



GLENDORA STATION AREA VISION PLAN (PLN22-059)

COMMUNITY DEVELOPMENT

CITY COUNCIL

JULY 8, 2025

HANS FRIEDEL, AICP, PRINCIPAL PLANNER

ALAN LOOMIS AICP, PLACEWORKS

CHAD SO, AICP, PLACEWORKS





REQUEST

THAT THE CITY COUNCIL:

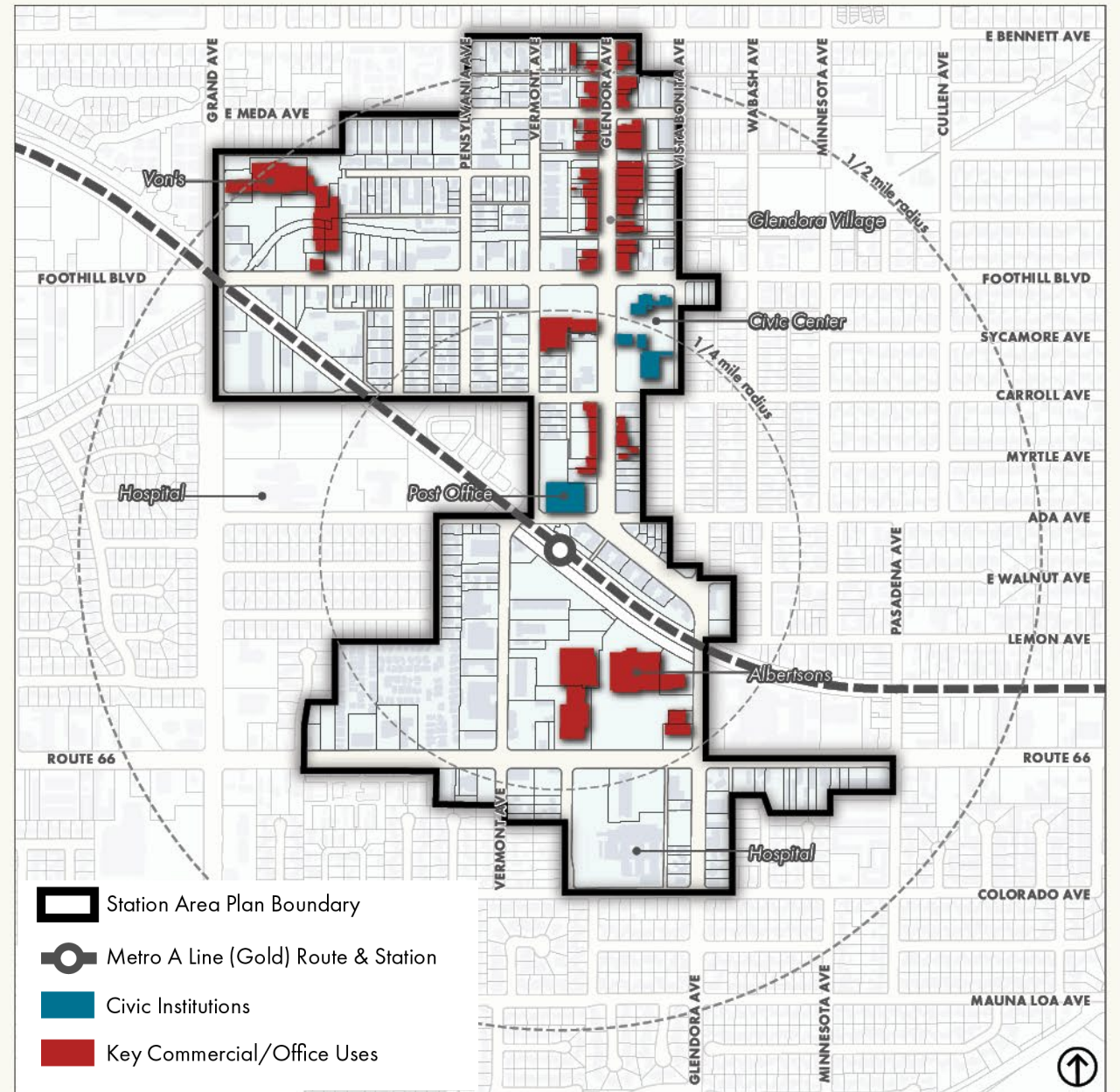
1. Adopt a finding of Statutory Exemption pursuant to Title 14 of the California Code of Regulations (CCR), Section 15262 Feasibility and Planning Studies of the California Environmental Quality Act (CEQA) Guidelines; and
2. Adopt a Resolution entitled "A RESOLUTION OF THE CITY COUNCIL ADOPTING THE GLENDORA STATION AREA VISION PLAN."



PLAN BACKGROUND

THE STUDY AREA

The Glendora Station Area Plan study area is focused a half mile radius around the future Glendora station.



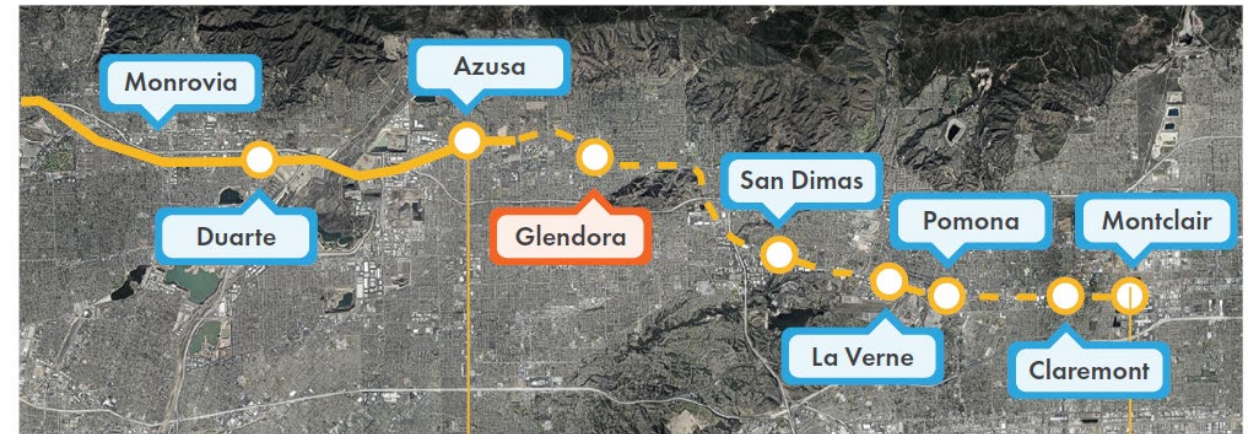
WHY PLAN?

Foothill Gold Line Extension: The Metro A Line expansion creates connections between six communities in the San Gabriel Valley and downtown Los Angeles

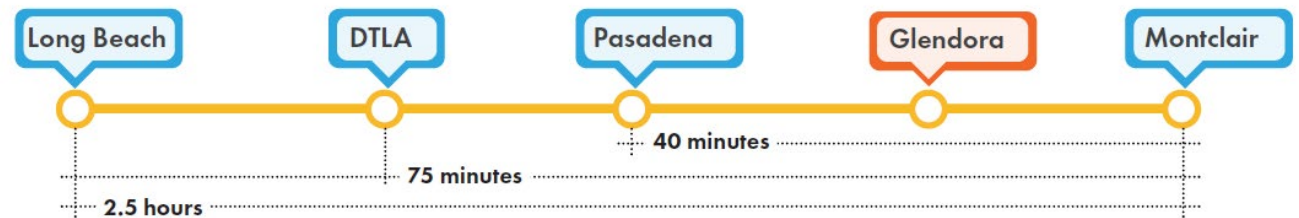
Glendora Station Opening: Scheduled to begin transit service later this summer, enhancing local and regional mobility

Transformational Project for Glendora: A once-in-a-generation investment in transportation infrastructure that will shape the city's future

Housing Element Commitment: The City's adopted Housing Element supports the **development of 1,290** new housing units within ½ mile of the station



12.3 miles
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

PLAN FUNDING

Metro Grant: The City secured a Metro grant to study how to accommodate housing for all income levels within a half-mile of Glendora Station, using a context-sensitive approach

Project Funded Through TOC TAP: Supported by Metro's Transit Oriented Communities Technical Assistance Program (TOC TAP)

Metro Partnership with Local Jurisdictions: Metro assists cities in developing and adapting transit-supportive policies and programs to maximize the value of transit investments and boost ridership

Alignment with Metro's Goals: The plan aligns with Metro's objectives and incorporates key elements from Metro's Transit Supportive Toolkit

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

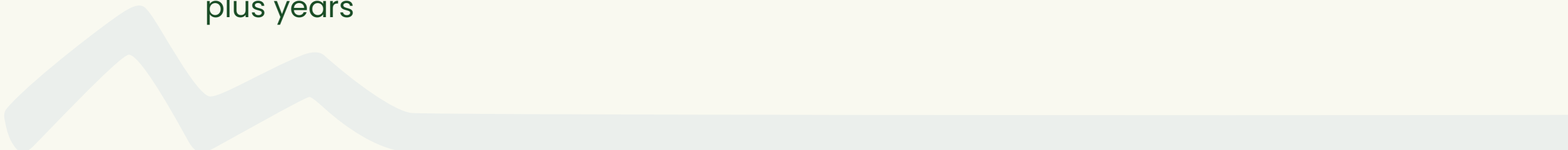
WHAT IS A VISION PLAN?

The Vision Plan is:

- An illustration of City aspirations
- Outlines a development vision through various scenarios
- Identifies the regulatory adjustments required to realize these scenarios
- A description of goals for how growth and development may occur around the Glendora station over the next 20-plus years

The Vision Plan is not:

- A rezoning
- A regulatory document
- A development project or proposal
- An approval of any building, development, or project



PUBLIC ENGAGEMENT

Multifaceted public engagement

- Community Open House
- Earth Day 2024 and 2025
- Online Survey
- Business and property owner outreach
- Virtual Open House
- Social Media
- Project website
- Planning Commission and City Council



PROJECT WEBSITE

- Approximately **275** unique visitors
- Shared at every outreach touchpoint via link and QR code
- Provided project overview, project updates, resources, and participation opportunities (survey, review the plan, key outreach dates)





FIGURE 1-5: PUBLIC DRAFT COMMENTS AND QUESTIONS

This chat bubble contains questions and comments received during Community Open House #2 and through the project website online comment form. Questions and comments pertain to the public draft Station Area Vision Plan made available from April 23rd, 2025 to May 18th, 2025 and presented during the virtual community open house #2.

Why are low-density areas unlikely to change and excluded from the study area?

Can you explain the impact of the Metro's Joint Development Policy and affordable housing requirement on the proposed plans?

Do you have estimates for the maximum number of units that could be built? Any corresponding estimates for the total number of residents the units would accommodate?

Do you have an infrastructure, streetscape plan for the main streets involved like Glendora Ave and Foothill? If so is there any last mile funding to accomplish the plan?

I support increasing housing density, however, a thought I have looking at Focus Area D is that a higher story complex would block out the view of the foothills for existing homeowners. A thing that sold me on my home on Vermont Avenue was the beautiful view of the foothills. Were I to live in the homes south of site D but north of the train where the rectangular strip moves eastward, I think I'd just about cry if I knew they were erecting a 4 story building in front of the view. Perhaps that impact should also be considered for locals (many of whom have called the foothills their homes for a generation)?

