

SECTION 3.0

Project Description



3.0 PROJECT DESCRIPTION

3.1 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 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.

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.

3.2 ENVIRONMENTAL SETTING

EXISTING LAND USES

The approximately 19.08-acre site is comprised of three parcels under separate ownerships (refer to Exhibit 3-3, Specific Plan Area). The parcels are developed with a mix of industrial uses totaling approximately 313,955 square feet. Each parcel is developed with a single building.

Parcel 1, which abuts the future station location is approximately 6.60 acres in size and includes a 128,466 square foot warehousing building occupied by multiple tenants.

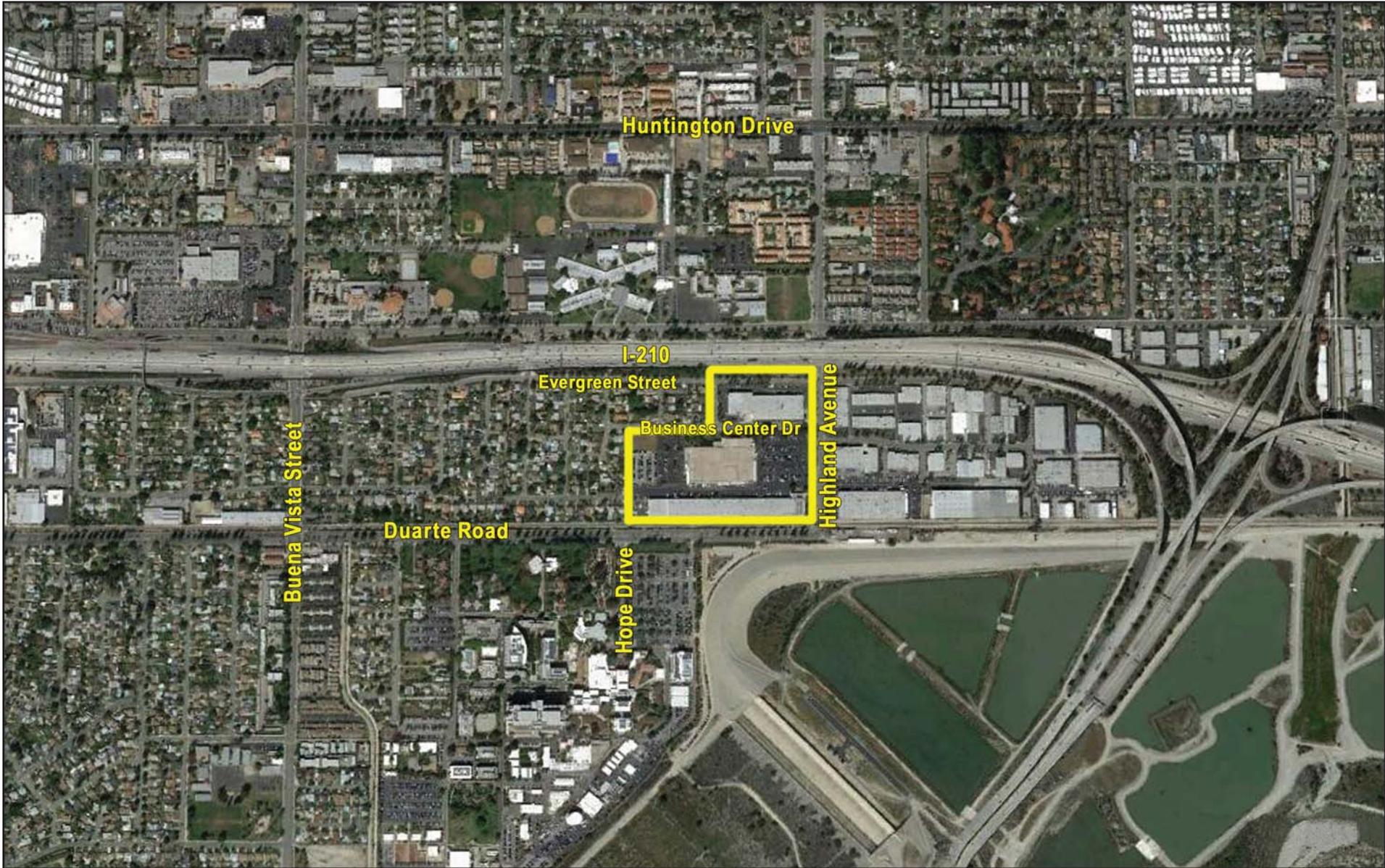
Parcel 2, located in the center of the Plan Area, is approximately 9.16 acres in size and includes a 114,599-square foot industrial building currently occupied by Woodward-Duarte (formerly GE Aviation).

