Track Concept (FLM 2020)

Glendora Avenue Cycle Track Concept (FLM 2020)

VERMONT AVENUE

Vermont Avenue provides direct access to the Glendora station and connects to multiple station area focus areas. The Glendora First/Last Mile Plan Concepts (2020) recommends a sharrow facility along Vermont Avenue from Route 66 to Foothill Boulevard. This Vision Plan envisions a "woonerf," or curbless street, between Route 66 and Ada Avenue to further emphasize Vermont Avenue as a critical connection to the Glendora Station for pedestrians and cyclists. The woonerf includes decorative paving in sidewalk areas, bollards, landscaping, street trees, and street furniture to calm traffic and to buffer pedestrian walkways from vehicular traffic. The vehicular right-of-way would not change. The woonerf concept would create a unique, safe, and comfortable experience for transit riders going to and from the station along Vermont Avenue. The woonerf concept would also align with the first/last mile, shared-street concept on Ada Avenue.

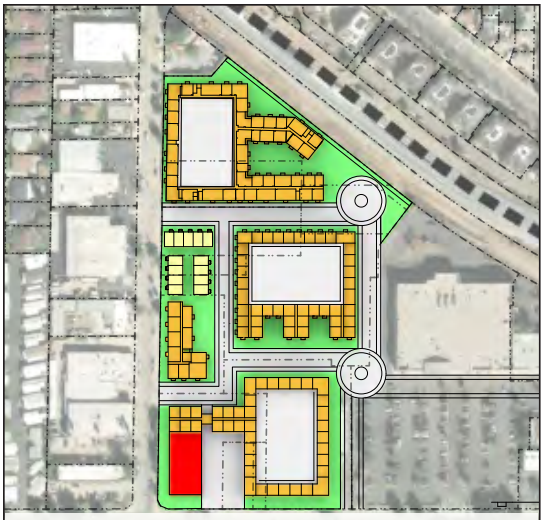


Vermont Avenue Public Realm Enhancement Illustration

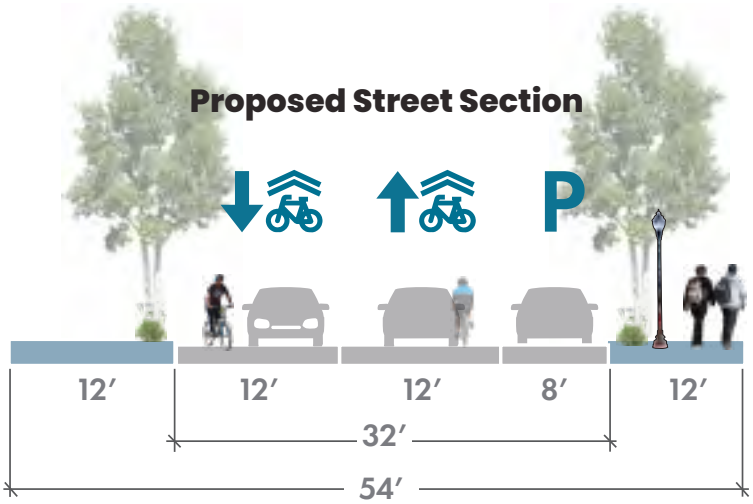
Woonerf Example

Woonerf Example

NEW STATION CONNECTIONS



New Road Network Diagram



To enhance station access, a network of roads is envisioned within the superblock south of the station, shown in the diagram above. As a result, the superblock is divided into smaller blocks that create more pedestrian connections through the site as well as additional routes to and from the station.

The images and street section highlight a potential new east-west street connecting Vermont Avenue to the southern station tunnel entrance. The street terminates in a public plaza and a kiss-and-ride drop-off area. The east-west street includes wide sidewalks lined with street trees for pedestrian comfort and safety and is fronted by medium- to high-density multi-family residential development.

Vermont Avenue to Metro Station Tunnel Connection

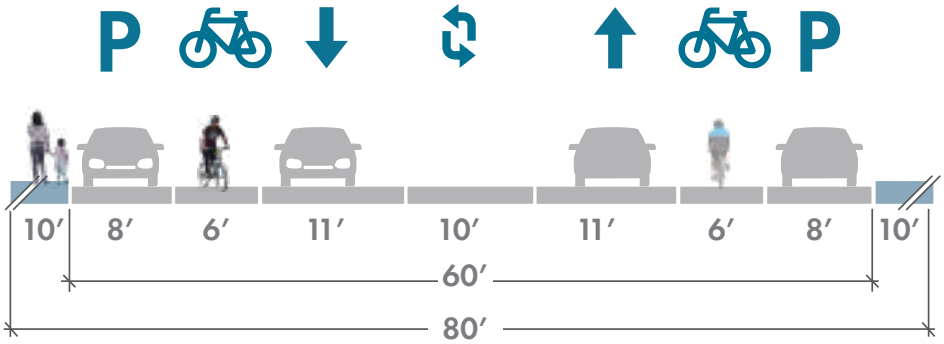
Kiss and Ride Example

Sharrow Example

GATEWAYS

Gateways in the Station Area Vision Plan are located at key intersections that demarcate an entrance to a district or signify an important destination. The Vision Plan identifies five gateways in the station area, shown on Figure 4-1 and described below. Gateways should be emphasized with public realm improvements such as bulb-outs, decorative crosswalks, wayfinding signage, public art, public plaza or gathering opportunities, and architectural gateway features.