I live in a single family house within .5 mile radius of the station. I welcome the increased density in the area. Development changes are long term and I recognize that they won't all happen at once. I do think the plan is missing a key component and that is how we are going to implement the public realm changes. Where is the collaboration with public works and transportation? Why aren't these very important changes in the CIP. I strongly urge our city officials and executive leadership to fast track these public realm improvements, especially the bike lanes. I would also like to add that these bike lanes should be protected lanes. Sharrows are ineffective and cars don't know how to share the road. If we want to encourage residents to start using the station we have to create a safer public realm and streets.

I see that some of these ideas in the vision plan involve lot consolidation? Has these hampered other cities/stations in implementing vision plans that involved consolidations and are there ways the City can streamline/encourage that process?

Public Draft Comments and Questions

16 Questions and Comments Received



If any of these developments come into fruition, would CEQA would come into effect?

Has there been any analysis as to the impact on the community as it pertains to incoming unhoused people?

I want to commend the City of Glendora and the project team for the thoughtful integration of diverse housing types, especially in areas adjacent to existing single-family neighborhoods. It's clear that the plan respects the character of established communities while still moving forward to meet future housing needs. The emphasis on interconnectedness, linking local residents, future station users, and new community members is a smart, people-centered approach that positions Glendora as both welcoming and forward-thinking. This plan doesn't just connect places, it connects people. Well done!

What impact is anticipated on road congestion?

4-6 story residential structures should NOT be allowed. Also the amount of vehicle traffic this will bring to that area will be unmanageable.

Glendora may lose it's small town feel.

Where is the "threshold of change" - Land value must exceed building value in order for change to take place. Will there be any practical economic discussions, real world examples presented to City Council and Staff?

To the Vermont Ave apartments, please explain how 3 story apartments are an appropriate development in the area with a height that are appropriate? Who would want a 3 story building with tenets looking into single family backyards or obstructing the views and peace as they currently exist? Simple search shows 7 of the 12 properties on the other side of Vermont have sold in last 10 years, contrary to the statement made on the zoom call as to why single family homes were excluded, "slower change of ownership" Between the Metro ridership increase, the increased residence and financial benefits to the city taxes, it is clear these are very profitable projects and the single family residences that will bear the brunt of this project and it is very curious why these homes were omitted from the scope.

Is Metro planning on selling the new parking lot? If so, where will commuters be able to park their cars? Concerned adjacent single family neighborhoods will be used as overflow parking if new lot is sold.

FIGURE 1-5: PUBLIC DRAFT COMMENTS AND QUESTIONS

This chat bubble contains questions and comments received during Community Open House #2 and through the project website online comment form. Questions and comments pertain to the public draft Station Area Vision Plan made available from April 23rd, 2025 to May 18th, 2025 and presented during the virtual community open house #2.

Why are low-density areas unlikely to change and excluded from the study area?

Low-density areas are typically characterized by single family residential uses with smaller parcels that are unlikely to change. See Page 1-4, Study Area.

Can you explain the impact of the Metro's Joint Development Policy and affordable housing requirement on the proposed plans?

Metro owns property south of the Glendora Station. Metro's policy requires these sites include affordable housing. See page 1-6, Affordable Housing.

Do you have estimates for the maximum number of units that could be built? Any corresponding estimates for the total number of residents the units would accommodate?

The 2021-2029 Glendora Housing Element identifies approximately 1,000 dwellings that can be accommodated within the study area.

Do you have an infrastructure, streetscape plan for the main streets involved like Glendora Ave and Foothill? If so is there any last mile funding to accomplish the plan?

The City has the People Movement Project which includes an Urban Trails System and First/Last Mile Improvements. See Chapter 4: Public Realm Improvements.

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Comment considered. See Chapter 3: Development Scenarios.

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See Chapter 4: Public Realm Improvements.

I see that some of these ideas in the vision plan involve lot consolidation? Has these hampered other cities/stations in implementing vision plans that involved consolidations and are there ways the City can streamline/encourage that process?

This plan recommends the City consider implementing a lot consolidation bonus within the study area. See Chapter 5: Implementation.

Public Draft Comments and Questions

16 Questions and Comments Received



If any of these developments come into fruition, would CEQA would come into effect?

See Chapter 5: Implementation.

Has there been any analysis as to the impact on the community as it pertains to incoming unhoused people?

This plan is informed by Glendora's 2021-2029 Housing Element. Analysis regarding incoming unhoused people is not included in this plan.

What impact is anticipated on road congestion?

A traffic analysis is not part of the scope for this project.

4-6 story residential structures should NOT be allowed. Also the amount of vehicle traffic this will bring to that area will be unmanageable.

Comment received.

Glendora may lose it's small town feel.

Comment received.

Where is the "threshold of change" - Land value must exceed building value in order for change to take place. Will there be any practical economic discussions, real world examples presented to City Council and Staff?

See Appendix E: Development Opportunity.

I want to commend the City of Glendora and the project team for the thoughtful integration of diverse housing types, especially in areas adjacent to existing single-family neighborhoods. It's clear that the plan respects the character of established communities while still moving forward to meet future housing needs. The emphasis on interconnectedness, linking local residents, future station users, and new community members is a smart, people-centered approach that positions Glendora as both welcoming and forward-thinking. This plan doesn't just connect places, it connects people. Well done!

Comment received.

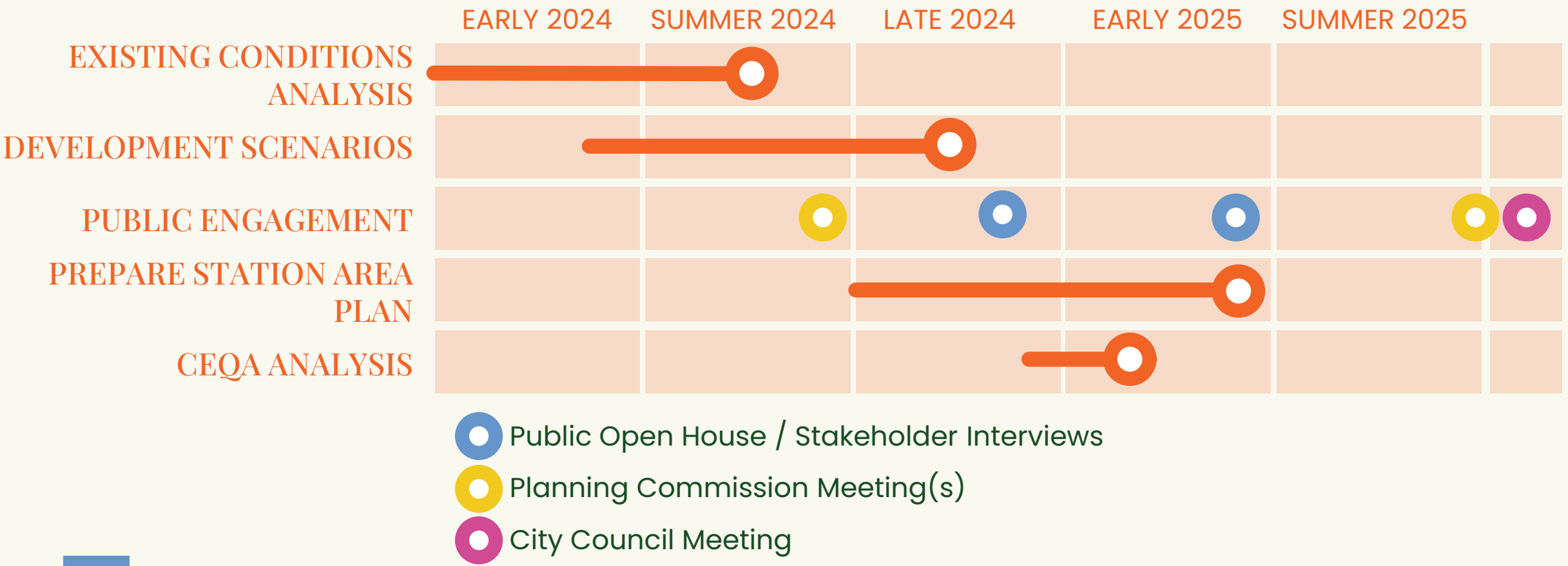
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See Page 1-4, Study Area. See Page 5-8, Context Sensitive Design.

Is Metro planning on selling the new parking lot? If so, where will commuters be able to park their cars? Concerned adjacent single family neighborhoods will be used as overflow parking if new lot is sold.

Metro owns property south of the Glendora Station and is soliciting developer interest. This plans recommends the City monitor parking demand upon arrival of the Glendora Station. See Chapter 5: Implementation.

SCHEDULE AND KEY MILESTONES



DRAFT PLAN OVERVIEW

CONTENTS

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

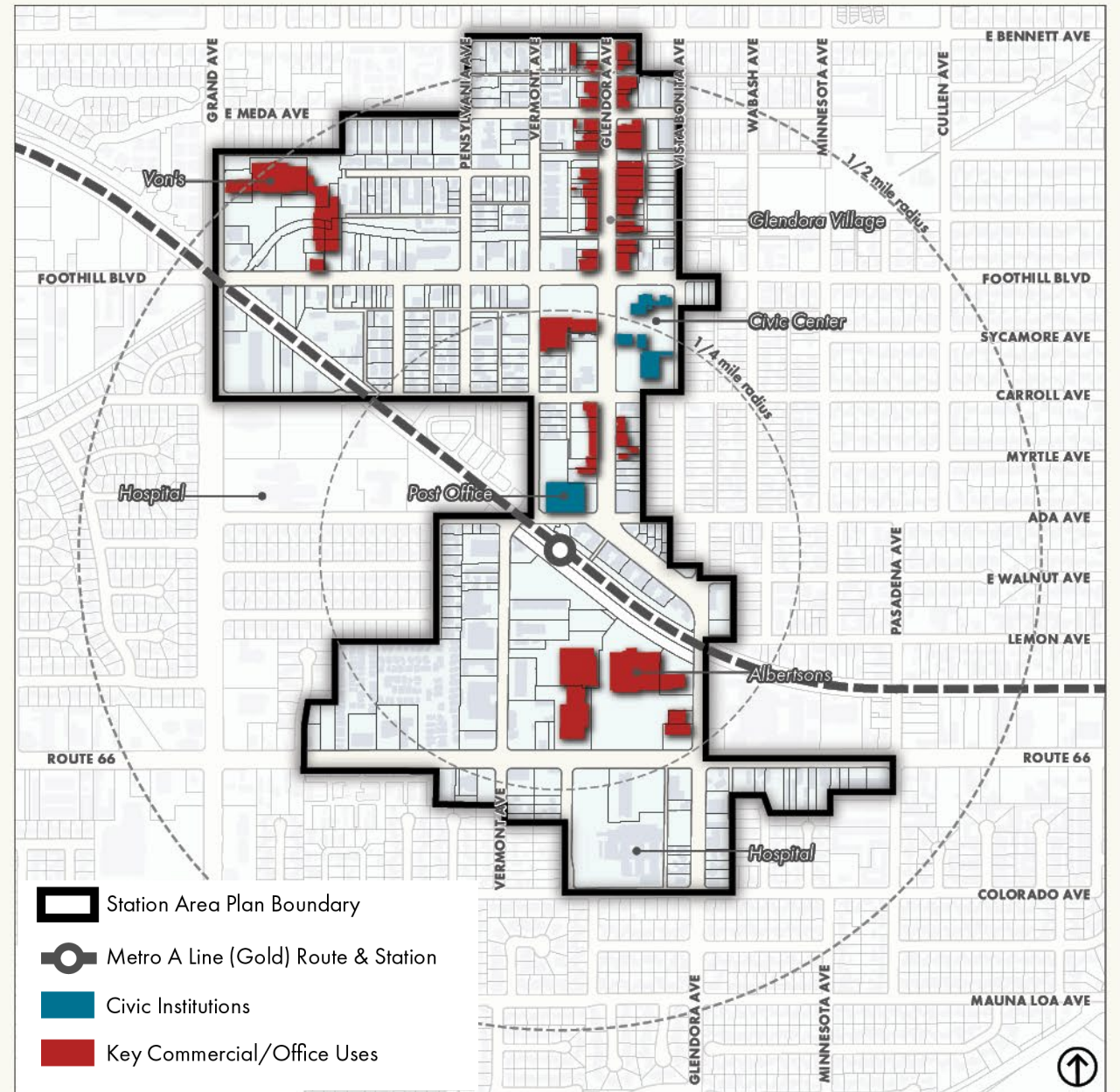
Provides guidance and next steps for executing the Vision Plan.

