

## SECTION 2.0 DEVELOPMENT PLAN

This section of the Duarte Station Specific Plan outlines the master plan for development. In this section a land use plan and tables will be shown to form the land use program for the eventual build-out of the Specific Plan area. The overarching Specific Plan Vision, Goals, and Objectives are stated below followed by the Land Use Program.

### 2.1 WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Transit-Oriented Development has many definitions. As defined in the TOD Corridor Development Assessment study prepared by Metro Gold Line as part of the early planning for the Foothill Extension:

*Transit-oriented development is typically defined as compact development containing a mix of uses within easy walking distance (a quarter – to one half-mile radius) of transit stations. But a prescribed density or mix of uses can't ensure the success of a transit oriented development project or guarantee that it will produce more riders for transit. It's become increasingly clear that TOD cannot be defined by physical form alone, and those high-performing projects – whether performance is judged by financial returns or the number of people who flock there – are best defined by performance criteria that can be used as a planning tool to assess how well a project will function.*

TOD is not just development near transit stations but rather it is development that:

- Increases “location efficiency” so that people can walk, bike and take transit;
- Boosts transit ridership and minimizes the impacts of traffic through access to site-adjacent transit;
- Provides a mixture of land uses;
- Provides value for the public and private sectors, and for both new and existing residents; and
- Creates a sense of community and of place.

### 2.2 SPECIFIC PLAN VISION, GOALS, AND OBJECTIVES

#### 2.2.1 Vision Statement

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

are included below to guide the intent and future development within the Specific Plan area.

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

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

### 2. GOAL: AN ECONOMICALLY FEASIBLE DEVELOPMENT

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

provide community meeting space, and increase tax revenues within the community.

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

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

### 4. GOAL: SUPERIOR URBAN DESIGN

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

that creates an identity in the Duarte Station Specific Plan area.

**5. GOAL: OUTDOOR SPACES**

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

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

- a. **Objective:** Create a center that provides desired goods and services to surrounding residents, students, and employees within and surrounding the Duarte Station Specific Plan area.
- b. **Objective:** Provide specific setbacks, height limitations, upper story step-backs, and landscape requirements to provide for appropriate transitions with adjacent existing residential uses.
- 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 drought-tolerant landscape within the Specific Plan area.

### 2.3 SUSTAINABLE DESIGN

Sustainable design refers to design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. The City of Duarte has established Sustainable Development Practices in the Duarte Development Code (DDC) to encourage conservation of natural resources, increased energy efficiency, and the use of sustainable practices in the development process. A sustainable design approach can be defined by a variety of green building practices and the availability of pedestrian-oriented amenities. The essential components that make up a successful sustainable development have been identified by the U.S. Green Building Council (USGBC). The USGBC recognizes that the layout and design of the built environment influences the way residents and visitors experience a neighborhood, and it can impact their quality of life and sense of community.

All new construction within the City and this Specific Plan are required to apply sustainable development practices identified in the DDC. The design guidelines and implementation approach provided are aimed at meeting the following objectives:

- Encourage development within and near existing communities or public transportation infrastructure to reduce vehicle trips and induce pedestrian activity;
- Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond the individual project;
- Encourage design of projects that incorporate high levels of internal connectivity and connections to surrounding development to promote a variety of travel options;
- Provide direct and safe connections for pedestrians, bicyclists, and drivers to key components of a project, local destinations, and neighborhood centers;
- Encourage the design and construction of buildings to utilize green building practices;
- Encourage the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption;
- Achieve enhanced energy efficiency by creating the optimum conditions for the use of passive and active solar;
- Use recycled and other environmentally-friendly building materials whenever possible;
- Encourage incorporation of low impact development (LID) and best management (BMP's) to treat stormwater on-site and infiltrate rainwater as much as possible rather than diverting it into storm drains;
- Reduce the impact of heat islands by providing shade structures and trees that can produce large canopies to provide shade. In addition, choose roof paving materials that possess a high level of solar reflectivity.

