



# Rethinking Downtown Glendora, CA: Linking the Village to Route 66



July 2019



# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## Introduction

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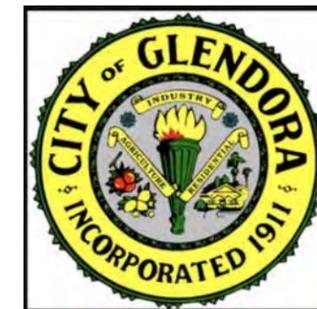
# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

Final Report

July 31, 2019

prepared by  
CRP 341 Urban Design Studio

for the Planning Department  
City Of Glendora



# Credits

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### Disclaimer

This academic report summarizes the process and depicts the results of a quarter-long undergraduate class project conducted by the CRP 341 Urban Design Studio, City and Regional Planning Department, Cal Poly San Luis Obispo, during the Spring Quarter 2019. Delivered through an outreach effort following Cal Poly's "learn-by-doing" approach, this report meets two major goals. Firstly, by responding to a real problem and reflecting a process inspired in professional practice, this report represents the work of students engaged in an effective learning environment. Secondly, this report is meant to contribute to the City of Glendora's planning and urban design efforts as a draft document offering a series of ideas for discussion with the community and planning professionals in search of future directions.

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## Acknowledgements

The students enrolled in this studio and their instructors Drs. Vicente del Rio and Hemalata C. Dandekar are grateful to the City of Glendora, its Mayor Judy Nelson and the City Council for providing an opportunity to contribute to the city's planning efforts.

We are indebted to the City of Glendora's Planning Commissioners for generously making time to respond to the student work. They attended a special meetings on June 4, 2019 to listen to six student teams present their concepts and final visions for the focus area consisting of blocks contained within Foothill Boulevard, Glendora Avenue, Vermont Avenue and Route 66. The goal was to think about the new Metro Gold Line Glendora Station that will locate in this area and develop alternative visions for a project titled *Rethinking Downtown Glendora CA: Linking the Village to Route 66*.

We thank Mr. Jeff Kugel Director of Planning for his contributions to this project from its inception. His support of this initiative and responses to student work were constructive, and helped sustain momentum in the class. We also thank Mr. Sean McPherson, Senior Planner and Mark Carnahan, City Planner as well as the City of Glendora Transportation Division, particularly transportation planner xxxx. They helped orient us to city priorities and provided timely and critical directions on key elements which helped focus student work. The positive and pointed comments we received from them on each team's concept plans helped steer teams toward options that were more tenable in the specific context of the City.

We thank Mr. John Aguirre, Interim Community Services Director, City of Glendora Community Services Department for welcoming our students to the Easter Egg Hunt at Finkbiner and Gladstone Parks on Saturday April 20th and allowing them to do interviews and surveys of community participants. The exposure was no doubt important in garnering a robust response of 488 people to an on-line survey designed to gather community ideas for the project area. We are also grateful to Mr. Greg Morton, Digital Media Specialist for publicizing descriptions of the student's efforts and encouraging community members to participate in the survey. Finally, and most importantly we thank the 488 individuals who responded to the survey and the residents and stakeholders who agreed to be interviewed by the students.

This report offers student work in the form of schematic concepts and visions which drew inspiration from the community, and reflect the communities wishes and desires. The community's receptiveness to this work is appreciated.

# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## Executive Summary

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## Executive Summary

Twenty-four undergraduate students in their third year in the Department of City and Regional Planning, Cal Poly State University San Luis Obispo developed six discrete urban design concept visions for properties in a focus area around a new Metro Gold line station in the City of Glendora. Lying south of Glendora Old Village, the heart of Glendora's downtown, the area includes public and private properties within Foothill Boulevard to the north, Glendora Avenue to the east, Vermont Avenue to the west, and, Route 66 to the south. The goal of the design work was to develop alternative design visions to: propose developments around the new station to optimize benefits to the city and its residents; embrace and guide activities and connections around the new station; and, help rethink ways to link downtown Glendora to Route 66 to the south.

The work was completed in a required design studio (CRP 341 Urban Design Studio III) in a compressed time frame of ten weeks. It is responsive to, and builds on, in-field investigation, input from community in the form of surveys and interviews, and responses to interim presentation of concept and schematic visions by planning staff. The students incorporated into preliminary concepts the community vision and desires for the area, gathered from the community survey and their on-site interviews. The survey received 488 responses. Concept plans were presented to staff, and the detailed comments provided on each alternative guided the final schematic visions.

The students were encouraged to think "out of the box", to project possibilities that might be provocative and inspirational to stakeholders in the area. The six teams prepared six discrete design visions for the whole site building on exemplary cases they identified and studied in other cities. They also designed within the confines of adopted city guidelines as represented in various city planning documents. Details of the six concept plans developed by student team follow in the next pages. Some highlights are summarized here.

### Glendora Transit Village

by Jack Balfour, Melia Schelstrate, Sheridan Nansen and Valeria Diaz.



*High-density residential and commercial development hiding the parking lots, and a new street linking Route 66, the station and Vermont. New mixed-use buildings, townhomes and three plazas at important nodes, including the station, and one community park.*

### The Link at Glendora Station

by Brendan Norton, Camille Frace, Erik Valentine and Madison Driscoll.



*Large parks and plazas with commercial and large mixed-use buildings and a new access street from Route 66. Mixed-use along Glendora and a pocket park at the corner of Foothill. A commercial arcade and a large public park replacing the post-office facilities.*

### Citrus Village

by Chris Cortez, Clarissa Florez, Nick Johnston and Paul Chythia-Hinze.



*A boulevard-style street link Route 66 to the station and gives access to commercial/retail buildings wrapping around a plaza and a small neighborhood of townhouses. A community center and park replace the post-office, town-homes along Vermont, and a park at Glendora and Foothill.*

**The New Village at Glendora**

by Alexandra Lee-Gardner, Camille Kelem and Elizabeth Farin (with Steve Chon).



A street linking Glendora, the station, Vermont, and Route 66. A varied array of small buildings surround plazas and pocket parks that provide a strong linkage between Foothill and Route 66. A small hotel and conference center replace the post-office facilities.

**The Village Axis**

by Chris Dedo, Chloe Evans, Lane Sutherland and Shayna Gropen.



A mid-block pedestrian/bike axis start on Ada, traverse a retail/restaurants building that replace the post-office facilities and end at Foothill by a park with community gardens. South of the tracks, a new boulevard connects the station to Route 66, a covered plaza, new office and residential buildings, and Albertson's gets two stories of apartments above.

**Team 6: The Bridge**

by Kyle Courtney, Jeremiah Rogers, Oscar Gake and Tess Houseman.

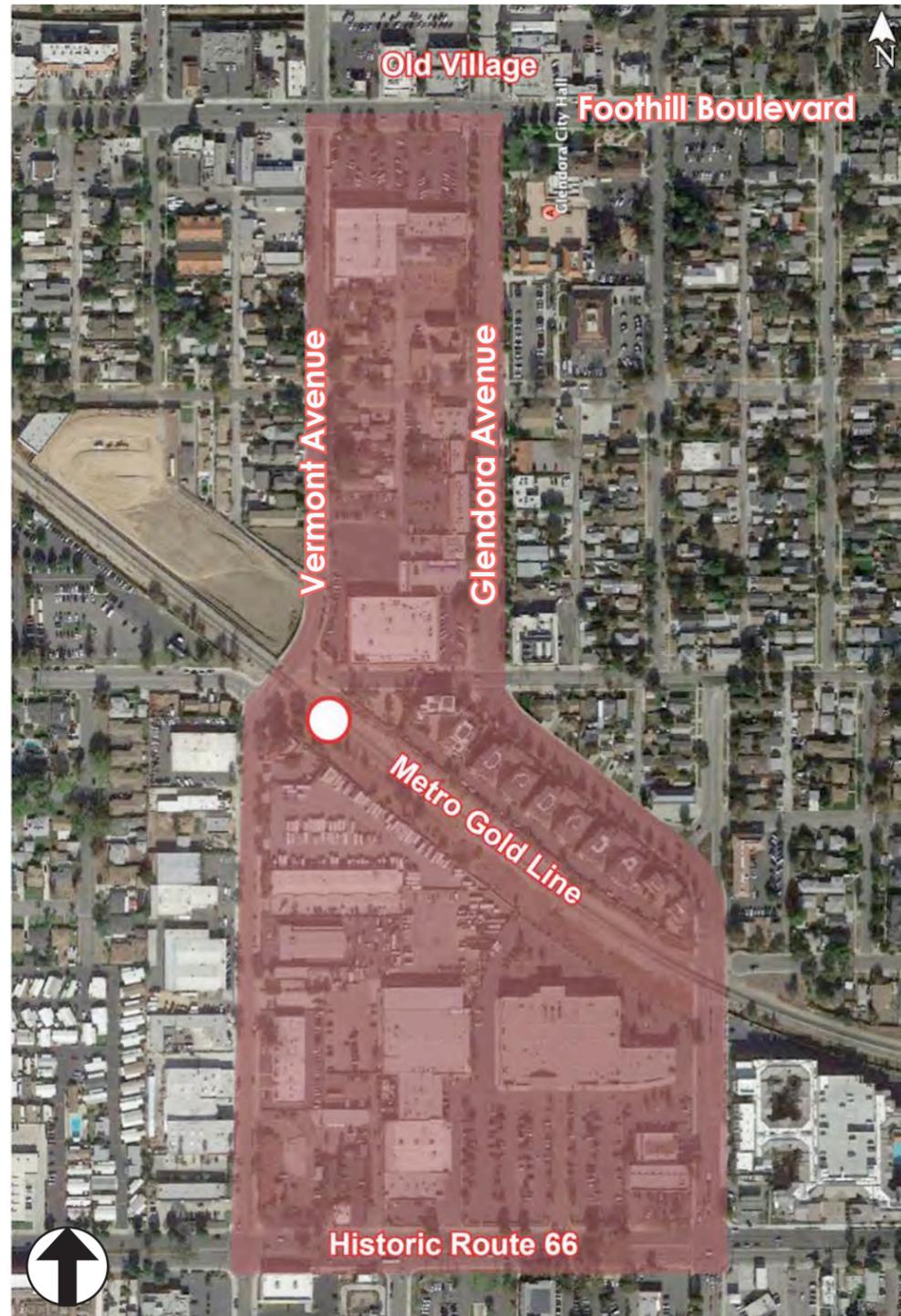


Intense mixed-use development mark the area south of the tracks and along Foothill, and high-density residential is placed by Ada and Vermont. The parking structure is interiorized to serve both the station and the new development, and a large park announces it from Route 66.

# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## 1: Introduction

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The project area.

## Introduction

During Spring Quarter 2019 the City of Glendora Planning Department charged twenty-four undergraduate students enrolled in the third-year design studio (CRP 341 Urban Design III) in the Department of City and Regional Planning, Cal Poly State University San Luis Obispo to develop six discrete urban design concepts in a project titled "Rethinking Downtown Glendora, CA: Linking the Village to Route 66." The students were to work on a focus area around a proposed new Metro Gold line station in the City of Glendora. Lying south of Glendora Old Village, the heart of Glendora's downtown, the area includes public and private properties within Foothill Boulevard to the north, Glendora Avenue to the east, Vermont Avenue to the west, and, Route 66 to the south.

The goal was to develop alternative design visions that would achieve several objectives including to: propose developments around the new station to optimize benefits to the city and its residents; embrace and guide activities and connections around the new station; and, help rethink ways to link downtown Glendora to Route 66 to the south.

In initial discussions with the city it was agreed that the student work would be a pre-planning phase, a rich and broad-ranging visioning exercise in which the energy of twenty-four undergraduate planning students would be turned to imagining creative and dynamic options for this area of Glendora. It is recognized that this is an area that is poised to experience significant change as the Gold Line extension is completed in the next two years, the Glendora station is built, and commuters travel to, park on, and otherwise occupy this site. The hope was that the visualization of alternative developments prepared by the students might capture the imagination of residents of the Glendora and the various other constituents that would use the station, and stimulate commitments and investments that result in forming a new identity and imageability for this focus-area of the city.

This report is a compilation of the work completed by the students during the ten weeks of Spring Quarter. During this time students engaged in rapid information collection and data gathering, analysis, conceptualization and visioning processes that resulted in six urban design concepts. A key common theme in all six designs

is that each seeks to strengthen and deepen the linkage of Glendora Old Village which is the city's downtown and is immediately north of the project site to Route 66 to the south.

The work presented here does not provide detailed, implementable plans but rather an array of possibilities that stakeholders, community and city might assess and judiciously select from for further exploration and development. This work should therefore be read for the ideas that are presented rather than for immediately implementable plans

**Time Line**

The work was completed in ten weeks of Spring Quarter 2019 (April 3, to June 7, 2019) under the supervision of Professors Vicente del Rio and Hemalata C. Dandekar, Department of City and Regional Planning. The compressed time line required that the following information collection, organization and analysis/ visioning phases of the project were executed efficiently and expeditiously. The work was categorized into three activities:

- 1) An assessment of the Project Area's development conditions and potential;
- 2) Concept Plan development and fit with community and city needs; and,
- 3) Development of a set of planning and urban design proposals to contribute to the city's long-range planning efforts.

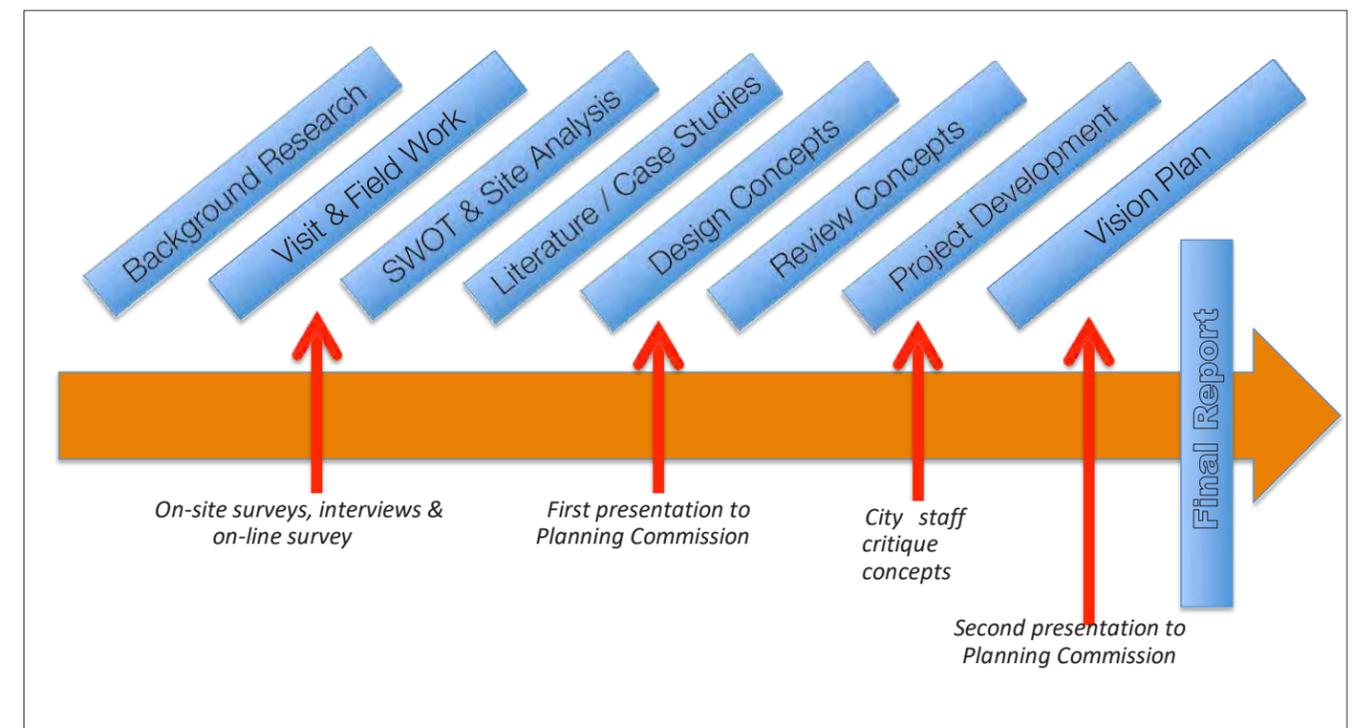
The ten-week process diagram delineates the discrete activities the students engaged in and identifies key points of contact with the City of Glendora staff, community and planning commission. The purpose of these contacts was to obtain information and reactions to findings, concepts and final visions. The project consisted of the following phases and discrete elements:

1. Background Research and Site Assessment

- Meeting(s) with the client/planning staff;
- Study of existing federal, state and city plans and regulations affecting the project site;

- Historic studies and visual survey of existing land-uses, circulation, physical conditions, and environmental factors affecting the project site;
- Completion of on-site community interviews and survey;
- Execution of an online survey to collect community-wide opinions and expectations;
- SWOT (strengths, weaknesses, opportunities, and threats) analysis of project site;

A two day visit to the City of Glendora on Friday April 19, 2019 and Saturday April 20, 2019 was used to complete several site-related tasks of information collection. Activities included: briefing by City Planning staff, representative of the City Planning Commission, and the transportation department. Site and windshield surveys executed over two days by teams of students. Meetings with stakeholders, including a group of students at a City Highschool that had been prearranged. Meetings and in-field interviews with community members at Finkbiner Park and Gladstone Park in conjunction with the City sponsored Easter Egg hunt. The survey was deployed on-line on Survey Monkey and advertised with links on the Glendora city website.



## 2. Concept Development

- Identification of Urban Design Principles for project development;
- Procurement and assessment of comparable case studies.
- Identification of alternative visions, goals, objectives, and design concepts;
- Development of illustrative alternative concept diagrams and preliminary proposals for physical development, distribution of land-uses and basic circulation network;

Concept plans were presented to city planning staff on Friday May 10, 2019 by Skype. Staff provided immediate comments and reactions following each team's presentations and followed up with detailed written comments, both one that were overarching and of relevance to all six teams and specific comments on each team's work. These comments were extremely useful in guiding development and evolution of alternatives in the next phase.

## 3. Plan Development

Revision of alternative concepts to reflect feedback from city staff and community opinions as expressed in the online survey. This development of urban design concept plans and visions included:

- Schematic Site Development Plans
- Land-Use and Development Pro-forma;
- Vehicular, Bicycle and Pedestrian Circulation;
- Open Spaces and Recreation;
- Design Ideas for the Public Domain;
- Design Ideas for the Private Domain.

Final schematic designs were presented to the Glendora Planning Commission and city staff on Tuesday June 4, 2019 at a special session of the planning commission. The presentation involved a powerpoint presentation, a brochure/handout

summarizing each alternative, and six large format (36" x 48" posters) summarizing all elements of each of the six schematic design alternatives. Some of the teams presented their 3D computer model by means of fly-through animations. The posters were on display at the Glendora library for viewing by the Glendora community. The student presentations as well as their powerpoints and following discussion was transmitted live, videotaped, and is available for viewing on the Glendora city meeting archives.

### Final Deliverables

The final deliveries include two spiral bound hard-copies of this Final Report as well as its the electronic file and that of all posters, powerpoints, and fly-throughs. They are available upon request from the City of Glendora Planning Department and Cal Poly San Luis Obispo City and Regional Planning Department.

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# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## 2: Problem Assessment

Existing City Plans and Guidance  
Context and Site Assessment  
Community Survey and Interviews  
SWOT Analysis  
Site Analysis Map

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## 2: Problem Assessment

The Introduction described three incremental phases of the project which moved from initial fact finding and information gathering about the site and perceptions and desires of community stakeholders to its analysis, which informed the development of design concepts which following review and comments led to the schematic designs. The structure of this process enabled the following activities:

Phase 1: Understanding the Problem,

Phase 2: Concept Design; and

Phase 3: Urban Design Visions.

This chapter describes the findings from Phase 1: Understanding the Problem.

Various sources of information were assessed to obtain insights on the project site and its characteristics. The steps that were taken, the highlights and findings from information collection and its analysis are described as follows:

- Existing City Plans and Guidance;
- Site Assessment
- Community Survey and Interviews.
- SWOT Analysis;

### 2.1. Existing City Plans and Guidance

The Glendora City planning staff identified ten key planning documents that would be most pertinent to, and have implications for, the project site (see side box for list of document). Students reviewed these to become familiar with the documents and to identify key take-aways that were pertinent to the project site and to guiding design. Documents reviewed included information on the General Plan and its Elements, specific and area plans for locations proximate to the site, transportation and mobility plans, and the housing element and fair housing considerations. The students took particular note of the stipulations in the document Metro First and Last Mile and the Civic Center Area Plan.

Document review yielded insights useful to the design effort including:

- The two predominant land uses in the City of Glendora are residential, 42%, and open space, 37%. The city is almost completely developed, having only .3% developable land remaining (City of Glendora, 2005). It is anticipated that new high-end residential development will occur in the hillside areas. There is a great need for workforce and affordable housing in the city.
- The Land Use Element goals for commercial and retail development are to expand employment generating land uses, attract high tech business to Glendora, and have a complimentary mix of uses within the village. These goals are pertinent to the project site, and site designs might seek to address these goals.
- Preserving the distinct character of Old Village and promoting pedestrian movement, providing walkways and plazas, promoting quality design, and encouraging the connection of Old Village with Route 66 corridor are city

#### City Documents and Information Analysed by the Class for Guidance

- Glendora General Plan (“Community Plan 2025”)
- Current General Plan Land Use Map (pdf)
- Current Zoning map (pdf)
- Route 66 Specific Plan
- Route 66 Market Assessment Report and Land Use Feasibility Analysis
- Civic Center Area Plan (CCAP).
- Glendora Regional Active Transportation Plan (Draft Bike/Pedestrian Master Plan):
- 2019 SCAG’s (Draft) Profile of City of Glendora
- Metro First-and-Last Mile Information
- Analysis of Impediments to Fair Housing Staff report, presented to the Planning Commission on December 6, 2016 providing a helpful context and overview to changes to the Route 66 Specific Plan which were ultimately approved by the City Council in October 2017.
- GIS data including zoning, general plan and parcel layers.

goals (City of Glendora, 2005). These goals are echoed in the Los Angeles County Metropolitan Authority (Metro) plan and the Bike Plan. Designs for the project site must seek to embody these qualities.

## 2.2. Context and Site Assessment

An overall reconnaissance of the whole City of Glendora and a physical analysis and inventory project area was undertaken by students and faculty, during two days in the field on April 19<sup>th</sup> and 20<sup>th</sup> 2019. The goal was to understand the overall city and site development context and record the overall physical conditions of the site and obtain an integrated vision of the possibilities inherent in the project area.

First, students were divided into ten teams of two or three students that distributed in cars. Each team was assigned a discrete sub-section of the City of Glendora to perform a windshield survey to obtain an overview of the city, and to take note on issues such as general physical and social conditions, connectivity, circulation, landmarks, boundaries and barriers. They had to reflect on how these issues may reflect on Glendora as a whole and on the project area.

Secondly, student teams were tasked to complete a pre-structured walkthrough survey of the whole project area, taking down notes, observations, and photos on information related to four categories of urban design qualities:

1. Imageability - What makes a place recognizable, distinct and memorable.
2. Legibility - The ease with which spatial structure is understandable.
3. Linkages - The physical connections in the area.
4. Humanscape - The interactions of human, social and economic activities.

Thirdly, the students performed an extensive lot-to-lot survey of the project area. In class before the field visit, the area was divided into six smaller portions and buildings in each of them were numbered. For the field work, teams received copies of a pre-designed lot survey sheet to be filled with information on the lot, its buildings, and sidewalk conditions including photographs. Information on this detailed lot level survey was revised and mapped in the studio. Students were particularly attentive to noting discrepancies between conditions on site and the views that had been obtained from Google Maps.

This inventory and documentation were used in the construction and refinement of a three-dimensional SketchUp model that reflected existing buildings on the site and site conditions. Later in the process, this base model would help the teams to work out their own conceptual proposals in 3D.

## 2.3. Community Survey and Interviews

In addition to completing a detailed assessment of the physical conditions of the site and its context and role within the city the student teams made a concerted effort to gain information from residents of the Glendora community and identified stakeholders. The process of information collection from residents and stakeholders consisted of the following activities.

A survey consisting of 18 questions titled Route 66/Metro Gold Line Station Vision Community Preferences, Cal Poly San Luis Obispo Student Survey was designed using the Survey Monkey application (see Appendix 1). Hard copies of the survey were printed up for use during the site visit. A half page invitation to take the survey was also created and hard copies for distribution on site were printed.

### Stakeholder meetings and interviews/surveys

Prior to the two-day field trip to Glendora on April 19<sup>th</sup> and 20<sup>th</sup> student teams contacted stakeholders who had been identified by city planning staff (see list of stakeholders in Appendix 1) and other stakeholder groups they identified through internet searches. Teams set up interview times for several of these stakeholders including a focus group meeting with high school students at Glendora High School which yielded useful insights of youth about Glendora downtown. A useful meeting was also held with administrators at Foothill Presbyterian Hospital.

The interviews followed the questions outlined in the community survey described above that had been designed on survey monkey. Hard copies were distributed to willing participants. Questions were followed by open-ended discussions. Comments and observations made during these interviews were inserted in the on-line survey in Question 18, the only open-ended question in the survey.

### Community Survey

The survey elicited 488 responses during a short window of about two weeks during which it was made available on-line for the community from April 19th 2019 to May 3rd, 2019. The good level of response was obtained by promoting the survey through several outreach efforts including the interviews described earlier. Efforts included:

- Availability of the survey on the city web site.  
([www.publicnow.com/view/D8CF1F1DD5A686C291C2BE766C59C2A3E5EEA6FB](http://www.publicnow.com/view/D8CF1F1DD5A686C291C2BE766C59C2A3E5EEA6FB))
- Attending a community function (see Appendix 1).

On Sunday April 20th student teams visited Finkbiner and Gladstone parks from 9 am to 11.30 am and mingled with participants, clip board in hand with hard copies of the survey and flyers providing information about and the on-line link to the survey. In both parks a table with a poster advertising their effort and computers to allow participants to take the survey on site if they wished. They distributed and collected completed hard copies of the survey and input them into Survey Monkey on their return to the studio. If participants wanted to take the survey at home they were given half sheet flyers that explained the project and provided a link to the survey.

### Survey Highlights (see Appendix 1 for detailed survey results)

- Residence: 85% of the survey respondents lived in the City of Glendora.
- Age: More than half, 52%, were between 31-55 years old and an additional 24% were over 55. So more than three quarters of respondents were over the age of 3. Almost 20% were between 13 and 24 years old.
- Key Activities in Glendora: More than 75% of respondents said they went to restaurants (84%), to the market or grocery store (79%) and shopped (75%) in Glendora.
- Project Area Related: 42% of the respondents lived within walking distance of the project site. 68% said they wanted trees and landscaping on the site and 54% said they wanted places to relax. Comfortable walkable sidewalks were also a high priority.

- Desired Land Uses: Along Glendora Avenue north of the station and south respondents prioritized restaurants, shops, parking and parks as priorities. They preferred two story development, followed by 3 story. (See Appendix 2, questions 7 through 9 for details.)

Along Vermont Avenue respondents preferred land uses were similar to those selected for Glendora, but a majority (55%) preferred two story development. (See Appendix 2, questions 12 and 13 for details.)

Along Route 66 respondents were very receptive to development of restaurants (83%), shops (73%), and professional offices (42%) but two-story development (47%) continued to be found more acceptable than three stories (26%). (See Appendix 2, questions 14 and 15 for details.)

- Using the Metro Goldline: An overwhelming 80% of respondents said they would use the Metro Goldline when it comes to Glendora, 80% would use it to go downtown and almost as many said they would use it to participate in entertainment and recreation activities. About 19% would use it to commute to work.
- Concerns and Hopes for Project Area Development: Several themes emerged in the responses to Question 18 which asked respondents to comment on other considerations for site development. The need to preserve open space, mountain views, the quality of life, small town feel, suburban nature, historical feel, and parks was a dominant theme.
- Concerns about safety and security and homelessness were voiced, as was creating walkable spaces, and the need for parking. (See Appendix 1, questions 18 for details).

### **2.4. SWOT Analysis (Strengths, Weaknesses, Opportunities, and Threats)**

The findings from the various methods to collect information from “the field” during the site visit and from the community interviews and survey were carefully reviewed by student teams on their return to the studio. The field visit to Glendora provided a holistic sense of the quality of the city in physical terms and mingling with, and hearing from, residents and visitors whilst interviewing and surveying provided a

people-oriented perspective.

Based on all this information collected and discussed above, the student teams were asked to develop a SWOT (strengths, weaknesses, opportunities, and threats) analysis of the project area. They organized their conclusion under the same categories of urban design qualities that they used to structure their field studies observations discussed above: imageability, legibility, linkages, and humanscape.

Design factors related to site attributes, both those that were internal and those that were external to the designated area were analyzed with respect to if they were helpful or harmful to provide guidance to the design effort which was to follow. The teams also had to translate their work and discussions into a graphical format, locating the strengths, weaknesses, opportunities, and threats on a site analysis diagrammatic map.

An in-class brainstorming exercise followed, when all the teams presented the results of their SWOT analyses as well as their draft maps, and a final consolidated list in a chart format was developed. The combined SWOT was translated into graphic format in a map indicating specific areas, key nodes, interaction points with development potential, points that offer significant views of the mountains to the north, and existing and potential elements of circulation.

The SWOT analysis was a fundamental step towards informing the students on possible directions for their development visions and influenced their programmatic and design concept plans for the site.

### Imageability

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Existing trees</li> <li>View of mountains</li> <li>Well maintained craftsman homes</li> <li>Nice looking apartments/townhomes on Glendora Ave</li> <li>Nice building quality/details to building facades everywhere</li> <li>Good landmark buildings (churches, post office)</li> </ul>	<ul style="list-style-type: none"> <li>Open parking lots</li> <li>Lack of landscape</li> <li>Lack of uniformity arch</li> <li>Too much concrete surfaces</li> <li>No consistent landscaping</li> <li>Divide between north and south in terms of way it looks</li> <li>Lack of building maintenance on Vermont</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Walkable appearance but not currently used as such</li> <li>Wide sidewalks allow more streetscape creativity</li> <li>Mountain views</li> <li>Good local examples of architecture; character</li> <li>Quaint downtown feeling</li> <li>Concept of safety</li> </ul>	<ul style="list-style-type: none"> <li>New apartments are negatively perceived by community bad air quality</li> <li>Lack of continuity between new and existing housing</li> <li>Uncertainty of new transit station</li> <li>Higher density past 3 viewed as perceived threat by community</li> <li>Railroad tracks are a barrier</li> </ul>

### Linkages

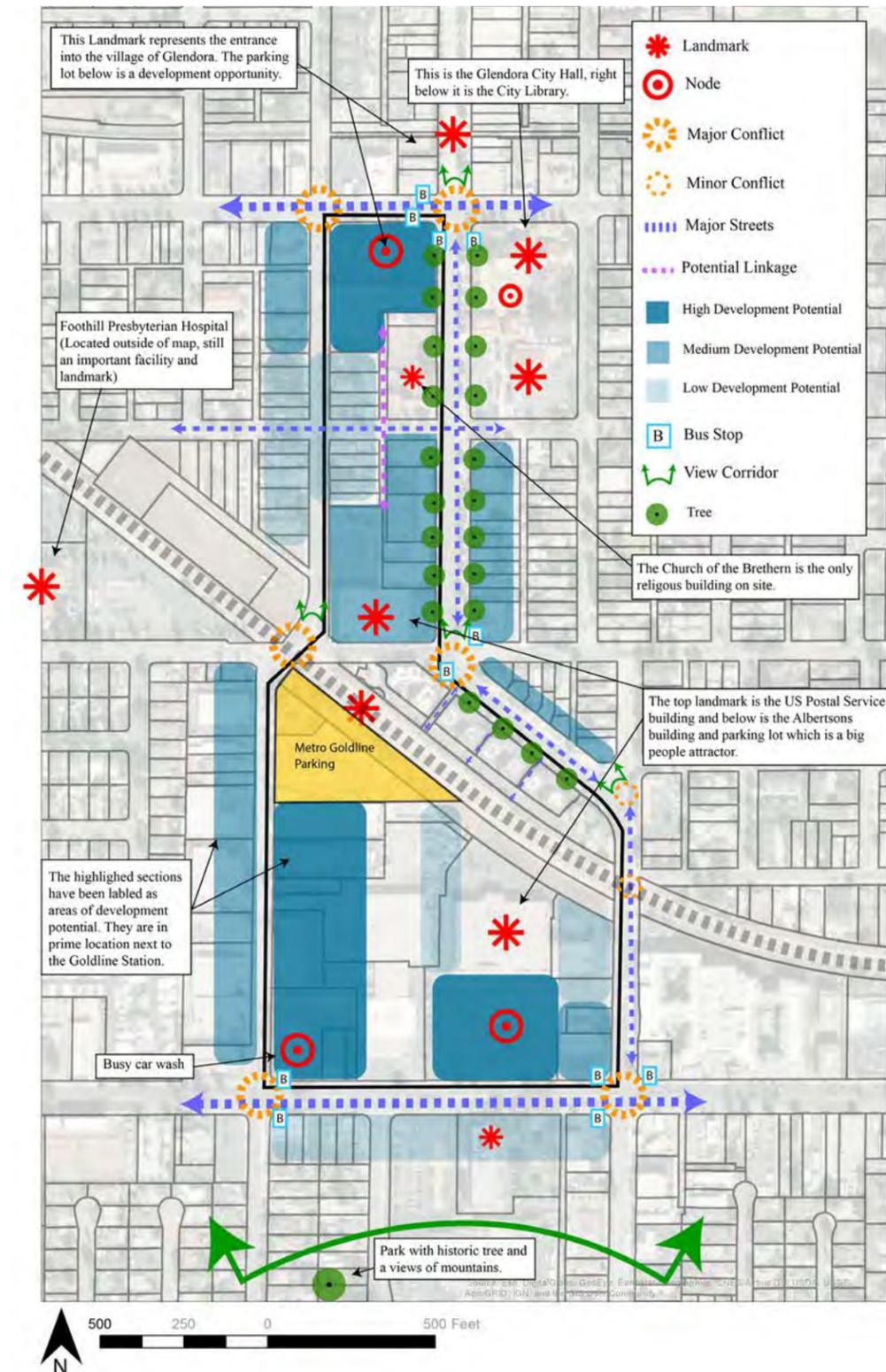
Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Heavily traveled streets</li> <li>Grid pattern connects the site</li> <li>Site served by several bus stops / lines</li> </ul>	<ul style="list-style-type: none"> <li>Heavily traveled streets</li> <li>Not pedestrian friendly (no formal crosswalks , fast traffic)</li> <li>No bike infrastructure</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Wide roads can be dieted (create complete streets)</li> <li>Break up grid and move the distinct edges and nodes</li> <li>Gold line will minimize the difference between north and south</li> </ul>	<ul style="list-style-type: none"> <li>Metro station may fragment the site and create dead spaces</li> <li>Grid pattern loses the sense of place, go on forever</li> <li>Gold line will exaggerate the difference between north and south Glendora</li> <li>More traffic, build up</li> </ul>

### Legibility

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Street pattern is straight forward: predictable and legible</li> <li>Good view corridors up the streets</li> <li>Downtown is legible</li> <li>Grocery store post office and train tracks are voted as landmarks</li> </ul>	<ul style="list-style-type: none"> <li>No distinct landmarks other than the train tracks</li> <li>Vermont/Foothill intersection; no street sign for Foothill</li> <li>Lack of crosswalks and medians</li> <li>Lack of clear warning signs/barriers for train tracks</li> <li>Too many surface parking lots</li> <li>poor wayfinding signage</li> <li>Lack of uniformity in signage</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Shaped trees could be continued throughout</li> <li>Wayfinding/signage plan</li> <li>Streets are legibly named/understandable (clear hierarchy)</li> <li>Grid patterns helps navigation</li> <li>New station signage w/branding potential</li> </ul>	<ul style="list-style-type: none"> <li>Low profile of downtown makes it more difficult to see from a distance</li> </ul>

### Humanscape

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Car wash</li> <li>Residential Units on Site indicate commitment and are well kept.</li> <li>Same building heights within the side, good activity.</li> <li>Strong potential for redevelopment</li> </ul>	<ul style="list-style-type: none"> <li>No real reason to be on sidewalks</li> <li>Few public spaces</li> <li>No shade for pedestrians</li> <li>Lack of attractions, nothing there No economic/social activity</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Receptive community open to revitalizing business district</li> <li>The local community is proud of their city</li> <li>Potential development for the buildings</li> <li>Alleys on site have the potential for exploitation</li> </ul>	<ul style="list-style-type: none"> <li>Big box stores and attractions in the strip mall.</li> <li>Communities negative attitude towards density and height.</li> <li>Issues about safety, homelessness and security</li> </ul>



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# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

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## Chapter 3: Inspirational Case Studies

An important phase of the urban design process is the definition a set of principles, based on the literature and on the SWOT analysis, that provide inspiration and orientation for the vision and project development. In the case of this project, the four urban design principles adopted are those defined by Project for Public Spaces (PPS) as fundamental in generating great places: uses and activities, sociability, comfort and image, and access and linkages (see diagram in this page). In this theoretical model proposed by PPS, the four major categories embrace other, more well defined design and measurable qualities.

**Access and Linkages:** A successful public space is easy to get to and get through; it is visible both from a distance and up close.

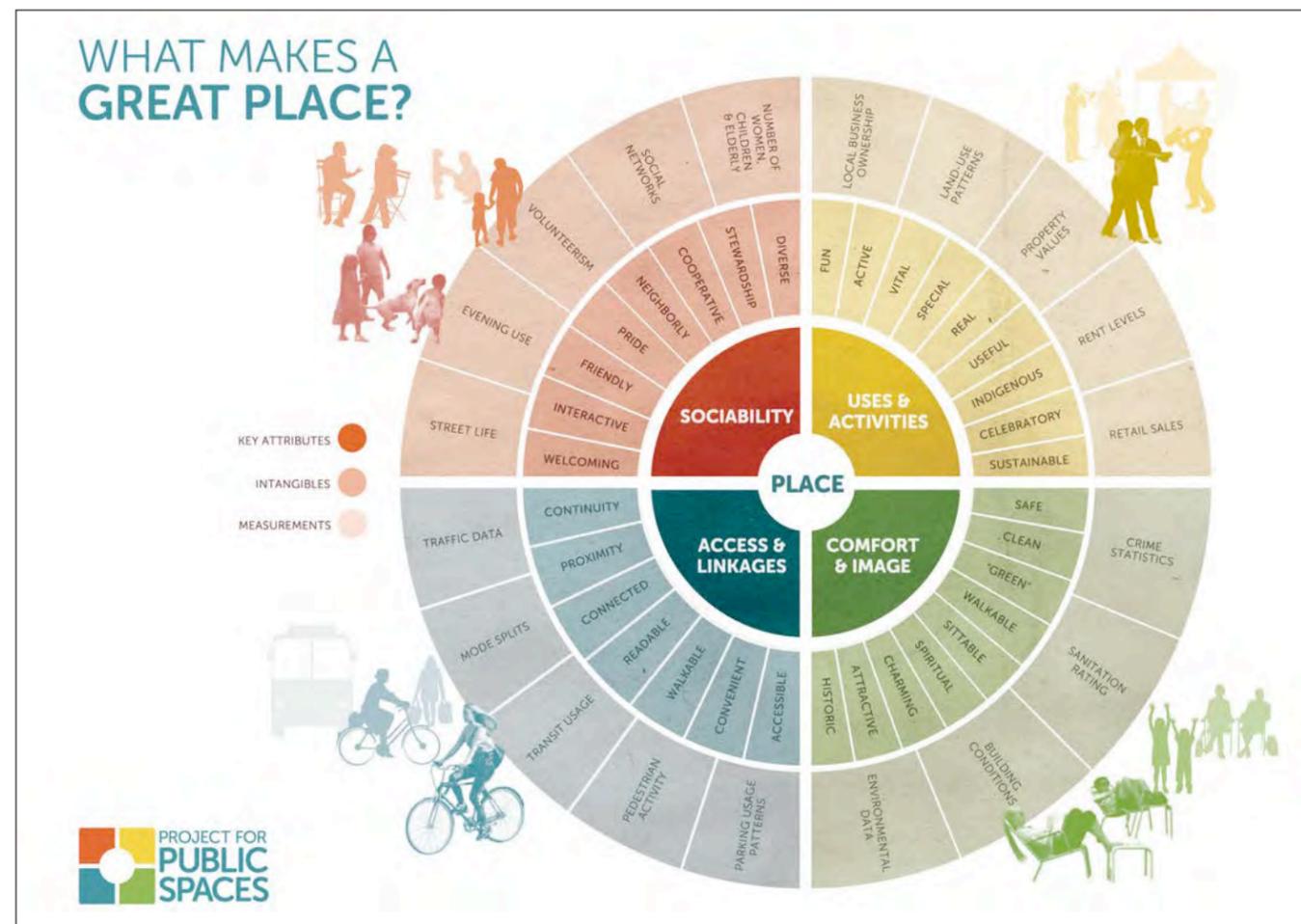
**Comfort and Image:** A successful public space has a good image, such as its perception of safety and identity, and is comfortable to use, including walking, sitting, and socializing.

**Uses and Activities:** The attractiveness and variety of uses and activities are fundamental for place making, for its economic and social dynamics, and are why people visit and return.

**Sociability:** A place needs to foster social activities, help people meet and greet friends and neighbors, feel comfortable interacting with strangers, and feel attached to their community.

Also part of design inspiration and the procurement of applicable knowledge and ideas, it is important to learn and collect information on precedents that bear some similarity with the problems and/or the context of Glendora's project site. This chapter reports on several useful case studies, all analyzed through the four categories of urban design principles as defined above.

Six case studies are in California while others are in Arkansas, Colorado, and Oregon and Washington. They range from transit-oriented developments, to shopping plazas, to street revitalization, to infill commercial projects, to high-density housing, and to mixed-use art-oriented complexes. They have all been successful, have several important design qualities, that provide inspiration and ideas for Glendora.



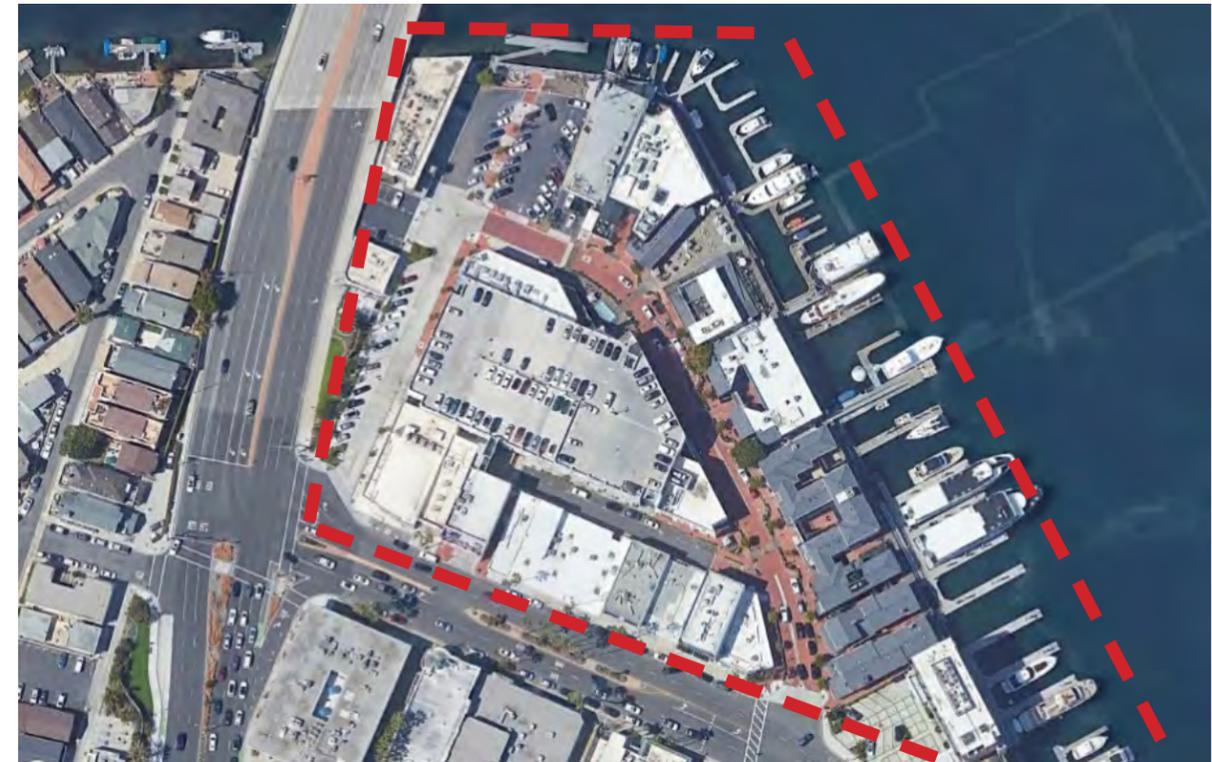
## Case Study 1: Lido Marina Village, Newport Beach, CA.

(by Ally Lee-Gardner, Camille Kelem and Elizabeth Farin)

The Lido Marina Village is a waterfront retail and dining destination located in the Lido Village district of Newport Beach, CA. The quaint village deck is situated on the Balboa Peninsula, with the surrounding island developments and mainland Newport Beach being very affluent. A majority of the building styles are coastal or beach-like, with a great attention to detail and a variety of materials. The project had fallen into economic despair after the 2007 recession, but a recent multi-million dollar renovation attracted tenants such as coffee bars, juice shops, and pubs proved successful in complementing a fun and active vibe to the boat harbor.

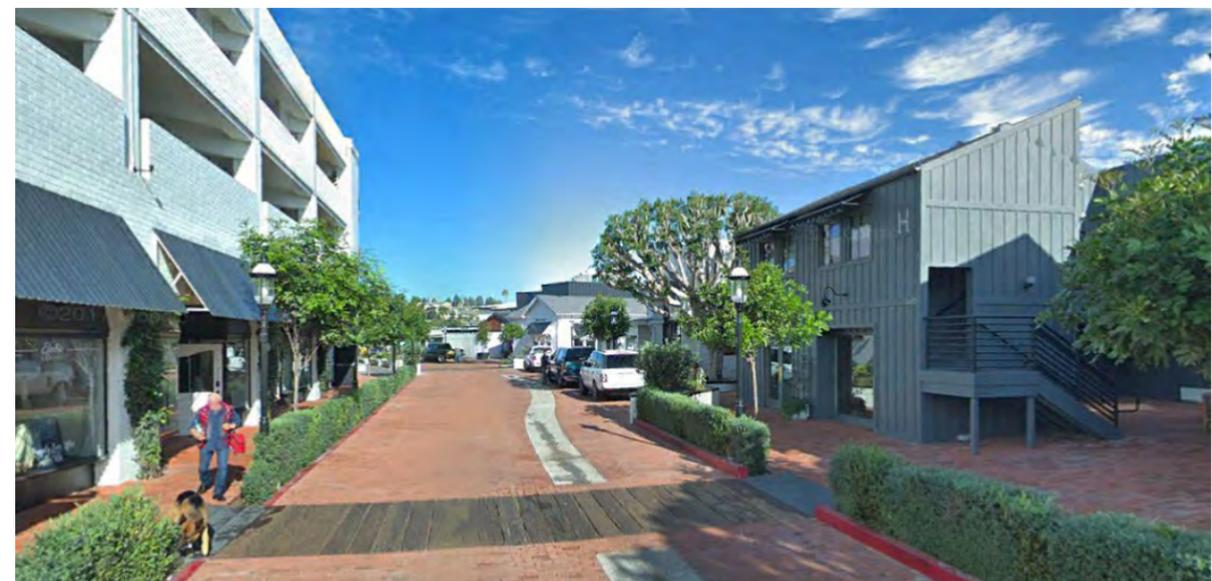
The general land use designation is Mixed Use Water Related, and entails an area approximately 6.5 acres. The Village currently consists of 22 boutique retail stores, 5 restaurants, and 5 leisure services occupants. The distinguishing character of the Lido Marina Village is the waterfront stores and restaurants that line up along the Newport Bay. Via Lido, defining the project's south boundary and providing its main access pont, is a walkable boulevard-type street that invites passers-by with interesting storefronts and glimpses of the bay and of the project's interior spaces.

The village deck includes a variety of outdoor deck spaces for individuals to gather, enjoy a cup of coffee, and shop along the marina, or window shop if you can't afford to purchase the high priced items. The buildings are very modern looking and the shops and restaurants are very high end. The atmosphere is relaxed and the pace of walking is slow allowing many visitors to enjoy the view, small details, and urban design elements embedded in the space. A parking structure is internalized, mostly hidden from view by one and two storey buildings of a varied but contained and well-detailed harbor-like architecture.



The location of the Lido Village at Newport Beach.

Via Lido is the main access to the interior of the village, and the pedestrian scale is softened by the harbor architecture design and the low-buildings. Note how the ground floor of the parking structure on the left is lined by stores.



## Sociability

The village is socially animated with families with small children, couples on a lunch date, parents on a morning out enjoying mimosas, and youthful teens gathering in a group, all enjoying the space. People are eating at the outdoor tables, leaning on the railing and looking at the water while others relax in the patio furniture. Diverse groups of all ages enjoy their time there where they find a small-community, intimate atmosphere. From the morning hours when cafes and coffee shops open to the well-lit decks at night, the space is highly used. The existing variety of land uses attract people all times of the day, and at night the string and lamp lighting support users.

The taller, two-story structures are located towards the center of the project while one-story buildings outline them. This helps with the perception of scale and adds to the small town feel, enhancing the friendly atmosphere. It makes users feel welcome and accounts for the proper human scale, emphasizing the focus on pedestrians. The deck includes a variety of sitting and gathering options including comfortable patio furniture, tables with chairs, and benches overlooking the marina. These permanent and movable seating options encourage people to gather and spend time there. Small trees, planters, potted plants and hanging

flower pots provide a sharp contrast to the white or neutral colored architecture. The greenery and open spaces contrast to the built-up and highly developed surrounding area of Newport Beach. The village deck, its furniture and landscaping are well-maintained, showing quality attention to detail and adds to the community and city pride in the Lido Marina Village space.

## Access & Linkages

At the main access point, the visitor encounters a wonderful pop-up flower shop and newly designed buildings with a coastal village feel. While walking and exploring the storefronts and graphics on the buildings' side walls, one notices a small archway with a 'Lido Marina Village' sign that leads to an alleyway and the center of the project. This small access point is very welcoming to pedestrian visitors and walkers-by, almost inviting them in to explore the area. The entryway is very friendly and links the three separate spaces together seamlessly, besides providing an element of surprise as it opens up to a welcoming area with patio furniture and tables with chairs.

The Lido Marina Village development contains three sections helping to keep the small village feel. The sections are connected through creative landscaping



and a seamless change in materials. Pathways are laid-out so that pedestrians are intrigued by what is round the corner or beyond a space. The main deck is a welcoming, attractive space full of people. Key to connecting the spaces is the proximity of land uses and the views from each path. The layout and orientation of the buildings also create visual complexity and are natural noise buffers from the surrounding traffic. Several access points and paths serve the common space deck. Good signage and graphic design complement the architecture and results in a space that is readable and easy to navigate. Except for deliveries, the entire village area is very walkable and cut off from vehicular circulation.

### Uses & Activities

The Lido Marina Village is a retail, restaurant, leisure destination enhanced by its waterfront and boat harbor and piers. The project is pedestrian-oriented by the Via Oporto Street that runs along the inward side of the waterfront buildings and extends to encompasses an internal retail portion of the site. The street has wide walkways for strolling and sitting, supplementing the shopping, dining, and leisure experiences. The mix commercial uses attracts different shoppers enhancing the overall appeal. Although the majority of the project is taken by specialty retail, various restaurant and cafe uses offer a destination for social interactions and activities.



### Comfort & Image

The projects's stronger image is the view of the yacht lined mariana that complements the retail and restaurant uses. The water is the main natural feature that adds to the place's identity. The charm of the sea is refined with the quality maintenance and the safe, pedestrian-oriented environment afforded by Via Oporto, a one-way storefront street improved with pedestrian crosswalks that dual functions for traffic control measures. Single to double story buildings afford human scale comfort to the patrons in an al fresco style setting. The exterior and interior spaces are spaced for a coziness, and this provides spaces for intimate interactions between friends or sales attendants for a more personalized experience. A small patio area that opens to the marina is located in between two buildings that line up along the waterfront, and public amenities, outdoor tables and seating areas, are provided. Last, the warm wood decking enhances the overall image and impact of the ocean setting.

### Conclusion

The analysis of the Lido Marina Village revealed good and innovative ideas that inspire us in our developing concepts for Glendora. Regarding access and linkages,



while this case-study has seamless connections and walkable spaces, the key is the overall layout and the orientation of buildings creating a natural noise barrier. The signage, the graphic design, and the attention to the pedestrian scale and view corridors provide many elements of surprise.

