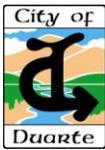


## **SECTION 6.0**

### **Alternatives**

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## 6.0 ALTERNATIVES

### 6.1 INTRODUCTION

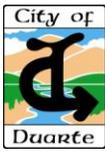
CEQA requires that an EIR include an analysis of a range of project alternatives that could feasibly attain most of the basic project objectives, while avoiding or substantially lessening any of the significant effects identified for the proposed project. The Lead Agency must disclose its reasoning for selecting each alternative. The Lead Agency must also identify any alternatives that were considered, but rejected as infeasible during the scoping process, and disclose the reasons for the exclusion. The range of alternatives is governed by a “rule of reason, which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Specifically, *CEQA Guidelines* Section 15126.6(a) requires that:

*“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”*

*CEQA Guidelines* Section 15126.6(f)(1) provides the following information regarding the “feasibility” of a project alternative:

*“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.”*

Within every EIR, the *CEQA Guidelines* require that a “No Project” Alternative is analyzed. The “No Project” Alternative allows decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. In addition, the identification of an “Environmentally Superior” Alternative is required. The “No Project” Alternative may be the “Environmentally Superior” Alternative to the proposed project based on the minimization or avoidance of physical environmental impacts. However, the “No Project” Alternative must also achieve most of the basic objectives of the projects in order to be considered the “Environmentally Superior” Alternative. Thus, the *CEQA Guidelines* require that if the “Environmentally Superior” Alternative is the “No Project” Alternative, the EIR shall identify a superior alternative from the remaining alternatives analyzed.



In order to provide background regarding the selection or rejection of a project alternative, the discussion below provides a summary of project objectives, in addition to a description of the significant and unavoidable impacts found to occur upon project implementation.

Throughout the following analysis, impacts of the alternatives are analyzed for each of the issue areas examined in Section 5.0 of this EIR. In this manner, each alternative can be compared to the proposed action on an issue-by-issue basis.

## 6.2 ALTERNATIVES TO BE ANALYZED

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

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

A comparison of the proposed project with the alternatives is provided in Table 6-1, Comparison of Proposed Project and Alternatives.

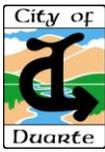
**Table 6-1  
Comparison of Proposed Project and Alternatives**

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

SF = Square Feet; DU = Dwelling Unit

## 6.3 SUMMARY OF PROJECT GOALS AND OBJECTIVES

As stated above, an EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Thus, a summary of the goals and objectives as provided within Section 3.0, Project Description, is restated below.



### 1. GOAL: A MIXTURE OF LAND USES

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

### 2. GOAL: AN ECONOMICALLY FEASIBLE DEVELOPMENT

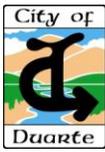
- a. Objective: Provide flexible non-residential spaces that can be adjusted to respond to shifts in market demand and allow options throughout various economic cycles and scenarios.
- b. Objective: Create a range of residential unit types that will be accessible to residents of all income levels.
- c. Objective: Provide residential opportunities to assist the City of Duarte in meeting their Regional Housing Needs Allocation (RHNA) objectives.
- d. Objective: Encourage the development of a hotel to create local jobs, support City of Hope lodging needs, provide community meeting space, and increase tax revenues within the community.

### 3. GOAL: TRADITIONAL PEDESTRIAN-ORIENTED STREET PATTERN

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

### 4. GOAL: SUPERIOR URBAN DESIGN

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



## 5. GOAL: OUTDOOR SPACES

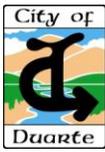
- a. Objective: Provide singular or multiple outdoor spaces, such as an urban green space or public plaza that provides a transition between the station and the surrounding transit village uses in order to provide a public gathering space.
- b. Objective: Program outdoor space(s) to accommodate the needs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

## 6. GOAL: AWARENESS OF SURROUNDING DEVELOPMENT

- a. Objective: Create a center that provides desired goods and services to surrounding residents, students, and employees within and surrounding the Duarte Station Specific Plan area.
- b. Objective: Provide specific setbacks, height limitations, upper story step-backs, and landscape requirements to afford adjacent residences privacy and separation from larger buildings.
- c. Objective: Consider the future needs of the City of Hope as part of land use planning.

## 7. GOAL: SUSTAINABLE DEVELOPMENT PRACTICES

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



## 6.4 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project.

Based on the analysis provided within Section 5.0, Environmental Analysis of this EIR, the proposed project would result in significant unavoidable impacts in four environmental issue areas:

### Aesthetics

- Project shade and shadow impacts on adjacent existing residential uses

### Traffic

- Project and cumulative project impacts at the following intersections:
- Buena Vista Street/Three Ranch Road
- Highland Avenue/Evergreen Street

### Air Quality

- Project- and cumulative project-related operational emissions for ROG
- Project impacts - plan consistency with respect to exceedance of operational ROG thresholds

### Noise

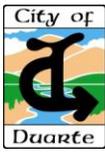
- Project short-term construction noise impacts

## 6.5 ALTERNATIVE ONE: EXISTING ZONING ALTERNATIVE

### DESCRIPTION OF ALTERNATIVE

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

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



## **IMPACT COMPARISON TO THE PROPOSED PROJECT**

### **Land Use**

The Existing Zoning Alternative would not involve any new development within the Specific Plan Area, and therefore would not require an amendment to the General Plan or Zoning for the site, as with the proposed project. However, since no new development would occur, this Alternative would not be consistent with the *General Plan* Land Use for the site, which designates the project site as GL Specific Plan. Additionally, this Alternative would not be consistent with the *General Plan* Land Use Element, which describes the intent for development of the project area, identified as the Gold Line Station Area Development Specific Plan. The Existing Zoning Alternative would not create a Specific Plan for future development of the site, nor would it provide a flexible mixed use area with 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, as identified in the Land Use Element. Thus, this Alternative would be inconsistent with the Land Use Element in this regard. The Existing Zoning Alternative is considered environmentally inferior to the proposed project in this regard.