Development applications are required to identify the level of development (project size) and the corresponding required sustainable development practices. Projects at each level shall comply with the provisions identified in Table 3-20 of the DDC, Chapter 19.52, *Sustainable Development Practices*.

## 2.4 LAND USE PROGRAM

### 2.4.1 Context

In evaluating the site for development opportunities a number of items were considered, including the following:

- Existing conditions related to drainage, circulation, land use, transit, and infrastructure;
- Existing plans for the Duarte Station location and orientation as well as Gold Line mitigation requirements from previous environmental analysis;
- Stakeholder input from City of Hope regarding future off-campus needs and from existing landowners;
- Past studies related to the site by Metro and the Duarte Station Area Plan (March 2008) including input from community meetings and area residents ;
- Review of existing Market information; and
- Existing General Plan assumptions.

Past community meetings, as part of the 2008 Vision Plan, resulted in the reduction of the Specific Plan area to the area presently proposed. The reduced Plan area no longer includes the existing residential areas surrounding the site. A scoping meeting was held on April 22, 2013 to provide the community with information about the planning process and to solicit comments on the proposed project.

In keeping with community input, a transitional edge treatment between proposed new uses and existing residential uses has been incorporated into the plan as outlined in the project's Development Regulations.

### 2.4.2 Development Concept

The Specific Plan establishes the general type, parameters and character of the development in order to develop an integrated TOD that is compatible with the surrounding area. The Specific Plan's proximity to freeways, major streets, and planned rail infrastructure makes the Duarte Station Specific Plan an ideal opportunity for the expansion of types and intensities of uses that support the City's goals for the area and are consistent with the City's desire to incentivize economic development in Duarte.

The development concept for the Duarte Station Specific Plan provides flexibility for all property owners to respond to market conditions and develop a mixed use "transit village" that revitalizes the Specific Plan area through the provision of multiple land uses that are complementary to one another. Land uses consist of residential, office, hospitality, and commercial/retail spaces. The mixture of land uses results in

the availability of a variety of goods, services, and amenities for residents, employees, or visitors to the Specific Plan area.

### MASTER LAND USE

The Master Land Use Plan provides flexibility for property owners to respond to market conditions. The Master Land Use Plan shows the type of development that is envisioned for the Duarte Specific Area Plan along with circulation improvements that tie the Plan Area together, and integrate the area into the larger context of the City of Duarte.

The block pattern and the circulation framework is suggestive and the locations may be adjusted, though it is recommended that the future block and street pattern connect to the existing surrounding context to form a seamless transition from the existing to the proposed. For example, a street may be replaced by a publicly accessible pedestrian mew or an alley if it better serves the final development program, as long as it meets the intent of the Specific Plan.

The development of each of the land uses within the Station Area will be over an extended period of time and therefore needs to be flexible enough to respond to changing market demands. To accommodate this flexibility, the land use classifications in this chapter represent adopted policy and are meant to be broad enough to provide flexibility in implementation, but clear enough to provide sufficient direction to carry out the Specific Plan. The type and amount of development for each planning area will ultimately be determined through the entitlement process, subject to the

intensity, development standards, setbacks, and other requirements of this Specific Plan.