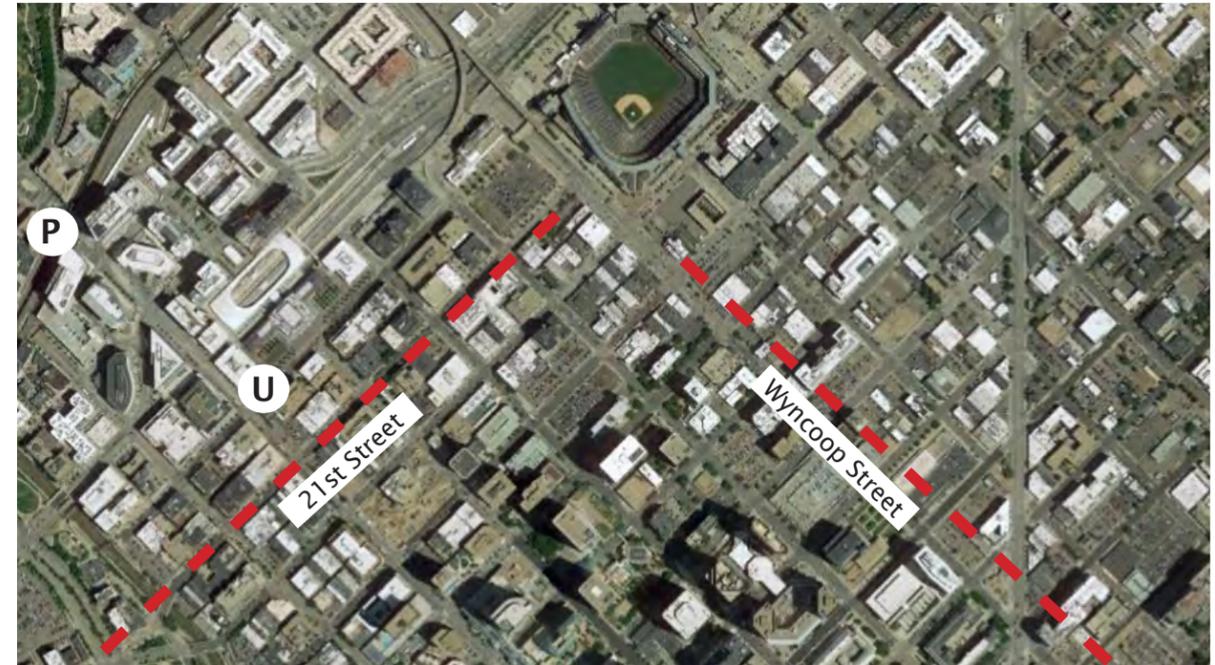
Regarding the attribute of sociability, this plan's spaces are designed to be used day and night, shifting and adapting as the day progresses. Having the taller structures towards the center with one story buildings outlining them and a careful landscaping design allows for a comfortable pedestrian scale and small town feel that Glendora residents strive for. A sense of comfort and safety mark the project's small, cozy, and comforting spaces that encourage stays and social interactions .

Another take-away applicable to the Glendora project site is the synergy of the complementary mix of uses in the Lido Marina Village. The chic vibe of boutique stores and services is reinforced by the cafes and eateries. Shopping and dining intertwine to establish the place as a sociable destination, complemented by the pull of the waterfront.

## Case Study 2: 21st Street and Wynkoop Street, Denver, CO.

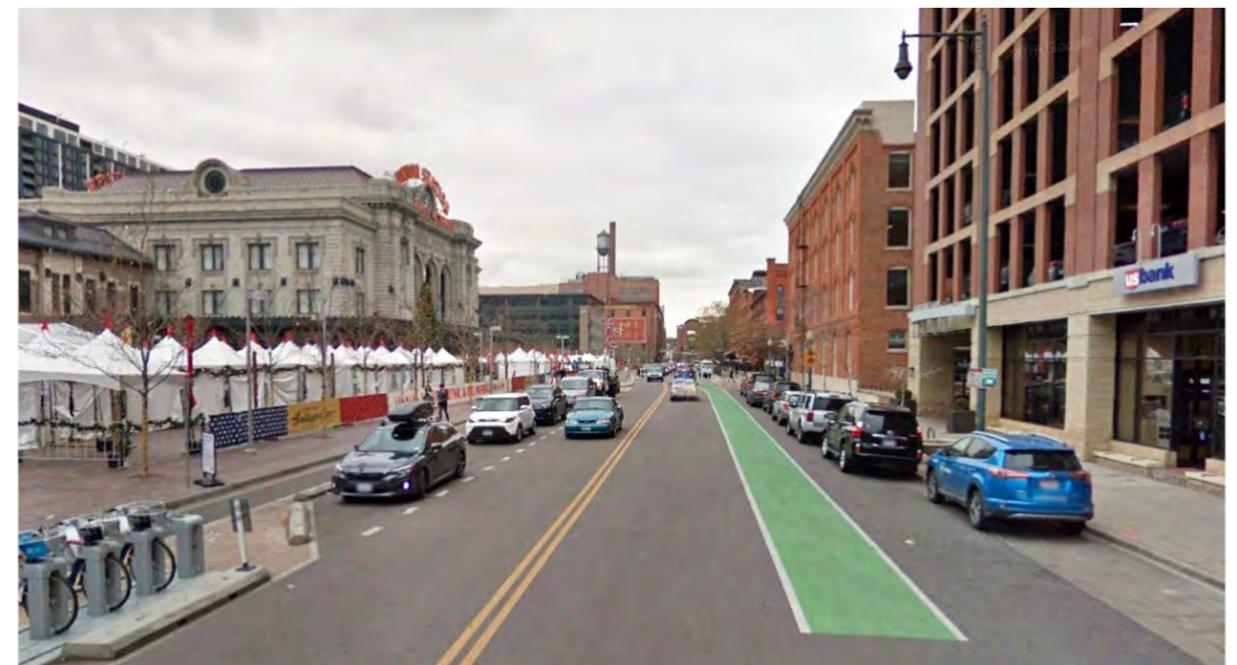
(by Ally Lee-Gardner, Camille Kelem, Elizabeth Farin and)

This case study provides a good example of best practice in creating complete streets --streets that are "include different modes of transportation and are planned and designed for safe, convenient and comfortable travel and access for users of all ages and abilities". 21st and Wynkoop streets are located in the heart of Lower Downtown in Denver, next to the Ballpark and Union Station. These busy streets are flanked with historic and recent infill buildings, making it a perfect opportunity to become a signature street. Used heavily by both pedestrian and automobiles, the city of Denver noted that despite the large amounts of pedestrians, the street was not conducive to walking. This project aimed to design a solution that was accessible by many modes of transportation while creating a street that was distinctive and imageable.



Both 21st Street and Wynkoop Street lead to the Ball Park and are major complete streets in Denver's downtown. The Union Station and its plaza, and the River Park (marked U and P respectively in the map) are major development catalysts.

A current view of 21st Street showing the Union Station plaza on the left, adapted for a seasonal fair event. Note the several adaptations to the street for bicycles.



The project is divided into several sections; our case study focuses on the 21st Street side which looks at including bikes, pedestrians, and cars in one street. The street consists of 400 foot blocks that are 265 feet in width. The area is zoned mainly commercial retail and industrial with some smaller multi-family residential or mixed use areas. Although this area is much more urban than our project area in Glendora, we found good take aways to learn from the street design.

The proposal, designed by the Community Planning and Development Department of Denver, reimagines the intersecting streets of 21st and Wynkoop to become more pedestrian and bike friendly. The city worked in partnership with Downtown Denver Partnership and the Colorado Rockies, with consultation from AECOM and Sky to Ground, LLC. Their proposal decreases the excessively wide car lanes to a mere 11 feet each way and reduces street parking to one side of the road. This makes space for bike lanes and wider sidewalks. To ensure safety and create an area accessible to many modes of transportation, the lanes are separated by speed and mode with green strips. These green spaces break up the wide spans of concrete and simultaneously act as green gutters to collect stormwater in a more eco friendly fashion. The green areas can also be used as outdoor seating for shops and restaurants without inhibiting the flow of traffic.

The project was planned in three phases but, unfortunately, none have been totally completed as yet. The section of street that we focused our study on is part of the second, incomplete phase. Currently, the city is working on pop-up events along the streets in order to experiment with ideas before committing to construction.

### Access and Linkages

The area is extremely walkable and achieves it by creating a barrier between the pedestrian path and the street. Though not an actual safety measure, the green path separated the pedestrian path from the automobile and creates two independent transportation spheres. The green barrier between the pedestrian path and the street also discourages jaywalking. The general design throughout the site is consistent which creates a flow to the path and continuity along the pathway.

Though the stores and spacing changes block to block, the elongated green spaces, grey path, and slanted streets remain constant. Additionally, this design is easy to mimic which could encourage nearby areas to adopt the same principals without changing too much.

In addition, Wynkoop Street is home to the Denver Union Station, providing a distinct advantage for people to take public transportation in and for visitors who choose to explore in areas more accessible by public transit. Another advantage of being located downtown is the increased access to train and bus stops and the proximity to many other establishments and the connectivity to arterial streets and the highway. The plan included a wayfinding measures to increase orientation and access. On several blocks automobiles are prohibited, only pedestrians and trains run through the area. This creates a small town and safe feel in an otherwise large city center. The break from the threat of cars also encourages travel on foot.

### Sociability

Walking through the site, there are cafes and restaurants accessible in addition to a couple local breweries, one even under the name of "Wynkoop Brewing



Company." These all contribute to the nightlife and community of the area. There are plans of having festivals and local events in the site, making use of the open space to put up versatile events. Getting people walking and using the streets and the public spaces are first steps in creating a closer community. Through connections at the cafes and pop-ups, members of the community can come together and make connections through nudge by the public space. The site is very walkable and contains lots of mixed use, which increases the amount of the community that lives and works there, as well as having around the clock activities that not only residents but outsiders can enjoy alike.

### Uses and Activities

The plan predicts that this district will attract many stakeholders and age groups, thanks to the mix of uses, the concept of the pop-up events, numerous cafes and restaurants, and complementary strategies. Intensity and mix of complementary uses are fundamental elements for encouraging walkability in complete streets. Through a quick on-line review, we see that the area is doing well in the real-estate market due to the high rent, ownership prices, and high demand to live there.



### Comfort and Image

The feature that stands out the most in this project is introduction of landscaped planters along the sidewalks. There are shrubbery and trees of various shades of green and heights that line the walking and biking paths. This attractive solution encourages walking, provides a buffer from traffic and shade for pedestrians, decreases the green-house effect, and benefits biodiversity. The planters slow down the run-off from rainstorms, a common problem in Denver, and help filter it before draining to the rivers.

Pocket plazas and open spaces are placed along the walking paths, each with a unique layout and incorporating different elements such as water features, sculptures, benches and tables. Some sections of the path rise up to create seating for people using the site, other benches are placed around as well. There are several historic buildings along the site identified in the existing conditions portion. Throughout the plan, efforts were made to create landscapes in front of buildings that complement their design and draw people to them. As this plan includes the historic downtown, preserving historic buildings and making an effort to incorporating them is a necessary part of the plan and the building of the area's identity. The design contributes to building a local character that is inviting, warm, and encourages use.

### Conclusion

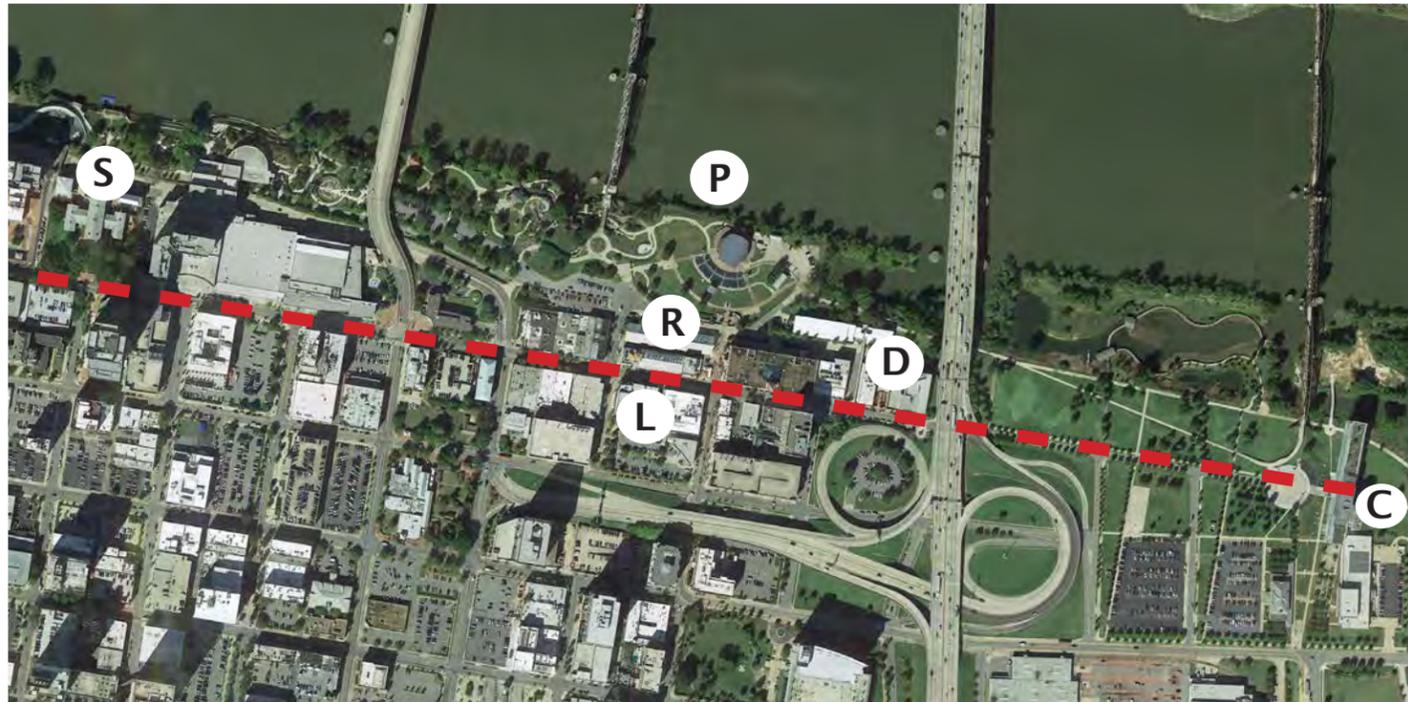
21st Street is a great example of how to incorporate multiple modes of transportation into one street in a safe and beautiful way. The concept breaks up the much too wide street, effectively calming traffic and providing room for other uses and transportation modes. Like Denver, Glendora has many streets that are too wide, encouraging fast traffic and creating an unsafe environment for pedestrians and bikers. We hope to use this case study to inspire our concepts for Glendora in order to achieve safer and pedestrian/bike friendly spaces. The Denver case also shows a design that helps bring back the neighborhood feel by increasing the pedestrian realm, adding green elements, including seating, and attending to the human scale.

## Case Study 3: President Clinton Avenue, Little Rock AR

(by Chris Cortez, Clarissa Flores, Nick Johnston and Paul Chytla-Hinze)

President Clinton Avenue is a “tree-lined pedestrian centered avenue” which expands along six blocks of Little Rock’s downtown. The avenue, named after the 42nd President, weaves his legacy throughout and encourages many visitors year-round. The Clinton Presidential Center and Park is considered the keystone of the busy street. The street, considered “the heart of Little Rock,” is a pedestrian oasis with a wide range of activities present for people of all ages, such as music, parks, food, art, museums, galleries. The avenue’s design encourages mobility and pedestrian circulation, while ample street furniture and attractions help create a comforting and historic image throughout the street. These elements contribute to a lively and sociable environment in which tourists and residents of Little Rock can enjoy and participate.

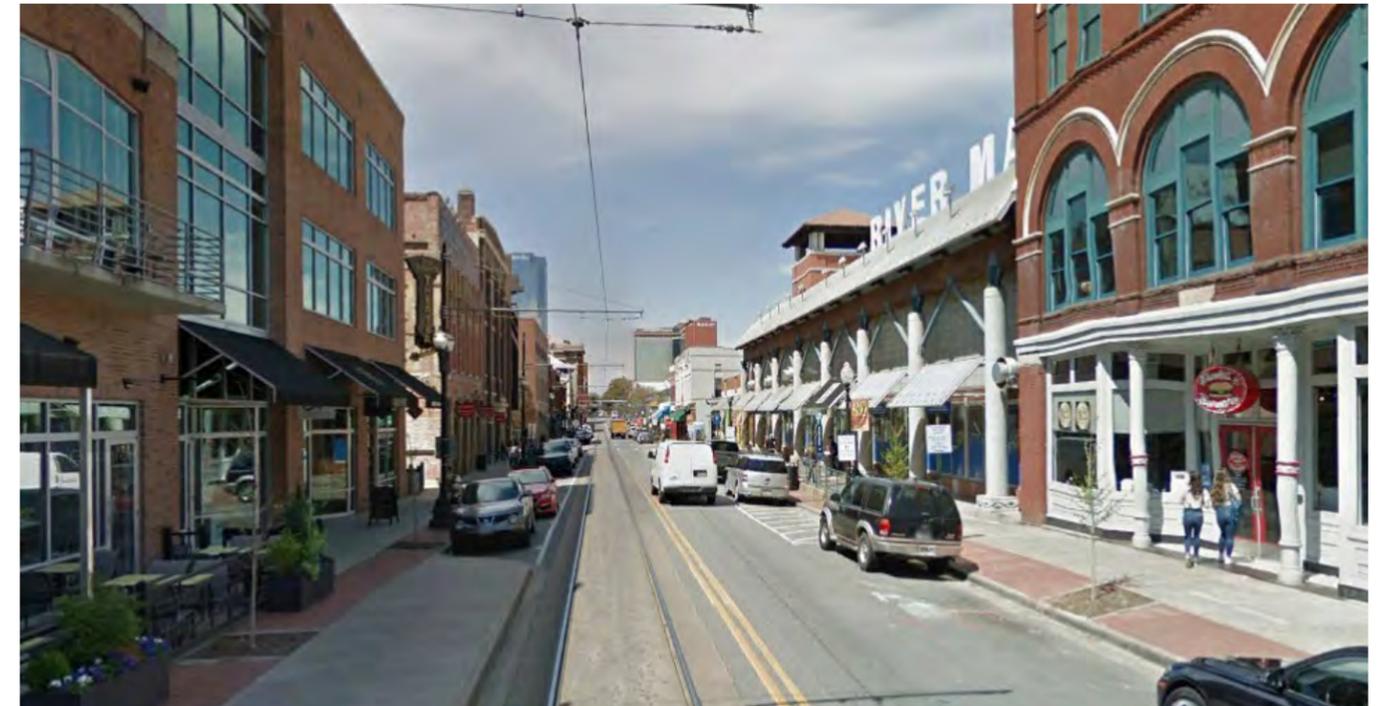
*The President Clinton Avenue. From left to right: Old State House Museum (S), River Market (R), Central Library (L), the River Park and Amphitheatre (P), and Clinton Presidential Center and Library (C).*



## Uses and Activities

As previously mentioned, President Clinton Ave has a high degree of sociability in part due to the wide range of activities present along the street. Eateries, live music, gardens, groceries, museums, recreational facilities, and retail gives visitors more than enough things to do. President Clinton Avenue is a lively place where both tourists and locals can find things to do and enjoy. Tourists mainly interested in the Clinton presidential history can “peruse the artifacts in the Clinton Presidential Center” while also staying “for crayfish and hushpuppies at the Flying Fish and the club scene at Sticky Fingers”. Little Rock natives can also be seen in President Clinton Ave enjoying the River Market Pavillion present from May to October every year, the Big Downtown Thursdays, or many of the other community events found throughout the year, which ensure the use of public space along the popular street year-round outside of the city's strong tourist economy.

*A view of the avenue showing the River Market on the right. Comfortable wide sidewalks with trees, curb parking, interesting uses, and the electric tram track.*



## Sociability

President Clinton Ave is a very sociable part of Little Rock in which families, professionals, students, tourists can be found throughout the day. As pointed out in an article on the famous avenue, "Little Rock people who don't often interact in other parts of the city enjoy each other's company along President Clinton Avenue". One of the main reasons for the high amount of sociability on this street has to do with the fact that there are many different kinds of activities happening, which allow for different people to come together at different times. Besides the activities present throughout the street, amenities such as benches, parks, and outside seating are also available to visitors for them to relax and/or socialize in. The activities, as well as high amount of urban furniture found in President Clinton Ave create a sociable and friendly environment that manages to bring both residents and visitors of all ages and walks of life together in Little Rock.

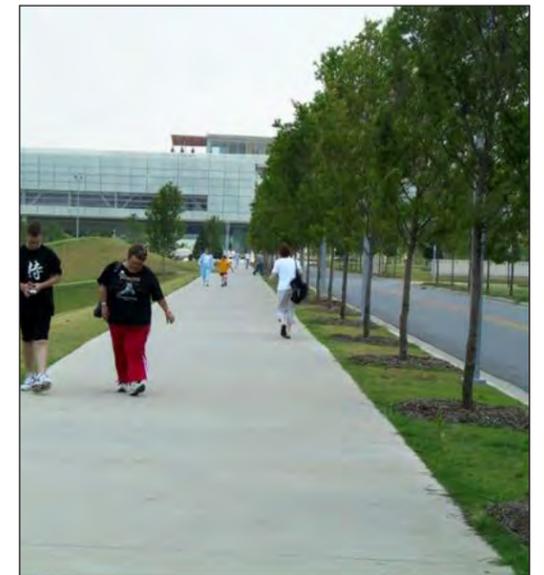
## Comfort and Image

As best described by PPS, Clinton Avenue is a huge attraction thanks to its significant historic image and comfort conscience design, "When visitors turn onto President Clinton Avenue there is an immediate change from a business environment to one of leisure, culture, history and excitement."

With investment from both the private businesses and the local government, the streetscape and open spaces are clean, safe and lively with, "...many restaurants [which] have outdoor patios and decks fronting the park and street," and, "The acknowledged showcase of downtown Little Rock and our state, President Clinton Avenue attractions and parks are clean, with litter removed from trash receptacles regularly. The street is very safe, with Little Rock Police patrols on horseback and by car and a small police station across the street from the River Market. The Clinton Presidential Center has its own security force and visitors must pass through security checkpoints to enter the museum there."

## Access and Linkages

This site's design revolves around a central multi-modal corridor and therefore naturally has strong linkages between all its parts by means of Clinton Ave. According to PPS.Org, the corridor has great access from surrounding attractions, "...it is within walking distance of the Little Rock Convention and Visitors Center, the Peabody Hotel and the Capital Hotel are just two blocks further west along Markham Street." Furthermore, the site design incorporates features which welcome all modes of transportation making it accessible to a wide variety of users, "Free two-hour parking along President Clinton Avenue, paid parking decks, free parking



at the Clinton Center and paid lots serve the area for those who drive. Day or night, passengers entering Little Rock across the I-30 bridge over the Arkansas River can see the Clinton Presidential Center, the “Little Rock” sign on top of the River Market, the River Market Amphitheatre and the Museum Center.

Further design standards have been implemented to support a comfortable, safe, and human scale circulation system along the Avenue, “Tree-shaded sidewalks offer respite from the heat for those who want a leisurely walks. Open green spaces ready for picnics and games fill the needs of the more active. Bike trails, the Amphitheatre, park exhibits along the river bank and the original “La Petit Roche” are a part of Julius Breckling Riverfront Park that sits between President Clinton Avenue and the Arkansas River.”

### Conclusion

By studying the successes of this site, our team can correlate the innovative street design on Clinton Ave with replicable and appropriate features on Glendora, Foothill, Route 66, and Vermont Avenue. Some of these lessons learned include:

- The promotion of different activities that hosting users at different times and at different intensity generating a lively and safe streetscape.
- A balanced and interesting streetscape that allows for different types of uses with strong accessibility with the surrounding fabric.
- Design spaces for a variety of demographics in order to attract a multitude of public groups which can interact and engage, generating a high level of sociability.

## Case Study 4: SOCO & OC MIX, Costa Mesa CA

(by Chris Cortez, Clarissa Flores, Nick Johnston and Paul Chytla-Hinze)

The SOCO & OC Mix is a 300,000 sq. ft retail center located at the corner of Hyland and Sunflower Avenues in Costa Mesa. What is unique about this mall is that it offers smaller commercial spaces allowing it to successfully attract local businesses to operate, and to establish a popular commercial and social node in the city.

Its architecture features reclaimed materials, high bay ceilings with exposed mechanical systems, natural lighting, and plenty of soft seating and gathering spaces. The configuration allows shoppers to stroll between shops in a communal manner but with ability for each shop owner to secure their store after hours.

*Although the SOCO & OC Mix at Costa Mesa is a suburban mall with a lot of surface parking, its spaces articulate well for pedestrians and there are nice smaller spaces catering for a more intimate experience.*



## Uses and Activities

SOCO & OC Mix features a collection of hip and urban boutiques, restaurants, and artisanal food purveyors, set in an organic communal environment with large common areas, soft seating, and adjacent patio areas. It's a popular event venue for individuals, large groups, and families and provides amenities to all age groups. The OC Mix shops include a hand-crafted coffee bar, tea room, wine bar, oyster bar, artisanal cheeses, olive oil, spices, cold pressed juices and much more. Boutiques include women's, men's and children's apparel, accessories, art gallery, jewelry, home décor and much more.

## Sociability

SOCO and the OC Mix feature a number of restaurants, shops, and outdoor leisure areas for sociability to take place. Events for community gatherings also take place here and create possibilities for interaction among people in the area. A farmers market is held at SOCO every Saturday from 9 am to 2 pm. There is plenty of seating indoors and outdoors, giving different options for guests and allowing them to enjoy the mall during favorable and unfavorable weather. The outdoor furniture used at SOCO enhances the sociability of the space. There are tables, benches, lawn chairs, and fire pits that guests can sit around.

## Comfort and Image

The design features granite walkways, bench seating, reflection areas with native grasses and succulents, reclaimed beam patio structures with climbing flowering vines, water features and herb gardens. Outdoor and indoor seating areas provide for comfortable opportunities for sociability and enjoying the surrounding space.

## Access and Linkages

SOCO & the OC Mix is accessible to cars and pedestrians, featuring pedestrian linkages from/to the sidewalk and the parking spaces. Its main linkage for pedestrian access is a diagonal path from the corner of the block. The whole site is linked by outdoor walkable spaces, as well as a seating and leisure area, which enjoy a quite good degree of transparency established by the large shop windows and doors.

## Conclusion

The SOCO & OC Mix provide a good example of a good way to activate a corner area near the downtown village with commercial/retail attraction, community gathering opportunities, and accessible linkages. A development like this not only fits in Glendora, but would perfectly accent the project area as the city lacks a popular commercial and social area that is attractive to all age groups.



## Case Study 5: Mission Meridian Village, South Pasadena CA

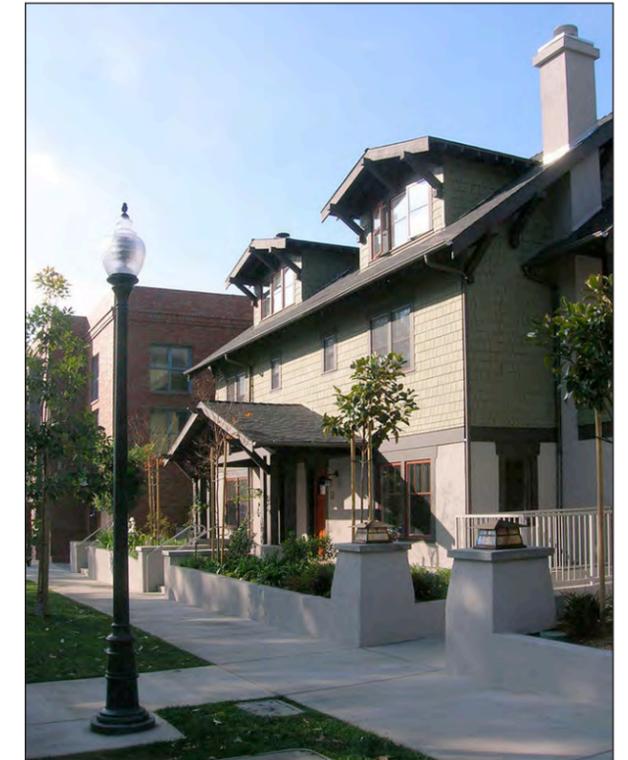
(by Jack Balfour, Melina Schelstrate, Sheridan Nansen and Valeria Diaz)

The Mission Meridian Village is a transit oriented development completed in 2005 in South Pasadena, along the Gold Line of the greater Los Angeles Metro. The project is located between suburban residential and the historic downtown of South Pasadena. The entire project site is 1.65 acres but is meant to spur the revitalization of the historic downtown. The project is mostly surrounded by both, multi-family and single family, traditional residential. Across Mission Street on the south side of the project is where the Gold Line metro stop is located. On the East side of the project is the start of the historic downtown that continues down Mission Street to the East. The project was designed by Moule and Polyzoides Architects and Urbanists. Moule and Polyzoides are well renowned New Urbanist designers. The site was developed in a public private partnership between the city and Creative Housing Associates.

The Mission Meridian Village consists of three major aspects: residential, mixed-use retail, and parking. There is 5,000 sq ft of retail within the project. All retail is located on first floor with residential lofts above. Project contains various types of residential including courtyard housing, single-family housing, duplexes, and mixed used lofts. The parking within the project is underground parking with 280 parking spaces available. Parking spaces not only for commuters but residences and shoppers as well. Project redesigned streetscape to act as a mediation between the historic center and the surrounding residential. Various architectural styles can be found throughout the site. Although different styles each style can be seen in other parts of South Pasadena. Project has won multiple awards for its great design such as the 2006 Congress of New Urbanism Charter Award and the American Institute of Architects Honor Award.

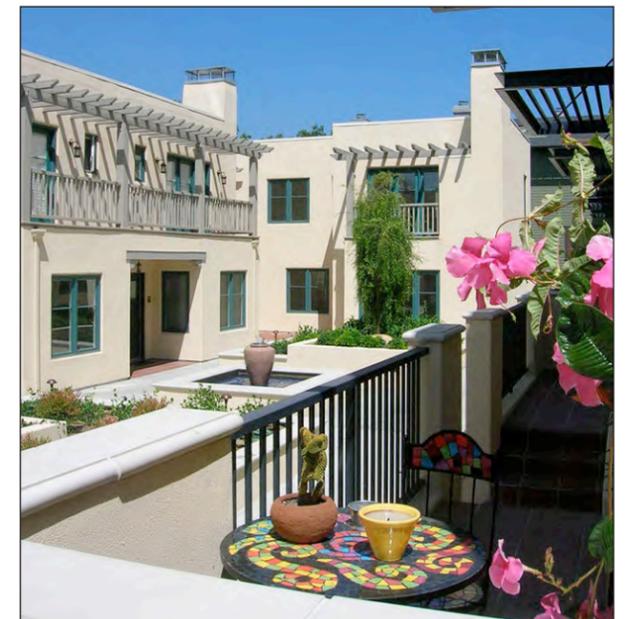


Main aspects of the Mission Meridien Village: the Gold Line stop and historical museum plaza (1), rehabilitated historical buildings for commercial and mixed-use (2 & 4), apartment building (3), and bungalow style townhouses sharing courtyards (5). The project is served by subterranean parking.



Above: bungalow-style townhomes as seen from the sidewalk.

Below: Inner court-yard of the apartment building.



## Uses and Activities

The plaza in the Mission Meridian Village and Meridian Avenue are used for a Farmers Market every Thursday from 3-9pm. People from all over Los Angeles take the Metro to the South Pasadena station just to attend the Farmers Market. For the most part, the space is used all day except for nighttime. The city of South Pasadena isn't very active past 9:00pm, so very few people use the site between the hours of 9pm and 6am. People of different ages use the site. The commercial that is part of the site is attractive to different groups of people. Recently, a store that sells boba tea opened up in the commercial development, drawing in a lot of teenagers and young families. In addition, there are some restaurants, such as Radhika (Indian cuisine), Heirloom Bakery, and Bluefin (sushi), that draw in different people. There are also a few retail stores in the development, but most of it is located in the adjacent buildings that are part of the downtown. The townhomes that are part of the development are rented by mostly young families.

## Sociability

When taking the Metro out of South Pasadena, the plaza is a great place to meet up with

friends. There are many good wayfinding points within the development that can help when deciding where to meet up with people. The first is the Walking Man statue and the second is the old Watering Trough, both located on Mission. The commercial uses on the site are also hubs for people to meet up. People who are from South Pasadena take their friends to see the Mission Meridian Village because it has interesting features and it is a staple of the town. It also has successful restaurants that people want to visit. People regularly use this place by choice because it has a small town feel that is very welcoming. It connects well with the nearby Historical Museum and plaza, the Pasadena Public Library and Orange Grove Park, both just a block away.

## Comfort and Image

The Mission Meridian Village feels very safe and clean. Although it is only 5 Metro stops away from Chinatown in Downtown Los Angeles, there are no homeless people and people feel very safe in the area. There are plenty of places for people to sit. The plaza in front of the station entrance has benches for people to sit, in addition to outdoor seating for the restaurant between the station and the townhomes. The space is free of litter. The city of South Pasadena is responsible for the maintenance. As mentioned earlier, the

*The bungalows and the mixed-use renovated historical building across from the Metro station.*



*Community event at the park by the Historical Museum.*



*View of the access to the mid-block courtyard and bungalows.*



area feels safe. There isn't a security presence, but there is a feeling of eyes on the street, because all of the surrounding buildings have windows facing the development and it is an open area where there isn't an opportunity for someone to jump out of nowhere and attack. Vehicles do not dominate pedestrian use of the space, but they use the space as much as pedestrians. The only place that is more pedestrian friendly than vehicle friendly is the little plaza right next to the Metro entrance.

### Access and Linkages

The Mission Meridian Village is well connected to its surroundings. It is both easy to get to and travel to. Residents can easily walk to several amenities in the vicinity. There are four crosswalks immediately connecting the development to the Metro stop and retail opportunities. The project provides bike racks, easy car access, and plenty of in-site for the residents in underground structures with access from the alley and from one of the surrounding streets via a ramp. 324 parking spots are provided for residents and there is plenty of on-street parking around the development. The project is conveniently located close to many public amenities, such as the public library 0.2 miles away, the US Post Office 0.3 miles away, and the closest park, Orange Grove Park, is 0.2 miles away. Every Thursday there is a farmers market on Meridien Avenue, next to the development, and there is plenty of shopping within easy walking distance.

South Pasadena Farmers Market happens by the project site.



The ramp to the parking structure under the bungalows (mid picture) and the alley access to the parking structure under the apartment building and renovated historic buildings (right side).



The two renovated historic buildings and the Metro Gold line at the corner of the project. The train is just leaving the Mission/Meridien stop.



## Case Study 6: Fruitvale Transit Village, Oakland CA

(by Jack Balfour, Melina Schelstrate, Sheridan Nansen and Valeria Diaz)

The Fruitvale Transit Village, which first phase was completed in 2004, is an internationally renowned Transit-Oriented Development (TOD) that represents well BART's approach to redevelop underutilized properties and parking lots around its stations. Located in the heart of the vibrant Fruitvale neighborhood in Oakland, the project is adjacent to the Fruitvale BART station, the East Bay's 4th busiest station and 9th most widely traveled station, and a bustling AC Transit hub.

The developme of Fruitvale Transit Village was led by Unity Council, a community-based organization, in close partnership with the City of Oakland. The project includes 37,000 square feet of ground floor retail, the 27,000 square foot Arise

Charter High School, and 71,000 square feet of public space including La Clinica de la Raza health clinic, a senior center, a Head Start preschool, and California's first Spanish-oriented public library. The project cost was \$100 million and included a BART replacement parking garage. Phase II is in the planning stages and will be constructed in two developments on city-owned property. In partnership with BRIDGE Housing, phase 2 will provide 181 units of affordable housing.

The buildings' ground floor cater for locally-owned retail spaces while the second floor offers office spaces and cater for community resources and organizations, and 47 one- and two-bedroom apartments are located on the third floor. Of these, ten apartments are designated as affordable units for residents earning between 35 – 80% of the Area Median Income. This clustering of transportation, affordable housing and social services furthers the goal of social equity. Wide pedestrian streets and plazas running through the Village connect to the station, and form attractive landscaped public spaces with seating spaces that hosts a weekly farmer's markets and other community events.

Aerial view of Fruitvale Transit Village Phase 1, showing the intensity of development and its integration with the BART station.



The Fruitvale Transit Village illustrative site plan, Phase 1.



## Sociability

The Fruitvale Transit Villa caters to both transit passengers and community members. Passengers using the BART station walk into the village plaza as soon as they get off the station. There is wayfinding at the entrance that welcomes them with signage and landscaping. The open floor area allows for plenty of space for large groups to congregate or hang around the area comfortably.

The plaza also provides neon light signage for wayfinding during the evening hours, hanging lights and decorative lights around the trees that make the place safer and more attractive. The residential stories of the buildings around the plaza have balconies and windows orientated towards the plaza allowing “eyes on the street” and neighborhood watch over the plaza. Besides the seating opportunities, the plaza holds a farmers market and several community events throughout the year. The surrounding local businesses and eateries help make the plaza a meaningful social space for the community and BART users.

## Uses and Activities

The buildings in the plaza are mixed use what, together with the retail and the existing 47 apartments plus the BART users, provide a good density to populate the Fruitvale Transit

Village. The BART station and the complementary bus terminal allows for a constant flow of pedestrians on and through the village. The commercial spaces around the plaza cater for local businesses and the main public space allows for temporary outdoor events and celebrations. Due to the community's heritage, the Spanish culture is prevalent and very visible through these events and social events.

## Comfort and Image

The Fruitvale Transit Village became a very popular area for transit users and community members. Its strong identity is mainly provided by the uniqueness of its contemporary design that features elegant lines and a mix of Spanish inspired colors such as orange, red, and tan. The public spaces also feature interesting patterns of colored bricks. The large open windows on the first floor not only allow for natural lighting but also activate the plaza by allowing pedestrian traffic to see into and be seen from the stores.

Distinct graphics, effective wayfinding, landscaping and palm trees, and decorative banners and lights help to unify the plaza and add to its identity. Moreover, the varying setbacks and play of volumes of the building's architecture help to bring down the perception of density and scale. The arches and awnings on the first floor allow pedestrians to feel comfortable.

*The view into the main plaza from the BART station.*



*Buildings including commercial, office, and residential uses.*



*Large shades and plenty of public seating in the pedestrian spaces.*



## Access and Linkages

The Village is very accessible and is linked to the surrounding areas. The development provides a two-story tall parking structure that is architecturally consistent with the rest of the development. It provides arches on the first floor and a setback on the second story. The Bart station is bicycle friendly and provides lock boxes for bikes. There is a great linkage between the building right in front of the northern part of the site with a pedestrian only walkway in between the block. There is an arched wayfinding to welcome pedestrians into the Fruitvale Village. In addition, the site provides ramps for pedestrians with disabilities and various street furniture for them to sit and relax with shade provided by the trees. The site is car friendly, bike friendly, and is pedestrian oriented.

*Good signage and strong identity mark the pedestrian plaza leading from the BART station into the project.*



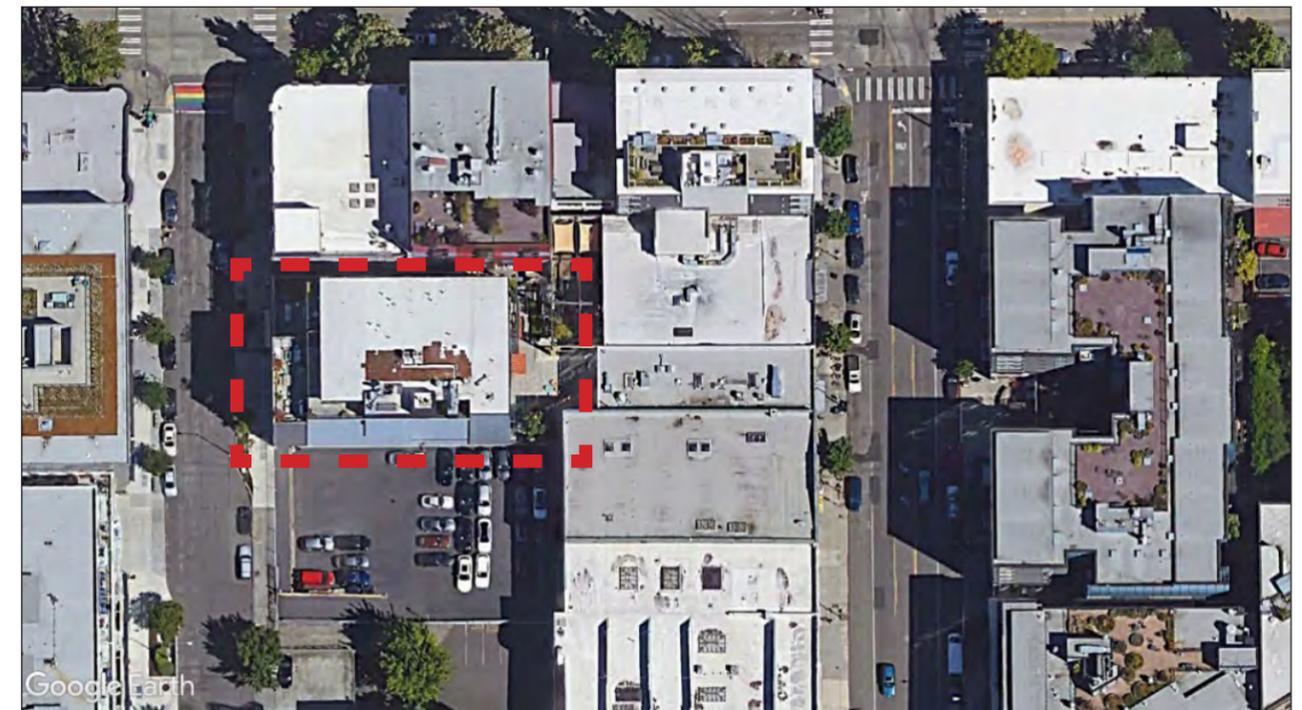
## Case Study 7: Chophouse Row, Seattle WA.

*(by Jeremiah Rogers, Kyle Courtney, Oscar Gake and Tess Houseman)*

The Chophouse Row project, located in Seattle's 12th Avenue Marketplace and concluded in 2015, includes a mix of loft office space, a retail marketplace, public space, and residential penthouses. It is the last phase of a multi-year redevelopment of a small group of properties in the Pike-Pine neighborhood located in Seattle. The project combines a two-story building, formerly an auto parts store from the mid 1920s, with a new seven-story steel-and-concrete structure that features five levels that consist of open-plan office workspaces as well as floor-to-ceiling windows and exposed steel framing. Three residential penthouses are located on the top floor of the tower.

With this redevelopment, the designers at Dunn + Hobbes LLC hoped that a pedestrian alley and mid block plaza will provide frontage for retailers and for pedestrian strolling and gathering areas creating a stronger sense of community. They also focus on the

*The Chophouse Row consists of a new contemporary building complementing an old auto-parts building.*



accessibility not only on site but leading towards other developments. They strengthened their accessibility by providing a connection from Chophouse Row to other 12th Avenue Marketplace properties to create a nice flow from development to development throughout the city. The site offers a total of 0.23 acres of space: 25,317 sq. ft. of office space, 6,379 sq. ft. of retail space, and 4,795 sq. ft. for the penthouse residential lofts.

**Uses & Activities**

The area was designed around all of the elements of the PPS chart. The designers definitely thought through the usefulness of the site when developing the plans. They created a multi-use area where local businesses could go along with retail and residential opportunities. When analyzing the spaces' usefulness we thought about whether there is something to do quantifying the demographic balance, the variety of activities, as well as day and night usefulness to determine its overall value. The Chophouse Row project does meet all of that criteria and seems like it was designed to be used by all citizens in the surrounding area.

**Comfort & Image**

While analyzing the site, I noticed that they added places for people to lounge and enjoy what the land use has to offer. The image is very upscale and includes accent walls of

wood, cement, and steel to create a nice image for the project. As stated in the intro, we evaluated the first impressions, choice of seating, maintenance, and security features which seems to all be covered and thought about in the design development process. It's nice to see how they used the pattern of land use in a way to create a flow throughout the site to offer and it inspires me to include how comfortable a space is made to attain a flow to the site for the people using the land. Luxury is a big part of making an area comfortable and imageable and they definitely offer a luxurious style. The lofts that are on the top of the retail space are penthouse style and offers very top of the line amenities. This will definitely be helpful with attracting more people and getting rid of any possibility for the area to become dirty or low scale.

**Sociability**

Several elements in this project were geared towards creating a sociable space for people to gather and coexist. Since buildings were redeveloped to be very diverse and mix-used this goal was definitely attainable.

**Access & Linkages**

The accessibility on the site was very well developed. It basically is a passage from 11th



to 12th Avenue and as stated before, offers a very nice flow and good commercial real estate to walk through. It is convenient, walkable, and readable which are all important aspects that are talked about in the PPS guide and chart. You can tell that all of these elements are used in the plans by analyzing the distance visibility, paths and roads leading to desired locations as well as transportation being easily accessible. Since the Choprow House is a walkway itself it clearly shows their thought process in linking parts of the city and making it as accessible as possible to attract people to use their development.

### Conclusion

Seattle's Choprow Row presents all of the elements we are looking for. It is fundamentally a connector project and serves as a link between two areas in the same way we are attempting to link Glendora's Village with the new Gold Line and Route 66. Although, this is on a smaller scale it clearly achieves: accessibility; a high level of involvement; comfort and imagery; and sociability. The Row is a compelling and comfortable space that makes one want to linger and return. It has a strong focus on public spaces and provide a social platform for its users. This is the same dynamic we are hoping to achieve in Glendora.

## Case Study 8: UCLA Weyburn Commons and Paseo, Los Angeles, CA

Weyburn Commons and Paseo is a 500 unit housing complex for UCLA Graduate Students, located on a triangular two-acre hillside lot formerly used for parking. It was designed by STUDIOS Architecture and Mithun | Solomon. Completed in 2013, the project builds off a 30 year old campus master plan for UCLA, which envisioned a pedestrian "spine" connecting the UCLA campus and Westwood Village. The two buildings of this project straddle a public pedestrian path. This goes through a breezeway in the larger building to connect with the arcade of another building. Together this forms what exists of the envisioned pedestrian spine. This connects UCLA's Southwest Campus extension with Westwood Village.

The project itself consists of two buildings. One, which surrounds the other on two sides, contains the 500 units of graduate student housing. It is nine stories tall. The smaller building

contains student lounges, offices, and space for banquets. The building is 4 stories tall, but has a distinctive architectural tower that reaches 6 stories. The tower architecturally plays off the tower of the nearby landmark Fox Theater. Together, the buildings in the project have a total of approximately 250,000 square feet.

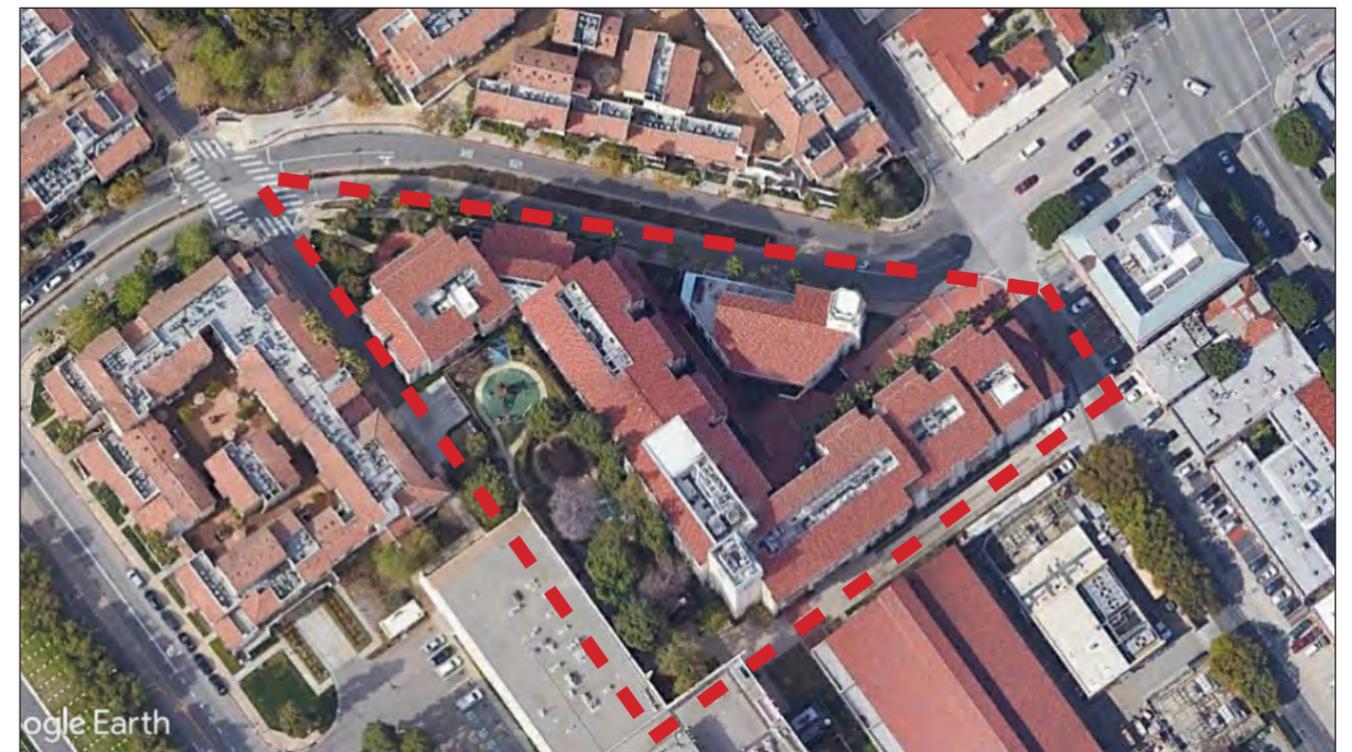
### Uses & Activities

The place is active. A healthy density of people seem to walk by the building on the street and use the paseo. The non-residential buildings seems to be actively used for events and by the residents for studying purposes. The open spaces are equipped with amenities such as tables and barbeques.

### Sociability

For non-residents, the paseo is simply a pleasant place to walk through while traveling between the Southwest UCLA campus and Westwood Village or the main campus.

*UCLA's Weyburn Commons and Paseo is a good project combining high density housing with public spaces that link the campus to the surrounding community.*



However, it offers students something more by giving them places to converse and get to know one another.

### Comfort & Image

The place is comforting. It is well lit at night with light poles. It's clean and well maintained and presents an image of tranquility. It feels safe. The architecture and particularly its landmark, the corner tower, seems to be inspired in the old part of UCLA's campus.

### Access & Linkages

The project has great linkages and access to the rest of the campus both on foot and by vehicular circulation. The buildings' ground floor windows are transparent and there are clear entrances. It was designed to be walkable and has detailed campus signage.

### Conclusion

UCLA's Weyburn Commons and Paseo unifies two distinct areas: Westwood Village and the campus. It achieves the four qualities we expected in our analysis. Instead of expanding the commercial aspect of Westwood Village, it prioritizes the area's need for more housing by creating new buildings and public spaces to serve mainly older students and those with children, making them feel welcome in Westwood and on campus. The project allows us to see how residential areas in Glendora can have public spaces that assist in diversity and sociability, while still achieving a sense of traditional comfort and security. Although fundamentally residential and within a university campus, this case study has a strong focus on public spaces and provide a social platform for its users.