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.

THE STUDY AREA

The Glendora Station Area Plan study area is focused a half mile radius around the future Glendora station.



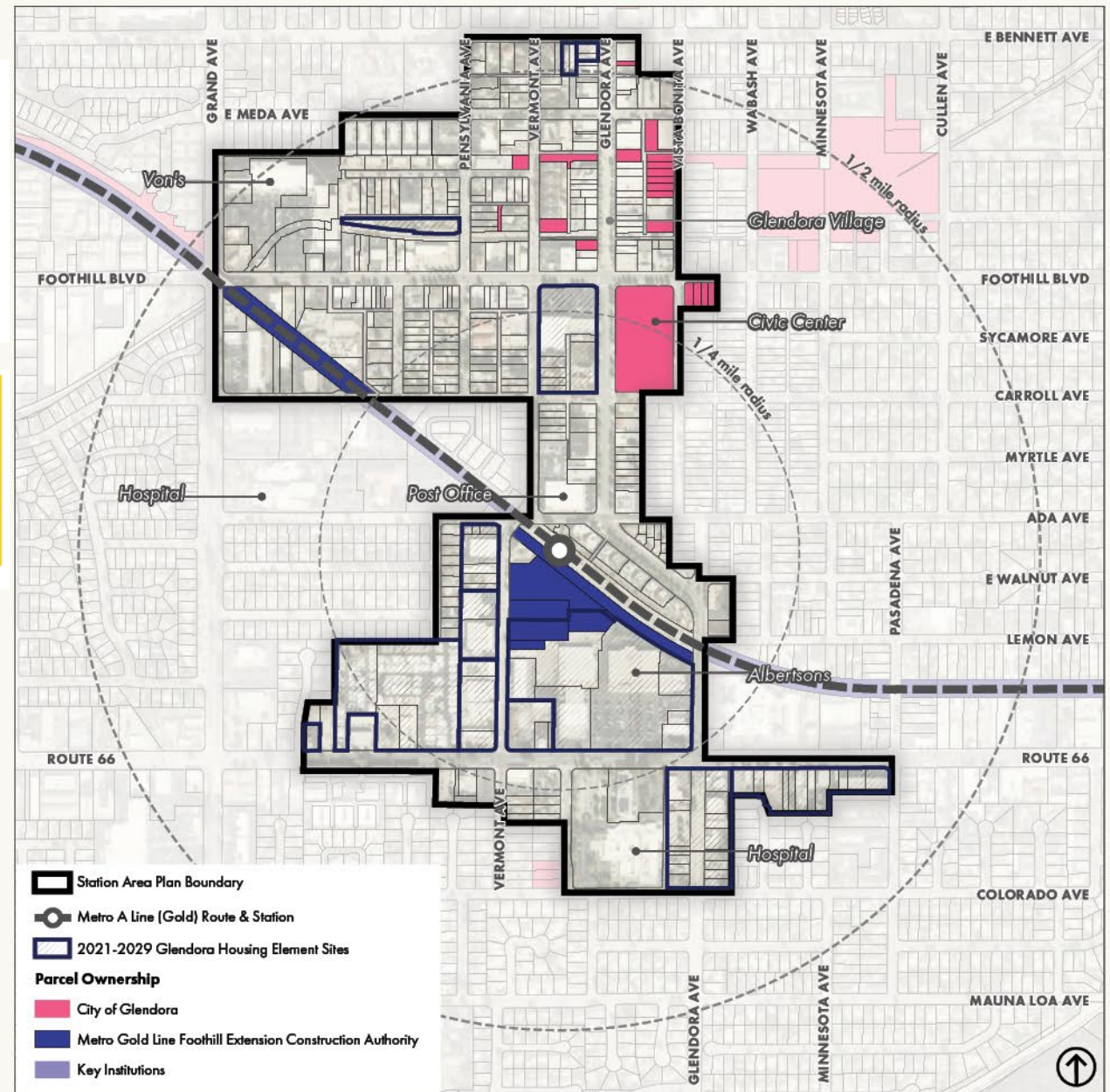
Station Area RHNA Unit Expectations **1,290**

Citywide RHNA Unit Expectations **2,276**

45%

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

- 10 Housing Element Sites within the ½ mile radius of the Glendora Station
- 80% Unit Expectations: 1,030

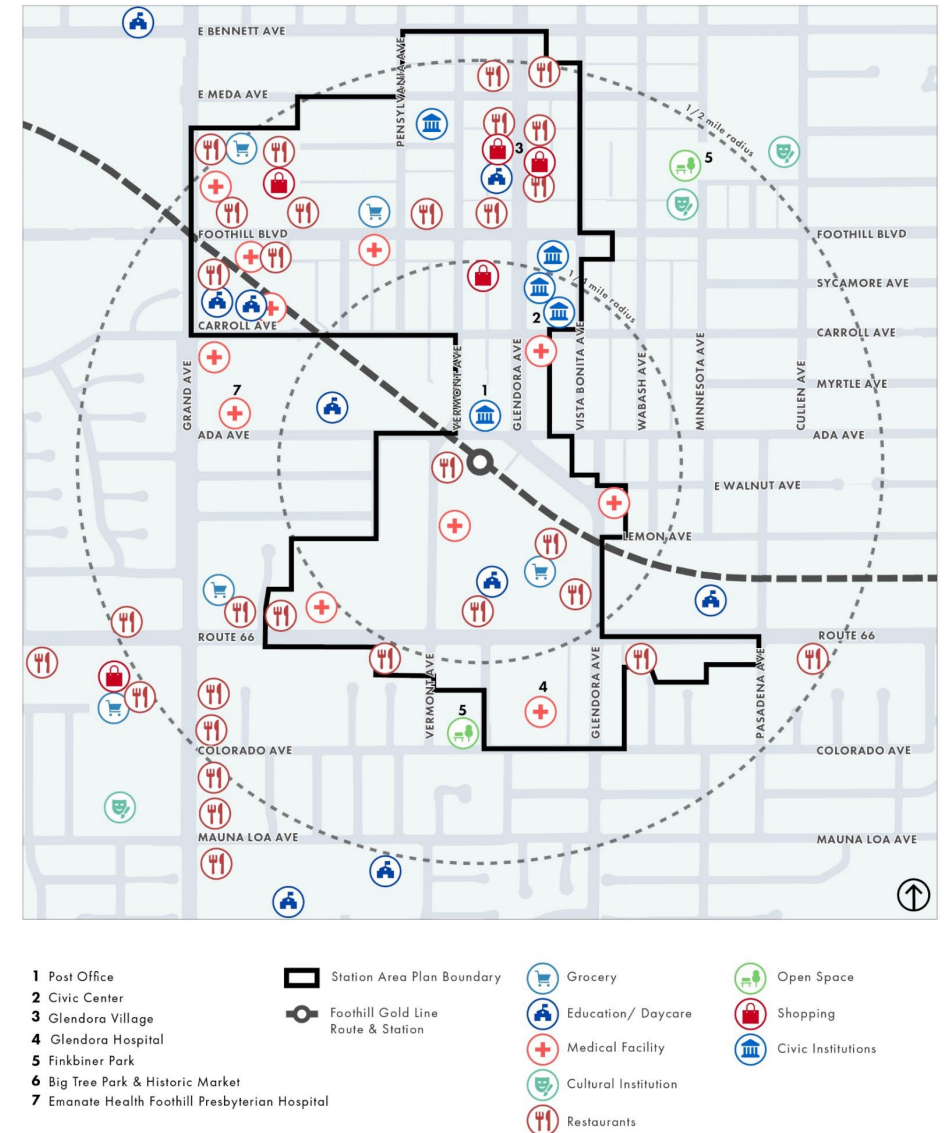


EXISTING CONDITIONS ANALYSIS

- Includes a series of maps and diagrams with accompanying narrative to establish an understanding of the urban environment.
- Examples of analysis topics includes existing land use, community assets, lot coverage, ownership, and utilization rates.

FIGURE 2-3: COMMUNITY ASSETS

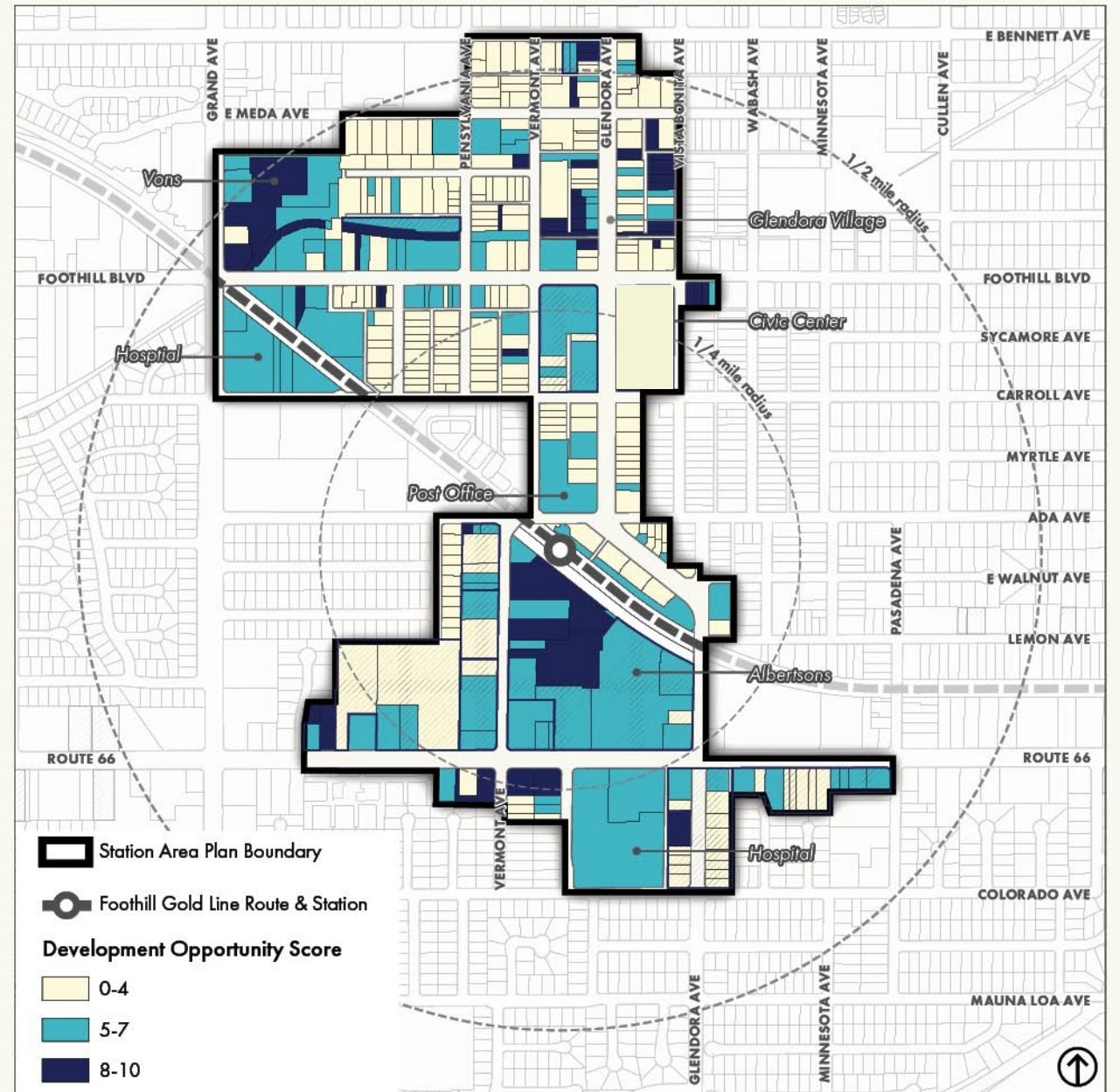
Source: City of Glendora, 2024; PlaceWorks, 2024



DEVELOPMENT OPPORTUNITY

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	2
Includes existing office, commercial, or industrial uses	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



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

4-6 Story Mixed Use



(20)



NEED
GOOD
SETBACKS!

