



5.1 LAND USE

This section identifies existing land conditions and evaluates consistency with relevant planning policies. This section identifies on-site and surrounding land use conditions and land use policy requirements set forth by the City of Duarte or other agencies. Information is based upon the *Duarte General Plan* and the *Duarte Development Code*.

5.1.1 REGULATORY SETTING

REGIONAL PLANS AND POLICIES

Regional plans/policies created by planning agencies such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD) influence land use planning in the City of Duarte.

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, SCAG is mandated by the Federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the State level. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the SCAQMD's *2016 Air Quality Management Plan for the South Coast Air Basin (2012 AQMP)*.

Duarte is a member agency of the San Gabriel Valley Association of Governments (SGVCOG), one of 14 subregional organizations that make up SCAG. The SGVCOG is a joint powers authority of 31 cities (inclusive of Duarte), the three Supervisorial Districts representing the unincorporated areas in the San Gabriel Valley, and the Valley's three water agencies (San Gabriel Valley Municipal Water District, Three Valleys Municipal Water District, and Upper San Gabriel Valley Water District).

Regional Comprehensive Plan

The *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future (RCP)* was prepared in response to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's inter-related housing, traffic, water, air quality, and other regional challenges. The *RCP* serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The *RCP* is a collaborative effort that addresses the region's challenges and sets a path forward in two key ways: 1) it ties together SCAG's role in transportation, land use, and air quality planning and demonstrates why further action is needed; and 2) it recommends key roles and responsibilities for public and private sector stakeholders and invites them to implement reasonable policies that are within their control.



Compass Blueprint Growth Visioning Program

In 2001, SCAG started a regional visioning process (i.e., Southern California Compass) to develop a strategy for regional growth that would accommodate growth while providing for livability, mobility, prosperity, and sustainability. The Compass Blueprint Growth Vision is a response, supported by a regional consensus, to the land use and transportation challenges facing southern California now and in the coming years. The Growth Vision is driven by four key principles:

- *Mobility.* Getting where we want to go;
- *Livability.* Creating positive communities;
- *Prosperity.* Long-term health for the region; and
- *Sustainability.* Promoting efficient use of natural resources.

To realize these principles on the ground, the Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

The *Growth Vision Report (GVR)* presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. The *GVR* details the evolution of the vision and concludes with a series of implementation steps, including tools for each guiding principle and overarching implementation strategies that will guide Southern California toward its envisioned future.

The Compass Blueprint 2 Percent Strategy is a guideline for how and where the Growth Vision can be implemented. The 2 Percent Strategy calls for modest changes to current land use and transportation trends on only 2.0 percent of the land area of the region - the “2% Strategy Opportunity Areas.” Investing planning efforts and resources according to the 2 Percent Strategy is anticipated to yield the greatest progress toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. The 2% Strategy Opportunity Areas are made up of the following:

- *Metro Centers.* Local areas of regional significance that are currently, or are projected to be, major employment and residential centers, attracting large numbers of work commuters and well-accessible by both highway and transit.
- *City Centers.* Local areas of subregional significance that are currently, or are projected to be, employment and residential centers, providing regional benefits as their share of jobs and housing units increase.
- *Rail Transit Stops.* Areas that have an existing or planned light rail, subway, commuter rail, Amtrak, and/or Maglev station stop.
- *Airports, Ports, and Industrial Centers.* Areas that have an existing or planned airport, seaport, inland port, international border crossing, or major regional industrial center that are significant in the region’s economy.



- *Priority Residential Infill Areas.* Areas that have the potential to absorb a fair share of projected regional residential growth and to provide regional and subregional transportation benefits.
- *Compass Blueprint Priority Communities (or Compass Principles Priority Areas).* These cities are not within the boundaries of the mapped 2% Strategy Opportunity Areas but are encouraged to take local actions consistent with the Compass Blueprint principles and are eligible to receive Compass Blueprint planning services.

According to the San Gabriel Valley Association of Governments Opportunity Area Map, the project site is located within a 2% Strategy Opportunity Area.¹

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards A Sustainable Future

On April 7, 2016, SCAG's Regional Council adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (SCAG 2016) with the primary goal of increasing mobility for the region's residents and visitors, while also emphasizing sustainability and integrated planning. The goals of the RTP/SCS are as follows:

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
5. Maximize the productivity of our transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and active transportation.
9. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

The vision of the *RTP/SCS* encompasses three principles that collectively work as the key to the region's future: mobility; economy; and sustainability. The *2016–2040 RTP/SCS* includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the Federal Clean Air Act. As such, the *2016-2040 RTP/SCS* contains a regional commitment for the broad deployment of zero- and near-zero emission transportation technologies. The *2012-2035 RTP/SCS* also contains a host of improvements to the region's multimodal transportation system and a financial plan that identifies how much money is available to support the region's transportation investments.

