



5.2 AESTHETICS

This section describes the existing visual environment in and around the project area and analyzes potential impacts to the aesthetic character/quality of the area with implementation of the proposed Specific Plan. Consideration of public scenic vistas and views impacts to scenic resources and the creation of new sources of light and glare are also analyzed. The analysis is based on information from the proposed amended Duarte Station Specific Plan, the plan set for The Residences at Duarte Station included in Appendix J, conceptual drawings for the Duarte Intergenerational Housing Project included in Appendix K, and a site visit conducted by MIG, Inc. on June 17, 2019.

5.2.1 REGULATORY SETTING

STATE

California Scenic Highway Program

The California Scenic Highway Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The California Department of Transportation (Caltrans) designates highways based on how much of the landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which views are compromised by development.

LOCAL

Duarte General Plan

The *City of Duarte Comprehensive General Plan 2005–2020 (General Plan)* contains goals and policies that guide growth and development within the City. City policies pertaining to visual character are contained in the Land Use and Open Space and Conservation Elements. The goals, objectives, and policies which pertain to the project include the following:

Land Use Goal 2: Develop compatible and harmonious land uses by providing a mix of uses consistent with projected future social, environmental and economic conditions.

Objective 2.1: Assure that future development complements surrounding areas.

Policies:

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.

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.



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.

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.

Conservation Goal 3: To protect Duarte's environment through proper consideration of the environmental implications of new development in the city.

Objective 3.1: Keep current on environmental legislation to protect Duarte's environment.

Policies:

Con 3.1.3 Minimize the aesthetic impacts of signs through the strict enforcement of the Municipal Sign Ordinance.

Duarte Municipal Code

Duarte Municipal Code Title 19, Development Code of the City of Duarte, promotes the orderly development of the City and is the primary tool used by the City to carry out the goals, objectives, and policies of the *General Plan*.

Chapter 19.22, Specific Plan Zones (SP), establishes the appropriate review of development projects with the SP zone to ensure that site and structural development:

- Promote the orderly development of the City in compliance with the goals, objectives, and policies of the General Plan, any applicable specific plan, and the standards specified in the Development Code
- Respect the physical and environmental characteristics of the site
- Ensure safe and convenient access and circulation for pedestrians and vehicles
- Exemplify high-quality design practices
- Encourage the maintenance of a distinct neighborhood and/or community identity
- Minimizes or eliminates negative or undesirable visual impacts

Site plan and design review consider compatibility; architectural design and detail; and landscape, lighting, parking, signs, and other design details.

Chapter 19.50, Performance Standards, establishes performance standards applicable to all zones. Section 19.50.070, Outdoor Lighting, establishes lighting standards that are intended to be energy efficient and balance safety and security needs for lighting with efforts to ensure that light trespass (spill light), light pollution, and glare have a negligible impact on surrounding properties, particularly residential uses.



5.2.2 ENVIRONMENTAL SETTING

SCENIC VIEWS AND VISTAS

The City of Duarte is located within the eastern portion of the San Gabriel Valley. The City is situated at the base of the San Gabriel Mountains. Approximately 53 percent of Duarte's incorporated land area is undeveloped and within or adjacent to the Angeles National Forest along the west slope of the San Gabriel Mountains.¹ However, there are no *General Plan* designated scenic views or vistas within the City.

The project site and surrounding area are currently developed and located within the southern portion of the City. The topography of the project area is relatively flat. Evergreen Street and the Foothill Freeway (Interstate 210) are located to the north of the most northern portion of the site. Single-family residential uses are located to the north across Business Center Drive. A single-family residential neighborhood is located to the east of the project site. The Los Angeles County Metropolitan Transportation Authority (Metro)-owned railroad right-of-way is directly adjacent to the project site on the south. The City of Hope medical and research campus and the Santa Fe Dam Recreational Area are located to the south of the project site, across East Duarte Road. Highland Avenue forms the project site's eastern boundary. The Duarte/Lewis Business Center is located to the east across Highland Avenue, south of the Foothill Freeway (Interstate 210) and west of the San Gabriel Freeway (Interstate 605).

There are no unique or unusual features in the project area that comprise a dominant portion of a viewshed. Long-range views to the north of the San Gabriel Mountains are available from the project site and surrounding area. These mountains are scenic resources since they involve undisturbed natural areas and offer distant vistas of mountain backdrops from portions of Duarte. However, views of the mountains from the project site and surrounding area are interrupted by existing development within the area, including I-210, which is elevated.