3-4 Residential



(4)



3 Story Residential



(33)



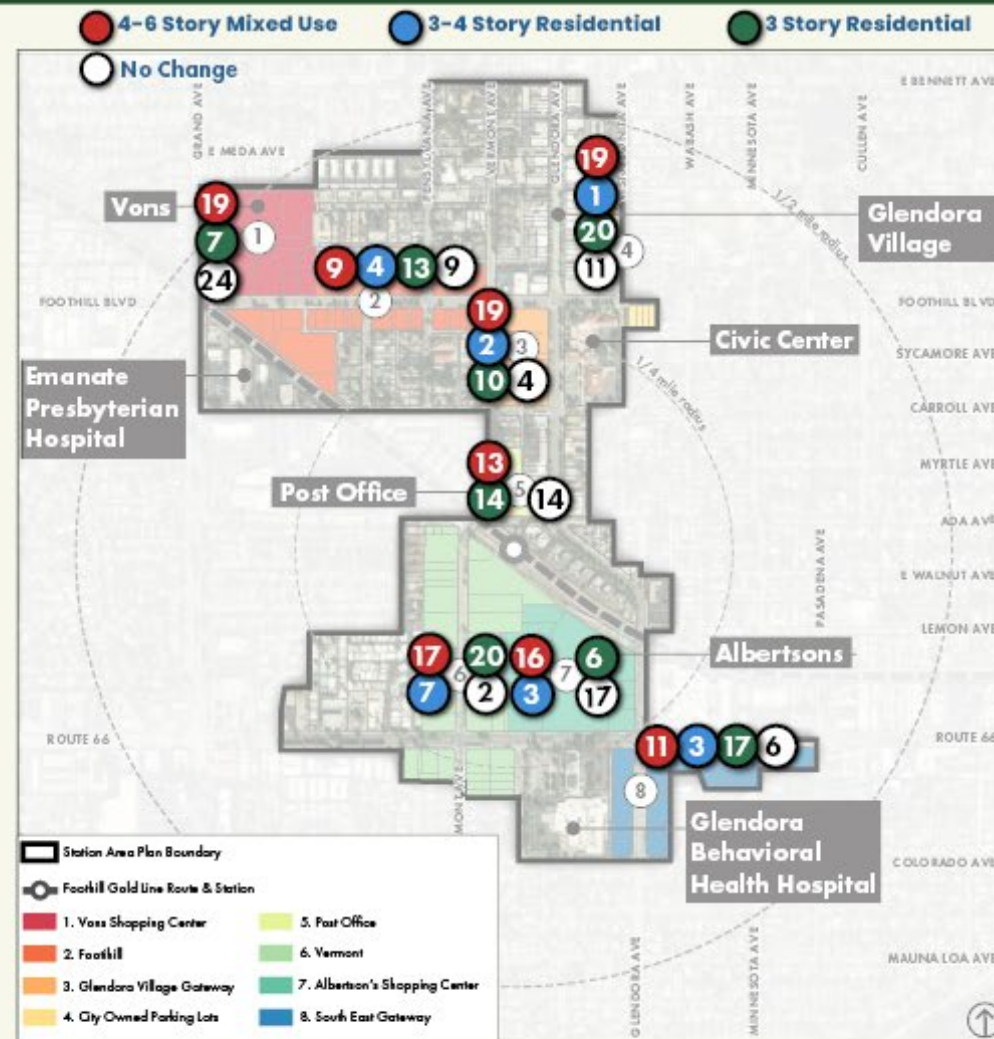
Other

3-4 Story
Mixed-Use



(3)

Where should development types be encouraged?



DEVELOPMENT SCENARIOS

Utilizing public input, the development opportunity score, housing element sites, and Metro's Transit Supportive Toolkit, parcels were selected as potential sites for catalytic development within the study area.

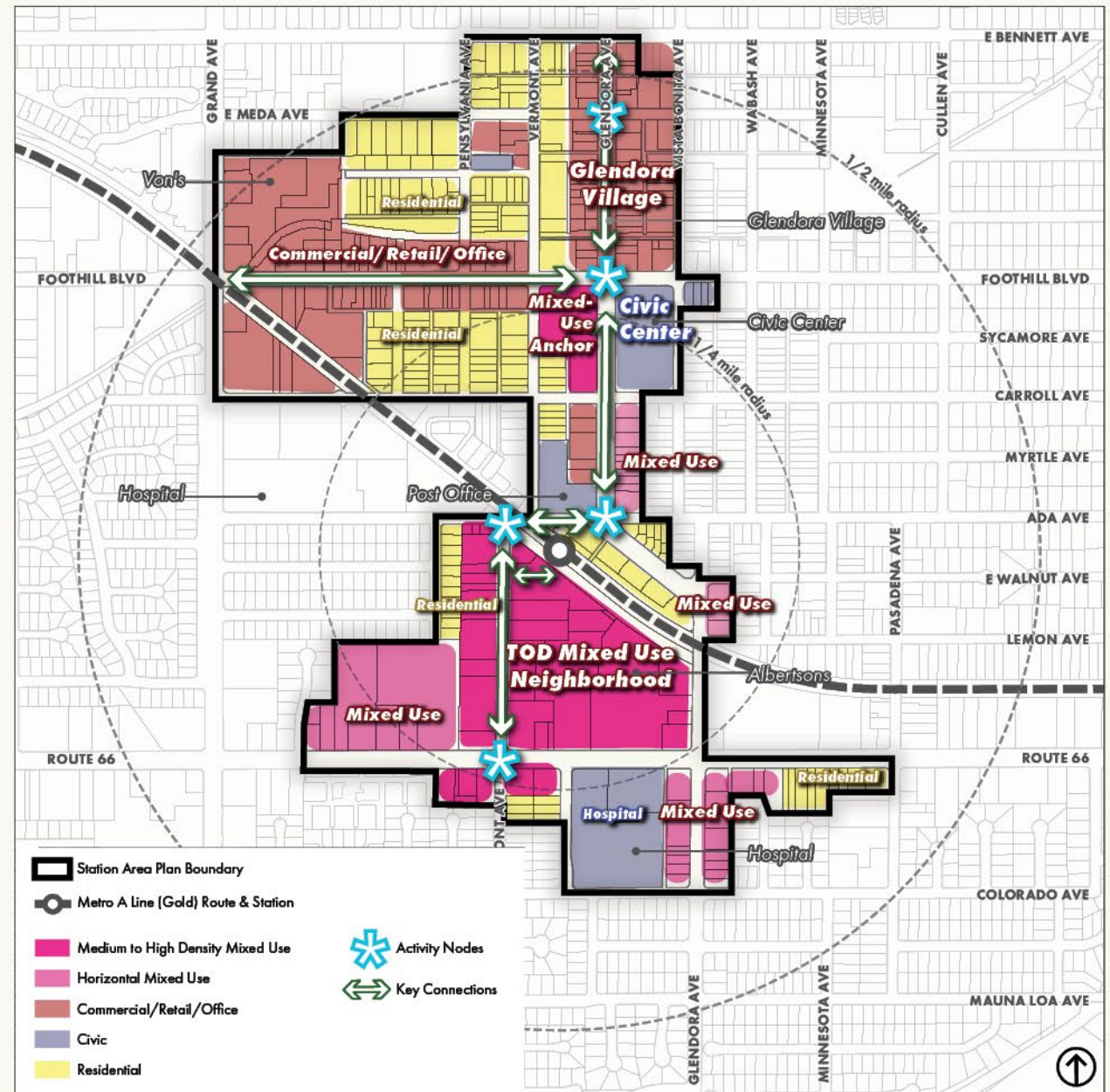
Development scenarios showcase development capacity within selected focus areas.

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



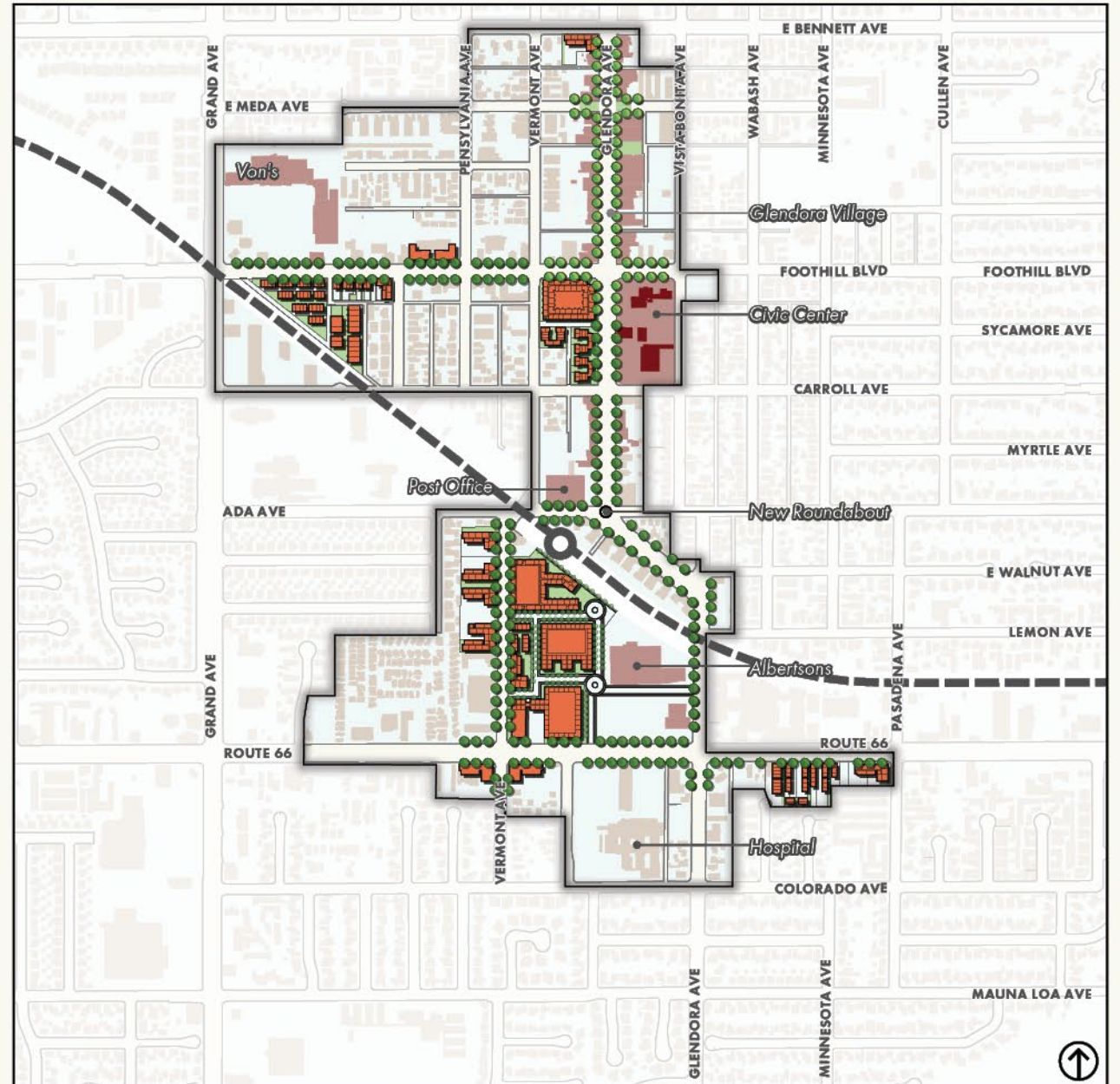
URBAN DESIGN CONCEPT

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 to the future Glendora station.