*The design of the tower defines a landmark that reconnects to UCLA's old campus architecture.*



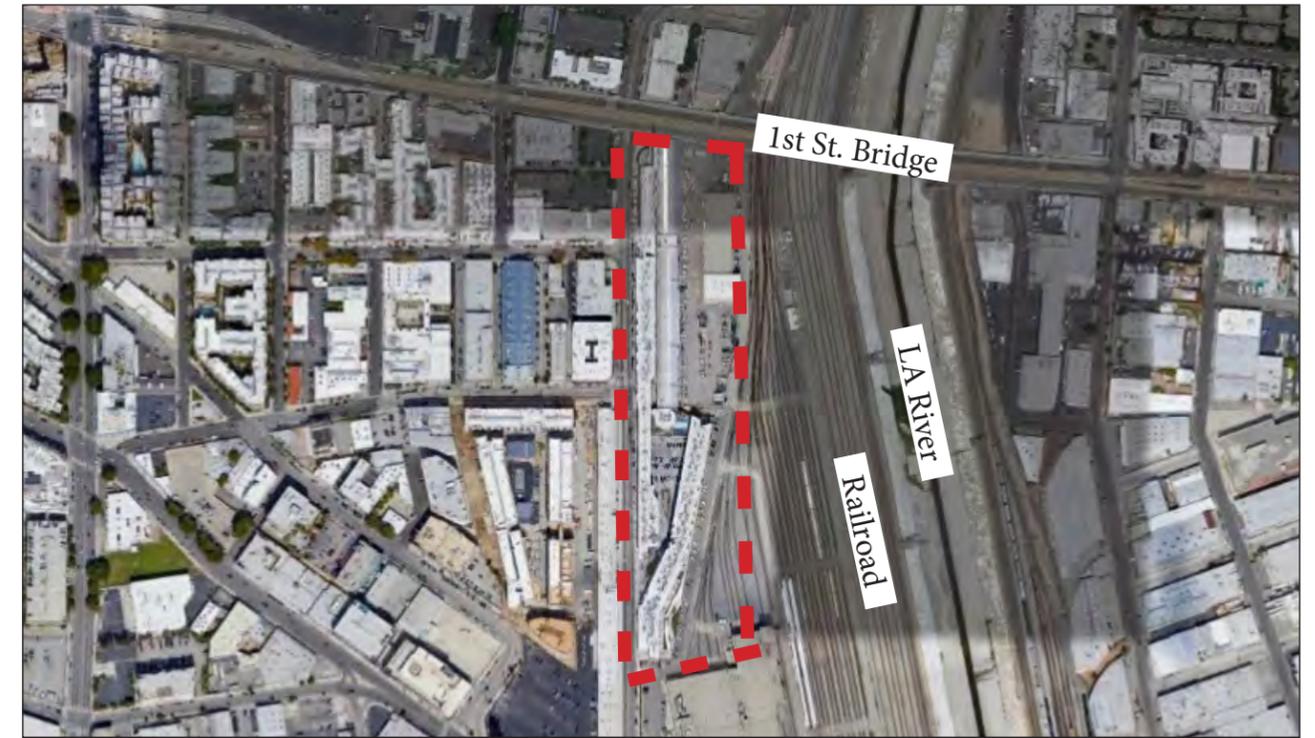
## Case Study 9: One Santa Fe, Los Angeles, CA

(by Brendan Norton, Camile Frace, Erik Valentine and Madison Driscoll)

Completed in 2005, One Santa Fe is located along the eastern edge of downtown Los Angeles at 300 South Santa Fe Avenue, between railroad yards and a river in a historically industrial zone. It is across the street from the Southern California Institute of Architecture. The project was designed by KTGy and Michael Maltzan Architecture, and developed by Cowley Real Estate, Polis Builders Ltd, and The McGregor Company.

The project resulted from an arts movement that started in a historically industrial zone, now dubbed the Arts District. The area started was transformed after the Southern California Institute of Architecture who moved into an adapted freight depot in 2001.

One Santa Fe is located on a narrow parking lot leased from a transit authority. It is a mixed use project with 510,000 square feet and includes 438 apartments (88 of which are affordable units), and 78,620 square feet of retail and office space. It includes an arts center, offices, plazas, restaurants, retail, multifamily rental housing, structured parking, transportation use, and underground parking. Amenities such as a pool, open-air movie theater, and yoga studio are featured in the site.



One Santa Fe in Los Angeles Arts District combines two long, elegant mixed-use buildings, with a contemporary design that reflects and builds on the place. The buildings interplay with openings, pedestrian promenades, and the streetscape.



The project consists of two long buildings that have been creatively “carved in” with entrances, set backs, and public spaces. Laid out in a “superblock” style, they run parallel to the street and the railroad tracks. The two buildings are mixed use with commerce and services on the ground floor topped by five stories of residential; in one of the buildings two stories of parking are sandwiched between the ground floor retail and the residential stories. The outside finish features a bright red-orange and white stucco exterior for the residential units. In between the two buildings, the internal pedestrian promenade features an eclectic mix of retailers, including both local convenience businesses and regional specialty shops that complement the neighborhood’s artistic and creative energy.

The project's total cost was \$165 million in public and private housing and commercial financing. The McGregor Construction managed to secure funds for the project through a New Issue Bond Program. McGregor also received LIHTC (low income housing tax credit), which provided \$8 million after being purchased by Goldman Sachs. A \$4 million loan was provided from the Los Angeles Housing Department who required two-thirds of the affordable units to be for those earning up to 40 percent Area Median Income (AMI).

### Uses and Activities

The uses that one Santa Fe provides for its residents include an infinity pool, a fitness center, rooftop fire pits, and even electric vehicle charging stations. All contribute to the uses and

activities residents have to choose from when they choose to live here. The complex itself is located close to Downtown Los Angeles, also providing activities to residents, in addition to the activities located directly in their living space. The location of the apartments, being so close to a central node (Downtown LA) and transportation, makes the value of these apartments high, however there are still affordable units within the complex, about 20%. All uses and activities found either in or near the complex are active, useful, fun, and vital to the complex itself, ultimately making people feel comfortable about where they live, while enjoying themselves.

### Sociability

One Santa Fe takes pride in the fact that it is rooted in the Arts District of Downtown Los Angeles. Its website introduces the project by saying, “Become a member of the One Santa Fe community. Your perfect life is waiting.” One Santa Fe is confident in its ability to bring people together its design has several important features to encourage community building and sense of place, including pools, rooftop fire pits, a fitness center, and high-tech amenities. Outdoor art installations and modern restaurants support the residents’ modern urban and artsy lifestyle. These mixed uses and open spaces help bring people together, ultimately cultivating a sense of pride in where they live as they interact with the art and services the complex provides.



## Comfort and Image

One Santa Fe has been described as a “superblock” as it features a long uninterrupted facade that provides seclusion from the nearby railroad and S Santa Fe Ave. The project accentuates the surrounding industrial-type buildings, embodying a design that is unobtrusive and mature. Its innovative design features a promenade between the buildings that encourages walkability and social encounters. The promenade features center islands with slanted edges, trash cans, and green barriers; all amenities that result in a pleasant walking experience. Critics of the design call out that the inside of One Santa Fe can feel like a “tunnel” or “airplane corridor,” but the plethora of windows and sunlight help to remedy this. When looking at the site it is important to remember that the designers were initially working with a small, narrow plot of land. When entering the complex from S Santa Fe Ave, two main colors capture the attention of viewers. A clean white and a bold red are the two colors that decorate most of the complex and the site is peppered by trees here and there. Overall, most residents enjoy where they live, citing, “superb decor” and “amazing maintenance.” One Santa Fe is an example of a successful case study integrating new, high density development with an existing building form.

## Access and Linkages

In terms of access and linkages to the apartments, One Santa Fe is located directly adjacent to a rail road, defining it as Transit Oriented Development. It is near several rail lines, which makes commuting around the greater LA area relatively easy for those living at One Santa Fe. The complex itself is walking distance to many favorite boutiques, shops, galleries, and restaurants. This is often an attractive feature to people moving into someplace new, especially LA. Having the ability and ease of walking somewhere or taking public transit is something people find useful and accommodating, and ultimately a positive aspect of any new place. The closeness to transit, public spaces, and amenities creates a walkable, connected, accessible, and convenient community.

## Conclusion

One of the biggest takeaways from One Santa Fe is the mixed-use and sociable nature of the complex. Apartments on the upper four levels of the structure are complemented by

community activity centers, commercial, and office spaces on the first two levels. Parking is located centrally, enabling apartments to overlook the parking center and pedestrian corridors. The design of One Santa Fe itself takes into consideration existing buildings in the area and the railroad nearby to generate a design that is effective and non-obtrusive.

## Case Study 10: Orenco Station, Hillsboro OR

(by Brendan Norton, Camile Frace, Erik Valentine and Madison Driscoll)

Orenco Station is a Transit Oriented Community planned and designed by Peter Calthorpe in 1994 and completed in 2003 in the city of Hillsboro, Oregon, just west of Portland. Within walking distance of a TriMet's Westside MAX Light Rail station, it was designed to be a pedestrian friendly, high density community. It is one of the earliest examples of TOD and new urbanism. The neighborhood was built on land formerly used as a plant nursery by the Oregon Nursery Company, the business that ultimately gave the neighborhood its unique

*Orenco Station district present aerial view with the location of train station in red.*



name (Ore-N-Co). Orenco started as a company town and went bust during the Great Depression, causing its unincorporation in 1938.

Its town center covers 209 acres and has 70,000 square feet of retail space, 30,000 square feet of office, 40,000 square feet of residential loft area, and 28 live work townhomes. The whole community consists of 1,843 residences in a variety of dwelling types, from cottages and row homes on alleys, to granny flat accessory dwelling units, lofts above retail live/work townhomes, condos, and apartments.

Orenco Station's original illustrative site plan shows the interplay of open spaces, different building types, and the train station (in red)



Westside Max light rail received funding to create new residential developments along the line in order to improve density and vitality in the area. The line was extended into the high tech industrial area of Hillsboro and into the center of the town, a greenfield development that lay between downtown Portland and downtown Hillsboro, eventually becoming the designated location for the Town Center. Developers from Pac Trust and Costa Pacific Homes formed a team of experts in retail and home-building to work with locals on planning the new Orenco Station.

One of the plan's key guiding principles was to create a sense of place for pedestrians through vistas and monuments. The planners also worked with Hillsboro planners to create a different zoning ordinance for the site. These updated zoning ordinances included narrow 20 foot streets, side yard easements, the allowance of accessory dwelling units, and alley-loaded garages. In the Town Center buildings are required to be built up to the sidewalks, with parking spaces at the rear and required mixed uses in specified areas.

### Uses and Activities

The overall economic trend of Orenco Station is positive, with town center retail occupancies as high as 99% during times of economic struggle (Mehaffy, 2003). Mixed-use areas that feature retail and services on the bottom floor and apartments on upper

The town center's main street is sided by mixed-use buildings (apartments over retail) and lead to mixed-use town homes and focuses on the main park's gazebo.



floors are common throughout the station, and are wildly popular with residents. However, the economic success rate of the station is not as high in the live/work townhomes as the developers expected. While they were successful enough to prompt a second phase of development, performance lacked due to small workspaces and complications with ADA access in its design. Overall these live/work units focused on enticing young working professionals in high tech industries that are prevalent in the area. Retail uses have been developed to address the community's basic needs. In addition to retail and office space, Orenco Station features a number of parks and open space that compliment the residential aspect of the development quite nicely, giving residents a space to get outside and be healthy.

### Sociability

Researchers have performed sociology studies on the community as it is one of the most prominent examples of a successful Transit Oriented Development in modern history. A study done in 2002 found that the community is wildly popular with residents, showing "very high social cohesion, and relatively high transit and alternate mode transportation habits," (Mehaffy, 2003). People living in Orenco Station report a 22% modal split, when the regional average is only 6%. In addition, because of the mixed use nature of the station,

several would-be automobile trips are captured within the community, reducing overall travel. Providing a wide range of retail and dining opportunities within the neighborhood has gone a long way in cultivating the thriving community of residents that live there. When people are not forced to leave the neighborhood to accomplish everyday tasks, the build relationships with their neighbors and promote a healthy living environment.

### Comfort and Image

Orenco Station has unique design guidelines in its municipal code that keep the area distinct from the rest of Hillsboro. There are rules detailing the setbacks, street tree planting, and store frontage requirements that give the area a uniform look that looks and feels pedestrian friendly. All of the facades in the mixed-use town center are similar, featuring brick cladding and metal accents that give the neighborhood a distinct, urban feel. Streets in the development are narrower, giving more room to pedestrians, bikes, and landscaping that helps residents feel safe and comfortable.

### Access and Linkages

While Orenco Station features a variety of living opportunities, articles have reported that the neighborhood struggles with ADA compliance because of the high-density nature of its

*The original mixed-use buildings along the main street (left, the town-homes with granny's or office space slightly lower than the sidewalk (center), and a mixed-use building from the last phase (right).*



transit oriented design. It is harder to work and live in smaller spaces on higher stories with some types of disabilities, something that perhaps was not accounted for in the original design of the community.

The City of Hillsboro lies just a few miles west of Portland, and is the fifth largest city by population size in Oregon. The city is connected to Portland and other central hubs by the 5 and 205 Freeways, as well as by the rail that runs through Orenco Station. The Pacific Coast is a short drive or train ride further to the west, and the greater metropolitan area of Portland is a short rail ride or drive to the east.

## Conclusion

A huge lesson to be learned from Orenco Station is that, as Mehaffy says, “density demands design,” (2003). Designating land in particular uses is only the beginning of the placemaking process, the more important task is to create a coherent neighborhood structure that people actually enjoy living in. Another important takeaway is that it is essential to have a true understanding of the marketability of your project, and not over or underestimate what businesses you will attract. Orenco Station set a good example of this, as seen with 99% retail occupancy rates during times of economic struggle. In addition, it is important to learn from history and precedent, seeing what has worked in similar areas and adapting elements to your specific project area. Another huge thing that Mehaffy states is that it is important to remain in control of your vision as a developer or project manager, but at the same time you need to allow your design to evolve and adapt. Urban design is a process best done collaboratively, as different perspectives can help shape the project into something truly special.

# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## Chapter 4: Alternative Concept Plans

### **Glendora Transit Village \_ 55**

*Team 1: Jack Balfour, Melina Schelstrate, Sheridan Nansen and Valeria Diaz*

### **The Link at Glendora Station \_ 72**

*Team 2: Brendan Norton, Camile Frace, Erik Valentine and Madison Driscoll*

### **Citrus Village \_ 85**

*Team 3: Chris Cortez, Clarissa Flores, Nick Johnston and Paul Chytla-Hinze*

### **The New Village at Glendora \_ 98**

*Team 4: Ally Lee-Gardner, Camille Kelem and Elizabeth Farin, with Steve Chon*

### **The Village Axis \_ 112**

*Team 5: Chloe Evans, Chris Dedo, Lance and Shayna*

### **Glendora Transit Village \_ 124**

*Team 6: Jeremiah Rogers, Kyle Courtney, Oscar Gake and Tess Houseman*

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## Chapter 4: Alternative Concept Plans

This chapter brings together the concept plans developed by the studio's six student teams for the project site. After going through the intense initial phases which included examining city plans and documentation, field surveys, community interviews and surveys, the teams were asked to develop the following elements:

- A vision statement as a preview of what the team understood the project site should be in the future after the arrival of the Metro Gold Line station and the redevelopment that will necessarily incur.
- A set of four goals based on the urban design qualities previously defined for the SWOT analysis but now properly developed to reflect the needs of the specific project site and the overall intention of linking the historic Village to Route 66.
- For each goal, a set of two objectives that define how to reach the goals.
- For each objective, two development or design conceptual ideas.

Based on this framework and as its reflection, the teams followed by developing a concept diagram of how, in plan view, the area could be developed.

This set of conceptual deliveries was then delivered and presented by the teams to the City of Glendora planning through the on-line conference application Zoom. After receiving verbal and written comments from the city staff, the teams revised their ideas before developing them into the final concept plans which included: a descriptive narrative of the development and the design intentions, an illustrative site plan, a brief discussion and a map on implementation phases, the project statistics and final development footage, land use and a circulation maps, typical street sections, and 3D computer generated imagery including general bird's-eye-views and pedestrian views of key elements.

## Glendora Transit Village

Team 1: Jack Balfour, Melina Schelstrate, Sheridan Nansen and Valeria Diaz

### VISION, GOALS, AND IDEAS

#### Vision Statement

The **Glendora Transit Village** will activate the area around the new Glendora Gold Line station while enhancing pedestrian connectivity to the historic downtown village and Route 66.



**GOAL 1: WELCOMING AND ATTRACTIVE PUBLIC SPACES USED 24/7**

Objective 1.1

An array of integrated and diverse land uses and businesses to serve the local community.



Idea: Mixed Use with commercial on the bottom and office space on top.



Idea: Mixed use encourages pedestrian activity.

Objective 1.2

Opportunities for different residential types and affordability.



Idea: Inviting town homes architecture.



Idea: Affordable housing for all incomes.

**GOAL 2: CREATE SPACES THAT WILL ATTRACT BUSINESSES**

Objective 2.1

Facilitate outdoor seating for businesses.



Idea: Shaded outdoor seating draws customers in.



Idea: Casual outdoor seating allows for more people to eat at the restaurant.

Objective 2.2

Encourage transparency between public spaces and businesses.



Idea: Windows allow passerbyes be attracted to the inside, and generates "eyes-on-the-street" and safer walkability.



**GOAL 3: ENHANCE PEDESTRIAN AND BIKE ACCESSIBILITY**

Objective 3.1

Promote infrastructure for bicycles and scooters.



Idea: Attractive and easy to find bike parking.



Idea: Dedicated and safe bike lanes.

Objective 3.2

Narrow streets and use bulb-outs for traffic calming and easier pedestri-



Idea: Bulb-outs, center islands, and narrower lanes.



Idea: Adding more crosswalks increases walkability and calms traffic.

**GOAL 4: IMPROVE THE AREA'S AESTHETICAL APPEAL**

Objective 4.1

Improve sidewalk infrastructure.



Idea: Wide, comfortable, and well lit sidewalks.



Idea: Provide consistent, attractive, and comfortable street furniture.

Objective 4.2

Provide attractive public gathering spaces.

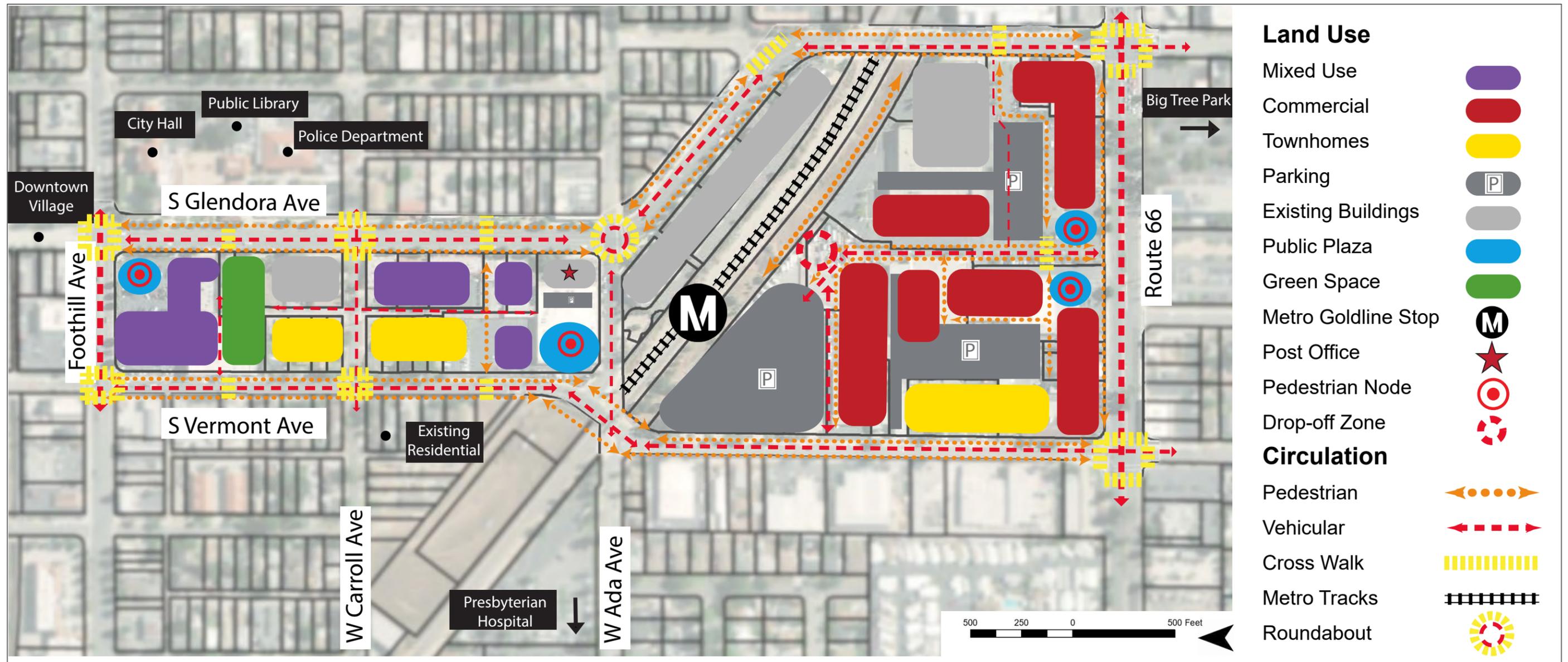


Idea: Sculptures in special places to increase identity and sense of place.



Idea: Shaded gazebos for public functions.

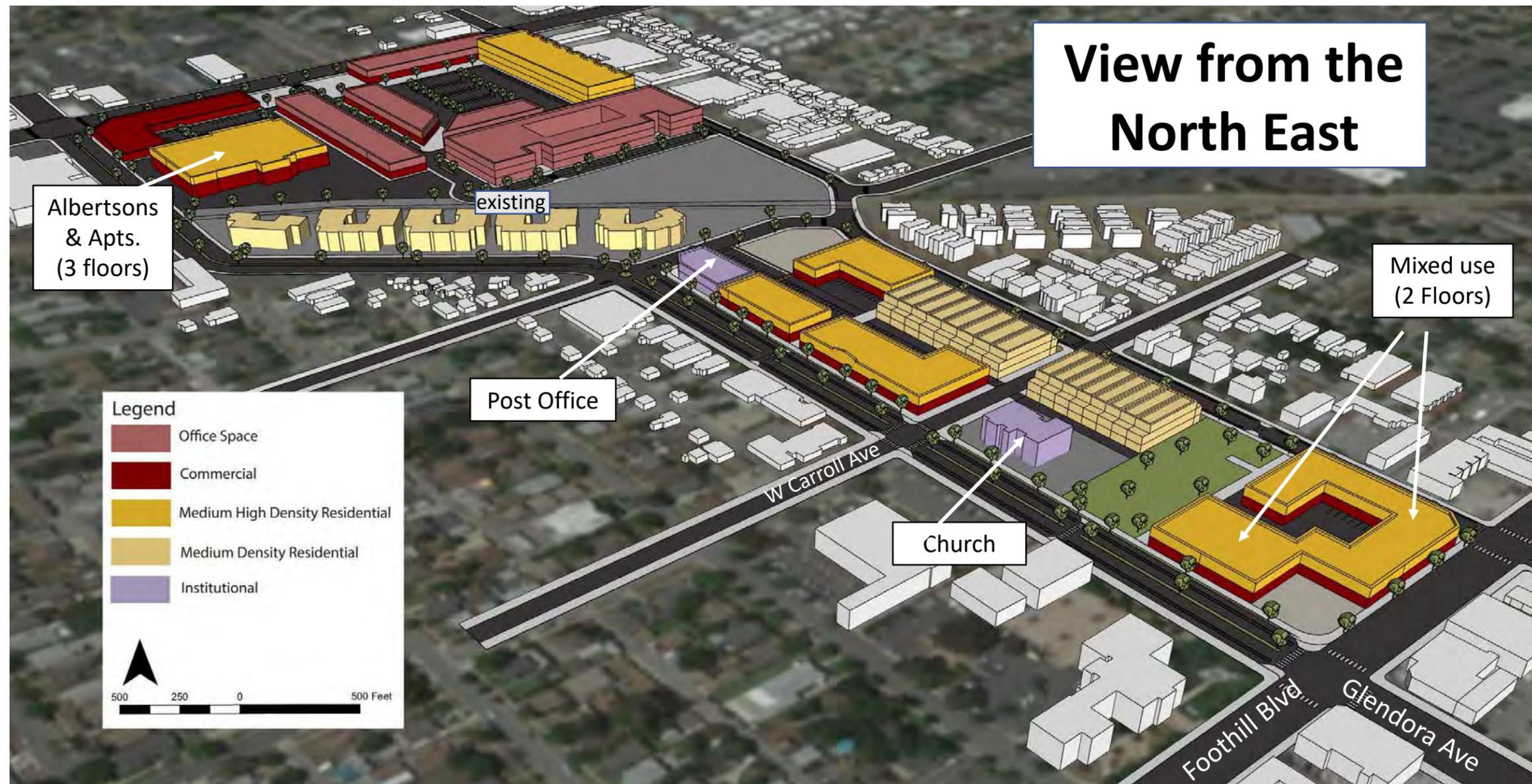
# CONCEPT DIAGRAM



**Narrative: Glendora Transit Village**

The concept for the Glendora Transit Village is focused on creating a thriving transit-oriented development in the areas immediately north and south of the proposed Metro Gold Line Station. The concept includes an increase residential options and denser types while providing for a diversity of commercial uses. On the north of the Metro station the concept proposes a continuance of the Downtown Village historci fabric (see figure in this page).

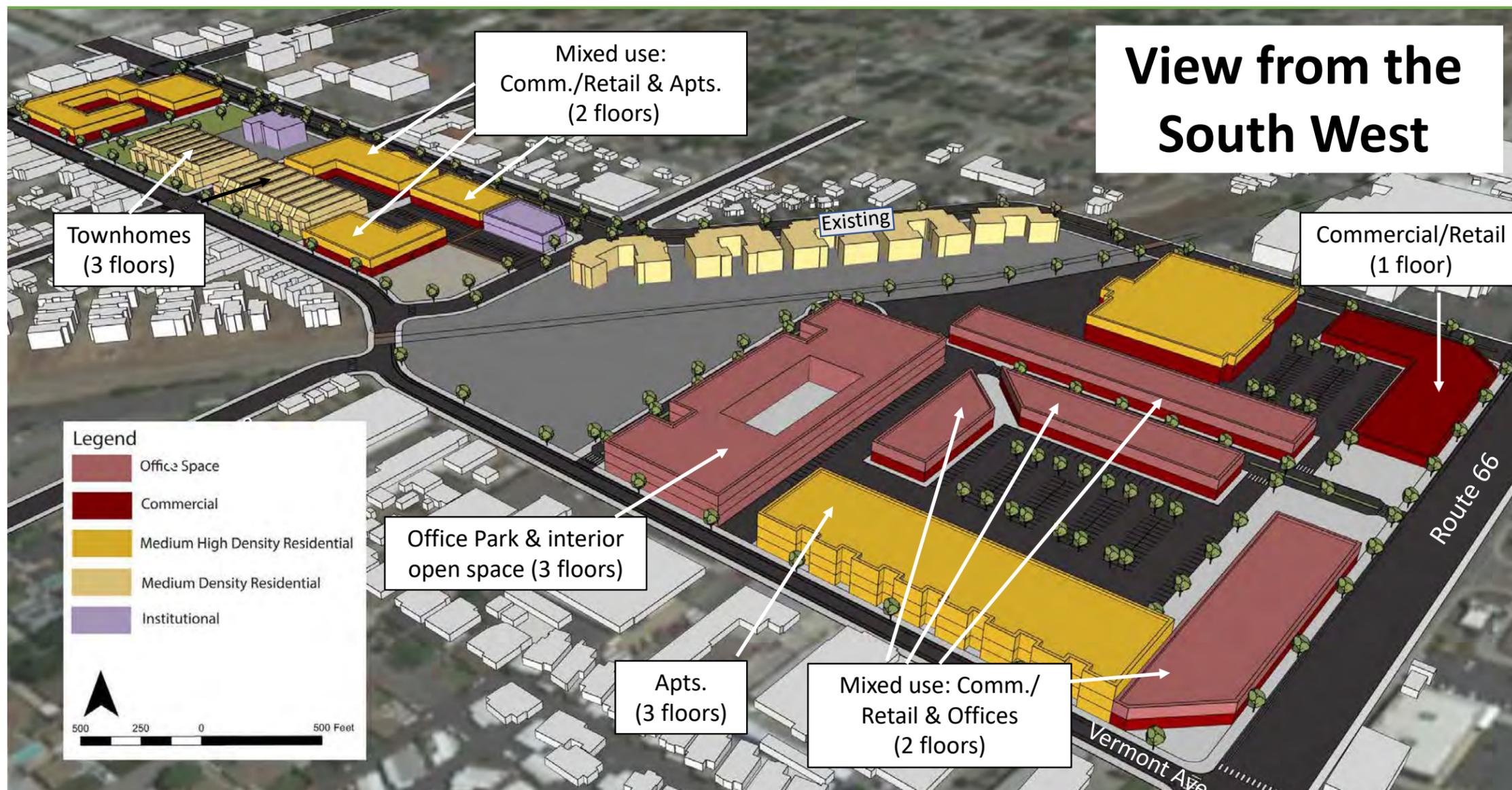
The area south of the Metro station will include mixed use development as well as commercial spaces and apartment complexes that complement the existing residential and commercial uses in and around the area. Mixed use buildings are proposed along Glendora Avenue and some along Vermont Avenue, allowing more intense commercial uses while incorporating denser housing such as apartments above. The townhouses along Vermont Avenue complement the existing single family homes in the area.



Pedestrian accessibility throughout the project area is enhanced including the amount of crosswalks along the major roads. New pedestrian walkways connect Vermont Avenue to Glendora Avenue by the proposed townhouses and mixed use buildings. A new park is located next to the townhouses on Vermont Avenue and connect is to Glendora Avenue, enhancing the link between residential and commercial spaces as well as the city hall and the library and its elevated plaza.

The proposed parking lots are located behind the buildings inside the block so

that they are less visible from the streets, making the area more visually pleasing. Three new plazas are strategically located at major corners. The first, at the corner of Glendora Avenue and Foothill Boulevard, is part of the redevelopment of the existing shopping center and stresses the connection to the historic village. The second, located next to the future Metro Gold Line station, provides a marker for the station, a meeting place for passengers, and a plaza for the community to socialize. This plaza replaces part of the existing post-office building and cuts down on its service parking.



The third plaza, subdivided into two sections, announces the link between Route 66 into the site and the Metro Station. This last plaza is sectioned by a new boulevard that links Route 66 to Albertson's, new commercial development, and the Metro station and its parking structure. There will also be a drop-off zone located at the turn of the new street by the parking structure and in front of the station. We propose decreasing in half the amount of parking in front of Albertson's and, in Phase 2, shift the Albertson's building closer to Glendora Avenue so make it more visible and to allow for a new commercial building next to the new boulevard.

According to Glendora General Plan's land use element, residential development and the diversity of housing should be expanded. Our proposal understands that the creation of more residential opportunities will be an important aspect for the future of Glendora, responds to an increasing market demand, and will determine the success of the project site. The Glendora Transit Village plan includes a significant amount of residential units. Most are multi-family units, a change from the single-family majority of homes currently in Glendora. They will provide more affordable opportunities for a diverse range of residents. Many of these units are located on Vermont Ave, directly across the street from the existing single-family residential.

The land use element also calls for attracting high-tech business what our project encourages through office spaces next to the Metro stop. It asks for a complementary mix of uses in the village and to promote pedestrian utilization through walkways and plazas. In the area North of the Metro station, the Glendora Transit Village is planned as a continuation of the Village fabric, and it incorporates a mix of residential, mixed-use, and commercial buildings. Walkability is promoted through the new park and plazas, redesign of sidewalks, and new pedestrian crossings.

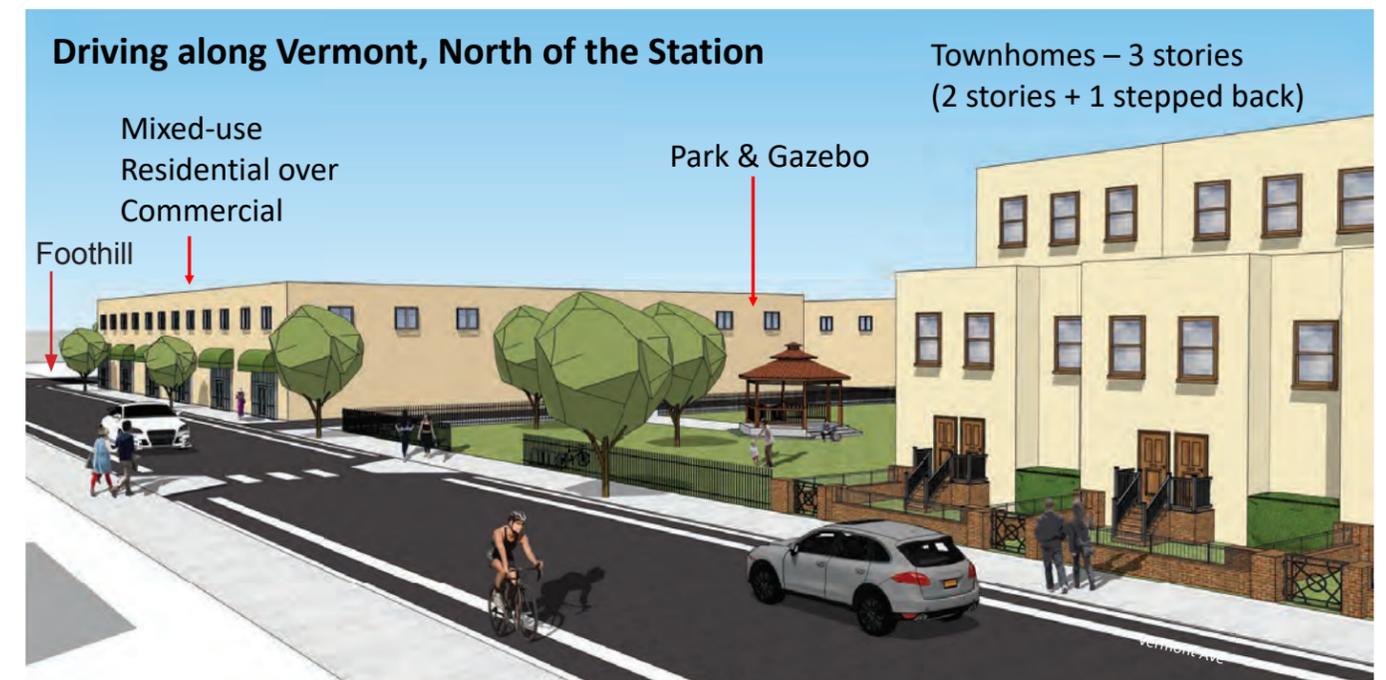
As for the area of the project south of the Gold Line, the Route 66 Corridor Specific Plan includes a variety of zoning standards, most suggesting buildings of 2 to 3 stories. All proposed buildings in the project site fall in this category.

The Glendora Transit Village plan turns Glendora Ave, and Vermont Avenues as well as Route 66 into complete streets with all amenities it implies. Complementing the proposed streetscape redesign, the plan includes directional and safety signage with signs on major corners pointing out important elements in the project site and

beyond. New stop signs and pedestrian crossings are proposed along Glendora and Vermont Avenues.

According to the First and Last Mile Study, some issues identified in the area around the station include a lack of crosswalks and bike lanes, a need to create connections to station entrances, and high volumes of vehicle traffic. Crosswalks were added at intersections and halfway through blocks to encourage pedestrian activity and safe crossing practices. Bike lanes were added to encourage biking and greener forms of transportation. As a portal to the station, we created a large welcoming plaza. Streets are made safer by redesign and new streetscape elements such as landscaping and signage, as can be seen in the illustrations of the proposed street typology. Ficus trees are proposed along the redesigned Glendora Avenue continuing the aesthetic from the Downtown Village, as well as a landscape median to increase aesthetics and pedestrian safety. New street furniture encourage walkability and pedestrian activity on the sidewalks.

The Glendora Transit Village incorporates the recommendations of Glendora's Draft Bike and Pedestrian Plan such as quality sidewalks, high-visibility midblock crossings,



ADA compliant curb ramps, street trees, benches, and pedestrian-scale lighting. Particularly, the Village and Route 66 and Glendora Avenue provide a separated lane for the safe and exclusive use of bicycles. At intersections with no traffic lights and at mid-block crossings, advance yield markings and Rectangular Rapid Flashing Beacons (RRFBs) will increase pedestrian safety in crossing the street.

The Glendora Transit Village project recreate a pedestrian-scale village street environment with one- to three-story buildings, small and no building setbacks from the street, and wider sidewalks. Sidewalk and patio dining standards should encourage a vibrant atmosphere within the community, particularly along the planner mixed-use buildings. As much as possible, the project hides parking from the pedestrian view for aesthetic reasons. Access to all parking (garages, lots, structures including podium structures) shall be provided from alleys whenever available.

### Goals and Objectives of the Glendora Transit Village

#### Goal 1: Welcoming and attractive public spaces used 24/7.

To attain this goal, the first objective is to provide an integrated array of different land uses and business types to serve the local community. This includes businesses such as restaurants and bars in the same area as retail and service shops as well as housing. Different land uses will bring people to the area at all times of the day and for many different reasons. This is what was done on both sides of the train tracks.

The second objective is to provide opportunities for different residential types and affordability. The proposed townhomes on Vermont are located directly across the street from existing single family homes. This housing option provides a higher density housing alternative to the single family homes and creates more opportunities for people to live within the city and close to the Metro stop. Mixed use buildings retain existing commercial businesses in the area while providing more housing opportunities. The Glendora Transit Village includes a significant amount of mixed-use projects. A mix of commercial and residential allows people to have easier access to daily needs.

#### Goal 2: To create spaces that will attract businesses.

Towards this goal, the first objective is to encourage outdoor seating for businesses. The project provides wider sidewalks for outdoor seating serving commercial and mixed uses. Trees and street lights complement the sidewalks and support outdoor dining spaces. Glendora Village's famous ficus trees is continues down the sidewalks along Glendora Avenue and used in significant public spaces. Restaurants will be able to serve more customers in an enjoyable and aesthetically pleasing dining space what, in turn, will attract more customers.

This goal's second objective is to encourage transparency between buildings and sidewalks and public spaces. All businesses along Glendora Avenue should have large windows and glass doors. Transparency allows a better display of products and services, attracting more customers, and generates safer and more enjoyable streets to walk on.



The welcoming plaza replaces part of the current Post Office facilities at Vermont and Ada avenues, across from the location of the future Metro Gold Line Station. Strategically located ficus trees provide a connection to the village atmosphere.

Goal 3: Enhance pedestrian and bike accessibility.

This goal's first objective is to implement bike and scooter infrastructure, encouraging the community to use them. This includes providing bike and scooter racks along streets and near businesses, especially on Glendora Avenue. Six-foot bike-scooter lanes are provided on Glendora and Vermont avenues and five-foot bike lanes on Route 66. Foothill Boulevard's width does not allow for exclusive bike-scooter lanes, but the lane to be shared with vehicles will be effusively marked with clear horizontal and vertical signage. The second objective of the Glendora Transit Village proposal is to narrow streets for traffic calming and easier and safer pedestrian crossings. Medians are proposed along Glendora Avenue.

Goal 4: Improve the area's overall aesthetical appeal.

Objective one is to improve sidewalk infrastructure, particularly by making them more comfortable through tree planting, pedestrian lighting and street furniture, particularly benches. An efficient street signage system will help in wayfinding and in improving local identity. Signs will be placed on the corners of key travel routes,



*Architectural transparency with large windows increase sidewalk security and invite pedestrians into the stores in a lively atmosphere.*

such as Route 66 and Foothill Boulevard, attracting drivers into the Glendora Transit Village, the Metro Station and, subsequently, to the historic village.

Also, bringing in landscaping and tree planting similar to what is in the historic downtown village will help to unify it with the Glendora Transit Village and make the pedestrian experience more aesthetically pleasing and enhance identity. The “gumdrop” ficus trees are one of village's most iconic features.

Objective two is to provide attractive public gathering spaces. Glendora Transit Village provides three new plazas at important nodes within the area to help draw in people and create a space that they can use for large gatherings and public events. A new park is also proposed as a connector between Vermont and Glendora avenues, providing a link to the library and its plaza. This park, together with the Church of the Bethren's open space, will become a community-oriented space for gardening and events such as a farmers-market and fairs.

**Phasing**

Implementation of the Glendora Transit Village will be in two phases. In the first, short-term phase the following major elements are proposed:

- Adapting the street layout of Glendora and Vermont avenues. This includes: decreasing the amount of lanes, adding bike lanes, changing the existing angled street parking to parallel parking, widening sidewalks and adding a landscaped median.
- Pedestrian crosswalks along Glendora and Vermont avenues.
- Pedestrian walkways between Vermont and Glendora Avenues through and/or in-between the buildings.
- Identity-giving and wayfinding street signage for pedestrians and drivers.
- Commitment of the current owner to redevelop the existing shopping center at Foothill Boulevard between Glendora and Vermont avenues into a mixed-use complex in an “L” shape with a new public landscaped public plaza at the

corner of Glendora and Foothill, and allowing for the park connecting Vermont and Glendora avenues. The new design could be reached through a private-public partnership and city tax incentives.

- Construction of a park linking Vermont to Glendora with the incorporation of the open space controlled by the Church of Bethren for community uses. The city and the church should sign a contract towards this idea. The park will be linked to the library plaza by a new pedestrian crossing on Glendora Avenue.

For the second and long-term phase of the Glendora Transit Village, the plan depends on the idea of combining all owners into a specific planned development, and on sharing parking spaces with the Metro Gold Line parking structure/lot. The second phase includes the following major elements:

- A welcoming plaza for the Metro Gold Line Station at the corner of Ada and Vermont avenues. This will entice the downsizing of the current post office support facilities and parking, and shifting its main building to Glendora Avenue. Public parking will be located between this building and the plaza.
- Redesign of the area south of the Metro Gold Line to include:
  - A new street, named Gold Avenue, with a landscaped median providing a major access from Route 66 directly to a drop-off area for the Metro Gold Line Station, the parking structure, and Vermont Avenue. Gold Avenue will also provide a major access to the new buildings and parking lots.
  - Two new corner public plazas on each corner of Gold Avenue at its intersection with Route 66. These plazas will serve public functions and announce the major access to the Metro Gold Line Station.
  - Restructuring and relocation of commercial buildings currently serving Ace Hardware, Albertson's, and others in order to obtain a coherent and consistent urban design. All new two to three-story buildings along at Route 66, Glendora Avenue and Vermont avenues will be required to face the sidewalks and to keep no or small setbacks in order to encourage walkability.
  - Albertson's will be redeveloped closer to Glendora Avenue, where its

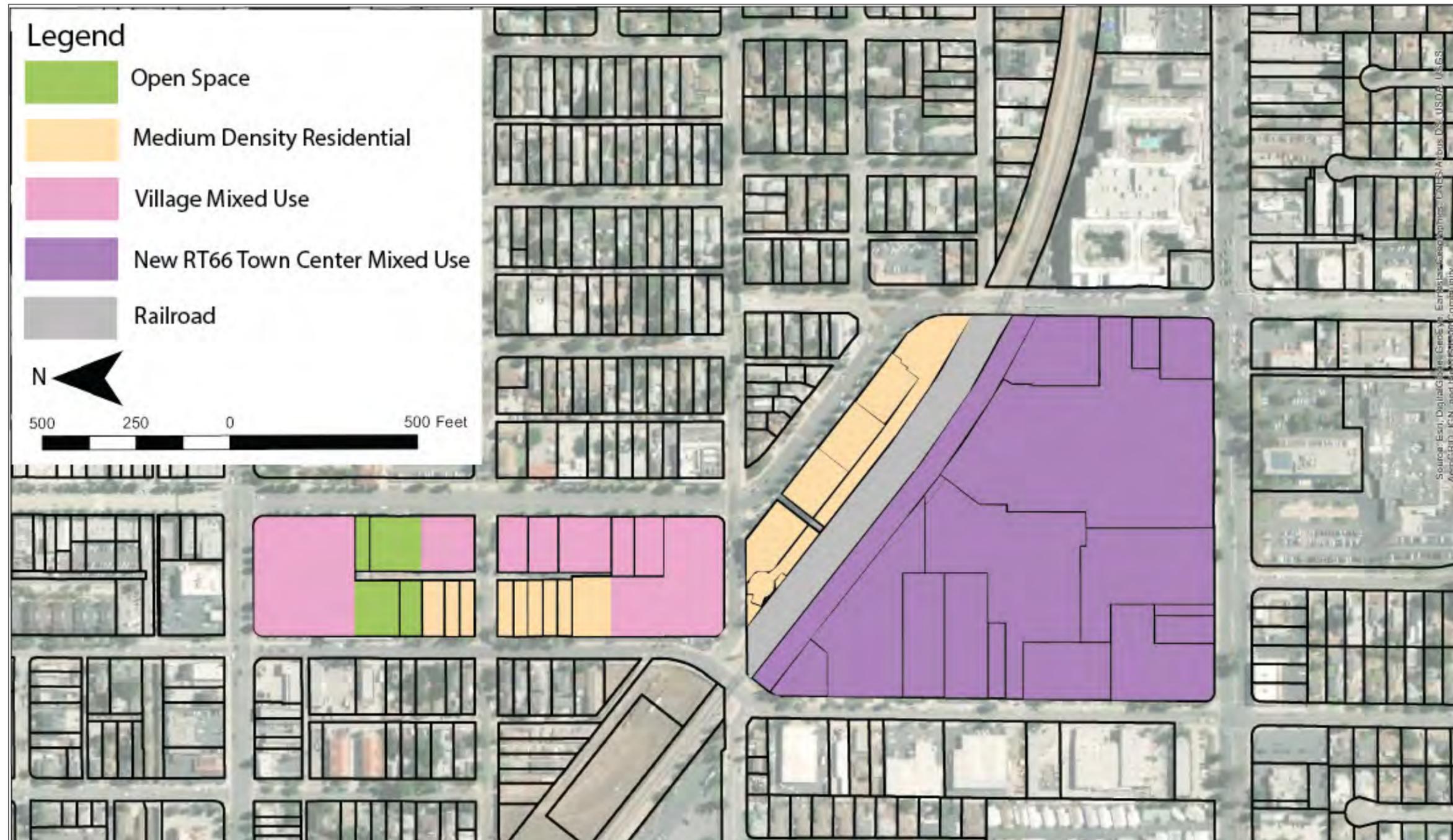
main entrance should be located, leaving enough space for delivery trucks between the building and the Metro line. The new building will include affordable apartments above.

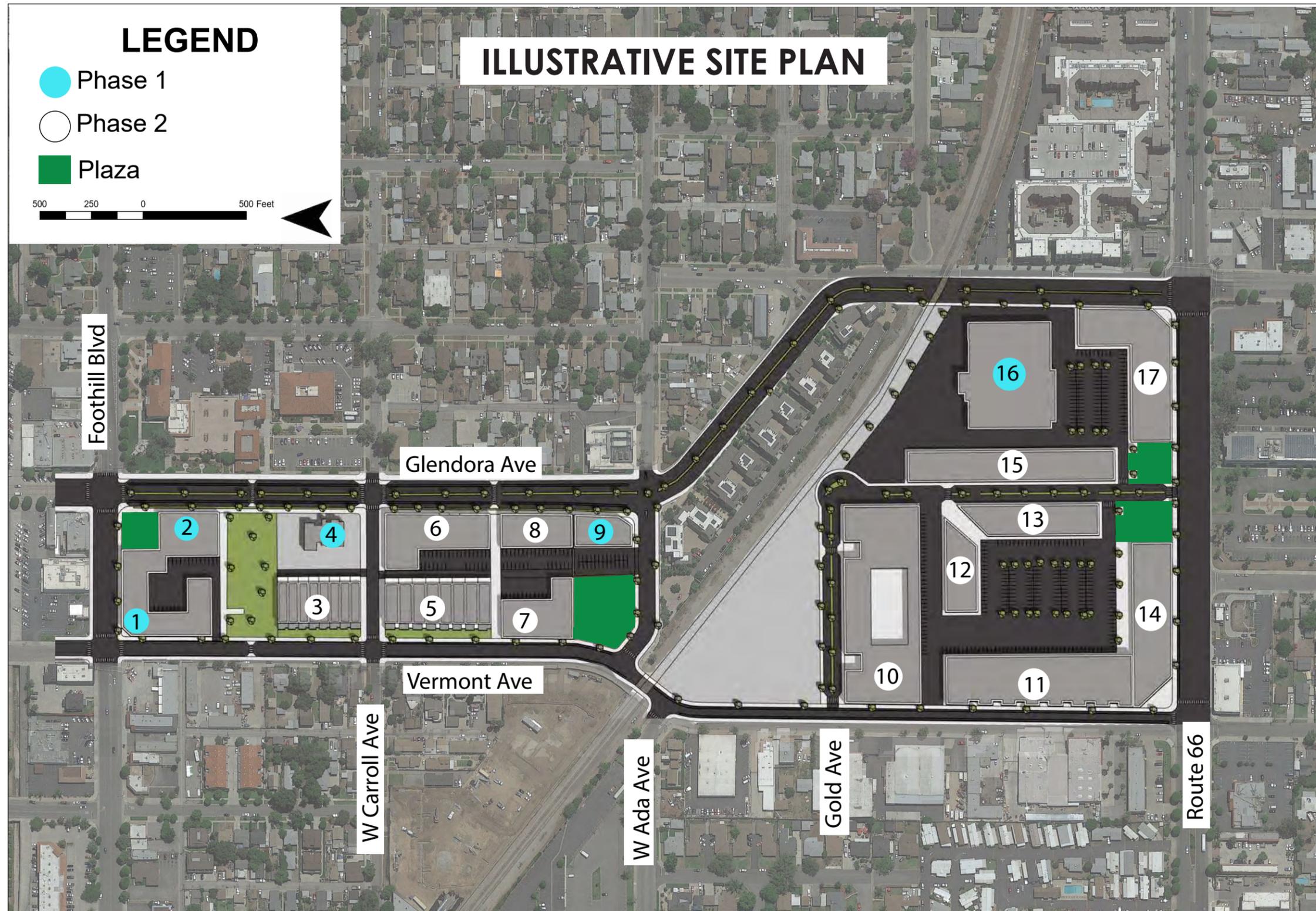
- New two-story commercial buildings with parking in the back will side Gold Avenue and a three-story office building will be placed on Vermont Avenue, next to the station's parking structure/lot.
- A three-story apartment building on Vermont Avenue, between the new office building and Route 66.
- Development of townhomes along Vermont Avenue. This will increase the area's density and provide a good transition between the single-family neighborhood to the west of Vermont and the Glendora Transit Village.



Partial view of the park located at the new Gold Avenue and Route 66. This new boulevard-style street that gives access to the Metro Gold Line Station's drop-off area, the parking structure and Vermont Avenue.