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the greenhouse gas (GHG) emission reduction targets set forth by the California Air Resources Board (CARB). The SCS outlines a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing

¹ Southern California Association of Governments, *Compass Blueprint Opportunity Areas Maps, San Gabriel Valley*, <http://www.compassblueprint.org/opportunityareas>, accessed May 15, 2013.



demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network.

INTERGOVERNMENTAL REVIEW

SCAG's Intergovernmental Review (IGR) section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in *CEQA Guidelines* Sections 15125 and 15206 and include projects that directly relate to the policies and strategies contained in the *RCP* and the *RTP*. There are two sets of minimum criteria for classification of projects as regionally significant: Criteria 1 through 12 are recommended for use by *CEQA Guidelines* Section 15206; Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the *RTP/SCS*.

A proposed plan, project, or program is directed to demonstrate how it is consistent with the 2016-2040 *RTP/SCS*, which is established through consistency with *2016-2040 RTP/SCS* Goals and Adopted Growth Forecasts. SCAG encourages the use of the SCAG List of Mitigation Measures extracted from the *2016-2040 RTP/SCS Program Environmental Impact Report* to aid with demonstrating consistency with regional plans and policies.

South Coast Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) is one of 35 air quality management districts that periodically prepare an update to the Air Quality Management Plan (AQMP) to meet Federal requirements and/or to incorporate the latest technical planning information. The most current plan, the *2016 AQMP*, was adopted by the AQMD Governing Board on March 3, 2017. The 2016 AQMP provides new and revised demonstration's for how the SCAQMD, in coordination with Federal, State, regional, and local governments will bring the South Coast Air Basin (SCAB) back into attainment for the following Federal standards:

- 2008 8-hour Ozone
- 2012 Annual PM_{2.5}
- 2006 24-hour PM_{2.5}²
- 1997 8-hour Ozone
- 1997 1-hour Ozone

To achieve the reductions necessary to bring ambient air quality back into attainment, the SCAQMD has identified seven primary objectives for the AQMP:

² Although the 2006 24-hour PM_{2.5} standard was focused on in the 2012 AQMP, it has since been determined, primarily due to unexpected drought conditions, that it is impractical to meet the standard by the original attainment year. Since adoption of the 2012 AQMP, the U.S. EPA approved a re-classification to "serious" non-attainment for the standard, which requires a new attainment demonstration and deadline.



1. Eliminating reliance on unknown future technology measures to demonstrate future attainment of air quality standards.
2. Calculating and accounting for co-benefits associated with measures identified in other, approved planning efforts (e.g., SCAG's RTP/SCS).
3. Developing a strategy with fair-share emission reductions at the Federal, State, and local levels.
4. Investing in strategies and technologies that meet multiple objectives regarding air quality, climate change, air toxic exposure, energy, and transportation – especially in disadvantaged communities.
5. Seeking, identifying, and securing significant sources of funding for incentives to implement early deployment and commercialization of zero and near-zero technologies, particularly in the mobile source sector.
6. Enhancing the socioeconomic analysis and selecting the most efficient and cost-effective path to achieve multi-pollutant and deadline targets.
7. Prioritize non-regulatory, innovative approaches that can contribute to the economic vitality of the regional while maximizing emission reductions.

The emission forecasts and demonstrations presented in the 2016 AMQP rely heavily on information contained in other planning and strategy documents. For example, the 2016 AQMP's long-term emissions inventory is based on the growth and land use(s) projections contained in the SCAG's 2016 RTP/SCS. Additionally, the conclusions relating to ozone compliance are based on implementation of measures presented in CARB's Mobile Source Strategy and SIP strategy. The Mobile Source Strategy outlines a suite of measures targeted at on-road light- and heavy-duty vehicles, off-road equipment, and Federal and international sources. A subset of the statewide strategy is a mobile source strategy for the South Coast SIP. Because the SCAQMD has limited authority in regulating mobile source emissions, coordination and cooperation between SCAQMD, CARB, and the U.S. EPA is imperative to meeting the oxides of nitrogen (NOx) reductions required to meet ozone standards. Although not incorporated specifically from another planning document strategy, the 2016 AQMP also provides numerous control measures for stationary sources.