Proposed Street Section
Foothill Boulevard



FLM 2020 Foothill Blvd Concept

Gateway at Glendora Ave and Meda Ave

Glendora Ave and Foothill Blvd

Ada Avenue and Vermont Avenue / Glendora Avenue

These intersections signify the Ada Avenue shared street concept, and provides direct access to the Glendora Station at Vermont Avenue.

Route 66 and Vermont Avenue

This gateway signifies the southern entrance to Vermont Avenue, which directly connects to the Glendora Station access.

Glendora Avenue and Foothill Boulevard

The intersection of Foothill Boulevard and Glendora Avenue is a key activity node because it sits adjacent to City Hall, potential new development (see development scenario C), and is the southern gateway to City Hall.

Glendora Avenue at Meda Avenue

This intersection is located within the Glendora Village district and features parklets that block vehicular traffic on either side of Glendora Avenue.


GLENDORA CITY HALL
116

5 IMPLEMENTATION

This chapter provides guidance on implementation of this Vision Plan. To facilitate higher density mixed-use development while providing a flexible and strategic approach to growth, this plan recommends new and amended General Plan Land Use and zoning designations. These new designations are designed to encourage transit-oriented development around the station, preserve existing uses, and provide a flexible land use approach that could be considered in other areas of the city. Both designations are designed to be adaptable frameworks that support future planning efforts, providing clear guidelines for development of key areas while maintaining compatibility with existing development. By implementing these land use strategies, Glendora is positioned to enhance transit-oriented growth, strengthen economic activity, and create well-connected urban districts that support long-term sustainability. As the city evolves, these designations provide a flexible and strategic approach to growth, ensuring that new development aligns with Glendora's long-term vision for sustainable, transit-supportive communities.

New land use and zoning designations encourage transit-oriented development around the station, preserve existing uses, and provide a flexible land use approach

This chapter describes this approach, followed by a high level assessment of CEQA requirements for implementation.

GENERAL PLAN LAND USE RECOMMENDATIONS

General Plan Land Use Recommendations

New Transit Oriented Development (TOD) and Mixed-Use Corridor (MUC) general plan land use designations establish a framework for future development in Glendora, supporting transit-accessible, pedestrian-friendly, and economically vibrant districts. The TOD designation facilitates higher-density, mixed-use development near transit hubs, fostering a walkable environment that prioritizes connectivity and transit access. The MUC designation allows for a balanced integration of residential and commercial uses along key corridors, promoting neighborhood-serving businesses while expanding the city's housing supply. These designations, shown on Figure 5-1, are intended to guide development not only around the Glendora Station area, but also in other parts of the city where mixed-use growth can enhance housing opportunities and commercial activity.

Transit Oriented District

The Transit Oriented District (TOD) land use designation is intended to promote a vibrant, pedestrian-, bicycle-, and transit-friendly environment near the Glendora Station. This designation supports a mix of residential, commercial, and public uses that enhance access to transit while fostering a more walkable and connected community.

The TOD designation encourages pedestrian- and transit-friendly development, contributing to the transformation of Route 66 and Vermont Avenue from automobile-centric corridors into more accessible, multimodal streets. This designation is implemented through the Transit Mixed Use (TMU) Zone (see Figure 5-2), facilitating higher-density residential and commercial development near transit hubs.

Encouraged development includes mixed-use residential projects, retail and commercial businesses, and multifamily housing. To ensure a high-quality transit-oriented environment, new development should prioritize strong connections to Glendora Station, pedestrian-friendly design, and high architectural standards.