### **Aesthetics**

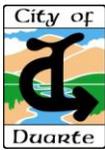
The Existing Zoning Alternative would not involve any new development within the Specific Plan Area, and therefore would not alter the existing visual character/quality of the site. Aesthetic improvements, such as development consistent with development regulations and design standards/guidelines would not occur, as the proposed Duarte Station Specific Plan would not be implemented. The Existing Zoning Alternative would not introduce new landscaping and visual improvements associated with new development consistent in architectural character. This Alternative would not involve short-term impacts associated with construction activities, nor would it introduce new sources of light and glare to the area. Further, this Alternative would not result in significant unavoidable shade/shadow impacts to existing residential uses, as new development would not occur. Since this Alternative would eliminate the significant and unavoidable aesthetic impacts, this Alternative is considered environmentally superior to the proposed project in this regard.

### **Population and Housing**

The Existing Zoning Alternative would not involve any new development and therefore, would not result in new population, employment, or housing growth within the City. This Alternative would conflict with the City's ability to meet its Regional Housing Needs Assessment (RHNA), as the City's 2008-2014 Housing Element identifies the potential for 120 housing units within the Specific Plan Area. Under this Alternative, no additional housing would be developed. Further, this Alternative would not allow for additional non-residential development; thus, new employment opportunities would not be provided within the City. Since this Alternative would conflict with the City's Housing Element, this Alternative is considered environmentally inferior to the proposed project in this regard.

### **Traffic**

Under this Alternative, no development would occur, and therefore no additional traffic would be added to the local roadway network. The Existing Zoning Alternative would not increase traffic



levels, or affect levels of service or overall traffic system function. The significant unavoidable impact at the Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street intersections that would occur with the proposed project would not occur with this Alternative. Since this Alternative would eliminate the significant unavoidable intersection impacts, the Existing Zoning Alternative is considered environmentally superior to the proposed project in this regard.

## **Air Quality**

Grading and construction activities associated with the proposed project would not occur with this Alternative. Construction and most of the operational emissions associated with the proposed project are considered less than significant; however, without development of the Specific Plan, additional emissions would also not occur. The exception is for project and cumulative project-related operational emissions for ROG and project plan consistency impacts with respect to the exceedance of operational ROG thresholds, which were determined to be significant unavoidable impacts for the proposed project. These impacts would be eliminated under this Alternative as existing on-site development would remain, and no new development would occur. Implementation of the Existing Zoning Alternative would be consistent with the regional air quality plan, similar to the proposed project. Since this Alternative would eliminate the significant unavoidable emissions and plan consistency impacts, this Alternative is considered environmentally superior to the proposed project in this regard.

## **Greenhouse Gas Emissions**

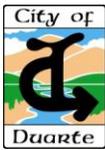
Greenhouse gas emissions from construction and operational activities would not occur with the Existing Zoning Alternative. Comparatively, less than significant short-term and operational greenhouse gas emission impacts would occur with the proposed project, while no impacts would occur with this Alternative. The proposed project's combined construction and operational greenhouse gas emissions would result in a less than significant cumulatively considerable impact, whereas, this Alternative would result in no greenhouse gas emissions. The Existing Zoning Alternative would be environmentally superior to the proposed project regarding greenhouse gas emissions as no new greenhouse gas emissions would result from construction or operation.

## **Noise**

The Existing Zoning Alternative would not involve any new development within the Specific Plan Area. Nearby sensitive receptors would not be subjected to noise associated with project-related construction activities, or additional project-generated vehicular activity. New stationary and mobile noise sources would not occur and ambient noise levels would not increase. Since this Alternative would eliminate the significant unavoidable short-term construction noise impacts, the Existing Zoning Alternative is considered environmentally superior to the proposed project in this regard.

## **Hazards and Hazardous Materials**

Short-term construction-related impacts involving the potential for accidental release of hazardous materials (i.e., asbestos containing materials (ACMs), lead-based paints (LBPs), underground storage tanks (USTs)) would not occur with the Existing Zoning Alternative, since buildings/improvements would not be demolished/removed and ground-disturbing activities



would not occur. Long-term impacts involving accidental release of hazardous materials from spills during storage or transport could occur with the Existing Zoning Alternative, since industrial and manufacturing uses operate on-site today. All potential impacts associated with the proposed project were concluded to be either less than significant or less than significant with mitigation, and the proposed project includes residential, commercial, and office uses, which generally use or produce less hazardous materials than industrial uses. Therefore, the Existing Zoning Alternative would be considered environmentally inferior to the proposed project in this regard.

### **Hydrology, Drainage, and Water Quality**

With this Alternative, the short-term impacts on water quality associated with grading, excavation, and construction activities in the Specific Plan Area would not occur. Further, local groundwater supplies would not be impacted as new development requiring additional water supplies would not occur. However, existing quality of storm water and urban runoff would not change, as this Alternative would result in similar impervious area than with the proposed project and would not implement water quality features. Overall, the Existing Zoning Alternative is considered environmentally inferior to the proposed project in this regard.

### **Public Services and Utilities**

An increased demand for public services and utilities would not occur with the Existing Zoning Alternative, as no additional land uses would be developed within the project site. The Existing Zoning Alternative would be considered environmentally superior to the proposed project in this regard.

### **ABILITY TO MEET PROJECT GOALS**

Under the Existing Zoning Alternative, the proposed residential, commercial, office, and hospitality uses would not be developed. The exception is the 125 to 250 parking spaces for the Gold Line Station. Therefore, none of the project goals or objectives would be met under the Existing Zoning Alternative.