CITY OF DUARTE PLANS AND POLICIES

Duarte General Plan

The City adopted the *City of Duarte Comprehensive General Plan 2005 – 2020 (General Plan)* in August 2007. The *General Plan* consists of broad goals, policies, and programs that reflect the values and visions of the community. The *General Plan* contains the following mandatory and optional elements:

- Safety
- Open Space and Conservation
- Noise
- Land Use
- Housing
- Historic Preservation
- Economic Development
- Circulation



The relevant portions of the Land Use Element, which has the broadest scope of all the General Plan elements, are discussed below. Additionally, the proposed project would involve new housing and circulation improvements. Therefore, relevant portions of the Housing and Circulation Elements are also discussed.

The General Plan policies relevant to the proposed project are outlined in *Table 5.1-2, General Plan Consistency Analysis*.

LAND USE ELEMENT

The Land Use Element is intended to direct growth and development in the City through goals, objectives, and policies, as well as the Land Use Plan. This element uses text and maps to designate future use/reuse all properties in Duarte. The overall approach of the Land Use Element is to maintain the small town atmosphere while providing a healthy local economy so that residents and businesses of Duarte can continue to maintain a high level of City services.

The following text from the 2013 amended *General Plan* Land Use Element describes the intent of the original Duarte Station Specific Plan (referred to as the DSSP).

“The City’s 2007 General Plan designated the 19.08-acre parcels (3) as the Gold Line Station Area Development Specific Plan land use designation. The DSSP project required that General Plan Amendment 13-1 be adopted to reflect the community’s commitment to a vibrant, mixed-use transit village near the light rail station. General Plan Amendment 13-1 amended the land use designation from Gold Line Station Area Development Specific Plan to Duarte Station Specific Plan for the three parcels identified in the Plan Area. The DSSP would permit the maximum development potential of up to 475 high-density residential uses, 250 hotel rooms, 400,000 square feet of office, and 12,000 square feet of commercial uses.”

Development Code Section 19.22.010 describes the Specific Plan zone (SP zone) as a zone that provides for flexibility, innovative use of land resources and development, a variety of housing and other development types, and an effective and safe method of pedestrian and vehicular circulation.

Land Use Element Table LU-4 includes the original planned land use and/or development densities/intensities for the Duarte Station Specific Plan area. As indicated in Table LU-4, the current General Plan projects 475 dwelling units, 400,000 square feet (sf) of retail, 12,000 sf of office space, and a 250-room hotel. Table LU-4 projects an anticipated density of 40 to 70 dwelling units per acre (DU/acre) and stipulates a maximum Floor Area Ratio (FAR) per acre of 2.0. The current General Plan projects a population of 1,430 in the Duarte Station Specific Plan area.

HOUSING ELEMENT

The Housing Element provides an inventory of land adequately zoned or planned to be zoned for housing, certainty in permit processing procedures, and a commitment to assist in housing development through regulatory concessions and incentives. The Housing Element also provides a powerful tool to address the special housing needs of people within the community including the homeless, farmworkers, and persons with disabilities. The Housing Element



process ensures local governments promote a variety of housing types including multifamily rental units, manufactured housing, transitional and other types of supportive housing.

The 2014-2021 Housing Element identifies the Duarte Station Specific Plan as a key component of the sites inventory, with the ability to provide up to 475 housing units and requiring a minimum of 178 high density residential units. The Housing Element includes the following objective related to the Specific Plan:

Program 15: Provide zoning and development standards to facilitate residential and mixed-use development within the Duarte Station TOD, including incentives for the inclusion of affordable units.

CIRCULATION ELEMENT

The Circulation Element establishes a program that is intended to provide a balanced transportation/circulation system that will support the anticipated growth in local and regional land uses. The Circulation Element outlines the goals, objectives, and policies for meeting Duarte's existing and future transportation needs and describes the future circulation system needed to support the Land Use Element.

Duarte is served by a network of roadways which form which a grid system of north/south and east/west roads. *Exhibit 5.4-1, Study Intersections* illustrates the existing street network in the project's vicinity and indicates the following roadways provide local access to the project site: Duarte Road (forms the site's southern boundary); Highland Avenue (forms the site's eastern boundary); Evergreen Street (forms the eastern portion of the site's northern boundary); and Business Center Drive (forms the western portion of the site's northern boundary).

Circulation System 2020 Master Plan

Circulation Element Diagram CIRC-4, Circulation System 2020 Master Plan, illustrates the City's Master Plan of Streets (2020 Master Plan). The 2020 Master Plan designates the preferred number of traffic lanes (roadway classification) to support buildout of the Land Use Element. According to the Master Plan, Duarte Road and Highland Avenue are identified as Minor Arterials, Evergreen Street is identified as a Collector, and Business Center Drive is identified as a Local Street.

