

**CITY OF DUARTE
PLANNING COMMISSION
MINUTES
October 16, 2017**

**Planning Commission
Commissioners**
Paula Watson-Gardner, Chair
Sara Vasquez, Vice-Chair
George K. Farra
Shauna Pierce

1. CALL TO ORDER AND NOTATION OF ANY ABSENCES

Chairperson Watson-Gardner called the meeting to order at 7:02 p.m.

The following were in attendance:

PRESENT: Watson-Gardner, Vasquez, Farra, Pierce

ABSENT: None

STAFF: Hensley, Golding, Eoff IV, Hernandez

2. PLEDGE OF ALLEGIANCE

Commissioner Vasquez led the Pledge of Allegiance.

3. APPROVAL OF MINUTES: August 21, 2017 & September 18, 2017

Commissioner Farra moved to approved the minutes for August 21, 2107. Seconded by Vasquez. Motion approved 4-0-0-0.

Commissioner Farra moved to approve the minutes for September 18, 2017. Seconded by Pierce. Motion approved 4-0-0-0.

4. ORAL COMMUNICATIONS ITEMS NOT ON THE AGENDA

Chair Watson-Gardner opened the Oral Communications Item. Seeing none, Oral Communications were closed.

5. PUBLIC HEARINGS

- A. Continued from August 21, 2017 Meeting: Conditional Use Permit 17-01 and ARB Site Plan & Design Review Case 17-05: Demolition of the existing McDonald's restaurant and construction of a new 3,827 square-foot McDonald's restaurant with a new double-lane drive-thru, outdoor dining area, and late-night/twenty-four hour operation.**

Associate Planner Eoff IV presented staff report on CUP 17-01.

Chair Watson-Gardner opened Commissioners' inquiries.

Vasquez inquired about McDonald's hours of operation and removal of play area. Eoff IV indicated the current hours of operation are the same as the hours being proposed. Eoff IV also confirmed the removal of the play area and that a new one would not be replaced.

Farra inquired on several items regarding the odor, reduction of parking spaces, noise speaker regulation, and the new double drive-thru. Eoff IV provided information on the upgraded kitchen equipment and the required compliance with the Building Code as it relates to ventilation. Eoff IV clarified the quantity of parking spaces was reduced; however, the proposed stall count still exceeds the minimum requirements. Details on the noise reduction components for the drive-thru speaker were provided and noted as a condition of approval. Operation/function of the new double drive through was explained.

Pierce asked for clarification on new size of dinning area, and if there are any current complaints with 24-drive thru operation. Eoff IV indicated no complaints have been noted.

There was discussion on the use of the back alley, grading, ADA drainage and it was noted that conditions of approval have been added to ensure the grading/drainage concerns were addressed with the project.

Chair Watson-Gardner opened Public Hearing.

Steve Hernandez addressed the Commission on some of the concerns regarding odor, noise, parking, and the use of the alley.

Chair Watson-Gardner asked if McDonald's Representatives would like to address the Commission before closing the Public Hearing. There were no comments from Representatives and Public Hearing was closed.

Chair Watson-Gardner opened Commissioner's discussion.

Farra discussed circulation concerns and odor. Pierce indicated the proposal meets existing code, related to back-up, parking and other circulations issues. Eoff IV explained the plan check process and the State Environmental requirements that addressed the Commissioner's concerns regarding odor.

Vice Chair Vasquez motioned to approve Conditional Use Permit 17-01 and ARB Site Plan & Design Review Case 17-05 by approving PC Resolution 17-12 and 17-13. Seconded by Commissioner Pierce. Motion approved 4-0-0-0.

6. ITEMS FROM DIRECTOR

Director Hensley had no items to discuss.

7. [ITEMS FROM COMMISSIONERS](#)

Pierce stated she had a great time at the City's Route 66 Parade.

8. [ADJOURNMENT: November 20, 2017](#)

Chair Watson-Gardner adjourned the meeting at 7:42 p.m.

Craig Hensley, Secretary



PLANNING COMMISSION STAFF REPORT

Date: January 16, 2018

Project: General Plan Amendment 15-1; Zone Change 15-1; City of Hope Specific Plan; and Draft Environmental Impact Report

Subject: City of Hope Campus Plan - a request to: 1) amend the General Plan land use designations and Land Use Diagram from Hospital (H), Research and Development (R&D), Medium-Density Residential (MDR) and High-Density Residential (HDR) to City of Hope Specific Plan (SP); 2) change the City's zoning map and zoning from Hospital (H); Two-Family Residential-Medium Density (R-2); and Multiple-Family Residential-High Density (R-4) to City of Hope Specific Plan (SP); 3) adopt the City of Hope Specific Plan; and 4) certify the associated Draft Environmental Impact Report (DEIR) for the approximately 116-acre City of Hope Campus (1500 Duarte Road)

Applicant: City of Hope National Medical Center

SUMMARY, LOCATION AND BACKGROUND

Founded in 1913, COH has grown from a tuberculosis sanatorium to one of only 49 comprehensive cancer centers in the nation. It is an independent, non-profit, medical center, hospital and transitional research facility that currently employs approximately 5,000 people and serves hundreds of patients daily on its Campus. City of Hope is seeking approval of the City of Hope Campus (Specific) Plan which would provide direction for enhancement and development over the next 20+ years. If developed to the fullest extent of the Specific Plan, City of Hope would add approximately 1,038,500 net new square feet of floor area to its Campus.

The City of Hope Campus plan encompasses a 116-acre project site, which includes its existing Campus, primarily located in the City of Duarte (approximately 89.5 acres), and the remainder in the City of Irwindale (approximately 26.5 acres). The project site is generally bounded by Duarte Road to the north; Cinco Robles Drive, the Duarte Flood Control Channel, and Buena Vista Street to the west; and the Santa Fe Flood Control Basin to the east and south. The 30 Assessor parcel numbers for the Campus within the City of Duarte include: 8533-005-009, 8533-005-(027-028), 8533-005-(030-035), 8533-006-(019-021), 8533-006-(031-032), 8533-006-(044-058), and 8533-007-066. The six (6) Assessor parcel numbers for the Campus within the City of Irwindale are: 8533-003-007, 8533-003-010, 8533-003-(012-013), and 8533-005-(014-015).

Several entitlements must be approved by the Cities of Duarte and Irwindale in order to implement the City of Hope Campus plan. This report focuses on the entitlement processes required in our City, including: General Plan Amendment 15-1, Zone Change 15-1, adoption of the City of Hope Specific Plan, and the associated Draft Environmental Impact Report.

City of Hope and the Cities of Irwindale and Duarte have been working collaboratively in the development of the Campus Plan City of Hope for the past several years. The City of Hope Campus plan will be implemented and regulated through the City of Hope Specific Plan (COHSP). The approach taken to create the COHSP involved careful consideration of the goals of City of Hope; the unique circumstances involving uses and activities held on Campus; considerations to create a comprehensive campus approach to building placement and architectural design; recognition and enhancement to Campus infrastructure, circulation, parking, and utilities; and a community-wide approach to adjacent residential properties and neighborhood concerns. The specific plan process is crafted to meet the unique circumstances of the project.

Since its inception, City of Hope has developed its Campus by constructing buildings and demolishing older buildings (and reconstructing newer structures) to provide services to its patients. Many buildings were constructed from the 1930's-1950's. Construction activities increased in the 1980's and 1990's, as additional research functions were conducted after the creation of the Beckman Research Institute. Starting in the early 2000's, City of Hope undertook a series of larger-scaled construction projects, including Helford Hospital, Gonda expansion, Amini, Beckman and Brawerman buildings, all reviewed as independent projects. Patient and employee growth increased comparatively with these new building areas, in addition to, increased out-patient services and continued expansion of on-campus research functions. By the beginning of this decade, City of Hope had begun to explore master planning as a way to better plan for future growth. At the same time, the City had become interested in understanding where City of Hope was seeking to expand and develop, as well, address impacts to City streets (traffic), on-site parking, stormwater and pedestrian accessibility. Furthermore, reviewing significantly sized projects individually, rather than comprehensively, was beginning to pose challenges from both land use and environmental perspectives.

Parallel with building expansion, additional research and the expansion of outpatient services, the physical Campus boundaries began to grow. City of Hope intensified their purchase of additional properties adjacent to their traditional Campus boundaries about 20 years ago. This included residential properties on the east side of Cinco Robles Drive and two former industrial buildings, south of the former Buena Vista Pavilion float site, in the City of Irwindale. Approximately 10 years ago, the City of Hope sought to expand operations and parking onto one of these acquired Cinco Robles properties; which involved proposed changes to City land use policies and zoning.

The current Hospital (H) zone has regulated Campus growth since 1962, when the City's first zoning code was adopted. However, expansion and development pressures, potential land use

and neighborhood compatibility issues related to recent COH property purchases, and the desire to better plan for Campus growth and impacts led to the idea of creating a Campus (specific) plan.

In early 2013, COH and the City began to discuss the City of Hope Facilities Master Plan. Understanding that a more robust process was necessary, meetings began in late 2013 on the development of a specific plan and EIR. Work began at that time on the hiring of a planning and EIR consultant (The Planning Center, now Placeworks), the initial development of a specific plan and EIR, fee submittals, and the collection of volumes of data on Campus operations. In 2014, City of Hope requested to pause the process to prepare a draft master plan developed by their own consultant. In 2015, the City reviewed and commented on the COH submitted master plans and began using portions of that document to formulate the draft specific plan and DEIR before you for consideration.

Approval of the project will allow COH to continue to grow and expand their operations in a way that provides them flexibility in design and building placement, consistency in process and procedures, expands mobility and parking within the Campus, provides compatibility with adjacent neighborhoods, and addresses on and off-site impacts to local infrastructure and other environmental factors. From the community's perspective, understanding the future desires of City of Hope helps the City make better land use decisions for the area by ensuring future growth impacts have been analyzed and planning off-site public improvements. It also promotes mutual goals related to site development and architectural design consistency, and provides safeguards for adjacent neighborhoods.

PROJECT OVERVIEW

City of Hope is seeking approval of the City of Hope Specific Plan which would provide direction for enhancement and development over a 20-year period. City of Hope is proposing additions to the existing outpatient (clinic), inpatient (hospital), research, office, industrial, warehouse, and hospitality uses. New parking structures and surface lots are also proposed, as well as internal roadways, open space improvements, and other long-term infrastructure improvements. These changes and improvements throughout the City of Hope Campus would be implemented through the proposed City of Hope Specific Plan, which will govern future development of the Campus, supporting its efforts to expand its research and treatment capabilities; accommodate the needs of patients and their families, faculty, staff, and the community; and help enable City of Hope to meet its commitment to transform the future of medicine.

Ultimately, the vision for the City of Hope Campus is to create a walkable and compact Campus core that builds upon and enhances existing inpatient and outpatient facilities, research, office, assembly, parking, and open spaces uses. In addition, the project proposes to consolidate modular buildings that are currently dispersed throughout the Campus, demolish outdated buildings, and construct new floor area within larger development sites that provide flexibility for future buildout of the Campus.



The maximum development capacity allowed by the Specific Plan consists of approximately 1,426,000 square feet of new development (approximately 1,038,500 net new square feet following the proposed demolition of approximately 387,500 square feet of existing structures), which would result in up to approximately 2,639,350 gross square feet of development on the City of Hope Campus.

Entitlements

Both the City of Duarte and Irwindale must approve the entitlements associated with the project. For the City of Duarte that includes approval of General Plan Amendment and Zone Change 15-1, adopt the City of Hope Specific Plan and certify the EIR. The City of Irwindale must also approve a general plan amendment and zone change. They are not required to certify the EIR, but they must make their own CEQA findings and prepare a separate statement of overriding considerations.

The Planning Commission will be considering a recommendation to the Duarte City Council for approval of entitlements necessary to permit the development of properties with the Plan Area, which include:

General Plan Amendment 15-1 proposes to alter the land use designations within the City's General Plan from Hospital (H), Medium Density Residential (MDR), High Density Residential (HDR), and Research & Development (R&D) {see COHSP, Fig. 4, p. 13} to City of Hope Specific Plan. A change to the designation on the official general plan diagram is also included.

Zone Change 15-1 would change the existing zoning designations and the City's Zoning Map from Hospital (H), Two-Family Residential (R-2), and Multiple-Family Residential-High Density (R-4) {see COHSP, Fig. 4, p. 14} to City of Hope Specific Plan.

City of Hope Specific Plan constitutes the regulatory and policy document that guides and governs the growth of the City of Hope Campus over the next 20 years. The COHSP contains seven (7) chapters: Introduction, Vision & Goals, Land Use & Development Standards, Mobility & Streetscape, Design Guidelines, Infrastructure & Services, and Administration & Implementation. The next section will elaborate on COHSP and provide more depth on key topics.

Draft Environmental Impact Report (DEIR) including: comments received during the 45-day review period and proposed Mitigation Monitoring Program. The DEIR analysis determined that the proposed project, with implementation of mitigation measures, would result in significant environmental impacts in the areas of greenhouse gas emissions, noise, and transportation and traffic. Due to this determination, it requires the City Council approve a Statement of Overriding Considerations.

CITY OF HOPE SPECIFIC PLAN

The City of Hope Campus Plan provides a comprehensive framework for the long-term growth and development of the entire Campus. The COHSP is designed to help City of Hope implement its long-term vision of the Campus while meeting the community-wide goals of the cities of Duarte and Irwindale. The Specific Plan is intended to address unique factors related to the development of the Campus, provide clarity in processes and in the coordination between COH and multiple jurisdictions, and strengthen the relationship between City of Hope and its neighbors. Accordingly, this Specific Plan, in accordance with California Government Code 65450 et. seq., establishes the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, project-related development activities will be founded.

Vision & Goals

COHSP was developed cooperatively between the City of Hope, and Cities of Irwindale and Duarte guided by the following vision for the future of the Specific Plan Area:

- Compatibility – in relationship to its adjacent neighborhoods, surrounding community and public improvements, and within Campus boundaries. One goal of the COHSP is to provide long-term stability and the preservation of land use rights for adjacent residential neighborhoods, while recognizing the potential for future Campus growth. Compatibility is also integrated into development standards that minimize impacts near Campus boundaries adjacent to residential areas and planned infrastructure upgrades that harmonize with current and future public improvements, such as the Gold Line Station and Emerald Necklace. Design guidelines have been crafted to allow for creative and inspiring architecture, while maintaining elements and principles that ensure overall Campus compatibility and aesthetic coordination.
- Flexibility – recognizing the need for the City of Hope to fulfill its mission and grow to meet the needs of its patients and faculty within its Campus boundaries, the Plan provides customized development standards and design guidelines that address both planned buildings and future development not yet considered by COH. This includes streamlined development review processes, an adaptive parking supply tracking system, and phased infrastructure implementation. Phasing plans are illustrative in nature, which allows broad flexibility for the Campus to expand and improve, over time, and in a way to meet the most current trends in medical care and research.
- Sustainability - referring to both environmental sustainability and in the long-term nature of the Plan. City of Hope and the Cities of Duarte are committed to environmental sustainability through the preparation of a comprehensive EIR, implementation of mitigation measures and sustainable development practices, and various other aspects (e.g. energy efficiency, mobility, landscaping, and healthy design) integrated into the COHSP. The plan is also designed as a policy and regulatory document that allows consistency in project processing and implementation, and certainty for adjacent residential neighborhoods over the 20+ year planning period.

- Connectivity – addressing the ways that hospital staff, patients, and visitors move through the Campus and improving access to and from public roadways. The Plan establishes the framework for improved Campus circulation by integrating with local and regional transit facilities; integrating safe, accessible, and efficient pathways for pedestrians and bicycles across and adjacent to Campus; creating efficient traffic flows; adequately sizing on-Campus roadways; incorporating thoughtful parking area and lighting standards; and providing sufficient parking capacity on Campus.
- Identity – in both Campus design and name recognition. Design Guidelines, development standards and a Campus Sign Program will assure that the design of future buildings, grounds, landscape, branding and infrastructure projects will achieve City of Hope’s goals of a Campus with designs that reflect and enhance its mission of excellence in health care delivery. Emphasis has been placed on creating a sense of place, such as the establishment of a Cultural Amenities District to retain the historic, landscaped ceremonial entrance.

Differences Between COHSP & Current Zoning

As with any zoning document, the Specific Plan regulates the entire scope of the project and prescribes the processes for development approvals, including: allowed land uses, development standards (such as height, setbacks), parking standards, administration and implementation processes. Unlike traditional zoning, the Specific Plan process allows customization of the above factors, based upon the location, circumstances and intensity of planned development. The Specific Plan may also focus and provide significant detail on items such as design guidelines and mobility issues; and provide a modified design and approval processes.

The current Hospital (H) zoning would not allow the Campus to develop in a manner that achieves COH’s goals, while also minimizing protections for adjacent properties. To highlight some of the most important differences, there would be significant restrictions to allowable land uses and temporary uses, limitations to building heights, and higher parking ratios. Standards designed to address proximity to abutting residential neighborhoods built into the COHSP such as: landscaping and perimeter wall requirements, restrictions to building height and openings closest to abutting neighborhoods and some standards regarding light and glare would be minimized or not addressed using traditional zoning. Design guidelines would be addressed using Chapter 19.122 (Site Plan and Design Review) of the Duarte Development Code (DDC); however, distinctive design principles that apply exclusively to the Campus would not be considered. Finally, use of current zoning designations would lead to increased ambiguity and numerous interpretations needed to regulate the unique nature of the Campus, COH’s proposed development plan and the desire for a flexible and long-term plan.

Analysis of Key Topics

The following sections focus on key differences between the COHSP and current zoning designations, and addresses other distinctive elements included in the Plan.

Land Use Districts, Development Standards and Permitted Uses

COHSP creates five (5) land use districts and two (2) overlay areas (discussed below) that allow for a range of development types (see COHSP, Fig. 6, p. 29).

- *Core Medical District (CM)*, located in the center of the Campus, provides for the most intense development potential. Development standards have been increased to allow taller buildings (up to 140', compared to 75' in the H zone), with no restrictions to floor to area ratios. The widest range of land uses are permitted within this District, with some limitations to industrial and residential uses.
- *Transition Medical District (TM)*, located adjacent to residential neighborhoods to the west and north of COH Campus are designed to provide a buffer area of reduced building scale and intensity. Building heights are limited to 60' for the primary structure. Setbacks have been increased from generally 25' in the Hospital Zone to 30' from public streets and property boundaries. Land uses that create or have the potential to create disturbance to residential properties, are intense by nature or are designed for inpatient and outpatient services are limited within the TM district.
- *Cultural Amenities District (CA)*, located along Duarte Road, aims to retain the historic, landscaped ceremonial entrance to the Campus. Building heights are capped at 50' for the primary structure; setbacks have been increased to 50' from Duarte Road; and buildings must be oriented towards open spaces, to maintain current development patterns and feature prominent landscaped areas associated with the "front door" of Campus. Cultural facilities, open space areas and other limited office uses are allowed in this District.
- *Infrastructure and Utility District (IU)*, located primarily in the City of Irwindale along the east and south sides of the property, provide areas on the Campus for industrial, warehousing, utility and infrastructure uses. Office and research uses are also allowed in IU. Development standards (e.g. building heights and setbacks) have been relaxed in this District to account for its distance from sensitive uses and public roadways.
- *Residential Medical Flex District (RMF)*, located generally at the southeast corner of Cinco Robles and Duarte Road, is intended to allow flexibility for existing COH residential units to continue to operate as Campus housing for students, faculty, and guests at the Campus, or to transition to new uses over time, such as hospitality or open space. Office and some retail uses are also permitted within this area. Like the TM District, development standards are restricted due to the proximity to adjacent residential neighborhoods.

