



5.1 LAND USE

The purpose of this section is to identify the existing land conditions and evaluate consistency with relevant planning policies. This section identifies on-site and surrounding land use conditions and land use policy requirements set forth by the City of Duarte or other agencies. Information in this section is based upon the *Duarte General Plan* and the *Duarte Development Code*.

5.1.1 REGULATORY SETTING

REGIONAL PLANS AND POLICIES

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) influence land use planning in the City of Duarte.

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the SCAQMD's *2012 Air Quality Management Plan for the South Coast Air Basin (2012 AQMP)*.

The City of Duarte is a member agency of the San Gabriel Valley Association of Governments (SGVCOG), one of 14 Subregional Organizations that make up SCAG. The SGVCOG is a joint powers authority of 31 cities (inclusive of Duarte), the three Supervisorial Districts representing the unincorporated areas in the San Gabriel Valley, and the Valley's three water agencies (San Gabriel Valley Municipal Water District, Three Valleys Municipal Water District, and Upper San Gabriel Valley Water District).

Regional Comprehensive Plan

The *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future (RCP)* was prepared in response to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's inter-related housing, traffic, water, air quality, and other regional challenges. The *RCP* serves as an advisory document to local agencies in the southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The *RCP* is a collaborative effort that addresses the region's challenges and sets a path forward in two key ways: 1) it ties together SCAG's role in transportation, land use, and air quality planning and demonstrates why further action is needed; and 2) it recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control.



Compass Blueprint Growth Visioning Program

In 2001, SCAG started a regional visioning process (i.e., Southern California Compass) to develop a strategy for regional growth that would accommodate growth while providing for livability, mobility, prosperity, and sustainability. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing southern California now and in the coming years. The Growth Vision is driven by four key principles:

- Mobility. Getting where we want to go;
- Livability. Creating positive communities;
- Prosperity. Long-term health for the region; and
- Sustainability. Promoting efficient use of natural resources.

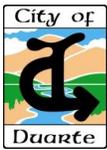
To realize these principles on the ground, the Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors;
- Creating significant areas of mixed-use development and walkable communities;
- Targeting growth around existing and planned transit stations; and
- Preserving existing open space and stable residential areas.

The *Growth Vision Report (GVR)* presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. The *GVR* details the evolution of the vision and concludes with a series of implementation steps, including tools for each guiding principle and overarching implementation strategies that will guide southern California toward its envisioned future.

The Compass Blueprint 2 Percent Strategy is a guideline for how and where the Growth Vision can be implemented. The 2 Percent Strategy calls for modest changes to current land use and transportation trends on only 2.0 percent of the land area of the region - the "2% Strategy Opportunity Areas." Investing planning efforts and resources according to the 2 Percent Strategy is anticipated to yield the greatest progress toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. The 2% Strategy Opportunity Areas are made up of the following:

- Metro Centers. Local areas of regional significance that are currently, or are projected to be, major employment and residential centers, attracting large numbers of work commuters and well-accessible by both highway and transit.
- City Centers. Local areas of sub-regional significance that are currently, or are projected to be, employment and residential centers, providing regional benefits as their share of jobs and housing units increase.
- Rail Transit Stops. Areas that have an existing or planned light rail, subway, commuter rail, Amtrak and/or Maglev station stop.
- Airports, Ports, and Industrial Centers. Areas that have an existing or planned airport, sea port, inland port, international border crossing or major regional industrial center that are significant in the region's economy.



- Priority Residential In-Fill Areas. Areas that have the potential to absorb a fair share of projected regional residential growth and to provide regional and subregional transportation benefits.
- Compass Blueprint Priority Communities (or Compass Principles Priority Areas). These cities are not within the boundaries of the mapped 2% Strategy Opportunity Areas, but are encouraged to take local actions consistent with the Compass Blueprint principles and are eligible to receive Compass Blueprint planning services.

According to the San Gabriel Valley Association of Governments Opportunity Area Map, the project site is located within a 2% Strategy Opportunity Area.¹

2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy: Towards A Sustainable Future

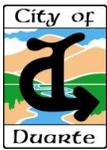
The *Regional Transportation Plan (RTP)* is developed, maintained, and updated by SCAG, southern California's MPO. On April 4, 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (2012-2035 RTP/SCS)* with the primary goal of increasing mobility for the region's residents and visitors, while also emphasizing sustainability and integrated planning. The vision of the *RTP/SCS* encompasses three principles that collectively work as the key to the region's future: mobility; economy; and sustainability. The *2012-2035 RTP/SCS* includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the Federal Clean Air Act. As such, the *2012-2035 RTP/SCS* contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies. The *2012-2035 RTP/SCS* also contains a host of improvements to the region's multimodal transportation system and a financial plan that identifies how much money is available to support the region's transportation investments.

