

SECTION 1.0

Executive Summary



1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

Regionally, the project site is located in the City of Duarte. The City of Duarte is located in the north-central portion of the San Gabriel Valley, approximately 21 miles northeast of the City of Los Angeles in the County of Los Angeles. The City of Significant and Unavoidable Impact for Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street. All other impacts are Less Than Significant or Less Than Significant With Mitigation Incorporated. Duarte is situated at the base of the San Gabriel Mountains and is bordered by the City of Irwindale to the south, the City of Monrovia to the west, the City of Bradbury and the Angeles National Forest to the north, and the City of Azusa to the east; refer to Exhibit 3-1, Regional Vicinity in Section 3.0.

Locally, the project site is generally located at the northwest corner of Duarte Road and Highland Avenue. The project site is bounded by Evergreen Street and the Foothill Freeway (Interstate 210) to the north, Highland Avenue to the east, a single-family residential neighborhood to the west, and the Los Angeles County Metropolitan Transportation Authority (Metro)-owned railroad right-of-way (ROW) and Duarte Road to the south; refer to Exhibit 3-2, Local Vicinity in Section 3.0.

1.2 PROJECT SUMMARY

DESCRIPTION OF PROJECT

The City-initiated Duarte Station Specific Plan (Specific Plan) is intended to establish the general type, parameters, and character of the development in order to develop an integrated TOD that is also compatible with the surrounding area. The Plan Area's proximity to freeways, major streets, and existing rail infrastructure makes the Duarte Station Specific Plan an ideal location for the integration of mixed uses and transit, along with facilitating economic development in Duarte.

MASTER LAND USE PLAN

The Master Land Use Plan provides flexibility for property owners to respond to market conditions and develop a mixed-use "transit village" that revitalizes the Plan Area through the provision of multiple land uses that complement one another. Land uses consist of residential, office, hotel, commercial/retail, and open space. This mixture of land uses results in the availability of a variety of goods, services, and entertainment for residents, employees, or visitors to the Plan Area. Refer to Exhibit 3-4, Master Land Use Plan in Section 3.0.

Land Use Designations

Based upon the Master Land Use Plan, the Specific Plan is establishing the following land use designations (refer to Table 1-1, Master Land Use Plan Designations and Acreages):

- Mixed Use
- Station Plaza Mixed Use



- High Density Residential
- Recreation/Open Space

**Table 1-1
Master Land Use Plan Designations and Acreages**

Land Use Designation	Acreage
Mixed Use	12.06
Station Plaza Mixed Use	0.81
High Density Residential	2.55
Recreation/Open Space	0.80
Roads	2.86
TOTAL	19.08

DEVELOPMENT SCENARIO

For purposes of the environmental analysis, a development scenario that shows one potential implementation of the Master Land Use Plan has been identified; refer to *Exhibit 3-5, Development Scenario* in *Section 3.0* and *Table 1-2, Development Scenario*. The development program is anticipated to be implemented on development parcels totaling 15.42 acres of developable land, with 2.86 acres of internal project roads and 0.80 acres of open space. The ultimate land use would be determined at the time of site plan submittal for a specific parcel, subject to the development standards and permitted uses outlined in the Specific Plan.

**Table 1-2
Development Scenario**

Land Use	Residential (DU)	Non-Residential (SF)	Non-Residential (Hotel Rooms)
Retail		12,000	
Office		400,000	
Hotel			250
High Density Residential	475 ¹		
Open Space			
Roads			
TOTAL	475¹	412,000	250

Note: A minimum of 178 units shall be provided on Parcels F and H, as shown on Exhibit 3-5.

GROWTH OVER EXISTING CONDITIONS

As shown in the *Table 1-3, Growth Over Existing Conditions*, the anticipated growth in residential and non-residential uses over year 2013 existing conditions within the Plan Area is:

- Addition of 475 dwelling units
- Addition of 98,045 square feet of non-residential uses (office, retail, hotel)
- Addition of 250 hotel rooms



**Table 1-3
Growth Over Existing Conditions**

Land Use	Residential (DU)	Non-Residential (SF)	Non-Residential (Hotel Rooms)
Existing			
Warehouse/Industrial		313,955	
Total		313,955	
Proposed Specific Plan			
Retail		12,000	
Office		400,000	
Hotel			250
High Density Residential	475		
Total	475	412,000	250
Difference Between Existing and Proposed	+475	+98,045	+250

PERMITS AND APPROVALS

The City of Duarte is the Lead Agency for the project and has discretionary authority over the project which includes, but is not limited to, the following:

- Adoption of a Specific Plan/Zone Change
- Adoption of a General Plan Amendment – Text Changes to the Land Use Element relative to the Gold Line Station Area Development
- CEQA Documentation

1.3 PROJECT OBJECTIVES

The Duarte Station Specific Plan includes the following Goals and Objectives to guide the intent and future development within the Specific PM.

1. GOAL: A MIXTURE OF LAND USES

- a. Objective: Develop a flexible mixed-use land use pattern that incorporates retail, office, hospitality, and residential opportunities that will effectively complement each other and provide maximum land use efficiency, while providing economic and social benefits to all users.
- b. Objective: Program retail uses that are neighborhood- and transit-station serving.

2. GOAL: AN ECONOMICALLY FEASIBLE DEVELOPMENT

- a. Objective: Provide flexible non-residential spaces that can be adjusted to respond to shifts in market demand and allow options throughout various economic cycles and scenarios.



- b. *Objective:* Create a range of residential unit types that will be accessible to residents of all income levels.
- c. *Objective:* Provide residential opportunities to assist the City of Duarte in meeting their Regional Housing Needs Allocation (RHNA) objectives.
- d. *Objective:* Encourage the development of a hotel to create local jobs, support City of Hope lodging needs, provide community meeting space, and increase tax revenues within the community.

3. GOAL: TRADITIONAL PEDESTRIAN-ORIENTED STREET PATTERN

- a. *Objective:* Create a “grid-like” block pattern that effectively provides for compact development with reduced road widths to provide connectivity throughout the site.
- b. *Objective:* Give precedence to pedestrians while keeping streets narrow to foster multimodal transportation with bicycle, pedestrian, and transit access.