Overlay Areas – Non-COH Owned Properties Along Cinco Robles Drive

In recognition of several non-City of Hope owned residential parcels, located along the east side of Cinco Robles Drive that borders Campus, the COHSP has incorporated two (2) overlay areas that maintain the development rights for these properties under their current zoning designations. So long as the properties in these overlay areas are owned by persons or entities other than City of Hope, R-2 or R-4 zoned properties maintain allowable uses, development standards and other rights of their current respective zoning district within the newly created *TM District with R-2 Overlay* or *RMF District with R-4 Overlay*. If any of these parcels are



purchased by COH in the future, the Plan requires COH to transition the properties to uses and regulations allowed within the underlying TM or RMF District. Alternatively, COH may continue to own and operate current residential uses for up to 36 months after purchase, and thereafter are obligated to transition the purchased properties to the regulations of TM and/or RMF Districts.

Parking & Circulation

Based upon the analysis of the COHSP and associated DEIR, City of Hope's current population consists of approximately 6,448 persons, with a parking inventory of 3,482 spaces. Projected growth over the life of the Specific Plan will add a substantial number of patients, visitors, staff and faculty to the Campus, resulting in the need for additional parking, adequately sized internal roadways and connections for non-motorized forms of transportation.

Providing parking for the Campus is one of the paramount issues facing the development of the Specific Plan over the 20-year planning period. COHSP utilizes a *Parking Supply Tracking System* to manage the supply of parking relative to changes in population and new construction (see COHSP, Table 11, p. 111). The *Parking Supply Tracking System* is intended to provide flexibility from existing Development Code parking requirements through the use of an adaptable system that accounts for population growth as development is proposed on Campus; acknowledges reductions in parking demand based upon proximity to the Gold Line and other forms of non-motorized forms of transportation; and recognizes potential advances in transportation technologies or trends that may result in the need for less on-site parking. In essence, the *Parking Supply Tracking System* requires significantly sized project proposals to calculate on-site parking supply. If parking is not available to accommodate the needs of the proposed project, additional parking will need to be provided as part of project approval. To address ambient population growth on Campus, not associated directly with a development project, a yearly reporting system and periodic third-party analysis has been incorporated to monitor available parking and the resulting increases or decreases to Campus population.

Proposed methods to accommodate the number of parking stalls include the construction of several large parking structures and other surface parking lots (see COHSP, Fig. 19, p. 52) distributed amongst the Campus. COHSP addresses a number of topics and issues related to parking and parking structures. This includes parking and design standards that address dimensional requirements, lighting, alternative fuel vehicle provisions, internal on-street parking, valet services and use of recreational vehicles. Design guidelines have been carefully drafted to align parking structure design with the architectural character and quality of other Campus buildings, address light spill-over and glare issues, and promote landscaping and design features that meld structures into the overall fabric of the Campus.

The adequacy and design of internal roadways has been carefully considered. Chapter 4 of the COHSP provides the framework for roadway expansion, construction and implementation (see COHSP, Fig. 15, p. 43). Drawings are provided to guide COH in the design of adequately sized roadways that can accommodate Campus growth and increase efficiency in moving cars to and

from parking areas and structures. Furthermore, Chapter 4 promotes and requires elements of the “Complete Street” policies being advanced in current planning trends and law (see COHSP, Fig. 18, p. 48). This includes improvements to accommodate all users, including: pedestrians, bicyclists, automobiles, and a Campus shuttle system. Sidewalks are required as part of roadway improvements to promote and protect pedestrian activities, while accommodating access for those with disabilities. An *Accessibility and Pedestrian Connectivity Plan* has been required to analyze and develop safe and accessible pathways from public streets, parking areas and between buildings on Campus, especially related to public assembly and cultural uses/activities generally located along Duarte Road (CA District). Bike lanes or sharrows have been integrated into larger roadways to provide convenient access for bicyclists. Access to transit facilities and the community’s bike network have been incorporated.

Infrastructure and Utilities Implementation

Chapter 6 of the COHSP provides an in-depth overview of the necessary infrastructure and utilities needed to support the development potential of the Plan. Along with the DEIR, impacts to public infrastructure and utility systems have been addressed and mitigation measures required to alleviate environmental impacts to the community. The most critical of these relate to water, stormwater and traffic. Based on discussions with California-American Water, COH is working on providing additional water supply resources and implementing water efficiency measures to accommodate planned growth. A comprehensive stormwater infrastructure does not currently exist on Campus. COHSP incorporates a series of best management practices to collect and transport stormwater to infiltration areas that retain and replenish local aquifers. Off-Campus traffic mitigation includes signalization of several key intersections – Duarte and Village Roads, Duarte Road and Circle Drive, and Buena Vista Street and Village Road. These new signalized intersections will be installed within the first few years of the planning period and will help to alleviate traffic impacts to both the community and Campus populations.

In order to monitor and ensure proper timing of infrastructure upgrades, an *Implementation Action Plan* (see COHSP, Table 12, p. 121) has been created. The Plan provides flexible timeframes for the completion of utility and infrastructure improvements. COH will have the option to construct infrastructure to accommodate an individual project(s) or they can choose a more comprehensive and Campus-wide implementation strategy.

Design Guidelines, Signage & Public Art

Chapter 5 provides direction for site, architectural, landscaping, lighting, and signage features. The design guidelines within that chapter are intended to identify and establish visual themes that are aesthetically pleasing, ensure that the Specific Plan area remains compatible with surrounding residential areas, and create a cohesive sense of place for the City of Hope Campus. An emphasis was placed on providing design flexibility that allows creativity and advances to cutting-edge medical, hospital and research designs, while requiring high-quality architectural style that fosters and supports consistent aesthetic themes throughout the Campus. Landscaping requirements have been simplified to focus on street-facing elevations and required setbacks. Landscape guidelines call for climate-adapted designs and a variety of

plant and paving materials that create interest within the Campus and from public roads, while reducing water consumption.

Signage guidelines provide for City of Hope identity and branding, identifiers to the public and visitors, and ensure consistent sign quality and appearance throughout Campus. Focus has been placed on signs facing public roadways, such as Campus entrance signs, visible wall mounted signs and donor recognition signage. A comprehensive City of Hope Master Sign Program is the guiding document related to the vision, regulation and implementation of Campus-wide signage. This document has been previously approved by the City's Architectural Review Board and remains a living document that can be adjusted through a separate design review process based upon the needs of COH and the greater community.

Public art has been encouraged and featured at City of Hope for many years. It is a part of their Campus identity, reflects the visual and cultural setting of the Campus as well as its character, spirit, and personality. Art is currently installed in publicly accessible or visible places throughout the Campus, both indoors and outdoors, to help create a healing environment for patients and their families. To continue this tradition, a Campus public art program has been integrated into the COHSP, setting aside a percentage of project valuation to contribute to future public art works.

Design Review & Project Approval Process

The City of Hope Specific Plan (Chapter 7, p. 110-118) provides for an expedited development project review process (slightly modified compared to the standard DDC review process) that acknowledges the unique nature of the Campus, assigns more intense uses into prescribed Specific Plan land use districts, and affords a customized Design Guidelines Chapter that provides significant detail and direction related to site planning and architectural design. Standards of Review, the criteria and principles of good design used to evaluate the merits of a particular project and its aesthetic qualities, has been carried over from the DDC, with minor revisions related to differences or conflicts with the language of the Specific Plan. Public hearing provisions have been augmented to focus on notification to abutting owners for large or taller projects abutting or near adjacent residential neighborhoods. Otherwise, public notification related to a design review process has been eliminated. Findings needed to approve or deny design review projects mirrors the language contained in the DDC.

A *Development Project Review Authority Table* (see COHSP, Table 11, p. 111) has been created to provide clarity and consistency in the processing of proposed projects. Based upon the Site Plan and Design Review Authority table contained within Chapter 19.122 of the DDC, the review authority table provided in the COHSP reduces the level of authority needed to review particular types of development projects. The project review process proposed under the COHSP intends for Staff, Director and ARB approvals, with Planning Commission and City Council available as an appellate body. This will allow for expedited reviews of proposed COH projects and increase certainty in the review process. In addition, several minor project types and more routine construction activities have been removed from the Development Project

Review Authority Table. These include landscaping, parking lot restriping and signs under an already approved sign program.

Administration and Modifications

Chapter 7 concentrates on administration, implementation and other procedural requirements of the Specific Plan. Due to the City of Hope Campus being located in both the Cities of Irwindale and Duarte, several sections are spent on the describing and coordinating the differences between project processing, plan adoption, appeals and interpretations between the two cities. Additional emphasis is placed on the processing of projects that are located along a city boundary or have greater potential impact to a particular jurisdiction. This is critically important for parking structures that may be built within or primarily in Irwindale, but have potentially significant impacts to Duarte roadways and infrastructure.

This chapter also provides language on allowable minor modifications and amendments to the Specific Plan that are made by the Department Director. The Minor Modifications section of the COHSP allows for minor changes and technical adjustments, such as: small deviations to development standards, slight changes to design guidelines intended to be conceptual in nature, adjustments based upon locational or contextual circumstances or other minor modifications that are in substantial conformance with the Plan. Amendments to the Specific Plan are major items that require review and approval by both the Planning Commission and City Council. These include: exceeding the maximum plan buildout of 2,639,350 gross square feet of development on the City of Hope Campus, changes to Specific Plan boundaries, and other changes that would significantly alter the basic intent or fundamental concepts of the Plan.

DRAFT ENVIRONMENTAL IMPACT REPORT

A Draft Environmental Impact Report has been prepared to analyze environmental impacts, discuss feasible alternatives and recommend mitigation measures related to implementation of the proposed City of Hope Campus Plan. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers. An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts. Certification of an EIR will enable the City of Hope to pursue their development goals outlined in the COHSP that have been previously analyzed under and are within the project description and maximum buildout contemplated by the EIR.

For purposes of the environmental analysis, a maximum development capacity allowed by the Specific Plan and considered by the EIR consists of approximately 1,426,000 square feet of new



development (approximately 1,038,500 net new square feet following the proposed demolition of approximately 387,500 square feet of existing structures), which would result in up to approximately 2,639,350 gross square feet of development on the City of Hope Campus.

Based upon the aforementioned scenario, the consultants have analyzed the project under 17 environmental study areas, prepared three (3) project alternatives, offered a series of mitigation measures, and identified three (3) significant and unavoidable environmental impacts areas.

The DEIR analyzed the environmental impacts to the following study areas: 1) aesthetics, 2) air quality, 3) biological resources, 4) cultural resources, 5) geology and soils, 6) greenhouse gas emissions, 7) hazards and hazardous materials, 8) hydrology and water quality, 9) land use and planning, 10) noise, 11) population and housing, 12) public services, 13) recreation, 14) transportation and traffic, 15) tribal cultural resource, 16) utilities and service systems, 17) energy. Impacts related to geology and soils, hydrology and water quality, land use and planning, population and housing, public services, recreation, and energy were determined to be less than significant. Impacts related to aesthetics, air quality, biological resources, cultural resources, hazards and hazardous materials, tribal cultural resources, and utilities and service systems were determined to be significant, but less than significant after incorporation of mitigation measures. The DEIR analysis determined that the proposed project, with implementation of mitigation measures, would result in significant environmental impacts in the areas of greenhouse gas emissions, noise, and transportation and traffic; and because of this, the EIR will require the City Council to approve a Statement of Overriding Considerations.

The following summarizes the DEIR alternatives, less than significant effects with mitigation and significant environmental effects.

Each DEIR is required to consider alternatives to the proposed project that are 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 proposed project objectives. The alternatives to the proposed project under consideration within this EIR consist of:

- No Project Alternative – 1,600,850 existing s.f.
- Existing General Plan & Zoning Alternative – total of 2,944,670 s.f. of hospital uses, and a population of 10,479 persons. Restrictions to proposed COHSP development standards based upon existing Hospital, R-2 and R-4 zoning.
- Reduced Intensity Alternative - total of 2,243,448 s.f. of hospital uses, and a population of 8,374 persons.

Table 1-3 of this DEIR provides a description of the potential environmental impacts of the proposed project scenario and recommends mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of mitigation measures, most of

the potentially significant impacts associated with the proposed project would be reduced to less than significant levels. However, The DEIR analysis determined that the proposed project, with implementation of mitigation measures, would result in significant environmental impacts in the areas of greenhouse gas emissions, noise, and transportation and traffic; and because of this, the EIR will require the City Council to approve a Statement of Overriding Considerations.

Less than Significant Impacts with Mitigation Measures:

- Aesthetics
 - Mitigation measure AQ-1 and N-1.
- Air Quality
 - AQ-1. Fugitive dust control.
 - AQ-2. Compliance with equipment maintenance and particulate filters.
- Biological Resources
 - Mitigation measure N-1.
 - BIO-1. Bird survey.
- Cultural Resources
 - CUL-1. Historical Resources Evaluation Report.
 - CUL-2. Archaeological monitor.
 - CUL-3. Paleontological monitor.
- Greenhouse Gas Emissions
 - GHG-1. Sustainable development features, non-OSHPD regulated.
 - GHG-2. Sustainable development features, OSHPD regulated.
- Hazardous Materials
 - HAZ-1. Environmental Site Assessment.
- Noise
 - N-1. Construction noise management plan.
 - N-2. Vibration mitigation plan.
- Traffic
 - TRF-1. Signal installation and/or signal warrant analyses shall be conducted for the following intersections:
 - 8. I-605 Northbound Off-Ramp & Live Oak Avenue (Irwindale)
 - 16. Buena Vista Street & Village Road
 - 17. I-210 Westbound Off-Ramp & Central Avenue
 - 19. Village Road & Duarte Road
 - 22. Circle Road & Duarte Road
 - TRF-2. Fair share payment to City of Irwindale related to traffic improvements at Avenida Barbosa at Arrow Highway.
 - TRF-3. Construction management/traffic plan.
- Water Supply and Distribution Systems
 - WAT-1. Provide water utility will serve letter from Cal-Am Water.

This DEIR identifies three significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a “statement of overriding considerations” before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable are related to:

- Greenhouse Gas Emissions
- Noise
- Transportation/Traffic

Although the DEIR identifies certain significant environmental effects that will result if the project is implemented, all significant effects that can feasibly be avoided or mitigated will be by the imposition of conditions and/or mitigation measures. Based on current State Law, unavoidable Air Quality and Greenhouse Gas Emissions impacts are common with many projects such as the proposed COHSP.

The significant impacts of the COHSP that have not been reduced to a level of insignificance will have been substantially reduced in their impacts by the imposition of mitigation measures. Staff will be recommending that the Planning Commission recommend that the City Council find that the significant unavoidable adverse impacts of the COHSP are clearly outweighed by the economic, social and other benefits of the project, as set forth in the Statement of Facts and Findings and Statement of Overriding Considerations that will be provided to the City Council.

The Notice of Availability related to the DEIR was released for public comment on November 15, 2017 and concluded on January 4, 2018. The required 45-day comment period was extended by several days to account for the holidays. 10 comments were received during the comment period. These comments were provided by CalTrans, City of Irwindale, Gabrieleno Band of Mission Indians-Kizh Nation, Los Angeles County Fire Department, Los Angeles County Sanitation Districts, Lozeau-Drury (Laborers International Union, No. 300), METRO, South Coast Air Quality Management District, State Office of Planning and Research/State Clearinghouse, and Steve Hernandez. The comment letters have been included as attachment #4.

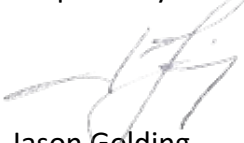
RECOMMENDATION

The City of Hope Specific Plan is a positive change for the City of Hope and the City of Duarte. It provides the framework for coordinated and comprehensive expansion and will allow the City of Hope to continue to expand and grow, meeting the needs of their patients and faculty, over the next 20 plus years. It provides the City of Hope the mechanisms to meet its core mission and development goals, while promoting compatible design that is sustainable, attractive and

connective to both the Campus and surrounding community. This is an important plan that provides City of Hope certainty to invest and grow within boundaries, consistency in process and procedures, and safeguards for surrounding residential neighborhoods.

Staff recommends the Planning Commission review and comment on the proposed project, gather public testimony and recommend to the City Council, approval of General Plan Amendment 15-1; Zone Change 15-1; adoption of the City of Hope Specific Plan and approval of the Draft EIR for the project by approving the following: PC Resolution 18-1, General Plan Amendment 15-1; PC Resolution 18-2, Zone Change 15-2; PC Resolution 18-3, City of Hope Specific Plan; and PC Resolution 18-4, Draft EIR.

Respectfully Submitted,



Jason Golding
Planning Division Manager

ATTACHMENTS

1. Draft City of Hope Specific Plan
2. Draft Environmental Impact Report
3. Public Participation, Interdepartmental & External Agency Coordination Supplement
4. Comments Received during NOA/NOC Review Period
5. PC Resolution 18-1; General Plan Amendment 15-1
6. PC Resolution 18-2, Zone Change 15-1
7. PC Resolution 18-3, City of Hope Specific Plan
8. PC Resolution 18-4, Draft Environmental Impact Report

Draft City of Hope Specific Plan

Provided on 1/4/18 to Commissioners

Draft Environmental Impact Report

Provided on 1/4/18 to Commissioners

PUBLIC PARTICIPATION, INTERDEPARTMENTAL & EXTERNAL AGENCY COORDINATION SUPPLEMENT

Throughout the entire process, public outreach and coordination both within and outside the organization was an important focus. Multiple meetings were held with both residents from the adjacent Cinco Robles neighborhood and the general public. Meetings and the public hearing tonight were advertised through mailed notices to property owners within 600' of the project boundaries, posted at the standard three public locations within the City, published in the Pasadena Star News or Duartean newspaper and posted on the City's website. Furthermore, a City of Hope Specific Plan and EIR webpage on the City's website was created specifically for this project and included links to the entire specific plan, DEIR, and DEIR appendices. The following meetings have been held on this project:

1. An initial meeting was held in October 2013 with Cinco Robles property owners to present the project and listen to concerns.
2. A second meeting was held in late November 2013 at the City of Hope Campus. This meeting was designed to address and gather initial comments from the larger Cinco Robles neighborhood, including Asti, Marand, Pengra and Noyon Street residents.
3. The scoping meeting, associated with CEQA's required Notice of Preparation, was held on October 19, 2015. Approximately 10 people attended the meeting. Comments on the scope of the EIR were accepted through November 16, 2015. Eleven responses were received during the scoping period – one from a resident and 10 from other governmental agencies.
4. A community meeting on the Campus Plan and DEIR was held on December 6, 2017 at the Duarte Community Center. A presentation and Q&A period were provided to 12 attendees and a handful of City of Hope representatives. The meeting coincided with the release of the Notice of Availability (NOA). The public comment period for the NOA began on November 15, 2017 and concluded on January 4, 2018. The required 45-day comment period was extended by several days to account for the holidays.
5. Tonight's Planning Commission public hearing.

The COHSP is a product that has involved the involvement of internal departments, other local agencies, the State and Native American groups. Significant input was provided by the Engineering Division related to infrastructure, circulation and utilities. Public Safety Department was integral in discussions with City of Hope Security and local law enforcement. The CEQA process requires coordination between local jurisdictions, utilities and many State agencies. A meeting was held early in the process with CalTrans to review impacted intersections and to explore traffic mitigation measures. The City also consulted with many Native American groups on archeological and cultural topics.

Involvement and coordination with the City of Irwindale has been extensive. The City of Hope straddles the city boundary on the easterly and southerly portion of the Campus. The COHSP intends for a large portion of the Campus in Irwindale to remain as infrastructure, warehousing and utility uses; however, there are plans for a new medical office building and parking structures and lots. There has been an ongoing dialogue with Irwindale's Planning, Public Works and City Attorney Departments in the creation of the plan, coordinating administrative processes, working on shared infrastructure and mitigation measures and planning for construction and implementation issues.