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by the California Air Resources Board (CARB). The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network.

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review (IGR) Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in *CEQA Guidelines* Sections 15125 and 15206, and include projects that directly relate to the policies and strategies contained in the *RCP* and the *RTP*. There are two sets of minimum criteria for classification of

¹ Southern California Association of Governments, *Compass Blueprint Opportunity Areas Maps, San Gabriel Valley*, <http://www.compassblueprint.org/opportunityareas>, accessed May 15, 2013.



projects as regionally significant: Criteria 1 through 12 are recommended for use by *CEQA Guidelines* Section 15206; Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the.

A proposed plan, project, or program is directed to demonstrate how it is consistent with the 2012–2035 RTP/SCS, which is established through consistency with 2012–2035 RTP/SCS Goals and Adopted Growth Forecasts. SCAG encourages the use of the SCAG List of Mitigation Measures extracted from the 2012–2035 RTP/SCS *Program Environmental Impact Report* to aid with demonstrating consistency with regional plans and policies.

South Coast Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) is one of 35 air quality management districts that periodically prepare an update to the Air Quality Management Plan (AQMP) to meet the federal requirements and/or to incorporate the latest technical planning information. The most current Plan, the *Final 2012 AQMP (2012 AQMP)*, was adopted by the AQMD Governing Board on December 7, 2012. Upon its adoption, the 2012 AQMP became the legally enforceable plan for meeting the federal 24-hour PM_{2.5} (fine particulate) standard by 2014.

The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012–2035 RTP/SCS and updated emission inventory methodologies for various source categories. The 2012 AQMP includes new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The AQMP is intended to maintain focus on the air quality impacts of major projects related to goods movement, land use, energy efficiency and other key areas of growth. The AQMP's key elements include enhancements to existing programs to meet the 24-hour PM_{2.5} federal health standard and a proposed plan of action to reduce ground-level ozone. The AQMP also proposes measures to meet the commitment in AQMD's previous 8-hour federal ozone plan.

CITY OF DUARTE PLANS AND POLICIES

Duarte General Plan

The City adopted the *City of Duarte Comprehensive General Plan 2005 – 2020 (General Plan)* in August 2007. The *General Plan* consists of broad goals, policies, and programs that reflect the values and visions of the community. The *General Plan* contains the following mandatory and optional elements:

- Safety;
- Open Space and Conservation;
- Noise;
- Land Use;
- Housing;
- Historic Preservation;
- Economic Development; and
- Circulation.



The relevant portions of the Land Use Element, which has the broadest scope of all the General Plan elements, are discussed below. Additionally, the proposed project would involve new housing and circulation improvements. Therefore, relevant portions of the Housing and Circulation Elements are also discussed.

The General Plan policies relevant to the proposed project are outlined in Table 5.1-2, General Plan Consistency Analysis.

LAND USE ELEMENT

The Land Use Element is intended to direct growth and development in the City through goals, objectives, and policies, as well as the Land Use Plan. This Element uses text and maps to designate future use/reuse of the City's land. The overall approach of the Land Use Element is to maintain the small town atmosphere while providing a healthy local economy so that residents and businesses of Duarte can continue to maintain a high level of City services.

Land Use Diagram and Designations

The Land Use Element identifies and describes the City's various land use designations and establishes the maximum density or intensity allowed for each use. The Land Use Diagram illustrates the City's vision for the development, redevelopment, and preservation of public and private properties within Duarte. The Land Use Diagram designates the distribution and general location of land to be used for housing, business, public facilities, open space, and institutional uses. According to the *General Plan* Land Use Diagram, the project site is designated Gold Line Station Area Development Specific Plan. The Specific Plan land use designation provides for the mixture of both high density housing and other uses. The project site is identified as Gold Line Station Area Development under the Specific Plan designation and is described in the General Plan as follows:

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.

Land Use Element Table LU-4, Density, Population Estimates, and Intensity Potentials, includes the planned land use and/or development densities/intensities for the Gold Line Station Area Development (the project site). As indicated in Table LU-4, the *General Plan* projected the following:

- 120 new dwelling units; and
- 100,000 square feet of additional non-residential uses.

HOUSING ELEMENT

The Housing Element provides an inventory of land adequately zoned or planned to be zoned for housing, certainty in permit processing procedures, and a commitment to assist in housing development through regulatory concessions and incentives. The Housing Element also provides a powerful tool to address the special housing needs of people within the community including the homeless, farmworkers, and persons with disabilities. The Housing Element process ensures local governments promote a variety of housing types including multifamily rental units, manufactured housing, transitional and other types of supportive housing.