STATE SCENIC HIGHWAYS

The State Scenic Highway System includes a list of highways that are either currently designated as scenic highways by the State or are eligible for that designation. The California Department of Transportation (Caltrans) does not identify designated scenic highways (or eligible scenic highways) within the City or in its immediate vicinity.² Therefore, the project site is not located in the viewshed of a State scenic highway.

VISUAL CHARACTER/QUALITY

The proposed Specific Plan Area encompasses approximately 19 acres bounded by Duarte Road to the south, Evergreen Street and I-210 to the north, Highland Avenue to the east, and residential uses to the west. The existing Metro railroad right-of-way runs parallel to the north side of Duarte Road. The project site consists of four parcels developed with office and industrial buildings and associated surface parking; refer to *Exhibit 3-3, Specific Plan Area*.

¹ Duarte Comprehensive General Plan 2005-2020, August 2007.

² State of California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed July 18, 2019.



Parcel 1, located adjacent to Duarte Road, is developed with the Highland Industrial Center, a single-story warehouse building. Several industrial uses occupy the building. Surface parking is located north and west of the building. Landscaping (grass and mature trees) is located along the eastern and western edges of the property. Sporadic landscaping is provided to the south. A chain-link fence separates the project site from the rail corridor. A block wall separates the site from the residences located to the west.

Parcel 2 is located south of Business Center Drive, is developed with a two-story office building and attached single-story manufacturing building occupied by Woodward-Duarte (formerly GE Aviation). Surface parking is located adjacent to the building. Parcel 4 is comprised of a parking lot for the Metro station and is located west of the building on Parcel 2. Landscaping (grass and mature trees) is located along the eastern, northern, and western edges of the area comprising both parcels, as well as within the parking lots. Sidewalks are adjacent to the eastern and northern boundaries of the area. A block wall is located along the western edge of the area, adjacent to the residential uses.

Parcel 3, located adjacent to Evergreen Street, is developed with a single-story, tilt-up building that contains industrial/warehousing suites. Surface parking is located on the north, east, and west sides of the building. Landscaping (grass and mature trees) is located primarily around the edges of the property, with a few trees located adjacent to the building. There is a sidewalk along the east side and in the southeast corner of this parcel. North of the parcel (across Evergreen Street), there is a landscaped embankment within the Caltrans right-of-way sloping up to the I-210 Freeway, which is planted with trees and shrubs. A masonry sound wall is located at the top of this embankment beginning to the west of the western edge of the property.

Prominent factors influencing the character of the project site and its surroundings are the variety of uses that occur within the area including the residential neighborhood to the west, I-210 to the north, Duarte/Lewis Business Center to the east, and the Metro railroad right-of-way, City of Hope Campus, and Santa Fe Dam Recreation Area to the south.

Views of the northern portion of the project site from residential uses fronting Denning Avenue are unobstructed. Views from residential uses fronting Glenford Avenue are intermittent, with some residences having unobstructed views of the portion of the project site located immediately adjacent to Business Center Drive. A block wall separates the rear and/or side yards of the residences located immediately adjacent to the western project boundary, limiting direct views towards the project site. I-210 is slightly elevated, providing a visual barrier of the project site from uses to the north. However, eastbound and westbound travelers on I-210 have views of the project site. A rock berm separating the Santa Fe Dam Recreation Area from Duarte Road limits views of the project site from the south. Views of the project site from the City of Hope Campus are limited to surface parking within the western portion of the project site, closest to Duarte Road. Views of the project site from the Metro railroad right-of-way are relatively unobstructed.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if



uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces, such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Lighting within the project site and surrounding area is typical of developed urban areas. Primary sources of light and glare in the area include motor vehicle headlights, streetlights, parking lot and exterior security lighting, and interior building lighting. Currently, light and glare are being emitted from existing industrial, office, residential, and surface parking uses located within the area. The location of the project site—adjacent to roadways and I-210—results in car headlights and street lighting that affect the project site and its surroundings.

SHADE AND SHADOW

The longest shadows are cast during the winter months, and the shortest shadows are cast during the summer months. Shadow-sensitive uses within the project vicinity include front, rear, and side yards associated with single-family residential uses to the north and west of the project site. These shadow-sensitive uses are not currently shaded by existing on-site structures.

5.2.3 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:

- Have a substantial adverse effect on a scenic vista (refer to Section 8.0, Effects Found Not to Be Significant).
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (refer to Section 8.0, Effects Found Not to Be Significant).
- In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, the project would conflict with applicable zoning and other regulations governing scenic quality.



- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Based on these significance thresholds and criteria, the project's effects have been categorized as either "no impact," a "less than significant impact," or a "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 unavoidable impact.

5.2.4 PROJECT IMPACTS AND MITIGATION MEASURES

OVERVIEW OF DUARTE STATION SPECIFIC PLAN (PROPOSED PROJECT)

Below is an overview of the key section of the proposed Duarte Station Specific Plan that pertains to aesthetics: Section 3, Development Regulations and Design Guidelines.

Section 3 – Development Regulations and Design Guidelines

This section describes all the standards and guidelines for street design, site planning, and building design for the plan area. The regulations are district and building specific. These are the regulations that govern new construction, as well as alterations and additions, in the plan area.

To create a vibrant, thriving and special community, the development standards are "form based" to create a predictable public realm by establishing guidelines and regulations that focus primarily on the physical form of the environment. By addressing the relationships between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks, through an integrated package of requirements for street and building design, massing and scale and setbacks, the standards help in creating a unique character.

The amended Specific Plan regulates based on general development standards applicable to the entire plan area and frontage standards applicable to the related frontage street. Publicly accessible open space within the plan area will be provided in the form of a 25-foot pedestrian promenade, located along Highland Avenue.

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. Form-based codes regulate land uses based on form and function and are based on a "human-use" scale. This section contains development standards for architecture and building placement, streets and alleys, public spaces, and landscaped or hardscape areas. Regulations are further supported by the design guidelines embedded in this section of the plan. The purpose of the design guidelines is to identify and establish visual themes that are aesthetically pleasing and will result in a cohesiveness to create a "sense of place" for persons who live, work, or visit the TOD Specific Plan area. The guidelines are minimum requirements, and developers may be required to provide additional amenities to meet the goals of the Specific Plan.



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.

Impact Analysis: Short-term construction-related activities associated with future development would temporarily alter the existing visual character of the development sites and their surroundings. The visual impact associated with construction activities would involve graded surfaces, construction materials, equipment, and truck traffic. Soil would be stockpiled and equipment for grading activities would be staged at various locations. In addition, temporary structures could be located on the respective development site during various stages of construction, within materials storage areas, or associated with construction debris piles on-site. Exposed trenches, roadway bedding, spoils/debris piles and steel plates would be visible during construction of proposed street and utility infrastructure improvements. These construction activities and equipment could temporarily degrade the existing visual character and quality of localized sites within the Specific Plan area and surroundings during the construction phase. The typical window of construction-related activities at a particular location would vary depending on the scale and nature of the proposed development.

Construction-related activities are not considered significant because they would be short-term and temporary; construction activity would not be continuous and would proceed on a project-by-project basis. Temporary screening of a particular construction staging site would partially relieve the visual impacts typically associated with construction activities. Moreover, development of specific sites within the Specific Plan Area would vary such that areas of temporary construction-related visual impacts would change throughout the implementation of the proposed Specific Plan. Compliance with Mitigation Measure AES-1, which would be incorporated into construction documents, would reduce potential construction-related visual impacts to less than significant.

Mitigation Measures:

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 shall be swept daily and maintained free of dirt and debris.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.



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.

Impact Analysis:

Visual Quality/Character

The visual analysis of a proposed project must consider its visual quality and compatibility in consideration of the area's visual sensitivity. The following analysis examines the proposed project for compatibility with the character of the surrounding land uses, in consideration of the following visual elements:

- Architectural features (e.g., repetition of design elements: materials, texture, colors, form, type of construction, details, and building systems)
- Scale and Height (e.g., size/height relationships between adjacent buildings, and between buildings and adjacent open spaces)
- Property setbacks (e.g., setbacks providing distance and/or a visual buffer between the project site and receptors)

The proposed amended Duarte Station Specific Plan would continue to allow for a mix of uses to be developed on the approximately 19-acre site located adjacent to the Duarte Gold Line Station. The project site is located within a developed area that includes residential, industrial, and institutional land uses. Single-family residential uses are located to the north and west, adjacent to the site. Residential uses north of Business Center Drive have limited views of the project site, depending upon their orientation and location, whereas the residential uses fronting Denning Avenue have an unobstructed view of the project site, specifically Parcel 3. A block wall separates the rear and/or side yards of the residences located immediately adjacent to the western project boundary, limiting direct views towards the project site. Partial views of the upper levels of proposed buildings within the site are likely to occur. The adjacent residential uses are primarily single-story. The existing industrial buildings east of Highland Avenue are located at a minimum of 60 feet from the property line.