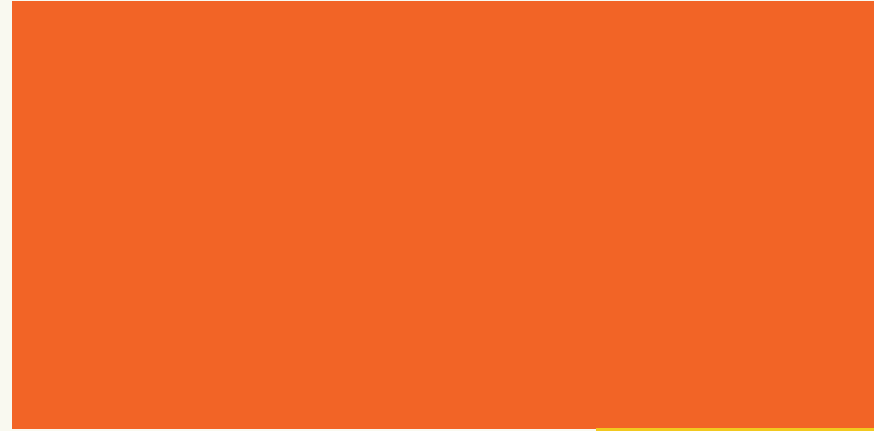


URBAN DESIGN VISION

THE ILLUSTRATIVE PLAN ILLUSTRATES A POSSIBLE PATTERN OF FUTURE DEVELOPMENT AROUND THE GLENDORA STATION.



DEVELOPMENT SCENARIOS



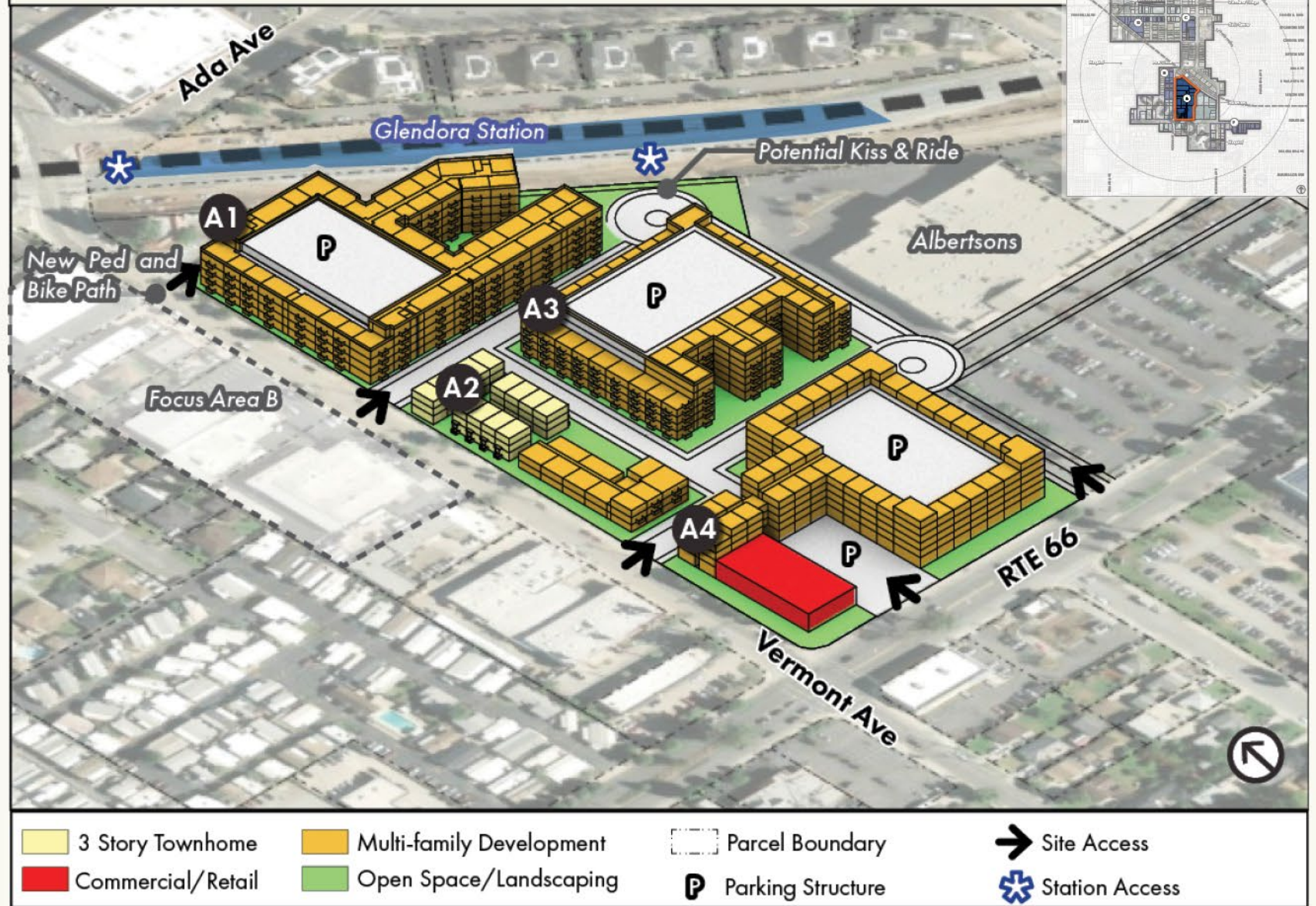
FOCUS AREA A

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

Development Scenario Approx. Units **612**



Figure 3-4: Focus Area A Concept Diagram



FOCUS AREA B

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

Development Scenario Approx. Units **129**

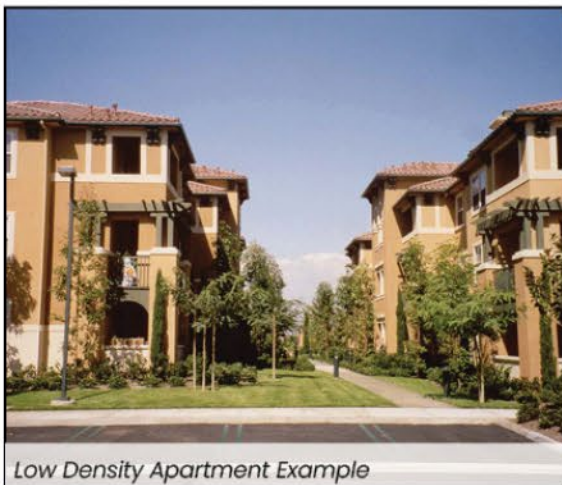
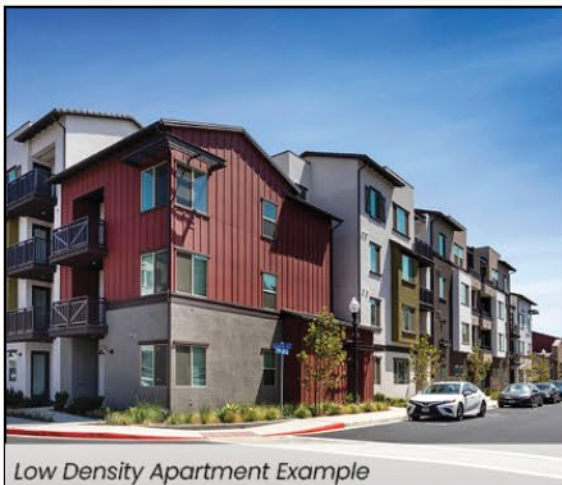
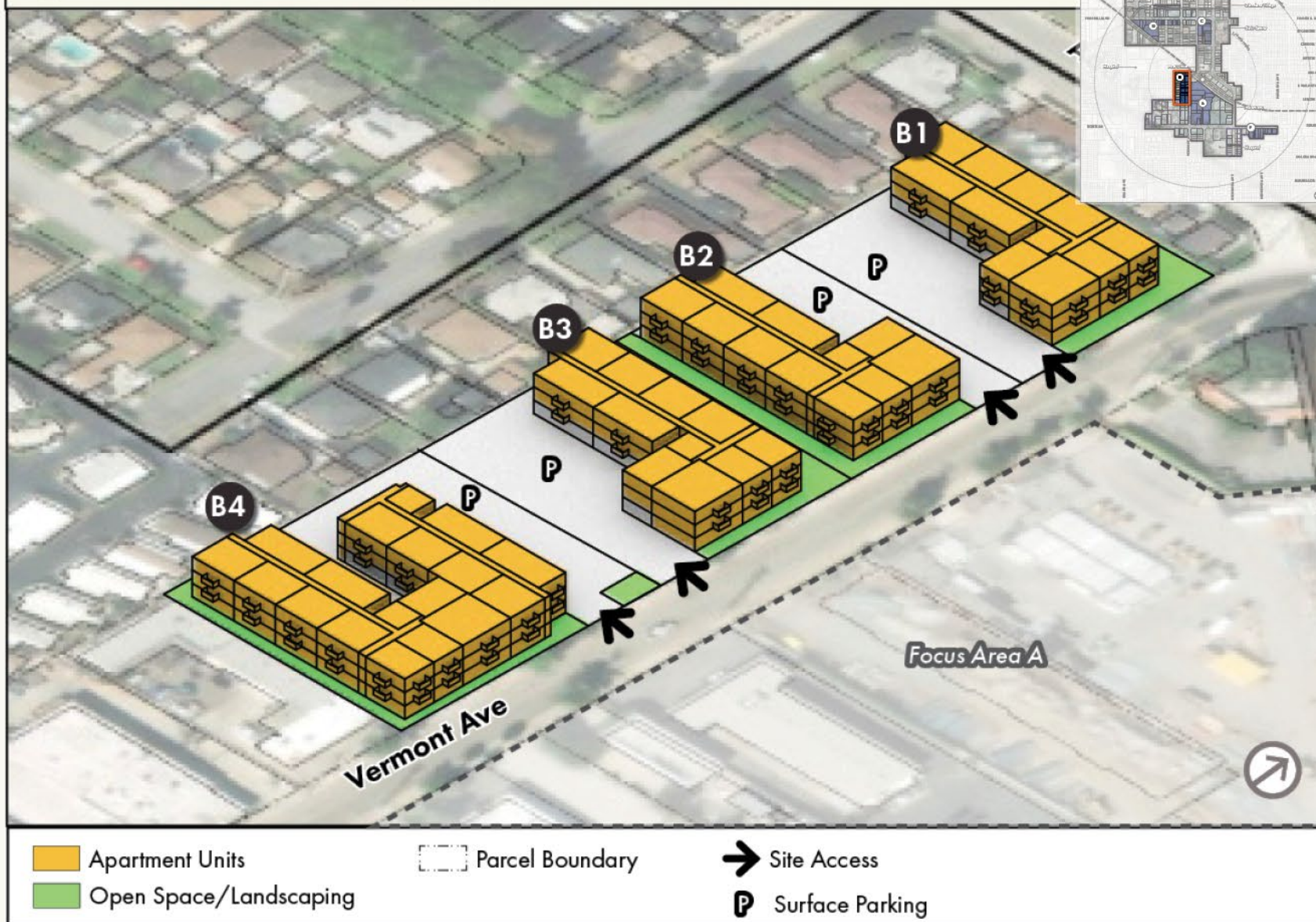


