

## SECTION 1.0 INTRODUCTION

### 1.1 EXECUTIVE SUMMARY

The Duarte Station Specific Plan is located in the City of Duarte, California and in Los Angeles County (see Figure 1-1, *Regional Vicinity*). The approximately 19 acre site is planned as a Transit-Oriented Development (TOD) because of its location adjacent to the City of Duarte Metro Gold Line Station; north of Duarte Road and west of Highland Avenue.

Based upon a Master Land Use Plan, the Specific Plan establishes the following land use designations:

- Station Plaza Mixed Use. The Station Plaza (SP) designation would allow for local serving retail shops, service uses, cafes, and an outdoor plaza to be developed around the Duarte Station.
- Mixed Use. The Mixed Use (MU) designation incorporates a mixed use approach that allows for a full range of high density residential, office, hotel, and commercial uses.
- High Density Residential (HDR). The High Density Residential land use designation is anticipated to allow maximum flexibility and response to future market conditions and residential trends. Anticipated residential types in the HDR designation include condominiums and apartment units.

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

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





## 1.2 PROJECT SETTING

### 1.2.1 Location

The City of Duarte is located in Los Angeles County to the east of Monrovia, south of the City of Bradbury, and west of the City of Azusa along interstate 210. Regional access to the City is provided primarily by the I-210 and I-605 freeways (see Figure 1-1, *Regional Vicinity*).

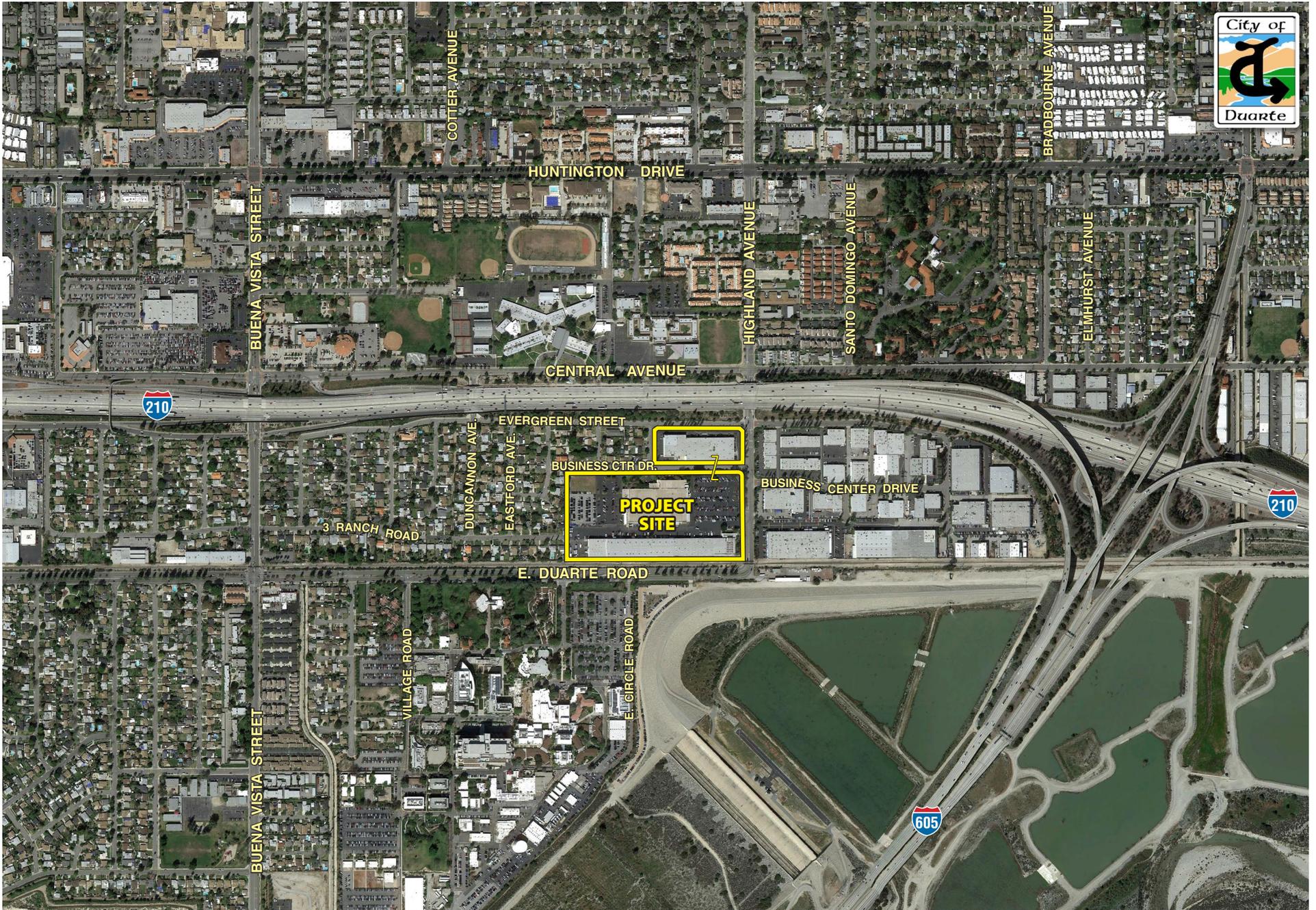
The Duarte TOD Specific Plan area is approximately 19 acres in size and consists of three parcels located at the northwest and southwest corners of Business Center Drive and Highland Avenue within the heart of the City (see Figure 1-2, *Local Vicinity*).