Mixed Use Corridor

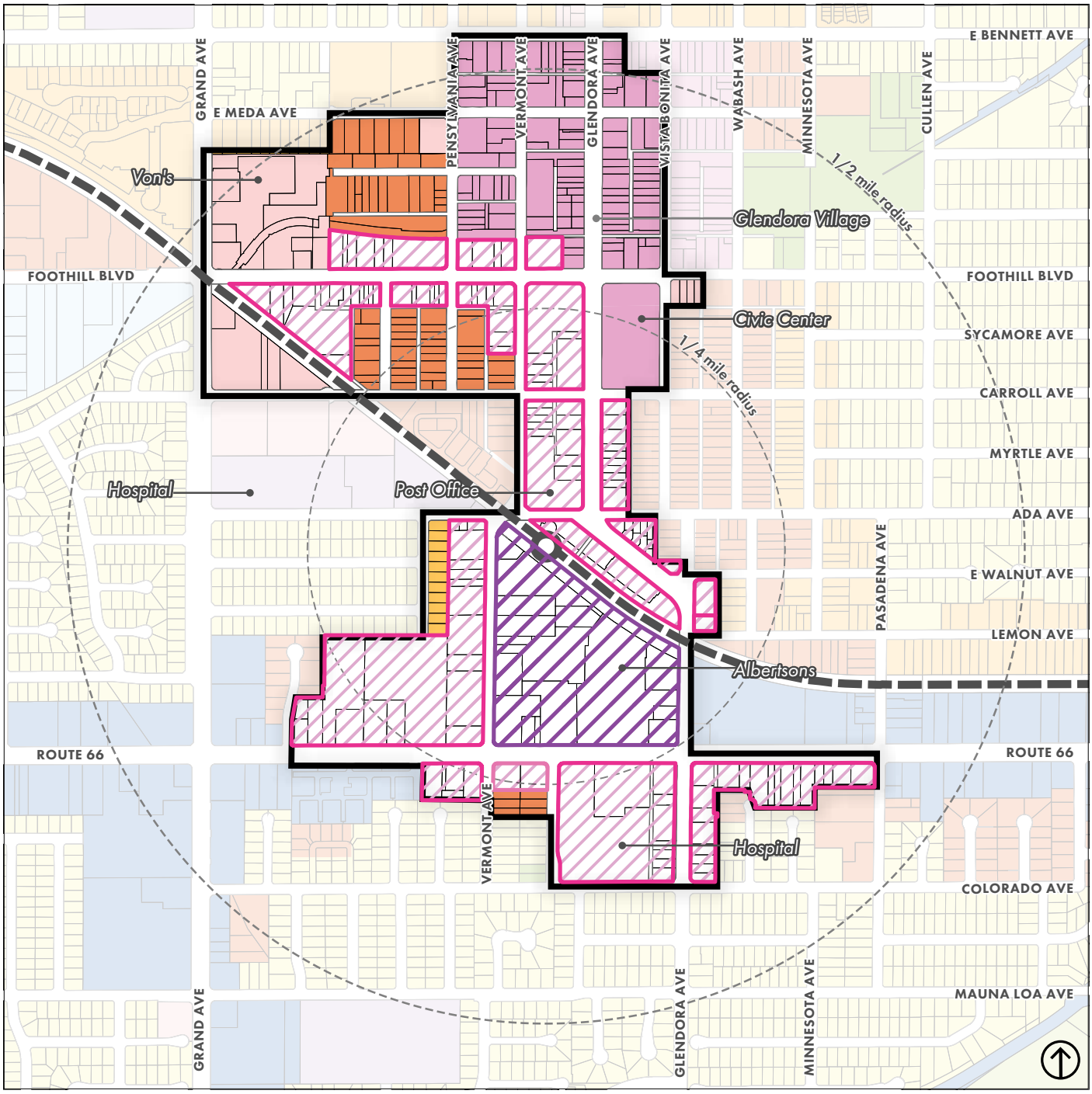
The Mixed-Use Corridor (MUC) land use designation is intended to preserve existing commercial and retail uses while allowing for the integration of residential development. It is implemented through the Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), and Mixed-Use 3 (MU-3) zones, accommodating a variety of mixed-use areas that can be tailored for personal service retail, neighborhood-serving businesses, and larger-scale retail centers. The MUC designation is intended to transition the Village Mixed Use (VMU) designation and Route 66 designation to become a mixed-use corridor.

Along Foothill Boulevard, the designation supports a mix of medium-density residential development alongside general commercial uses, fostering a vibrant mixed-use boulevard. This corridor is envisioned as a key area for multifamily housing and retail that serves local neighborhoods, enhancing both livability and economic activity.

The MUC designation also encourages mixed-use development adjacent to the Glendora Station Transit Oriented Development designation. This district is designed to support a walkable neighborhood environment with multifamily residential, neighborhood-serving retail, and transit-supportive commercial uses. Development in this area is expected to complement the character surrounding the station while providing high-quality pedestrian connectivity for residents and visitors.

