



5.4 TRAFFIC

This section is based upon the *Duarte Station Specific Plan Traffic Impact Analysis (Traffic Impact Analysis)*, dated August 29, 2013, prepared by RBF Consulting (RBF), which is included as Appendix D, Traffic Impact Analysis. The purpose of the *Traffic Impact Analysis* is to evaluate development of the proposed project from a traffic and circulation standpoint. Mitigation measures are recommended, if necessary, to avoid or reduce project impacts on traffic and circulation.

The *Traffic Impact Analysis* analyzes existing and future AM and PM peak hour traffic conditions for the following scenarios:

- Existing Conditions
- Existing With Project Conditions
- Forecast Year 2020 Without Project Conditions
- Forecast Year 2020 With Project Conditions

5.4.1 REGULATORY SETTING

CALIFORNIA DEPARTMENT OF TRANSPORTATION

The California Department of Transportation (Caltrans) publishes the *Guide for the Preparation of Traffic Impact Studies*, which provides guidelines and recommended elements of traffic studies for projects that could potentially impact state facilities such as State Route highways and freeway facilities. This is a State-level document that is used by each of the Caltrans District offices.

The Guide defines when traffic studies should be conducted to address impacts to state facilities, but does not define quantitative impact standards. The Guide states that Measures of Effectiveness (MOEs) are used to evaluate Caltrans facilities, and that the agency strives to maintain a LOS value of C on its facilities. However, the Guide states that the appropriate target LOS varies by facility and congestion level, and is defined differently by Caltrans depending on the analyzed facility.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

The Los Angeles County Metropolitan Transportation Authority (Metro) is the agency that operates the Metro bus transit lines and the Metrorail facilities, including the proposed Gold Line through Duarte. Metro also administers the Los Angeles County Congestion Management Program (CMP) and prepares the Long Range Transportation Plan (LRTP).

The Los Angeles County CMP is mandated by State of California law. This law is administered locally by Metro and requires that the traffic generated by individual development projects be analyzed for potential impacts to the regional roadway system. It also requires that local jurisdictions (cities and counties) maintain CMP conformance by monitoring development activity, reporting the results annually to Metro, and adopting a CMP transportation demand management ordinance. The only two CMP highways in or near Duarte are the I-210 and I-605 Freeways. There are no CMP arterial roadways in Duarte.



The LRTP, which is prepared by Metro, is the blueprint for implementing future transportation improvements in Los Angeles County. It is a program of recommended transportation projects that assists decision-makers in understanding the options that are available for improving the transportation system. The LRTP recommends a balanced transportation program with a strong emphasis on public transit to meet the region's growing travel demands.

CITY OF DUARTE

City of Duarte General Plan

The Circulation Element of the General Plan serves as the City's primary guide for transportation planning. Specifically, 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 focuses on providing a safe and efficient circulation system that improves the flow of traffic while enhancing pedestrian and vehicular safety, promoting commerce, and providing for alternative modes of transportation.

Circulation Element policies that pertain to the proposed project include, but are not limited to, the following:

- 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.
- Circ 2.1.1 - Discourage through traffic on local streets that are located in residential neighborhoods.
- Circ 2.1.4 - Discourage non-resident motorists from traveling through residential neighborhoods.
- Circ 2.1.5 - Appropriate mitigation measures should be implemented to ensure that the adverse impacts from trucks and employee traffic can be reduced.
- Circ 3.1.1 - Continue to promote the development of the MTA Gold Line and a Duarte Station.
- 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.
- Circ 3.1.5 - Provide incentives for appropriate pedestrian and bicycle facilities throughout Duarte, particularly for bike lanes to the Gold Line Station.



5.4.2 ENVIRONMENTAL SETTING

STUDY AREA

Primary access to the project site is provided at Highland Avenue and Business Center Drive.

Local Roadways

The characteristics of the roadway system in the vicinity of the project site are described below:

- Interstate 210 (I-210) provides regional access for the project site as a six- to eight-lane freeway facility, traversing southern California in an east-west orientation. I-210 originates on the west end near the Sylmar district of Los Angeles at I-5 and continues east to its terminus at its interchange with State Route 57 (SR-57) in the Glendora area. I-210 continues east as State Route 210 (SR-210) from Glendora to its eastern terminus at I-10 in the Redlands area.
- Mountain Avenue is a four-lane divided roadway with a painted median trending in a north-south direction. The posted speed limit is between 35 and 40 miles per hour on Mountain Avenue within the project vicinity; on-street parking is permitted north of Central Avenue. On-street parking is prohibited south of Central Avenue.
- Buena Vista Street is a four-lane undivided roadway trending in a north-south direction. The posted speed limit is 35 miles per hour on Buena Vista Street within the project vicinity; on-street parking is permitted.
- Duncannon Avenue is a two-lane undivided roadway trending in a north-south direction. There is no posted speed limit on Duncannon Avenue within the project vicinity; on-street parking is permitted.
- Highland Avenue is a four-lane undivided roadway trending in a north-south direction. The posted speed limit is 35 miles per hour on Highland Avenue within the project vicinity; on-street parking is permitted.
- Mt. Olive Drive is a two-lane divided roadway trending in a north-south direction originating at the northern terminus of the I-605 Freeway in the City of Duarte. There is no speed limit posted on Mt. Olive Drive within the project vicinity; on-street parking is permitted. South of Huntington Drive, this roadway transitions to the I-605 Freeway off/on-ramp, which is generally four lanes divided.
- Cinco Robles Drive is a two-lane undivided roadway trending in a north-south direction. There is no speed limit posted on Cinco Robles Drive within the project vicinity; on-street parking is permitted. Cinco Robles Drive terminates in a cul-de-sac approximately 1,150 feet south of Duarte Rd.
- Village Road is a two-lane divided private roadway with a painted median within the project vicinity. There is no speed limit posted on Village Road; on-street parking is permitted.



- Huntington Drive is a four-lane divided roadway with a raised median trending in an east-west direction. The posted speed limit is 40 miles per hour on Huntington Drive within the project vicinity; on-street parking is permitted.
- Central Avenue is a two-lane undivided roadway trending in an east-west direction east of Bradbury Avenue. West of Bradbury Avenue, Central Avenue is a one-way westbound frontage roadway with two to three lanes providing access to and from the I-210 freeway. The posted speed limit is 35 miles per hour within the project vicinity; on-street parking is permitted.
- Evergreen Street west of Buena Vista Street is a one-way eastbound frontage roadway with prohibited parking providing access to and from the I-210 freeway. Evergreen Street east of Buena Vista Street is a two-lane undivided roadway trending in the east-west direction. The posted speed limit is 30 miles per hour on Evergreen Street east of Buena Vista Street and on-street parking is permitted.
- Business Center Drive is a two-lane undivided roadway trending in an east-west direction. There is no speed limit posted on Business Center Drive within the project vicinity; on-street parking is permitted.
- Three Ranch Road is a two-lane undivided roadway trending in an east-west direction. There is no speed limit posted on Three Ranch Road within the project vicinity; on-street parking is permitted.
- Duarte Road is a four-lane divided roadway with a raised median trending in an east-west direction. The posted speed limit is 40 miles per hour on Duarte Road within the project vicinity; on-street parking is permitted.