The existing visual character/quality of the project site would be altered with implementation of the proposed project, as the project site would be developed into a transit-oriented development. Existing single-story industrial buildings would be removed and replaced with a mix of uses and buildings with a maximum height of 120 feet, except for within 90 feet of an R-1 zone pursuant to the amended Duarte Station Specific Plan. Some of the existing buildings could be adaptively reused for offices or commercial businesses. A new interior circulation network supporting potential development would also be provided.

The proposed Specific Plan area is comprised of four parcels; refer to *Figure 3-3* in the Project Description. In addition to general development standards that regulate height, setbacks, parking, and open space for the Plan Area in general, the Specific Plan adds an additional layer of regulation through Frontage Class Design Standards. The Frontage Classes provide tailored, context-sensitive standards for ground floor uses, vehicular access, and permitted façade types;



taking into account adjacent uses and the function of the fronting street; refer to *Figure 3-4* in the Project Description. The development scenario includes retail/restaurant, office, and high-density residential uses, as well as open space and interior roads. The proposed development The Residences at Duarte Station (The Residences) is situated on Parcels 2 and 4. The Residences involves two buildings in Parcel 2 (APN 852-8011-025), both of which are five stories with a 7.5-story wrap-around parking garage each. The Residences also feature a linear park between the two buildings and several courtyards throughout the property. The plan set for The Residences is contained in Appendix J. A planned mixed-use project including affordable housing is also planned for Parcel 4; conceptual drawings for the Duarte Intergenerational Housing project are shown in Appendix K.

Development within the Specific Plan area would be required to comply with Section 3.0 of the proposed Duarte Station Specific Plan, which identifies the standards and guidelines for street design, site planning, and building design for the Specific Plan area. Required building setbacks would take into consideration the streets that the setbacks are adjacent to, the intensity of proposed land uses, proposed building mass and scale, and the surrounding context and edge conditions.

Building setbacks are regulated based on the Frontage Type. Along Highland Avenue, a minimum 25-foot setback is required to facilitate the planned pedestrian promenade. Rail frontages require a 10-foot minimum setback, and 20-foot setback with a paseo along the area closest to the Metro station. Secondary Frontage and Internal Frontage regulations require no minimum setback. Neighborhood Frontage, running the western length of the Plan Area, requires a minimum 30-foot setback from adjacent R-1 properties.

Maximum building heights would not exceed 120 feet. Within 90 feet of R-1 zoned properties, building heights are limited to 90 feet.

The proposed Specific Plan also includes both mandatory standards and interpretive design guidelines to guide future development. These guidelines address a variety of areas including architectural character, building orientation, building massing and articulation, and building materials. Future development would be reviewed to determine compliance with development regulations. Additionally, the proposed Specific Plan requires a completed Site Plan and Design Review Application with completed development and architectural plans to be submitted to the Duarte Planning, Building and Safety, and Public Works/Engineering Divisions. The Community Development Director would be required to make a finding of conformance with the land use and development standards of the Specific Plan prior to site plan submittal to the Architectural Review Board. The proposed Specific Plan review requirements would ensure that the design and general appearance of future development would be in compliance with land use and development regulations and design guidelines intended to maintain and enhance the appearance of the area. Although the character of the area would be altered with the replacement of industrial uses with higher density residential, office, and retail/restaurant uses, overall, the proposed project would improve the visual character/quality of the area. Impact would be less than significant impact.

Shade/Shadow

Implementation of the proposed project would result in new shade and shadow patterns in the area, as the proposed Specific Plan would allow for the development of structures at a greater height than the existing on-site structures. The only shadow sensitive uses in the project area



are existing residential uses located along the western project edge, north of Business Center Drive and west of Denning Avenue. These existing residential uses feature mature trees within their yards and within the project site along the western edge, which currently create shading at portions of these uses.

Implementation of the proposed project could result in the construction of new structures up to 120 feet in height. These new structures would cast new shadows on site and off site in the project area. Potential shade and shadow impacts would be dependent upon the siting, massing, and heights of future buildings within the plan area. Due to the adjacency of residential uses, there is a potential for the residences to experience shade and shadow impacts as a result of future development.

However, the Project qualifies as a mixed-use residential project on an infill site within a Transit Priority Area (TPA)³, and therefore, falls under Sections 21099(d)(1) and (2) of CEQA which state:

“(d)(1) Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

(2) (A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

(B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.”