A Minor Arterial is an arterial roadway that has less of a regional significance than Other Principal Arterial roadways. It accommodates subregional and intercity travel and generally has four to six through travel lanes with a raised median and/or a center left-turn lane. Minor Arterials accommodate through traffic while also providing direct access to adjacent properties and intersecting streets. The right-of-way widths for Minor Arterial roadways in Duarte range from 80 to 100 feet.

A Collector is a street that is intended to serve as an intermediate route to accommodate travel between local streets and arterial roadways and to provide access to the abutting properties. Collector streets generally have two travel lanes, although four lanes may be provided at certain locations. The right-of-way width for collector streets in Duarte is typically 60 feet, with varying pavement widths.

A Local Street is a low-speed street that is primarily intended to provide direct access to the abutting properties. Local streets generally have two travel lanes with parking along both sides



of the street. The right-of-way widths for local streets in Duarte range from 50 to 60 feet, while the pavement widths range from 32 to 40 feet.

Circulation Element Figure CIRC-1, Standard Roadway Cross-Sections, illustrates the standard cross sections for each roadway classification. The Circulation Element recommends that the roadway cross-sections be standardized for each roadway classification.

- *Transit System.* Circulation Element Diagram CIRC-3, Transit System Route, identifies the fixed-route bus transit system within the City. The Commuter Line and Green Line operate in the vicinity of the project site with stops along Evergreen Street and Duarte Road. Refer to Section 5.4, Traffic, for discussion regarding transit facilities.
- *Bike Trails.* There are no bicycle facilities located in the vicinity of the project site. Circulation Element Diagram CIRC-2, Duarte Bike Trails, illustrates the bike trails within the City. Refer to Section 5.4, Traffic, for discussion regarding bicycle facilities.

Duarte Municipal Code

The *Duarte Municipal Code* is the method the City uses to implement control of land uses in accordance with General Plan goals and policies.

MUNICIPAL CODE TITLE 19, DEVELOPMENT CODE OF THE CITY OF DUARTE, CALIFORNIA

Municipal Code Title 19, *Development Code* identifies land uses permitted and prohibited according to the zoning category of particular parcels and establishes the development standards and regulations for each zone. The location and boundaries of the various zones are delineated on the City's Zoning Map. According to the Zoning Map, the project site is zoned SP-18, Duarte Station Specific Plan.

Development Code Chapter 19.22, Specific Plan Zones (SP)

The Specific Plan (SP) zone is established to implement *Government Code* Sections 65450 through 65457. As provided for in the *Government Code*, a specific plan is designed to provide for flexibility, innovative use of land resources and development, a variety of housing and other development types, and an effective and safe method of pedestrian and vehicular circulation. A specific plan may be adopted for any property or group of properties meeting the criteria set forth in Chapter 19.150, Specific Plans.

5.1.2 ENVIRONMENTAL SETTING

ON-SITE LAND USES

The approximately 19.08-acre site is comprised of four parcels under separate ownerships; refer to *Exhibit 3-3, Specific Plan Area*. The parcels are developed with a mix of industrial uses totaling approximately 313,955 square feet.

- Parcel 1 (Assessor Identification Number [AIN] 8528-011-023), at 1801 Highland Avenue, which abuts the Metro Gold Line station, is approximately 6.60 acres in size



and includes a 128,466-square-foot warehouse building occupied by multiple tenants.

- Parcel 2 (AIN 8528-011-025), at 1700 Business Center Drive, located in the center of the plan area, is approximately 7.75 acres in size and includes a 114,599-square-foot industrial building currently occupied by Woodward-Duarte. Parcel 2 under the original Duarte Station Specific Plan and EIR was subsequently split into what are now referred to as Parcels 2 and 4 since approval of the original Specific Plan.
- Parcel 4 (AIN 852-8011-906), located at 1789 Business Center Drive, in the center of the plan area and accessible from Highland Avenue, is approximately 1.41 acres in size and is currently a Metro Gold Line parking lot. The site is vacant.
- Parcel 3 (AIN 8528-011-024), at 1716 Evergreen Street, located in the northern portion of the plan area, is approximately 3.32 acres in size and includes a 70,890-square-foot warehouse building occupied by multiple tenants

SURROUNDING LAND USES

The project site is surrounded by the following uses:

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

5.1.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (*CEQA Guidelines* Appendix G) have been utilized as thresholds of significance in this Section. Accordingly, a project may create a significant environmental impact if it causes one or more of the following to occur:

- Physically divide an established community (refer to Section 8.0, Effects Found Not To Be Significant); or



- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

For the purposes of this impact analysis, a significant impact would occur if project implementation would result in inconsistencies or conflicts with the General Plan's adopted goals and policies and/or the Development Code's applicable rules and regulations, as well as the specified regional plans. Based on these standards, the project's effects have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 PROJECT IMPACTS AND MITIGATION MEASURES

OVERVIEW OF THE AMENDED DUARTE STATION SPECIFIC PLAN (PROPOSED PROJECT)

The amended Duarte Station Specific Plan continues to establish the planning concept, regulations, and administrative procedures necessary to achieve compatible, orderly, and efficient development of the 19.08-acre project site.