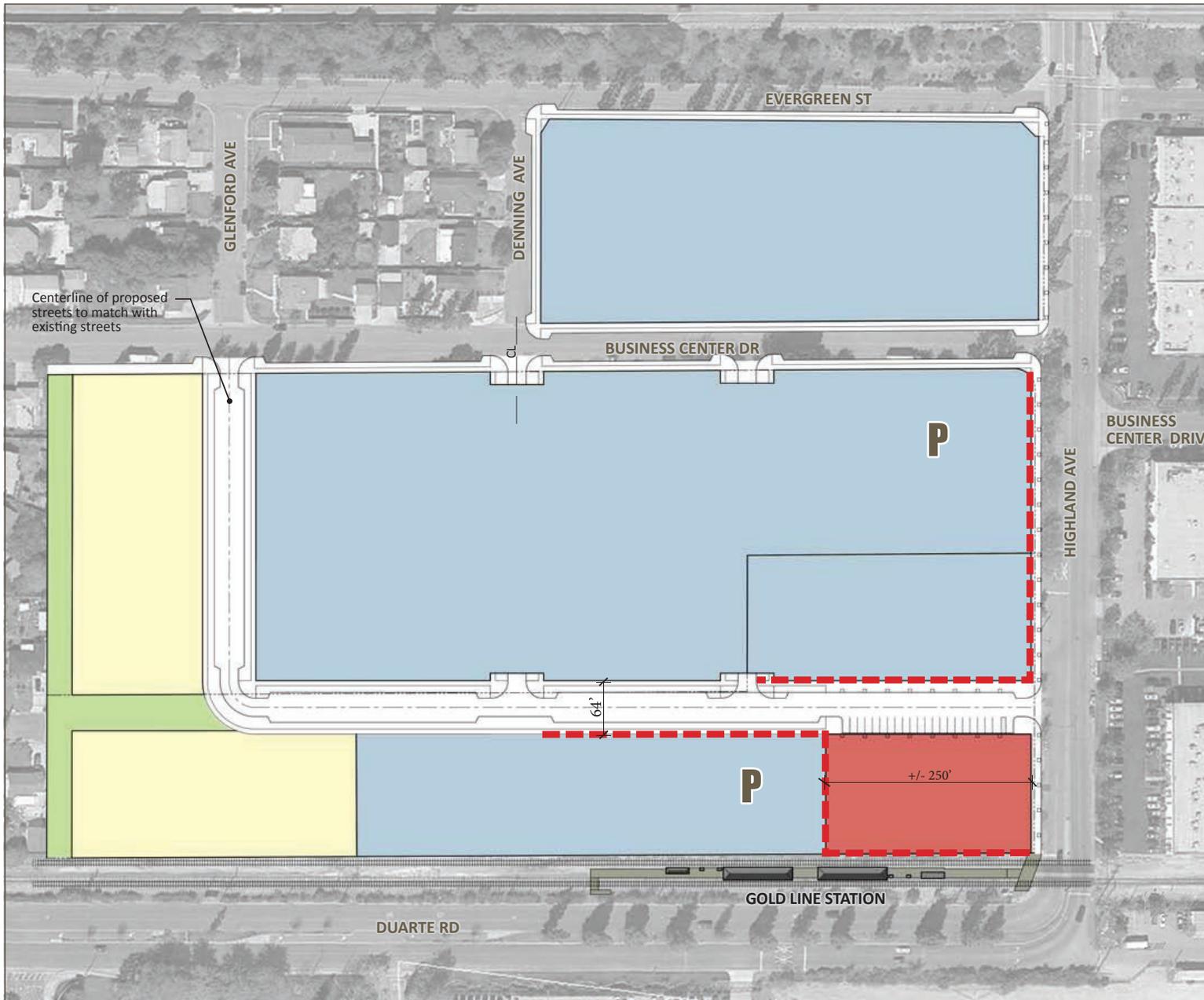
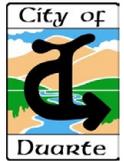
The Land Use Plan is a graphic representation of policies contained in this Specific. Land use classifications—shown as color/graphic patterns on the plan—allow for a range of uses within each classification.

Adopting a mix of land uses around the proposed Duarte Station will generate the greatest benefits for the City of Duarte. Office uses will help establish an employment center, retail uses will serve the residents and employees of the area, and residential units within walking distance of the station will provide the riders necessary to support the Gold Line system. Studies have shown that residential units within walking distance of the stations provide the greatest number of riders compared to other land uses.

Based upon the Master Land Use Plan, the Specific Plan is establishing the following land use designations:

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

The Duarte Station Specific Plan is based upon the following Land Uses (see Figure 2-1, *Master Land Use Plan* and Table 2-1 *Master Land Use Plan*).