Study Intersections

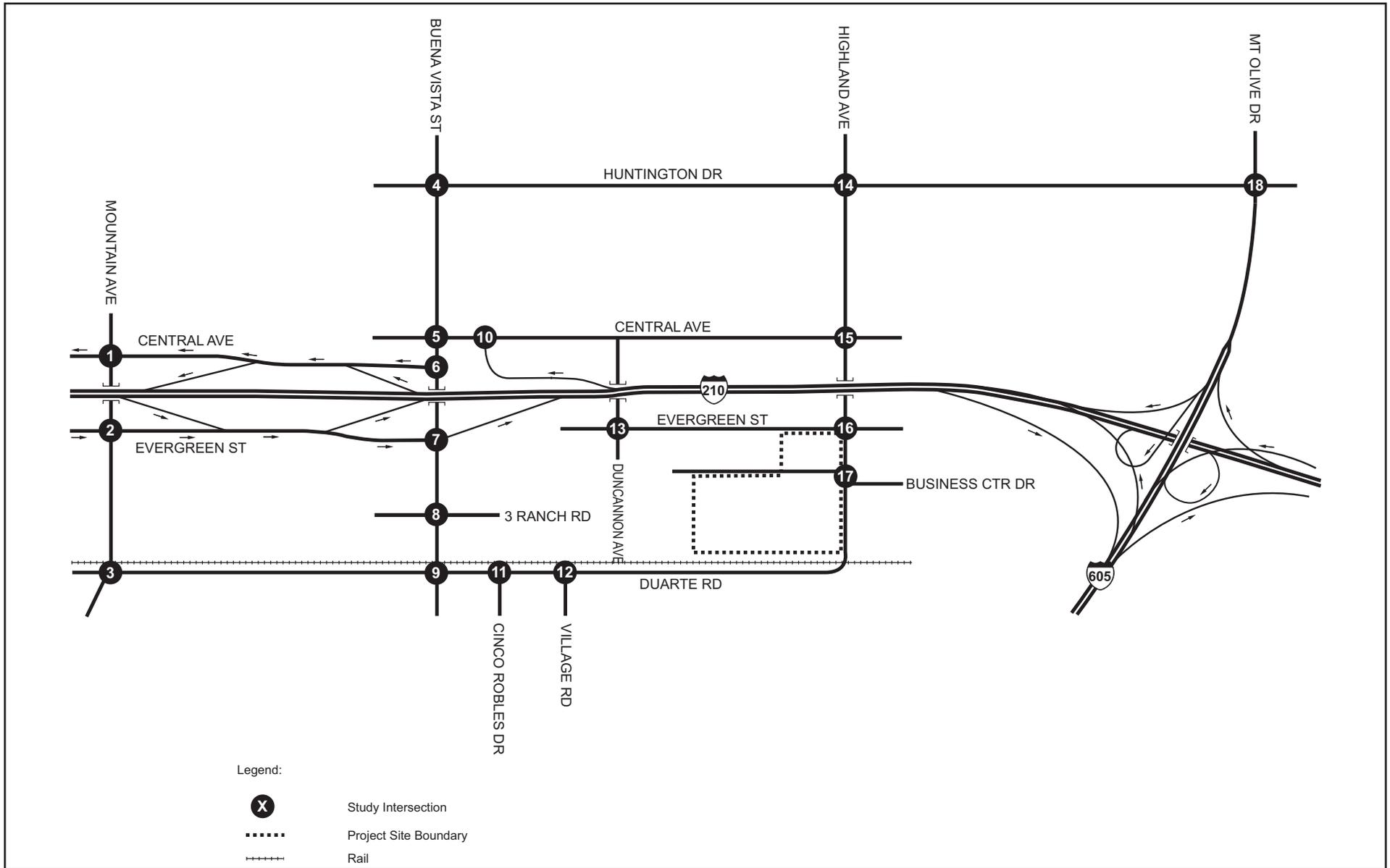
Table 5.4-1, Study Intersections, identifies the study intersections and respective jurisdictions. Exhibit 5.4-1, Study Intersections, illustrates the location of the study intersections.

ANALYSIS METHODOLOGY

The traffic analysis is based upon the potential impacts associated with the proposed project. The traffic analysis evaluates existing operating conditions at key study intersections within the project vicinity, estimates the trip generation potential of the proposed project, and forecasts future operating conditions with and without the proposed project. For a detailed discussion of the analytical methodology, refer to Appendix D, Traffic Impact Analysis.

Existing Conditions

To determine existing operation of the study intersections, weekday AM and PM peak period traffic movement counts were collected in November and December 2012 during typical weekday conditions. The AM peak period intersection counts were collected from 7:00 AM to 9:00 AM; the PM peak period intersection counts were collected from 4:00 PM to 6:00 PM. The traffic volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. Detailed traffic count data sheets are contained in Appendix D.



NOT TO SCALE



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DUARTE STATION SPECIFIC PLAN
ENVIRONMENTAL IMPACT REPORT

Study Intersection Location

Exhibit 5.4-1



**Table 5.4-1
Study Intersections**

Intersection Number	Study Intersection	Jurisdiction	
		City of Duarte	Caltrans
1	Mountain Avenue/Central Avenue	X	
2	Mountain Avenue/Evergreen Street	X	
3	Mountain Avenue/Duarte Road	X	
4	Buena Vista Street/Huntington Drive	X	
5	Buena Vista Street/Central Avenue	X	
6	Buena Vista Street/I-210 WB On-Ramp		X
7	Buena Vista Street/I-210 EB On-Ramp		X
8	Buena Vista Street/Three Ranch Road	X	
9	Buena Vista Street/Duarte Road	X	
10	I-210 WB Off-Ramp/Central Avenue		X
11	Cinco Robles Drive/Duarte Road	X	
12	Village Road/Duarte Road	X	
13	Duncannon Avenue/Evergreen Street	X	
14	Highland Avenue/Huntington Drive	X	
15	Highland Avenue/Central Avenue	X	
16	Highland Avenue/Evergreen Street	X	
17	Highland Avenue/Business Center Drive	X	
18	I-605 Terminus/Mt. Olive Drive/Huntington Drive		X

WB = westbound; EB = eastbound.

INTERSECTION LEVEL OF SERVICE METHODOLOGY

City of Duarte

INTERSECTION CAPACITY UTILIZATION (ICU) METHOD OF ANALYSIS

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Intersection Capacity Utilization (ICU) analysis method is utilized by the City of Duarte to determine the operating LOS of signalized intersections. The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding volume to capacity (V/C) ratios shown in *Table 5.4-2, Signalized Study Intersection V/C and Level of Service Ranges*.



**Table 5.4-2
Signalized Study Intersection V/C and Level of Service Ranges**

V/C Ratio	Level of Service (LOS)
≤ 0.60	A
0.61 to ≤ 0.70	B
0.71 to ≤ 0.80	C
0.81 to ≤ 0.90	D
0.91 to ≤ 1.00	E
> 1.00	F

Source: 1990 Transportation Research Board.
V/C = Volume to Capacity

HIGHWAY CAPACITY MANUAL METHOD OF ANALYSIS

The Highway Capacity Manual (HCM) intersection analysis methodology is used to analyze the operation of unsignalized study intersections. The HCM analysis methodology describes the operation of an unsignalized intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in *Table 5.4-3, Unsignalized Study Intersection Level of Service and Delay Ranges*.

**Table 5.4-3
Unsignalized Study Intersection Level of Service and Delay Ranges**

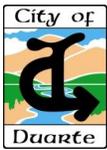
Level of Service (LOS)	Delay (second/vehicle)
A	≤ 10.0
B	> 10.0 to ≤ 15.0
C	> 15.0 to ≤ 25.0
D	> 25.0 to ≤ 35.0
E	> 35.0 to ≤ 50.0
F	> 50.0

Source: 2000 Highway Capacity Manual.

HCM level of service is based on the average stopped delay per vehicle for all movements of all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

California Department of Transportation

This intersection analysis of State-controlled study intersections has been prepared in accordance with the California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (State of California Department of Transportation, December 2002).



HIGHWAY CAPACITY MANUAL METHOD OF ANALYSIS

Caltrans advocates use of HCM intersection analysis methodology to analyze the operation of signalized intersections. The HCM analysis methodology describes the operation of signalized intersections and unsignalized intersections using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle as shown in Table 5.4-4, State-Controlled Intersection Level of Service and Delay Ranges.

**Table 5.4-4
State-Controlled Intersection Level of Service and Delay Ranges**

Level of Service (LOS)	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

Level of service (LOS) is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop controlled intersections, LOS is based on the worst stop-controlled approach.

EXISTING INTERSECTION LEVELS OF SERVICE

City of Duarte

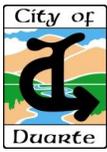
Table 5.4-5, Existing Conditions AM and PM Peak Hour City Intersection Level of Service, summarizes the existing peak hour LOS for the City study intersections.

Caltrans

Table 5.4-6, Existing Conditions AM and PM Peak Hour State-Controlled Intersection Level of Service, summarizes existing AM and PM peak hour LOS of the State-controlled study intersections; detailed LOS analysis sheets are contained in Appendix D.

EXISTING TRANSIT SERVICE

The City of Duarte, Foothill Transit, and Metro provide bus service to the City. The Duarte commuter line makes two early morning runs through the residential areas of Duarte and transports passengers to Foothills Transit and Metro transfer points on Huntington Drive. The commuter line travels along Evergreen Street between Highland Avenue and Buena Vista Street with a stop at Evergreen Street and Highland Avenue. The Green Line travels along Buena Vista Street, Duarte Road, Highland Avenue, and Evergreen Street with a stop at Evergreen Street and Highland Avenue.



