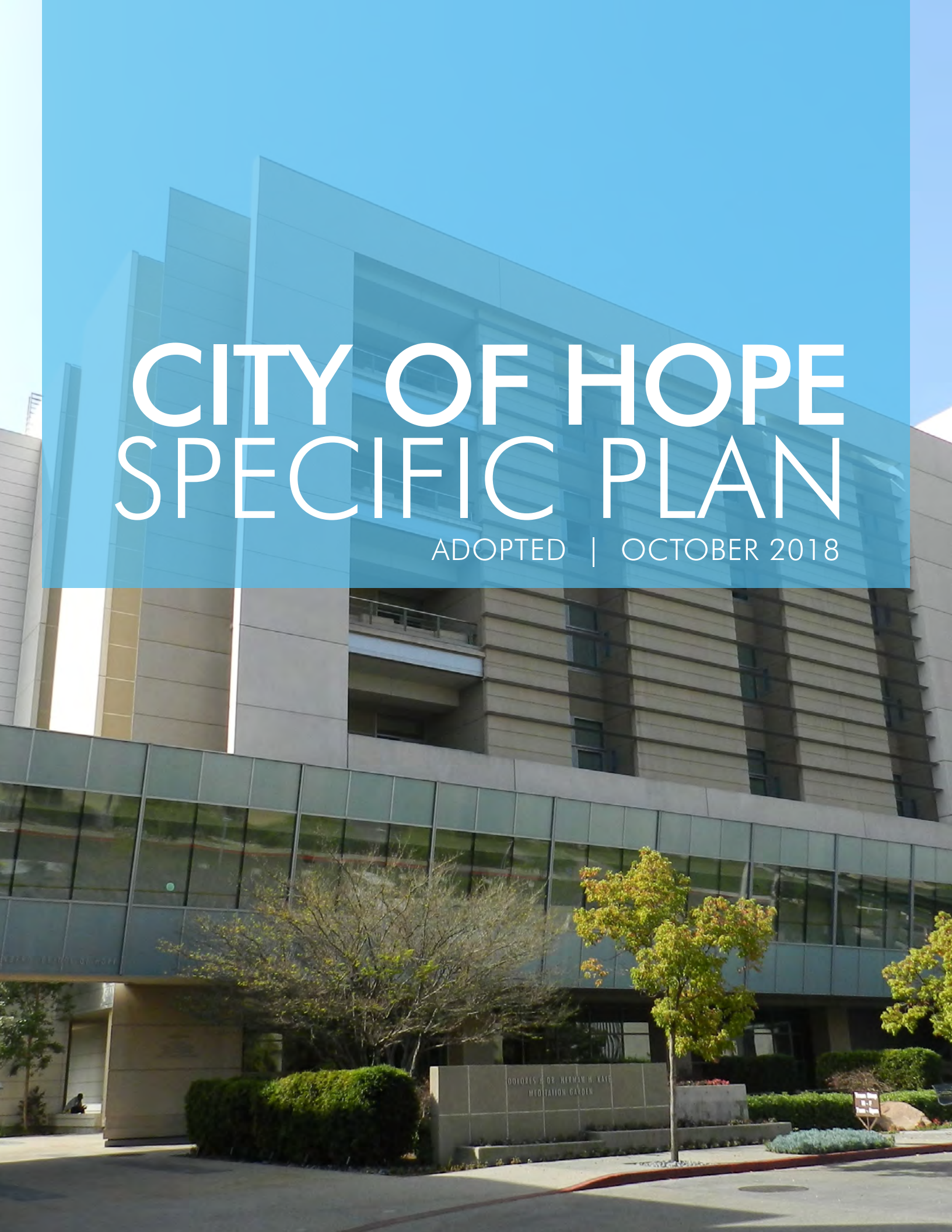
CITY OF HOPE SPECIFIC PLAN

ADOPTED | OCTOBER 2018



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CITY OF HOPE SPECIFIC PLAN

ADOPTED | OCTOBER 2018

PREPARED FOR

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1600 Huntington Drive
Duarte, CA 91010

City of Irwindale
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1 INTRODUCTION

1.1 CITY OF HOPE OVERVIEW

City of Hope is one of the world's leading research and treatment centers for cancer, diabetes, and other life-threatening diseases. It is also a National Cancer Institute–designated comprehensive cancer center, recognized for its demonstrated excellence in laboratory, clinical, and behavioral and population-based research. Its renowned work is focused on providing outstanding care, conducting innovative research, and offering vital education programs leading to better medical treatments and disease prevention strategies. The medical discoveries and compassionate care model pioneered at City of Hope help millions of people around the world each year.

City of Hope opened its first facilities in 1913 as a two-tent, nonsectarian sanatorium for patients suffering from tuberculosis. After a cure for tuberculosis was discovered, executive director Samuel H. Golter began an initiative in 1946 to transform the sanatorium into a full medical center and officially changed its name to City of Hope National Medical Center. While Ben Horowitz served as executive director from 1953 to 1985, City of Hope continued to grow and earned a reputation for its prominent cancer research and treatment programs. Today, City of Hope is home to a premier research hospital, innovative blood and stem-cell donor center, conference center, outpatient treatment center, state-of-the-art research facilities, bucolic gardens, and short-term housing options that provide a peaceful environment for patients and families. As City of Hope moves into its second century on this campus, it is seeking to create a more holistic and cohesive campus environment to extend its local and global leadership in research and patient care.

1.2 SPECIFIC PLAN OVERVIEW

The purpose of the City of Hope Specific Plan is to provide a comprehensive framework for the long-term growth and development of the 116-acre City of Hope Campus and its surrounding areas over the next 20 years and act as a bridge between the Duarte and Irwindale general plans and development activity throughout the Specific Plan Area.

City of Hope's planning efforts have identified the need for new inpatient, outpatient, and research areas; offices; parking; capacity for infrastructure, warehouses, and overnight lodging to accommodate patients' families. City of Hope is therefore proposing additions to existing outpatient (clinic), inpatient (hospital), research, office, industrial, warehouse, and hospitality uses in addition to improvements to parking structures, surface lots, and open spaces. This Specific Plan will enable City of Hope to expand its research capabilities and continue turning today's laboratory breakthroughs into tomorrow's innovative treatments.

The City of Hope Specific Plan is designed to help City of Hope implement its long-term vision of the campus while meeting the community-wide goals of the cities of Duarte and Irwindale. The Specific Plan is also intended to provide clarity and strengthen the relationship between City of Hope and Duarte and Irwindale residents, and to build upon the many community partnerships that have become a hallmark of the institution's work. This includes a vision to create new open spaces throughout the campus while preserving the Rose Garden, Pioneer Park, Cooper Auditorium, and the historic La Kretz House of Hope.

In short, it is a guide that sets forth a vision for City of Hope's patients, faculty, and staff and the local community. It is also an implementation tool for the long-term campus improvements that will enable City of Hope to fulfill its mission and meet its commitment to transform the future of medicine. City of Hope's breakthroughs have saved lives and brought hope to millions of people, and this Specific Plan is designed to build on that legacy for generations to come.

1.2.1 SPECIFIC PLAN AUTHORITY

The City of Duarte and the City of Irwindale initiated and prepared the City of Hope Specific Plan pursuant to the provisions of California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457), which 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. When adopted by ordinance, it effectively replaces portions of all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction for the type and intensity of uses permitted or define other types of design and permitting criteria. This Specific Plan will be adopted by ordinance by the Duarte City Council, and subsequently by the Irwindale City Council. It functions as the regulatory document for implementing zoning for the Specific Plan Area, ensuring the orderly and systematic implementation of the general plans of both Duarte and Irwindale.

The California Government Code establishes minimum requirements for Specific plans, including text and diagrams that specify the following in detail:

- The distribution, location, and extent of the uses of land, including potential open space, in 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 in 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 Specific Plan.
- A statement of the relationship to the general plan.

Accordingly, this Specific Plan establishes the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, project-related development activities will be founded. Design review of plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Specific Plan Area shall be consistent with the intent of this Specific Plan.

1.2.2 SPECIFIC PLAN ORGANIZATION

This Specific Plan document is organized as follows:

- **SECTION 1, INTRODUCTION,** provides background information on the Specific Plan Area, including the location and regional context of the site, as well as the regulatory framework that guides the Specific Plan.
- **SECTION 2, VISION & GOALS,** presents the vision and goals for the Specific Plan Area.
- **SECTION 3, LAND USE & DEVELOPMENT STANDARDS,** outlines City of Hope's mission and the fundamental components of the physical development plan for the City of Hope Campus, which is presented through a campus land use plan and development standards. These standards are complemented by design guidelines in Section 5 to ensure that quality development occurs in suitable places and spaces.
- **SECTION 4, MOBILITY & STREETSCAPE,** focuses on establishing a well-defined and safe network for cars, pedestrians, and bicyclists in the Specific Plan Area. Specific topics covered in this section include street classifications, accessibility, parking, transit, bicycle circulation, and pedestrian circulation.
- **SECTION 5, DESIGN GUIDELINES,** provides design guidance for architecture, landscape, and lighting in 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 visual cohesiveness to create a "sense of place" for people who live, work, or congregate in the Specific Plan Area.
- **SECTION 6, INFRASTRUCTURE & SERVICES,** addresses conditions at the time this Specific Plan was adopted and proposed improvements to local sewer, water, and storm drain systems that would serve the Specific Plan Area at full buildout. Public and private utility providers are identified in this section.
- **SECTION 7, ADMINISTRATION & IMPLEMENTATION,** outlines the administrative procedures and requirements for future campus buildout under the Specific Plan, including project review requirements.
- **APPENDICES** will include the mitigation monitoring program of the environmental impact report and term definitions.

1.3 CITY OF HOPE CAMPUS CONTEXT

1.3.1 SPECIFIC PLAN AREA LOCATION

The City of Hope Campus is located in the San Gabriel Valley at the southeastern edge of the City of Duarte and the northwestern edge of the City of Irwindale, approximately 16 miles northeast of downtown Los Angeles. The City of Duarte is situated at the base of the San Gabriel Mountains and is bordered by the City of Irwindale to the south, the City of Monrovia to the west, the City of Bradbury and the Angeles National Forest to the north, and the City of Azusa to the east. Figure 1. Regional Location, and Figure 2. Local Vicinity, show the location of the campus (Specific Plan Area) in the regional context of Los Angeles County and the local context of the cities of Duarte and Irwindale.

The Specific Plan Area is approximately 116 acres, with approximately 89.5 acres in the City of Duarte and approximately 26.5 acres in the City of Irwindale. All public streets surrounding the campus are located in the City of Duarte, with the exception of Buena Vista Street fronting the FLASH building which is located in Irwindale. Local roadway access is provided primarily from Duarte Road, which borders the Specific Plan Area to the north. Secondary access is provided from Buena Vista Street and Cinco Robles Drive to the west. The undeveloped Santa Fe Flood Control Basin also borders the Specific Plan Area to the east and south. The Specific Plan Area is generally flat in nature, gradually sloping down at approximately one to two percent across the site from northeast to southwest, with elevations ranging from 482 to 435 feet.

Regional access to the Specific Plan Area is provided primarily by Interstates 210 and 605. The Specific Plan Area is also accessible by public transportation, including the Metro Gold Line Foothill Extension, which currently extends to the City of Azusa. The Duarte/City of Hope Station is within walking distance from the northeast of the Specific Plan Area across Duarte Road.

On the campus, landscaped gardens and open spaces surround leading-edge medical and research facilities, including, amongst others: City of Hope Helford Clinical Research Hospital (inpatient), Geri & Richard Brawerman Ambulatory Care Center (outpatient), Michael Amini Transfusion Medicine Center (blood donor center and outpatient surgery), Rita Cooper Finkel and J. William Finkel Building, Sheri & Les Biller Patient and Family

The City of Hope Campus is just south of the Duarte/ City of Hope Station.

FIGURE 1. REGIONAL LOCATION

FIGURE 2. LOCAL VICINITY

Resource Center, Hope and Parsons Villages, Arnold and Mabel Beckman Center for Cancer Immunotherapeutics & Tumor Immunology, and the Leslie & Susan Gonda (Goldschmied) Diabetes & Genetic Research Center.

1.3.2 SURROUNDING USES

The uses surrounding the Specific Plan Area are shown on Figure 3. Context Map. The western edge of the Plan area is irregular in its configuration. At the northwest edge, the Specific Plan Area abuts a low-density, primarily one- to two-story single-family residential neighborhood known as "Cinco Robles," named for the primary north-south residential street in the five-block tract. On the eastern side of Cinco Robles Drive, there are five parcels containing seven dwelling units within the Plan area not currently owned by City of Hope. To the south of Cinco Robles, a flood channel separates the Specific Plan Area from a residential neighborhood with multifamily and single-family uses for approximately three blocks. The channel creates a physical barrier of approximately 60 feet between the campus and the residences. The southwestern edge of the Specific Plan Area fronts Buena Vista Street, across from residential uses. The most southwesterly portion of the campus is across from a mining pit in Irwindale.

The northern edge of the Specific Plan Area borders Duarte Road, an east-west arterial that begins nine miles to the west in San Gabriel and ends just east of the campus where it curves to the north and becomes Highland Avenue. The tracks for the Metro Gold Line run parallel to Duarte Road on the north side of the street, separated by a sound wall from the residential neighborhood to the north. The Duarte Station Specific Plan proposes a transit-oriented district around the Duarte/City of Hope Metro Gold Line station, and has allowed for the construction of a transit-oriented, mixed-use development with high-density residential, office, hotel, and commercial uses in the area surrounding the station.

The eastern edge of the Specific Plan Area begins at Duarte Road and extends southerly, creating a boundary between an unpaved parking lot leased to City of Hope by the Army Corps of Engineers (but not a part of the Plan area). The mid-campus boundary angles to the west and meets the western boundary at the southern end of the Specific Plan Area. The eastern and southern portions of the campus are in the City of Irwindale. This edge is bordered by vacant land that is owned by the U.S. Army Corp of Engineers, operated by the Los Angeles County Department of Parks and Recreation, and part of the Santa Fe Dam and San Gabriel River flood control facilities. These areas are used for flood control, groundwater recharge,

Residential properties east of the City of Hope Campus.

FIGURE 3. SPECIFIC PLAN AREA BOUNDARIES

and community recreation, including the "Emerald Necklace" regional trail whose northerly entrance gate is immediately east of the campus. There is no existing development to the immediate east and southeast of the Specific Plan area.

1.3.3 PRE-EXISTING USES

Overall, the Specific Plan Area is developed with a mix of hospital-related uses, including office, industrial, warehouse, assembly, hospitality (short-term-stay housing provided by City of Hope for family members of patients and guests), and housing (residential) that total approximately 1.6 million gross square feet of building space. The existing housing consists of four rental units on three lots along the east side of Cinco Robles Drive that are owned by City of Hope and used primarily for graduate student housing (i.e., rented by graduate students attending City of Hope's Irell & Manella Graduate School of Biological Sciences). City of Hope also owns several vacant parcels (approximately 2.5 acres) of land along the south and east sides of Cinco Robles Drive. Five parcels currently zoned multi-family and that are not owned by City of Hope are located on the east side of Cinco Robles Drive. These parcels are proposed for inclusion in the Specific Plan Area since they are surrounded by City of Hope property. The Specific Plan will allow these residential uses to remain residential. In addition, City of Hope's central utility plant is along the southern end of the Specific Plan Area, along with other campus warehouse and industrial uses.

The Specific Plan Area also has a number of landscaped gardens and open space areas, including a rose garden and Japanese garden, Pioneer and Heritage parks, several common landscape areas, and an outdoor basketball court. There is also an approximately three-acre vacant area in the southern portion of the campus.

Aerial photo of the existing City of Hope Campus.

1.4 REGULATORY CONTEXT

1.4.1 PRE-EXISTING DUARTE GENERAL PLAN & ZONING

Adopted in 2007, the Duarte General Plan is a comprehensive, long-range plan that lays out the vision for how the City of Duarte will grow and develop over the next decade. Its goals, policies, and objectives are designed to help preserve the community while planning for future growth that enhances the quality of life for all Duarte residents. This Specific Plan serves as a legislative planning tool for the City of Hope Campus, and all its policies and goals are consistent with the City of Duarte's General Plan. The use of the word "existing" in this document specifically references the time prior to when the Specific Plan was adopted.

Prior Duarte General Plan Designations

For the portion of the Specific Plan Area in the City of Duarte (89.5 ac), the Duarte General Plan 2005-2020 identified four land use designations:

- The **Hospital (H)** designation was intended to accommodate hospitals, rest homes, sanitariums, and residential uses required a state or county license; medical professional offices; and attendant medical facilities. This designation corresponded with the Hospital (H) zoning district.
- The **Medium-Density Residential (MDR)** designation allowed residential development at a density of 7 to 21 dwelling units per acre. Zoning districts that corresponded with this designation were Planned Unit Development (PUD), Residential-Mobile Home (R-MH), Multiple Family Residential, Low Density (R-2), and Multiple Family Residential, Medium Density (R-3).
- The **High-Density Residential (HDR)** designation allowed residential development at a density of 21 to 28 dwelling units per acre. The corresponding zoning district for this designation were Multiple Family Residential High Density (R-4).
- **Research and Development (R&D)** was primarily intended to provide for research and development uses, not exclusive to medical-related research and development, and incorporated standards for office and administrative uses associated with R&D activities. This designation provided for all uses in the hospital designation.

The majority of the Specific Plan Area was designated for hospital uses. Areas classified MDR and HDR were in the northwest area of the Specific Plan Area along Cinco Robles Drive. The southwestern corner of the campus was classified for R&D uses.

With the adoption of this Specific Plan, City of Hope is requesting a General Plan Land Use Map designation of “Specific Plan” for the entire campus within the City of Duarte as well as a narrative amendment to the General Plan adding the City of Hope Specific Plan to the list of approved specific plans.

Prior Duarte Zoning Designations

The majority of the Specific Plan Area in Duarte was zoned Hospital (H). Uses permitted in the H zone included general hospitals (excluding sanitariums, nursing homes, convalescent homes, maternity homes, or rest homes); medical professional offices; and attendant medical facilities, including but not limited to pharmacies, physical therapy offices, laboratories, and clinics. Conditional uses permitted under the H zone included: wireless communication facilities, outdoor uses, and heliports and helistops.

Portions of the Specific Plan Area on the western portion were zoned for residential uses, with

the zoning designations of R-2 and R-4. The R-2 zone provided for one- or two-family detached or attached dwellings. Allowed conditional uses included churches, educational institutions, publicly owned facilities including parks, nursing homes, rest homes, and senior housing. Allowed uses in the R-4 zone included apartment houses and similar permanent residential facilities and planned residential unit development projects, with the same conditional uses as those allowed in the R-2 and R-3 zones.

With adoption of the Specific Plan, the zoning map designations will be changed to "Specific Plan," and text will be amended to authorize and codify the adopted Specific Plan zoning designation.

1.4.2 PRE-EXISTING IRWINDALE GENERAL PLAN & ZONING

Adopted in 2008, the City of Irwindale General Plan establishes policies and objectives that are designed to shape the physical development of the community. The Irwindale General Plan's integrated and internally consistent set of policies and programs address land use, housing, infrastructure, resource management, and public safety. The plan recognizes the city's role as an important center of commerce and industry in the San Gabriel Valley and focuses on establishing land use and development patterns that preserve pre-existing residential neighborhoods while accommodating future growth. All policies and goals discussed in the City of Hope Specific Plan are consistent with the Irwindale General Plan.

Prior Irwindale General Plan Designations

For the portion of the Specific Plan Area in the City of Irwindale (26.5 ac), the Irwindale General Plan identified three land use designations:

- The **Industrial/Business Park (IBP)** designation corresponded to the CM (Commercial Manufacturing), M-1 (Light Manufacturing), and the M-2 (Heavy Manufacturing) zones. The maximum floor area ratio (FAR) for this category was 1.0. A small area in the southwest area of the campus, along Buena Vista Street, was designated Industrial/Business Park.

- The **Open Space/Easements (OS/E)** designation applied to all open space areas used for flood control. These included open space areas along the San Gabriel River channel and behind the Santa Fe Dam. This land use designation also applied to all utility easements in the City of Irwindale. The majority of the Specific Planning area in Irwindale was designated Open Space/ Easements.
- The **Commercial (C)** designation corresponded to the CP (Commercial Professional), C-1 (Commercial), C-2 (Heavy Commercial), and C-3 (Heavy Commercial Residential) zone districts. An approximately 4.5-acre area along the northeastern edge of the Specific Plan Area, the site of the Michael Amini Transfusion Medicine Building, was designated Commercial.

The Irwindale General Plan does not mention the hospital uses in neighboring Duarte that are immediately adjacent to the Irwindale city limits. With adoption of this Specific Plan, City of Hope is requesting a general plan land use map designation of "Specific Plan" for the Specific Plan Area within the City of Irwindale.

Prior Irwindale Zoning Designations

Three zoning designations were in the Specific Plan Area in the City of Irwindale. Certain properties at the southeastern edge of the Specific Plan Area were zoned Light Manufacturing (M-1), which generally allowed light manufacturing and certain uses allowed in Commercial Manufacturing (C-M) and Heavy Commercial (C-2) zones, such as warehouses, administration and professional offices, and medical and dental laboratories.

The majority of the remaining Specific Plan Area in Irwindale was zoned Agricultural (A-1), which generally allowed low density residential and agricultural uses. The Agricultural designation was applied due to the adjacency of these areas to the pre-existing flood control basin, which was also zoned Agricultural and was not intended for future development. However, the portion of the campus within Irwindale has never been used as agricultural land.

Michael Amini Transfusion Medicine Building

FIGURE 4. EXISTING GENERAL PLAN LAND USES

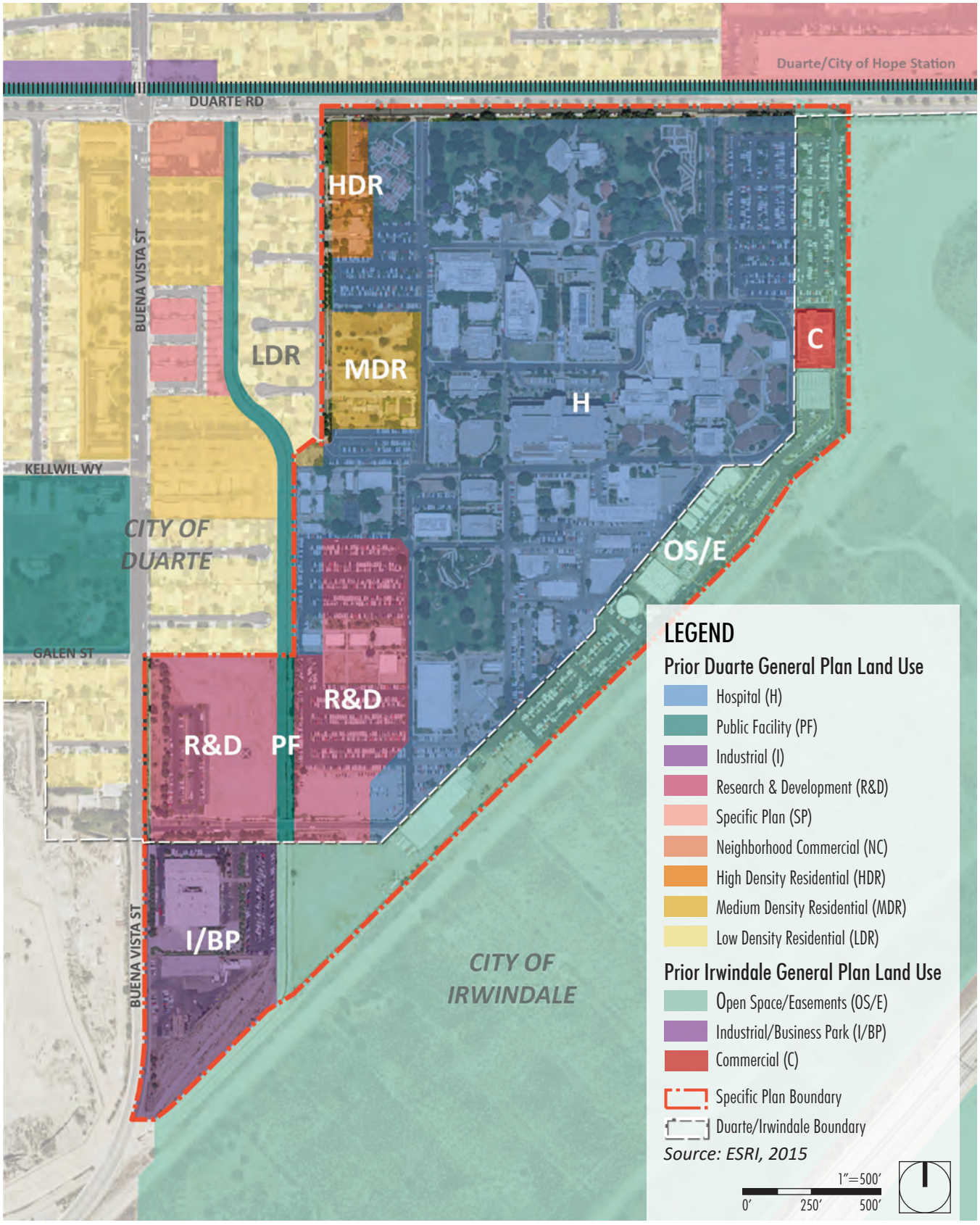
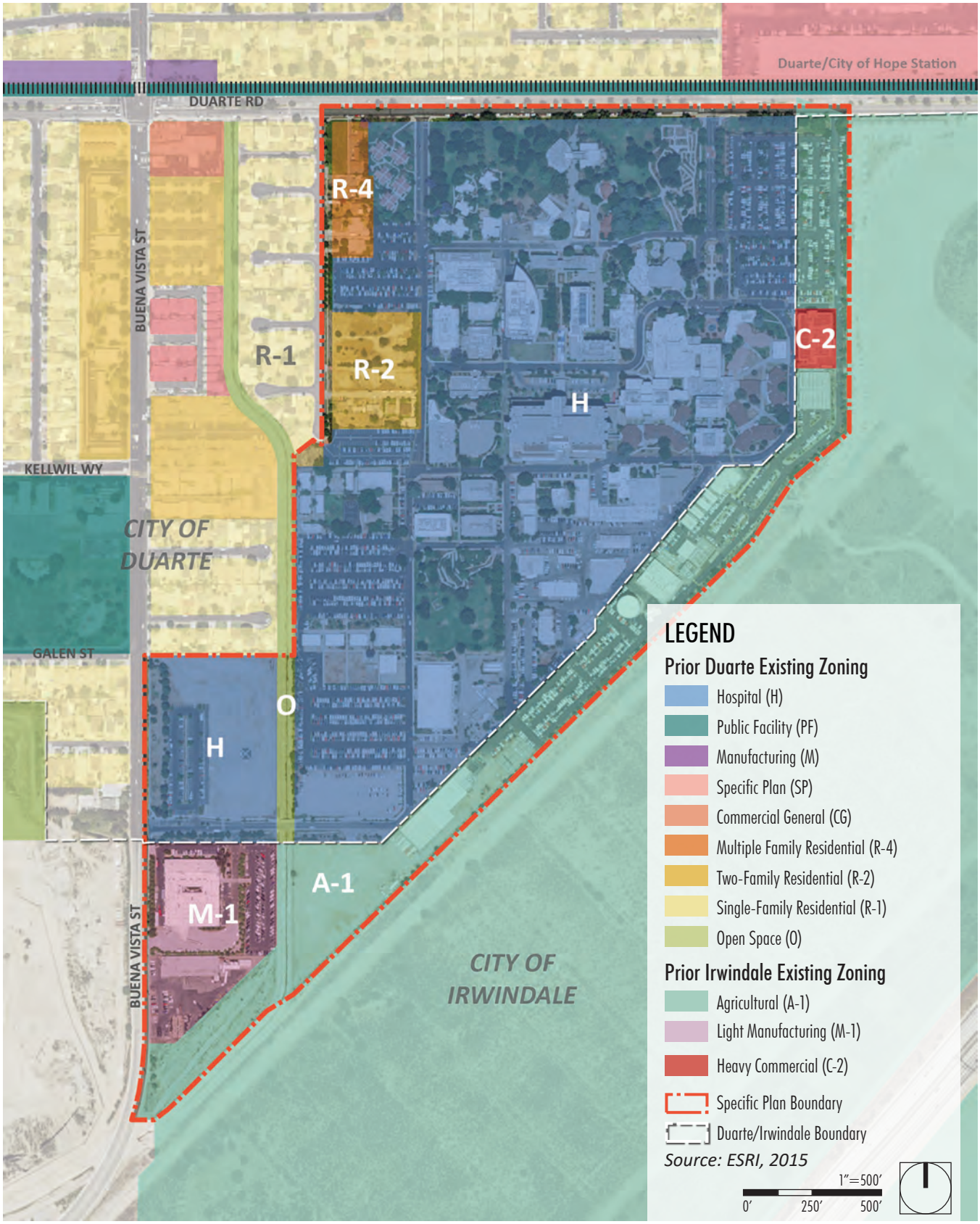


FIGURE 5. EXISTING ZONING



The site of the Michael Amini Transfusion Medicine Building was zoned Heavy Commercial (C-2), which provided similar standards to the zoning of adjacent campus properties in Duarte, and allowed hospital-related uses such as medical laboratories.

With adoption of the Specific Plan, the entire Specific Plan Area will be changed to "Specific Plan" through a Zone Change and Zone Ordinance Amendment (ZOA).

1.5 OTHER RELEVANT COMMUNITY PLANS

1.5.1 DUARTE STATION SPECIFIC PLAN

The Duarte Station Specific Plan was adopted in 2013 by the City of Duarte for the 19-acre transit-oriented development site adjacent to the Duarte/City of Hope Metro Gold Line Station, north of Duarte Road and west of Highland Ave. The Duarte Station Specific Plan established four new land use designations for the site: Station Plaza Mixed Use, Mixed Use, High Density Residential, and Open Space. The plaza near the station is planned to become a gathering place and focal point along Highland Avenue through landscaping, hardscape features, and public amenities. The Duarte Station Specific Plan references the neighboring City of Hope Campus with regard to intersection improvements along Duarte Road and two plan objectives:

- 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.
- Consider the future needs of City of Hope as part of land use planning.

Duarte/City of Hope Metro Gold Line Station

1.6 COMMUNITY INPUT

Preparation of the City of Hope Specific Plan involved community engagement at multiple levels throughout the process in order to instill awareness of the plan, share information about conditions at the time this Specific Plan was adopted on campus, and solicit feedback from the community.

Community engagement for the Specific Plan needed to be convenient, inclusive, and respectful of the time of residents and business owners. The type of outreach was tailored to the various stakeholder groups—for example, individual meetings were conducted with property owners, and small neighborhood meetings were conducted to focus on issues of most concern to nearby residents.

The primary element of the community engagement program consisted of community and neighborhood workshops. The City of Duarte conducted a series of community meetings starting in the fall of 2013. Meeting notices were distributed by the city prior to each community meeting. The meetings generated public input from residents, local business owners, property owners, and community organizations. The following is a brief summary of each community meeting held during the City of Hope Specific Plan process:

1.6.1 COMMUNITY MEETINGS

City of Duarte Community Meeting #1

In October of 2013, the project team held a neighborhood meeting in the Cinco Robles Drive neighborhood to gather community input on the future growth of the area. Community members who attended expressed various concerns and suggestions related to on- and off-campus issues.

City of Hope's "Wish trees" in Graff Plaza offer messages of health and hope to patients and their families

Key topics that were discussed during the meeting included:

- Landscape and property maintenance along the campus periphery
- Parking and traffic concerns along Duarte Road and Cinco Robles Drive
- Height of adjacent buildings
- Campus construction noise and light
- Pedestrian safety issues at the intersection of Cinco Robles Drive and Duarte Road
- Campus access points to adjacent neighborhoods and along the southern edge of the campus
- Mechanical equipment noise

- Gold Line access and parking
- Protecting the surrounding wildlife corridors
- Maintaining the residential character around the Cinco Robles neighborhood

City of Duarte Community Meeting #2

The Preliminary Draft Specific Plan was presented at Community Meeting #2 on December 6, 2017. Notices for the second community meeting were sent out to residents and stakeholders within a 600-feet radius of the Specific Plan Area to give their input on the Draft City of Hope Specific Plan. A brief presentation was given by the consultant team, followed by a forum to seek feedback and comments on the draft Specific Plan vision, goals, and plan recommendations.

1.6.2 COMMUNITY INPUT PROCESS FOR ENVIRONMENTAL IMPACT REPORT

Public Scoping Meeting

A public scoping meeting for the Environmental Impact Report (EIR) was held at the Duarte Community Center on Monday, October 19, 2015. The purpose of the meeting was to present the project and environmental topics in a public setting and provide an opportunity for the City to hear from the community and interested agencies on what potential environmental issues are important to them. The meeting included a presentation of the proposed Specific Plan, the EIR process, and the topics to be analyzed in the EIR. Following the presentation, interested agencies, organization, and members of the public were encouraged to offer their views concerning what environmental issues should be included in the EIR.

Draft EIR Public Comment Meeting

After the draft EIR was prepared, it became available for public review and comment during the 45-day public review period (available on the websites for the cities of Duarte and Irwindale). PlaceWorks presented at a public comment meeting on December 6, 2017 to explain the findings of the DEIR and collect public comments. Responses to comments received on the Draft EIR were prepared in accordance with CEQA Guidelines Section 15089.

Duarte Planning Commission Meeting

Following the draft EIR public comment meeting, a final EIR was prepared that included responses to all comments received during the public review period. The Specific Plan, General Plan Amendment, Zone Change, EIR were presented at a City of Duarte Planning Commission meeting on January 16, 2018.

Duarte City Council Meeting

Following the City of Duarte Planning Commission meeting, the City Council held a public hearing to approve the final Specific Plan, General Plan Amendment, and Zone Change and certify the EIR document on March 13, 2018. At this meeting, General Plan Amendment 15-1 was approved and the FEIR was certified. Based upon additional changes requested by City of Hope and the City of Irwindale, the Duarte City Council held an additional public hearing on October 9, 2018 to approve modifications to the final Specific Plan and reintroduce Zone Change 15-1. On October 23, 2018, the Duarte City Council approved the final City of Hope Specific Plan and Zone Change 15-1.