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 Area 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.



CIRCULATION ELEMENT

The Circulation Element establishes a program that is intended to provide a balanced transportation/circulation system that will support the anticipated growth in local and regional land uses. The Circulation Element outlines the goals, objectives, and policies for meeting Duarte's existing and future transportation needs and describes the future circulation system needed to support the Land Use Element.

Duarte is served by a network of roadways which is essentially comprised of a grid system of north/south and east/west roads. Exhibit 5.4-1, Study Intersections, illustrates the existing street network in the project's vicinity and indicates the following roadways provide local access to the project site: Duarte Road (forms the site's southern boundary); Highland Avenue (forms the site's eastern boundary); Evergreen Street (forms the eastern portion of the site's northern boundary); and Business Center Drive (forms the western portion of the site's northern boundary).

Circulation System 2020 Master Plan

Circulation Element Diagram CIRC-4, Circulation System 2020 Master Plan, illustrates the City's Master Plan of Streets (2020 Master Plan). The 2020 Master Plan designates the preferred number of traffic lanes (roadway classification) to support buildout of the Land Use Element. According to the Master Plan, Duarte Road and Highland Avenue are identified as Minor Arterials, Evergreen Street is identified as a Collector, and Business Center Drive is identified as a Local Street.

A Minor Arterial is an arterial roadway that has less of a regional significance than Other Principal Arterial roadways. It accommodates sub-regional and intercity travel and generally has four to six through travel lanes with a raised median and/or a center left-turn lane. Minor Arterials accommodate through traffic while also providing direct access to adjacent properties and intersecting streets. The right-of-way widths for Minor Arterial roadways in Duarte range from 80 to 100 feet, while the pavement widths range from 60 to 80 feet.

A Collector is a street that is intended to serve as an intermediate route to accommodate travel between local streets and arterial roadways and to provide access to the abutting properties. Collector streets generally have two travel lanes, although four lanes may be provided at certain locations. The right-of-way width for collector streets in Duarte is typically 60 feet, while the pavement widths range from 35 to 52 feet.

A Local Street is a low-speed street that is primarily intended to provide direct access to the abutting properties. Local streets generally have two travel lanes with parking along both sides of the street. The right-of-way widths for local streets in Duarte range from 50 to 60 feet, while the pavement widths range from 32 to 40 feet.

Circulation Element Figure CIRC-1, Standard Roadway Cross-Sections, illustrates the standard cross sections for each roadway classification. The Circulation Element recommends that the roadway cross-sections be standardized for each roadway classification.

- Transit System. Circulation Element Diagram CIRC-3, Transit System Route, identifies the fixed-route bus transit system within the City. The Commuter Line and Green Line



operate in the vicinity of the project site with stops along Evergreen Street and Duarte Road. Refer to [Section 5.4, Traffic](#), for discussion regarding transit facilities.

- ***Bike Trails.*** There are no bicycle facilities located in the vicinity of the project site. Circulation Element Diagram CIRC-2, Duarte Bike Trails, illustrates the bike trails within the City. Refer to [Section 5.4, Traffic](#), for discussion regarding bicycle facilities.

Duarte Municipal Code

The *Duarte Municipal Code* is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies.

MUNICIPAL CODE TITLE 19, DEVELOPMENT CODE OF THE CITY OF DUARTE, CALIFORNIA

Municipal Code Title 19, *Development Code* identifies land uses permitted and prohibited according to the zoning category of particular parcels and establishes the development standards and regulations for each zone. The location and boundaries of the various zones are delineated on the City's Zoning Map. According to the Final Zoning Map, the project site is zoned M, Industrial.

Development Code Chapter 19.16, Industrial Zone (M)

The City has established a single industrial zone to implement General Plan policies regarding the accommodation of manufacturing, research and development, and similar uses that produce goods for businesses and consumers, and that are involved in medical and similar research activities. Allowed uses in the industrial zones consist of those that have minimal impact on surrounding uses. Uses and permit requirements are outlined in *Development Code* Section 19.16.020.

Development Code Chapter 19.22, Specific Plan Zones (SP)

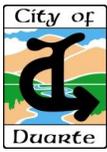
The Specific Plan (SP) zone is established to implement *Government Code* Sections 65450 through 65457. As provided for in the *Government Code*, a specific plan is designed to provide for flexibility, innovative use of land resources and development, a variety of housing and other development types, and an effective and safe method of pedestrian and vehicular circulation. A specific plan may be adopted for any property or group of properties meeting the criteria set forth in this Chapter and Chapter 19.150, Specific Plans.