## **6.6 ALTERNATIVE TWO: ALL RESIDENTIAL ALTERNATIVE**

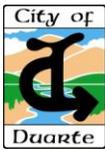
### **DESCRIPTION OF ALTERNATIVE**

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

### **IMPACT COMPARISON TO THE PROPOSED PROJECT**

#### **Land Use**

The All Residential Alternative would involve new development within the Specific Plan Area, and therefore would require an amendment to the General Plan and Zoning for the site, similar



to the proposed project. However, this Alternative would not be consistent with the *General Plan* Land Use for the site, which designates the project site as GL Specific Plan with the intent to provide a mixed use area with residential, commercial, and office uses. The All Residential Alternative would create a Specific Plan for future development of the site and would provide for appropriate pedestrian-friendly design to encourage usage of the Gold Line as a primary mode of travel, as identified in the Land Use Element. However, this Alternative would not provide for a flexible mix of land uses within the Plan Area as identified in the Land Use Element. Thus, this Alternative would be inconsistent with the Land Use Element. The All Residential Alternative is considered environmentally inferior to the proposed project in this regard.

### **Aesthetics**

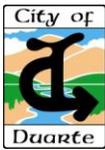
The All Residential Alternative would involve new development within the Specific Plan Area, and therefore would alter the existing visual character/quality of the site. Aesthetic improvements, such as development consistent with development regulations and design standards/guidelines would occur, as a Specific Plan would be implemented. The All Residential Alternative would introduce new landscaping and visual improvements associated with new development consistent in architectural character. This Alternative would involve short-term impacts associated with construction activities, and would introduce new sources of light and glare to the area. However, this Alternative would not result in significant unavoidable shade and shadow impacts to existing residential uses, as the height for the residential buildings would be less than the heights of the office and hotel uses for the proposed project. All other aesthetic impacts for this Alternative are similar to those of the proposed project. Since this Alternative would eliminate the significant unavoidable shade/shadow impacts, the All Residential Alternative is considered environmentally superior to the proposed project in this regard.

### **Population and Housing**

The All Residential Alternative would involve new development and therefore, would result in new population and housing growth within the City. This Alternative would not conflict with the City's ability to meet its Regional Housing Needs Assessment (RHNA), as the City's 2008-2014 Housing Element identifies the potential for 120 housing units within the Specific Plan Area. Under this Alternative, 600 additional housing units would be developed. However, this Alternative would not allow for additional non-residential development; thus, new employment opportunities would not be provided within the City. Under the proposed project, more than 1,400 new net jobs are projected. Under this Alternative, no new jobs would be created and the existing 400+ jobs would be removed. Thus, the All Residential Alternative is considered environmentally inferior to the proposed project in this regard.

### **Traffic**

Under this Alternative, a total of 3,591 daily trips are estimated assuming a 10 percent discount near transit centers/light rail stations as compared to 7,152 net total trips for the proposed project, which includes discounts for on-site trip capture, location near transit centers/light rail stations, and pass-by reductions for retail. However, there is the potential that the distribution of project-related trips would vary slightly from the proposed project, given that only residential is proposed. The All Residential Alternative would result in approximately 50 percent less daily trips than the proposed project. With the reduction in daily trips, it is estimated that the significant unavoidable impacts at Buena Vista Street/Three Ranch Road and Highland



Avenue/Evergreen Street would be reduced. Mitigation measures would still be required to reduce impacts to less than significant, as with the proposed project. Thus, the All Residential Alternative would be considered environmentally superior to the proposed project in this regard.

### **Air Quality**

Short-term construction and long-term operational (stationary source) impacts would be similar to the proposed project under this Alternative, given that the entire Plan Area would remove existing uses and develop the entire area with new uses. Long-term operational (mobile source) impacts would be less given that this Alternative generates only 50 percent of the daily trips as compared to the proposed project.

Most air quality impacts were identified as less than significant or less than significant with the imposition of mitigation measures for the proposed project, with the exception of project-related operational emissions for ROG and plan consistency with respect to exceedance of ROG operational thresholds, which were concluded to be significant unavoidable impacts. This Alternative would reduce but not eliminate the ROG-related significant unavoidable impacts. Therefore, the All Residential Alternative would be considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Greenhouse Gas Emissions**

Greenhouse gas emissions from construction and operational activities would occur with the All Residential Alternative, although to a lesser degree than the proposed project due to the approximately 50 percent reduction in daily trips. This Alternative's combined construction and operational greenhouse gas emissions would also result in less than significant impacts from a cumulative perspective, similar to the proposed project. Therefore, the All Residential Alternative would be environmentally superior to the proposed project regarding greenhouse gas emissions due to decreased mobile emissions.

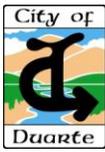
### **Noise**

Short-term construction and long-term operational (stationary source) impacts would be similar to the proposed project under this Alternative, given that the entire Plan Area would remove existing uses and develop the entire area with new uses. Long-term operational (mobile source) impacts would be less given that this Alternative generates only 50 percent of the daily trips as compared to the proposed project.

Most noise impacts were identified as less than significant or less than significant with the imposition of mitigation measures for the proposed project, with the exception of short-term construction impacts, which were concluded to be significant unavoidable impacts. This Alternative has the potential to reduce but not eliminate the construction noise impacts. Therefore, the All Residential Alternative would be considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Hazards and Hazardous Materials**

Short-term construction-related impacts involving the potential for accidental release of hazardous materials (i.e., asbestos containing materials (ACMs), lead-based paints (LBPs), underground storage tanks (USTs)) would occur with the All Residential Alternative, as



buildings/improvements would be demolished/removed and ground-disturbing activities would occur. Long-term impacts involving accidental release of hazardous materials from spills during storage or transport would not occur with the All Residential Alternative, since the existing industrial and manufacturing uses would be removed. All potential impacts associated with the proposed project were concluded to be either less than significant or less than significant with mitigation, and the proposed project includes residential, commercial, and office uses, which generally use or produce less hazardous materials than industrial uses. Given that only residential uses are included, the All Residential Alternative is considered environmentally superior to the proposed project in this regard.

