1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The project site is located in the City of Duarte, in Los Angeles County. The City of Duarte (City or Duarte) is located in the north-central portion of the San Gabriel Valley, approximately 21 miles northeast of downtown Los Angeles. Duarte lies 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; refer to *Exhibit 3-1*, *Regional Vicinity*, in Section 3.0.

More specifically, the project site is located at the northwest corner of Duarte Road and Highland Avenue. The project site is bounded by Evergreen Street and the Foothill Freeway (Interstate 210) to the north, Highland Avenue to the east, a single-family residential neighborhood to the west, and the Los Angeles County Metropolitan Transportation Authority (Metro)-owned railroad right-of-way and Duarte Road to the south; refer to *Exhibit 3-2*, *Local Vicinity*, in Section 3.0.

1.2 PROJECT SUMMARY

DESCRIPTION OF PROJECT

The current Duarte Station Specific Plan was adopted and the EIR certified by the Duarte City Council on December 10, 2013. This proposed project represents a comprehensive amendment and update to the adopted Specific Plan. The City-initiated Duarte Station Specific Plan (Specific Plan) is intended to establish the general type, parameters, and character of the development desired to create an integrated transit-oriented development (TOD) compatible with the surrounding area. The plan area's proximity to freeways, major streets, and existing rail infrastructure makes the Duarte Station Specific Plan site an ideal location for integrating a mix of uses and transit, along with facilitating economic development in Duarte.

PERMITTED LAND USES

The primary goal of the updated Duarte Station Specific Plan is to provide flexibility for property owners to respond to market conditions by creating a plan that accommodates a mixed-use transit village. The updated plan will facilitate investment and revitalization, ultimately resulting in new uses that complement one another, take advantage of ready Gold Line light rail accessibility, and provide needed housing. While the existing Duarte Station Specific Plan allows residential, office, research and development, hotel, and commercial retail and restaurant use, the proposed amended Duarte Station Specific Plan will more than double the number of new residential units and still accommodate offices, retail spaces, and restaurants. Importantly, the update plan will provide for better integration of uses and connections to the Gold Line station via Highland Avenue.

DEVELOPMENT SCENARIO

For purposes of the environmental analysis, one potential development scenario has been examined that represents a preferred mix of uses under the amended Duarte Station Specific Plan as shown in *Table 1-1*, *Development Scenario*, and compared with the existing land uses and original approved land uses under the existing Duarte Station Specific Plan. The ultimate

land uses on each site would be determined at the time of site plan submittal for a specific parcel. This development buildout scenario was chosen for the analysis not just because it represents the preferred ultimate condition but also because it has the potential to have a high level of impact, thus representing a conservative level of analysis.

Table 1-1
Development Scenario

Land Use	Residential (DU)	Non-Residential (SF)
Existing		
Warehouse/Industrial		313,955
Original Approved Specific Plan		
Retail		12,000
Office		400,000
Hotel		250 rooms
High Density Residential	475	
Proposed		
Retail/Restaurant		12,500
Office		100,000
High Density Residential	1,400	
TOTAL PROPOSED	**1,400**	**112,000**

Abbreviations: DU dwelling units; SF square feet

The City has received a preliminary application for a development project on parcels 8528-011-025, called The Residences at Duarte Station. The development comprises a two-building residential development with 619 dwelling units, parking structures, and 157,195 square feet of open space.

The City has also received a second preliminary application for the Duarte Intergenerational Housing Project; this project proposes an affordable housing development on parcel 8528-011-906 consisting of a mixed-use building with ground-floor commercial use and up to 80 units of rent-restricted affordable housing.

GROWTH RELATIVE TO EXISTING CONDITIONS

As shown in the *Table 1-2, Growth Relative to Existing Conditions*, the anticipated growth in residential and non-residential uses above 2019 existing conditions is projected to be:

- Addition of 1,400 dwelling units
- Reduction of 313,955 square feet industrial uses
- Addition of 100,000 square feet of non-residential (office) uses

- Addition of 12,500 square feet of retail/restaurant uses

Table 1-2
Growth Relative to Existing Conditions

Land Use	Residential (units)	Non-Residential (square feet)
Existing		
Warehouse/Industrial		313,955
Total		***313,955***
Proposed Specific Plan		
Retail/Restaurant		12,500
Office		100,000
High Density Residential	1,400	
Total	***1,400***	***112,500***
Difference Between Existing Conditions and Specific Plan Assumptions	**+1,400**	**-201,455**

PERMITS AND APPROVALS

The City of Duarte is the Lead Agency for the project and has discretionary authority over the project which includes, but is not limited to, the following:

- Certification of the Final Subsequent EIR
- Adoption of a Mitigation Monitoring and Reporting Program (MMRP)
- Adoption of the amendment to the Duarte Station Specific Plan
- Approval of a Vesting Tentative Tract Map for The Residences at Duarte Station, for condominium purposes
- Adoption of a General Plan Amendment consisting of text changes to the Land Use Element to be consistent with the updated Duarte Station Specific Plan
- Discretionary review as necessary, including any applicable CEQA review, for other current and future individual public and private development proposals in the planning area, such as the Duarte Intergenerational Housing Project

Future individual public and private development proposals in the Specific Plan area would be expected to require review or approvals from other jurisdictional agencies, including, but not limited to:

- California Department of Toxic Substances Control (DTSC)
- California Department of Transportation (Caltrans)
- County of Los Angeles
- Duarte Unified School District
- Los Angeles County Fire Department
- Los Angeles County Sheriff's Department
- County Sanitation Districts of Los Angeles County (LASCD)
- Los Angeles County Metropolitan Transportation Authority (METRO)
- South Coast Air Quality Management District (SCAQMD)
- Los Angeles Regional Water Quality Control Board (RWQCB)
- California Public Utilities Commission (CPUC)

1.3 PROJECT OBJECTIVES

The Duarte Station Specific Plan includes the following goals and objectives to guide development within the Specific Plan area.