## LAND USE MAP



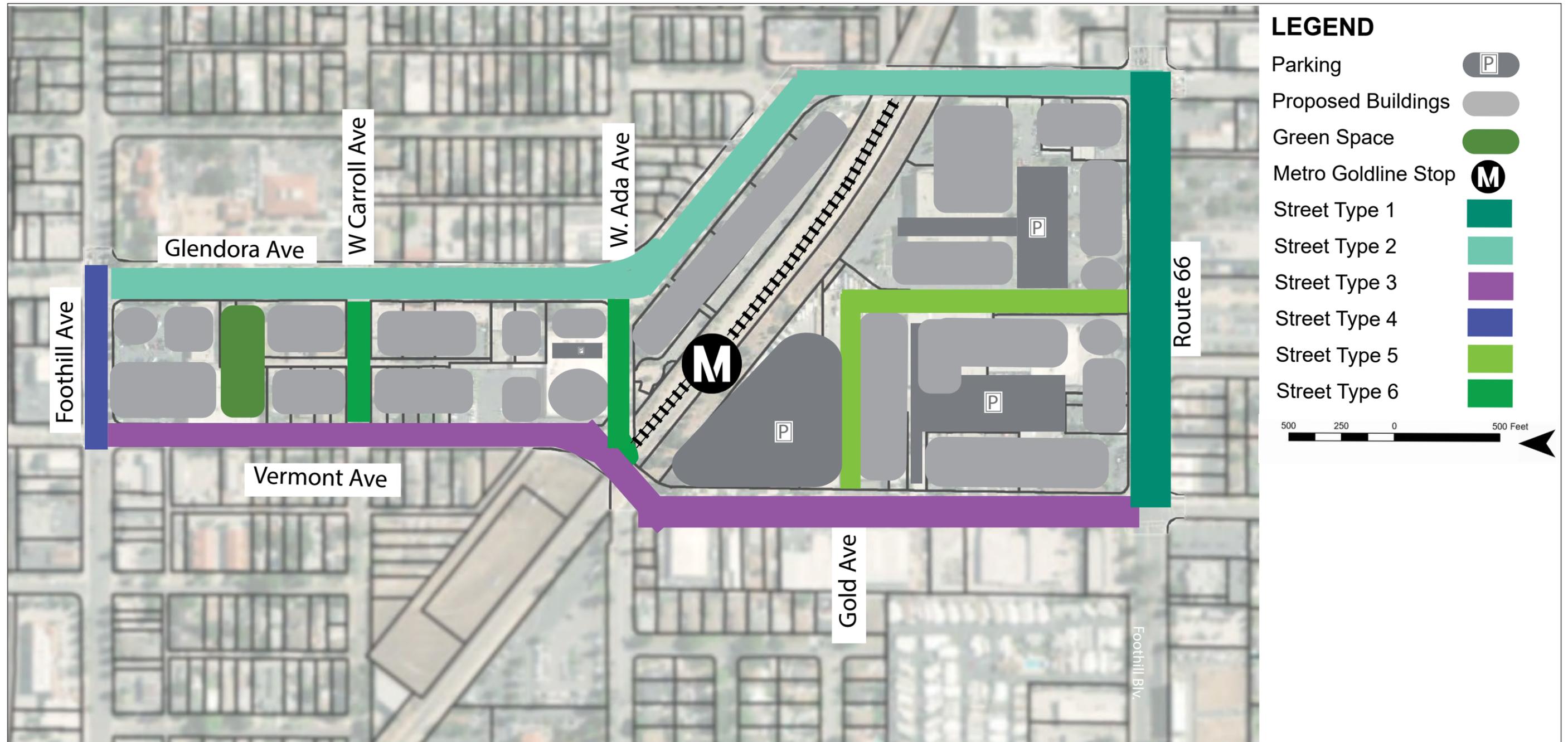


## Proposed New Development

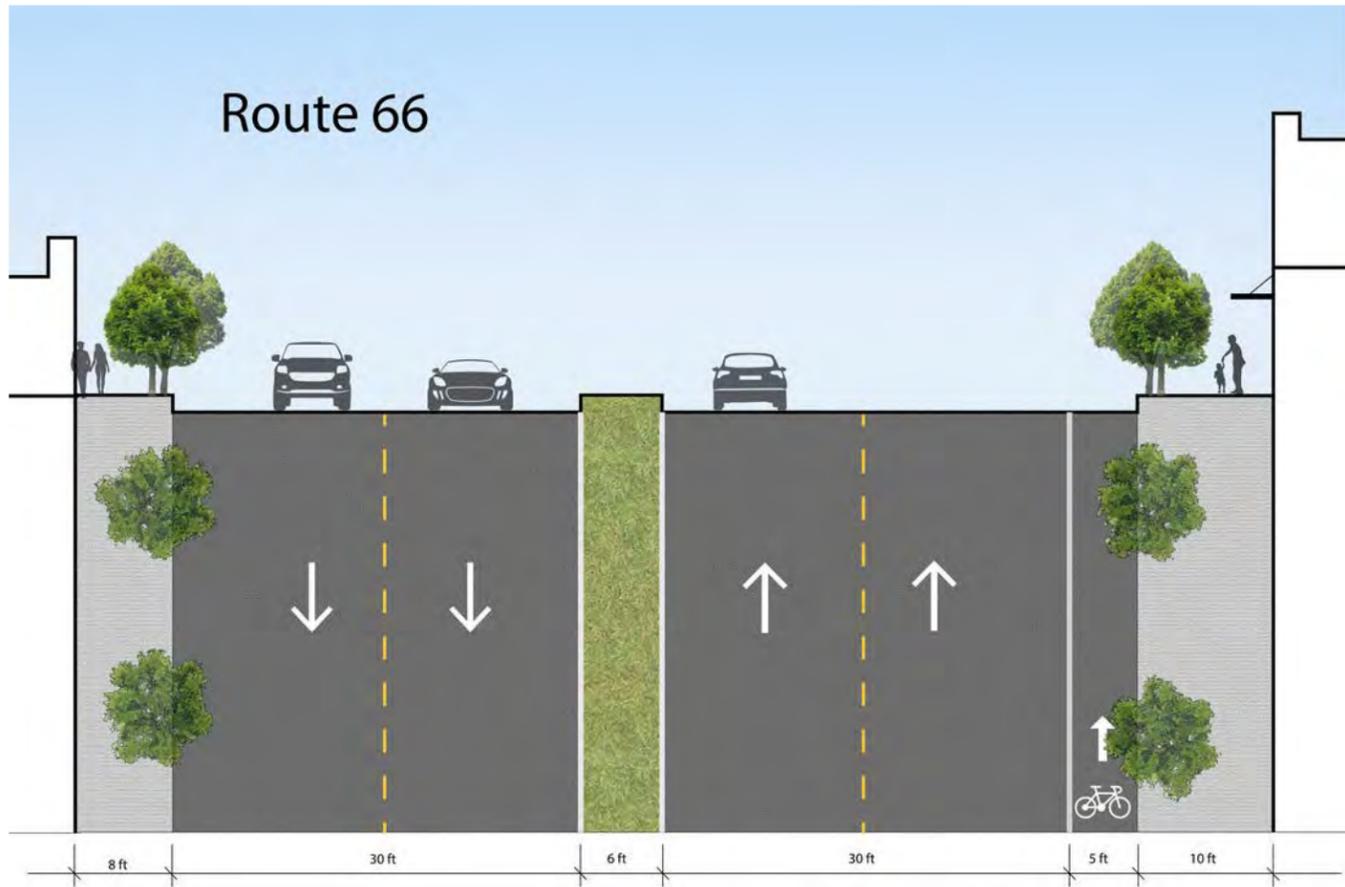
(building numbers correspond to the Illustrative Site Plan)

Building #	Land Use	Private or Public?	Approximate Square Footage of First Floor	Approximate Square Footage of Building	# of Parking Spots
1	Mixed-Use	Public	33,440	66,800	100
2	Mixed-Use	Public	17,250	34,500	51
3	Residential	Private	27,608	82,416	30
4	Civic-Church	Public	6,790	6,790	15
5	Residential	Private	34,320	102,960	24
6	Mixed-Use	Public	28,071	56,142	84
7	Mixed-Use	Public	20,825	41,650	61
8	Mixed-Use	Public	15,300	30,600	45
9	Civic-Post Office	Public	11,480	22,960	25
10	Office	Private	96,632	289,896	290
11	Residential	Private	57,250	171,750	68
12	Mixed-Use	Public	19,600	39,200	80
13	Mixed-Use	Public	27,920	55,840	82
14	Mixed-Use	Public	42,500	85,000	125
15	Mixed-Use	Public	40,640	81,280	120
16	Mixed-Use	Public	58,240	116,480	175
17	Commercial	Public	48,000	48,000	100

# CIRCULATION MAP



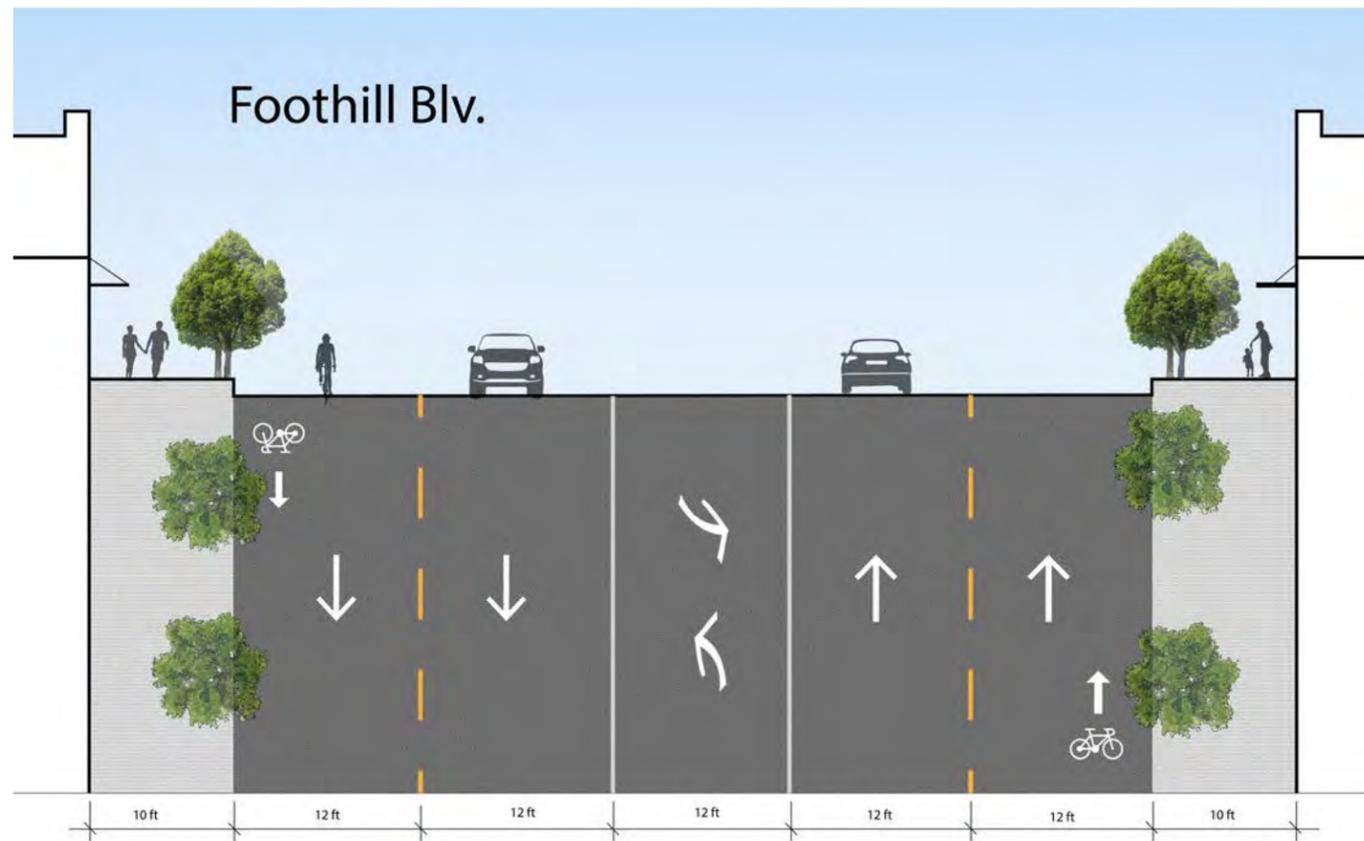
### STREET TYPE 1



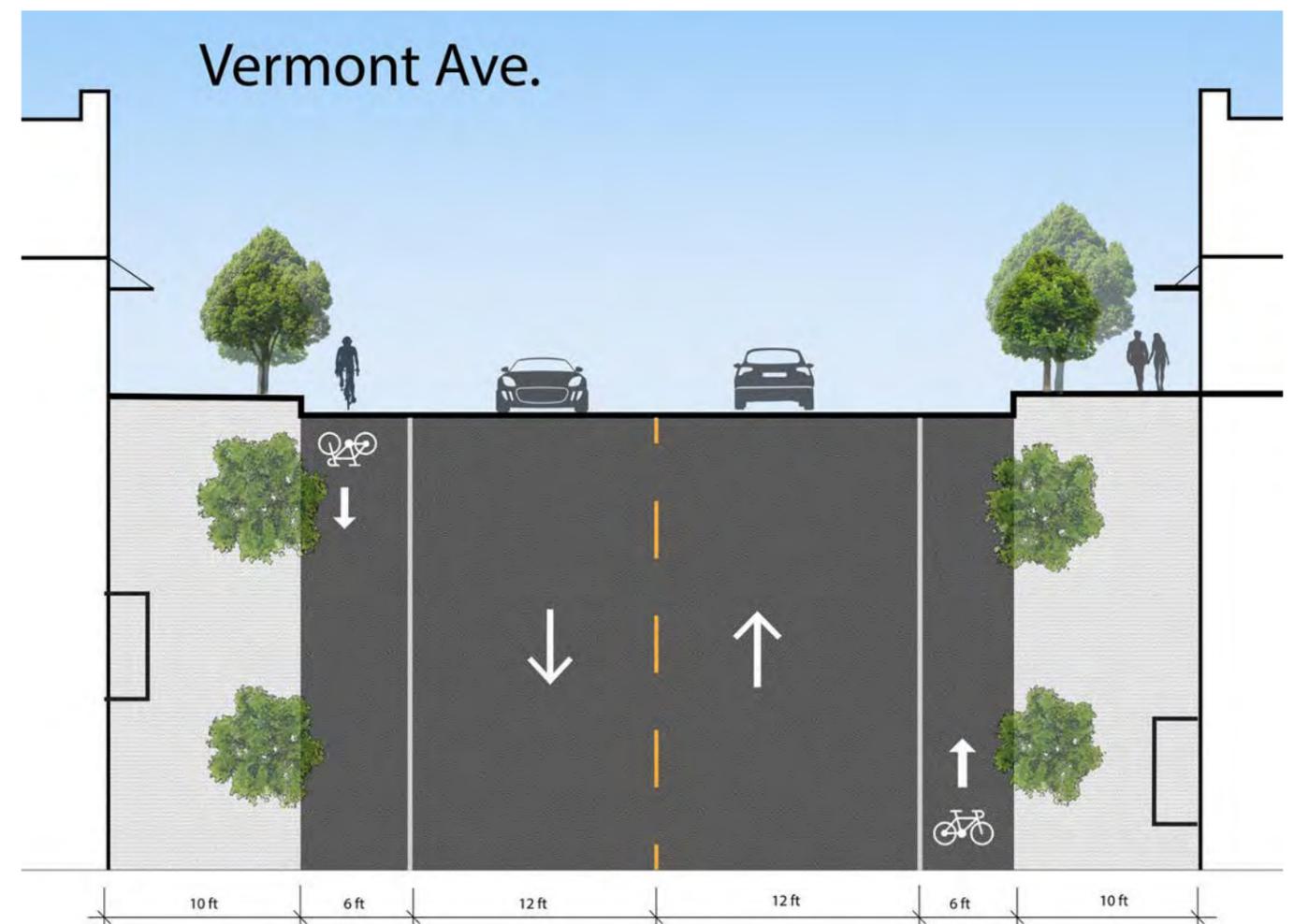
### STREET TYPE 2



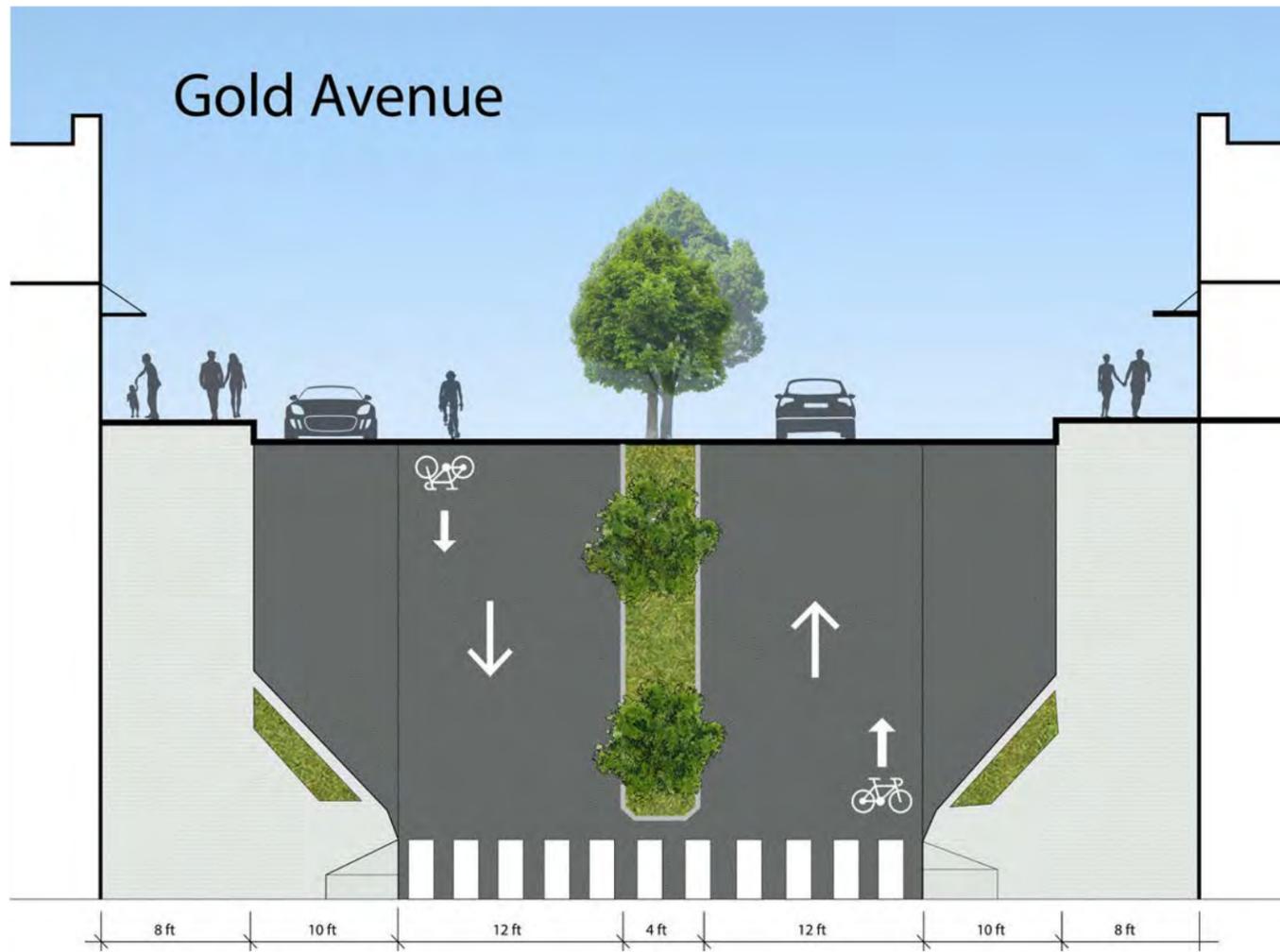
### STREET TYPE 3



### STREET TYPE 4



### STREET TYPE 5



## The Link at Glendora Station

Team 2: Brendan Norton, Camille Frace, Erik Valentine and Madison Driscoll

### VISION, GOALS, AND IDEAS

#### Vision Statement

**The Link at Glendora Station** is a transit oriented development that connects Glendora Village to Route 66, providing the community with a new social and economic focus linked to the greater Los Angeles area. The Project encourages an inclusive environment, dynamic land uses, capitalizes on existing assets, and incorporates Glendora's history and community.



The Link at Glendora Station is a Transit Oriented Development planned towards creating inclusive and socially active spaces, while developing common spaces for all Glendora's community and preserving the city's historic image. This concept is based on the project area's unique condition and location, mediating development between the historic Glendora Village and Route 66 through the future Metro Gold Line station.

The project's unique location at the heart of Glendora, and its easy accessibility by public transit and private vehicles makes the Link at Glendora Station a unique and highly desirable and robust development. This project provides the opportunity to create a place that encompasses Glendora's positive aspects while adding new public amenities and an array of diverse land uses.

The project's proposed name, The Link at Glendora Station, represents what the goal to improve upon the site's existing opportunities and connect it to rest of the city and the surroundings. The Metro Gold Line is an important public transit system for residents and visitors of the Los Angeles area. The system is particularly important for daily commutes to work and to study. In the case of Glendora, the future Metro station will serve the Azusa Pacific University and the Citrus College. Given that the Glendora station will likely be the last stop of Metro line for at least a significant number of years, its servitude for a larger area will increase.

At the area south of the Metro line, the Link at Glendora Station Project capitalizes on the opportunities provided by the historic Route 66 and by linking it to the historic Glendora Village. Working on this connection between south and north through the Metro Station, the project proposes a variety of new land uses, particularly mixed and residential, that will positively affect Glendora's economic vitality and livability. New active outdoor spaces will add to the vitality of the land uses and help generate an important place with its own while still connected to its context. The Link at Glendora Station will be a development enjoyed by both residents and visitors alike.

**Goal 1: Sociability**

Inclusive spaces that can help bring the community together.

**Objective 1.1**

Accessible spaces that attract people from all Glendora's communities.



*Idea: Organization of seasonal community events such as a farmer's market.*



*Idea: Well designed and well located small public parks.*

**Objective 1.2**

Create public amenities that people actively want to use.



*Idea: Redesign underused and left-over spaces into vibrant centers of activity.*

**Goal 2: Uses & Activities**

Reactivate spaces by combining new uses with existing opportunities.

**Objective 2.1**

Provide diversity of housing opportunities and types.



*Idea: Apartment buildings provide a more affordable building type that takes advantage of the proximity with the Metro station.*



*Idea: Different typologies provide more market choice and help higher density by design.*

**Objective 2.2**

Encourage a vibrant community life.



*Idea: Mixed-use buildings and accessible public spaces.*



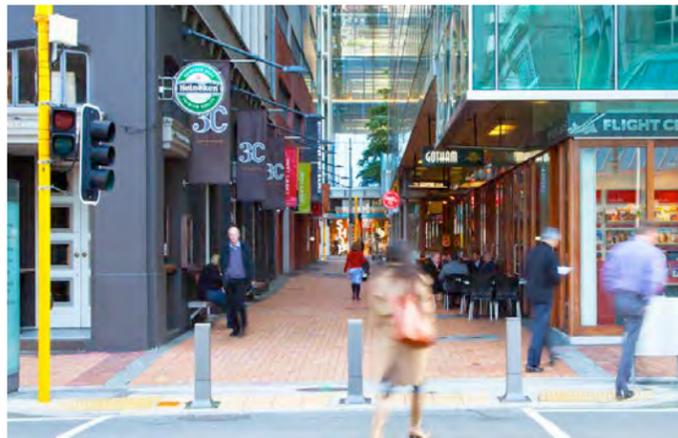
*Idea: Occupy under-used and vacant spaces with community-oriented uses such as community gardens.*

**Goal 3: Access & Linkages**

To serve as a common ground for all of Glendora, providing a connection to the greater LA area.

**Objective 3.1**

Focus on bicycle and pedestrian connectivity with safe and reliable infrastructure.



Idea: Well design pedestrian paths that enjoy easy visibility and are sided with transparent facades.



Idea: Complete streets that connect to the Metro Station and the rest of the region.

**Objective 3.2**

Separate circulation types and provide for wider pedestrian sidewalks.



Idea: Whenever possible, protect bike lanes with a buffer space.



Idea: Comfortable sidewalks with street furniture and lighting, with landscaping and parallel parking as buffers.

**Goal 4: Comfort & Image**

Improve legibility and identity by capture Glendora's historic environment blended with contemporary accents.

**Objective 4.1**

Blend to Glendora's Village fabric through scale, streetscaping, and land-uses.



Idea: Incorporate unique streetscape elements such as lighting, ficus trees, and benches.



Idea: Compatibility through setting back higher buildings behind the old.

**Objective 4.2**

Provide legibility and meaningful connections within and to the outside.



Idea: A distinct and well placed wayfinding system for pedestrians and drivers.



Idea: Attractive and unique public art and landmarks.

### THE CONCEPT

The Link at Glendora Station is a transit oriented development that connects Glendora Village to Route 66, providing the community with a new social and economic focus linked to the greater Los Angeles area. The Project encourages an inclusive environment, dynamic land uses, capitalizes on existing assets, and incorporates Glendora's history and community.

As a direct result of this vision and the overall goals, the concept diagram for the Link at Glendora Station seeks to improving connections with the village design and Route 66 using the future Metro Gold Line Station as a major opportunity to incentivize new development.

The Link at Glendora Station will blend the urban design of Glendora's downtown Village further south towards Route 66 with the help of the new opportunities brought about by the Metro Gold Line. The city's iconic trees will continue south along Glendora Avenue, creating a more seamless transition into the new mixed-use and residential opportunities. New signage and wayfinding will direct pedestrians and new visitors around the site.

The project includes new commercial, mixed-use residential, and public spaces, all surrounding and enhancing Glendora Station. New housing opportunities are several and as comfortable as possible while easing into higher densities. South of the Metro Gold Line, a new street provides easy access to the station and a linear park provides a connection to pedestrians and bicyclists between Glendora and Vermont avenues while buffering the new development on the south from the

#### Legend

- Commercial
- Medium Density
- Low Density
- Green/Public Space
- Public Plaza Space
- Vertical Mixed-Use
- Street with Parking
- Parking lot/structure



Metro rail line. Albertson's is moved closer to Route 66 and apartments and a green roof or park for the residents are added above it. A new L shaped commercial building is proposed for Vermont and Route 66, hopefully housing a brewery for craft local producers. A public plaza serving the brewery with outdoor seating complemented with a stage and amphitheatre seating for a vibrant nightlife.

In the area north of the tracks, the concept includes replacing the post office with a retail and restaurants corridor to attract riders coming off of the Gold Line. This is further enhanced by a public space and outdoor seating for the restaurants. The corridor links to a mid-block pedestrian path that enhances the linkage between the station and the village. Buildings along Glendora Avenue are mixed-use with retail on the ground floor while high, medium, and low density residential buildings are located along Vermont Avenue to blend in with the neighborhood across the street. A small public plaza at the corner of Foothill Boulevard and Glendora Avenue replicates the City Hall's plaza and marks the connection to the village.

**Phasing**

The Link at Glendora Station will be implemented in two phases. Phase 1 will start with the construction of the Metro Gold Line station itself, along with its parking structure, and the linear park connecting Glendora and Vermont avenues. The new developments in the Albertson's area and the new commercial building at Vermont Avenue and Route 66 with the brewery and its plaza are also important components in the phase in order to activate the area south of the tracks with new housing, retail, and eateries.

Phase 2 will focus on the area north of the tracks and the direct connection to the village. The many new housing opportunities to the area will start with adding high density townhomes on Vermont Avenue bookending the existing single-family homes and providing a nice transition to the commercial uses proposed in the corner with Foothill and across from the metro station. On both ends of this portion of the site, new retail centers and public plazas will generate vibrant spaces that cultivate a sense of community, and capture Glendora's essence to put on display for riders of the Gold Line.

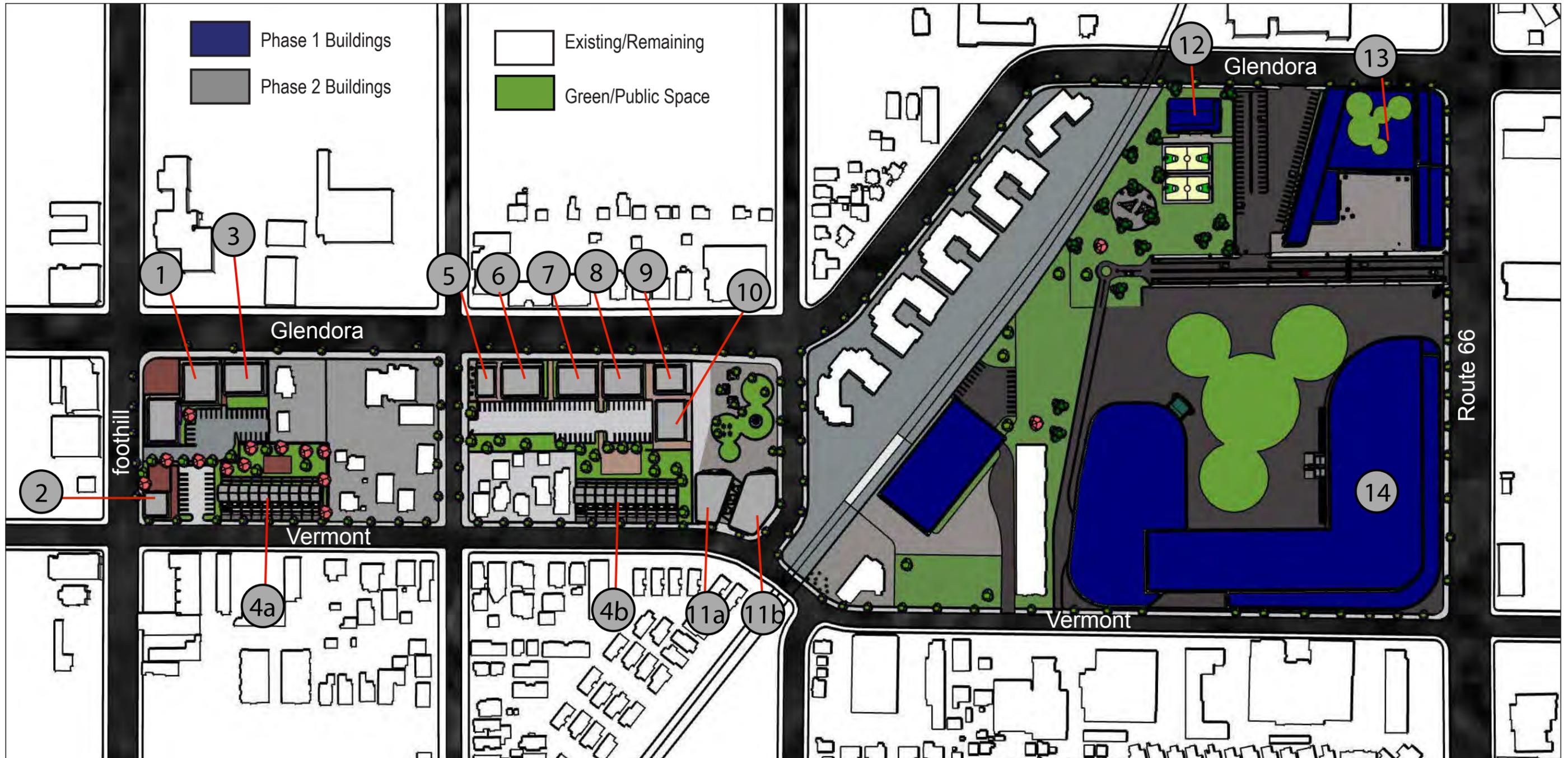
**Proposed New Development**

*(building numbers correspond to the Illustrative Site Plan)*

BUILDING NUMBER	LAND USE	SQUARE FOOTAGE PER STORY	SQUARE FOOTAGE TOTAL	PARKING SPOTS PROVIDED
1	MIXED-USE	1- 14,790 2- 10,680	25,470	15
2	COMMERCIAL	1- 2,500	2,500	18
3	MIXED-USE	1- 5,600 2-4,800	10,400	7
4a	RESIDENTIAL (Townhomes)	1- 5,130 2- 5,130	10,260	20
4b	RESIDENTIAL (Townhomes)	1- 5,130 2- 5,130	10,260	20
5	MIXED-USE	1- 2,800 2- 2,400	5,200	5
6	MIXED-USE	1- 5,600 2- 4,800	10,400	8
7	MIXED-USE	1- 5,600 2- 4,800	10,400	8
8	MIXED-USE	1- 5,600 2- 4,800	10,400	8
9	MIXED-USE	1- 4,536 2- 3,286	7,822	9
10	MIXED-USE	1- 5,600 2- 4,800	10,400	10
11a	COMMERCIAL	1- 6,958	6,958	STREET
11b	COMMERCIAL	1- 7,800	7,800	STREET
12	PUBLIC FACILITY	1- 6,426	6,426	10
13	MIXED-USE	1- 54,968 2- 17,376 3- 3,575	75,937	25
14	COMMERCIAL	1- 206,300	206,300	37



# ILLUSTRATIVE SITE PLAN



# LAND USE

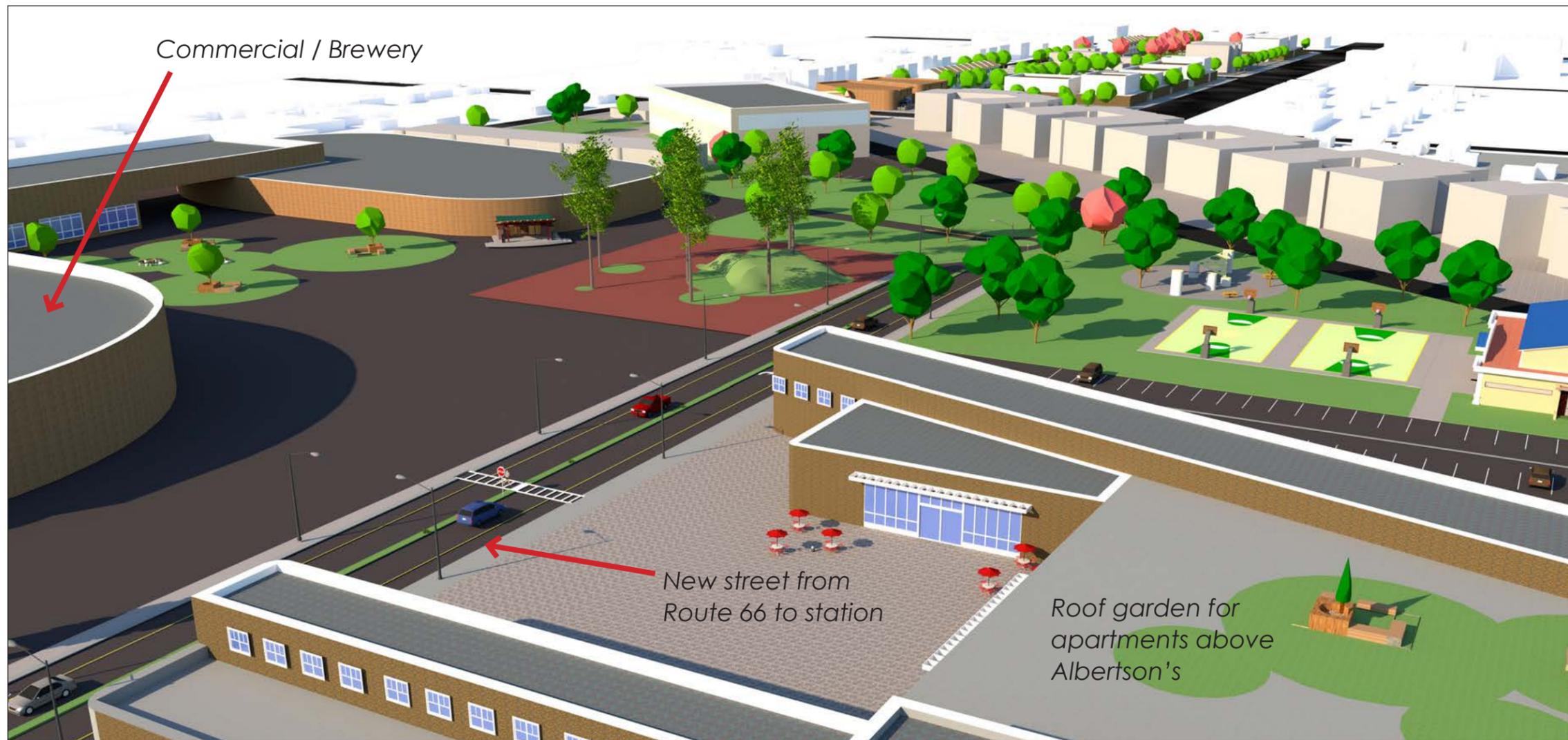


**View looking north towards the Village from above the Metro Gold Line Station.**



*This view to the North of Ada Street and the Gold Line showcases the plaza and dining opportunities that will capture visitors coming off the Gold Line, as well as the medium density housing units along Vermont Avenue. Mixed-use developments are located along South Glendora Avenue.*

**View looking northwest on the site from the corner of Route 66 and Glendora Avenue.**



*This view shows the new mixed-use Albertson's building and its rooftop open space, located at the corner of Route 66 and Glendora Avenue, the new street to access the Metro station from Route 66, as well as the new parks and, on the left the proposed commercial building and brewery.*

**View looking south from above Ada at Vermont showing the Gold Line Station area.**



*This view shows the new mixed-use Albertson's building and its rooftop open space, located at the corner of Route 66 and Glendora Avenue, the new street to access the Metro station from Route 66, as well as the new parks and, on the left the proposed commercial building and brewery.*



*Pedestrian view of the new road and roundabout located south of the tracks. The road gives access to parking for Albertson's and remaining uses, and leads to the train station's drop-off area and parking structure.*

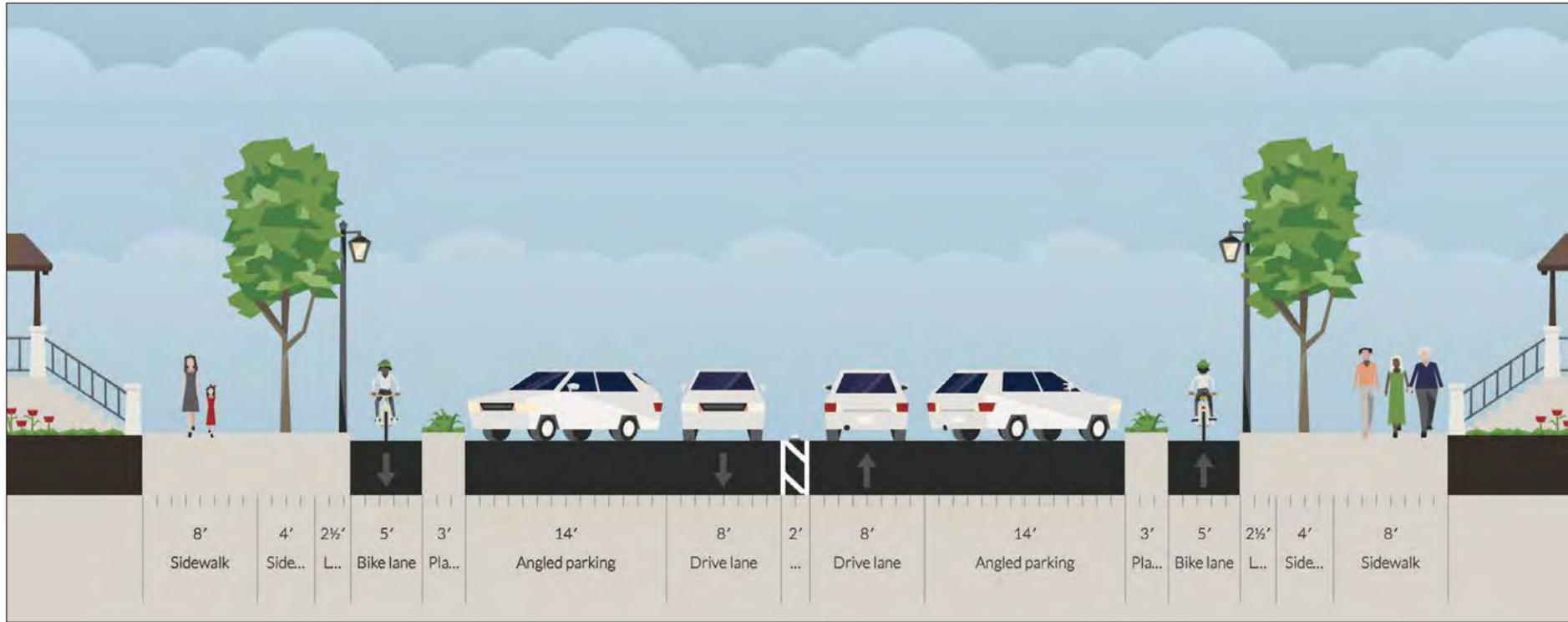
*View of the plaza and commercial buildings replacing the current Post Office. A retail corridor will draw Gold Line riders from the station and provide them retail opportunities, eateries and a space to relax. This view is looking west from near the corner of Ada Avenue and Glendora Avenue.*



*Pedestrian view of Vermont Avenue from looking south from Foothill Boulevard. The redeveloped retail opportunity at this busy corner can be seen as well as some townhomes down Vermont Avenue.*



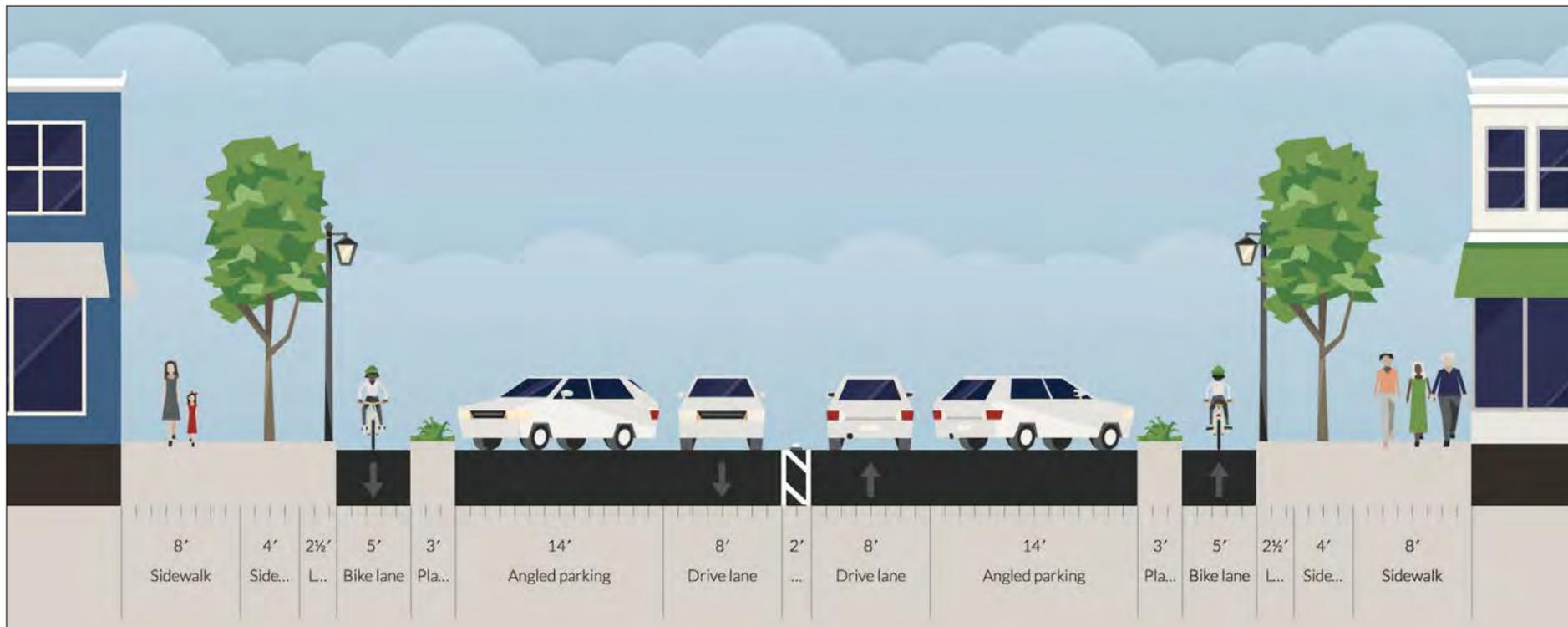
*Mixed-use buildings and small plaza located at the corner of Glendora Avenue and Foothill boulevard.*



## STREET TYPOLOGY

### South Glendora Avenue

*This section view shows adjustments made to South Glendora Avenue. It will be a complete street with bike lanes, buffers, and walkable sidewalks.*



### Vermont Avenue

*This section view illustrates the changes made to Vermont Avenue. Like Glendora Avenue, it will be a complete street with plenty of room for comfortable bike lanes and pedestrian activity..*

# Citrus Village - Bridging the Divide

Team 3: Chris Cortez, Clarissa Florez, Nick Johnston and Paul Chytla-Hynze

## VISION, GOALS, AND IDEAS

### Vision Statement

**Citrus Village** will be a vibrant, active, and charming place. A mix of shops, restaurants, and homes will bring life around the Glendora Goldline Station and connect the Village to Route 66. The project will bring together North and South Glendora citizens, as well as visitors from surrounding cities.



### Goal 1: Connectivity

To provide efficient and good connections that enhance walkability.

#### Objective 1.1

Achieve walkable corridors with streetscaping.



Idea: Increase pedestrian comfort and safety through differentiated pedestrian crossings and landscaped bulb-outs.



Idea: Increase pedestrian safety design at intersections.

#### Objective 1.2

Provide multi-modal transportation linkages.



Idea: Add protected bike lanes to arterials.



Idea: Provide Metro station with easy bike access and infrastructure.

## Goal 2: Diversity of Activities

Active and comfortable spaces integrated with surrounding land-uses.

### Objective 2.1

Encourage the use of spaces through furniture and landscape design.



Idea: Movable furniture in public spaces.



Idea: Flexible public spaces to accommodate a variety of activities.

### Objective 2.2

Diversify housing and business types.



Idea: Establish Square-foot maximums for retail.



Idea: Encourage live-work arrangements.

## Goal 3: Inclusivity

Encourage inclusive architecture and public space design.

### Objective 3.1

Implement a welcoming environment.



Idea: Multi-lingual signage and wayfinding..



Idea: Design focus on inclusive humanscaping beyond ADA minimum requirements.

### Objective 3.2

Encourage transparency in architectural and community design.



Idea: Street-facing residential design.



Idea: Require commercial uses minimum requirements for windows and doors facing sidewalks and public spaces.

## Goal 4: Enhance humanscape

Ensure that public and private design promotes human scale and comfort.

### Objective 4.1

Promote the sense of safety through design and infrastructure.



Idea: Increase lighting on streets and public spaces.



Idea: Implement traffic calming strategies.

### Objective 4.2

Promote design that emphasizes the human scale.



Idea: Encroaching building facade with varied massing.



Idea: Minimize frontage setback and promote awnings to activate commercial sidewalks.

## THE CONCEPT

The plan for Citrus Village is to be implemented in two phases. Phase One is to be developed within the next 5 years, while the changes proposed for Phase Two would be developed within a 10-15 years timeframe.

### Phase 1

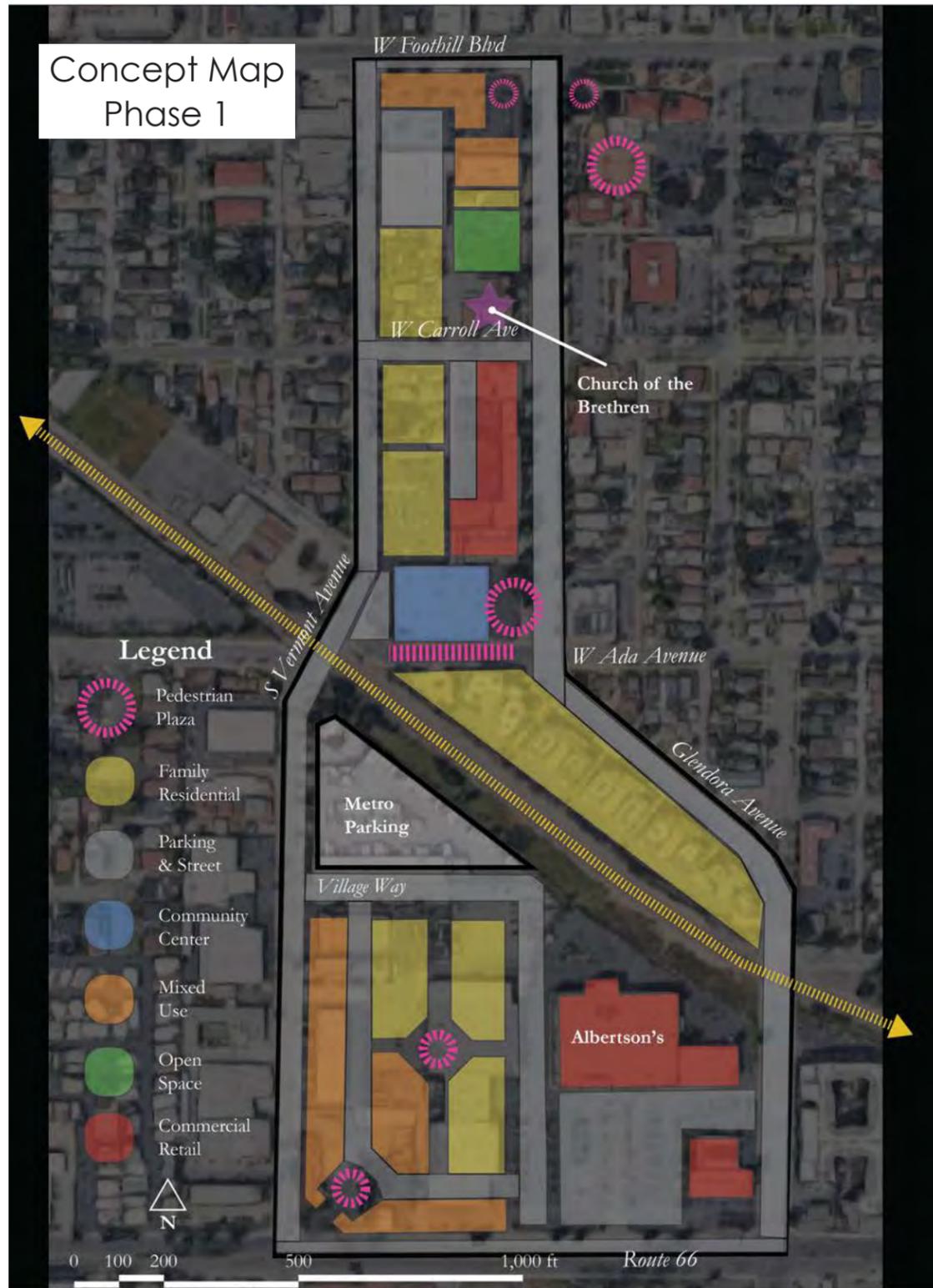
Starting at the north-most part of the project site, mixed use buildings with commercial on the bottom and offices in the 2nd floor are being proposed to complement the existing buildings and uses on the opposite side of Foothill Boulevard, providing a smooth transition to Glendora's historic village.

A plaza on the southwest corner of Foothill and Glendora is suggested in order to reflect the city hall plaza across the street. This would provide a good gateway for Citrus Village coming from the north. Following south, the concept map shows the maintenance of many of the existing uses such as the single-family homes, the church and its adjoining green space. The post office building is also kept in the first phase, but will include new uses that create a vibrant Community Center. New multi-family residential units are proposed next to the single-family homes on South Vermont to provide for more housing options.

South of the tracks, The Citrus Village's first phase includes higher density housing surrounded by 3 story mixed-use with pedestrian friendly walkways and streets can be seen in the left half of the site. It will open diagonally from Route 66, making it attractive and easy for residents to commute on the Goldline. The Albertson's building will remain and continue to serve the community.

### Phase 2

In Phase 2, only a few changes are made to the area north of the tracks. The commercial retail buildings along Glendora Ave will be adapted to include housing on the second floor, and the post office building will be converted into a proper Community Center with street frontage on the corner of Glendora Ave and West Ada Ave. South of the tracks, Albertson's will be replaced with a satellite college campus for Citrus College or another university with some student housing and pedestrian connections to the mixed-use development located next to it.



## Narrative: Citrus Village - Bridging the Divide

The Illustrative Site Plan represents the major components of the proposed design, within the existing fabric of the built environment. The plan identifies seven developments which could exist with the proactive zoning amendments and the cooperation between developers and the governing body.

The site plan portrayed represents phase two at full build-out. North of the rail line, the existing major retailers along Foothill Boulevard have redeveloped into an more human scale and pedestrian friendly structure complex. This new design, which can be facilitated by a Glendora Zoning Code overlay, is imagined with minimal frontage setbacks, articulated facades, mixed use retail/office, and a public space adjacent to the Civic Center corner plaza which will be activated by the foot-traffic on Glendora Avenue.

South of this development, with recognition of the politics of rezoning, emphasized the importance of preserving existing housing stock and sites of significant public interest such as the Church of the Brethren. However, the portions of the site nearest the Metro station should maximise easy access to public transit for Glendora residents. These sites also have the potential to capitalize on sales tax and community event space. This is why our team envisioned the adaptive reuse and ultimate replacement of the valuable US Post Office parcel. This particular parcel is very valuable in that it is owned by the Federal Government and is significant in acreage and location. With street access on the west, south, and east sides this lot has opportunity for a variable design layout.

Developments two and three depend on the City to acquire the land or on a public-private partnerships in which the City has full control of design development, and after combining the lots the area gets subdivided into two large parcels. The new parcel, labeled number two, would be zoned for medium density residential and has a great potential for affordable housing. The proposed medium density housing is meant to blend with the neighboring single family homes into the existing high density apartments just south of Ada Avenue.

The profit from selling the land would ultimately fund the development, labeled three, of a community center and plaza space which acts to liven the area just north of the

METRO station while also providing a strong pedestrian connection from Vermont Avenue to Glendora Avenue. We also suggest a repaving of Ada Avenue and the conversion of this small street into a pedestrian and bike priority connector with limited, slow access by only emergency vehicles, and residents of the existing high density apartments just south. The semi-closure of this small street, in combination with the plaza and community center design, will create a strong sense of place and space capable of hosting a variety of community events such as street fairs, carnivals, parades, beer gardens, conventions and much more.

Continuing south, below the rail line and the METRO parking lot, Citrus Village's creative design considering the existing zoning which allows for the combination of parcels. The design shown on the map below would only be feasible if the City actively engaged in the development market to support a master developer during the process. The western half of the southern site, developments 4, 5, and 6, is shown hosting a large development of an enclosed medium density neighborhood, and large scale mixed-use buildings on the frontage of Route 66 and Vermont acting as a buffer from the busy corridors.