### **Hydrology, Drainage, and Water Quality**

This Alternative would result in similar amounts of impervious surface area on-site. As such, impacts regarding drainage, hydrology, floodplains, and water quality are anticipated to be comparable to the proposed project. Therefore, hydrology and drainage impacts would remain less than significant, as under the proposed project, while mitigation measures would still be required to reduce water quality impacts to a less than significant level, in compliance with NPDES permit requirements. Thus, the All Residential Alternative would be considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Public Services and Utilities**

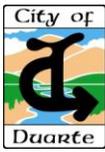
Relative to the proposed project, this Alternative would result in a less demand for fire and police protection services, water and wastewater facilities, electricity and natural gas, and the amount of solid waste requiring disposal at local and regional landfills. As is the case with the proposed project, all public service and utility impacts would be less than significant with implementation of applicable mitigation measures, including payment of fees to affected agencies. Thus, the All Residential Alternative would be considered environmentally superior to the proposed project in this regard.

### **ABILITY TO MEET PROJECT GOALS**

#### **1. Goal: A Mixture of Land Uses**

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

The All Residential Alternative does not meet this goal, as only one land use type would be provided – High Density Residential. With only High Density Residential, there would be no provision for retail uses to support either the surrounding neighborhood or the Gold Line Station; thus not meeting Objective a. In addition, there is no flexibility in the land use mix or the inclusion of complementary land uses, thus not meeting Objective b.



## 2. Goal: An Economically Feasible Development

- a. *Objective:* Provide flexible non-residential spaces that can be adjusted to respond to shifts in market demand and allow options throughout various economic cycles and scenarios.
- b. *Objective:* Create a range of residential unit types that will be accessible to residents of all income levels.
- c. *Objective:* Provide residential opportunities to assist the City of Duarte in meeting their Regional Housing Needs Allocation (RHNA) objectives.
- d. *Objective:* Encourage the development of a hotel to create local jobs, support City of Hope lodging needs, provide community meeting space, and increase tax revenues within the community.

The All Residential Alternative partially meets this goal. A range of residential types would be provided for in the Specific Plan, along with providing the 120 units identified in the Housing Element. Thus, the All Residential Alternative meets Objectives b and c. However, the All Residential Alternative would not provide for flexible non-residential spaces or a hotel. Thus, the All Residential Alternative does not meet Objectives a and d.

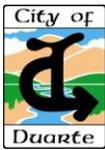
## 3. GOAL: TRADITIONAL PEDESTRIAN-ORIENTED STREET PATTERN

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

The All Residential Alternative meets the goal. A Specific Plan would be prepared for this Alternative and would include provisions for the grid-like block pattern, connectivity to and throughout the site, and multimodal transportation options.

## 4. GOAL: SUPERIOR URBAN DESIGN

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



The All Residential Alternative partially meets the goal. A Specific Plan would be prepared for this Alternative and would include provisions to comply with Objectives b, c, and d. However, the All Residential Alternative does not include employment-generating land uses. It does, however, include residential units to support the transit station and maximize transit ridership. However, this Alternative is not intended to be a local employment center or providing retail opportunities, thus partially meeting Objective a.

## 5. GOAL: OUTDOOR SPACES

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

The All Residential Alternative partially meets this goal. A Specific Plan would be prepared for this Alternative and would include provisions to generally comply with Objectives a and b. However, since no retail or employment generating uses are included with this Alternative, it is unlikely that a public plaza between the station and residential uses would be provided. This Alternative would only program outdoor spaces for residents. Thus, the All Residential Alternative partially meets Objectives a and b.

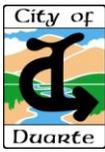
## 6. GOAL: AWARENESS OF SURROUNDING DEVELOPMENT

- a. Objective: Create a center that provides desired goods and services to surrounding residents, students, and employees within and surrounding the Duarte Station Specific Plan area.
- b. Objective: Provide specific setbacks, height limitations, upper story step-backs, and landscape requirements to afford adjacent residences privacy and separation from larger buildings.
- c. Objective: Consider the future needs of the City of Hope as part of land use planning.

The All Residential Alternative partially meets this goal. A Specific Plan would be prepared for this Alternative and would include provisions to generally comply with Objective b. The All Residential Alternative would not create a center that provides a mix of good and services available to on-site residents or surrounding residents, students, or employees. The All Residential Alternative would provide for future housing available to City of Hope employees, but does not consider other future needs of the City of Hope, such as office or hotel space. Thus, the All Residential Alternative does not meet Objectives a and c.

## 7. GOAL: SUSTAINABLE DEVELOPMENT PRACTICES

- a. Objective: Identify the level of development proposed within the Specific Plan area, and adhere to Levels of Sustainable Development Practices as prescribed in Chapter 19.52 of the City's Development Code.



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

The All Residential Alternative meets this goal. A Specific Plan would be prepared for this Alternative and would include provisions to comply with Objectives a through g.

## **6.7 ALTERNATIVE THREE: REDUCED DENSITY ALTERNATIVE 1**

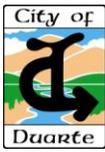
### **DESCRIPTION OF ALTERNATIVE**

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

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

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

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



## **IMPACT COMPARISON TO THE PROPOSED PROJECT**

### **Land Use**

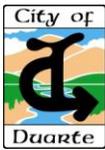
The Reduced Density Alternative 1 would involve new development within the Specific Plan Area, and therefore would require an amendment to the General Plan and Zoning for the site, similar to the proposed project. This Alternative would be consistent with the *General Plan* Land Use for the site, which designates the project site as GL Specific Plan with the intent to provide a mixed use area with residential, commercial, and office uses. Additionally, this Alternative would be consistent with the *General Plan* Land Use Element, which describes the intent for development of the project area, identified as the Gold Line Station Area Development Specific Plan. This Alternative would create a Specific Plan for future development of the site, and provide for a flexible mixed use area with 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, as identified in the Land Use Element. Thus, this Alternative would be consistent with the Land Use Element in this regard. Therefore, the Reduced Intensity Alternative 1 is considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Aesthetics**