COMMENTS RECEIVED DURING NOA/NOC REVIEW PERIOD

1. CalTrans
2. City of Irwindale
3. Gabrieleno Band of Mission Indians-Kizh Nation
4. Los Angeles County Fire Department
5. Los Angeles County Sanitation Districts
6. Lozeau-Drury (Laborers International Union, No. 300)
7. METRO
8. South Coast Air Quality Management District
9. State Office of Planning and Research/State Clearinghouse
10. Steve Hernandez

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-8391

FAX (213) 897-1337

TTY 711

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*Serious Drought.
Making Conservation
a California Way of Life.*

December 28, 2017

Mr. Jason Golding
Planning Division Manager
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

RE: City of Hope Campus Plan
SCH # 2015101047
Ref. IGR#151029AL-NOP
GTS # LA-2016-01224AL-DEIR
Vic. LA-210/PM R35.25
LA-605/PM 23.96

Dear Mr. Golding:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is the City of Hope Campus Plan, including a comprehensive Specific Plan that would provide direction for the enhancement and development of the City of Hope medical campus over a period of 20 years. Full buildout of the Specific Plan would consist of approximately 1.4 million square feet of new development (1 million net new square feet after demolition of 409,000 square feet of existing structures), which would result in a total of 2.6 million square feet.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743.

<http://opr.ca.gov/ceqa/updates/guidelines/>

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

After reviewing the environmental document based on LOS, we have the following comments:

1. The project claimed to generate 4,753 daily trips and 514/462 AM/PM peak hour trips. There are 13 related projects in the project vicinity generating 49,597 daily trips and 3,351/4,536 AM/PM peak hour trips. Many of the project and related trips would be traveling on the State facilities once the projects are built. Therefore, significant cumulative traffic impacts on the State facilities would occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate significant cumulative traffic impacts.
2. With additional traffic trips assigning to the State facilities, we have traffic conflict and speed differential concerns at these off-ramps.
 - a. Study location # 8, I-605 Northbound off-ramp to Live Oak Avenue
 - b. Study location # 17, I-210 Westbound off-ramp to Central Avenue
 - c. Study location # 9, I-605 Southbound off-ramp to Arrow Highway

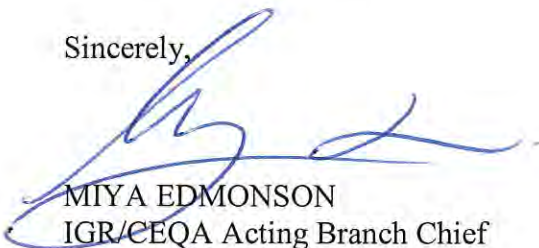
Caltrans concurs the signal warrant analysis in Table 9 (page j-47) of Transportation Impact Study prepare in April 2017 for study location #8 and #17. From the Traffic Impact Study Report of United Rock Quarry No. 3 prepare on September 26, 2017, the study location #9 will have significant cumulative traffic impact. The report recommends to add an additional lane for the eastbound Arrow Highway, to modify the existing traffic signal to allow for the optimization of the traffic signal timing, and to interconnect existing traffic signals in the area. Caltrans is evaluating this proposal at this time. Feasible mitigation should be proposed with fair share contribution from the project. Further discussion with Caltrans is encouraged to mitigate those locations.

3. With additional traffic trips, freeway segments I-210 west of I-605 and I-605 south of I-210 are overflowing according to Table 15, Existing Freeway Mainline Level of Service. A spillover of vehicles has the potential to create significant speed differentials and increase the number of conflicts. This may cause potential traffic conflict at the access points such as weaving, diverging, and merging areas within the project vicinity. As a reminder, CEQA does not exempt these type of operational concerns from evaluation. Potential traffic mitigation should be considered. Currently, Caltrans is preparing the I-605 Corridor Feasibility Study. If improvements are identified, the project should be prepared to pay a fair share contribution. We would like the City to work with Caltrans in identifying feasible mitigations or provide more effective Transportation Demand Management (TDM) for the cumulative traffic impact.

4. Normally, potential improvements/mitigations may include restriping, striping with additional lane, signal upgrade, signal timing adjustment, right-of-way acquisition, reconstruct/add deceleration/acceleration lane (auxiliary lanes), interchange improvements, off-ramp expansion, freeway widening, install an overhead sign structure, cold plane and apply friction surface treatment, remove and replace pavement delineation, install pavement markers, upgrade ADA curb ramps, maintain traffic control system, remove and replace the raised island, install LED lighting system, overhead signs, fair share contribution to Caltrans planned projects and etc. to resolve any potential traffic conflict issues. Any feasible mitigation selection should also include Intersection Control Evaluation (ICE) when necessary. Any of these fore mentioned mitigation measure options should be considered for this project.
5. Once potential improvements are identified, we would like the City to consider to condition the developer to make a fair share contribution toward future improvements on the State facility; we would like the developer to sign a Traffic Mitigation Agreement with Caltrans prior to circulation of the FEIR.
6. Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.
7. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Caltrans will continue to work with the Lead Agency and/or traffic consultant closely in an effort to evaluate traffic impacts, identify potential improvements, and complete a Traffic Mitigation Agreement before the FEIR release. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2017-01224AL-DEIR.

Sincerely,



MIYA EDMONSON
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse



City of Irwindale
Community Development Department
5050 N. Irwindale Avenue • Irwindale, California 91706
Voice: 626-430-2208 • Facsimile: 626-962-2018

January 4, 2018

Mr. Jason Golding
Planning Division Manager
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

Subject: City of Hope Specific Plan Draft Environmental Impact Report – Comments from City of Irwindale

Dear Mr. Golding,

Thank you for the opportunity to review the proposed Draft Environmental Impact Report (DEIR) for the City of Hope Specific Plan. We have reviewed the DEIR and have the following comments/questions:

1. Page 3-13 Specific Plan Buildout: Regarding the two factors that control future development projects, please describe in further detail the connection between buildout of physical development and average daily population as it relates to the environmental analysis.
2. Page 3-15, Table 3-3 Proposed Population Buildout: How will this be monitored?
3. Page 3-25, Development Agreement: If a Development Agreement is anticipated, it should be discussed prior to or in coordination with entitlement of the Specific Plan. What items are anticipated to be included in the Development Agreement with the City of Irwindale?
4. Page 4-22, Table 4-5 Summary of Related Projects: Revise No. 8, 2200 Arrow Highway Buildout Statistics to 265,228 SF Material Recovery Facility/Transfer Station/ Convenience Store with Fueling Station
5. Page 5.1-12&13, Operational Impacts: Were grading impacts analyzed for subterranean or semi-subterranean parking structures?

City of Hope Specific Plan Draft EIR comments

6. Page 5.1-14 Aesthetics: Consider adding a statement or clarifying that any reorientation and reorganization of buildings would be analyzed at the proposed site plan level for consistency with the Final EIR.
7. Page 5.1-16 Table 5.1-1 Maximum Allowed Building Height: Was the environmental analysis based on the maximum building heights listed in the table? If so, consider adding a clarifying statement to that effect.
8. Page 5.2-15 Sensitive Receptors: The last paragraph ending with the sentence "...existing sensitive receptors on-site consist of City of Hope patients." seems incomplete. Consider adding a summary statement.
9. Page 5.6-33 City of Irwindale Energy Action Plan: Please provide clarification of the last sentence, "Therefore, overall, the proposed project would generally not be inconsistent with the City of Irwindale's EAP". Is it consistent or not? Also, there is a minor typo "or" should be "of".

If you have any question regarding these comments, please contact me at 626-430-2209 or at msimpson@irwindaleca.gov.

Thank you,

Marilyn Simpson, AICP
Principal Planner

C: William Tam, Development Services Director/City Engineer
Adrian Guerra, Assistant City Attorney
Case File



GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Duarte
1600 Huntington Drive
Duarte, CA 91010

November 16, 2017

Re: AB52 Consultation request for the City of Hope Campus Plan

Dear Jason Golding,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email gabrielenoindians@yahoo.com to schedule an appointment.

** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer

www.gabrielenoindians.org

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

gabrielenoindians@yahoo.com



COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

RECEIVED

DEC 26 2017

CITY OF DUARTE
COMMUNITY DEVELOPMENT

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

December 19, 2017

Jason Golding, Planning Division Manager
City of Duarte
Planning Department
1600 Huntington Drive
Duarte, CA 91010

Dear Mr. Golding:

**NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT,
"CITY OF HOPE CAMPUS PLAN," IS PROPOSING ADDITIONS TO THE EXISTING
OUTPATIENT (CLINIC), INPATIENT (HOSPITAL), RESEARCH, OFFICE,
INDUSTRIAL, WAREHOUSE, AND HOSPITALITY USES, NEW PARKING
STRUCTURES AND SURFACE LOTS ARE ALSO PROPOSED, AS WELL AS
INTERNAL ROADWAYS AND OPEN SPACE IMPROVEMENTS,
BUENA VISTA STREET AND DUARTE ROAD, DUARTE, FFER 201700152**

The Notice of Availability of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

Under 5.15 PUBLIC SERVICES, Table 5. 12-1 Fire Stations, the apparatus for Fire Station 44 should be corrected to state that the station is staffed with one engine company and one assessment engine company which is an engine company with some limited paramedic capabilities.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER

BRADBURY
CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA

CUDAHY
DIAMOND BAR
DUARTE
EL MONTE
GARDENA
GLENORA
HAWAIIAN GARDENS

HAWTHORNE
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
INGLEWOOD
IRVINDALE
LA CANADA-FLINTRIDGE

LA HABRA
LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER
LAWDALE
LOMITA

LYNWOOD
MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT

PICO RIVERA
POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic and emergency response issues.
2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.
3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone. All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance, and fuel modification plans must be met.
4. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
5. Fire Department requirements for access, fire flows, and hydrants are addressed during the building permit stage.
6. An Approved Automatic Sprinkler System in new buildings and structures shall be described as shown in Sections 903.2.1 through 203.2.12 of the Los Angeles County Fire Code.

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

The statutory responsibilities of the County of Los Angeles Fire Department's Land Development Unit are the review of, and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities located within non-contract cities.

Jason Golding, Planning Division Manager
December 19, 2017
Page 3

The County of Los Angeles Fire Department's Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division which may create a potentially significant impact to the environment.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's Inspector Claudia Soiza at (323) 890-4243 or Claudia.Soiza@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

A handwritten signature in blue ink that reads "Michael Y. Takeshita". The signature is fluid and cursive, with the first name "Michael" and last name "Takeshita" clearly legible.

MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

MYT:ac



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

January 3, 2018

Ref. Doc. No.: 4351887

Mr. Jason Golding
Planning Division Manager
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

Dear Mr. Golding:

DEIR Response to the City of Hope Campus Plan

The Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on November 15, 2017. The proposed project is located within the jurisdictional boundaries of District No. 22. Previous comments submitted by the Districts in correspondence dated November 16, 2015 (copy enclosed) still apply the subject project with the following updated information:

1. The San Jose Creek Water Reclamation Plant currently processes an average flow of 64.6 million gallons per day. Adjust accordingly throughout the document.
2. All other information concerning Districts' facilities and sewerage service contained in the document is current.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

cc: L. Smith
A. Schmidt
M. Tatalovich



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

November 16, 2015

Ref File No.: 3485831

Mr. Jason Golding
Senior Planner
Planning Division
City of Duarte
1600 Huntington Drive
Duarte, CA 91010-2592

Dear Mr. Golding:

Comment Letter for City of Hope Campus Plan

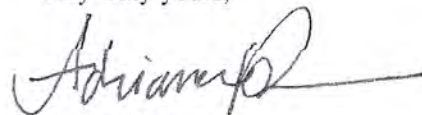
The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on October 16, 2015. The proposed development is located within the jurisdictional boundaries of District No. 22. We offer the following comments regarding sewerage service:

1. The proposed project expansion may require an amendment to a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at (562) 908-4288, extension 2900, in order to reach a determination on this matter. If this update is necessary, project developers will be required to forward copies of final plans and supporting information for the proposed project to the Districts for review and approval before beginning project construction.
2. The wastewater flow originating from the proposed project site is discharging directly to the Districts' Joint Outfall B Unit 8G Trunk Sewer, located in Galen Street at Buena Vista Street. This 15-inch diameter trunk sewer has a design capacity of 3.5 million gallons per day (mgd) and conveyed a peak flow of 0.9 mgd when last measured in 2014. Modifications to the existing sewer connection will require submittal of Sewer Plans for review and approval by the Districts. For additional information, please contact the Districts' Engineering Counter at (562) 908-4288, extension 1205.
3. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a design capacity of 100 mgd and currently processes an average flow of 69.4 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson.

4. In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link for a copy of the Districts' average wastewater generation factors.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.
6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: L. Smith
M. Sullivan
M. Tatafovich



T 510.836.4200
F 510.836.4205

410 12th Street, Suite 250
Oakland, Ca 94607

www.lozeaudrury.com
richard@lozeaudrury.com

January 3, 2018

Via Email

Jason Golding, Planning Div. Manager
City of Duarte
1600 Huntington Drive
Duarte, CA 91010
goldingj@accessduarte.com

Re: City of Hope Campus Plan Draft Environmental Impact Report (SCH No. 2015101047)

Dear Mr. Golding:

I am writing on behalf of Laborers International Union of North America, Local Union No. 300 and its members living in Los Angeles County (collectively "LIUNA" or "Commenters") regarding the Draft Environmental Impact Report ("DEIR") prepared for the City of Hope Campus Plan, State Clearinghouse No. 2015101047 ("Project").

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. Commenters request that the City of Duarte Planning Commission, City Council, and your staffs address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Drury", is written over a horizontal line.

Richard Drury



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

January 4, 2018

**Jason Golding
Planning Division
City of Duarte
1600 Huntington Drive
Duarte, CA 91010**

RE: Comment Letter – City of Hope Campus Plan – Notice of Availability of a Draft Environmental Impact Report

Dear Mr. Golding:

Thank you for the opportunity to comment on the Notice of Availability of a Draft Environmental Impact Report for the City of Hope Campus Plan located in the City of Duarte. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The project, through a comprehensive Specific Plan, proposes to provide direction for enhancement and development over a 20-year period of an approximately 116-acre area that contains its existing campus. City of Hope is proposing additions to the existing outpatient (clinic), inpatient (hospital), research, office, industrial, warehouse, and hospitality uses. New parking structures and surface lots are also proposed as well as internal roadways and open space improvements. In addition, the project proposes to consolidate modular buildings that are currently dispersed throughout the campus, demolish outdated buildings, and construct new floor area within larger development sites that provide flexibility for future buildout of the campus. The maximum development capacity allowed by the Specific Plan consists of approximately 1,426,000 square feet of new development which would result in up to approximately 2,639,350 gross square feet of development on the City of Hope campus.

Metro Comments

Gold Line Adjacency

It is noted that the northern boundary of project site is adjacent the Metro Gold Line light rail right-of-way (ROW). Additionally, the proposed project is in close proximity to the Duarte/City of Hope Station. The following concerns related to the project's proximity to the ROW should be addressed:

1. The Project sponsor is advised that the Metro Gold Line Line light rail currently operates weekday peak service as often as every five minutes in both directions and that trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the ROW proximate to the proposed project.
2. Considering the proximity of the proposed project to the railroad ROW, the Metro Gold Line will produce noise, vibration and visual impacts. A recorded Noise Easement Deed in favor of Metro is required, a form of which is attached. The easement recorded in the Deed will extend to successors and tenants as well. In addition, any noise mitigation required for the project must be borne by the developers of the project and not Metro.
3. The Project sponsor should notify Metro of any changes to the construction/building plans that may impact the use of the ROW. Construction and/or excavation work in proximity to Metro ROW with potential to damage the tracks and related infrastructure may be subject to additional OSHA safety requirements.
4. There shall be no encroachment onto the railroad ROW. If access is necessary for the applicant or its contractor to enter the ROW during construction, a temporary right-of entry agreement must be obtained from Metro. Contact John Potts, Deputy Executive Officer of Real Estate, at 213-922-2435 for right-of-entry permits.
5. Where the property is immediately adjacent to Metro ROW, all structures, walls, and fences as part of the development should be set back five (5) feet from Metro property line to allow adequate space for property maintenance. Property owners will not be permitted to access Metro property to maintain private development.
6. The Project sponsor should be advised that construction activities will not be allowed to impact Metro property and equipment. Metro Engineering must review construction plans and operations, including any crane placement and radius, prior to any permits being issued. Permits for special operations including the use of a pile driver or any other equipment that could come into close proximity to the OCS or support structure must be obtained at least two weeks prior to the start of construction.
7. During construction, a protection barrier of acceptable material shall be constructed to cover the full height of the building to prevent objects, material, or debris from falling onto the Metro ROW or contacting the electrified OCS and support structures.
8. OCS wire overhead should be treated like any high voltage electrical utility wire on any construction site. Proper signage should be posted for equipment working in and around the wires.

9. Metro staff shall be permitted to monitor construction activity to ascertain any impact to the ROW.
10. The Project sponsor should be advised that Metro may request reimbursement for costs incurred as a result of project construction/operation issues that cause delay or harm to Metro service delivery or infrastructure.

Bus Stop Adjacency

Metro Bus Lines 264 and 267 operate on Duarte Road, adjacent to the proposed Project. One Metro bus stop on the corner of Duarte Road and Hope Drive is directly adjacent to the proposed Project. The following comments relate to bus operations and the bus stop:

1. Although the Project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stop must be maintained as part of the final Project.
2. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus operations. Please contact Metro Bus Operations Control Special Events Coordinator at 213-922-4632 and Metro's Stops and Zones Department at 213-922-5190 at least 30 days in advance of initiating construction activities. Other municipal buses may also be impacted and should be included in construction outreach efforts.
3. Metro encourages the installation of bus shelters with benches, way finding signage, enhanced crosswalks and ramps compliant with the Americans with Disabilities Act (ADA), as well as pedestrian lighting and shade trees in paths of travel to access transit stops and other amenities that improve safety and comfort for transit riders. The City should consider requesting the installation of such amenities as part of the development of the site.
4. Driveways accessing parking and loading at the Project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.
5. Final design of the bus stop and surrounding sidewalk area must be ADA-compliant and allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.

Transit Orientation

Considering the proximity to the Duarte/City of Hope Station, Metro would like to identify the potential synergies associated with transit-oriented development:

1. Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the City and Project sponsor to be mindful of the Project's proximity to the Duarte/City of Hope Station, including orienting pedestrian pathways toward the station.

2. Metro would like to inform the Project sponsor of Metro's employer transit pass programs including the Annual Transit Access Pass (A-TAP) and Business Transit Access Pass (B-TAP) programs which offer efficiencies and group rates that businesses can offer employees as an incentive to utilize public transit. For more information on these programs, contact Devon Deming at 213-922-7957 or DemingD@metro.net.
3. Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities or parking benefit districts. These strategies could be pursued to encourage more transit-oriented development and reduce automobile-orientation in design and travel demand.
4. With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the station including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.
5. The Project should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting stations with housing and employment concentrations. For reference, please view the First Last Mile Strategic Plan, authored by Metro and the Southern California Association of Governments (SCAG), available on-line at:
http://media.metro.net/docs/sustainability_path_design_guidelines.pdf
6. Metro encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along the all of the site's public right-of-way frontages to improve pedestrian safety and comfort to access the nearby bus stops. The City should consider requesting the installation of such amenities as part of the development of the site.
7. Any planned wayfinding that also includes Metro content/information must conform to Metro Signage Standards. Please contact Lance Glover, Senior Manager with Metro Signage & Environmental Graphic Design, with any questions at GloverL@metro.net or 213.922.2360 for the latest version of these standards. Metro reserves the right to review and approve any use of its information on such signage.

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed Project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed Project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the Project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Derek Hull at 213-922-3051 or by email at DevReview@metro.net.