4. GOAL: SUPERIOR URBAN DESIGN

- a. *Objective:* Allow for building types that will achieve desired density ranges to establish a critical mass of residents and employees to support the transit station, maximize transit ridership, and support retail spaces and local employment centers.
- b. *Objective:* Minimize setbacks to allow buildings to frame and activate the street.
- c. *Objective:* Use trees, shrubs and other landscape and hardscape materials along streets to provide shading, screening, and human scale.
- d. *Objective:* Promote quality architectural design to establish a consistent contemporary design character that creates an identity in the Duarte Station Specific Plan area.

5. GOAL: OUTDOOR SPACES

- a. *Objective:* Provide singular or multiple outdoor spaces, such as an urban green space or public plaza that provides a transition between the station and the surrounding transit village uses in order to provide a public gathering space.
- b. *Objective:* Program outdoor space(s) to accommodate the needs of various user groups, such as residents, employees, commuters, and visitors.

6. GOAL: AWARENESS OF SURROUNDING DEVELOPMENT

- a. *Objective:* Create a center that provides desired goods and services to surrounding residents, students, and employees within and surrounding the Duarte Station Specific Plan area.



- b. *Objective:* Provide specific setbacks, height limitations, upper story step-backs, and landscape requirements to afford adjacent residences privacy and separation from larger buildings.
- c. *Objective:* Consider the future needs of the City of Hope as part of land use planning.

7. GOAL: SUSTAINABLE DEVELOPMENT PRACTICES

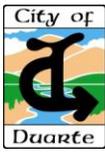
- a. *Objective:* Identify the level of development proposed within the Specific Plan area, and adhere to Levels of Sustainable Development Practices as prescribed in Chapter 19.52 of the City's Development Code.
- b. *Objective:* Ensure that construction and demolition waste is disposed of in accordance with all City regulations and standards.
- c. *Objective:* Consider building layout, siting, and building design to not preclude alternative energy production on-site.
- d. *Objective:* Maximize energy efficiency through local and state standards, indoor environmental quality, energy-efficient lighting, building orientation, shading, and implementation of LEED principles and/or attaining LEED Certification.
- e. *Objective:* Reduce heat island effect through site planning and selection of landscape and hardscape materials.
- f. *Objective:* Incorporate water-efficient design features such as permeable surfaces, collection devices, biofiltration devices, green rooftops, cisterns, berms and swales, and/or green rooftops.
- g. *Objective:* Include climate-adapted landscape within the Specific Plan area.

1.4 SUMMARY OF PROJECT ALTERNATIVES

The analysis focuses on alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. The alternatives to the proposed project under consideration within this EIR consist of:

- Existing Zoning Alternative
- All Residential Alternative
- Reduced Density Alternative 1
- Reduced Density Alternative 2

A comparison of the proposed project with the alternatives is provided in *Table 1-4, Comparison of Proposed Project and Alternatives*.



**Table 1-4
Comparison of Proposed Project and Alternatives**

Land Use	Proposed Project Development Scenario	Alternative One: Existing Zoning Alternative	Alternative Two: All Residential Alternative	Alternative Three: Reduced Density Alternative 1	Alternative Four: Reduced Density Alternative 2
Retail (SF)	12,000			12,000	12,000
Office (SF)	400,000			295,000	160,000
Hotel (Rooms)	250			150	150
High Density Residential (DU)	475		600	240	150
Warehouse/Industrial (SF)		313,955			
TOTAL	475 DU 412,000 SF 250 Rooms	313,955 SF	600 DU	240 DU 307,000 SF 150 Rooms	150 DU 172,000 SF 150 Rooms

SF = Square Feet; DU = Dwelling Unit

ALTERNATIVE ONE: EXISTING ZONING ALTERNATIVE

Pursuant to *CEQA Guidelines* Section 15126.6(e)(2), a No Project Alternative must be analyzed within the EIR. The No Project Alternative should discuss what would be reasonably expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services. In the context of this EIR, the Existing Zoning Alternative is the No Project Alternative in compliance with *CEQA Guidelines* Section 15126.6(e)(2), and assumes that the proposed Duarte Station Specific Plan would not be implemented.

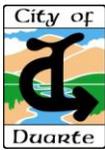
The project site would remain unaltered and the existing on-site industrial uses would continue to operate as they do currently. In addition, it is assumed that this Alternative would provide 125-250 parking spaces for the Gold Line Station.

ALTERNATIVE TWO: ALL RESIDENTIAL ALTERNATIVE

Alternative Two would include only high density residential at a density of up to 40 dwelling units per acre for a total of 600 dwelling units. It is assumed that this Alternative would have similar acreages for recreation/open space and roads as the proposed project (0.80 and 2.86, respectively), and provide 125-250 parking spaces for the Gold Line Station.

ALTERNATIVE THREE: REDUCED DENSITY ALTERNATIVE 1

Alternative Three would be similar to the proposed project in terms of land use types, but at reduced residential densities and non-residential intensities. It is assumed that this Alternative would have similar acreages for recreation/open space and roads as the proposed project (0.80 and 2.86, respectively), and provide 125-250 parking spaces for the Gold Line Station. Alternative Three includes:



- 12,000 SF of Retail
- 295,000 SF of Office
- 150 Hotel Rooms
- 240 Dwelling Units
- Parking for Gold Line

Building heights would be similar or reduced compared to the proposed project:

- Residential - four to five stories
- Office – six to seven stories
- Hotel – five to six stories

ALTERNATIVE FOUR: REDUCED DENSITY ALTERNATIVE 2

Alternative Four would be similar to the proposed project in terms of land use types, but at reduced residential densities and non-residential intensities. It is assumed that this Alternative would have similar acreages for recreation/open space and roads as the proposed project (0.80 and 2.86, respectively), and provide 125-250 parking spaces for the Gold Line Station. Alternative Four includes:

- 12,000 SF of Retail
- 160,000 SF of Office
- 150 Hotel Rooms
- 150 Dwelling Units
- Parking for Gold Line

Building heights would be reduced compared to the proposed project:

- Residential – three to four stories
- Office – six to seven stories
- Hotel – five to six stories

1.4.1 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated.