1. GOAL: A MIXTURE OF LAND USES

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

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

2. GOAL: AN ECONOMICALLY FEASIBLE DEVELOPMENT

a. *Objective*: Provide opportunities for adaptive reuse of existing buildings, and design new non-residential spaces with flexibility to allow for shifts in market demand and allow options throughout various economic cycles and scenarios.

b. *Objective*: Create a range of residential unit types that will be accessible to residents of all income levels.

c. *Objective*: Provide residential opportunities to assist the City of Duarte in meeting its Regional Housing Needs Allocation (RHNA) objectives.

d. *Objective*: Encourage the development of a hotel to create local jobs, support City of Hope lodging needs, provide community meeting space, and increase tax revenues within the community.

3. GOAL: PEDESTRIAN-ORIENTED DEVELOPMENT

a. *Objective*: Create a development pattern that effectively provides for efficient and comfortable pedestrian movement and connectivity throughout the site.

b. *Objective*: Give precedence to pedestrians and foster multimodal transportation with bicycle, pedestrian, and transit access.

c. *Objective*: Provide supportive commercial uses and an active street frontage on Highland Avenue that facilitates a pedestrian friendly experience and links to other centers in the city.

4. GOAL: SUPERIOR URBAN DESIGN

a. *Objective*: Allow for building types that will achieve desired density ranges to establish a critical mass of residents and employees to support the transit station, maximize transit ridership, and support retail spaces and local employment centers.

b. *Objective*: Minimize setbacks to allow buildings to frame and activate the street.

c. *Objective*: Use trees, shrubs and other landscape and hardscape materials along streets to provide shading, screening, and human scale.

d. *Objective*: Promote high quality architectural design to establish a contemporary design character that creates an identity in the Duarte Station Specific Plan area.

e. *Objective*: Establish context-based standards and guidelines that address specific design concerns while also allowing for creativity and flexibility in development projects.

5. GOAL: OUTDOOR SPACES

a. *Objective*: Provide outdoor spaces—such as an urban green space, public plaza, promenade, or linear park—that provide a transition between the station and the surrounding transit village uses and facilitates pedestrian movement and/or public gathering.

b. *Objective:* Encourage rooftop open space areas to increase the amount and the quality of open space while taking advantage of quality views from the site.

c. *Objective:* Program outdoor space(s) to accommodate the needs of various user groups, such as residents, employees, commuters, and visitors.

6. GOAL: AWARENESS OF SURROUNDING DEVELOPMENT

a. *Objective*: Provide opportunities for new goods and services uses to support surrounding residents, students, and employees within and around the Duarte Station Specific Plan area.

b. *Objective*: Provide for appropriate transitions with adjacent existing lower-intensity residential uses through height limits, articulation and modulation requirements, design guidelines, and landscape requirements.

c. *Objective:* Upgrade the existing streetscape infrastructure and solidify pedestrian connections between the Plan Area, Duarte Station, and critical areas of interest around the site.

d. *Objective*: Consider the future needs of the City of Hope as part of land use planning.

7. GOAL: SUSTAINABLE DEVELOPMENT PRACTICES

a. *Objective:* Encourage transit-oriented development that supports multimodal opportunities and adhere to Levels of Sustainable Development Practices as prescribed in Chapter 19.52 of the City's Development Code.

b. *Objective:* Ensure that construction and demolition waste is disposed of in accordance with all City regulations and standards.

c. *Objective:* Consider building layout, siting, and building design to not preclude alternative energy production on-site.

d. *Objective:* Maximize energy efficiency through local and state standards, indoor environmental quality, energy-efficient lighting, building orientation, shading, and implementation of LEED principles (or similar) and/or attaining LEED Certification.

e. *Objective:* Reduce heat island effect through site planning and selection of landscape and hardscape materials.

f. *Objective:* Incorporate water-efficient design features such as permeable surfaces, collection devices, biofiltration devices, green rooftops, cisterns, berms and swales, and/or green rooftops.

g. *Objective:* Include drought-tolerant and climate-appropriate landscape within the Specific Plan area.

1.4 SUMMARY OF PROJECT ALTERNATIVES

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

- Existing Zoning
- All Residential
- Adaptive Reuse

A comparison of the proposed project with the alternatives is provided in *Table 1-3*, C*omparison of Proposed Project and Alternatives*.

Table 1-3
Comparison of Proposed Project and Alternatives

Land Use	Proposed Project Development Scenario	Alternative One: Existing Zoning /No Project	Alternative Two: All Residential	Alternative Three: Adaptive Reuse[1]
Retail/Restaurant (SF)	12,500	12,000		12,500
Office (SF)	100,000	400,000		150,000
High Density Residential (DU)	1,400	475	1,700	700
Warehouse/Industrial (SF)				
Hotel (Rooms)		250		250
TOTAL	**1,400 DU 112,500 SF**	**475 DU 412,000 SF 250 Rooms**	**1,700 DU**	**700 DU 162,500 SF 250 Rooms**

SF = Square Feet; DU = Dwelling Unit
[1]For the purposes of the impact analysis, a total of 162,500 SF would be available for adaptive reuse.