Sincerely,



Derek Hull
Manager, Transportation Planning

Attachments: Noise Easement Deed
 Adjacent Construction Design Manual
 CMP Appendix D: Guidelines for CMP Transportation Impact Analysis



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:

January 4, 2018

goldingi@accessduarte.com

Jason Golding, Planning Division Manager
City of Duarte – Planning Division
1600 Huntington Drive
Duarte, CA 91010

**Draft Environmental Impact Report (Draft EIR) for the Proposed
City of Hope Campus Plan
(Specific Plan – General Plan Amendment 15-01 and Zone Change 15-01)**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to develop a Campus Plan for the City of Hope as a blueprint to guide enhancement and development with the buildout year in 2035 on approximately 116 acres (Proposed Project). The Proposed Project has a maximum development capacity of 1,436,000 square feet of new development with 387,500 square feet of existing structures proposed for demolition. The Proposed Project is generally bound by the Metro Gold line to the north, the Santa Fe Flood Control Basin to the east and south, and residential uses to the west. Construction of the Proposed Project would occur in phases with construction of each subsequent phase beginning at the completion of the previous phase over a period of 18 years from year 2017 to year 2035¹. Thus, operation of earlier phases would occur in conjunction with construction of later phases.

SCAQMD Staff's Summary of Air Quality and Health Risk Assessment (HRA) Analyses

In the Air Quality Section, the Lead Agency quantified the Proposed Project's construction and operational air quality impacts and compared those impacts to SCAQMD's regional and localized air quality CEQA significance thresholds. Based on the analyses, the Lead Agency found that the Proposed Project's construction emissions for PM_{2.5}, during Phase 1, would be less than significant after incorporating mitigation measure (MM) AQ-1.² Additionally, the Lead Agency performed an HRA and found that the Maximum Exposed Individual Resident cancer risk would be 5.1 in one million after incorporating MM AQ-2, which is below SCAQMD's CEQA significance threshold of 10 in one million for cancer risk.³ SCAQMD staff has comments regarding the Air Quality Analysis. Please see the attachment for more information. The attachment also includes comments on existing air quality mitigation measure, additional recommended mitigation measure, and SCAQMD Rule 403(e).

Pursuant to California Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088, SCAQMD staff requests that the Lead Agency provide SCAQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. SCAQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Ryan Bañuelos, Air Quality Specialist, CEQA IGR Section, at (909) 396-3479, if you have any questions regarding the enclosed comments.

¹ Draft EIR, Section 5.2 *Air Quality*, Pages 5.2-21 and 5.2-35.

² *Ibid.* Page 5.2-41.

³ *Ibid.* Page 5.2-42.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

Attachment

LS:RB

LAC171116-04

Control Number

ATTACHMENT

Air Quality Analysis – Overlapping Construction and Operational Impacts

1. When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated.

Based on a review of the Air Quality Analysis, the Lead Agency did not analyze a scenario where construction emissions overlap with operational emissions. Since implementation of the Proposed Project is expected over a period of 18 years, an overlapping construction and operation scenario is reasonably foreseeable, unless the Proposed Project includes requirement(s) that will avoid overlapping construction and operational activities. To properly analyze a worst-case impact scenario that is reasonably foreseeable at the time the Draft EIR is prepared, SCAQMD staff recommends that the Lead Agency identify the overlapping years, combine construction emissions (including emissions from demolition) with operational emissions, and compare the combined emissions to SCAQMD's air quality CEQA operational thresholds of significance to determine the level of significance in the Final EIR. In the event that the Lead Agency, after revising the Air Quality analysis, finds that the Proposed Project's air quality impacts would be significant, mitigation measures will be required pursuant to CEQA Guidelines Section 15126.4. For more information on potential mitigation measures as guidance to the Lead Agency, please visit SCAQMD's CEQA Air Quality Handbook website⁴.

Comments on Existing Mitigation Measure AQ-2: Use of Level 3 Diesel Particulate Filters (DPF)

2. The Lead Agency is committed to using Level 3 DPF for all construction equipment of 50 horsepower or more. SCAQMD staff recommends using off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction. Such equipment will be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 4 Diesel Particulate Filter or equivalent. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. In the event that construction equipment cannot meet the Tier 4 engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the Lead Agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the Project, using cleaner vehicle fuel, and/or limiting the number of individual construction project phases occurring simultaneously.

Additional Recommended Mitigation Measure – Performance Standards-Based Technology Review

3. Since the Proposed Project would be implemented over a period of 18 years, the Lead Agency should take this opportunity to deploy strategies that will foster and facilitate the deployment of the lowest emission technologies possible. SCAQMD staff recommends that the Lead Agency develop performance standards-based technology review at a programmatic level that is generally appropriate

⁴ South Coast Air Quality Management District. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa>.

for an area-wide and long-range plan such as the Proposed Project. The deployment should include those technologies that are “capable of being accomplished in a successful manner within a reasonable period of time” (California Public Resources Code Section 21061.1), such as zero and near-zero emission technologies that are expected to be available in the life of the Proposed Project. As such, SCAQMD staff recommends that the Lead Agency incorporate the performance standards-based technology review or develop other comparable strategies or tools to periodically assess equipment availability, equipment fleet mixtures, and best available emissions control devices, and specify performance standards and appropriate timeline (or schedule) for the technology assessment that supports the goals and objectives of the 2016 AQMP.

Compliance with SCAQMD Rule 403(e) – Large Operations

4. The Lead Agency included a discussion on compliance with SCAQMD Rule 403- Fugitive Dust in the Draft EIR. Based on the project description, the Proposed Project is a large operation of approximately 116 acres⁵ (50-acre sites or more of disturbed surface area; or daily earth-moving operations of 3,850 cubic yards or more on three days in any year) in the South Coast Air Basin. The Lead Agency is required to comply with SCAQMD Rule 403(e) – Additional Requirements for Large Operations⁶. The requirements may include, but are not limited to, Large Operation Notification (Form 403 N), appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control in the South Coast Air Basin training class⁷. Therefore, SCAQMD recommends that the Lead Agency include a discussion to demonstrate compliance with SCAQMD Rule 403(e) in the Final EIR.

Other Comment – Insufficient Time for Review

5. The Draft EIR for the Proposed Project was released for public review and comments beginning on November 15 through January 4, 2018 (SCH No.: 2015101047). However, the electronic versions of air quality modeling and HRA files, including original emission calculation spreadsheets and air dispersion modeling files (not PDF files) were not provided to SCAQMD staff for review until January 3, 2018. On October 28, 2015⁸, SCAQMD staff provided timely comments on the Notice of Preparation (NOP) for the Proposed Project, where SCAQMD staff requested the Lead Agency send with the Draft EIR all of the air quality modeling, health risk assessment files, and original emission calculation spreadsheets in electronic versions to the SCAQMD for review. Further, in the same comment letter on the NOP for the Proposed Project, SCAQMD staff stated that without all files and supporting air quality documentation, SCAQMD staff would be unable to complete its review of the air quality analysis in a timely manner, and that any delays in providing all supporting air quality documentation would require additional time for review beyond the end of the comment period. The Lead Agency should provide all files and supporting air quality documentation for the Proposed Project to SCAQMD staff for review when the Draft EIR was released in order to allow SCAQMD the full review period. As such, SCAQMD staff requests that the Lead Agency consider to extend the public review comment period for the Draft EIR for the Proposed Project.

⁵ *Ibid.* Page 4.3-47.

⁶ South Coast Air Quality Management District Rule 403. Last amended June 3, 2005. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>.

⁷ South Coast Air Quality Management District Compliance and Enforcement Staff’s contact information for Rule 403(e) Large Operations is (909) 396-2608 or by e-mail at dustcontrol@aqmd.gov.

⁸ South Coast Air Quality Management District. NOP Comment Letter, dated October 28, 2015. Accessed at: <http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2015/october/nopcityofhope.pdf>.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

January 5, 2018

RECEIVED

JAN 08 2018

CITY OF DUARTE
COMMUNITY DEVELOPMENT

Jason Golding
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

Subject: City of Hope Campus Plan
SCH#: 2015101047

Dear Jason Golding:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 4, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015101047
Project Title City of Hope Campus Plan
Lead Agency Duarte, City of

Type EIR Draft EIR
Description Note: Review Per Lead

The proposed project is the City of Hope Campus Plan, a comprehensive Specific Plan that would provide direction for the enhancement and development of the City of Hope medical campus over a period of 20 years, including the replacement of existing outdated and/or obsolete buildings with modern facilities. Full buildout of the Specific Plan would consist of approximately 1.4 million sf of gross new development (1 million net new sf after demolition of 409,000 sf of existing structures), which would result in a total of 2.6 million sf of developed floor area on the campus. Discretionary approvals required for approval of the proposed project include General Plan Amendments and zone changes in both the City of Duarte and the City of Irwindale.

Lead Agency Contact

Name	Jason Golding		
Agency	City of Duarte		
Phone	(626) 357-7931 x231	Fax	
email			
Address	1600 Huntington Drive		
City	Duarte	State CA	Zip 91010

Project Location

County	Los Angeles				
City	Duarte, Irwindale				
Region					
Lat / Long	34° 7' 46" N / 117° 58' 21" W				
Cross Streets	Duarte Road and Village Road				
Parcel No.	Multiple				
Township	1N	Range	10W	Section	31
				Base	SBB&M

Proximity to:

Highways	I-210, 605
Airports	No
Railways	La Metro (Gold Line)
Waterways	Santa Fe Flood Control Basin, San Gabriel River
Schools	Beardslee ES, Duarte HS
Land Use	Multiple

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual

Reviewing Agencies	Resources Agency; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Cal Fire; Department of Parks and Recreation; Caltrans, District 7; Office of Emergency Services, California; Regional Water Quality Control Board, Region 4; Resources, Recycling and Recovery; Air Resources Board; Public Utilities Commission; State Lands Commission; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy; Statewide Health Planning
---------------------------	--

Document Details Report
State Clearinghouse Data Base

Date Received 11/15/2017 **Start of Review** 11/15/2017 **End of Review** 01/04/2018

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
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Governor's Office of Planning & Research



Serious Drought.
Making Conservation
a California Way of Life.

December 28, 2017

DEC 28 2017

STATE CLEARINGHOUSE

Mr. Jason Golding
Planning Division Manager
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

RE: City of Hope Campus Plan
SCH # 2015101047
Ref. IGR#151029AL-NOP
GTS # LA-2016-01224AL-DEIR
Vic. LA-210/PM R35.25
LA-605/PM 23.96

Dear Mr. Golding:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is the City of Hope Campus Plan, including a comprehensive Specific Plan that would provide direction for the enhancement and development of the City of Hope medical campus over a period of 20 years. Full buildout of the Specific Plan would consist of approximately 1.4 million square feet of new development (1 million net new square feet after demolition of 409,000 square feet of existing structures), which would result in a total of 2.6 million square feet.

Senate Bill 743 (2013) mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. However, the City may use the Level of Service (LOS) methodology until The Governor's Office of Planning and Research (OPR) complete its CEQA Guideline to implement SB743.

<http://opr.ca.gov/ceqa/updates/guidelines/>

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

After reviewing the environmental document based on LOS, we have the following comments:

1. The project claimed to generate 4,753 daily trips and 514/462 AM/PM peak hour trips. There are 13 related projects in the project vicinity generating 49,597 daily trips and 3,351/4,536 AM/PM peak hour trips. Many of the project and related trips would be traveling on the State facilities once the projects are built. Therefore, significant cumulative traffic impacts on the State facilities would occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate significant cumulative traffic impacts.
2. With additional traffic trips assigning to the State facilities, we have traffic conflict and speed differential concerns at these off-ramps.
 - a. Study location # 8, I-605 Northbound off-ramp to Live Oak Avenue
 - b. Study location # 17, I-210 Westbound off-ramp to Central Avenue
 - c. Study location # 9, I-605 Southbound off-ramp to Arrow Highway

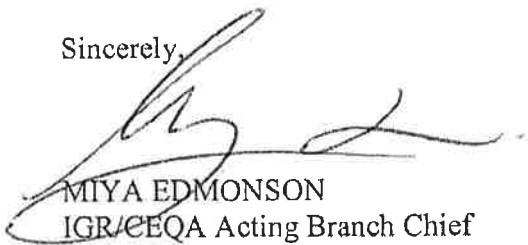
Caltrans concurs the signal warrant analysis in Table 9 (page j-47) of Transportation Impact Study prepare in April 2017 for study location #8 and #17. From the Traffic Impact Study Report of United Rock Quarry No. 3 prepare on September 26, 2017, the study location #9 will have significant cumulative traffic impact. The report recommends to add an additional lane for the eastbound Arrow Highway, to modify the existing traffic signal to allow for the optimization of the traffic signal timing, and to interconnect existing traffic signals in the area. Caltrans is evaluating this proposal at this time. Feasible mitigation should be proposed with fair share contribution from the project. Further discussion with Caltrans is encouraged to mitigate those locations.

3. With additional traffic trips, freeway segments I-210 west of I-605 and I-605 south of I-210 are overflowing according to Table 15, Existing Freeway Mainline Level of Service. A spillover of vehicles has the potential to create significant speed differentials and increase the number of conflicts. This may cause potential traffic conflict at the access points such as weaving, diverging, and merging areas within the project vicinity. As a reminder, CEQA does not exempt these type of operational concerns from evaluation. Potential traffic mitigation should be considered. Currently, Caltrans is preparing the I-605 Corridor Feasibility Study. If improvements are identified, the project should be prepared to pay a fair share contribution. We would like the City to work with Caltrans in identifying feasible mitigations or provide more effective Transportation Demand Management (TDM) for the cumulative traffic impact.

4. Normally, potential improvements/mitigations may include restriping, striping with additional lane, signal upgrade, signal timing adjustment, right-of-way acquisition, reconstruct/add deceleration/acceleration lane (auxiliary lanes), interchange improvements, off-ramp expansion, freeway widening, install an overhead sign structure, cold plane and apply friction surface treatment, remove and replace pavement delineation, install pavement markers, upgrade ADA curb ramps, maintain traffic control system, remove and replace the raised island, install LED lighting system, overhead signs, fair share contribution to Caltrans planned projects and etc. to resolve any potential traffic conflict issues. Any feasible mitigation selection should also include Intersection Control Evaluation (ICE) when necessary. Any of these fore mentioned mitigation measure options should be considered for this project.
5. Once potential improvements are identified, we would like the City to consider to condition the developer to make a fair share contribution toward future improvements on the State facility; we would like the developer to sign a Traffic Mitigation Agreement with Caltrans prior to circulation of the FEIR.
6. Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.
7. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Caltrans will continue to work with the Lead Agency and/or traffic consultant closely in an effort to evaluate traffic impacts, identify potential improvements, and complete a Traffic Mitigation Agreement before the FEIR release. If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # 07-LA-2017-01224AL-DEIR.

Sincerely,



MIYA EDMONSON
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse

COMMENT CARD

December 6, 2017 at 6:30 PM – City of Hope Specific Plan & EIR Community Meeting

Please let us know your comments on the City of Hope Campus Plan EIR (please print):

EXHIBIT 3 FIGURE 5-2 BOARDSLICE PARK ALSO LABELED AS
MOORE PARK

Name: STEVE HERNANDEZ

Address: 2327 PARK ROSE AVE DUARTE CA 91010

Please return this comment card to Jason Golding, Planning Division Manager, City of Duarte, at the end of the Community Meeting or fold in half, staple, and mail it to the City of Duarte using the address provided (see reverse).

RESOLUTION NO. PC 18-1

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE, CALIFORNIA, RECOMMENDING THE CITY COUNCIL OF THE CITY OF DUARTE AMEND THE LAND USE ELEMENT AND LAND USE POLICY MAP OF THE CITY'S GENERAL PLAN (G.P.A. 15-1) FROM HOSPITAL (H), MEDIUM DENSITY RESIDENTIAL (MDR), HIGH DENSITY RESIDENTIAL (HDR), AND RESEARCH & DEVELOPMENT (R&D) TO CITY OF HOPE SPECIFIC PLAN FOR THIRTY PARCELS OF LAND GENERALLY BOUNDED BY DUARTE ROAD TO THE NORTH; CINCO ROBLES DRIVE, THE DUARTE FLOOD CONTROL CHANNEL, AND BUENA VISTA STREET TO THE WEST; AND THE SANTA FE FLOOD CONTROL BASIN TO THE EAST AND SOUTH (1500 DUARTE ROAD)

WHEREAS, in accordance with Section 19.142.020 of the Duarte Development Code, a General Plan Amendment (G.P.A. 15-1) to: (1) amend the Land Use Element as set forth in Exhibit "A," attached hereto and made a part of this Resolution, and (2) amend the Land Use Policy Map as set forth in Exhibits "B" and "C", attached hereto and made a part of this Resolution (collectively, the "General Plan Amendment") to change various General Plan designations to City of Hope Specific Plan designation has been proposed by the City of Hope; and

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered the proposed City of Hope Specific Plan ("COHSP"), which provides, among other provisions, for the planned use and long-term development of the City of Hope Campus for next 20+ years and the proposed implementing actions for the COHSP, which include the proposed General Plan Amendment; and

WHEREAS, the Planning Commission, in connection with the implementing actions necessary for the adoption of the COHSP, has considered proposed General Plan Amendment 15-1, an amendment to the Land Use Element and Land Use Policy Map of the City's General Plan designation of thirty (30) parcels {APN: 8533-005-009, 8533-005-(027-028), 8533-005-(030-035), 8533-006-(019-021), 8533-006-(031-032), 8533-006-(044-058), and 8533-007-066} from Hospital (H), Medium Density Residential (MDR), High Density Residential (HDR), and Research & Development (R&D) {Exhibit B} to the City of Hope Specific Plan Land Use Designation {Exhibit C}; and

WHEREAS, notice of a public hearing on the proposed COHSP, and corresponding General Plan Amendment 15-1, was given in accordance with applicable law; and

WHEREAS, on January 16, 2018 the Planning Commission held a duly noticed public hearing on the proposed COHSP; and corresponding General Plan Amendment 15-1, Zone Change 15-1, and Draft Environmental Impact Report for the COHSP (State Clearinghouse No. 2015101047); at which time oral and documentary evidence was introduced along with the

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written recommendation of the Planning Department of the City of Duarte, along with public testimony presented in connection with the foregoing; and

WHEREAS, the Planning Commission has considered the staff report and all of the information, evidence, and testimony received at the public hearing; and

WHEREAS, after careful study and the public hearing held on January 16, 2018, the Planning Commission recommends that the City Council adopt and approve General Plan Amendment 15-1, amending the Land Use Element and Land Use Policy Map of the City's General Plan designation of thirty parcels of property with various land use designations to City of Hope Specific Plan, as part of the implementing actions necessary for the adoption of the City of Hope Specific Plan.

NOW, THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based upon substantial evidence presented to the Planning Commission during the public hearing, including written staff reports and verbal testimony, the Planning Commission hereby finds and determines:

1. The proposed change in land use designation from Hospital (H), Medium Density Residential (MDR), High Density Residential (HDR), and Research & Development (R&D) to City of Hope Specific Plan is intended to encourage the highest and best use for the subject property and to be in the best interests and welfare of the City and its residents.
2. The proposed General Plan Amendment is internally consistent with all other provisions of the General Plan. The Land Use Element of the General Plan promotes several goals that support the adoption of the COHSP and associated entitlements. Land Use Element Goal 2 seeks compatible and harmonious land use by providing a mix of uses consistent with projected future social, environmental and economic conditions. Land Use Element Goal 3 provides policy direction to provide unique areas to better serve the needs of Duarte residents and businesses. If adopted, the proposed General Plan Amendment would implement the proposed City of Hope Specific Plan, which implements goals set forth in the General Plan, which provides direction for the development of the Campus over several decades, addresses sustainable practices both on and off-Campus, promotes compatibility with surrounding areas, and provides a unique and flexible policy document that facilitates Campus growth and recognizes connections with the greater community.
3. The proposed General Plan Amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The purpose of the

proposed General Plan Amendment is to implement the City of Hope Specific Plan, which provides a comprehensive framework for the long-term growth and development of the entire Campus, provides clarity in processes and in the coordination between COH and multiple jurisdictions, and strengthens the relationship between City of Hope and its neighbors. If adopted, the proposed Plan would define permitted uses, regulate the sizes and locations of buildings, specify design guidelines and development standards, address mobility and connectivity topics, identify project infrastructure and services, and provide administrative and implementation language for the entire Campus of approximately 116 acres.