FIGURE 5-1: GENERAL PLAN LAND USE RECOMMENDATIONS

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Existing General Plan Land Use Designations

- General Commercial
- Light Industrial
- Medium/High Density
- High Density
- Village Mixed Use

Recommended General Plan Land Use Designations

- Transit Oriented District
- Mixed Use Corridor

ZONING RECOMMENDATIONS

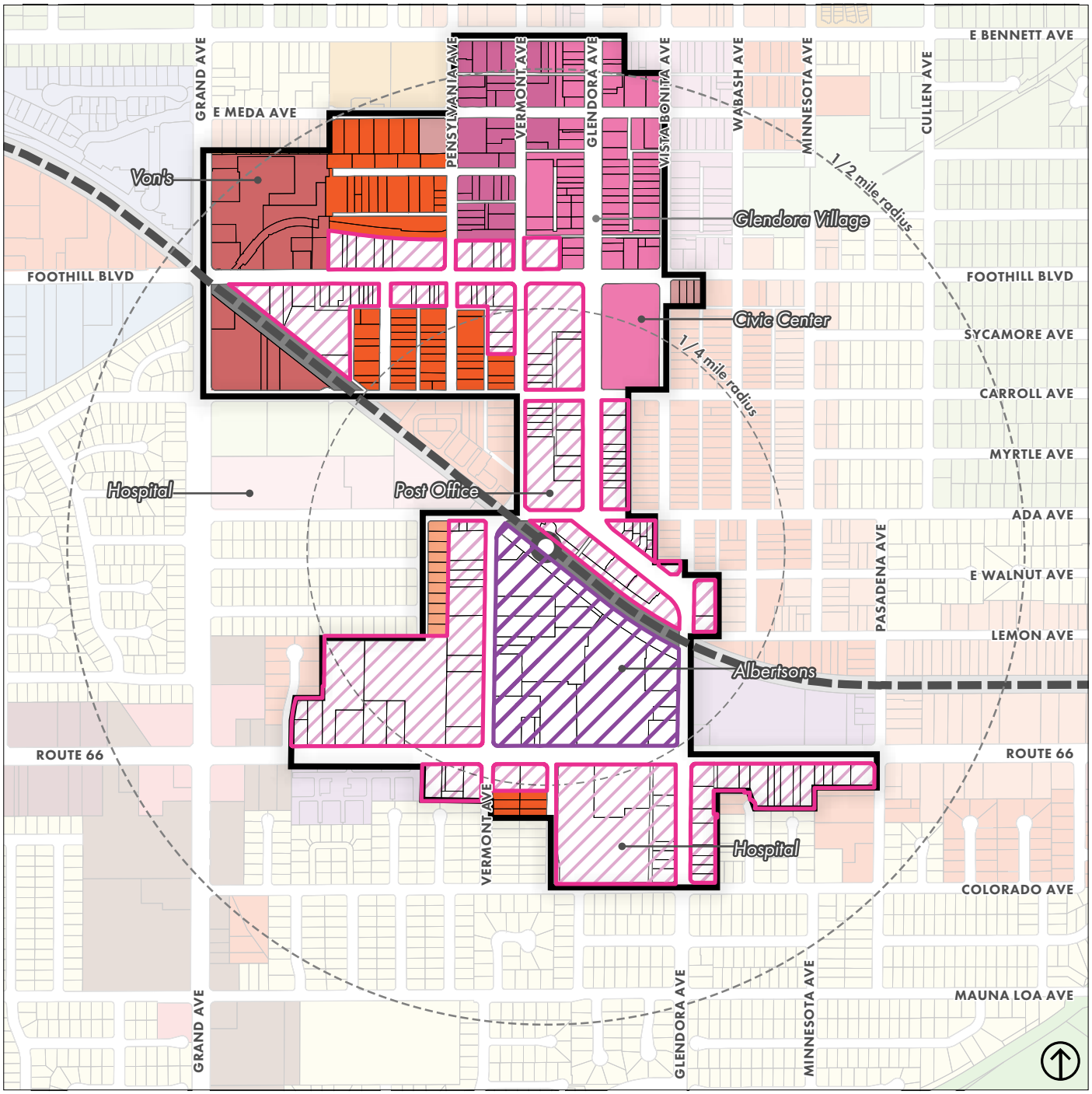
Introduction

The following recommended zones are intended to implement the two recommended General Plan land use designations: Transit-Oriented District (TOD) and Mixed-Use Corridor (MUC). While these zones are designed to support the vision for the Glendora Station Area Vision Plan, they are also structured to be adaptable for application in other areas of the city. The overarching strategy is to establish a flexible zoning framework that guides future planning efforts, encourages sustainable development, and supports a well-connected, transit-oriented urban environment. These zones aim to promote walkability, enhance housing opportunities, and create a vibrant mix of uses that align with Glendora's long-term growth and mobility goals. Table 5-1 provides an overview of recommended zoning designations. The following pages describe each zone in further detail.