Parcel 3, located in the northern portion of the Plan Area, is approximately 3.32 acres in size and includes a 70,890 square foot warehouse building occupied by multiple tenants.

SURROUNDING LAND USES

The project site is surrounded by the following uses:

- North: Evergreen Street and the Foothill Freeway (Interstate 210) are located to the north of the northernmost portion of the site. Single-family residential uses are located to the north across Business Center Drive.
- West: An approximate 204-unit single-family residential neighborhood south of Evergreen Street, west of Buena Vista Street, and north of Duarte Road is located to the west of the project site.



Source: Google Maps, 2013.
- Project Site

NOT TO SCALE

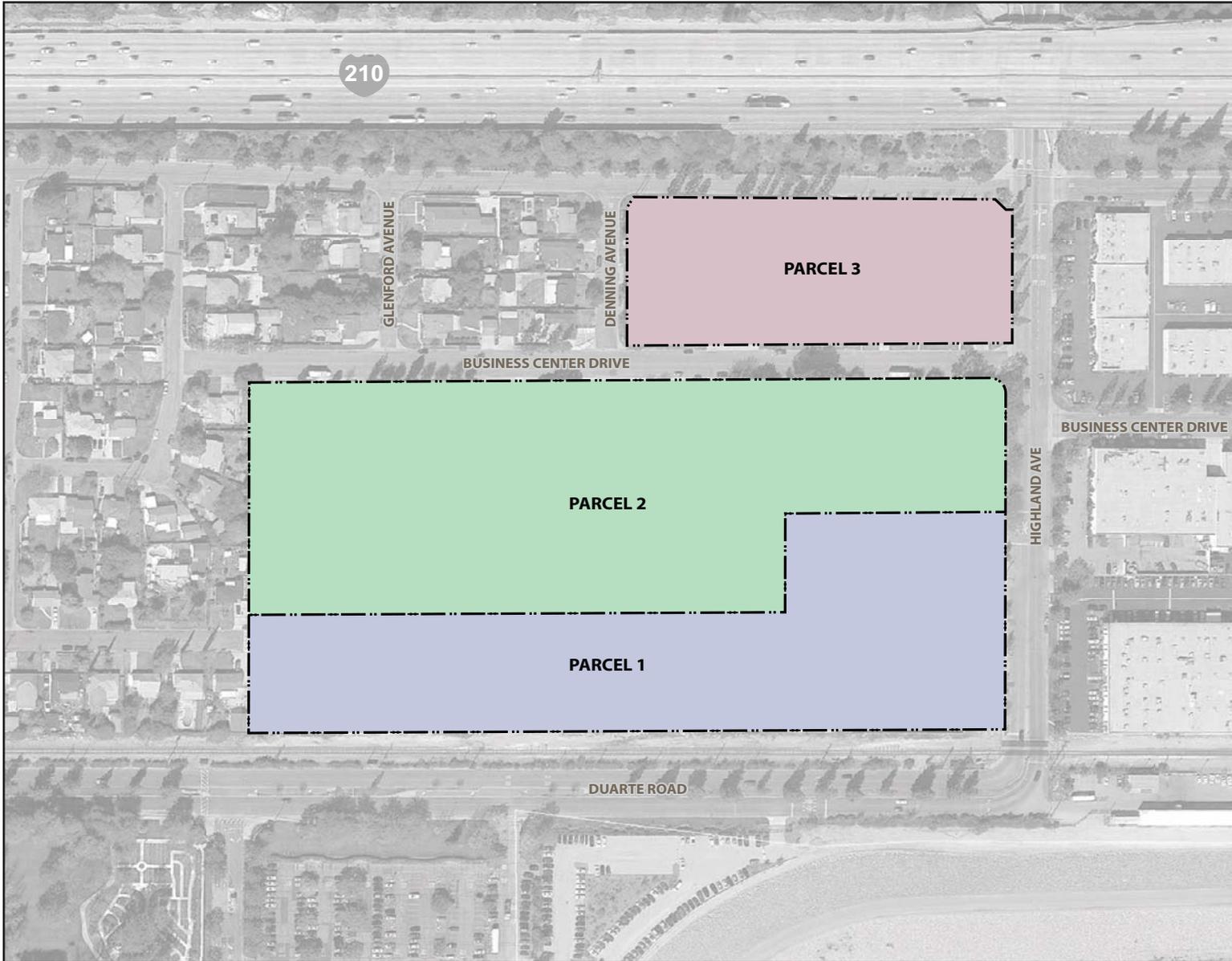


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DUARTE STATION SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Local Vicinity

Exhibit 3-2



SITE SUMMARY :

- PARCEL 1: +/- 6.60 AC
 - PARCEL 2: +/- 9.16 AC
 - PARCEL 3: +/- 3.32 AC
- +/- 19.08 AC

Source: Dahlin Group, May 2013.