Per *Government Code* Section 65451, Specific Plans are permitted to regulate development including permitted uses, density, design, building size, and placement. Specific Plans also govern the type and extent of open space, landscaping, roadways, and the provision of infrastructure and utilities. Since the development guidelines established in a Specific Plan focus on the unique needs of a specific area, Specific Plans allow for greater flexibility than is possible with conventional zoning.

The proposed Specific Plan articulates the vision to make the Duarte Station Specific Plan area a vibrant, mixed-use transit village that has a focus on residential uses, retail, and urban green space. The Gold Line Station on the project's southern edge would act as the gateway to the neighborhood with special attention paid to the public realm in the immediate vicinity by creating pedestrian linkages and open space so that the station area may also serve as a local gathering place. A strong emphasis is to be placed on walkability through a pleasant sidewalk environment where buildings frame the street.

The overall purpose and intent of the Specific Plan is to create a policy and zoning document that will establish a planning and regulatory framework designed for the future development and buildout of the property located within the Specific Plan Area. An overview of the Specific Plan sections is provided below.

Section 1 – Introduction. This section provides background information about the Specific Plan.

Section 2 – Development Plan. Section 2 identifies the fundamental components of the Specific Plan. The detailed land use program is presented through tables and a master land use plan graphic.

Section 3 – Development Regulations and Design Guidelines. Section 3 provides development standards and design guidelines for proposed development in the Specific Plan



area. These regulations are presented through a hybrid approach that integrates features of a conventional zoning code and a form-based code. Regulations are supported by the Design Guidelines in the plan.

Section 4 – Infrastructure and Services Plan. The Infrastructure and Services Plan section discusses existing conditions and proposed improvements to local circulation, parking, sewer, water, and storm drain systems to serve the Specific Plan area at full build-out.

Section 5 – Implementation and Administration. This section provides methods for eventual construction and build-out of the Specific Plan. Implementation techniques, tools, and incentives—including efficient entitlement processing standards, phasing, cost estimates, and public and private funding and financing mechanisms—are addressed.

Section 6 – Appendices. This section includes the General Plan consistency analysis as well as other supporting information. After approval, the appendices will include the project's Mitigation Monitoring and Reporting Program.

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) provides the authority to adopt a Specific Plan by ordinance (as a regulatory plan) or resolution (a policy driven plan). The Specific Plan will be both a regulatory and policy document adopted by the ordinance.

As a regulatory plan, the Specific Plan will establish the zoning for the land within the Specific Plan area. Development plans, site plans, tentative tract maps, and/or parcel maps must be consistent with the Specific Plan and General Plan. Upon approval of the amended Duarte Station Specific Plan, which will also be the zoning for the site, future development will be subject to the development standards and development parameters governed by the Specific Plan. In the event the Duarte Station Specific Plan is silent as to a development standard or procedure, the provisions of the City's *Development Code* would control.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH SCAG'S 2016 RTP/SCS GOALS AND ADOPTED GROWTH FORECASTS.

Impact Analysis: SCAG's IGR section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. According to SCAG's criteria for classification of projects as regionally significant, the following criteria are relevant to the project:

- *Criteria 1:* A proposed local general plan, element, or amendment thereof for which an EIR was prepared.
- *Criteria 4:* A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

Because the proposed project satisfies Criteria 1 and 4 above, it is considered regionally significant and must demonstrate its consistency with the *2016-2040 RTP/SCS*, which is established through consistency with *2016-2040 RTP/SCS Goals and Adopted Growth Forecasts*. *Table 5.1-1, SCAG Consistency Analysis*, provides an analysis of the proposed project's consistency with the *2016-2040 RTP/SCS Goals and Adopted Growth Forecasts*. As



concluded in *Table 5.1-1*, the project is consistent with the *2016-2040 RTP/SCS Goals* and growth forecasts, resulting in a less than significant impact in this regard.