Table 5-1: Zoning Recommendations Overview			Lot Consolidation Density Bonus	
Zone	Allowed Commercial Uses	Base Density / Height	Over 1 Acre	Over 1.5 acres
MU-1	Same as C-1	40 du/ac 35 ft	NA	NA
MU-2	Same as C-2	40 du/ac 35 ft	50 du/ac 45 ft	60 du/ac 55 ft
MU-3	Same as C-3	40 du/ac 35 ft	50 du/ac 45 ft	60 du/ac 55 ft
TMU	Same as C-3	80 du/ac 65 ft	NA	NA

FIGURE 5-2: ZONING RECOMMENDATIONS

Source: City of Glendora, 2024; PlaceWorks, 2024



Station Area Plan Boundary

Metro A Line (Gold) Route & Station

Existing Zoning Designations

- R-2 Restricted Multiple-Family Residential
- R-3 Multiple-Family Residential
- C-1 Professional
- C-2 Limited Retail Business
- C-3 Retail And Commercial
- CCAP T-5 Village Core
- R-4 Railroad purposes

Recommended Zoning Designations

- TMU Transit Mixed Use
- MU-3 Mixed Use 3

Transit Mixed Use (TMU) Zone

The Transit Mixed Use (TMU) Zone is designed to implement the General Plan's Transit-Oriented Development (TOD) designation by fostering a high-density, transit-friendly neighborhood centered around Glendora Station. This zone encourages a vibrant mix of residential and commercial uses that support transit ridership and reduce reliance on automobiles. The permitted land uses include multifamily residential, horizontal and vertical mixed-use developments, and commercial retail, all contributing to a walkable and dynamic urban environment. With a maximum residential density of 60 dwelling units per acre (du/ac) and a building height limit of 55 feet, the TMU Zone accommodates a range of low- to medium-rise buildings that enhance the area's accessibility and livability.

Table 5-2: Transit Mixed Use Zone	
Allowed Commercial Uses	Same as C-3
Base Density / Height	40 du/ac 35 ft
Lot Consolidation Density Bonus	
Over 1 Acre	50 du/ac 45 f
Over 1.5 acres	60 du/ac 55 ft

Mixed-Use 1 to 3 Zones

The intent for mixed-use zones 1 to 3 is to provide a designation that would allow residential in existing commercial zoned areas while allowing existing commercial uses to remain. Each mixed-use zone correspond to the City's commercial zone. For example, mixed-use 1 would align with C-1 regulations, but would allow for residential, mixed-use 2 would align with C-2 regulations with residential allowed, and so forth. This strategy would simplify the addition of a the mixed-use zoning designations and align with the City's current code. Although the Station Area Vision Plan only proposes the mixed-use 3 designation within the plan area, mixed-use 1, 2, and 3 could be applied citywide in the future. The mixed-use zones are further defined below.

Mixed-Use 1 (MU-1) Zone

The Mixed-Use 1 (MU-1) Zone serves as the foundation for the Mixed-Use Corridor (MUC) designation, ensuring that existing commercial and retail uses are preserved while allowing for the integration of multifamily residential development. This zone is intended to maintain the character of established commercial areas while introducing compatible housing options that support a pedestrian-friendly environment. With a maximum residential density of 40 du/ac and a building height limit of 35 feet, the MU-1 Zone encourages a balanced mix of uses that promote neighborhood vibrancy and accessibility.

Table 5-3: Mixed Use 1 Zone	
Allowed Commercial Uses	Same as C-1
Base Density / Height	40 du/ac 35 ft
Lot Consolidation Density Bonus	
Over 1 Acre	NA
Over 1.5 acres	NA

Development in the MU-1 Zone includes personal services, small-scale retail, and public and semi-public buildings, aligning with the standards of the Professional (C-1) Zone. The allowance for both horizontal and vertical mixed-use development ensures that residential and commercial activities can coexist in a cohesive manner. While initially tailored to support the corridors around Glendora Station, the MU-1 Zone's standards are also suitable for application in other areas of the city where mixed-use development can enhance walkability and economic vitality.

Mixed-Use 2 (MU-2) Zone

Building upon the regulations of the MU-1 Zone, the Mixed-Use 2 (MU-2) Zone allows for increased residential density and a broader range of commercial uses while still aligning with the goals of the MUC designation. This zone supports a more urbanized development pattern that enhances the transition between lower-density areas and more intensive mixed-use districts. The MU-2 Zone maintains a base residential density of 40 du/ac and base buidling height at 35 feet to ensuring compatibility with surrounding development while allowing for increased housing capacity. Certain sites may increase the base density and height to 60 du/ac and 55 feet through a lot consolidation density bonus.

Table 5-4: Mixed Use 2 Zone	
Allowed Commercial Uses	Same as C-2
Base Density / Height	40 du/ac 35 ft
Lot Consolidation Density Bonus	
Over 1 Acre	50 du/ac 45 ft
Over 1.5 acres	60 du/ac 55 ft

The permitted uses in the MU-2 Zone expand upon those in the MU-1 Zone by incorporating a wider mix of retail commercial and public/semi-public buildings, consistent with the Limited Retail Business (C-2) Zone while also including the allowed uses in the C-1 Zone. This allows for a more diverse range of businesses and services that can support a growing residential population. Like the MU-1 Zone, the MU-2 Zone can also be applied beyond Glendora Station, serving as a model for other corridors that seek to integrate higher-density housing with commercial activity in a pedestrian-friendly setting.