The Reduced Density Alternative 1 would involve new development within the Specific Plan Area, and therefore would alter the existing visual character/quality of the site similar to the proposed project. Aesthetic improvements, such as development consistent with development regulations and design standards/guidelines would occur, as a Specific Plan would be implemented. This Alternative would introduce new landscaping and visual improvements associated with new development consistent in architectural character. This Alternative would involve short-term impacts associated with construction activities, and would introduce new sources of light and glare to the area. However, this Alternative would also result in significant unavoidable shade/shadow impacts to existing residential uses. While the heights for the office and hotel uses would be reduced by one-to three stories, the reduction in height slightly reduces, but does not eliminate the shade/shadow impacts. All other aesthetic impacts for this Alternative are similar to those of the proposed project. Since this Alternative would not eliminate the significant and unavoidable shade/shadow impacts, the Reduced Density Alternative 1 is considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Population and Housing**

The Reduced Density Alternative 1 would involve new development and therefore, would result in new population and housing growth within the City. This Alternative would not conflict with the City's ability to meet its Regional Housing Needs Assessment (RHNA), as the City's 2008-2014 Housing Element identifies the potential for 120 housing units within the Specific Plan Area. Under this Alternative, 240 additional housing units would be developed for a total population of 722. In addition, this Alternative would allow for additional non-residential development; thus, a total of 908 net new employment opportunities would be provided within the City. This Alternative would add 50 percent fewer people and 36 percent fewer employment opportunities to the City than the proposed project; however, it does help to improve the City's job to housing ratio, especially near a transit station. Thus, the Reduced Residential Alternative



1 is considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Traffic**

Under this Alternative, a total of 4,008 daily trips are estimated as compared to 7,152 net total trips for the proposed project. The same discounts for on-site trip capture, location near transit centers/light rail stations, and pass-by reductions for retail were taken for both. Given that similar uses are proposed, it is anticipated the distribution of project-related trips would be similar to that of the proposed project. The Reduced Density Alternative 1 would result in approximately 44 percent less daily trips than the proposed project. With the reduction in daily trips, it is likely that the significant unavoidable impacts at Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street would be reduced. Mitigation measures would still be required to reduce impacts to less than significant, as with the proposed project. Thus, the Reduced Density Alternative 1 would be considered environmentally superior to the proposed project in this regard.

### **Air Quality**

Short-term construction and long-term operational (stationary source) impacts would be similar to the proposed project under this Alternative, given that the entire Plan Area would remove existing uses and develop the entire area with new uses. Long-term operational (mobile source) impacts would be less given that this Alternative generates only 44 percent of the daily trips as compared to the proposed project.

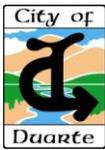
Most air quality impacts were identified as less than significant or less than significant with the imposition of mitigation measures for the proposed project, with the exception of project-related operational emissions for ROG and plan consistency with respect to exceedance of ROG operational thresholds, which were concluded to be significant unavoidable impacts. This Alternative would reduce but not eliminate the ROG-related significant unavoidable impacts. Therefore, the Reduced Density Alternative 1 would be considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Greenhouse Gas Emissions**

Greenhouse gas emissions from construction and operational activities would occur with the Reduced Density Alternative 1, although to a lesser degree than the proposed project due to the approximately 44 percent reduction in daily trips. This Alternative's combined construction and operational greenhouse gas emissions would also result in less than significant impacts from a cumulative perspective, similar to the proposed project. Therefore, the Reduced Density Alternative 1 would be environmentally superior to the proposed project regarding greenhouse gas emissions due to decreased mobile emissions.

### **Noise**

Short-term construction and long-term operational (stationary source) impacts would be similar to the proposed project under this Alternative, given that the entire Plan Area would remove existing uses and develop the entire area with new uses. Long-term operational (mobile source) impacts would be less given that this Alternative generates only 44 percent of the daily trips as compared to the proposed project.



Most noise impacts were identified as less than significant or less than significant with the imposition of mitigation measures for the proposed project, with the exception of short-term construction impacts, which were concluded to be significant unavoidable impacts. This Alternative has the potential to reduce but not eliminate the construction noise impacts. Therefore, the Reduced Density Alternative 1 would be considered neither environmentally superior nor inferior to the proposed project in this regard.

## **Hazards and Hazardous Materials**

Short-term construction-related impacts involving the potential for accidental release of hazardous materials (i.e., asbestos containing materials (ACMs), lead-based paints (LBPs), underground storage tanks (USTs) would occur with the Reduced Density Alternative, as buildings/improvements would be demolished/removed and ground-disturbing activities would occur. Long-term impacts involving accidental release of hazardous materials from spills during storage or transport would be similar to those for the proposed project. All potential impacts associated with the proposed project were concluded to be either less than significant or less than significant with mitigation, and the proposed project includes residential, commercial, and office uses, which generally use or produce less hazardous materials than industrial uses. Given that similar types of uses are proposed, the Reduced Density Alternative 1 is considered neither environmentally superior nor inferior to the proposed project in this regard.

## **Hydrology, Drainage, and Water Quality**

This Alternative would result in similar amounts of impervious surface area on-site. As such, impacts regarding drainage, hydrology, floodplains, and water quality are anticipated to be comparable to the proposed project. Therefore, hydrology and drainage impacts would remain less than significant, as under the proposed project, while mitigation measures would still be required to reduce water quality impacts to a less than significant level, in compliance with NPDES permit requirements. Thus, the Reduced Density Alternative 1 would be considered neither environmentally superior nor inferior to the proposed project in this regard.

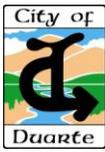
## **Public Services and Utilities**

Relative to the proposed project, this Alternative would result in slightly less demand for fire and police protection services, water and wastewater facilities, electricity and natural gas, and the amount of solid waste requiring disposal at local and regional landfills. As is the case with the proposed project, all public service and utility impacts would be less than significant with implementation of applicable mitigation measures, including payment of fees to affected agencies. Thus, this Alternative would be considered environmentally superior to the proposed project in this regard.

## **ABILITY TO MEET PROJECT GOALS**

### **1. GOAL: A MIXTURE OF LAND USES**

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



- b. Objective: Program retail uses that are neighborhood- and transit-station serving.