**Table 5.1-1
SCAG Consistency Analysis**

Goal #	Goal	Determination of Consistency
Regional Transportation Plan/Sustainable Communities Strategy: Goals¹		
RTP/SCS G1	Align the plan investments and policies with improving regional economic development and competitiveness.	<u>Consistent</u> : The proposed project would potentially provide a net increase of 383 jobs in the City, thereby improving regional economic development and competitiveness.
RTP/SCS G2	Maximize mobility and accessibility for all people and goods in the region	<u>Consistent</u> : The project site is located immediately adjacent to the Duarte Gold Line Station. Additionally, the I-210 and I-605 freeways are located to the north and east, respectively. The plan area's proximity to the Gold Line and freeways would maximize mobility for the proposed project's future residents, employees, patrons, and visitors.
RTP/SCS G3	Ensure travel safety and reliability for all people and goods in the region.	<u>Consistent</u> : The proposed Circulation Plan includes a private roadway network through the Specific Plan area to support potential future development within the area. Existing roadways surrounding the site would remain unchanged. Future traffic signals would be provided on Highland Avenue and Duarte Road as mitigation for the Gold Line. As indicated in Section 5.4, Traffic, improvements would be required including traffic signals at the I-210 westbound off ramp/Central Avenue, Village Road/Duarte Road, and Highland Avenue/Huntington Drive intersections to reduce potential impacts. Although significant unavoidable impacts would remain at the Buena Vista Street/Duarte Road intersection, improvements have been identified to reduce potential impacts to the extent feasible.
RTP/SCS G4	Preserve and ensure a sustainable regional transportation system	<u>Consistent</u> : Section 5.4, Traffic, includes an analysis of the proposed project's impacts to the study area intersections, including State-controlled intersections, which form part of the regional transportation system. The analysis has concluded that impacts to State-controlled intersections would be less than significant. To ensure freeway on- and off-ramp impacts associated with the proposed project remain consistent with the Draft EIR analysis, mitigation would be implemented requiring future development to prepare and submit a traffic study to verify the Draft EIR conclusions and identify appropriate mitigation if impacts are identified.
RTP/SCS G5	Maximize the productivity of our transportation system.	<u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G3.
RTP/SCS G6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g. bicycling and walking).	<u>Consistent</u> : The project site is located adjacent to the Duarte Gold Line Station, which would provide increased opportunities for alternative modes of transportation, including walking and bicycling. Future development would be required to comply Duarte Municipal Code Section 19.38.220 (Bicycle parking requirements), which establish bicycle parking requirements based on land use. Amenities would be provided for cyclists within the project area. Additionally, the private roadway network within the Specific Plan area would include sidewalks and future development would be designed for comfortable pedestrian circulation and access.
RTP/SCS G7	Actively encourage and create incentives for energy efficiency, where possible.	<u>Consistent</u> : Future development within the Specific Plan area would be required to comply with Duarte Municipal Code Chapter 19.52 (Sustainable Development Practices), which includes standards that promote increased energy efficiency.
RTP/SCS G8	Encourage land use and growth patterns that facilitate transit and active transportation.	<u>Consistent</u> : Refer to Responses to Goals RTP/SCS G2 and G6.



**Table 5.1-1
SCAG Consistency Analysis**

Goal #	Goal	Determination of Consistency
RTP/SCS G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<u>Not Applicable</u> : The security of the regional transportation system is beyond the control of the proposed project.

As also discussed in Section 5.3, Population and Housing, the net increase in population and number of employees under the proposed project are compared with the latest RTP/SCS projected growth assumptions (SCAG 2016) in *Table 5.1-2, RTP/SCS and Specific Plan Growth Assumptions*.

**Table 5.1-2
RTP/SCS and Specific Plan Growth Assumptions**

Scenario	Population	Employment
Proposed Project		
<i>Duarte Station Specific Plan</i>	4,242	383
Other City Projects		
Duarte Town Center Specific Plan	3,180	577
City of Hope Campus Plan	--	1,841
Total Growth	7,422	2,801
RTC/SCS Growth 2012 - 2040	2,800	1,800
Within Growth Assumptions?	No	No

Source: SCAG 2016, City of Duarte 2019.

As shown in *Table 5.1-2*, implementation of the proposed project, along with other City projects that have been approved, would exceed the growth assumptions contained in the 2016-2040 RTP/SCS. As such, the proposed Specific Plan would result in growth in the City that is inconsistent with the underlying assumptions used to develop strategies in the RTP/SCS.

The cumulative projects involve various residential and non-residential development that have the potential to result in population growth in Duarte and each of the respective jurisdictions where the cumulative sites are located. The *Duarte General Plan* assumed additional growth within the City, specifically associated with the Duarte Town Center Specific Plan, in addition to the proposed project. Although the development associated with the proposed project would be greater than anticipated by the *General Plan* and exceeds growth projections under the RTP/SCS, development of the Duarte Station Specific Plan Area would not require substantial development of unplanned or unforeseen public services and utility/service systems. As concluded in *Section 5.10* through *Section 5.17*, existing public services and utility/service systems can be readily upgraded and/or extended into the Specific Plan Area to serve the increased population. Development within the Specific Plan Area is anticipated to occur over several years based on market demand, which would allow for development of necessary services and infrastructure to serve the anticipated growth. The proposed project is intended to meet the Regional Housing Needs Assessment (RHNA) allocation for Duarte by providing up to 1,400 dwelling units, some of which would be affordable housing. Finally, as stated above, most



new employees in the Specific Plan are assumed to occupy new residences generated by the project. Therefore, cumulative impacts associated with new development under the proposed project would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: 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.