**Table 5.4-5
Existing Conditions AM and PM Peak Hour City Intersection Level of Service**

Study Intersection		V/C – Delay – LOS	
		AM Peak Hour	PM Peak Hour
1	Mountain Avenue / Central Avenue	0.60 – N/A – A	0.72 – N/A – C
2	Mountain Avenue / Evergreen Street	0.55 – N/A – A	0.81 – N/A – D
3	Mountain Avenue / Duarte Rd	0.59 – N/A – A	0.65 – N/A – B
4	Buena Vista Street / Huntington Drive	0.64 – N/A – B	0.76 – N/A – C
5	Buena Vista Street / Central Avenue	0.47 – N/A – A	0.50 – N/A – A
8	Buena Vista Street / Three Ranch Road*	N/A – 16.1 – C	N/A – 24.7 – C
9	Buena Vista Street / Duarte Road	0.61 – N/A – B	0.75 – N/A – C
11	Cinco Robles Drive / Duarte Road*	N/A – 16.9 – C	N/A – 14.2 – B
12	Village Road / Duarte Road*	N/A – 20.3 – C	N/A – 21.4 – C
13	Duncannon Avenue / Evergreen Street*	N/A – 7.6 – A	N/A – 7.2 – A
14	Highland Avenue / Huntington Drive	0.70 – N/A – B	0.74 – N/A – C
15	Highland Avenue / Central Avenue*	N/A – 19.9 – C	N/A – 15.2 – C
16	Highland Avenue / Evergreen Street*	N/A – 18.3 – C	N/A – 15.9 – C
17	Highland Avenue / Business Center Drive*	N/A – 14.8 – B	N/A – 20.2 – C

Delay shown in seconds
* = unsignalized study intersection; V/C = volume to capacity; N/A = Not Applicable

**Table 5.4-6
Existing Conditions AM and PM Peak Hour
State-Controlled Intersection Level of Service**

State-Controlled Study Intersection		Delay – LOS	
		AM Peak Hour	PM Peak Hour
6	Buena Vista Street / I-210 WB On-Ramp	4.2 – A	8.9 – A
7	Buena Vista Street / I-210 EB On-Ramp	24.1 – C	25.4 – C
10	I-210 WB Off-Ramp / Central Avenue	23.6 – C	20.9 – C
18	I-605/Mt. Olive Drive / Huntington Drive	39.2 – D	59.7 – E

Delay shown in seconds.
WB = westbound; EB = eastbound

Foothill Transit Line 272 provides service between the cities of Duarte, Baldwin Park, and West Covina. This line has a stop at City of Hope Medical Center and travels along Duarte Road and Highland Avenue within the vicinity of the project site.

Metro Line 264 provides service between the cities of Altadena, Pasadena (Sierra Madre Station), Arcadia and Duarte, including a stop at the City of Hope. The line travels along Duarte Road, Highland Avenue, Evergreen Street, Business Center Drive and Dennings Avenue within the project area.



The Metro Gold Line Foothill Extension is currently under construction. Upon completion, the Gold Line will extend from Pasadena to Azusa, with a stop at the Duarte Gold Line Station, located adjacent to the project site. Metro will integrate the Metro Gold Line Foothill Extension into existing Metro Rail service and operate the line upon construction completion. Metro riders will be able to connect with Metro Rail and Bus lines, Metrolink commuter rail lines, and other regional transportation services at Union Station.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities are limited within the project area. Currently, sidewalks are limited to Highland Avenue and the south side of Business Center Drive. There are no bicycle facilities within the project area. The Duarte Gold Line Station, currently under construction, will include sidewalks on the north side of Duarte Road and west of Highland Avenue.

5.4.3 SIGNIFICANCE THRESHOLD CRITERIA

DEFINITION OF SIGNIFICANT IMPACT

Significant Study Intersection Traffic Impact Criteria

Traffic impacts are identified if a project would result in a significant adverse change in traffic conditions on an analyzed facility. A significant impact is typically identified if traffic generated by a project would cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below the poorest acceptable level and project traffic would substantially worsen the condition, thereby causing a further decline below the threshold.

CITY OF DUARTE

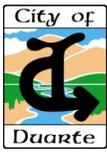
Consistent with the Los Angeles County CMP, to determine whether the addition of project-generated trips results in a significant impact at the City of Duarte signalized study intersections, and thus requires mitigation, the following threshold of significance are utilized:

- A significant project impact occurs when a proposed project increases traffic demand at a signalized study intersection by two-percent or more of capacity ($V/C \geq 0.02$), causing or worsening LOS E or F ($V/C > 1.00$).

At City of Duarte stop-controlled study intersections, a significant traffic impact occurs if one of the minor street movements are forecast to operate at LOS F and the addition of project-generated trips causes an increase in delay of two or more seconds to that movement. However, this is not a rigid threshold and judgment is required to consider the relevance of turning traffic volume, lane configuration, queuing impacts, and other parameters affecting intersection operations.

CALTRANS

While Caltrans has not established traffic thresholds of significance, this analysis utilizes the following traffic threshold of significance:



- A significant project impact occurs at a State Highway study intersection when the addition of project-generated trips to an intersection operating at LOS D or worse causes the peak hour performance and associated level of service of the study intersection to deteriorate one letter grade or more when compared to pre-project conditions.

Significance Criteria

Environmental impact thresholds as indicated in *CEQA Guidelines* Appendix G (Initial Study Checklist Form) are also used as significance thresholds in this analysis. As such, a project would create a significant impact if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (refer to Section 8.0, Effects Found Not To Be Significant);
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access (refer to Section 8.0, Effects Found Not To Be Significant); and
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based on these significance thresholds and criteria, the project's effects have been categorized as either "no impact," a "less than significant impact," or a "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 unavoidable impact.

5.4.4 PROJECT IMPACTS AND MITIGATION MEASURES

PROJECT TRIP GENERATION

To determine the number of trips currently generated by the existing land uses that would be displaced by the proposed project, traffic counts were collected at the project site in November 2012 during typical weekday conditions. Table 5.4-7, Trip Generation of Existing Land Uses, shows the trip generation of the existing land uses that would be displaced by the proposed project based on observed data.



**Table 5.4-7
Trip Generation of Existing Land Uses**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Warehouse/Industrial	95	24	119	52	150	202	1,808

As indicated in *Table 5.4-7*, the existing site is currently generating approximately 1,808 daily trips, which includes approximately 119 AM peak hour trips and 202 PM peak hour trips.

The proposed project would consist of a mixed-use transit-oriented development with 12,000 square feet of retail, 400,000 square feet of office, a 250-room hotel, and 475 residential units. Existing on-site uses would be removed by the proposed project.

To calculate trips forecast to be generated by the proposed project, Institute of Transportation Engineers (ITE) trip generation rates were utilized. *Table 5.4-8, ITE Trip Generation Rates for Proposed Project Land Uses*, summarizes the ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

**Table 5.4-8
ITE Trip Generation Rates for Proposed Project Land Uses**

Land Use (ITE Code)	Units	AM Peak Hour Rates			PM Peak Hour Rates			Daily Trip Rates
		In	Out	Total	In	Out	Total	
Retail (820)	tsf	0.60	0.36	0.96	1.78	1.93	3.71	42.70
Office (710)	tsf	1.37	0.19	1.56	0.25	1.24	1.49	11.03
Hotel (310)	tsf	0.31	0.22	0.53	0.31	0.29	0.60	8.17
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65

Source: 2012 ITE Trip Generation Manual, 9th Edition.
tsf = thousand square feet; du = dwelling units.

Pass-by Trip Reduction

As documented in ITE's *Trip Generation Manual (Institute of Transportation Engineers, 9th Edition, 2012)*, a pass-by trip reduction is applicable to retail land uses located along busy arterial highways attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, during the PM peak hour, a motorist already traveling along Highland Avenue between work and home or other destinations may stop at the proposed project site. A pass-by discount under this example would reduce/eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Without the pass-by trip discount, two trips would be generated: an inbound trip to the project site, and an outbound trip from the project site.



Table 5.4-9, *Pass-by Trip Reduction Percentages Applicable to Proposed Project*, summarizes the pass-by trip reductions applicable to the proposed project land uses as documented in the ITE Trip Generation Manual.

**Table 5.4-9
Pass-by Trip Reduction Percentages Applicable to Proposed Project**

Proposed Project Land Use	Peak Hour	
	AM Peak Hour	PM Peak Hour
Retail	0%	34%

Source: 2012 ITE Trip Generation Manual, 9th Edition.

Trip Reduction for Development Near Transit Centers and Light Rail Stations

Table 5.4-10, *ITE Trip Reduction for Developments Near Transit Centers/Light Rail Stations*, presents an estimated reduction in site vehicle trip generation for developments within 0.25 mile of transit centers or light rail stations (such as the proposed project) as documented in ITE’s Trip Generation Manual. As shown in Table 5.4-10, the vehicle trip reduction factor increases based on the density/intensity of the development; the larger trip reduction factors are achieved with development patterns that ITE would consider mixed use.

Trip reductions associated with proximity to transit or light rail center for the proposed project have been estimated by applying the applicable ITE-recommended trip reduction factors shown in Table 5.4-10 to the commercial and residential components of the proposed project.