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment.

ALTERNATIVE ONE: EXISTING ZONING ALTERNATIVE

In comparison to the proposed project, the Existing Zoning Alternative results in fewer impacts relative to aesthetics, traffic, air quality, greenhouse gas emissions, noise, and public services and utilities. Greater impacts would be anticipated for land use, population and housing, and



hydrology, drainage, and water quality. All significant unavoidable impacts related to shade/shadow, traffic, air quality, and noise impacts would be eliminated with this Alternative.

The Existing Zoning would not implement the overarching goals of the proposed project to provide a mixture of land use, an economically feasible development, traditional pedestrian-oriented street pattern, superior urban design, outdoor spaces, awareness of surrounding development, or sustainable development practices. Therefore, none of the project goals and objectives would be met under the Existing Zoning Alternative.

ALTERNATIVE TWO: ALL RESIDENTIAL ALTERNATIVE

In comparison to the proposed project, the All Residential Alternative would result in similar impacts relative to air quality; noise; and hydrology, drainage, and water quality. The All Residential Alternative results in fewer impacts to aesthetics, traffic, greenhouse gas emissions, hazardous materials; and public services and utilities. Greater impacts would be anticipated for land use and population and housing. All significant unavoidable impacts related to shade/shadow impacts would be eliminated with this Alternative, while significant unavoidable impacts related to traffic, air quality, and noise would be reduced.

The All Residential Alternative meets Goals 3, 5, and 7; partially meets Goals 2, 4, and 6, and does not meet Goal 1.

ALTERNATIVE THREE: REDUCED DENSITY ALTERNATIVE 1

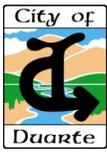
In comparison to the proposed project, the Reduced Density Alternative 1 would result in similar impacts relative to land use; aesthetics; population and housing; air quality; noise; hazardous materials; hydrology, drainage, and water quality; and public services and utilities. The Reduced Density Alternative 1 results in fewer impacts to traffic and greenhouse gas emissions. All significant unavoidable impacts related to shade/shadow, traffic, air quality, and noise would be reduced, but not eliminated.

The development anticipated under the Reduced Density Alternative 1 is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, although with less residential units and non-residential square footage. The Reduced Density Alternative 1 meets Goals 1 through 7.

ALTERNATIVE FOUR: REDUCED DENSITY ALTERNATIVE 2

In comparison to the proposed project, the Reduced Density Alternative 2 would result in similar impacts relative to land use; aesthetics; population and housing; air quality; hazardous materials; and hydrology, drainage, and water quality. The Reduced Density Alternative 2 results in fewer impacts to traffic, greenhouse gas emissions, noise, and public services and utilities. All significant unavoidable impacts related to shade/shadow, air quality, and noise would be reduced, while significant unavoidable impacts related to traffic would be eliminated.

The development anticipated under the Reduced Density Alternative 2 is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, although with much less residential units and non-residential square footage. The Reduced Density Alternative 2 meets Goals 3 through 7, and generally meets Goals 1 and 2.



ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. In consideration of these factors, Alternative Four: Reduced Density Alternative 2 is selected as the Environmentally Superior Alternative to the proposed project.

Table 1-5, Comparison of Alternatives, provides an overview of the alternatives analyzed and a comparison of each alternative’s impact in relation to the proposed action.

**Table 1-5
Comparison of Alternatives**

Impact Area	Alternative One: Existing Zoning Alternative	Alternative Two: All Residential Alternative	Alternative Three: Reduced Density Alternative 1	Alternative Four: Reduced Density Alternative 2
Land Use	○	○	=	=
Aesthetics	◆	◆	=	=
Reduces Significant Unavoidable Impact?	Yes	Yes	Yes	Yes
Eliminates Significant Unavoidable Impact?	Yes	Yes	No	No
Population and Housing	○	○	=	=
Traffic	◆	◆	◆	◆
Reduces Significant Unavoidable Impact?	Yes	Yes	Yes	Yes
Eliminates Significant Unavoidable Impact?	Yes	No	No	No
Air Quality	◆	=	=	=
Reduces Significant Unavoidable Impact?	Yes	Yes	Yes	Yes
Eliminates Significant Unavoidable Impact?	Yes	No	No	No
Greenhouse Gas Emissions	◆	◆	◆	◆
Noise	◆	=	=	◆
Reduces Significant Unavoidable Impact?	Yes	Yes	Yes	Yes
Eliminates Significant Unavoidable Impact?	Yes	No	No	Yes
Hazardous Materials	○	◆	=	=
Hydrology, Drainage, and Water Quality	○	=	=	=
Public Services and Utilities	◆	◆	=	◆
= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior). ○ Indicates an impact that is greater than the proposed project (environmentally inferior). ◆ Indicates an impact that is less than the proposed project (environmentally superior).				



1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures	Level of Significance
Land Use		
<p><i>Southern California Association of Governments</i></p> <p>Implementation of the proposed project could conflict with SCAG's 2012 RTP/SCS Goals and Adopted Growth Forecasts.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p><i>City of Duarte General Plan</i></p> <p>Implementation of the proposed project could conflict with a Duarte General Plan Land Use Plan or Policy.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p><i>City of Duarte Development Code</i></p> <p>Implementation of the proposed project could conflict with the Duarte Municipal Code Standards and Regulations.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p><i>Cumulative Impacts</i></p> <p>Development associated with implementation of the proposed project and other related cumulative projects could conflict with applicable land use plans, policies, or regulations.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
Aesthetics		
<p><i>Short-Term Visual Character/Quality</i></p> <p>Construction activities associated with implementation of the proposed project could result in significant impacts related to temporary degradation of the visual character/quality of the site and its surroundings.</p>	<p><u>AES-1</u> Prior to the issuance of a building permit, each project applicant shall submit a Construction Management Plan for review and approval by the City of Duarte Community Development Director. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and construction haul route(s). Staging areas shall be screened from view from residential properties. Construction worker parking may be located off-site with prior approval by the City; however on-street parking of construction worker vehicles on residential streets shall be prohibited. Vehicles shall be kept clean and free of mud and dust before</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