Figure 3-6: Focus Area B Concept Diagram



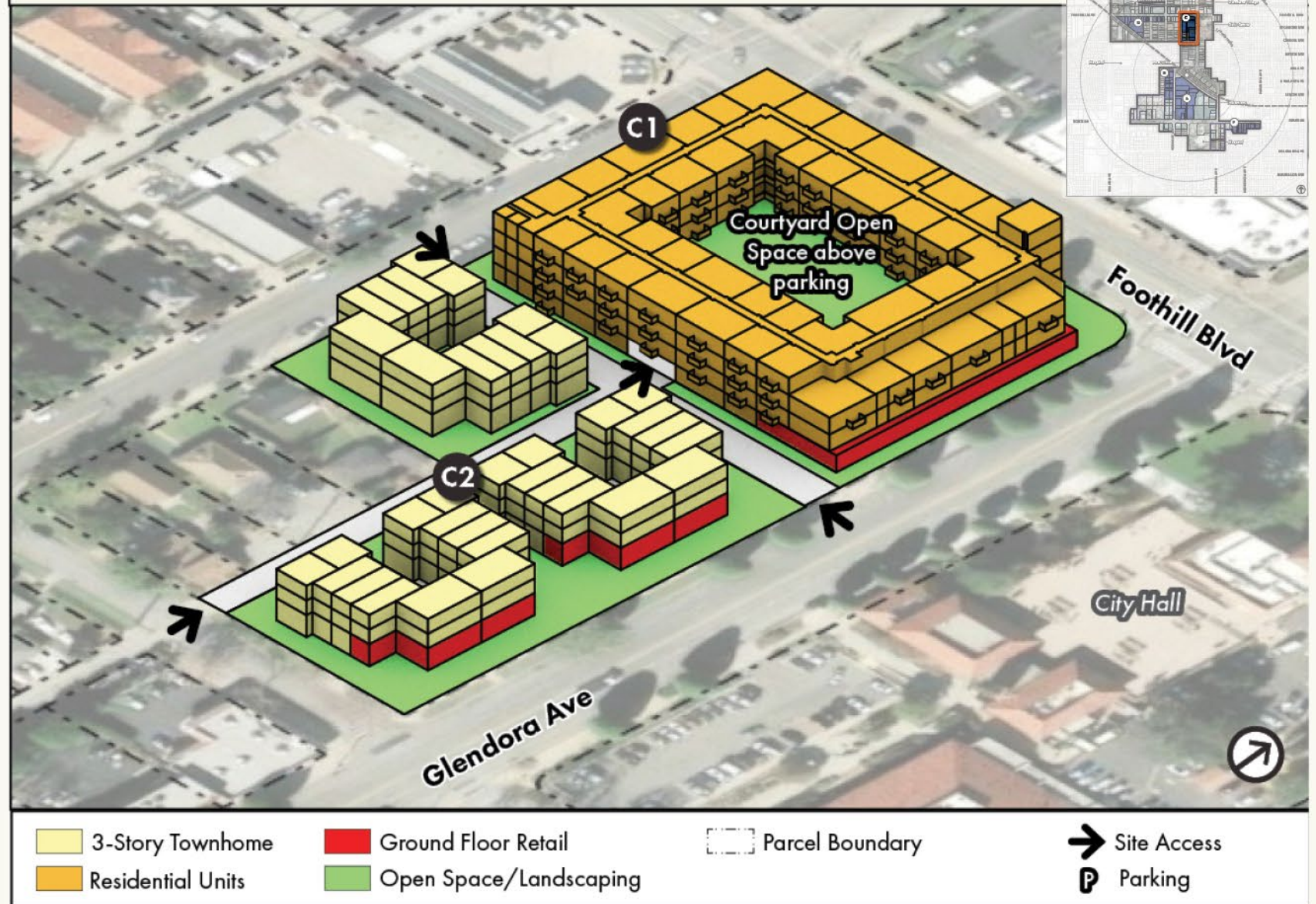
FOCUS AREA C

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

Development Scenario Approx. Units 173



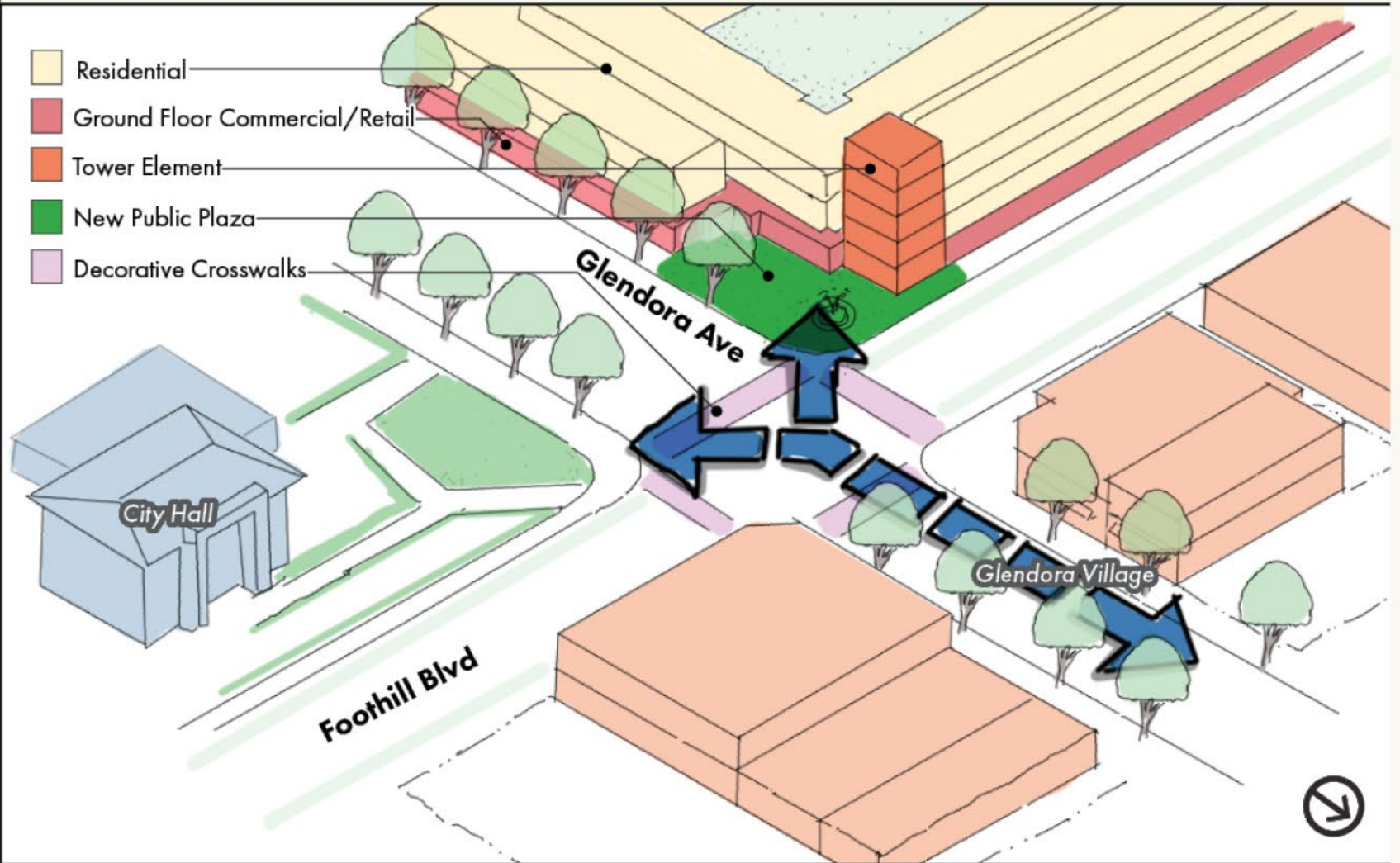
Figure 3-8: Focus Area C Concept Diagram



FOCUS AREA C



Figure 3-10: Focus Area C - Gateway Diagram



FOCUS AREA D

Not identified as Housing Element Site ①

Development Scenario Approx. Units **81**



Figure 3-12: Focus Area D Concept Diagram (Townhomes)