**LAND USE:**

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

**Note:**

**STATION PLAZA MIXED USE**  
Retail, Open Space, Public Use

**MIXED USE**  
Retail, Office (max 2.0 FAR),  
Residential (max 70 du/ac), 250 room hotel

**HIGH DENSITY RESIDENTIAL**  
Residential (max 70 du/ac)

Source: DAHLIN group, 8-13



8/28/13 JN 130318-19345 MAS

**DUARTE STATION SPECIFIC PLAN**  
**Master Land Use Plan**

**FIGURE 2-1**

**Table 2-1  
Master Land Use Plan**

Land Use Designation	Density/ Intensity	Acreage
Station Plaza Mixed Use	--	0.81
Mixed Use (non-residential) Mixed Use (residential)	2.0 FAR Max 70 du/ac Min 40 du/ac	12.06
High Density Residential	Max 70 du/ac Min 40 du/ac	2.55
Open Space	--	0.80
Roads	--	2.87
<b>Total Acreage</b>		<b>19.09</b>
<p>Note: A minimum 178 high density residential units must be located along the western Specific Plan boundary within the High Density Residential land use designation shown in Figure 2-1. The remainder of the units may be located within the Mixed Use land use designation.</p>		

**2.4.3 LAND USE DESIGNATIONS**

The Specific Plan’s Land Use Plan includes three land use designations, which are defined below. Each land use is associated with specific intensities and permitted uses, outlined in the Development Regulations of this document.

The primary Land Use within the Duarte Station Specific Plan is designated as Mixed Use and is split into two separate categories of Mixed Use. The Mixed Use designation incorporates a range of commercial, retail, cafe, and office amenities while allowing for residential development.

Descriptions of land use designations within the Duarte Station Specific Plan are outlined below.

**Mixed Use**

The Mixed Use designation includes two categories of mixed use: a general Mixed Use category, and Station Plaza Mixed Use:

- **Mixed Use (MU)**

The general mixed-use designation is intended to provide flexibility within the plan to adapt to changing market conditions. Residential densities are permitted between a minimum of 40 and a maximum of 70 units per acre, along with Office at a maximum 2.0 FAR and a hotel with a maximum of 250 rooms. All of the residential building types allowed in High Density Residential are permitted. Retail, cafe, and commercial service uses that serve employees and residents are permitted and encouraged on the ground floor.

Parking is envisioned in parking decks or structures and should be architecturally enhanced as viewed from the streets. Commercial parking in surface lots are strongly discouraged, but may be considered through a Use Permit as part of the Site Plan Review process in order to phase higher intensity development and shared/structured parking.

To ensure maximum flexibility, final development locations or quantities of residential, office, or hotel uses

will be confirmed during the site plan review process as outlined in Section 6, *Implementation*, of this Specific Plan.

- **Station Plaza Mixed Use (SP)**

This Land Use Designation is located at the corner of Duarte Road and Highland Avenue. A portion of the southern edge and all of the western edge of this land use designation is also planned as a retail edge that would incorporate storefronts facing the station location and the proposed public plaza. The Station Mixed Use Land Use designation consists of approximately 0.81 acres.

The Station Plaza Mixed Use designation is intended to provide for an integrated mix of uses in the area immediately surrounding the Duarte Station. While the primary use in this classification is envisioned to be small-scale, local serving retail, some other commercial uses may be accommodated on upper floors provided they meet the development standards and guidelines. Buildings should not block the pedestrian access to and from the station and a clear and direct pedestrian path from the station to the surrounding streets is required.

No off-street parking is required and adjacent on-street parking satisfies the parking requirement.