ALTERNATIVE ONE: EXISTING ZONING (NO PROJECT)

Pursuant to CEQA Guidelines Section 15126.6(e)(2), a No Project alternative must be analyzed. The No Project alternative should discuss what would be reasonably expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services. In the context of this EIR, the Existing Zoning alternative is the No Project alternative in compliance with CEQA Guidelines Section 15126.6(e)(2); this scenario assumes that the amended Duarte Station Specific Plan would not be implemented. Instead, development would be governed by the existing Duarte Station Specific Plan, which allows up to 475 residential units, 400,000 square feet (sf) of office space, 12,000 sf of retail, and a 250-room hotel.

Under this alternative, no current development application would be in place. Existing on-site industrial uses would continue to operate as they do currently until such time as property owners choose to redevelop their properties in conformance with the existing adopted Duarte Station Specific Plan.

ALTERNATIVE TWO: ALL RESIDENTIAL

Alternative Two would include only high-density residential development at a density of up to 90 dwelling units per acre, yielding 1,700 dwelling units. It is assumed that this alternative would have similar acreages for recreation/open space and roads as the proposed project.

ALTERNATIVE THREE: ADAPTIVE REUSE

Alternative Three would involve the adaptive reuse, or repurposing, of a portion (approximately half) of the existing 313,955 square feet of industrial and warehouse space with office and commercial space, along with construction of 700 new residential units and hospitality uses, including a 250-room hotel. It is assumed that building heights would be the same as existing conditions for the adaptive reuse portions of the site (thus lower than the proposed project) but consistent with heights associated with the proposed project for new construction.

1.4.1 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

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

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

ALTERNATIVE ONE: EXISTING ZONING

Compared to the proposed project, the Existing Zoning alternative would result in greater impacts relative to aesthetics, population/housing, air quality, greenhouse gases, and hazards and hazardous materials. No impacts would be reduced. Impacts associated with land use, traffic, noise aesthetics, hydrology/drainage/water quality, and public services/utilities would be equivalent. Significant unavoidable impacts related to traffic, air quality, and noise impacts would also occur with this alternative.

The Existing Zoning would not fully implement the overarching goals of the proposed project to provide a mix of land use, an economically feasible development, traditional pedestrian-oriented street pattern, and awareness of surrounding development. The goals of superior urban design, outdoor spaces, and sustainable development practices could be achieved.

ALTERNATIVE TWO: ALL RESIDENTIAL

Compared to the proposed project, the All Residential alternative would result in greater impacts relative to land use and population/housing. Impacts would be reduced regarding traffic, greenhouse gas emissions, noise, and hazardous materials. Impacts associated with aesthetics, air quality, hydrology/drainage/water quality, and public services/utilities would be equivalent. Significant unavoidable impacts related to traffic, air quality, and noise impacts would also occur with this alternative.

The All Residential alternative meets Goals 4, 5, and 7 and does not fully meet Goals 1, 2, 3, and 6.

ALTERNATIVE THREE: ADAPTIVE REUSE

Compared to the proposed project, the Adaptive Reuse alternative would result in in greater impacts relative to land use, population/housing, traffic, and hazardous materials. Impacts would be reduced regarding greenhouse gas emissions and noise. Impacts associated with aesthetics, air quality, hydrology/drainage/water quality, and public services/utilities would be equivalent. Significant unavoidable impacts related to traffic, air quality, and noise impacts would also occur with this alternative.

The Adaptive Reuse Alternative meets Goals 1, 2, and 5 but does not fully meet Goals 3, 4, 6, and 7.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment. In consideration of these factors, the proposed project can be considered the Environmentally Superior Alternative.

Table 1-4, Comparison of Alternatives, provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the proposed action.

Table 1-4
Comparison of Impact of Alternatives Relative to the Proposed Project

Impact Area	Alterative One: Existing Zoning Alternative	Alternative Two: All Residential Alternative	Alternative Three: Adaptive Reuse Alternative
Land Use	=	○	○
Aesthetics	○	=	=
Population and Housing	○	○	○
`Traffic	=	◆	○
Reduces Significant Unavoidable Impact?	No	Yes	No
Eliminates Significant Unavoidable Impact?	No	No	No
Air Quality	○	=	=
Reduces Significant Unavoidable Impact?	No	No	No
Eliminates Significant Unavoidable Impact?	No	No	No
Greenhouse Gas Emissions	○	◆	◆
Noise	=	◆	◆
Reduces Significant Unavoidable Impact?	No	Yes	Yes
Eliminates Significant Unavoidable Impact?	No	No	No
Hazardous Materials	○	◆	○
Hydrology, Drainage, and Water Quality	=	=	=
Public Services and Utilities	=	=	=

= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).
○ Indicates an impact that is greater than the proposed project over the long term (environmentally inferior).
◆ Indicates an impact that is less than the proposed project over the long term (environmentally superior).

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
Land Use		
Southern California Association of Governments Implementation of the proposed project could conflict with SCAG's 2016 RTP/ SCS Goals and Adopted Growth Forecasts.	No mitigation measures are required.	Less Than Significant Impact
City of Duarte General Plan Implementation of the proposed project could conflict with a Duarte General Plan Land Use Plan or Policy.	No mitigation measures are required.	Less Than Significant Impact
City of Duarte Development Code Implementation of the proposed project could conflict with the Duarte Municipal Code Standards and Regulations.	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could conflict with applicable land use plans, policies, or regulations.	No mitigation measures are required.	Less Than Significant Impact
Aesthetics		
Short-Term Visual Character/Quality Construction activities associated with implementation of the proposed project could result in significant impacts related to temporary degradation of the visual character/quality of the site and its surroundings.	**AES-1** Prior to the issuance of a building permit, each project applicant shall submit a Construction Management Plan for review and approval by the City of Duarte Community Development Director. The Construction Management Plan shall, at a minimum, indicate the equipment and vehicle staging areas, stockpiling of materials, fencing (i.e., temporary fencing with opaque material), and construction haul route(s). Staging areas shall be screened from view from residential properties. Construction worker parking may be located off-site with prior approval by the City; however, on-street parking of construction worker vehicles on residential streets shall be prohibited. Vehicles shall be kept clean and free of mud and dust before leaving the development site. Surrounding streets	Less Than Significant Impact with Mitigation Incorporated