1.6.3 CITY OF IRWINDALE APPROVAL PROCESS

The Specific Plan requires a General Plan Amendment, Zone Ordinance Amendment, and Zone Change by resolution by the City of Irwindale. The City of Irwindale Planning Commission reviewed and motioned the approval of the Specific Plan to the City Council on April 18, 2018. The City Council held a public hearing to approve the Specific Plan by resolution and ordinance on May 9, 2018.

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2 VISION & GOALS

The City of Hope Specific Plan is guided by the following vision for the future of the Specific Plan Area as it develops during the next 20 years. The vision is supported by related goals and objectives that will help to achieve that vision.

2.1 VISION

The City of Hope Campus will continue to be a world-class research and treatment center that also meets the health care needs of the community. The user experience for all City of Hope patients, faculty, staff, and nearby community members will be both enhanced and protected. Future development in the plan area will be cohesively integrated and complement existing campus facilities and infrastructure systems. A simplified and enhanced circulation and wayfinding system will reinforce a walkable campus core and will consider critical adjacencies, such as the Duarte/City of Hope Metro Station and adjacent residential neighborhoods.

2.2 GOALS & OBJECTIVES

GOAL 1. A COMMUNITY RESOURCE

The City of Hope Campus is a valuable economic and cultural contributor to the health, economy, and culture of the surrounding community.

- **Health Care Needs.** Provide hospital and outpatient service resources that evolve with the health care needs of the surrounding community.
- **Economic Vitality.** Provide for additional facilities and supporting uses that will create local jobs and improve the economic vitality in Duarte and Irwindale.
- **Community Meeting and Gathering Space.** Allow open spaces on the City of Hope Campus to serve as community gathering space for meetings and events.
- **Sensitivity to Surrounding Neighborhood.** Plan, construct, and operate campus facilities in a manner that minimally disrupts the surrounding neighborhood.

GOAL 2. AN ESTABLISHED IDENTITY AND SENSE OF PLACE

Modern facilities and a cohesive design character help to establish the City of Hope Campus' identity and create a welcoming environment for staff, patients, and visitors.

- **Design Character.** Establish a cohesive and contemporary design character for the campus that creates a dynamic relationship between existing and new buildings.
- **Modern Facilities.** Replace outdated and obsolete buildings with modern facilities that can accommodate innovative therapies for local, national, and international patients.
- **Enhanced Campus Entrance.** Create a main entrance to the campus that establishes its identity and provides a connection to the surrounding community.

GOAL 3. IMPROVED MOBILITY AND CONNECTIVITY

Improvements to campus circulation, access, and wayfinding help to retain and reinforce connections within the campus network and to surrounding amenities.

- **Duarte Station.** Encourage connectivity to and use of the Metro Gold Line and Duarte's public transit system.
- **Accessibility.** Ensure that all campus facilities and pathways are accessible to all users.
- **Multimodal Access.** Improve connectivity by walkability, bicycle access, and other features to encourage multimodal transportation use.
- **Transportation Facilities.** Locate transportation facilities—parking, transit stops, and vehicle and pedestrian amenities—in strategic locations throughout the Specific Plan Area.
- **Facility Integration.** Integrate interrelated facilities in a single site to optimize campus operations.
- **Wayfinding.** Improve wayfinding for vehicles and pedestrians at campus entrances and within the campus.
- **Parking Capacity.** Expand parking capacity for future demand.

- **Bicycle Infrastructure.** Explore the integration of bicycle facilities, such as bike parking and bike lanes, into the campus to promote healthy, active living and provide stronger connections to buildings and transit facilities.
- **Pedestrian Improvements.** Prioritize pedestrian and sidewalk improvements throughout the Specific Plan Area.

GOAL 4. SUSTAINABLE DEVELOPMENT AND DESIGN

Sustainable practices in site development, building design, construction practices, and maintenance help to minimize the Campus' impact on surrounding infrastructure, facilities, and the natural environment.

- **Green Building Standards.** Maximize energy efficiency, indoor air quality, energy-efficient lighting, building orientation, and shading through local and state standards and/or through implementation of LEED principles, and ensuring new buildings on campus comply with CalGreen standards.
- **Water Efficiency.** Incorporate water-efficient design features and practices such as xeriscaping, permeable surfaces, collection devices, biofiltration devices, green rooftops, cisterns, berms, and swales.
- **Building Systems.** Replace older buildings and infrastructure that require high maintenance with more efficient, lower-maintenance, and environmentally sensitive systems.
- **Adaptive Reuse of Buildings.** Reuse or continue to use structurally compliant and technologically up-to-date facilities.
- **Energy Generation.** Consider building layout, siting, and design so as not to preclude on-site alternative energy production.

- **Construction Waste.** Ensure that construction and demolition waste is disposed of in accordance with all City of Duarte or City of Irwindale regulations and standards, as applicable according to the location of the construction and demolition.
- **Off-Site Impacts.** Design on-site waste, water, stormwater, and utilities facilities that meet growth needs but reduce off-site impacts.
- **Sustainable Infrastructure.** Incorporate sustainable infrastructure practices in an efficient and cost-effective manner.

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3 LAND USE & DEVELOPMENT STANDARDS

3.1 OVERVIEW & INTENT

This section of the City of Hope Specific Plan includes the land use plan and development standards, which are strongly shaped by the vision and goals in Section 2. The land use plan and development standards govern development of the principal physical components of the Specific Plan Area, including but not limited to: new and existing campus buildings, circulation and parking facilities, landscaping, open space, and utility improvements on the campus. This section presents the standards that establish the general type, parameters, and character of development that can create an integrated and unified campus environment that is compatible with its surrounding area.

3.1.1 APPLICABILITY

The provisions of this section are applicable to all parcels in the City of Hope Specific Plan Area and shall supersede the provisions in the Duarte and Irwindale municipal codes. The cities of Duarte and Irwindale shall administer the provisions of this Specific Plan, as applicable to the areas under their jurisdiction, in accordance with California Government Code (§§ 65450–65457) and their respective general plan and municipal and/or development code. Where this Specific Plan differs from provisions in the Duarte and Irwindale municipal and/or development codes, the provisions herein shall prevail. If the Specific Plan is silent on an issue, the provisions of the Duarte or Irwindale municipal and/or development codes shall be consulted. Design guidelines in Section 5 of this Plan shall be used in concert with these development standards.

Compliance with a development standard written as a "shall" or "must" is required. A standard written as "prohibited" or "not allowed" identifies an action or design that is not permitted.

3.1.2 GENERAL PROVISIONS

This Specific Plan constitutes the zoning for the City of Hope Specific Plan Area. Subsequent agreements, site plans, tract or parcel maps, and any other action requiring ministerial or discretionary approval relative to the Specific Plan Area must be consistent with the development regulations in this section.

3.1.3 DEFINITIONS

Definitions for terms used in this document are provided in the appendix at the end of the document. If a term is not defined in the appendix, definitions can be found in the Duarte Development Code (DDC) Chapter 19.160 and Irwindale Zoning Ordinance (IZO) Chapter 17.08, as applicable.

3.2 CAMPUS LAND USE PLAN

The City of Hope Campus land use plan provides five distinct land use districts and two overlay districts that allow for a range of development types envisioned for the campus to manage future development.

Each land use district in the Specific Plan Area will be developed over an extended period, and therefore the Specific Plan is intended to be flexible enough to respond to changing demands in medical research and patient service needs. The land use district descriptions are designed to be broad enough to provide flexibility in implementation, yet clear enough to provide sufficient direction to carry out the Plan. The type and amount of development for each land use district will ultimately be determined through the administration and implementation process, discussed in Section 7 of this Specific Plan, subject to the intensity, development standards, setbacks, and other requirements of this Plan.

Upon adoption of the City of Hope Specific Plan, the following land use districts will apply to the Specific Plan Area in the locations identified on Figure 6, and will replace all prior zoning designations.

3.2.1 LAND USE DISTRICTS

The Specific Plan Area is regulated through the application of five land use districts and two overlays: the Core Medical (CM) District, the Transitional Medical (TM) District, the Cultural Amenity (CA) District, the Infrastructure and Utility District (IU), the Residential Medical Flex District (RMF), and the Transitional Medical District with R-2 Overlay, and the Residential Medical Flex District with R-4 Overlay. Each land use district is associated with specific permitted uses and development standards. Table 1 provides a buildout summary of each land use.

- The **Core Medical (CM) District** is approximately 60 acres, primarily in the center of the campus away from established residential neighborhoods. The CM District extends to part of the campus frontage along Duarte Road. The CM District will be the most development intense part of the campus, with taller buildings, more-prominent architecture, more-visible signage, and with the most intensive uses on campus. Internally, the campus circulation loop will be around the perimeter of the CM District, providing a logical framework for the location of existing and future buildings and activities.

TABLE 1. BUILDOUT SUMMARY

LAND USE DISTRICT	MAX. GROSS ACREAGE	BASELINE GSF PLUS NET NEW GSF
Cultural Amenity (CA)	8.2 AC	40,322
Core Medical (CM)	59.9 AC	2,436,874
Infrastructure and Utility (IU)	19.9 AC	141,153
Transitional Medical (TM)	23.4 AC	5,958
Residential Medical Flex (RMF)	5.10 AC	15,043
TOTAL	**116.5 AC**	**2,639,350**

- The **Transitional Medical (TM) District** forms the western edge of the Specific Plan Area, adjacent to the Cinco Robles neighborhood bordering the north edge of campus and Buena Vista Street adjacent to the southerly portion of City of Hope. Approximately 23 acres in area, this district is intended to provide a buffer area of lower-intensity and lower-scale development in the areas adjacent to established residential neighborhoods.
- The **TM District with R-2 Overlay** recognizes the existing R-2 property on the western edge of the Specific Plan Area, directly adjacent to the southern portion of the Cinco Robles neighborhood and that all uses permitted in the R-2 zone are allowed on the property if it remains owned by an individual or entity that is not City of Hope. If the residential property is purchased by City of Hope in the future, then no new R-2 uses are permitted, and existing R-2 uses are permitted to remain for a period not to exceed 36 months after which only uses in the TM District are permitted.
- The **Cultural Amenity (CA) District** is comprised of approximately eight acres in the northern central part of the campus, fronting Duarte Road. The CA District is the historic and ceremonial entrance to the campus and the primary location for assembly and open space functions. Assembly, cultural open space, and ancillary office uses are the primary permitted uses in the CA District. At the time this Specific Plan was adopted, cultural facilities and open space areas in this district include: the Rose Garden, Pioneer Park, Cooper Auditorium, Visitor Center, the Arthur & Rosalie Kaplan Family Pavilion, and the La Kretz House of Hope.
- The **Infrastructure and Utility (IU) District** is approximately 20 acres along the southeastern edge of the campus adjacent to the Santa Fe Flood Control Basin, primarily in the City of Irwindale. The IU District is the intended location for the campus's primary utility services and infrastructure, including warehouses and the campus's central plant.
- The **Residential Medical Flex (RMF) District** is the smallest land area on campus, with approximately five acres of land in the northwest corner of the campus, adjacent to the north end of the Cinco Robles neighborhood. This district is intended to allow flexibility for the existing residential units to continue to operate as campus housing for students, faculty, and guests at the campus, or to transition to new uses over time, such as hospitality or open space. This designation is not intended for new development of market-rate, for-sale housing or rental housing that is not part of campus operations.
- The **RMF District with R-4 Overlay** recognizes the existing R-4 zoned residential properties not owned by City of Hope on the northwestern edge of the Specific Plan Area and that all uses permitted in the R-4 zone are allowed on the properties if they remain owned by individuals or entities that are not City of Hope. If one of these residential properties are purchased by City of Hope in the future, then no new R-4 uses are permitted, and existing R-4 uses are permitted to remain for a period not to exceed 36 months after which only uses in the RMF District are permitted.

Table 2 regulates specific uses in the City of Hope Specific Plan Area. The table indicates—by land use district—permitted uses (P), non-permitted uses (NP), and uses permitted by conditional use permit (CUP). The City of Hope Specific Plan is a permissive Specific Plan. Uses not listed in Table 2 are not allowed.

- Figure 6 displays the Campus Land Use Plan. All internal boundaries between land use districts are located at roadway center lines or as otherwise dimensioned on Figure 6.
- Accessory Uses, as defined in DDC Section 19.160, are allowed for any of the permitted uses identified in Table 2, provided that the Accessory Use does not alter the primary use and consists of less than 30% of the primary use. Such Accessory Uses include but are not limited to retail uses that are accessory to and related to a hospital/medical use, such as a gift shop, flower shop, food/cafeteria, and pharmacy.

3.2.2 ILLUSTRATIVE DEVELOPMENT SCENARIO

Figure 7, Illustrative Site Plan, shows a potential development scenario at full buildout within the framework of the Specific Plan, associated EIR, and Project Description. Table 3, Illustrative Development Scenario Summary by Potential Phase, summarizes the uses, parking structure spaces, and square footage of the potential development scenario by each development phase. This scenario is used to illustrate the development standards and guidelines of this Specific Plan.

Figure 8 depicts an illustrative Phasing Plan used as an example of how the campus could be built out under this Plan, and complying with the development scenario is not a requirement. Development may be permitted in any location within the Specific Plan Area if it is consistent with the applicable land use district and adheres to the development regulations and design guidelines of this Specific Plan.

This illustrative development scenario generally represents a maximum development intensity program for analysis in the Specific Plan's environmental impact report. While the ultimate mix of uses may differ, impacts of any future development would be compared to the analysis of this development scenario to confirm that impacts remain at or below what was analyzed in the environmental impact report.

This Specific Plan includes both required elements and encouraged conditions in its campus land use plan and design guidelines, which allow for a broad range of interpretive design solutions to guide phased development over the 20-year buildout of the Specific Plan. Depending on the development program, market, and site conditions, different approaches may satisfy and meet the standards and guidelines of this Plan.

3.3 DEVELOPMENT REGULATIONS

The development regulations provided in this section translate the vision and guiding principles into prescriptive, physical standards to guide the development of the physical components of the City of Hope Campus. In addition to these development regulations, standards and guidelines relating to Specific Plan Area mobility and design are provided in Sections 4 and 5, respectively. The development regulations in this Specific Plan, in conjunction with the mobility and design guidelines, are intended to foster a walkable, accessible campus environment, provide space and amenities for on-site buildings relative to their district, and create a reasonable buffer from adjacent off-site uses.

Table 4, Development Regulations by Land Use District, outlines the development regulations for each land use district shown on Figure 6, Campus Land Use Plan. Development regulations are provided for building orientation, height, setbacks, open space, landscaping, hardscape, and utilities and service areas.

TABLE 2. PERMITTED USES

USE	CM DISTRICT	TM DISTRICT	CA DISTRICT	IU DISTRICT	RMF DISTRICT
RESIDENTIAL					
Hospitality (i.e., hotel)[2]	CUP	CUP	NP	NP	CUP
Multifamily dwelling	NP	NP	NP	NP	P[1]
Single-family dwelling	NP	P[1]	NP	NP	NP
RECREATION, EDUCATION, AND ASSEMBLY					
Community assembly/auditoriums and multipurpose facilities	P	NP	P	NP	NP
Educational institution (college and/or postgraduate only)	P	P	NP	NP	P
Library, museum/cultural institution	P	P	P	NP	P
Open space	P	P	P	P	P
Recreation facility (passive)	P	P	P	P	P
Recreation facility (active)	P	NP	NP	P	NP
RETAIL					
General retail	P	P	CUP	NP	P
Eating or drinking establishment	P	P	CUP	P	P
On-site sales and/or distribution of alcoholic beverages[3]	CUP	CUP	CUP	CUP	CUP
GENERAL SERVICES					
Child day care (15 or more children)	P	NP	NP	NP	P
Long-Tem Care/ Hospice	P	NP	NP	NP	NP
Personal services, general[4]	P	NP	NP	NP	P
Place of religious assembly	P	P	P	NP	P
PROFESSIONAL SERVICES					
Inpatient hospital	P	NP	NP	NP	NP
Outpatient services (clinic)	P	NP	NP	NP	NP
Office	P	P	P	P	P
Physical therapy/rehabilitation facilities	P	P	NP	P	P
Data Center	P	P	P	P	P
Research (Laboratory)	P	P	NP	P	P
Research (Any Research Laboratory that also requires a Controlled Environment)	P	NP	NP	P	NP
INDUSTRIAL					
Light industrial	P	NP	NP	P	NP
Maintenance yards and mechanical facilities	NP	NP	NP	P	NP
Greenhouse/ Aquaponics	P	P	NP	P	NP
Warehouse/storage facility	NP	NP	NP	P	NP

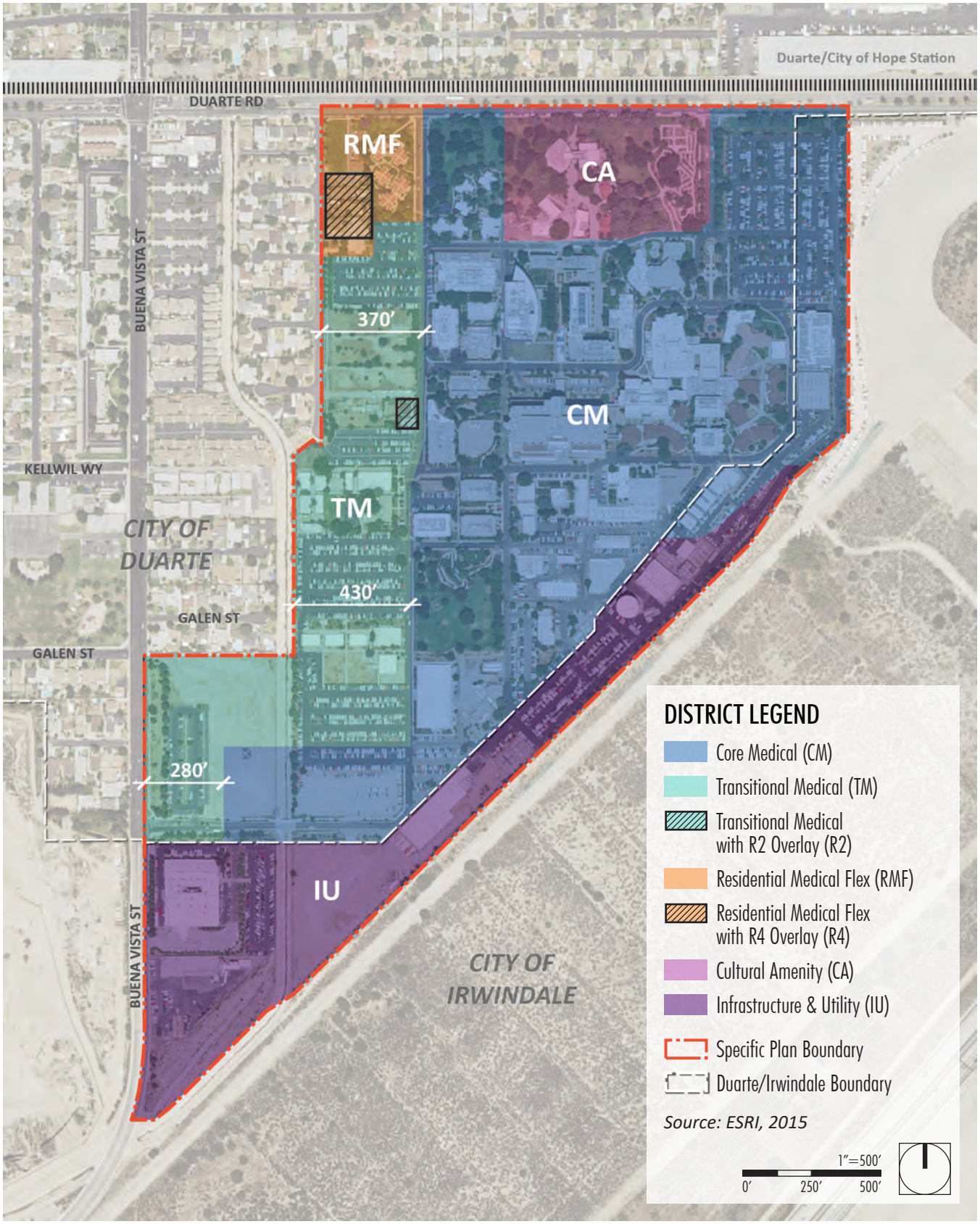
USE	CM DISTRICT	TM DISTRICT	CA DISTRICT	IU DISTRICT	RMF DISTRICT
INFRASTRUCTURE, COMMUNICATION, TRANSIT & OTHER					
Central processing facilities	NP	NP	NP	P	NP
Processing Facility (handling of all potential waste streams)	NP	NP	NP	P	NP
Parking facility (surface and structure)[5,7]	P	P	P	P	P
Utilities	NP	NP	NP	P	NP
Recreational vehicle parking	P	P	NP	P	NP
Temporary uses and structures	See Section 7.1.				
Wireless communication facilities[6]	CUP	NP	NP	CUP	NP

Notes:
CM: Core Medical, TM: Transitional Medical, CA: Cultural Amenity, IU: Infrastructure and Utility; P: Permitted Use, NP: Use Not Permitted, CUP: Use Permitted with Conditional Use Permit

Footnotes:

1. The R2 overlay area in the TM District retains the same permitted uses as the TM District, with the addition of single-family dwelling uses permitted, see pg. 25. The R4 overlay area in the RMF District retains the same permitted uses as the TM District, with the addition of multifamily dwelling uses permitted, see pg. 25. Residential uses shall be counted as part of the overall net new building GSF as found in Table 3-5 in the City of Hope EIR.
2. All Hospitality uses existing prior to the adoption of this Specific Plan, including, but not limited to, graduate housing and short-term lodging and accommodations for patients, Campus guests, and others, shall be allowed to continue, as they exist, with no additional permitting or approvals, and irrespective of the land use district it is located in.
3. Only relates to hospitality, retail, restaurant uses where alcohol is sold for on-site or off-site consumption. Fundraising and philanthropic events, as well as conferences and meetings involving alcohol sales or service for on-site consumption are allowed subject to state Alcoholic Beverage Control (ABC) requirements.
4. See DDC Section 19.160 Definitions for a list of Personal Services, General.
5. Parking structures are prohibited in the CA District.
6. Where applicable, all wireless communication facilities must meet the standards of City of Duarte Municipal Code Section 19.60.190 or Irwindale Municipal Code Section 17.90.
7. Parking structures are allowed to accomodate all land uses (e.g. mixed-use) listed in Table 2 except for the following land use subcategories: Residential (not including Hospitality) and Infrastructure, Communication, Transit and Other (not including wireless communication facilities). See Chapter 4 for additional information.

FIGURE 6. CAMPUS LAND USE PLAN



3.3.1 PRIMARY DEVELOPMENT STANDARDS

Primary development standards related to setbacks, height and building orientation shall apply to projects involving new building construction, additional square footage, and additional building height.

Building Orientation

Building entrances shall not face or have primary access oriented towards adjacent, off-site residential uses. An emergency exit shall not be considered a secondary building entrance.

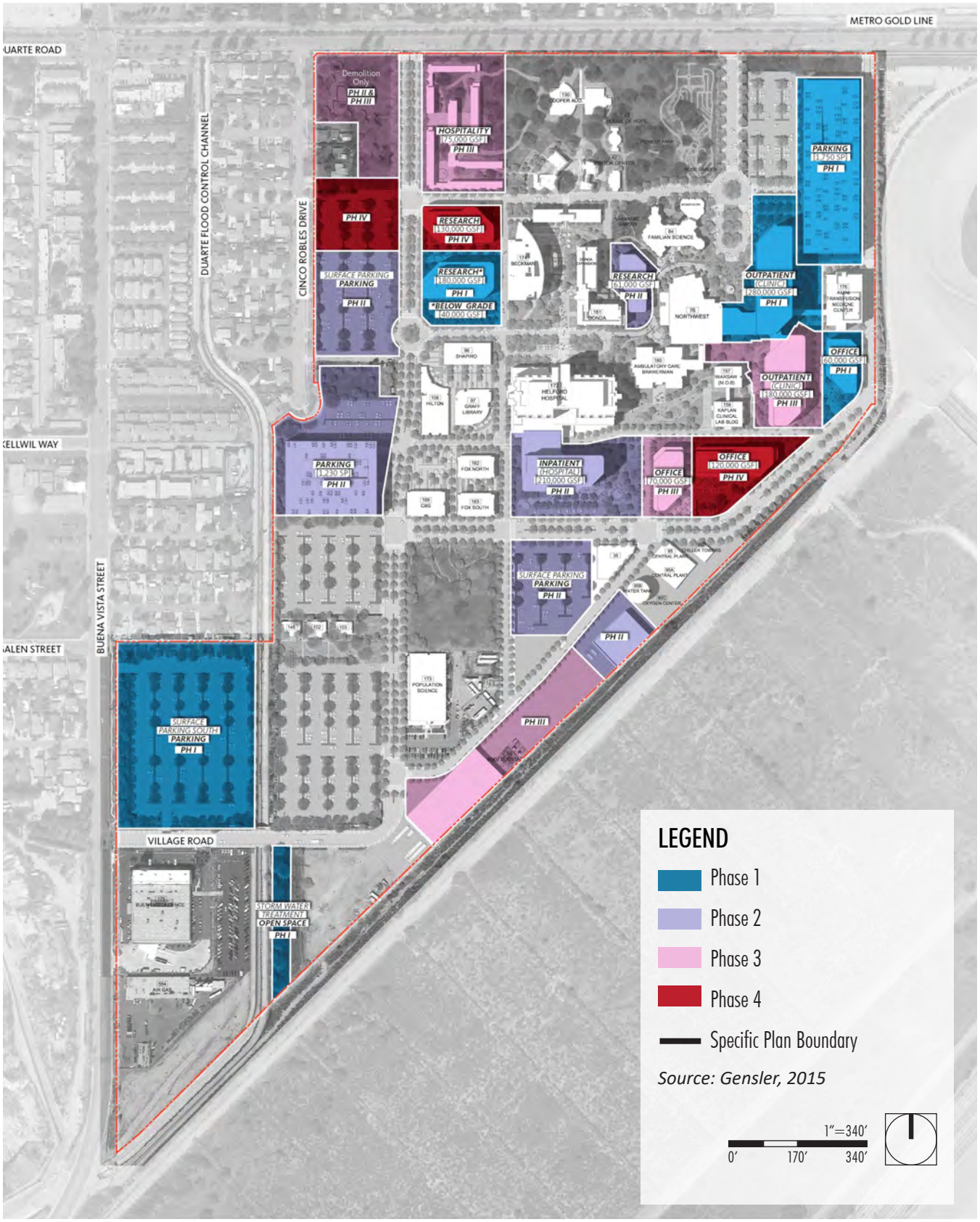
TABLE 3. ILLUSTRATIVE DEVELOPMENT SCENARIO BY POTENTIAL PHASE

PHASE	LAND USE DISTRICT	PROPOSED USE	PROPOSED NEW BUILDING (GSF)	PROPOSED DEMOLITION (GSF)	PROPOSED NET NEW (GSF)
1 (2017-2020)	CM	Outpatient (Clinic)	280,000	(30,000)	250,000
	CM	Research	180,000	(23,500)	156,000
	CM	Office	60,000	(44,500)	15,500
	CM	Parking Structure	1,750 spaces		
	TOTAL PHASE 1		**520,000 GSF**	**(98,000) GSF**	**422,000 GSF**
2 (2021-2025)	CM	Inpatient (Hospital)	210,000	0	210,000
	CM	Research	61,000	(17,500)	43,500
	CM	Office	0	(60,500)	(60,500)
	RMF	Hospitality	0	(3,500)	(3,500)
	IU	Warehouse	0	(22,000)	(22,000)
	IU	Industrial	20,000	(3,500)	16,500
	TM	Parking Structure	1,230 spaces		
	TOTAL PHASE 2		**291,000 GSF**	**(107,000) GSF**	**184,000 GSF**
3 (2026-2030)	CM	Outpatient (Clinic)	180,000	0	180,000
	CM	Inpatient (Hospital)	0	(70,500)	(70,500)
	CM	Office	70,000	(13,000)	57,000
	CM	Assembly	0	(29,000)	(29,000)
	RMF, CM	Hospitality	75,000	(14,500)	60,500
	IU	Industrial	40,000	0	40,000
	IU	Warehouse	0	(26,500)	(26,500)
	TOTAL PHASE 3		**365,000 GSF**	**(153,500) GSF**	**211,500 GSF**
4 (2031-2035)	CM	Research	130,000	(29,000)	101,000
	CM	Office	120,000	0	120,000
	TOTAL PHASE 4		**250,000 GSF**	**(29,000) GSF**	**221,000 GSF**
Total			**1,426,000 GSF**	**(387,500) GSF**	**1,038,500 GSF**

Note: Surface Parking is assumed in every phase.

FIGURE 7. ILLUSTRATIVE SITE PLAN

FIGURE 8. ILLUSTRATIVE PHASING PLAN



Height

Maximum heights are established to strategically locate taller structures toward the interior of the City of Hope Campus and away from adjacent residential neighborhoods and roadways including Duarte Road, Cinco Robles Drive, and Buena Vista Street.

- The primary building height is measured from finished floor to top of finished roof, not including parapets, mansards, or screening.
- Portions of the building that extend above the primary building height can include elevator overruns, accent towers, cupolas, steeples, fire stair towers, mechanical equipment, mechanical screens, and solar canopies or solar panels/ structures subject to Table 4. Fire stair towers shall be located internally within a building.

Setbacks

Minimum setbacks are established to provide for attractive landscaping and as a buffer from vehicular/ pedestrian traffic/ and buildings.

- Setbacks are measured to the building face from back of curb (street/roadway right-of-way), the Specific Plan boundary line, or other building face, whichever is applicable, unless otherwise noted. Examples of setbacks are illustrated in Figures 9 to 12.
- Setbacks between adjacent buildings shall apply from side to side, side to rear, and rear to rear. The setback from a building front to any adjacent building face shall be at least 20 feet, or six feet in the IU District.
- Encroachments, such as awnings, arcades, balconies, cornices, eaves, and other non-occupiable architectural features, may project into the setback area up to three feet from the edge of curb or from the Specific Plan boundary line, whichever is applicable, with additional encroachments subject to Director approval.
- Where encroachments project into the setback area between buildings, the minimum setback shall be at least ten feet as measured from the edge of the encroachment to edge of the encroachment or the nearest building face.
- Encroachments shall be at least eight feet above the adjacent sidewalk, where applicable. Outdoor gathering and dining areas may be located in the setback area and not adjacent to the Specific Plan boundary, provided they meet open space and landscaping design standards and guidelines in Section 5.
- Outdoor gathering and dining areas abutting the building shall be located in the landscape area described in Section 5, Building Perimeter.
- Main building entrances shall be landscaped, unless the area around the entrance makes it infeasible.

3.3.2 SECONDARY DEVELOPMENT STANDARDS

The following secondary development standards and requirements of this Specific Plan shall include: open space, landscaping, hardscape, and furniture; fences and; surface parking lots; and utility/service areas.

Open Space, Landscaping, Hardscape, & Furniture

Open space is a key feature of the City of Hope Campus, offering employees, visitors, and local residents areas to relax, gather, and exercise. Additionally, open space provides visual relief and a connection to the natural environment, which contributes to a healing environment.

Open space shall be defined as the areas within the City of Hope Campus that are completely open to the sky or under encroachment, with the exceptions of street right-of-way, parking, or driveway areas.

Other than the required landscaped setbacks shown in Table 4, provisions for landscape and open space, hardscape and outdoor furniture shall be determined by design guidelines in Section 5.4. Prior to construction project submittal, a pre-development meeting will be held between City of Hope and the applicable jurisdictions as set forth in Section 7.1. A building envelope development site will be established around the proposed new or modified project area. The guidelines provide for different types of open space areas and their suggested standards within the envelope. Emphasis will be placed on building frontages and entries. Along with any new or modified project, a landscape, irrigation, hardscape and outdoor furniture plan shall be submitted for review to the jurisdiction(s), to determine consistency with Specific Plan requirements and to determine compliance with applicable City of Duarte Water Efficient Landscape Ordinance (MWELO) requirements and California's Water Conservation Act. In the event there is a discrepancy in the establishment of a building envelope or consistency with Specific Plan standards, the plan shall require review and approval by the Director.

TABLE 4. DEVELOPMENT REGULATIONS BY LAND USE DISTRICT

DEVELOPMENT REGULATIONS	CM DISTRICT	TM DISTRICT	CA DISTRICT	IU DISTRICT	RMF DISTRICT
BUILDING ORIENTATION					
Toward internal roadway/ped access	Primary	Primary	Secondary	Primary	Primary
Toward open space area	Secondary	Secondary	Primary	Secondary	Secondary
HEIGHT					
Primary building height	140 ft. max.	60 ft max.	50 ft. max.	120 ft.max.	60 ft. max.
Portions of the building that extend above the primary building height	30 ft. max.	20 ft. max.	10 ft. max.	20 ft. max.	20 ft. max.
Parking structures[1]	60 ft. max.	60 ft. max.	NA	60 ft. max.	60 ft. max.
Modular structures[2]	30 ft. max.	30 ft. max.	NA	30 ft. max.	NA
SETBACKS[7]					
From internal roadway[3,6]	10 ft. min.	20 ft. min.	20 ft. min.	10 ft. min.	20 ft. min.
From Duarte Road[5]	30 ft. min.	NA	50 ft. min.	NA	30 ft. min.
From Cinco Robles Dr.[5]	NA	30 ft. min.	NA	NA	30 ft. min.
From Buena Vista Street[5]	NA	30 ft. min.	NA	20 ft. min.	NA
From Specific Plan boundary[4,5]	NA	30 ft. min.	NA	0 ft. min.	NA
Between buildings[6]	20 ft. min.	20 ft. min.	20 ft. min.	6 ft. min.	20 ft. min.

Notes: CM: Core Medical, TM: Transitional Medical, CA: Cultural Amenity, IU: Infrastructure and Utility

Footnotes:

1. Parking is allowed on the top deck of parking structures.
2. Modular structures are prohibited from being visible from any public right-of-way.
3. As measured to future edge of roadway per Section 4.
4. When the boundary is not along Duarte Road, Cinco Robles Drive, or Buena Vista Street it will be measured from City of Hope property line. Not including public sidewalks.
5. Landscaped setbacks required for entire setback, excluding public sidewalks. Buildings may be physically connected to each other subject to applicable building and fire codes, and such buildings do not need to observe these setback distances.
6. Landscaping required for 50% of setback, except for IU District between buildings where no landscaping is required. Buildings may be physically connected to each other subject to applicable building and fire codes, and such buildings do not need to observe these setback distances.
7. Surface parking lots are subject to separate setback standards provided in this Section.