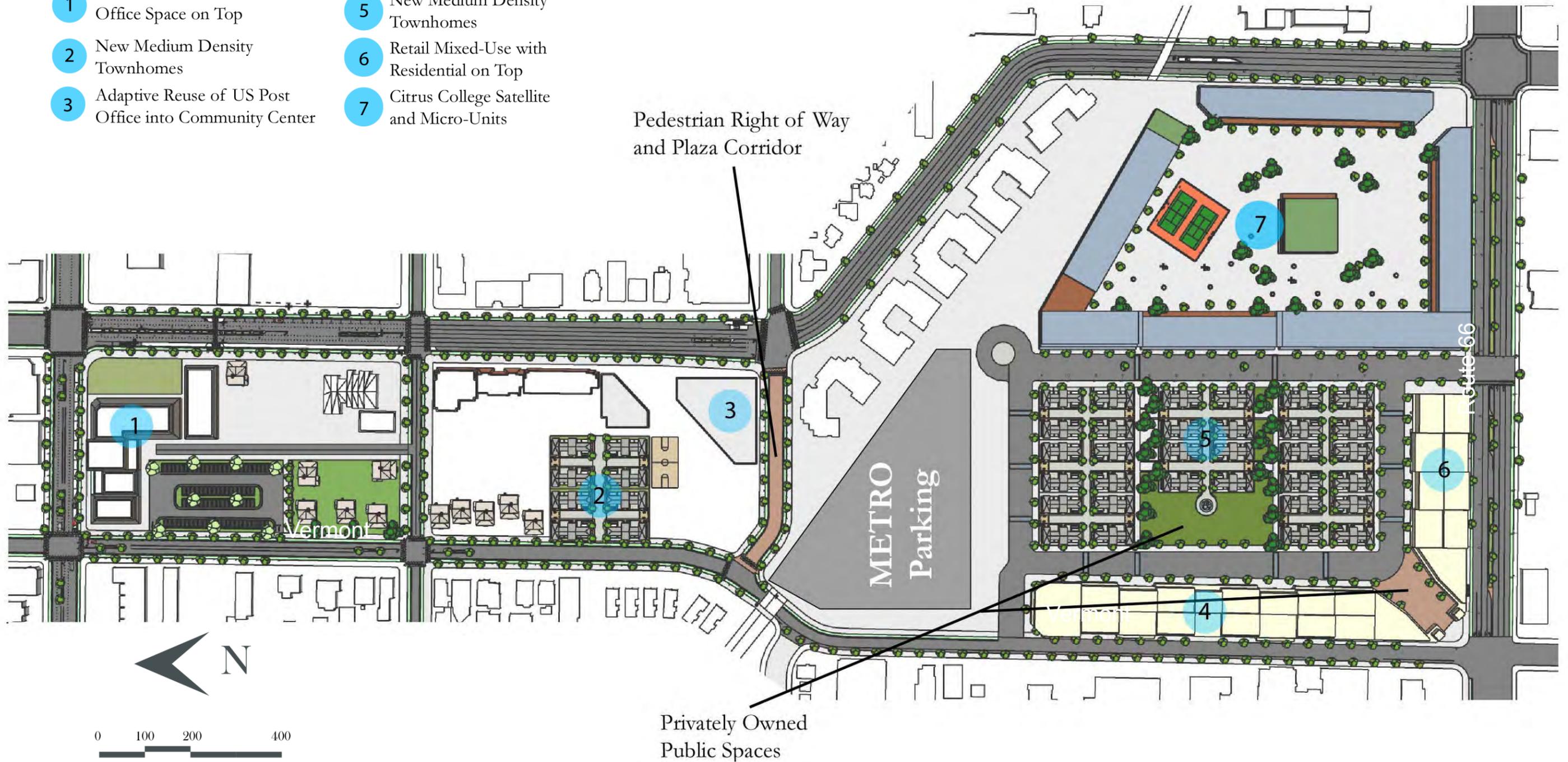
The design includes a central public spaces to draw METRO goes down into the site. The idea of developing an attractive retail mall directly next to the METRO offers the LA region another entertainment and shopping hub wick day visitors can easily attend without using their vehicle. Critics may argue that the density of retail may actually suffocate the existing businesses in The Village. However this can be avoided by designing the ground-floor retail with larger spaces more suitable for chain retailers rather than restaurants, local craft businesses, and service commercial which dominates The Village. The dichotomy between the different retail options and experiences would actually support each other by drawing in more people to Glendora to shop and eat and be entertained downtown.

On the eastern side of this street, development 7, our team wanted to show the wide variety of possibilities with the large Albertson's parcel. Depicted on that property is a satellite campus for Citrus College which is one METRO stop away. This development would bring in daily commuters and reinvigorate retail and public spaces with Glendora's own local young professionals. In our proposed design, we included micro-units on the third story to serve resident faculty, staff, and students. Also rendered are multiple porches facing north to capture the excellent views of the local mountains and provide students and the

# ILLUSTRATIVE SITE PLAN

## LEGEND

- 1 Retail Mixed-Use with Office Space on Top
- 2 New Medium Density Townhomes
- 3 Adaptive Reuse of US Post Office into Community Center
- 4 Retail Mixed-Use with Residential on Top
- 5 New Medium Density Townhomes
- 6 Retail Mixed-Use with Residential on Top
- 7 Citrus College Satellite and Micro-Units



public spaces to relax, eat, study, and socialize. The interior of the university site is a semi-public open space with recreation facilities, trees, the small university union center, and ample spaces for personalized activity. This square can be closed after a certain hour for community security purposes. Furthermore, with collaboration between the college and the city, certain classes and facilities could be located here with would best benefit the downtown; such as business entrepreneurship and think tank facilities.

Developer exactions can also pay for the development of a new access road into the site effectively splitting the southern portion into two parcels. This road can also include a drop off roundabout near the METRO station.

Ultimately, Citrus Village's illustrative site plan includes a wide the range of possible uses and, most importantly, how they relate to one another and compound the benefits of the METRO station while respecting the existing community and built environment.

### Proposed New Development

Unit Typology	Area	Total Number of Units
Mixed-Use Retail	100,000 S.F.	30 Units
Mixed-Use Office Space	12,000 S.F.	5 Units
<b>Total Added Square Feet</b>		<b>35 Units</b>

Unit Typology	Area	Total Number of Units
Micro Unit Apartments	30,500 S.F.	75 Units
Medium Density Townhomes	4.5 Acres	100 Units
Mixed-Use Residential Apartments	80,000 S.F.	65 Units
<b>Total Added Units</b>		<b>240 Units</b>

Unit Typology	Total Parcel Area
Community Center	1 Acres
Higher Educational Facilities	6.5 Acres
<b>Total Added Square Feet</b>	<b>7.5 Acres</b>

### Circulation

#### Phase 1

In phase 1, the most prominent circulation feature is the addition of a new street (Citrus Village Way) that serves the medium density housing and has a roundabout drop off for the Metro station. The street can be accessed through Vermont Avenue and Route 66 and will have a stop light at the Route 66 intersection to control the flow of vehicle and foot traffic. The next feature is the closure of Ada Avenue, converting it to a pedestrian walkway. It will have a differing pavement and will be blocked off by bollards at the end of the street. This design change will strengthen the pedestrian connection from the Goldline Station to Glendora Avenue, and to the Village.

Phase one includes dramatic changes in streetscaping. Glendora Avenue, north of the tracks, will be a complete street with bike lanes close to the curb and parallel parking as a buffer between them and the traffic lanes. There will be two lanes of traffic going in each direction. New crosswalks will feature along Glendora Avenue at the intersection with Carol Avenue and in front of the public library. Vermont Avenue, north of the tracks will follow a similar design with protected bikes. For traffic calming, lanes will be narrowed and intersections will feature raised pavement. Glendora Avenue, south of the tracks will feature two lanes for vehicular traffic in each direction and marked, unprotected bike lanes. Route 66, from Glendora to Vermont, will feature marked, unprotected bike lanes.

#### Phase 2

With the full implementation of the Community Center in Phase 2, it is expected that the pedestrian circulation connecting The Village to the Goldline Station will change from going through W. Ada Ave, to cutting across the project site with the help of a new placement for the Community Center's pedestrian plaza. By doing this the Community Center building will now go right up to the sidewalk and enjoy better visibility, and the plaza will be able to provide pedestrians with a more direct pathway to the Goldline Station. The removal of the Albertson's for a college satellite campus will get rid of vehicular access to the site from the bottom-right, instead emphasizing pedestrian circulation throughout the campus and to the mixed-use development, as well as the Goldline Station.



## STREET SECTIONS

### Vermont Avenue



### Glendora Avenue



### Citrus Village Way



## View of Citrus Village from the North East



View of Citrus Village from the Foothill and Glendora intersection. In the forefront, the reimagined mixed-use retail and office spaces can be seen. This structure was massed and articulated to represent an alternative building typology which emphasizes an engaging and interesting facade that works to break down the perceived height; thus designed for human scale and experience. This design idea has been carried out through the site in an effort to render greater density without compromising the pedestrian's comfort.

## View of Citrus Village from the South West



Aerial view from the Route 66 and Vermont intersection. In the forefront are the two large planned developments described above. The massing between buildings, plazas, streets, and homes is consistent. The spaces for public activity are located and designed to support a variety of events and activities. The large scale mixed-use retail and residential buildings buffer for these spaces from the streets and ultimately shield the inner residential neighborhood from the impacts of Route 66. The scale and intensity of the design reflect the potential activities and community needs.

## Pedestrian Scenes of Citrus Village

### Scene 1: Glendora Avenue at Foothill Boulevard (looking South)



This critical intersection is reimagined as a fully complete street. An added median with lighting and landscaping will beautify the street and have a welcoming entry into the Village area. Streetlights located on the median will have banners featuring the city's name to add to the welcoming charm of the area. Low street lamps along the sidewalks will adequately light walkways underneath the wide brimmed ficus trees. The avenue will feature a protected bike lane that is buffered by concrete planters and parallel street parking. The bus stop at the intersections will have its own island that can be accessed from the sidewalks through ramps. This will prevent the bus from interfering with the protected bike lane.

### Scene 2: Vermont Avenue and Foothill Boulevard Intersection



This view is from just outside Citrus Village project boundary, looking into the north-west corner of the site along South Vermont Avenue and West Foothill Boulevard. Changes to the street layout, including wider sidewalks, protected bike lanes, and street parking along Foothill have been added to narrow the road and make it a more pedestrian-friendly environment. There is also an increase in trees and street lighting to make the use of the mixed-use buildings along Foothill and the parking lot and housing along Vermont a more safe and comfortable experience for pedestrians.

### Scene 3: Townhomes in Citrus Village



Located south of the Metro Line in the portion of the project site to be totally redeveloped, this is a scene of the new residential neighborhood of townhomes, with its comfortable compact design and pedestrianized streets. A secure privately owned public space is centrally located to give easy accessibility to a space for leisure and relaxation. The streets on the edges of the townhomes are met with first floor commercial space and moderate vehicle traffic. This area is a fantastic place for individuals to live and ride the Goldline to their desired destinations.

### Scene 4: Village Way (new street)



This is the new street proposed for the redeveloped south part of the project site. The streets surrounding the townhomes and mixed-use residential developments are designed for accessibility and a pedestrian friendly experience. The townhomes are accessible from the sidewalk, and cars can also navigate through on the way the Metro Goldline, or Route 66.

# The New Village at Glendora

Team 4: Ally Lee-Gardner, Camille Kelem and Elizabeth Farin  
(with Steve Chon)

## VISION, GOALS, AND IDEAS



### Vision Statement

The **New Village at Glendora** provides public and private spaces to cultivate community. The design improves connections to create a legible, safe, and walkable space that preserves Glendora’s small village charm.

## Goal 1: Sociability

Encourage sociability and security in public spaces.

### Objective 1.1

Design to encourage day and night use.



Idea: Vine wrapped lamp posts that allow for greenery during the day and lighting and security at night.



Idea: Festive and active nightscape

### Objective 1.2

Provide inviting spaces for the community to gather and socialize.



Idea: Use design elements to create intimate social spaces.



Idea: Use plants to make the space feel more comfortable and relaxing

### Goal 2: Comfort & Image

Preserve the unique small town village charm.

#### Objective 2.1:

Inspire designs on Glendora Village's architectural style



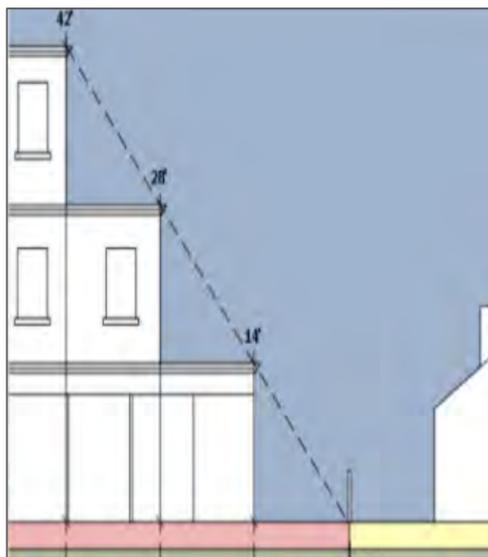
Idea: Match colors and transparency of facades to the downtown village.

Idea: Provide outdoor seating along walking corridor.



#### Objective 2.2

Keep the space interesting to encourage pedestrian traffic.



Idea: Use height setbacks to reduce perception of building heights.

Idea: Break up open space with small structures and plants.



### Goal 3: Access & Linkages

Enhance circulation and legibility.

#### Objective 3.1

Separate pedestrians, bicyclists, and vehicular circulation.



Idea: Green buffers between cars, bicycles and pedestrians for safety.

Idea: Wider sidewalks, more bike lanes, and fewer and narrower car lanes.



#### Objective 3.2

Improve signage and wayfinding.



Idea 1: A highly legible, pedestrian-oriented Vermont Ave to connect the opposing ends of the project site.

Idea: Exclusive signage with identity proper to New Village.



### Goal 4: Uses & Activities

Attract both visitors and residents to the New Village.

#### Objective 4.1

Design spaces that encourage a diversity and mix of uses.



Idea: Encourage local businesses by offering smaller retail spaces.



Idea: Family friendly area to attract people of all ages.

#### Objective 4.2

Emphasize the unique and historic nature of the area.



Idea: Information booth in a plaza gateway..



Idea: Gateways to mark the New Village.

### CONCEPT DEVELOPMENT

The New Village at Glendora provides public and private spaces to cultivate community. The design will improve upon the existing connections from the downtown Village to create a legible, safe, and walkable space that preserves the small village charm. This is achieved through a series of plazas connected by pedestrian walkways and using visual corridors. Dividing the area into distinct spaces or plazas creates intimate and comfortable areas for pedestrians and visitors to enjoy. This helps to preserve the small town charm and develop a sense of place within the larger area. The plazas are surrounded by retail, office, and residential buildings with a goal to activate the site at varying times of the day. The New Village at Glendora also includes several smaller residential plazas to provide private outdoor spaces for their residents.

#### Goal 1: Promote sociability and security in public spaces

The New Village at Glendora's first goal is to encourage sociability and security in public spaces. This is in response to an overwhelming amount of survey results that called for increased safety measures following the arrival of the Metro Gold Line. The plan generates an area that is not only safe but also sociable and comfortable. To achieve this we created several smaller plazas. The plazas will be filled with ample lighting and a mix of uses, including stores, and restaurants, and even laser tag, thus remaining safe and active into the night.

Additionally, the plazas divide the large site, into smaller more intimate spaces that are more human scale and comfortable. On the north end of the site, the pedestrians in the New Village at Glendora Plaza are sheltered by surrounding buildings from the busy traffic on Foothill Blvd. The south end of the site is broken into two smaller plazas, San Gabriel Square and Route 66 Plaza.

The plazas include design details to create a space that is both welcoming and interesting with the addition of outdoor seating, a sculpture garden, and the use of plants throughout the plazas. San Gabriel Square includes a sculpture garden to

serve as a point of interest for a variety of ages, while promoting local artists. Large, staggered steps will surround the sculpture garden which will provide seating and break up the large area into smaller spaces with different levels.

### Goal 2: Preserve the unique small town charm

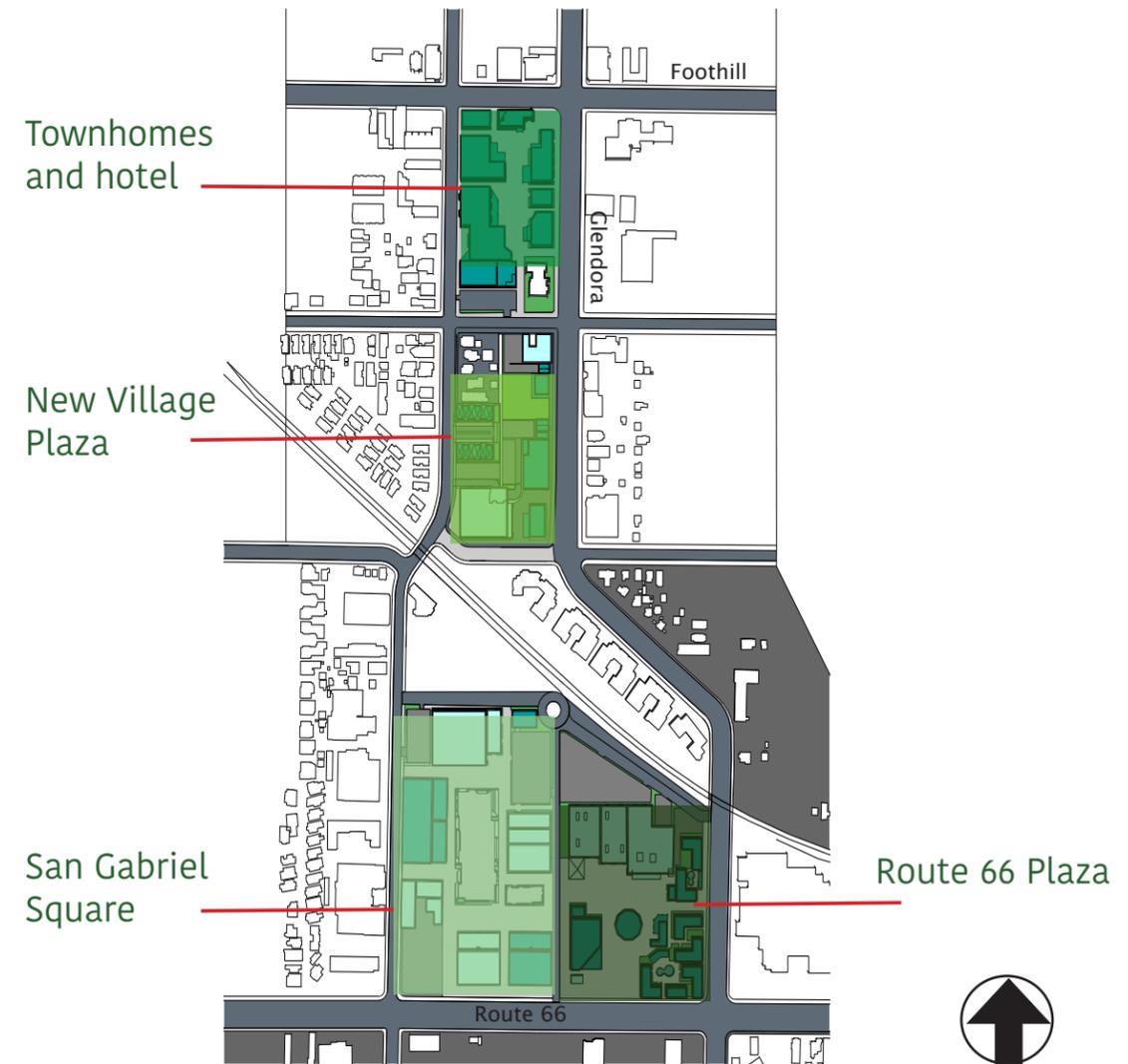
Throughout the design process we strived to find the perfect balance between density and preserving Glendora's small town charm of Glendora, one of the main concerns of residents and city officials. The plan increases density relative to the existing conditions, but the infill is consistent with the existing zoning code. This is further justified by the influx of visitors encouraged by the Gold Line station. Nonetheless, extra measures were taken to ensure that The New Village remains in line with Glendora's small town aesthetics. Buildings proposed in the plan do not exceed three stories, and taller buildings have height setbacks to create the illusion that they are shorter than they are. New buildings facades will be consistent with the downtown Village along Glendora Ave and throughout The New Village. Outdoor seating similar to that in the Village is encouraged to improve the pedestrian experience by bringing vibrancy to the streets.

### Goal 3: Enhance circulation and legibility for vehicles, pedestrians, and bicyclists

The New Village at Glendora is designed to be extremely pedestrian and cyclist friendly. Every plaza is completely walkable with the addition of wider sidewalks and pedestrian streets to encourage walking throughout The New Village at Glendora site. The Metro Gold Line station needs to be easily accessible for cars as well. We have added two new streets: New Village Lane connecting the center of the site to Route 66, and Gold Line Drive connecting Vermont Ave to Glendora Ave running alongside the metro station. A roundabout at the connection of Gold Line Drive and New Village Lane allow for easy access to the Metro Gold Line station and to the retail parking lots from Vermont Ave., Glendora Ave., and Route 66. Following our objectives, the streets will include green barriers to separate different modes for increased safety and added comfort. These complete streets will improve legibility and connectivity throughout the site. To further improve legibility, we include clear and uniform signs going into and out of The New Village at Glendora .

### Goal 4: Attract both residents and visitors alike

The New Village at Glendora focuses on a few elements of the Glendora area to increase placemaking and create a memorable and attractive space. The distinct character of The New Village with its many plazas helps to define the area as a place to visit. Additionally, an information center and signage along Route 66 will inform visitors and residents on the meaning and history of the site and the City of Glendora. Other strategies include incorporating a variety of uses and adaptable spaces to attract a variety of people, including uses such as a laser tag game center, spa, convention center, and other exciting activity spaces.



### Concept Diagram



# ILLUSTRATIVE SITE PLAN



## Proposed New Development

(building numbers correspond to the site plan)

Building #	1	2	3	4	5	6	7
Stories	2	2	1	1	1	1	2
Footprint (sq ft)	21600	48000	26568	15300	15750	2000	12550
Total sq ft	43200	96000	26568	15300	15750	2000	25100
Land use	residential	mixed use	Trader Joe's	Michaels	Ace Hardware	restaurant	lasertag
Phase	2	2	1	1	1	2	2
Building #	8	9a	9b	9c	10	11	12
Stories	1	1	1	1	1	1	4
Footprint (sq ft)	880	11890	6525	6525	4420	6240	28800
Total sq ft	880	11890	6525	6525	4420	6240	115200
Land use	info kiosk	Angelo's Burgers	Mexican food	Lululemon	information center/ souvenir	cafe	office mixed Use
Phase	1	1	1	1	2	1	1
Building #	13a	13b	13c	14	15	16	17
Stories	2	1	1	1	1	1	2
Footprint (sq ft)	12500	116266	116266	7000	4500	3300	25800
Total sq ft	39875	116266	116266	7000	4500	3300	34400
Land use	residential	Italian Cuisine	commercial retail	bike repair	local gift shop	car wash	mixed use (office/retail)
Phase	2	2	2	1	1	1	1
Building #	18	19	20	21	22a	22b	23
Stories	2	3	2	1	2	2	2
Footprint (sq ft)	25800	23200	13050	5280	4800	4800	2655
Total sq ft	34400	69600	26100	5280	9600	9600	5310
Land use	mixed use (residential/retail)	hotel	conference room	restaurant	residential	residential	mixed use (residential/retail)
Phase	2	1	2	2	2	2	2
Building #	24	25	26	27	28	29	30
Stories	1	2	1	2	2	1	1
Footprint (sq ft)	3000	1280	8500	13300	30530	7500	3750
Total sq ft	3000	2560	8500	26600	61060	7500	3750
Land use	restaurant (deli)	mixed use (office/retail)	post office	fitness/yoga	residential/food	restaurant	restaurant
Phase	2	2	1	2	2	2	2
Building #	31	32	33	34			
Stories	2	2	1	2			
Footprint (sq ft)	7500	5100	4800	16250			
Total sq ft	15000	10200	4800	32500			
Land use	mixed use (residential/restaurant)	brewery	gallery/retail	spa			
Phase	2	2	2	2			

## Project Description

The introduction of the Metro Gold Line station to Glendora provides the city and the project area with an important development and economic opportunity. With new businesses and residents, the area must be equipped to handle more traffic flow, more users, and a more diverse group of uses. The New Village at Glendora is designed to create a sense of community through public and private spaces. The project will connect the historic village Village, the Metro Gold Line Station, and Route 66. The plan entails a variety of uses to accommodate the needs of the residents such as a grocery store, craft store, gym and yoga studio, and several residential buildings. It also contains uses to meet the needs of those visiting and getting off the Goldline, such as the spa, several restaurants of various cuisines and price points, a boutique hotel, a souvenir shop, and information center. The New Village contains many uses and activity centers for various groups of people to encourage interactions between groups that may not normally meet.

In order to directly meet the need of influx of people caused by the arrival of the Metro station, The New Village at Glendora provides many new residential opportunities, mostly consisting of two and three bedroom units. They are placed strategically throughout the site as to not have one major clump of residential buildings or one single massive residential building. Several mixed use developments have commercial or retail units on the lower floors and residential units on the top floors. This provides a more urban feel for residents who want the feeling that neighboring Los Angeles cities have from mixed use residences, while still keeping Glendora's small town feel.

Townhomes are proposed on the northern part of the project area, near the hotel and existing residences. The residential buildings are conveniently placed close to a grocery store or market and several restaurants. The Metro Gold Line will also bring in an influx of visitors to the area. There is a smaller, boutique hotel located directly North of the station to serve the visiting tourist. In the summer and busier seasons the hotel rooms will likely be occupied. To create business for the hotel during the off season, there is an adjacent convention center about 100 feet away that is owned

and maintained by the hotel business. The convention center will also attract people to the area year round, bringing business to the establishments in The New Village at Glendora and the historic Village.

The New Village at Glendora will have the same architectural styles and will share zoning as the historic Village. It will feel like an extension of the Village and will provide a connection to the Metro Gold Line. The Village creates a charming atmosphere and The New Village aims to preserve that, but add new character with the addition of open communal space.

The Metro Gold Line station will stimulate the local economy. With new businesses and residents, the area must be equipped to handle more traffic flow, more users, and a more diverse group of uses. The New Village at Glendora will connect the Village, the station, and Route 66. The site entails a variety of uses to accommodate the needs of the residents such as a grocery store, craft store, gym and yoga studio, and several residential buildings. It also contains uses to meet the needs of those visiting and getting off the Goldline, such as the spa, several restaurants of various cuisines and price points, a boutique hotel, a souvenir shop, and information center. The site contains many uses and activity centers for various groups of people to encourage interactions between groups that may not normally meet.

In order to directly meet the need of influx of people moving to the area because of the Metro Gold Line, The New Village at Glendora provides many new residential units, consisting of two and three bedroom units. They are placed strategically throughout the site as to not have one major clump of residential buildings or one single massive residential building. Several mixed use developments have commercial or retail units on the lower floors and residential units on the top floors.

This provides a more urban feel for residents who want the feeling that neighboring Los Angeles cities have from mixed use residences, while still keeping the small town feel that the Glendora residents adore. The townhomes are located on the northern part of the site, near the hotel and existing residences. The residential buildings are conveniently placed close to a grocery store or market and several restaurants. The Metro Gold Line will also bring in an influx of visitors to the area. There is a smaller,



*View of San Gabriel Square from Route 66.*



*View onto Route 66 Plaza from Glendora Avenue.*

boutique hotel located directly North of the station to serve the visiting tourist. In the summer and busier seasons the hotel rooms will likely be occupied. To create business for the hotel during the off season, there is an adjacent convention center about 100 feet away that is owned and maintained by the hotel business. The convention center will also attract people and businesses to the area year round.

Currently the historic Route 66 does not play a major role in the character of the site. Inspired by the 21st and Wynkoop Street case study, the new site plan has an archway over the entrance in the middle of the site, turning off of Route 66 and onto New Village Lane to mark the Historic Route 66 and create a landmark for groups of people to meet. To compliment the contents of the site, enhance the pedestrian walkways, and increase the natural aesthetics, green spaces are placed along Route 66. There is an information center placed near the Metro Gold Line station to inform users of the iconic landmark that lies just South of the site. Route 66 is an iconic symbol not only to the Glendora area, but to the entire country. We designed our site to take full advantage of and enhance the connection between The New Village at Glendora and Route 66.

Glendora is sunny for most of the year, but outdoor spaces are not currently being utilized. This could occur because the surrounding buildings do not open up to the underutilized outdoor space, and the surrounding uses do not work in conjunction with the outdoor spaces to draw people outside and activate the space. In the New Village at Glendora buildings are arranged around open green space in the center of the plaza on the southern end and middle section. The northernmost block is arranged around a concrete plaza, but has more shaded areas to allow visitors to spend more time in the plaza. There are several view corridors from the streets on every side into the site to attract people, but the buildings provide a barrier between the open space and the busy streets so the users of the plaza feel comfortable and safe.

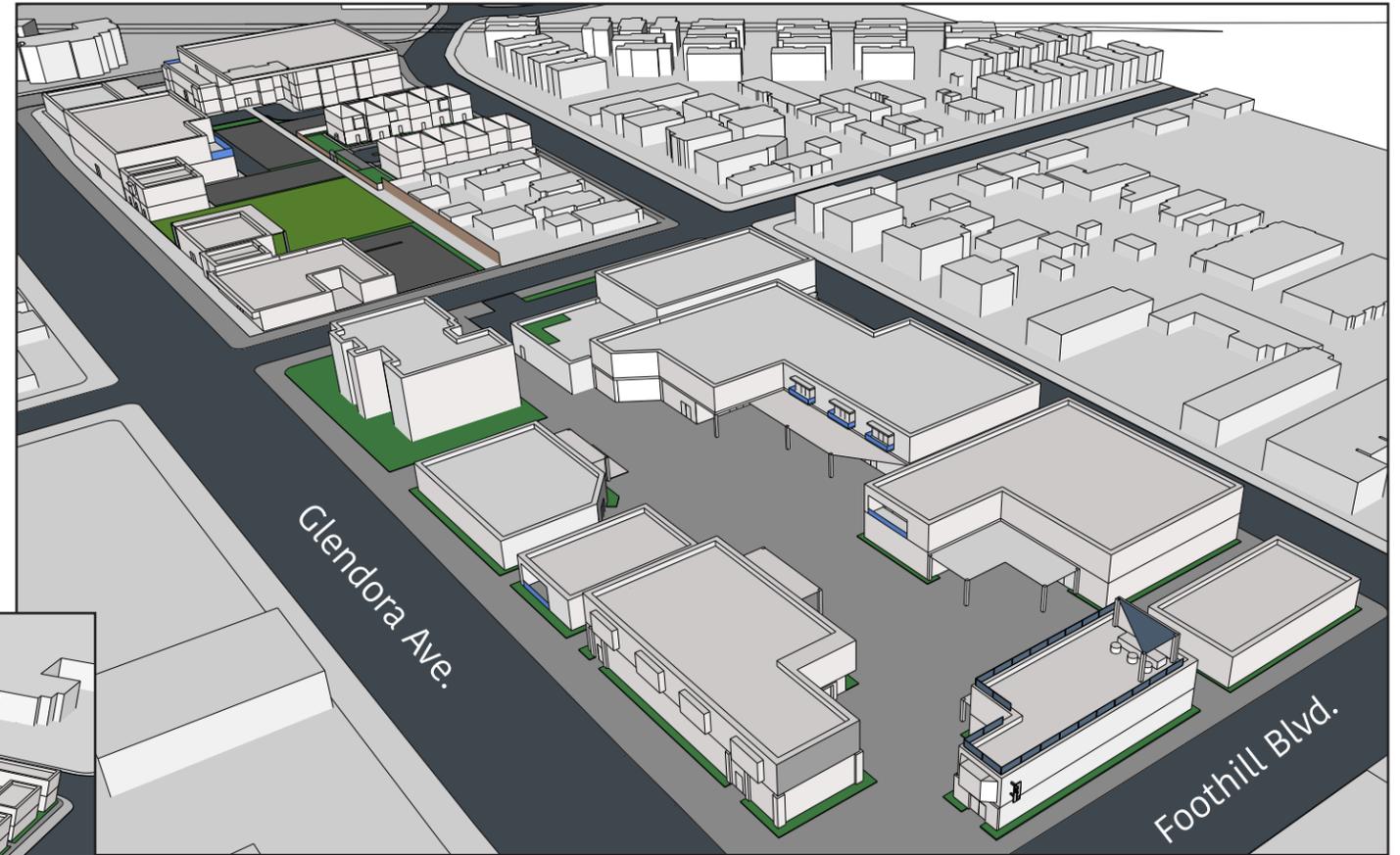


*View of the conference center, hotel, townhomes, and playground.*

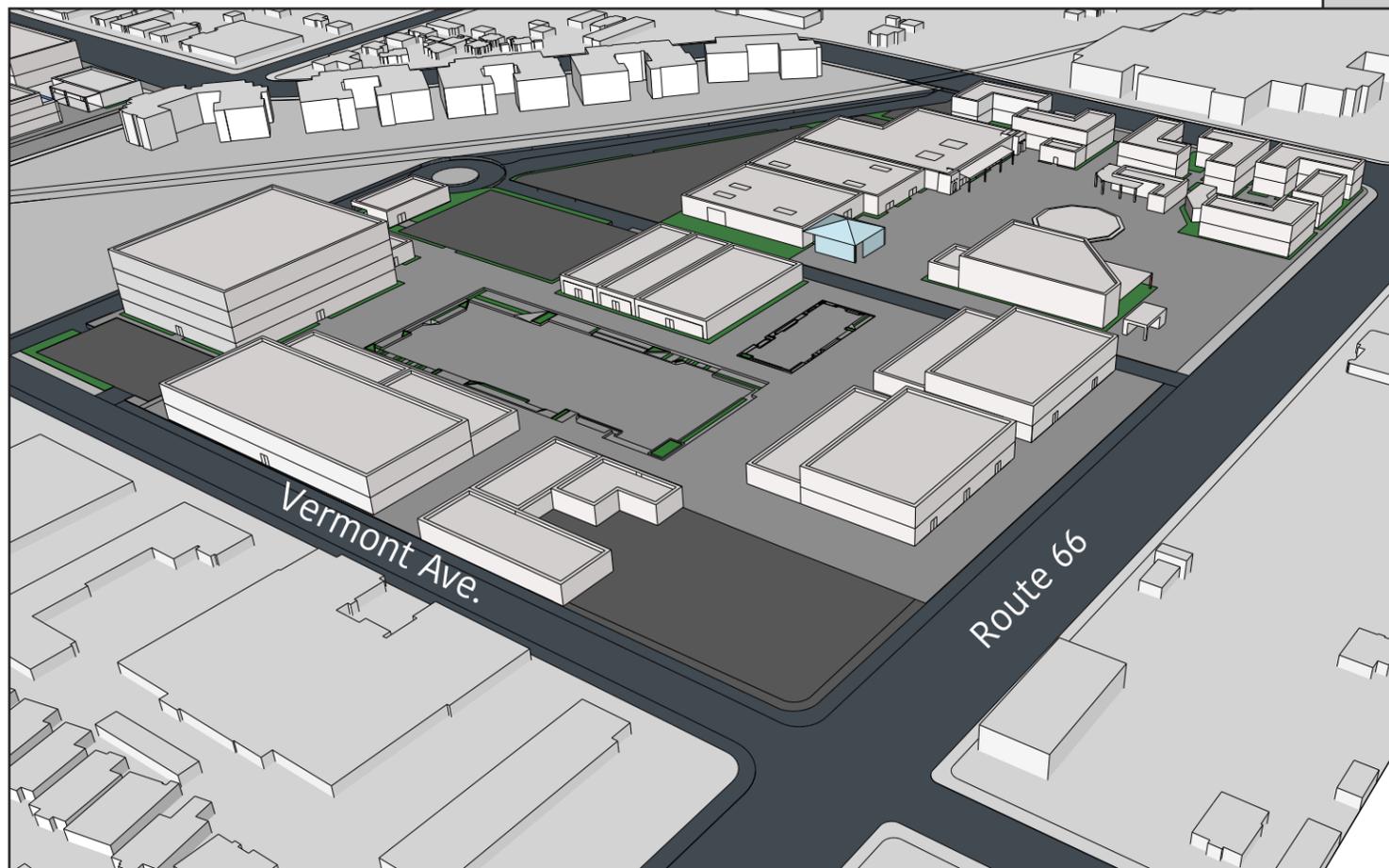


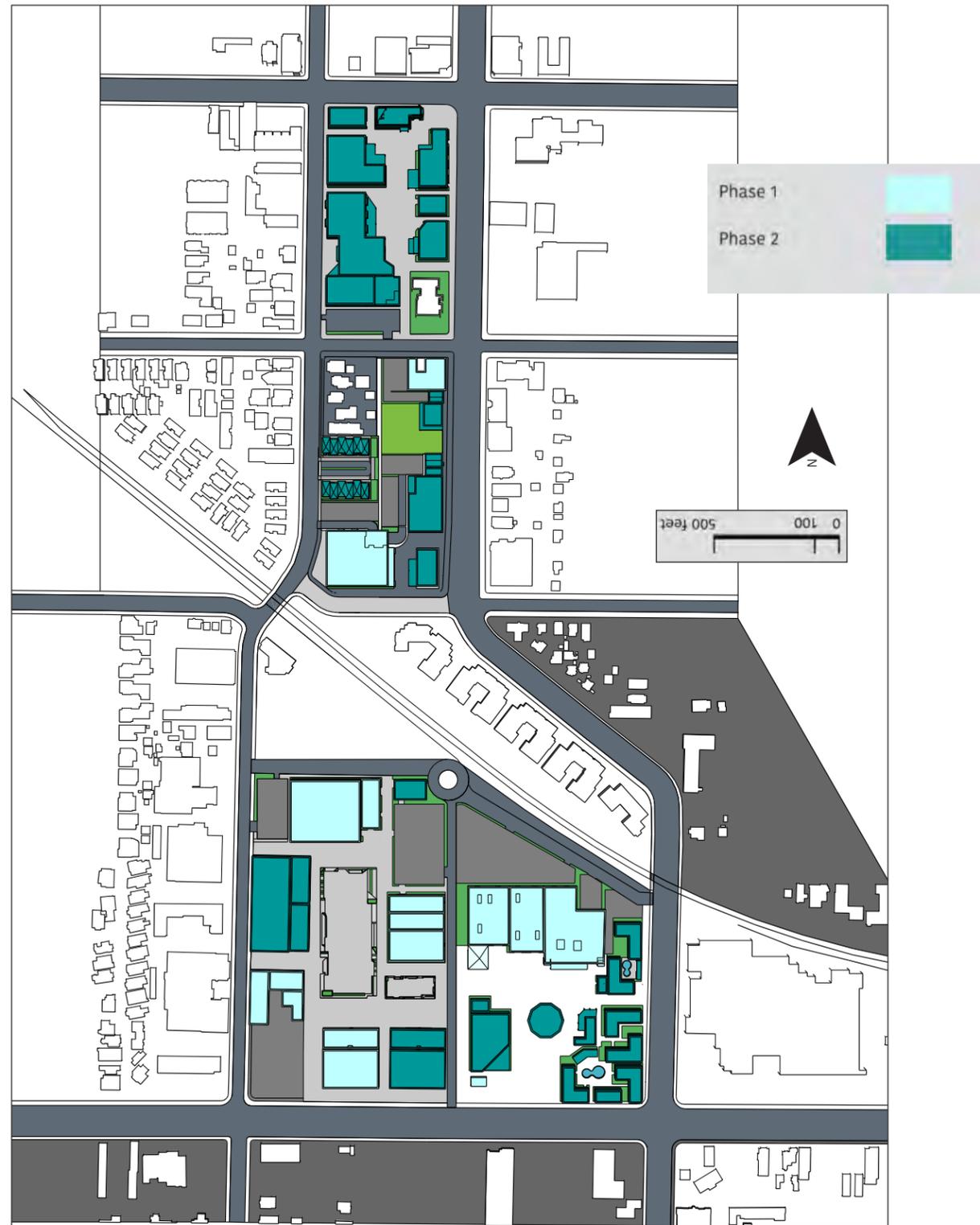
*View of New Village Plaza from Foothill Blvd.*

**View from the Northeast, looking down onto the New Village Plaza.**



**View from the Southwest, looking down onto San Gabriel Square and Route 66 Plaza.**





## Phasing

The community surveys revealed that residents are reticent with Metro Gold Line station and its potential to induce new development. Residents feel connected to their small town and want to preserve it, which could cause some animosity towards the implementation of the new development. In order to help preserve the character of the area the new site and relation with the townspeople, we will keep some of the existing uses in The New Village at Glendora. The medical office building will be moved slightly North and expanded from its current size. The post office, car wash, and Angelo's Burgers will also be relocated in the site. The buildings being relocated will be built in the first phase of the project. The Church of the Bethren and a few existing houses will be untouched.

The first development phase will be implemented immediately and the second phase will be implemented somewhere from five to ten years later. Everything in the area south of the Metro Gold Line station, other than the housing developments, mixed use buildings that include housing, and the activity center will be built in phase one as these uses cater towards the visitors brought by the Metro Gold Line. The hotel will also be built in phase one, as well as the majority of the parking lots to adequately serve the traffic brought by the station and The New Village development. Additionally, the parking lots will require pipes and other public works services to be built before the start of phase two, meaning phase two will be set up to be implemented quickly and the parking lots can be used while phase two is being built.

Because people that choose to move to The New Village at Glendora will create a growing demand, the residential and mixed use residential buildings will be built in the second phase. If people do see the function and accessibility of the station and want to move to the site immediately, the Avalon Bay residential development is located directly across the street from The New Village site, so the surrounding area can be used to handle the new demand. The conference center will also be developed during the second phase of development for the site as the demand for that will only become present after it has been built.

## Consistency with the General Plan

The New Village at Glendora is in accordance with the elements and guidelines of Glendora's Community Plan 2025, Civic Center Area Plan, and Route 66 Corridor Specific Plan. The following general land use goals, as stated in the Community Plan 2025, have been particularly noted in the creation of The New Village:

1. Integration of mixed use development;
2. Integration commercial and residential development;
3. Expand residential development opportunities;
4. Expand opportunities for affordable housing;
5. Include a diverse range of housing choices;
6. Rehabilitation and enhancement of existing land uses;
7. Character of historic neighborhoods should heavily influence design standards. The standards should be applied to new developments to preserve the character of Downtown and enhance the historic Route 66 corridor.

The Civic Center Area Plan outlines design standards for the subdistrict T5, or Village Core, an area adjacent to the northern edge of the project site along Foothill Boulevard and into Glendora's downtown. The design standards delineated in this plan were used to guide the development in the project area north of the station.

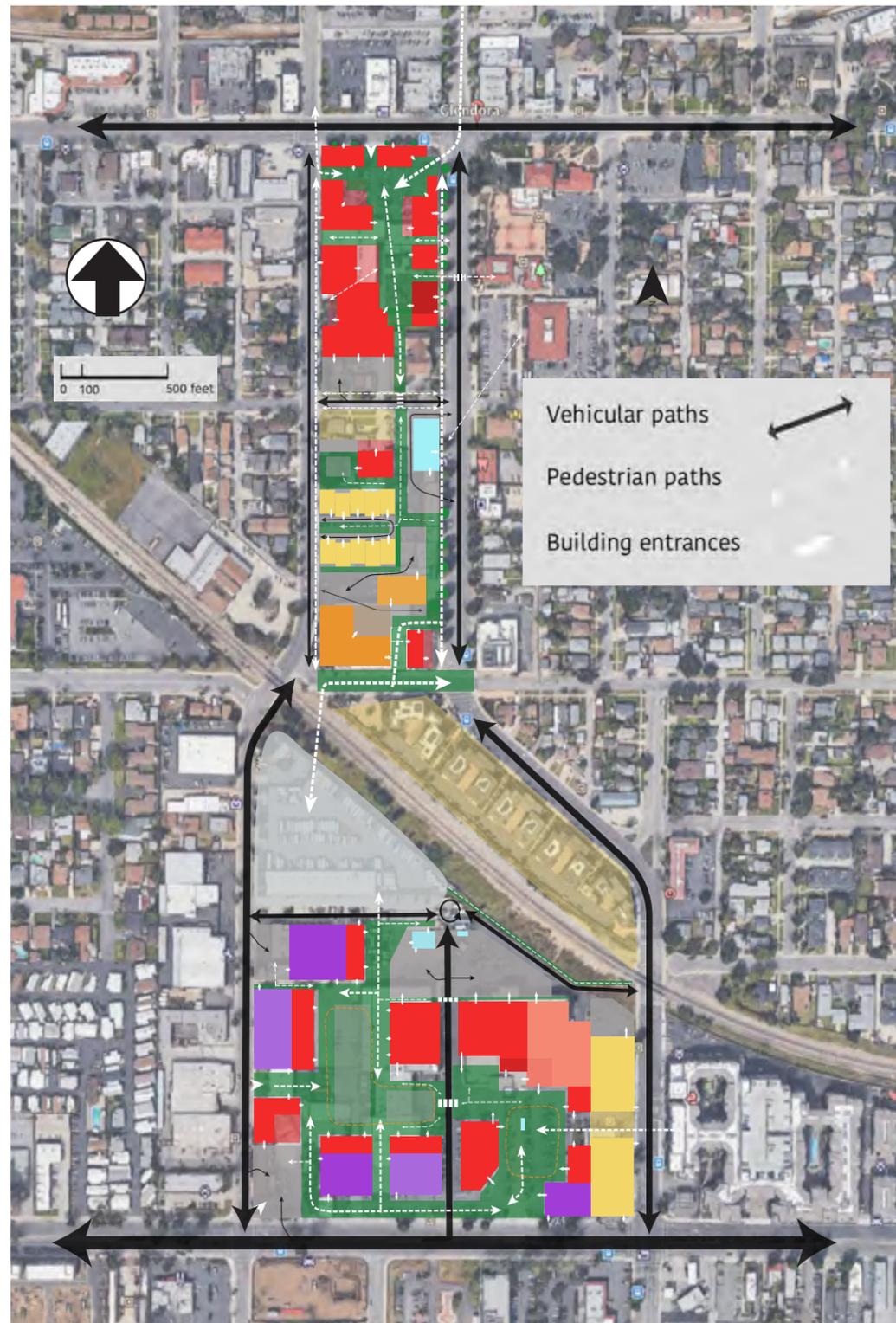
The connection between the Village and The New Village at Glendora should be thought of as sisters: similar looking and sharing traits, but each being their own entity. Both villages contain ground-floor commercial use and no setback standards, as well as complementary streetscaping which help further connect the two areas. Uses and activities were also strategically designated to remain consistent with that of the downtown Village. The Civic Center Area Plan and Route 66 Corridor Specific Plan share the goal to enhance the streetscape for Vermont Avenue and Glendora Avenue which border the western and eastern edges of the project site.

South of the Gold Line, The New Village at Glendora falls under the jurisdiction of the Route 66 Specific Plan, in a subdistrict that emphasises mixed use developments that

foster pedestrian activity and emphasize transit accessibility. Mixed-use buildings were proposed along Highway Route 66 and Vermont Avenue, spaced out by pedestrian walkways and centered around two plazas offset from Route 66. Single-story retail store fronts are oriented around the plazas for convenience and to reinforce the site as an activity destination.

The New Village at Glendora adheres to and builds off of the visions of the General Plan, regulations set by the Civic Center Area Plan, and guidelines of the overlaying Route 66 Corridor Specific Plan.



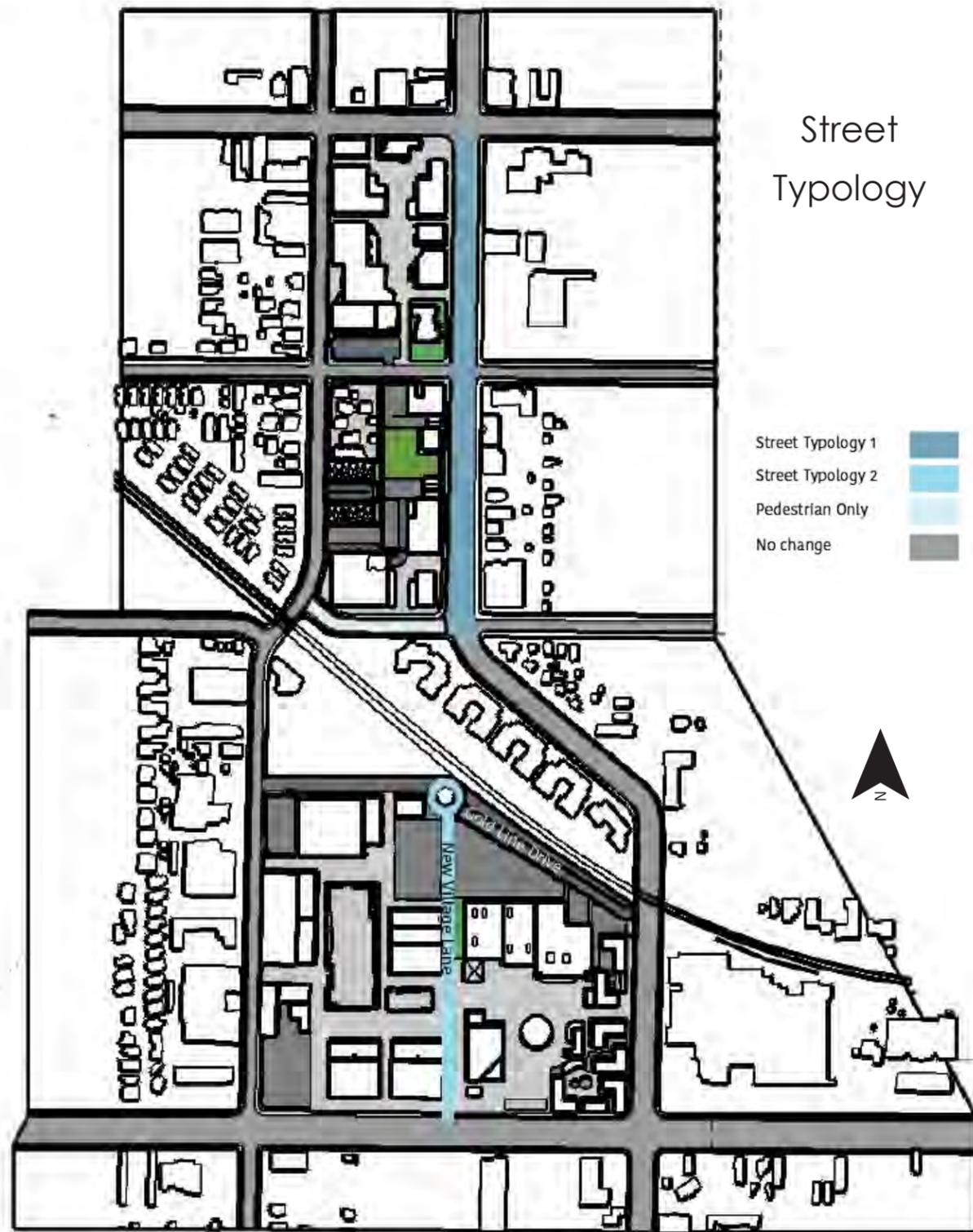


## Circulation

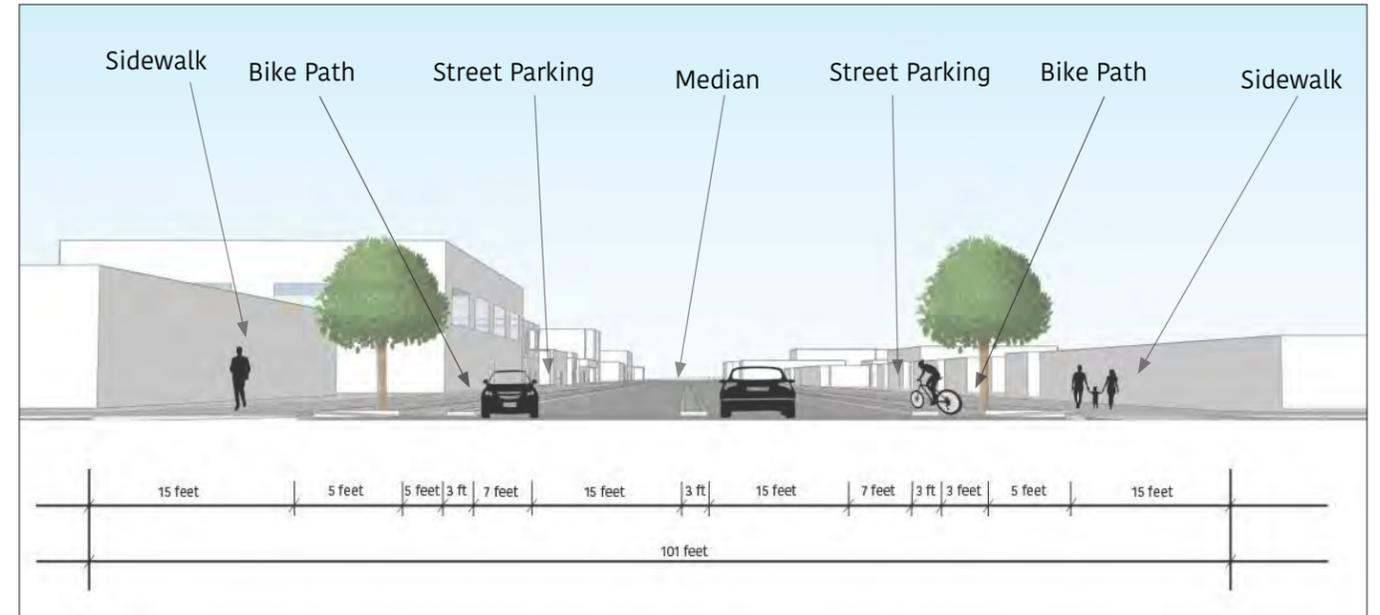
Glendora is an automobile dominated town: over 95% of households have at least one car, with many more owning multiple. The New Village at Glendora breaks from this image as it embraces public transit and promotes walkability and bicycle use.

The portion of Ada Ave that runs through The New Village at Glendora has been converted into a walking only path, and the streets that have been added are all suited with clearly marked bike lanes. The organization of public plazas and squares is meant to facilitate connection throughout the site, all the way from Foothill Blvd to Route 66. The pathways are pedestrian dominant and visually interesting to attract people to move through the site.