Impact Analysis: The project involves an application to revise the Duarte Station Specific Plan. The Specific Plan is intended to establish the general type, parameters, and character of the development in order to develop an integrated TOD that is also compatible with the surrounding area.

The updated Specific Plan would establish land use restrictions for development of the plan area that provide flexibility for property owners to respond to market conditions and develop a mixed-use “transit village” that revitalizes the Specific Plan area through the provision of multiple land uses that complement one another. Land uses would consist of residential, office, and retail/restaurant space. Previous *Table 3-1, Land Use Designations and Acreages* identifies the land use designations and associated acreages established by the Specific Plan.

The proposed The Residences at Duarte Station development would comprise Parcel 2. The Duarte Intergenerational Housing project, which is conceptual at this stage, may be developed on Parcel 4 under the amended Duarte Station Specific Plan. The ultimate land use on Parcels 1 and 3 would be determined at the time of site plan submittal for a specific parcel, subject to the development standards and permitted uses outlined in the amended Specific Plan, as well as the specified density/FAR.

Table 3-3, Growth Over Existing Conditions, outlines the land uses in the Specific Plan area under existing and proposed conditions, and the difference between the two conditions. As indicated in *Table 3-3*, the Specific Plan area is currently developed with warehouse/industrial uses totaling 313,955 square feet. The proposed development scenario for a portion of the site consists of up to 1,400 new residential dwelling units, 100,000 square feet of office space, and 12,500 square feet of retail/restaurant uses.

Land Use Plan and Designations

Per California law, the proposed Specific Plan must be consistent with the *Duarte General Plan*. The *General Plan* Land Use Diagram currently designates the project site as the Specific Plan Area #18, Duarte Station Specific Plan. Thus, the proposed Specific Plan would be consistent with the *General Plan*.

General Plan Policies

Table 5.1-3, General Plan Policy Consistency Analysis, analyzes the proposed project’s consistency with the relevant *General Plan* policies. As demonstrated in *Table 5.1-3*, the



proposed Specific Plan is determined to be consistent with the relevant General Plan Policies. All future development plans or agreements, tentative tract or parcel maps, and any other development approvals would be subject to compliance with the Specific Plan. Compliance with the Specific Plan would be verified on a project-by-project basis through the development review process articulated in Section 6.0 of the plan. Because all future actions and projects must comply with the Specific Plan, which complies with the *General Plan*, they would inherently comply with the *General Plan*.

**Table 5.1-3
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
Land Use Element¹		
LU 1.1.2	Encourage the development of a mix of housing types and densities to ensure a variety of housing to accommodate a range of tastes and incomes.	<u>Consistent</u> . The Specific Plan allows for mixed-use residential and high-density residential uses in proximity to the Gold Line Station. It is anticipated that future residential development would provide housing at a variety of income levels, including providing opportunities for affordable housing.
LU 2.1.1	New infill residential development should be compatible in design, bulk, and height with existing nearby residential development as referenced in Duarte's Architectural Design Guidelines.	<u>Consistent</u> . The Specific Plan allows for the development of higher-density residential uses adjacent to existing single-family uses to the west. However, the Specific Plan includes development standards which provide specific height limits and setback conditions for proposed development adjacent to the existing single-family residential neighborhood.
LU 2.1.7	Make every effort to ensure that industry and residences, where located in close proximity, will be compatible neighbors with non-industrial uses located nearby, and with neighboring cities as well.	<u>Consistent</u> . The Duarte/Lewis Business Center is located to the east of the Specific Plan area across Highland Avenue. The Specific Plan identifies mixed use land uses adjacent to Highland Avenue, which would be compatible with adjacent uses. Further, the Specific Plan development standards identify building setbacks and height limits adjacent to Highland Avenue to provide adequate buffering and distance.
LU 3.1.4	Create a flexible mixed use Transit Oriented Development Specific Plan for the current non-residential area north of the Gold Line Station.	<u>Consistent</u> . The Duarte Station Specific Plan allows for a flexible mix of uses that incorporates retail, office, restaurant, and residential development.
LU 3.1.6	Promote the use of mixed land use techniques and construction methods to provide more housing and minimize housing costs without compromising basic health, safety and aesthetic qualities.	<u>Consistent</u> . The Duarte Station Specific Plan encourages mixed-use development, including high-density residential uses, as well as office, retail, and restaurant uses. It is anticipated that future residential development would provide housing at a variety of income levels, including providing opportunities for affordable housing.
Housing Element²		
5.1.1	Provide site opportunities for development of housing that responds to diverse community needs in terms of housing type, cost and location, emphasizing locations near services and transit that promote walkability.	<u>Consistent</u> . The Duarte Station Specific Plan provides the opportunity for high-density residential development, including opportunity for multi-family units consistent with the City's affordable housing requirements.
5.1.3	Promote the efficient use of land by encouraging commercial and residential uses on the same property in both horizontal and vertical mixed-use configurations.	<u>Consistent</u> . The Duarte Station Specific Plan allows for a flexible mix of uses that incorporates retail, office, restaurant, and residential development.