Roadways that border the parcels include Evergreen Street to the north, Highland Avenue to the east, Duarte Road to the south (including the Metro-owned Gold Line tracks under construction), and Denning Avenue and 3 Ranch Road to the west. Business Center Drive traverses the Specific Plan area in an east-west direction. Additionally, the Los Angeles County Metropolitan Transportation Authority (Metro) -owned right-of-way borders the Specific Plan area to the south; these tracks will function as critical transportation infrastructure to serve as a primary driving factor for the Duarte TOD Specific Plan.

### 1.2.2 Surrounding Uses

The project site is surrounded by the following uses:

- *North:* Evergreen Street and the Foothill Freeway (Interstate 210) are located to the north of the most northern portion of the site. Single-family residential uses are located to the north across Business Center Drive.
- *West:* An approximately 204-unit single-family residential neighborhood south of Evergreen Street, east of Buena Vista Street, north of Duarte Road, and west of the project site.
- *South:* The Los Angeles County Metropolitan Transportation Authority (Metro) -owned railroad right-of-way is directly adjacent to the project site. The City of Hope campus and the Santa Fe Dam Recreational Area, owned by the US Army Corps of Engineers, operated by Los Angeles County Department of Parks and Recreation and located in the City of Irwindale are located to the south of the project site across Duarte Road.
- *East:* The Duarte/Lewis Business Center occupies approximately 40 acres and is located to the east across Highland Avenue, south of the Interstate 210 and west of the San Gabriel Freeway (Interstate 605).





Existing On-Site Uses



Existing Edge Conditions

### 1.2.3 Existing Uses

The Specific Plan area is comprised of three parcels under separate ownerships (see Figure 1-3, *Specific Plan Area*). The parcels are currently developed with a mix of industrial uses totaling approximately 313,955 square feet. Each parcel is developed with a single building as outlined in Table 1-1:

**Table 1-1  
Existing Uses**

Use/Planning Area	Gross Acreage	Existing Facilities (Sq. Ft.)
Parcel 1	9.16	114,599
Parcel 2	6.6	128,466
Parcel 3	3.32	70,890
<b>Total (Gross)</b>	<b>19.08</b>	<b>313,955</b>