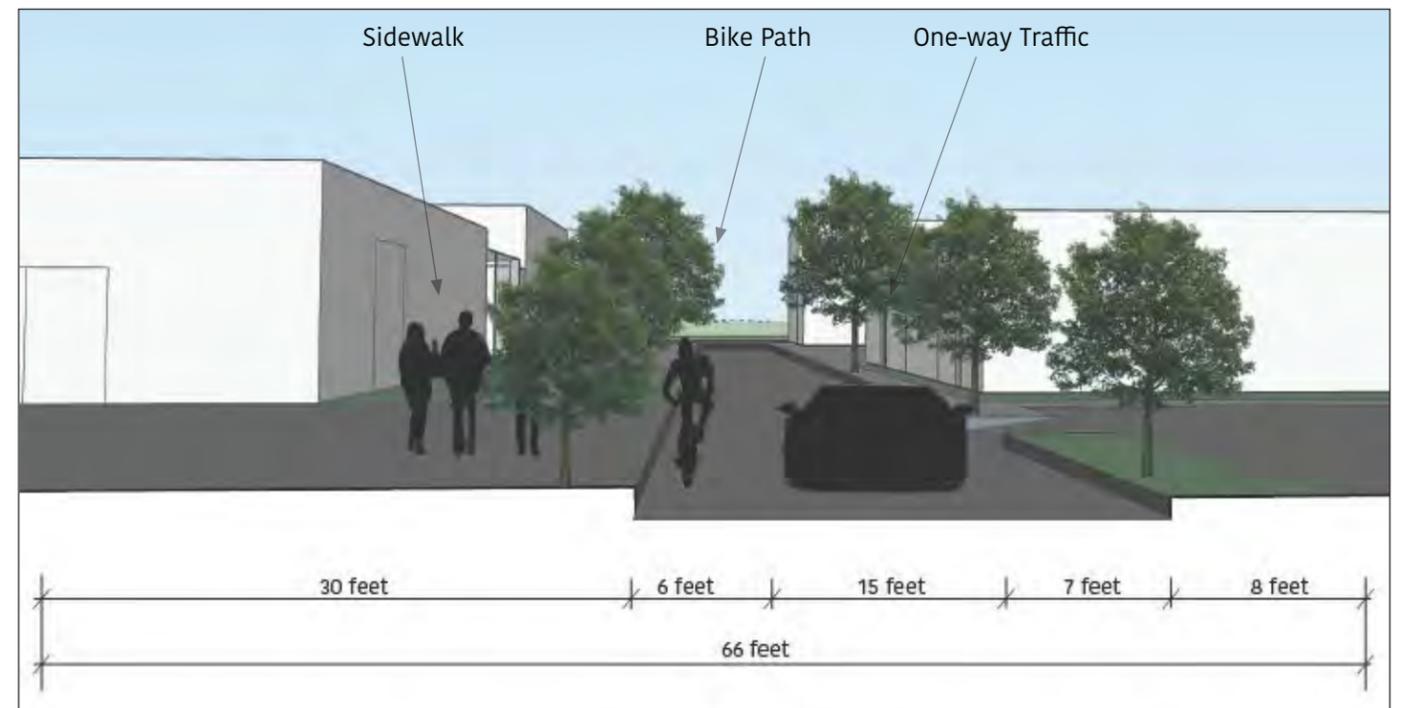
One of the largest takeaways from the community survey was that people in Glendora enjoy walking around the city and this site was designed to facilitate circulation that isn't a packed walkway, but instead a mellow walking path with lots of interesting characteristics. New Village Lane is a one way street allowing users to turn right off of Route 66 and into the site. Gold Line Drive is a two way street connecting Vermont to Glendora and to the Metro Gold Line.



### Street Type 1



### Street Type 2



## The Village Axis

Team 5: Chloe Evans, Chris Dedo, Lane Sutherland and Shayna Gropen

### VISION, GOALS, AND IDEAS

#### Vision Statement

The Village Axis promotes a diversity of land uses and increased walkability between Glendora's historic village, the Metro Gold Line Station, and Route 66. Integrated, well-designed public spaces and new residential opportunities will benefit the city and generate a vibrant community-oriented atmosphere.



### Project Summary

The Village Axis will add a variety of land uses and points of interest around the future Glendora Station. The project builds off of existing infrastructure and the historic Village to create pathways into and out of the area. Pedestrian linkages will be made more visible, abundant, and locatable.

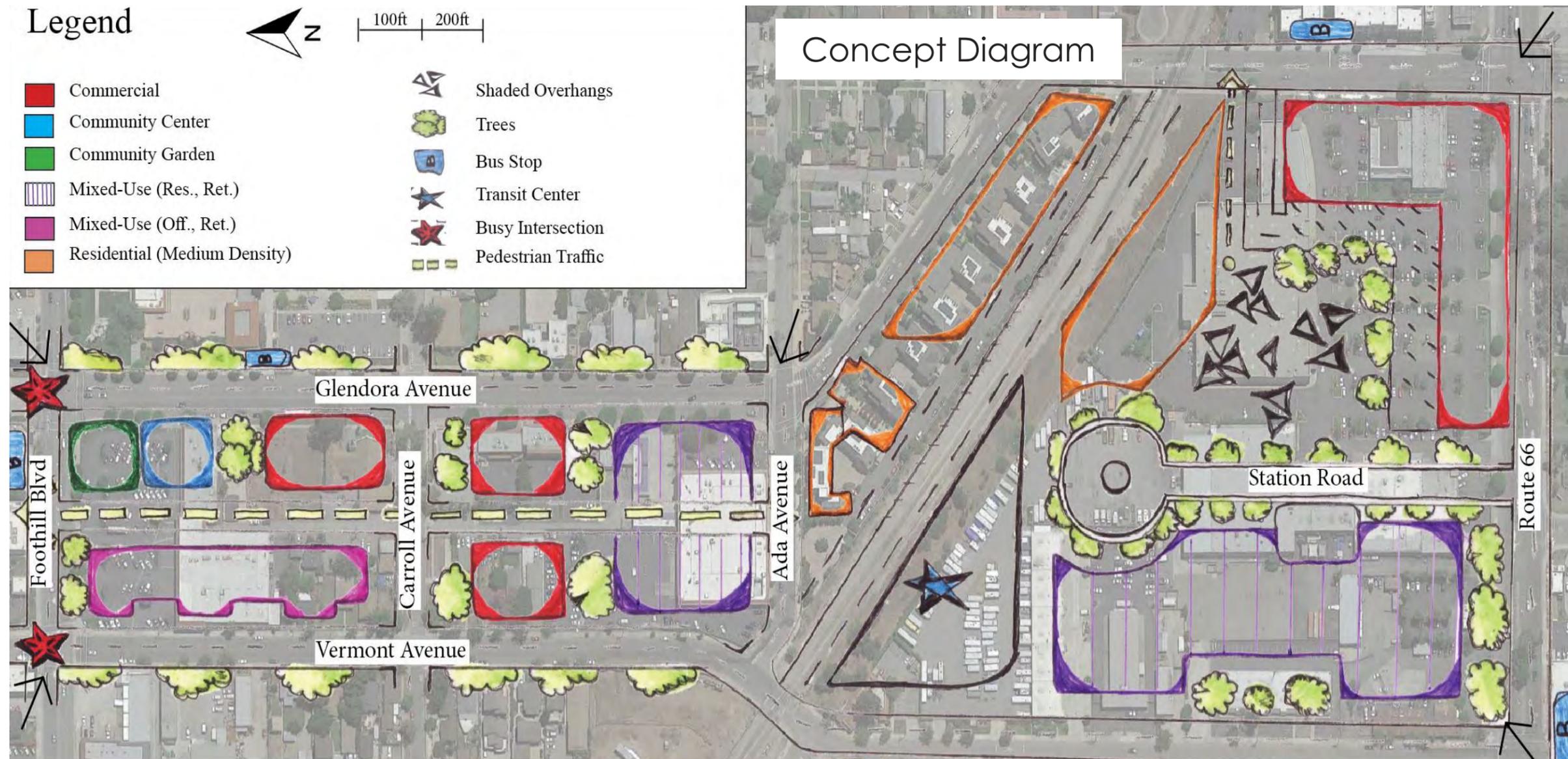
A new pedestrian pathway and bike path will help continue the walkability of The Village shopping area into the area north of Glendora Station. This connector will allow pedestrians easy access to retail, offices, community facilities, and residences. A community garden located at the corner of Glendora Avenue and Foothill Boulevard, along with a nearby community center that will encourage a stronger and more community-oriented Glendora. Across the bike path, there will be two-story office and retail. This will lead into retail on both sides of the path, followed by a repurposed post office building that will be two-story mixed-use retail-residential with a passage through the center of the building. This unique building will create a distinct sense of place with an open, indoor market area to offer a different type of retail experience.

Two-story buildings North of the Station will lead into an increase in density (some three-story building below the Station). This will include medium-to-high density residential and a three-story mixed-use residential building along Vermont Avenue. The influx of housing South of the Station will create a compact community that will have easy access to the Station in addition to access to a shaded area for flexible uses and food trucks. Housing will replace the current Albertsons' footprint and a smaller grocery store will be located along Glendora Avenue, near the intersection with Route 66. The building with the grocery store will include some surface parking on the interior, but will also include the relocated post office and other retail shops. Surface parking will be limited, with consistent buildings lining the street, drawing pedestrians into the Station area and public shaded spaces.

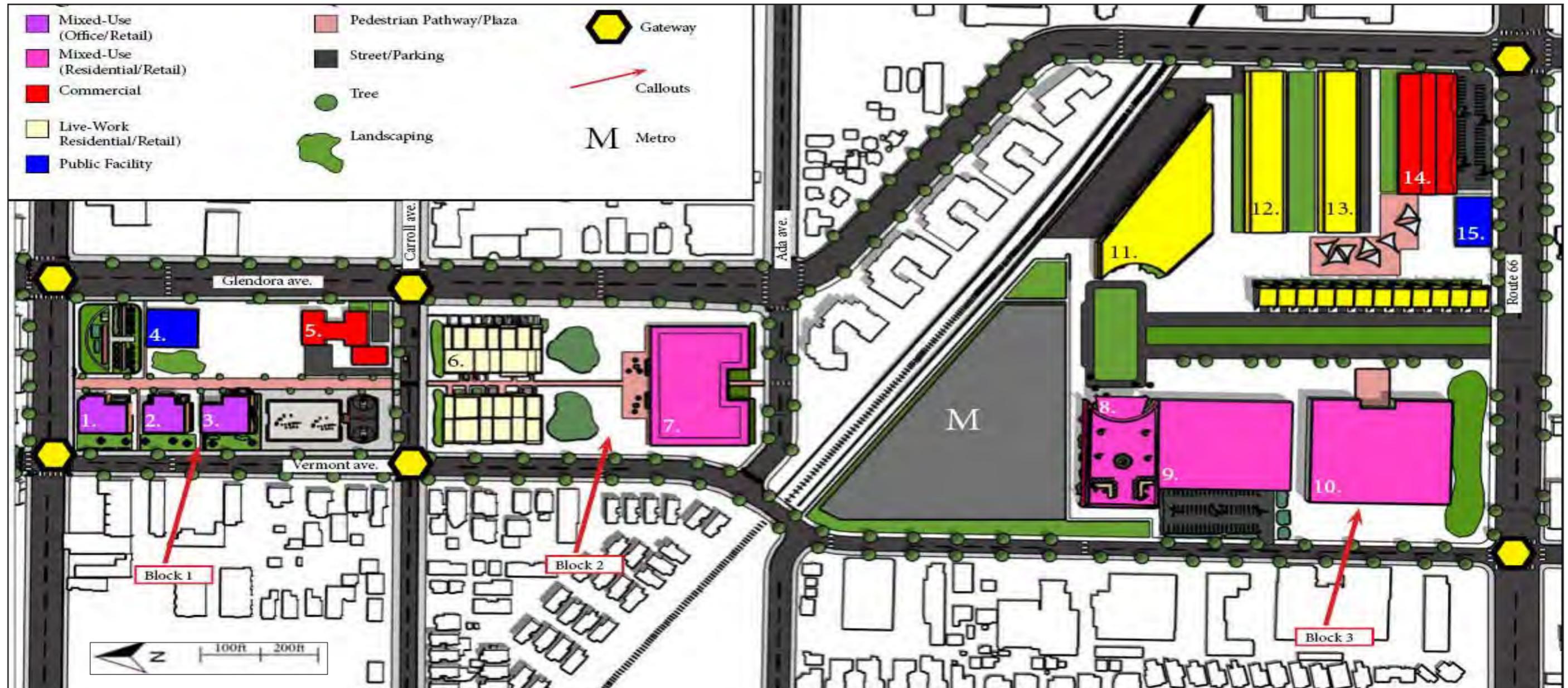
### Concept Development

The Village Axis major design concept was based on creating and strengthening connections between Route 66, the new Goldline station, and The Village. Key design elements include activating the alley between Glendora Avenue and Vermont Avenue (from Foothill Boulevard to Ada Avenue), promoting pedestrian activity from The Village all the way to the Station, with points of interests and increased retail along the pathway. A central drop-off area south of the station is also included, with access from Route 66. The project includes mix of engaging land uses that range from mixed-use retail-residential to our urban garden, community center, and shaded plaza.

Avenue), promoting pedestrian activity from The Village all the way to the Station, with points of interests and increased retail along the pathway. A central drop-off area south of the station is also included, with access from Route 66. The project includes mix of engaging land uses that range from mixed-use retail-residential to our urban garden, community center, and shaded plaza.



# Illustrative Site Plan



### Project Description

The Village Axis includes around 400,000 square feet of residential development, providing Glendora with 350 units to boost housing in the downtown area. This will bring people to the retail space (40,300 square feet) that is located around the pedestrian path between Glendora Avenue and Vermont Avenue. The project integrates with the surrounding infrastructure by mirroring some of the existing uses to create cohesive spaces. Our community center and garden build off the existing civic center area, adding public amenities in a central area.

### Goal 1: Comfort & Image

The image of Glendora will be altered by the Village Axis in a positive manner that is consistent with the cities' existing image. The community must be comfortable with the changes that should be responding to their expectations and need. Our community survey illustrated Glendora residents' desire to utilize the station, but it must the area must be built out in a way that does not degrade the character of The Village and surrounding areas.

The Village Axis adds density and improves accessibility to nearby cities and greater Los Angeles. Adding density will benefit walkability in Glendora and allow more

Project Statistics Table						
Building Number	Building Name	Land Use	Square Footage	# of Stories	Parking	Phase
I	Community Center	Public Facility	1,400		1 church/street	1
II	Church of the Brethren Main Building	Commercial (Church)	7,300		1 church/street	1
III	Church of the Brethren Side Building	Commercial (Church)	2,450		1 church/street	1
IV	Office-Retail I	Mixed-Use (Office)	13,400		2 underground	1
V	Office-Retail II	Mixed-Use (Office)	11,850		2 underground	1
VI	Office-Retail III	Mixed-Use (Office)	13,600		2 underground	2
VII	Residential-Retail I (Vermont)	Mixed-Use (Residential)	18,300		1 75 (surface)	1, 2
VIII	Residential-Retail II (Glendora)	Mixed-use (Residential)	27,200		3 underground	1
IX	Residential-Retail III (Gateway)	Mixed-use (Residential)	43,900		1 street	2
X	Residential (Drop-Off Circle)	Residential	109,750		3 25 (behind)	2
XI	Market	Commercial	25,300		1 surface	2
XII	Residential-Retail IV (Route 66)	Mixed-Use (Residential)	168,900		3 surface	1
XIII	Residential-Retail V (Station)	Mixed-Use (Residential)	72,850		3 surface	1
XIV	Post Office	Public	6,800		1 surface	2
XV	Residential Apartments (Route 66)	Residential	36,350		2	1
XVI	Residential (Second Closest to Market)	Residential	45,600		2 first floor	1
XVII	Residential (Closest to Market)	Residential	45,600		2 first floor	1

### Proposed New Development

*(building numbers correspond to the Illustrative Site Plan)*

residents to utilize public transit. The increase in density calls for more resources to be allocated to the station area. The design for the Village Axis addresses some of these needs by including a community center, community garden, outdoor seating for restaurants and a public plaza with a shaded central area.

A pedestrian pathway through the center of the Northern part of the project area connects the Metro Station to the historic Glendora Village and provides pedestrian-friendly infrastructure. The design in this portion will mimic the old village and continue its design guidelines. This includes keeping the buildings one-to-two stories, allowing for an appropriate transition from The Village area, with a more human scale. The land uses between the train tracks and Route 66 are denser (some in three-story buildings), but this area will include enough resources and added opportunities for the community.

## Goal 2: Sociability

Currently, the historic Glendora Village acts as Glendora's symbolic downtown. Even with its walkable aspects, it lacks public spaces for sociability and interaction. The Village Axis project includes noticeable gateways that will draw pedestrians into the area. This includes a shaded food truck area that will benefit from its proximity to high-density housing and the Station. This will act as a key node and meeting point, along with the community garden and center at the corner of Glendora and Foothill. The community garden will be a key gateway area that will promote pedestrian flow from the historic Village and vice-versa. The presence of the Church of the Brethren adds pedestrian activity and sociability and acts as a landmark and node.

The project respects human scale near the Village and creates intimate spaces related to retail along the bike and pedestrian path. The adaptive reuse and relocation of the existing post office with a pedestrian corridor through the center will allow for another mixed-use building with walk-in retail on the first floor.

A fountain near the drop-off area and public marketplace will act as a key landmark and meeting point. The drop-off area is another key feature that improves accessibility directly to the station and will create social linkages to the area and between those being dropped off at the station. Interesting street furniture throughout the site will also be a point

of interest and create comfortable spaces for human interaction. The community garden and office-retail will attract the community and social activity will be sustained along the path all the way to the station by the pedestrian and bike pathways, residential, retail, and church buildings. The most important linkage of this project is to activate an underutilized pathway that has a strong potential to provide a direct access from the Metro Station to the historic Village,

## Goal 3: Uses & Activities

The Village Axis project adds interesting new activities and a variety of uses that will bring added opportunities for community pride and events. A greater diversity of people will be attracted to the area because there will be a greater variety of points of interest. Providing flexible spaces like the shaded plaza brings people to the space for a number of different purposes and allows for day and night activity to thrive in the space. This could be a divergence from the existing uses in the historic Village, which mainly hosts day uses and some and evening time activities for the 30-year older.



*View across Foothill Boulevard into the pedestrian pathway running North-South along the project. Inviting community gardens and mixed-use retail/office buildings on the corner of Vermont and Foothill help with the transition from the historic Village into the new transit-oriented development.*

Nightlife opportunities makes spaces distinct and unique, building off of the ability of residents to travel to other Los Angeles points of interests and return to the Station later at night. When they return, having restaurants open later will capture some of those travelers and allow them to use the space later into the night. Prominent signage will help improve the ability of travelers to find uses they identify with and would like to be a part of. The proposed street/ food cart plaza will be a focal point of daytime uses and attract families and local employees on their lunch break. Making buildings transparent through the placement of main doors and wider windows will aid in pedestrians' sense of safety.

### Goal 3: Access & Linkages

Access and linkages limit buffers between spaces and allow for free-flowing pedestrian movement between land uses. Providing linkages will stimulate pedestrian activity in areas that currently are not easily accessible or convenient to walk in. This includes the creation of complete streets (more walkable and accessible). Improving sidewalk conditions and



View showing the new plaza by the post-office building, repurposed into mixed-use retail with residential studio spaces, and the live-work units along the central pedestrian path. Uses along Vermont and Glendora are complemented and activated.

adding bike paths with easily visible signage will shift the attitude of the neighborhood in a positive manner and detract from the car dominance of the area. Currently, the neighborhoods around the Station lack points of interest that promote walking and lack pedestrian traffic due to uninteresting sidewalks and signage throughout the area. Public works projects will improve the imageability of the streetscape and the aesthetic of the area. If the area is visually more appealing, people will naturally be more attracted to it. Improved crosswalks will improve the safety of the area and reduce egregious vehicle speeds. A main objective of this design is the creation of distinct pathways (bike & pedestrian pathway in the north) and walkable areas in the south near the station.



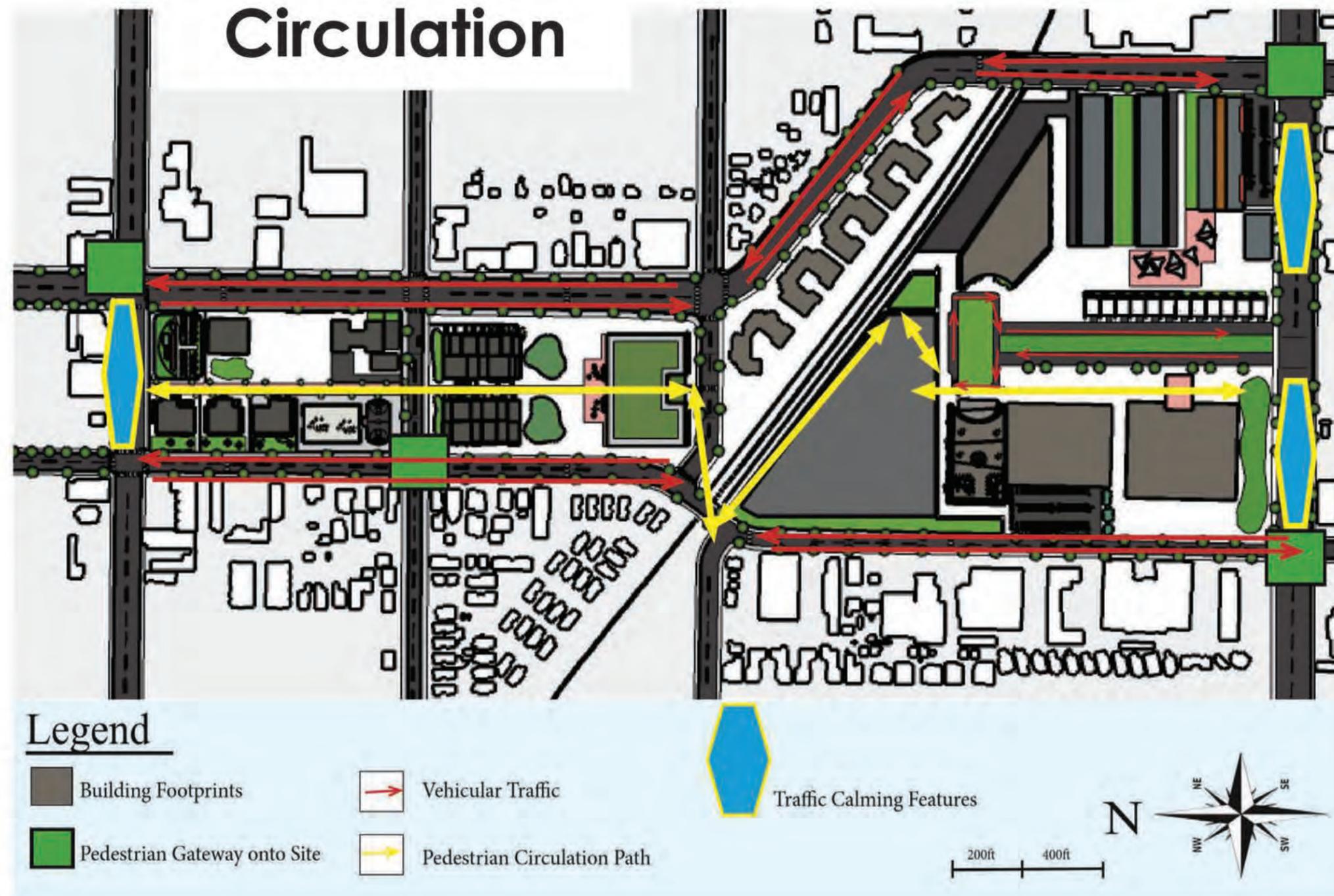
View showing the traffic circle by the station drop-off area and the tree-line street from Route 66. On the right, a three-story mixed-use building with restaurants and outdoor seating and retail on the ground floor, housing on the second and third floors, and a rooftop bar. On the left a row of townhomes help to activate the area.



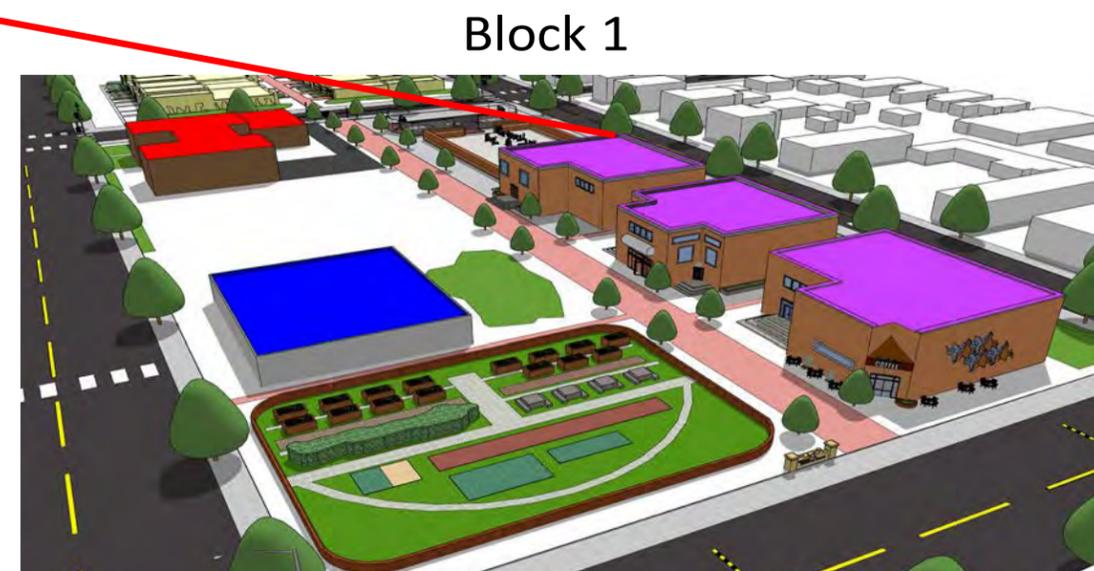
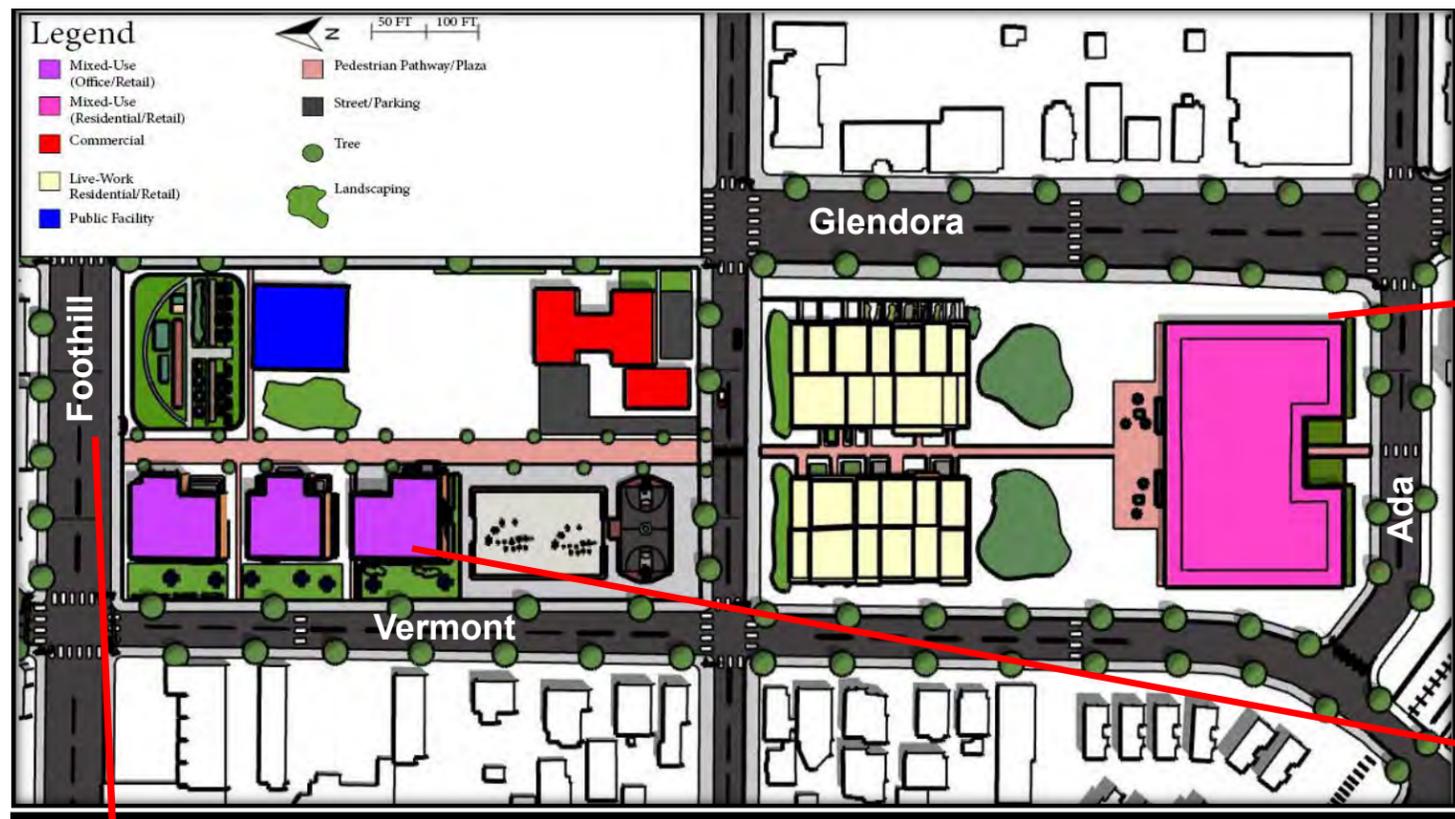
View of the shaded public plaza located in the redeveloped area south of the Gold Line. The back of the townhouses can be seen on the left side of the image. As a functional form of public art, this central community area connects the residential to the commercial buildings in a public space with a strong sense of identity and place. The shaded plaza creates an opportunity for food trucks, community events and performances.



- Sidewalks= 5 ½ FT
- Street Trees= 2 FT
- Lighting= 3 FT
- Bike Lanes= 5 FT
- Buffers= 2 FT
- Transit Stop= 6 FT
- Parking Lanes= 7 FT
- Through/Turn Lane= 10 FT
- Drive Lanes= 10 FT
- Center Median = 3 FT



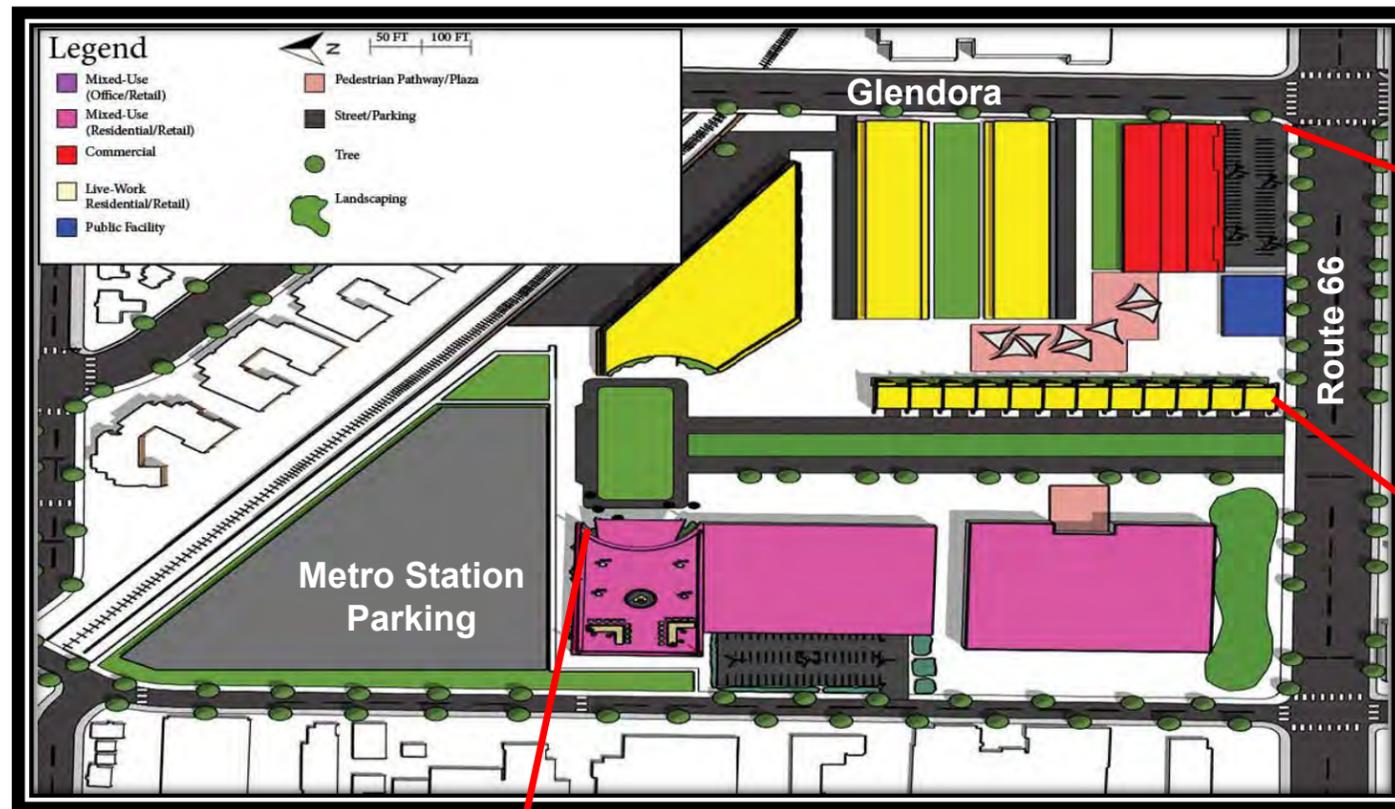
# Illustrative Site Plan with Details (North of the Gold Line)



Pedestrian Pathway



# Illustrative Site Plan with Details (South of the Gold Line)



Block 3



View of rooftop bar near transit center



### Aerial view of the Village Axis project from North-West



*This view from the Northwest illustrates the smaller scale development on the Northern half of the site as a means of transitioning from the more quaint village feel into the denser, transit-oriented development. This area emphasizes human-scale, walkability, and the connection to the historic Village.*

### Aerial view of the Village Axis project from South-East



South of the transit center, the Village Axis is a more transit-oriented project with higher density uses on a more urban scale, responding to the Metro Station and Route 66. Note the new boulevard-style street and the drop-off area by the station, and the public plaza with the shaded structure.

# The Village Axis

Team 6: Jeremiah Rodgers, Kyle Courtney, Oscar Gake and Tess Houseman

## VISION, GOALS, AND IDEAS

### Vision Statement

**The Bridge** is a transit-oriented development that capitalizes on the opportunities generated by interconnecting Glendora’s Historic Village, Route 66, and the new Gold Line Station. The project generates a seamless design and an walkable and enjoyable mixed-use urban environment for residents and visitors alike.



## Goal #1: Improve Circulation and Pedestrian Use.

### Objective 1.1

Installation of additional crosswalks, stop signs and street lights at intersections.



Idea: Stop lights at the intersection of Glendora and Ada. Yielding signaled crosswalks should be installed on Glendora Ave at Carroll Ave. Vista Bonita Ave should be cul-de-saced at Glendora Ave, and a yielding signaled crosswalk installed.



Idea: Stop signs should be installed on Vermont Ave at Carroll Ave, and at the Gold Line Station and Ada Ave. This is in addition to the planned cul-de sacing of Ada Ave on the West side of Vermont.

### Objective 1.2

Create linked pedestrian and bicycle networks.



Idea: Potential for non-vehicular linkage running North-South along internal alleys between Ada and Foothill.



Idea: A pedestrian path running along and south of the Gold Line connecting the station plaza and Glendora Avenue.

**Goal 2: A mixed-use development of human scale.**

Objective 2.1

Create multiple common, public spaces for people to frequent and coexist.



*Idea: Lounges on outside decks/balconies to give residents a space to interact with one another, relax, and appreciate the outdoors and passerbyes.*



*Idea #2: Mixed-use development attracts a mix of people and encourage interaction by layout proximity. Focal points such as ponds, fountains, and statues add elements of interest/pride.*

Objective 2.2

Generate new destination attractions to draw in a mix of visitors.



*Idea: Create pocket parks with designated spaces for dogs, seating, playground, water features, and exercise equipment/paths.*



*Idea: Attract more visitors and create a sense of pride by events that connect the new development and the historic Village.*

**Goal 3: Encourage local businesses and a diverse range of land uses.**

Objective 3.1

Mixed-use buildings with residential over retail/commercial uses.



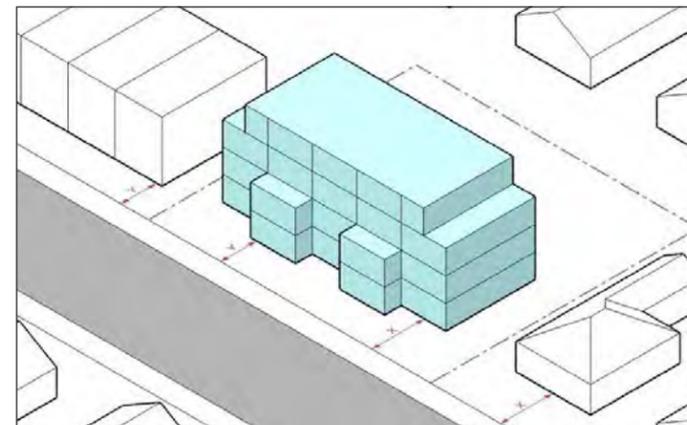
*Idea: Mixed-use buildings on Route 66 will allow for new businesses with a small-town feeling and connecting to the historic Village.*



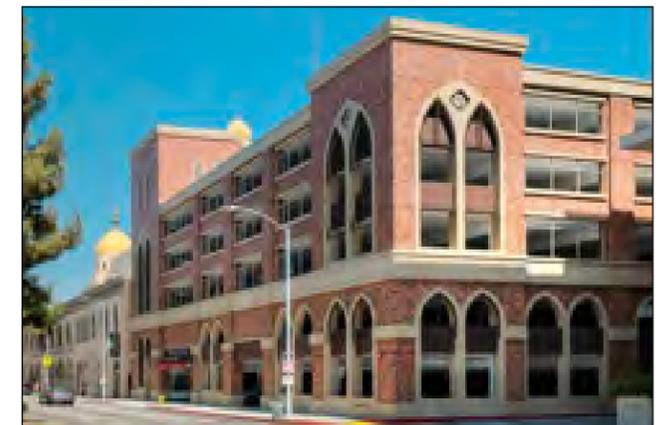
*Idea: Redevelop the existing shopping center at Foothill between Glendora and Vermont as mixed-use to establish a good connection to the historic Village.*

Objective 3.2

Allow for higher densities and floor-area ratios (FAR)



*Idea: New buildings that are higher than neighbors should have top setbacks to keep a small-town feel and human scale.*



*Idea: Look to take advantage of vehicular traffic and promote more intense commercial and retail uses south of the Gold Line along Route 66.*

**Goal 4: Make public spaces attractive, comfortable, and safe.**

Objective 4.1

Keep sidewalks and public spaces active with people.



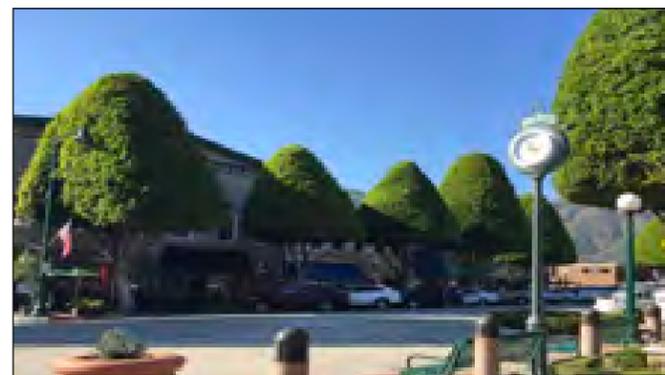
Idea: Promote the "eyes-on-the-street" strategy. Locate large windows and building entrances facing public areas.



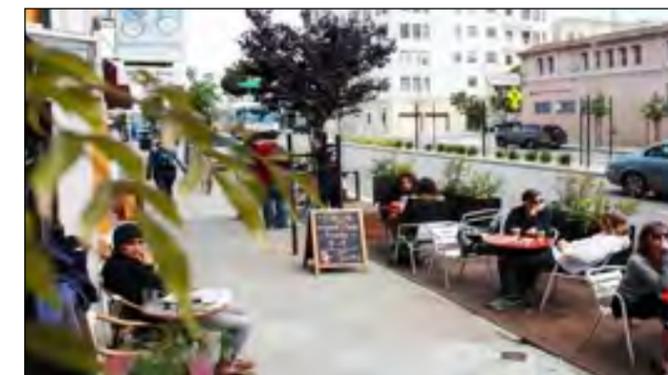
Idea: Address safety and unsightliness issues at remaining industrial-service areas by as sidewalk fencing/walls; streetlights; incentives to beautify parking lots, and ulterior uses for vacant land (e.g., community gardens)

Objective 4.2

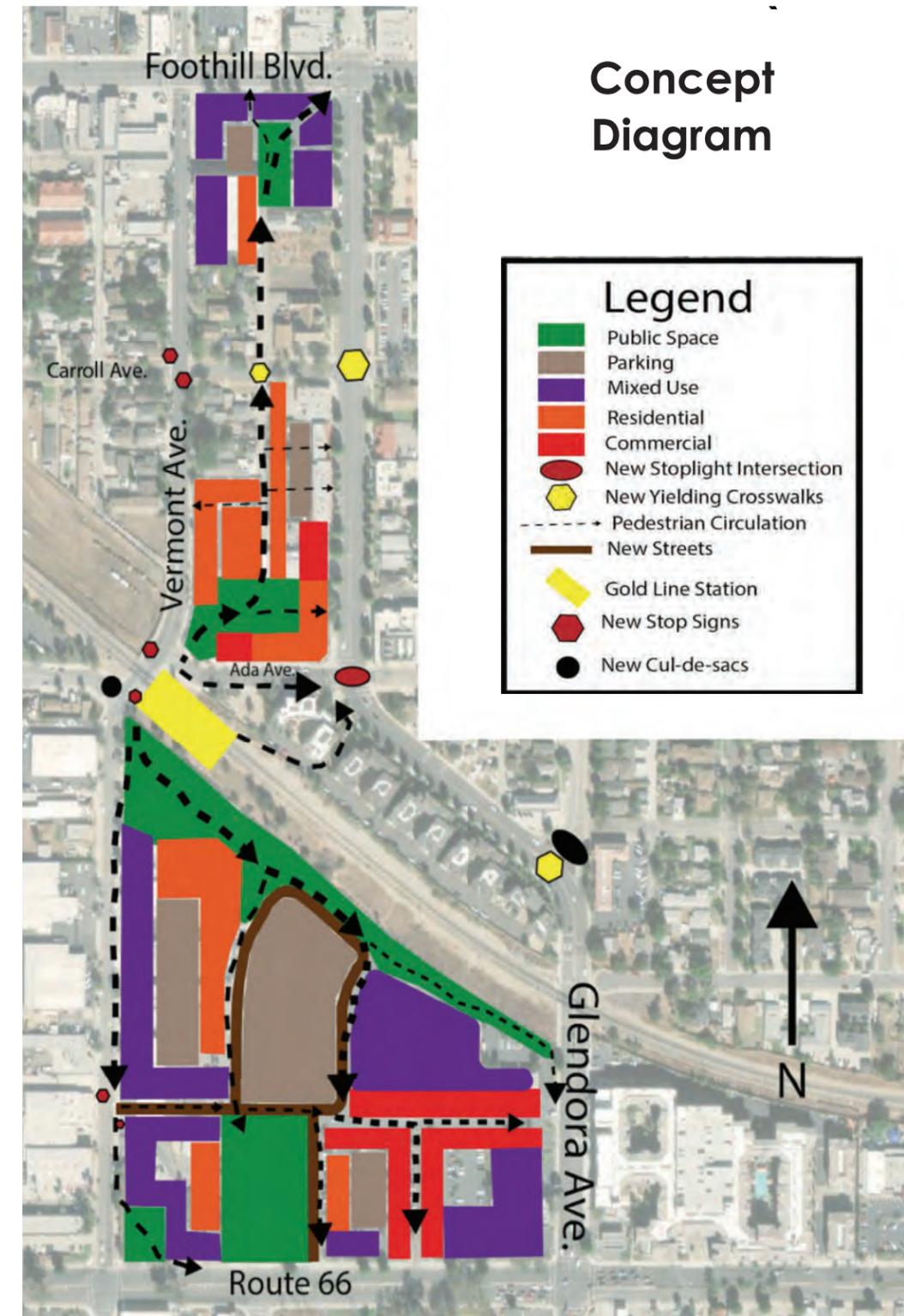
Promote a small town feel through streetscape design and architectural guidelines.



Idea: Design streetscaping and street furniture to mimic or complement existing Village design.



Idea: Encourage outdoor/street dining establishments, street art, and fixed-setting street vendors.



## Project Description

The Bridge development project includes elements that embrace growth and anticipate the changes once the Metro Gold Line starts serving Glendora. The project increases housing availability within walking distance to the Gold Line Station, allowing residents to have the option of living car-free.

There will be a mix of residential and mixed-use with close access to shopping and much needed new green space. The Bridge maintains adds residential options on Vermont north of the tracks, and adds units where there currently is industrial use. Mixed-use buildings are located close to Foothill and Route 66. The Bridge has a large parking structure south of the Gold Line Station but avoids other large-scale structures.

Four new public, green spaces will be unique in character to attract a diverse demographics. The connectivity between pedestrian/bike paths will tie all landmarks together. Another means used to create cohesion is the addition of gateway signs at Route 66 and Glendora Ave announcing a destination area. The Old Village has a vintage look which will be complimented, but not duplicated. For instance, the project will have canvas elements found in the Old Village, but will utilize them in new ways, such as overhead shade sails. Another way The Bridge creates connectivity to the village is through extending the streetscape elements such as the typical groomed ficus trees, public benches, and others, but with a more contemporary aesthetics. Additionally, textured crossings and sidewalks will be installed at key gateways and pedestrian intersections, increasing safety and creating a sense of place within the project boundaries.

### Respect to Glendora's General and Specific Plans

The Bridge's intent is to revitalize this underutilized section of the City while still adhering to the guidance set forth by the City's General Plan. Glendora's General Plan stipulates only two areas within the City designated in section 3.2 for mixed-land uses, Route 66 and the downtown Village. The project area is specifically discussed in detail as part of both, with the section north of the railway included in the downtown Village and south of the railway as part of Route 66's Town Center.

With the advent of the Gold Line all residentially zoned parcels should fit within the City's determination of being underutilized, meaning the project's housing expansion will be quantified.

The City's General Plan states thirty specific land use goals and this project will successfully satisfy most general objectives. Two of the thirty goals set forth in the General Plan refer specifically to the Village with the first goal desiring a complimentary mix of land uses, which has been accomplished by developing live/work space (14.1); increasing development intensity (14.2); creating nighttime and weekend activities (14.3); and developing more retail and entertainment uses (14.4). The second goal is to establish a distinctive Village character. This project achieves this through promoting pedestrian use by expanding walkways and plazas (15.1); promoting design elements to compliment character (15.2); providing a physical and functional connection with Route 66 (15.3); and promoting uses to achieve character such as lofts, restaurants, retail, and housing (15.4).

In addition to the General plan The Bridge project area is referenced in the City's Route 66 Specific Plan as town center mixed use zoning. The key objectives in creating a unique character in this area are to envision future transit potential; expand housing opportunities; and to be street-oriented/pedestrian friendly. The Bridge has street facing buildings with setbacks that help with pedestrian unobstructed movement. Additionally, the project implements the requested stepped-back in the upper stories and create opportunities of deck for residents. The town center mixed use zoning is unique in requiring all development to be pedestrian oriented to the Metro Gold Line Station, what The Bridge achieves by connecting perimeter streets with interior core pathways.

### The Development Vision

The vision for this project is to capitalize on the advantages of Glendora Village, Route 66, and the new Gold Line by creating a seamless and walkable urban core.

The first design goal towards this vision is to improve circulation and pedestrian accessibility. Crosswalks, stop signs, and streetlights will be added at various intersections but not to make it too deterrent of automobile traffic, as suggested in our community survey. Thus, limiting stoplights to Ada and Glendora and utilizing

yielding crosswalks and cul-de-sacs elsewhere along Glendora will help pedestrian safety while not over-hindering vehicular traffic. In addition, Vermont will receive three stop signs to face the projected traffic increase due to the station. Another strategy in The Bridge is the creation of pedestrian and bike linkages, such as the new path running North-South between Glendora and Vermont. A pedestrian path along the south side of the Gold Line right of way will connect the station plaza to Glendora Avenue.

The Bridge's second goal is to promote a socially inclusive mixed-use, human scale development. Multiple common and public spaces as well as welcoming mixed-use buildings are important elements in the project. For a welcoming atmosphere, lounge areas will be established amongst art installations, ponds, and fountains, as well as having residential balconies open to public areas. As a response to the community survey, The Bridge includes several public open spaces which were lacking in Glendora's downtown. Some of them are pocket parks while some are larger with designated dog areas, water-play features, and exercise stations. Public space will attract a diverse and engaged public.

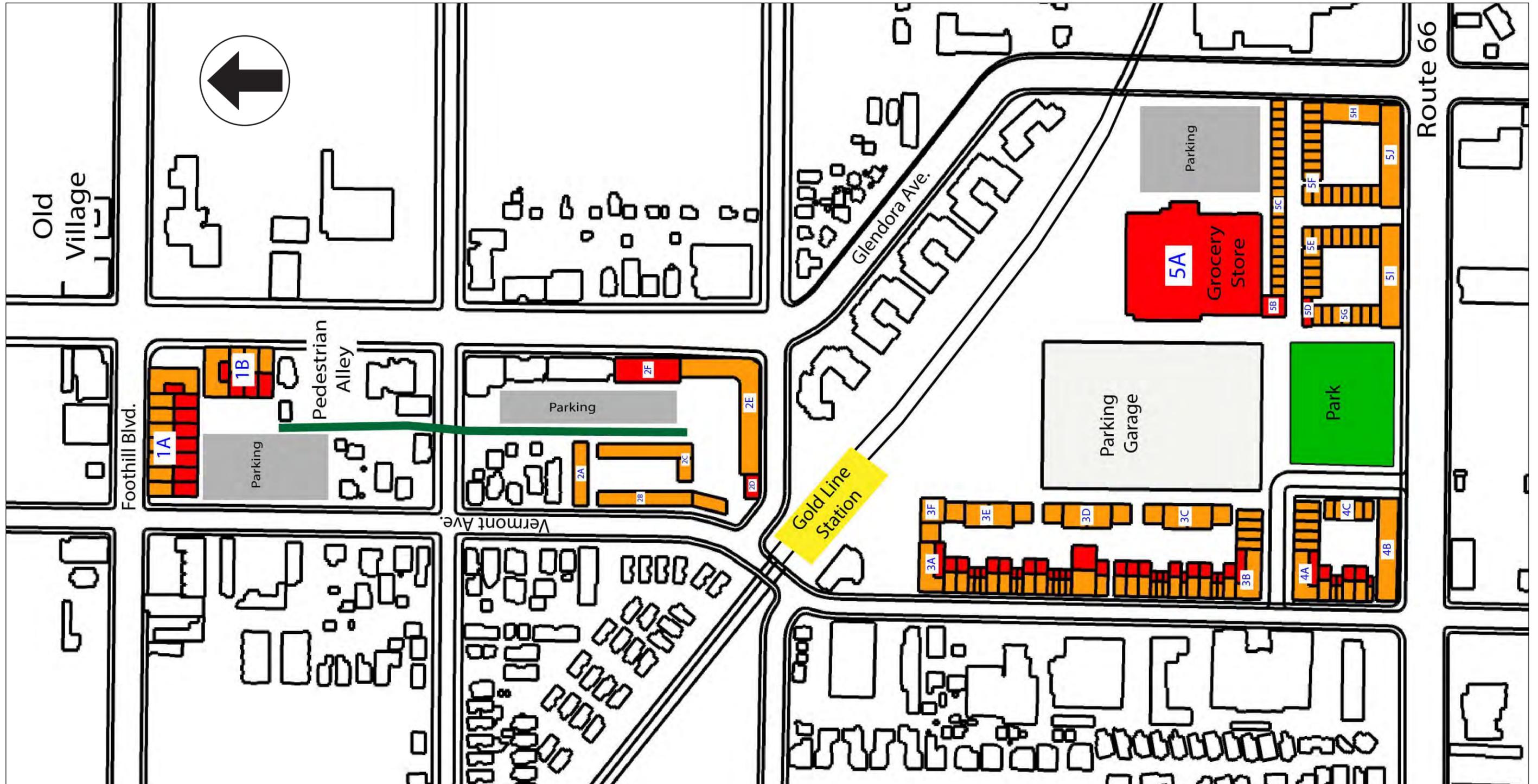
The third goal is to attract local businesses through a range of commercial land use. Respondents to the community survey noted a lack of commercial space in central Glendora, and use the large shopping malls instead. The Bridge will augment commercial uses while increasing residential opportunities. The higher, mixed-use buildings along Route 66 corridor will be of a contemporary style and follow the Route 66 Specific Plan guidelines. The residential density will provide instant patronage for businesses and create a small-town atmosphere that is attractive to consumers and conducive to the street's status as the City's Western Gateway.