### **High Density Residential (HDR)**

This land use designation is intended to create a compact residential neighborhood within walking distance of the Duarte station. The Residential land use is located adjacent to

the existing residential uses to provide a buffer between those uses and any non-residential uses proposed in the plan. Residential densities are permitted between a minimum of 40 and a maximum of 70 units per acre for individual parcels. A range of for-sale or rental housing types may be included in a development project, provided the total project meets the density standards. Housing types envisioned in the High Density Residential classification, include flats or townhomes over podium parking, residential wrap buildings with parking structure. Ancillary uses that support the residential uses such as child care facilities may be accommodated in the ground floor. Parking is envisioned in parking structures.

The Specific Plan will address the minimum amount of high-density development provided for in the City's Housing Element (2012 Amendment) and will provide for an increase of housing opportunities. The City intends to adopt a new Housing element that addresses the 2013-2021 planning period in late 2013 and it will incorporate the residential opportunities outlined in this specific plan.

To allow maximum flexibility and response to future market conditions and trends, final location of the units will be confirmed during the site plan review process as outlined in Section 6. Anticipated residential types in the HDR land use designation include condominiums, townhomes and/or stacked flat apartment units.

### Recreation/Open Spaces (OS/REC)

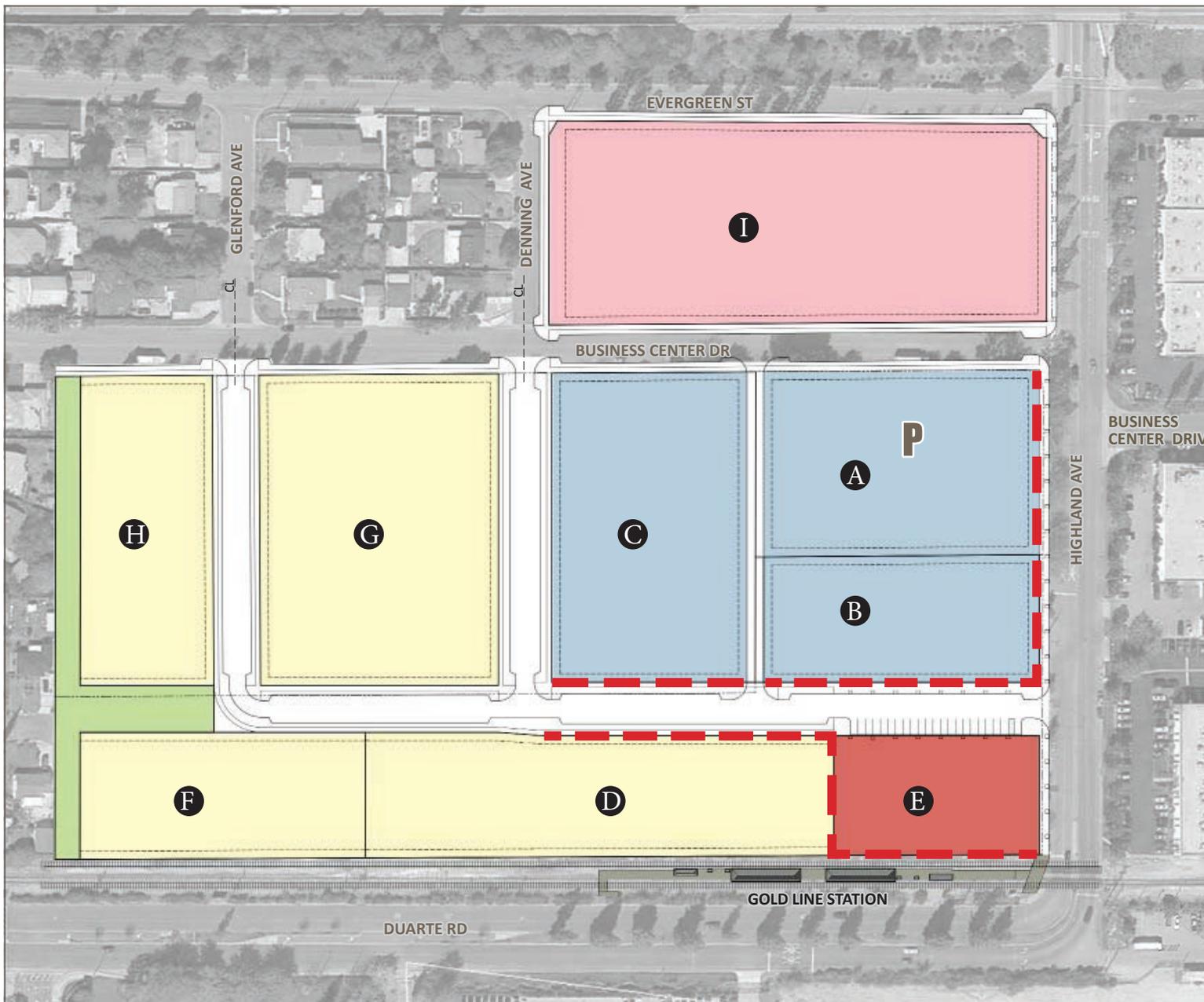
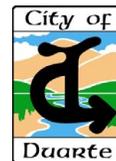
The Duarte Station Specific Plan includes 0.80 acres of passive open space in the form of a public or private greenbelt and plaza spaces within the plan area. The greenbelt serves as a buffer between the high density residential development located along the Specific Plan's western edge and the adjacent single-family neighborhood to the west. The eastern-most extension of the green space may be narrowed or broken up into smaller open spaces throughout the Specific Plan area to provide an area for residents, employees, or visitors to relax, enjoy a picnic, or throw a frisbee or a ball. Outdoor open space amenities such as swings, a splash pad, or a jungle gym could also be provided. However, a minimum of 0.80 acres of open space must be included for open space and buffering purposes.