FOCUS AREA E

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

Development Scenario Approx. Units **18**

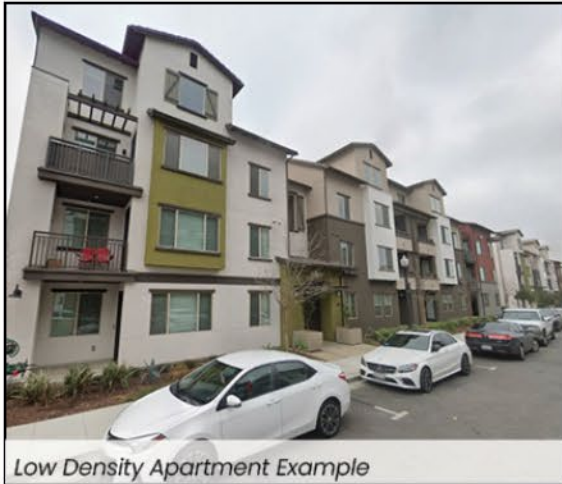
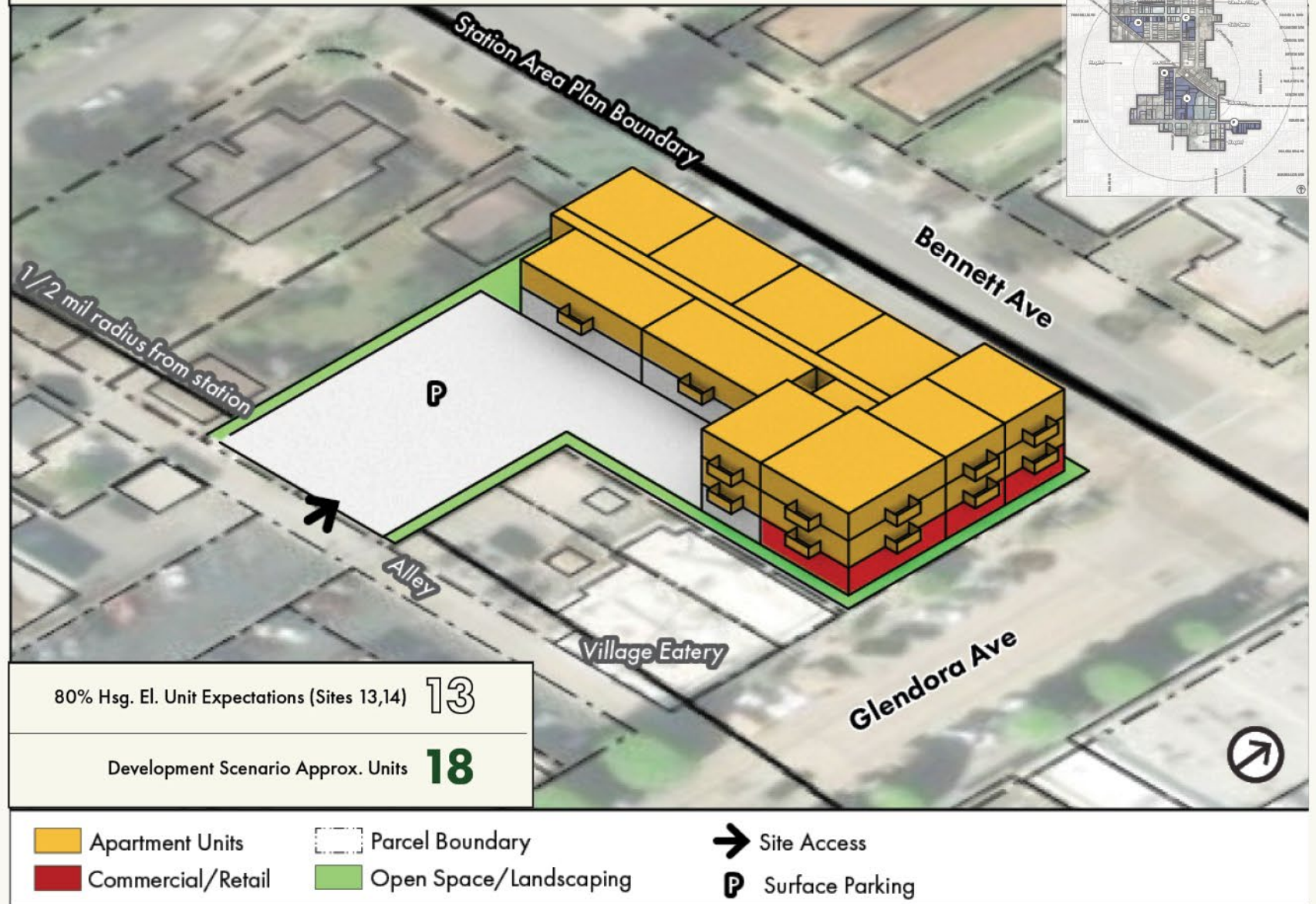


Figure 3-16: Focus Area E Concept Diagram



FOCUS AREA E

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

Development Scenario Approx. Units 85

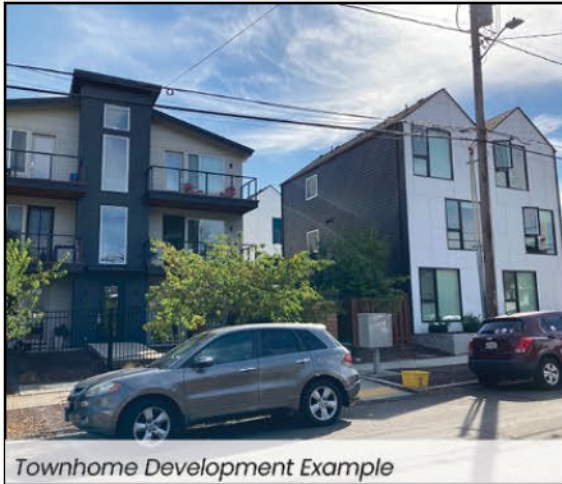
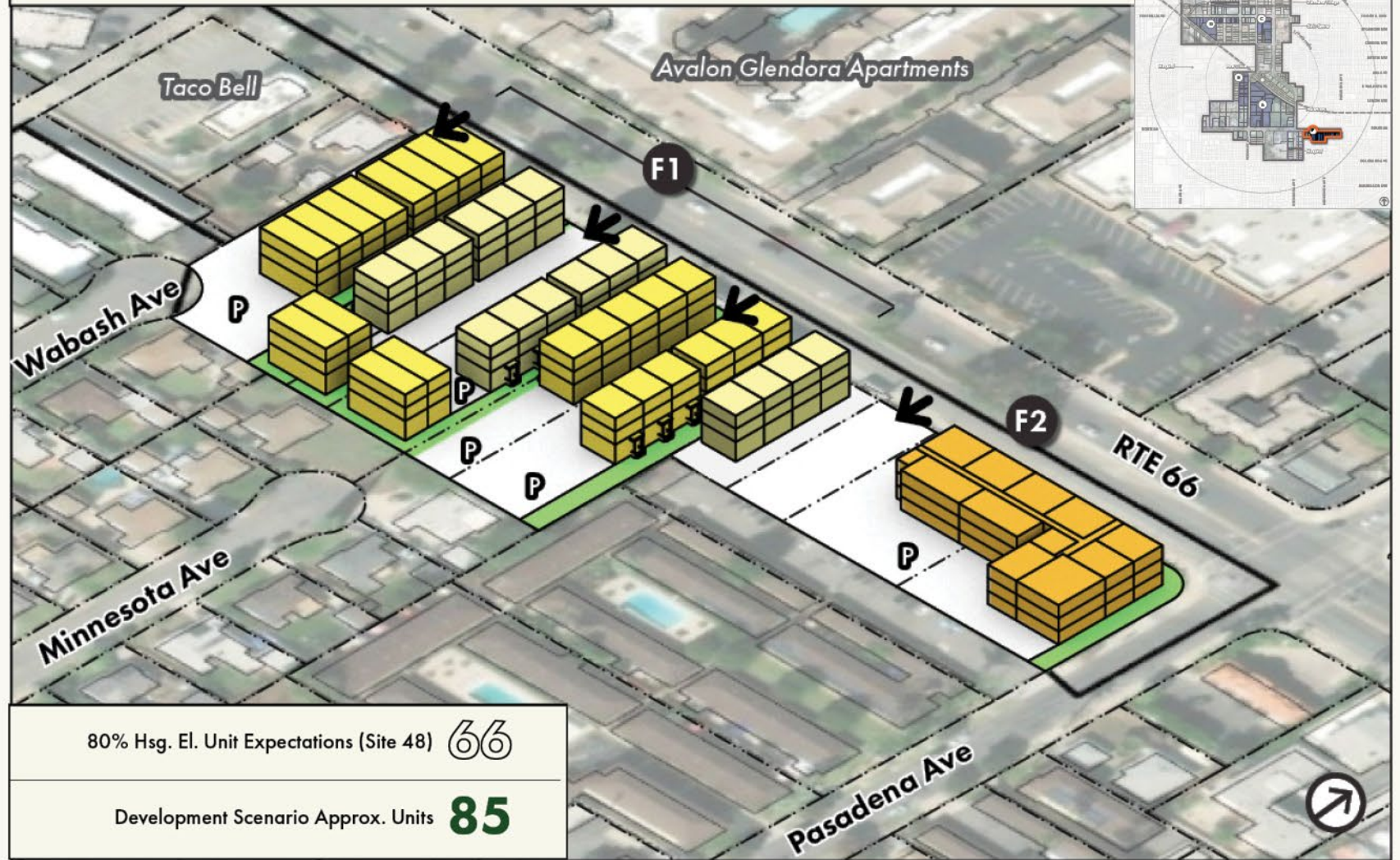


Figure 3-18: Focus Area F Concept Diagram



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

Development Scenario Approx. Units 85

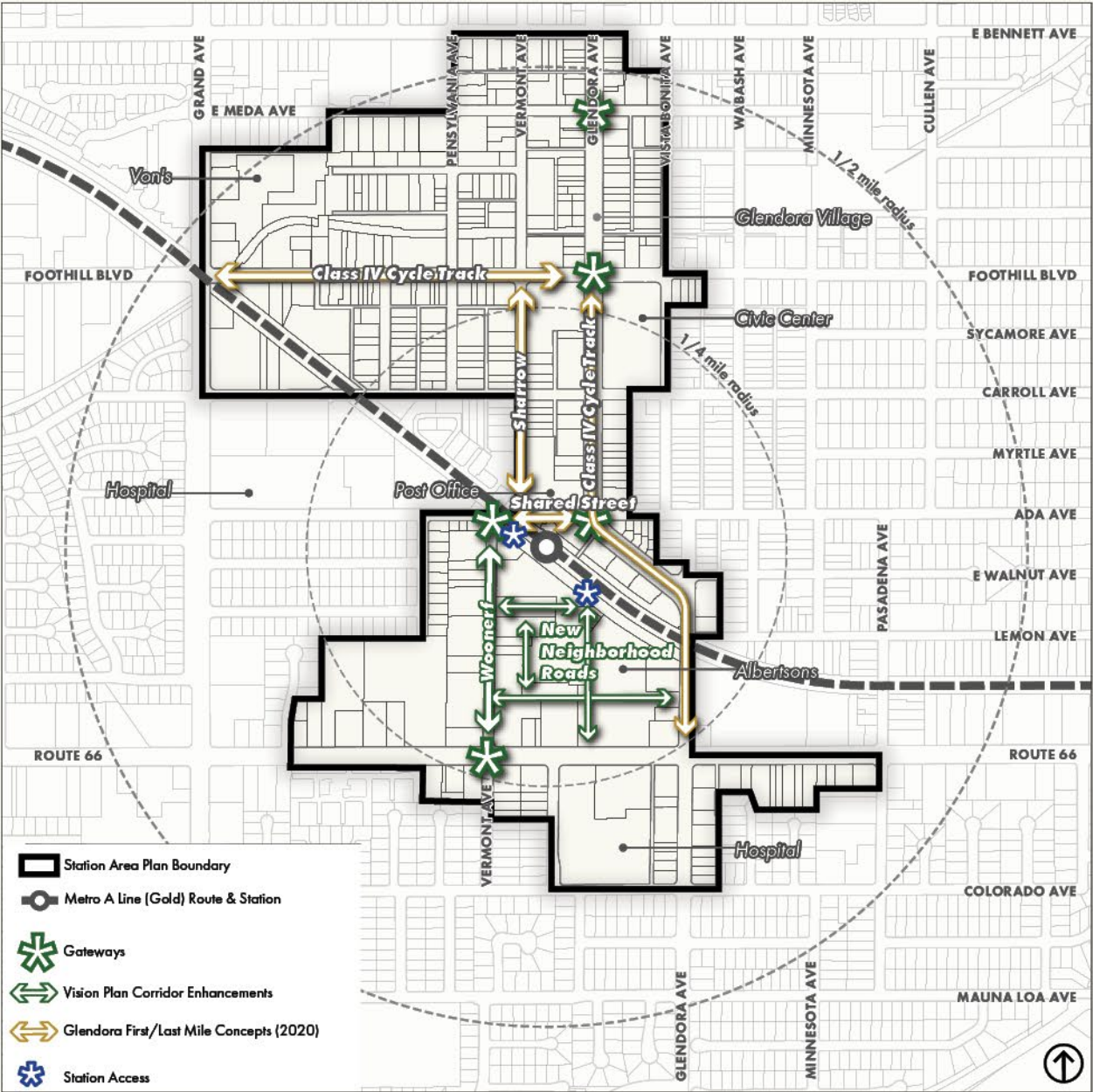
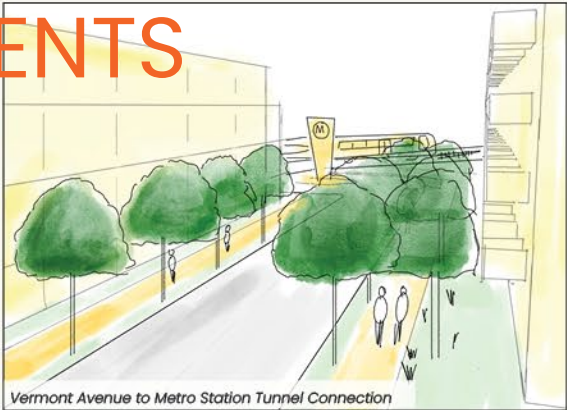
3-Story Townhome
Stacked Flats