**Table 5.4-10
ITE Trip Reduction for Developments Near Transit Centers/Light Rail Stations**

Vehicle Trip Reduction Factor	Development Pattern	Density/Intensity
5%	Locate commercial and/or light industrial users within 0.25 mile of a transit center or light rail station.	Minimum FAR of 1 per gross acre for commercial/industrial development.
10%	Locate residential development within 0.25 mile of a transit center or light rail station.	Minimum residential density of 24 dwelling units per gross acre.
15%	Locate commercial and/or light industrial users within 0.25 mile of a transit center or light rail station.	Minimum FAR of 2 per gross acre for commercial/industrial development.
15%	Locate residential-oriented mixed use development within 0.25 mile of a transit center or light rail station. Minimum 15% of floor area devoted to commercial uses oriented toward use by residences.	Minimum residential density of 24 dwelling units per gross acre.
20%	Locate commercial and light industrial development that includes non-residential uses within 0.25 mile of a transit center or light rail station. At least 30% of floor area for residential use.	Minimum FAR of 2 per gross acre for commercial/industrial development.

Source: 2012 ITE Trip Generation Manual, 9th Edition.
FAR = floor area ratio



Table 5.4-11, Proposed Project Applicable ITE Trip Reduction Percentages for Development Near Transit Centers/Light Rail Stations, summarizes the trip reduction factors applicable to the proposed project land uses based on ITE-recommended trip reduction factors shown in *Table 5.4-10*.

**Table 5.4-11
Proposed Project Applicable ITE Trip Reduction Percentages for
Development Near Transit Centers/Light Rail Stations**

Proposed Project Land Use	Applicable ITE-Recommended Trip Reduction Associated with Proximity to Light Rail and Transit
Office	15%
Residential	10%

Internal Trip Capture Reduction for Proposed Project

As documented in ITE's *Trip Generation Manual*, an internal trip capture reduction is applicable when a project has mixed land uses in which a trip originates from a land use located at the site and ends at a land use located within the same site. For example, a development with residential and office land uses has the potential to generate a pedestrian trip from the residential land use to the office land use within the same site in lieu of generating a vehicular trip to an offsite office.

Consistent with industry standards, internal trip capture has been calculated as directed in ITE's *Trip Generation Manual*. Detailed internal trip capture summary calculation sheets are contained in Appendix D. *Table 5.4-12, ITE Internal Trip Capture Percentages for Proposed Project*, shows the proposed project internal capture rates utilized in the analysis.

**Table 5.4-12
ITE Internal Trip Capture Percentages for Proposed Project**

Internal Trip Capture Percentage		
AM Peak Hour	PM Peak Hour	Daily
0%	1%	1%

As indicated in *Table 5.4-12*, the ITE methodology for on-site trip capture results in a one percent reduction for the PM peak hour trip generation and a one percent reduction for the daily trip generation. Hence, this is a rather conservative analysis because a greater on-site trip capture would be expected for a mixed use development such as the proposed project.

Forecast Trip Generation of Proposed Project

Table 5.4-13, Forecast Trip Generation of Proposed Project, summarizes the forecast trip generation of the proposed project utilizing the ITE trip generation rates shown in *Table 5.4-8*, the ITE applicable pass-by trip reduction adjustment rates shown in *Table 5.4-9*, the ITE applicable trip reduction for development near transit centers/light rail stations shown in *Table*



5.4-11, the ITE applicable internal trip capture adjustment rates shown in *Table 5.4-12*, and accounting for the existing displaced land uses.

**Table 5.4-13
Forecast Trip Generation of Proposed Project**

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
12,000-tsf Retail	7	4	11	21	23	44	512
<i>ITE Pass-by Reduction for Retail Land Use (34% PM)</i>	0	0	0	-7	-8	-15	-15
Retail Subtotal	7	4	11	14	15	29	497
400,000-tsf Office	548	76	624	100	496	596	4,412
<i>ITE Trip Reduction for Development Near Transit Centers/Light Rail Stations (15%)</i>	-82	-11	-93	-15	-74	-89	-662
<i>ITE On-Site Trip Capture Reduction (1% PM & 1% Daily)</i>	0	0	0	-1	-4	-5	-38
Office Subtotal	466	65	531	84	418	502	3,712
250-room Hotel	78	55	133	78	73	151	2,043
Hotel Subtotal	78	55	133	78	73	151	2,043
475-du Multi-family Residential (Apartments)	48	195	243	190	105	295	3,159
<i>ITE Trip Reduction for Development Near Transit Centers/Light Rail Stations (10%)</i>	-5	-20	-25	-19	-11	-30	-316
<i>ITE On-Site Trip Capture Reduction (1% PM & 1% Daily)</i>	0	0	0	-2	-1	-3	-28
Apartments Subtotal	43	175	218	169	93	262	2,815
Total Project	594	299	893	345	599	944	9,067
Displaced Existing Land Uses	-95	-24	-119	-52	-150	-202	-1,808
Total Project (Net)	499	275	774	293	449	742	7,259

tsf = thousand square feet; du = dwelling unit

As indicated in *Table 5.4-13*, when accounting for the displaced land uses, the proposed project is forecast to generate a total of approximately 7,259 net new daily trips, which includes approximately 774 net new AM peak hour trips, and approximately 742 net new PM peak hour trips.

Forecast Project Trip Distribution and Assignment

Project trip distribution refers to the paths or routes that project trips are forecast to utilize within the study area when travelling to and from the project site, taking into account the typical minimum time and distance paths. To determine the forecast project trip distribution, various sources of information are reviewed, including the location and land use of surrounding development, the surrounding roadway network, and the directionality of existing traffic.

Exhibit 7, Forecast Percent Trip Distribution of Proposed Project (Residential Land Use Component) and Exhibit 8, Forecast Percent Trip Distribution of Proposed Project (Non-Residential Land Use Component), of the *Traffic Impact Analysis* (as provided in Appendix D), illustrate the forecast trip percent distribution of the residential and non-residential land use components of the proposed project.

Exhibit 9, Forecast AM & PM Peak Hour Trip Assignment of Proposed Project, of the *Traffic Impact Analysis* (as provided in Appendix D), illustrates the corresponding assignment of



project-generated net peak hour trips assuming the trip percent distributions shown in Exhibit 7 and Exhibit 8.

EXISTING WITH PROJECT CONDITIONS

This section addresses the impacts associated with adding project-related trips to Existing Conditions traffic volumes. The Existing with Project scenario is a hypothetical scenario that assumes the proposed project would be fully implemented at the present time, with no other changes to area traffic volumes or to the street network serving the project site. This analysis is intended to comply with the *CEQA Guidelines* Section 15125, and specifically recent court cases, including but not limited to, *Sunnyvale West Neighborhood Association v. City of Sunnyvale*. This scenario assumes the full development of the proposed project and full absorption of the proposed project traffic on the circulation systems at the present time. This scenario is provided for information purposes only, and will not be used to for impact determinations or mitigation.

City Study Intersections

Existing with project conditions AM and PM peak hour volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes.

Exhibit 10, *Forecast Existing Plus Project AM & PM Peak Hour Study Intersection Volumes*, of the *Traffic Impact Analysis* (as provided in Appendix D) illustrates peak hour traffic volumes for existing with project conditions.

Table 5.4-14, Existing With Project Conditions AM and PM Peak Hour City Study Intersection Level of Service, summarizes existing plus project conditions AM and PM peak hour LOS of the City study intersections; detailed LOS analysis sheets are contained in Appendix D.

As indicated in *Table 5.4-14*, based on the thresholds of significance, the addition of project-generated trips is forecast to result in a significant traffic impact at the following City study intersection for forecast existing with project conditions:

- Village Road/Duarte Road (AM and PM peak hours).

State-Controlled Intersections

Forecast existing with project conditions AM and PM peak hour volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes.

Table 5.4-15, Existing With Project Conditions AM and PM Peak Hour State Highway Intersection Level of Service, summarizes existing with project conditions AM and PM peak hour LOS of the State-controlled study intersections; detailed LOS analysis sheets are contained in Appendix D.