The publicly accessible plaza planned near the station location is anticipated to include a gathering place and focal point along Highland Avenue that would include landscaping, hardscape features, and public amenities while being surrounded by retail, restaurant, and small-scale entertainment land uses. The plaza area may be counted towards the open space acreage.

#### 2.4.4 DEVELOPMENT SCENARIO

Figure 2-2, *Development Scenario*, and Tables 2-2, 2-3, show one potential development scenario within the framework of the Master Land Use Plan. For the purpose of this document, this scenario is used to illustrate development standards and

guidelines. Figure 2-2 serves as a concept which is further illustrated in Figure 2-3 *Illustrative Site Plan*. Development may be permitted in any location within the Specific Plan if requirements outlined in the Development Regulations and Design Guidelines in Sections 5 and 6 are adhered to.



**LAND USE :**

- STATION PLAZA MIXED USE
- MIXED USE
- HIGH DENSITY RESIDENTIAL
- HOTEL MIXED USE
- OPEN SPACE
- PERMISSIBLE RETAIL EDGE
- P** SHARED PARKING BETWEEN OFFICE AND GOLDLINE STATION

Source: DAHLIN group, 8-13



8/28/13 JN 130318-19345 MAS

**DUARTE STATION SPECIFIC PLAN  
Development Scenario**

**FIGURE 2-2**

**Table 2-2  
Development Scenario**

Land Use Designation	Density/ Intensity	Acreage	Maximum Permitted Development
Mixed Use			
General Mixed Use	2.0 FAR		400,000 sf
• Office	--	12.06	250 rooms
• Hotel	Max 70 du/ac		297 units
• High Density Residential			
Station Plaza Mixed Use	--	0.81	12,000 sf
High Density Residential	Max 70 du/ac	2.55	178 units
Open Space	--	0.80	--
Roads	--	2.87	--
<b>Total Acreage</b>		<b>19.09</b>	--
Note: A minimum 178 high density residential units must be located along the western Specific Plan boundary within the High Density Residential land use designation shown in Figure 2-1. The remainder of the units may be located within the Mixed Use land use designation.			