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
	shall be swept daily and maintained free of dirt and debris.	
Long-Term Visual Character/Quality Implementation of the proposed project could result in significant impacts related to the long-term degradation of the visual character/quality of the site and its surroundings.	No mitigation measures are required for visual character/quality.	Less Than Significant Impact for Visual Quality/ Character
Light and Glare Implementation of the proposed project could create a new source of light and/or glare, which could affect daytime and/or nighttime views in the area.	**AES-2** Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible. Staging locations shall be indicated on Final Development Plans and Grading Plans. **AES-3** All construction-related lighting shall include shielding to direct lighting down and away from adjacent hotel and residential uses and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application. **AES-4** As part of Site Plan and Design Review, site access locations shall be reviewed to ensure that vehicle access locations are not sited in a manner that would result in vehicle headlights directly shining onto residential uses. If siting of vehicle access locations would result in headlights directly shining onto residential uses, the project applicant shall implement screening, consistent with the Duarte Station Specific Plan, to reduce lighting impacts.	Less Than Significant Impact with Mitigation Incorporated
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable aesthetics impacts.	Refer to Mitigation Measure AES-1 through AES-4. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
Population and Housing		
Population Growth Implementation of the proposed project could induce substantial population growth in the city.	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could induce substantial population and housing growth in the area.	No mitigation measures are required.	Less Than Significant Impact
Traffic		
Existing with Project Conditions Implementation of the proposed project could cause a significant increase in traffic at study intersections under existing plus project conditions when compared to the traffic capacity of the street system.	**TRF-1** All project applicants within the Duarte Station Specific Plan Area shall prepare and submit at their time of their development application to the Community Development Department a traffic study that: 1) documents the project-related trips and provides a comparative review with the analysis in this EIR, and 2) uses the Highway Capacity Manual (HCM) intersection analysis methodology to determine whether the individual project increases the average delay per vehicle intersections having an existing unacceptable level of service without project traffic.	Significant and Unavoidable Impact for Buena Vista Street/Duarte Road Less Than Significant Impact for all other study intersections
Future Year 2025 With Project Conditions Implementation of the proposed project could cause a significant increase in traffic at study intersections under future year 2025 conditions when compared to the traffic capacity of the street system.	Refer to Mitigation Measure TRF-1. In addition, the following mitigation measure shall be required: **TRF-2** Highland Avenue and Huntington Drive – Modify the northbound approach and southbound approach signal on Highland Avenue by adding an overlap phase for both right-turn approaches. This mitigation will require a modification to the lane geometry through the striping of northbound and southbound right-turn lanes. This improvement shall be accomplished prior to the issuance of occupancy permits for the first development within the Specific Plan or as otherwise directed by the City Traffic Engineer. Costs of the improvement may be shared by other projects, as determined by the Community Development Director.	Significant and Unavoidable Impact for Buena Vista Street/Duarte Road Less Than Significant Impact for all other study intersections

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
Vehicle Miles Traveled Implementation of the proposed project could result in a significant increase in the amount of vehicle miles traveled.	No mitigation measures are required.	Less Than Significant Impact
Off-Ramp Queuing Implementation of the proposed project could result in a hazardous traffic condition associated with queuing at the freeway study intersection off-ramps.	No mitigation measures are required.	Less Than Significant Impact
Mainline Freeway Segment Analysis Implementation of the proposed project could cause a change in the measure of effectiveness (MOE) on state highway facilities.	No mitigation measures are required.	Less Than Significant Impact.
Hazardous Traffic Conditions Implementation of the proposed project could result in a hazardous traffic condition associated with neighborhood pass-through traffic.	**TRF-3** When deemed necessary by the City Community Development Director and/or City Engineer, the project applicant(s) shall prepare, implement, and fund a Neighborhood Traffic Management Plan (NTMP), which shall include three components: education, enforcement, and enhancement. The educational component of the NTMP shall provide the community with a means of understanding traffic management tools and processes and also increase public awareness of the impact that traffic will have on the neighborhood. Educational efforts that could be implemented as part of the NTMP include, but are not limited to, the following: • Coordination of neighborhood NTMP meetings • Coordination of a speed watch program • Coordination of the placement of temporary NTMP yard signs with volunteers • Design and distribution of NTMP brochures • Coordination of applicant and/or staff presentations to neighborhood groups The enforcement component of the NTMP entails focusing law enforcement	Less Than Significant Impact with Mitigation Incorporated

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
	efforts to acknowledge areas of concern. Enforcement efforts that could be implemented as part of the NTMP include, but are not limited to, the following: • Increased enforcement • Real-time speed feedback signs • Signage ("Entering residential neighborhood…") The enhancement component of the NTMP consists of non-physical and physical transportation system improvements. Numerous traffic-calming devices may be selected by a neighborhood for placement on a street. Potential improvements that could be implemented by the applicant and/or City of Duarte as part of the NTMP include, but are not limited to, the following: • Pavement marking/lane narrowing • Temporary speed tables • Neckdowns/bulbouts (extensions of curbs/corner sidewalks at an intersection) • Choker/Chicane (chokers are build-outs added to a road to narrow it, while chicanes are sequences of tight serpentine curves designed to slow roadway traffic) • Turn movement restrictions • Diagonal intersection diverters • Median barrier through intersection • Forced turn island	
Conflict with Policies, Plans, or Programs Implementation of the proposed project could result in a decrease of the performance or safety of public transit, bicycle, or pedestrian facilities as a result of a conflict with adopted policies, plans, or programs.	No mitigation measures are required.	Less Than Significant Impact