Mixed-Use 3 (MU-3) Zone

The Mixed-Use 3 (MU-3) Zone represents the highest intensity of development within the Mixed-Use Corridor designation, allowing for the greatest residential density and the broadest range of commercial uses. This zone is designed to support regional commercial activity while accommodating high-density residential development that contributes to the city's housing supply and economic growth. The MU-3 zone has a base density and height of 40 du/ac and 35 feet, however, the zone may allow up to 60 du/ac and 55 feet through a lot consolidation density bonus. The flexibility and mix of densities would encourage a blend of mid- and high-rise structures that optimize land use efficiency in key areas.

Table 5-5: Mixed Use 3 Zone	
Allowed Commercial Uses	Same as C-3
Base Density / Height	40 du/ac 35 ft
Lot Consolidation Density Bonus	
Over 1 Acre	50 du/ac 45 ft
Over 1.5 acres	60 du/ac 55 ft

Permitted uses in the MU-3 Zone would align with those of the Retail Commercial (C-3) Zone and include the uses allowed in the C-1 and C-2 Zones, allowing for regional retail, commercial services, and public/semi-public facilities that serve both local and visitor populations. This zone is particularly well suited for areas that can support high levels of activity, such as key intersections and transit-adjacent locations. While originally designed to accommodate the needs around Glendora Station, the MU-3 Zone's flexible development standards make it applicable to other parts of the city where higher-density, mixed-use development is appropriate.

Transit Mixed Use Alternative.

If upon further study, the MU-3 designation identified in Figure 5-2, adjacent to the TMU designation, necessitates specific zoning regulations that differ from the MU-3 designation due to its proximity to the Glendora Station, an alternate zoning could be applied. The TMU designations would be classified as TMU-1 and the areas identified as MU-3 adjacent to TMU would be TMU-2.

Density Bonus

The base density recommended for all Mixed-Use Zones is 40 du/ac with a maximum height of 35 feet. Within the TMU, MU-2 and MU-3 zones, additional density may be achieved on larger sites, which are better able to accommodate the increased capacity as detailed in the Table 5-1. This framework will encourage lot consolidation and promote efficient land use and greater housing production while preserving neighborhood-serving retail and commercial uses.

In addition to the density bonus recommended in this plan, projects may take advantage of the State Density Bonus Law (AB1287). In California, the maximum density bonus under the State Density Bonus Law is 50%, which can be achieved by providing 15% very low income, 24% low income, or 44% moderate income units. This bonus allows developers to increase the number of units allowed on a site above the maximum density permitted by the local zoning ordinance.

Context Sensitive Design

The proximity of newly developed high-density residential adjacent to single-family and low-density residential homes in the Single-Family Residential (R-1) Zone and Restricted Multiple-Family Residence (R-2) Zone is carefully addressed. The Vision Plan recommends that, for any project sharing a property line with or across the street from an R-1 or R-2 zoned lot, the zoning standards require appropriate setbacks, stepbacks, and other design considerations to avoid imposing on existing residential developments.

Public Realm Improvements

This Vision Plan supports many of the first/last mile improvements adjacent to the Glendora Station. First/last mile improvements are currently underway with an expected completion in 2027. Table 5-6 highlights potential funding sources for additional public realm improvements highlighted in Chapter 4 of this plan. The Vision Plan also recommends the City considers additional opportunities to enhance first/last mile connections through the implementation of trails and bicycle facilities along public right-of-ways such as flood control channels, the Metro A Line (Gold) properties, and public alleys.

Table 5-6: Public Realm Improvement Potential Funding Sources	
First/Last Mile Improvements	City, Regional Transportation Funds and/or Grants
Vermont Avenue Woonerf	City, Regional Transportation Funds and/or Grants
New Station Connections (within private property)	Required as condition of development project
Gateways	City, Regional Transportation Funds and/or Grants

Parking

Historically, "solving the parking problem" almost always meant increasing supply. Unfortunately, constantly increasing parking supply simply encourages more auto use, as people are encouraged to drive to places that offer "plenty of free parking." Building too much parking can attract more peak-hour automobile trips, as well as hamper mobility for transit, bicycles, and pedestrians and preclude more productive land uses.

In recognition of this paradox, Assembly Bill 2907 (AB2097) prohibits public agencies or cities from imposing a minimum automobile parking requirement on most development projects located within a half-mile radius of a major transit stop. In addition to state law parking requirements, this Vision Plan recommends the City develop a comprehensive parking management plan to manage potential congestion and reduce the impacts of auto traffic around Glendora Station and Glendora Village. The goal of the parking program is to manage parking supply and demand, and ensure that a growing station area does not impact residential neighborhoods.