**Table 2-3  
Development Scenario Allocation by Area**

Planning Area	Ac.	Non-Residential Intensity/Land Use	Residential Unit Count/Land Use
A	1.59	139,000 sf Office/Mixed Use (Parking)	--
B	1.1	96,000 sf Office Mixed Use	--
C	1.84	165,000 sf Office/Mixed Use	--
D	1.89	--	132 du Residential/Mixed Use
E	0.81	12,000 sf Station Plaza Retail	--
F	1.19	--	83 du Residential
G	2.35	--	165 du Residential/Mixed Use
H	1.36	--	95 du Residential
I	3.29	Hotel Mixed Use 250 room Hotel	--
OS	0.80	--	--
Road	2.87	--	--
<b>Total</b>	<b>19.09</b>	400,000 office 12,000 sf retail 250 room hotel	475 du
Note: A minimum 178 high density residential units must be located along the western Specific Plan boundary within the High Density Residential land use designation shown in Figure 2-1. The remainder of the units may be located within the Mixed Use land use designation.			

### 2.4.5 ILLUSTRATIVE SITE PLAN AND PLANNING PRINCIPLES

This development scenario is illustrated in Figure 2-3 *Illustrative Site Plan*. This illustrates the implementation of the project objectives and design principles delineated in the project's development standards and design guidelines.

Although there are a number of ways the land use program could be implemented at the site design level of detail, certain elements and principles must be included.

The components of this Specific Plan (Land Use, Development Regulation, Design Guidelines) include both required elements and encouraged conditions that allow for a broad range of interpretive design solutions intended to guide phased development over the 10+ year period of the specific plan. Depending on the development program and market and site conditions, there will be different approaches to satisfying and meeting the Specific Plan criteria.

The following Design Principle graphics illustrate site plan elements that implement some of the recommendations contained in this document.

The combined examples provided in the illustrations present opportunities to create an environment that is pedestrian friendly. Proper pedestrian circulation, connectivity, location of amenities, and safety will encourage use and help the project accomplish the City's vision for creating a vibrant, mixed-use transit village.

These elements include the following components which must be included in any site plan which implements the requirements of this document:

- Landscaped buffers at existing residential interface;
- Potential pedestrian linkage to the existing neighborhood to provide access to the Duarte Station;
- Stepped back buildings at the existing residential interface;
- Use of shared driveways between buildings;
- Public access connections to the station platform linking the on-site sidewalks, Gold Line parking, and station plaza area;
- Plaza space and open spaces as a transition and gathering area;
- Corner treatments as part of architectural design.