4. The affected properties are physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle access, and public services and utilities and is served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate, to ensure that the proposed use(s) and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located. The City studied the physical suitability of the Campus and adjacent environs as part of the preparation for the City of Hope Specific Plan and associated Draft Environmental Impact Report.

SECTION 3. Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove, the Planning Commission hereby recommends the City Council adopt and approve proposed General Plan Amendment 15-1.

SECTION 4. In recommending adoption of this Resolution for the General Plan Amendment, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act pursuant to Public Resources Code Section 21000 *et seq.* (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 *et seq.* (CEQA Guidelines) because an Environmental Impact Report and Mitigation Monitoring Program for the COHSP, and corresponding General Plan Amendment 15-1, have been prepared and circulated for public review and comment, and will be considered for certification by the City Council prior to the City Council's action on the COHSP and corresponding entitlements.

SECTION 5. Except as expressly amended herein, the Land Use Policy Map shall remain in full force and effect and shall apply to the property affected by this Resolution.

SECTION 6. The chair shall sign this Resolution and the Secretary shall attest and certify to the passage and adoption of this Resolution.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a public hearing and meeting held on the 16th day of January 2018.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } ss.
CITY OF DUARTE

I, Craig Hensley, Community Development Director of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a public hearing and meeting of the Planning Commission of the City of Duarte held on January 16, 2018, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Craig Hensley, Community Development Director

[Type here]

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(Exhibit A, PC Resolution 18-1)



Deletions shown as ~~strikethrough text~~

Additions shown as *gray highlighted, italicized text*

INTRODUCTION

Many goals and policies within the other General Plan Elements are brought together in the Land Use Element as land use policy. The Land Use Element reflects where open space areas will be located, where it is unsafe to build and how best to protect the community from natural and/or man made hazards, where jobs and revenue producing businesses will be located, where different types of housing densities will be located, how people and goods will be transported throughout the community, and much more. This Element serves as a central framework for the entire Comprehensive General Plan.

Land Use Element Statutory Requirements

California law requires that each city's General Plan included a Land Use Element.

"... a land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas..."

Relationship to other General Plan Elements and Program EIR

California law requires that all elements of the General Plan be consistent. The Land Use Element brings together the other eight (8) Duarte General Plan Elements. This will become evident in that some of the policies found in the other Elements will appear again in the Land Use Element.

It is a fundamental goal of the City to protect existing residential areas from higher densities and from redevelopment where practical. However, there are two general areas that are recommended for change. One is the Town Center area, located north of the I-210 along Buena Vista Street and Highland Avenue

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and Huntington Drive between these two streets. The other area is located north of the Gold Line Station and is slated for transit oriented mixed use.

A Program Environmental Impact Report (EIR) will be part of the 2005-2020 Duarte General Plan. Policies and mitigation measures within the Land Use Element will also become mitigation measures within the Program EIR.

GOALS, OBJECTIVES AND POLICIES

This section provides draft Goals, Objectives and Policies for the Land Use Element of the Duarte General Plan.

Land Use Goal 1: Maintain a balanced community consisting of various residential housing types and densities, commercial activities, industrial development, mixed use where appropriate, and open space.

Objective 1.1 Improve on Duarte's balance of uses.

Policies

- LU 1.1.1 Where appropriate, require and review market studies to determine the mix and type of commercial development necessary to satisfy and sustain the needs for the Duarte trade area.
- 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.
- LU 1.1.3 Encourage high-quality design for infill development, and continue to support new high-quality uses.
- LU 1.1.4 Expand regional economic development along the I – 210 corridor beyond current uses. In order to maximize revenue and enhance image, the City should investigate other major draws typical of an international trade center magnitude, hotel/convention complex, etc.

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.

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Objective 2.1 Ensure 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 and applicable Specific Plans.
- LU 2.1.2 Permitted uses along Huntington Drive should accurately reflect economic market conditions and incompatible uses and activities should be eliminated.
- LU 2.1.3 Provide for the shopping and service needs of residents by conveniently clustering commercial establishments in such a way to encourage "one-stop" shopping.
- LU 2.1.4 Provide and encourage industrial development involved in research and development-oriented uses to help achieve a jobs housing balance.
- LU 2.1.5 Restrict development in areas prone to seismic and other safety hazards.
- LU 2.1.6 Hillside development must be sensitive to the local views of the hills and to the natural environment.
- 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.

Land Use Goal 3: Provide unique areas to better serve the needs of Duarte residents and businesses.

Objective 3.1 Improve the land use mix in selected areas so that it generates synergies and convenience to patrons and

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residents.

Policies:

- LU 3.1.1 Develop and promote Specific Plan areas that provide the flexibility needed to make these places unique.
- LU 3.1.2 Develop and implement a flexible specific and strategic plan for the Town Center.
- LU 3.1.3 Assess the cost/benefits of providing public improvements and assistance within a Town Center area.
- LU 3.1.4 Create and implement a flexible mixed use Transit Oriented Development Specific Plan for the current non-residential area north of the Gold Line Station.
- LU 3.1.5 If the Duarte Gold Line Station becomes a reality before 2020, consider a thorough analysis of a potential amendment to the General Plan to provide expanded Transit Oriented Development for additional area north and west and east 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.

RELATED AGENCIES, LAWS AND PLANS

Duarte Development Code

The Development Code is the principal implementation tool for a General Plan. State law requires that Development Codes be consistent with the General Plan. The Duarte Development Code can be found in Title 19 of the Duarte Municipal Code. The Development Code establishes specific regulations for the use and development of land in zoning districts within the Duarte city limits.

Specific Plans

Duarte has adopted a variety of Specific Plans throughout the community. Government Code Section 65450 – 65457 provides for the adoption of Specific

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Plans. As with the Development Code, a Specific Plan is required to be consistent with the General Plan. A Specific Plan provides flexibility from the Development Code which can provide a unique character to a development.

Southern California Association of Governments (SCAG)

SCAG functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles.

As the designated Metropolitan Planning Organization, 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. As an example SCAG is required by State law to allocate the existing and projected housing needs for each city and county in its region. SCAG, in cooperation with the San Gabriel Valley Council of Governments (SGVCOG), the COG in which Duarte is located, prepared the “Regional Housing Needs Assessment” referenced in the Housing Element.

South Coast Air Quality Management District (AQMD)

The AQMD is the agency principally responsible for comprehensive air pollution control in the South Coast basin. Specifically, the AQMD is responsible for monitoring air quality and planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs developed include air quality rules and regulations that regulate stationary source emissions, including area and point sources and certain mobile source emissions. The AQMD is also responsible for establishing permitting requirements and issuing permits for stationary sources and ensuring that new, modified, or relocated stationary sources do not create net emissions. The AQMD enforces air quality rules and regulations through a variety of means, including inspections, educational and training programs, and fines. AQMD rules and regulations have and probably will continue to affect land use decisions made by the public and private sectors.

Other General Plan Elements

The Safety Element identifies areas which could be flooded due to the failure of Morris, San Gabriel and/or Cogswell dams. The Safety Element also shows seismic, wildfire, and geologic hazards which affect land uses in Duarte. The Circulation Element shows the city’s street and transit systems serving various

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land uses throughout the community. The Open Space/Conservation Element identifies the city's parks, school grounds used as open space, wilderness areas and the National Forest. The Housing Element includes policies for providing housing for all economic groups. The Land Use Element Diagram reflects where this housing can be provided. The Economic Development Element identified policies which will provide the revenue and jobs necessary to have balanced land use in the community. The Noise Element provides policies to mitigate noise generators from noise receptors. And, the Historic Preservation Element provides policies which will preserve significant resources in the community.

LAND USE PLAN

The Community Attitude Survey conducted in September 2005 revealed that 70% of the residents that responded to the survey (21% of the 8,940 mailed surveys responded), felt quality of life in Duarte was excellent or good. Also, Duarte is essentially built out. As a result, the Land Use Plan seeks to keep things generally as they are with a few exceptions.

The Land Use Plan describes the approach that will be used to build upon the city's sound planning base. The Goals, Objectives, Policies and Implementation Measures provide the basis for the Land Use Plan. The approach is to keep the small town atmosphere while providing a favorable balance of land uses. Of utmost importance is to continue to provide a healthy local economy so that the residents and businesses of Duarte can continue to maintain a high level of city services.

Land Use Acreage Calculation

Most General Plan Land Use plans are calculated on net acreage instead of gross acreage. Net acreage is adjusted to exclude the land area devoted to streets and roadways. Gross acreage includes the land area utilized for streets and roads. Duarte's General Plans have always used gross acreage. As a result, the 1989 Duarte Land Use Diagram, which used gross acreage, provided unattainable residential densities. To be consistent with the General Plan, the Development Code also provided unattainable residential densities. As an example, the 1989 General Plan provided for 21 units for gross acreage for medium density residential while in practice only 15 units were being produced. The 1989 General Plan provided for 28 units per gross acre for high density residential while in reality only 23 units per acre were being produced. These lower densities were not solely because of the gross acreage issue. Part of the

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reason was market driven because builders wanted to build detached housing with more private open space area.

The 2005 – 2020 General Plan Land Use Element adopts net acreage instead of gross acreage to make densities and intensities more realistic. Also, because Duarte is essentially built out, adopting net acreage will bring the General Plan and the Development Code into conformance with what is actually built.

While the 2005-2020 General Plan Land Use Element makes allowable densities and intensities more realistic, it provides for higher densities in two Mixed Use areas. These areas are the Town Center mixed use area and the Duarte Station Specific Plan areas.

Land Use Balance

When major stakeholders were asked to define Duarte to someone who had never been to the community many said “Duarte has a small town feel”, a “bedroom community” with “wonderful parks and recreation programs”, “quality, friendly and diverse people and neighborhoods”. Half of the business survey respondents also lived in Duarte.

Except for businesses with direct access to the I-210 freeway, Duarte businesses tend to be small mom and pop establishments serving a local market. Duarte’s location and surrounding geography limit its ability to expand or attract major retailers. However, the balance between residential, commercial office commercial retail and industrial property is quite good. Duarte is home to the world renowned City of Hope with its 2,500 employees. Duarte’ parks and open spaces are numerous for such a small community and recreation programs are the envy of some surrounding communities.

Land Use Diagram

The Land Use Diagram (LU-1) shows the City’s vision for the development, redevelopment, and preservation of public and private properties within Duarte until the year 2020. The Diagram designates the distribution and general location of land to be used for housing, business, public facilities, open space, and institutional uses.

The Land Use Diagram is different from a zoning map. First, a Zoning Map is an implementation tool required to be specific and show individual parcels. Each land use designation on the Land Use Diagram typically has more than one consistent zoning district. The Land Use Diagram shows a generalized

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description of where land use designations are located so that it is not confused with the zoning map. Also, the Land Use Diagram is only one policy of the General Plan. Each policy within the General Plan is equally as significant.

Land Use Classifications

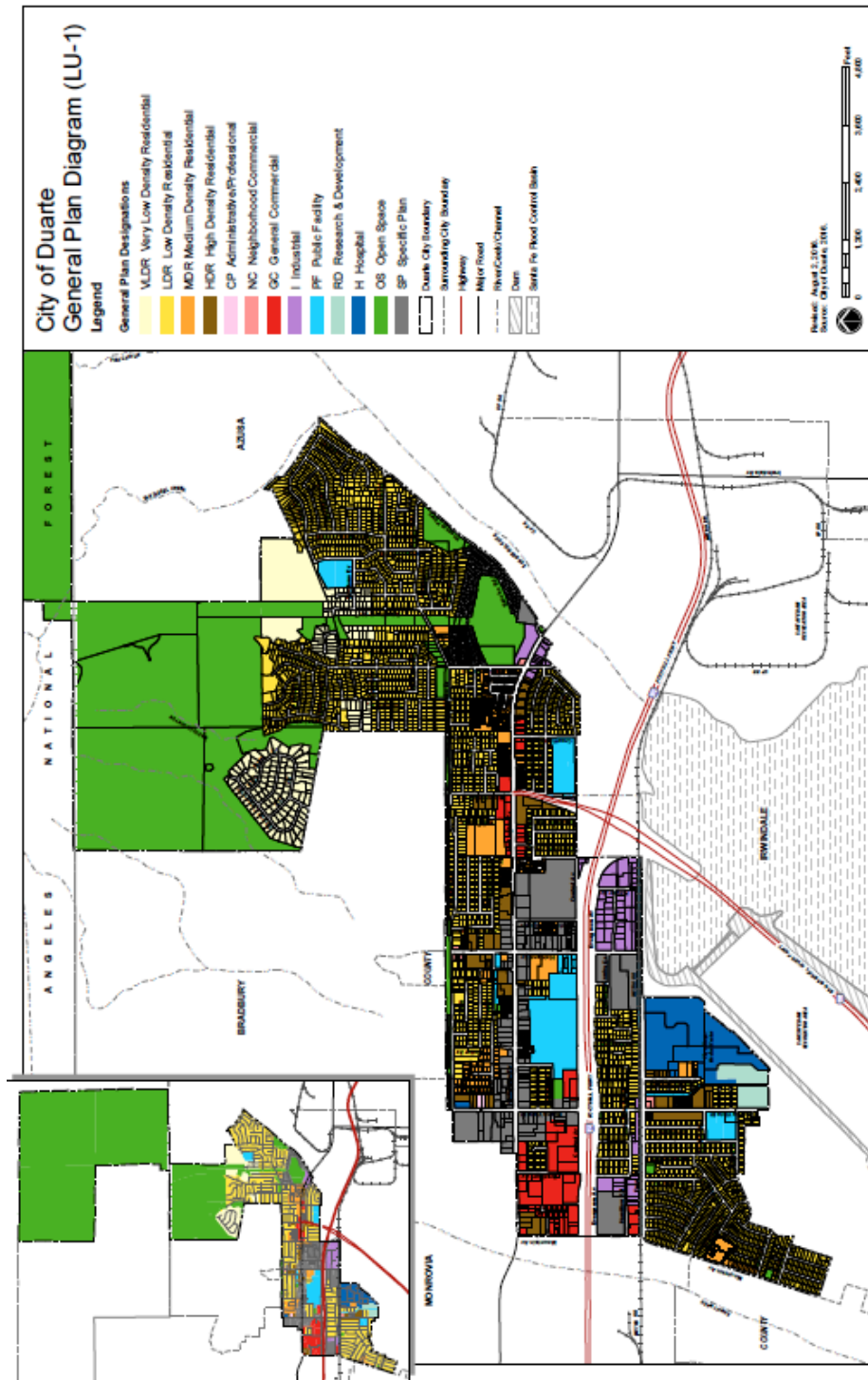
The Land Use Diagram (LU-1) illustrates the various types and distributions of land uses planned for Duarte. Most land use classifications and designations are the same as those shown on the 1989 Land Use Plan except for portions identified as the Town Center and those near the proposed Gold Line Station. There are seven land use classifications which are listed in Table LU-1 (a tabular description of the Land Use Diagram). These land use classifications serve to provide an orderly approach to development and maintenance of public open spaces by identifying the types of development allowed in these areas. Duarte's land use classifications include seven general categories: Residential, Commercial, Hospital, Industrial, Public/Quasi-Public, Open Space and Specific Plan Areas. Descriptions of each general land use designation are provided in the subsequent Land Use Designations section of this Plan.

Land Use Densities and Intensities

Each of the land use classifications is further divided into land use designations. There are twenty-one (21) designations in Table LU-1. The Land Use Diagram consolidates some of these designations. The term density is used for residential uses and refers to the population and development capacities of residential land. Duarte's density is described in terms of dwelling units per net acre of land (du/ac). Maximum density is the top of the range for that category. As an example, Very low density provides a range of from 0 to a maximum of 3.5 du/ac. Low density provides a range of 3.5 to a maximum of 6 du/ac.

Intensity is used to describe the extent of development on a given parcel of land. Building floor area ratio, number of stories (floors), percent of lot coverage, or total building floor area square footage all describe intensity. Intensity is usually used to describe non-residential development. In the Duarte General Plan, floor area ratio (FAR) is used as the measure of non-residential development intensity. Examples of floor area ratio are shown on Figure LU-2. FAR describes the relationship between the total square footage of development on a lot and the area of that lot. Floor area does not include area within parking structures and parking lots. The FAR is determined by dividing the gross floor area of all buildings on a lot by the gross land area of the lot, less any portion used for public roads.

(Exhibit A, PC Resolution 18-1)

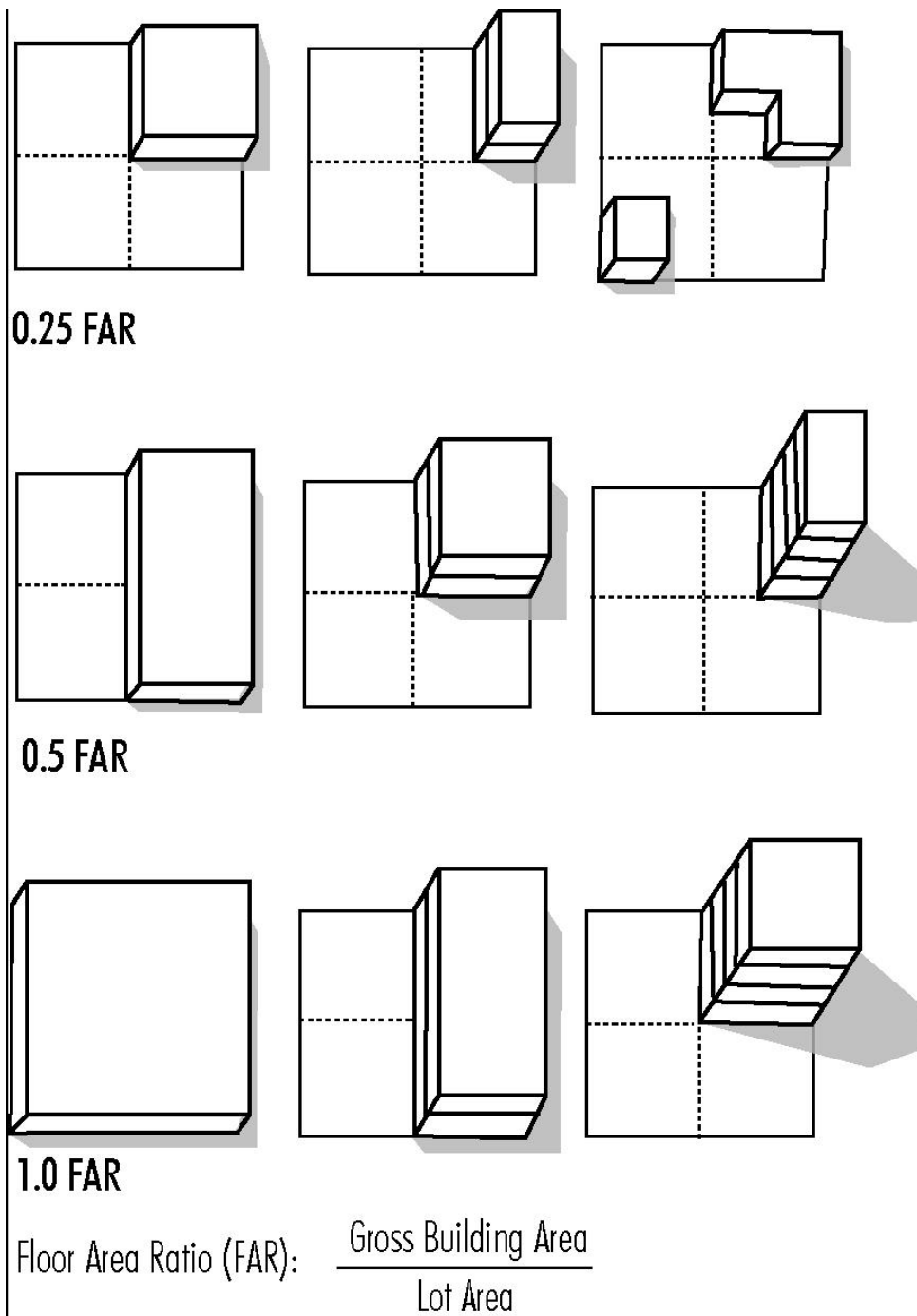


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**Figure LU-2
Example of Floor-Area Ratio (FAR)**