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DUARTE STATION SPECIFIC PLAN
 ENVIRONMENTAL IMPACT REPORT
Specific Plan Area

Exhibit 3-3



- South: The Los Angeles County Metropolitan Transportation Authority (Metro)-owned railroad ROW is directly adjacent to the project site. The City of Hope campus and the Santa Fe Dam Recreational Area, owned by the U.S. Army Corps of Engineers (USACE) and operated by Los Angeles County Department of Parks and Recreation, are located to the south of the project site across Duarte Road.
- East: The Duarte/Lewis Business Center occupies approximately 40 acres and is located to the east across Highland Avenue, south of the Interstate 210 and west of the San Gabriel Freeway (Interstate 605).

3.3 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The Duarte General Plan designates the project site as Gold Line Station Area Development Specific Plan. The Final Zoning Map designates the project site as M, Manufacturing.

The following text from the *General Plan* Land Use Element describes the intent of the Gold Line Station Area Development Specific Plan.

“The Metro Gold Line will eventually provide alternate mobility to residents and businesses in the San Gabriel Valley from Montclair to downtown Los Angeles. This light rail system currently runs from South Pasadena to Downtown Los Angeles with thirteen stations now open. The next phase of the system, known as Planned Segment 1, will continue from South Pasadena 11.4 miles to Azusa with six additional stations including one in Duarte. Five additional stations are planned in Planned Segment 2 from Azusa, 12.5 miles to Montclair. With congestion expected to double within thirty years, transit oriented development around the Gold Line stations will provide relief from current and future gridlock. While timing of the Duarte segment is not certain, it is anticipated this segment will be operating by 2010 at the earliest.

The Duarte Gold Line station will be located north of Duarte Road and about 400 feet west of Highland Avenue within the vicinity of City of Hope. The area to the north of the station includes about twenty acres of industrial buildings. For purposes of this Land Use Element, it is anticipated this area should be designated a specific plan area. This specific plan should provide for a mixed use transit oriented development. For planning purposes a maximum of 100,000 sq. ft. of retail and office could be accommodated within this area. In addition up to 120 multiple family residential units could be built within this area. Gold Line ridership estimates could eventually require up to 500 parking spaces in close proximity to the Duarte station. The concept is to work with existing property owners and businesses to formulate a specific plan that provides for the before mentioned uses, densities and intensities as well as development standards for a true transit oriented development.

The Gold Line Station Area Development Specific Plan is a new land use designation for the 2005 – 2020 General Plan. As with the City Center area, this area is intended to create a unique area oriented towards the future Gold Line station in Duarte. This flexible mixed use area will be located north of the Gold Line station in what is now part of the industrial park west of Highland Avenue.



This mixed use area will also use a specific plan as an implementation tool to achieve the desired objective. The desired objective is to reduce vehicle miles traveled, provide transportation options for existing and future workforce and residents around the Gold Line station, provide location efficiency, expanded mobility, and provide public/private financial return and value recaptured. The specific plan to implement this objective must provide flexibility in providing vertical and/or horizontal mixed high density residential, commercial uses, office, R&D and industrial uses. As with the City Center plan the Gold Line station Specific Plan which will be the implementation tool for this area must also provide unique parking standards, sufficient residential densities, housing types and appropriate pedestrian friendly design to encourage usage of the Gold Line as a primary mode of travel. Because the timing of the Gold Line station opening is unknown, this Specific Plan must provide even more flexibility for future needs.”

Development Code Section 19.16.110 describes the M Light Industrial Zone District (M zone) as a zone that provides areas for relatively low-intensity industrial activities that do not involve substantial truck traffic or outdoor fabrication or assembly, do not produce noticeable odors, and do not involve operations normally considered hazardous within an urban environment.

GENERAL PLAN LAND USE ELEMENT

Land Use Element Table LU-4 includes the planned land use and/or development densities/intensities for the “Gold Line Station” Specific Plan Areas. As indicated on Table LU-4, the General Plan projected 120 dwelling units and 100,000 square feet of non-residential use. These projections are additive to existing on-site uses.

GENERAL PLAN HOUSING ELEMENT

The 2008-2014 Housing Element identifies the Gold Line Station Development Area Specific Plan as a site for rezoning to accommodate 120 multi-family units. The Housing Element (2012 Amendment) states that a minimum of 80 to 100 units be a part of Phase 1 of the Gold Line Station Development Area Specific Plan and suggested that Phase 1 would be the 6.6 acre portion of the site, noted as Parcel 1 of Exhibit 3-3. The Housing Element was not intended to place a maximum number of units that would be developed in either Parcel 1 or the balance of the planning area, but to address a minimum number that would allow the City to meet its regional housing needs.