### 1.2.4 Existing Zoning and General Plan

#### GENERAL PLAN

The General Plan designates the project site as GL (Gold Line) Specific Plan. The Land Use Element Table LU-4 includes the planned development densities/intensities for the “Duarte Station” Specific Plan Areas and indicates that the General Plan projected 120 dwelling units and 100,000 square feet of non-residential use. The Housing Element identifies the Duarte Station Development Area Specific Plan as an area that would accommodate 120 multi-family units. The Housing Element (2012 Amendment) states that a minimum of 80-100 units be a part of Phase 1 of the Duarte Station Development

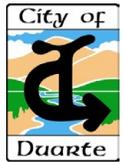
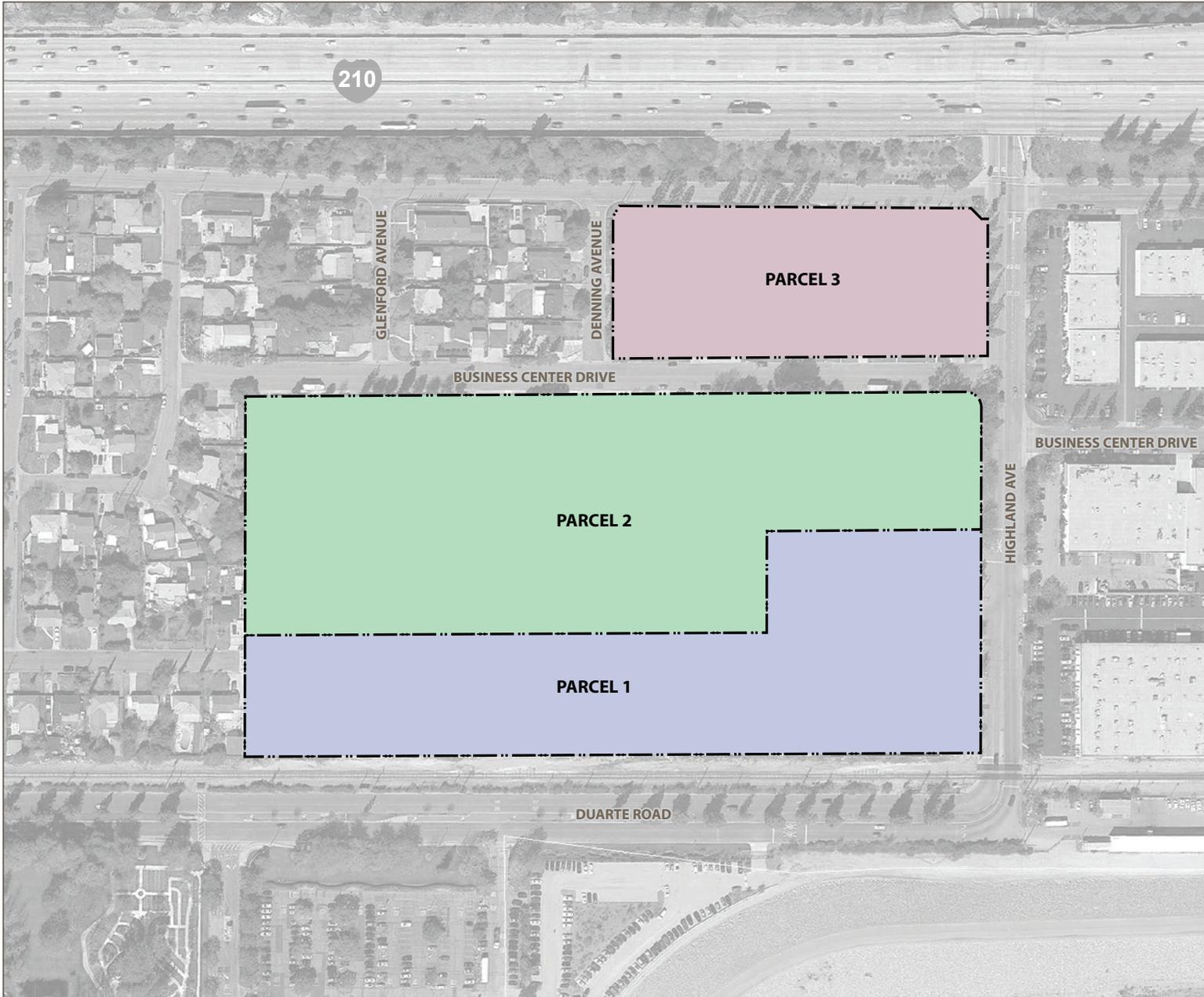
Area Specific Plan and suggested that Phase 1 would be the 6.6 acre portion of the site, noted as Parcel 1 of Figure 1-3.