The Reduced Density Alternative 1 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan. The design standards and design guidelines in the proposed Duarte Station Specific Plan are applicable to this Alternative, and thus provide for retail uses to support either the surrounding neighborhood or the Gold Line Station. In addition, the flexibility related to the land use mix and the inclusion of complementary land uses would be applicable to this Alternative. Thus, the Reduced Intensity Alternative 1 meets Objectives a and b.

## 2. GOAL: AN ECONOMICALLY FEASIBLE DEVELOPMENT

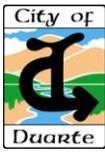
- a. Objective: Provide flexible non-residential spaces that can be adjusted to respond to shifts in market demand and allow options throughout various economic cycles and scenarios.
- b. Objective: Create a range of residential unit types that will be accessible to residents of all income levels.
- c. Objective: Provide residential opportunities to assist the City of Duarte in meeting their Regional Housing Needs Allocation (RHNA) objectives.
- d. Objective: Encourage the development of a hotel to create local jobs, support City of Hope lodging needs, provide community meeting space, and increase tax revenues within the community.

The Reduced Density Alternative 1 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, albeit with less residential units and non-residential square footage. A range of residential types would be provided for in the Specific Plan, along with providing the 120 units identified in the Housing Element. In addition, the Specific Plan for this Alternative would provide for flexible non-residential spaces and a hotel. Thus, the Reduced Density Alternative 1 meets Objectives a through d.

## 3. GOAL: TRADITIONAL PEDESTRIAN-ORIENTED STREET PATTERN

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

The Reduced Density Alternative 1 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan. The design standards and design guidelines in the proposed Duarte Station Specific Plan are applicable to this Alternative, and would provide for the grid-like block pattern, connectivity to and throughout the site, and multimodal transportation options. Thus, the Reduced Density Alternative 1 meets Objectives a and b.



#### 4. GOAL: SUPERIOR URBAN DESIGN

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

The Reduced Density Alternative 1 meets this goal. Many of the development standards and design guidelines in the proposed Duarte Station Specific Plan would be applicable to this Alternative, and would be carried forward in the Specific Plan for this Alternative. Thus, the Reduced Density Alternative 1 meets Objectives a through d.

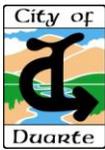
#### 5. GOAL: OUTDOOR SPACES

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

The Reduced Density Alternative 1 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan. Thus, the Reduced Density Alternative 1 would provide for outdoor spaces, including urban green space or a public plaza, to serve as transition areas between the Gold Line Station and the uses within and adjacent to the Plan Area. These outdoor spaces are intended to accommodate the various users of the Plan Area. Thus, the Reduced Density Alternative 1 meets Objectives a and b.

#### 6. GOAL: AWARENESS OF SURROUNDING DEVELOPMENT

- a. Objective: Create a center that provides desired goods and services to surrounding residents, students, and employees within and surrounding the Duarte Station Specific Plan area.
- b. Objective: Provide specific setbacks, height limitations, upper story step-backs, and landscape requirements to afford adjacent residences privacy and separation from larger buildings.
- c. Objective: Consider the future needs of the City of Hope as part of land use planning.



The Reduced Density Alternative 1 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan. The design standards and design guidelines in the proposed Duarte Station Specific Plan are applicable to this Alternative to address setbacks, height limitations, upper story step-backs, and landscape requirements with respect to adjacent residences. In addition, this Alternative does create a center that provides a mix of good and services available to on-site residents or surrounding residents, students, or employees, along with providing housing, office, or hotel space to meet the City of Hope's future needs. Thus, the Reduced Density Alternative 1 meets Objectives a through c.

## 7. GOAL: SUSTAINABLE DEVELOPMENT PRACTICES

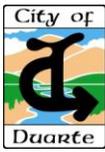
- a. Objective: Identify the level of development proposed within the Specific Plan area, and adhere to Levels of Sustainable Development Practices as prescribed in Chapter 19.52 of the City's Development Code.
- b. Objective: Ensure that construction and demolition waste is disposed of in accordance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

The Reduced Density Alternative 1 meets this goal. A Specific Plan would be prepared for this Alternative and would include provisions to comply with Objectives a through g.

## 6.8 ALTERNATIVE FOUR: REDUCED DENSITY ALTERNATIVE 2

### DESCRIPTION OF ALTERNATIVE

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



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

Building heights would be reduced compared to the proposed project:

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

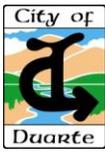
## **IMPACT COMPARISON TO THE PROPOSED PROJECT**

### **Land Use**

The Reduced Density Alternative 2 would involve new development within the Specific Plan Area, and therefore would require an amendment to the General Plan and Zoning for the site, similar to the proposed project. This Alternative would be consistent with the *General Plan* Land Use for the site, which designates the project site as GL Specific Plan with the intent to provide a mixed use area with residential, commercial, and office uses. Additionally, this Alternative would be consistent with the *General Plan* Land Use Element, which describes the intent for development of the project area, identified as the Gold Line Station Area Development Specific Plan. This Alternative would create a Specific Plan for future development of the site, and provide for a flexible mixed use area with 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, as identified in the Land Use Element. Thus, this Alternative would be consistent with the Land Use Element in this regard. Therefore, the Reduced Intensity Alternative 2 is considered neither environmentally superior nor inferior to the proposed project in this regard.

### **Aesthetics**

The Reduced Density Alternative 2 would involve new development within the Specific Plan Area, and therefore would alter the existing visual character/quality of the site similar to the proposed project. Aesthetic improvements, such as development consistent with development regulations and design standards/guidelines would occur, as a Specific Plan would be implemented. This Alternative would introduce new landscaping and visual improvements associated with new development consistent in architectural character. This Alternative would involve short-term impacts associated with construction activities, and would introduce new sources of light and glare to the area. However, this Alternative would also result in significant unavoidable shade/shadow impacts to existing residential uses. While the heights for the office and hotel uses would be reduced by one-to three stories, the reduction in height slightly reduces, but does not eliminate the shade/shadow impacts. All other aesthetic impacts for this Alternative are similar to those of the proposed project. Since this Alternative would not eliminate the significant and unavoidable shade/shadow impacts, the Reduced Density Alternative 2 is considered neither environmentally superior nor inferior to the proposed project in this regard.