The final goal for The Bridge is to include attractive, comfortable, clean, and safe public spaces. This was the most important conclusion from the community and field surveys: residents seem unhappy with the comfort level and image of this part of Glendora and fear the Gold Line station will make it worse. Therefore, addressing safety concerns and blight, especially in adjacent to existing industrial and service buildings on Ada and Vermont is important. The Bridge includes a cohesive streetscaping, sidewalk continuity, screened walls, increased lighting, and publicly accessible restrooms. Additionally, incentivizing business establishments through City programs to beautify and enhance security could be considered.

The Glendora community cherishes the City's small-town ambiance, which can be enhanced by making streetscapes more vibrant and welcoming. The Bridge incorporates traditional street landscaping and hardscape, but also makes accommodations for the addition of outdoor/street dining, street art, and fixed-setting street vendors amongst the more populous sections of the project.

The Bridge project focuses on some of the elements that enhance the first and last mile experience, as this is a qualifying element for Metro Measure M compliance. Changes will involve new and improved signage; new or redesigned sidewalks and crosswalks; lighting; traffic calming measures (e.g., yield signs, cul-de-sacs); and biking enhancements (e.g., bike parking, shared use paths, new bike lanes, and bike intersections). In addition, it is paramount that the area directly adjacent to the new station is prioritized for development and many of the safety and blight concerns mentioned above are addressed. This will be the area commuters will connect as being the "face of Glendora" and making a good impression could entice non-residents to visit the City.

### Illustrative Site Plan

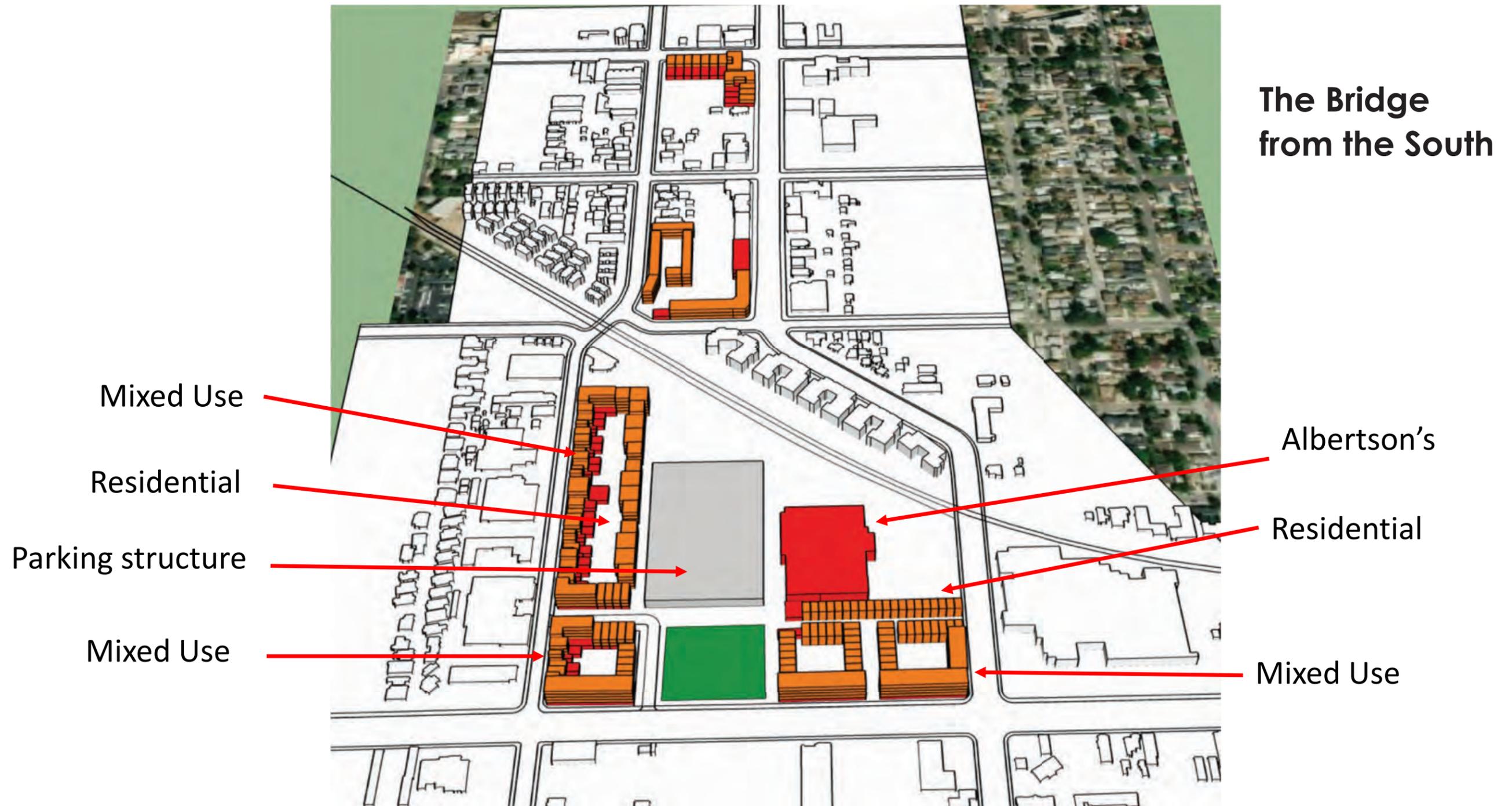


### Project Statistics

(building numbers correspond to the illustrative site plan)

Building	Commercial sq ft.	Commercial Units	Residential sq ft.	Residential Units	Studio	1 bed	2 bed	3 bed	4 bed	# of Stories
1A	26,000	8	19,926	23	-	12	4	7	-	3
1B	14,000	4	13,686	19	-	12	4	3	-	3
2A	-	-	11,700	15	-	6	9	-	-	3
2B	-	-	31,812	44	-	20	24	-	-	4
2C	-	-	29,052	36	-	20	12	4	-	4
2D	1,500	1	-	-	-	-	-	-	-	1
2E	-	-	42,570	44	8	12	6	18	-	3
2F	20,175	6	-	-	-	-	-	-	-	3
3A	27,875	18	46,606	66	19	24	23	-	-	5
3B	25,000	18	45,126	53	14	12	23	-	4	5
3C	-	-	32,800	48	16	16	8	8	-	4
3D	-	-	32,800	48	16	16	8	8	-	4
3E	-	-	26,400	32	-	16	8	8	-	4
3F	-	-	28,500	55	-	40	15	-	-	5
4A	17,125	12	35,356	39	8	12	14	-	5	5
4B	8,400	10	35,280	40	-	24	16	-	-	5
4C	-	-	12,000	5	-	-	-	-	5	3
5A	60,740	1	-	-	-	-	-	-	-	1
5B	2,140	1	-	-	-	-	-	-	-	1
5C	-	-	36,000	20	-	-	-	20	-	3
5D	1,200	1	-	-	-	-	-	-	-	1
5E	-	-	31,200	13	-	-	-	-	13	3
5F	-	-	38,400	16	-	-	-	-	16	3
5G	-	-	16,800	7	-	-	-	-	7	3
5H	4,801	6	20,168	28	-	16	12	-	-	5
5I	8,400	10	35,280	40	-	24	16	-	-	5
5J	8,400	10	35,280	40	-	24	16	-	-	5
<b>TOTAL</b>	<b>225,756</b>	<b>106</b>	<b>656,742</b>	<b>731</b>	<b>81</b>	<b>306</b>	<b>218</b>	<b>76</b>	<b>50</b>	<b>N/A</b>

Block	Commercial sq ft.	Commercial Units	Residential sq ft.	Residential Units	Studio	1 bed	2 bed	3 bed	4 bed
Total Block 1	40,000	12	33,612	42	-	24	8	10	-
Total Block 2	21,675	7	115,134	139	8	58	51	22	-
Total Block 3	52,875	36	212,232	302	65	124	85	24	4
Total Block 4	25,525	22	82,636	84	8	36	30	-	10
Total Block 5	85,681	29	213,128	164	-	64	44	20	36



### The Bridge from the South

Mixed Use

Residential

Parking structure

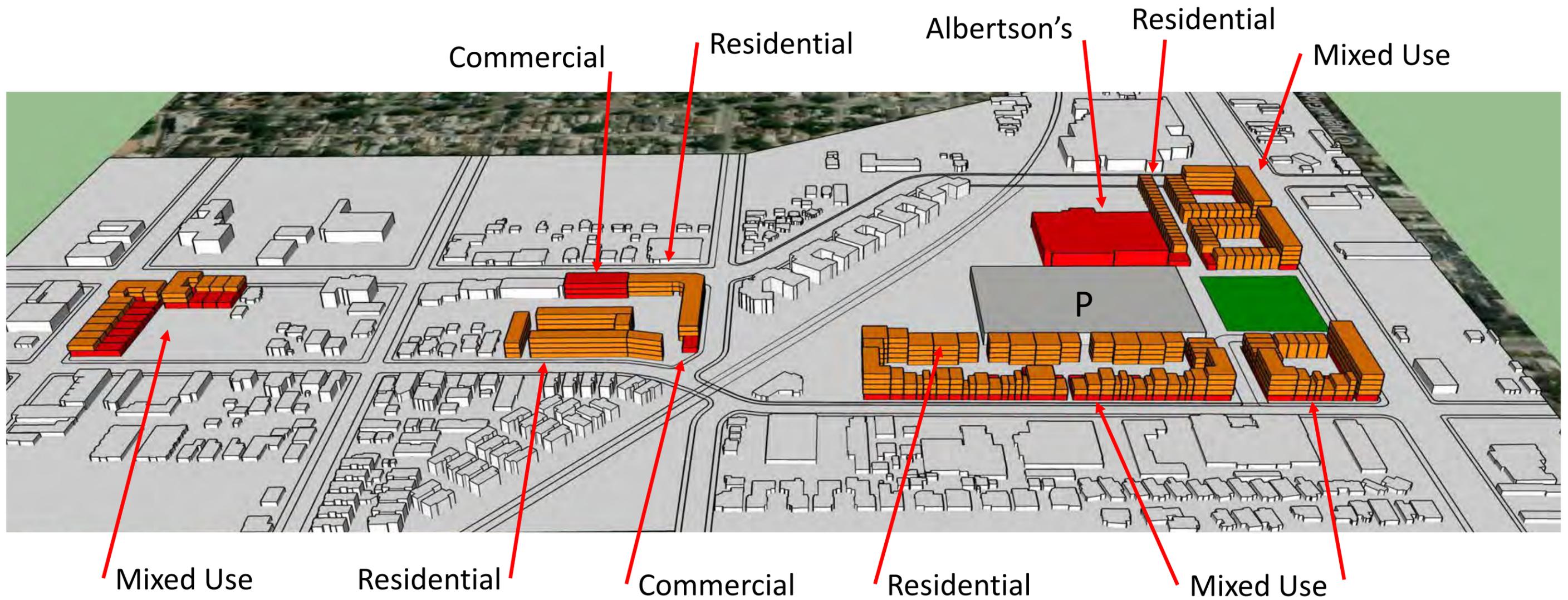
Mixed Use

Albertson's

Residential

Mixed Use

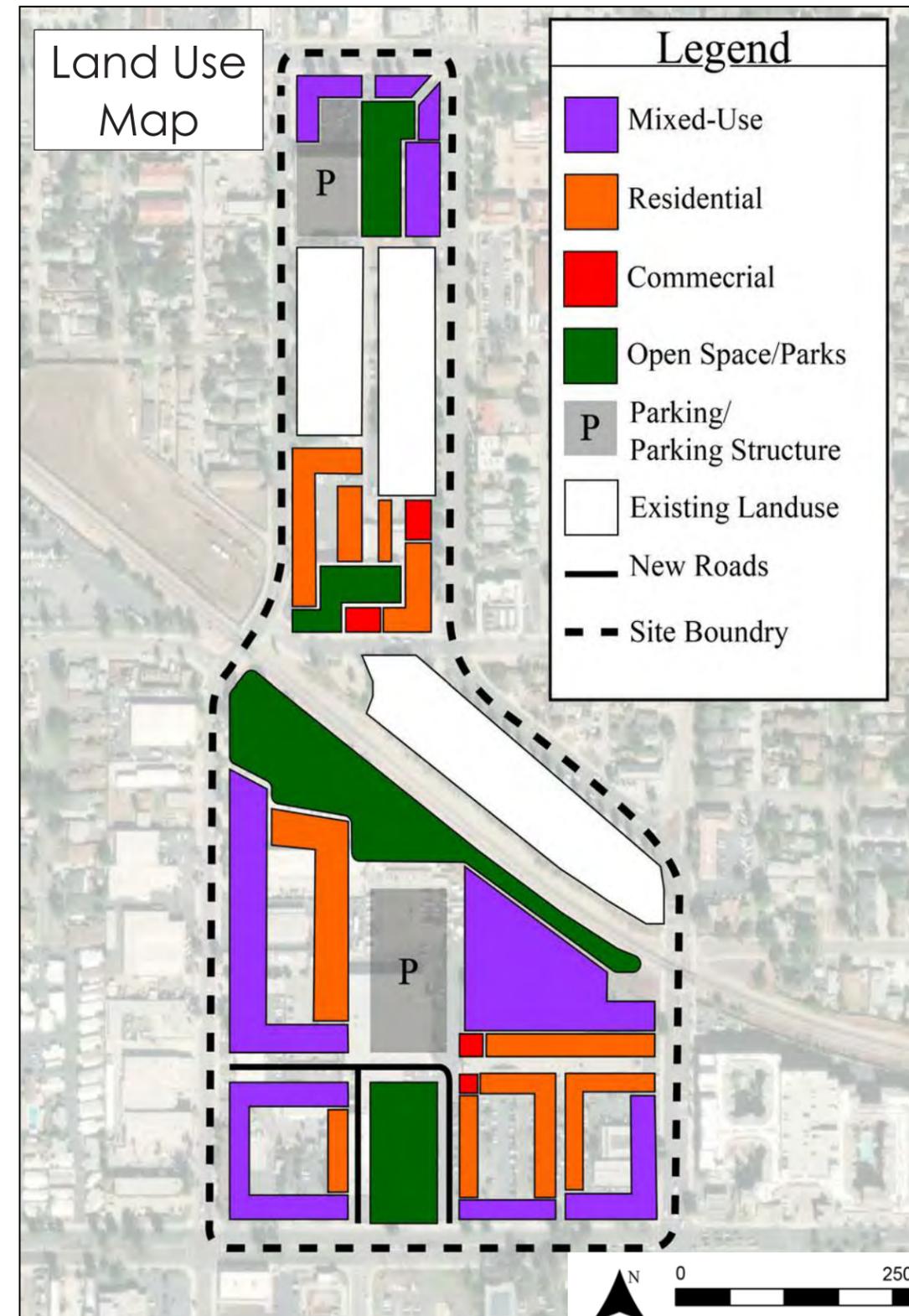
## The Bridge from the West



## Land Uses

The land-use map to the right shows the usage of each different property. The white areas are ones that have been identified as something that will work into the future. The south side of the site towards the Village Core there are two areas that The Bridge project does not touch. Running along Glendora Avenue is the Church of the Brethren. On the other side along Vermont Avenue are a group of single story residential homes. The final area that is left completely untouched is the new townhomes that are on Glendora Avenue. These residences are great examples for new developments. They are medium density and are visually pleasing. There is small inner pathways inside the development that are landscaped very nicely as well. The Bridge project proposes many major changes to the area within the site. Some of the major changes include:

- The corner of Foothill Boulevard and Glendora Avenue is a very important one. The new mixed-use buildings create a seamless transition from the Glendora Village into the site. The inner courtyard acts as a meeting spot for pedestrians walking up into the Village or down to Route 66. This corner is one that attracts pedestrian traffic the new mixed-use buildings come right up to the sidewalk creating an inviting walking environment.
- The new street gives access to the parking structure providing parking for the Goldline station as well as the retail and residential uses in the area.
- Open space along the rail line creates a buffer for the buildings to the north of the tracks.
- On the bottom of the site bordering Route 66 is a mix of residential and commercial uses. A new road is proposed to help vehicular circulation through the new development. The parking structure for the Metro Goldline and the other uses is located in the center.



### Circulation Ideas

#### Carrol Avenue and Vermont Avenue:

Land-use in this area is mainly single-home residential. Making the intersection on Vermont and Carroll avenues a 4-way stop will create safety.

#### Ada Avenue and Vermont Avenue (Railroad also crosses through intersection):

The intersection of Ada and Vermont will become busier with the new station. New stop signs and crosswalks will increase pedestrian safety. On Vermont Avenue close to Route 66, the bus stop should receive an appropriate shelter with a bench.

#### Carrol Avenue and Glendora Avenue:

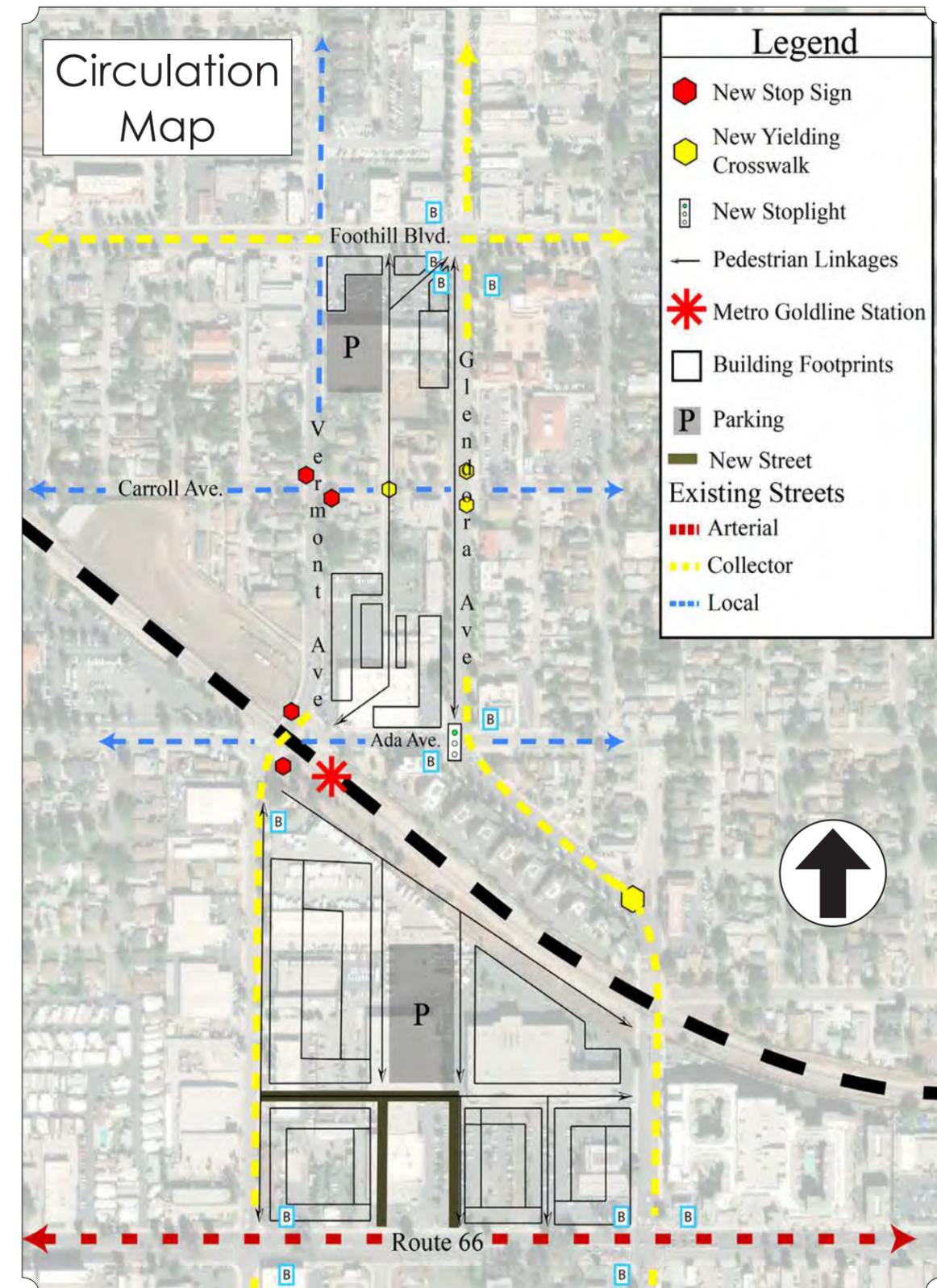
Glendora Avenue is a major pedestrian linkage between the old Village, the station and Route 66. A 4-stop intersection and crosswalks should be added to this intersection.

#### Carrol Avenue and Vermont Avenue:

Although Carrol is one of the least busy roads in the project site, it intersects a the main pedestrian linkage between the Village and the Gold Line station. Its intersection with Vermont Avenue needs a crosswalk and a yield-to-pedestrians sign.

#### Ada Avenue and Glendora Avenue:

The intersection of Ada and Glendora Ave. is a very busy and presents a difficult street geometry. With the added traffic due to the Gold Line Station and the development of The Bridge project, stop light and crosswalks should be added at this intersection. Besides, it is approximately at mid-distance between Foothill and Route 66.

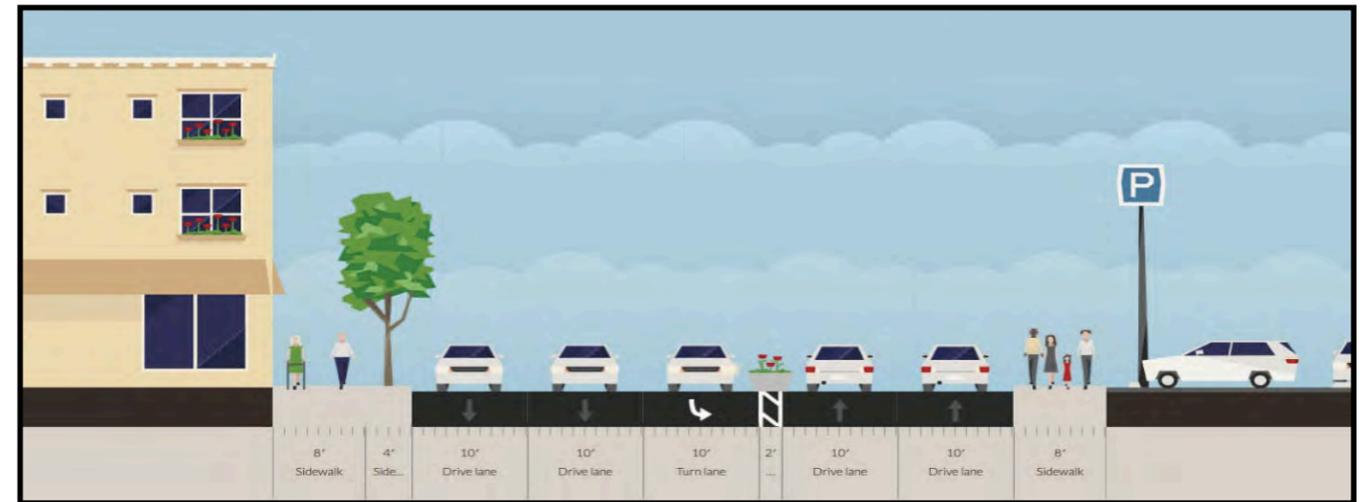


# Typical Street Sections

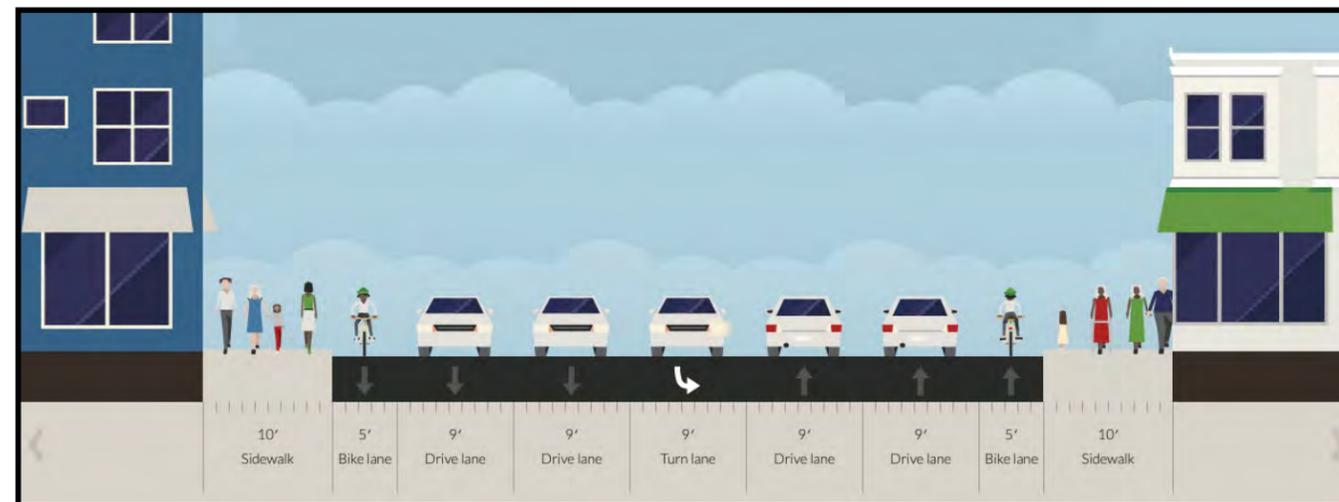
Glendora Avenue (from Foothill Blvd. to Ada Ave.)



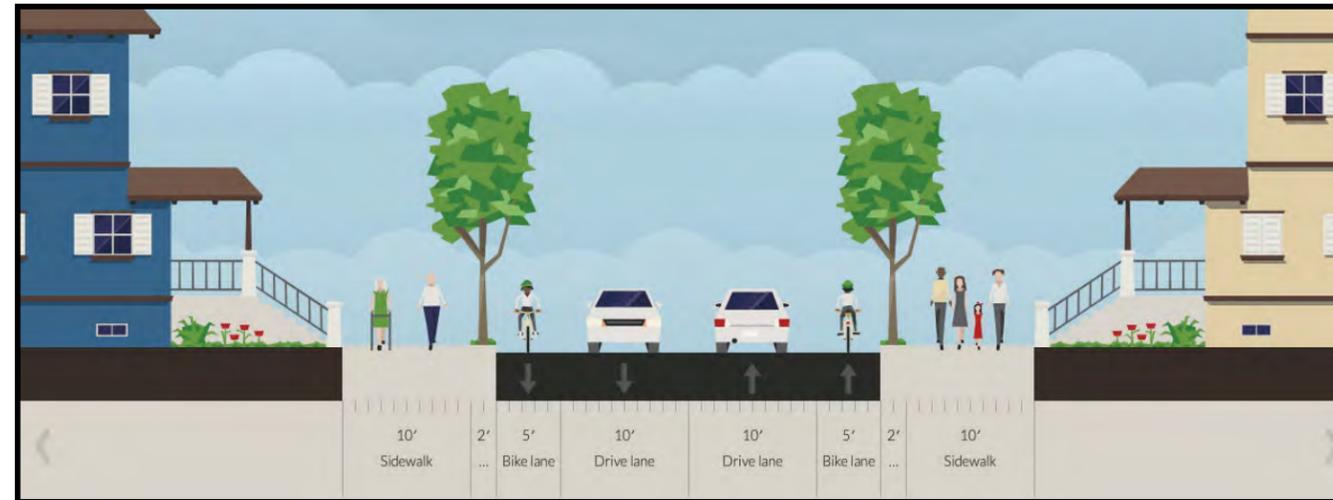
Glendora Avenue (At Route 66)



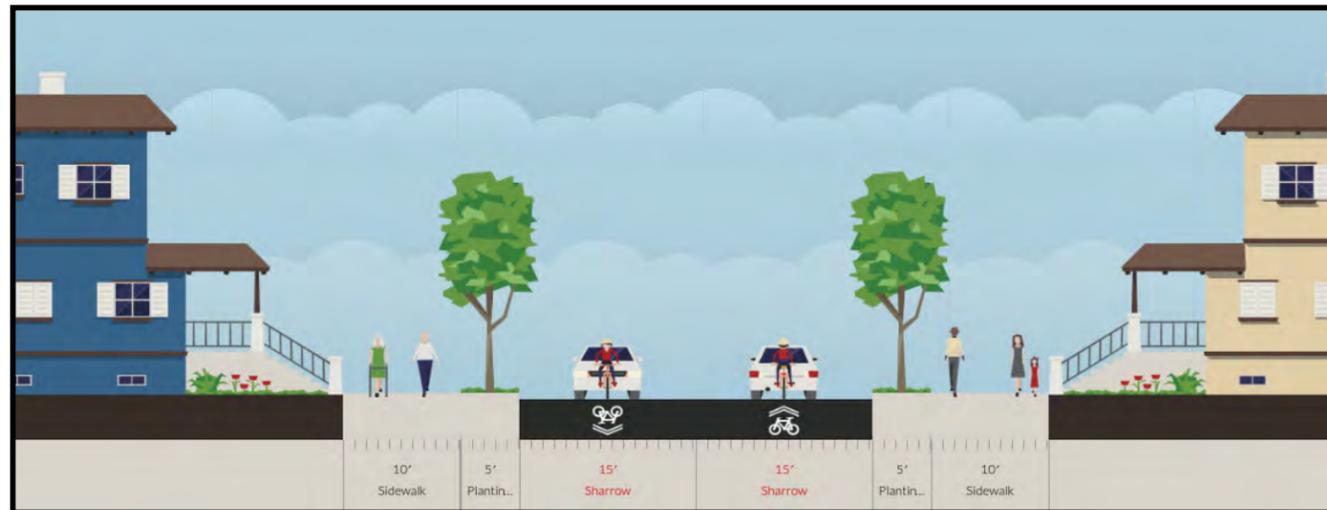
Foothill Boulevard



### Vermont Avenue.



### Carrol Street (between Vermont Ave. and Glendora Ave.)



### Ada Avenue (between Vermont Ave. and Glendora Ave.)





### Scene 1: Corner of Glendora and Foothill.

Corner of Foothill Boulevard and Glendora Avenue as seen from the historic Village. This is a gateway and one of the most important corners of The Bridge project as it blends old and new development. A prime location for new businesses or businesses located by the historic Village, on an important vehicular corridor, and at a five-minute walk from the Gold Line Station.

The existing shopping center will be redeveloped as a 3 story mixed use development with apartments over street retail and commercial use. The apartments should range from luxury to affordable units. A small public plaza at the corner will create a dialogue with the City Hall park across the street. Architectural design should scale down the building mass and locate shop windows and entrances by the sidewalk.



### Scene 3: Route 66 at Vermont Avenue.

View of mixed-use building at the corner of Route 66 and Vermont Avenue and Route 66. The tallest buildings in The Bridge, it includes four stories of apartments over ground floor retail. It takes advantage of Route 66's vehicular traffic and the proximity with the Gold Line Station.

The contemporary architecture is appropriate to the place, and is made as transparent as possible, particularly along the sidewalks. The volume is scale down along Vermont Avenue. Outdoor lounges/decks face the tiered white building to the left. The residential density responds to the market demand generated by the Gold Line Station, the two nearby hospital, Azusa University and Citrus College.

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# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## 5. Conclusions

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## 5. Conclusions

This report provides an assessment of the development potential of several city blocks which surround the soon-to-be-constructed Metro Gold Line station in the City of Glendora. The six alternative schematic visions for the site presented in this report offer physical designs and implementation strategies for future developments. Lying south of Glendora Historic Village, which is the heart of Glendora's downtown, the project area includes public and private properties encompassed by Foothill Boulevard to the north, Glendora Avenue to the east, Vermont Avenue to the west, and, Route 66 to the south.

The alternatives design visions presented here conceptualize ways to link the village on the north to the new station and to Route 66 on the south. They address access to, and circulation around, the new Glendora station. A key objective of all alternatives is to optimize benefits to the city and its residents.

The designs provide ideas of ways to enhance the site's commercial potential while preserving the quality, character, and local culture of Glendora. They are supported by case studies of similar approaches that have been successfully implemented elsewhere, often in cities of similar size and characteristics. Understanding of the site present conditions, resident's preferences identified a community survey and interviews, inspiration from these case studies, and direction from Glendora City planning staff helped shape these designs.

The six alternatives address the following key design issues:

- Redesigning Glendora, Vermont, Foothill and Route 66 to increase walkability, pedestrian safety, and bicycle infrastructure. This include: wider sidewalks; bulb-outs at pedestrian crossings; more lighted intersections and yield signs; more comfortable sidewalks with trees, seating, and pedestrian lighting.
- A well designed signage system for pedestrians and motorists. This would entice: wayfinding; identity and placemaking; and implementation of gateways.
- Developing the south-west corner of the intersection at Foothill and Glendora, at the southern end of the Historic Village, to generate a gateway and

enhance connectivity to the south along Glendora Avenue. Alternatives suggested include: creating a public plaza echoing the one fronting City Hall, enclosing the site corner at the intersection with three-story commercial with residential on top to echo street fabric along Foothill, installing a monument or a fountain, and an informational totem.

- Addressing the development potential of the block occupied by the US Post office, to connect Glendora to Vermont and facilitate crossing the rail line on Vermont to access the planned Metro Gold Line station. Alternatives suggested include: moving the Post Office to the East of the Site and opening up the south west corner of the parcel as a public plaza; relocating the post office to a smaller building in the south area and creating a plaza on this site; replacing it with a commercial complex or with a small hotel and conference center.
- Consider activating and continuing the midblock alleyway as a pedestrian and bicycle connection between Ada Street and the station to Foothill and the Historic Village.
- Consider ways to insert open spaces and pocket parks in private redevelopments in response to the existing need in the downtown and to the community aspirations as identified in the survey.
- Creating a strong axis entry to connect Route 66 to the station. This includes: developing well planned drop off and pick-up points at the station; provide more than one access to the station parking lot/structure; develop the new street as boulevard fronted by mixed use commercial with residential above; include plazas at the corners of the boulevard at Route 66.
- Creating a mix of housing types within the project area to introduce new types to the housing mix currently prevalent in the city. Units suggested include multifamily, smaller size units, "workforce" units, micro units, townhouses and other housing types that have been identified as needed in the city. Solutions that conform to the three stories preferred by the community but provide dense unit configurations yielding pedestrian-friendly walkable environments around entry axes to the station from the north and the south.
- Implement a vibrant mixed-use and dense community in the area south of the

tracks, responding to the redevelopment potential set by the future station and by the vehicle-oriented historic Route 66. The nearby hospitals and colleges are potential clients. Dedicate one of the buildings in this area to a Citrus College initiative, such as an incubator or student housing, was also suggested.

- Consider implementing a pedestrian and bicycle connection along and south of the tracks, providing a connection between Glendora Avenue, the Metro station and Vermont Avenue. If the new street of Route 66 to the station is implemented, the pedestrian and bicycle paths could also run along it.
- Consider redeveloping the Albertson's building. This would include getting it closer to and turning its main facade towards Glendora Avenue or Route 66; include two to three stories of apartments above it; share parking needs with the Metro parking structure.

The six design alternatives offer a range of proposals for the Glendora Gold Line station area. Collectively, they seek to revitalize the site, cater to an anticipated increase in commuters and visitors to the area, generate revenue, and enhance the economy of the City of Glendora.

The Cal Poly BSCRIP Third Year Design Studio 2019 and their instructors appreciate this opportunity to plan and develop urban designs for this site and to offer ideas for the Glendora community to consider. They thank the City of Glendora Planning Department for their cooperation, advice, and support throughout this design process.

# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## Appendix 1: Community Survey

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## Appendix 1 : Community Survey

Below, the flyer used to announce our work, encouraging the community to participate in the on-line survey. The flyers were distributed to the community in two Glendora parks during the Easter Egg Hunt event, and hardcopies were made available and many were filled in on the spot by members of the public. **The same survey was filled in by representatives of the XXXXX High School.** The Glendora planning department also made the announcement and a link to the on-line survey available in the city website.

**Glendora Route 66/Metro Gold Line Station Vision  
Community Preferences**  
*Cal Poly San Luis Obispo Student Survey*

We are City and Regional Planning students from Cal Poly San Luis Obispo. We are helping the City of Glendora develop an urban design vision to connect the Downtown Village, the future Metro Gold Line Station and Route 66. See project area in the image to the right.

We need your help! Give us your opinion and share your ideas on how to make Glendora even better! The survey includes 18 multiple choice questions and should take just a few moments to answer. Your input will remain anonymous. To access the survey please use either the QR code or link provided below.

Link: <https://www.surveymonkey.com/r/GlendoraMETRO>

*Encourage you family and friends to participate in this survey!*

**Thank you!**



CITY OF GLENDORA PRESENTS

# EASTER Egg Hunt

Co-sponsored by The Glendora Kiwanis Club

## Saturday, April 20

**FREE Activities will be held at both  
Finkbiner & Gladstone Parks**

**Pre Hunt Activities 9AM | Egg Hunt 10AM**

**Free Pancakes**  
provided by Glenkirk Church at Finkbiner Park  
and Gladstone Church at Gladstone Park starting at 9AM



**For more information, call 626-914-8228**

## Questions of the Survey

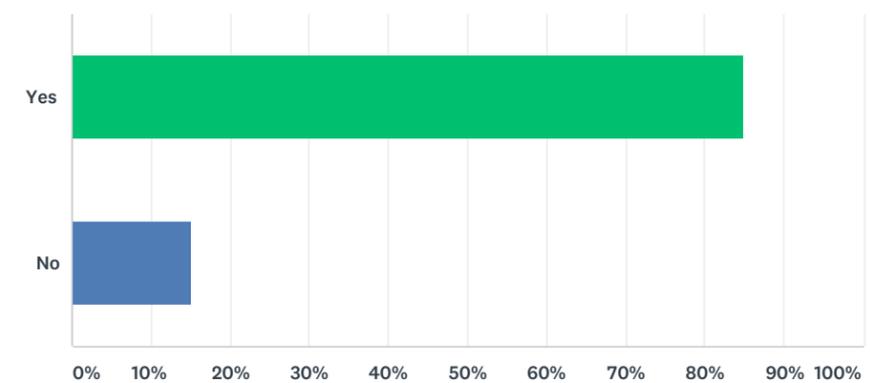
The survey opens with an explanation on the objective of the project and the survey, and a map delineating the project area. The survey included 18 questions, of which 17 were close-ended and one open-ended. They were:

1. Do you live in Glendora?
2. What is your age group?
3. Which the activities below do you regularly do in Glendora? (choose all that apply)
4. If you live, work, got to school in Glendora, are any of the following within a ten-minute walk from the project area? (choose all that apply)
5. In your opinion, which of the following public amenities are most important to have in the project area? (please choose only three)
6. Along Glendora Avenue (North of the Metro Goldline) which of the following land uses are most important to have? (choose all that apply)
7. How many stories do you find acceptable for buildings along Glendora Avenue (North of the Metro Goldline)?
8. Along Glendora Avenue (South of the Metro Goldline) which of the following land uses are most important to have? (choose all that apply)
9. How many stories do you find acceptable for buildings along Glendora Avenue (South of the Metro Goldline)?
10. Along Vermont Avenue (North of the Metro Goldline) which of the following land uses are most important to have? (choose all that apply)
11. How many stories do you find acceptable for buildings along Vermont Avenue (North of the Metro Goldline)?
12. Along Vermont Avenue (South of the Metro Goldline) which of the following land uses are most important to have? (choose all that apply)
13. How many stories do you find acceptable for buildings along Vermont Avenue (South of the Metro Goldline)?
14. Along Route 66, which of the following land uses are most important to have? (choose all that apply)
15. How many stories do you find acceptable for buildings along Route 66?
16. Once the Metro Goldline arrives in Glendora, will you use it?
17. If yes, why would you use it? (choose all that apply)
18. Is there anything else you would like to share with us or propose we consider for the project area?

## Report on the Results of the Community Survey

### Q1 Do you live in Glendora?

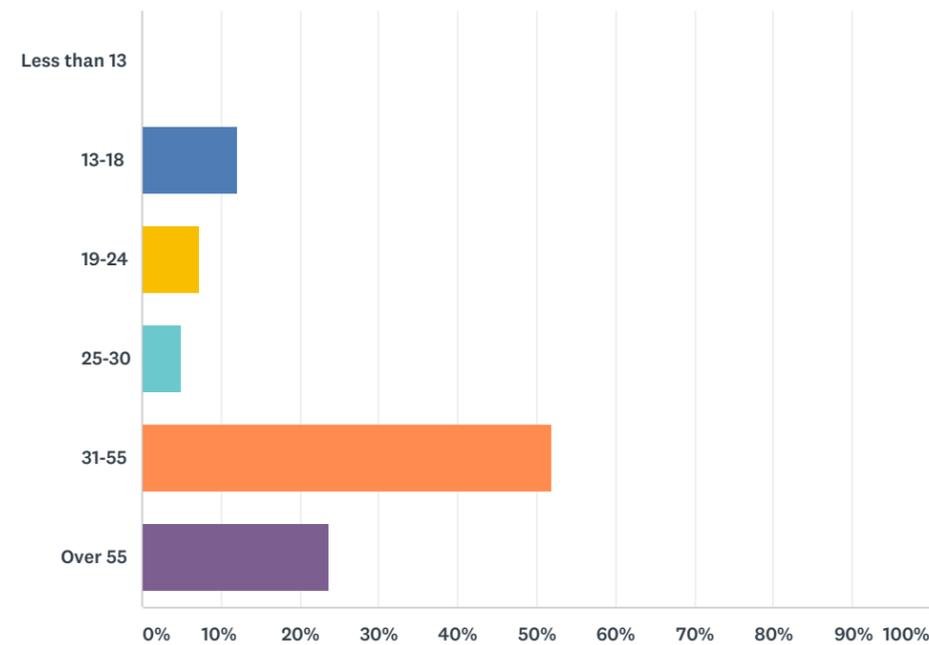
Answered: 488 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	84.84%	414
No	15.16%	74
TOTAL		488

### Q2 What is your age group?

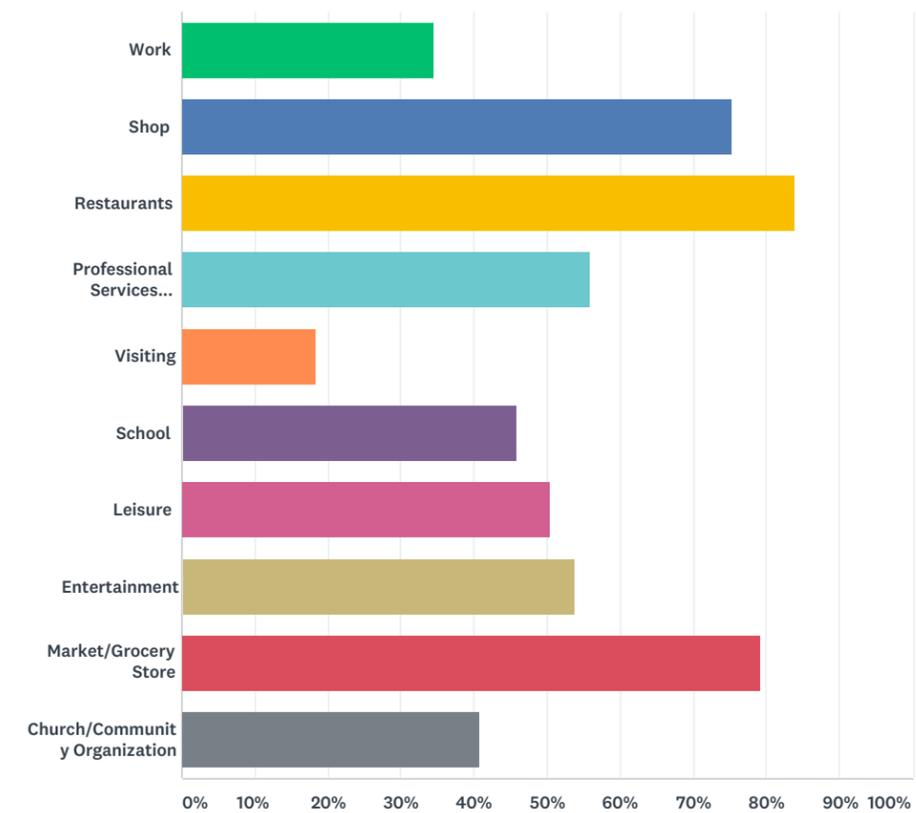
Answered: 488 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 13	0.00%	0
13-18	12.09%	59
19-24	7.38%	36
25-30	5.12%	25
31-55	51.84%	253
Over 55	23.57%	115
<b>TOTAL</b>		<b>488</b>

### Q3 Which of the activities below do you regularly do in Glendora? (choose all that apply)

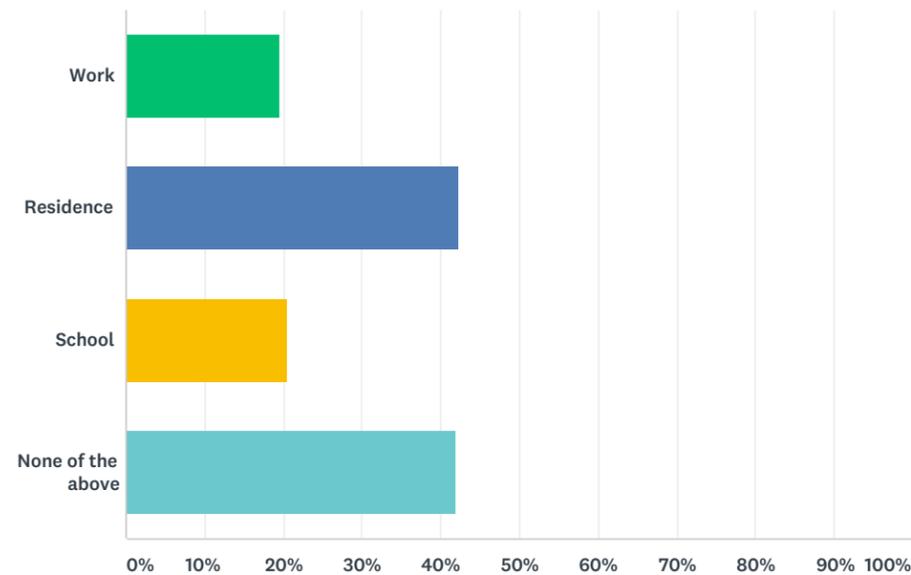
Answered: 441 Skipped: 47



ANSWER CHOICES	RESPONSES	
Work	34.47%	152
Shop	75.28%	332
Restaurants	83.90%	370
Professional Services (Dentist, Doctor, Car Repair)	55.78%	246
Visiting	18.37%	81
School	45.80%	202
Leisure	50.34%	222
Entertainment	53.74%	237
Market/Grocery Store	79.37%	350
Church/Community Organization	40.82%	180

**Q4** If you live, work, go to school in Glendora, are any of the following within a ten minute walk of the project area? (Choose all that apply)

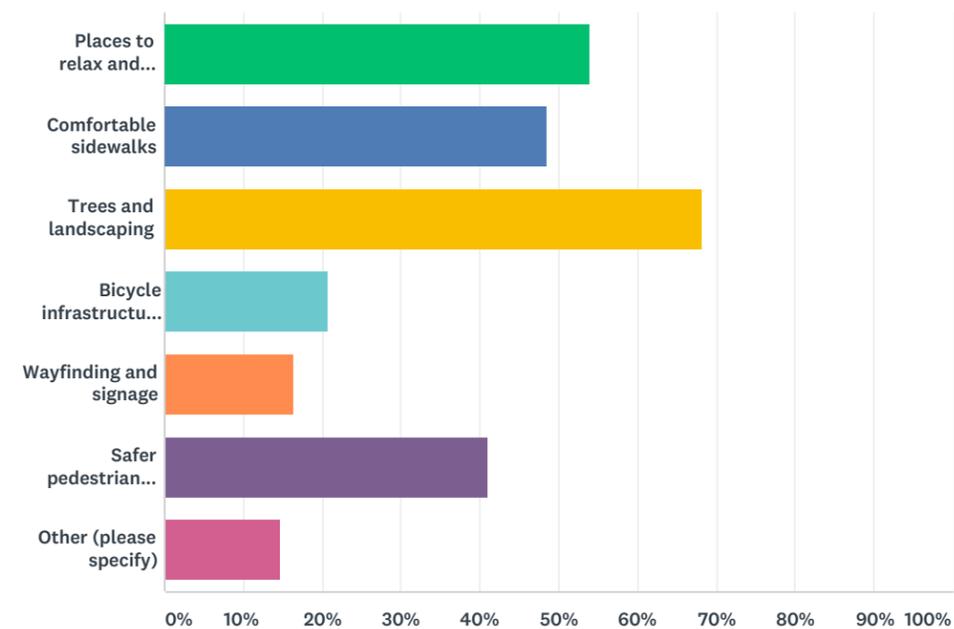
Answered: 430 Skipped: 58



ANSWER CHOICES	RESPONSES	
Work	19.53%	84
Residence	42.33%	182
School	20.47%	88
None of the above	41.86%	180
Total Respondents: 430		

**Q5** In your opinion, which of the following public amenities are most important to have in the project area? (Please choose only three)

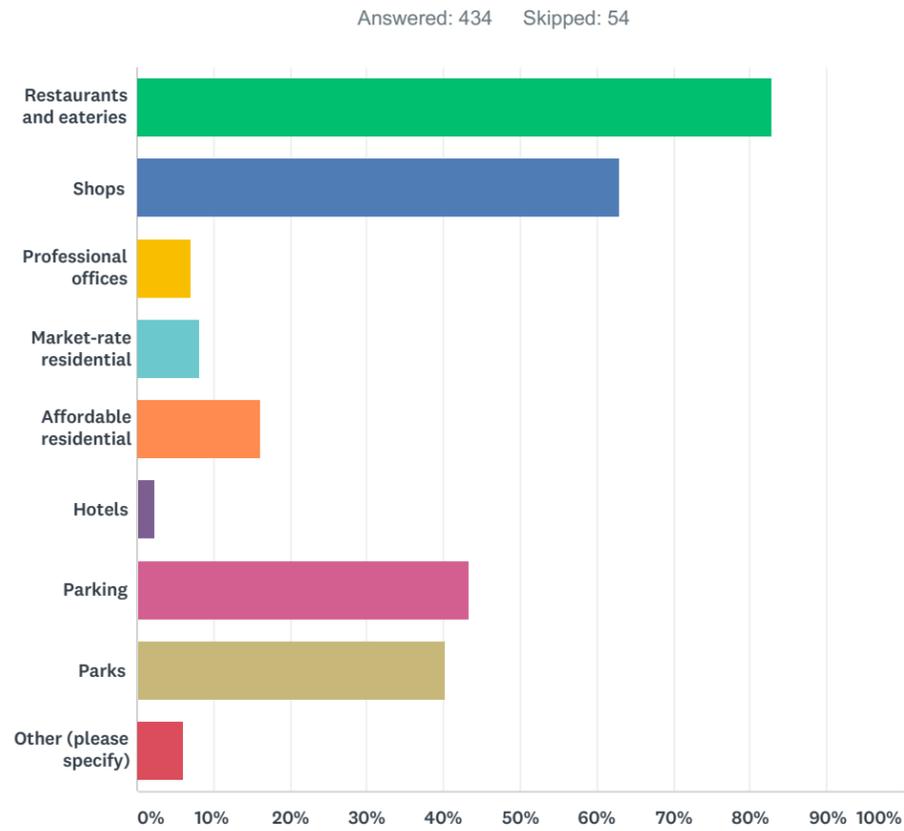
Answered: 441 Skipped: 47



ANSWER CHOICES	RESPONSES	
Places to relax and socialize	53.97%	238
Comfortable sidewalks	48.53%	214
Trees and landscaping	68.25%	301
Bicycle infrastructure (bike lanes, racks, etc)	20.63%	91
Wayfinding and signage	16.33%	72
Safer pedestrian crossings	41.04%	181
Other (please specify)	14.74%	65
Total Respondents: 441		

Total Respondents: 441

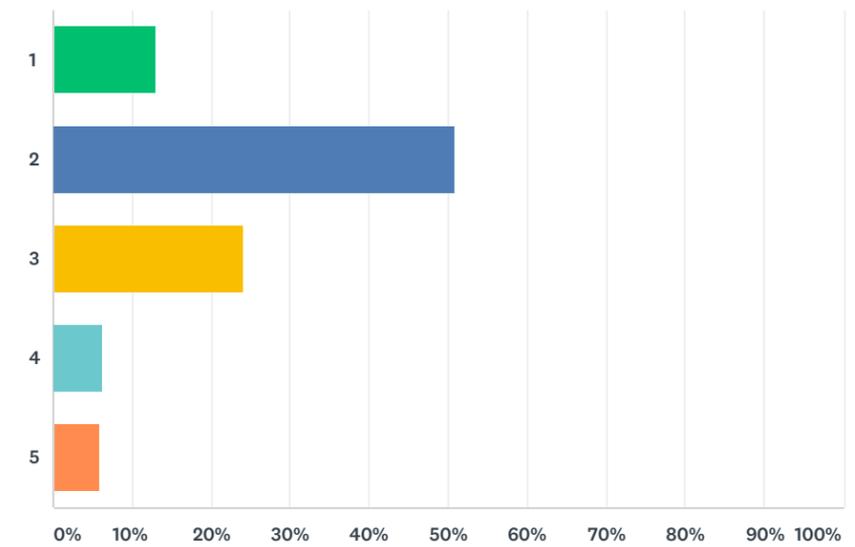
**Q6 Along Glendora Avenue (North of the Metro Goldline), which of the following land uses are most important to have? (Please choose only three)**



ANSWER CHOICES	RESPONSES	
Restaurants and eateries	82.95%	360
Shops	62.90%	273
Professional offices	7.14%	31
Market-rate residential	8.06%	35
Affordable residential	16.13%	70
Hotels	2.30%	10
Parking	43.32%	188
Parks	40.09%	174
Other (please specify)	5.99%	26
Total Respondents: 434		

**Q7 How many stories do you find acceptable for buildings along the Glendora Avenue (North of the Metro Goldline)?**

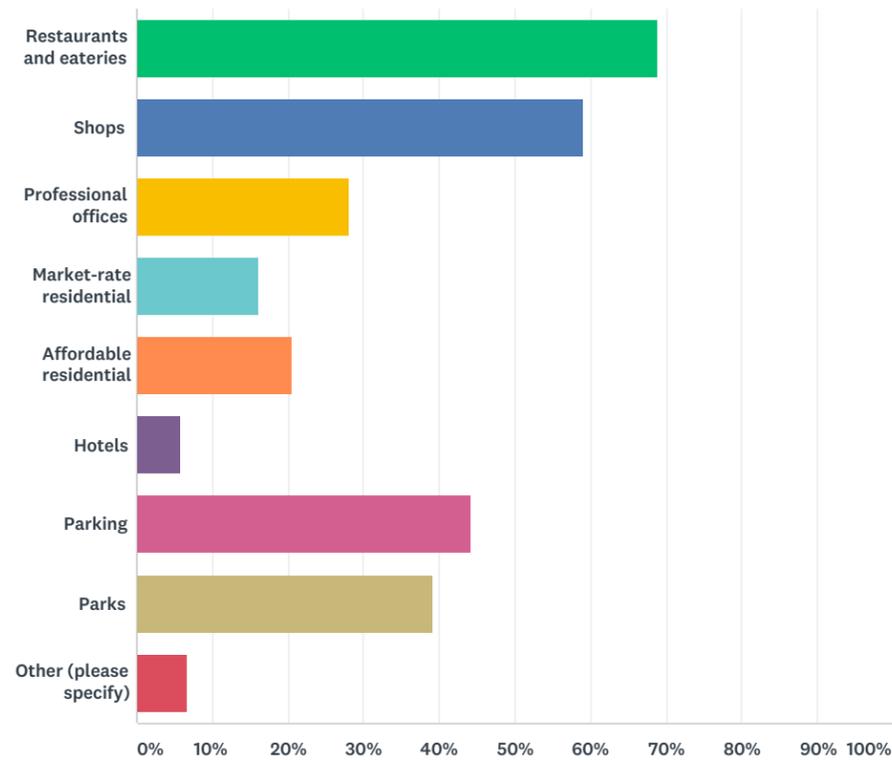
Answered: 431 Skipped: 57



ANSWER CHOICES	RESPONSES	
1	12.99%	56
2	50.81%	219
3	24.13%	104
4	6.26%	27
5	5.80%	25
TOTAL		431

Q8 Along Glendora Avenue (South of the Metro Goldline), which of the following land uses are most important to have? (Please choose only three)

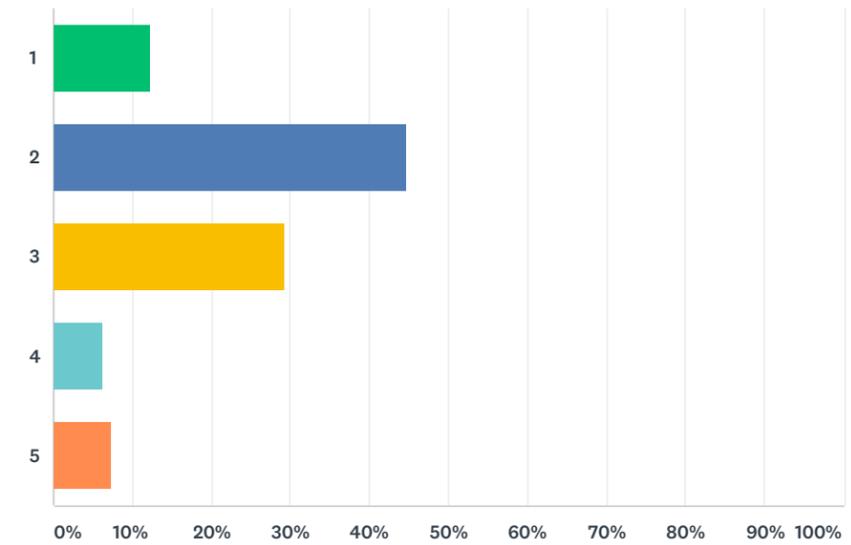
Answered: 421 Skipped: 67



ANSWER CHOICES	RESPONSES	
Restaurants and eateries	68.88%	290
Shops	58.91%	248
Professional offices	28.03%	118
Market-rate residential	16.15%	68
Affordable residential	20.43%	86
Hotels	5.94%	25
Parking	44.18%	186
Parks	39.19%	165
Other (please specify)	6.65%	28
Total Respondents: 421		

Q9 How many stories do you find acceptable for buildings along the Glendora Avenue (South of the Metro Goldline)?