The Housing Element, was not intended to place a maximum number of units that would be developed in either Area 1 or the balance of the planning area, but to address a minimum number that would allow the City to meet its regional housing needs.

The following text from the *General Plan* Land Use Element describes the intent of the Duarte Station Area Development Specific Plan:

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

*The Duarte Station will be located north of Duarte Road and about 400 feet west of Highland Avenue within the vicinity of City of Hope. The area to the north of the station includes about*



**SITE SUMMARY :**

<span style="display: inline-block; width: 20px; height: 10px; background-color: #6666ff; border: 1px solid black;"></span>	PARCEL 1: +/- 6.60 AC
<span style="display: inline-block; width: 20px; height: 10px; background-color: #66cc66; border: 1px solid black;"></span>	PARCEL 2: +/- 9.16 AC
<span style="display: inline-block; width: 20px; height: 10px; background-color: #cc6666; border: 1px solid black;"></span>	PARCEL 3: +/- 3.32 AC
	+/- 19.08 AC

Source: DAHLIN group, 5-13



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

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

*This mixed use area will also use a specific plan as an implementation tool to achieve the desired objective. The desired objective is to reduce vehicle miles traveled, provide transportation options for existing and future workforce and residents around the Duarte Station, provide location efficiency, expanded mobility, and provide public/private financial return and value recaptured. The specific plan to implement this objective must provide flexibility in*

*providing vertical and/or horizontal mixed high density residential, commercial uses, office, R&D and industrial uses. As with the City Center plan the Duarte Station Specific Plan which will be the implementation tool for this area must also provide unique parking standards, sufficient residential densities, housing types and appropriate pedestrian friendly design to encourage usage of the Gold Line as a primary mode of travel. Because the timing of the Duarte Station opening is unknown, this Specific Plan must provide even more flexibility for future needs.*

### ZONING

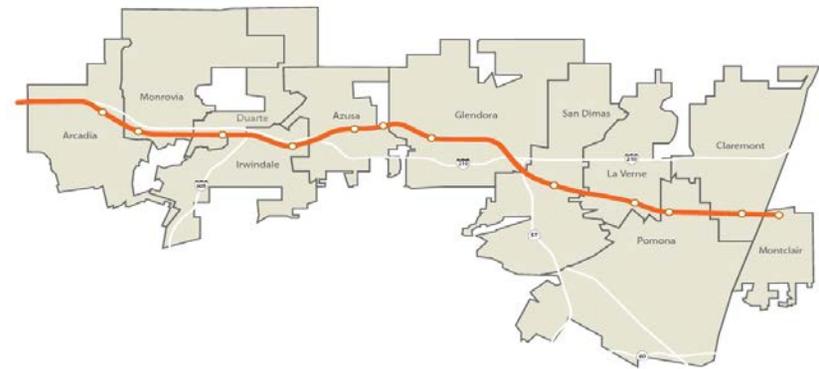
The City's Zoning Map designates the project site as M-the Light Industrial Zoning District. This zone provides for relatively low-intensity industrial activities that do not involve substantial truck traffic or outdoor fabrication or assembly, do not produce noticeable odors, and do not involve operations normally considered hazardous within an urban environment.

With adoption of the Specific Plan the zoning will be changed to a Specific Plan Designation.