5.1.2 ENVIRONMENTAL SETTING

ON-SITE 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, as described below:

- 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:

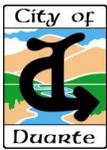
- *North:* Evergreen Street and the Foothill Freeway (Interstate 210) are located to the north of the northernmost portion of the site. Single-family residential uses are located to the north across Business Center Drive.
- *West:* An approximately 204-unit single-family residential neighborhood south of Evergreen Street, east of Buena Vista Street, and north of East Duarte Road is located to the west of the project site.
- *South:* The Los Angeles County Metropolitan Transportation Authority (Metro)-owned railroad right-of-way 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 East 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).

5.1.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (*CEQA Guidelines* Appendix G) have been utilized as thresholds of significance in this Section. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Physically divide an established community (refer to Section 8.0, Effects Found Not To Be Significant);
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plans (refer to Section 8.0, Effects Found Not To Be Significant).

For the purposes of this impact analysis, a significant impact would occur if project implementation would result in inconsistencies or conflicts with the General Plan's adopted Goals and Policies and/or the Zoning Code's applicable rules and regulations, as well as the specified regional plans. Based on these standards, the project's effects have been categorized



as either a “less than significant impact” or “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 PROJECT IMPACTS AND MITIGATION MEASURES

OVERVIEW OF THE DUARTE STATION SPECIFIC PLAN (PROPOSED PROJECT)

The Duarte Station Specific Plan has been prepared to establish the planning concept, regulations, and administrative procedures necessary to achieve compatible, orderly, and efficient development of the 19.08-acre project site.

Per *Government Code* Section 65451, Specific Plans are permitted to regulate development including permitted uses, density, design, building size, and placement. Specific Plans also govern the type and extent of open space, landscaping, roadways, and the provision of infrastructure and utilities. Since the development guidelines established in a Specific Plan focus on the unique needs of a specific area, Specific Plans allow for greater flexibility than is possible with conventional zoning.

The proposed Specific Plan articulates the vision to make the Duarte Gold Line Station Area a vibrant, mixed-use transit village that has a focus on residential uses, retail, and urban green space. The Gold Line Station on the project’s southern edge will act as the gateway to the neighborhood with special attention paid to the public realm in the immediate vicinity by creating a park/public plaza bordered by local serving retail uses, so that the station area may also serve as a local gathering place. A strong emphasis will be placed on walkability through a pleasant sidewalk environment where buildings frame the street.

The overall purpose and intent of the Specific Plan is to create a policy and zoning document that will establish a planning and regulatory framework designed for the future development and buildout of the property located within the Specific Plan Area. An overview of the various sections of the Specific Plan are provided below.

Section 1 – Introduction. This section provides background information about the Specific Plan. Since the Specific Plan will be used by a variety of users (such as property owners, City staff, business owners, residents, and elected and appointed officials), a brief background of the Specific Plan Area and project setting are included. This section provides a very brief description of the history, purpose, and function of the specific plan; it educates the reader on the information contained within the Specific Plan Document in the sections that follow.

Section 2 – Development Plan. Section 2 identifies the fundamental components of the Specific Plan. The detailed land use program is presented through tables and a master land use plan graphic (refer to *Exhibit 3-4, Master Land Use Plan*). The development concept for the Duarte Station Specific Plan provides flexibility for all property owners to respond to market conditions and develop a mixed use “transit village” that revitalizes the Specific Plan Area through the provision of multiple land uses that are complementary to one another. Land uses consist of residential, office, hospitality, and commercial/retail spaces. The mixture of land uses results in the availability of a variety of goods, services, and amenities for residents, employees, or visitors to the Specific Plan Area.

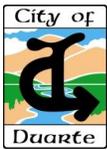


Exhibit 3-5, Development Scenario, shows one potential development scenario within the framework of the Master Land Use Plan. For the purpose of this EIR, this scenario was used to determine the development potential to analyze. Development may be permitted in any location within the Specific Plan if requirements outlined in the Development Regulations and Design Guidelines in Sections 5 and 6 are met.

Section 3 – Infrastructure and Services Plan. The Infrastructure and services plan discusses existing conditions and proposed improvements to local circulation, parking, sewer, water, and storm drain systems that would serve the Specific Plan Area at full buildout. Improvements proposed are triggered by the Master Development Plan discussed in Section 2. Public and private utility providers are also identified here.