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts related to traffic and circulation.	Refer to Mitigation Measures TRF-1 through TRF-3. No additional mitigation measures are required.	Significant and Unavoidable Impact for impacts on Buena Vista Street/Duarte Road All other impacts are Less Than Significant or Less Than Significant with Mitigation Incorporated.
Air Quality		
Consistency with the SCAG AQMP Implementation of the proposed specific plan could conflict with the SCAQMD 2016 Air Quality Management Plan.	**AIR-2A** The City shall require applicants comply with South Coast Air Quality Management District Rule 1113 to reduce VOC emissions from architectural coating applications. Prior to the issuance of a building permit for the Project, the Applicant shall submit, to the satisfaction of the Planning Division, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines. The applicant shall include in any construction contracts and/or subcontracts a requirement that project contractors adhere to the requirements of the CRP. The CRP shall include a requirement that all interior and exterior residential and non-residential architectural coatings used in project construction meet the SCAQMD "super compliant" coating VOC content standard of less than 10 grams of VOC per liter of coating. The CRP shall also specify the use of high-volume, low pressure spray guns during coating applications to reduce coating waste. Requirements and Timing: Applicant shall receive Planning Division approval of a Coating Restriction Plan (CRP) prior to receipt of building permits. Monitoring: City Planning staff shall conduct site inspections to ensure that the CRP is followed during construction. **AIR-2B** The City shall require all apartment buildings in the plan area be constructed such that no more than 60 percent of units in the structure have fireplaces (natural gas or otherwise).	Significant and Unavoidable Impact for plan consistency – exceedance of growth assumptions in the SCAQMD 2016 AQMP All other impacts are Less Than Significant Impact with Mitigation Incorporated.

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
	This requirement shall be included in all engineering diagrams and any construction contracts and/or subcontracts. The City Building Department shall review all plans sets to ensure all apartment structures are designed to this specification. Requirements and Timing: The Building Department shall review and approve all plan sets prior to receipt of building permits. Monitoring: City Planning staff shall conduct site inspections to ensure apartment structures are being built to this mitigation requirement	
Cumulatively Considerable Increase in Non-Attainment Pollutants Implementation of the proposed specific plan could result in a cumulatively considerable increase in non-attainment criteria air pollutants.	Refer to Mitigation Measures AIR-2A and AIR-2B. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated
Expose Sensitive Receptors to Substantial Pollutant Concentrations Implementation of the proposed project would not expose receptors to substantial pollutant concentrations.	**AIR-3** For all new residential units in the project area, the developer shall install, and owner maintain, HVAC systems with air filters that meet or exceed a Minimum Efficiency Rating Value (MERV) of 13 as determined by ASHRAE Standard 52.2 (a Method of Testing General Ventilation Air-Cleaning Devices for Removal Efficiency by Particle Size). The owner and/or occupant or other designated representative of the residential unit shall maintain and replace air filters according to the manufacturer's specifications. Requirements and Timing: This measure shall be printed on construction drawings and included as a requirement of the construction contract for new residential buildings. This measure shall also be recorded in a Notice to Property Owner for the Duarte Station Specific Plan units and for each new residential property within the Project area. Monitoring: City Planning staff shall confirm that HVAC units and MERV-13 filters (or better) are installed in accordance with this measure prior to final sign off on construction for all new residential units. City Planning staff shall also review and approve of the Notice to	Less Than Significant Impact with Mitigation Incorporated

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
	Property Owner language and ensure recordation prior to final sign-off on construction of new residential units in the project area	
Odors Implementation of the proposed project could result in emissions (such as those leading to odor) adversely affecting a substantial number of people.	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impacts: Short-Term Construction Air Emissions Short-term construction activities associated with implementation of the proposed project and other related cumulative projects could result in air pollutant emission impacts or expose sensitive receptors to substantial pollutant concentrations.	Refer to Mitigation Measure AIR-2A. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated
Cumulative Impacts: Long-Term Operational Air Emissions Implementation of the proposed project and other related cumulative projects could result in significant impacts pertaining to operational air emissions.	Refer to Mitigation Measure AIR-2B. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated
Greenhouse Gas Emissions		
Greenhouse Gas Emissions Greenhouse gas emissions generated by development associated with implementation of the proposed project could have a significant impact on global climate change.	No mitigation measures are required.	Less Than Significant Impact
Consistency with Applicable GHG Plans, Policies, or Regulations Implementation of the proposed project could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	No mitigation measures are required.	Less Than Significant Impact
Energy Consumption Development facilitated under implementation of the proposed project could use energy in a wasteful, inefficient, or necessary way.	No mitigation measures are required.	Less Than Significant Impact
Consistency with Applicable Energy Efficiency And Renewable Energy Plans Or Regulations Implementation of the specific plan could conflict or obstruct a State or	No mitigation measures are required.	Less Than Significant Impact

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
local plan for renewable energy or energy efficiency.		
Cumulative Impact Greenhouse gas emissions generated by implementation of the proposed project and other related cumulative projects could have a significant impact on global climate change.	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impact Energy consumed by the implementation of the proposed project could be wasteful, inefficient, or unnecessary.	No mitigation measures are required.	Less Than Significant Impact
Noise		
Short-Term Construction Noise Impacts Grading and construction associated with implementation of the proposed project could result in significant temporary noise impacts to nearby noise sensitive receivers.	**N-1** Individual project applicants shall prepare a construction noise management plan that identifies measures to be taken to minimize construction noise on surrounding sensitive receptors (e.g., residential uses and schools) and includes specific noise management measures to be included into project plans and specifications subject to review and approval by the City. These measures shall include, but not be limited to the following: • All construction equipment shall All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an un-muffled exhaust. • The City shall require that the contractor maintain and tune-up all construction equipment to minimize noise emissions. • Stationary equipment shall be placed to maintain the greatest possible distance to the sensitive receptors. • All equipment servicing shall be performed to maintain the greatest possible distance to the sensitive receptors. • During construction, electrical hook-ups shall be provided in work areas to avoid the use of stationary, diesel-	Significant Unavoidable Impact