## 1.2.5 Background

### PLANNING HISTORY: METRO GOLD LINE

In 2002, the Metro Gold Line Foothill Extension Construction Authority and the San Gabriel Valley Council of Governments initiated an Alternatives Analysis Study to extend rail service eastward from Pasadena. With the participation of cities along the rail right-of-way, the Study was intended to be a screening process where a full range of alternatives were narrowed down to arrive at a locally preferred alternative for more detailed study. The local mode and alignment preference was chosen, which consisted of extending the Light Rail Transit (LRT) from its terminus in Pasadena along the existing heavy rail right-of-way. A general study was prepared that encompassed 13 adjoining Cities that lie along interstate 210 and the railroad right of way, between Pasadena to the west and Montclair to the east. The study areas included the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County; Upland and Montclair were included in San Bernardino County. Station locations were chosen through discourse with each city along the proposed route. Meetings with the cities took place during both the Alternatives Analysis process and the EIS/EIR Process. All lands within 1,000 feet on either side of the rail were declared as the study corridor and an EIR was finalized and certified in February 2007 for the preferred corridor plan shown below. Several subsequent environmental documents have been prepared addressing the evolution of plan elements.



### TOD CORRIDOR FRAMEWORK

In 2005, the Metro Gold Line Foothill Extension Construction Authority (Authority) began working with the City of Duarte (City) to review the preliminary construction plans for the Light Rail Transit (LRT). At that time, the Authority introduced the idea of Transit Oriented Development (TOD) to cities along the LRT corridor and the benefits it may present to communities. The idea of TOD resonated with the City Council, and as such, the City began to contemplate the integration of TOD into the City's land use documents. In August 2007, the City Council adopted a comprehensively updated General Plan that included the re-designation of approximately 19 acres of industrial land uses near the future Duarte Station the Duarte Station Area Development Specific Plan designation. In 2007 and 2008, the City also participated in a Caltrans Community Based Transportation Grant. The grant was sponsored by the San Gabriel Valley Council of Governments, and produced a TOD visioning study for the project site based upon significant public outreach, a joint City Council and Planning Commission workshop with over 150

residents in attendance, and a summary presentation before the City Council in April 2008. IBI provided market research, created urban design schemes, researched transportation issues, and provided recommendations for each individual station along the extension. The study found that the Foothill Extension Corridor is truly a unique opportunity to accommodate population growth while providing new job centers and thoughtful compact development.

IBI met with the City of Duarte in 2007, and the City requested that IBI evaluate the possibilities and feasibility of a Village Concept north of the proposed station area and south of interstate 210. The urban concept focused on developing compact mixed uses while providing opportunities for growth in office, retail, and hotel land uses. In 2008, IBI prepared the Duarte Gold Line Station Area Vision Report which evaluated the potential for a transit oriented development (TOD) on a 20-acre site adjacent to the proposed Metro Goldline Station. The goal of this study was to develop an overall vision and guiding principles for future development within the station area and to illustrate possible options for organization of land uses, building placement, and built form on the site. A market study, community outreach, and a traffic analysis were also undertaken during the conceptual planning effort.

All of these efforts have served as a catalyst for both the City Council and the community to realize a TOD development at the project site.

The Duarte City Council is committed to the realization of the Duarte Station Area Development, and as such, supported

City Staff submittal of a METRO Transit Oriented Development (TOD) Planning Grant Program. This program provides funds to encourage local governments to develop and adopt land use regulations that promote sustainable, transit-oriented design principles. The funds allow local governments to adapt their existing general plans, specific plans, zoning, and other ordinances to encourage such sustainable development forms or to develop model ordinances, planning tools, and/or recommendations that will lead to local regulatory changes in support of TOD.

In 2012 the City was awarded Round 1 grant funding that was offered to municipalities along the Expo Line Phases 1 & 2, Crenshaw/LAX corridor, and Gold Line Foothill Extension. The grant award allows the City to lead the effort in the preparation of a Duarte Station Area Development Specific Plan and Project-based EIR.