Impacts	Mitigation Measures	Level of Significance
	<p>leaving the development site. Surrounding streets shall be swept daily and maintained free of dirt and debris.</p>	
<p>Long-Term Visual Character/Quality</p> <p>Implementation of the proposed project could result in significant impacts related to the long-term degradation of the visual character/quality of the site and its surroundings.</p>	<p>No mitigation measures are required for visual character/quality. No mitigation measures are feasible for shade/shadow.</p>	<p>Significant and Unavoidable Impact for Shade/Shadow Impacts. Less Than Significant Impact for Visual Quality/Character.</p>
<p>Light and Glare</p> <p>Implementation of the proposed project could create a new source of light and/or glare, which could affect daytime and/or nighttime views in the area.</p>	<p>AES-2 Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans.</p> <p>AES-3 All construction-related lighting shall include shielding in order to direct lighting down and away from adjacent hotel and residential uses and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.</p> <p>AES-4 As part of Site Plan and Design Review, site access locations shall be reviewed to ensure that vehicle access locations are not sited in a manner that would result in vehicle headlights directly shining onto residential uses. If siting of vehicle access locations would result in headlights directly shining onto residential uses, the project applicant shall implement screening, consistent with the Duarte Station Specific Plan, to reduce lighting impacts.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
<p>Cumulative Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable aesthetics impacts.</p>	<p>Refer to Mitigation Measure AES-1 through AES-4. No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



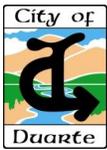
Impacts	Mitigation Measures	Level of Significance
Population and Housing		
Population Growth		
Implementation of the proposed project could induce substantial population growth in the city.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts		
Development associated with implementation of the proposed project and other related cumulative projects could induce substantial population and housing growth in the area.	No mitigation measures are required.	Less Than Significant Impact.
Traffic		
Forecast Year 2020 With Project Conditions – City Study Intersections		
Implementation of the proposed project could cause a significant increase in traffic at local study intersections under forecast year 2020 conditions when compared to the traffic capacity of the street system.	<p>TRF-1 Village Road/Duarte Road – Install a new traffic signal at the Village Road/Duarte Road intersection.</p> <p>All project applicants within the Duarte Station Specific PM and the City of Hope (Phase 1) shall have a fair-share contribution for signal modification at the Buena Vista Street/Duarte Road intersection. The first development project(s) shall be responsible for the signal modification and will be reimbursed on a fair share basis by the remainder of the developments in the Duarte Station Specific PM and/or the City of Hope (Phase 1).</p> <p>TRF-2 Buena Vista Street/Duarte Road – Modify the traffic signal by implementing a right-turn overlap phase at the westbound Duarte Road approach.</p> <p>All project applicants within the Duarte Station Specific PM and the City of Hope (Phase 1) shall have a fair-share contribution for signal modification at the Buena Vista Street/Duarte Road intersection. The first development project(s) shall be responsible for the signal modification and will be reimbursed on a fair share basis by the remainder of the developments in the Duarte Station Specific PM and/or the City of Hope (Phase 1).</p>	Significant and Unavoidable Impact for Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street. Less Than Significant Impact for all other study intersections.



Impacts	Mitigation Measures	Level of Significance
	<p>TRF-3 Buena Vista Street/Three Ranch Road – Install “KEEP CLEAR” or “DO NOT BLOCK” signing and striping in both directions of travel on Buena Vista Street at the Buena Vista Street/Three Ranch Road intersection.</p> <p>The City shall install the signage and striping and will be reimbursed on a fair-share basis by all development within the Duarte Station Specific PM and the City of Hope (Phase 1).</p>	
<p>Forecast Year 2020 With Project Conditions – State-Controlled Intersections</p> <p>Implementation of the proposed project could cause a significant increase in traffic at State-controlled study intersections under forecast year 2020 conditions when compared to the traffic capacity of the street system.</p>	<p>TRF-4 All project applicants within the Duarte Station Specific PM shall prepare and submit at their time of their development application to the Community Development Department a traffic study that: 1) documents the project-related trips and provides a comparative review with the analysis in this EIR, and 2) uses the Highway Capacity Manual (HCM) intersection analysis methodology to determine whether the individual project increases the average delay per vehicle intersections having an existing unacceptable level of service without project traffic.</p> <p>The thresholds to be used for the delay analysis are:</p> <ol style="list-style-type: none"> a. Signalized Intersections: The project increases the average delay by more than 5 seconds per vehicle at an intersection having an unacceptable LOS without project traffic. b. All-Way Stop Intersections: The project increases the overall average delay by more than 5 seconds per vehicle at an intersection that has an unacceptable LOS without the project and the intersection also meets the peak hour volume signal warrant. 	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



Impacts	Mitigation Measures	Level of Significance
	<p>c. One- and Two-Way Stop Intersections:</p> <p>The project causes the following to occur for the worst-case movement:</p> <ul style="list-style-type: none"> ▪ The LOS declines to an unacceptable LOS, and ▪ The volume to capacity ratio exceeds 0.75, and ▪ The 95th percentile queue exceeds 75 feet (3 vehicles), or the project causes the worst-case movement's acceptable LOS to decline to an unacceptable LOS and the peak hour volume signal warrant is met, or the project increases the average delay for the worst-case movement by more than 5 seconds per vehicle at an intersection that has an unacceptable LOS without the project and the intersection also meets the peak hour volume signal warrant. <p>The study will need to identify appropriate mitigation and timing, if impacts are identified. The study and mitigation requires review and approval from the City Engineer.</p> <p>Potential improvements to be considered as mitigation include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Restrict on-street parking during peak hours ▪ Install "KEEP CLEAR" or "DO NOT BLOCK" signage and striping ▪ Install signalized pedestrian crossing ▪ Install Two-Way Stop ▪ Install Four-Way Stop ▪ Signal timing and coordination ▪ Addition of lanes within existing right-of-way, including restriping ▪ Lengthening of existing turn lanes to accommodate additional vehicles ▪ Widening of right-of-way 	