**Table 5.1-3
General Plan Consistency Analysis**

Policy #	Policy	Determination of Consistency
Circulation Element¹		
Circ 1.1.4	Evaluate the traffic impacts of new development and require developers to employ appropriate mitigation measures to reduce traffic or improve roadway and traffic conditions.	<u>Consistent.</u> A Transportation Impact Study has been prepared for the proposed project. As indicated in Section 5.4, Traffic, implementation of the proposed project would result in traffic impacts at City intersections. Improvements have been identified to reduce potential impacts. However, significant unavoidable impacts would remain at the Buena Vista Street/Duarte Road. Mitigation measures analyzed for this intersection are not recommended by the traffic study. Nevertheless, intersection improvements have been identified to the maximum extent feasible.
Circ 1.1.6	Pursue and provide adequate right-of-way to accommodate future circulation system improvements.	<u>Consistent.</u> The Duarte Station Specific Plan identifies a private roadway network to support future development.
Circ 3.1.4	Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternate modes of transportation.	<u>Consistent.</u> The proposed project promotes a transit-oriented development in proximity to the Duarte Gold Line Station. The proposed mix of uses and development standards would promote the use of the Gold Line, as well as other alternate modes of transportation, such as bicycling and walking.
Source: 1. City of Duarte Comprehensive General Plan 2005-2020, August 14, 2007. City of Duarte 2014-2021 Housing Element, February 2014.		

Overall, as concluded in the discussions presented above, the proposed project would not conflict with the *Duarte General Plan*, therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CITY OF DUARTE DEVELOPMENT CODE

IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH THE DUARTE MUNICIPAL CODE STANDARDS AND REGULATIONS.

Impact Analysis: The Specific Plan replaces *Development Code* requirements except in instances where the Specific Plan is silent, in which case, the requirements of the *Development Code* apply. The amended Duarte Station Specific Plan would need to be adopted by the City of Duarte by ordinance. Upon adoption, the Specific Plan would function as the Zoning Code for the Specific Plan Area. Buildout of the Specific Plan Area could not exceed the specified density or floor area ratio. All future development proposals within the Specific Plan Area would be subject to compliance with the Specific Plan, which would regulate and restrict the uses of lands and buildings, height and bulk of buildings, yards and other open spaces, and density/intensity of development. Individual development projects, including the proposed The Residences at Duarte Station, would be subject to the development standards and design guidelines and the development review process articulated in Section 5.0 of the Plan. Because all future actions



and projects must comply with the Specific Plan, which would comply with the *Development Code* upon approval, they would inherently comply with the *Development Code*. Thus, the proposed project would not conflict with the *Duarte Development Code* and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS.

Impact Analysis: As indicated in *Table 4-1, Cumulative Projects*, the related projects and other possible development would occur within the cities of Duarte, Monrovia, Irwindale, and Azusa. The project site does not abut any other jurisdiction. The adjacent City of Hope property in Duarte has been planned to interact with and take advantage of Gold Line-adjacent properties, per the *General Plan* vision for the district. Thus, development of the plan area, combined with other development, would not result in any cumulative land use impacts.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would result in less than significant project and cumulative impacts related to land use and planning. As such, no significant unavoidable impacts would result from implementation of the amended Duarte Station Specific Plan.

5.1.7 SOURCES CITED

City of Duarte, *City of Duarte Comprehensive General Plan 2005-2020*, August 14, 2007.

City of Duarte, *City of Duarte 2014-2021 Housing Element*, February 2014.

City of Duarte, *City of Duarte Municipal Code*, current through Ordinance 888, passed December 11, 2018.

Southern California Association of Governments, 2016, *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*, <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx#toc>, accessed June 27, 2019.



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