FIGURE 9. SETBACK FROM INTERNAL STREET

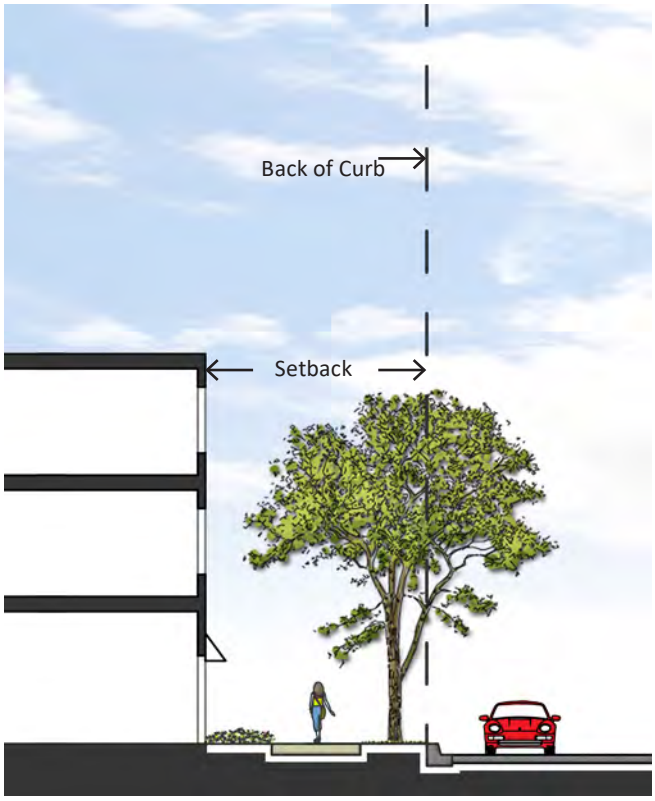


FIGURE 10. SETBACK FROM CITY STREET

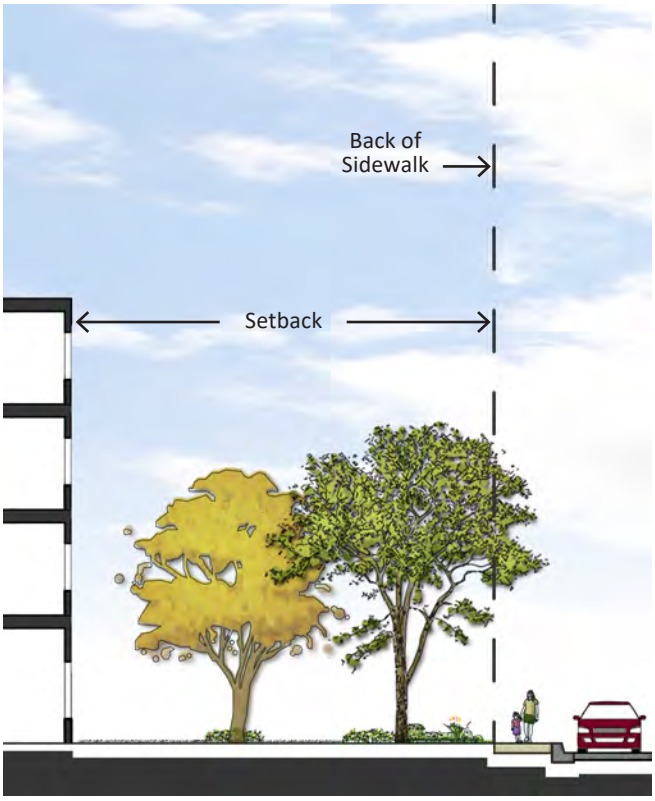


FIGURE 11. SETBACK FROM SPECIFIC PLAN BOUNDARY

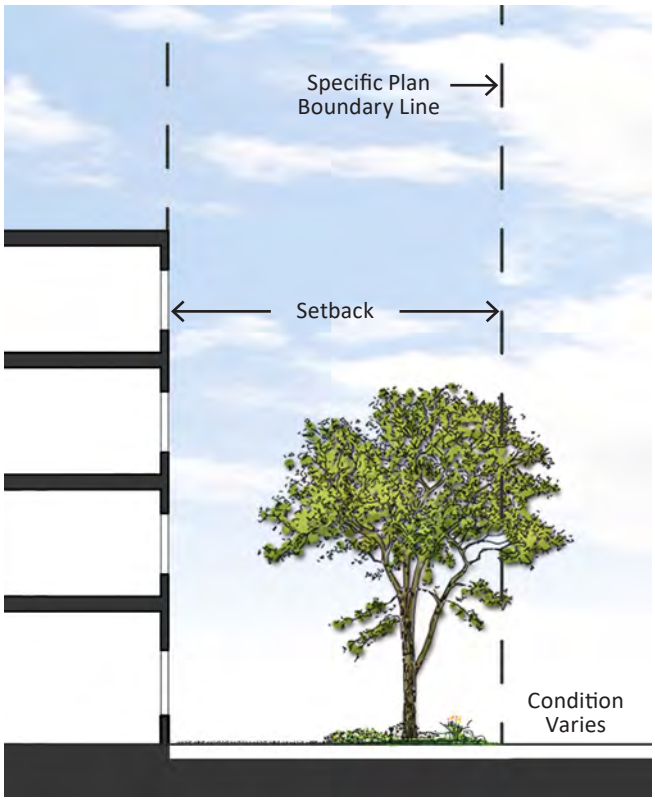
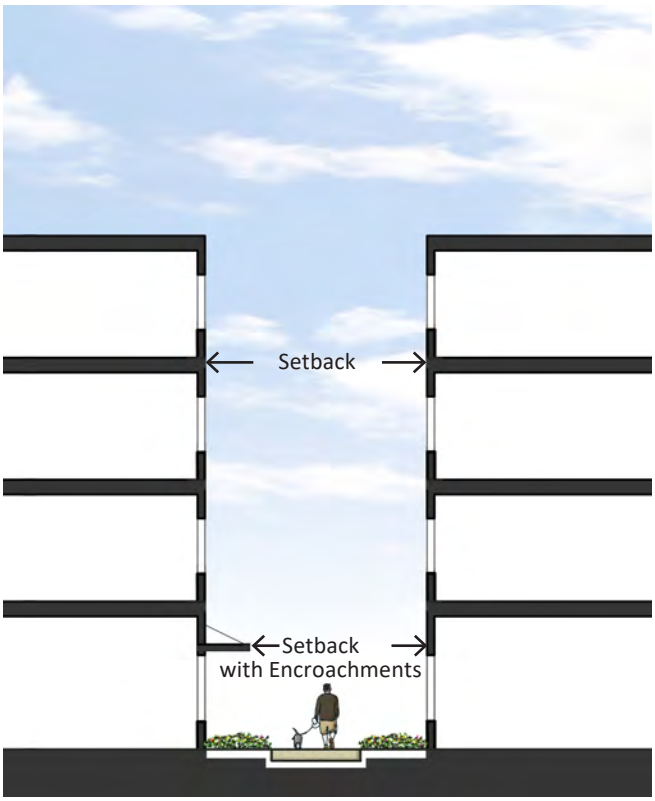


FIGURE 12. SETBACK BETWEEN BUILDINGS



Fences and Walls for Internal Streets and Property Line

The setbacks for fences and walls are measured from back of curb for internal streets and the property line for public right-of-way. Any area that is provided for fence/wall setbacks is also counted towards the required setback for buildings. The following fence and wall setbacks apply on the City of Hope Campus:

- Fences and walls shall be setback 20 feet from Duarte Road, Buena Vista Street, and Cinco Robles Drive.
- Fences and walls shall be setback 10 feet in IU District at Buena Vista Street.
- Fences and walls shall not exceed six feet in height if located adjacent to Duarte Road, Buena Vista Street, or Cinco Robles Drive, or eight feet if internal to campus.
- All ground-level trash, storage, loading, service, maintenance and mechanical and electrical equipment areas in public view from within or outside the medical campus shall be screened by a solid masonry wall or decorative metal fence, and consistent with the adjacent architectural or landscape character of the City of Hope Campus.
- All fences and walls abutting the public right-of-way are subject to approval from the Director.
- A minimum setback of five feet shall be used for walls/fences to edge of internal campus roadways, unless a greater setback is required by other provisions of the City of Hope Specific Plan.
- No setback from walls/fences along internal roadways in the IU district shall be required.
- A corner cutback allowing for visibility at intersections shall be used.

Surface Parking Lots

- There shall be a minimum setback of 15 feet from a surface parking lot to the residential property lines south of Galen Street.
- There shall be a minimum five feet landscaped setback from walls/fences to surface parking lots.
- There shall be a minimum 20 feet landscaped setback from surface parking lots to all public streets, except 10 feet in the IU District or along Buena Vista.
- There shall be a minimum ten feet landscaped setback from surface parking lots to buildings.
- There shall be a minimum ten feet separation from surface parking lots to internal roadways consisting of a minimum six feet sidewalk (if necessary) and the remaining area in landscaping.

Utilities and Service Areas

The following development standards are established to provide City of Hope Campus facilities with convenient utilities and service areas while maintaining a clean and visually appealing environment.

- **Ground-Mounted Equipment**
  - » Ground-mounted equipment, including cooling towers, shall be fully screened from view, consistent with screening design standards and guidelines in Section 5.
  - » Ground-mounted equipment not within setback areas and not exceeding a height of four feet shall be permitted by right. Ground-mounted equipment exceeding four feet in height or located in a setback area shall require approval from the Director, with the exception of equipment located in the IU District.

FIGURE 13. EXAMPLES OF OPEN SPACE TYPES

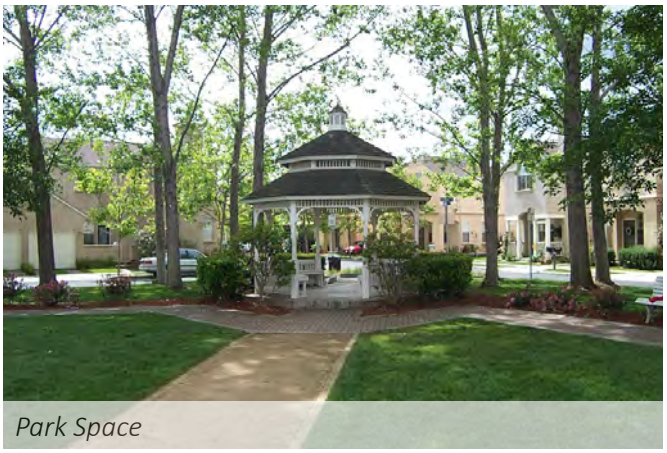
Building Perimeter

Main Building Entrance

Connector Space

Landscape Parkway

Garden Space



Park Space

- External staircases, chases, or roof-access ladders are prohibited unless otherwise approved by the City of Duarte or Irwindale, as applicable.

- **Rooftop Mechanical Equipment**
  - Rooftop mechanical equipment shall be screened in such a way to visually integrate with the base building, to be consistent with the building's surrounding character, and to help mitigate to help mitigate any potential noise pollution.
  - All roof utilities and mechanical equipment shall be screened through the use of architectural screening, penthouses, and/or raised parapets so that they are not visible from the public view.

- **Waste Disposal**
  - Waste disposal areas shall be distributed evenly amongst campus buildings.
  - All exterior storage, including cartons, containers or trash, shall be screened from view within a building or area enclosed by a wall not less than six feet in height.
  - New waste disposal areas shall be located near designated service loading zones and shall not be visible from main building entrances.
  - The minimum interior dimension for a waste enclosure shall be consistent with the Duarte and or Irwindale Municipal codes, as applicable.
  - City of Hope may elect to propose trash enclosure standards, subject to the review and approval of the Director.

- **Telecommunication Facilities**
  - Telecommunication facilities must meet the minimum requirements established in the Duarte Development Code or Irwindale Municipal Code as applicable, in addition to regulations in this Specific Plan.

- **Lighting**
  - All new parking lot and other security lighting shall be directed away from surrounding land uses and towards the specific location intended for illumination. State-of-the art fixtures shall be used, and all lighting shall be designed to minimize the production of glare and light spill onto surrounding uses. If light shields are necessary, they shall be painted to match the surface to which they are attached.
  - Light fixtures in other new surface parking areas shall not exceed 27 feet in height except that light fixtures immediately adjacent to residential areas shall be limited to 20 feet in height.
  - Uplighted and back-lighted canopies or awnings, searchlights, flashing lights (except as used in conjunction with a security alarm system), roof-mounted lights, and any light that imitates or causes visual interference with a traffic signal or other necessary safety or emergency light are prohibited.
  - Parking structure lighting shall use low-height bollard style fixtures, under solar canopy fixtures, or low height poles as otherwise approved by the Director (refer to Sect. 4.5).

- **Solar Panels**
  - Solar energy systems for producing electricity shall meet all applicable safety and performance standards established by the California Electrical Code.
  - Solar canopies for parking areas shall be submitted to the Director for review and approval.

- **Energy Efficiency**
  - » Require compliance with Cal-Green or The Sustainable Development Practices Section of The Duarte Development Code, whichever results in greater energy efficiency or reduced energy consumption.

FIGURE 14. EXAMPLES OF UTILITIES AND SERVICE AREAS

Trash Disposal Area

Trash Disposal Area

Screened Utilities

Screened Utilities

4 MOBILITY & STREETSCAPE

4.1 OVERVIEW & INTENT

The City of Hope Specific Plan seeks to improve the ways that hospital staff, patients, and visitors move through the campus. The Specific Plan establishes the framework for improved campus circulation by integrating with local and regional transit facilities to improve campus access from public streets and within its own boundaries, provide safe, accessible, and efficient pathways for pedestrians across campus, create efficient traffic flows to and from campus parking areas, and accommodating sufficient parking capacity on campus.

4.1.1 APPLICABILITY

Compliance with a standard in Section 4 written as a “shall” or “must” is required. A standard written as a "should" requires compliance unless a legitimate reason or acceptable design substitute is deemed acceptable through the site plan review process. A standard written as “prohibited” or “not allowed” identifies an action or design that is not permitted.

4.2 EXISTING CONDITIONS

Regional access to the City of Hope Campus is provided via the Foothill Freeway (I-210) and San Gabriel River Freeway (I-605). Access to the I-210 is provided at Buena Vista Street, approximately one-third of a mile to the northwest of the campus. Access to I-605 is provided approximately 1.1 miles northeast of the campus at the freeway’s northern terminus, and approximately 1 mile south of the campus at the intersection of Arrow Highway and Live Oak Avenue.

As shown in Figure 15, primary access to the Specific Plan Area is from Duarte Road to the north and Buena Vista Street to the west. There is no direct roadway access to the eastern and southeastern edges of the campus due to the intervening Flood Control Basin. Duarte Road is a four-lane minor arterial street with a paved width of approximately 80 feet. It provides two travel lanes in each direction, class II bike lanes in both the eastbound and westbound directions, and travel lanes are separated by a planted center median providing left-turn lanes at cross streets. Access to the campus is currently provided along

Duarte Road primarily at Village Road and Hope Drive. Circle Road provides an additional access point to the campus at its easterly property line. Buena Vista Street is a four-lane minor arterial street with a paved width of approximately 65 feet. It provides two travel lanes in each direction with no median. Access to the campus from Buena Vista Street is currently provided at Village Road.

Cinco Robles Drive is a residential street with access to the local roadway network at Duarte Road, and is currently reserved for sporadic access by maintenance crew and emergency vehicles.

4.3 CIRCULATION & ACCESS

The circulation and access system in this Specific Plan represents the campus at full build-out, although the circulation will differ as each phase of the plan's build-out is implemented. In order to ensure sufficient and convenient parking, access, and internal circulation through each phase of campus development, parking and circulation improvements are required with new buildings. Figure 15 illustrates the vehicular circulation and access system for the City of Hope Campus. At the time the Specific Plan was adopted, all roadways within the Campus are private roadways and are not public right of way.

The vehicular circulation and access system defines a proposed roadway network through the Plan area to support a variety of potential development scenarios. It includes existing and proposed primary and secondary internal roadways, service and emergency roadways, signalized and unsignalized intersections, campus access points, transit stops, and the campus shuttle route and stop locations. The Illustrative Development Scenario from Section 3 of this Specific Plan is also depicted on Figure 15 to show how the circulation and access system integrates with the potential future development under full buildout.

The Specific Plan does not anticipate fundamental changes to the campus' internal circulation network from what exists as of the date of Specific Plan adoption, although significant improvements would facilitate improved vehicular and pedestrian circulation within the campus and enhance wayfinding for inpatient and outpatient arrivals, drop-offs, and departures. In addition, connectivity throughout and around the campus is improved with the introduction of an internal roadway system which safely accommodates bicycling, as well as improved bike and pedestrian connections to the Duarte/City of Hope Metro Gold Line station.

The four primary campus access points are maintained, including three on Duarte Road (Village Road, Hope Drive, and East Circle Road) and one on Buena Vista Street (Village Road).

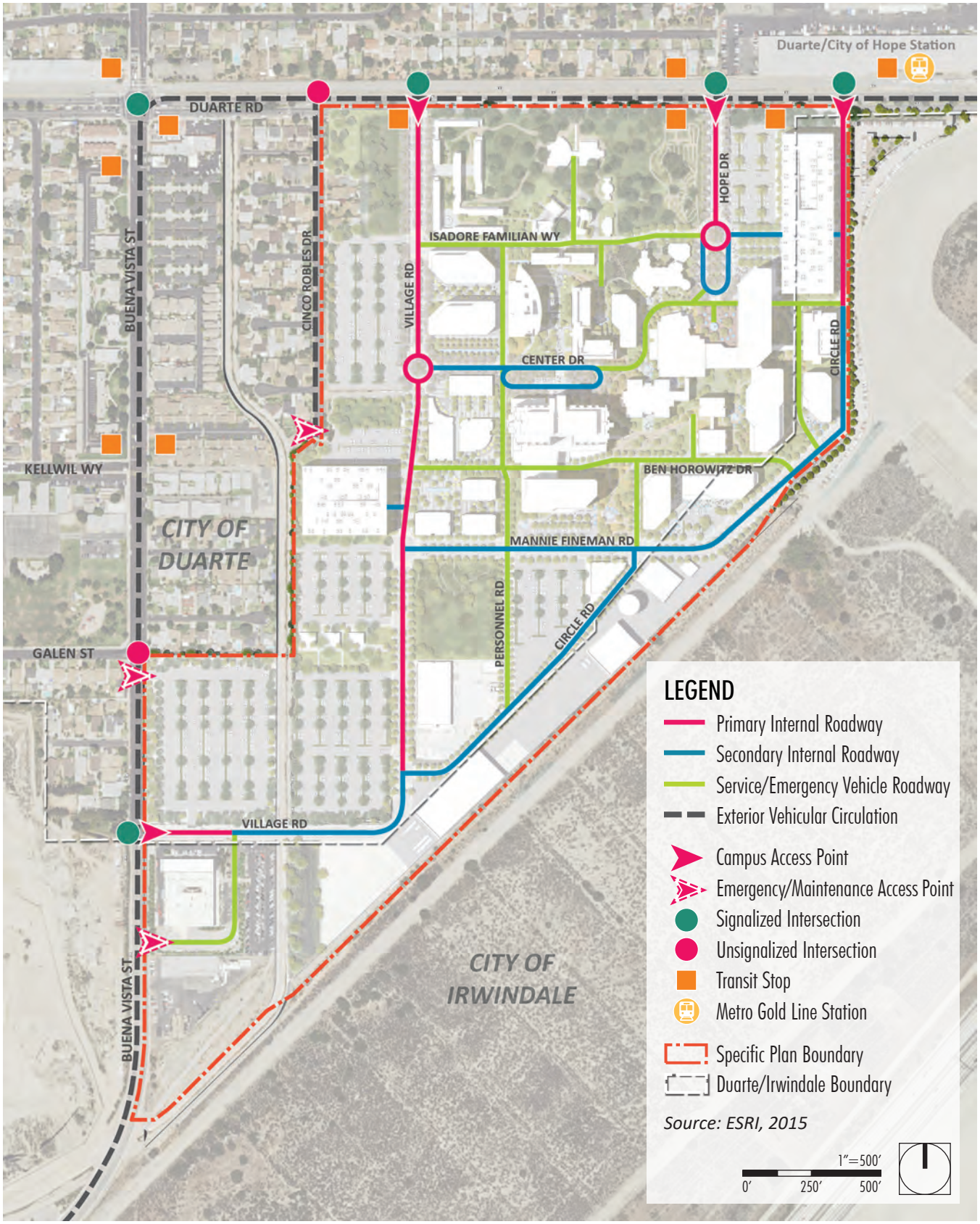
In addition to the four primary access points, three additional points of access will be provided for emergency and maintenance vehicle access only--one at the southeastern end of Cinco Robles Drive cul-de-sac and the other two along Buena Vista Street, north and south of the Village Road access.

Only Hope Drive access on Duarte Road is signalized and the remaining three access points are unsignalized (as of Spring 2017). Under the proposed vehicular circulation and access system (Figure 15), an access point at Circle Road and both Village Road access points (one on Duarte Road and the other on Buena Vista St.) will be signalized.

4.3.1 INTERNAL ROADWAY SYSTEM

The campus is organized around three primary functions; 1) outpatient services; 2) inpatient and research services; and 3) office uses. The upgraded internal roadway system will help improve access for both patients and visitors to core facilities on campus (including parking), increase vehicular

FIGURE 15. PROPOSED VEHICULAR CIRCULATION AND ACCESS SYSTEM



Note: Figure 15 is intended to be a conceptual representation of the circulation and access system.
No roadway improvement will be required on the Village Road bridge, which does not meet the Secondary Roadway standards.

efficiency for hospital staff, and reduce pedestrian-vehicular conflicts throughout the campus. A secondary network of service roads, alleys, and multi-modal pathways will provide both service and fire access for the entirety of the campus.

Roadways will be improved and widened to comply with the standards and guidelines in this Specific Plan before or as new development is built and phased in over time. The goal of improving the internal roadway system is to provide adequate roadway infrastructure to accommodate additional campus population and create landscaped, "complete" streets that function for all users, including: pedestrians, bicyclists, automobiles, and a campus shuttle. Roadways will be improved with enhanced pedestrian access, circulation and streetscape improvements, in association with the construction of buildings, parking structures and new asphalt paved parking areas. In the event modifications to phasing construction occur, roadway improvements will be required in order to support new buildings, parking structures or lots, or modifications to existing buildings that increase campus population, subject to review and approval by the Director in accordance with the required findings set forth in Section 7.2 of this Specific Plan.

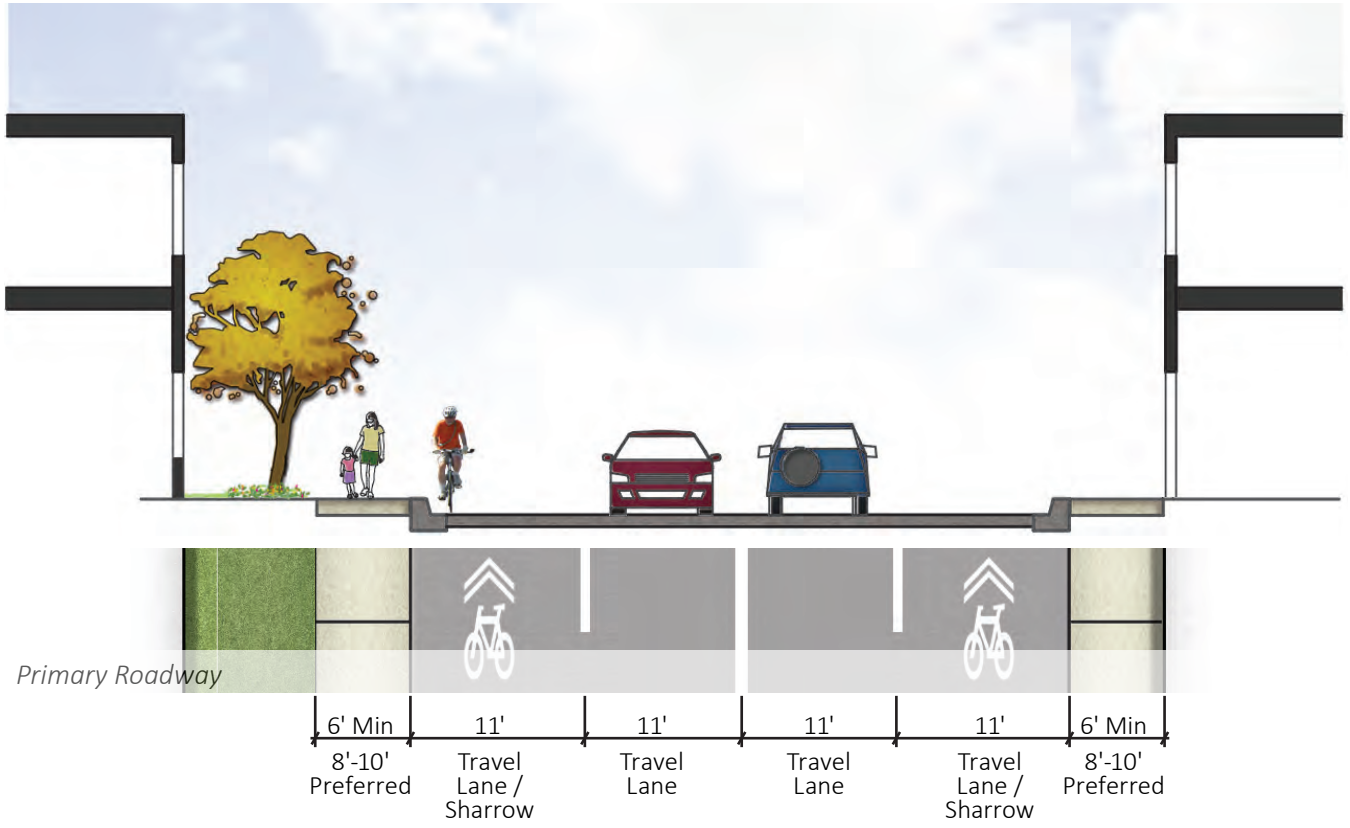
The following schedule for implementation of roadway improvements reflects tentative planning goals established by City of Hope. This schedule is non-binding and may be modified subject to review and approval by the Director as described above. The following roadways are planned to be improved and widened prior to City of Hope's completion of the first 450,000 square feet of net new Floor Area under the Specific Plan: Hope Drive, Circle Road from Duarte Road to Ben Horowitz Drive, and Village Road from the Duarte Channel to Buena Vista. The following roadways are planned to be improved and widened prior to City of Hope's completion of the next 200,000 square feet of net new Floor Area under the Specific Plan: all of the remainder of Village Road, Circle Road from Ben Horowitz Drive to Village Road, Mannie Fineman Road and Center Drive.

Following the completion of the first 450,000 square feet of net new Floor Area under the Specific Plan, or when a request for a new parking structure or parking lot exceeding 100 spaces is proposed (utilizing Village Road for access), in the event the sole remaining non- City of Hope owned residential property located within the Transitional Medical with R-2 overlay abutting Village Road has not yet been purchased by City of Hope, City of Hope shall prepare an alternative roadway plan providing legal access for the resident while meeting the mobility goals and intent of the Specific Plan. All other service roadways may be improved as needed over the life of the plan, unless otherwise modified to function as a primary or secondary roadway due to changes in building or parking locations.

Roadway System Improvements

Village Road. Village Road is designed to be a primary roadway with two travel lanes in each direction with a center landscaped median. A bicycle sharrow for shared vehicles and bicyclists will be included in the outer travel lanes. Village Road is a critical roadway, linking campus populations to existing and potential future parking locations, including a proposed westerly parking structure. Village Road is reduced to a secondary roadway in a segment of its route to accommodate the existing two-lane bridge over the flood control channel. As part of the campus phasing plan, Village Road is proposed to be widened to incorporate streetscape improvements (such as a landscaped median), and to incorporate a roundabout at the Center Drive intersection.

FIGURE 16. INTERNAL PRIMARY ROADWAY CROSS SECTIONS



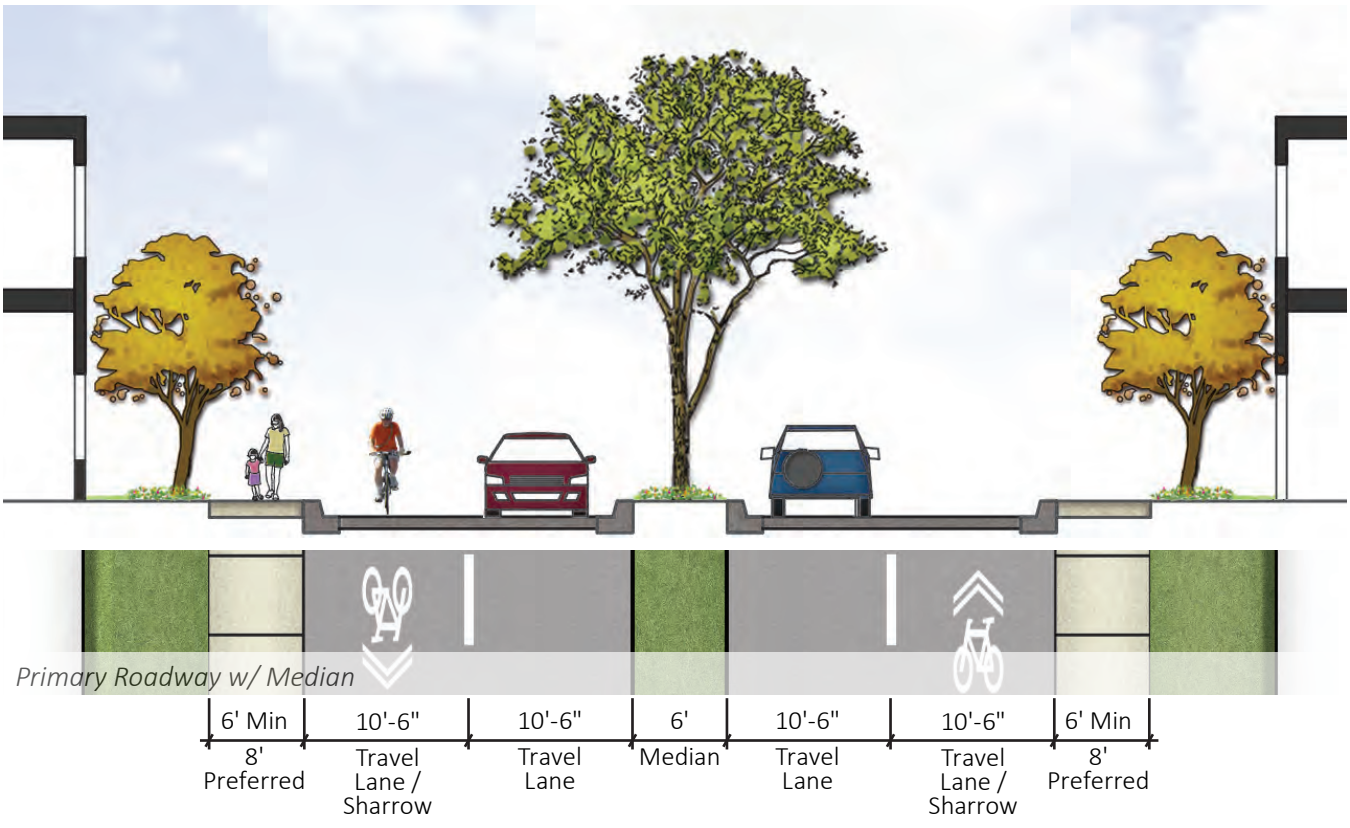
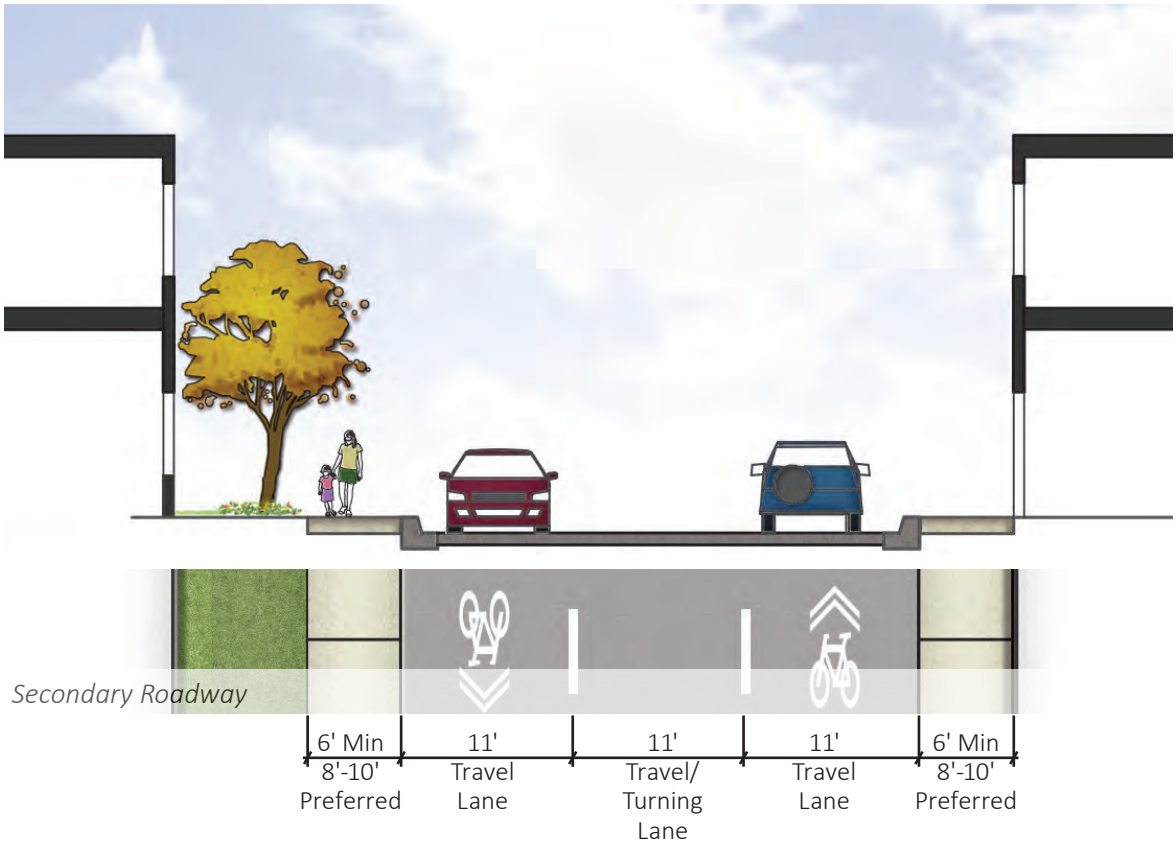


FIGURE 17. SECONDARY ROADWAY STREET SECTION



Circle Road. Circle Road is identified as both a primary (with or without median) roadway and a secondary roadway. The primary roadway segment connects more intensive traffic generated by the proposed easterly parking structure with Duarte Road. The secondary segment connects to various east-west streets on campus, eventually ending at Village Road.