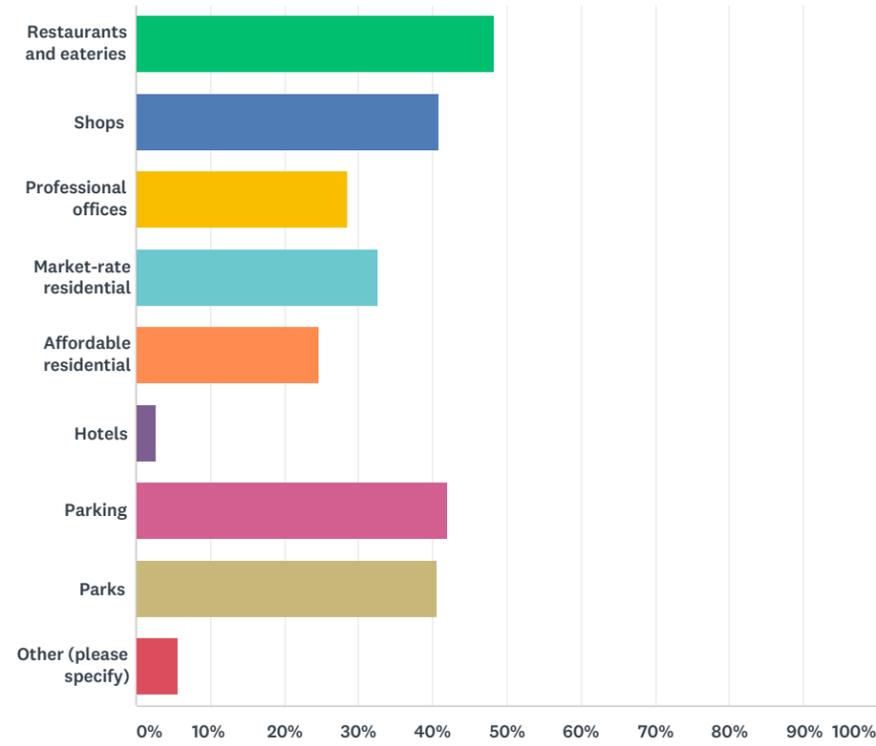
Answered: 418 Skipped: 70



ANSWER CHOICES	RESPONSES	
1	12.44%	52
2	44.74%	187
3	29.19%	122
4	6.22%	26
5	7.42%	31
TOTAL		418

**Q10 Along Vermont Avenue (North of the Metro Goldline), which of the following land uses are most important to have? (Please choose only three)**

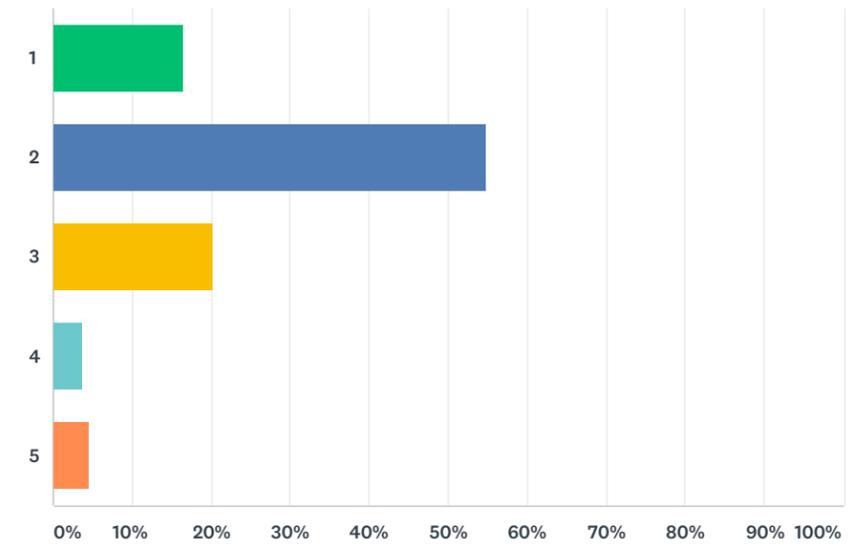
Answered: 410 Skipped: 78



ANSWER CHOICES	RESPONSES	Count
Restaurants and eateries	48.29%	198
Shops	40.73%	167
Professional offices	28.54%	117
Market-rate residential	32.68%	134
Affordable residential	24.63%	101
Hotels	2.68%	11
Parking	41.95%	172
Parks	40.49%	166
Other (please specify)	5.61%	23
Total Respondents: 410		

**Q11 How many stories do you find acceptable for buildings along the Vermont Avenue (North of the Metro Goldline)?**

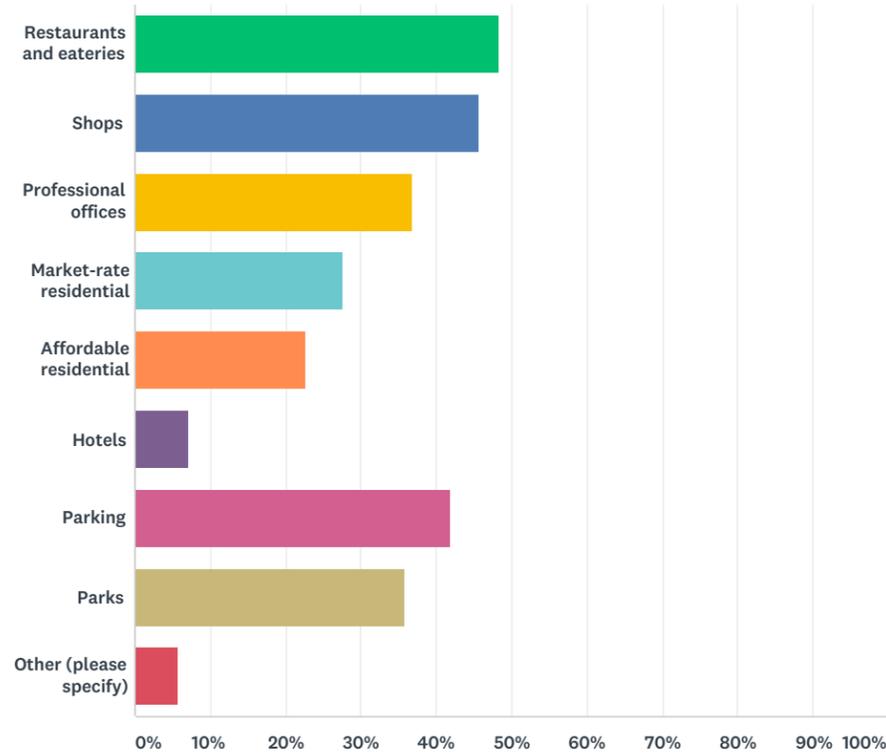
Answered: 409 Skipped: 79



ANSWER CHOICES	RESPONSES	Count
1	16.63%	68
2	54.77%	224
3	20.29%	83
4	3.67%	15
5	4.65%	19
TOTAL		409

Q12 Along Vermont Avenue (South of the Metro Goldline), which of the following land uses are most important to have? (Please choose only three)

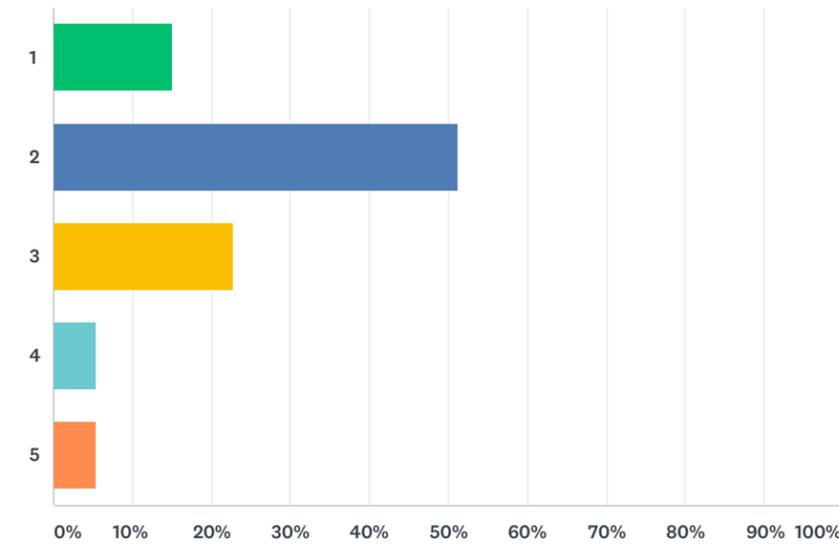
Answered: 402 Skipped: 86



ANSWER CHOICES	RESPONSES	Count
Restaurants and eateries	48.26%	194
Shops	45.52%	183
Professional offices	36.82%	148
Market-rate residential	27.61%	111
Affordable residential	22.64%	91
Hotels	7.21%	29
Parking	41.79%	168
Parks	35.82%	144
Other (please specify)	5.72%	23
Total Respondents: 402		

Q13 How many stories do you find acceptable for buildings along Vermont Avenue (South of the Metro Goldline)?

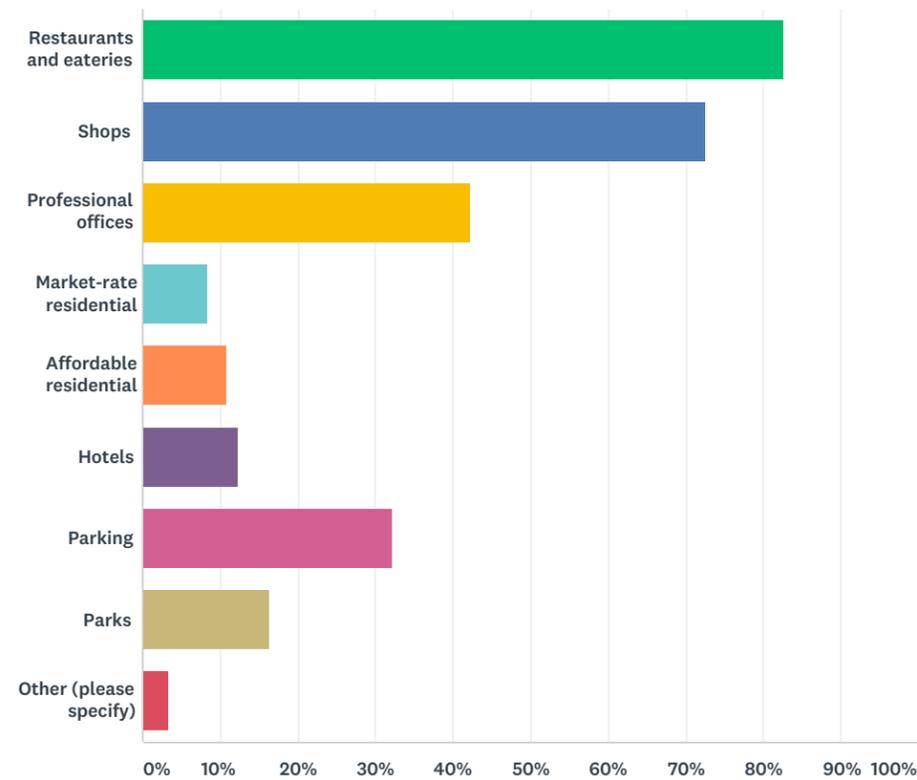
Answered: 400 Skipped: 88



ANSWER CHOICES	RESPONSES	Count
1	15.00%	60
2	51.25%	205
3	22.75%	91
4	5.50%	22
5	5.50%	22
TOTAL		400

**Q14 Along Route 66, which of the following land uses are most important to have? (Please choose only three)**

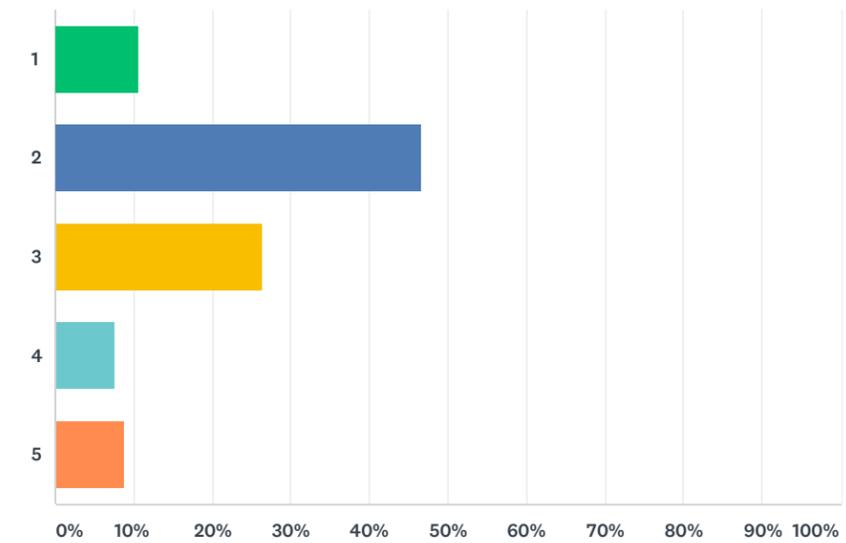
Answered: 398 Skipped: 90



ANSWER CHOICES	RESPONSES	
Restaurants and eateries	82.66%	329
Shops	72.61%	289
Professional offices	42.21%	168
Market-rate residential	8.29%	33
Affordable residential	10.80%	43
Hotels	12.31%	49
Parking	32.16%	128
Parks	16.33%	65
Other (please specify)	3.27%	13
<b>Total Respondents: 398</b>		

**Q15 How many stories do you find acceptable for buildings along Route 66?**

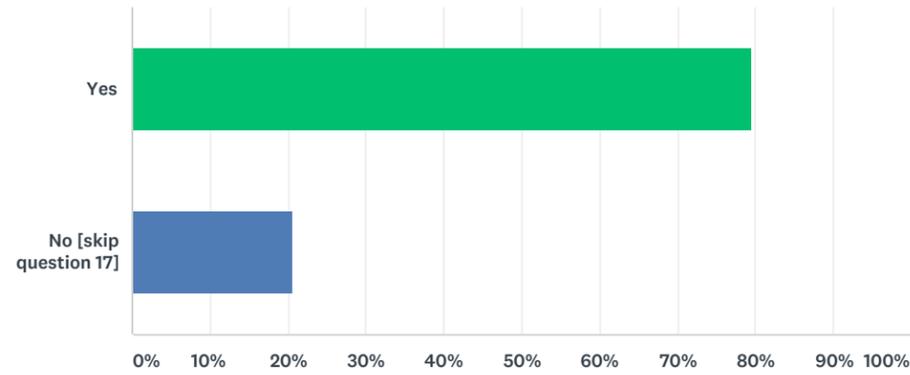
Answered: 396 Skipped: 92



ANSWER CHOICES	RESPONSES	
1	10.61%	42
2	46.72%	185
3	26.26%	104
4	7.58%	30
5	8.84%	35
<b>TOTAL</b>		<b>396</b>

### Q16 Once the Metro Goldline comes to Glendora, will you use it?

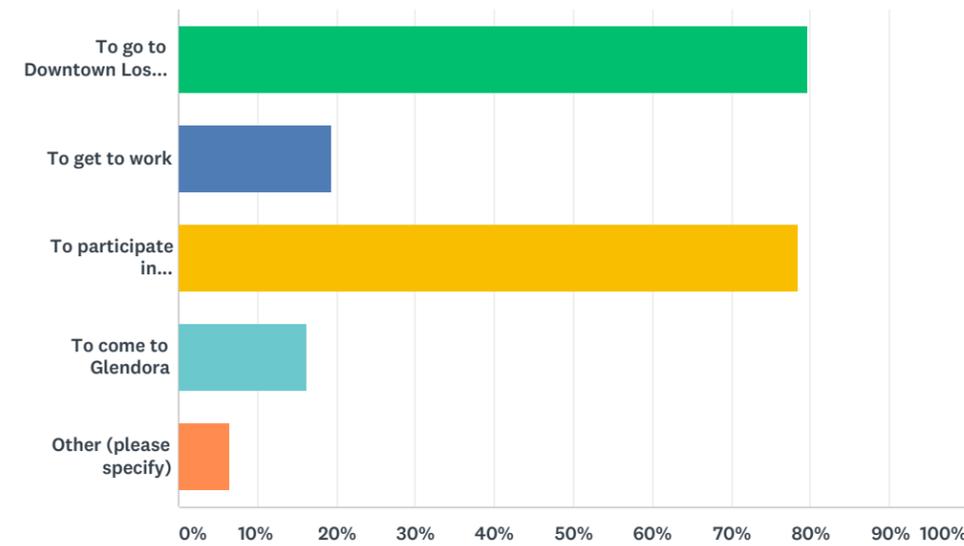
Answered: 397 Skipped: 91



ANSWER CHOICES	RESPONSES	
Yes	79.60%	316
No [skip question 17]	20.40%	81
<b>TOTAL</b>		<b>397</b>

### Q17 If yes, why would you use it? (Please choose all that apply)

Answered: 320 Skipped: 168



ANSWER CHOICES	RESPONSES	
To go to Downtown Los Angeles	79.69%	255
To get to work	19.38%	62
To participate in entertainment and recreational activities	78.44%	251
To come to Glendora	16.25%	52
Other (please specify)	6.56%	21
<b>Total Respondents: 320</b>		

### Q18 Is there anything else you would like to share with us or propose we consider for the project area?

For this question, participants were given opportunity to respond freely and share their thoughts. A total of 193 respondents who answered this question with comments and/or suggestions. They reproduced from the final survey report next.

#	RESPONSES	DATE
1	There should be some pubs and/or breweries put in.	4/30/2019 11:07 PM
2	Make sure you incorporate green space/parks! We do not need every square inch in buildings!!!	4/29/2019 3:51 PM
3	I don't want excessive stop lights at every intersection. Also, ample parking for the Goldline station is of the utmost importance.	4/27/2019 10:24 AM
4	gladstone	4/26/2019 1:56 PM
5	Gladstone	4/26/2019 1:54 PM
6	Please add adequate parking	4/26/2019 1:48 PM
7	Gladstone. Keep in mind historic landmarks and preserve character.	4/26/2019 1:43 PM
8	Gladstone. Traffic from the south side of Glendora to the North Side. Blocking the views of the foothills. Safety and patrol.	4/26/2019 1:41 PM
9	gladstone. I love using the metro to get to LA or Pasadena and it saves gas money!	4/26/2019 1:38 PM
10	gladstone. red line in past in this area	4/26/2019 1:35 PM
11	gladstone	4/26/2019 1:33 PM
12	gladstone	4/26/2019 1:31 PM
13	Gladstone Park survey.	4/26/2019 1:18 PM
14	Gladstone Park survey. "More diveristy in the community"	4/26/2019 1:16 PM
15	Gladstone Park survey. Please consider natural views, walkers, bicyclists and people who need affordable housing.	4/26/2019 1:14 PM
16	maybe put a small park near the actual tracks, then either affordable housing or small shops farther away from the tracks to reduce as much noise as possible	4/26/2019 10:03 AM
17	Thank you for asking us to partake in this survey. Definitely keep the lovely view of the mountains north of the station.	4/25/2019 6:26 PM
18	It will need security.....provide jobs for people and hire a few guards to patrol it....before someone gets hurt. Put cameras in it and POST that they are on camera!!! Safety should come first.	4/25/2019 8:40 AM
19	N/A	4/25/2019 8:03 AM
20	The project area should enhance what Glendora currently is, but not overwhelm it. Some of the cprecently built projects in the area are anything but enhancing. The area should be a place in which people would live to walk with many outdoor eateries. A mid-century modern vibe would make it retro, in line with the era in which most of Glendora was built, but unique from the original downtown area. If done well, It could be very complimentary.	4/23/2019 10:41 PM

21	Think ahead about what what to do with the transient population that will ride to the end of the line.	4/23/2019 10:30 PM
22	no	4/23/2019 7:49 PM
23	Security, people getting off, robbing someone then getting back on and going.	4/23/2019 7:07 PM
24	Lots of landscaping. And security. I'd really just prefer that it skips glendora all together, but that ship sailed.	4/23/2019 5:12 PM
25	Consider the distance from where the Metro line will stop to downtown Glendora or Route 66 - may not be walkable for some (or too hot). How will we help people get to where we want them to shop?	4/23/2019 3:26 PM
26	I work at Citrus College, which has a gold line stop, making it convenient to use if parking is limited in the area.	4/23/2019 1:26 PM
27	Not closing off Ada Ave.	4/23/2019 1:19 PM
28	No more housing or nail salons.	4/23/2019 1:11 PM
29	I think making Glendora more "Urban" is the stupidest thing I have ever heard. You are trying to change the small town that it is. Please stay in your area of San Luis Obispo. You aren't changing the look of Glendora for the better, but instead you are simply just changing Glendora to be like others. Glendora is perfect how it is.	4/23/2019 11:20 AM
30	do not create too many crowded areas, quite roads should stay	4/23/2019 10:55 AM
31	updated roads near the goldline	4/23/2019 10:54 AM
32	Maybe some signs that warn and promote safety to small wandering children.	4/23/2019 10:54 AM
33	N/A	4/23/2019 10:49 AM
34	The City of Glendora needs to have a vision. The State's potential legislation on housing may have severe impacts on Glendora; a vision and plan for the Gold Line is vitally important to keeping Glendora a great place to live and work.	4/23/2019 8:55 AM
35	Please make sure there is less traffic.	4/23/2019 7:17 AM
36	Consider safety and the increase in homelessness	4/23/2019 5:53 AM
37	Who owns the land your are talking about?	4/22/2019 9:34 PM
38	Think of elements in the Santa Monica promenade, Old Town Pasadena promenades and Monrovia's Old Town vibe.	4/22/2019 8:13 PM
39	Would require 24 hour surveillance by GPO	4/22/2019 3:26 PM
40	n/a	4/22/2019 3:24 PM
41	Finkbiner Park - Melia Schelstrate	4/22/2019 3:24 PM
42	n/a	4/22/2019 3:22 PM
43	Finkbiner Park - Melia Schelstrate	4/22/2019 3:20 PM
44	Finkbiner Park - Melia Schelstrate	4/22/2019 3:16 PM
45	Finkbiner Park - Melia Schelstrate - People's safety cause it attracts the Homeless! City starting to look ugly with all the 3 story housing development.	4/22/2019 3:12 PM
46	do not want the gold line (Finkbiner Park, Clarissa)	4/22/2019 3:11 PM
47	Finkbiner Park - Melia Schelstrate	4/22/2019 3:09 PM
48	Valeria Diaz, Finkbrier Park	4/22/2019 3:09 PM

49	Finkbiner Park - Melia Schelstrate	4/22/2019 3:07 PM
50	(Finkbiner Park, Clarissa)	4/22/2019 3:07 PM
51	Valeria Diaz, Finkbrier Park	4/22/2019 3:06 PM
52	Finkbiner Park - Melia Schelstrate - I am not in favor of additional rail. I think the citizens should see a report of its effectiveness before expanding. I think it is a direct cause of the increase in homelessness population in the city.	4/22/2019 3:05 PM
53	No more High density residential monstrosity buildings	4/22/2019 3:05 PM
54	(Finkbiner Park, Clarissa)	4/22/2019 3:03 PM
55	Finkbiner Park - Melia Schelstrate	4/22/2019 2:57 PM
56	gladstone	4/22/2019 2:55 PM
57	(Finkbiner Park, Clarissa)	4/22/2019 2:55 PM
58	Finkbiner Park - Melia Schelstrate	4/22/2019 2:54 PM
59	N/A (Brendan) Finkbiner	4/22/2019 2:50 PM
60	N/A (Brendan) Finkbiner	4/22/2019 2:47 PM
61	Biggest concern is safety and security of our city.	4/22/2019 2:44 PM
62	(Finkbiner Park, Clarissa)	4/22/2019 2:44 PM
63	We need more security on trains for over 55+. (Brendan) Finkbiner	4/22/2019 2:43 PM
64	N/A (Brendan) Finkbiner	4/22/2019 2:36 PM
65	Yes. Homeless now ride to the end of the line, i.e. Glendora and wander around town. We will need to work with Social Services and PD so that the Homeless do not populate the station or live near it or in surrounding neighborhoods.	4/22/2019 2:30 PM
66	(Finkbiner Park, Clarissa)	4/22/2019 2:30 PM
67	Valeria Diaz, Finkbrier Park	4/22/2019 2:28 PM
68	Finkbiner Park - Melia Schelstrate	4/22/2019 2:28 PM
69	No. (Fink, Clarissa)	4/22/2019 2:24 PM
70	Valeria Diaz, Finkbrier Park	4/22/2019 2:22 PM
71	Don't make a stop in Glendora	4/22/2019 1:18 PM
72	Total waste of money to bring crime and homeless into our Community	4/22/2019 11:30 AM
73	Security and homeless control	4/22/2019 8:00 AM
74	Treatment for the drug addicted homeless	4/22/2019 3:44 AM
75	Please consider the increasingly present homeless/transient epidemic. We moved to Glendora 5 years ago from Pasadena and have been big advocates of the train, but the past couple years the homeless issue has grown to the point where it affects our decision to ride/support it.	4/22/2019 1:33 AM
76	Don't come thru Glendora	4/21/2019 10:52 PM
77	Get more shops in the Village! No more mortgage/realtor/insurance store fronts those attract NO ONE! Full empty stores with interesting shops. For the love of everything bring in a GOOD coffee shop, Classic Coffee is not doing coffee drinkers justice!	4/21/2019 10:21 PM
78	If the previous city manager would approve it, then it should be reconsidered. The vision he had for the city is not one the citizens of the city share.	4/21/2019 9:56 PM

79	Glendora residents have deep roots in the "small-town" feel of the city. I love how quaint and quiet the old town area is. The number one priority should be to integrate urban city integration with small town ideals. Glendora doesn't want to be Pasadena or Monrovia. It wants to keep its charm. The residents are very passionate and I think any proposals that taint this antique charm will be quickly shot down at planning commission	4/21/2019 9:35 PM
80	Keep all building setback at least 12 feet from the sidewalk to maintain a visual appeal	4/21/2019 6:36 PM
81	Keep Glendora the same please!!!	4/21/2019 6:06 PM
82	No more nail salons!!!! More restaurants/ social entertainment area	4/21/2019 5:53 PM
83	We could use more parking spots as well as restaurant options so it seems like we might need to parking structures. One near north downtown and one near the gold line station. P	4/21/2019 5:00 PM
84	I oppose the extension. There's already a station not far away. No need to add another station.	4/21/2019 4:15 PM
85	Worried about increased crime rate associated with Goldline.	4/21/2019 2:09 PM
86	Please NO HIGH RISE COMMERCIAL / RESIDENTIAL. I'm for expanding just minimizing the MASSIVE influx that we've already had. Our roads are not designed for bit... YET	4/21/2019 12:31 PM
87	As someone who grew up in Glendora who now lives in Charter Oak after spending years elsewhere (LA, Long Beach, and London), I was shocked by the fear and NIMBY attitudes in the Facebook comments on this survey. Glendora will be better if it connects to the larger world. Don't give in to the fearful or (I hate to say) the bigots. I am at the Azusa and Citrus/APU stations frequently but I have yet to see the hellholes described in the FB comments. Fear and prejudice are not a good look for a community. Don't let the haters hijack the project b	4/21/2019 12:07 PM
88	Safety for our residents are number one. It currently doesn't feel safe to ride bikes with my family trough Route 66 and Vermont. Too many transients.	4/21/2019 12:04 PM
89	lots of landscaping and pedestrian accommodation	4/21/2019 11:34 AM
90	The gold line would be great if it keeps our city safe. For this reason I stopped riding with my nephew. I didn't feel safe. Some guy had a fake badge and then grabs a bottle covered in paper bag and started drinking alcohol (you could smell it). Didn't feel safe after that. No one checks for tickets. Make it safer for people to ride and patrol who gets off at the line.	4/21/2019 11:25 AM
91	We need MORE office space in central Glendora!	4/21/2019 9:53 AM
92	Care needs to be taken to preserve the suburban nature of Glendora. The city does not need any high rise, high density residential. Two of this type have built along Route 66 and both are ugly, to close to the roadway and diminish the open feeling one expects when living in the suburbs.	4/21/2019 9:49 AM
93	Safety! The amount of homeless that will be coming into Glendora is astounding and will begin to cause MAJOR issues	4/21/2019 6:48 AM
94	The City of Glendora is losing so much revenue to neighboring cities that have vibrant downtown areas with adequate parking. I do not want to see any more residential units built. There doesn't need to be any more pressure put on the existing infrastructure.	4/20/2019 10:30 PM
95	Add a bus stop in the village, not a mile away as it is now.	4/20/2019 9:55 PM
96	Put in either underground or over passes so the train does not affect traffic for north and south bound traffic	4/20/2019 9:11 PM
97	We don't need any more drug & homeless people coming into this city where our kids walk to school .	4/20/2019 7:23 PM
98	Refined commercial zoning requirements that limit the number of office and service businesses that detract from the community building appeal that the village has to offer.	4/20/2019 5:41 PM
99	Must ensure safety of people and property at homes in immediate area	4/20/2019 5:06 PM

100	safety	4/20/2019 4:43 PM	124	My main concern is the homeless population since the Glendora stop will be the end of the line for a while. More police enforcement or something that would make the area safer.	4/20/2019 10:45 AM
101	Please consider what this will do to our small town. Look at what the citrus stop has brought in. I won't even be able to let my kids walk downtown anymore. It is beyond heartbreaking what is becoming of our town. If it has to come, then gone a way to enforce the homeless to not loiter, to cleanup after the filth they leave behind. My kids dont need to see feces and used condoms like the citrus station has.	4/20/2019 4:31 PM	125	Please keep building heights to a minimum not to obstruct our beautiful foothills.	4/20/2019 10:35 AM
102	Have open gyms, walking trails in parks and bike lanes all over town	4/20/2019 3:45 PM	126	Plenty of security	4/20/2019 10:26 AM
103	please do not bring the metro gold line to Glendora	4/20/2019 3:35 PM	127	Along with growth, there needs to be plans and people in place to account for crime, safety, and security of citizens in the immediate and surrounding areas.	4/20/2019 10:06 AM
104	No longer in favor of the gold line. It is dangerous and not well policed. Bringing a criminal element into our city.	4/20/2019 3:19 PM	128	Control homeless	4/20/2019 10:04 AM
105	Keep our small town! No more oversized buildings or structures. Our town is being ruined!!!!	4/20/2019 2:40 PM	129	Since the Gold Line was opened near Citrus College, it has been horrible. I thought it would be wonderful to have public transportation but criminals, the homeless and mentally ill adults are now roaming our streets. We have break ins, car vandalism with theft, public urination and our streets are no longer safe. Public safety has to be a priority. We need additional police officers and security guards to deal with the criminals. Those who are homeless and/or mentally ill require services to meet their needs.	4/20/2019 9:59 AM
106	Public safety / crime prevention should be a top priority!!	4/20/2019 2:29 PM	130	No thank you	4/20/2019 9:54 AM
107	Able to rank in order of preference rather than choose 3.	4/20/2019 2:29 PM	131	We just had tax hack we don't need another one.	4/20/2019 9:34 AM
108	Parking near gold line stations has been a huge problem, we need a solid parking plan	4/20/2019 2:11 PM	132	The hope it is just a stop for commuters rather than the end stop for people to get off and loiter.	4/20/2019 9:31 AM
109	Mixed-use, transit-oriented development is the best option. Having parking nearby is somewhat important but the project area should not focus on providing parking.	4/20/2019 1:53 PM	133	Stop the building of monstrous buildings like the one at Glendora Ave and RT 66.	4/20/2019 9:23 AM
110	I grew up in SLO, Glendorans value our historic community. We don't want or need high rises. Many have had the idea to make our town feel like Glendale or SLO or more urban. We LIKE our residential and bedroom community feel. We are a small town in the Foothills. We LOVE our Foothills. We want to see them. We're the pride of the Foothills. Please be MINDFUL of coming in a changing too much WILL anger many of us. Also- DONT create more vehicular traffic for us. We value being able to live in a place free from traffic that the rest of Southern California has. Don't bring us more traffic.	4/20/2019 1:43 PM	134	Glendora is a small bedroom city please don't try to urbanize us	4/20/2019 9:20 AM
111	Please explain the project in greater detail. As a resident, I am concerned because these streets are fully developed and the questions seem like big changes are coming.	4/20/2019 1:26 PM	135	What is the safety plan for residents that live near the line? Theft has been increasing in and around Citrus station, so how are you going to keep that from happening?	4/20/2019 9:07 AM
112	Worried about the homeless population growing	4/20/2019 12:45 PM	136	More variety of socialized places, restaurants and shoppes. Not advocating for more homes to be built. Keep the landscape. Glendora is not the town for high buildings either.	4/20/2019 9:00 AM
113	no	4/20/2019 12:15 PM	137	Stop with urban jungle look. We are the pride of the foothills, not pride of concrete jungles. Green parks, sidewalks, good roads. We want a quiet neighborhood. Pride of the foothills, say it out loud. Stop with the urban junk!	4/20/2019 8:40 AM
114	Look at other cities with successful growth	4/20/2019 12:11 PM	138	Police presence needs to be improved	4/20/2019 8:35 AM
115	Don't change things too much. Glendora is losing the small town feel that brings people here. The Gold Line has already brought in an influx of homelessness. :(	4/20/2019 12:04 PM	139	Keep Glendora to the "small Town" feel.	4/20/2019 8:30 AM
116	Would love to see more bike lanes	4/20/2019 11:58 AM	140	You don't live here! Don't screw up our quaint little town with traffic and people. Very disappointed with this expansion	4/20/2019 8:27 AM
117	Making it modern would be different for the city and really cool, taking inspo from the modern contemporary art museums in DTLA would be amazing	4/20/2019 11:51 AM	141	Parks!!	4/20/2019 7:51 AM
118	N/A	4/20/2019 11:29 AM	142	No more condo-type housing! No more "rabbit warren" apartment buildings like that at the corner of Rte 66 and Glendora Ave. That monstrosity should never have been approved!	4/20/2019 7:48 AM
119	Please don't forget about public safety. And, if you'd like people to take the metro to Glendora, building a large parking structure might do the opposite. People might be more apt to drive instead of taking the train if there is too much parking.	4/20/2019 11:25 AM	143	Do not build tall buildings that will block the beautiful views of the mountains. Do not lose the small town charm. If I wanted to live in the craziness of LA I would live in LA	4/20/2019 7:41 AM
120	Keep Glendora, Glendora. Changing tremendously and adding these huge buildings like they've been doing is NOT good for our community.	4/20/2019 11:16 AM	144	Stop the project leave glendora alone connecting downtwon will only bring in more crime	4/20/2019 7:38 AM
121	Teens need a safe hangout area as well as the community grows	4/20/2019 11:05 AM	145	Don't screw it up with a whole bunch of dense residential housing like that built just east of the	4/20/2019 7:13 AM
122	High rises have no place in the downtown area	4/20/2019 10:54 AM	146	No	4/20/2019 7:11 AM
123	Please don't ruin the view of the foothills like the Avalon apartments on RT 66 and Glendoracace have done	4/20/2019 10:50 AM	147	The homeless population is bound to stop at the end of the line. Precautions should be taken while building to prevent this. They are sleeping in the apu metro structure and it is a safety concern when arrive in early morning hours.	4/20/2019 7:05 AM

148	Being a rider of the Gold Line for work to DTLA in the past, it was tough to find good, affordable restaurants along the Metro stops. I think instead of having a conglomeration of highrises, it would be great to offer a fun indoor/outdoor food court. Public art would be great to delineate the project area zones	4/20/2019 6:39 AM
149	Free or reasonable parking at the Glendora Gold Line Station and plenty of them.	4/20/2019 6:33 AM
150	I wish it was way more south about 4 miles	4/20/2019 4:50 AM
151	No	4/20/2019 4:11 AM
152	I don't like the idea of this project and think it will increase crime in our lovely town. We are considering moving to la Verne. We hate all the new tall housing that is so close to the streets. These new projects are ruining the small safe town I grew up in and want to raise my child in. Such a shame	4/20/2019 3:35 AM
153	No more housing!!!	4/20/2019 1:41 AM
154	There are too many apartments in Glendora. We don't need or want anymore.	4/20/2019 12:14 AM
155	Keep our small town feel	4/19/2019 10:49 PM
156	When designing the area the integration of parks would be a nice accessory but I feel restaurants and shops would be crucial for the success of the plan. Ps. Best of luck to you guys	4/19/2019 10:15 PM
157	Don't take away the small town atmosphere in downtown Glendora!	4/19/2019 10:14 PM
158	Parking close to station, some of the other stations on Gold line have parking that takes a good 5-7 walk that is ridiculous and adds to commute. Make it easier for park and ride	4/19/2019 9:56 PM
159	I work in a surrounding office and hope my work will not be negatively impacted by project.	4/19/2019 9:50 PM
160	Sound abatement for homes at train/ street intersections and security for passengers	4/19/2019 9:41 PM
161	Try to make downtown Glendora nightlife more exciting. At the moment its very boring towards the evening time and there isnt much to do really.	4/19/2019 9:41 PM
162	Safety! Limit anything that seems to welcome transients, criminals, and congestion.	4/19/2019 9:34 PM
163	address safety issues and homeless on metro	4/19/2019 9:30 PM
164	Yes keep our small town feel and let us have a view of our foothills, plus better security around the gold line	4/19/2019 9:28 PM
165	Indoor/outdoor gather spaces	4/19/2019 9:10 PM
166	Perhaps sharing various drawings of what the project could look like might excite community. As a local business owner I'm interested in this project and what it could bring to downtown Glendora. Thank you.	4/19/2019 8:53 PM
167	Homeless enforcement	4/19/2019 8:42 PM
168	Security at the new station, increased police patrols, and patrolled parking structures	4/19/2019 8:31 PM
169	The Just 99 shopping center should be redeveloped. It looks out of place. Consider a park like Liberty Park in Monrovia. If the City can't afford to buy it and build a park on that corner, then maybe a private developer could build apartment or condo building with shops on the ground floor along Glendora and Foothill. Vermont south of the station should be lined up with apartments as well, similar to Avalon at Glendora/Route 66.	4/19/2019 8:29 PM
170	Adding more lanes on Glendora Avenue both northbound and southbound.	4/19/2019 8:23 PM
171	Please keep some small town feel...	4/19/2019 7:13 PM

172	Make sure you have plenty of trash cans/ and a public restroom	4/19/2019 7:03 PM
173	Security	4/19/2019 6:53 PM
174	Please find ways to discourage vagrants from settling in	4/19/2019 6:49 PM
175	The new station will bring an influx of people and that don't live here. Safety should be a priority. Adequate lighting, safe parking, safety services, etc.	4/19/2019 6:33 PM
176	What about more walk/run trails!	4/19/2019 6:25 PM
177	Thank you for putting out this survey. Glendora needs a physical vision for residents to understand and ultimately support. We need to invest in our community and the time is now!	4/19/2019 6:11 PM
178	Please stop building these mammoth apartment buildings and condos they do not belong in this town. We have too many as it is. We need more fine dining and entertainment and fix the streets!!!!	4/19/2019 5:49 PM
179	Dog friendly environment with restaurants.	4/19/2019 5:40 PM
180	Opening the path through the new condos that face the N side of current planned station and then south through the now current hardware store Albertsons. So the walk goes straight through from tree 66 to Glendora ave. More trees and shade along the way with street banners, lights and relighting the historical lights in Glendora	4/19/2019 5:35 PM
181	I like the current feel of the town. I don't want it to be changed too much or attract crowds.	4/19/2019 5:33 PM
182	Please consider underground parking and lots of trees to maintain Glendora's hometown culture.	4/19/2019 5:23 PM
183	No modern buildings; we need craftsman or packing house architecture. Spanish is good too but please add lots of trees for shade, we have too much concrete.	4/19/2019 4:57 PM
184	More restaurants and entertainment (live music venue, comedy club, movie theatre) etc	4/19/2019 4:42 PM
185	Stay away from our historic downtown with your urbanization!	4/19/2019 4:25 PM
186	avoid devaluing area with a flood of nail salons, starbucks and check cashing, etc businesses.	4/19/2019 4:23 PM
187	We need to keep the small town atmosphere!!! No big buildings!!	4/19/2019 4:21 PM
188	Traffic is a problem on Vermont just north of Foothill. People drive too fast.	4/19/2019 4:19 PM
189	Bicycle infrastructure is extremely important. No locations for homeless to congregate or set up camp.	4/19/2019 4:06 PM
190	The location is great to support our land locked downtown. There is a dead zone for 2 blocks between the train and the downtown. The right commercial will guide people to out core.	4/19/2019 4:02 PM
191	Please make sure the environment is cared for and get a recycling bin	4/19/2019 12:51 PM
192	boba place	4/19/2019 12:44 PM
193	Make more parks!	4/19/2019 12:43 PM

# Rethinking Downtown Glendora, CA: Linking the Village to Route 66

## **Appendix 2: Posters presented to the Planning Commission**

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## City of Glendora

### Rethinking Downtown Glendora, CA: Linking the Village to Route 66

# Glendora Transit Village

Team: Melia Schelstrate, Jack Balfour, Valeria Diaz, Sheridan Nansen

Our vision for this project is that the **Glendora Transit Village** will activate the area around the new Glendora Gold Line Station while enhancing pedestrian connectivity to the historic downtown village and Route 66.

The design our team came up with for this project includes enhancing the pedestrian and bike safety in the area as well as helping improve the overall traffic circulation. We also proposed a new street to help with the possible congestion in the area where the new Metro Gold Line Station is going to be located. Included in this project proposal is more of a variety of residential spaces. Certain aspects of our project include creating better connectivity between the area both north and south of the new Metro Gold Line Station. To achieve this we suggest implementing plazas at locations on the site that will draw people from other areas. We also want to make the part of our site north of the metro station look similar to the existing downtown village, and implement a park that will connect the residential areas along Vermont Ave with the commercial spaces and public facilities along Glendora Avenue.

**Legend**

- Open Space
- Medium Density Residential
- Village Mixed Use
- New 2754 Town Center Mixed Use
- Railroad

**LEGEND**

- Parking
- Proposed Buildings
- Green Space
- Metro Goldline Stop
- Street Type 1
- Street Type 2
- Street Type 3
- Street Type 4
- Street Type 5
- Street Type 6

Building #	Land Use	Phase	Area (sq ft)	Volume (sq ft)					
1	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
2	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
3	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
4	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
5	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
6	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
7	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
8	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
9	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
10	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
11	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
12	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
13	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
14	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
15	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
16	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
17	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350

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## City of Glendora

### Rethinking Downtown Glendora, CA: Linking the Village to Route 66

# The Link at Glendora Station

Team 2: Madison Driscoll, Camille Frace, Brendan Norton & Erik Valentine

**The Link at Glendora Station** is a Transit Oriented Development that is working towards creating inclusive, reactivated spaces, while also developing a common ground for all of Glendora's communities and preserving the city's historic image. The site is a unique space that is under development with the implementation of a new Metro Gold Line Station near the heart of Glendora. We have an opportunity to create a space that encompasses existing positive aspects of Glendora, while adding new and improved public spaces, amenities, and land uses. The Link is representative of what the team wishes to improve upon within the site and how it can connect with the city. With the addition of residential, mixed-use, commercial, and public spaces, we are creating a functional space for the people and visitors of Glendora.

**Legend**

- Mixed Use
- Commercial
- Public Facilities
- Residential
- Green/Public Space

**Legend**

- Pedestrian access
- Vehicle access

Building #	Land Use	Phase	Area (sq ft)	Volume (sq ft)					
1	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
2	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
3	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
4	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
5	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
6	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
7	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
8	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
9	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
10	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
11	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
12	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
13	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
14	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
15	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
16	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350
17	Medium-Density Residential	Public	12,350	12,350	12,350	12,350	12,350	12,350	12,350

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## City of Glendora

Team 3: Chris, Nick, Clarissa, Paul

### Rethinking Downtown Glendora, CA: Bridging the Divide

# Citrus Village

Citrus Village will be a vibrant, active, and charming place. A mix of shops, restaurants, and homes will bring life around the Glendora Goldline Station and connect the Village to Route 66. The project will bring together North and South Glendora citizens, as well as visitors from surrounding cities.

**Proposed Residential Breakdown**

Unit Typology	Area	Total Number of Units
Multi-Level Apartments	30,000 S.F.	75 Units
Medium Density Townhomes	4.5 Acres	100 Units
Row House Residential Apartments	90,000 S.F.	65 Units
<b>Total Added Units</b>		<b>240 Units</b>

**Retail Breakdown**

Unit Typology	Area	Total Number of Units
Foodservice Retail	100,000 S.F.	30 Units
Foodservice Office/Service	12,000 S.F.	5 Units
<b>Total Added Square Feet</b>		<b>58 Units</b>

**Auxiliary Uses Breakdown**

Unit Typology	Total Parcel Area
Community Center	1 Acre
Public Open Space	0.5 Acres
<b>Total Added Parcel Area</b>	<b>1.5 Acres</b>

**Land Use Phase 2**

**Circulation Phase 2**

View of Glendora at Foothill

View of Citrus Village Residential

View of Vermont at Foothill

**Illustrative Site Plan**

**LEGEND**

1. Retail Mixed Use with Office Space on Top
2. New Medium Density Townhomes
3. Adaptive Reuse of 15-Year Office into Community Center
4. Retail Mixed Use with Residential on Top
5. New Medium Density Townhomes
6. Retail Mixed Use with Residential on Top
7. Green College Southern and Micro-Units

Priority Street Public Spaces

METRO Parking

Pedestrian Right of Way and Plant Corridor

**Glendora Avenue Street Section**

**Vermont Avenue Street Section**

**View of Project from the South West**

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## City of Glendora

Team: Alexandra Lee-Gardner, Camille Kelem, Elizabeth Farin, Steve Chon

### Rethinking Downtown Glendora, CA: Linking the Village to Route 66

# The New Village

With the arrival of the Gold Line in Glendora, the New Village plan will provide public and private spaces to cultivate a sense of community. The design will improve connections to create a legible, safe, and walkable space that preserves the small village charm. The site entails a variety of uses to accommodate the needs of residents like a grocery store, craft store, gym, and several residential buildings. It also contains uses to meet the needs of those visiting and getting off the Goldline, such as the spa, several restaurants of various cuisines and price points, a hotel, and souvenir shop. Because Glendora is sunny for most of the year, the buildings are arranged around open green space in the center of the plaza. There are several view corridors from the streets on every side into the site to attract people, but the buildings provide a barrier between the open space and the streets so that the users of the site feel comfortable.

**Land Use**

**Legend**

- Parking
- Hospitality
- Village Mixed Use
- Medium-High Density
- Office/Institutional
- Railroad
- General Commercial
- High Density

**Circulation**

**Legend**

- Vehicle paths
- Pedestrian paths
- Building footprints

**Illustrative Site Plan**

**Legend**

- Phase One
- Phase Two

**1**

New Village Plaza, corner of Foothill and Glendora.

**2**

View into the Hotel Plaza, looking S

**3**

View into the Route 66 Plaza, looking W

**Birds Eye View looking from South-West**

**Birds Eye View looking from North-East**

**Cross Section of Glendora Ave**

**Cross Section of New Village Lane**

**Land Use Statistics**

Land Use	Size in Square Feet
Residential	122,815
Open Space	700,000
Post Office	8,500
Mixed Use Commercial-Residential	12,000
Mixed Use Commercial-Office	163,000
Parking	160,150
Hotel	48,480
Commercial	122,835
Restaurant	49,008
Tourism	6,550
Conference Center	26,100
Gym/Spa	30,500
Community Center	46,075
Art Gallery	3,750
<b>Total Building Footprint</b>	<b>418,618</b>

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