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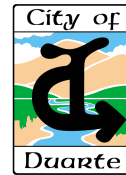
Table LU-1
Land Use Classifications and Designations

LAND USE DESIGNATION	DUs or FAR/net Acres Maximum	Anticipated	DESCRIPTION OF LAND USE DESIGNATION
Residential Land Use Classification			
Very Low Density	0-3.5 du/ac	2.5 du/ac	Detached homes, typically on large lots
Low Density	1-6du/ac	6du/ac	Detached single family homes
Medium Density	7-21du/ac	15 du/ac	Attached and/or detached housing
High Density	21-28 du/ac	23 du/ac	Attached housing
Commercial Land Use Classification			
Neighborhood	.25:1	.25: 1	Service uses serving neighborhood needs
General	.5:1	.5:1	General Retail, service and office uses
Administrative Professional	.5:1	.5:1	Office Professional uses
Hospital Use Classification			
Hospital	1.5:1	1.5:1	Properties owned by City of Hope and Santa Teresita
R&D	1.5:1	1.5:1	Research and development uses
Industrial Use Classification			
Industrial	.50:1	.50:1	Light industrial uses
Public/Quasi Public Classification			
Public School	N/A		Land owned by Duarte Unified School District and used for education, recreation, and administrative offices
City owned facilities	N/A		City offices, recreational facilities, maintenance facilities
County owned facilities	N/A		County Library, fire station
Utility easements	N/A		Edison, flood control easements, railroad
Streets, Freeway	N/A		City streets, I 210 Freeway
Open Space Classification			
Parks	N/A		City owned and dedicated parkland
Wilderness Area	N/A		City owned for the preservation of natural resources, and protection of health and safety
National Forest	N/A		Angeles National Forest open space for the preservation of natural resources, managed production of natural resources, protection of health and public safety, outdoor recreation
Specific Plan Areas Classification			
Planned communities and areas	varies	varies	Various single family housing, senior housing, multiple family housing, and commercial shopping centers
Town Center Mixed Use Area	Commercial use FAR varies	varies	Horizontal and/or vertical mixed commercial and high density residential housing; retail, service, office and hotel uses

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Duarte Station TOD Area	Mixed-Use, FAR varies	varies	Horizontal and vertical, transit-oriented development (TOD); mixed commercial and high density residential housing
<i>City of Hope Area</i>	<i>varies</i>	<i>varies</i>	<i>Hospital, R&D, office, industrial, housing, hospitality and other ancillary uses</i>

Land Use Designations

All land within the city limits (the planning area) of Duarte is assigned to one of twenty-one (21) land use designations as follows:

Residential Land Uses: As a predominately family oriented residential community, Duarte has four residential land use designations which provide for a variety of housing types. The maximum density listed for each residential land use designation may be exceeded by Housing Element policy as provided in California density bonus law as amended from time to time during the course of this General Plan. Mobile homes are allowed in all residential land use categories, subject to design review approval. Second units are allowed when attached to the primary residence and as authorized by Government Code Section 65852.2. Until this General Plan update, Duarte has used gross acreage to calculate densities. As a result, actual land use densities have been substantially under those found in the General Plan and Zoning Code. In an effort to make residential densities more realistic, net acres will be used in this General Plan for all densities and intensities. Also, because of builder's desires, other development requirements and, in some cases topography constraints, densities have been less than those shown in the General Plan and Zoning Code. As a result, Table LU-1 provides anticipated densities and intensities based on historical development.

1. Very Low Density: The very low density land use designation, primarily found in the foothills, provides for large lot single family detached homes. This designation allows a maximum density of 3.5 units per net acre. Based on historical records, anticipated densities for this land use designation should be 2.5 units per acre. Uses permitted include single family detached houses, horses and associated structures. Zoning Districts that correspond with this land use designation are: R-1F (80,000 sq. ft. lots), the R -1D (20,000 sq. ft. lots) and the R-1B (10,000 sq. ft. lots). Conditional uses allowed in this category include the boarding of horses.

2. Low Density: The Low Density land use designation is the predominant residential area within the city. It can be found throughout the community. This designation allows a maximum density of 6 units per net acre.

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Because of the size of the parcels and development standards the anticipated density for properties in this designation is 6 detached single family units per acre depending on the zoning district in which the property is located. Zoning Districts that correspond with this land use designation are the R -1A (7,500 sq. ft. lots) and R -1 (6,500 sq. ft. lots). Conditional uses allowed in this category include churches, country clubs, golf courses and related activities, educational institutions, and publicly owned facilities including parks.

3. Medium Density: There are pockets of medium density residential areas throughout Duarte. The Zoning Districts that correspond with these land use designations are Planned Unit Development (PUD), R-MH R-2 and R-3. The R -2 zone provides for one or two family detached or attached dwellings. The R-3 zone provides for denser multiple family dwellings, mixed detached and attached residential developments, Planned Residential Unit Development projects and duplexes. The R-MH zone has been created to accommodate residential mobile homes in planned, integrated mobile home parks. The purpose of the PUD zone is to allow innovative and flexible design standards. The Medium Density designation in the 1989 Plan allowed a maximum of 21 units to the gross acre. Based on historic records it is anticipated that 15 du/ac can generally be accommodated on Medium Density parcels. Allowed conditional uses are essentially the same as those in the low density designation with nursing homes, rest homes and senior housing added.

4. High Density: Pockets of high density residential tend to be concentrated between Royal Oaks Drive and Huntington Drive. Other small pockets are concentrated south of Duarte Road around Buena Vista. Until this General Plan, this had been the highest residential density allowed with a maximum of up to 28 units per gross acre (1989 Plan). This plan anticipates an average of 23 du/ac (net). More recent developments in High Density areas have provided only 17 du/ac because units tended to be large town-homes, 2-story buildings (rather than the 3 or 4 stories needed for the higher densities and developers elected to provide amenities that deducted from the total number of units provided). Allowable uses in the R-4 zone include multiple dwellings, including apartment houses, and similar permanent residential facilities and planned residential unit development projects. Conditional uses are those found in the R-2 and R-3 zones

Commercial Land Uses: Commercial uses bring revenue and jobs to a community which sustain the public services required for a healthy city. Because of physical barriers around Duarte, the mountains to the north, quarries in surrounding cities and the San Gabriel River and associated spread basin, Duarte's market area is limited. This makes retail development a challenge to

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attract the typical national retailers most cities seek to help generate much needed revenue. Even with these constraints, Duarte's commercial uses generate substantial revenue.

1. Administrative Professional: This is the most restrictive of the commercial land use designations. There are only two areas with this designation located on Huntington Drive and Buena Vista. The zoning district that corresponds with this designation is CP. Allowable uses tend to be general offices; medical offices, clinics, general research not including fabrication and laboratories or manufacturing/processing. Conditional uses include churches, child care facilities; general hospitals; lodges and meeting halls.

2. Neighborhood: This use designation is intended to provide neighborhood retail, service and office uses for businesses serving the daily needs of nearby residential areas, while preventing significant adverse effects on adjoining residential properties. Some smaller shopping centers are along Royal Oaks and Duarte Rd. The accompanying zoning district for these smaller centers is C - 1. Uses permitted within this zone are those found in the CP zone, including additional retail and service uses. Conditional uses include automobile service stations and drive-in restaurants.

3. General Commercial: The General Commercial designation is intended to provide for sites which will meet the shopping needs of the entire community and provide sites for regionally oriented uses along the I – 210 freeway corridor. The C – 2 zoning district corresponds with this designation. Permitted uses include those in the CP and C-1 zones, with expanded retail and service uses. Specific permitted uses in the C-2 zone include: auto sales and service; building supplies; department stores; furniture stores, sporting goods, printing and restaurants. Conditional uses include: auto rental; hotels and motels; theatres and similar uses.

Hospital Land Uses: Duarte is known as the City of Health, primarily because of the world renowned City of Hope. The City of Hope facility in Duarte has more than 300 physicians and scientists and more than 2,500 employees. The annual payroll for the City of Hope Duarte facility in 2005 was \$160 million. Santa Teresita Medical Center currently employs 250 people.

1.Hospital: The Hospital designation is intended to accommodate hospitals, rest homes, sanitariums and residential uses requiring a state or county license. The designation is also intended to accommodate medical professional offices and attendant medical facilities. There are two areas that have once had the Hospital designation. One is City of Hope and the

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other is Santa Teresita. *The City of Hope Area (Specific Plan) has replaced the former Hospital land use designation used for portions of the Campus.* The zoning district that corresponds with this designation is the H zone. Uses permitted include general hospitals (excluding sanitariums, nursing homes, convalescent homes, maternity homes or rest homes); medical professional offices; attendant medical facilities, including, but not limited to, pharmacies, physical therapy offices, laboratories, and clinics. Conditional uses are those typically associated with hospitals such as confectionery stores; florist; gift shops and the like.

2.R & D: This is a new designation in the 2005 – 2020 General Plan. The R & D designation is intended to provide for research and development uses primarily, but not exclusively for medical related research and development. This designation will also incorporate standards for office and administrative uses sometimes associated with R&D activities. In addition, this designation provides for all uses in the hospital designation.

The City of Hope anticipates building 360,000 sq. ft. of new Science Park on their campus. In addition, a five story 108,000 sq. ft. Cancer Immunotherapeutics and Tumor Immunology Center is being planned for groundbreaking in 2007. Employees for this center will come from work areas now housed in existing portable trailers on the City of Hope campus. *Former R&D land use designations on the City of Hope Campus have been replaced by the City of Hope Area (Specific Plan) designation.*

Industrial Land Use: Duarte's industrial area is limited with most activities located in industrial parks at the south east corner of the city.

1.Industrial: The Industrial designation is the least restrictive of the land use designations and in Duarte is intended to provide for light industrial uses. One larger area within the city has this designation and very small areas are located elsewhere. The main industrial area is northeast of the proposed Gold Line station currently improved with an industrial park and across Highland Avenue with Lewis Business Park. Under the prior General Plan accompanying zoning was the I-P zone and the M-1 zone. The I-P industrial park zone was intended to provide a district which will assure an environment conducive to research and development, fabrication and assembly, research institutions and administrative facilities all well designed and properly landscaped. There is no property zoned I-P at this time so the proposal is to eliminate the I-P zoning district. The M-1 zone (light manufacturing) is intended to provide for the development of industrial uses which include fabrication, manufacturing, assembly, or processing of materials that are in already

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processed form. Permitted uses include: commercial uses customarily incidental and directly related to the services or operation of the permitted industrial uses such as: administrative or sales office; auction house, automobile repair shop and the like. Manufacturing uses include: optical products, packaging business, ceramic products, electrical and electronic items, scientific instrument and precision equipment manufacturing and the like. Wholesaling and warehousing uses include: wholesaling and warehousing facilities, storage and distribution agencies. As the least restrictive zoning district in the city, conditional uses in this zone are many and can be found in section 19.66.030 of the city's zoning code.

Public/Quasi Public Land Uses: Public and Quasi Public uses are typically exempt from the city's zoning powers and as such are listed separately from

other privately regulated land uses. Also, these uses often tend to be on small parcels almost as a spot land use designation which is usually not the case with privately held land uses.

1.Public Schools: Duarte Unified School District (DUSD) owns all the public school land in Duarte. All five schools in Duarte include playgrounds, which are shared through agreement with the City of Duarte as parkland. The Land Use Diagram shows all public schools with a school symbol and have the Public/Quasi Public land use designation. However, because of the shared parkland agreements, a total of 26.54 acres of these sites are counted as open space. There are five elementary, one intermediate, one high school and one alternative education campus in Duarte and surrounding area plus administrative offices and a corporate yard for a total land area of 80 acres.

2. City Owned Facilities: A teen center is located on Buena Vista and two city corporate yards located north and south of Huntington Drive. These facilities are designated as Public/Quasi Public. City owned parks are designated as open space are addressed in the next section. The City of Duarte owns the City Hall complex including a community center, swimming pool, and senior center, which are designated part of the Town Center Specific Plan.

3.County Owned Facilities: The County of Los Angeles owns a fire station, library and the City pays the lease payments for the sheriff substation in Duarte. These facilities as well as a future location of the Sheriff sub-station are designated as Public/Quasi Public on the Land Use Diagram.

4. Utility easements: Edison high voltage power lines go through Duarte. These power lines provide substantial easements where development of

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structures cannot occur. The Los Angeles Flood Control also has detention and retention basins within and around Duarte. These areas are also not developable and provide open space for the community. The rail line which parallels Duarte Road is also classified as a utility.

5. Streets and Highways: In June 2006, the City of Duarte reported it maintains the following streets and roadways not including the I-210 (principal arterial) which is maintained by Cal-Trans:

- 3.010 miles of urban principal arterial (I – 210 Freeway)
- 5.910 miles of urban minor arterial (Huntington Drive)
- 5.593 miles of urban collectors
- 35.414 miles of urban local streets
- 49.927 miles of streets and roads

Open Spaces Uses: Over fifty percent of Duarte's land area is open space mostly because of the amount of National Forest within the city boundaries.

1.Parks: The City owns 39.21 active park acreages not counting the 26.54 acreage it leases from the Duarte Unified School District for recreational purposes. In addition, the 18.55 acre executive golf course, which is designated open space on the Duarte General Plan, is also used for recreational purposes. Parkland is designated as Open Space.

2.Wilderness Area: In December 2005 the City of Duarte purchased 329 acres of open space access. This natural hillside area, along with an additional 70 acres owned by the city is intended to be used as a preservation area for future generations to enjoy. This area is also designated Open Space. Attalla Ranch, a low density proposed development in the hillside, is proposing to dedicate 23 acres of wilderness open space to the City of Duarte.

3.National Forest: The largest land use within the city is 2,331 acres (53% of the city's total land area) of wilderness areas including 1,909 acres within the Angeles National Forest. As a national forest this land is protected from urbanization and is designated Open Space.

Specific Plan Areas: This is a new category in the 2005-2020 General Plan. Duarte's 1989 General Plan provided for a variety of specific plans and planned communities.

1.Planned Communities and Areas: The 1989 General Plan Diagram showed a Specific Plan/Hillside Overlay and makes reference to a Planned Development/Specific Plan Overlay in the text. The text makes reference to

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hillside and Westminster Gardens. The 2005-2020 General plan will eliminate the Planned Development and Overlay designation and replace it with Specific Plan designations for those projects which already have a Specific Plan. See Table LU-2 for these existing Specific Plans.

The Specific Plan land use designation is also applied to ~~two~~ **three** focus areas in the City, where a mixture of both high density housing and other uses would be permitted. One is the Town Center (see Town Center Mixed Use Area). ~~The second area~~ and the other is the area north of the proposed Gold Line station (see Duarte Station TOD Area, formerly known as the Gold Line Station Area Development). ~~The third focus area is City of Hope~~ (see City of Hope Area). See Specific Plan Areas below for more details on allowable uses within the focus areas. Specific Plans are typically used to develop unique land uses. Specific Plan development standards are drafted to be unique to fit the type of land uses desired.

2. See Town Center Mixed Use Area, Duarte Station TOD Area, and City of Hope Area below for more details on this new designation.

Specific Plan Areas

The City has prepared ~~19~~ **20** specific plans shown on Table LU-2. The column labeled "Specific Plan #" of Table LU-2 corresponds with numbers on the Land Use Diagram LU-1. For the most part, the specific plans shown in Table LU-2 were not mixed use and complied with the General Plan designation shown on the Land Use Diagram at the time they were adopted.

During the General Plan update process, the Town Center area and the Gold Line Station area were the only large land use areas anticipated for change.

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*Insert Table LU – 2, Approved Specific Plans as of May 2007
(in landscape orientation)*

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1. Town Center Mixed Use Area Specific Plan:

Some citizens of Duarte have wanted to help facilitate creation of a “downtown” area for years; a central gathering spot and a place where pedestrians can comfortably shop or stroll along storefronts, relax with friends in a plaza or come together for community events. In 2003, the Duarte Downtown Task Force studied the creation of a just such a downtown for Duarte. A “Town Center Concept Plan” was prepared by Moore Iacofano Goltsman, Inc (MIG). The Town Center Concept Plan identified an approximately one-mile stretch of Huntington Drive, along with the portion of Buena Vista Street from Huntington south to the I-210 freeway, as Duarte’s core town center, to be fostered and enhanced. The total land area identified for redevelopment or rehabilitation in the concept plan was approximately 28 acres. Given the opening of the Duarte Metro Goldline Station in 2016, the Town Center concept has been expanded to also include Highland Avenue, to promote enhanced mobility options and greater connectivity, and includes approximately 75 acres.

The Town Center Specific Plan is an action-oriented plan that sets standards and guidelines for new building forms, as well as land use and mobility regulations for activities within the Town Center. The Plan seeks to create a memorable, accessible, and economically vibrant Town Center. The Specific Plan is the result of extensive community engagement, planning, and design efforts. It builds upon community desires and aspirations from residents, businesses, property owners, stakeholders, City staff, the Planning Commission, and City Council.

The Duarte Town Center Specific Plan aims to be truly transformative. The Specific Plan is structured around a concept called “incentive zoning,” whereby increased development potential is provided if properties meet minimum lot sizes and/or provide community benefits such as, but not limited to, public plazas, public art, and funding for facilities and streetscape improvements. Through enhanced sidewalks, curb extensions (“bulbouts”) on Huntington, and new bike routes, the Plan will increase pedestrian and bicycle connections to the Town Center area, the Duarte Metro Gold Line Station, City of Hope, and the Duarte Bike Trail. The Specific Plan facilitates new development and business activity and expansion by allowing a range of land uses (new hotel, residential, shopping, and entertainment opportunities) built around community planning objectives and an economic analysis of current and upcoming market opportunities. Easy-to-follow design guidelines in the Specific Plan encourage high-quality development in keeping with clear architectural styles. This document represents the community’s cohesive vision and provides solutions to transform the area into a memorable, vibrant, pedestrian-oriented, and interconnected Town Center.

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2. Duarte Station TOD Area Specific Plan:

The first policy vision of a future Transit-Oriented Development (TOD) for the area adjacent to the Duarte Goldline Station was conceptualized in the 2007 adoption of the Duarte General Plan 2005-2020, in which the City Council approved the Gold Line Station Area Development Specific Plan land use designation, envisioning the construction of up to: 120 units of multiple-family residential, 100,000 s.f. office space, and up to 500 parking stalls for the Goldline Station. General Plan Amendment 13-1 and related Duarte Station Specific Plan Environmental Impact Report amended the land use designation from Gold Line Station Area Development Specific Plan to Duarte Station Specific Plan (DSSP) for the three parcels identified in the Plan Area and located immediately north of the Duarte Gold Line Station.

Many things have changed since the 2007 General Plan and General Plan Amendment 13-1 was necessary for several reasons. Since 2007, changes in the market and overall economy created a new reality in the types and concentrations of uses that can succeed in the Plan Area. The City and region in general have been exposed to TOD concepts and the new economic reality from the last economic downturn, making many of the TOD land use projections from 2007 unrealistic. For instance, the creation of up to 120 residential units is far too small of a development on 19 acres and is economically unfeasible due to property acquisition and construction costs. Furthermore, the significant retail component sought by the IBI study is unlikely at the Duarte Station due to its proximity to freeways and a large population base, as well as changes to the retail landscape from 2008. Secondly, the City has approved two revised Housing Elements and is anticipating an additional revision by February 2014. In context of the DSSP, the Housing Element provides potential housing opportunity sites that must comply with the Regional Housing Needs Assessment, including those units that may be produced through implementation of 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.