Hope Drive. Hope Drive is both a primary and secondary roadway. From Duarte Road to Isadore Familian Way, Hope Drive is a four-lane primary roadway that facilitates visitors stopping at the entrance booth, as well as, ingress and egress to and from the easterly parking structure. Below Familian Way, Hope Drives reduces to two-three lanes with a large landscaped median. A sidewalk would need to be added to the easterly side of Hope Drive, north of Familian Way, as part of the easterly parking lot project.

Mannie Fineman Road. Mannie Fineman Road is a secondary roadway on campus which will be extended to connect Village Road with Circle Road.

Isadore Familian Way. Isadore Familian Way. Isadore Familian Way is identified as a service/ emergency vehicle roadway connecting Village Road and Hope Drive. A newly constructed parking structure on the eastern portion of campus will connect to Isadore Familian Way as part of the campus phasing plan. The roadway connecting the parking structure east of Hope Drive is identified as a secondary roadway.

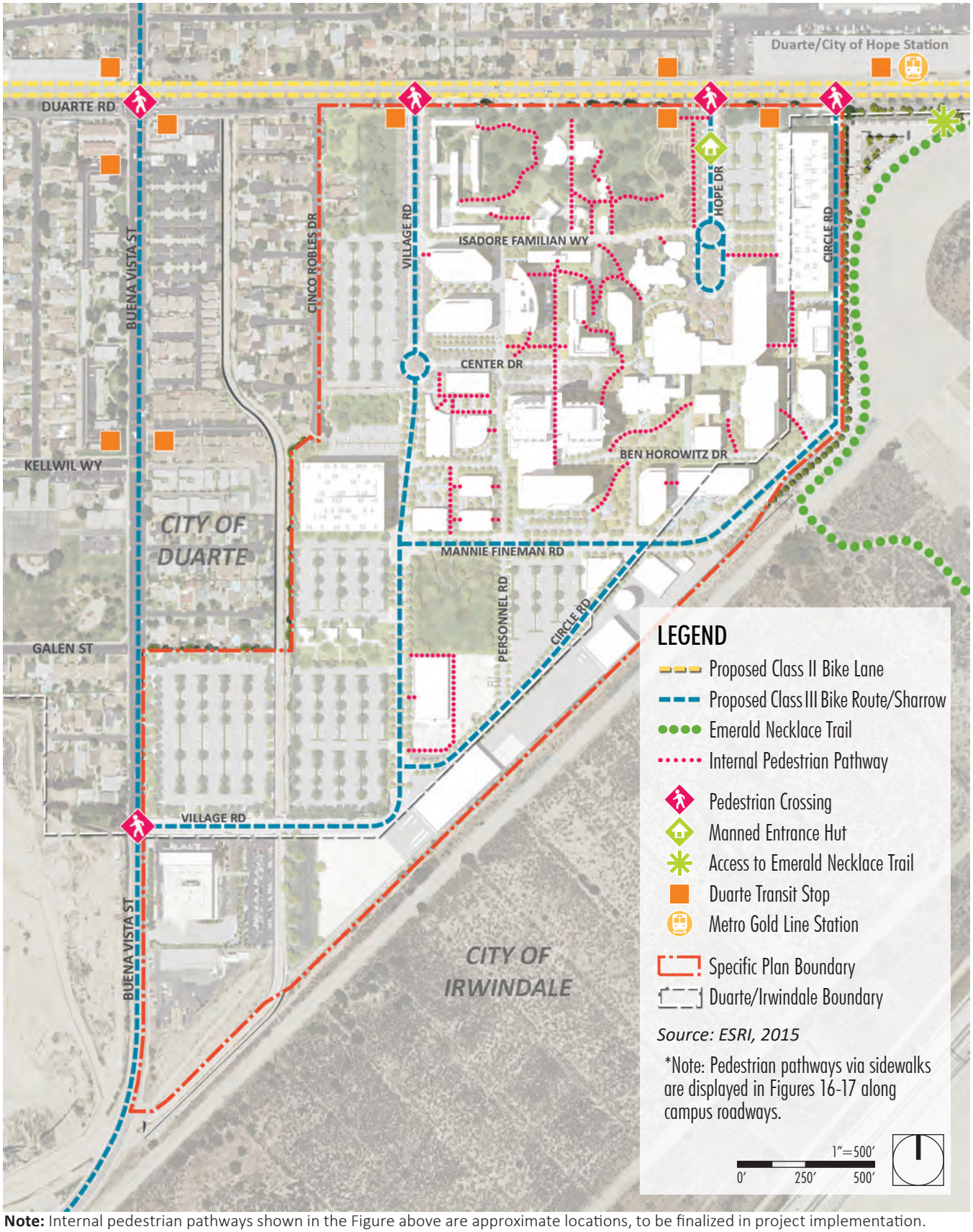
Center Drive. Center Drive is proposed to be a secondary roadway, that connects Village Road through a looped roadway to the front of Helford Hospital and Isadore Familian Way.

Cinco Robles Drive. Cinco Robles Drive is a local public street west of the Specific Plan Area. The street provides one travel lane in each direction and allows parking on both sides of the street. Any property that City of Hope acquires on Cinco Robles and that it does not maintain as residential per allowance in Section 3.1, City of Hope must remove the curb cut upon improvement of the property.

Standards & Guidelines for Internal Roadways

- The campus roadway system utilizes a hierarchy of roadway types. Roadway sections vary throughout the campus to accommodate a range of volumes of traffic and vehicle and access types. Internal streets primarily used for circulation within the campus shall be one of three configurations below.
  - » **Primary Roadway:** A primary roadway within a minimum 56' of right-of-way will include two travel lanes in each direction, a bicycle sharrow on the outer travel lanes, and minimum six-foot-wide sidewalks. A primary roadway with a minimum 60' of right-of-way will include a six-foot landscaped median, two travel lanes in each direction, a bicycle sharrow on the outer travel lanes, and minimum six-foot-wide sidewalks. No on-street parking will be allowed on either side of the street, unless an additional eight feet of right-of-way is provided (for each side of the street). Primary roadways may be consistent with either of the examples (median or no median) as selected by City of Hope. See Figure 16 for primary roadway configurations.
  - » **Secondary Roadway:** A minimum 45-feet right-of-way road with three travel lanes, the middle of which can be routed in either direction, or create a turning median. A minimum sidewalk width of six feet will be provided on both sides of the street, with the exception of the IU District, which will allow for a sidewalks on one side of the street. No on-street parking will be allowed on either side of the street, unless an additional eight feet of right-of-way is provided (for each side of the street). See Figure 17 for secondary roadway configurations.
  - » **Service and Emergency Vehicle Roadway:** 20' (or less) right-of-way street with one or two travel lanes in each direction. No on-street parking will be allowed on either side of the street, unless an additional 8' of right-of-way is provided (for each side of the street). Sidewalks may be required to provide accessibility to portions of the campus, not otherwise currently served by sidewalks. Streets may vary in dimension according to their location, function, and configuration.
- A traffic calming plan shall be provided for all primary and secondary internal roadways, if proposed by City of Hope. The traffic calming plan is subject to the approval of the Director and must meet Fire Department and City of Duarte and Irwindale engineering requirements.
- Standard curbs bordering no parking and fire access roads shall have the words “NO PARKING FIRE LANE” painted upon their horizontal and vertical surfaces at intervals of not more than twenty-five feet and shall be white on a red background.
- No additional curb cuts other than those shown in the plan are allowed (see Figure 15).
- Surface driveway ramps shall have a ten percent (%) maximum grade break unless inconsistent with ADA, however, if this is inconsistent with ADA requirements, then ADA requirements shall control.

FIGURE 18. TRANSIT, BICYCLE, AND PEDESTRIAN NETWORK



Note: Internal pedestrian pathways shown in the Figure above are approximate locations, to be finalized in project implementation.

TABLE 5. CITY OF HOPE TRIP GENERATION MAXIMUM

BASELINE				MAXIMUM BUILDOUT				
Trip Generation Rate Per Person		Population (persons)	Trip Generation	Population	Trip Generation	Transit Credit (4%)	Net Trip Generation	Incremental Trip Generation
Daily	1.85	6,448 persons	11,929	9,393 persons	17,377	-695	16,682	4,753
AM Peak Hour	0.20		1,290		1,879	-75	1,804	514
PM Peak Hour	0.18		1,161		1,691	-68	1,623	462

- Dead-end roads (excluding driveways) are prohibited, except for service and emergency vehicle roadways.
- Crossing points for pedestrian and bicycle traffic on internal roadways, circular driveways, and access points to public streets should be clearly identified by pavement markings, colored and textured pavement, and signage.
- Campus shuttle stops should be located near pedestrian pathways, be clearly visible with signage, and include amenities such as benches, trash receptacles, and maps.
- Lighting shall be provided on all primary and secondary roadways. Lighting levels shall be sufficient to ensure the safety and security of both vehicles and pedestrians, but shall not spillover onto adjacent residential properties. Compliance with the lighting standards and guidelines in Section 4.6 of this Specific Plan shall ensure consistency with this requirement.
- Access to the mid-block driveway access point on Cinco Robles Drive will be prohibited upon completion of the adjacent parking lot.

Gated Access Standards

- Each gated access point shall ensure an area of sufficient length and width to safely stack vehicles coming onto the property from the adjacent roadway and to enter/exit without blocking public right of way.
- All gated access entrances and exits shall be setback a minimum of 50 feet from the public right-of-way or edge of curb to the gate or other impediment to provide an adequate queing distance and U-turn maneuverability for vehicles.
- Each gated access point should have an area that allows traffic to safely maneuver and turnaround when the gate is in the closed position.
- When new gated or manned entrances are proposed or modified by City of Hope, an access plan shall be submitted for Director review and approval.

4.3.2 TRIP GENERATION

Trip generation rates per person for daily trips, including AM and PM trips, were developed for the City of Hope Campus using the baseline population of 6,448 persons on the campus daily. The baseline daily trip generation on the campus is 11,929 trips. Baseline trip generation rates applicable to the Specific Plan are indicated in Table 5.

For purposes of calculating trip generation and potential traffic impacts under maximum buildout, a buildout population of 9,393 persons on the City of Hope Campus daily were used. This results in a daily trip generation of 17,377 trips per day. Trip generation rates under maximum buildout and net trip generation are indicated in Table 5. A transit credit of 4% for trips was applied, resulting in a net trip generation amount of 16,682 trips per day.

4.3.3 CALTRANS IMPROVEMENTS

The California Department of Transportation (Caltrans) has been working with the City of Irwindale over several years to study and complete various regional transportation improvements. To assist Caltrans and the City of Irwindale, City of Hope has agreed to, and shall, make a fair-share contribution toward those improvements as set forth below to help achieve the goals of both agencies. Accordingly, prior to the issuance of the first certificate of occupancy for a building on any portion of the Specific Plan area within the City of Irwindale's boundaries, City of Hope shall deposit a total amount of $675,000 into a traffic improvement fund, to be established by the City of Irwindale and to be used on any state facility improvements, within the City of Irwindale's boundaries, which shall include, but is not limited to, the specified improvements that shall be implemented by the City:

- A fair-share contribution for improvements at the 1-605 Southbound off-ramp/Arrow Highway intersection. Improvements may include, but are not limited to, construction of an additional southbound left-turn lane for the Southbound 1-605 off-ramp, modifications to the traffic signal, and restriping.
- A fair-share contribution to the 1-605/1-210 Feasibility Study to evaluate and analyze regional traffic on Caltrans highway facilities.
- Cost of installation of a new traffic signal at the I-605 Northbound off-ramp/Live Oak Avenue intersection as described in Mitigation Measures TRAF-1 in the Certified Final EIR, which the City of Irwindale shall cause to be installed within two years of the date City of Hope deposits $675,000 into the traffic improvement fund.

City of Hope shall otherwise comply with all traffic mitigation measures as set forth in the adopted Mitigation Monitoring Plan.

4.4 TRANSIT, BICYCLE & PEDESTRIAN NETWORK

4.4.1 TRANSIT SERVICE

The City of Hope Campus is located adjacent to the Duarte/City of Hope Station of the Los Angeles County Metropolitan Transportation Authority (Metro) Gold Line Foothill Extension, which runs from downtown Los Angeles to Azusa. The station stop is located across Duarte Road at the eastern edge of the campus, and provides regional access to the campus for Gold Line riders.

The extension of the Metro Gold Line provides a link from Duarte to/from Downtown Los Angeles as well as to/from Azusa to the east, and will better connect the campus to public transit opportunities (rail and bus) throughout the region. Specifically, the Gold Line extension provides an alternative means of transportation to work for employees, contractors, clients, or client families who live in close proximity to both existing and planned Gold Line stations, as well as bus lines that connect to those stations or other rail lines that connect to the Gold Line. A crosswalk will be required at the Circle Road intersection to accommodate the logical pedestrian path of travel from the Duarte Station to the City of Hope Campus.

In addition to the Metro Gold Line light-rail train, several local bus routes provide public transit service within the vicinity of the City of Hope Campus. The City of Duarte has operated a local fixed-route circulator bus service since 1984, which connects with Metro Rail Gold Line and Metro and Foothill Transit buses. Buses in the Duarte Transit System operate along two main routes on weekdays and a single route on Saturdays. The Duarte Transit "Green" and "Blue" routes currently pass the City of Hope Campus on Duarte Road and travel near the campus entrance on Buena Vista Street.

Metro bus lines and Foothill Transit lines also serve the Specific Plan Area. Foothill Transit Lines connect with Metrolink Baldwin Park, and include a stop directly adjacent to the north side of campus.

Access Paratransit provides regional paratransit services throughout Los Angeles County for all locations within a three-quarter mile of any active bus line, and includes locations throughout the City of Duarte. Access Paratransit users must be an Americans with Disabilities Act (ADA)-eligible paratransit rider to utilize this service.

4.4.2 SHUTTLE SERVICE

The campus also provides an on-demand shuttle service to assist patients, visitors and employees to and from parking areas and around campus.

- On-campus shuttle services provided by City of Hope shall be ADA accessible including both vehicles and available through an on-demand phone number clearly posted at all the shuttle stop locations. ADA accessible shuttles shall be available upon request.
- Shuttle stop locations shall be ADA accessible and should be distributed evenly across campus to serve both clients patients and employees.
- Shuttles shall not stop on a campus roadway at a shuttle stop location for more than five (5) minutes. Shuttle stop locations shall not act as layover or waiting areas; those areas shall be provided in a location outside required roadway widths or parking spaces.

4.4.3 BICYCLE NETWORK

Many hospital employees and visitors currently ride their bikes alongside cars in the roadway or alongside pedestrians on the sidewalk through and around campus. Improving bicycle safety, circulation, and access are important objectives of the City of Hope Specific Plan. Figure 18 illustrates proposed bike improvements and the internal roadways which will accommodate those upgrades. These improvements include: shared lane treatments, bike parking facilities, and connections to the Emerald Necklace Recreational Trail System (with an access point immediately east of campus) and bike lanes/sharrows along Duarte Road and Buena Vista Street.

4.4.4 PEDESTRIAN CONNECTIVITY

Pedestrian travel to and from the City of Hope Campus is mainly directed towards Duarte Road and Buena Vista Streets, where the main parking lots are located. Primary access points for pedestrians are located along Duarte Road (at Village Road, Hope Drive, and East Circle Road) and on Buena Vista Street at Village Road.

Sidewalks surrounding the campus are essential to the campus transportation network since they facilitate ADA accessible pedestrian access to the City of Hope Campus from surrounding transit stations and the surrounding community. On the date that this Specific Plan was adopted, the Hope Drive access point along Duarte Road was the only signalized intersection to provide a safe crossing for pedestrians entering and exiting the campus. The Specific Plan strives to enhance the pedestrian experience throughout campus with a combination of landscape design elements, improved signage, lighting, and wayfinding, and the provision of safe, accessible, and well-marked pathways to all building entrances.

In addition, a campus shuttle provides patients, employees, and visitors a convenient means of accessing the campus' various buildings and parking areas safely and in a timely manner.

The circulation design guidelines and standards in this section contain regulations and guidelines that aim to create a welcoming and accessible pedestrian environment throughout campus. This environment is to be achieved through connections

Pedestrian pathways should include furnishings.

Lighting features should be integrated into the design of pathways.

Clear and distinct pathways should be provided between buildings.

between the main campus entrances and public streets, and through internal pathways that provide pedestrian linkages between buildings and uses.

Regulations for Pedestrian and Pathways and Facilities

The pedestrian circulation system should provide safe, accessible, and logical connections to and from public streets, parking areas, and between campus buildings for visitors, patients and staff. The following regulations apply to all new pedestrian pathways within the Specific Plan Area.

- All new pedestrian pathways shall be universally accessible for able bodied and disabled persons, and meet ADA standards.
- Pedestrian pathways shall be a minimum of six feet in width in order to accommodate walking in groups and wheelchairs.
- A distinct pedestrian pathway for patients and visitors shall be provided between parking structures, parking lots, and campus buildings.
- Access to assembly areas from parking areas, such as visitor and auditorium uses in the Cultural Amenity zone, must be made prominent and well-defined through the use of signage, landscaping, special paving, and lighting. Wider sidewalks are encouraged between parking areas and buildings in the CA zone.

- Pedestrian walkways and sidewalks shall connect buildings in the IU Zone with parking areas, when physical conditions permit. A pedestrian path is required when uses in the IU zone include: office, laboratory, recreation, light industrial, or where required by ADA regulations.
- A clear pedestrian connection from the campus to the Duarte/City of Hope Station and other off-site public sidewalks should be provided through clearly marked pedestrian pathways, crosswalks, and directional signage.
- Safe and convenient pedestrian connections should be provided between buildings, open spaces, and parking areas. These areas should be visually emphasized through the use of landscaping, signage, lighting, distinctive or contrasting paving.
- New pedestrian pathways should include landscape furnishings such as seating, waste receptacles, emergency call boxes and signage.
- For pedestrian pathways along campus roadways, a continuous tree canopy coverage should be provided, where possible, for shade and pathway identity.
- Emergency call boxes should be located in all new parking areas and at appropriate locations along new pedestrian pathways.
- All newly constructed streets within the campus should provide accessible sidewalks on both sides of the street, as shown in Figures 16 and 17 and as further described in subject to the standards and exceptions allowed by Section 4.2. More information can be found in Section 7 ,Specific Plan Modifications and Exceptions.
- When a sidewalk is only provided on one side of a roadway, appropriate crossings and connections should be made for safe walking.

4.5 PARKING

4.5.1 EXISTING PARKING

On-site parking for employees, patients, and visitors is provided at no cost in multiple off-street surface parking lots across the City of Hope Campus. As of the date of adoption of this Specific Plan, on-site self-parking is provided at no cost. The campus provides a total of 3,482 off-street parking spaces in several small surface lots, seven distinct large lots, and two unpaved ancillary areas used for parking, as well as small pockets of parking scattered around the campus. An existing parking inventory is provided in Table 6.

4.5.2 PROPOSED PARKING

Figure 19 displays the proposed surface parking lot system, as well as permissible parking structure location areas throughout the campus. The parking structure locations are flexible, to meet the intent of the campus circulation system as a whole. Figure 19 displays the parking supply strategy for the City of Hope Campus at full build-out. Additional parking design standards and guidelines are provided later in this Section. In the event that the sole remaining non- City of Hope owned residential property located within the Transitional Medical with R-2 overlay is not acquired by City of Hope, an alternative roadway and parking lot expansion plan shall be provided.

The proposed parking system displayed in Figure 19 is guided by the future parking demand on campus, which takes in to account various changes in population. At any given time, the on-campus population consists of two groups: Patients/ Residents and Employees/Physicians (campus visitors are considered Patients/Residents). The average daily campus population will vary based on new patient intakes, the number of outpatient procedures, the number of employees, and the

FIGURE 19. PROPOSED PARKING SYSTEM

Note: Surface parking or below grade parking is acceptable anywhere throughout the Plan area, subject to development standards, design guidelines and other regulations within this Specific Plan.

TABLE 6. EXISTING PARKING INVENTORY

LOT	BASELINE PARKING INVENTORY (#OF SPACES)
2240 Buena Vista	118
2144 Buena Vista	152
Lot D Ancillary	188
Lot D	409
Population Sciences	85
Lot E	374
Utah	14
CBG	33
Lot F	114
Lot G	250
Hope Village	9
Lot A	647
Lot A Ancillary	290
Hospital Zone- Valet East	6
Hospital Zone- Valet West	20
Hospital Zone- Personnel Rd	18
Hospital Zone- Tree Ln	25
Hospital Zone- Tree Ln Lot	20
Lot B	117
Lot C	593
Total Including Ancillary	**3,482**

number of residents/visitors staying on campus. This average population will also increase over time as the campus develops. Based upon the maximum amount of new development at full buildout identified in this Specific Plan, a maximum expected parking demand and supply are identified in Table 7, City of Hope Parking Maximum. See Section 7.2 for additional information on the Parking Supply Tracking System, which will be used to track the parking supply through campus development phases.

Hotels and other stand-alone uses not operated by the City of Hope (e.g. hotel and/or restaurant/ retail) in Duarte must meet parking requirements in the Duarte Development Code and/or parking study as prescribed by the requirements in the Duarte Development Code. Parking distribution will be analyzed and shall be in close proximity to the above listed uses.

4.6 PARKING STANDARDS

4.6.1 BICYCLE PARKING

The use of bicycles to access the City of Hope Campus is encouraged by providing safe and convenient places to park bicycles. The following regulations ensure adequate short and long-term bicycle parking on campus, and should be in compliance with CalGreen Code Section 5.106.4.

- If a construction project or a building modification is anticipated to generate patient/

TABLE 7. CITY OF HOPE PARKING MAXIMUM

		EXISTING				MAXIMUM BUILDOUT					
Parking Demand Rate Per Person		Population (persons)	Parking Demand	Supply	Difference	Pop.	Parking Demand	Transit Credit (4%)	Net Parking Demand	Supply	Difference
Patient/Resident	0.66	1,086	717	734	17	2,190	1,445	-58	1,387	1,545	158
Employee/Physician	0.46	5,362	2,467	2,748	281	7,203	3,313	-133	3,180	3,908	728
Total		6,448	3,184	3,482	298	9,393	4,758	-191	4,567	5,453	886

TABLE 8. VEHICLE PARKING SPACE DIMENSIONS

TYPE OF PARKING STALL	SIZE OF PARKING STALL (MINIMUM)	
	Width	Length
Standard	9ft	18ft
Compact (Section 19.38.110-Compact Parking Spaces)	8ft	16ft
Motorcycle	4ft	7ft
Recreational Vehicle	15ft	50ft

visitor and employee traffic, City of Hope shall provide permanently anchored bicycle racks for five percent (5%) of new motorized vehicle parking spaces being added, with a minimum of one two-capacity rack. Additions or alterations which add nine or less visitor vehicular parking spaces shall be exempt from this requirement.

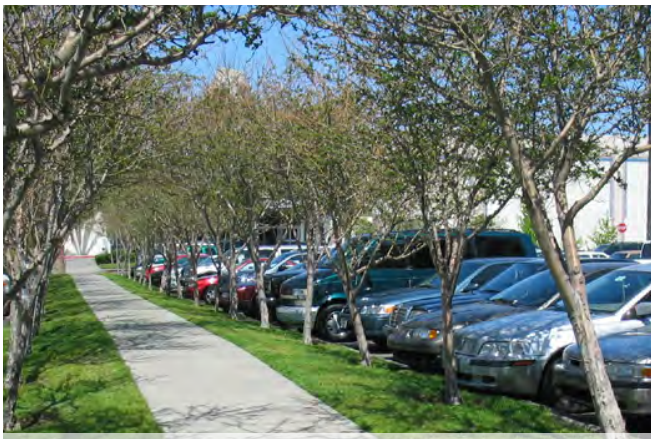
- Bicycle racks shall be located within 200 feet of the building entrance, as measured along the most direct pedestrian access route, and should consist of at least one bicycle rack.
- Bicycle parking should be readily visible to passer-bys, and located in convenient, safe, and well-lit areas.
- Bicycle parking facilities may be located in building setback areas, with the exception of setbacks adjacent to public roadways that are not screened by a solid wall or fence.
- There are no bicycle parking requirements for accessory uses.

4.6.2 PARKING SPACE AND DRIVE AISLE DIMENSIONS

Tables 8 and 9 sets forth minimum dimensional requirements for individual parking spaces. Table 8 defined the parameters for different types of parking while table 9 provides detailed requirements for "standard" parking stalls and their respective aisle widths. Design standards for handicapped parking stalls shall be provided in compliance with current requirements of the California Building Code.

Compact Parking Spaces

- A maximum of 15 percent (15%) of any distinct parking may be compact car parking spaces, in excess of the first 20 spaces.
- Existing parking lots or properties with approved compact parking spaces are allowed to remain. Compact parking spaces may remain if the parking lot is restriped.



Trees should be planted and maintained in all new surface parking lot areas

TABLE 9. STANDARD VEHICLE SPACE REQUIREMENTS

PARKING STALL ANGLE	STALL WIDTH	STALL DEPTH	STALL LENGTH	AISLE WIDTH (ONE-WAY)	AISLE WIDTH (TWO-WAY)
Standard Parallel	9 ft	9 ft	24ft	12ft	25ft
30-Degree	9 ft	16.8 ft	18 ft	13 ft	20 ft
45-Degree	9 ft	19 ft	12.7 ft	15 ft	20 ft
60-Degree	9 ft	20 ft	10.4 ft	18 ft	22 ft
90-Degree	9 ft	18 ft	9 ft	25 ft	26 ft

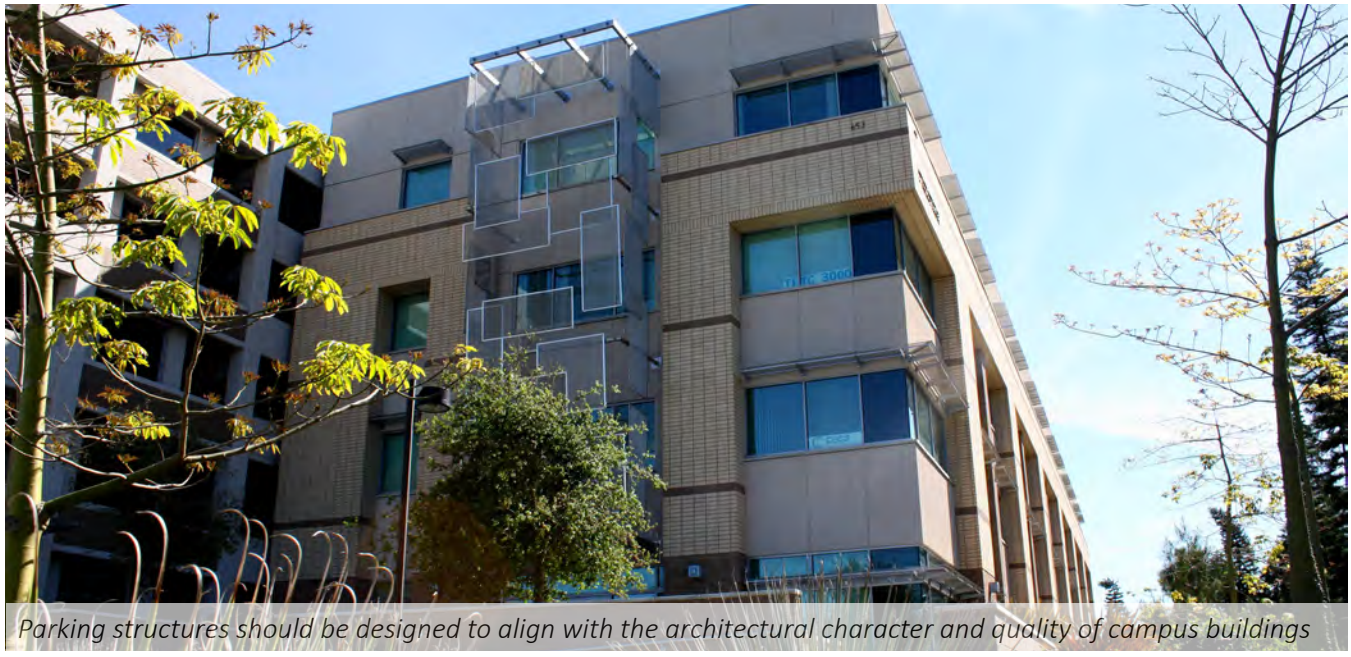
- Compact parking spaces shall be distributed throughout the parking lot with a maximum of 12 spaces in any parking lot location.
- For developments characterized by distinct, segmented off-street parking lot or structure, the maximum allowed percentage of compact stalls shall apply to each area or segment of the parking lot or parking structure.
- Compact spaces shall not be located adjacent to retaining walls or other formidable barriers which prevent adequate vehicle overhang.
- Each compact space shall be clearly labeled "COMPACT." Signs may be painted on the pavement or curb and shall be a minimum of one-foot high letters when painted on the pavement or six-inch high letters when painted on the curb.

Tandem Parking Spaces

- Tandem parking is only allowed in valet areas, subject to the approval of a valet plan as set forth in Section 4.6.
- Tandem parking areas shall be designed to provide adequate circulation and access per parking standards and requirements specified in this Section.

4.6.3 DESIGN STANDARDS FOR PARKING LOTS

- Motorcycle stalls may be used as an option to utilize areas that would otherwise not be of adequate size for conventional stalls. Motorcycle stalls shall not count toward the number of required parking spaces.
- Piers and pillars shall not encroach into parking stalls. Where a parking stall is located abutting a wall, pillar or similar structure, the stall width and/or length shall be increased by one foot, or as determined by the City Engineer for subterranean or structured parking lots.
- Where a 90-degree stall is the last stall on the end of a dead-end aisle, the aisle shall be extended three feet beyond the end of the stall.



Parking structures should be designed to align with the architectural character and quality of campus buildings

4.6.4 ADA REQUIREMENTS

The Americans with Disabilities Act (ADA) and the California Building Code (CBC) require parking for the disabled. These statutes require that hospitals and health-care centers for ambulatory patients receiving outpatient medical care must currently devote a certain percentage of the patient and visitor parking supply for disabled access ("ADA"), of which a portion must be van accessible. The most recent California Building Code requirements applicable at the time of building permit for any new building, parking lot or parking structure shall apply.

Disabled parking space requirements for the rest of the hospital parking supply (for employees, physicians and contractors and for other building uses, such as research buildings) are currently required to include one in six accessible spaces to be van accessible. The most recent California Building Code requirements applicable at the time of building permit for any new building, parking lot or parking structure shall apply.

Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, or buildings with multiple entrances, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. Sidewalks at street crossings and driveways shall comply with ADA and CBC requirements.

4.7 PARKING AREA DESIGN

The City of Hope Specific Plan utilizes three types of parking facilities: surface parking in provided parking lots, parking within a parking structure, and parking on the sides of internal roadways. No required parking for the City of Hope Campus is located on surrounding public streets. Proposed locations

of parking structures and surface parking lots are displayed in Figure 19.

Parking design addresses the dimensions of parking spaces and elements that promote the safety of pedestrians and vehicle and minimize potential negative visual effects and address the heat island effect. The following parking standard design guidelines apply to all new parking structures and new surface parking lots on the campus.

4.7.1 ALL PARKING AREAS

- Electric vehicle parking stations shall be placed in parking garages on the campus to encourage the use of zero emission vehicles. Appropriate signage and striping should be used to demarcate EV stalls. Parking garages shall accommodate level two electric vehicle charging stations. The location of the electrical outlets shall be specified on building plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy, and the number of EV spaces shall total six percent of the total parking garage spaces (per CalGreen Code Section 5.106.5.3). Exceptions occur only where there is insufficient electrical supply.
- Vehicles bearing Clean Air Vehicle stickers from

expired HOV lane programs may be considered eligible for designated parking EV spaces.

- Demarcated safe accessible pedestrian access and circulation should be provided through all parking areas and to the overall connected pedestrian pathway system.
- Emergency call boxes should be located in all new parking areas and at appropriate locations along new pedestrian pathways.
- Parking areas visible from the public right of way shall be appropriately screened by walls, fences, landscaping, or similar features and include shielding from headlamps.
- Golf cart parking shall be screened and setback a minimum of 25 feet from public roadways.
- Any future areas for storage and charging of golf carts in surface parking areas, shall be submitted for review and approval of Director.
- Golf cart parking shall not count towards meeting parking requirements.

Parking Area Lighting

- Lighting shall be provided in all parking areas, including loading and storage areas. Lighting shall be energy-efficient, and shielded or recessed so that direct glare and reflections are confined with the boundaries of the site, and shall be directed downward and away from adjoining properties and public rights-of-way.
- Light fixtures shall not exceed 20 or 27 feet in height, must use high-efficiency components, and is subject to the requirements set forth in Section 3.2 of this Specific Plan.
- Light fixtures in new surface parking areas in the TM or RMF zones shall not exceed 20 feet in height.
- For uniformity in lighting and prevention of shadows, an average horizontal luminance level of two (2) footcandles with a 4:1 Uniformity Ratio over the surface parking area should be used.
- When lighting for new or rehabilitated campus parking facilities are proposed, a lighting plan shall be prepared and submitted to the Director to examine the degree to which exterior night lighting affects an adjacent street, property owner or community. Such plan shall consider the light source, level of illumination, hours of illumination and need for illumination in relation to the effects of the lighting on adjacent streets, property owners and the neighborhood. A photometric plan shall depict the anticipated light levels generated by all exterior lights across the site and ten feet (10') beyond the property lines. The standard for which the measurement is taken will be from the property line as measured at six feet in height or above any boundary wall, whichever is higher. In no case shall the lighting measurement exceed 0.5 footcandles.
- Adequate interior stairwell and elevator lighting shall be provided in all parking structures to enhance the safety for pedestrians. Where feasible, natural lighting shall be used to enhance the pedestrian experience.
- Exposed rooftop lights on parking structures are prohibited. Glare and visibility of pole mounted light fixtures on upper decks of parking structures shall be minimized by locating lights underneath a solar pv roof structure, reducing pole heights (e.g. bollard lights) or employing full cut-off fixtures. Light pole heights shall be of modest scale and height, and located between internal parking rows rather than at the structure's perimeter.
- Lighting for parking structures should be chosen with safety as an important criterion,

and should fit the architectural character of surrounding buildings.