Due to this provision in CEQA, and because the proposed project will undergo design review, shade and shadow impacts would be less than significant.

Mitigation Measures: No mitigation measures are required for visual character/quality.

Level of Significance: 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.

Impact Analysis:

Short-Term Construction Impacts

³ TPAs are defined as areas within one-half mile of a major transit stop that are existing or planned where a “major transit stop” is a “site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods” (Section 21064.3 of CEQA).



Construction activities are anticipated to occur during the day hours; however, security lighting would result in short-term light and glare impacts associated with construction activities. Residential uses are currently located west and north of the plan area and are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Implementation of the recommended mitigation involving shielding of construction-related lighting (AES-2) would reduce the impact to a less than significant level.

Long-Term Operational Impacts

Lighting and Glare from Proposed Structures

Implementation of the proposed project would introduce additional sources of light and glare including light from proposed residential, office, retail, and restaurant uses, as well as security lighting and vehicle headlights at proposed roads and driveways. The project site currently generates light from building interiors and security lighting around buildings and within surface parking areas. Lighting is also being emitted from streetlamps and car headlights associated with adjacent roadways.

Implementation of the proposed Specific Plan would allow for future development of residential and non-residential land uses at greater densities/intensities than currently exist. Development would have the potential to create new sources of light and glare in the form of lighting emanating from building interiors, rooftop uses, streetlights, exterior lighting, and lighting for the purposes of safety, as well as glare effects caused by reflective surfaces. These new sources of light and glare would be most visible from development along adjacent roadways and to receptors such as residents and traveling motorists.

The proposed Specific Plan requires that building lighting preclude direct glare onto adjacent properties and that pedestrian scale lighting be provided at entries, plazas, courtyards, parking lots, and other areas where nighttime pedestrian activity is expected. Additionally, future development would be subject to *Municipal Code* Section 19.50.070, Outdoor Lighting, which establishes lighting standards to ensure that light trespass (spill light), light pollution, and glare have a negligible impact on surrounding properties, particularly residential uses. Compliance with the proposed Specific Plan and *Municipal Code* requirements would reduce potential light and glare impacts from proposed structures to a less than significant level.

Vehicle Headlights

Implementation of the proposed project would introduce new roadways and/or extension of existing roadways within the plan area. Additionally, new driveways may be constructed to serve future on-site development. Vehicles entering and existing future developments within the plan area may introduce new or increased nighttime lighting, potentially impacting adjacent residential uses. Future development would be reviewed to determine compliance with development regulations. Additionally, the proposed Specific Plan requires a completed Site Plan and Design Review Application with completed development and architectural plans to be submitted to the Duarte Planning, Building and Safety, and Public Works/Engineering Divisions. As part of the Site Plan and Design Review, site access would be reviewed. To reduce potential impacts on adjacent residential uses associated with vehicle headlights, vehicular access locations should not be sited directly across from residential uses. In the event access is located across from residential uses, existing screening (i.e., landscaping, perimeter walls, etc.) should remain in place or new screening should be installed to reduce vehicle headlights from directly shining onto residential uses (Mitigation Measure AES-4). With implementation of



mitigation, potential impacts associated with vehicle headlights would be reduced to a less than significant level.

Mitigation Measures:

- 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.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

5.2.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE AESTHETICS IMPACTS.

Impact Analysis: The aesthetic-related impacts associated with visual character/quality, light and glare, and shade and shadow to the surrounding area are not considered cumulatively considerable, as there are no cumulative projects located in the immediate project vicinity. The nearest project, City of Hope, is located southwest of the project site, south of Duarte Road. Impacts to visual character would be unique to each respective development site. Impacts to visual character, light and glare, and shade/shadow (both during construction and operations of the project) would be dependent upon project- and site-specific variables, including proximity to visually sensitive receptors, the visual sensitivity of the respective development sites, and duration of demolition and construction. The potential visual impacts of other projects would be evaluated on a project-by-project basis. It is assumed that cumulative development would progress in accordance with the City's *Municipal Code*. Cumulative impacts to visual character/quality or the substantial increase in light and glare to the surrounding area would be less than significant, and the proposed project would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measure AES-1 through AES-4. No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.



5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts on aesthetics and visual resources associated with implementation of the proposed amended Duarte Station Specific Plan are either at less than significant levels or can be mitigated to less than significant levels.

5.2.7 SOURCES CITED

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

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



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