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Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
	or other alternatively fueled power generators • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • Select demolition methods to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers). • Construction truck traffic, including soil hauling, equipment deliveries, potential concrete deliveries, and other vendor deliveries shall follow designated delivery routes prepared for the project, which are anticipated to include Duarte Road and Highland Avenue. The use of Evergreen Avenue and Business Center Drive for deliveries shall be avoided when feasible. • Construction activities shall not take place outside of the allowable hours specified by the City's Municipal Code Section 9.68.120 (7:00 AM and 10:00 PM). • Each project applicant shall provide, to the satisfaction of the City of Duarte Planning Department, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the	

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Impacts	Mitigation Measures	Level of Significance
	Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the compliant, as deemed acceptable by the Duarte Planning Department. Notices shall be sent to residential units immediately surrounding the construction site. The notices that are sent and the signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.	
Long-Term Noise Exposure Impacts The proposed project could result in land uses that may be incompatible with the project area's existing ambient noise environment.	**N-2** Prior to the issuance of a building permit for any development in the project area, the City shall review and approve an acoustical analysis, prepared by or on behalf of the project applicant, and based on the final project design, that: 1) Identifies the exterior noise levels at: a) Exterior building facades that face Evergreen Street/I-210, Highland Avenue, and Duarte Road/the Metro Gold Line ROW; and b) Exterior recreation areas, including patios, that face and have a line of sight to Evergreen Street/I-210, Highland Avenue, and Duarte Road/the Metro Gold Line ROW. 2) Identifies the final site and building design features that would: a) Attenuate exterior building façade noise levels to interior levels that do not exceed 45 CNEL in habitat rooms and 50 dBA Leq (1-hour) in other occupied rooms. Potential noise insulation site and building design features capable of achieving this requirement may include, but are not limited to: 1) Sound barriers 2) Enhanced exterior wall construction/noise insulation design 3) Use of enhanced window, door, and roof assemblies with above	Less Than Significant Impact

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Impacts	Mitigation Measures	Level of Significance
	average sound transmission class or outdoor/indoor transmission class values 4) Use of mechanical, forced air ventilation systems to permit a window closed condition in residential units	
Long-Term Mobile Noise Impacts Traffic generated by the proposed project could significantly contribute to existing traffic noise in the area or exceed the city's established standards.	No mitigation measures are required.	Less Than Significant Impact
Long-Term Stationary Noise Impacts Implementation of the proposed project could result in a significant increase in long-term stationary ambient noise levels.	**N-3** Prior to issuance of building permits, a noise assessment shall be prepared for residential, office, commercial, and enclosed parking garage uses to ensure that any loading dock and/or outdoor mechanical equipment (e.g., heating, ventilation, and air conditioning equipment, dock material lifts, garage fresh air supply and exhaust fans, etc.) woul not exceed the City's noise limits identified in Municipal Code Section 9.68.050. The noise assessment shall identify any noise control measures necessary to comply with the Municipal Code Noise Regulations. Individual project applicants shall implement all noise control measures identified in the assessment. **N-4** Prior to site plan approval, the Community Development Director shall confirm that all applicable building plans and specifications include a closed design (i.e., a solid wall) for the walls of parking structures that are within 75 feet of residences. The closed design is only required for walls that face residences.	Less Than Significant Impact with Mitigation Incorporated
Long-Term Vibration Impacts from Metro Gold Line Operations Implementation of the proposed project could exacerbate exposure of on-site receptors to excessive ground-borne vibration from metro gold line operations.	No mitigation measures are required.	Less Than Significant Impact

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
Cumulative Impact: Short-Term Construction Noise Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in significant short-term noise impacts to nearby noise sensitive receivers.	Refer to Mitigation Measure N-1. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated
Cumulative Impact: Long-Term Cumulative Noise Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable long-term noise impacts.	No mitigation measures are required.	Less Than Significant Impact
Hazards and Hazardous Materials		
Construction-Related Accidental Release of Hazardous Materials Short-term construction activities associated with implementation of the proposed project could create a significant hazard to the public or environment through accident conditions involving the release of hazardous materials.	**HAZ-1** Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and Cal OSHA certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). If ACMs are located, abatement of asbestos shall be completed before any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. **HAZ-2** If paint is separated from building materials, chemically or physically, during demolition of the structures, the paint waste shall be evaluated independently from the building material by a qualified environmental professional. If lead-based paint is found, abatement shall be completed by a qualified lead specialist before any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring	Less Than Significant with Mitigation Incorporated

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
	and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City's Building Department. **HAZ-3** An environmental professional with Phase II/site characterization experience shall conduct an inspection of existing on-site structures before building renovation/ demolition activities. The inspection shall determine whether or not testing is required to confirm the presence or absence of hazardous substances in building materials (i.e., sinks, drains, piping, flooring, walls, ceiling tiles, etc.). Should testing be required and results determine that hazardous substances are present in on-site building materials, the Phase II/site characterization specialist shall determine appropriate prevention/remediation measures that are required and/or the methods for proper disposal of hazardous waste at an approved landfill facility, if required. **HAZ-4** As applicable, each project applicant shall obtain appropriate permits from the Los Angeles County Fire Department Health Hazard Management Division (HHMD), before removing any existing USTs, per the Underground Storage Tank Program. The applicant shall conduct soil/groundwater testing, as requested by the HHMD. Should contamination be present above regulatory thresholds, then the project applicant shall remediate appropriately, as required by the HHMD. Should the HHMD refer the case to any other regulatory agency (e.g., the Department of Toxic Substances Control, or Regional Water Quality Control Board, etc.), then the applicant shall comply with that agency's requirements as well.	