4.7.2 SURFACE PARKING LOTS

- A minimum of ten percent (10 %) of new surface parking lot areas shall be landscaped.
- Landscaping should be evenly distributed throughout the parking areas, adjacent to parking lots. If solar structures are placed within surface parking lots, an adjustment to the design and placement of landscaping areas may be submitted to the Director for review and approval.
- Pedestrian pathways should be designed to deter crossing through planted areas.
- Trees shall be planted and maintained in all new surface parking lot areas (not including resurfaced areas) at a minimum ratio of one tree for every eight parking spaces to mitigate the heat island effect.
- New surface parking lot areas shall be screened with vegetation walls or berms around their perimeters, at least 42" in height to minimize the impact of headlight glare. The exception being any access points for vehicles, bicycles or pedestrians.
- A vehicle overhang of 24 inches into a landscaped planter area may be included in satisfying the needed depth of a parking space as long as the planter is a minimum of 8 feet wide and a concrete curb is provided and suitable plant materials accommodate the vehicular overhang.

4.7.3 ON-STREET PARKING

- On-street parking is allowed on internal roadways only where there is eight-feet in addition to the minimum required roadway clearance, for each side of the street. (16 additional feet for parking on both sides of the street), and whereas otherwise approved by the Los Angeles County Fire Department.
- On-street parking is permitted in the circular driveway adjacent to Center Drive (in front of Helford Hospital), and within the "U"-shaped driveway at the main on Hope Drive, subject to fire lane requirements.
- Golf cart parking is not allowed along fire lanes.

4.7.4 PARKING STRUCTURES

- Vehicle circulation entering and exiting parking structures shall be directed toward primary and secondary internal roadways.
- Parking is allowed on rooftop decks of parking structures, given adherence to the guidelines in this section.
- Parking structure driveway ramps shall have a 15 percent (%) maximum grade break.
- Parking structure walls and ramp access adjacent to residential areas shall minimize vehicular entry points to lessen noise and lighting impacts.
- Parking structures should be designed to align with the architectural character and quality of campus buildings. This can include features such as fenestration, massing, architectural detailing on the façade, and landscaping. The architectural style of all parking structures shall complement the character, mass, and scale of campus buildings in the immediate area.
- Where the base level of parking structures are adjacent to pedestrian pathways, the facade should incorporate architectural detailing such as decorative grill work, trellises, landscaping planters, lighting, and high-quality materials and textures.
- Parking structures are encouraged to be mixed with other non-parking land uses (as allowed per

Table 2). This concept includes wrap and other creative parking arrangements where land uses, other than parking, occupy floor area above or below structured parking or surround parking that occupies the center of the structure.

- Above ground parking structures shall incorporate stair towers, elevator cores, or other architectural elements that are taller than the parking structure mass. Internalized ramping should be utilized to avoid angular geometry.
- In addition or to supplement the design of a parking structure as a building, landscaping or architectural screening may be placed on all sides of the structure to complement the architectural design of adjacent buildings and to "soften" the design of the structure.
- The use of subterranean or semi-subterranean parking structures is encouraged where feasible, to reduce the height and mass of structures.
- Headlight walls used to screen parking shall be used in parking structures to minimize the impact of headlight glare. These walls should be low enough for safety and security purposes, but high enough to block headlight beams, approximately 42 inches high.

4.7.5 ENTRY DRIVEWAYS & DROP-OFF AREAS/VALET

- Special paving, including colored, patterned, textured, or stained concrete that complement existing paving materials, should be used to clearly identify points of entry, drop-off areas, entrances from public streets, entrances to parking structures, and other areas where pedestrian safety and visibility is appropriate.
- New circular entry driveways, drop-off areas, and valet areas should utilize landscaping and signage to orient visitors.
- Valet stations should provide appropriate space for queue areas, signage at campus entry points, and adequate space for the valet station.
- Valet parking areas must be outside of the required internal roadway minimums.
- Valet parking is prohibited in service and emergency vehicle lanes, fire lanes, parking stalls, or required driveway dimensions.
- A campus-wide valet plan is required to be approved prior to the construction of each phase or as the need arises by agreement of the City of Duarte, the City of Irwindale, and City of Hope. The plan should address the location, size, shape and queueing capacity of the permanent valet stations.
- Mobile valet stations shall be reviewed by the City of Duarte prior to use.
- Mobile valet stations shall not be located close to the public right of way, at intersections, or along fire lanes.
- Mobile valet station shall not impede roadway or driveway widths or restrict parking for non-valet vehicles.

4.7.6 PARKING OF RECREATIONAL VEHICLES

- A minimum of five parking spaces shall be designated for recreational vehicles on the campus. Recreational vehicle parking is exclusive to City of Hope patients or their families.
- RV spaces shall be no less than 50’ long and 15’ wide. An accompanying space for a passenger vehicle should be provided adjacent to or nearby the RV space. It is recommended that RV spaces are pull-thru style. Minimum driveway aisle width within the RV area is 26’.
- Recreational vehicles shall be parked a minimum of thirty feet from the plan boundary and 30'

away from Buena Vista, and 50' from Duarte Road.

- The recreational vehicles parking area must be screened from abutting properties by walls and/or fencing and sight-obscuring landscaping at least six feet in height, subject to the approval of the Director.
- Recreational vehicles shall not be parked in designated open spaces or recreational areas.
- Recreational vehicles shall be operable and maintained in a clean, well-kept state that does not detract from the appearance of the surrounding area.
- Water and electrical power shall be provided to each individual recreational vehicle parking stall.
- RV's shall have access to on-site sewer facilities designed to serve these types of vehicles. It is recommended that each RV space should have its own sewer connection. As an alternative, the jurisdiction may approve a centralized dump station with the campus.
- When a new or rehabilitated RV parking area is proposed by the City of Hope, a RV parking plan drawing shall be prepared and submitted to the Director for review and approval.

5 DESIGN GUIDELINES

5.1 OVERVIEW & INTENT

In association with the Development Standards, the Design Guidelines will assure that the design of future buildings, grounds, landscape and infrastructure projects will achieve City of Hope's goals of a campus with design that reflects and enhances its mission of excellence in health care delivery.

The design guidelines are consistent with and implement the overall vision and guiding principles defined in Section 2, and are to be used in conjunction with the development standards and guidelines for development in Section 3 and the standards and guidelines for circulation and parking in Section 4. In particular, Section 4 provides guidance for surface parking and parking structures regarding architectural design, landscaping, and lighting.

This section provides direction for site, architectural, landscaping, lighting, and signage features. These design standards and guidelines are intended to identify and establish visual themes that are aesthetically pleasing, ensure that the Master Plan area remains compatible with surrounding residential areas, and create a cohesive sense of place for the City of Hope campus.

The design guidelines also incorporate sustainable site design practices that focus on enhancing and improving sustainability and energy conservation features throughout the City of Hope Campus. They emphasize the use of native and drought-tolerant landscaping, preservation of the natural ecosystem, replenishment of groundwater, and reduction of waste. Specific projects developed pursuant to the Specific Plan shall also follow with the City of Duarte's sustainable development practices (DDC Chapter 19.52) or Green Building Code.

This section addresses the following areas:

- Site Planning (building entrances, placement and orientation)
- Architectural Design (building quality, color, materials, style, fenestration)
- Landscaping (softscape, hardscape, fences & walls, and screening)
- Lighting

- Resource Conservation & Healthy Design
- Signage
- Public Art

5.1.1 APPLICABILITY

The following Design Guidelines are intended as recommendations that should be considered by the architect/developer team and other decision-makers. Design guidelines applies to any new construction. Construction project submittals by City of Hope shall be reviewed by the City of Duarte or the City of Irwindale for consistency with the guidelines in this Section, as applicable.

5.1.2 INTERPRETATION

Statements using "should" require compliance unless a legitimate reason or design substitute is deemed acceptable through the design review process. Statements using an action verb (define, provide, incorporate, use, etc.) are highly recommended but do not require a legitimate reason or design substitute for deviations. Finally, statements using "prohibited" or "not allowed" are not permitted. The provisions of this Specific Plan are to be used as minimum requirements for development.

5.2 SITE PLANNING

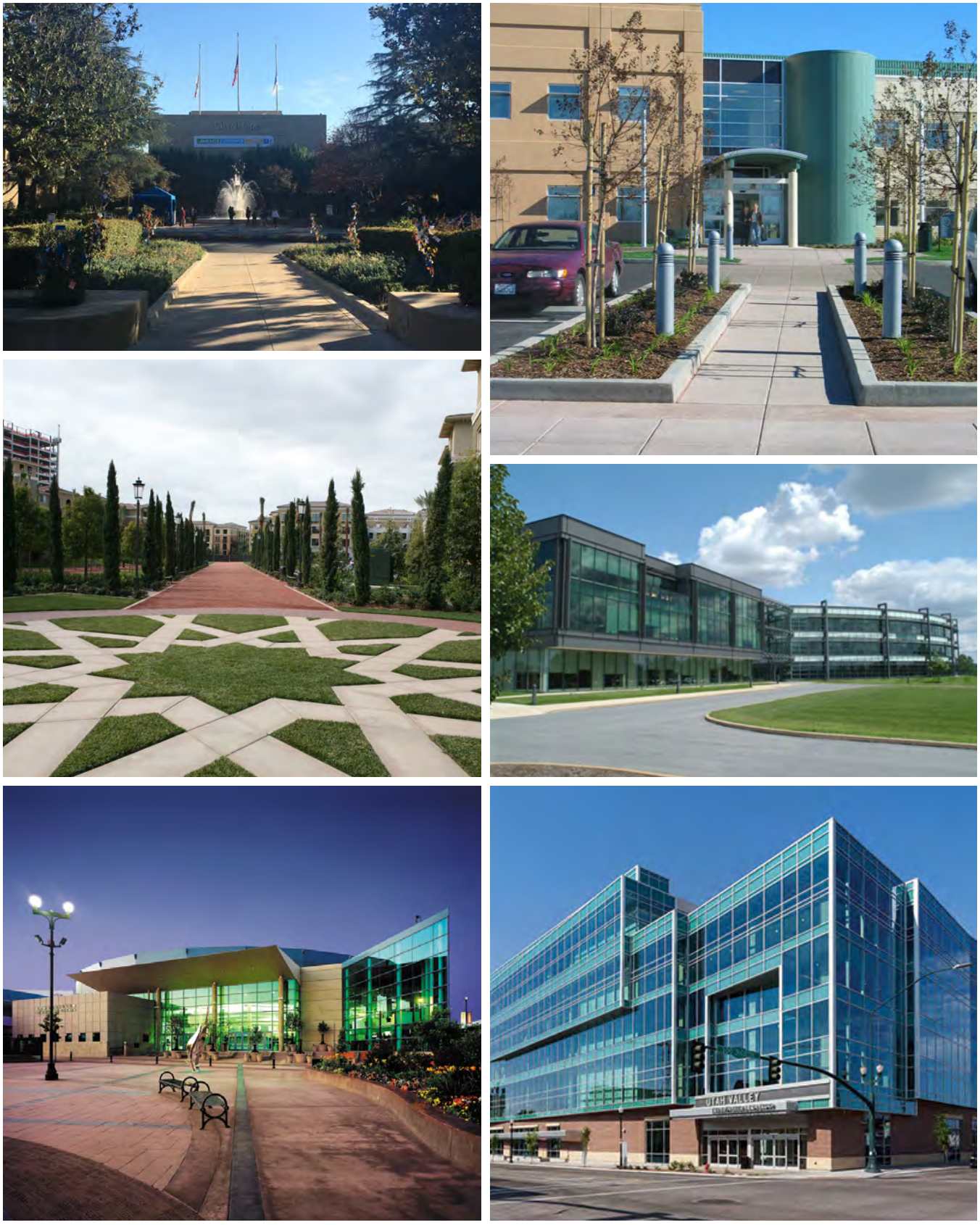
A variety of site planning factors are provided to ensure an accessible, safe, and easily navigable environment for hospital visitors, staff, and patients.

5.2.1 BUILDING PLACEMENT AND ORIENTATION

The orientation of buildings plays an important part in the overall campus design to create an accessible, safe, and easily navigable environment for hospital visitors, staff, and patients.

- Building orientation should consider the following site design factors:
  - Views of buildings from adjacent off-site locations, public rights-of-way, scenic vistas, and other natural features
  - Views from buildings to surrounding areas, scenic vistas, and other natural features
  - Pedestrian circulation, accessible to all users, especially to adjacent building entrances and parking facilities
  - On-site vehicle/bicycle circulation and parking
  - Access for service/delivery, fire and emergency, on-site shuttles, and other vehicles
  - Relationship of buildings to open spaces on campus
  - Important existing features on-site, such as mature tree stands, water features, and iconic buildings
  - Exposure to natural elements, such as sun and dominant wind patterns
- In general, buildings should maintain a strong relationship to the street or open space area, such as courtyards, to create an accessible and inviting environment.
- Individual buildings should respond to adjacent uses, building massing, and open space to balance the overall campus environment.
- Buildings should be oriented to frame entry courts, courtyards, paseos, and similar spaces that create inviting and useful outdoor spaces.
- Buildings should be directed away from abutting residential uses and external public roadways.
- Building design plans should provide open space for each building, where appropriate, that is directly accessible and integrates landscape and architectural design.
- To enhance natural surveillance, project design should maximize unobstructed views of people and property near entryways, pathways, open spaces, and parking lots.

FIGURE 20. IMAGES FOR BUILDING PLACEMENT, ENTRANCES, AND ARCHITECTURAL DESIGN



5.2.2 BUILDING ENTRANCES

- Building entrances should be defined through landscaping, site design, and significant features or architectural elements, and in conjunction with primary patterns of use and entry, including defined accessible pedestrian circulation paths.
- Primary building entrances should be located along major sight lines.
- Buildings should incorporate Crime Prevention Through Environmental Design (CPTED)[1] design measures where appropriate to create safer environments. Entrances should be well lit, well defined, and have active frontages.
- Building entrances should be clearly identifiable from a considerable distance and offer protection from natural elements, such as overhangs and shading devices.
- Primary building entrances should be defined through building articulation and landscaping.

5.3 ARCHITECTURAL DESIGN

Provisions for architectural design draw on site context, individual building programs, and innovative building techniques to create a desired built environment characteristic of a cutting-edge hospital and medical research campus.

5.3.1 ARCHITECTURAL CHARACTER & BUILDING FORM

- In general, buildings should employ high-quality architectural designs consistent with the needs of a cutting-edge hospital and medical research facility.
- High quality and consistent design should be employed on all sides of a building.
- High quality design, construction, and materials should be employed on all buildings to provide for long-term function and reduced maintenance of the building.
- Building forms should be articulated with varying roof heights, wall planes, colors and materials, and/or building modulation. Unarticulated walls of 100 feet and greater are strongly discouraged.
- The use of outdoor space between buildings, such as interior/side yards or terraces, should be considered as a means to break up and articulate building mass.
- Buildings should be consistent with the architectural style, height, mass, articulation, and materials of the high quality buildings that surround them.
- The style of the roof should be in accordance with the building's architectural character to enhance the value of the building design and to shield rooftop equipment.
- Courtyards and atriums may be used to bring light and air into interior spaces, where appropriate.

5.3.2 BUILDING COLORS & MATERIALS

- Buildings should use a minimum of three different exterior material types.
- Use durable and complementary roof and rooftop screening materials that integrate with the architectural character of the buildings.
- Buildings are highly encouraged to use durable, sustainable, low maintenance, high quality materials to develop long-lasting buildings that can be adaptively reused over time and are appropriate to the architectural character of the campus:

1. CPTED is a multidisciplinary approach to deterring criminal behavior through environmental design. CPTED strategies, defined by the International CPTED Association, utilize the built, social, and administrative environment to influence offender decisions that precede criminal acts.

FIGURE 21. IMAGES FOR ARCHITECTURAL DESIGN

  - » Glass of varied colors, tints, or effects; painted metals; metal sheens; travertine; sandstone; stucco; precast concrete; and factory-finished metal panels (heavy gauge only, in corrugated, louvered, architectural seam, or flat sections) are preferred.
  - » The finish, texture, and color of materials should be compatible with the overall architectural theme of the City of Hope Campus.
- Materials should be incorporated such that they do not appear to be merely surface applications, but an integral component of the architectural design.
- Where appropriate, buildings should use materials with a higher recyclable content, such as stucco, glass, laminate panel cladding, tile, stone, or metal.
- Garage openings, parapets, screens, entrance canopies, scuppers, downspouts, and metal railings should be compatible with the building design.
- Accent materials with a bolder texture or color (stone, laminate panel cladding, aluminum, tile, brick, mosaic, signature metals, etc.) can be used to highlight entrances and/or noteworthy architectural elements of new structures.

5.3.3 FENESTRATION (WINDOWS & DOORS)

- The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems.
- The use of a variety of different window types, shapes, sizes, and colors are highly encouraged to help define different building elements.
- Windows should use varied types of glass, glazing, and tints to accentuate different sections of the building. Windows and glass can also be featured as a design element for buildings, such as accents on towers and curvilinear surfaces.
- Window frame materials should be of aluminum, steel, or clad material. Vinyl window frames are not allowed unless used on residential buildings with 2 or fewer stories that already contain vinyl windows.
- Greater attention to detail and architectural quality should be used at the ground level of buildings to help activate the streetscape and provide an engaging and interesting pedestrian experience.

5.3.4 BUILDING FAÇADES

- A material and design break should be incorporated into building façades greater than two stories. This guideline does not apply to a porte-cochère designed primarily as a covered vehicle entrance.
- Varied modulation for exterior façade surfaces is encouraged, but cube-shaped projections are prohibited.
- All-glass buildings are prohibited.
- Awnings should only cover entrance openings so as to not cover the entire building façade.
- Buildings and structures adjacent to public roadways and pedestrian pathways should incorporate human-scaled building features at the pedestrian level, such as windows, doors, and entry features.
- For any new structure or addition, all façades should incorporate features that eliminate blank (one solid material) and unarticulated walls, add visual interest, and display a distinctive architectural style, in particular, as visible from the public right-of-way.

FIGURE 22. IMAGES FOR BUILDING FAÇADES AND FENESTRATION

- The maximum width of a blank façade without any vertical or horizontal architectural design feature or articulation should not exceed 25 feet.
- The ground-level face of any building fronting a pedestrian path should incorporate modulation in plane, height, material, color, or roof treatment.
- Varied materials, texture, patterns, colors, and details on building façades should be used to diminish the perceived mass of large-scale buildings.
- Building façades should incorporate three-dimensional detailing such as window moldings, bay windows, belt courses, and cornices to create visual interest.
- Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.
- Buildings greater than three stories should provide variation by using fenestration and sunshades to create an interesting pattern of projections and recesses, light, and shadow.

5.4 LANDSCAPING

Landscape design standards and guidelines are established to give character and definition to the City of Hope Campus and to enhance the range of open spaces in the Specific Plan Area.

Sustainable site design practices are emphasized for new landscaping and renovations—the use of native and drought-tolerant plants, preservation of the natural ecosystem, replenishment of groundwater, and reduction of waste. This section emphasizes the use of a variety of plant types, textures, heights, and colors to add character and properly define, identify, separate, and enclose spaces on the City of Hope Campus.

The term "landscape area" refers to all areas on a given project site not used for buildings, roadways, parking/truck loading, or storage. Landscape area, unless otherwise noted, includes all pedestrian areas, plazas, and walkways. All landscape elements should be designed in coordination with adjacent development sites to ensure smooth transition from one landscaped area to the next, and should comply with the California Model Water Efficient Landscape Ordinance.

The provisions of this Section apply to all new or replaced landscape and open space, hardscape and/or furniture projects. As further described in Section 3.2 of the Specific Plan, the following guidelines provide additional information on different open space and landscape areas, softscape, irrigation, hardscape and outdoor furniture. Landscaping located in the CA Zone will comply with MWELO requirements related to special landscape areas.

Different types of open space, which together compose the City of Hope Campus open space system, are as follows:

5.4.1 OPEN SPACE TYPES

Main Building Entrance

- The main building entrance is an area immediately in front of a building. The main entrance to any of the City of Hope buildings is the transitional space between the outdoors and the interior of the building and is characterized as the welcoming space. New main building entrances should include enhanced paving such as colored concrete with special finishes, concrete pavers, or natural stone.

FIGURE 23. IMAGES FOR SOFTSCAPE AND OUTDOOR FURNITURE

Building Frontage

- Landscaped areas adjacent to the primary front façade of the building. The building frontage is the area on either side of the main building entrance, running the length of the building
- Building frontages facing a street should be landscaped and include pedestrian walkways and enhanced paving.
- A six foot minimum-width sidewalk should be provided along street-facing building frontages. This requirement can be met with a six foot wide sidewalk that is being provided to comply with street standard requirements.

Building Perimeter

- Landscaped areas adjacent to the sides of a building, excluding the primary front façade. The building perimeter is the landscaped area adjacent to the sides of the building, excluding the primary front facade. In most cases, the building perimeter will be landscaped, through in some areas the perimeter may be wide enough for a sidewalk. Building frontages not adjacent to a street should provide 5' landscaping. It is recommended to provide a minimum of 5' around building perimeters with the exception of buildings in the IU district.
- Trees should be used around buildings with large expanses of wall, such as a parking structure or maintenance buildings.
- As referenced in Section 4, a six foot-minimum-width sidewalk should be provided along street-facing building perimeters. This requirement can be met with a six foot wide sidewalk that is being provided to comply with street standard requirements.

Landscape Parkway & Medians

- An attractive and varied use of trees, shrubs and groundcover are highly encouraged within landscape parkways and medians. Plant selections should be designed to allow clear vehicular visibility.

Transitional Buffer

- Landscape areas adjacent to neighboring residential uses should be designed to provide a buffer from campus lighting and to increase residential privacy.

Connector Space

- Connector space are landscaped areas along pathways that provide pedestrian access to buildings, parking and other open spaces.

Park and Garden Space

- Landscaped areas often used for gathering, recreation, and leisure. These areas can also include garden space where various plants are cultivated, such as herbs, fruits, flowers, or vegetables.

Softscape

- Invasive plants listed by the California Invasive Plant Council in Southern California are not permitted in any new landscape areas on the campus.
- Low shrub masses, groundcovers, and/or grasses should be used where visibility and line-of-sight is important.
- Where existing landscaping is retained, it should be used as an integral element of the new landscape design so that there is a seamless visual and functional connection between new and existing landscaping.

FIGURE 24. IMAGES FOR HARDSCAPING AND OUTDOOR FURNITURE

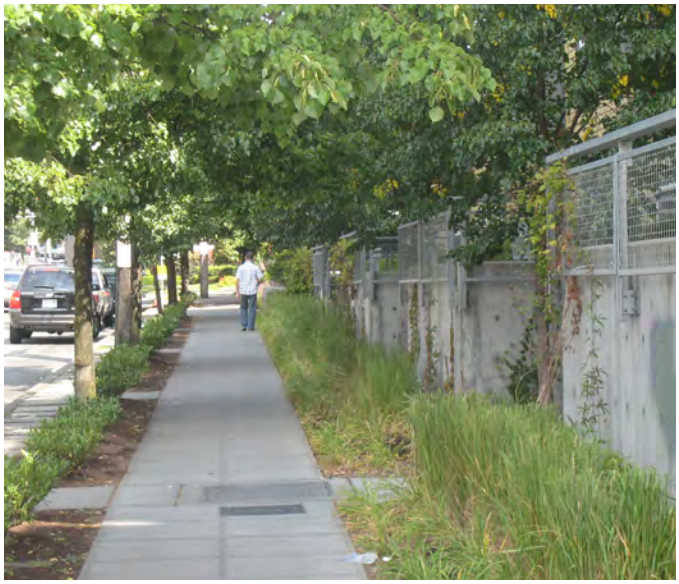
- Plant material should incorporate native and low-water-use species. Drought-tolerant grasses should be used for lawn areas where possible.
- Softscaping should integrate sustainable design approaches, such as replenishment of groundwater, the reduction of waste, and the preservation of existing natural ecosystems.
- The use of local resources and materials is encouraged in all landscape areas.
- Shading through landscaping or man-made structures should be provided in landscaped areas where appropriate.
- Planting of trees along southern and western building walls is encouraged to reduce the urban heating effect.
- Landscaping should include a climate-adapted plant palette, in varying heights, colors and forms; with accent trees; within mulch, decomposed granite, rock or stone or similar natural material landscaping beds.
- Quality mulch of sufficient spread and depth to provide an effective weed barrier should be used in all planted areas.
- Large specimen trees should be incorporated near major new buildings to provide a signature landscape element and to help increase the building's energy efficiency through additional shading.
- Plant material should be used to screen trash enclosures, parking structures or areas, storage areas, loading areas, and utilities.
- Existing significant trees in the Cultural Amenity District (which includes Pioneer Park, Rose Garden, and Sculpture Garden), should be retained where feasible. Plants and hardscape materials should complement existing materials to preserve the existing historic landscape.
- Landscape buffers should provide a varied landscape design, which includes continuous, tall, evergreen plants—in addition to security walls and fences—to provide a physical and visual barrier between the campus and adjacent residential uses.
- Boulders, rocks, and stones are encouraged within landscaped areas.

5.4.2 IRRIGATION STANDARDS

The City of Duarte has adopted a landscaping ordinance pursuant to state requirements, which requires new landscapes to be designed to conserve water and adhere to an annual water budget, also known as the maximum applied water allowance or MAWA (in gallons per year). Projects that trigger MWELO and requirements of the Ch. 19.40 of the Duarte Development Code shall comply with the requirements and standards in Section 3. For projects that do not meet those requirements, the design guidelines below are applicable:

- Irrigation systems should be operated automatically using an electric controller and low-voltage remote control valves and rain sensors.
- Irrigation systems should use water-conserving methods and water-efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors.
- Drainage should be directed to subterranean retention systems, permeable areas, or small bioswales where feasible to minimize discharge to the storm drain system.
- Vegetation and other improvements capable of carrying, retaining, infiltrating, and treating runoff should be used in a safe manner to the extent feasible.

FIGURE 25. IMAGES FOR FENCES, WALLS, AND SCREENING



5.4.3 HARDSCAPING AND OUTDOOR FURNITURE

- Outdoor furniture should be provided at all main building entrances for buildings in the CM and CA districts, or where buildings serve the public.
- Outdoor furniture should be made of permanent and weather resistant materials.
- Outdoor furniture such as trash receptacles, poster kiosks, benches, and other amenities should be compatible with the overall campus design, and elements such as signage and paving, to enhance the identity of the campus.
- The campus should incorporate a comprehensive system of visually coordinated, comfortable, and weather-resistant outdoor furniture, located in high-use areas and shaded by trees or other overhangs where possible.
- All hardscaped areas should be ADA accessible and made of approved ADA materials.
- All paved areas should be sloped to drain at one percent (%) except where accessibility requirements preclude it.
- Visual interest should be created by varying the colors, patterns, and textures of quality paving materials.
- Distinct and contrasting hardscape materials should be used in major open space areas, building entrances, pedestrian/vehicular entries into the campus, pathways and paths to outpatient or visitor care, and parking areas.
- The use of dark-colored paving materials should be limited in order to reduce the urban heat island effect.
- Pervious or open-grid paving is recommended for use in parking areas, to reduce the negative effects of stormwater runoff and facilitate groundwater recharge. Where feasible, all runoff in parking areas should be directed to bioswales or retention basins.
- Permeable paving and/or recycled materials should be used to the extent feasible.
- Decomposed granite and other natural paving materials may be incorporated into landscaped areas to provide visual interest or to allow for limited pedestrian use.
- It is recommended that 30% of hardscaped areas on the campus be paved with at least two of the following decorative paving materials, and the remainder of hardscape area should be paved with uncolored concrete:
  - Colored concrete, stained concrete, or stamped concrete
  - Brick or natural stone paving materials
  - Interlocking concrete pavers
  - Tile
  - Decomposed granite
  - Other decorative paving materials subject to approval by the Director, as applicable.

5.4.4 FENCES AND WALLS

- All new interior fences and walls, retaining walls, and screening walls within public view from within or outside the City of Hope Campus should provide visual interest that is compatible with surrounding site improvements.
- Fences along buildings, retaining walls in the interior of the campus, and screening walls should be compatible with the scale, material, and color of adjacent buildings and landscaping.

UTILITY, MECHANICAL EQUIPMENT, AND TRASH AND RECYCLING SCREENING

- Screening trees should be used around buildings with large expanses of wall such as parking structures or maintenance buildings.

FIGURE 26. IMAGES FOR CAMPUS LIGHTING

- All ground-mounted equipment should be in designated utility and/or service areas, and/or screened from public view by landscape or architectural treatments.
- Trash enclosures do not count towards required landscaping. However, the design should be integrated with surrounding landscaping through the use of vines, trellises, etc.
- Architectural design and materials used on trash, recycling, utility, and mailbox enclosures and screens should be the same as or compatible with the primary building they serve.
- All areas with utility, mechanical, trash and recycling equipment should be located in strategic areas to minimize the effects (noise, visual qualities, etc.) such equipment may have on adjacent uses, and should be screened by landscaping, a fence, or a wall and designed to be visually compatible with other site elements.

5.5 LIGHTING

Lighting is a primary contributor to the security and safety of the campus during nighttime hours. Lighting provisions are established to promote energy efficiency, address safety and security needs, and minimize light pollution. They are also intended to create a consistent lighting theme.

- Lighting should use Crime Prevention Through Environmental Design guidelines to create well-lit entryways, pathways, open spaces, and parking lots.
- High-efficiency, warm white light is encouraged throughout the campus. Overly bright or glaring lights should be avoided.
- Lighting design should consider the use of control systems that reduce light levels during low-usage times while not sacrificing uniformity or safety.
- Special and subtle illumination is encouraged on and around buildings to accent main building entrances, special architectural elements (such as distinctive building elements or rooftops), and landscaping.
- Light fixtures should be made of materials that have long life spans and are able to withstand exposure to harsh weather and constant use.
- Similar or identical lighting fixtures should be used for buildings, signage, parking, internal road, and pathway lighting throughout campus to maintain a consistent and cohesive theme.
- Areas along the perimeter of the Specific Plan Area should be well illuminated to enhance the perimeter landscape and provide accent lighting for campus identity markers, except when abutting residential properties.
- Pole-mounted lights should be as short as possible and use more fixtures rather than fewer but tall fixtures.

5.6 HEALTHY DESIGN & EFFICIENCY

This Specific Plan incorporates environmental sustainability in various aspects of the City of Hope Campus to provide an environmentally responsible working environment while contributing energy efficiency improvements and improved health. The following standards and guidelines emphasize sustainable development practices and best management practices in an effort to establish City of Hope as a leader in sustainability.

5.6.1 ENERGY EFFICIENCY

- Exceeding local and state energy-efficiency building requirements is encouraged.
- Energy-efficient and natural lighting and ventilation should be used wherever possible.

FIGURE 27. IMAGES FOR ENERGY EFFICIENCY, SIGNAGE, AND PUBLIC ART

- The use of materials that reduce heat transfer into and out of buildings (such as light-colored roofing materials) is encouraged.
- Whenever possible, building articulation and form should be expressive of and driven by environmental and site conditions, such as solar orientation, views, noise, prevailing winds, and local climate. South- and west-facing windows should either be tinted, or shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.
- Buildings are encouraged to integrate sustainable design features such as photovoltaic panels (especially on top of parking decks).
- Nontoxic, recycled-content materials should be prioritized in the design and construction of buildings.
- Green roofs may be considered as alternatives to active spaces and to help reduce the urban heat island effect.

5.6.2 HEALTHY DESIGN

- Recreational amenities should be incorporated on campus, including community gardens, gathering spaces, campus walking paths/routes, and areas for physical activity.
- Buildings should provide visibility and access to active/recreational areas.
- Interior stairs should be clearly labeled and/or identified near the building's entrance to increase their use.
- Bicycle storage and infrastructure should be secure, easily accessible and identifiable, and near building entrances.
- To facilitate pedestrian movement, a continuous, unobstructed path of travel should be maintained in any pathway.
- Pedestrian pathways can be used to connect less active outdoor spaces with more active uses.

5.7 SIGNAGE

Signage provisions establish identifiers for the campus; provide wayfinding for employees, visitors, and guests; and maintain consistent quality and appearance of signs throughout the campus. New signage in the campus shall comply with the City of Hope Master Signage Program.

- All signs should be compatible with the campus character, architecture style, and landscaping and should enhance the overall identity of the campus.
- Sign typeface should be legible, in a consistent style and color, and of an appropriate scale to be read by the intended user.
- No more than three colors should be used for most sign types. A substantial contrast between letters and symbols and the background help improve a sign's legibility.
- All signs should be constructed of durable and weatherproof materials.
- Signs at public entrances should be internally illuminated.
- Existing signs should be replaced over time to comply with the Master Signage Program all signage standards and guidelines.
- Signs should only advertise City of Hope, its donors and businesses/uses on campus.

5.8 CAMPUS PUBLIC ART

Public art at City of Hope reflects the visual and cultural setting of the campus as well as its character, spirit, and personality. Art is currently installed in publicly accessible or visible places throughout the campus, both indoors and outdoors, to help create a healing environment for patients and their families.

For purposes of this section, "Public Art" shall mean an original work or service of an artist created or installed in a publicly accessible or visible interior or exterior location on the City of Hope Campus, including, but not limited to, earthworks, mosaics, murals, paintings and sculptures.

Prior to the issuance of a certificate of occupancy for any new building exceeding [5,000] square feet in any district other than the IU District, City of Hope shall (i) install Public Art on the campus and (ii) provide documentation to the [Director] demonstrating that the Public Art satisfies the following requirements:

- The value of the Public Art should be a minimum of [0.25 percent (%)] of the total valuation of the new building, according to the city's building permit fee schedule.
- The Public Art may be located anywhere on campus, in either exterior and interior spaces, so long as the Public Art is in a publicly accessible or visible location. City of Hope is encouraged to locate the Public Art in areas of greater public activity on the campus. The location of the Public Art should be provided on a site and/or floor plan and submitted to the City.
- For Public Art located in exterior locations, City of Hope should coordinate the Public Art with the design of surrounding landscape and hardscaped features and ensure it is made of durable and maintainable materials.
- City of Hope should maintain all Public Art in a manner that ensures it is in good condition and can be enjoyed by the public.