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3. City of Hope Area Specific Plan:

The City of Hope Plan would provide direction for enhancement and development over the next 20+ years. City of Hope is proposing additions to the existing outpatient (clinic), inpatient (hospital), research, office, industrial, warehouse, and hospitality uses. New parking structures and surface lots are also proposed, as well as internal roadways, open space improvements, and other long-term infrastructure improvements. These changes and improvements throughout the 116-acre City of Hope Campus would be implemented through the proposed City of Hope Specific Plan (COHSP), which will govern future development of the Campus, supporting its efforts to expand its research and treatment capabilities; accommodate the needs of patients and their families, faculty, staff, and the community; and help enable City of Hope to meet its commitment to transform the future of medicine.

The COHSP provides a comprehensive framework for the long-term growth and development of the entire Campus. The COHSP is designed to help City of Hope implement its long-term vision of the Campus while meeting the community-wide goals of the cities of Duarte and Irwindale. From the community's perspective, understanding the future desires of City of Hope helps the City make better land use decisions for the area by ensuring future growth impacts have been analyzed and planning off-site public improvements. The Specific Plan is intended to address unique factors related to the development of the Campus, provide clarity in processes and in the coordination between COH and multiple jurisdictions, and strengthen the relationship between City of Hope and its neighbors.

Zoning Consistency and Land Use Composition

State law requires the Development Code and Zoning Map to be consistent with the General Plan. The Development Code is the primary tool for implementing land use policy. Each General Plan land use designation must have one or more corresponding zone districts. In addition, the land use regulations and development standards in the Development Code must reflect the policy statements in the Land Use Element. While General Plan policies are general, Development Code regulation and development standards are specific.

Table LU-3 identifies the relationship between land use designation and the zoning districts. Table LU-3 also identifies the net acreage within each land use designation as shown on the Land Use Diagram LU-1. This diagram serves as the guide for future land use decisions made by City Staff, various City

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Commissions, and the City Council. Because Duarte is built out, most of the planned land uses shown on Diagram LU-1 correspond to existing development on the ground today. Table LU-3 lists acreage for each land use designation in accordance with the Land Use Diagram.

Table LU-3
General Plan and Zoning Consistency

Land Use Designation	Corresponding Zoning Districts	Acres
Very Low Density Residential	R-1F, R-1D, R-1B	120
Low Density Residential	R-1A, R-1,	645
Medium Density Residential	PUD, R-MH, R-2, R-3	89
High Density Residential	R-4	52
Administrative Professional	C-P	4
Neighborhood Commercial	C-1	3
General Commercial	C-2	92
Hospital	H	78
R&D	R&D	15
Industrial	M-1	53
Public School	P-F	80
City Owned Facilities	P-F	12
County Owned Facilities	P-F	2
Edison, Flood Control, Railroad	O	95
Streets and Freeway	None	478
Parks	O	39
Wilderness Areas	O	422
National Forest	O	1,909
Planned Communities and areas	Varies	131
Town Center Mixed Use Area	SP	75
Duarte Station TOD Area	SP	20
City of Hope Area	SP	116
Total Acres		4,350

Note: a factor of .0015625 is used to convert acres to square miles. 4,350 acres = 6.8 sq. miles

Development Capacity

The Land Use Element is required to include standards of population density and building intensity. Table LU-4 provides a statistical description of the anticipated densities or intensities for the twenty-one (21) General Plan land use designations within the City. The maximum allowable development on individual parcels is governed by these measures of density or intensity.

For various reasons, many parcels in the community have not been developed to their maximum density or intensity. In the future, development is anticipated to

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occur in a similar manner with only a limited number of properties being developed at the maximum density or intensity. Therefore, for much of the community, the projected (anticipated) future development intensity and density listed in Table LU-4 is based upon the intensity/density of existing development. Also, not all the acreage within each land use designation may be developed during the life of this General Plan which is the year 2020. However, for planning purposes all acreage in all land use designations was calculated for development.

Anticipated density and intensity is for planning purposes only and exceeding them on individual properties will not require a General Plan Amendment. Development can occur up to the maximum allowed density or intensity with required site and/or design review. Density bonus of at least 25 percent is required by state law to be offered for certain low or very low income housing developments. Table LU-4 also includes the planned land use and/or development densities/intensities for the “Town Center” and “Gold Line Station” Special Planning Areas. Table LU – 4 shows the 2020 General Plan has a build-out capacity of 25,418 estimated population, 7,702 estimated units, and 9,953,071 estimated non-residential square footage.

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**Table LU- 4
Density, Population Estimates and Intensity Potentials**

LAND USE DESIGNATION	ANTICIPATED DEVELOPMENT		ACRES	ESTIMATED DWELLING UNITS	ESTIMATED POPULATION	ESTIMATED SQ. FT. NON-RES.*
	DU/ACRE	FAR/ACRE				
Residential Land Use Classification						
Very Low Density	2.5	N/A	120	300	990	N/A
Low Density	6	N/A	645	3,870	12,771	N/A
Medium Density	15	N/A	89	1,335	4,406	N/A
High Density	23	N/A	52	1,196	3,947	N/A
Commercial Land Use Classification						
Neighborhood	N/A	.25:1	3	NA	NA	32,670
General	N/A	.5:1	92	NA	NA	2,003,760
Administrative Professional	N/A	.5:1	4	NA	NA	87,120
Hospital Use Classification						
Hospital	N/A	1.5:1	78	NA	NA	5,096,520
R&D	N/A	1.5:1	15	NA	NA	980,100
Industrial Use Classification						
Industrial	N/A	.5:1	53	NA	NA	1,154,340
Public/Quasi Public Classification						
Public School	N/A	N/A	80	-	-	-
City owned facilities	N/A	N/A	12	-	-	-
County owned facilities	N/A	N/A	2	-	-	-
Utility easements	NA	N/A	95	-	-	-
Streets, Freeway	N/A	N/A	478	-	-	-
Open Space Classification						
Parks	N/A	N/A	39	-	-	-
Wilderness Area	N/A	N/A	422	-	-	-
National Forest	N/A	N/A	1,909	-	-	-
Specific Plan Areas Classification						
Planned community and areas **	N/A	N/A	131	716	2,363	333,561
Town Center Mixed Use Area	varies	varies	See Town Center Specific Plan			
Duarte Station TOD Area	varies	varies	See Duarte Station Specific Plan			
City of Hope Area	varies	varies	See City of Hope Specific Plan			
Total			4,350	7,702	25,418	9,953,071

*Note: Estimated residential dwelling units use California Department of Finance population of 3.3 persons per household (June 2006). * Estimated sq. ft. non-residential is based on the FAR.*

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*** The Planned Community and Areas designation refers to projects already approved. These are either residential or commercial projects and are not mixed use developments. As a result, they are counted in the respective residential or commercial land use category.*

IMPLEMENTATION MEASURES

Government Code 65400 requires the legislative body to consider and adopt reasonable and practical means for implementing the General Plan. This is necessary so that the plan will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan. The State also requires an annual report to the legislative body, State Department of Housing and Community Development (HCD) and State Office of Planning and Research on the status of the plan and progress in implementing the plan. HCD checks to see if the city is making progress in meeting its fair share of regional housing needs and if the Land Use Element Diagram reflects policies found in the Housing Element.

This section provides an implementation matrix for policies found in the Land Use chapter. The matrix identifies the policy to be implemented, the implementation measure to be used for that policy, the responsible agency or department that will be implementing the measure, the funding source and the estimated timeframe to complete the implementation.

Responsible Agency:

All = All Departments

CD = Community Development

CM = City Manager

AS = Administrative Services

PS = Public Safety

P&R = Parks and Recreation

Funding Source:

GF = General Fund

G = Grants

DF = Development Fees

SF = State funds

FF = Federal Funds

OF = Other Funds

Implementation Timeframe (or as resources provide):

ST = Short-term by 2009

MT = Mid-term by 2015

LT = Long Term by 2020

On = Ongoing

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Table LU - 5
Land Use Implementation Measures

Policy #	Implementation Measure	Responsible Agency	Funding Source	Time frame
LU 1.1.1	Prepare market studies to see if Duarte can attract and sustain national or regional quality restaurants and stores.	CD	GF, OF	On
LU 1.1.2	Zone sufficient land for a balanced mix of residential uses.	CD	GF	ST
LU 1.1.2	Re-designate appropriate areas for high density residential during the General Plan update process of 2005-06	CD	GF	ST
LU 1.1.4	Keep abreast of current economic development opportunities and pursue those which will implement this policy.	CM	GF	On
LU 2.1.1	Review the Development Code and design guidelines to ensure adequate development and aesthetic standards. Require all infill development projects to undergo review by the Architectural Design Review Board and be consistent with design guidelines. Work to prevent light spillage from one land use to another.	CD	GF	On
LU 2.1.2	Conduct an annual review of activity on Huntington Drive to determine applicability of General Plan policies.	CD	GF	On
LU 2.1.3	New commercial development along Huntington Drive should be concentrated in nodes at key intersections. Continue to support the Architectural Review Board and its review of all commercial projects in the city. Utilize the community design manual to ensure neighborhood commercial uses are aesthetically compatible with existing neighborhoods.	CD	GF	On
LU 2.1.4	Revise the Development Code to encourage research and development-oriented uses associated with City of Hope and/or other high quality businesses.	CD	GF	ST
LU 2.1.5	Comply with implementation measures of the Safety Element.	CD	GF	On
LU 2.1.6	Use the city's development review process to regulate hillside development.	CD	GF	On

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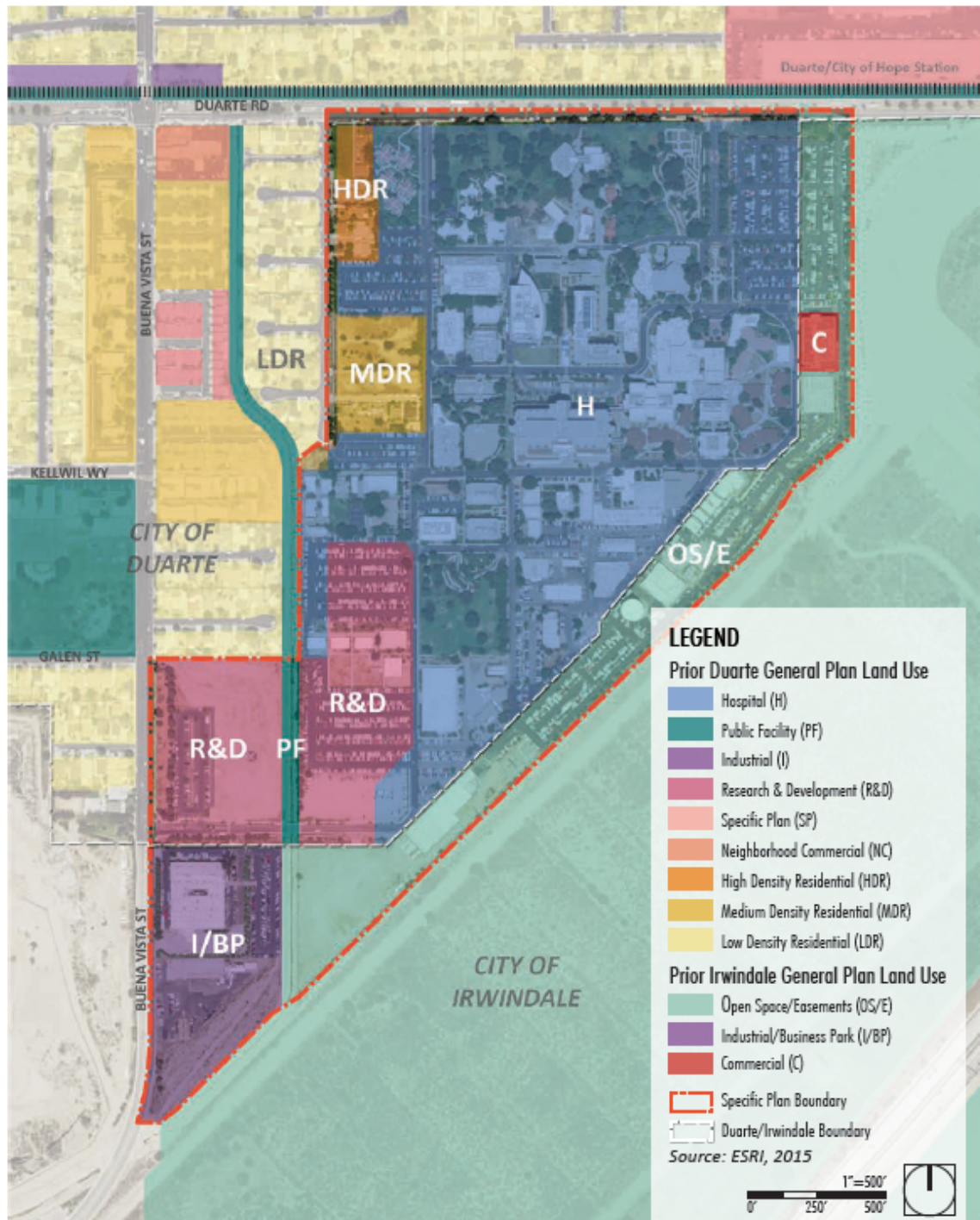


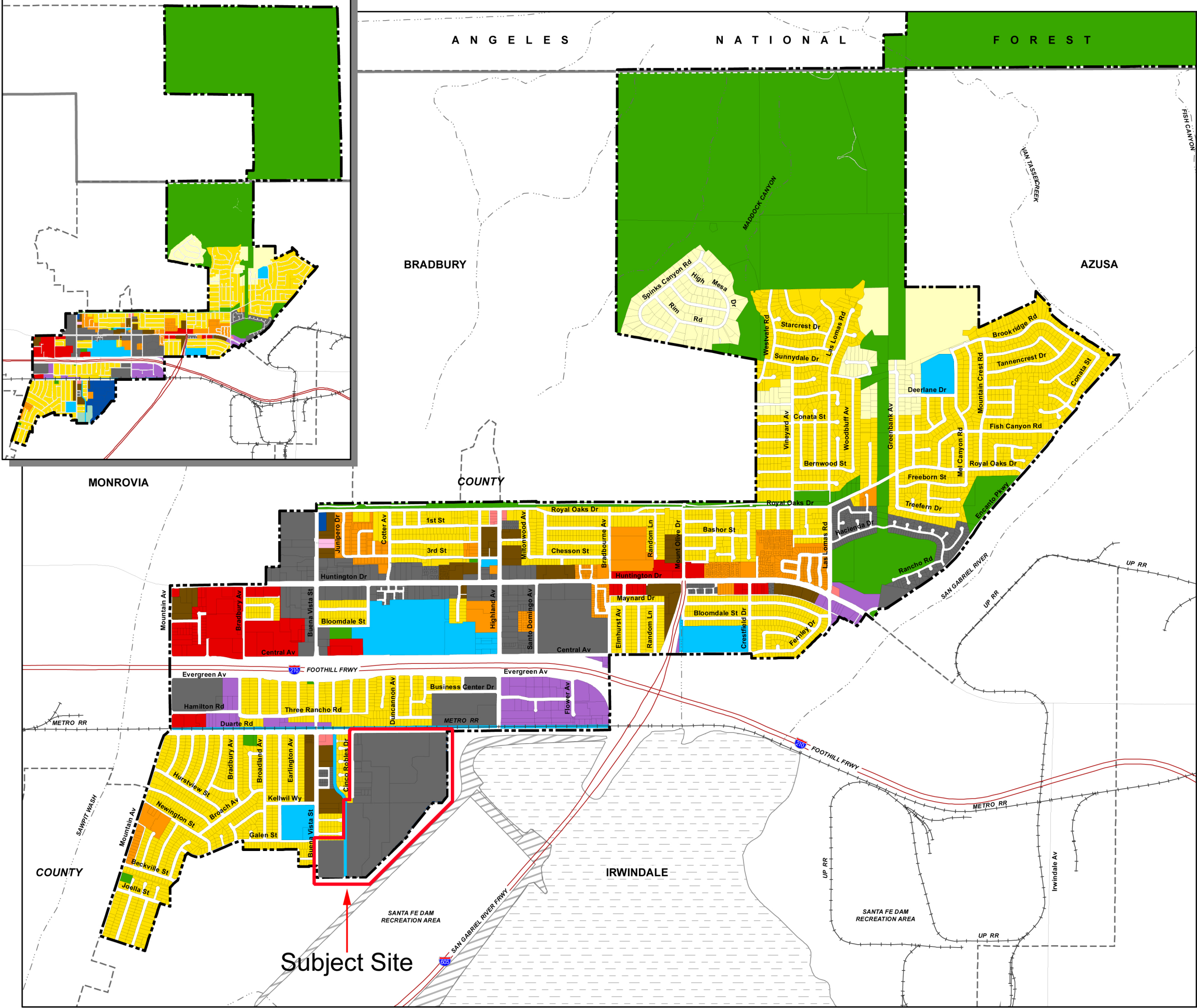
LU 2.1.7	Designate these uses as nonconforming land uses and initiate abatement procedures which will allow for their removal.	CD	GF	MT
LU 3.1.1	Designate specific plan areas on the Land Use Diagram.	CD	GF	MT
LU 3.1.2 LU 3.1.6	Provide for vertical and/or horizontal mixed use with unique parking and design standards. Encourage land use intensification of the proposed Town Center area for mixed-use development with an emphasis on retail development on the ground floor and higher density residential on upper floors. Work to improve parking issues relative to overall numbers and proximity to businesses.	CD	GF	MT
LU 3.1.3	Continue to perform studies relative to land, relocation, demolition, remediation and construction cost. Identify potential businesses to locate in the Town Center area.	CD	GF	On
LU 3.1.4 LU 3.1.6	Work with existing property owners to develop a Specific and Strategic Plan for the area immediately after the General Plan is adopted.	CM, CD	GF	ST
LU 3.1.5	Monitor the progress of the Duarte Gold Line station on a monthly basis.	CM, CD	GF	On

Deletions shown as ~~strikethrough text~~

Additions shown as *gray highlighted, italicized text*

EXISTING GENERAL PLAN LAND USES





City of Duarte General Plan Diagram

Legend

- General Plan Designations**
- VLDR Very Low Density Residential
 - LDR Low Density Residential
 - MDR Medium Density Residential
 - HDR High Density Residential
 - CP Administrative/Professional
 - NC Neighborhood Commercial
 - GC General Commercial
 - I Industrial
 - PF Public Facility
 - RD Research & Development
 - H Hospital
 - OS Open Space
 - SP Specific Plan
- Map Symbols**
- Duarte City Boundary
 - Surrounding City Boundary
 - Highway
 - Major Road
 - River/Creek/Channel
 - Dam
 - Santa Fe Flood Control Basin

Exhibit C
Proposed General Plan Diagram

RESOLUTION NO. PC 18-2

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE, CALIFORNIA, RECOMMENDING THE DUARTE CITY COUNCIL ADOPT A ZONE CHANGE AND MODIFY THE CITY OF DUARTE ZONING MAP (ZC 15-1) FROM HOSPITAL (H), TWO-FAMILY RESIDENTIAL (R-2), AND MULTIPLE-FAMILY RESIDENTIAL-HIGH DENSITY (R-4) TO CITY OF HOPE SPECIFIC PLAN FOR THIRTY PARCELS OF LAND GENERALLY BOUNDED BY DUARTE ROAD TO THE NORTH; CINCO ROBLES DRIVE, THE DUARTE FLOOD CONTROL CHANNEL, AND BUENA VISTA STREET TO THE WEST; AND THE SANTA FE FLOOD CONTROL BASIN TO THE EAST AND SOUTH (1500 DUARTE ROAD)

WHEREAS, in accordance with Chapter 19.142.020 of the Duarte Development Code, a Zone Change (ZC 15-1) to amend the Development Code and the Zoning Map as set forth in Exhibits “A” and “B”, attached hereto and made a part of this Resolution (the “Zone Change”) to change the zoning designations and modify the Zoning Map to a Specific Plan designation has been proposed by the City of Hope; and

WHEREAS, the Planning Commission of the City of Duarte (“Planning Commission”) has considered the proposed City of Hope Specific Plan (“COHSP”), which provides, among other provisions, for the planned use and long-term development of the City of Hope Campus for next 20+ years; and

WHEREAS, the Planning Commission, in connection with the implementing actions necessary for the adoption of the COHSP, has considered proposed Zone Change 15-1, an amendment to the Development Code and the Zoning Map designation of thirty (30) parcels {APN: 8533-005-009, 8533-005-(027-028), 8533-005-(030-035), 8533-006-(019-021), 8533-006-(031-032), 8533-006-(044-058), and 8533-007-066} from Hospital (H), Two-Family Residential (R-2), and Multiple-Family Residential-High Density (R-4) {Exhibit A} to City of Hope Specific Plan {Exhibit B}; and

WHEREAS, notice of a public hearing on the proposed COHSP, and corresponding Zone Change 15-1, was given in accordance with applicable law; and

WHEREAS, on January 16, 2018 the Planning Commission held a duly noticed public hearing on the proposed COHSP; and corresponding General Plan Amendment 15-1, Zone Change 15-1, and Draft Environmental Impact Report for the COHSP (State Clearinghouse No. 2015101047); at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Department of the City of Duarte, along with public testimony presented in connection with the foregoing; and

WHEREAS, the Planning Commission has considered the staff report and all of the information, evidence, and testimony received at the public hearing; and

WHEREAS, after careful study and the public hearing held on January 16, 2018, the Planning Commission recommends that the City Council adopt and approve Zone Change 15-1, modifying the zoning designation of thirty parcels of property with various zoning designations to City of Hope Specific Plan Zone, as part of the implementing actions necessary for the adoption of the City of Hope Specific Plan.