Table 5.4-14
Existing With Project Conditions AM and PM Peak Hour
City Study Intersection Level of Service

Study Intersection		Existing Conditions		Existing With Project Conditions		Change in V/C		Significant Impact?
		V/C – Delay – LOS				AM Peak Hour	PM Peak Hour	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1	Mountain Ave / Central Ave	0.60 – (N/A) – A	0.72 – (N/A) – C	0.61 – (N/A) – B	0.72 – (N/A) – C	0.01	0.00	No
2	Mountain Ave / Evergreen St	0.55 – (N/A) – A	0.81 – (N/A) – D	0.55 – (N/A) – A	0.82 – (N/A) – D	0.00	0.01	No
3	Mountain Ave / Duarte Rd	0.59 – (N/A) – A	0.65 – (N/A) – B	0.63 – (N/A) – B	0.66 – (N/A) – B	0.04	0.01	No
4	Buena Vista St / Huntington Dr	0.64 – (N/A) – B	0.76 – (N/A) – C	0.64 – (N/A) – B	0.77 – (N/A) – C	0.00	0.01	No
5	Buena Vista St / Central Ave	0.47 – (N/A) – A	0.50 – (N/A) – A	0.48 – (N/A) – A	0.52 – (N/A) – A	0.01	0.02	No
8	Buena Vista St / Three Ranch Rd*	N/A – 16.1 – C	N/A – 24.7 – C	N/A – 21.4 – C	N/A – 37.1 – E	5.3	12.4	No
9	Buena Vista St / Duarte Rd	0.61 – (N/A) – B	0.75 – (N/A) – C	0.78 – (N/A) – C	0.92 – (N/A) – E	0.17	0.17	No
11	Cinco Robles Dr / Duarte Rd*	N/A – 16.9 – C	N/A – 14.2 – B	N/A – 24.0 – C	N/A – 18.7 – C	7.1	4.5	No
12	Village Rd / Duarte Rd*	N/A – 20.3 – C	N/A – 21.4 – C	N/A – 35.5 – E	N/A – 54.1 – F	15.2	32.7	Yes
13	Duncannon Ave / Evergreen St*	N/A – 7.6 – A	N/A – 7.2 – A	N/A – 7.6 – A	N/A – 7.5 – A	0.0	0.3	No
14	Highland Ave / Huntington Dr	0.70 – (N/A) – B	0.74 – (N/A) – C	0.72 – (N/A) – C	0.81 – (N/A) – D	0.02	0.07	No
15	Highland Ave / Central Ave*	N/A – 19.9 – C	N/A – 15.2 – C	N/A – 29.5 – D	N/A – 18.4 – C	9.6	3.2	No
16	Highland Ave / Evergreen St*	N/A – 18.3 – C	N/A – 15.9 – C	N/A – 27.7 – D	N/A – 16.2 – C	9.4	0.3	No
17	Highland Ave / Business Center Dr*	N/A – 14.8 – B	N/A – 20.2 – C	N/A – 43.8 – E	N/A – 42.0 – E	29.0	21.8	No

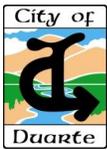
V/C = volume to capacity; N/A = Not Applicable; * = Unsignalized Study Intersection
Delay shown in seconds.

Table 5.4-15
Existing With Project Conditions AM and PM Peak Hour
State Highway Intersection Level of Service

State-Controlled Study Intersection		Existing Conditions		Existing Plus Project Conditions		Increase In Delay		Significant Impact?
		Delay – LOS				AM Peak Hour	PM Peak Hour	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
6	Buena Vista St / I-210 WB On-Ramp	4.2 – A	8.9 – A	7.1 – A	11.5 – B	2.9	2.6	No
7	Buena Vista St / I-210 EB On-Ramp	24.1 – C	25.4 – C	25.3 – C	26.5 – C	1.2	1.1	No
10	I-210 WB Off-Ramp / Central Ave	23.6 – C	20.9 – C	21.4 – C	19.6 – C	-2.2	-1.3	No
18	I-605/Mt. Olive Dr / Huntington Dr	39.2 – D	59.7 – E	41.4 – D	63.4 – E	2.2	3.7	No

WB = westbound; EB = eastbound.
Delay shown in seconds.

As indicated in *Table 5.4-15*, the change in delay at the I-210 Westbound Off-Ramp/Central Avenue intersection is forecast to decrease with the addition of project traffic because the control delay reported is based on the average of the worst-case approach. In this case, the I-210 WB Off-Ramp consists of one dedicated left turn lane and one dedicated right turn lane. Under existing conditions, the left turn movement experiences significantly more delay than the right turn movement. Therefore, the addition of project-generated trips forecast to utilize the right-turn lane, which experiences less delay, causes the average delay of the approach to decrease.



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.

Impact Analysis: Year 2020 traffic with the proposed project is considered in comparison to the forecast year 2020 traffic conditions without the project. Traffic from cumulative projects are factored into the forecast year 2020 traffic conditions for all of the study intersections.

Forecast Year 2020 Without Project Conditions

Forecast year 2020 without project conditions assumes the following funded improvements within the study area are installed as part of the Gold Line project currently under construction:

- Highland Avenue/Central Avenue – A new traffic signal is assumed to be installed at the Highland Avenue/Central Avenue intersection.
- Highland Avenue/Business Center Drive – A new traffic signal is assumed to be installed at the Highland Avenue/Business Center Drive intersection.

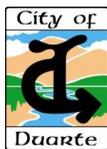
There is one additional improvement associated with the Gold Line project that would be implemented in 2030, and as such has not been utilized for this analysis- the future signalization of the Duarte Road/Hope Drive intersection.

Consistent with the *Los Angeles County Congestion Management Program (Los Angeles County Metropolitan Transportation Authority, 2010)* future growth forecasts for this area of the San Gabriel Valley, forecast year 2020 without project traffic volumes were derived by applying an annual growth rate of 0.79 percent per year over a seven year period to existing traffic volumes to account for background and cumulative growth. It should be noted this is a conservative assumption since the growth rate is applied to all movements at the study intersections.

Additionally, in accordance with City staff direction, forecast year 2020 without project traffic volumes include the addition of trips associated with the cumulative projects identified in [Section 4.0](#), that are assumed to be constructed and generating trips by project opening. Exhibit 11, Forecast Year 2020 Without Project AM & PM Peak Hour Study Intersection Volumes, of the Traffic Impact Study (as provided in Appendix D) illustrates forecast year 2020 without project conditions AM and PM peak hour volumes at the study intersections.

Table 5.4-16, Cumulative Projects Trip Generation, summarizes the trips forecast to be generated by the cumulative projects.

As indicated in *Table 5.4-16*, the cumulative projects are forecast to generate approximately 2,412 AM peak hour trips and approximately 2,746 PM peak hour trips.



**Table 5.4-16
Cumulative Projects Trip Generation**

Land Use	Trip Generation					
	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Metro Gold Line Duarte Station Parking Facility Project (Duarte) ²	215	53	268	180	130	310
Rose Gardens at Santa Teresita Project (Duarte) ³	3	2	5	19	10	29
Andres Duarte Terrace Phase II Project (Duarte)	4	18	22	17	9	26
Huntington Courts Phase III Project (Duarte)	3	9	12	10	6	16
Huntington Courts Phase II Project (Duarte)	1	5	6	5	2	7
Magellan Self-Storage Project (Duarte)	9	7	16	15	15	30
Huntington/Buena Vista Project (Duarte) ^{4, 5}	19	18	37	15	15	30
Town Center Specific Plan Project (Duarte) ^{4, 6}	122	110	232	135	154	289
City of Hope Phase 1 Project (Duarte)	154	34	188	84	202	286
Station Square Transit Village Phase 1 Project (Monrovia) ³	109	170	279	150	112	262
5 th and Huntington Project (Monrovia) ⁴	16	63	79	63	36	99
South Magnolia Avenue Project (Monrovia)	4	12	16	13	8	21
Olive Avenue Project (Monrovia)	2	7	9	7	4	11
Huntington Oaks Shopping Center Project (Monrovia) ⁵	126	102	228	75	71	146
Car Wash Project (Monrovia) ⁷	18	18	36	41	41	82
KARE Youth League/Santa Fe Dam Sports Park Project (Irwindale)	0	0	0	1	1	2
Mixed Use Project (Azusa) ^{4, 8}	12	33	45	36	23	59
Residential Project (Azusa)	1	5	6	5	2	7
Metro Gold Line Station and Parking Structure Project (Azusa)	473	116	589	396	286	682
Industrial Business Park Project (Azusa)	277	62	339	75	277	352
Forecast Total Cumulative Project Trip Generation	1,568	844	2,412	1,342	1,404	2,746

1. Unless noted otherwise, trip generation based on 2012 ITE Trip Generation Manual, 9th Edition Apartment (220) Land Use, Single-Family Detached Residential (210) Land Use, Residential Condominium/Townhome (230) Land Use, Mini-Warehouse (151) Land Use, Shopping Center (820) Land Use, Fast-Food Restaurant With Drive-Through (934) Land Use, General Office Building (710) Land Use, Medical/Dental Office Building (720) Land Use, Research and Development Center (760) Land Use, Fast-Food Restaurant Without Drive-Through (933) Land Use, County Park (412) Land Use, Light Rail Transit Station with Parking (93) Land Use, and Industrial Park (130) Land Use.

2. Trip generation based on Metro Gold Line Foothill Extension Phase 2A Supplemental EIR No. 2 for Additional Project Refinements.

3. Trip generation based on The Rose Gardens at Santa Teresita Master Plan Traffic Impact Analysis (RBF Consulting, February 16, 2011).

4. Trip generation includes pass-by vehicle trip reduction of 34% during the PM peak hour for retail land uses, based on 2012 ITE Trip Generation Manual, 9th Edition.