Section 4 – Land Use and Development Regulations. This section provides development standards for proposed development in the Specific Plan Area. These regulations are going to be included through a hybrid approach that integrates features of a conventional zoning code and a form-based code. Form-based codes regulate land uses based on form and function and are based on a “human-use” scale. This section contains development standards for architecture and building placement, streets and alleys, civic and public places, and landscaped or hardscape areas. The Development Regulations complement the Design Guidelines to ensure that quality development occurs in suitable places and spaces.

Section 5 – Design Guidelines. This section provides design guidance for architectural, landscape, signage, lighting, and community artwork features within the Specific Plan Area. The purpose of the Design Guidelines is to identify and establish visual themes that are aesthetically pleasing and will result in a cohesiveness to create a “sense of place” for persons that live, work, or congregate within a transit-oriented development Specific Plan Area.

Section 6 – Implementation and Administration. The intent of this section is to provide methods for eventual construction and buildout of the Specific Plan. Implementation techniques, tools, and incentives including efficient entitlement processing standards, phasing, cost estimates, and public and private funding and financing mechanisms are also addressed.

Section 7 – Appendices. This section includes the General Plan consistency analysis as well as other supporting information.

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) provides the authority to adopt a Specific Plan by ordinance (as a regulatory plan) or resolution (a policy driven plan). The Specific Plan will be both a regulatory and policy document adopted by the Ordinance.

As a regulatory plan, the Specific Plan will establish the zoning for the land within the Specific Plan Area. Development plans, site plans, tentative tract maps, and/or parcel maps must be consistent with the Specific Plan and the General Plan. Upon approval of the Duarte Station Specific Plan, which will also be the zoning for the site, future development will be subject to the development standards and development parameters governed by the Specific Plan. In the event the Duarte Station Specific Plan is silent as to a development standard or procedure, the provisions of the City’s *Development Code* shall control.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

■ IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH SCAG’S 2012 RTP/SCS GOALS AND ADOPTED GROWTH FORECASTS.

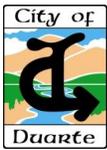
Impact Analysis: SCAG’s IGR Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. According to SCAG’s criteria for classification of projects as regionally significant, the following criteria are relevant to the project:

- Criteria 1: A proposed local general plan, element, or amendment thereof for which an EIR was prepared.
- Criteria 4: A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

Because the proposed project satisfies Criteria 1 and 4 above, it is considered regionally significant and must demonstrate its consistency with the *2012-2035 RTP/SCS*, which is established through consistency with *2012-2035 RTP/SCS Goals and Adopted Growth Forecasts*. *Table 5.1-1, SCAG Consistency Analysis*, provides an analysis of the proposed project’s consistency with the *2012-2035 RTP/SCS Goals and Adopted Growth Forecasts*. As concluded in *Table 5.1-1*, the project is consistent with the *2012-2035 RTP/SCS Goals and growth forecasts*, resulting in a less than significant impact in this regard.

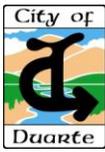
**Table 5.1-1
SCAG Consistency Analysis**

Goal #	Goal	Determination of Consistency
Regional Transportation Plan/Sustainable Communities Strategy: Goals¹		
RTP/SCS G1	Align the plan investments and policies with improving regional economic development and competitiveness.	<u>Consistent:</u> The proposed project would potentially provide a net increase of 1,640 jobs in the City, thereby improving regional economic development.
RTP/SCS G2	Maximize mobility and accessibility for all people and goods in the region.	<u>Consistent:</u> The project site is located immediately adjacent to the Duarte Gold Line Station, currently under construction. Additionally, the I-210 and I-605 Freeways are located to the north and east, respectively. The Plan Area’s proximity to the Gold Line and freeways would maximize mobility for the proposed project’s future residents, employees, patrons, and visitors.
RTP/SCS G3	Ensure travel safety and reliability for all people and goods in the region.	<u>Consistent:</u> The proposed Circulation Plan includes a private roadway network through the Specific Plan Area to support potential future development within the area. Existing roadways surrounding the site would remain unchanged. Future traffic signals would be provided on Highland Avenue and Duarte Road as mitigation for the Gold Line. As indicated in <u>Section 5.4, Traffic</u> , improvements would be required including a traffic signal at the Village Road/Duarte Road intersection, modification of the traffic signal at Buena Vista Street/Duarte Road and signage and striping at Buena Vista Street/Three Ranch Road to reduce potential impacts. Although significant unavoidable impacts would remain at the Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street intersections, neither of the intersections satisfies a traffic signal warrant. Improvements have been identified to reduce potential impacts to the extent feasible.