In lieu of providing Public Art on a building-by-building basis, City of Hope may elect to collect and retain Public Art funds for larger and more substantial artworks. If selected, City of Hope may amass up to $250,000 into a Public Arts Fund, which will be managed and maintained by City of Hope and monitored by the City of Duarte. An annual report showing the amount of funds in the Public Arts Fund shall be submitted by June 30th of each year to the City of Duarte Community Development Director. City of Hope will be required to install Public Art from the Public Arts Fund when the following occur: (i) the amount of the Public Arts Fund equals or exceeds $250,000, and (ii) when the next proposed building project exceeds 5,000 square feet. Should City of Hope wish to increase the maximum amount of the Public Arts Fund over $250,000, the City of Duarte Community Development Director may approve such an increase in his or her discretion upon request from City of Hope. Public Art that utilizes funds from the Public Arts Fund may be installed at any publicly accessible or visible location and is not required to be installed with the aforementioned building project exceeding 5,000 square feet.

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6 INFRASTRUCTURE & SERVICES

6.1 OVERVIEW & INTENT

The City of Hope Specific Plan addresses the need to provide and/or upgrade existing infrastructure and utility systems to support the new improvements and development within the Specific Plan Area. This Infrastructure & Services section examines existing and proposed infrastructure systems, including water, sewer, drainage, dry utilities, and public services and facilities. Proposed system configurations are based on anticipated capacity needed to support the proposed development scenario shown in Figure 7. Illustrative Site Plan.

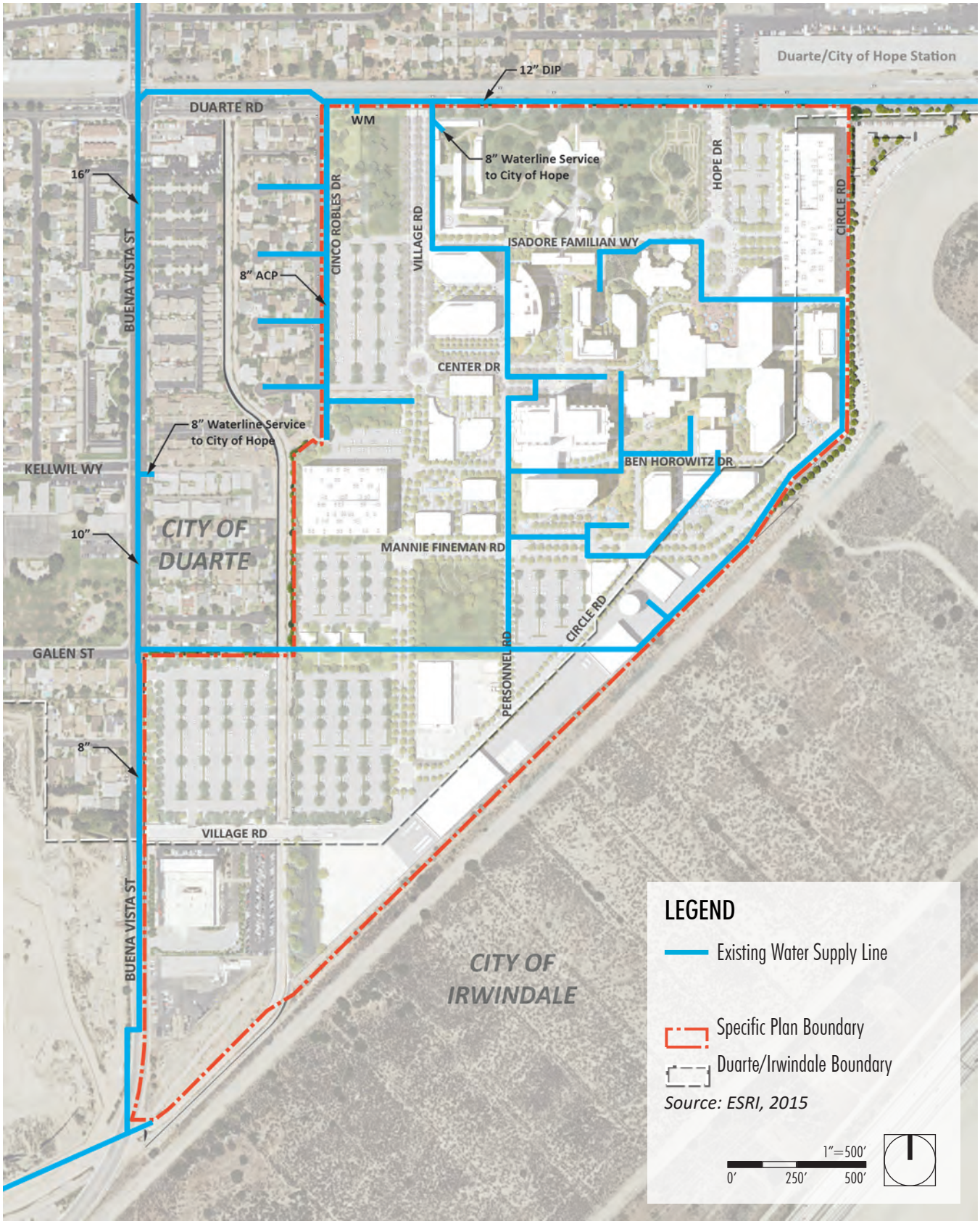
6.2 WATER SYSTEM

The City of Duarte is currently served by groundwater sources from the Main San Gabriel Groundwater Basin. Water service is provided to the City of Duarte and portions of the City of Irwindale, including those portions on the campus, by California American Water's (Cal-Am) Los Angeles County District or any future water provider to the area. This district also services areas from Baldwin Hills to San Marino. The elevations of the campus range from 482 feet (above mean sea level) to 435 feet (above mean sea level), and the available water pressure ranges from 85 to 100 pounds per square inch. The Specific Plan Area lies within the Scott Pressure Zone, which has a hydraulic gradient line of 715 feet (above mean sea level). This level is typically the pad elevation of the water reservoir that supplies water storage for the pressure zone.

At the time this Specific Plan was adopted, water service infrastructure was installed throughout and surrounding the Specific Plan Area, which has two 8-inch laterals and meters. One lateral is at the northwest corner of the Specific Plan Area, east of Village Road, and is connected to a 12-inch ductile iron-pipe water main on Duarte Road. The second is at the southeast corner of the intersection of Buena Vista Street and Galen Street, just north of campus's western property line. (see Figure 28. Water System).

At the time this Specific Plan was adopted, laterals and meters servicing the campus connected to the following water lines, which exist adjacent to the City of Hope Campus:

FIGURE 28. WATER SYSTEM



- **Duarte Road.** A 12-inch water main was recently installed as part of the Metro Gold Line Extension project. It runs east–west about 14 feet south of the southern right-of-way (ROW) on Duarte Road for the length of the project frontage and jogs to 40 feet north of the southern ROW to the west of Cinco Robles Drive. This water main provides service via an 8-inch lateral to the City of Hope site and connects to a 16-inch water main at Buena Vista Street.
- **Cinco Robles Drive.** An 8-inch water main runs south–north, 16 feet west of the eastern ROW and connects to the 12-inch water main at Duarte Road.
- **Buena Vista Street.** The southernmost corner of the campus borders Buena Vista Street, where an 8-inch water pipe runs south–north, 5 feet west of the eastern ROW. North of the campus along Buena Vista Street, the 8-inch pipe widens into a 10-inch pipe and finally to the 16-inch water main near Buena Vista Street and Duarte Road.

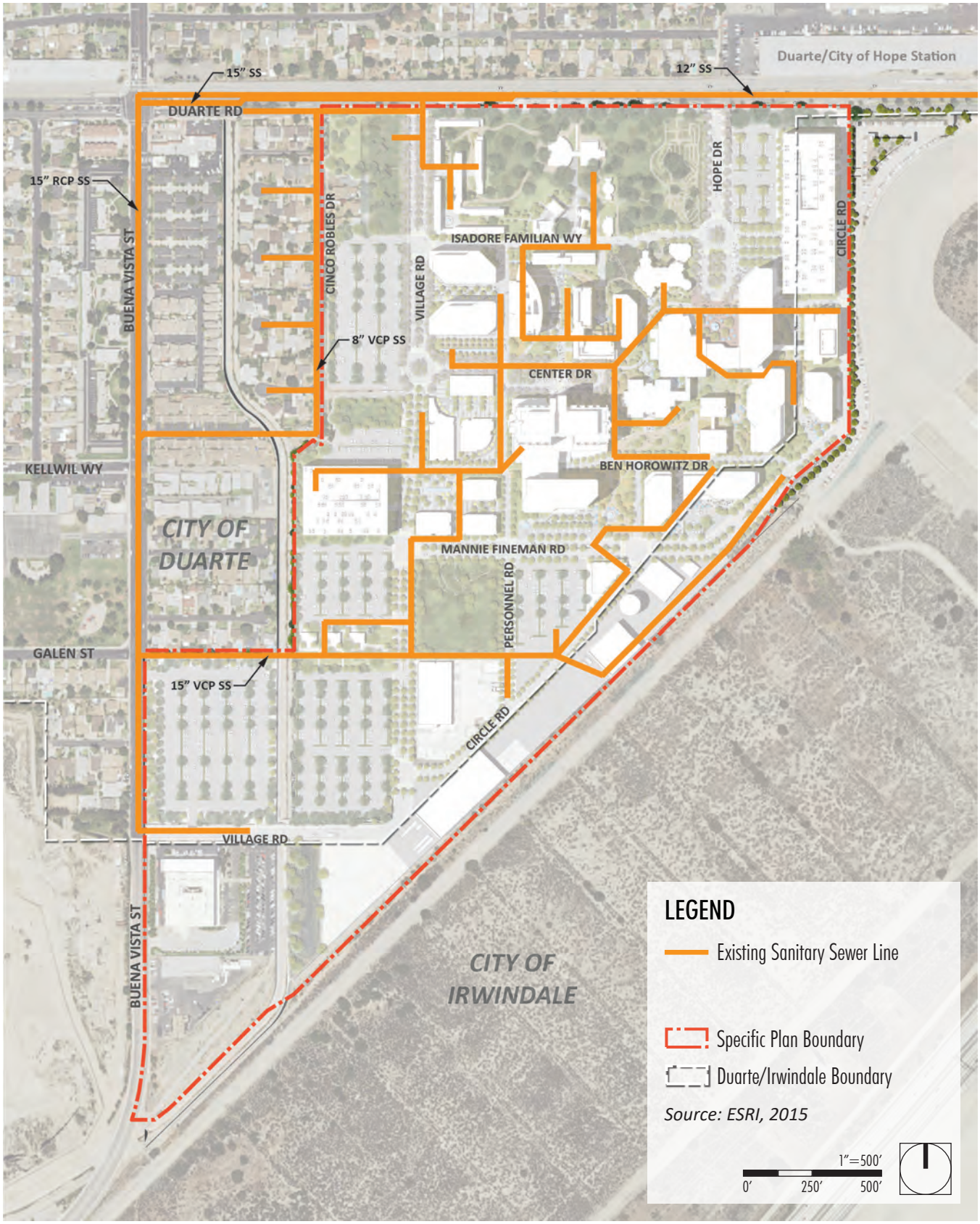
Several utility lines run through the campus as of the date of Specific Plan adoption. Water pipes range from 2 to 12 inches in diameter. A 12-inch water main passes through the center of the campus and continues in a loop around the campus. This main loop is connected and serviced by two meters—one at the northwest corner of the property, east of Village Road, and the other at the southeast corner of the intersection of Buena Vista Street and Galen Street, about halfway along the western property line. In addition, for the eastern half of the campus, a 10-inch water main branches off from the 12-inch main and continues south through the east half of the campus.

6.2.1 POTENTIAL IMPACTS OF DEVELOPMENT ON THE WATER SYSTEM

Assuming the Specific Plan Area is built out as proposed in the illustrative development scenario (see Figure 7), some potential physical impacts to the internal City of Hope Campus water system are:

- A major utilities corridor, including water lines, exists under a proposed new 280,000-square-foot outpatient building, which is planned for Phase 1 of the project on the eastern portion of the campus. These existing utilities may need to be rerouted around the proposed building footprint or a bridge may need to be constructed over existing utilities so that they can remain in place.
- Other proposed developments on the campus could conflict with existing water lines elsewhere on the campus, requiring rerouting of existing lines.
- The existing on-site water system does not extend to portions of the southwest corner of the campus, where City of Hope may build new facilities. If new buildings or structures requiring water lines are constructed in this location, a new water main will be required along the future fire access/roadway adjacent to the buildings, connecting to an existing 12-inch water main to the north.
- All new buildings constructed will have sprinklers, as required by the California Building Code.
- Each individual building and project shall be studied in more detail, on a project-by-project basis, during the design and preparation of engineering plans to solve any infrastructural conflicts prior to construction.

FIGURE 29. SANITARY SEWER SYSTEM



6.2.2 WATER DEMAND AND SIZING CAPACITY

A water supply assessment was conducted to determine the potential impact of proposed development on existing water facilities. It calculated the total water demand for pre- and post-development by assuming that wastewater flow would be 90 percent (%) of water demand for the project and based on the water supply assessment for the Duarte Station project. To calculate water demand for this project, flow factors from the Sanitation Districts of Los Angeles County's No. 22 loadings table were multiplied by 0.9 (return-to-sewer ratio of 90 percent (%)). Please note, all water assumptions made during this study are conservative.

From the calculated results, proposed developments in the illustrated development scenario (Figure 7) will consume 779,197 gallons of water per day (gpd), compared to an existing rate of 457,947 gpd, for a net increase of 321,250 gpd. This assessment only accounted for domestic water use by the proposed buildings' gross square footage and did not include projected use for site landscaping, planter improvements, and fire service demand. The implementation of best management practices (BMPs) and other water conservation efforts are anticipated to help offset these net increases in demand.

City of Hope shall work with the current utility provider, Cal-Am, or any future water provider to the area to supply water on campus. Prior to the issuance of a building permit, City of Hope shall provide a water supply Will Serve letter to the City of Duarte.

6.3 SANITARY SEWER SYSTEM

Sewer services in Duarte and Irwindale are provided by the Los Angeles County Department of Public Works, which operates and maintains Duarte's local wastewater conveyance infrastructure, which connects to the Sanitation Districts of Los Angeles County regional trunk sewer lines. Wastewater is conveyed through these trunk sewer lines to the San Jose Creek Water Reclamation Plant at 1965 Workman Mill Road in unincorporated Los Angeles County, adjacent to the City of Industry.

The following sewer pipelines exist adjacent to the project and are displayed on Figure 29.

- **Duarte Road.** A county-owned 12-inch trunk sewer runs at a slope east–west from Highland Avenue to Buena Vista Street, and continues south to the 15-foot trunk sewer along Buena Vista Street with a grade of 0.7 percent (%).
- **Cinco Robles Drive.** An 8-inch sewer runs north–south 5 feet west of centerline of the street. At the end of the cul-de-sac, the pipe continues to the west, crosses underneath the Duarte Flood Control Channel, and connects to a manhole at Buena Vista Street.
- **Buena Vista Street.** A county-owned 15-inch trunk sewer runs at a north–south slope from Three Ranch Road to Galen Street, which then continues to the west. Wastewater from the Campus directly discharges at this intersection at the manhole.

6.3.1 POTENTIAL IMPACTS OF DEVELOPMENT ON THE WASTEWATER SYSTEM

The campus core is tightly packed with existing utility lines. As for the sanitary sewer, there are various size pipes, from 4 to 15 inches, around the campus. The majority of the campus sewer pipes eventually connect to a 15-inch sewer line at the southwest corner of property adjacent to the Duarte Flood Control Channel. This 15-inch sewer main crosses under the channel and discharges to the County Sanitation District's manhole at the intersection of Buena Vista Street and Galen Street. A small portion in the northwest area of the campus, where existing (and proposed) hospitality uses are located, has its own sewer system, which ties into an existing 8-inch sewer on Duarte Road. This 8-inch sewer pipe turns to the south and runs along Cinco Robles Drive, which also connects to a county-owned 15-inch trunk sewer on Buena Vista Street.

Assuming the project is built as proposed in the illustrative development scenario (Figure 7), some of the potential physical impacts to the campus sewer system include:

- A major utilities corridor, including water lines, exists under a proposed new 280,000-square-foot outpatient building, which is planned for Phase 1 of the project on the eastern portion of the campus. These existing utilities may need to be rerouted around the proposed building footprint or a bridge may need to be constructed over existing utilities so that they can remain in place.
- Other proposed developments on the campus could conflict with existing sewer lines on the campus and require them to be rerouted.
- The existing on-site sewer system does not extend to portions of the southwest corner of the campus, where City of Hope may build new facilities. If new buildings or structures requiring sewer lines are constructed in this location, a new sewer main will be required to run along the future fire access/roadway adjacent to the buildings and connect to an existing 15-inch sewer to the north.

6.3.2 WASTEWATER DEMAND AND SIZING CAPACITY

A wastewater demand study was conducted to identify flow rates and estimate wastewater generation for the various existing and proposed land uses under the project using the Sanitation Districts of Los Angeles County's No. 22 user categories and mean loadings table. Peak flows were calculated using a peaking factor of 2.75 and 2.62 for pre- and post- development, respectively. From the calculated results, it is estimated that full buildout of the Specific Plan Area—net new development of 1,038,500 square feet—will generate a total wastewater flow of 701,277 gpd, compared to the existing rate of 412,152 gpd. The majority of the campus wastewater will be conveyed to a 15-inch pipe at a 0.6 percent (%) slope at the end of the campus sewer conveyance system.

The study determined that the existing 15-inch pipe is adequate to accommodate the proposed developments. Depending on the conditions of existing sewer pipes and fixtures, as well as any potential conflicts with proposed improvements that may occur during each phase of individual building project, relocation and or/upgrading of existing pipelines may be required and the Sanitation District and/or City Engineering Division shall review all final building plans.

6.4 DRAINAGE PLAN

City of Hope Campus gradually slopes from northeast to southwest with elevations ranging from 482 to 435 feet (above mean sea level). Since the site is mostly developed, the on-site drainage system uses inlets and a conveyance system that carries stormwater runoff from the surface to existing outlets in the Duarte Flood Control Channel, which is owned and maintained by the Los Angeles County Flood Control District (LACFCD). The channel runs north to south along the campus's west property line and crosses the campus in the southwest, under Village Road. There are two outlet connections from the campus to the Duarte Flood Control Channel—one at the midpoint of the western property line, where a 35/36-inch reinforced concrete pipe (RCP) storm drain discharges, and the other at the southwest corner of the campus, where a 30-inch RCP storm drain connects to the side drain in the channel. See Figure 30 for the existing drainage system.

As of the date of this Specific Plan adoption all stormwater on campus east of the channel eventually discharges to the channel, either by sheet flow or through a pipe network that connects to the 30-inch and 35-inch RCP storm drain lines. As of the date of this Specific Plan adoption, the portion of the campus that is west of the Duarte Flood Control Channel sheet flows and discharges to Buena Vista Street. Under existing conditions, the runoff for the entire campus generated by a 10-year storm and 50-year storm would be 136 cubic feet per second (cfs) and 221 cfs, respectively. Ground cover on the campus is predominantly hardscape and structures, with some grass and planter areas. There is also a park and garden space on the campus, which are about 11 acres of land and mostly covered with grass. Based on this ground cover, runoff estimates either assumed 90 percent (%) or 85 percent (%) impervious surface depending on the drainage area.

6.4.1 PROPOSED DRAINAGE PATTERNS

A study was conducted to estimate runoff under full buildout of the Specific Plan as proposed under the Illustrative Site Plan (Figure 7) and to recommend ways to mitigate runoff so that it meets low-impact-development (LID) standards as of the date of this Specific Plan adoption. Under the County of Los Angeles MS4 permit, since less than 50 percent (%) of the existing impervious surface on campus would be altered by Specific Plan development, only proposed developments must comply with LID requirements.

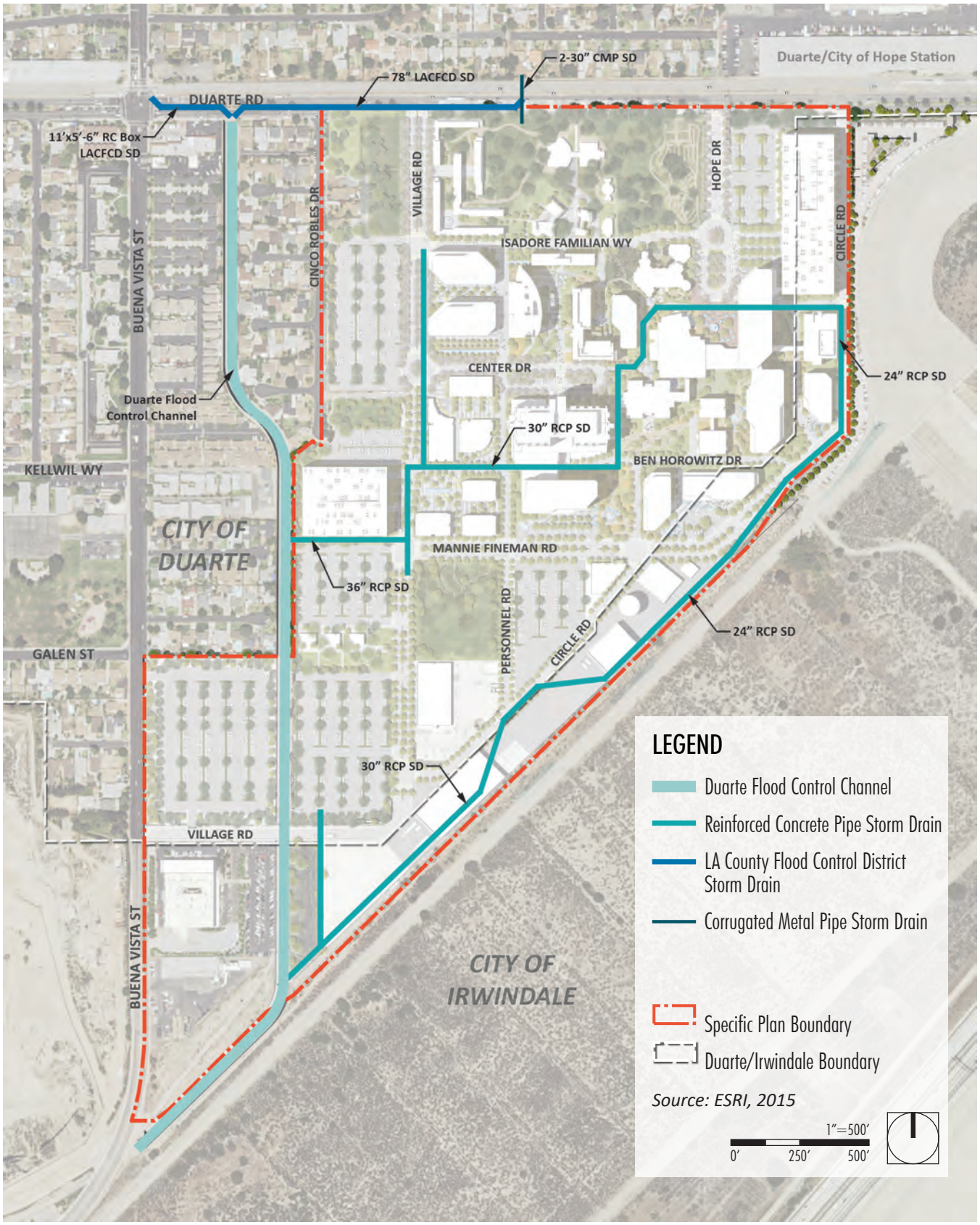
The study calculated that the stormwater runoff rates for the 10-year and 50-year storms would be 141 cfs and 225 cfs, respectively. Therefore, for the entire campus, the project is expected to increase stormwater runoff by 3.9 cfs. However, proposed infiltration systems are designed to accommodate some of that runoff, and therefore the project, with the implementation of infiltration will actually decrease the total stormwater flow rate by 11.1 cfs.

6.4.2 LOW IMPACT DEVELOPMENT

A LID study analyzed the pre- and post-improvement conditions of the campus to calculate and compare stormwater runoff generated under those conditions, and propose non-structural and structural BMPs that would be feasible for the campus and are adequately sized to treat the peak stormwater runoff. Figure 31. Stormwater Mitigation displays the proposed drainage BMPs.

For the purposes of the LID study, the campus is divided into four main drainage areas (DAs) based on the way stormwater is conveyed and treated. The primary treatment system to mitigate stormwater runoff under the project would be the development of a Contech subsurface perforated corrugated metal pipe (CMP) stormwater infiltration system at the southwest portion of the campus, just east

FIGURE 30. DRAINAGE SYSTEM



of the flood control channel and in an area most suitable to receive drainage from other areas of the campus.

This CMP infiltration system will receive drainage from Drainage Areas 1 and 2 (DA1 and DA2; see Figure 31), which will be conveyed via underground pipes directly to the vicinity of the system.

Additionally, stormwater from Drainage Area 3 (DA3) could be routed to the primary CMP infiltration system at the southwest portion of the campus. In addition, the primary CMP infiltration system could either be implemented in phases as new buildings are constructed or be fully constructed up front to retain the amount of runoff required under full buildout of the project.

Stormwater in DA3 and DA4 could also be treated within its respective area with modified bioswales, which would function as pretreatment systems, and individual (smaller) CMP infiltration systems. Although the entire volume of stormwater runoff from DA2 will be mitigated in the primary CMP infiltration system at the southwest corner of the campus, modified bioswales in medians (or parkways) could be installed as pretreatment systems. Under such a scenario, stormwater from the roadways would be collected in modified bioswales in the center of the roads via sheet flow. The modified bioswales would filter stormwater before it is conveyed via underground pipes to the primary CMP infiltration system in the southwest corner of the site.

6.4.3 BEST MANAGEMENT PRACTICES

The following BMPs are proposed to mitigate potential drainage impacts caused by the illustrative development scenario.

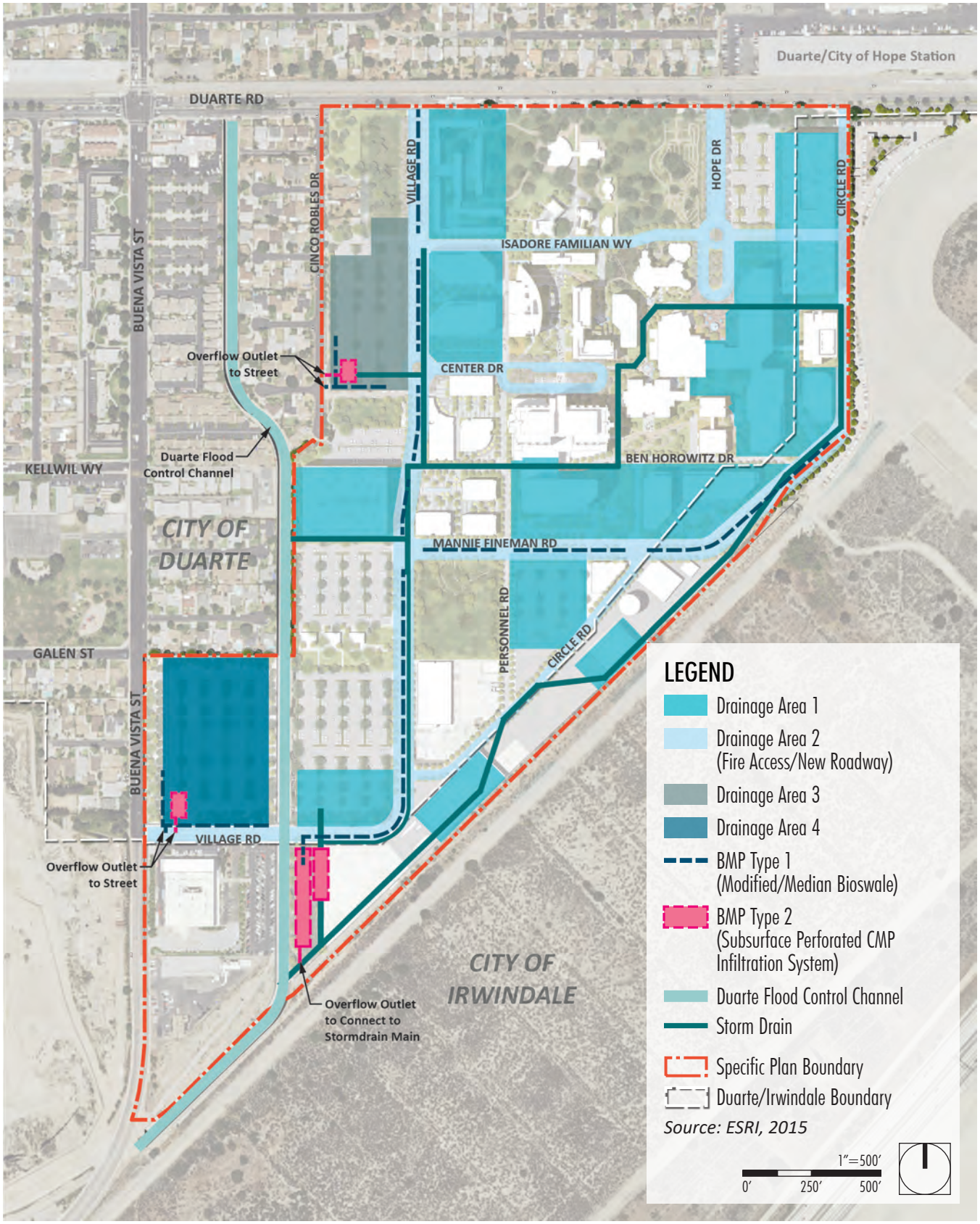
Non-structural BMPs

- **Open Paved Areas and Planter Areas**
  - » Sweep, blow or otherwise, clear, as allowed under the NPDES and MS4 permit.
  - » Regularly prune trees and shrubs in planter areas to avoid dried leaves and twigs, which can be scattered on windy days and are likely to clog drainage inlets when it rains, causing flooding.
  - » If trash and recycling containers are to be outside of or apart from the principal structure, they shall be fully enclosed and watertight to prevent runoff from picking up bacteria and other pollutants. These containers shall be emptied regularly and the wastes disposed of properly.

Structural BMPs

- **Continuous Deflection System (CDS) Unit**
  - » A Continuous Deflection System (CDS) stormwater treatment device is proposed to pretreat stormwater runoff prior to discharge into the primary CMP infiltration system by removing large particles and debris. The CDS unit is considered a highly effective BMP. Installation procedures, maintenance procedures, and recommendations outlined by Contech or an equivalent provider shall be followed by the owner to ensure proper performance of the CDS unit. These procedures include keeping maintenance records, regular sweeping and removal of debris within the drainage areas, regular and visual inspections, and replacement/ proper disposal/replenishment of adsorbent materials.

FIGURE 31. STORMWATER MITIGATION



- **Infiltration**
  - Contech's CMP stormwater infiltration system stores stormwater exceeding a site's allowable discharge rate and releases it slowly through infiltration. Systems are sized and shaped to meet site-specific needs and are available fully or partially perforated. CMP infiltration systems are available in all AASHTO M-36 types, with various coatings to achieve 75- to 100-year design service life.
- **Modified Bioswale**
  - Bioswales are open, linear channels that filter stormwater as the water flows through vegetation to the discharge point. Although their width and length vary as needed to achieve function, at a minimum they are two feet wide at the bottom and have a maximum slope of 2.5:1.
  - Rain will not stand for more than four (4) hours in a bioswale before infiltrating. A bioswale and shall include a perforated pipe for emergency overflow situations.
  - The proposed modified bioswales would pretreat stormwater in a sandpit before it is infiltrated. Stormwater will sheet flow to the top of the modified bioswales and percolate through planting medium, soil, and gravel into a perforated pipe and the bottom of the swale. The pipe will convey the stormwater to the proposed locations for infiltration.
  - Modified bioswales shall be no larger than 15,000 square feet in area.
- **Median Bioswale**
  - If a roadway is designed with a median bioswale, the bioswale facility shall be designed to absorb runoff from the street and gradually percolate it back into the groundwater system. Only after the swale is filled to capacity will storm water spill over into the storm sewer system. In the event that roadways change (from primary to secondary), the City reserves the right for medians to be relocated. See Section 4 information regarding roadway configuration and median requirements.

6.5 UTILITIES AND PUBLIC SERVICES

6.5.1 NATURAL GAS AND ELECTRICITY

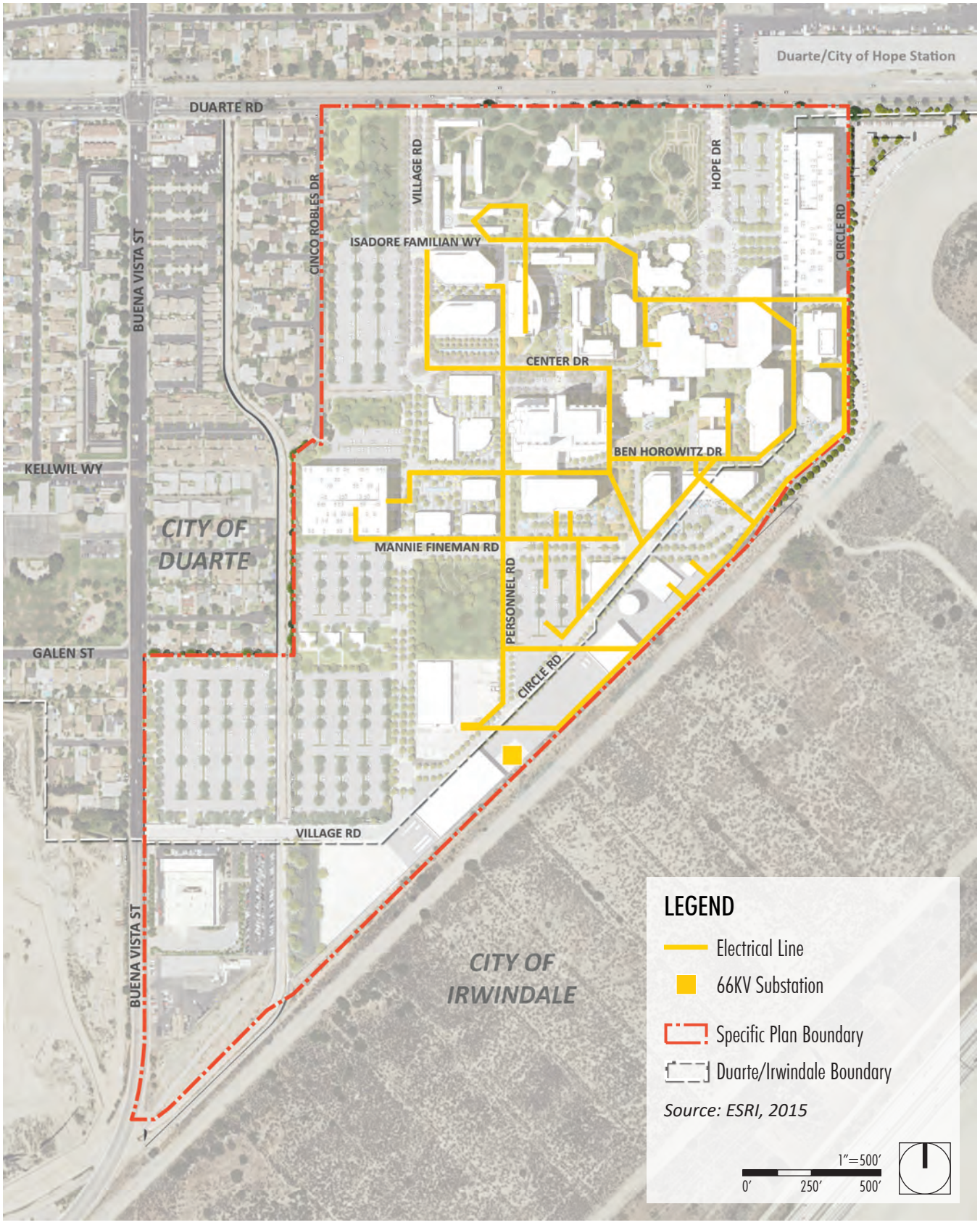
Natural Gas

Natural gas is provided to Duarte and Irwindale by the Southern California Gas Company. Electricity is provided by Southern California Edison. Both of these purveyors provide natural gas and electricity to the campus. Existing electrical lines and the existing substation location on campus are displayed in Figure 32.