Table 1-5
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Impacts	Mitigation Measures	Level of Significance
	HAZ-5 Prior to issuance of a grading permit, soil sampling shall occur within the portions of the project site that have historically been utilized for agricultural purposes and may contain pesticide residues in the soil, as determined by a qualified Phase II/site characterization specialist. The sampling shall determine if pesticide concentrations exceed established regulatory requirements and shall identify further site characterization and remedial activities, if necessary. Should further site characterization/remedial activities be required, these activities shall be conducted per the applicable regulatory agency requirements, as directed by the Los Angeles County Fire Department Health Hazard Management Division (HHMD). **HAZ-6** Prior to issuance of a grading permit, an environmental consultant with Phase II/site characterization experience shall conduct sampling to confirm whether or not contaminated soil/soil vapor/groundwater underlies the project site. Should contamination above established regulatory levels be identified, the environmental consultant shall recommend remedial activities appropriate for the proposed future development at the site, in consultation with the Los Angeles County Fire Department Health Hazard Management Division (HHMD) and/or other applicable agencies. **HAZ-7** Prior to issuance of a grading permit, a Phase II/site characterization specialist shall conduct appropriate sampling along the southern boundary of the project site (Parcel 1) in order to determine whether or not contaminated soil is present. Should contaminated soil be present, the Phase II/site characterization specialist shall recommend appropriate remediation/safety measures in order to ensure worker safety during	

Table 1-5
Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
	construction and public health during proposed project operations. **HAZ-8** Prior to issuance of a grading permit, the project applicant shall submit a Worker Safety Plan for site disturbance/construction activities, in consultation with California Division of Occupational Safety and Health (Cal/OSHA) and Los Angeles County Fire Department Health Hazard Management Division (HHMD). The Worker Safety Plan shall include safety precautions (e.g., personal protective equipment or other precautions to be taken to minimize exposure to hazardous materials) to be taken by personnel when encountering potential hazardous materials, including potential contaminated groundwater. **HAZ-9** If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following: ▪ Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area; ▪ Notify the City Engineer of the City of Duarte; ▪ Secure the area as directed by the City Engineer; and ▪ Notify the Los Angeles County Fire Department Health Hazard Management Division's (HHMD) Hazardous Waste/Materials Coordinator (or another appropriate agency specified by the City Engineer). The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.	
Operational-Related Impacts Implementation of the proposed project could create a significant hazard during use operations to the public or	**HAZ-10** Prior to issuance of building permits, vapor intrusion investigations shall be conducted by a qualified Environmental Professional, in	Less Than Significant with Mitigation Incorporated

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Summary of Environmental Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance
environment through the handling, storage, and/or use of hazardous materials, as well as accident conditions involving the release of hazardous materials.	consultation with the Los Angeles County Fire Department Health Hazard Management Division (HHMD). Should the environmental professional determine that proposed buildings could be impacted by vapor intrusion, the environmental professional, in consultation with the HHMD and/or other applicable regulatory agencies, shall recommend specific design measures to be incorporated into the buildings' design that would reduce these indoor air quality concentrations to below regulatory thresholds.	
Hazardous Materials Sites Development associated with implementation of the proposed project site could be located on a hazardous materials site per Government Code Section 65962.5 and could create a significant hazard to the public or the environment.	No mitigation measures are required.	No Impact
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could increase the exposure of hazardous substances to the public or the environment.	Refer to Mitigation Measures HAZ-4, HAZ-6, and HAZ-10. No additional mitigation measures are required.	Less Than Significant with Mitigation Incorporated
Hydrology, Drainage, and Water Quality		
Water Quality – Short-Term Impacts Grading, excavation, and construction activities associated with implementation of the proposed project could significantly impact water quality.	No mitigation is required with application of standard regulatory requirements.	Less Than Significant Impact
Long-Term Operational Impacts Implementation of the proposed project could result in significant impacts related to increased run-off amounts and degraded water quality.	**HYD-1** Concurrent with Site Plan Review or issuance of a grading permit, whichever comes first, a hydrology review shall be conducted by a Registered Civil Engineer for each development phase to ensure that runoff values for each phase remain at or below existing runoff values in compliance with current State law or other applicable statutes.	Less Than Significant Impact with Mitigation Incorporated
Flooding and Other Hydrologic Hazards Implementation of the proposed project could result in:	No mitigation measures are required.	Less Than Significant Impact

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Impacts	Mitigation Measures	Level of Significance
• Placement of housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; • Placement of structures within a 100-year flood hazard area which would impede or redirect flood flows; and/or • Exposure of people or structures to a significant risk of loss, injury or death involving flooding including flooding as a result of the failure of a levee or dam; or • Exposure of people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.		
Cumulative Impacts Implementation of the proposed project along with other related cumulative projects could result in cumulatively considerable impacts related to increased runoff and degraded water quality.	Refer to Mitigation Measure HYD-1. No additional mitigation measures are required.	Less Than Significant Impact
Fire Protection		
Fire Services Implementation of the proposed project could result in impacts to fire services.	**FP-1** Adequate access to all buildings on the project site shall be provided and properly maintained for emergency vehicles during the building construction process to the satisfaction of the Los Angeles County Fire Department. **FP-2** Adequate water availability shall be provided to service construction activities. **FP-3** Prior to issuance of building permits, a will-serve letter from the California American Water Company shall be obtained by the project applicant, which states that the Water Company can adequately meet water flow requirements. **FP-4** The Los Angeles County Fire Department shall review and comment on each individual site plan submitted, prior to approval by the City of Duarte. Any conditions required by the Los	Less Than Significant Impact with Mitigation Incorporated