Apartment
Open Space/Landscaping

Site Access
Surface Parking

Parcel Boundary

PUBLIC REALM IMPROVEMENTS



IMPLEMENTATION

- The Vision plan does not approve any specific projects on any of these sites
- Vision plan is a roadmap for future General Plan update and zoning recommendations
- Private development / developers may or may not take advantage of zoning



RECOMMENDED GENERAL PLAN LAND USE CHANGES

 Station Area Plan Boundary

 Metro A Line (Gold) Route & Station

Existing General Plan Land Use Designations

 General Commercial

 Light Industrial

 Medium/High Density

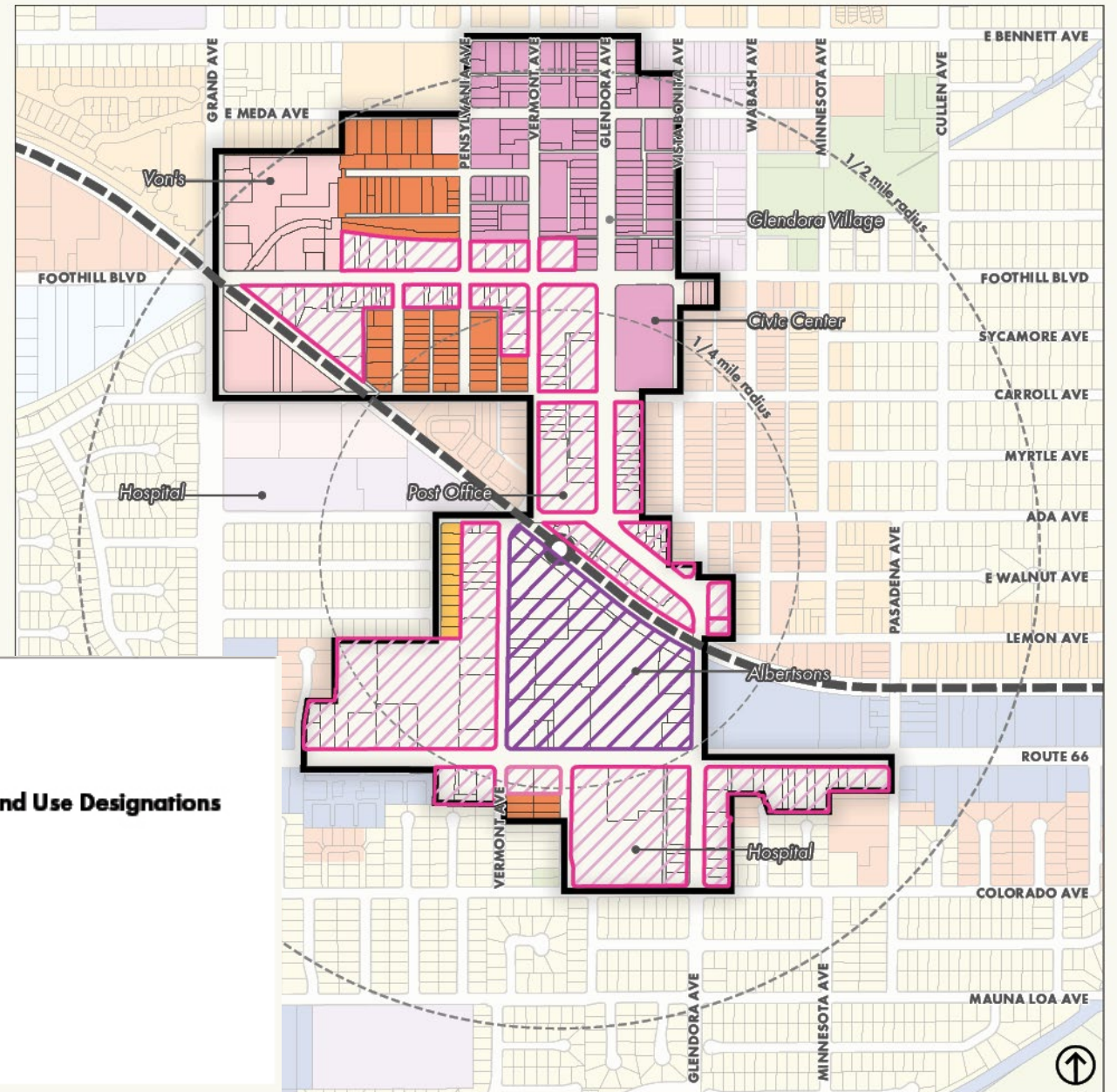
 High Density

 Village Mixed Use

Recommended General Plan Land Use Designations

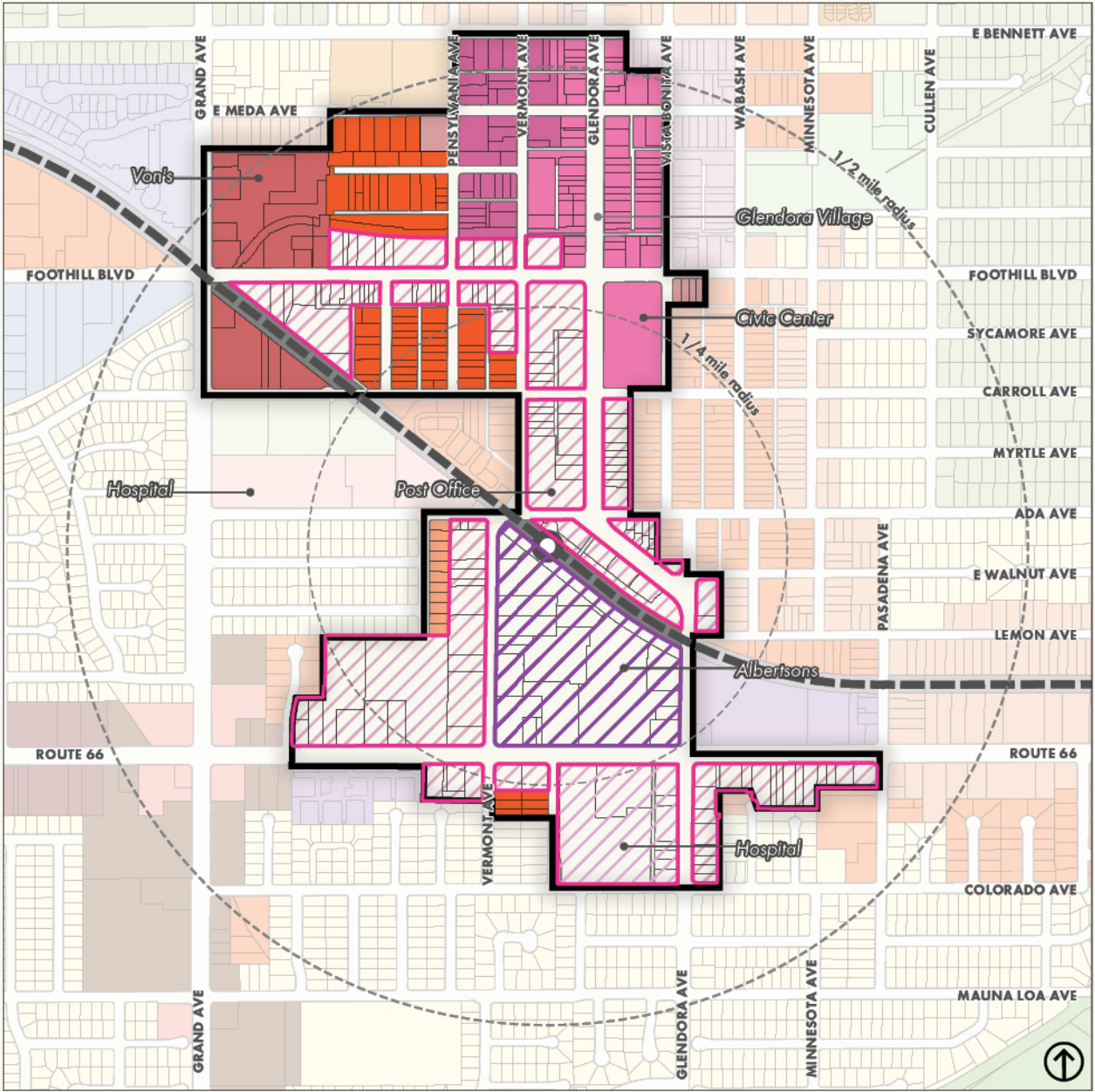
 Transit Oriented District

 Mixed Use Corridor

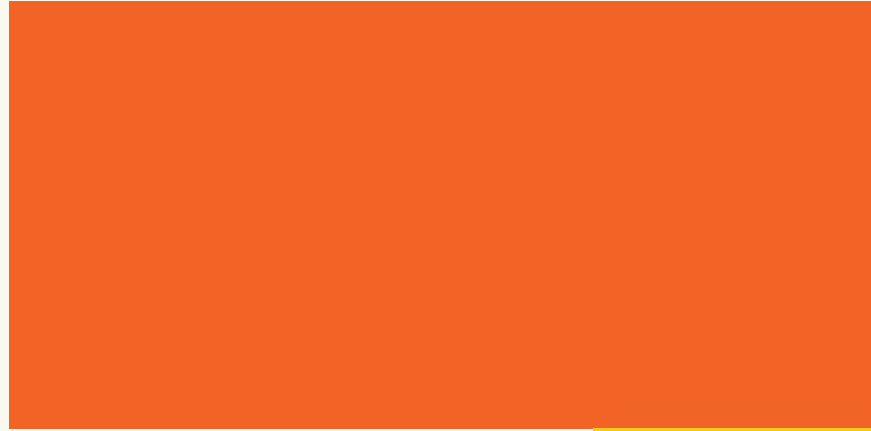


RECOMMENDED ZONING CHANGES

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

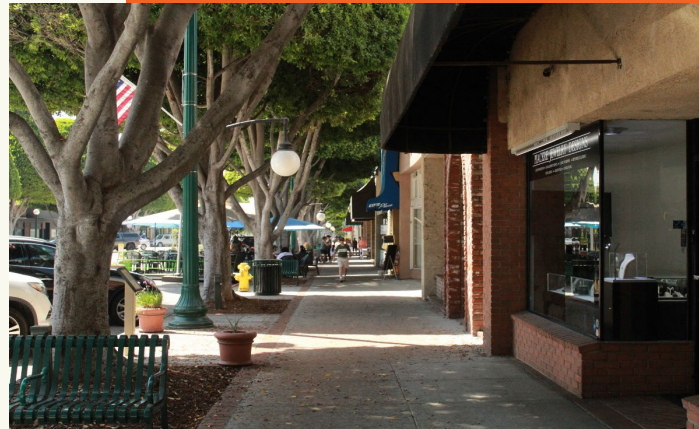


**LOOKING
FORWARD**



NEXT STEPS

- Adopt a Station Area vision 2025
- Adopt Objective Design Standards 2025
- General Plan Update 2026-2029
- Housing Element 7th cycle circa 2027-2030
- Housing Element implementation 2030s





REQUEST

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