**Table 5.1-1 [continued]
SCAG Consistency Analysis**

Goal #	Goal	Determination of Consistency
RTP/SCS G4	Preserve and ensure a sustainable regional transportation system.	<u>Consistent</u> : Section 5.4, <u>Traffic</u> , includes an analysis of the proposed project's impacts to the study area intersections, including State-controlled intersections, which form part of the regional transportation system. The analysis has concluded that impacts to state-controlled intersections would be less than significant. In order to ensure freeway on- and off-ramp impacts associated with the proposed project remain consistent with the Draft EIR analysis, mitigation would be implemented requiring future development to prepare and submit a traffic study to verify the Draft EIR conclusions and identify appropriate mitigation if impacts are identified.
RTP/SCS G5	Maximize the productivity of our transportation system.	<u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G3.
RTP/SCS G6	Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	<u>Consistent</u> . The project site is located adjacent to the Duarte Gold Line Station, which would provide increased opportunities for alternative modes of transportation, including walking and bicycling. Future development would be required to comply Duarte Municipal Code Section 19.38.220 (Bicycle parking requirements), which establish bicycle parking requirements based on land use. Amenities would be provided for cyclists within the project area. Additionally, the private roadway network within the Specific Plan Area would include sidewalks and future development would be designed for comfortable pedestrian circulation and access.
RTP/SCS G7	Actively encourage and create incentives for energy efficiency, where possible.	<u>Consistent</u> . Future development within the Specific Plan Area would be required to comply with Duarte Municipal Code Chapter 19.52 (Sustainable Development Practices), which includes standards that promote increased energy efficiency.
RTP/SCS G8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G6.
RTP/SCS G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<u>Not Applicable</u> : The security of the regional transportation system is beyond the control of the proposed project.
Regional Transportation Plan/Sustainable Communities Strategy: Adopted Growth Forecasts For Duarte²		
Adopted Growth Forecasts: 2035 Population: 23,400 Households: 7,900 Employment: 7,300	The project's buildout horizon year is 2035.	<u>Consistent</u> : As indicated in <i>Table 6-1, Project Compared to SCAG Growth Forecasts</i> , project implementation would result in approximately 7,505 households, with a population of approximately 22,984 persons in the City in 2035, and approximately 8,094 jobs. The proposed project could potentially cause SCAG's 2035 employment forecasts for the City to be exceeded by approximately 10 percent. However, the potential employment opportunities anticipated with implementation of the proposed project would improve the City's overall jobs/housing balance and provide employment opportunities for Duarte residents. As concluded in <i>Section 7.1, Growth-Inducing Impacts</i> , the project's potential population growth is considered less than significant. Additionally, project implementation would not cause SCAG's housing forecasts for the City to be exceeded. The proposed project would be consistent with SCAG's growth forecasts for the City.
Notes: 1. Southern California Association of Governments Website, <i>2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future</i> , http://rtpscscag.ca.gov/Pages/default.aspx , Accessed May 16, 2013. 2. Southern California Association of Governments Website, <i>Adopted 2012 RTP Growth Forecast</i> , http://www.scag.ca.gov/forecast/index.htm , Accessed May 16, 2013.		



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CITY OF DUARTE GENERAL PLAN

■ IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH A DUARTE GENERAL PLAN LAND USE PLAN OR POLICY.

Impact Analysis: The project requests approval of the Duarte Station Specific Plan (Specific Plan). The Specific Plan is intended to establish the general type, parameters, and character of the development in order to develop an integrated Transit Oriented Development (TOD) that is also compatible with the surrounding area.

Master Land Use Plan

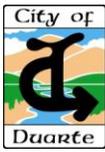
The Specific Plan would establish a Master Land Use Plan for development of the Plan Area. The Master Land Use Plan provides flexibility for property owners to respond to market conditions and develop a mixed-use “transit village” that revitalizes the Specific Plan Area through the provision of multiple land uses that complement one another. Land uses would consist of residential, office, hotel, commercial/retail, and open space. Table 3-1, Master Land Use Plan Designations and Acreages identifies the land use designations and associated acreages established by the Specific Plan.

Since the Specific Plan does not provide a specific site plan, a Development Scenario that allows for one potential implementation of the Master Land Use Plan has been identified; refer to Exhibit 3-5, Development Scenario. 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, as well as the specified Density/FAR.

Table 3-3, Growth Over Existing Conditions, outlines the land uses in the Specific Plan Area under existing and proposed conditions, and the difference between the two conditions. As indicated in Table 3-3, the Specific Plan Area is currently developed with warehouse/industrial uses totaling 313,955 square feet. The proposed Development Scenario would allow up to 475 new residential dwelling units, a 250-room hotel, and an additional 98,045 square feet of retail/office uses.