This Vision Plan recommends the following principles to guide parking management for both needs and future needs:

- Manage the entire parking supply as part of an integrated system.
- Manage parking facilities with a focus on maintaining availability, not simply increasing supply.
- Ensure that people know where to find available parking through clear and comprehensive wayfinding program.
- Optimize investment in parking by making most efficient use of all public and private parking facilities, before constructing new parking.
- Use residential parking benefit districts to address spillover concerns in neighborhoods adjacent to Glendora Station, Glendora Village and other areas with higher-than-average parking demand.
- Consider imposing a parking maximum for all new development within a half mile from the Glendora Station. A parking maximum of no more than 10% of existing parking requirement standards will limit the amount of new vehicular parking, and encourage multi-modal transportation around the station.

CEQA

Vision Plan and CEQA

The Glendora Station Area Vision Plan (Vision Plan) includes a comprehensive planning and development study to guide future growth and development, over the next 20-plus years, within a half mile radius of the future Metro Glendora Station. The Vison Plan outlines a development vision through various development scenarios and identifies the regulatory adjustments required to realize these scenarios, including future land use and zoning amendments that would be necessary for implementation. The Vision Plan also establishes an urban design framework that promotes a pedestrian- and transit-friendly environment, while addressing the City's housing needs in this focused area. The Vision Plan does not include adoption of any zoning or General Plan amendments at this time, nor does the Vision Plan propose any physical development as part of this study. The Vision Plan would guide the future legislative actions, regulations or capitol improvement projects surrounding the Glendora Station.

Vision Plan Study Area

The Vision Plan study area includes a focused half-mile radius around the future Metro Glendora Station near the intersection of Vermont Avenue and Ada Avenue. The study area also took into consideration the 2021-2029 Housing Element sites. These sites have been identified as potential sites for residential development that would help meet the City's Regional Housing Needs Allocation (RHNA). The Glendora Station Area Plan boundary includes areas along Route 66, Foothill Boulevard, Glendora Avenue, Vermont Avenue, and Pennsylvania Avenue. The study area includes approximately 400 parcels with an area of 142 acres.

Vision Plan and the Housing Element

Glendora's General Plan, Community Plan 2025, was adopted in 2008. A corresponding CEQA document that supported approval of Community Plan 2025 was not readily available through research, but if one is available, it would further inform recommendations for future CEQA pathways described herein. The Housing Element was last updated in 2022 to correspond with the State's 6th Housing Cycle. An Initial Study/Negative Declaration was prepared and certified in 2021 for the Housing Element. Glendora's 2021–2029 Housing Element, certified by the State in 2023, identifies a RHNA of 2,276 units and commits the City to a series of actions aimed at streamlining housing production for all economic segments. Within a half-mile of the future Metro Glendora Station, the Housing Element identifies 10 sites for rezoning and land use changes to support potential future residential development, set to accommodate around 45% of the City's projected housing need, or around 1,000 residential units.

Potential future development in the selected focus areas would provide enough units to meet RHNA unit expectations for housing element sites in the Station Area. Based on the potential development capacity in selected focus areas studied in the Vision Plan, 80 percent of RHNA units, or 1,030 units, would be required and 1,098 would be accommodated.

CEQA Statutory Exemption for Vision Plan

The Vision Plan is a feasibility and planning study for possible future actions, and does not result in a legally binding effect on later activities. Therefore, pursuant to Title 14 of the California Code of Regulations (CCR), Section 15262 the Vision Plan would be statutorily exempt from the California Environmental Quality Act (CEQA) (Authority cited: Section 21083, Public Resources Code; Reference: Sections 21102 and 21150, Public Resources Code). Future actions or projects facilitated by the Vision Plan would be subject to CEQA and reviewed on a case-by-case basis.