### 1.2.6 Relationship to Governing Documents

As discussed above, a comprehensive regional and local planning effort has been undertaken to implement a TOD Specific Plan for the Duarte Station. Thus, the Duarte Station Specific Plan incorporates objectives and visioning discussed above and reflects the intent of the Certified Final EIRs, as well as the TOD Corridor Development Assessment and the Duarte Station Areas Vision studies prepared by IBI Group. The Duarte TOD Specific Plan is also intended to implement the City of Duarte's General Plan and Zoning Ordinance.

**SPECIFIC PLAN AUTHORITY**

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) provides the authority for a city to adopt a Specific Plan by ordinance (as a regulatory plan) or resolution (as a policy driven plan). This Specific Plan is both a regulatory and policy document, and therefore must be adopted by ordinance. The California Government Code establishes a minimum set of requirements for specific plans, which include text and diagrams that specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including potential open space, within the Specific Plan Area.
- The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the Specific Plan Area and which are needed to support the land uses described in the Specific Plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

- A program of implementation measures including regulations, public works projects, and financing measures necessary to carry out the project.
- A statement of the relationship of the Specific Plan to the General Plan.

**1.2.7 Required Approvals**

Implementation of the specific plan will require several approvals as noted in Table 1-2. Subsequent approvals will include site plan/design review and subdivision mapping if needed to create individual lots within the Specific Plan boundaries.

**Table 1-2  
Approvals**

Requested Permit/Approval	Approving Agency
Final EIR Certification	City of Duarte City Council
General Plan Text Amendment	City of Duarte City Council
Zone Change/Specific Plan Adoption	City of Duarte City Council

**1.2.8 Specific Plan Organization**

The Duarte TOD Specific Plan is composed of several sections, as described in detail below:

- *Section 1 – Introduction.* This section provides background information about the Specific Plan. Since the Specific Plan will be used by a variety of users (such as property owners, City staff, business owners, residents, and elected and appointed officials), a brief

background of the Specific Plan area and project setting are included. This section provides a very brief description of the history, purpose, and function of the specific plan; it educates the reader on the information contained within the Specific Plan Document in the sections that follow.

- Section 2 – Development Plan. Section 2 identifies the fundamental components of the Specific Plan. The detailed land use program is presented through tables and a master land use plan graphic. Public Spaces are also discussed in this Section.
- Section 3 – Infrastructure and Services Plan. The Infrastructure and services plan discusses existing conditions and proposed improvements to local circulation, parking, sewer, water, and storm drain systems that would serve the Specific Plan area at full build-out. Improvements proposed are triggered by the Master Development Plan discussed in Section 2. Public and private utility providers are also identified here.
- Section 4 – Land Use and Development Regulations. Section 4 provides development standards for proposed development in the Specific Plan area. These regulations are going to be included through a hybrid approach that integrates features of a conventional zoning code and a form based code. Form based codes regulate land uses based on form and function and are based on a “human-use” scale. This section contains development standards for architecture and building

placement, streets and alleys, civic and public places, and landscaped or hardscape areas. The Development regulations complement the Design Guidelines to ensure that quality development occurs in suitable places and spaces.

- Section 5 – Design Guidelines – This section provides design guidance for architectural, landscape, signage, lighting, and community artwork features within the Specific Plan area. The purpose of the Design Guidelines is to identify and establish visual themes that are aesthetically pleasing and will result in a cohesiveness to create a “sense of place” for persons that live, work, or congregate within the TOD Specific Plan area.
- Section 6 – Implementation and Administration. The intent of this section is to provide methods for eventual construction and build-out of the Specific Plan. An analysis is included ensuring the Specific Plan is consistent with the General Plan. Implementation techniques, tools, and incentives including efficient entitlement processing standards, phasing, cost estimates, and public and private funding and financing mechanisms are also addressed.
- Section 7 – Appendices. This section includes the General Plan consistency analysis as well as other supporting information. After approval, the appendices will include the project’s Mitigation Monitoring and Reporting Program (MMRP).

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