Impacts	Mitigation Measures	Level of Significance
	<p>consistent with Circulation Element Diagram CIR-1, Standard Roadway Cross-Sections, and Diagram CIRC-4, Circulation System, requirements.</p>	
<p>Off-Ramp Queuing</p> <p>Implementation of the proposed project could result in a hazardous traffic condition associated with queuing at the state-controlled study intersection off-ramps.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Hazardous Traffic Conditions</p> <p>Implementation of the proposed project could result in a hazardous traffic condition associated with neighborhood pass-through traffic.</p>	<p>TRF-5 When deemed necessary by the City Community Development Director and/or City Engineer, the project applicant(s) shall prepare and implement a Neighborhood Traffic Management Plan (NTMP), which shall include three components: education, enforcement, and enhancement.</p> <p>The educational component of the NTMP shall provide the community with a means of understanding traffic management tools and processes and also increase public awareness of the impact that traffic will have on the neighborhood. Educational efforts that could be implemented as part of the NTMP include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Coordination of neighborhood NTMP meetings ▪ Coordination of a speed watch program ▪ Coordination of the placement of temporary NTMP yard signs with volunteers ▪ Design and distribution of NTMP brochures ▪ Coordination of staff presentations to neighborhood groups <p>The enforcement component of the NTMP entails focusing law enforcement efforts to acknowledge areas of concern. Enforcement efforts that could be implemented as part of the</p>	



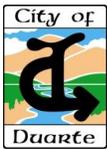
Impacts	Mitigation Measures	Level of Significance
	<p>NTMP include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Increased enforcement ▪ Real-time speed feedback signs ▪ Signage (“Entering residential neighborhood...”) <p>The enhancement component of the NTMP consists of non-physical and physical transportation system improvements. Numerous traffic-calming devices may be selected by a neighborhood for placement on a street. Potential improvements that could be implemented by the City of Duarte as part of the NTMP include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Pavement marking/lane narrowing ▪ Temporary speed tables ▪ Neckdowns/bulbouts (extensions of curbs/corner sidewalks at an intersection) ▪ Choker/Chicane (chokers are build-outs added to a road to narrow it, while chicanes are sequences of tight serpentine curves designed to slow roadway traffic) ▪ Turn movement restrictions ▪ Diagonal intersection diverters ▪ Median barrier through intersection ▪ Forced turn island 	
<p>Conflict With Policies, Plans, or Programs</p> <p>Implementation of the proposed project could result in a decrease of the performance or safety of public transit, bicycle, or pedestrian facilities as a result of a conflict with adopted policies, plans, or programs.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Cumulative Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts related to traffic and circulation.</p>	<p>Refer to Mitigation Measures TRF-1 through TRF-3. No additional mitigation measures are required.</p>	<p>Significant and Unavoidable Impact for Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street. All other impacts are Less Than Significant or Less Than Significant With Mitigation Incorporated.</p>



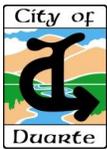
Impacts	Mitigation Measures	Level of Significance
Air Quality		
<p>Short-Term Construction Air Emissions</p> <p>Short-term construction activities associated with implementation of the proposed project could result in air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.</p>	<p>AQ-1 Prior to issuance of a Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> ▪ All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust. ▪ Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance. ▪ Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied. ▪ All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour. ▪ Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area. 	<p>Less Than Significant Impact.</p>



Impacts	Mitigation Measures	Level of Significance
	<ul style="list-style-type: none"> ▪ Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively a wheel washer shall be used at truck exit routes. ▪ On-site vehicle speed shall be limited to 15 miles per hour. ▪ All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site. ▪ Reroute construction trucks away from congested streets or sensitive receptor areas. <p>AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, each project applicant shall demonstrate to the City Engineer how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).</p> <p>AQ-3 The following measures shall be implemented by the contractor to reduce ROG emissions resulting from application of architectural coatings:</p> <ul style="list-style-type: none"> ▪ Use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent; ▪ Use pre-painted construction materials; and ▪ VOC content of architectural coatings shall not exceed 50 grams per liter. 	



Impacts	Mitigation Measures	Level of Significance
	<p>AQ-4 Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, O₃ precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Maintenance records shall be provided to the City. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.</p>	
<p>Long-Term Operational Air Emissions</p> <p>Implementation of the proposed project could facilitate the construction of new land uses that could generate dust and equipment emissions.</p>	<p>No feasible mitigation measures are available.</p>	<p>Significant Unavoidable Impact for ROG emissions. Less Than Significant Impact for NO_x, CO, SO_x, PM₁₀, and PM_{2.5}.</p>
<p>Localized Emissions</p> <p>Development associated with implementation of the proposed project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Air Quality Plan</p> <p>Implementation of the proposed project could conflict with or obstruct implementation of the applicable Air Quality Plan.</p>	<p>Refer to Mitigation Measures AQ-1 through AQ-4. No additional mitigation measures are available.</p>	<p>Significant Unavoidable Impact for Plan Consistency – ROG Emissions. Less Than Significant Impact for Plan Consistency for All Other Pollutant Criterion Emissions.</p>
<p>Odor Impacts</p> <p>Construction and operation associated with implementation of the proposed project could create objectional odors affecting a substantial number of people.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Cumulative Impacts: Short-Term Construction Air Emissions</p> <p>Short-term construction activities associated with implementation of the proposed project and other related cumulative projects could result in air</p>	<p>Refer to Mitigation Measures AQ-1 through AQ-4. No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