3.4 PROJECT OBJECTIVES

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

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.

3.5 PROJECT CHARACTERISTICS

BACKGROUND

Beginning in 2005, the Metro Gold Line Foothill Extension Construction Authority (Authority) began working with the City of Duarte (City) to review the preliminary construction plans for the Light Rail Transit (LRT). At that time, the Authority introduced the idea of Transit Oriented Development (TOD) to cities along the LRT corridor and the benefits it may present to communities. The idea of TOD resonated with the City Council, and as such, the City began to contemplate the integration of TOD into the City's land use documents. In August 2007, the City Council adopted a comprehensively updated General Plan that included the re-designation of approximately 19 acres of industrial land uses near the future Gold Line Station the Gold Line



Station Area Development Specific Plan designation. In 2007 and 2008, the City also participated in a Caltrans Community Based Transportation Grant. The grant was sponsored by the San Gabriel Valley Council of Governments, and produced a TOD visioning study for the project site based upon significant public outreach, a joint City Council and Planning Commission workshop with over 150 residents in attendance, and a summary presentation before the City Council in April 2008. All of these efforts have served as a catalyst for both the City Council and the community to realize a TOD development at the project site.

Since 2008, the City has entertained multiple development teams that have shown interest in initiating a TOD development at the project site; however, none have moved forward.

The Duarte City Council is committed to the realization of the Duarte Gold Line Station Area Development, and as such, supported City Staff submittal of a Metro Transit Oriented Development (TOD) Planning Grant. The City was awarded the grant and has lead the efforts in preparation of a Gold Line Station Area Development Specific Plan.

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.

Land Use Designations

Based upon the Master Land Use Plan, the Specific Plan is establishing the following land use designations (refer to Table 3-1, Master Land Use Plan Designations and Acreages):

- Mixed Use
- Station Plaza Mixed Use
- High Density Residential
- Recreation/Open Space



- LAND USE :**
- STATION PLAZA MIXED USE
 - MIXED USE
 - HIGH DENSITY RESIDENTIAL
 - OPEN SPACE
 - PERMISSIBLE RETAIL EDGE
 - P** POTENTIAL ALTERNATIVE LOCATIONS FOR SHARED PARKING BETWEEN OFFICE AND GOLDLINE STATION

Source: Dahlin Group, April 5, 2013.

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DUARTE STATION SPECIFIC PLAN
 ENVIRONMENTAL IMPACT REPORT
Master Land Use Plan

Exhibit 3-4



**Table 3-1
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

MIXED USE

The Mixed Use designation includes two categories of mixed use: General Mixed Use, and Station Plaza Mixed Use.

The General Mixed Use (MU) designation is intended to provide flexibility within the Plan to adapt to changing market conditions, and incorporates a mixed use approach that allows for a full range of high density residential, office, hotel, and commercial uses.

The Station Plaza Mixed Use (SP) designation is intended to provide for an integrated mix of uses in the area immediately surrounding the Gold Line Station. While the primary use in this classification is envisioned to be small-scale, local serving retail, some other commercial uses may be accommodated on upper floors provided they meet the development standards and guidelines.

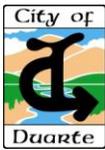
HIGH DENSITY RESIDENTIAL

The High Density Residential (HDR) designation is intended to create a compact residential neighborhood within walking distance of the Gold Line Station. Residential densities are permitted between a minimum of 40 and a maximum of 70 units per acre for individual parcels. A range of for-sale or rental housing types may be included in a development project, provided the total project meets the density standards.

RECREATION/OPEN SPACES

The Recreation/Open Space (OS/REC) designation provides for up to 0.80 acres of passive open space in the form of a greenbelt, which serves as a buffer between the high density residential area in the Plan Area and the existing single-family residential to the west of the project site. The eastern-most extension of the green space may be narrowed or broken up into smaller open spaces throughout the Plan Area.

In addition, a public plaza is planned near the Station and is intended to be a public gathering place and focal point along Highland Avenue that would include landscaping, hardscape features, and public amenities.



GOLD LINE PARKING

METRO will provide a surface parking lot with a minimum of 125 spaces at the southwest of Highland Avenue and Business Center Drive in the early phases of the Specific Plan, increasing to 250 by 2025. This parking is intended solely for users of the Gold Line. Ultimately, this parking is planned to be accommodated within a structure or incorporated within a mixed use building as a parking requirement on any future use.