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Impacts	Mitigation Measures	Level of Significance
	Angeles County Fire Department shall be complied with by the project applicant. **FP5** Prior to the issuance of building permits, the project applicant shall provide verification that the project complies with all fire prevention provisions required by the Los Angeles County Fire Department. **FP-6** All new structures shall have automatic fire sprinkler systems. **FP-7** A supervised fire alarm system that meets requirements of the California Fire Code shall be placed in an accessible location with an annunciator. **FP-8** Access to and around structures shall meet Los Angeles County Fire Department and California Fire Code requirements. **FP-9** A water supply system shall be in place to supply fire hydrants and automatic fire sprinkler systems. **FS-10** All traffic signals on public access ways shall include the installation of optical preemption devices. **FP-11** All electric gates within the project shall install emergency opening devices approved by the Los Angeles County Fire Department.	
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to fire services.	Refer to Mitigation Measures FP-1 through FP-11. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated
Police Protection		
Police Services Implementation of the proposed project could result in impacts to police services.	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impacts Development associated with implementation of the proposed project	No mitigation measures are required.	Less Than Significant Impact

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Impacts	Mitigation Measures	Level of Significance
and other related cumulative projects could result in cumulatively considerable impacts to police services.		
Schools		
Schools Implementation of the proposed project could result in impacts to existing school facilities within the Duarte Unified School District.	**SCH-1** Individual project applicants shall pay all applicable Development Impact Fees to the Duarte Unified School District prior to issuance of building permits. Proof of fee payment shall be provided to the City of Duarte.	Less Than Significant Impact with Mitigation Incorporated
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to school facilities within the Duarte Unified School District.	Refer to Mitigation Measure SCH-1. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated
Parks		
Parks and Recreation Facilities Implementation of the proposed project could increase the use of existing parks and recreational facilities creating the potential for physical deterioration of facilities.	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to parks and recreation facilities in the City.	No mitigation measures are required.	Less Than Significant Impact
Water		
Water Facilities Implementation of the proposed project could require or result in construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	**WAT-1** Prior to approval of building permits, individual project applicants shall conduct a hydraulic analysis in coordination with CAW to determine flow capacity, pumping, and storage requirements to provide water service to the proposed development. The project applicant shall implement the improvements or pay their fair share of an in-lieu fee for those improvements in accordance with CAW requirements, prior to final inspection. **WAT-2** Prior to approval of building permits, individual project applicants shall submit site plans to the Los Angeles County Fire Department to	Less Than Significant Impact with Mitigation Incorporated

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Impacts	Mitigation Measures	Level of Significance
	obtain fire flow and storage volume requirements for the proposed development. The project applicant shall submit the fire flow and storage volume requirements to the CAW to determine if adequate fire flow and storage capacity exists to serve the proposed development. If fire flow and storage capacity is found to be inadequate, the project applicant shall design and bond for necessary improvements prior to the issuance of building permits and complete all necessary improvements prior to final inspection or pay their fair share of an in-lieu fee for those improvements prior to final inspection. **WAT-3** Prior to final inspection, individual project applicants shall pay their fair share of an in-lieu fee by CAW to implement water supply infrastructure improvements determined to be necessary in a capacity study for projected buildout within CAW's Duarte water service area	
Water Supplies Implementation of the proposed project could create demand for water that exceeds available water supplies from existing entitlements and resources, could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or Conflict with or obstruct implementation of a sustainable groundwater management plan	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impacts Development associated with the proposed project and other related cumulative projects could result in cumulatively considerable impacts to water supplies and facilities.	Refer to Mitigation Measures WAT-1 WAT-2, and WAT-3. No additional mitigation measures are required.	Less Than Significant Impact with Mitigation Incorporated
Wastewater		
Wastewater Conveyance and Treatment Facilities Implementation of the proposed project could generate wastewater that	**WW-1** Each development project shall conduct a sewer flow monitoring study and submit to the City Engineer for review and approval prior to	Less Than Significant Impact with Mitigation Incorporated

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Impacts	Mitigation Measures	Level of Significance
exceeds the capacity of conveyance and treatment facilities serving the project area	approval of building permits. The study shall review flows at selected off-site manholes, both upstream and downstream of the point of connection, to determine the capacity of the local and regional system to accept project-related flows. The project applicant shall be responsible to implement the recommendations in the study to ensure that off-site systems operate in accordance with the Los Angeles County Department of Public Works and County Sanitation Districts of Los Angeles County standards. **WW-2** Each development project shall design and construct on-site and off-site sewer lines in compliance with the Los Angeles County Public Works Department and County Sanitation Districts of Los Angeles County standards	
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative projects could result in cumulatively considerable impacts to wastewater conveyance and treatment facilities.	No mitigation measures are required.	Less Than Significant Impact
Solid Waste		
Solid Waste Implementation of the proposed project would generate solid waste that could incrementally decrease the capacity and lifespan of landfills.	No mitigation measures are required.	Less Than Significant Impact
Cumulative Impacts Development associated with implementation of the proposed project and other related cumulative development could result in cumulatively considerable impacts related to solid waste disposal services and landfill capacity.	No mitigation measures are required.	Less Than Significant Impact

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