## **Population and Housing**

The Reduced Density Alternative 2 would involve new development and therefore, would result in new population and housing growth within the City. This Alternative would not conflict with the City's ability to meet its Regional Housing Needs Assessment (RHNA), as the City's 2008-2014 Housing Element identifies the potential for 120 housing units within the Specific Plan Area. Under this Alternative, 150 additional housing units would be developed for a total population of 452. In addition, this Alternative would allow for additional non-residential development; thus, a total of 368 net new employment opportunities would be provided within the City. This Alternative would add 74 percent fewer people and 36 percent fewer employment opportunities to the City than the proposed project; however, it does help to improve the City's job to housing ratio, especially near a transit station. Thus, the Reduced Residential Alternative 2 is considered neither environmentally superior nor inferior to the proposed project in this regard.

## **Traffic**

Under this Alternative, a total of 2,240 daily trips are estimated as compared to 7,152 net total trips for the proposed project. The same discounts for on-site trip capture, location near transit centers/light rail stations, and pass-by reductions for retail were taken for both. Given that similar uses are proposed, it is anticipated the distribution of project-related trips would be similar to that of the proposed project. The Reduced Density Alternative 2 would result in approximately 68 percent less daily trips than the proposed project. With the reduction in daily trips, it is likely that the significant unavoidable impacts at Buena Vista Street/Three Ranch Road and Highland Avenue/Evergreen Street would be eliminated. Mitigation measures would still be required to reduce impacts to less than significant, as with the proposed project. Thus, the Reduced Density Alternative 2 would be considered environmentally superior to the proposed project in this regard.

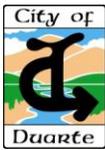
## **Air Quality**

Short-term construction and long-term operational (stationary source) impacts would be similar to the proposed project under this Alternative, given that the entire Plan Area would remove existing uses and develop the entire area with new uses. Long-term operational (mobile source) impacts would be less given that this Alternative generates only 68 percent of the daily trips as compared to the proposed project.

Most air quality impacts were identified as less than significant or less than significant with the imposition of mitigation measures for the proposed project, with the exception of project-related operational emissions for ROG and plan consistency with respect to exceedance of ROG operational thresholds, which were concluded to be significant unavoidable impacts. This Alternative would reduce but not eliminate the ROG-related significant unavoidable impacts. Therefore, the Reduced Density Alternative 2 would be considered neither environmentally superior nor inferior to the proposed project in this regard.

## **Greenhouse Gas Emissions**

Greenhouse gas emissions from construction and operational activities would occur with the Reduced Density Alternative 2, although to a lesser degree than the proposed project due to the approximately 68 percent reduction in daily trips. This Alternative's combined construction and



operational greenhouse gas emissions would also result in less than significant impacts from a cumulative perspective, similar to the proposed project. Therefore, the Reduced Density Alternative 2 would be environmentally superior to the proposed project regarding greenhouse gas emissions due to decreased mobile emissions.

## **Noise**

Short-term construction and long-term operational (stationary source) impacts would be similar to the proposed project under this Alternative, given that the entire Plan Area would remove existing uses and develop the entire area with new uses. Long-term operational (mobile source) impacts would be less given that this Alternative generates only 68 percent of the daily trips as compared to the proposed project.

Most noise impacts were identified as less than significant or less than significant with the imposition of mitigation measures for the proposed project, with the exception of short-term construction impacts, which were concluded to be significant unavoidable impacts. This Alternative is proposing substantially less development than the proposed project, and as such less construction would be necessary. Thus, this Alternative would reduce and eliminate the construction noise impacts. Therefore, the Reduced Density Alternative 2 would be considered environmentally superior to the proposed project in this regard.

## **Hazards and Hazardous Materials**

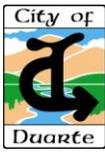
Short-term construction-related impacts involving the potential for accidental release of hazardous materials (i.e., asbestos containing materials (ACMs), lead-based paints (LBPs), underground storage tanks (USTs)) would occur with the Reduced Density Alternative, as buildings/improvements would be demolished/removed and ground-disturbing activities would occur. Long-term impacts involving accidental release of hazardous materials from spills during storage or transport would be similar to those for the proposed project. All potential impacts associated with the proposed project were concluded to be either less than significant or less than significant with mitigation, and the proposed project includes residential, commercial, and office uses, which generally use or produce less hazardous materials than industrial uses. Given that similar types of uses are proposed, the Reduced Density Alternative 2 is considered neither environmentally superior nor inferior to the proposed project in this regard.

## **Hydrology, Drainage, and Water Quality**

This Alternative would result in similar amounts of impervious surface area on-site. As such, impacts regarding drainage, hydrology, floodplains, and water quality are anticipated to be comparable to the proposed project. Therefore, hydrology and drainage impacts would remain less than significant, as under the proposed project, while mitigation measures would still be required to reduce water quality impacts to a less than significant level, in compliance with NPDES permit requirements. Thus, the Reduced Density Alternative 2 would be considered neither environmentally superior nor inferior to the proposed project in this regard.

## **Public Services and Utilities**

Relative to the proposed project, this Alternative would result in far less demand for fire and police protection services, water and wastewater facilities, electricity and natural gas, and the amount of solid waste requiring disposal at local and regional landfills. As is the case with the



proposed project, all public service and utility impacts would be less than significant with implementation of applicable mitigation measures, including payment of fees to affected agencies. Thus, this Alternative would be considered environmentally superior to the proposed project in this regard.