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 and Table 3-2, 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 3-2
Development Scenario**

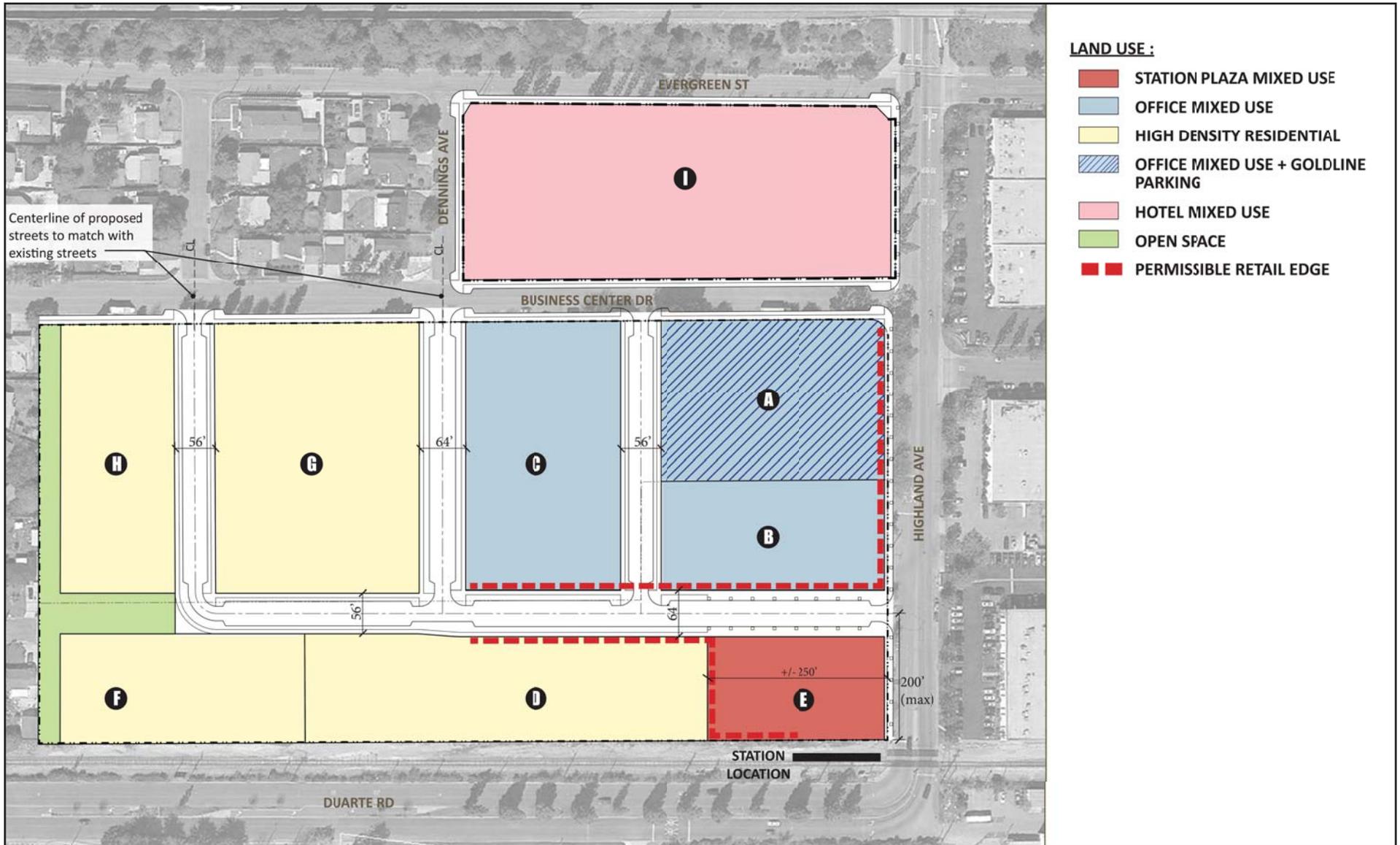
Land Use	Residential (DU)	Non-Residential (SF)	Non-Residential (Hotel Rooms)
Retail		12,000	
Office		400,000	
Hotel			250
High Density Residential	475 ¹		
Open Space			
Roads			
TOTAL	475¹	412,000	250

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 3-3, 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



Source: Dahlin Group, April 5, 2013.

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DUARTE STATION SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT
Development Scenario

Exhibit 3-5



**Table 3-3
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

3.6 PROJECT PHASING

It is anticipated that the proposed Duarte Station Specific Plan project would occur over multiple years based upon market conditions.

3.7 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