5. Trip generation includes pass-by vehicle trip reduction of 49% and 50% during the AM and PM peak hours, respectively, for fast-food restaurant land uses, based on 2012 ITE Trip Generation Manual, 9th Edition.

6. Trip generation includes on-site trip capture reduction of 15% during the PM peak hour, based on 2012 ITE Trip Generation Manual, 9th Edition.

7. Trip generation based on Traffic Generation Rates (San Diego Association of Governments, April 2002).

8. Trip generation includes on-site trip capture reduction of 8% during the PM peak hour, based on 2012 ITE Trip Generation Manual, 9th Edition.

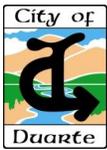


Table 5.4-17, *Forecast Year 2020 Without Project Conditions AM and PM Peak Hour City Study Intersection Level of Service*, summarizes forecast year 2020 without project conditions AM and PM peak hour LOS of the City study intersections; detailed LOS analysis sheets are contained in Appendix D.

**Table 5.4-17
Forecast Year 2020 Without Project Conditions
AM and PM Peak Hour City Study Intersection Level of Service**

City Study Intersection		Forecast Year 2020 Without Project Conditions	
		AM Peak Hour	PM Peak Hour
		V/C – Delay – LOS	
1	Mountain Ave / Central Ave	0.64 – (N/A) – B	0.76 – (N/A) – C
2	Mountain Ave / Evergreen St	0.57 – (N/A) – A	0.86 – (N/A) – D
3	Mountain Ave / Duarte Rd	0.66 – (N/A) – B	0.71 – (N/A) – C
4	Buena Vista St / Huntington Dr	0.70 – (N/A) – B	0.91 – (N/A) – E
5	Buena Vista St / Central Ave	0.52 – (N/A) – A	0.55 – (N/A) – A
8	Buena Vista St / Three Ranch Rd*	N/A – 18.8 – C	N/A – 35.5 – E
9	Buena Vista St / Duarte Rd	0.79 – (N/A) – C	1.00 – (N/A) – E
11	Cinco Robles Dr / Duarte Rd*	N/A – 21.5 – C	N/A – 18.0 – C
12	Village Rd / Duarte Rd*	N/A – 32.0 – D	N/A – 101.0 – F
13	Duncannon Ave / Evergreen St*	N/A – 7.6 – A	N/A – 7.2 – A
14	Highland Ave / Huntington Dr	0.76 – (N/A) – C	0.84 – (N/A) – D
15	Highland Ave / Central Ave*	0.67 – (N/A) – B	0.54 – (N/A) – A
16	Highland Ave / Evergreen St*	N/A – 27.4 – D	N/A – 21.8 – C
17	Highland Ave / Business Center Dr*	0.40 – (N/A) – A	0.41 – (N/A) – A
V/C = volume to capacity; N/A = Not Applicable; * = unsignalized intersection Delay shown in seconds.			

To account for the performance reduction associated with the future Gold Line at-grade rail crossing on the north leg of the Buena Vista Street/Duarte Road intersection, a volume to capacity ratio adjustment of 0.10, or 10 percent, has been added to the intersection. The volume to capacity adjustment is based on the methodology applied in the EIR prepared for the Gold Line project.

Forecast Year 2020 With Project Conditions

Consistent with forecast year 2020 without project conditions, forecast year 2020 with project conditions assumes funded improvements at Highland Avenue/Central Avenue and Highland Avenue/Business Center Drive, described above, are installed as part of the Gold Line project currently under construction:

Forecast year 2020 with project conditions AM and PM peak hour volumes were derived by adding forecast project-generated trips to forecast year 2020 without project conditions traffic volumes.



Exhibit 12, Forecast Year 2020 With Project AM & PM Peak Hour Study Intersection Volumes, of the *Traffic Impact Analysis* (as provided in Appendix D) illustrates forecast year 2020 with project conditions AM and PM peak hour volumes at the study intersections.

Table 5.4-18, Forecast Year 2020 With Project Conditions AM and PM Peak Hour City Study Intersection Level of Service, summarizes forecast year 2020 with project AM and PM peak hour LOS of the City study intersections; detailed LOS analysis sheets are contained in Appendix D.

**Table 5.4-18
Forecast Year 2020 With Project Conditions AM and PM Peak Hour City Study
Intersection Level of Service**

Study Intersection		Forecast Year 2020 Without Project Conditions		Forecast Year 2020 With Project Conditions		Change in V/C		Significant Impact?
		V/C – Delay – LOS				AM Peak Hour	PM Peak Hour	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1	Mountain Ave / Central Ave	0.64 – (N/A) – B	0.76 – (N/A) – C	0.64 – (N/A) – B	0.76 – (N/A) – C	0.00	0.00	No
2	Mountain Ave / Evergreen St	0.57 – (N/A) – A	0.86 – (N/A) – D	0.58 – (N/A) – A	0.86 – (N/A) – D	0.01	0.00	No
3	Mountain Ave / Duarte Rd	0.66 – (N/A) – B	0.71 – (N/A) – C	0.70 – (N/A) – B	0.72 – (N/A) – C	0.04	0.01	No
4	Buena Vista St / Huntington Dr	0.70 – (N/A) – B	0.91 – (N/A) – E	0.71 – (N/A) – C	0.92 – (N/A) – E	0.01	0.01	No
5	Buena Vista St / Central Ave	0.52 – (N/A) – A	0.55 – (N/A) – A	0.52 – (N/A) – A	0.57 – (N/A) – A	0.00	0.02	No
8	Buena Vista St / Three Ranch Rd*	N/A – 18.8 – C	N/A – 35.5 – E	N/A – 26.3 – D	N/A – 60.0 – F	7.5	24.5	Yes
9	Buena Vista St / Duarte Rd	0.79 – (N/A) – C	1.00 – (N/A) – E	0.97 – (N/A) – E	1.16 – (N/A) – F	0.18	0.16	Yes
11	Cinco Robles Dr / Duarte Rd*	N/A – 21.5 – C	N/A – 18.0 – C	N/A – 32.3 – D	N/A – 24.9 – C	10.8	6.9	No
12	Village Rd / Duarte Rd*	N/A – 32.0 – D	N/A – 101.0 – F	N/A – 76.8 – F	N/A – 309.5 – F	44.8	208.5	Yes
13	Duncannon Ave / Evergreen St*	N/A – 7.6 – A	N/A – 7.2 – A	N/A – 7.7 – A	N/A – 7.5 – A	0.1	0.3	No
14	Highland Ave / Huntington Dr	0.76 – (N/A) – C	0.84 – (N/A) – D	0.76 – (N/A) – C	0.90 – (N/A) – D	0.00	0.06	No
15	Highland Ave / Central Ave*	0.67 – (N/A) – B	0.54 – (N/A) – A	0.79 – (N/A) – C	0.56 – (N/A) – A	0.12	0.02	No
16	Highland Ave / Evergreen St*	N/A – 27.4 – D	N/A – 21.8 – C	N/A – 50.9 – F	N/A – 20.1 – C	23.5	-1.7	Yes
17	Highland Ave / Business Center Dr*	0.40 – (N/A) – A	0.41 – (N/A) – A	0.67 – (N/A) – B	0.55 – (N/A) – A	0.27	0.14	No

V/C = volume to capacity; N/A = Not Applicable; * = Unsignalized Study Intersection
Delay shown in seconds.

As indicated in *Table 5.4-18*, the addition of project-generated trips is forecast to result in a significant traffic impact at the following four City study intersections for forecast year 2020 with project conditions based on City of Duarte thresholds of significance:

- Buena Vista Street/Three Ranch Road (PM peak hour only);
- Buena Vista Street/Duarte Road (PM peak hour only);
- Village Road/Duarte Road (AM and PM peak hours); and
- Highland Avenue/Evergreen Street (AM peak hour only).

Recommended Improvements

The following improvements are recommended to address the forecast significant traffic impacts at the City study intersections for forecast year 2020 with project conditions:



- Village Road/Duarte Road – Install a new traffic signal at the Village Road/Duarte Road intersection. The Village Road/Duarte Road study intersection is forecast to satisfy peak hour signal warrants for forecast year 2020 with project conditions. Detailed signal warrant analysis sheets are contained in Appendix D.
- Buena Vista Street/Duarte Road – Modify the traffic signal by implementing a right-turn overlap phase at the westbound Duarte Road approach.
- 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.

The only feasible improvements that would fully eliminate the identified significant impacts at the Buena Vista Street/Three Ranch Road intersection and the Highland Avenue/Evergreen Street intersection would be to signalize the intersections; however, neither of these two intersections satisfied a traffic signal warrant for forecast year 2020 with project conditions.