Electricity

- **Existing Transmission Lines and Substations**
  - Existing sub-transmission lines are adequate to serve the estimated 28 Mega Volt Amps (MVA) of load estimated from the new development footprint (Illustrative Development Scenario). In addition, the existing Hopeful Substation footprint can accommodate an increase of transformation to 56 MVA (two 28 MVA transformers).
- **Physical Requirements to Accommodate Buildout**
  - Currently, Hopeful Substation is served by two 66/12 kV 12.5 MVA transformers. Based on historical data taken from January of 2015 to October of 2016, the maximum load was 13.3 MVA, which exceeds a single transformer's capacity, and therefore, redundancy has been lost during peak conditions. Based on the proposed new development footprint,

FIGURE 32. CAMPUS ELECTRICAL LINES



a load growth assumption was made which estimates the total load of approximately 28 MVA. A new 28 MVA transformer will be required. If redundancy is desired, then two 28 MVA transformers are required and can be installed inside the existing substation fence.

6.5.2 GRADING

The City of Hope Campus is generally flat, gradually sloping at about two percent (%) across the campus from northeast to southwest at elevations from 482 to 435 feet. On-site parking lots are designed so that drainage slopes to parking lot area drains. No other natural slopes or landforms are present.

Because the site is flat, grading for new development will be minor; after demolition of existing buildings and asphalt parking areas, the site will be precise graded for planned structures (which will be detailed during plan review) and placement of foundations. Some export of soil is anticipated, and some future buildings are anticipated to contain basement levels. Prior to issuance of a building permit for any structures proposed under the Specific Plan, approval of a precise grading plan will be required based on final architectural design.

6.5.3 PUBLIC SERVICES AND SCHOOLS

The Plan area is in the Duarte Unified School District, and Duarte High School and Northview Intermediate School are in close proximity to the Specific Plan Area. Olive Middle school and North Park High School in Irwindale are also located in close proximity to the Specific Plan Area. Any applicable school fees will be paid at the time of building permit.

6.5.4 FIRE SERVICE

Fire protection services are provided to Duarte and Irwindale by the County of Los Angeles Fire Department (LACFD). LACFD is divided into 22 battalions, each of which service a territory or multiple cities in Los Angeles County. Battalion 16 provides service to Duarte, Covina, Baldwin Park, and Azusa. Battalion 16 operates out of eight fire stations, and Fire Station #44 is the nearest to the campus, about 0.6 miles away at 1105 S. Highland Avenue in Duarte. Along with Station #44, the next two closest fire stations to the Specific Plan Area are Station #48 in the City of Irwindale and Station #169 in the City of El Monte.

During 2015, Fire Station #44's jurisdiction had an average emergency response time of 4:49 minutes. LACFD's response time goals are five minutes or less for the first arriving unit for fire and emergency medical responses, and eight minutes or less for the advanced life support (paramedic) unit in urban areas. At the time of the adoption of this Specific Plan, there are no plans to build any new or expanded fire stations to serve the City of Duarte, and the current level of service will remain the same.

As individual development projects move forward, a more refined hydraulic analysis will be coordinated with Cal-Am and the Los Angeles County Fire Department. This would provide review and assessment of fire flows that would be required on a project-by-project basis and contingent per Cal-Am Will Serve approvals. Several fire hydrants are currently present throughout the Specific Plan Area, and additional hydrants may be conditioned based upon the site layout at the time of building plan review by the Los Angeles County Fire Department

Fire flow requirements are based on building size and construction type. The latest fire regulations require all of the proposed building types on the

campus to be equipped with fire sprinkler systems. Existing structures on campus may also need to update their fire sprinkler systems based on the new regulations. Site plans will be submitted to the Los Angeles Fire Department in order to obtain a fire flow requirement based upon the tenant type, building size, and building type.

6.5.5 POLICE AND SECURITY

Police protection services are provided to Duarte and Irwindale by the Los Angeles County Sheriff's Department and the Irwindale Police Department. The Los Angeles County Sheriff's Department has a satellite station at 1042 Huntington Drive, less than one mile from the campus.

City of Hope will provide security services on the campus at all times. City of Hope is required to maintain security services levels to that provided at the time of Specific Plan adoption.

The City of Hope security department provides safety, security, crime prevention and emergency response services for The Specific Plan Area, 24 hours a day, seven days a week. The armed patrol division works closely and cooperatively with local agencies on issues of mutual concern by sharing information as needed. City of Hope Campus patrol division will investigate reports in a timely manner and conduct impartial investigations. Any crimes will be reported to Los Angeles County Sheriffs or Irwindale Police Department. The department is a hybrid department composed of both in-house staff members and contracted officers.

The armed patrol officers are full-time personnel who patrol the campus by foot or motor vehicle. The officers provide a safe and secure campus environment by performing security, parking enforcement, traffic control and responding to calls for service. The unarmed officers staff four posts located on campus.

6.5.6 LIBRARY

The Duarte Library is operated by the Los Angeles County Public Library System. The library is at 1301 Buena Vista Street, approximately one-half mile from the campus. The Irwindale Library, which is operated by the City of Irwindale, is at 5050 N. Irwindale Avenue, approximately 2.5 miles from the campus.

6.5.7 SOLID WASTE

Collecting, transporting, disposing and/or recycling of solid waste affects the health, safety and public welfare and the quality of life of residents in each jurisdiction. Solid waste removal will be conducted with orderly operations and minimize the adverse effects it may have on the local environment.

Solid waste services for the Specific Plan Area will continue with a single solid waste provider and is subject to Director approval.

6.5.8 CABLE, INTERNET, AND TELEPHONE

Cable/satellite television service is provided to the campus by DirecTV. Internet and telephone services are contracted with Verizon. It is anticipated that both of these providers would continue to provide cable, internet, and telephone services to the campus.

7 ADMINISTRATION & IMPLEMENTATION

7.1 OVERVIEW & INTENT

The Administration portion of this Section addresses the adoption of the Specific Plan document as part of the Duarte Development Code and Irwindale Zoning Code as well as enforcement, appeals, amendments, and interpretations of Specific Plan provisions.

The Implementation portion of this Section addresses the environmental impact report and the process for review and approval of Development Projects authorized by the Specific Plan.

The Specific Plan and the future Development Projects that implement the Specific Plan are fundamentally controlled by two factors, which serve as development controls for the full build-out of the Campus:

- A limitation on the maximum Floor Area on the Campus of 2,639,350 GSF.
- A limitation on the average daily population on the Campus of 9,393 persons.

These two development controls form the basis of the environmental analysis in the environmental impact report for the buildout of the Campus as permitted by this Specific Plan. As a result, these two development controls shall not be exceeded without additional environmental analysis and amendment of this Specific Plan.

7.2 ADMINISTRATION

7.2.1 PURPOSE AND OVERVIEW

The California Government Code grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of a city's general plan (Title 7, Division 1, Section 3, Article 8, Sections 65450 et seq.). In the City of Duarte, Chapters 19.22 and 19.150 of the development code establish the purpose and process for adoption of Specific Plans. In the City of Irwindale, Chapter 17.84 of the Irwindale Municipal Code establishes the process for the adoption of zoning amendments. As with general plans, the Planning Commission of each City must hold a public hearing to consider and provide a recommendation on the Specific Plan to their respective City Councils.

This Section outlines the steps necessary to

implement the Specific Plan as well as applicable conditions, mitigation measures, and regulations in coordination with the cities of Duarte, and Irwindale and other relevant public agencies. The approval of this Specific Plan, certification of an EIR, and adoption of conditions of approval and a mitigation monitoring and reporting program will ensure that mitigation of project impacts takes place at appropriate milestones and in accordance with project implementation.

Throughout this Specific Plan, the term "Director" shall mean the Community Development Director of whichever city, Duarte or Irwindale, is the Permitting Municipality based on the determination described below in the Jurisdictional Authority provision of this Section 7.1. Where this Specific Plan is silent with regard to a particular standard, provision, or procedure, the provisions of the development code or municipal code of the Permitting Municipality shall apply.

7.2.2 APPLICABILITY

The name "City of Hope Specific Plan" refers to this specific plan document and its supporting information.

DUARTE. The designation of "City of Hope Specific Plan" will replace the land use designations of “Hospital (H),” "Medium Density Residential (MDR)," High Density Residential (HDR)," Low Density Residential (LDR)," and "Research and Development (R&D)," on the City of Duarte General Plan map applicable to the Specific Plan area. “City of Hope Specific Plan #19” replaces the “Hospital (H)”, "Multiple Family Residential (R-4), "Two-Family Residential (R-2)," and "Single-Family Residential (R-1)" zoning designations on the City of Duarte Zoning Map applicable to the Specific Plan area.

Upon adoption, Table 2-15 of Section 19.22.050 of the Duarte Development Code shall be amended to include the City of Hope Specific Plan. All development in the Plan area shall comply with the requirements and standards in this Specific Plan document and the accompanying EIR, conditions of approval, and mitigation monitoring and reporting program. Where this Specific Plan is silent with regard to a particular standard, provision, or procedure, the provisions of the development code or municipal code shall prevail regarding the property located in the City of Duarte. The Director has the authority to determine which provisions of the development code or municipal code apply where this Specific Plan is silent. When the standards in this Specific Plan conflict with the City of Duarte Development Code or Municipal Code, the regulations and standards in this Specific Plan shall take precedence.

IRWINDALE. The designation of City of Hope Specific Plan (COHSP) replaces the land use designations of "Open Space/Easements", "Industrial/Business Park", and "Commercial" on the City of lrwindale General Plan Map. The designation of City of Hope Specific Plan (COHSP) replaces the zoning designations of “Agriculture”, "Light Manufacturing," and "Heavy Commercial" on the City of lrwindale Zoning Map applicable to the Specific Plan area.

All development in the Specific Plan Area shall comply with the requirements and standards in this Specific Plan document and the accompanying EIR, conditions of approval, and mitigation and monitoring and reporting program. Where this Plan is silent with regard to a particular standard, provision, or procedure, the provisions of the City of Irwindale Municipal Code shall prevail regarding property located in the City of Irwindale. The Director has the authority to determine which provisions of the municipal code apply where this Specific Plan is silent. When the standards in this Specific Plan conflict with the City of Irwindale Municipal Code, the regulations and standards in this Plan shall take precedence.

7.2.3 JURISDICTIONAL AUTHORITY

DUARTE. New development in the Specific Plan Area that is wholly within the boundaries of the City of Duarte is subject to the permitting review of the City of Duarte alone, pursuant to the implementation provisions later in this Section. This authority includes without limitation authority to review and issue approvals under this Specific Plan, and to review and issue building, grading and other ministerial permits and collect associated fees.

IRWINDALE. New development in the Specific Plan Area that is wholly within the boundaries of the City of Irwindale is subject to the permitting review of the City of Irwindale alone, pursuant to the implementation provisions described in later in this Section. This authority includes without limitation authority to review and issue approvals under this Specific Plan, and to review and issue building, grading and other ministerial permits and collect associated fees.

JOINT REVIEW. If new development or infrastructure improvements are proposed that would be located in both cities, such development or infrastructure improvements shall be considered as follows:

Parking Structures. For a parking structure in which over 50 percent (%) of the structure will be constructed within the City of Irwindale (in either square footage or linear footage), the City of Duarte shall have sole authority to conduct Development Plan and Design Review for such parking structure under Section 7.3 of this Specific Plan, including any requests for interpretations or minor modifications related to the design of the parking structure that may accompany such structure pursuant to Section 7.2.9 of this Specific Plan, and the City of Irwindale shall solely have an advisory role in the City of Duarte's Development Plan and Design Review process. However, the City of Irwindale shall have the sole authority to review and issue building, grading, and other ministerial permits for such parking structure, including without limitation the sole authority to conduct any plan check, permit issuance and inspections for such structure and to collect associated ministerial permitting fees, and the City of Duarte waives its ministerial review and permitting authority for such parking structure under the building code and other similarly applicable codes governing construction. The City of Duarte further waives collection of all associated ministerial permitting fees. The City of Irwindale shall ensure that implementation of applicable building code and other ministerial permitting development standards will be in substantial conformance with the Design Review approved by the City of Duarte.

All Other Structures. Except as provided in the previous paragraph, the city in which over 50 percent (%) of the proposed development or infrastructure improvements will occur (in either square footage or linear footage) (i) shall be the first to take any Development Plan and Design Review action, followed by the other city; (ii) shall be the city with the sole authority to consider and approve any requests for interpretations or minor modifications that may accompany the proposed development or infrastructure improvements pursuant to Section 7.2.9 of this Specific Plan; and (iii) shall be the city with the sole authority to review and issue building, grading and other ministerial permits for the entire proposed development or infrastructure improvements, including without limitation the sole authority to conduct plan check, permit issuance and inspections for such development or improvements and to collect associated ministerial permitting fees. If over 50 percent (%) of the proposed development or improvements occur in the City of Duarte, the City of Irwindale waives its ministerial review and permitting authority for such development or improvements under the building code and other similarly applicable codes governing construction. If

over 50 percent (%) of the proposed development or improvements occur in the City of Irwindale, the City of Duarte waives its ministerial review and permitting authority for such development or improvements under the building code and other similarly applicable codes governing construction. In furtherance of implementing joint review by both cities, City of Duarte, City of Irwindale, and City of Hope representatives shall meet prior to either city taking action under the Development Plan and Design Review process outlined in Section 7.3 of this Specific Plan to ensure that the cities have a consistent approach to the design review process.

7.2.4 ADOPTION

DUARTE. The Specific Plan will be approved in a manner consistent with California Government Code, Sections 65450 through 65457, and Chapter 19.22 of the City of Duarte Development Code. The Specific Plan will be adopted by ordinance and will serve as the zoning for the Specific Plan Area.

IRWINDALE. The Specific Plan will be approved in a manner consistent with California Government Code, Sections 65450 through 65457, and Chapter 17.84 of the City of lrwindale Zoning Code. The Specific Plan will be adopted by ordinance and will serve as the zoning for the Specific Plan Area.

7.2.5 ENFORCEMENT

The Specific Plan serves as the implementation tool of the City of Duarte and City of lrwindale general plans and as the applicable zoning for the Specific Plan Area. The Specific Plan addresses permitted uses, development standards, and project design guidelines, among other development topics.

The cities of Duarte and Irwindale shall enforce the provisions of the Specific Plan in the same manner that they enforce the provisions of their respective general plans and municipal codes.

7.2.6 RELATIONSHIP OF THE SPECIFIC PLAN TO THE OFFICE OF STATEWIDE HEALTH PLANNING AND DEVELOPMENT PROCESS

The Office of Statewide Health Planning and Development (OSHPD) is responsible for overseeing all aspects of the design and construction of general acute care hospital, psychiatric hospital, and skilled nursing home and intermediate care facility construction in California. Its responsibilities include establishing building standards that govern construction of these types of facilities; reviewing the plans and specifications for new construction, alteration, renovation, or additions to health facilities; and observing construction in progress to ensure compliance with the approved plans and specifications.

In addition, OSHPD is responsible for establishing the building standards for freestanding licensed clinics, but plan review and construction observation functions are the responsibility of local building departments. For two types of clinics—dialysis clinics and surgical clinics—local building departments may defer these functions to OSHPD or the facility owner may request that OSHPD provide plan review and construction oversight services.

OSHPD's responsibilities are carried out by its Facilities Development Division (FDD). The FDD design, construction, and quality assurance oversight process entails the following: construction drawings and specifications are submitted to the FDD and reviewed for code compliance by division architects; structural, electrical, and mechanical engineers; and fire and life safety personnel assigned to the specific regional group defined by the geographical location of the project. Upon approval of the project plans, specifications and Test, Inspection, and Observation (TIO) Plan, a building permit is issued and construction begins.

The facility owner hires one or more FDD-certified Inspectors of Record (IOR), who work under the direction of the registered design professional throughout the construction phase and reports to FDD field personnel and the owners on the progress of the construction.

The scope of authority for OSHPD FDD extends to many types of healthcare buildings. It does not normally include medical office buildings or other non-hospital buildings on a campus. Other elements of the medical campus such as the right to site an acute care facility, grounds and landscaping, parking lot construction, and the general aesthetics of the site remain in the domain of the local government. Site development may also come under the requirements of the California Environmental Quality Act (CEQA). Local health departments govern issues related to operation of food preparation areas in acute care buildings. Hospitals must recognize and account for local jurisdiction entitlements, design review, and site engineering approvals, which are completed outside of OSHPD jurisdiction but are required to be completed prior to issuance of an OSHPD permit. OSHPD requires proof of local jurisdiction approvals. For City of Hope, OSHPD will require proof of either City of Duarte or City of Irwindale approval, pursuant to this Specific Plan, prior to issuance of an OSHPD permit for new construction under its authority. To the extent that there is any inconsistency between the requirements of this Specific Plan and OSHPD requirements concerning development under OSHPD jurisdiction, OSHPD requirements shall control.

7.2.7 SPECIFIC PLAN INTERPRETATION

DUARTE. The Director or designee has the authority to interpret the intent of the Specific Plan if ambiguity arises concerning the meaning or appropriate application of provisions of the plan. This includes determining the appropriate land use district if a proposed development is in more than one district. Procedures for interpretations shall be in accordance with Section 19.04.030 of the Duarte Development Code. When interpreting the ambiguity, the Director or designee shall consider the following factors:

- The case is similar to previous interpretations of similar provisions.
- The interpretation responds satisfactorily to the vision, intent, and purpose of the Specific Plan.
- The resulting project is consistent with the General Plan.
- The decision constitutes sound precedent for other, similar situations.

IRWINDALE. The Director or designee has the authority to interpret the intent of the Specific Plan if ambiguity arises concerning the meaning or appropriate application of provisions of the Specific Plan. The Director or designee shall perform an initial review of said ambiguity, and may render a determination, but if the Director or designee determines that the matter would benefit from Planning Commission review and recommendation and/or City Council action, the interpretation process shall proceed in accordance with Section 17.12.060 of the Irwindale Zoning Code. Interpretations shall consider the following:

- The case is similar to previous interpretations of similar provisions.
- The interpretation responds satisfactorily to the vision, intent, and purpose of the Specific Plan.

- The resulting project is consistent with the General Plan.
- The decision constitutes sound precedent for other, similar situations.

When either an interpretation has been approved by the Director, or a Planning Commission resolution recommending an interpretation has been approved by the City Council, such an interpretation shall be in force and effect and shall govern the interpretation of the affected provisions.

7.2.8 APPEALS

DUARTE. For development in the City of Duarte, an appeal of any determination, decision, or requirement of City of Duarte staff or the Planning Commission shall be made in conformance with the procedures established by the Duarte Development Code, as modified by this Specific Plan.

IRWINDALE. For development in the City of Irwindale, an appeal of any determination, decision, or requirement of City of Irwindale staff or the Planning Commission shall be made in conformance with the procedures established by the Irwindale Zoning Code , as modified by this Specific Plan.

Appellate procedures for development that crosses the jurisdictional boundary between Duarte and Irwindale shall be governed by the Jurisdictional Authority provisions of Section 7.1 of this Specific Plan.

Any appeal of a Design Review determination under this Specific Plan must be made within fifteen (15) days of the date upon which the review authority has rendered a decision. Following this period, the review authority's Design Review determination shall be final.

7.2.9 SPECIFIC PLAN MODIFICATIONS AND AMENDMENTS

Final development plans for Development Projects within each land use designation of the Specific Plan area may be adjusted or modified based on final design and engineering and the precise development plans proposed by City of Hope.

Documentation related to modifications or amendments must be submitted for the review and approval of the Community Development Department, its Director or their designee, of the City of Duarte or City of Irwindale, as applicable pursuant to the jurisdiction provisions described in Section 7.1 of this Specific Plan. The Director or their designee shall have the authority to identify and approve, on behalf of the City of Duarte or City of Irwindale, as applicable, minor adjustments or modifications, as defined herein, which substantially conform to the approved Specific Plan and relevant sections of other city codes.

Minor Modifications

Minor modifications to the Specific Plan shall not require a Specific Plan amendment and shall be subject to a "substantial conformance" determination—an administrative mechanism by which minor modifications to the Specific Plan that do not result in significant impacts and are consistent with the intent of the plan shall be permitted without a formal amendment process. The Director shall make determinations of substantial conformance.

To the extent that a minor modification of the Specific Plan affects development in only one of the cities of Duarte or Irwindale, a substantial conformance determination shall only be necessary from that city. If the minor modification straddles city boundaries, determinations from both cities are required.

Minor modifications that satisfy the substantial conformance determination's requirements may result from the final Development Project design and engineering that cause adjustments in: roadway alignments; locations of utilities or other

infrastructure; development of innovative product design; distribution of permitted uses within the Specific Plan; application of design guidelines; or other similar modifications deemed to be minor and which implement the provisions of the plan. Minor modifications or technical adjustments may include, but are not limited to:

- Modifications necessary to comply with final conditions of approval or mitigation measures.
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any standard, regulation, or design guideline under the Specific Plan, as well as correction of any clerical or grammatical errors.
- Adjustments to the alignment, location, and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City of Duarte or City of lrwindale Engineering or Public Works Department, as applicable, so long as the adjustments or changes are found to be in compliance with applicable plans and regulations of the agency responsible for such utilities and facilities.
- Changes in roadway alignment, width, or improvements through the final engineering/improvement plan process so long as minimum rights-of-way meet the standards outlined in the Specific Plan.
- An adjustment of any land use district acreage, of up to ten percent (10%) of the designated acreage.
- Minor adjustment up to ten percent (10%) of any quantitative standard, such as heights or setbacks, that are defined in Section 3 of this Specific Plan.
  - » Any building height extensions over ten feet require Architectural Review Board approval.
- Minor changes to the architectural design guidelines, which are intended to be conceptual in nature and flexible in implementation.
- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs.
- In instances where there is not enough right of way to have sidewalks on both sides of a secondary roadway, a minor modification process may be used at the discretion of the Director. This process would waive or reduce the requirements for a roadway that does not have sufficient right of way for sidewalk improvements on both sides of the street.

The minor modifications described above are not comprehensive. Any modification that is deemed by the Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The application for and documentation of substantial conformance shall include text and/or maps that describe the nature of all proposed modifications or adjustments to the Specific Plan. This application shall undergo any necessary technical review by city agencies and the Director or their designee deems necessary to provide for updated conditions of project approval. A request for a minor modification shall be subject to all associated fees.

Amendments to the Specific Plan

Specific Plan amendments are governed by California Government Code Section 65456 and require an application and fee to be submitted to the city's community development or planning department. In the City of Duarte, an amendment to a Specific Plan is also governed by Section 19.50.080 of the development code. The application shall state the reasons for the proposed amendment.

If City of Hope seeks a modification to the Specific Plan that the Director determines does not satisfy the requirements of a Minor Modification, then the Director shall have the discretion to refer any such requests to the Planning Commission of Duarte or Irwindale, as applicable, for review and consideration as an amendment to the Specific Plan. Amendments to the Specific Plan require a public hearing before the Planning Commission, which will make a recommendation to the City Council for action. The City Council may approve, deny, or conditionally approve amendments to the Specific Plan.

An amendment to the Specific Plan is required in the event of any of the following:

- Changes to the overall Specific Plan boundaries, including an expansion of the Specific Plan Area. (Changes to land use district boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment.)
- A change in any other provision, purpose, or standard of the Specific Plan that would significantly alter the basic intent, spirit, identity, or concepts of the Specific Plan.
- Relocation or proposed construction of parking structures without primary access to a primary or secondary roadway.
- An increase in maximum building square footage.
- An increase in the overall development density thresholds within the Specific Plan.

The Specific Plan shall not be amended unless the following findings are made by the Planning Commission and City Council:

- The Specific Plan amendment implements and is consistent with the applicable General Plan in compliance with Government Code Section 65454.
- The Specific Plan amendment allows for a coordinated and cohesive development.
- The Specific Plan amendment provides for the construction, improvement, or extension of transportation facilities, public utilities, and public services required for the long-term needs of the project and/or other area residents, and complements the orderly development of the city.

7.2.10 TEMPORARY USES

The purpose of this Section is to allow for short-term activities that would be compatible with adjacent and surrounding uses when conducted in compliance with this Section and the Noise Ordinance of the City of Duarte (Duarte Municipal Code Section 9.68).

The following two categories of temporary land uses identify the level of permit required, if any, based on the proposed duration, size, and type of use:

1. Exempt temporary uses, which will not require the issuance of a Temporary Use Permit.
2. Permitted temporary uses and special events Non-exempt temporary uses, including special events, shall require a Temporary Use Permit and are identified below.

Exempt Temporary Uses

The following minor and limited duration temporary uses are exempt from the requirement for a Temporary Use Permit. Permits may be required by the Building and Safety, Health and/or other regulating governmental agency or department, before the beginning of the event/use. Uses that do not fall within the categories defined below shall comply with Permitted Temporary Uses.

1. **Minor Contractors' Construction sites.** On-site contractors' construction/storage uses, in conjunction with an approved construction project on the same site, subject to the following limitations:
   - » No more than one (1) construction trailer may be used at any one time.
   - » No more than one (1) adult caretaker may be present, for each construction project, during non-construction hours.
   - » The construction and/or storage use(s) shall be removed within 180 days upon completion of the construction project, or within 180 days of the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.
2. **Minor Outdoor Events.** Minor outdoor events of very limited duration which include, but are not limited to: receptions, gatherings, trainings, small events and festivals. Minor outdoor events are subject to the following limitations:
   - » Limited to no more than three (3) days.
   - » Hours are limited to 7:00 am to 9:00 pm.
   - » Used or attended by no more 300 persons (non-employees or contractors) at any one time; except for employee events, which are not subject to the population limitations.
   - » Tents, trailers or other temporary structures are permitted with proper permits, if required, so long as the combined area of all said structures does not exceed 1,000 square feet. In addition to this square footage, tents, trailers or other temporary structures used for catering or food service are permitted and shall not exceed 500 square feet.
   - » Events are non-retail in nature, except for Farmers, Food and Craft Markets, defined below.
   - » No signage may be oriented to and/or visible from the public right-of-way, except for up to two (2) signs with an aggregate area not to exceed 50 square feet.
3. **Farmers, Food and Craft Markets.** Retail-oriented, outdoor markets, intended for the sale of food products, hand-made crafts and like-products, intended for on-site staff, patients and families, subject to the following limitations:
   - » May be located anywhere on the campus, but must not be visible from the public right-of-way.
   - » Limited to five (5) events per week, with operating hours from no more than 7:00 am to 9:00 pm.
   - » No signage may be oriented to and/or visible from public right-of-way.
   - » The sale and/or distribution of alcoholic beverages, or other intoxicants is not allowed.
4. **Car wash fundraiser.** This exempt category includes off-site, non-contracted, non-profit (charitable) organizations, subject to following limitations and NPDES Best Management Practices (BMP's):
   - » Limited to no more than two (2) days per month.
   - » Proof of non-profit status required to be provided to the appropriate City Finance Department.
   - » Washing of cars must be located on gravel, grass or other permeable surface.
   - » Wastewater prevention methods during the event that blocks waste water from entering the storm drain system, such as using sand bags for filtration.
   - » Collecting and pumping wastewater onto landscaping to provide filtration
   - » Using hose nozzles that may be turned off when not in use.

Permitted Temporary Uses & Special Events

The following temporary uses and special events are allowed, subject to making the required findings needed for the issuance of a Temporary Use Permit, and only when conducted in compliance with Conditions of Approval (section below). Other permits may be required by the Building and Safety, Health and/or other regulating governmental agency or department, before the beginning of the event/use.

1. **Major Contractors' construction sites.** The temporary use of an on-site contractor's construction office, staging, or storage area(s) in conjunction with an approved construction project on the same site, subject to the following limitations:
   - » No more than two (2) adult caretakers may be present, for each construction project, during non-construction hours.
   - » The permit is effective for up to 12 months, initially, and extended in 180-day increments, with Director approval. The construction and/or storage use(s) shall be removed on or before the expiration of the temporary use permit or the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.
   - » Signage is allowed pursuant to the City of Hope Master Sign Program.
   - » Contractor parking must be provided, subject to the parking requirements provided in Section 4 and 7.
2. **Special events.** Any outdoor event or an event housed within a temporary structure that has the potential to generate on or off-site impacts and that must meet the required findings as listed in the section below. Special events include, but are not limited to: receptions; gatherings; trainings; events; festivals; parades; public assemblies; any use occurring on or within the public rights-of-way or other publicly owned property; carnivals; circuses; concerts; fairs; outdoor entertainment/athletic events; rodeos; swap meets; and any farmers, food and craft market(s) or other minor outdoor event(s) that do not meet the standards listed in Exempt Temporary Uses. Special events are subject to the following limitations:
   - » Each event is limited to 14 consecutive days or less, and up to 12 events per year, within a 12-month period. When an annual special event plan is submitted to and approved by the Director, the frequency and duration of these special events may be extended. through the approval of such a plan.
   - » Outdoor display and sale events conducted by a retail business, including auto dealerships, holding a valid Business License, issued in compliance with Municipal Code Section 5.04.020 (License Required), may be allowed a maximum of six outdoor sale events per year (excluding City-sponsored activities). For purposes of this Subsection, an outdoor sale event shall be no longer than seven consecutive days in duration.
3. **Car washes or similar mobile car wash services**. This permitted temporary use involves on-site, non-profit; for profit; and/or contracted car washes and car washing services.
   - » The location of any car washing services must meet NPDES requirements and are subject to the implementation of BMP's, as required by the Public Works Division.
   - » Methods ensuring compliance with NPDES include, but are not limited to: complete containment of car wash wastewater through the use of a clarifier(s), barrels or other City-approved containment method or the use of dry (waterless) carwash.

- Limited to four (4) events per month. When a permanent wastewater clarifier is installed and an annual plan is submitted to and approved by the Director, the frequency and duration of these special events may be extended.

4. **Temporary structures.** A temporary classroom, office, or similar portable structure (not including a contractor's construction site), including a manufactured or mobile unit, subject to the following limitations
   - A permit for temporary structure may be initially approved for up to 12 months and may be extended in 12 month increments, with Director approval.
   - In no case shall a temporary structure(s) be located on-site for more than 36 months.
5. **Temporary Parking Lots**
   - A permit for a temporary surface parking lot may be initially approved for up to 12 months and may be extended in 12 month increments, with Director approval.
   - In no case shall a temporary parking lot(s) be located on-site for more than 36 months.
6. **Other similar temporary uses.** Similar temporary uses that, in the opinion of the Director, are compatible with the Specific Plan and surrounding land uses.

Application Filing, Processing, & Review

1. **Filing.** An application for a Permitted Temporary Use Permit shall be filed with the Department in the following manner:
   - An application for a Temporary Use Permit shall be filed and processed in compliance with DDC Chapter 19.112 (Application Processing Procedures). The application shall include the information and materials specified in the Department handout for Temporary Use Permit applications, together with the required fee in compliance with the Fee Schedule.
   - The application shall be filed with the Department at least 30 days before the date that the proposed temporary use is scheduled to take place.
2. **Evidence.** It is the responsibility of the applicant to establish evidence in support of the findings required by the Findings & Decision Section, below.
3. **Project review procedures.** Following receipt of a completed application, the Director shall investigate the facts necessary for action consistent with the purpose of this Section.
4. **Public hearing not required.** A public hearing shall not be required for the Director's decision on a Temporary Use Permit application.
5. **Director review and referral.** The Director may approve a Permitted Temporary Use Permit for a temporary use that would be operated in compliance with Conditions of Approval below; or the Director may deny the application or defer action and refer the application to the Commission for review and final decision.

Findings & Decision.

1. **Director's review.** The Director shall review the application and shall record the decision in writing with the findings on which the decision is based.
2. **Required findings.** The Director (or the Commission on a referral) may approve a Permitted Temporary Use Permit application, with or without conditions, only after first making all of the following findings:

A. The operation of the requested temporary use at the location proposed and within the time period specified will not endanger, jeopardize, or otherwise constitute a menace to the public convenience, health, safety, or general welfare;

B. The operation of the requested temporary use will not be detrimental to adjoining properties through the creation of excessive dust, light, noise, odor, or other objectionable characteristics;

C. The proposed parcel is adequate in size and shape to accommodate the temporary use without detriment to the enjoyment of other properties located adjacent to and in the vicinity of the subject parcel;

D. The proposed parcel is adequately served by streets or highways having sufficient width and improvements to accommodate the kind and quantity of traffic that the temporary use will or could reasonably be expected to generate;

E. Adequate temporary parking to accommodate vehicular traffic to be generated by the use will be available either on-site or at alternate locations acceptable to the Director; and

F. The applicant agrees in writing to comply with any and all of the conditions imposed by the review authority in the approval of the Temporary Use Permit.