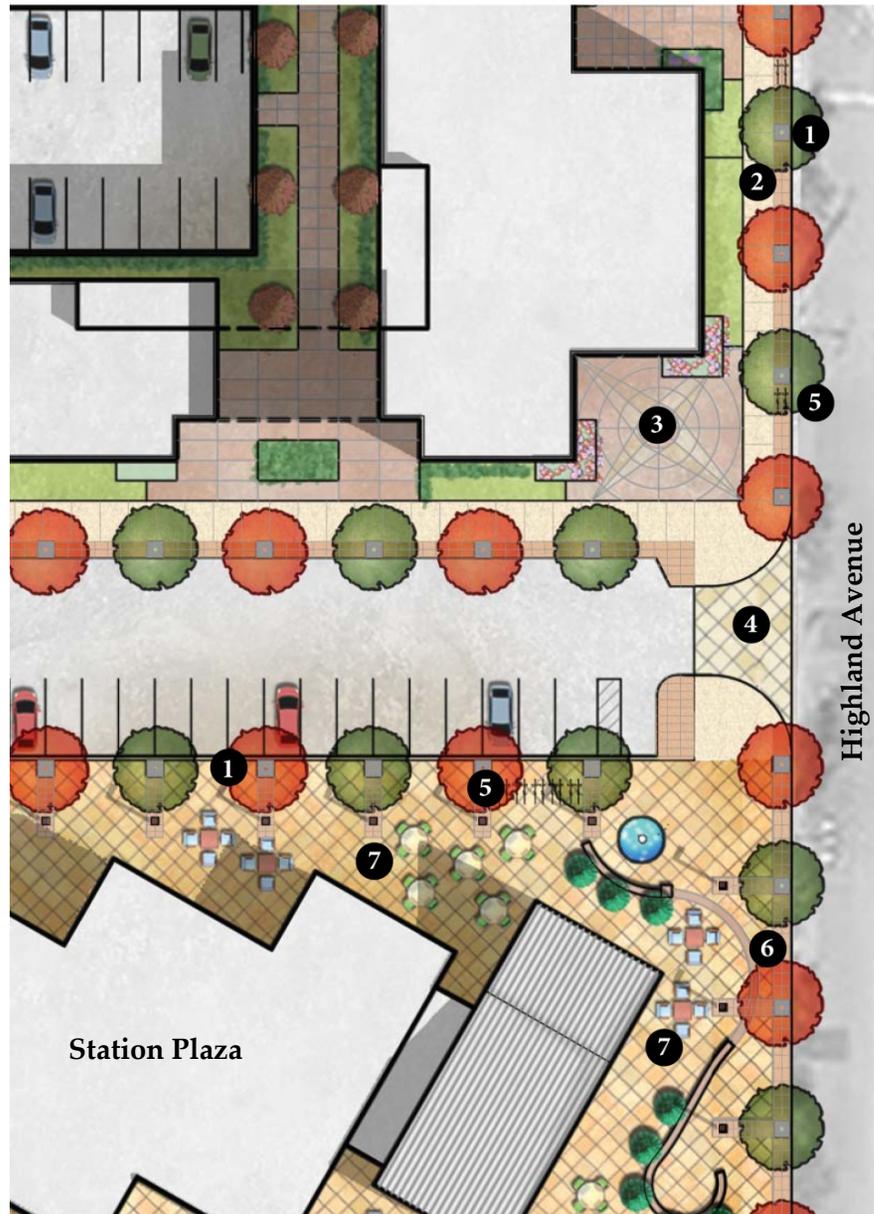
Source: DAHLIN group, 7-24-13.





- LEGEND:**
- 1** Landscaped buffer from the existing single family residential
  - 2** Pedestrian linkage to the existing neighborhood
  - 3** Landscaped podium as open space for the residents
  - 4** Buildings step back along the transition zone
  - 5** Stoops, porches and individual front doors create a pedestrian friendly public realm
  - 6** Shared driveways between buildings

Illustration of Design Principles



- LEGEND:**
- 1** Planting in tree grates
  - 2** Widened sidewalk, enhanced landscaping along Highland Avenue
  - 3** Corner treatment of the building creates a plaza at the intersection
  - 4** Decorative paving at crosswalk for enhanced pedestrian experience
  - 5** Potential Bike Rack Locations
  - 6** Plaza extends into the sidewalk
  - 7** Outdoor dining, street furniture and decorative paving help create a distinct identity for the plaza

Illustration of Design Principles



## Conceptual Rendering

Image of Station Plaza area as viewed from the Highland Avenue/Duarte Road Intersection

Source: Dahlin Group

## Duarte Station Specific Plan

### LEGEND:

- 7** Direct and unobstructed public pedestrian connection to and from the platform, that links to the plaza along Highland Avenue and a larger network of sidewalks and pedestrian paths
- 8** Widened sidewalk, enhanced landscaping along Highland Avenue
- 9** Plaza with outdoor dining
- 10** Pedestrian mews provide breaks between buildings
- 11** Corner treatment of the building creates a plaza at the intersection
- 12** Parking shielded behind buildings
- 13** Shared parking access via an alley reducing vehicular pedestrian conflict



Illustration of Design Principles



## Conceptual Rendering

Image of Pedestrian Linkage area as viewed looking east to Highland Avenue

Source: Dahlin Group

This page intentionally left blank.