Although it is not quantifiable by the analysis methodology, the recommended improvement at the Buena Vista Street/Three Ranch Road intersection would reduce, but not eliminate, the significant impact by preventing queued vehicles on Buena Vista Street from blocking the intersection and thus allowing vehicles at Three Ranch Road to enter the intersection during periods of congestion.

It should be noted that the analysis of the Buena Vista Street/Three Ranch Road intersection and the Highland Avenue/Evergreen Street intersection is conservative because the analysis methodology at these intersections does not account for breaks in traffic flow created by the future Gold Line rail crossing on Buena Vista Street and the traffic signal improvements at the Highland Avenue/Central Avenue and Business Center Drive/Highland Avenue intersections. The breaks in traffic flow created by these future conditions may cause the actual delay at these intersections to be less than reported.

Table 5.4-19, Mitigated Forecast Year 2020 With Project Conditions AM and PM Peak Hour City Study Intersection Level of Service, shows the forecast LOS of the significantly impacted City study intersections assuming implementation of the recommended improvements for forecast year 2020 with project conditions; detailed LOS analysis sheets are contained in Appendix D.

**Table 5.4-19
Mitigated Forecast Year 2020 With Project Conditions AM and PM Peak Hour
City Study Intersection Level of Service**

Study Intersection		Forecast Year 2020 Without Project Conditions		Forecast Year 2020 With Project Conditions		Change in V/C		Significant Impact Remains?
		V/C – Delay – LOS				AM Peak Hour	PM Peak Hour	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
8	Buena Vista St / Three Ranch Rd*	N/A – 18.8 – C	N/A – 35.5 – E	N/A – 26.3 – D	N/A – 60.0 – F	7.5	24.5	Yes
9	Buena Vista St / Duarte Rd	0.79 – (N/A) – C	1.00 – (N/A) – E	0.88 – (N/A) – D	0.96 – N/A – E	0.09	-0.04	No
12	Village Rd / Duarte Rd*	N/A – 32.0 – D	N/A – 101.0 – F	0.44 – N/A – A	0.55 – N/A – A	N/A	N/A	No
16	Highland Ave / Evergreen St*	N/A – 27.4 – D	N/A – 21.8 – C	N/A – 50.9 – F	N/A – 20.1 – C	23.5	-1.7	Yes

V/C = volume to capacity; N/A = Not Applicable; * = Unsignalized Study Intersection
Delay shown in seconds.



As indicated in *Table 5.4-19*, assuming implementation of the recommended improvements, the significant traffic impacts at Village Road/Duarte Road study intersection and Buena Vista Street/Duarte Road study intersection are forecast to be reduced to a level considered less than significant for forecast year 2020 with project conditions.

As also indicated in *Table 5.4-19*, the forecast significant traffic impacts at the Buena Vista Street/Three Ranch Road and the Highland Avenue/Evergreen Street study intersections are forecast to remain significant and unavoidable for forecast year 2020 with project conditions since these two study intersections would not meet traffic signal warrants for forecast year 2020 with project conditions. Detailed signal warrant worksheets are contained in Appendix D.

Mitigation Measures:

TRF-1 Village Road/Duarte Road – Install a new traffic signal at the Village Road/Duarte Road intersection.

All project applicants within the Duarte Station Specific Plan Area 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 Plan Area and/or the City of Hope (Phase 1).

TRF-2 Buena Vista Street/Duarte Road – Modify the traffic signal by implementing a right-turn overlap phase at the westbound Duarte Road approach.

All project applicants within the Duarte Station Specific Plan Area 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 Plan Area and/or the City of Hope (Phase 1).

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.

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 Plan Area and the City of Hope (Phase 1).

Level of Significance: 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.



FORECAST YEAR 2020 WITH PROJECT CONDITIONS – STATE-CONTROLLED INTERSECTIONS

- 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.

Impact Analysis: Year 2020 traffic with the proposed project is considered in comparison to the forecast year 2020 traffic conditions without the project.

Table 5.4-20, Forecast Year 2020 Without Project Conditions AM and PM Peak Hour State-Controlled Study Intersection Level of Service, summarizes forecast year 2020 without project conditions AM and PM peak hour LOS of the State-controlled study intersections; detailed LOS analysis sheets are contained in Appendix D.

**Table 5.4-20
Forecast Year 2020 Without Project Conditions AM and PM Peak Hour
State-Controlled Study Intersection Level of Service**

State-Controlled Study Intersection		AM Peak Hour	PM Peak Hour
		Delay – LOS	
6	Buena Vista Street / I-210 WB On-Ramp	4.4 – A	10.3 – B
7	Buena Vista Street / I-210 EB On-Ramp	25.0 – C	27.0 – C
10	I-210 WB Off-Ramp / Central Avenue	29.2 – D	25.7 – D
18	I-605/Mt. Olive Drive / Huntington Drive	46.7 – D	74.9 – E

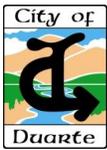
Delay shown in seconds.
WB = westbound; EB = eastbound

Table 5.4-21, Forecast Year 2020 With Project Conditions AM and PM Peak Hour State-Controlled Study Intersection Level of Service, summarizes forecast year 2020 with project conditions AM and PM peak hour LOS of the State-controlled study intersections; detailed LOS analysis sheets are contained in Appendix D.

**Table 5.4-21
Forecast Year 2020 With Project Conditions AM and PM Peak Hour
State-Controlled Study Intersection Level of Service**

Study Intersection		Forecast Year 2020 Without Project Conditions		Forecast Year 2020 With Project Conditions		Increase in Delay		Significant Impact?
		Delay – LOS				AM Peak Hour	PM Peak Hour	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
6	Buena Vista St / I-210 WB On-Ramp	4.4 – A	10.3 – B	7.1 – A	12.8 – B	2.7	2.5	No
7	Buena Vista St / I-210 EB On-Ramp	25.0 – C	27.0 – C	26.7 – C	29.3 – C	1.7	2.3	No
10	I-210 WB Off-Ramp / Central Ave	29.2 – D	25.7 – D	26.8 – D	24.3 – C	-2.4	-1.4	No
18	I-605/Mt. Olive Dr / Huntington Dr	46.7 – D	74.9 – E	50.9 – D	78.8 – E	4.2	3.9	No

Delay shown in seconds.
WB = westbound; EB = eastbound



As indicated in *Table 5.4-21*, the proposed project is forecast to result in no significant traffic impacts at the State-controlled study intersections for forecast year 2020 with project conditions based on the thresholds of significance.

The City of Duarte wants to ensure that freeway on- and off-ramp impacts associated with future development within the Plan Area remain consistent with these conclusions, and as such, would require Mitigation Measure TRF-4 of future project applicants within the Duarte Station Specific Plan Area.

Mitigation Measures:

TRF-4 All project applicants within the Duarte Station Specific Plan Area 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.

The thresholds to be used for the delay analysis are:

- 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.
- c. One- and Two-Way Stop Intersections:
The project causes the following to occur for the worst-case movement:
 - 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), orThe 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.

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.

Potential improvements to be considered as mitigation include, but are not limited to:

- 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 consistent with Circulation Element Diagram CIR-1, Standard Roadway Cross-Sections, and Diagram CIRC-4, Circulation System, requirements

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

OFF-RAMP QUEUING

■ IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN A HAZARDOUS TRAFFIC CONDITION ASSOCIATED WITH QUEUING AT THE STATE-CONTROLLED STUDY INTERSECTION OFF-RAMPS.

Impact Analysis: Peak hour vehicular queues were analyzed at the following State-controlled study intersection off-ramps:

- I-210 Westbound Off-Ramp/Central Avenue; and
- I-605 Terminus/Mt. Olive Drive/Huntington Drive.

Table 5.4-22, AM and PM Peak Hour State-Controlled Study Intersection Off-Ramp Queue Analysis, summarizes the results of the peak hour vehicular queue analysis at the State-controlled study intersections off-ramps for the evaluated scenarios; detailed LOS analysis sheets are contained in Appendix D.

**Table 5.4-22
AM and PM Peak Hour State-Controlled Study Intersection Off-Ramp Queue Analysis**

State-Controlled Study Intersection Off-Ramp	Available Storage Capacity (feet)	Vehicular Queue (feet)								Adequate Storage Provided to Accommodate Queue?
		Existing Conditions		Forecast Existing With Project Conditions		Forecast Year 2020 Without Project Conditions		Forecast Year 2020 With Project Conditions		
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
I-210 WB Off-Ramp / Central Ave	550	115	110	115	113	160	155	163	160	Yes
I-605/Mt. Olive Dr / Huntington Dr	1,000+	375	725	400	750	450	875	475	925	Yes

As indicated in *Table 5.4-22*, adequate storage capacity is currently provided to accommodate existing and forecast future peak hour vehicular queues at the State-controlled study intersection off-ramps for the evaluated scenarios. Impacts would be less than significant in this regard.