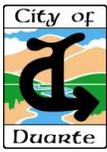
Impacts	Mitigation Measures	Level of Significance
<p>pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.</p>		
<p>Cumulative Impacts: Long-Term Operational Air Emissions</p> <p>Implementation of the proposed project and other related cumulative projects could result in significant impacts pertaining to operational air emissions.</p>	<p>No feasible mitigation measures are available.</p>	<p>Significant Unavoidable Impact for ROG emissions. Less Than Significant Impact for NO_x, CO, SO_x, PM₁₀, and PM_{2.5}.</p>
<p>Greenhouse Gas Emissions</p>		
<p>Greenhouse Gas Emissions</p> <p>Greenhouse gas emissions generated by development associated with implementation of the proposed project could have a significant impact on global climate change.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Consistency With Applicable GHG Plans, Policies, or Regulations</p> <p>Implementation of the proposed project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Cumulative Impact</p> <p>Greenhouse gas emissions generated by implementation of the proposed project and other related cumulative projects could have a significant impact on global climate change.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Noise</p>		
<p>Short-Term Construction Noise Impacts</p> <p>Grading and construction associated with implementation of the proposed project could result in significant temporary noise impacts to nearby noise sensitive receivers.</p>	<p>N-1 Individual project applicants shall prepare a construction noise management plan that identifies measures to be taken to minimize construction noise on surrounding sensitive receptors (e.g., residential uses and schools) and includes specific noise management measures to be included into project plans and specifications subject to review and approval by the City. These measures shall include, but not be limited to the following:</p> <ul style="list-style-type: none"> ▪ All construction equipment shall be equipped with mufflers and 	<p>Significant Unavoidable Impact.</p>



Impacts	Mitigation Measures	Level of Significance
	<p>sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an un-muffled exhaust.</p> <ul style="list-style-type: none"> ▪ The City shall require that the contractor maintain and tune-up all construction equipment to minimize noise emissions. ▪ Stationary equipment shall be placed so as to maintain the greatest possible distance to the sensitive receptors. ▪ All equipment servicing shall be performed so as to maintain the greatest possible distance to the sensitive receptors. ▪ Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. ▪ Each project applicant shall provide, to the satisfaction of the City of Duarte Planning Department, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and shall implement 	



Impacts	Mitigation Measures	Level of Significance
	<p>reasonable measures to resolve the compliant, as deemed acceptable by the Duarte Planning Department. Notices shall be sent to residential units immediately surrounding the construction site. The notices that are sent and the signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.</p> <ul style="list-style-type: none"> ▪ Select demolition methods to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers). ▪ Construction activities shall not take place outside of the allowable hours specified by the City's Municipal Code Section 9.68.120 (7:00 a.m. and 10:00 p.m.). 	
<p><i>Vibration Impacts</i></p> <p>Implementation of the proposed project could result in significant vibration impacts to nearby sensitive receptors.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p><i>Long-Term Mobile Noise Impacts</i></p> <p>Traffic generated by the proposed project could significantly contribute to existing traffic noise in the area or exceed the city's established standards.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p><i>Long-Term Stationary Noise Impacts</i></p> <p>Implementation of the proposed project could result in a significant increase in long-term stationary ambient noise levels.</p>	<p><u>N-2</u> Prior to issuance of building permits, a noise assessment shall be prepared for the hotel and commercial uses to ensure that commercial property loading docks and outdoor mechanical equipment would not exceed the City's noise limits identified in Municipal Code Section 9.68.050. The noise assessment shall identify any noise control measures necessary to comply with the Municipal Code Noise Regulations. Individual project applicants shall implement all noise control measures identified in the assessment.</p> <p><u>N-3</u> Prior to the issuance of building permits, the Community Development Director shall confirm that</p>	<p>Less Than Significant With Mitigation Incorporated.</p>



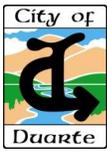
Impacts	Mitigation Measures	Level of Significance
	<p>all applicable building plans and specifications include a closed design (i.e., a solid wall) for the walls of parking structures that are within 150 feet of residences, including the western side of the parking structure that faces Denning Avenue. The closed design is only required for walls that face residences.</p> <p>N-4 Prior to the issuance of building permits, any residential development located within 200 feet of the Gold Line railway corridor shall have a Focused Acoustical Analysis prepared to analyze noise from train pass-bys and develop measures, if required, to ensure that the City's exterior land use compatibility standards of 65 dBA for multi-family residential (refer to Duarte General Plan Table N-1) and 45 dBA for residential interiors are achieved.</p> <p>N-5 Prior to the issuance of building permits, any residential or hotel development located within 400 feet of the I-210 freeway corridor shall have a Focused Acoustical Analysis prepared to fully analyze acoustical impacts and develop measures, if required, to ensure that the City's exterior land use compatibility standards of 65 dBA for multi-family residential (refer to Duarte General Plan Table N-1) and 45 dBA for residential interiors are achieved.</p>	
<p>Cumulative Impact: Short-Term Construction Noise Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative projects could result in significant short-term noise impacts to nearby noise sensitive receivers.</p>	<p>Refer to Mitigation Measure N-1. No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
<p>Cumulative Impact: Long-Term Cumulative Noise Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative projects</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>



Impacts	Mitigation Measures	Level of Significance
could result in cumulatively considerable long-term noise impacts.		
Hazards and Hazardous Materials		
<p><i>Construction-Related Accidental Release of Hazardous Materials</i></p> <p>Short-term construction activities associated with implementation of the proposed project could create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials.</p>	<p><u>HAZ-1</u> Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal OSHA certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). If ACMs are located, abatement of asbestos shall be completed before any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403.</p> <p><u>HAZ-2</u> If paint is separated from building materials, chemically or physically, during demolition of the structures, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional. If lead-based paint is found, abatement shall be completed by a qualified Lead Specialist before any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City's Building Department.</p> <p><u>HAZ-3</u> An environmental professional with Phase II/site characterization experience shall conduct an inspection of existing on-site structures before building renovation/demolition activities. The</p>	<p>Less Than Significant With Mitigation Incorporated.</p>