Future CEQA Pathway for Implementation of the Vison Plan

Scenario 1. General Plan Update

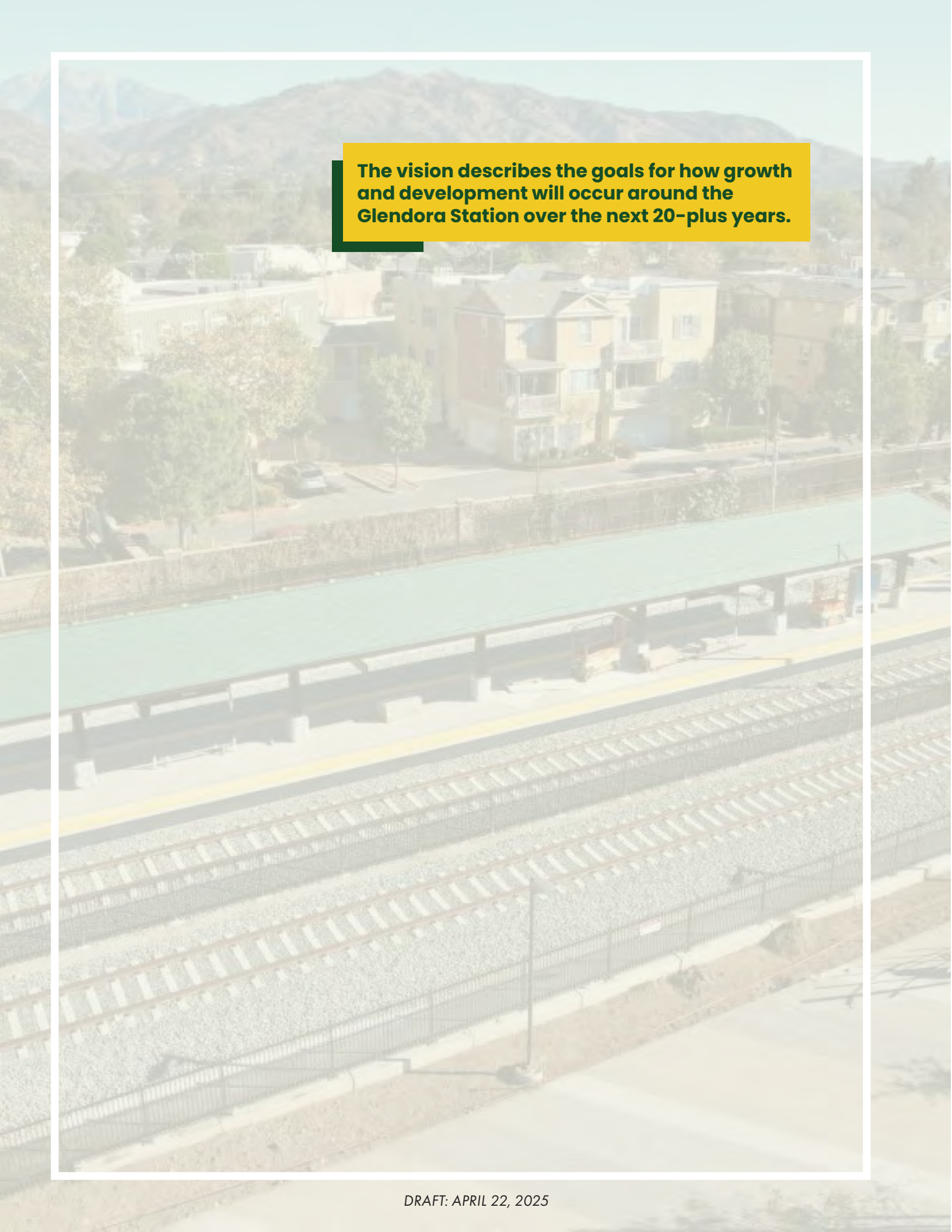
This scenario would result in the preparation and adoption of a General Plan Update that would address Citywide changes to the Land Use Map and related zoning changes, as well as related updated to other Elements of the General Plan, which would be based on information contained in the Vision Plan. Based on the anticipated increase in density and intensity of residential and commercial land uses of the preferred scenario outlined in the Vision Plan, as well as likely other citywide changes in the General Plan Update including implementation of land use and zoning changes Citywide to implement the Housing Element, there is a high potential to identify significant and unavoidable impacts, thereby requiring preparation of an Environmental Impact Report (EIR). The EIR would clear CEQA for both the land use and zoning amendments required to implement the Housing Element citywide, any other updated to General Plan Elements, and related amendments to the current Route 66 Specific Plan. An EIR would serve as a useful tool for tiering and streamlining of environmental clearance for future development and redevelopments project facilitated by a General Plan Update.

Scenario 2 – Glendora Station Specific Plan

This scenario would include the preparation and adoption of a new Glendora Station Specific Plan (based off the Vision Plan) which would result in focused land use and zoning amendments to the General Plan and the Route 66 Specific Plan. Based on the proposed increase in density and intensity of residential and commercial land uses of the preferred scenario outline in the Vision Plan, an Initial Study should be prepared to determine whether an EIR or a lesser document, either a Negative Declaration (ND) or Mitigated Negative Declaration (MND), if all identified environmental impacts can be avoided or reduced, is the most appropriate CEQA path. The extent of physical changes and resulting environmental impacts would be based on the overall anticipated net increase in allowable units within the Glendora Station Specific Plan Area.

Scenario 3 – Station Area Land Use and Zoning Amendments

This scenario would require focused land use and zoning amendments to the General Plan Land Use Map and the Route 66 Specific Plan to facilitate the future development of RHNA units on the identified opportunity sites identified in the Housing Element within the Glendora Station Area. This scenario would not include a Glendora Station Specific Plan. As with Scenario 2, an Initial Study can be prepared to determine the potential significant impacts, which would lead to determination of the appropriate level of CEQA clearance required (EIR, ND, MND).



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