3. **Post-decision procedures.** The procedures and requirements in Chapter 19.130 (Permit Implementation, Time Limits, and Extensions), and those related to appeals and revocation in Article 8 (Development Code Administration) shall apply following the decision on a Temporary Use Permit application.

Conditions of Approval

1. **May impose conditions.** In approving a Temporary Use Permit application, the Director (or the Commission on a referral) may impose conditions that are deemed reasonable and necessary to ensure that the permit would be in full compliance with the findings required by the Findings & Decision Section, above.

2. **Appropriate conditions.** These conditions may address any pertinent factors affecting the operation of the temporary event, or use, and may include the following:
   - Fixed period of time;
   - Operating hours and days;
   - Temporary pedestrian and vehicular circulation;
   - Regulation of nuisance factors;
   - Regulation of temporary structures;
   - Litter, sanitary, and medical facilities;
   - Waste collection, recycling, and/or disposal;
   - Police/security and safety measures;
   - Signs;
   - Performance bond or other security;
   - Limitations on alcoholic beverage sales;
   - Landscaping, fencing, and/or screening;
   - Provisions for wastewater, BMP's or other factors related to NPDES;
   - Additional setbacks or regulations that relate to proximity from sensitive uses and/or abutting residential zones;
   - Compliance with applicable provisions; and
   - Other conditions.

3. **Condition of site following temporary use.** Each site occupied by a temporary use shall be cleaned of debris, litter, or any other evidence of the temporary use upon completion or removal of the use, and shall continue to be used in compliance with this Specific Plan.

TABLE 10. PARKING SUPPLY TRACKING SYSTEM WORKSHEET

		YEAR 1			
Parking Demand Rate Per Person		**Population (persons)**	**Parking Demand**	**Parking Supply**	**Difference**
Patient/Resident	0.66				
Employee/Physician	0.46				

Note: Refer to the Mobility Section (Chapter 4) for sources and assumptions for the factors used.

7.3 IMPLEMENTATION

7.3.1 CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT

An EIR has been prepared to analyze environmental impacts of the full buildout of the Specific Plan Area (subject to the average daily population limitation, building floor area limitation, building densities, building heights, and other regulations set forth in the Specific Plan), discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of CEQA. The EIR analyzes the entire Specific Plan Area and addresses potential impacts associated with future development and improvements as related to the implementation of the Specific Plan. The EIR includes a Mitigation Monitoring and Reporting Program and analyzes implementing actions allowing development and other physical changes to the Specific Plan area. The Mitigation Monitoring and Reporting Program is included in Appendix B. The EIR was prepared in conformance with the requirements for environmental documentation for implementation of subsequent development permitted under the Specific Plan.

7.3.2 PARKING SUPPLY TRACKING SYSTEM

The Parking Supply Tracking System is a mechanism for managing the supply of parking at the City of Hope campus relative to changes in the on-campus population. The on-campus population consists of two groups: Patients/Residents and Employees/ Physicians. Visitors are accounted for in the rate developed for Patients/Residents. The average daily campus population will vary based on new patient intakes, the number of out-patient procedures, the number of employees working and the number of residents staying on campus. The population will also increase overtime as the campus expands. However, based upon the maximum amount of new development identified in this Specific Plan, a maximum expected population can be determined. Furthermore, this maximum population can also be used to determine the amount of parking that is required to accommodate these different population groups as new development, expansions, or adaptive reuse of buildings takes place.

Although the anticipated phasing of new development at the City of Hope Campus is identified in four phases in this Specific Plan (see Section 3), the final phasing of individual projects will be determined at the discretion of City of Hope. Therefore, in order to manage the available parking capacity, a Parking Supply Tracking System will be monitored and maintained by the City of Duarte's Community Development Department. The Parking Supply Tracking System Worksheet is shown above in Table 10. Any parking required under this system shall be provided before a certificate of occupancy for the subject building is issued.

The Parking Supply Tracking System will ensure that sufficient parking is being provided or is available

as individual projects are processed through either of the City of Duarte or the City of Irwindale. Prior to the construction of a new building, addition, or major renovation over 5,000 square feet, City of Hope shall estimate the employee population and enter into the tracking worksheet.

Yearly Reporting Requirement

City of Hope is required to track and report the average daily population on campus in two groups: Patients/Residents and Employees/Physicians. This report will be provided to the City of Duarte Community Development Department on or near June 30 of every year. The City will then incorporate this information into their spreadsheet to determine the surplus or deficit in parking supply. As new projects are processed through either the City of Duarte or the City of Irwindale, the parking demand associated with the Specific Plan Area will be calculated using the population projections and parking demand rates. This parking includes proposed or additional parking spaces to be built (including demolished spaces). The amount of new parking being provided will also be recorded in the Worksheet shown in Table 10. This information will then be compared to the previous year's analysis to identify any parking deficits or surpluses.

Parking Demand Rates

Although parking demand rates may change overtime as ridership on the Gold Line increases or transportation options increases, the maximum ratio for parking will be capped at 0.66 for patients and residents and 0.46 for employees and physicians. Therefore, the City of Duarte and City of Hope will initiate a parking supply assessment to verify campus population, parking supply and utilization on the campus.

A neutral third party consultant will be selected to conduct the population census, parking assessment, and comprehensive review/validation of demand rates once every five years or when 350,000 square feet of new development is built (whichever comes first). City of Hope will fund the assessment and provide a list of consultants whom they wish to perform the assessment, with the ultimate selection of the consultant determined by the Director.

7.3.3 DEVELOPMENT PROJECT APPROVAL PROCESS

Applicability

Development Projects within the Specific Plan area shall be subject to the process below and shall not require any other land use approval from the City of Duarte or the City of Irwindale not set forth in this Specific Plan.

Pre-Development Meeting Process

A pre-development meeting shall be held with the City of Duarte and/or City of Irwindale when an application for Development Plan and Design Review is submitted for a Development Project.

Conditional Use Permit

Conditional Use Permits shall be required for Development Projects containing uses identified with "CUP" in Table 2 of this Specific Plan.

DUARTE. For a Conditional Use Permit in the City of Duarte, the procedures of Chapter 19.114 Conditional Use Permits of the Municipal Code shall be followed, including application requirements, fees, and processing requirements. Conditional Use Permits shall be approved, conditionally approved, or denied by the Commission, subject to a making a series of required finding per 19.114.050 Findings and Decision.

IRWINDALE. For a Conditional Use Permit in the City of Irwindale, the procedures of Chapter 17.80 of the Irwindale Municipal Code shall be followed, including application requirements, fees,

TABLE 11. DEVELOPMENT PROJECT REVIEW AUTHORITY TABLE

LEVEL OF REVIEW	STAFF	DIRECTOR	ARB	PC	CC
CONSTRUCTION ACTIVITIES					
New Construction (including Accessory Structures)					
All new structures, except accessory structures and signs (In Duarte)			Decision	Appeal	Appeal
All new structures, except accessory structures and signs (in Irwindale)				Decision	Appeal
Accessory structures		Decision	Appeal	Appeal	Appeal
Additions and Modifications					
Additions <1,000 sq. ft	Decision	Appeal	Appeal	Appeal	Appeal
Additions <1,000 - 5,000 sq. ft		Decision	Appeal	Appeal	Appeal
Additions > 5,000 sq. ft. (in Duarte)			Decision	Appeal	Appeal
Additions > 5,000 sq. ft. (in Irwindale)				Decision	Appeal
Placement of rooftop mechanical units and/or architectural screening	Decision	Appeal	Appeal	Appeal	Appeal
Facade or exterior improvements (inclusive of color changes)		Decision	Appeal	Appeal	Appeal
Fences and walls (all)	Decision	Appeal	Appeal	Appeal	Appeal
Roof and pitch changes	Decision	Appeal	Appeal	Appeal	Appeal
Signs and Sign Programs					
Comprehensive Sign Programs (in Duarte)			Decision	Appeal	Appeal
Comprehensive Sign Programs (in Irwindale)				Decision	Appeal
Monument and high-rise building signs		Decision	Appeal	Appeal	Appeal

Notes: "Decision" means that the review authority makes the final decision on the matter; "Appeal" means that the review authority may consider and decide upon appeals to the decision of an earlier decision-making body, in compliance with this Specific Plan.

and processing requirements. Conditional Use Permits shall be approved, conditionally approved, or denied by the Commission, subject to making a series of findings per Chapter 17.80.040 of the Irwindale Municipal Code.

Development Plan and Design Review

All Development Projects, as that term is defined in this Specific Plan, shall be subject to Development Plan and Design Review. The City with Design Review authority over a Development Project shall be determined by the Jurisdictional Authority provisions in Section 7.1 of this Specific Plan. The Development Plan and Design Review provisions in this Specific Plan shall supersede Chapter 19.122 of the Duarte Development Code and Chapter 17.70 of the Irwindale Municipal Code.

Purpose and Intent

PURPOSE. The purpose of this section is to provide a process for the appropriate review of Development Projects by each City's applicable review authority specified in Table 11 (Development Project Review Approval Process), below.

INTENT. The intent of this section is to ensure that an approved Development Project.

1. Promotes the orderly development of the City in compliance with the goals, objectives, and

policies of the General Plan and this Specific Plan,

2. Respects the physical and environmental characteristics of the site;

3. Ensures safe and convenient access and circulation for pedestrians and vehicles;

4. Exemplifies high-quality design practices;

5. Encourages the maintenance of a distinct Campus identity; and Minimizes or eliminates negative or undesirable visual impacts.

APPLICABILITY.

A. Development and Design Review required. No one shall undertake any Development Project pursuant to this Specific Plan, unless a Development Plan and Design Review application is first reviewed and approved by the applicable review authority in compliance with this section.

B. Compliance with Specific Plan required. No grading permit, foundation permit, building permit, or excavation permit shall be issued for a Development Project until a Development Plan and Design Review application has been approved pursuant to the procedures of this Specific Plan.

REVIEW AUTHORITY.

A. Applicable review authority. The applicable review authority for Development Plan and Design Review shall be as specified in either Table 11 (Development Project Review Approval Process), below, or Subsections B or C, based on the type and/or size of structure or site improvement. Any review items requiring Staff, Director, or ARB review shall be subject to the application process specified in this Specific Plan.

1. *Staff review.* Development Projects listed as Department Staff review in Table 11 or Subsection B below shall be subject to the review and approval of the Community Development Department Staff.

2. *Director review.* Development Projects listed as Director review in Table 11 or Subsection C below shall be subject to the review and approval of the Director. The Director shall also act as the review authority for appeals of Staff review decisions, where applicable.

3. *ARB review.* Development Projects located in the City of Duarte that are listed as ARB decision in Table 11 shall be subject to the review and approval of the City of Duarte's Architectural Review Board (ARB). The ARB shall also act as the review authority for appeals of Director review decisions in the City of Duarte, where applicable. For appeals in the City of Irwindale where the ARB is listed as the appellate body, the ARB appeal shall not be applicable and the appeal shall be heard by the Planning Commission.

4. *Planning Commission review.* When accompanied by other quasi-judicial action items, Planning Commission review shall be subject to the review and approval of the Planning Commission after consideration at a scheduled Commission meeting. The Planning Commission shall also act as the review authority for appeals of ARB decisions in the City of Duarte, or Director decisions in the City of Irwindale, where applicable.

5. *Council review.* When accompanied by other related legislative action items, the Council may provide the final review

decision. The Council shall also act as the review authority for appeals of Commission decisions.

B. *Staff-level review items.* The following Development Projects shall be subject to the review and approval of the Department Staff. For these items, there shall be no right of appeal except by City of Hope, who shall have the right to appeal any decision by Department Staff to the Director, any denial of an appeal by the Director to the ARB, any denial of an appeal by the ARB to the Commission, and any denial of an appeal by the Commission to the City Council.

1. Landscaping < 500 square feet (new).
2. Landscaping < 2,500 square feet (rehabilitated).
3. Restriping of parking lots.
4. Signs (excluding high rise building and monument signs), permanent and temporary, if proposed under an already approved Comprehensive Sign Program.

C. *Director-level review items.* The following Development Projects, as well as any others not listed in Table 11, shall be subject to the review and approval of the Director. For the followings items, there shall be no right of appeal except by City of Hope, who shall have the right to appeal any decision by the Director to the ARB, any denial of an appeal by the ARB to the Commission, and any denial of an appeal by the Commission to the City Council.

1. Landscaping > 500 square feet (new).
2. Landscaping > 2,500 square feet (rehabilitated).

D. *Repairs and Maintenance to Existing Structures.* No Development Plan and Design Review shall be required for any repairs and maintenance to structures within the Specific Plan Area, inclusive of, but not limited to exterior repainting with the same color, provided that such repairs and/or maintenance do not increase the square footage of the structure or modify the design of the façade or exterior of the structure.

APPLICATION FILING, PROCESSING, AND REVIEW.

A. *Application filing.*

1. *Staff level reviews.* Staff level review does not require a formal Development Plan and Design Review application; however, sufficient detail shall be provided to Department Staff in order to make a determination to approve or deny the Development Plan and Design Review.
2. *All other reviews.* All other reviews shall require an application for Development Plan and Design Review which shall be filed and processed in compliance with this Specific Plan. The application shall include the information and materials specified below, together with all applicable fees.

   The following documents are generally necessary to review a proposed Development Project and should be included with each Development Plan and Design Review application submitted pursuant to the Specific Plan, as deemed necessary by the City, depending upon the scope and complexity of the Development Project. Details on the types and quantity of plans, documents or other information necessary for a particular Development

Project review shall be discussed during the pre-development review process.

a) Vicinity Plan showing the location of the project in the Specific Plan area;

b) Site plan showing details of the Development Project, including the proposed building envelope;

c) A summary chart describing the Development Project including gross and net square footages by use, the applicable zone, if the Development Project crosses zone boundaries and/or jurisdictional boundaries;

d) Narrative indicating the role of the proposed Development Project in meeting the Goals and Objectives of the Specific Plan and describing how the Development Project would meet the Development Standards and Design Guidelines of this Specific Plan;

e) Floor plans;

f) Elevations including architectural details;

g) Cross-sections;

h) Color and Materials Board;

i) Renderings;

j) Lighting Plan;

k) Landscape, Irrigation, Hardscape and Outdoor Furniture Plan;

l) Parking Supply and Population Tracking Worksheet;

m) Roof Plan;

n) Mechanical and equipment screening plan; and

o) Other plans reasonably related to the Development Project

B. Review with other land use applications. If the Development Project for which the request for Development Plan and Design Review is being made also requires some other approval under this Specific Plan (e.g., Conditional Use Permit, Minor Modification, etc.), the applicant shall file the information required by Subsection A. (Application Filing), above, together with any other required application materials required for concurrent review.

C. Application review.

1. Each application for Development Plan and Design Review shall be reviewed by the applicable review authority to ensure that the proposed Development Project is within the scope of this Specific Plan. The review authority shall first determine whether a complete application has been submitted with all materials required under subsection A(2) above.

2. After the Development Plan and Design Review application has been deemed complete, the review authority shall review the design, location, and site plan configuration by comparing the project plans to the applicable Development Standards and Design Guidelines of this Specific Plan. The review authority shall either approve or deny the Development Plan and Design Review application. An approved Development Plan and Design Review application must be in substantial conformance with this Specific Plan and satisfy the findings required by this Specific Plan. Development Projects that meet these requirements have been previously analyzed under CEQA in the Specific Plan's EIR. Accordingly, the review authority shall not have the authority to impose new or

modified mitigation measures under CEQA in the Design Review process.

D. Standards of Review. When reviewing development plans that are subject to Development Site Plan and Design Review, the following criteria, in addition to other principles of good design and standards and guidelines within this Specific Plan, shall be considered as part of the review:

1. ***Compatibility.*** Compatibility shall be ensured and determined by use of the following criteria:

   a) The arrangement, design, location, and size of all structures should be visually harmonious with the project site and with the surrounding sites and structures.

   b) New development, alteration, and/or enlargement of existing development should enhance and improve the appearance of the project's vicinity and be compatible with the character and quality of surrounding development.

   c) The proposed development should protect the development site as well as surrounding properties from noise, odor, vibration, and other impacts that may have an adverse impact.

   d) The height and bulk of proposed structures on the site should be in scale with the height and bulk of structures on surrounding sites, and should not visually dominate their sites or call undue attention.

   e) The location and configuration of structures should minimize interference with the privacy and views of occupants of surrounding structures.

2. ***Architectural design and detail.*** Architectural design and detail shall be provided in all proposed development and shall be determined by use of the following criteria and in compliance with the applicable provisions of Chapter 5 (Design Guidelines):

   a) Every effort should be given to design new structures in keeping with a recognized and established architectural style utilizing massing, materials, details, and similar elements of that style.

   b) Elements of good urban design and architecture should be implemented in all projects including, but not limited to building articulation, building colors, fenestration, massing, materials, and other architectural elements.

   c) Where no consistent architectural style or pattern is present, building design and massing should be used to complement existing development.

   d) Architectural treatment of all structures should be visually coordinated.

   e) Long, plain building walls should be avoided by incorporating building articulation (e.g., arcades, decks, material variation, porches, public art, roofline variation, varied setbacks, and windows) and other similar methods.

   f) Garish, inharmonious, or out-of-character colors should not be used on any structure, face, or roof visible from the street or from an adjoining site.

   g) Roof-mounted equipment shall be fully screened. Acceptable methods of screening may include parapet walls or some other creative manner as

an architectural solution. Individual equipment screens may only be used for structures after all other methods of screening have been explored.

h) Rooflines on a structure should create design interest and be compatible throughout the structure and with existing structures and surrounding development.

i) The design of the structures, driveways, landscaping, lighting, loading facilities, parking areas, signs, solar facilities, and other sight features should show proper consideration for the functional aspects of the site (e.g., automobile, pedestrian and bicycle circulation) and the visual effect of the development on surrounding development.

j) Amenities (e.g., arbors, architectural lighting, fountains, hardscape, public art, and trellis) and other design features should be provided on larger development projects.

k) Green building practices, in addition to those required by Chapter 19.52 (Sustainable Development Standards) should be used when feasible.

l) Electrical rooms with switchgear and similar items should be located within an electrical room and integrated into the building footprint.

m) Interior roof access shall be used. Exterior roof ladders are prohibited.

E. Landscape, lighting, parking, signs, and other design details. Landscaping, lighting, parking, signs, and other design details shall be provided in all proposed development and shall be determined by use of the following criteria:

a) Equipment and utilities.

(1) Utility boxes and other similar equipment should be located where they are well screened from public view.

(2) Mechanical equipment on the site shall be appropriately screened from view.

(3) When possible, all utilities should be installed underground.

b) Fences/walls.

(1) Fencing, walls, solid waste enclosures, and accessory structures should be harmonious with the principal structure and other structures on the site.

(2) Retaining walls that are visible from public views should be limited in height, when possible. Decorative block should be used for all retaining walls. When taller retaining walls are necessary, they should be designed to reduce visual impact.

c) Landscaping.

(1) Landscaping should be designed in a way as to accent the property. Special effort should be given to colorful, creative, and varied planting designs that use native and native-compatible species that provide visual interest and water efficiency.

(2) Attention shall be given to selecting parking lot trees that provide shade.

(3) When mature trees are present on a site, every effort should be made to assess the value of the trees and, if reasonable, the trees should be

incorporated into the proposed landscape plans.

(4) Pedestrian paths should be incorporated into site design to provide access and visual interest and to provide the most effective pedestrian access to structures.

(5) Decorative hardscape should be integrated into project areas to provide visual interest.

d) Lighting.

(1) Lighting shall be located so as to avoid glare and to reflect the light away from adjoining property and rights-of-way while recognizing the importance of security.

(2) Wall-mounted lighting fixtures should be decorative and be compatible with the architectural style of the structure(s). Wall packs and fixtures that spread uncontrolled light shall be prohibited.

(3) Pole-mounted lighting should be of an appropriate scale to compliment the structure that it serves. Wherever possible, decorative poles and fixtures should be used.

e) Parking.

(1) Parking and loading facilities should function efficiently with minimum obstruction of traffic on surrounding streets while facilitating on-site circulation.

(2) Wherever possible, driveway access to parking areas should have as shallow of slope as possible to provide proper drainage and facilitate ease of access.

f) Signs.

(1) Signs should be creatively designed so as to improve the aesthetic aspects of the development as well as identify a business or location.

(2) With a focus on graphic design, signs shall be clearly readable and shall utilize materials, textures, colors, and illumination that compliment the structure and site design.

(3) During project design and review, consideration should also be given to the location and size of signs to ensure visual compatibility and vehicular and pedestrian safety.

(4) For ground-mounted signs, landscape shall be incorporated with plans for the signs.

F. On-site inspection. An application for Development Plan and Design Review may require that Staff or the Director perform an on-site inspection(s) of the subject parcel before confirming that the request complies with all of the applicable criteria and provisions specified in this Chapter.

G. Public hearing and notice provisions.

1. A public hearing shall not be required for any Development Plan and Design Review application, except when the Design Review application is accompanied by a companion quasi-judicial or legislative matter that would otherwise require a public hearing.
2. Required notice for specified Design Review applications shall be as follows:

a) The required public notification process for Development Projects subject to

Development Plan and Design Review under this Specific Plan is limited to Development Projects that include (a) any building or structure that is three stories or larger; or (b) any building, structure, or addition that is equal to or greater than 25,000 square feet, regardless of the number of stories.

b) Notification shall be mailed to non-City of Hope property owners within a 300' radius, as measured from the extent of the proposed building or structure a minimum of 10 days prior to the applicable review authority's decision.

3. ARB, Planning Commission and City Council review of Development Plan and Design Review applications or associated appeals shall comply with all applicable provisions of the Ralph M. Brown Act, California Government Code 54950 et seq.

FINDINGS AND DECISION.

A. Review authority's action.

1. An application for a Development Plan and Design Review may be approved or denied by the review authority.
2. The review authority shall consider an application in a timely manner after it is deemed complete. A decision of review authority shall be made in writing. An approval by review authority may be in the form of a signature, stamp, or similar form of documentation.
3. The written decision including any findings shall be mailed to the applicant and kept on file by the review authority.

B. Required findings. The review authority may approve a Development Plan and Design Review application only after first making all of the following findings:

1. The Development Project is in compliance with all applicable provisions of this Specific Plan and the General Plan(s).
2. The Development Project would be constructed on a portion of the Specific Plan area that is adequate in shape, size, topography, and other circumstances to accommodate the proposed development.
3. The Development Project is in compliance with the applicable Standards of Review (located earlier in this chapter).
4. The Development Project is designed and arranged to provide adequate consideration to ensure the public health, safety, and general welfare, and to prevent adverse effects on neighboring property outside the Specific Plan area.

a) Parking Requirements. The Parking Supply and Population Tracking Worksheet demonstrates that there is sufficient parking supply for the City of Hope campus, or that sufficient additional parking will be developed in connection with the Development Project.

b) Environmental Mitigation. The Development Project has been designed to comply with all applicable mitigation measures in the Mitigation Monitoring and Reporting Program.

ISSUANCE OF OTHER REQUIRED PERMITS AND APPROVALS.

A. Permits for grading, structures, and uses. Upon approval of a Development Plan and Design Review, or a revised Development Plan

and Design Review, permits may be issued for grading, structures, and uses.

B. ***Compliance with Design Review.*** Grading shall not be commenced and no structure shall be altered, enlarged, erected, moved, or rebuilt subject to the provisions of this Specific Plan, except in compliance with the approved Development Plan and Design Review and the conditions imposed on the review.

C. ***Determination by Director.*** Before a Building Permit may be issued for any structure in a development requiring Design Review, compliance with an approved Development Plan and Design Review shall be determined by the Director or their designee, or in the case of disagreement with the applicant, by the applicable review authority.

D. ***Determination by building official.*** Before a Building Permit may be issued for any structure in a development requiring Development Plan and Design Review, the Building Official shall make a determination that the proposed structure(s) is in compliance with the approved Development Plan and Design Review.

E. ***Expiration.*** Construction of improvements permitted by a Development Plan and Design Review approval shall be "exercised" or commenced within 24 months of the actual date of approval; provided, that this time limit may be increased or decreased, at the time of granting the approval, in order to allow the time limit to be concurrent with any other entitlement to construct.

F. ***Extension.*** Upon receiving a written request before the expiration of any approval time period, the Director may grant an extension for a period not exceeding 12 additional months; provided, that it is found that there has been no subsequent change in the findings, conditions of approval, and applicable regulations governing the approval.

7.3.4 AMORTIZATION OF TEMPORARY MODULAR BUILDINGS

The Campus currently contains many relocatable or temporary modular buildings. Within one year following the approval of this Specific Plan, City of Hope shall provide the City of Duarte with a plan for amortization of these structures. In determining a reasonable amortization period for these buildings, the following factors should be considered:

- The amount of investment in or original cost of the building or structure.
- The present actual or depreciated value of the use, building, or structure.
- The remaining time period, if any, to amortize the cost of the building or structure using the provisions of the Internal Revenue Code on amortization.
- The salvage value of the building.
- Age of the building.
- The compatibility of the building with the Specific Plan regulations and design guidelines.
- The phasing of new development based on this Specific Plan.

The amortization plan shall address each temporary building existing as of adoption of the Specific Plan, and shall include the information noted above, along with a proposed schedule for removing the buildings. The Director shall have authority to approve the amortization plan. The decision of the Director may be appealed to the Planning Commission, in accordance with the appeal provisions of the Duarte Development Code.

7.3.5 IMPLEMENTATION ACTION PLAN

Implementation of the Specific Plan will require collaboration between City of Hope and the divisions of the Community Development Department, including Planning, Public Works, Engineering, Building and Safety, Economic Development, and Field Services. The Implementation Action Plan (Table 12) summarizes specific implementation plans and actions that are required by this Specific Plan (i.e. Alternative Roadway & Expansion Plan, RV Parking Plan and Valet Plan), timeframes, and primary responsibility for such actions. This is intended to be used by the Cities of Duarte and Irwindale and City of Hope throughout buildout of the Specific Plan.

The Director shall have the final authority for the implementation of items on the Implementation Action Plan, unless otherwise stated within Table 12, or in the Specific Plan.

7.3.6 DIRECTOR'S APPROVAL OF IMPLEMENTATION PLANS

The Specific Plan requires City of Hope to submit various implementation plans to the Cities of Duarte and/or Irwindale for review and approval. Those implementation plans are either described in the text of the Specific Plan and/or are shown in the Implementation Action Plan below (Table 12). The Director with authority to review an implementation plan shall approve it upon determining the following: (i) the implementation plan substantially conforms with the purpose(s) and intent set forth for such plan as outlined in the applicable provisions of this Specific Plan; (ii) the implementation plan is otherwise substantially consistent with this Specific Plan; and (iii) the implementation plan will not adversely affect properties adjacent to the Specific Plan area. If the Director denies the approval of an implementation plan, the Director shall indicate in writing to City of Hope how the implementation plan does not satisfy the above requirements. The Director's determination on any submitted implementation plan shall not be subject to appeal except by City of Hope who shall have the right to appeal any such determination to the City Council of the Permitting Municipality. The City Council's determination shall be final and effective. If a proposed implementation plan is denied, City of Hope may revise the proposed implementation plan and resubmit without prejudice.

TABLE 12. IMPLEMENTATION ACTION PLAN

SPECIFIC ACTIONS	TIMEFRAME	PRIMARY RESPONSIBILITY/ PARTNERS	FUNDING	STATUS	NOTES
Accessibility & Pedestrian Connectivity	A campus wide Accessibility & Pedestrian Connectivity Plan shall be provided to the Cities within one (1) year of Specific Plan adoption. Construction of accessible and pedestrian pathways will be outlined in the Connectivity Plan and be conducted in concert with the development of roadways, buildings and other construction projects that require pedestrian and accessibility upgrades; and other portions of campus where pedestrian and accessibility upgrades are necessary but may not be improved due to a lack of a project in the vicinity.	City of Hope (primary) City of Duarte (responsible) and/or City of Irwindale (responsible)	City of Hope		
Campus Sign Program	Within one (1) year of Specific Plan adoption OR before permits are issued for any new permanent sign. Otherwise sign regulations prescribed within the Duarte Development Code at the current time are applicable.	City of Hope	City of Hope		
Existing Temporary Building Amortization Plan	Within one (1) year of Specific Plan adoption.	City of Hope	City of Hope		
Fire Lanes Analysis	Within one (1) year of Specific Plan adoption. Thereafter, every five years from original adoption of Specific Plan (e.g. years 5, 10, 15 and 20)	City of Hope (primary) City of Duarte (responsible) and/or City of Irwindale (responsible) Los Angeles Co. Fire Department (responsible)	City of Hope		
Parking Supply Tracking System Update	Yearly - on or before June 30th of each year until plan expiration, except for years where a Parking Supply Tracking System Validation is required.	City of Hope	City of Hope		
Parking Supply Tracking System Validation	Required every five years from original adoption of Specific Plan (e.g. years 5, 10, 15 and 20) OR the construction of 350,000 sq. ft., whichever comes first.	City of Hope (primary) City of Duarte (responsible) and consultant selection	City of Hope		
Public Art Program	An annual report showing the amount of funds in the Public Arts Fund shall be submitted by June 30th of each year to the City of Duarte Community Development Director.	City of Hope	City of Hope		
Roadways	For roadways leading to new parking structure(s), roadways must be constructed before issuance of a Certificate of Occupancy for the new structure. For all other roadways, see Section 4, p. 46.	City of Hope (primary) City of Duarte (responsible) and/or City of Irwindale (responsible)	City of Hope		
Sewage	When a Development Project is proposed that affects the sewage system.	City of Hope (primary) City of Duarte (responsible) and/or City of Irwindale (responsible) Los Angeles Co. Sanitation Districts (responsible)	City of Hope		It is recommended that City of Hope project the needs of its sewage system as a campus (or by quadrant or other logical area division) rather than by project, as to not under design the system.

SPECIFIC ACTIONS	TIMEFRAME	PRIMARY RESPONSIBILITY/ PARTNERS	FUNDING	STATUS	NOTES
Stormwater	When impact is proposed.	City of Hope (primary) City of Duarte (responsible) and/or City of Irwindale (responsible)	City of Hope		It is recommended that City of Hope project the needs of its stormwater system as a campus (or by quadrant or other logical area division) rather than by project, as to not under design the system.
Utilities	When a Development Project is proposed that affects utilities.	City of Hope (primary) City of Duarte (responsible) and/or City of Irwindale (responsible) Affected Utility Company (responsible)	City of Hope		It is recommended that City of Hope project the needs of its utilities system as a campus (or by quadrant or other logical area division) rather than by project, as to not under design the system.
Valet Plan	Within one (1) year of specific plan adoption. Thereafter, every five years from original adoption of specific plan (e.g. years 5, 10, 15 and 20), or as the need arises dependent upon changes to the previous valet plan approval. Mobile valet stations require approval before use.	City of Hope	City of Hope		

APPENDIX

A. GLOSSARY OF TERMS

Assembly. Assembly/Meeting Facilities" as defined in the DDC applies to the term "Assembly" used in the Specific Plan.

Development Project. Any development undertaken pursuant to the Specific Plan that requires submittal of a Development Plan and Design Review application to a Permitting Municipality for review and approval.

Development Site. The land within the Specific Plan area upon which a specific Development Project is proposed.

Director. The Community Development Director of the Permitting Municipality.

Floor Area. The total horizontal floor area of all the floors of a building included within the inside perimeter of the exterior walls, exclusive of vents, basements and similar subterranean areas, shafts, courts, elevators, stairways, porches, patios, terraces, columns, and other similar features. Floor Area does not include parking structures or pedestrian bridges.

Hospitality. Short-term lodging for patients, Campus guests, and others, including hotel and similar short-term accommodations.

Illustrative Site Plan. This illustrates one potential development scenario at full buildout within the framework of the Specific Plan and associated EIR. The illustration of this development scenario is only an example of how the campus could be built out under the Specific Plan, and complying with the development scenario and illustrative site plan is not a requirement.

Industrial. Utilities and other service uses supporting any use otherwise allowed in the Specific Plan area, including ancillary facilities related to those uses such as offices and warehouses.

Inpatient hospital. A facility providing medical, surgical, psychiatric, or emergency medical services to sick or injured persons, primarily on an inpatient basis. This use includes incidental facilities for outpatient treatment, as well as training, research, and administrative services for patients and employees. Excludes sanitariums and residential care facilities. (See the definition of "Hospitals" in section 19.160.090 of the Duarte Development Code.)

Maintenance Yards and Mechanical Facilities. A use that provides on-campus maintenance and repair services for one or more of the following: appliances, electronics, electric powered golf carts, mechanical, plumbing, office and related equipment and/or buildings. Does not include maintenance and repair of vehicles.

Minor Modification. A modification to the Specific Plan that shall not require an amendment to the Specific Plan, subject to a Substantial Conformance determination, as described in Section 7.2.9, Administration, of the Specific Plan.

Office. Offices for operations and executive, research, medical and nonmedical staff.

Recreation facility (active). Facilities for structured or unstructured outdoor and indoor active recreation activities that require specialized infrastructure, such as sports fields or courts, playgrounds, outdoor theaters, gyms, and game rooms.

Recreation facility (passive). Facilities for passive outdoor recreation that does not require significant or specialized infrastructure, such as biking, jogging, or walking paths, hiking or nature trails, and picnic areas.

Research (Controlled Environment). Any research facility that requires a controlled environment to avoid the introduction of contaminants or pathogens and to prevent infectious outbreaks. This term explicitly supersedes the Duarte Development Code term "Research and Development."

Research (Laboratory). Scientific and medical research laboratories and other scientific research facilities. This term explicitly supersedes the Duarte Development Code term "Research and Development."

Screening Trees. Trees, shrubs, or other plants that effectively minimize views of a specified area or structure, or uninteresting blank walls.

Service Areas. Utility, waste disposal and/or equipment storage areas, including but not limited to areas such as those designated for dumpsters or recycling containers, and areas for ground-mounted- and rooftop-mechanical equipment, including but not limited to utility meters, transformers, or HVAC units, which require screening from public view as specified in Section 3.3, Development Standards, of the Specific Plan.

Setbacks. A setback is defined as the distance from which a structure, parking area or other development feature must be separated from a prescribed property line, easement or other structure or development feature. All setback distances shall be measured at right angles from the property line, easement or other structure or development feature, and the setback line shall be drawn parallel to the designated property line, easement or other structure or development feature at the requested setback distance.

Warehouse. Long and or short term storage facilities for uses in the Specific Plan area.

PLACEWORKS