NOW, THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based upon substantial evidence presented to the Planning Commission during the public hearing, including written staff reports and verbal testimony, the Planning Commission hereby finds and determines:

1. The proposed Zone Change from Hospital (H), Two-Family Residential (R-2), and Multiple-Family Residential-High Density (R-4) to City of Hope Specific Plan is intended to encourage the highest and best use for the subject property and be in the best interests and welfare of the City and its residents.
2. The proposed Zone Change is internally consistent with all other provisions of the General Plan and any applicable specific plan. The Land Use Element of the General Plan promotes several goals that support the adoption of the COHSP and associated entitlements. Land Use Element Goal 2 seeks compatible and harmonious land use by providing a mix of uses consistent with projected future social, environmental and economic conditions. Land Use Element Goal 3 provides policy direction to provide unique areas to better serve the needs of Duarte residents and businesses. If adopted, the proposed Zone Change would implement the proposed City of Hope Specific Plan, which implements goals set forth in the General Plan; and which provides standards and guidelines for the development of the campus over several decades, addresses sustainable practices both on and off-campus, promotes compatibility with surrounding areas, and provides a unique and flexible regulatory document that facilitates Campus growth and recognizes connections with the greater community.
3. The proposed Zone Change will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The purpose of the proposed Zone Change is to implement the City of Hope Specific Plan, which provides a comprehensive framework for the long-term growth and development of the entire Campus, provides clarity in processes and in the coordination between COH and multiple jurisdictions, and strengthens the relationship between City of Hope and it's neighbors. If adopted, the proposed Plan would define permitted uses, regulate the sizes and locations of buildings, specify design guidelines and development standards, address mobility and connectivity topics, identify

project infrastructure and services, and provide administrative and implementation language for the entire Campus of approximately 116 acres.

4. The proposed Zone Change is internally consistent with other applicable provisions of this Development Code.
5. The affected properties are physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle access, and public services and utilities and is served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate, to ensure that the proposed use(s) and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located. The City studied the physical suitability of the Campus and adjacent environs as part of the preparation for the City of Hope Specific Plan and associated Draft Environmental Impact Report.

SECTION 3. Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove, the Planning Commission hereby recommends the City Council adopt and approve proposed Zone Change 15-1.

SECTION 4. In recommending adoption of this Resolution for the proposed Zone Change, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act pursuant to Public Resources Code Section 21000 *et seq.* (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 *et seq.* (CEQA Guidelines) because an Environmental Impact Report and Mitigation Monitoring Program for the COHSP, and corresponding Zone Change 15-1, have been prepared and circulated for public review and comment, and will be considered for certification by the City Council prior to the City Council's action on the COHSP and corresponding entitlements.

SECTION 5. The chair shall sign this Resolution and the Secretary shall attest and certify to the passage and adoption of this Resolution.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a public hearing and meeting held on the 16th day of January 2018.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } ss.
CITY OF DUARTE

I, Craig Hensley, Community Development Director of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a public hearing and meeting of the Planning Commission of the City of Duarte held on January 16, 2018, by the following vote:

AYES:

NOES:

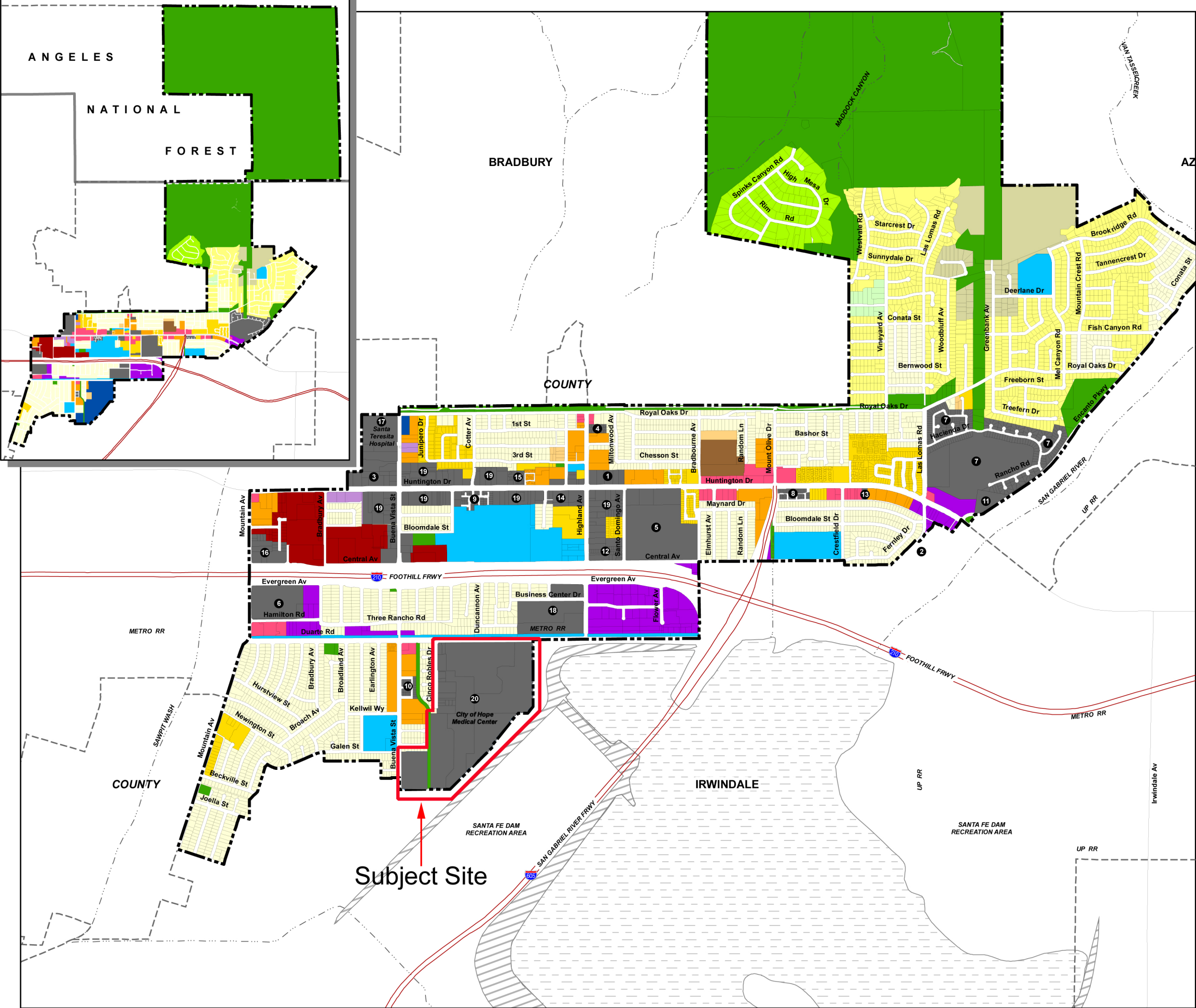
ABSTAIN:

ABSENT:

Craig Hensley, Community Development Director

EXISTING ZONING





City of Duarte Final Zoning Map

Zoning Designations

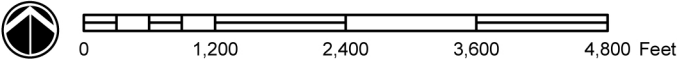
- R-1 Single-Family Residential
- R-1A Single-Family Residential
- R-1B Single-Family Residential
- R-1D Single-Family Residential
- R-1E Single-Family Residential
- R-1F Single-Family Residential (Not Mapped)
- R-2 Two-Family Residential
- R-3 Multiple Family Residential Medium Density
- R-4 Multiple Family Residential High Density
- R-MH Mobile Home Residential
- C-G Commercial-General
- C-F Commercial-Freeway
- C-P Commercial-Professional
- M Manufacturing
- H Hospital
- PF Public Facility
- O Open Space
- # SP Specific Plan

(See Chapter 19.22 of the Development Code for a listing of the Specific Plans by name and number.)

Note: Some properties have approved Planned Development Permits (PDP) that supplement or supercede zoning standard. Appropriate files in the Planning Department should be consulted.

Exhibit B Proposed Zoning Map

Adopted: November 23, 2010.
Updated: November 23, 2016
Sources: Parcel Data - Los Angeles County, 2007.
Zoning Data - City of Duarte, 2010.



RESOLUTION NO. PC 18-3

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE, CALIFORNIA, RECOMMENDING THE CITY COUNCIL OF THE CITY OF DUARTE ADOPT THE CITY OF HOPE SPECIFIC PLAN, DEFINING PERMITTED USES, REGULATING THE SIZES AND LOCATIONS OF BUILDINGS, SPECIFYING DESIGN GUIDELINES AND DEVELOPMENT STANDARDS, ADDRESSING MOBILITY AND CONNECTIVITY TOPICS, IDENTIFYING PROJECT INFRASTRUCTURE AND SERVICES, AND PROVIDING ADMINISTRATIVE AND IMPLEMENTATION LANGUAGE FOR THIRTY PARCELS OF LAND GENERALLY BOUNDED BY DUARTE ROAD TO THE NORTH; CINCO ROBLES DRIVE, THE DUARTE FLOOD CONTROL CHANNEL, AND BUENA VISTA STREET TO THE WEST; AND THE SANTA FE FLOOD CONTROL BASIN TO THE EAST AND SOUTH (1500 DUARTE ROAD)

WHEREAS, Chapter 19.150 of the Duarte Development Code provides a process for preparing, processing, reviewing, adopting, and amending specific plans in compliance with Government Code Section 65450 et seq. or as that section may be amended or replaced from time to time; and

WHEREAS, the project location for the City of Hope Specific Plan ("COHSP") is generally bounded by Duarte Road to the north; Cinco Robles Drive, the Duarte Flood Control Channel, and Buena Vista Street to the west; and the Santa Fe Flood Control Basin to the east and south; and includes thirty parcels in the City of Duarte {APN: 8533-005-009, 8533-005-(027-028), 8533-005-(030-035), 8533-006-(019-021), 8533-006-(031-032), 8533-006-(044-058), and 8533-007-066}; and

WHEREAS, an electronic copy of the proposed City of Hope Specific Plan is available on the City's website (www.accessduarte.com/dept/cd/plans/city_of_hope_specific_plan.htm), printed copies are available at City Hall, the Duarte Public Library and the City of Duarte Public Safety Office, and a printed copy of the COHSP was provided to the Planning Commission of the City of Duarte ("Planning Commission") as an attachment to the staff report for this item; and

WHEREAS, the Planning Commission has considered the COHSP, which provides, among other provisions, for the planned use and long-term development of the City of Hope Campus for next 20+ years; and

WHEREAS, notice of a public hearing on the proposed COHSP was given in accordance with applicable law; and

WHEREAS, on January 16, 2018 the Planning Commission held a duly noticed public hearing on the proposed City of Hope Specific Plan; and corresponding General Plan Amendment 15-1, Zone Change 15-1, and Draft Environmental Impact Report for the COHSP

(State Clearinghouse No. 2015101047); at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Department of the City of Duarte, along with public testimony presented in connection with the foregoing; and

WHEREAS, the Planning Commission has considered the staff report and all of the information, evidence, and testimony received at the public hearing; and

NOW, THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2. Based upon substantial evidence presented to the Planning Commission during the public hearing, including written staff reports and verbal testimony, the Planning Commission hereby finds and determines:

1. The proposed City of Hope Specific Plan Land Use Designation, Zone, and policy and regulatory document is intended to ensure the highest and best use for the subject property.
2. The proposed City of Hope Specific Plan is in the best interests and welfare of the City and its residents. The purpose of the proposed Zone Change is to implement the City of Hope Specific Plan, which provides a comprehensive framework for the long-term growth and development of the entire Campus, provides clarity in processes and in the coordination between COH and multiple jurisdictions, and strengthens the relationship between City of Hope and it's neighbors.
3. The proposed City of Hope Specific Plan is consistent with the City's General Plan. The Land Use Element of the General Plan promotes several goals that support the adoption of the COHSP and associated entitlements. Land Use Element Goal 2 seeks compatible and harmonious land use by providing a mix of uses consistent with projected future social, environmental and economic conditions. Land Use Element Goal 3 provides policy direction to provide unique areas to better serve the needs of Duarte residents and businesses. If adopted, the proposed City of Hope Specific Plan, which implements goals set forth in the General Plan; would provide standards and guidelines for the development of the campus over several decades, address sustainable practices both on and off-campus, promote compatibility with surrounding areas, and provide a unique and flexible regulatory document that facilitates Campus growth and recognizes connections with the greater community.

SECTION 3. Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove, the Planning

Commission hereby recommends the City Council adopt and approve the City of Hope Specific Plan.

SECTION 4. In recommending adoption of this Resolution for the City of Hope Specific Plan, the Planning Commission finds and determines the project is in compliance with the California Environmental Quality Act pursuant to Public Resources Code Section 21000 *et seq.* (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 *et seq.* (CEQA Guidelines) because an Environmental Impact Report and Mitigation Monitoring Program for the COHSP has been prepared and circulated for public review and comment, and will be considered for certification by the City Council prior to the City Council's action on the COHSP and corresponding entitlements.

SECTION 5. The chair shall sign this Resolution and the Secretary shall attest and certify to the passage and adoption of this Resolution.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a public hearing and meeting held on the 16th day of January 2018.

Paula Watson-Gardner, Chairperson
City of Duarte Planning Commission

ATTEST:

Craig Hensley, Community Development Director

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES } ss.
CITY OF DUARTE

I, Craig Hensley, Community Development Director of the City of Duarte, do hereby certify that the foregoing Resolution was adopted at a public hearing and meeting of the Planning Commission of the City of Duarte held on January 16, 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Craig Hensley, Community Development Director

RESOLUTION NO. PC 18-4

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DUARTE, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF DUARTE CERTIFY THE DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE CITY OF HOPE SPECIFIC PLAN

WHEREAS, the Planning Commission of the City of Duarte ("Planning Commission") has considered the Draft Environmental Impact Report ("DEIR") and its implementing actions (State Clearinghouse No. 2015101047) for the City of Hope Specific Plan ("COHSP"), which COHSP provides, among other provisions, for the planned use and long-term development of the City of Hope Campus for next 20+ years, generally bounded by Duarte Road to the north; Cinco Robles Drive, the Duarte Flood Control Channel, and Buena Vista Street to the west; and the Santa Fe Flood Control Basin to the east and south {APN: 8533-005-009, 8533-005-(027-028), 8533-005-(030-035), 8533-006-(019-021), 8533-006-(031-032), 8533-006-(044-058), and 8533-007-066}; and

WHEREAS, an electronic copy of the DEIR for the project is available on the City's website (www.accessduarte.com/dept/cd/plans/city_of_hope_specific_plan.htm), printed copies are available at City Hall, the Duarte Public Library and the City of Duarte Public Safety Office, and a printed and digital copy of the EIR was provided to the Planning Commission as an attachment to the staff report for this item; and

WHEREAS, the DEIR for the proposed COHSP provides an assessment of the environmental impacts, alternatives, and mitigation measures associated with the COHSP, and has been prepared in accordance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq. (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 et seq. (CEQA Guidelines); and

WHEREAS, notice of public hearing before the Planning Commission concerning the adequacy and completeness of the DEIR was given in accordance with the laws, including CEQA, and policies of the City of Duarte ("City"); and

WHEREAS, the Planning Commission has considered the staff report and all of the information, evidence, and testimony received at the public hearing; and

WHEREAS, on January 16, 2018 the Planning Commission held a duly noticed public hearing on the proposed City of Hope Specific Plan; and corresponding General Plan Amendment 15-1, Zone Change 15-1, and Draft Environmental Impact Report for the COHSP (State Clearinghouse No. 2015101047); at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Department of the City of Duarte, along with public testimony presented in connection with the foregoing; and

WHEREAS, written comments on the DEIR were received from the public and other public agencies during the 45-day public review period, which began on November 15, 2017 and ended on January 4, 2018; and

WHEREAS, such comments and testimony will be responded to through a Comments and Responses as part of the Final Program Environmental Impact Report (Final EIR) for the Town Center Specific Plan, and be presented to the City Council for future consideration; and

WHEREAS, such comments and testimony will fully and adequately respond to the timely submitted comments in the manner set forth in Section 15088 of the CEQA Guidelines; and

WHEREAS, the DEIR has been independently reviewed by the Planning Commission and reflects the independent judgment of the Planning Commission; and

WHEREAS, the Planning Commission has reviewed all documentation comprising the DEIR.

NOW, THEREFORE, the Planning Commission of the City of Duarte resolves as follows:

SECTION 1. The Recitals above are true and correct and incorporated herein by this reference.

SECTION 2: Based upon substantial evidence presented to the Planning Commission during the public hearing, including written staff reports and verbal testimony, the Planning Commission hereby finds and determines that the DEIR addresses all environmental effects of the proposed project and that the DEIR fully complies with all requirements of CEQA and the CEQA Guidelines relating thereto

SECTION 3. The Planning Commission finds that, once the “Comments and Responses” and any “Errata for Final EIR” are complete, the Final EIR will be complete and adequate and include the elements described below, in that it will address all environmental effects of the proposed project. The Final EIR will be composed of the following elements:

- a. Final EIR
 - i. Draft EIR
 - ii. Draft EIR Technical Appendices
 - iii. Mitigation Monitoring Program
 - iv. Comments and Responses
 - v. Errata for Final EIR

SECTION 5. The chair shall sign this Resolution and the Secretary shall attest and certify to the passage and adoption of this Resolution.

APPROVED, AND ADOPTED by the Planning Commission of the City of Duarte at a public hearing and meeting held on the 16th day of January 2018.

ATTACHMENT #8

Craig Hensley, Community Development Director