## **ABILITY TO MEET PROJECT GOALS**

### **1. GOAL: A MIXTURE OF LAND USES**

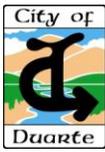
- a. *Objective:* Develop a flexible mixed-use land use pattern that incorporates retail, office, hospitality, and residential opportunities that will effectively complement each other and provide maximum land use efficiency, while providing economic and social benefits to all users.
- b. *Objective:*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

The Reduced Density Alternative 2 generally meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, although at a much reduced scale, which could result in less economic and social benefits to all users. The design standards and design guidelines in the proposed Duarte Station Specific Plan are applicable to this Alternative, and thus provide for retail uses to support either the surrounding neighborhood or the Gold Line Station. In addition, the flexibility related to the land use mix and the inclusion of complementary land uses would be applicable to this Alternative. Thus, the Reduced Intensity Alternative 2 meets Objectives a and b.

### **2. GOAL: AN ECONOMICALLY FEASIBLE DEVELOPMENT**

- a. *Objective:* Provide flexible non-residential spaces that can be adjusted to respond to shifts in market demand and allow options throughout various economic cycles and scenarios.
- b. *Objective:* Create a range of residential unit types that will be accessible to residents of all income levels.
- c. *Objective:* Provide residential opportunities to assist the City of Duarte in meeting their Regional Housing Needs Allocation (RHNA) objectives.
- d. *Objective:* Encourage the development of a hotel to create local jobs, support City of Hope lodging needs, provide community meeting space, and increase tax revenues within the community.

The Reduced Density Alternative 2 generally meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, albeit with less residential units and non-residential square footage. A range of residential types would be provided for in the Specific Plan, along with providing the 120 units identified in the Housing Element. In addition, the Specific Plan for this Alternative would provide for flexible non-residential spaces and a hotel. Thus, the Reduced Density Alternative 2 meets Objectives a through d.



### 3. GOAL: TRADITIONAL PEDESTRIAN-ORIENTED STREET PATTERN

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

The Reduced Density Alternative 2 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan. The design standards and design guidelines in the proposed Duarte Station Specific Plan are applicable to this Alternative, and would provide for the grid-like block pattern, connectivity to and throughout the site, and multimodal transportation options. Thus, the Reduced Density Alternative 2 meets Objectives a and b.

### 4. GOAL: SUPERIOR URBAN DESIGN

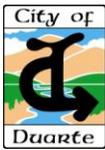
- a. Objective: Allow for building types that will achieve desired density ranges to establish a critical mass of residents and employees to support the transit station, maximize transit ridership, and support retail spaces and local employment centers.
- b. Objective: Minimize setbacks to allow buildings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

The Reduced Density Alternative 2 meets this goal. As noted previously, the development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, although at a much reduced scale. Many of the development standards and design guidelines in the proposed Duarte Station Specific Plan would be applicable to this Alternative, and would be carried forward in the Specific Plan for this Alternative. Thus, the Reduced Density Alternative 2 meets Objectives a through d.

### 5. GOAL: OUTDOOR SPACES

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

The Reduced Density Alternative 2 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, although at a much reduced scale. Thus, the Reduced Density Alternative 2 would provide for outdoor spaces, including urban green space or a public plaza, to serve as transition



areas between the Gold Line Station and the uses within and adjacent to the Plan Area. These outdoor spaces are intended to accommodate the various users of the Plan Area. Given that less development is anticipated, this Alternative has the potential to be creative in providing additional outdoor spaces than considered under the proposed Duarte Station Specific Plan. Thus, the Reduced Density Alternative 2 meets Objectives a and b.

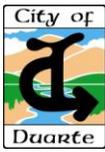
## 6. GOAL: AWARENESS OF SURROUNDING DEVELOPMENT

- a. Objective: Create a center that provides desired goods and services to surrounding residents, students, and employees within and surrounding the Duarte Station Specific Plan area.
- b. Objective: Provide specific setbacks, height limitations, upper story step-backs, and landscape requirements to afford adjacent residences privacy and separation from larger buildings.
- c. Objective: Consider the future needs of the City of Hope as part of land use planning.

The Reduced Density Alternative 2 meets this goal. The development anticipated under this Alternative is the same mix of land uses anticipated in the proposed Duarte Station Specific Plan, although at a much reduced scale. The design standards and design guidelines in the proposed Duarte Station Specific Plan are applicable to this Alternative to address setbacks, height limitations, upper story step-backs, and landscape requirements with respect to adjacent residences. In addition, this Alternative does create a center that provides a mix of good and services available to on-site residents or surrounding residents, students, or employees, along with providing housing, office, or hotel space to meet the City of Hope's future needs. Thus, the Reduced Density Alternative 2 meets Objectives a through c.

## 7. GOAL: SUSTAINABLE DEVELOPMENT PRACTICES

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



- f. *Objective:* Incorporate water-efficient design features such as permeable surfaces, collection devices, biofiltration devices, green rooftops, cisterns, berms and swales, and/or green rooftops.
- g. *Objective:* Include climate-adapted landscape within the Specific Plan area.

The Reduced Density Alternative 2 meets this goal. A Specific Plan would be prepared for this Alternative and would include provisions to comply with Objectives a through g.

## **6.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

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

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

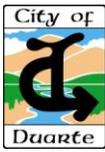
### **6.9.1 ALTERNATIVE ONE: EXISTING ZONING ALTERNATIVE**

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

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

### **6.9.2 ALTERNATIVE TWO: ALL RESIDENTIAL ALTERNATIVE**

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



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

### **6.9.3 ALTERNATIVE THREE: REDUCED DENSITY ALTERNATIVE 1**

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

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

### **6.9.4 ALTERNATIVE FOUR: REDUCED DENSITY ALTERNATIVE 2**

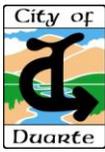
In comparison to the proposed project, the Reduced Density Alternative 2 would result in similar impacts relative to land use; aesthetics; population and housing; air quality; hazardous materials; and hydrology, drainage, and water quality. The Reduced Density Alternative 2 results in fewer impacts to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

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

### **6.9.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

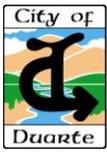
As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment.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

*Table 6-2, Comparison of Alternatives*, provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed action.



**Table 6-2  
Comparison of Alternatives**

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



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