Land Use Plan and Designations

Per California State Law, the proposed Specific Plan must be consistent with the *Duarte General Plan*. The *General Plan* Land Use Diagram currently designates the project site as the Gold Line Station Area Development Specific Plan. The proposed project would amend the designation to Duarte Station Specific Plan. A General Plan Amendment would involve text changes to the Land Use Element relative to the Duarte Station Specific Plan. Thus, the proposed Specific Plan would be consistent with the *General Plan*.



General Plan Policies

Table 5.1-2, General Plan Policy Consistency Analysis, provides an analysis of the proposed project's consistency with the relevant *General Plan* policies. As demonstrated in *Table 5.1-2*, the proposed Specific Plan is determined to be consistent with the relevant General Plan Policies. All future development plans or agreements, tentative tract or parcel maps, and any other development approvals would be subject to compliance with the Specific Plan. Compliance with the Specific Plan would be verified on a project-by-project basis, through the development review process articulated in Section 6.0 of the Plan. Because all future actions and projects must comply with the Specific Plan, which complies with the General Plan, they would inherently comply with the General Plan.

**Table 5.1-2
General Plan Policy Consistency Analysis**

Policy #	Policy	Determination of Consistency
Land Use Element¹		
LU 1.1.2	Encourage the development of a mix of housing types and densities to ensure a variety of housing to accommodate a range of tastes and incomes.	<u>Consistent</u> . The Specific Plan allows for mixed-use residential and high-density residential uses in proximity to the Gold Line Station. It is anticipated that future residential development would provide housing at a variety of income levels, including providing opportunities for affordable housing.
LU 2.1.1	New infill residential development should be compatible in design, bulk, and height with existing nearby residential development as referenced in Duarte's Architectural Design Guidelines.	<u>Consistent</u> . The Specific Plan allows for the development of higher-density residential uses adjacent to existing single-family uses to the west. However, the Specific Plan would include 0.80 acres of passive open space/greenbelt, which would provide a buffer between the existing and proposed uses. Additionally, the Specific Plan includes Development Standards, which provides specific height limits and step-back conditions for proposed development adjacent to the existing single-family residential neighborhood.
LU 2.1.7	Make every effort to ensure that industry and residences, where located in close proximity, will be compatible neighbors with non-industrial uses located nearby, and with neighboring cities as well.	<u>Consistent</u> . The Duarte/Lewis Business Center is located to the east of the Specific Plan Area across Highland Avenue. The Master Land Use Plan identifies Mixed Use and Station Plaza Mixed Use land uses adjacent to Highland Avenue, which would be compatible with adjacent uses. Further, the Specific Plan Development Standards identifies building setbacks and height limits adjacent to Highland Avenue to provide adequate buffering and distance.
LU 3.1.4	Create a flexible mixed use Transit Oriented Development Specific Plan for the current non-residential area north of the Gold Line Station.	<u>Consistent</u> . The Duarte Station Specific Plan allows for a flexible mix of uses that incorporates retail, office, hospitality, and residential development, as well as open space north of and adjacent to the Gold Line Station, currently under construction.
LU 3.1.6	Promote the use of mixed land use techniques and construction methods to provide more housing and minimize housing costs without compromising basic health, safety and aesthetic qualities.	<u>Consistent</u> . The Duarte Station Specific Plan encourages mixed-use development, including high-density residential uses, as well as hotel, office, and retail uses. It is anticipated that future residential development would provide housing at a variety of income levels, including providing opportunities for affordable housing.



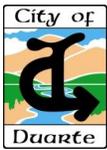
**Table 5.1-2 [continued]
General Plan Policy Consistency Analysis**

Policy #	Policy	Determination of Consistency
Housing Element²		
5.1.1	Provide adequate sites to facilitate the development of a range of residential development types in Duarte which fulfill regional housing needs, including low density single-family uses, moderate density townhomes, and higher density apartments and condominiums.	<u>Consistent</u> . The Duarte Station Specific Plan provides the opportunity for high-density residential development, including opportunity for 80-100 multi-family units consistent with the City's affordable housing requirements.
5.1.3	Rezone the Gold Line and City Center areas consistent with the General Plan to provide for new housing for a variety of income levels including affordable units.	<u>Consistent</u> . Adoption of the Duarte Station Specific Plan would rezone the project site to Specific Plan and would allow for high-density residential development, including affordable units.
Circulation Element¹		
Circ 1.1.4	Evaluate the traffic impacts of new development and require developers to employ appropriate mitigation measures to reduce traffic or improve roadway and traffic conditions.	<u>Consistent</u> . A Traffic Impact Study has been prepared for the proposed project. As indicated in <u>Section 5.4, Traffic</u> , implementation of the proposed project would result in traffic impacts at City intersections. Improvements have been identified to reduce potential impacts. However, significant unavoidable impacts would remain at the Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street intersection. Neither of the intersections satisfies a traffic signal warrant. Therefore, improvements have been identified to reduce the impact to the extent feasible.
Circ 1.1.6	Pursue and provide adequate right-of-way to accommodate future circulation system improvements.	<u>Consistent</u> . The Duarte Station Specific Plan identifies a private roadway network to support future development.
Circ 3.1.4	Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternate modes of transportation.	<u>Consistent</u> . The proposed project promotes a transit oriented development in proximity to the Duarte Gold Line Station, currently under construction. The proposed mix of uses and development standards would promote the use of the Gold Line, as well as other alternate modes of transportation, such as bicycling and walking.
Source: 1. City of Duarte Comprehensive General Plan 2005-2020, August 14, 2007. 2. City of Duarte 2008-2014 Housing Element, April 2011.		