Impacts	Mitigation Measures	Level of Significance
	<p>inspection shall determine whether or not testing is required to confirm the presence or absence of hazardous substances in building materials (i.e., sinks, drains, piping, flooring, walls, ceiling tiles, etc.). Should testing be required and results determine that hazardous substances are present in on-site building materials, the Phase II/site characterization specialist shall determine appropriate prevention/ remediation measures that are required and/or the methods for proper disposal of hazardous waste at an approved landfill facility, if required.</p> <p>HAZ-4 As applicable, each project applicant shall obtain appropriate permits from the Los Angeles County Fire Department Health Hazard Management Division (HHMD), before removing any existing USTs, per the Underground Storage Tank Program. The applicant shall conduct soil/groundwater testing, as requested by the HHMD. Should contamination be present above regulatory thresholds, then the applicant shall remediate appropriately, as required by the HHMD. Should the HHMD refer the case to any other regulatory agency (e.g., the Department of Toxic Substances Control, or Regional Water Quality Control Board, etc), then the project applicant shall comply with that said agency as well.</p> <p>HAZ-5 Prior to issuance of a grading permit, soil sampling shall occur within the portions of the project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Phase II/site characterization specialist. The sampling shall determine if pesticide concentrations exceed established regulatory requirements and shall identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by</p>	



Impacts	Mitigation Measures	Level of Significance
	<p>the Los Angeles County Fire Department Health Hazard Management Division (HHMD).</p> <p>HAZ-6 Prior to issuance of a grading permit, an environmental consultant with Phase II/site characterization experience shall conduct sampling in order to confirm whether or not contaminated soil/groundwater underlies the project site. Should contamination above established regulatory levels be identified, the environmental consultant shall recommend remedial activities appropriate for the proposed future development at the site, in consultation with the Los Angeles County Fire Department Health Hazard Management Division (HHMD) and/or other applicable agencies.</p> <p>HAZ-7 Prior to issuance of a grading permit, a Phase II/site characterization specialist shall conduct appropriate sampling along the southern boundary of the project site (Parcel 1) in order to determine whether or not contaminated soil is present. Should contaminated soil be present, the Phase II/site characterization specialist shall recommend appropriate remediation/safety measures in order to ensure worker safety during construction and public health during proposed project operations.</p> <p>HAZ-8 Prior to issuance of a grading permit, the project applicant shall submit a Worker Safety Plan for site disturbance/construction activities, in consultation with California Division of Occupational Safety and Health (Cal/OSHA) and Los Angeles County Fire Department Health Hazard Management Division (HHMD). The Worker Safety Plan shall include safety precautions (e.g., personal protective equipment or other precautions to be taken to minimize exposure to hazardous materials) to be taken by personnel when encountering potential hazardous materials, including potential contaminated groundwater.</p>	



Impacts	Mitigation Measures	Level of Significance
	<p>HAZ-9 If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:</p> <ul style="list-style-type: none"> ▪ Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area; ▪ Notify the City Engineer of the City of Duarte; ▪ Secure the area as directed by the City Engineer; and ▪ Notify the Los Angeles County Fire Department Health Hazard Management Division's (HHMD) Hazardous Waste/Materials Coordinator (or other appropriate agency specified by the City Engineer). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required. 	
<p>Operational-Related Impacts</p> <p>Implementation of the proposed project could create a significant hazard during use operations to the public or environment through the handling, storage, and/or use of hazardous materials, as well as accident conditions involving the release of hazardous materials.</p>	<p>HAZ-10 Prior to issuance of building permits, vapor intrusion investigations shall be conducted by a qualified Environmental Professional, in consultation with the Los Angeles County Fire Department Health Hazard Management Division (HHMD). Should the Environmental Professional determine that proposed buildings could be impacted by vapor intrusion, the Environmental Professional, in consultation with the HHMD and/or other applicable regulatory agencies, shall recommend specific design measures to be incorporated into the buildings' design that would reduce these indoor air quality concentrations to below regulatory thresholds.</p>	<p>Less Than Significant With Mitigation Incorporated.</p>
<p>Hazardous Materials Sites</p> <p>Development associated with implementation of the proposed project site could be located on a hazardous materials site per Government Code Section 65962.5 and could create a</p>	<p>No mitigation measures are required.</p>	<p>No Impact.</p>



Impacts	Mitigation Measures	Level of Significance
significant hazard to the public or the environment.		
<p>Cumulative Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative projects could increase the exposure of hazardous substances to the public or the environment.</p>	<p>Refer to Mitigation Measures HAZ-4, HAZ-6, and HAZ-10. No additional mitigation measures are required.</p>	<p>Less Than Significant With Mitigation Incorporated.</p>
Hydrology, Drainage, and Water Quality		
<p>Water Quality – Short-Term Impacts</p> <p>Grading, excavation, and construction activities associated with implementation of the proposed project could significantly impact water quality.</p>	<p>HYD-1 Prior to issuance of any grading or building permit, each project applicant shall enroll electronically through the SMARTS program to comply with the State of California General Construction Permit. Proof of enrollment must be submitted to the City of Duarte before issuance of grading or building permits. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Public Works and the City Engineer for water quality construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the “maximum extent practicable.”</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
<p>Long-Term Operational Impacts</p> <p>Implementation of the proposed project could result in significant impacts related to increased run-off amounts and degraded water quality.</p>	<p>HYD-2 Concurrent with Site Plan Review or issuance of a grading permit, whichever comes first, a hydrology review shall be conducted by a Registered Civil Engineer for each development phase to ensure that runoff values for each phase remain at or below the runoff values shown in Table 5.9-2.</p> <p>HYD-3 Prior to the issuance of grading permit, each project applicant shall prepare a plan (i.e., Standard Urban Storm Water Management Plan [SUSMP] or functional equivalent document) in accordance with the</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



Impacts	Mitigation Measures	Level of Significance
	<p>guidance to be developed by the NPDES Permit permittees, that includes post-construction BMPs (such as LID) to reduce pollutant loading. The plan shall be reviewed and approved by the Duarte Public Works Director and City Engineer. The applicant shall be responsible for implement the measures identified in the SUSMP.</p>	
<p>Groundwater</p> <p>Implementation of the proposed project could result in the depletion of groundwater supplies or interference with groundwater recharge.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Cumulative Impacts</p> <p>Implementation of the proposed project along with other related cumulative projects could result in cumulatively considerable impacts related to increased runoff and degraded water quality.</p>	<p>Refer to Mitigation Measures HYD-1 and HYD-3. No additional mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Fire Protection</p>		
<p>Fire Services</p> <p>Implementation of the proposed project could result in impacts to fire services.</p>	<p>FP-1 Adequate access to all buildings on the project site shall be provided and properly maintained for emergency vehicles during the building construction process to the satisfaction of the Los Angeles County Fire Department.</p> <p>FP-2 Adequate water availability shall be provided to service construction activities.</p> <p>FP-3 Prior to construction, a will-serve letter from the California American Water Company shall be obtained by the project applicant, which states that the Water Company can adequately meet water flow requirements.</p> <p>FP-4 The Los Angeles County Fire Department shall review and comment on each individual site plan submitted, prior to approval by the City of Duarte. Any conditions required by the Los Angeles County Fire Department shall</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