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZARDOUS TRAFFIC CONDITIONS

- **IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN A HAZARDOUS TRAFFIC CONDITION ASSOCIATED WITH NEIGHBORHOOD PASS-THROUGH TRAFFIC.**

Impact Analysis:

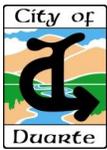
Traffic Intrusion into Residential Neighborhood

As previously discussed, the traffic impact analysis provides a distribution of both residential and non-residential land use trips on the I-210 and I-605 Freeways and on the City's road network, specifically:

- Huntington Drive (Principal Arterial)
- Central Avenue (Collector)
- Evergreen Street (Collector)
- Mountain Avenue (Principal Arterial/Minor Arterial)
- Buena Vista Street (Minor Arterial)
- Highland Avenue (Minor Arterial)

No trips were distributed to local streets, which includes the residential streets located east of Buena Vista, south of Evergreen Street, north of Duarte Road, and generally west of Highland Avenue, as none of the streets within the residential neighborhood are identified as collector roadways. In addition, the local streets within the neighborhood are not configured in a traditional grid pattern. Instead, the existing configuration includes Evergreen Street (Collector) that runs along the north side of the neighborhood from Brightside Avenue on the west to Highland Avenue (Minor Arterial) on the east. Within the neighborhood, the street network includes a number of cul-de-sacs or roadways that dead end into other streets, with five of the nine north-south streets west of the Plan Area providing direct connections between Evergreen Street (Collector) and Three Ranch Road (Local Street), which extends from Buena Vista Street on the west and terminates as a cul-de-sac on the east the Specific Plan boundary.

However, individual drivers could look for alternative ways to travel to/from the Plan Area throughout the day to avoid perceived congested roadways or intersections, which could include driving through the residential neighborhood. While no traffic impacts have been identified in this regard, to ensure that the adjacent residential neighborhood does not experience increased nuisance impacts from the proposed project, such as cut-through traffic, increased traffic volumes, or higher speeds on the local streets, Mitigation Measure TRF-5 includes the development and implementation of a Neighborhood Traffic Management Plan (NTMP), when deemed necessary by the City's Community Development Director and/or City Engineer. The NTMP would be warranted after the City has received a sufficient number of comments from neighborhood residents, which would be forwarded to the Traffic Safety Commission for their review and recommendation.



The Plan would identify measures to make local streets less attractive to through traffic, such as would identify measures to make local routes less attractive to through traffic, such as speed reduction measures, movement prohibitions, physical mitigations, and parking restrictions. The NTMP would be implemented on an area-wide basis with all affected parties, including neighborhood residents, planners, traffic engineers, and project applicants involved in development of the Plan. Improvements that could be considered include speed reduction measures speed tables and stop signs, movement prohibitions (e.g., restricted turns), physical measures (e.g., road narrowing, curb extensions), and parking controls. Development and compliance with the NTMP would reduce impacts to a less than significant level.

Mitigation Measures:

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.

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:

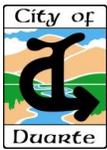
- Coordination of neighborhood NTMP meetings
- Coordination of a speed watch program
- Coordination of the placement of temporary NTMP yard signs with volunteers
- Design and distribution of NTMP brochures
- Coordination of staff presentations to neighborhood groups

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 NTMP include, but are not limited to, the following:

- Increased enforcement
- Real-time speed feedback signs
- Signage (“Entering residential neighborhood...”)

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:

- 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

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

CONFLICT WITH POLICIES, PLANS, OR PROGRAMS

■ 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.

Impact Analysis: Bus service is currently provided within the project area. Implementation of the proposed project would not interfere with the establishment of new or expanded bus routes within the area. The transit-oriented nature of the proposed project adjacent to the Duarte Transit Station would encourage and support new and expanded bus service within the area.

Within the project area, sidewalks are currently limited to Highland Avenue and the south side of Business Center Drive. The proposed Specific Plan Circulation Plan identifies a private roadway network through the Specific Plan Area. The proposed Specific Plan Development Standards include street sections for roadways within the Specific Plan Area, which include sidewalk locations and dimensions and planter strips separating curbs and sidewalks. Additionally, the proposed Design Guidelines address pedestrian connectivity to and from the Duarte Transit Station. Two pedestrian connections are required to connect the proposed project to the station platform. The pedestrian connections would be required to provide direct and unobstructed access at least six feet wide and designed to meet all applicable accessible standards. Thus, pedestrian connections would be improved within the project area.

There are currently no bicycle facilities within the project area. The proposed Specific Plan Development Standards includes requirements for bicycle parking based on the land use.

The proposed project would not conflict with any of the following Circulation Element policies pertaining to public transit, bicycle, or pedestrian facilities:

- Circ 3.1.1 - Continue to promote the development of the MTA Gold Line and a Duarte Station.
- 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.
- Circ 3.1.5 - Provide incentives for appropriate pedestrian and bicycle facilities throughout Duarte, particularly for bike lanes to the Gold Line Station.

The proposed project would encourage and support the use of public transit and other forms of transportation including bicycles. Additionally, the proposed project would provide pedestrian facilities that currently do not exist within the project area. Thus, implementation of the proposed project would not conflict with adopted policies, plans, or programs that would result in



a decrease of the performance or safety of public transit, bicycle, or pedestrian facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.4.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

■ DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO TRAFFIC AND CIRCULATION.

Impact Analysis: As previously stated, forecast year 2020 without project traffic volumes were derived by applying an annual growth rate of 0.79 percent per year over a seven year period to existing traffic volumes to account for background and cumulative growth. Additionally, forecast year 2020 without project traffic volumes include the addition of trips associated with cumulative projects that are assumed to be constructed and generating trips by project opening; refer to [Section 4.0](#). Thus, the analysis provided above within [Section 5.4.4](#) inherently includes cumulative impacts related to the identified cumulative projects within [Section 4.0](#).

As determined in [Section 5.4.4](#), the proposed project would result in a cumulatively considerable traffic impacts at the following local intersections:

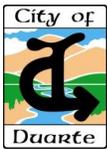
- Buena Vista Street/Three Ranch Road (PM peak hour only);
- Buena Vista Street/Duarte Road (PM peak hour only);
- Village Road/Duarte Road (AM and PM peak hours); and
- Highland Avenue/Evergreen Street (AM peak hour only).

As indicated in [Table 5.4-20](#), with implementation of recommended improvements, the significant traffic impacts at Village Road/Duarte Road study intersection and Buena Vista Street/Duarte Road study intersection are forecast to be reduced to a level considered less than significant for forecast year 2020 with project conditions.

However, as also indicated in [Table 5.4-20](#), the forecast significant traffic impacts at the Buena Vista Street/Three Ranch Road and the Highland Avenue/Evergreen Street study intersections are forecast to remain significant and unavoidable for forecast year 2020 with project conditions since these two study intersections would not meet traffic signal warrants for forecast year 2020 with project conditions. Thus, the proposed project would result in a significant and unavoidable cumulative traffic impact.

As also determined in [Section 5.4.4](#), the proposed project would not result in a cumulative considerable traffic or queuing impact in regards to a State-controlled intersection or off-ramp. Impacts would be less than significant in this regard.

Given the nature and location of the identified cumulative projects, it is not anticipated that cumulatively considerable impacts related to hazardous traffic conditions would occur. The proposed project, in combination with identified cumulative developments, would not result in



the creation of dangerous design features or hazardous intersections. Each project would undergo review by the applicable jurisdiction to ensure that circulation and access components comply with existing city standards.

Cumulative projects within the City would be required to comply with the City's adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities on a project-by-project basis. Implementation of the proposed project would not impede the existing public transit, bicycle, or pedestrian facilities. Implementation of the Specific Plan would improve pedestrian walkability within the area, including the provision of sidewalks and paths connecting existing and proposed residential areas with the Transit Station. The proposed project would not conflict with any of the applicable policies of the Circulation Element pertaining to public transit, bicycle, or pedestrian facilities.

Mitigation Measures: Refer to Mitigation Measures TRF-1 through TRF-3. No additional mitigation measures are required.

Level of Significance: 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.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

With implementation of the proposed Duarte Station Specific Plan, significant unavoidable project and cumulative project impacts would occur at the following intersections:

- Buena Vista Street/Three Ranch Road; and
- Highland Avenue/Evergreen Street.

All other traffic and circulation impacts associated with implementation of the proposed Duarte Station Specific Plan are either at less than significant levels or can be mitigated to less than significant levels.

If the City of Duarte approves the proposed Duarte Station Specific Plan, the City shall be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

5.4.7 SOURCES CITED

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

City of Duarte website, <http://www.accessduarte.com/>, accessed August 30, 2013.

Metro Gold Line Foothill Extension Construction Authority, <http://www.foothillextension.org/cities-stations/duarte/>, accessed September 1, 2013.



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