Overall, as concluded in the discussions presented above, the proposed project would not conflict with the *Duarte General Plan*, therefore, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



CITY OF DUARTE DEVELOPMENT CODE

■ IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH THE DUARTE MUNICIPAL CODE STANDARDS AND REGULATIONS.

Impact Analysis: In order to ensure consistency between the Duarte Station Specific Plan and the *Duarte Development Code*, the *Development Code* would be revised alongside the adoption of the Specific Plan. More specifically, the proposed Zone Change would establish the boundaries and replace the project site's existing M-Manufacturing Zoning District with the Duarte Station Specific Plan. The Duarte Station Specific Plan would need to be adopted by the City of Duarte by ordinance. Upon adoption, the Specific Plan would function as the Zoning Code for the Specific Plan Area. The Specific Plan Master Land Use Plan would serve as the Zoning Map for the Specific Plan Area. Buildout of the Specific Plan Area could not exceed the specified density or floor area ratio. All future development proposals within the Specific Plan Area would be subject to compliance with the Specific Plan, which would regulate and restrict the uses of lands and buildings, height and bulk of buildings, yards and other open spaces, and density/intensity of development. Individual development projects would be subject to the development standards and design guidelines, and would be subject to the development review process articulated in Section 6.0 of the Plan. Because all future actions and projects must comply with the Specific Plan, which would comply with the *Development Code* upon approval of the Zone Change, they would inherently comply with the *Development Code*. Thus, the proposed project would not conflict with the *Duarte Development Code* and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

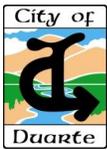
Level of Significance: Less Than Significant Impact.

5.1.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

■ DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS.

Impact Analysis: As indicated in *Table 4-1, Cumulative Projects*, the related projects and other possible development would occur within the cities of Duarte, Monrovia, Irwindale, and Azusa. Based on the projects identified in *Table 4-1*, cumulative development would result in a variety of new residential and non-residential uses. Development of the Plan Area, combined with other development, would not result in any cumulative land use impacts as other projects are implemented within the City of Duarte and other cities. Projects would be evaluated on a project-by-project basis and subject to the land use requirements of their respective jurisdictions.

Each project would undergo a similar plan review process as the proposed project, in order to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zoning district(s). It is assumed that cumulative development would progress in accordance



with the General Plan and Municipal Code of the respective jurisdictions. Each project would be analyzed in order to ensure that the goals, objectives, and policies of the respective General Plan, and regulations and guidelines of the respective Municipal Code are consistently upheld. Further, as concluded above, the proposed Duarte Station Specific Plan would be consistent with the *Duarte General Plan* and *Development Code*. Thus, project implementation would not result in cumulatively significant land use impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would result in less than significant project and cumulative impacts related to land use and planning. As such, no significant unavoidable impacts would result from implementation of the Duarte Station Specific Plan.

5.1.7 SOURCES CITED

City of Duarte, *City of Duarte Comprehensive General Plan 2005-2020*, August 14, 2007.

City of Duarte, *City of Duarte 2008-2014 Housing Element*, April 2011.

City of Duarte, *City of Duarte Municipal Code*, current through Ordinance 838, passed July 31, 2012.

Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*, <http://rtpscs.scag.ca.gov/Pages/default.aspx>, accessed May 16, 2013.

Southern California Association of Governments, *Adopted 2012 RTP Growth Forecast*, <http://www.scag.ca.gov/forecast/index.htm>, accessed May 16, 2013.

Southern California Association of Governments, *Compass Blueprint Opportunity Areas Maps, San Gabriel Valley*, <http://www.compassblueprint.org/opportunityareas>, accessed May 15, 2013.