Impacts	Mitigation Measures	Level of Significance
	<p>be complied with by the project applicant.</p> <p>FP5 Prior to the issuance of building permits, the project applicant shall provide verification that the project complies with all fire prevention provisions required by the Los Angeles County Fire Department.</p> <p>FP-6 Concurrent with the issuance of building permits, each project applicant shall participate in the Developer Fee Program to the satisfaction of the Los Angeles County Fire Department.</p> <p>FS-7 All new structures shall have automatic fire sprinkler systems.</p> <p>FS-8 A supervised fire alarm system that meets requirements of the California Fire Code shall be placed in an accessible location with an annunciator.</p> <p>FS-9 Access to and around structures shall meet Los Angeles County Fire Department and California Fire Code requirements.</p> <p>FS-10 A water supply system shall be in place to supply fire hydrants and automatic fire sprinkler systems.</p> <p>FS-11 All traffic signals on public access ways shall include the installation of optical preemption devices.</p> <p>FS-12 All electric gates within the project shall install emergency opening devices approved by the Los Angeles County Fire Department.</p>	
<p>Cumulative Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to fire services.</p>	<p>Refer to Mitigation Measures FP-1 through FP-12. No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



Impacts	Mitigation Measures	Level of Significance
Police Protection		
Police Services		
Implementation of the proposed project could result in impacts to police services.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts		
Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to police services.	No mitigation measures are required.	Less Than Significant Impact.
Schools		
Schools		
Implementation of the proposed project could result in impacts to existing school facilities within the Duarte Unified School District.	SCH-1 Individual project applicants shall pay all applicable Development Impact Fees to the Duarte Unified School District prior to issuance of building permits. Proof of fee payment shall be provided to the City of Duarte.	Less Than Significant Impact With Mitigation Incorporated.
Cumulative Impacts		
Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to school facilities within the Duarte Unified School District.	Refer to Mitigation Measure SCH-1. No additional mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated.
Parks		
Parks and Recreation Facilities		
Implementation of the proposed project could increase the use of existing parks and recreational facilities creating the potential for physical deterioration of facilities.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts		
Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to parks and recreation facilities in the City.	No mitigation measures are required.	Less Than Significant Impact.
Water		
Water Demand and Facilities		
Implementation of the proposed project could require or result in the	WAT-1 Prior to approval of building permits, individual project applicants	Less Than Significant Impact With Mitigation Incorporated.



Impacts	Mitigation Measures	Level of Significance
<p>construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>shall conduct hydraulic analysis in coordination with California American Water to determine water system requirements to serve the proposed development. The project applicant shall implement the improvements in accordance with California American Water requirements prior to issuance of building permits and complete all necessary improvements prior to final inspection.</p> <p>WAT-2 Prior to approval of building permits, individual project applicants shall submit site plans to the Los Angeles County Fire Department in order to obtain fire flow and storage volume requirements for the proposed development. The project applicant shall submit the fire flow and storage volume requirements to California American Water to determine if adequate fire flow and storage capacity exists to serve the proposed development. If fire flow and storage capacity is found to be inadequate, the project applicant shall design and bond for necessary improvements prior to the issuance of building permits and complete all necessary improvements prior to final inspection.</p>	
<p>Water Supplies</p> <p>Implementation of the proposed project could create demand for water that exceeds available water supplies from existing entitlements and resources.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Cumulative Impacts</p> <p>Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to water supplies and facilities.</p>	<p>Refer to Mitigation Measures WAT-1 and WAT-2. No additional mitigation measures are required.</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>
<p>Wastewater</p>		
<p>Wastewater Conveyance and Treatment Facilities</p> <p>Implementation of the proposed project could generate wastewater that exceeds the capacity of conveyance and treatment facilities serving the project area.</p>	<p>WW-1 Each development project shall conduct a sewer flow monitoring study and submit to the City Engineer for review and approval prior to approval of building permits. The study</p>	<p>Less Than Significant Impact With Mitigation Incorporated.</p>



Impacts	Mitigation Measures	Level of Significance
	<p>shall review flows at selected off-site manholes, both upstream and downstream of the point of connection, to determine the capacity of the local and regional system to accept project-related flows. The project applicant shall be responsible to implement the recommendations in the study to ensure that off-site systems operate in accordance with the Los Angeles County Department of Public Works and County Sanitation Districts of Los Angeles County standards.</p> <p>WW-2 Each development project shall design and construct on-site and off-site sewer lines in compliance with the Los Angeles County Public Works Department and County Sanitation Districts of Los Angeles County standards.</p>	
<p>Cumulative Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to wastewater conveyance and treatment facilities.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Solid Waste</p>		
<p>Solid Waste</p> <p>Implementation of the proposed project would generate solid waste that could incrementally decrease the capacity and lifespan of landfills.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Cumulative Impacts</p> <p>Development associated with implementation of the proposed project and other related cumulative development could result in cumulatively considerable impacts related to solid waste disposal services and landfill capacity.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>
<p>Electricity and Natural Gas</p>		
<p>Electricity</p> <p>Implementation of the proposed project could increase the demand for electrical service or could require the expansion of existing facilities.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact.</p>



Impacts	Mitigation Measures	Level of Significance
Natural Gas Implementation of the proposed project could increase the demand for natural gas or could require the expansion of existing facilities.	No mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts Implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts related to electrical and/or natural gas services and facilities.	No mitigation measures are required.	Less Than Significant Impact.